DIAMOND BAR TOWN CENTER SPECIFIC PLAN

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2018051066

VOLUME II
APPENDICES

PREPARED FOR:

CITY OF DIAMOND BAR
21810 COPLEY DRIVE
DIAMOND BAR, CA 91765

PREPARED BY:

SAPPHOS ENVIRONMENTAL, INC.
430 NORTH HALSTEAD STREET
PASADENA, CALIFORNIA 91107

AUGUST 2025

Appendix A

Notice of Preparation

June 5, 2023

NOTICE OF PREPARATION

From: City of Diamond Bar
Attn: Greg Gubman, Community Development Director
21810 Copley Drive
Diamond Bar, CA 91765
Phone: (909) 839-7031

SUBJECT: Notice of Preparation of a Supplemental Environmental Impact Report (SIR) for the Diamond Bar Town Center Specific Plan

The City of Diamond Bar (City), as the Lead Agency pursuant to the California Environmental Quality Act (CEQA), intends to prepare a Supplemental Environmental Impact Report (SIR) to the December 17, 2019, certified Diamond Bar General Plan Update (Diamond Bar General Plan 2040) and Climate Action Plan Program EIR (Certified EIR) (State Clearinghouse No. 2018051066), as amended on August 11, 2022, with adoption of the 2021-2029 Housing Element Update, for the proposed Diamond Bar Town Center Specific Plan (proposed project). The Diamond Bar General Plan 2040 established a new vision for a pedestrian-oriented "Town Center" that provided housing opportunities, food-oriented retail, restaurants, and entertainment. The proposed Specific Plan would guide the development of the Diamond Bar Town Center, implementing the goals and policies related to reestablishing the Town Center as a mixed-use civic area promoting walkability, through the planning horizon of the Diamond Bar General Plan 2040. A General Plan Amendment and a Zoning Amendment would be required to increase the maximum density and floor area ratio (FAR) allowed within the Specific Plan's Planning Area to allow the Specific Plan's proposed density, to establish development and design standards for development within the Planning Area, and to rezone the Planning Area parcels for the Specific Plan's proposed uses. An SIR is needed to address changes to the Town Center not discussed in the certified EIR to evaluate the degree to which there would be any new significant impacts or substantially more adverse impacts caused by adoption of the Diamond Bar Town Center Specific Plan than have already been evaluated in the certified EIR.

In accordance with §15082 of the State CEQA Guidelines, the City has prepared this Notice of Preparation (NOP) to provide Responsible Agencies and other interested parties with information describing the proposed project and to identify its potential environmental effects pursuant to State requirements. The NOP and related documents can be reviewed on the City website at: www.diamondbarca.gov/towncenter.

Project Location:

The Planning Area for the Specific Plan is defined as the land addressed by the Specific Plan's policies and land use designations (Figure 1, *Planning Area*). The Planning Area is approximately 45 acres. The Planning Area is bounded on the west by the Fall Creek private condominium community, on the north by the Pomona Freeway (SR-60), on the east by a neighborhood of single-family homes, and on the south by Lorbeer Middle School and Mount Cavalry Lutheran Church and School. The Planning Area is composed of approximately 37 individual parcels with 23 unique property owners within a suburban-style commercial district. The Planning Area is in the U.S. Geological Survey (USGS) 7.5-minute San Dimas topographic quadrangle. The Planning Area is centered around Diamond Bar Boulevard, a six-lane thoroughfare with painted bike lanes that bisects the Town Center. It is bounded on the south by Golden Springs Drive and on the north by the SR-60 Freeway. Access to the Town Center is provided by both SR-60 and SR-57. Travelling on SR-60, access to the Town Center can be attained by Diamond Bar Boulevard (Exit 26). Major thoroughfares providing access to the Town Center area include Diamond Bar Boulevard and Golden Springs Drive. It is within view of the San Gabriel Mountains (approximately 7 miles from the foot of the mountain range).

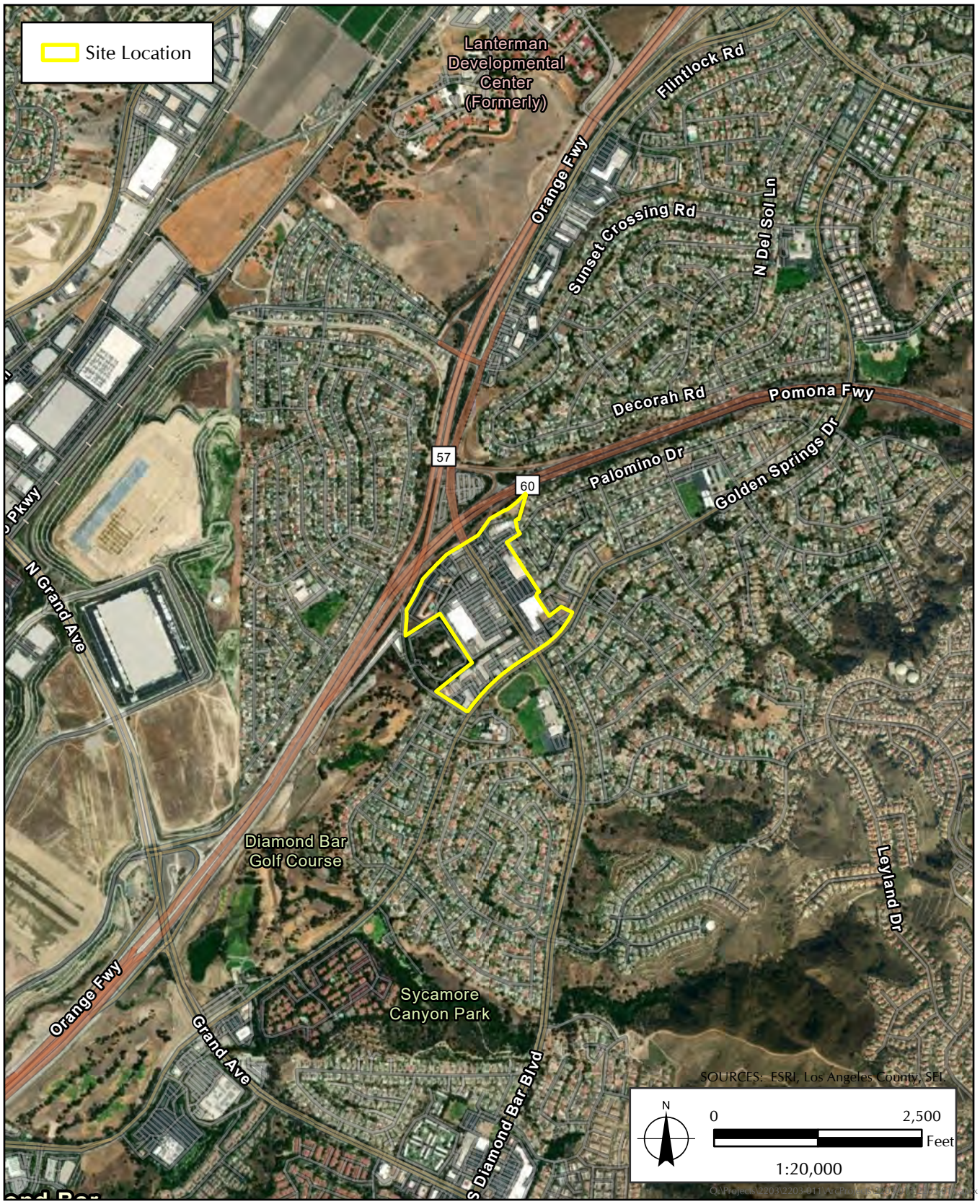


FIGURE 1

Planning Area Map

Project Description

The Specific Plan would serve as both a policy and regulatory document to guide the transformation of the Town Center area from a nondescript suburban-style neighborhood commercial area into a vibrant, pedestrian-oriented, mixed-use district that serves the community, adding to the identity and quality of life in Diamond Bar. The Specific Plan involves the phased redevelopment of approximately 45 acres of existing suburban-style retail shopping centers along Diamond Bar Boulevard between Golden Springs Drive and the SR-60 overpass.

Currently, the Planning Area has 510,000 square feet of existing commercial space comprised of retail, dining, and medical office, as well as 97 existing hotel rooms. The Specific Plan would have a maximum buildout of:

- 2,055 housing units (805 more units than adopted General Plan; 2,055 more units than existing land use);
- 150 hotel rooms (53 more hotel rooms than existing land use);
- 40,000 square feet of public open space (40,000 square feet more open space than existing land use); and
- 415,000 square feet of commercial space including retail, dining, entertainment, office, community, and cultural uses (95,000 square feet less commercial space than existing land use).

The actual rate and amount of development as a result of the Specific Plan may differ but would be within the maximum allowed. Actual buildout of the Specific Plan would involve the development of new roads within the Planning Area in addition to the development associated with housing, hotels, and commercial space.

The proposed Specific Plan also includes supporting infrastructure through the adoption of the Specific Plan and associated entitlements. As part of the infrastructure improvements, the Specific Plan would implement a “road diet” to narrow Diamond Bar Boulevard by decreasing lane widths from an existing 12-foot width to 11 feet for travel lanes and 10 feet for left turn pockets. The changes to Diamond Bar Boulevard would also remove the right lane in each direction to create right turn pockets and add a protected bike lane. The Specific Plan proposes to reduce the number of through lanes on Diamond Bar Boulevard between Gentle Springs Lane / Palomino Drive and Golden Springs Drive. This road diet would eliminate one through lane in each direction (from three to two), remove the center median, and narrow the remaining lanes. The direct benefits of a road diet include shorter pedestrian crossing distances and more space on the existing public right-of-way for alternative use such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping. The SIR will address potential impacts of the proposed road diet.

Probable Environmental Effects: In accordance with State CEQA Guidelines Section 15063(a), the City determined that an SIR would be required for this project. The Initial Study prepared for the project identified the following 11 environmental issue areas that are anticipated to have less than significant impacts based on the existing information, or could be reduced to a less than significant level with implementation of the Certified EIR mitigation:

1. Agriculture and Forestry Resources
2. Biological Resources
3. Cultural Resources
4. Energy
5. Geology / Soils
6. Hazards and Hazardous Materials
7. Land Use and Planning
8. Mineral Resources
9. Population / Housing
10. Tribal Cultural Resources
11. Wildfire

The Initial Study found that nine (9) environmental issue areas would have the potential to result in significant impacts requiring further analysis:

1. Aesthetics
2. Air Quality
3. Greenhouse Gas Emissions
4. Hydrology/Water Quality
5. Noise
6. Public Services
7. Recreation
8. Transportation
9. Utilities/Service Systems.

The NOP and Initial Study are available for review online and at the following locations:

Diamond Bar City Hall, 21810 Copley Drive, Diamond Bar, CA 91765
Open to the public Monday through Thursday, 7:30 a.m. to 5:30 p.m., Friday, 7:30 a.m. to 4:30 p.m.

Diamond Bar Community Library, 21800 Copley Drive, Diamond Bar, CA 91765
Open Monday through Thursday, 10 a.m. to 8 p.m., Friday and Saturday, 10 a.m. to 6 p.m.

City's website: www.diamondbarca.gov/towncenter

Project website: www.downtown4db.com

Responses: The City requests interested parties provide written comments as to the scope and content of the environmental information to be included in the Draft Supplemental EIR, in connection with the proposed project. **The 30-day NOP review period starts on June 5, 2023, and ends on July 5, 2023**. Due to the time limits mandated by State law, please send your written response to the City at the address below at the earliest possible date but no later than **July 5, 2023, at 5:00 p.m**. Please include your name and address for all written correspondence.

Lead Agency Contact:

Grace S. Lee, Senior Planner
21810 Copley Drive
Diamond Bar, CA 91765
GLee@DiamondBarCa.Gov
(909) 839-7032

Scoping Meeting: A public scoping meeting will be conducted on June 8, 2023, to collect oral comments from agencies and members of the public regarding the scope and content of the SIR.

Scoping Meeting on the Town Center Specific Plan Supplemental EIR

June 8, 2023 | 6:00 to 7:00 PM
Windmill Room, Diamond Bar City Hall
21810 Copley Drive
Diamond Bar, CA 91765

If you have any questions regarding this NOP or the scoping meeting, please contact Senior Planner Grace Lee at the phone number or email address provided above.

Appendix B

Initial Study

DIAMOND BAR TOWN CENTER SPECIFIC PLAN

INITIAL STUDY

PREPARED FOR:

CITY OF DIAMOND BAR
21810 COPLEY DRIVE
DIAMOND BAR, CA 91765

PREPARED BY:

SAPPHOS ENVIRONMENTAL, INC.
430 NORTH HALSTEAD STREET
PASADENA, CALIFORNIA 91107

JUNE 2023

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CHAPTER 1
PROJECT DESCRIPTION

The City of Diamond Bar has proposed the Diamond Bar Town Center Specific Plan (Specific Plan or proposed project). Generally, the proposed Specific Plan involves the phased redevelopment of approximately 45 acres of existing suburban-style retail shopping centers in order to create a pedestrian-oriented "Town Center," that would provide housing opportunities, food-oriented retail, restaurants, and entertainment. The Specific Plan is further described in detail in Section 1.8 below. A General Plan Amendment and a Zoning Amendment would be required to increase the maximum density and floor area ratio (FAR) allowed within the Specific Plan's Planning Area to allow the Specific Plan's proposed density, to establish development and design standards for development within the Planning Area, and to rezone the Planning Area parcels for the Specific Plan's proposed uses.

The proposed adoption and implementation of the Specific Plan constitutes a "project" for the purposes of the California Environmental Quality Act (CEQA). Thus, this Initial Study has been prepared to address the potential impacts associated with this project. This Initial Study and supporting environmental analysis will support the decision-making process to be undertaken by the City of Diamond Bar (City), in its role as the Lead Agency pursuant to CEQA, in considering the proposed project for approval. Plan. This environmental analysis is tiered from the 2019 certified Diamond Bar General Plan Update (Diamond Bar General Plan 2040) and Climate Action Plan Program Environmental Impact Report (EIR) (hereafter, Certified EIR) (State Clearinghouse No. 2018051066), as amended after an Addendum to the Certified EIR was adopted on November 2, 2021 with adoption of the 2021-2029 Housing Element Update. This environmental analysis acts as a "supplement" to the Certified EIR.

1.1 PROJECT TITLE

Diamond Bar Town Center Specific Plan

1.2 LEAD AGENCY NAME

City of Diamond Bar

1.3 PRIMARY CONTACT PERSON

City of Diamond Bar
Attn: Grace S. Lee, Senior Planner
21810 Copley Drive
Diamond Bar, CA 91765
Phone: (909) 839-7032
Email: glee@diamondbarca.gov

1.4 PROJECT LOCATION

1.4.1 Regional Location

The City of Diamond Bar is an approximately 9,526-acre city located on the eastern edge of Los Angeles County, California, at the far eastern edge of the San Gabriel Valley, within 30 miles of the Cities of Los Angeles, Riverside, and Irvine (Figure 1.4-1, *Regional Vicinity Map*). It is bound by the Cities of Industry and Walnut to the north, the Cities of Pomona and Chino Hills to the east, unincorporated territory of Los Angeles County within Diamond Bar's Sphere of Influence and the City of Brea to the south, and unincorporated territory of Los Angeles County to the west. The western edge of the City lies at the intersection of State Route 57 (SR-57) and SR-60, with SR-57 connecting the City to Interstate 10 (I-10) 1.5 miles north and SR-60 connecting to SR-71 roughly 2 miles east. Major thoroughfares providing access to the Town Center area include Diamond Bar Boulevard and Golden Springs Drive. The Industry Metrolink Station lies on Diamond Bar's northern border within the City of Industry, providing east-west transit connections to Los Angeles and Riverside.

1.4.2 Planning Area

The Planning Area for the Specific Plan is defined as the land addressed by the Specific Plan's policies and land use designations and is depicted in Figure 1.4-2, *Planning Area Map*. The Planning Area is approximately 45 acres, less than 0.5 percent of the area within the City limits. The Planning Area is bounded on the north by the Pomona Freeway (SR-60), on the east by a neighborhood of single-family homes, on the south by Lorbeer Middle School and Mount Cavalry Lutheran Church and School, and on the west by the Fall Creek private condominium community. The Planning Area is composed of 35 individual parcels with 23 unique property owners within a suburban-style commercial district.

The Planning Area is in the U.S. Geological Survey (USGS) 7.5-minute San Dimas topographic quadrangle (Figure 1.4-3, *Topographic Map*). The elevation in the middle of the Planning Area is approximately 741 feet above mean sea level (AMSL). The site gently slopes roughly 4 percent from north to south. However, this topography was altered in order to build the existing shopping centers and their requisite parking. As a result, two areas of steep slopes were created, making connectivity across the site in a north/south direction difficult to achieve.

The Planning Area is centered around Diamond Bar Boulevard, a six-lane thoroughfare with painted bike lanes that bisects the Town Center and extends over 1,800 feet. It is bounded on the south by Golden Springs Drive for approximately 1,600 feet and on the north by the SR-60 Freeway. Access to the Town Center is provided by both SR-60 and SR-57. Travelling on SR-60, access to the Town Center can be attained by Diamond Bar Boulevard (Exit 26). Major thoroughfares providing access to the Town Center area include Diamond Bar Boulevard and Golden Springs Drive. Both thoroughfares are also accompanied by painted bike lanes. It is within view of the San Gabriel Mountains (approximately 7 miles from the foot of the mountain range).

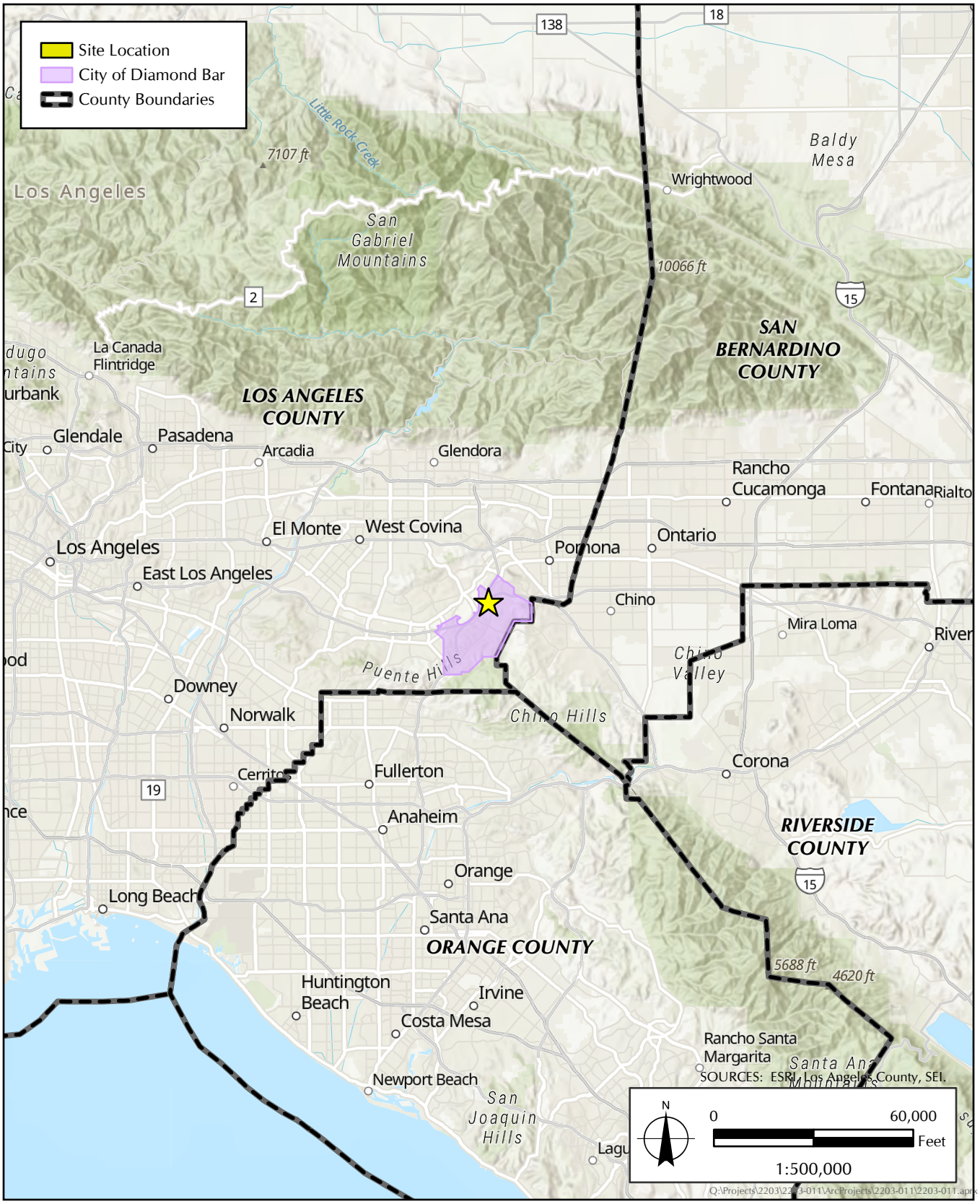


FIGURE 1.4-1

Regional Vicinity Map

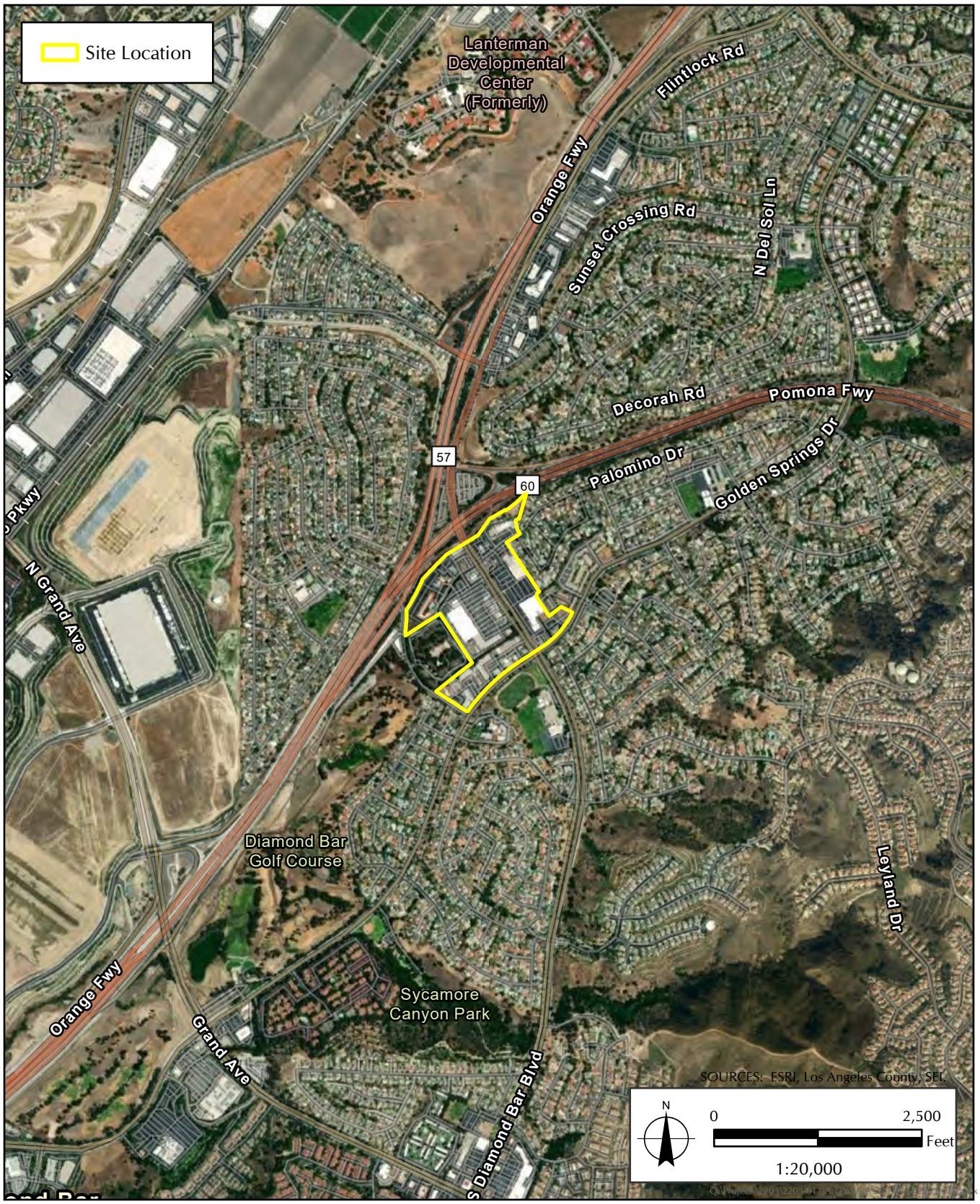
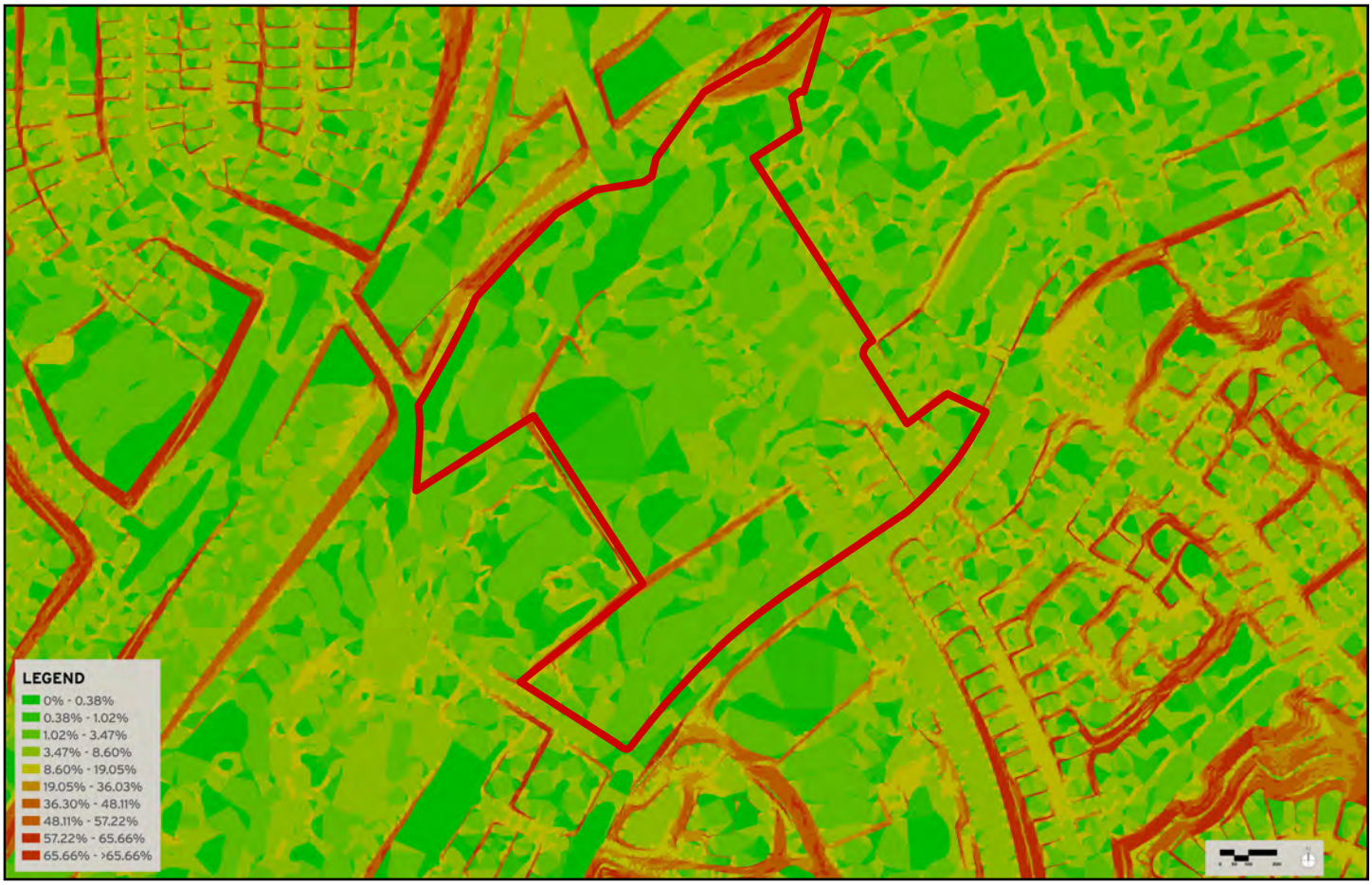


FIGURE 1.4-2

Planning Area Map



SOURCE: Torti Gallas + Partners 2023

NOTE: Steep slopes are shown in red

FIGURE 1.4-3
Topographic Map

1.5 PROJECT SPONSOR

City of Diamond Bar
21810 Copley Drive
Diamond Bar, CA 91765

1.6 GENERAL PLAN DESIGNATION

The Planning Area is designated by the Diamond Bar General Plan 2040 as Town Center Mixed Use, the purpose of which is to "encourage a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses, in addition to offices, professional services, and residential uses."[1]

1.7 ZONING

The Planning Area is zoned by the City as Regional Commercial (C-3), Community Commercial (C-2), and Neighborhood Commercial (C-1).[2] Table B-4, *Town Center Mixed Use Sites to be Rezoned*, in the Housing Element 2021-2029 proposed re-zoning all 35 parcels in the Planning Area to "Specific Plan" (Table 1.7-1, *Town Center Mixed Use Sites to Be Rezoned "Specific Plan" from Housing Element*; Figure 1.7-1, *Town Center Mixed Use Parcels*).

[1] City of Diamond Bar. 2019. Figure 2-2: Land Use Diagram. In Chapter 2: Land Use and Economic Development of the Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[2] City of Diamond Bar. N.d. Diamond Bar GIS Viewer. https://db.maps.arcgis.com/apps/webappviewer/index.html?id=605f2597e7d14ed388f57eb90f40682e

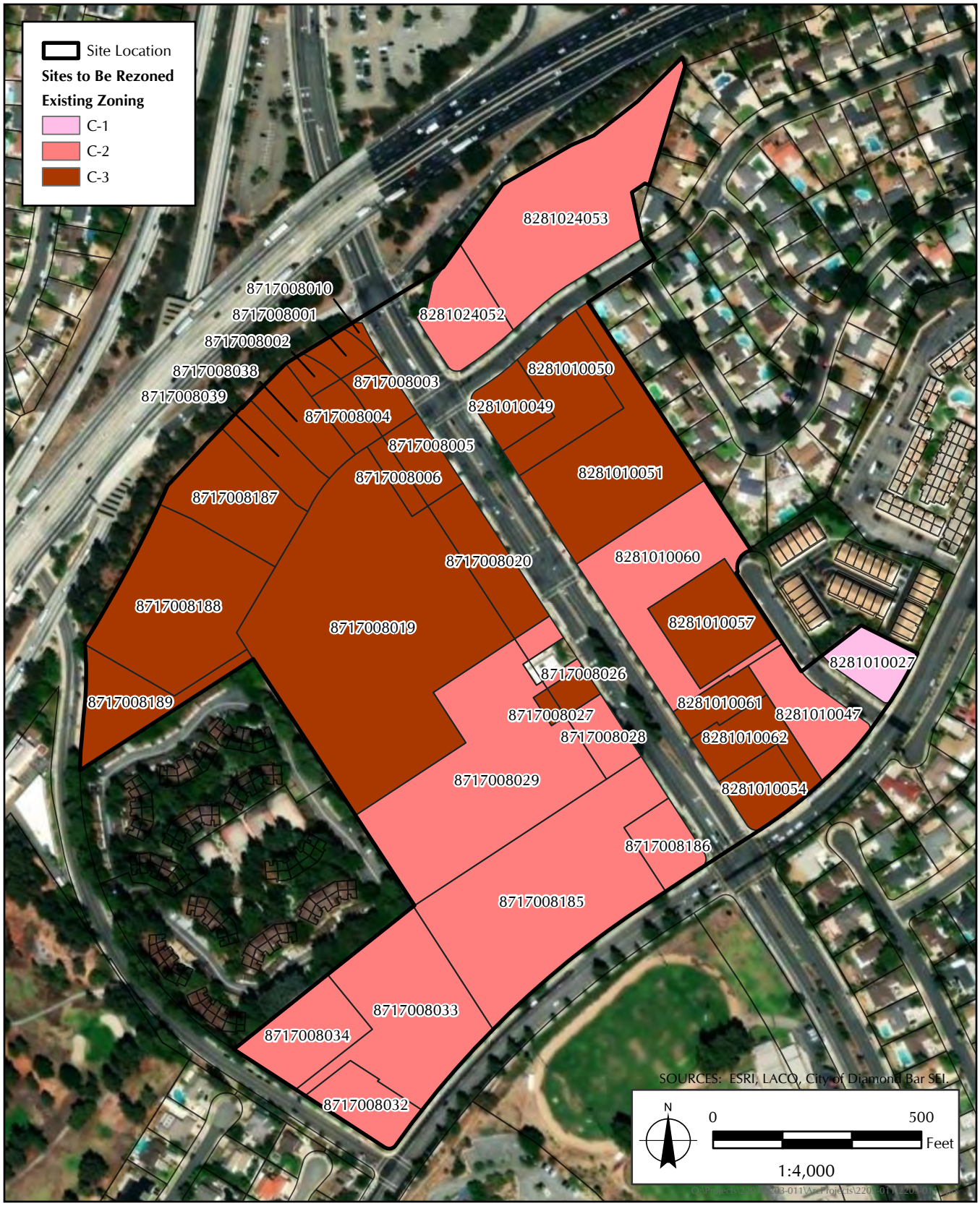


FIGURE 1.7-1

Town Center Mixed Use Parcel Map

TABLE 1.7-1
TOWN CENTER MIXED USE SITES TO BE REZONED "SPECIFIC PLAN"

AIN	Address	Parcel Size	Existing Zoning	Max Density	Existing Use	Year Existing Use Built	Floor Area Ratio (FAR)	Improvements-to-Land (I/L) Ratio
8281010027	23555 Golden Springs Dr	0.53	C-2	30	Office Buildings	1986	0.50	2.7
8281010047	23525 Golden Springs Dr	0.91	C-2	30	Professional Buildings	1967	0.19	2.1
8281010049	206 S Diamond Bar Blvd	0.54	C-3	30	Service Stations	1971	0.08	0.7
8281010050	218 S Diamond Bar Blvd	1.23	C-3	30	Shopping Centers (Regional)	1971	0.59	0.6
8281010051	240 S Diamond Bar Blvd	2.4	C-3	30	Shopping Centers (Neighborhood, community)	1970	0.63	1.5
8281010054	350 S Diamond Bar Blvd	0.56	C-3	30	Service Stations	1971	0.07	0.0
8281010057	300 S Diamond Bar Blvd	1.16	C-3	30	Shopping Centers (Neighborhood, community)	1970	1.01	7.8
8281010060		2.16	C-3	30	Parking Lots (Commercial Use Properties)	1970	1.01	0.0
8281010061	324 S Diamond Bar Blvd	0.4	C-3	30	Stores	1970	0.31	1.0
8281010062	334 S Diamond Bar Blvd	0.7	C-3	30	Banks Savings & Loan	1971	0.2	0.9
8281024052	150 S Diamond Bar Blvd	0.86	C-3	30	Service Stations	1987	0.03	0.1
8281024053	23525 Palomino Dr 45E	3.24	C-2	30	Stores	1980	0.55	1.0
8717008001	121 S Diamond Bar Blvd	0.25	C-3	30	Auto, Recreation EQPT, Construction EQPT, Sales & Svc	1975	0.65	2.8
8717008002	121 S Diamond Bar Blvd	0.16	C-3	30	Auto, Recreation EQPT, Construction EQPT, Sales & Svc	1975	1.02	0.7
8717008003	141 S Diamond Bar Blvd	0.39	C-3	30	Restaurants, Cocktail Lounges	1975	0.54	1.7

TABLE 1.7-1
TOWN CENTER MIXED USE SITES TO BE REZONED "SPECIFIC PLAN"

AIN	Address	Parcel Size	Existing Zoning	Max Density	Existing Use	Year Existing Use Built	Floor Area Ratio (FAR)	Improvements-to-Land (I/L) Ratio
8717008004	141 S Diamond Bar Blvd	0.33	C-3	30	Restaurants, Cocktail Lounges	1975	0.55	1.9
8717008005	205 S Diamond Bar Blvd	0.46	C-3	30	Restaurants, Cocktail Lounges	1975	0.57	6.8
8717008006	205 S Diamond Bar Blvd	0.21	C-3	30	Restaurants, Cocktail Lounges	1975	0.63	3.8
8717008010		0.06	C-3	30	Parking Lots (Commercial Use Properties)		0	0.0
8717008019	249 S Diamond Bar Blvd	7.24	C-3	30	Shopping Centers (Neighborhood, community)	1975	0.3	1.5
8717008020	235 S Diamond Bar Blvd	0.87	C-3	30	Shopping Centers (Neighborhood, community)	2017	0.11	2.3
8717008026	301 S Diamond Bar Blvd	0.18	C-3	30	Service Stations	1978	0.04	0.2
8717008027	301 S Diamond Bar Blvd	0.07	C-3	30	Service Stations	1978	0.09	0.1
8717008028	315 S Diamond Bar Blvd	0.6	C-3	30	Shopping Centers (Neighborhood, community)	1979	0.3	1.1
8717008029	303 S Diamond Bar Blvd	3.96	C-3	30	Shopping Centers (Neighborhood, community)	1979	0.17	0.8
8717008032	23341 Golden Springs Dr	0.66	C-2	30	Office Buildings	0	0.38	1.9
8717008033	23347 Golden Springs Dr	2.46	C-2	30	Stores	1977	0.19	0.5
8717008034	414 S Prospectors Rd	1.01	C-2	30	Professional Buildings	1977	0.25	1.6
8717008038	225 Gentle Springs Ln	0.65	C-3	30	Restaurants, Cocktail Lounges	1979	0.15	1.1
8717008039	233 Gentle Springs Ln	0.62	C-3	30	Restaurants, Cocktail Lounges	1979	0.08	0.8

TABLE 1.7-1
TOWN CENTER MIXED USE SITES TO BE REZONED "SPECIFIC PLAN"

AIN	Address	Parcel Size	Existing Zoning	Max Density	Existing Use	Year Existing Use Built	Floor Area Ratio (FAR)	Improvements-to-Land (I/L) Ratio
8717008185	325 S Diamond Bar Blvd	4.2	C-2	30	Shopping Centers (Neighborhood, community)	1977	0.33	0.9
8717008186	379 S Diamond Bar Blvd	0.53	C-2	30	Banks Savings & Loan	1976	0.33	0.5
8717008187	245 Gentle Springs Ln	1.33	C-3	30	Restaurants, Cocktail Lounges	1989	0.15	1.3
8717008188	259 Gentle Springs Ln	2.71	C-3	30	Hotel & Motels	1988	0.46	2.0
8717008189		0.96	C-3	30	Commercial		0	0.0

1.8 DESCRIPTION OF PROJECT

1.8.1 Background

Summary - Town Center Focus Area

The Diamond Bar General Plan 2040 includes goals for a Town Center area to be established as a mixed-use civic area promoting walkability, retail and dining destinations, housing, and public spaces. The Certified EIR (SCH #2018051066)[3] for the Diamond Bar General Plan Update (Diamond Bar General Plan 2040) and Climate Action Plan was certified on December 17, 2019. To that end, the Diamond Bar General Plan 2040 included a Town Center Mixed Use Land Use Designation. Within that land use designation, the maximum FAR is 1.5, and the maximum residential density is 20.0 dwelling units per acre (du/ac).[4]

After the Diamond Bar General Plan 2040 was adopted on December 17, 2019, the Diamond Bar 2021-2029 Housing Element Update was adopted on August 11, 2022.[5] The City reviewed the proposed Housing Element Update and determined that no new significant impacts would be caused by adoption of the Housing Element that have not already been evaluated in the Certified EIR; therefore, an addendum (number 1) to the Certified EIR was prepared pursuant to CEQA Guidelines Sections 15162 and 15164.

The Housing Element Update 2021-2029, analyzed in the Addendum to the Certified EIR, provided an updated Regional Housing Needs Assessment (RHNA) that is addressed in the Housing Element Update to the City General Plan. The March 2021 Southern California Association of Governments (SCAG) RHNA for the City of Diamond Bar assigns a total of 2,521 housing units to the City during the 2021 to 2029 planning period, and the Housing Element plans for these additional units based on the RHNA assigned to the City.

The Housing Element Update 2021-2029 has received certification from the California Department of Housing and Community Development. Appendix B, *Residential Sites Inventory*, of the Housing Element 2021-2029 identifies properties for which zoning amendments are required to reconcile development regulations with the recently adopted General Plan in order to provide adequate capacity to accommodate the City's RHNA allocation in all income categories. The Housing Element Site Inventory identifies 35 parcels within the Town Center Mixed Use Area with the capacity to accommodate a total of 1,070 housing units at the following levels of affordability (see Table 1.7-1, which was provided in Table B-4 in the Housing Element 2021-2029):[6]

1. Very Low Income: 303 units
2. Low: 157 units

[3] City of Diamond Bar. November 2019. Diamond Bar Environmental Impact Report 2040. https://www.diamondbarca.gov/DocumentCenter/View/7073/Diamond-Bar-Environmental-Impact-Report-2040---Finalpdf?bidId=

[4] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040: Land Use and Economic Development Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

[5] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040: Housing Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

[6] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040: Housing Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

3. Moderate: 247 units
4. Above Moderate: 363 units

Town Center Technical Assistance Panel Report Recommendations

In April of 2021 the Urban Land Institute-Los Angeles (ULI-LA) convened a technical assistance panel (TAP) to report on the market possibilities, implementation strategies, and design frameworks for implementing the Town Center defined in the General Plan.[7] A Town Center Specific Plan was recommended to provide detailed development standards, infrastructure requirements and implementation measures for the Town Center.

As part of the TAP's Town Center Specific Plan analysis, the real estate economics firm RCLCO Real Estate Consulting prepared a market feasibility study for the Town Center, which concluded that (1) market demand exists for over 2,000 housing units (an average of 44 units per acre), including more than 1,500 rental units of varying product types, based on market conditions, demographics and locational advantages in Diamond Bar; (2) a strong opportunity is presented for redevelopment and repositioning of existing retail space, which would benefit from synergies created by new housing; and (3) there is low demand for office development in the area.

Consistency of Proposed Project with General Plan

In December 2019, the Diamond Bar City Council (City Council) adopted a comprehensive update to its General Plan (*General Plan 2040*), establishing, among other things, a new vision for a pedestrian-oriented "Town Center" that provides housing opportunities, food-oriented retail, restaurants, and entertainment. The General Plan designates a 45-acre commercial area along Diamond Bar's main thoroughfare—Diamond Bar Boulevard between Golden Springs Drive and the SR-60 overpass—as the Town Center Mixed Use Focus Area.

A proposed Specific Plan has been drafted. The proposed Specific Plan contains policies, standards, and guidance to guide the decision-making related to the development, housing, retail, commercial spaces, and transportation within the Town Center Planning Area. The proposed Specific Plan is consistent with the Diamond Bar 2040 General Plan because it would:

- Establish a long-range vision that reflects the goals and desires of the Diamond Bar community.
- Provide City departments, the Planning Commission, and the City Council with strategies and implementing actions to achieve the vision.
- Provide a basis for evaluating whether individual development proposals and public projects are in harmony with the proposed Specific Plan vision and policies.
- Provide standards and guidance to allow City departments, other public agencies, and private developers to design projects that are consistent with the Specific Plan vision and policies.

The Diamond Bar General Plan 2040 states that during the process of creating the General Plan, residents "expressed a desire for greater access to dining, entertainment, and retail establishments within the city. More specifically, community input indicated a desire for the concentration of these new establishments within a walkable area resembling a more traditional

[7] Urban Land Institute-Los Angeles. April 2021. Technical Assistance Panel Report: Diamond Bar Town Center. https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId= (accessed March 13, 2023).

downtown." It was also noted that "the city lacks a clear community focal point – a role commonly played by a vibrant downtown."[8] The Town Center focus area is proposed along Diamond Bar Boulevard, between SR-60 and Golden Springs Drive, to build on the success of recent commercial redevelopment in that area. The Town Center would serve as a center of activity for residents of Diamond Bar, providing entertainment and retail opportunities and community gathering spaces in a pleasant, walkable environment.

Two Diamond Bar General Plan 2040 goals support this vision:

1. "Promote and support the commercial area on both sides of Diamond Bar Boulevard from Golden Springs Drive to SR-60 as a vibrant, pedestrian-oriented Town Center that serves as Diamond Bar's primary specialty retail and dining destination and is accessible to all Diamond Bar residents."

2. "Ensure an inviting and comfortable public realm to encourage pedestrian activity in the Town Center area."

Due to the general and long-range nature of the proposed Specific Plan, there would be instances where subsequent, more detailed environmental studies would be necessary in order to implement the plan's policies on particular sites. These sites where more detailed environmental studies are required will be identified in the Supplemental Environmental Impact Report (SIR).

1.8.2 Project Purpose and Objectives

The CEQA Guidelines require a description of the proposed project's purpose and objectives (California Code of Regulations [CCR], Tit. 14, § 15124).

Purpose

The City's aspiration for the Specific Plan Planning Area is articulated in its Diamond Bar General Plan 2040, which calls for its transformation from a suburban-style, auto-oriented neighborhood commercial area into a vibrant, pedestrian-oriented, mixed-use district that serves the community.

The proposed Specific Plan is also designed to address statewide planning efforts. The State Legislature has adopted findings that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California… (3) Among the consequences of those actions are…. reduced mobility, urban sprawl, excessive commuting, and air quality deterioration" (Gov. Code Section 65589.5(a)). The State Legislature has also adopted findings that "California has a housing supply and affordability crisis of historic proportions." (Gov. Code Section 65589.5(a)(2)(A) [Assembly Bill 3194 (2018)]). The State Legislature has also acknowledged that there is a "need to balance the need for level of service standards for traffic with the need to build infill housing and mixed-use commercial developments within walking distance to mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing interests" (Gov. Code Section 65088.4 [Senate Bill 743 (2013)]).

[8] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

Objectives

The Specific Plan is intended to achieve the following eight objectives:

1. To Implement the Community Vision, Goals, and Policies of the Diamond Bar General Plan 2040, which established the Town Center Mixed Use land use designation to "foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar's residents to shop, dine, and gather."

2. To Make the Town Center a Complete Neighborhood with a Sense of Place that takes advantage of its location to provide residents and visitors a unique experience.

3. To ensure that the Physical Design and Programming of the Town Center supports Health, Wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development.

4. To allow for Car-Lite / Car-Optional Living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated, thus furthering progress to the City's climate action goals.

5. To provide Great Public Spaces, and Small Parks with Regenerative Landscapes to support the goal of Environmental Sustainability.

6. To include a Mix of Uses and a Range of Housing Densities, Housing Types, and Levels of Affordability, so as to implement the 6th Cycle Housing Element (Chapter 9 of the Diamond Bar General Plan 2040) and to fulfill Diamond Bar's commitment to provide affordable housing opportunities by rezoning the TCSP project area to facilitate the development of at least 1,350 of Diamond Bar's RHNA allocation, including the production of housing that will be affordable to lower-income households.

7. To provide Flexibility for the Future—particularly for Retail and Commercial Space—so as to adapt to changes in lifestyle and market conditions that are likely to occur throughout the lifespan of the plan.

8. To allow the Town Center to develop in phases so as to recognize the multiple owners in the Plan Area and the expectation that these owners will likely have different time frames for redevelopment.

1.8.3 Project Characteristics

The proposed Specific Plan involves the phased redevelopment of approximately 45 acres of existing suburban-style retail shopping centers. Currently, the Planning Area has 510,000 square feet of existing commercial space comprised of retail, dining, and medical office, as well as 97 existing hotel rooms.

General Plan Amendment

A General Plan Amendment would be required to increase the maximum residential density allowed within the Planning Area to allow the Specific Plan's proposed density.

The "Town Center Mixed Use" land use designation in the Land Use and Economic Development Chapter of the Diamond Bar 2040 General Plan establishes a maximum floor area ratio (FAR) of 1.5 and a maximum residential density of 20.0 dwelling units per acre (du/ac).[9]

The Specific Plan proposes the development of up to 2,055 housing units, which would result in a maximum residential density of approximately 45.7 du/ac in the Planning Area. As such, the proposed project would involve amendments to the Diamond Bar 2040 General Plan to update the established maximum residential density for the Town Center Mixed Use land use designation.

Zoning Amendment

An amendment to the City Zoning Map would be required to re-zone all parcels within the Planning Area to "Specific Plan." The Specific Plan would specify the permitted uses, maximum residential density, and FAR within the Town Center Specific Plan area.

All parcels in the Planning Area are zoned by the City as Regional Commercial (C-3), Community Commercial (C-2), and Neighborhood Commercial (C-1) (Figure 1.7-1). Title 22, *Development Code*, of the City's Code of Ordinances states that the allowable FAR for nonresidential development in these zones shall be from 0.25 to 1.00,[10] which is greater than the proposed project's FAR.

As stated above in Section 1.7, *Zoning*, the Housing Element 2021-2029 proposed re-zoning all parcels in the Planning Area to "Specific Plan" (Table 1.7-1; Figure 1.7-1). Consistent with the Housing Element 2021-2019, the proposed project would involve amendments to the City Zoning Map to re-zone all parcels in the Planning Area to "Specific Plan" to allow the proposed density and FAR of the Specific Plan.

[9] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040: Land Use and Economic Development Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

[10] City of Diamond Bar – Code of Ordinances, Title 22 – Development Code, Chapter 22.10 – Commercial/Industrial Zoning Districts.

Development Buildout

New development under the Specific Plan is anticipated to result in up to 2,055 housing units; 150 hotel rooms; 40,000 square feet of public open space; and 415,000 square feet of commercial space, including retail, dining, and entertainment uses. Of the commercial space, 50,000 square feet may serve as a community building or cultural center, and up to 100,000 square feet may be utilized for office. The project also includes supporting infrastructure through the adoption of the Specific Plan and associated entitlements.

To ensure a conservative approach in analyzing environmental effects under CEQA, the analysis assumes maximum buildout projections of new housing units, new commercial development, and related uses (Table 1.8.3-1, *Maximum Buildout of the Specific Plan*). The actual rate and amount of development may differ but would not exceed the maximum buildout. Actual buildout is dependent on market conditions, birth rates, death rates, immigration rates, availability of resources, and entitlement processes from federal, state, and local regulations. Actual buildout of the Specific Plan would involve the development of new driveways and privately owned accessways between development within the Planning Area in addition to the development associated with housing, hotels, and commercial space, as shown in the Conceptual Layout of Buildout, which shows one possible configuration as a result of buildout of the Specific Plan (Figure 1.8-1, *Conceptual Layout of Buildout*). New development would be required to conform to the Objective Design Standards and Guidelines of the Specific Plan. Based on the density of development, this initial study assumes that maximum buildout of the Specific Plan would involve construction of three- to five-story-high buildings within the Planning Area.

TABLE 1.8.3-1
MAXIMUM BUILDOUT OF THE SPECIFIC PLAN

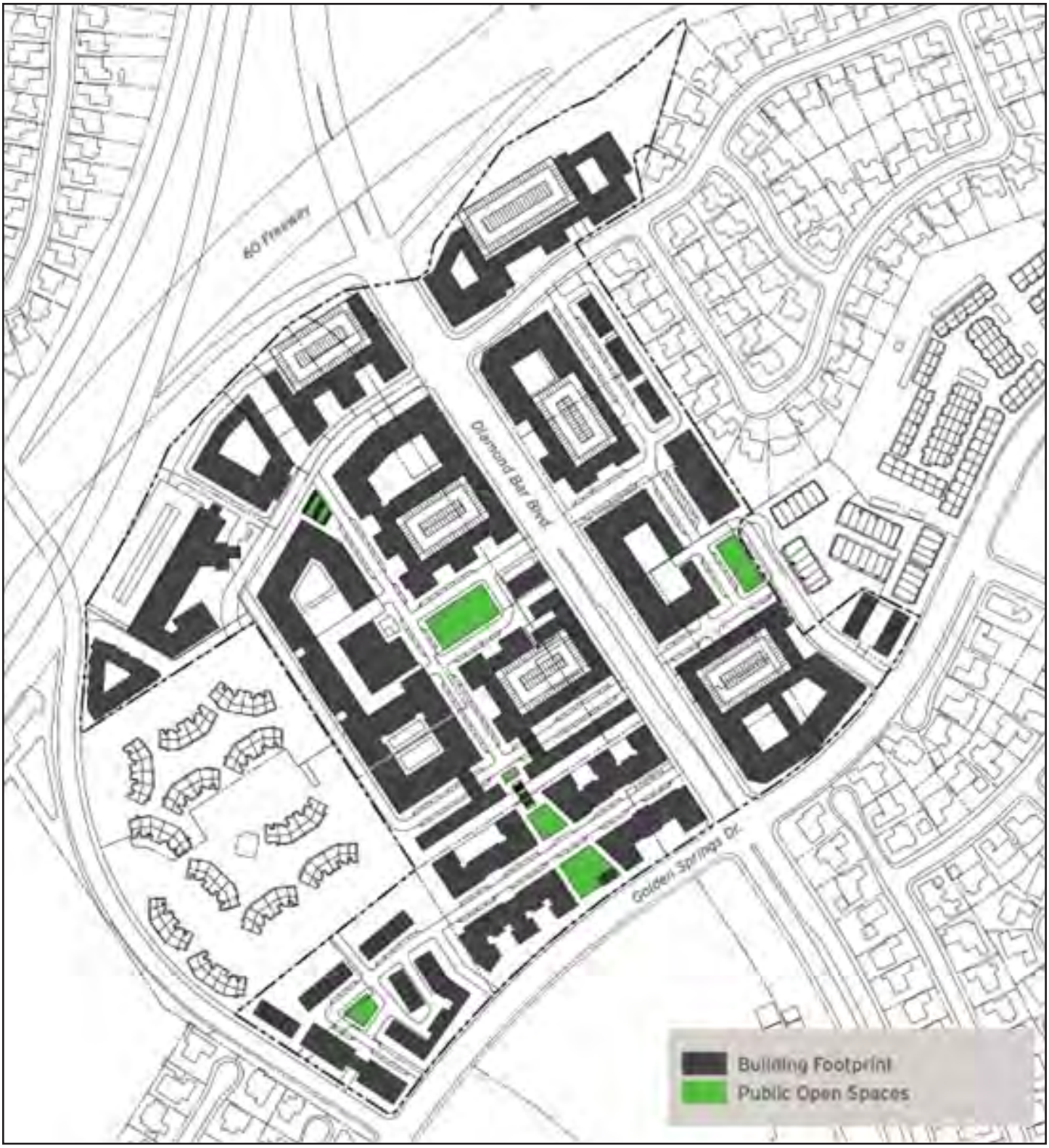
Land Use Categories	Maximum Allowed in Town Center Per Adopted General Plan	Maximum Buildout that would be Allowed Under Proposed Specific Plan	Proposed Change under Maximum Buildout
Housing Units	900 units in 2019 General Plan update,[1] increased to at least 1,250 units after rezoned Town Center Parcels in Housing Element Update[2]	2,055 units	805 more units than Adopted General Plan; 2,055 more units than existing land use
Hotel Rooms	Maximum FAR of 1.5 for entire Town Center, or up to 2,940,300 SF of development on 1,960,200 SF (45 acres), including residential and commercial development	150 rooms	53 more hotel rooms than existing land use (97 rooms)
Commercial (Retail, Dining, Entertainment, Office, Cultural)		415,000 SF, including: • Up to 50,000 SF for a community building or cultural center • Up to 100,000 SF for office space, flex, makerspace, and light industrial	95,000 SF less commercial space than existing land use (510,000 SF)
Open Space		40,000 SF (approximately 1 acre)	40,000 SF more open space than existing land use

Note: SF = square feet; FAR = floor area ratio.
[1] 20.0 dwelling units per acre x 45 acres (at maximum floor area ratio of 1.5) established in General Plan.
[2] Per Housing Element Update Program H-8 adopted in 2022.

Road Diet

As part of the infrastructure improvements, the Specific Plan would implement a "road diet" to narrow Diamond Bar Boulevard by decreasing lane widths from an existing 12-foot width to 11 feet for travel lanes and 10 feet for left turn pockets (Figure 1.8-2, *Conceptual Layout of Road Diet*). The changes to Diamond Bar Boulevard would also remove the right lane in each direction to create right-turn pockets and add a protected bike lane. The Specific Plan proposes to reduce the number of through lanes on Diamond Bar Boulevard between Gentle Springs Lane / Palomino Drive and Golden Springs Drive. This road diet would eliminate one through lane in each direction (from three to two), remove the center median, and narrow the remaining lanes.

The direct benefits of a road diet include shorter pedestrian crossing distances and more space on the existing public right-of-way for alternative use such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping. Exclusive right-turn pockets could be provided at each intersection where currently right-turns are made from shared through lanes.



SOURCE: Torti Gallas + Partners 2023

FIGURE 1.8-1
Conceptual Layout of Buildout



SOURCE: Torti Gallas + Partners 2023

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FIGURE 1.8-2
Conceptual Layout of Road Diet

The road diet would not substantially reduce capacity for through traffic, as Diamond Bar Boulevard already provides only two lanes north of SR-60 and south of Golden Springs Drive, and all left- and right-turn capacity would be retained. Rather than affect capacity, the narrower lanes and reduced overall roadway width would help to calm traffic and promote a neighborhood feel. In this way, it could reduce the amount of cut-through traffic that currently uses Diamond Bar Boulevard to bypass the SR-57 / SR-60 confluence area.

1.9 AGENCIES AND APPROVALS

This Initial Study will evaluate the potential environmental effects of the proposed project. The City will use the Initial Study as part of its review of the proposed Specific Plan.

The Planning Commission will offer a recommendation to the City Council regarding the approval of the Specific Plan, and the ultimate decision to approve the plan will be made by the City Council.

1.10 ANALYTICAL ASSUMPTIONS

The following assumptions represent a reasonable worst-case scenario of buildout of the proposed project and will guide the environmental analysis contained in this Initial Study.

1.10.1 Construction Scenario

The proposed Specific Plan is a planning-level document, and, as such, there are no specific projects, project construction dates, or specific construction plans identified. However, the type and size of total anticipated growth is estimated. A reasonable worst-case annual construction scenario has been used to provide an estimate of environmental impacts that would occur due to construction under the proposed project.

Although development as a result of the Specific Plan is subject to market conditions and various factors, this Initial Study is based on an evaluation of the construction that would be required to achieve the maximum development buildout contained in the Specific Plan. Individual development projects as a result of the Specific Plan would be subject to the applicable provisions of CEQA and would require additional survey, design, and engineering work to support design development and ultimately project construction, operation, and maintenance.

The existing land uses within the Town Center Focus Area would remain open during the construction of individual projects, with portions of the subject property closed off as necessary for construction activity areas. The anticipated development described in the Specific Plan would be constructed within the Planning Area boundaries.

The exact locations of future projects and construction that would be implemented under the proposed Specific Plan are not known at this time, although it is assumed that some of the activities would take place in close proximity to sensitive receptors such as homes and schools. The severity of impacts due to construction (such as air quality or noise) would ultimately depend on project-specific information such as the proximity of construction activities to sensitive receptors, the presence of intervening barriers, the number and types of equipment used, and the duration of the activity. While the details of these factors are not available for future projects under the proposed Specific Plan, it is assumed that individual projects would be implemented in compliance with the City standards. Future development in the Planning

Area would be required to comply with the restrictions of the City Municipal Code, as amended by the proposed project, and city, state, and federal regulations.

Construction Schedule

While phasing of individual projects cannot be determined, construction is estimated to begin in January 2024 and continue through 2040, consistent with the planning horizon and assumptions of the Diamond Bar General Plan 2040. Construction is forecast based on the expectation that a maximum of 12.5 percent of the total new development under the Specific Plan could be developed in any year (i.e., an even annual rate of development over 16 years would result in 6.25 percent of the Specific Plan being built per year; therefore, conservatively, this analysis assumes a maximum of twice that much development per year or 12.5 percent of the Specific Plan's maximum buildout). Actual buildout may not occur at an even rate over the planning period.

Construction Activities

Construction would require the use of heavy equipment during the demolition, grading, excavation, and other construction activities with the Planning Area. During each stage of development for any given construction project, a different mix of equipment would be used. As such, construction activity would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment.

Construction activities would include demolition, site preparation, excavation, grading, building construction, and paving. The analysis assumes that earthmoving cut and fill of soil would be minimized onsite to minimize soil import or export by haul trucks. Heavy-duty equipment, vendor supply trucks, and concrete trucks would be used during construction of foundations and buildings. Landscaping and architectural coating would occur during the finishing activities.

Construction Equipment

The following types of construction equipment could potentially be used in the construction of individual projects under the Specific Plan:

- Dump trucks
- Graders or dozers for earthwork
- Concrete/industrial saws
- Crew vehicles
- Rubber tired dozers
- Tractors/loaders/backhoe
- Delivery Trucks
- Scrapers
- Excavators
- Cranes
- Forklifts
- Generator sets
- Welders
- Pavers
- Paving equipment
- Rollers

- Air compressors
- Pile drivers

This list of typical construction equipment was used to evaluate the Specific Plan's potential construction impacts.

Construction Requirements

Site preparation and construction for individual projects would be undertaken in accordance with all federal, state, and local applicable building codes. Development within the City, including the Planning Area, is required to comply with Chapter 22.28, *Noise Control*, of the City Municipal Code. Daily construction activities would be undertaken Monday through Saturday, between 7:00 a.m. and 7:00 p.m. No work shall be conducted on Sundays or any recognized federal, state, or local holidays.[11]

The construction contractor shall ensure that all construction and grading equipment is properly maintained. All stockpiles shall be covered at all times when not in use. Best management practices (BMPs) shall be utilized through the duration of the construction per the Storm Water Pollution Prevention Plan (SWPPP).

In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are encountered during excavation activities, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent remains within 100 feet shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

[11] City of Diamond Bar. N.d. Chapter 22.28 – Noise Control. City Municipal Code. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT22DECO_ARTIIISIPLGEDEST_CH22.28NOCO

CHAPTER 2
ENVIRONMENTAL CHECKLIST

1. Aesthetics

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☒	☐	☐	☐

Explanation

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The proposed project would result in less than significant impacts to aesthetics in relation to adverse effects on scenic vistas. The City General Plan does not designate any scenic vistas. The proposed Planning Area is not located near a city entry landmark or within a hillside management area described in the Certified EIR. The Housing Element, Land Use and Economic Development Element, Resource Conservation Element, and Community Character & Placemaking of the General Plan note that the City is a scenic community "perched among a landscape of rolling hills"[12] and aims at preserving scenic and environmental value;[13] scenic beauty that includes the backdrop of natural resources;[14] views of natural landscapes, hillsides and ridgelines from public vistas or locations such as from streets, parks, trails or

[12] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Housing Element Update 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

[13] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Land Use & Economic Development. https://www.diamondbarca.gov/DocumentCenter/View/7089/2-Land-Use-Econ-Devr?bidId=

[14] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

community facilities.[15] By focusing development in previously developed urban infill areas such as the Town Center Specific Plan Area, the proposed project relieves pressure to develop in open space, hillsides, and agricultural areas, which allows for the preservation of open space views and the enhancement of urban views. The views, physical features, character, and environmental resources within the Town Center are supported by goals and policies set forth in the Land Use & Economic Development Element as well as the Community Character & Placemaking Element of the City's General Plan:

> **CC-G-1** Foster and maintain a distinctive city identity that values the community's "country living" character by preserving the city's open spaces, physical features, and environmental resources, and focusing new development into accessible, pedestrian-oriented areas integrated with existing neighborhoods, augmented with parks, and connected by an attractive and safe street network.
>
> **LU-G-28** Preserve open space, ridgelines, and hillsides to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, support groundwater recharge, protect existing and planned wildlife corridors, and ensure public safety.
>
> **LU-P-56 (b).** Preserve existing vistas of significant hillside features such as ridgelines, particularly from public places.

In addition to the General Plan goals and policies, development under the proposed project would also be required to comply with city code section 22.16.130 relating to View Protection[16] as well as the View Protection guidelines under the City's "City-wide Design Guidelines"[17] manual. The purpose of these guidelines is to assist and promote development which respects the physical and environmental characteristics of the community and the site, and which reflects functional and attractive site planning and high-quality design. In addition, the guidelines are to be applied in conjunction with development standards in implementing the City's development review process and are intended to protect and enhance the city's unique character and assets.[18]

Site visits were conducted between March 17, 2023, through March 26, 2023, to observe and document baseline conditions as part of the analysis. From the site visit and observations, existing building heights in the Planning Area are approximately two-story structures. The backdrop of the City's hillsides can be seen from the intersection of Diamond Bar Blvd and Gentle Springs Ln./Palomino Dr. streetlight towards the southeast. In the background, the backdrop of the San Gabriel Mountains can be seen over mature trees and structures from the intersection of Diamond Bar Blvd. and Golden Springs Dr. towards the north and northeast. The San Gabriel Mountain range can also be seen in the distance in a framed manner by the roadway from Gentle Springs Ln. looking east to slightly northeast from the Best Western Diamond Bar Hotel & Suites in the northwestern portion of the Planning Area.

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[15] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[16] City of Diamond Bar Code of Ordinance. N.D. Title 22 Development Code: 22.16.130 View Protection. Available at: http://diamondbar-ca.elaws.us/code/coor_title22_artiii_ch22.16_sec22.16.130 (Accessed on May 23, 2023)

[17] City of Diamond Bar. June 16, 1998. City of Diamond Bar Citywide Design Guidelines. Available at: https://www.diamondbarca.gov/DocumentCenter/View/95/Citywide-Design-Guidelines-PDF?bidId= (Accessed on May 23, 2023)

[18] City of Diamond Bar. N.D. Design Guidelines. Available at: https://www.diamondbarca.gov/172/Design-Guidelines (Accessed on May 23, 2023)

To accommodate the planned residential density of the development considered under the proposed project, residential structures developed under the proposed Specific Plan would need to be between three to five stories high. Based on the current story heights of existing structure, the proposed building heights within the Town Center area that are over that height envelope would need to adhere to policy LU-P-56b for preserving existing vistas of significant hillside features particularly from public places such as the City's hillsides to the south and southeast that are visible from the Planning Area. The structures would need to be evaluated during the design review process to avoid any potential obstruction of the mountain range or hillsides in relation to proposed structure locations and heights. The redevelopment would be subject to design and plan check review in addition to potential project-specific CEQA requirements. Any future development implemented within the Planning Area would be subject to the provisions of CEQA inclusive of additional survey, design, and engineering for new development, and would be required to abide by City, state, and federal regulations.

There are no designated scenic resources or scenic vistas within the Planning Area depicted in the General Plan. Therefore, the proposed project would result in less than significant impacts to aesthetics in relation to adverse effects on scenic vistas. No further analysis is warranted.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The proposed project would result in no impacts to aesthetics in relation to substantially damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. According to the California Department of Transportation (Caltrans) State Scenic Highways System, the Planning Area is not located within a scenic highway corridor.[19] The nearest officially designated scenic highway is SR 91 from SR 55 to East of Anaheim City Limits, located approximately over 11 miles south of the Planning Area. The nearest eligible scenic highway is SR 57 (from the junction of SR 57/SR 60 to SR 90) approximately 1.7 miles southwest of the Planning Area. Based on distance and topography, the Planning Area is not visible from the eligible section of SR 57.

There would be no adverse effects to scenic resources within a scenic highway corridor as the nearest scenic highway is not visible from the Planning Area due to topography and distance. Therefore, there would be no impacts to aesthetics related to substantially damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway from the proposed project. No further analysis is warranted.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The City of Diamond Bar is developed and is an urbanized area. The proposed project would result in less than significant impacts to aesthetics based on conflicts with applicable zoning and other regulations governing scenic quality. The Land Use and

[19] California Department of Transportation. N.d. California State Scenic Highway System Lists. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed April 12, 2023).

Economic Development Element of the City General Plan establishes a vision for the Planning Area to establish a new pedestrian-oriented Town Center for "the concentration of these new establishments within a walkable area resembling a more traditional downtown."[20] The Town Center Mixed Use area is intended to serve as "a center of activity for residents of Diamond Bar, providing entertainment and retail opportunities and community gathering spaces in a pleasant, walkable environment." The Planning Area has been designated in the adopted General Plan for

> "a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses. Offices and professional services, and residential uses are also permitted. Maximum FAR is 1.5 and a maximum residential density of 20.0 dwelling units per acre (20.0 du/ac) is permitted."

The City General Plan does not directly identify any visual character or quality of public views in urban and nonurban areas. However, the Housing Element and Community Character & Placemaking Element of the General Plan state that the City is a scenic community "perched among a landscape of rolling hills"[21] and aims at preserving the visual and community character of the City by strengthening the identity and defining the spatial relationships between gateways, neighborhoods, public realm, and centers of activity through design.[22] The adopted Housing Element of the General Plan recommended a zoning amendment for the Planning Area to "Specific Plan" (see Table 1.7-1, *Town Center Mixed Use Sites to Be Rezoned "Specific Plan"*).

The views, physical features, character, and environmental resources within the Town Center are supported by goals and policies set forth in the Land Use & Economic Development Element as well as the Community Character & Placemaking Element of the City's General Plan:

> **CC-G-1** Foster and maintain a distinctive city identity that values the community's "country living" character by preserving the city's open spaces, physical features, and environmental resources, and focusing new development into accessible, pedestrian-oriented areas integrated with existing neighborhoods, augmented with parks, and connected by an attractive and safe street network.
>
> **LU-G-28** Preserve open space, ridgelines, and hillsides to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, support groundwater recharge, protect existing and planned wildlife corridors, and ensure public safety.
>
> **LU-P-56 (b).** Preserve existing vistas of significant hillside features such as ridgelines, particularly from public places.

The General Plan also notes that new mixed-use development should be context sensitive and unified to include more traditional downtown or town center for retail, gathering and entertainment with a focus on quality design and beautification. The Community Character & Placemaking Element in addition to the Land Use & Development Element provides guidance for attaining and preserving character and identity throughout the community and citywide as noted in goals CC-

[20] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Land Use & Economic Development. https://www.diamondbarca.gov/DocumentCenter/View/7089/2-Land-Use-Econ-Devr?bidId=

[21] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Housing Element Update 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

[22] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

G-1 and LU-G-28.[23,24] The proposed project would also need to comply with code 22.10.040 Commercial/industrial district general development standards in relation to zoning C-2 and C-3, which is identified as a zone change to "Specific Plan" in the General Plan for the Town Center. The proposed project would also need to comply with the City's "City-wide Design Guidelines"[25] manual. The purpose of these guidelines is to assist and promote development which respects the physical and environmental characteristics of the community and the site, and which reflects functional and attractive site planning and high-quality design. In addition, the guidelines are to be applied in conjunction with development standards in implementing the City's development review process and are intended to protect and enhance the city's unique character and assets.[26]

Site visits were conducted between March 17, 2023, through March 26, 2023, to observe baseline conditions. The Planning Area is a developed commercial area with two-story-high suburban-style buildings surrounded by asphalt parking lots, patches and strips of ornamental trees and landscaping, and the wide Diamond Bar Blvd. thoroughfare. Existing land uses within the Planning Area range from regional and neighborhood shopping centers to office buildings, professional buildings (including medical offices), service stations (including auto, equipment, and gasoline stations), parking lots for commercial use, stores, banks, restaurants, and hotel/motels uses. During the site visit, mature trees were observed along Diamond Bar Blvd. and Golden Springs Dr. that define and characterize the roadways and pedestrian corridors. Non-native trees are anticipated to be removed along Diamond Bar Blvd. as part of the road diet.

The proposed project would increase the maximum allowable residential density for the Planning Area from 20.0 dwelling units per acre (du/ac) to approximately 45.7 du/ac. To accommodate the planned residential density of the development considered under the proposed project, residential structures developed under the proposed Specific Plan would need to be between three to five stories high. As stated in the Certified EIR, any development occurring under the General Plan would be subject to the Diamond Bar Code of Ordinances and the Diamond Bar Citywide Design Guidelines. The Planning Area density increase would provide opportunities for residential populations at a range of income levels of affordability such as very low income, low, moderate, and above moderate (see Chapter 1, *Project Description*; and Section 2.14, *Population and Housing*). A more traditional town center feel to the Planning Area would help define the spatial relationship and provide employment opportunities, retail destinations, gathering spaces, and entertainment variation by strengthening the City's identity and community character in addition to contributing to the housing availability.[27] Therefore, there would be less than significant impacts to aesthetics related to conflicts with applicable zoning and other regulations governing scenic quality in urbanized areas from the proposed project. No further analysis is warranted.

[23] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

[24] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Land Use & Economic Development. https://www.diamondbarca.gov/DocumentCenter/View/7089/2-Land-Use-Econ-Devr?bidId=

[25] City of Diamond Bar. June 16, 1998. City of Diamond Bar Citywide Design Guidelines. Available at: https://www.diamondbarca.gov/DocumentCenter/View/95/Citywide-Design-Guidelines-PDF?bidId= (Accessed on May 23, 2023)

[26] City of Diamond Bar. N.D. Design Guidelines. Available at: https://www.diamondbarca.gov/172/Design-Guidelines (Accessed on May 23, 2023)

[27] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Land Use & Economic Development. https://www.diamondbarca.gov/DocumentCenter/View/7089/2-Land-Use-Econ-Devr?bidId=

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

d. Potentially Significant Impact. The proposed project would result in potentially significant impacts to aesthetics based on the creation of a new source of substantial light or glare that could adversely affect daytime or nighttime views in the area.

Site visits were conducted between March 17, 2023, through March 26, 2023, to observe and document baseline conditions as part of the analysis. The Planning Area is a developed commercial area with two-story-high suburban style buildings surrounded by asphalt parking lots, patches and strips of ornamental trees and landscaping, and the wide Diamond Bar Blvd. thoroughfare. As stated in the Certified EIR, the light and glare that exist in the residential, commercial, and industrial developed areas of the City are typical for an urban setting. Existing sources of daytime glare within the Planning Area include the asphalt parking lots, parked cars, and vehicles moving through the Planning Area along the paved Diamond Bar Blvd., which can reflect heat and light, and windows on the existing commercial development. The shopping centers, parking lots, and Diamond Bar Blvd. are well lit at night with overhead lighting.

The proposed project involves the development of mixed use within a 45-acre Planning Area (see Chapter 1, *Project Description*). The proposed Planning Area would include an additional 2,055 residential units and 53 additional hotel rooms that would contribute to the total RHNA allocation of 2,521 units for the City (see Section 2.14, *Population and Housing*). The proposed project structures would be between three and five stories high to meet the residential density proposed. Any future development would be implemented within the Planning Area, subject to the applicable provisions of CEQA, inclusive of additional survey, design, and engineering for new development, and would be required to abide by City, state, and federal regulations. Conformance with provisions in the Diamond Bar Municipal Code that limit light and glare for new non-residential and residential development (e.g., Sec. 22.16.050. – Exterior lighting; Sec. 21.30.140. – Street lighting; and Sec. 22.30.070. – Development standards for off-street parking) would be required.[28]

There is potential for the proposed project to have an adverse effect to aesthetics in relation to light and glare based on building heights, specifically in relation to window and lighting applications, quantity, styles, and materials. The existing conditions include parking lots with considerable amounts of reflective asphalt surfacing that causes light and glare. Development under the proposed Specific Plan would reduce the asphalt and break up the parking lots with buildings, pedestrian walkways, and green spaces, thus resulting in an overall reduction of glare at first glance. However, current shopping center buildings have less windows than mixed use buildings; specifically, buildings with residential units could result in an increase in windows, which would affect and possibly increase glare. While the General Plan notes that efficient materials and lighting would need to be considered based on comfort, safety, visibility, cost, convenience, and environmental impact during the redevelopment of the mixed-use Town Center, [29] the mixed use buildings would need to abide by City, state, and federal regulations. The development under the proposed project would be subject to conceptual design and plan check reviews in relation to light and glare and would be required to comply with the City's efficient materials and lighting

[28] Diamond Bar, California. April 21, 2023 version. Title 22 – Development Code. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT22DECO_ARTIIISIPLGEDEST_CH22.16GEPRDEUSST_S22.16.050EXLI (accessed May 31, 2023).

[29] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

requirements such as code 22.16.050 Exterior Lighting. In the event that glare cannot be avoided, mitigation measures should be considered and identified to minimize adverse effects. Therefore, the proposed project has the potential to result in adverse effects to aesthetics related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area from the proposed project, requiring the consideration of mitigation measures and alternatives in the SIR.

Further Study Required: Further study is required for aesthetics related to creating a new source of light or glare which would adversely affect daytime or nighttime views in the area.

2. Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒

Explanation

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?

No Impact. The proposed project would result in no impacts to agricultural resources in relation to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). As shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation, the Planning Area is designated

as Urban and Built-Up Land by the most recent FMMP data.[30] The nearest Farmland to the Planning Area is Prime Farmland, located approximately 0.9 mile northwest of the Planning Area.[31] As there is no Farmland within the Planning Area, the proposed project would not convert Farmland to nonagricultural use, and there would be no impacts. No further analysis is warranted.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed project would result in no impacts to agricultural resources in relation to conflict with existing zoning for agricultural use or a Williamson Act contract. The Planning Area is designated by the Diamond Bar General Plan 2040 as Town Center Mixed Use, the purpose of which is to "encourage a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses, in addition to offices, professional services, and residential uses."[32] The Planning Area is zoned by the City as Regional Commercial (C-3), Community Commercial (C-2), and Neighborhood Commercial (C-1).[33] Thus, there is no existing zoning for agricultural use within the Planning Area. A site visit on March 16, 2023, confirmed that the proposed project site does not contain agricultural resources as it is situated within the developed context of the City. Additionally, Los Angeles County reported no enrollment in any Williamson Act contracts according to the California Department of Conservation's 2022 Williamson Act Status Report.[34] As there is no existing zoning for agricultural use or Williamson Act contracts within the Planning Area, the proposed project would result in no impacts. No further analysis is warranted.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The proposed project would result in no impacts to forestry resources in relation to conflict with existing zoning for forest land, timberland, or a Timberland Production Zone (TPZ). Based on site reconnaissance performed on March 16, 2023, the proposed project site does not contain commercial forestry resources in the form of timber or lumber operations, as it is situated within the developed urban context of the City. The Planning Area is designated by the Diamond Bar General Plan 2040 as Town Center Mixed Use,[35] and it is zoned by the City as Regional Commercial (C-3), Community Commercial (C-2), and Neighborhood Commercial (C-1).[36] The

[30] California Department of Conservation, Farmland Mapping and Monitoring Program. 2018. California Important Farmland Finder. https://maps.conservation.ca.gov/dlrp/ciff/ (accessed April 4, 2023).

[31] California Department of Conservation, Farmland Mapping and Monitoring Program. 2018. California Important Farmland Finder. https://maps.conservation.ca.gov/dlrp/ciff/ (accessed April 4, 2023).

[32] City of Diamond Bar. 2019. Figure 2-2: Land Use Diagram. In Chapter 2: Land Use and Economic Development of the Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[33] City of Diamond Bar. N.d. Diamond Bar GIS Viewer. https://db.maps.arcgis.com/apps/webappviewer/index.html?id=605f2597e7d14ed388f57eb90f40682e (accessed April 4, 2023).

[34] California Department of Conservation. 2022. The Williamson Act Status Report 2020-21. https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2022%20WA%20Status%20Report.pdf (accessed April 4, 2023).

[35] City of Diamond Bar. 2019. Figure 2-2: Land Use Diagram. In Chapter 2: Land Use and Economic Development of the Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[36] City of Diamond Bar. N.d. Diamond Bar GIS Viewer. https://db.maps.arcgis.com/apps/webappviewer/index.html?id=605f2597e7d14ed388f57eb90f40682e (accessed April 4, 2023).

Planning Area is intended by the City to be developed as mixed-use residential, commercial, hotel, and open space. The Planning Area does not meet the definition of "forest land,"[37] as it does not allow for management of forest resources; it does not meet the definition of "timberland,"[38] as it is not available for growing a crop of commercial species to produce lumber; and it does not meet the definition of "TPZ,"[39] as it is not used for growing or harvesting timber. Therefore, there would be no impact. No further analysis is warranted.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The proposed project would result in no impacts to forestry resources in relation to the loss or conversion of forest land. Based on site reconnaissance performed on March 16, 2023, the proposed project site does not contain commercial forestry resources in the form of timber or lumber operations, as it is situated within the developed urban context of the City. As there is no forest land within the Planning Area, the proposed project would not lose or convert forest land. Therefore, there would be no impact. No further analysis is warranted.

e) 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?

No Impact. The proposed project would result in no impacts to agriculture or forestry resources in relation to other changes in the existing environment which could result in the conversion of Farmland to nonagricultural use or the conversion of forest land to nonforest use. As previously stated, the Planning Area does not contain any Farmland, agricultural uses, or forest land. The nearest Farmland is Prime Farmland, located approximately 0.9 mile northwest of the Planning Area.[40] The nearest National Forest is the Angeles National Forest, located approximately 8.2 miles north of the Planning Area.[41] Construction and operation of the development proposed in the Specific Plan would be limited to within the boundary of the Planning Area and would not impact agricultural or forestry resources outside of the Planning Area. Therefore, there would be no impact. No further analysis is warranted.

Further Study Required: None.

[37] Public Resources Code § 12220(g).

[38] Public Resources Code § 4526.

[39] Government Code § 51104(g)).

[40] California Department of Conservation, Farmland Mapping and Monitoring Program. 2018. California Important Farmland Finder. https://maps.conservation.ca.gov/dlrp/ciff/ (accessed April 4, 2023).

[41] County of Los Angeles. N.d. National Forest GIS Data. https://egis-lacounty.hub.arcgis.com/datasets/lacounty::national-forest/about (accessed April 4, 2023).

3. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Explanation

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The proposed project would result in potentially significant impacts to air quality in relation to conflict with, or obstruction of, implementation of an applicable air quality plan over those previously evaluated in the General Plan 2040.

The Southern California Association of Governments (SCAG) and the California Air Resources Board (CARB) collaborate with the SCAQMD to prepare an Air Quality Management Plan (AQMP), a document that includes goals, policies, and programs to bring criteria air quality pollutants into attainment based on Federal and State standards and improve air quality in the SCAB. The most recent version of the AQMP was adopted by the SCAQMD Governing Board on December 2, 2022.[42] SCAB has been designated as an area of nonattainment for ozone, PM_{10}, and $PM_{2.5}$ for California; and federal nonattainment for ozone and PM_{10} in relation to the regulatory thresholds provided by the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). Since existing regional emissions exceed the SCAQMD significance thresholds, the proposed project is anticipated to result in potentially significant impacts, in exceedance of SCAQMD thresholds and in conflict with the AQMP.

As calculated in the Certified EIR, construction-related daily emissions would exceed the SCAQMD significance thresholds for VOCs and NO_x, resulting in potentially significant short-term regional construction emissions to sensitive receptors. Construction of the proposed project would temporarily emit criteria air pollutants due to the use of heavy-duty construction equipment; vehicle trips generated from workers and haul trucks; and demolition and grading activities. Although construction impacts would be regional and short-term, construction activities would

[42] South Coast Air Quality Management District. December 2022. 2022 Air Quality Management Plan. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan.

vary substantially from day-to-day, and impacts would depend on the level of activity and duration. Construction activities would increase vehicle trips, resulting in emissions of ozone precursors and particulate matter. The proposed project would, therefore, potentially cause or contribute to an exceedance of an ambient air quality standard.

Implementation of the proposed project would result in additional stationary and mobile source air emissions from vehicle trips generated from new residents and hotel guests, energy sources such as natural gas combustion, and area sources including landscaping equipment used for maintenance activities. The proposed project would include an increase of 985 housing units, 53 more hotel rooms, and 40,000 SF more open space than previously evaluated in the adopted General Plan 2040. Although the proposed project would result in substantial change and intensification through the introduction of new land uses and associated vehicular trips, the proposed project would establish a pedestrian network, utilize parking lots, and promote public transportation to facilitate anticipated transit needs.

The proposed project aligns with the goals provided in the 2040 General Plan, Chapters 5 and 8. Chapter 5, *Resource Conservation*, describes public health issues and policies related to air quality in the City.[43] Chapter 8, *Community Health and Sustainability*, addresses the ways in which the physical environment can influence the long-term health and sustainability of the community; including topics of environmental justice, active lifestyles, social connection, public health, and human services, and climate change to strengthen long-term resilience.[44] Development of the proposed mixed-use development would serve as a center of activity for residents, provide housing, retail opportunities, and spaces for community gatherings with pedestrian connectivity; and endeavors to influence long-term health by promoting compact development patterns and transportation demand management measures. to reduce vehicle miles traveled.

Consistent with the findings of the Certified EIR, construction and operational impacts of the proposed project have the potential to remain significant and unavoidable in relation to conflict with the SCAQMD's significance thresholds; however, by maximizing multi-modal accessibility in transit-oriented mixed used areas, the proposed project would result in reduced vehicle miles travelled and long-term public health benefits. Further analysis for applicable project design features and mitigation measures is warranted.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. The proposed project would result in potentially significant impacts to air quality in relation to resulting in a cumulatively considerable net increase of any criteria pollutant for which the project is nonattainment under an applicable Federal or State ambient air quality standard. As discussed above, the Planning Area is within the SCAB, which has been designated as an area of nonattainment for State ozone, PM_{10}, and $PM_{2.5}$ thresholds; and federal nonattainment for ozone and PM_{10}. Since regional emissions exceed the SCAQMD significance thresholds for construction and operational activities, the proposed project is anticipated to exceed SCAQMD significance thresholds and conflict with the AQMP. Both

[43] City of Diamond Bar. N.d. Resource Conservation. https://www.diamondbarca.gov/DocumentCenter/View/7092/5-Resource-Conservationr?bidId=.

[44] City of Diamond Bar. N.d. Community Health and Sustainability. https://www.diamondbarca.gov/DocumentCenter/View/7092/8-Community-Health-and-Sustainability?bidId=.

construction and operation of the proposed Specific Plan development would result in potentially significant and unavoidable air quality impacts, consistent with findings in the Certified EIR.

Construction would involve the use of multiple pieces of equipment, operating simultaneously. The construction equipment mix would include (not be limited to) heavy-duty equipment, vendor supply trucks, and concrete trucks for the construction of the buildings and foundations. The use of heavy-duty construction equipment, vehicle trips generated from workers and haul trucks, and demolition and grading activities would result in criteria pollutant emissions. Since existing regional emissions are in nonattainment for certain criteria pollutants, the proposed construction activities would increase emissions of these criteria pollutants. While construction activities would be temporary and short-term in nature, the intensity of the proposed development and size of the Planning Area would result in a cumulatively considerable net increase of ozone, PM_{10}, and $PM_{2.5}$.

Operation of the proposed project is also anticipated to result in a cumulatively considerable net increase of criteria pollutants for which the Planning Area is considered an area of nonattainment for. The proposed project would generate new residents, hotel guests, commercial visitors, and local community visitors, resulting in additional stationary and mobile source air emissions. The proposed project's increase in residential units, hotel rooms, and open space, in comparison to the proposed development previously evaluated in the 2019 General Plan, would result in an additional increase in ozone, PM_{10}, and $PM_{2.5}$ from generated daily vehicle trips. However, operation is anticipated to result in reducing daily vehicle trips in the long-term through project build-out with the provision of enhanced pedestrian and public transit connectivity through public transit services including Foothill Transit, consisting of several bus stops along the Planning Area boundary; and the Metrolink Riverside Line along the northwestern boundary of the City.

The proposed project would result in potentially significant impacts and a cumulatively considerable net increase of the criteria pollutant for which the project is in non-attainment under an applicable Federal or State ambient air quality standards. The proposed project would be required to comply with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment; and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings to mitigate criteria pollutant emissions. Similar to the findings in the Certified EIR, impacts would remain potentially significant in relation to cumulatively considerable net increase of any criteria pollutant for which the project is nonattainment under an applicable Federal or State ambient air quality standard to. Further analysis would be required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The proposed project would result in potentially significant impacts in relation to the exposure of substantial pollutant concentrations to sensitive receptors. According to the U.S. Environmental Protection Agency (EPA), sensitive receptors include, but are not limited to, residences, hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. The Planning Area is directly adjacent to nearby residential areas to the north, south, east, and west. The proposed project would have the potential to impact nearby sensitive receptors due to short-term construction impacts and long-term operational impacts.

Construction of the proposed project would temporarily emit criteria air pollutants due to the use of heavy-duty construction equipment; vehicle trips generated from workers and haul trucks; and demolition and grading activities. Since the exact location of proposed construction activities is yet to be specified, it is assumed that activities would take place near sensitive receptors adjacent to the Planning Area; and construction activities would vary substantially from day-to-day impacts

depending on the level of activity. The Certified EIR calculated construction-related daily emissions and found the maximum buildout to exceed the SCAQMD significance thresholds for VOCs and NO_x; and localized construction emissions were found to have less than significant impacts since construction of the maximum buildout evaluated in the General Plan would span the duration of 20-years. Similarly, construction of the proposed Specific Plan would span the duration of 16 years, of which 6.25 percent of the Specific Plan would be built per year. The proposed project would result in less than significant localized construction emissions of NO_x, CO, PM10, and PM2.5 to adjacent sensitive receptors.

Since regional emissions exceed the SCAQMD regulatory thresholds during construction and operational activities, implementation of the proposed project would have the potential to result in emissions in excess of CAAQS and NAAQS, exposing sensitive receptors to potential health impacts. The proposed project would not cause or contribute considerably to the formation of CO hotspots; and no exceedances of CO at intersections adjacent to the Planning Area would rise to the level of an exceedance of these standards. The proposed project is anticipated to result in reduced vehicular miles long-term through the provision of multi-modal transit access and proposed mixed-use development supporting localized multi-modal transportation options.

The Certified EIR determined that even with implementation of mitigation measures, impacts would remain significant and unavoidable. The proposed project would not be expected to result in any additional impacts to sensitive receptors beyond those evaluated in the Certified EIR. However, because of the potential for significant impacts in relation to the exposure of substantial pollutant concentrations to sensitive receptors, the consideration of mitigation measures and alternatives is required in the SIR.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact. The proposed project would result in potentially significant impacts in relation to other emissions, such as those leading to odors, adversely affecting a substantial number of people. According to the SCAQMD CEQA *Air Quality Handbook*, potential odor issues can occur from the following uses: wastewater treatment plants, food processing plants, agricultural uses, chemical plants, composting, refineries, landfills, dairies, and fiberglass moldings.

Construction of the proposed project would potentially result in temporary and localized odor releases. Temporary and limited odors emitted from construction equipment, such as diesel exhaust; and volatile organic compounds from architectural coatings and paving activities may be generated, although these odors are not anticipated to affect a substantial number of people based on the limited range and short-term duration of effects. Odors from combustion of diesel fuel would be minimized by complying with the CARB limits on diesel-fueled commercial vehicle idling of 5 minutes at any given location. The proposed project would additionally adhere to SCAQMD Rule 402, Nuisance, due to the proximity of sensitive receptors, which states: “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”

Operation of the proposed project would result in growth associated with the proposed residential units, commercial space, park land uses, and hotel visitors. The proposed project would include

the use of various trash receptacles, which would be covered and properly maintained to prevent potentially adverse odors. Proper housekeeping practices would be required to properly maintain trash receptables and ensure no adverse odor impacts. Like the findings in the Certified EIR, the proposed project would exceed regulatory thresholds for CO during operations due to the associated vehicular traffic that the proposed project's land uses would be anticipated to generate. Regional operational emissions for CO would, therefore, remain potentially significant.

The proposed project would result in less than significant impacts during construction and potentially significant impacts during operation. Long-term regional operational emissions would be significant and unavoidable; additional analysis is warranted to address potentially significant operational impacts.

Further Study Required: Further study is required for air quality impacts related to potential exceedance of significance thresholds for both construction and operation; proximity to sensitive receptors; and associated conflicts with the AQMP.

4. Biological Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Explanation

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 Wildlife or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. The proposed project would result in less than significant impacts to biological resources with incorporation of mitigation measures BIO-1A through BIO-1F from the Certified EIR in relation to having 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Potentially sensitive species include those afforded protection pursuant to the Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA). This evaluation also included consideration of those species, and associated habitat, afforded protection pursuant to the County of Los Angeles Significant Ecological Area (SEA) Ordinance. The 45-acre Planning Area does not overlap with any SEAs designated for a sensitive or listed species. The nearest SEA is the East San Gabriel Valley SEA located 1.7 miles directly south of the Planning Area.

There are four species of wildlife listed as rare, threatened, or endangered pursuant to FESA and/or CESA within 5 miles of the boundaries of the Planning Area.[45] The listed species include four threatened or endangered bird species including coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), California black rail (*Laterallus jamaicensis coturniculus*), and tricolored blackbird (*Agelaius tricolor*). There are no California Natural Diversity Database (CNDDB) occurrences for any of the listed species in the boundaries of the proposed project. No designated or proposed critical habitat for any of these species overlaps with the proposed project. Additionally, no plant or wildlife species listed as rare, threatened, or endangered pursuant to FESA and/or CESA within the Planning Area. Impacts to potentially sensitive species would be considered less than significant under CEQA with the incorporation of mitigation measures and alternatives in the SIR.

There are no Bureau of Land Management (BLM)–owned lands near the proposed project, therefore, BLM sensitive status species would not be impacted by the proposed project. The Planning Area is predominantly composed of developed, disturbed, and ruderal land covers.

The proposed project has the potential to impact special-status and non-special-status native nesting birds protected by the Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibit the take of all birds and their active nests including raptors and other migratory nongame birds.[46,47] Several non-native trees are anticipated to be removed along Diamond Bar Blvd as part of the road diet. As such, the proposed project would be required to abide by the rules, regulations, and mitigations set forth by the MBTA and State Fish and Game Code. Construction activities such as ground disturbance associated with construction activities would have the potential to affect these species by causing direct mortality of eggs or young, or by causing auditory, vibratory, and/ or visual disturbance of a sufficient level to cause abandonment of an active nest. If construction activities occur during the bird nesting season, which generally extends from February 15 through August 31, nests of both special-status and non-special-status native birds could be impacted by construction and other ground disturbing activities. Impacts to nesting birds would be considered less than significant under CEQA with the incorporation of mitigation measure BIO-1G from the Certified EIR, and no further analysis is required.

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?

No Impact. The proposed project would result in no impacts to biological resources in relation to having a substantial adverse effect on any riparian habitat or other sensitive natural community

[45] California Natural Diversity Database. N.d. BIOS. https://apps.wildlife.ca.gov/bios6/?bookmark=327 (accessed April 12, 2023).

[46] Migratory Bird Treaty Act, 50 § § FR 13710 (Apr. 5, 1985).

[47] California Fish and Game Code §§ 3503 & 3513 (2019).

identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. The Planning Area is a fully developed area, with the majority of the parcels consisting of large, paved parking lots with impervious surfaces, and various commercial buildings within the Planning Area. Because the project site is a fully developed area lined with ornamental landscape trees, there would be no impact, and no further analysis is required.

c) Have a substantial adverse effect on state or 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?

No impact. The proposed project would result in no impacts to biological resources in relation to having a substantial adverse effect on state or 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. The Planning Area is a fully developed area, with the majority of the parcels consisting of large, paved parking lots with impervious surfaces and various commercial buildings. A search of the National Wetlands Inventory (NWI) showed no riparian habitat, wetlands, or designated sensitive natural communities.[48] The nearest NWI feature is approximately 0.78 mile south of the Planning Area. Additionally, the proposed project would result in no impact to state or federally protected wetlands. The Planning Area is not subject to Section 1600 of the California Fish and Game Code or Section 404 of the Federal Clean Water Act (CWA). The proposed project would not alter waterbodies subject to the jurisdiction of the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the Federal Clean Water Act. Therefore, there would be no impacts, and no further analysis is warranted.

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?

No Impact. The proposed project would result in no impacts to biological resources in relation to interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeding the use of native wildlife nursery sites. The Planning Area is a fully developed area, with all parcels consisting of large, paved parking lots with impervious surfaces and various commercial buildings. The Planning Area is bounded by Pomona Freeway to the north, the Diamond Bar Golf Course and residential land uses to the west, and additional developed residential areas to the south and east. The Planning Area does not overlap with any Sensitive Ecological Areas (SEAs) designated for a sensitive or listed species. The nearest SEA is the East San Gabriel Valley SEA, located 1.7 miles west of the Planning Area. There are no potential habitat linkages within or adjacent to the Planning Area. Additionally, the CDFW Habitat Connectivity Viewer provides a ranking of 1 out of 5 for the area, with a Rank 1 indicating limited connectivity opportunity for terrestrial wildlife. The CDFW Habitat Connectivity Viewer indicates no fish passage within 5 miles of the proposed project or native nursery sites. Therefore, there would be no impacts, and no further analysis is warranted.

[48] National Wetlands Inventory. N.d. Surface waters and wetlands. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ (accessed April 12, 2023).

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The proposed project would result in no impacts to biological resources in relation to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The Municipal Code Chapter 22.38, Tree Preservation and Protection, mandates the preservation and maintenance of native trees including oak, walnut, sycamore, willow, significant trees of cultural or historical value, and pepper trees where appropriate.[49] The purpose of this chapter is to protect and preserve these trees and, when removal is allowed as a result of new development, to require their replacement.

A protected tree is any of the following:

(1) Native oak, walnut, sycamore and willow trees with a DBH of eight inches or greater; pepper trees with a DBH of eight inches or greater where appropriate;
(2) Trees of significant historical or value as designated by the Council;
(3) Any tree required to be preserved or relocated as a condition of approval for a discretionary permit;
(4) Any tree required to be planted as a condition of approval for a discretionary permit; and
(5) A stand of trees, the nature of which makes each tree dependent upon the others for survival.

As such, any construction that occurs as a result of the proposed project would be required to abide by the rules, regulations, and mitigations set forth by any local policies or ordinance designed to protect biological resources. No Wildflower Reserve Areas, SEAs, or Coastal Resource Areas overlap the Specific Plan boundaries. The proposed project would be located in a fully developed commercial area, with the majority of the parcels consisting of large, paved parking lots and various commercial buildings lined with landscaped trees. Several non-native trees are anticipated to be removed along Diamond Bar Blvd as part of the road diet.

Although the project will remove some of the non-native landscaped trees, there would be no conflict with the Diamond Bar Municipal Code. Therefore, there would be no impact, and no further analysis is warranted.

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?

No Impact. The proposed project would result in no impacts to biological resources in relation to conflicts with the provisions of an adopted Habitat Conservation Plan (HCP), National Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. HCPs and NCCPs are protected areas that are designed to protect biodiversity and connect large blocks of federal and other publicly owned land to ensure species can utilize the most expansive

[49] City of Diamond Bar. N.d. Diamond Bar Municipal Code. Title 22: Development Code. Article III: Site Planning and General Development Standards. Chapter 22.38: Tree Preservation and Protection. https://file.lacounty.gov/SDSInter/acwm/216008_DiamondBarMC.pdf

range of habitats available.[50] There are no HCPs or NCCPs with boundaries that intersect the Planning Area. An Oak Woodlands Conservation Plan was completed by the Los Angeles County Oak Woodlands Strategic Alliance on March 18, 2014. The plan was developed to assist County staff with processing development applications that are not exempt from the California Environmental Quality Act (CEQA) and may impact oak woodlands. The proposed project does not contain any oak woodland or any natural open space to support any oak woodlands. Therefore, there would be no impact, and no further analysis is warranted.

Further Study Required: None.

[50] California Department of Fish and Wildlife. N.d. Natural Community Conservation Planning Program. https://wildlife.ca.gov/Conservation/Climate-Science/Case-Studies/NCCP#:~:text=The%20Natural%20Community%20Conservation%20Planning,of%20wildlife%20to%20climate%20change (accessed May 5, 2021).

5. Cultural Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Explanation

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

No Impact. The proposed project would not result in a substantial adverse change in the significance of a historical resource. The City of Diamond Bar does not have a historic preservation ordinance nor does it have a list of historical resources. No Diamond Bar-designated resources are located within or adjacent to the Planning Area. A California Historical Resource Information System (CHRIS) records search and Sacred Lands File (SLF) search were completed for this project. Native American coordination is in progress. The cultural resource records search for the proposed project was conducted by a Sapphos Environmental, Inc. qualified cultural resource professional, Carrie Chasteen, MS, on March 27, 2023, at the South Central Coastal Information Center (SCCIC). Ms. Chasteen meets and exceeds the Secretary of the Interior's Professional Qualifications Standards in the fields of History and Architectural History. The results of the record search indicate that four previously conducted cultural resources studies intersect the Planning Area. No cultural resources have been previously recorded within the 45-acre Planning Area boundary or within a quarter mile of the Planning Area.

A review of the California Office of Historic Preservation's Built Environment Resource Directory (BERD) did not identify any properties within a quarter mile of the Planning Area that had been previously surveyed. Review of historic maps and aerials did not indicate previous development or historic period activities took place within the Planning Area.

Existing development within a quarter mile of the Planning Area is a combination of postwar single-family residential and commercial buildings (see Table 1.7-1, *Town Center Mixed Use Sites to be Rezoned "Specific Plan,"* for a summary of existing uses within the Planning Area). Due to sporadic residential development within a quarter mile of the Planning Area, the residential buildings do not represent a cohesive pattern within any historic period of significance in the City. Additionally, the residences do not present excellent examples of any architectural style. No pertinent information was found to suggest that the commercial businesses located with the 45-acre Planning Area remain associated with any historically significant commercial development in the City.

Therefore, the project would not cause a substantial adverse change in the significance of a historical resource, and no further analysis is warranted.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact. The proposed project would result in less than significant impacts to archaeological resources. Cultural resources in the Planning Area and within a quarter-mile radius were evaluated with regard to a query of the SCCIC and the Native American Heritage Commission (NAHC) based on the U.S. Geological Survey (USGS) 7.5-minute series topographic map for the San Dimas quadrangle.

The records search conducted at the SCCIC did not indicate the presence of previously recorded cultural resources within the Planning Area or immediate vicinity.

However, the proposed project could have the potential to result in significant impacts to an archaeological resource, since inadvertent discovery of cultural resources may occur during ground-disturbing activities associated with construction of the proposed redevelopment in native soil. As the Planning Area is heavily developed with existing roads and buildings, ground disturbance due to implementation of the Specific Plan would be located primarily in areas that contain heavily disturbed soils and engineered artificial fill. Anticipated development in the Planning Area would occur through infill development on vacant property, as well as redevelopment of existing properties. While there is limited potential to encounter intact significant resources in disturbed soils, construction as a result of the Specific Plan may encounter intact significant resources beneath the depth of previous disturbances or in pockets of undisturbed soils within existing developments. In addition, infrastructure and other improvements requiring ground disturbance could reach undisturbed (native) soils. Due to the unknown presence of archaeological resources, through implementation of Mitigation Measure Cult-2 of the Certified EIR,[51] any potential impacts to archaeological resources will be mitigated to a level of less than significant.

Additionally, a Sacred Lands File (SLF) search conducted with the NAHC yielded positive results, received June 2, 2022. The City contacted and sent letters for Senate Bill (SB) 18 tribal consultation on June 7, 2022, to nine Native American Groups and received two replies:

1. On June 10, 2022, Andrew Salas of the Gabrieliño Band of Mission Indians – Kizh Nation stated that they are in agreement with the Specific Plan but would like to request further consultation if ground disturbance is to occur for any and all future projects within this location, and
2. On July 7, 2022, Christina Conley of the Gabrieliño Tongva Indians of California responded stating that they have no comment to the project.

Since the Planning Area and immediate vicinity are fully developed, a pedestrian survey was not conducted. No cultural resources have been previously recorded intersecting or within a quarter mile radius of the Planning Area, and background research does not indicate the presence of cultural resources within the project footprint. Native American coordination is in progress and will be carried forward. Since the potential for inadvertent discovery of cultural resources exists during ground-disturbing activities, the consideration of mitigation measures and alternatives is required.

[51] City of Diamon Bar. Environmental Impact Report 2040. Public Review Draft. September 2019. Prepared by Dyett and Bhatia.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. The proposed project would result in less than significant impacts on cultural resources related to the disturbance of human remains, including those interred outside of dedicated cemeteries. There are no existing cemeteries in or adjacent to the Planning Area. Based upon a review of historic aerial photographs and topographic maps, human remains are not known to be located within the Planning Area. Nevertheless, the proposed project could cause a significant adverse effect to human remains if native soils are disturbed. Compliance with Section 7050.5 of the California Health and Safety Code would be required during ground disturbing construction activities.

In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are encountered during excavation activities, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent remains within 100 feet shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

Therefore, the proposed project would result in less than significant impacts in relation to disturbance of any human remains, including those interred outside of formal cemeteries.

Further Study Required: None.

6. Energy

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Explanation

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The proposed project would result in less than significant impacts to energy in relation to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The proposed project would help achieve energy reduction goals by improving and encouraging active and pedestrian transportation in the area through the utilization of a protected bike lane and a reduction of through lanes to calm traffic impacts. Energy resources would be utilized to construct and operate the development anticipated in the Specific Plan, leading to a consumptive increase compared to existing conditions. Only one existing building within the 45-acre Planning Area contains solar roof panels, the Diamond Bar Montessori Academy, which is located at the northeastern edge of the proposed project area. No renewable energy commitments are specifically proposed in redevelopment of the Planning Area.

The Specific Plan would not, however, result in wasteful, inefficient or unnecessary consumption of energy resources. New construction will be required to meet the latest code requirements which are more stringent than the requirements for existing buildings. The City encourages energy efficiency through its Climate Action Plan (CAP). According to CHS-P-35, the City uses the CAP as a platform when considering measures for increasing renewable energy use in new development. In the general plan, the City also encourages mixed-use development, which facilitates energy efficiency by reducing vehicular trips. The redevelopment anticipated in the proposed Specific Plan would be required to comply with applicable construction emissions requirements at the time of entitlement.

Therefore, the proposed project would result in less than significant impacts in relation to wasteful, inefficient, or unnecessary consumption of energy resources, and no further analysis is warranted.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The proposed project would result in less than significant impacts in relation to conflict with, or obstruction of, a state or local plan for renewable energy or energy efficiency, including the City of Diamond Bar General Plan: Community Health and Safety

Element; California Building Standards Code (Title 24, California Code of Regulations [CCR]), and the SCAG RTP/SCS. The City General Plan and CAP includes goals and policies for energy efficiency and conservation. The proposed project is not expected to obstruct the City's energy efficiency programs and policies or its renewable energy policies as set forth in the City's General Plan: Community Health and Sustainability Element Chapter 8, such as policies CHS-P-35 and CHS-P-44.[52] There are additional optional measures outlined in Chapter 4 of the CAP related to energy efficiency for new development, including the promotion of commercial photovoltaic (PV) systems and promoting and maximizing offerings for utility clean energy.[53] As referenced in section 6a, no renewable energy source commitments are currently included in the proposed Specific Plan. All renewable energy policies stated in the General Plan do not mandate the use of renewable energy sources on existing and new developments. Similarly, the general plan's energy efficiency policies encourage identifying and improving energy efficiency awareness and developmental implementation when feasible. The proposed project would not conflict with State Building Energy Efficiency Standards (Title 24) because all redevelopment would be required to comply with the adopted Title 24 standards at the time of application during the entitlement process. These redevelopment opportunities would result in energy efficiency improvements since new developments adhere to current energy efficiency standards.

The proposed project is also not anticipated to conflict with energy efficiency strategies in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2020. Connect SoCal 2020's land use strategies support inclusion of compact developments to prepare for projected population growth within the Southern California region, which would improve energy efficiency by incentivizing more walkable environments.[54] The compact land use development expected in the proposed project conforms with this strategy based on the inclusion of a protected bike lane and reduction of through lanes between Gentle Springs Lane/Palomino Drive and Golden Springs Drive.. Furthermore, as the Planning Area is located within a half mile of the Diamond Bar Park & Ride parking lot (which serves three bus lines that have service within 15 minutes or less during peak hours), located 1.1 mile north of the Planning Area on the other side of State Route 60, the proposed project's incorporation of 2,055 additional housing units and 150 hotel rooms is also consistent with Connect SoCal's strategy of improving housing opportunities in the Southern California region, especially near a major transit stop or high-quality transit corridor included in a regional transportation plan.

Therefore, the proposed project could result in less than significant impacts in relation to conflict with or obstruction of a state or local plan for renewable energy or energy efficiency, and no further analysis is warranted.

Further Study Required: None.

[52] City of Diamond Bar. 2019. City of Diamond Bar General Plan: Community Health and Sustainability.

https://www.diamondbarca.gov/DocumentCenter/View/7095/8-Community-Health-and-Sustainabilityr?bidId=

[53] City of Diamond Bar. 2019. City of Diamond bar Climate Action Plan 2040.

https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=

[54] Southern California Association of Governments. 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

7. Geology and Soils

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Explanation

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. The proposed project would result in less than significant impacts in relation to the risk of loss, injury, or death involving the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Based on review of the California Geological Survey's maps[55] and the Public Safety Chapter of the Diamond Bar 2040 General Plan,[56] the Planning Area does not contain any Alquist-Priolo fault traces or fault zones. The nearest Alquist-Priolo Earthquake Fault Zone is the Whittier Fault, approximately 6.2 miles south of the Planning Area.[57] The Certified EIR determined that, due to the absence of active faults in the City the risk of surface rupture would be very low.[58,59] Therefore, impacts would be less than significant related to the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. No further analysis is required.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

ii) Strong seismic ground shaking?

Less than Significant Impact. The proposed project would result in less than significant impacts in relation to the risk of loss, injury, or death involving strong seismic ground shaking. The Planning Area is located in a seismically active region; however, there are no active faults within its boundaries, and it contains no Alquist-Priolo Earthquake Fault Zones.[60] The geological structure of the southern California area is dominated mainly by northwest-trending faults associated with the San Andreas fault system, which is located approximately 26 miles northeast of the City and is considered to have the greatest potential to cause regional damage.[61] However, there are four potentially active local faults that have the potential for causing local damage: Whittier, San Jose, Central Avenue, and Walnut Creek. Although there are no active faults within the Planning Area, the Public Safety Chapter of the Diamond Bar 2040 General Plan states that ground shaking can be caused by activity along these faults in the broader region.

The Certified EIR states that earthquakes in and near the Planning Area have the potential to cause ground shaking of significant magnitude. However, while the proposed project would allow for additional development within the Planning Area which could expose people and property to strong seismic ground shaking, all new buildings as a result of the Specific Plan would be designed and constructed to resist the effects of earthquake motions in accordance with the California Building Code (CBC; amended and adopted by the City) and the Minimum Design Loads for Buildings and Other Structures established by the American Society of Civil

[55] California Department of Conservation, California Geological Survey. N.d. California Earthquake Hazards Zone Application (EQ Zapp). https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed April 11, 2023).

[56] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[57] California Department of Conservation, California Geological Survey. N.d. California Earthquake Hazards Zone Application (EQ Zapp). https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed April 11, 2023).

[58] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[59] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[60] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[61] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

Engineers.[62] Additionally, the Certified EIR states that policies contained within the Public Safety Chapter would address any potential impacts associated with strong seismic ground shaking:[63]

- **PS-G-1**: Partner with the Los Angeles County Fire and Sheriff's Departments in community education efforts aimed at preventing potential loss of life, physical injury, property damage, public health hazards, and nuisances from seismic ground shaking and other geologic hazards such as landslides and mudslides.
- **PS-P-1**: Require new emergency facilities subject to City land use regulations and permitting requirements, including, but not limited to, paramedic services, hospitals, ambulance services, and emergency operations centers be designed to withstand and remain in operation following the maximum credible earthquake event.
- **PS-P-2**: Require areas identified as having significant liquefaction potential (including secondary seismic hazards such as differential compaction, lateral spreading, settlement, rock fall, and landslide) to undergo site-specific geotechnical investigation prior to development and to mitigate the potential hazard to a level of insignificance or, if mitigation is not possible, to preserve these areas as open space or agriculture.
- **PS-P-3**: Periodically update the grading standards to supplement the State and local building and construction safety codes with detailed information regarding rules, interpretations, standard specifications, procedures requirements, forms, and other information applicable to control excavation, grading, and earthwork construction, and provide guidelines for preparation of geotechnical reports in the city.
- **PS-P-4**: Carry out a review of City-owned critical facilities that may be vulnerable to major earthquakes and landslides and develop programs to upgrade them.
- **PS-P-5**: Develop a City-based public awareness/earthquake preparedness program to educate the public about seismic hazards and what to do in the event of an earthquake
- **PS-P-6**: Prevent and control soil erosion and corresponding landslide risks on public property and in conjunction with new private development through hillside protection and management.

Based on compliance with the CBC and the Diamond Bar 2040 General Plan, the Certified EIR determined that the development in the City would result in less than significant impacts due to seismic ground shaking. Similarly, individual development projects within the Planning Area would be required to comply with the CBC and would need to be consistent with the Diamond Bar 2040 General Plan policies. No further analysis is required.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The proposed project would result in less than significant impacts in relation to the risk of loss, injury, or death involving seismic-related ground failure, such as liquefaction. The Planning Area is almost entirely located within a liquefaction zone, as designated

[62] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[63] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

by the Public Safety Chapter of the Diamond Bar 2040 General Plan[64] and by the California Geological Survey.[65] Liquefaction zones are defined by the Public Safety Chapter as "areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation would be required." Due to the potential for seismic-related ground failure (such as liquefaction) throughout the City, Policy PS-P-2 of the Public Safety Chapter requires areas identified as having significant liquefaction potential (including secondary seismic hazards such as differential compaction, lateral spreading, settlement, rock fall, and landslide) to undergo site-specific geotechnical investigation prior to development and to mitigate the potential hazard.[66] Based on compliance with the CBC and the Diamond Bar 2040 General Plan, the Certified EIR determined that all development in the City would result in less than significant impacts due to liquefaction. Similarly, individual development projects within the Planning Area would be required to comply with the CBC and to be consistent with Diamond Bar 2040 General Plan policies, and they would be required to conduct site-specific investigations and implement mitigation measures. Therefore, the proposed project would result in less than significant impacts. No further analysis is required.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iv) Landslides?

No Impact. The project would result in no impacts in relation to the risk of loss, injury, or death involving landslides. Rapid erosion and landslides are most likely to occur on sloped areas. Slope failure is unlikely in the Planning Area, as it contains few steep slopes greater than 30 percent compared to the rest of the City.[67] The Planning Area is not located within a landslide zone mapped by the California Geological Survey[68] or an earthquake-induced landslide zone mapped by the Public Safety Chapter.[69] Further, the Certified EIR states that potential impacts from landslides on future development would be addressed through site-specific geotechnical investigations which would address landslide hazards as applicable.[70] Given that the Planning Area is not at risk for landslides, there would be no impacts as a result of potential landslides. No further analysis is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The proposed project would result in less than significant impacts in relation to substantial soil erosion or the loss of topsoil. Development as a result of the proposed

[64] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[65] California Department of Conservation, California Geological Survey. N.d. California Earthquake Hazards Zone Application (EQ Zapp). https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed April 11, 2023).

[66] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[67] City of Diamond Bar. 2019. Figure 7-1: Steep Slopes. In the Chapter 7: Public Safety of the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[68] California Department of Conservation, California Geological Survey. N.d. California Earthquake Hazards Zone Application (EQ Zapp). https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed April 11, 2023).

[69] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[70] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

Specific Plan would likely include earthwork activities that could expose soils to the effects of erosion. Once disturbed, either through removal of vegetation, asphalt, or an entire structure, soils can be exposed to wind and water that can cause erosion . The Resource Conservation Chapter of the Diamond Bar 2040 General Plan includes policies that require the use of Best Management Practices (BMPs) to control soil erosion during and after ground-disturbing activities:[71]

- **RC-P-26**: Require the implementation of a stormwater pollution prevention plan (SWPPP), and inspection by a Construction General Permit Qualified SWPPP Practitioner (QSP), during construction and post-construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to prevent erosion or sedimentation.

The Certified EIR states that BMPs that are required under a SWPPP include erosion prevention measures that have proven effective in limiting soil erosion and loss of topsoil.[72] In addition, development as a result of the Specific Plan that disturbs more than one acre would be subject to compliance with a National Pollutant Discharge Elimination System (NPDES) permit, including the implementation of additional BMPs that are specifically implemented to reduce soil erosion or loss of topsoil. Development as a result of the Specific Plan would also be required to comply with the South Coast Air Quality Management District (SCAQMD) Rule 403, *Fugitive Dust*, which provides dust control measures that stabilize soils before, during, and after construction.[73] Once construction is complete and exposed areas are revegetated or covered by buildings, asphalt, or concrete—as is anticipated by the provisions of the proposed Specific Plan—the erosion risk is typically substantially eliminated or reduced.

Therefore, the potential for adverse soil erosion and loss of topsoil related to land use changes from implementation of the Specific Plan would be less than significant. No further analysis is required.

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?

Less than Significant Impact. The proposed project would result in less than significant impacts in relation to unstable soils that have the potential to result in landslide, lateral spreading, subsidence, liquefaction, or collapse. Development in the Planning Area has the potential to be located on geologic units or soils that are unstable. Slope failure is unlikely in the Planning Area, as it contains few steep slopes greater than 30 percent compared to the rest of the City;[74] however, areas with underlying materials that include undocumented fills, soft compressible deposits, or loose debris could be inadequate to support development such as multistory buildings.

[71] City of Diamond Bar. 2019. Chapter 5: Resource Conservation. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[72] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[73] South Coast Air Quality Management District. Amended June 3, 2005. Rule 403 – Fugitive Dust. https://www.aqmd.gov/home/rules-compliance/compliance/rule-403-dust-control-information

[74] City of Diamond Bar. 2019. Figure 7-1: Steep Slopes. In the Chapter 7: Public Safety of the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

The Certified EIR states that the potential hazards of unstable soils or geologic units would be addressed largely through the integration of technical information in the planning and design process for projects. The local soil suitability for specific projects would be determined in accordance with standard industry practices and state-provided requirements, such as CBC requirements which have been adopted by the City. Policy PS-P-2 of the Diamond Bar 2040 General Plan would require future development in the Planning Area to conduct geotechnical investigations due to the potential for liquefaction.[75] The Certified EIR states that geotechnical investigations would be required to thoroughly evaluate site-specific geotechnical characteristics of subsurface soils and bedrock to assess potential hazards—such as landslide, lateral spreading, subsidence, liquefaction, or collapse—and recommend site preparation and design measures to address any hazards.[76] The Certified EIR states that the risk of exposure to geological hazards such as landslide or lateral spreading is reduced to less than significant through the Diamond Bar 2040 General Plan policies and the mandate for site-specific geotechnical investigation and mitigation prior to development. These measures are enforced through compliance with the CBC and the corresponding City municipal code requirements to address hazards relating to unstable soils and slope failure. Therefore, compliance with existing regulations, CBC, and consistency with the Diamond Bar 2040 General Plan would ensure that impacts due to unstable soils that have the potential to result in landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant. No further analysis is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. The proposed project would result in less than significant impacts in relation to location on expansive soil that would create substantial risks to life or property. Expansive soils have shrink-swell capacity, meaning that they may swell when wetted and shrink when dried. Expansive soils can be a hazard for built structures, and may cause cracks in building foundations, distortion of structural elements, warping of doors and windows, and plumbing breakages.[77] The proposed Specific Plan may include development on soils considered to be expansive.

Policy PS-P-2 of the Diamond Bar 2040 General Plan would require future development in the Planning Area to conduct geotechnical investigations due to the potential for liquefaction.[78] The Certified EIR states that geotechnical investigations would be required to thoroughly evaluate site-specific geotechnical characteristics of subsurface soils to assess potential hazards and recommend site preparation and design measures.[79]

Further, the City of Diamond Bar has adopted and complies with the CBC, including Section 1809.4, *Foundations on Expansive Soil*, which has been incorporated into the City's Building Code to say: "Unless otherwise specified by a registered geotechnical engineer, foundation

[75] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[76] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[77] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[78] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[79] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

systems within the City of Diamond Bar are considered to be on expansive soil and shall be constructed in a manner that will minimize damage to the structure from movement of the soil."[80]

The potential hazards of expansive soils would be addressed largely through compliance with the City's municipal code requirements for foundation construction on expansive soils, which in turn incorporates the CBC. Future development in the Planning Area would integrate geotechnical information into the planning and design process to determine the local soil suitability for specific projects Therefore, compliance with existing regulations, CBC, and consistency with the Diamond Bar 2040 General Plan would ensure that impacts due to expansive soils would be less than significant. No further analysis is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would result in no impacts in relation to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The Planning Area is already heavily developed with roads, structures, and businesses that are connected to the City's sanitary sewer system, and the new development resulting from implementation of the proposed Specific Plan would be in a central area served by the current sewer system. Based on review of the Public Facilities Chapter of the Diamond Bar 2040 General Plan, Los Angeles County provides wastewater collection and treatment services under contract to the City of Diamond Bar. Los Angeles County Public Works (LACPW) provides operation and maintenance services on the local collection system, while Los Angeles County Sanitation District (LACSD) District 21 provides operation and maintenance services on the trunk sewers and wastewater treatment services.[81] As shown in Figure 6-4, *Existing Sanitary Sewer System*, in the Diamond Bar 2040 General Plan, the Planning Area developments are served by Diamond Bar sewer main lines along portions of Diamond Bar Boulevard, Palomino Drive, Gentle Springs Lane, Prospectors Road, Torito Lane, and beneath existing developments.[82] LACSD maintains two trunk sewer lines that connect to City sewer lines and convey wastewater to a County treatment facility outside city limits, also maintained by the LACSD. As new development occurs, the LACSD requires the new developments to annex into its service area for operation, maintenance, and treatment services.[83] Therefore, the Planning Area would not include development using alternative wastewater disposal systems, as it is already served by the City's sanitary sewage system and future development is required to connect to the City's sewage network. Therefore, there would be no impact. No further analysis is required.

[80] City of Diamond Bar. N.d. Title 15 – Building and Construction Safety. Chapter 15.00 - Codes. Division 3 – Building Codes. Sec. 15.00.320. - Amendments to the California Building Code. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT15BUCOSA_CH15.00CO_DIV3BUCO_S15.00.320AMCABUCO

[81] City of Diamond Bar. 2019. Chapter 6: Public Facilities. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[82] City of Diamond Bar. 2019. In Figure 6-4: Existing Sanitary Sewer System. In Chapter 6: Public Facilities of the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[83] City of Diamond Bar. 2019. Chapter 6: Public Facilities. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. The proposed project would result in less than significant impacts with mitigation incorporated in relation to destroying a unique paleontological resource or site or unique geologic feature. The Certified EIR states that a paleontological resources records search and geologic map review indicated that the City is underlain by Quaternary Alluvium and the Puente/Monterey Formation. Older Quaternary Alluvium soils beneath surficial deposits have yielded significant vertebrate fossils, and they are assigned a low-to-high paleontological potential with sensitivity increasing with depth. The Puente-Monterey Formation is assigned a high paleontological potential and has yielded significant vertebrate fossils, including one known locality within the City limits. The locality (LACM 7190) is southwest of the intersection of SR-60 and SR-57 and yielded fossil fish specimens.[84]

The Planning Area is heavily developed with existing roads and buildings. Anticipated development in the Planning Area would occur through infill development on vacant property, as well as redevelopment of existing properties. As such, ground disturbance due to implementation of the Specific Plan would be located primarily in areas that contain heavily disturbed soils and engineered artificial fill. This is not likely to result in impacts on significant paleontological resources, as they have likely been displaced from previous disturbances due to previous construction.

However, construction as a result of the Specific Plan may excavate below the depth of previous disturbances or in pockets of undisturbed soils within existing developments. In addition, infrastructure and other improvements requiring ground disturbance could reach undisturbed soils. Significant or unique resources have the potential to contribute to the geological and paleontological record of the region and may be of scientific interest. The Certified EIR provided mitigation measures MM-GEO-1 and MM-GEO-2 that reduce impacts to paleontological resources to less than significant:[85]

These mitigation measures are considered existing conditions of approval for development projects within the City. Thus, development projects within the Planning Area are currently subject to these provisions and would continue to be subject to these provisions regardless of the proposed Specific Plan. Therefore, impacts as a result of the proposed Specific Plan would be less than significant with mitigation incorporated.

Further Study Required: None.

[84] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[85] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

8. Greenhouse Gas Emissions

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Explanation

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

Potentially Significant Impact. The proposed project would result in potentially significant impacts in relation to the generation of greenhouse gas (GHG) emissions, either directly or indirectly. Principal GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), peroflurocarbons (PFCs), and hydroflurocarbons (HFCs).

The City of Diamond Bar has developed a GHG Emissions Inventory in conjunction with the Climate Action Plan (CAP), which includes a summary of the City's 2016 emissions from each sector.[86] Transportation was found to be the largest contributor, followed by residential energy consumption (further evaluated in Sections 17, *Transportation,* and 6, *Energy*). Existing conditions of the Planning Area includes a developed area with large parking lots.

The proposed construction activities would result in a short-term period of GHG emissions from construction equipment and mobile sources, such as haul trucks and worker vehicles. Construction emissions are based on the type, amount, and duration of off-road construction equipment, as well as the size of the project. Construction emissions evaluated in the Certified EIR assumed construction of 389 residential units, 182,058 SF of non-residential buildings, and 1.23 acres of park to be developed each year. The proposed project would consist of approximately 133 residential units, 26,975 SF of non-residential buildings, and 0.065 acres of open space to be developed each year; assuming 16 years of construction with an annual rate of 6.25 percent of the Specific Plan being constructed each year.

Construction of the proposed project would involve less development for each land use than previously calculated and evaluated in the Certified EIR. Similar to the findings in the Certified EIR, impacts from construction of the proposed project would be result in less than significant impacts. GHG would be amortized over a 30-year lifetime, and anticipated emissions from construction of the proposed project would not exceed the SCAQMD thresholds. The CAP recommends measures to further reduce GHG emissions during construction activities, which would further reduce anticipated emissions.

[86] City of Diamond Bar. Climate Action Plan; GHG Inventory. December 2019. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-.

The proposed project impacts, although potentially significant, would align with the General Plan policies and proposed CAP by implementing measures recommended to reduce regional GHG emissions. Operational emissions anticipated from the proposed project include emissions from energy use, electricity, and natural gas; on-road motor vehicles; off-road motor vehicles; solid waste; water and wastewater; area sources, such as from landscaping maintenance activities; and onsite stationary sources, such as emergency generators. The proposed project would result in a substantial increase in energy use consumption, mobile sources, solid waste, and water and wastewater use, but operational emissions are expected to be reduced in the long term through compliance of the CAP policies. Implementation of the proposed project is aimed at VMT reduction and overall GHG emission reductions in comparison to existing conditions.

Although the proposed project would contribute to the emissions targets through the implementation of General Plan 2040 policies and proposed CAP recommendations, operational impacts would have the potential to be significant. The proposed project would, therefore, result in potentially significant impacts in relation to the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment, requiring the consideration of mitigation measures and alternatives in the SIR.

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

Less than Significant Impact. The proposed project would result in less than significant impact regarding conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The proposed project is subject to the General Plan 2040, City CAP, and 2045 CAP; and would generate GHG emissions from construction and operational activities.

The proposed project would not conflict with the General Plan 2040 since it encourages compact growth and fosters development of mix-use centers to improve community accessibility and connectivity. The proposed project would incorporate more pedestrian-friendly neighborhoods and improve vehicular accessibility by providing amenities within the Planning Area. The 2045 CAP's Measure T2 encourages the development of mixed-use land uses to reduce single-occupancy vehicular trips, the number of trips, and trip lengths. The proposed mixed-use development project is anticipated to result in reduced vehicular trips and meet the GHG reduction targets stated in the CAP. The town center included in the proposed Specific Plan would allow for car-optional living arrangements in support of the City's climate action initiatives, including a "road diet" to calm traffic impacts and improve the pedestrian experience.

The proposed project would also not conflict with the 2022 California Air Resources Board (CARB) Scoping Plan (Scoping Plan) based on the shared initiatives of facilitating reductions in fossil fuel combustion, particularly from mobile sources; or conflict with the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal.[87] Connect SoCal outlines a vision for regional strategies to incorporate investments in transportation and land use development, including land use configurations that promote more mixed-use development opportunities.[88] The proposed project aligns with the planning strategy to focus mixed use residential and commercial growth around

[87] California Air Resources Board. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf

[88] Southern California Association of Governments. 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

bus and rail stations within one-quarter to one-half mile radius of a significant transit facility station to further reduce vehicle trips, and the Planning Area is within a half mile of the Diamond Bar Park & Ride parking lot (which serves three bus lines that have service within 15 minutes or less during peak hours).

The proposed project would maximize multi-modal connections by promoting pedestrian activity and improving connectivity between the Transit-Oriented Mixed Use neighborhood and surrounding neighborhoods. The proposed project would, therefore, not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions; no further analysis is warranted.

Further Study Required: Further study is required for GHG emissions related to the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

9. Hazards and Hazardous Materials

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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 it create a significant hazard to the public or the environment?	☐	☐	☒	☐
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 result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures to a significant risk of loss, injury, or death involving wildland fire?	☐	☐	☐	☒

Explanation

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

a. Less than Significant Impact. The proposed project would result in less than significant impacts to hazards and hazardous materials in relation to the routine transport, use, or disposal of hazardous materials. The Planning Area is intended to be mixed use, and would contain hotels, residential units, and commercial buildings. Hazardous materials such as fuels, adhesives and solvents used during any construction activities should be kept to small quantities and contractors would be required to comply with applicable state and federal regulations (including, without limitation, (the California Health and Safety Code and the Code of Federal Regulations [CFR]) for the transport, use, and disposal of necessary hazardous materials. By complying with applicable

regulations and policies, the proposed project would result in less than significant impacts in relation to the routine transport, use, or disposal of hazardous materials. No further analysis is warranted.

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

Less than Significant Impact. The proposed project would result in less than significant impacts to hazards and hazardous materials in relation to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The 45-acre Planning Area contains four sites that have been identified on the State Water Resources Control Board (SWRCB) Geotracker website[1] as Leaking Underground Storage Tank (LUST) sites. These sites are all gasoline stations. In addition, there is one site identified on the California Environmental Protection Agency (Cal-EPA) Department of Toxic Substance Control (DTSC) website Envirostor[2] that is within 0.25 mile of the Planning Area: 23671 Golden Springs Drive, which is an active hazardous materials cleanup site.

The four sites within the Planning Area have a cleanup status of "closed" (Table 2.9-1, *Hazardous Materials Cleanup Sites within Planning Area*; see Figure 1.7-1, *Town Center Mixed Use Parcels*):

TABLE 2.9-1
HAZARDOUS MATERIALS CLEANUP SITES
WITHIN DIAMOND BAR PLANNING AREA

AIN	Address	Site Name	Cleanup Status
8281024052	150 South Diamond Bar Blvd.	Chevron #9	Closed
8281010049	206 South Diamond Bar Blvd.	Shell #204	Closed
8717008026 8717008027	301 South Diamond Bar Blvd.	Al Sal Oil	Closed
8281010054	301 South Diamond Bar Blvd.	Exxon #7	Closed
Source: City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Housing Element Update. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=			

According to the closure reports issued by the SWRCB, there are no land use restrictions or covenants placed on the properties. If these four properties are redeveloped and demolition and excavation activities are planned, then precautions such as adhering to the Safety Element of the City of Diamond Bar General Plan 2040 (Subsection 7.5, Hazardous Materials and Operations) guidance policies (PS-P-24 through PS-P-28) presented below shall be followed. [2]

> **PS-P-24 -** Work with the County of Los Angeles Fire Department to maintain and enforce State regulations that require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.
>
> **PS-P-25 -** On sites with known contamination of soil and groundwater, work with State and local agencies to continue to identify and compel cleanup of such sites to ensure that construction workers, future occupants, the public, and the environment are adequately protected from hazards associated with contamination.

PS-P-26 – Prohibit (or oppose when outside of the City's jurisdiction) the development of projects that would reasonably be anticipated to emit hazardous air emissions or handle extremely hazardous substances within a quarter-mile of a school.

PS-P-27 - Work with the County of Los Angeles Fire Department and other State and federal agencies to ensure adequate emergency response for hazardous materials incidents.

PS-P-28 - Promote public awareness and participation in household hazardous waste management, solid waste, and recycling programs.

By complying with the applicable regulations and policies, the proposed project would result in less than significant impacts in relation to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No further analysis is warranted.

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

Less than Significant Impact. The proposed project would result in less than significant impacts to hazards and hazardous materials in relation to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The nearest school to the proposed project is Lorbeer Middle School, which borders the Planning Area on the south side, directly across Golden Springs Drive, or approximately 135 feet from the project's southern border. As discussed above, if construction projects are proposed for the site locations listed on the SWRCB GeoTracker website[1], all Federal, State, and Local regulations regarding hazardous materials handling and use shall be followed during planning and construction activities. The Safety Element of the City of Diamond Bar General Plan 2040,Subsection 7.5, Hazardous Materials and Operations guidance policies PS-P-24 through PS-P-28, discussed above, shall be followed.[2] By complying with the applicable regulations and policies, the proposed project would result in less than significant impacts in relation to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No further analysis is warranted.

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

Less than Significant Impact. The proposed project would result in less than significant impacts to hazards and hazardous materials in relation to being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As discussed above, if construction projects are proposed for the site locations listed within the SWRCB GeoTracker database,[1] all Federal, State and Local regulations would be followed during the planning and during the construction project. In addition to the Safety Element of the City of Diamond Bar General Plan 2040,Subsection 7.5, Hazardous Materials and Operations guidance policies PS-P-24 through PS-P-28.[2]

By complying with the applicable regulations and policies, the proposed project would result in less than significant impacts in relation to being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No further analysis is warranted.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The proposed project would result in no impacts to hazards and hazardous materials in relation to being 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 and resulting in a safety hazard for people residing or working in the project area. The proposed project is not located within an airport land use plan or within 2 miles of a public airport. The nearest airport to the proposed project is Brackett Field Airport, 4.8 miles to the northeast. Therefore, there would be no impact, and no further analysis is warranted.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would result in no impacts to hazards and hazardous materials in relation to impairing implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would increase the maximum allowable residential density for the Planning Area from 20.0 dwelling units per acre (du/ac) to 45.7 du/ac. The City is served by the Los Angeles County Fire Department (LACoFD) which provides all fire and emergency medical service needs for the City.[3] The City's freeways, highways, arterial routes are pre-identified as disaster routes for use during times of crisis or emergency as note per the LACoFD.[4] While the roadways are not evacuation routes, an emergency may warrant the use of a road as both disaster and evacuation routes. The City's disaster routes as depicted in the County's Disaster Route Map, include State Route (SR) 57 (or Orange Freeway) and State SR-60 (or Pomona Freeway). Both are located immediately northwest of the Planning Area and generally traverse north-south along the west edge of the City and City roadways:[5]

- **Through the Planning Area:** Diamond Bar Boulevard (Blvd.) from Golden Springs Drive (Dr.) towards the north, running parallel along the SR-57/SR-60 junction and past the City Limits to SR-71
- **Immediately South of Planning Area:** Golden Springs Dr. from Diamond Bar Blvd. towards the south, traversing both SR-57 and SR-60

Diamond Bar Blvd. and Golden Springs Dr. are designated disaster routes along the Planning Area that can be used during times of emergency or disaster. The Planning Area's ingress and egress are provided by SR-60, with a six-lane thoroughfare (plus left turn pockets) with bike lanes along Diamond Bar Blvd. (see Section 2.11, *Land Use and Planning*). A road diet would decrease the main thoroughfare from 12 feet wide to 11 feet wide lanes along Diamond Bar Boulevard, maintaining access to SR 60 with at least 22 feet (two lanes) per direction. Title 32 (County Fire Code) requires a minimum unobstructed width of not less than 20 feet to provide fire apparatus access, and no speed bumps or speed humps are allowed for fire apparatus access roads.[6] The proposed project would maintain at least 20-foot-wide access along Diamond Bar Blvd. and would not introduce any speed bumps or speed humps. Therefore, there would be no significant impacts

in relation to impairing implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no further analysis is warranted.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The proposed project would result in no impacts to hazards and hazardous materials in relation to exposing people or structures to a significant risk of loss, injury, or death involving wildland fire. Due to its setting amidst vegetated open space areas to the south and east, and the presence of open space areas interspersed among urban development, Diamond Bar as a whole is at risk from wildland fires. The Planning Area, however, is located in the lowest threat zone, categorized as "moderate."[7] Furthermore, the Planning Area is not located in a Fire Hazard Severity Zone, as outlined in Figure 7-6: *fire hazard severity zones*, in the General Plan. As a precaution developers should be aware that State law requires there to be at least 100 feet of defensible space around buildings. Designing wildfire-resistant structures means constructing buildings so that they have less chance of catching fire from burning embers. Strategies include limiting the use of flammable materials on building exteriors, protecting vents and chimneys from embers, protecting windows from breakage under extreme heat, and screening gutters to reduce accumulation of flammable debris.[8] Therefore, there is a less than significant impact in relation to exposing people or structures to a significant risk of loss, injury, or death involving a wildland fire, and no further analysis is warranted.

Further Study Required: None.

10. Hydrology and Water Quality

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Explanation

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. The proposed project would result in less than significant impacts to hydrology and water quality regarding water quality standards or waste discharge requirements or otherwise substantially degrading surface or groundwater quality. The following goals and policies Diamond Bar General Plan goals RC-G-7, to “protect waterways – including creeks, riverine, artesian springs, seeps, and wetlands – and watersheds in Diamond Bar from pollution and degradation as a result of urban activities,” and RC-G-12, to “pursue methods to control, capture, and reuse stormwater runoff for the purposes of groundwater recharge and local water

recovery," are outlined in Chapter 5.0: Resource Conservation, Water Resources, of the Diamond Bar General Plan 2040.[89] In addition to these pertinent goals, the Certified EIR provides additional policies that address the potential impact of new developments on surface or groundwater quality. Those which apply to the proposed specific plan are listed in Table 2.10-1, *Applicable Groundwater Quality Policies from Certified EIR.*

TABLE 2.10-1
APPLICABLE GROUNDWATER QUALITY POLICIES FROM CERTIFIED EIR

Land Use and Economic Development	
LU-P-42	Avoid Expanses of surface parking and require the consolidation and location of parking to the rear of or side of buildings.
Community Character & Placemaking	
CC-P-25	Encourage the design of shared parking for commercial and office uses where possible.
CC-P-26	Establish reduced minimum commercial parking requirements for all development within new mixed-use land use designation. Reduced parking requirements should be supported by proximity to transit, shared parking, and all technologies that, one mainstreamed, would reduce the need for conventional parking layouts.
Resource Conservation	
RC-P-25	Control and improve the quality of stormwater entering local water bodies by requiring new development to incorporate best management practices (BMP's) and Low Impact Development (LID) strategies that support onsite retention, detention, and/or treatment of stormwater through means such as infiltration, evapotranspiration, biofiltration, and rainfall harvest and use.
RC-P-26	Require the implementation of a stormwater pollution prevention plan (SWPP) and inspection by a construction General Permit Qualified SWPPP Practitioner (QSP), during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation.
RC-P-27	Require than post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate and that dry weather runoff from new development not exceed the pre-development baseline flow rate to receiving water bodies.

In addition, Diamond Bar Municipal Code (DBMC) Section 8.12.1630[90] requires that new developments: (1) incorporate green infrastructure such as biofiltration or bioretention to offset the potential for stormwater pollutants to enter waterways and (2) adhere to regional Watershed Management Programs, specifically Order No. R4-2012-0175[91]. In the Community Character and Placemaking Element, the General Plan outlines specific measures for streetscaping along Golden Springs Drive and Diamond Bar Boulevard, which include "managing stormwater through the use of bioswales and other ecology-conscious features."[92] Incorporation of these goals in the design plan, as required by the Diamond Bar General Plan and the City's Municipal Code, would

[89] City of Diamond Bar. 2019. General Plan 2040. Section 5.5: Water Resources.

[90] City of Diamond Bar Municipal Code. 2013. Ordinance No. 14(2013) Relating to Standard Urban Storm Water Mitigation Plan Requirements by Imposing Rainwater Low Impact Development Strategies on Projects that Require Building, Grading, and Encroachment Permits. https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/lid_and_greenst/doc/lid/diamondbar_lid.pdf

[91] State Water Resources Control Board. 2012. Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175)

[92] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 3.0: Community Character and Placemaking, Streetscape Improvement Examples.

result in less than significant impacts to surface and groundwater quality due to increase in vegetated spaces. This ordinance and the General plan goals and policies aim to protect and enhance surface water quality in a manner consistent with the Federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the municipal MS4 permit, order No. R4-2012-0175.[93] This regulatory framework will provide excellent protection of surface and groundwater quality during the implementation of the proposed specific plan.

In the existing conditions, the Planning Area is almost entirely impermeable and includes approximately 8.93 acres of outdoor parking lots. Large asphalt parking areas are prone to degrade surface water due to the presence of vehicle oils, gasoline, and other fluids that can become exposed to stormwater. The Specific Plan however, includes vertical parking structures that would reduce the overall footprint of impermeable parking lot to approximately 4.5 acres, thereby reducing the amount of runoff that comes in contact with contaminants associated with parking such as gasoline, oil, and metals from vehicle tires. Additionally, the proposed specific plan proposes 40,000 square feet or almost 1 acre of open spaces, which had previously been impermeable surfaces.

Finally, during development of the proposed specific plan, each "Block" is greater than 1 acre[94] and therefore would be subject to project-specific Stormwater Pollution Prevention Plans (SWPPPs) during all phases of ground disturbance in accordance with the California Construction General Permit. Maintenance of Best Management Practices (BMPs) as outlined in the SWPPPs would prevent any significant impacts to surface water quality as a result of construction of the development anticipated by the Specific Plan. In the case any site is less than 1 acre, the construction would be required to adhere to Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175), Section VI.D.8.d; Table 12: Applicable Set of BMPs for all Construction Sites,[95] which is reiterated in the DBMC Section 8.13.1630. Therefore, impacts would be less than significant, and no further analysis is warranted.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. The proposed project would result in potentially significant impact to hydrology and water quality in relation to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The current project area receives its potable water supply from the Walnut Valley Water District (WVWD),[96] which currently imports all of its potable water from the Metropolitan Water District of Southern California (MWD). MWD obtains surface water from the Colorado River and Northern California via the Colorado River Aqueduct

[93] State Water Resources Control Board. 2012. Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175.

[94] Program Alternative 3 – 2,055 Units. Diamond Bar Town Center Specific Plan. Torti Gallas + Partners, Sapphos Environmental Inc. February 15, 2023

[95] State Water Resources Control Board. 2012. Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175), Section VI.D.8.d; Table 12: Applicable Set of BMPs for all Construction Sites.
https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/stormwater/municipal/los_angeles_ms4/2016/6948_R4-2012-0175_WDR_PKG_amd2.pdf

[96] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 6.4: Utilities; Water.

and California Aqueduct, respectively. The City of Diamond Bar and its water supplier, WVWD, import all potable water due to limited availability locally as well as non-potability of local groundwater due to high levels of total dissolved solids and nitrates. However, WVWD has recently developed four potable groundwater projects (La Habra Heights County Water District Pipeline Project, California Domestic Water Company Project, or the Pomona Basin Regional Groundwater Project).

The proposed specific plan would include development of 985 additional residential units and 53 additional hotel rooms that were not evaluated within the Certified EIR or the 2021-2029 Housing Element. Furthermore, the proposed specific plan may consider utilizing potable water resources from the four recently developed groundwater projects. As a result, the proposed specific plan may have an impact on groundwater resources. As the Specific Plan would allow for development of over 500 dwelling units, a Water Supply Assessment shall be completed and included in the SIR in accordance with Sections 10910 to 10915 of the Water Code and as described in Section 15155 of the State CEQA Guidelines. This assessment will allow for a clear determination of the proposed projects' impact on groundwater supplies, recharge, and management.

It should be noted that the proposed project would include up to 40,000 square feet of open, permeable space which had previously been impervious paved parking lots and existing development. The proposed project is also anticipated to include Low Impact Development as outlined in DBMC Section 8.13.1630, which promotes surface water infiltration. As a result, the proposed project would create a slight increase in local surface water infiltration and subsequent groundwater recharge by increasing the permeable surface area.

As it relates to non-potable groundwater resources, the proposed project would result in less than significant impacts. WVWD currently operates six groundwater production facilities that supply the recycled water system, which are used for irrigation and grey water systems. These production facilities are anticipated to supply water used for landscaping within the Planning Area. The development anticipated by the Specific Plan would need to be consistent with the following policies outlined in Chapter 5.0: Resource Conservation, Water Resources, of the Diamond Bar General Plan 2040:

- RC-P-19: "As opportunities arise, coordinate with local water agencies to encourage and expand the use of reclaimed water, stored rainwater, or household gray water for irrigation and other appropriate uses and consider construction of dual water systems, where feasible, for development."
- RC-P-17: "Continually evaluate and upgrade the efficiency of City irrigation systems, prioritizing the use of reclaimed water."
- RC-P-18: "Ensure new development reduces the waste of potable water through the use of native and drought-tolerant plants, efficient landscape design and application, and reclaimed water systems where available."
- RC-P-19: "Encourage the implementation of the latest water conservation technologies into new developments."
- RC-P-21: "Continue to partner with other local agencies to manage surface and groundwater resources through the implementation of the Walnut Valley Urban Water Management Plan and regional watershed and groundwater planning efforts."

Each of these policies outline specific requirements for conservation of recycled and non-potable groundwater supplies. However, due to the potential for impacts to potable groundwater supplies, the consideration of mitigation measures and alternatives is required in the SIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

No Impact. The proposed project would result in no impacts to hydrology and water quality in relation to substantially altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.

The proposed project would result in beneficial changes to the level of imperviousness at the site. The proposed project would maintain or improve the existing drainage patterns, including use of the existing storm drain infrastructure which runs through the site along Diamond Bar Boulevard.[97] It is anticipated that the amount and rate of stormwater runoff from the proposed site would be less than that which currently runs off the area, due to the existing conditions being primarily impervious surfaces, and the proposed conditions having increased permeable surfaces. The proposed project includes increased landscaping along roads and within the town center, up to 40,000 square feet of open space, installation of bioswales and other ecology-conscious infrastructure, and is therefore expected to increase permeable surfaces and subsequently decrease the amount and rate of runoff from the site.

Furthermore, development of the proposed Specific Plan would meet the goals and policies of Diamond Bar General Plan as they relate to surface water drainage. Diamond Bar General Plan Section 7.3, Flood Hazards and Protection, includes Policy PS-P-10, which requires "that a drainage study has been completed by a qualified engineer as a prerequisite to new development or the intensification of existing development, certifying that the proposed development will be adequately protected, and that implementation of the development proposal will not create new downstream flood hazards." This policy is also in accordance with DBMC Section 8.12.1630.[98]

During ground-disturbing activities and construction of redevelopment under the proposed project, a site-specific Stormwater Pollution Prevention Plan (SWPPP) shall be in place for any construction on sites over 1 acre in size, which specifically addresses erosion and turbidity in any water discharging from the project site. The SWPPP and its required Best Management Practices (BMPs) shall be in place throughout construction and shall be maintained and inspected by a Qualified SWPPP Developer (QSD) at a rate of at least once a month, as well as before and after qualifying rain events, in order to avoid any erosion or siltation on- or off-site. In the case any site is less than 1 acre, the construction would be required to adhere to Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-

[97] City of Diamond Bar. 2017. City Of Diamond Bar General Plan Update Existing Conditions Report and EIR. Volume III. Figure 3-5 : Existing Storm Drain System. Prepared by Dyett & Bhatia, Urban and Regional Planners, with TKE Engineering and ESA PCR. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

[98] City of Diamond Bar Municipal Code. 2013. Ordinance No. 14(2013) Relating to Standard Urban Storm Water Mitigation Plan Requirements by Imposing Rainwater Low Impact Development Strategies on Projects that Require Building, Grading, and Encroachment Permits. https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/lid_and_greenst/doc/lid/diamondbar_lid.pdf

2012-0175), Section VI.D.8.d; Table 12: Applicable Set of BMPs for all Construction Sites,[99] which is reiterated in the DBMC Section 8.13.1630. Therefore, there would be no impact, and no further analysis is warranted.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. The proposed project would result in no impacts to hydrology and water quality in relation to substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on-or off-site. As described above, the proposed project would result in a decrease in impermeable surfaces. As a result, the proposed project is anticipated to decrease the amount of surface runoff from the existing, primarily impermeable conditions. Furthermore, upon designing final plans for redevelopment under the Specific Plan, a drainage study shall be completed by a qualified engineer pursuant to Diamond Bar General Plan Policy PS-P-10 and DBMC Section 8.13.1630[100] to ensure that the project will not create new downstream flood hazards. Therefore, there would be no impact, and no further analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. The proposed project would result in no impacts to hydrology and water quality in relation to creating or contributing runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff. The proposed project would result in a decrease in impermeable surface and an increase in sustainable infrastructure such as landscaping, bioswales, and green infrastructure as outlined in the General Plan goals discussed above. In June 2013, the City of Diamond Bar amended its Municipal Code to require rainwater low-impact development (LID) strategies for any project that requires building, grading, and encroachment permits. As any development in the will be required to comply with this ordinance, the new development would be required to reduce runoff compared

[99] State Water Resources Control Board. 2012. Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175), Section VI.D.8.d; Table 12: Applicable Set of BMPs for all Construction Sites.
https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/stormwater/municipal/los_angeles_ms4/2016/6948_R4-2012-0175_WDR_PKG_amd2.pdf

[100] City of Diamond Bar Municipal Code. 2013. Ordinance No. 14(2013) Relating to Standard Urban Storm Water Mitigation Plan Requirements by Imposing Rainwater Low Impact Development Strategies on Projects that Require Building, Grading, and Encroachment Permits.
https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/lid_and_greenst/doc/lid/diamondbar_lid.pdf

to the existing condition.[101] Finally, Diamond Bar General Plan Policy RC-P-23 requires that "post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate." Therefore, there would be no impact, and no further analysis is warranted.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

iv) Impede or redirect flood flows?

No Impact. The proposed project would result in no impacts to hydrology and water quality in relation to impeding or redirecting flood flows. The Planning Area is not within a flood hazard area; nor is it in close enough proximity to a river, stream, or flood control channel to impeded or redirect flows of these waterbodies. Furthermore, redevelopment under the proposed project would be required to be consistent with Diamond Bar General Plan Section 7.0: Public Safety Policy PS-P-10, which "ensures that a drainage study has been completed by a qualitied engineer as a prerequisite to a new development or the intensification of existing development, certifying that the proposed development will be adequately protected, and that implementation of the development will not create new downstream flood hazards." Therefore, there would be no impact, and no further analysis is warranted.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The proposed project would result in no impacts to hydrology and water quality in relation to risking release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. The Planning Area is not in a flood hazard,[102] tsunami,[103] or seiche zone. No further analysis is warranted.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The proposed project would result in no impacts to hydrology and water quality in relation to conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan. The design and development of the proposed project considers water quality through adherence to the goals and policies outlined in the Diamond Bar General Plan. Specifically, General Plan Goal RC-G-7 is to "protect waterways—including creeks, riverines, artesian springs, seeps, and wetlands—and watersheds in Diamond Bar from pollution and degradation as a result of urban activities." General Plan Goal RC-G-12 is to "pursue methods to control, capture, and reuse stormwater runoff for the purposes of groundwater recharge and local water recovery." In addition, the proposed project would be regulated under DBMC Section

[101] City of Diamond Bar Municipal Code. 2013. Ordinance No. 14(2013) Relating to Standard Urban Storm Water Mitigation Plan Requirements by Imposing Rainwater Low Impact Development Strategies on Projects that Require Building, Grading, and Encroachment Permits. https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/lid_and_greenst/doc/lid/diamondbar_lid.pdf

[102] Federal Emergency Management Association. N.d. FEMA Flood Map Service Center https://msc.fema.gov/portal/search?AddressQuery=Diamond%20Bar%20#searchresultsanchor (accessed March 30, 2023).

[103] California Department of Conservation. N.d. California Tusnami Maps and Data. https://www.conservation.ca.gov/cgs/tsunami/maps (accessed March 30, 2023).

8.13.1630, which requires low-impact development infrastructure in new developments and is a crucial part of the City's Storm Water Management and Discharge Control Ordinance.[104] Each of these goals and the municipal ordinance promotes water quality control through bio-infiltration and fits within the Los Angeles County Basin Plan, Lower San Gabriel Watershed Management Plan, and the City of Diamond Bar's Storm Water Management and Discharge Control Ordinance. Therefore, the would be no impact, and no further analysis is warranted.

Further Study Required: Further study is required for hydrology and water quality related to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

[104] City of Diamond Bar. 1996. City of Diamond Bar Ordinance No. 04(1996) Division 5 Stormwater and Urban Runoff Pollution Control.
https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT8HESA_CH8.12ENPR_DIV5STWAURRUPOCO_S8.12.1640DE

11. Land Use and Planning

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Explanation

a) Physically divide an established community?

No Impact. The proposed project would result in no impact to land use and planning in relation to physically dividing an established community. The Planning Area is a 45-acre developed commercial area within the City of Diamond Bar located within an urbanized area near the convergence of State Route (SR) 60 and SR 57. Existing land uses within the Planning Area range from regional and neighborhood shopping centers to office buildings, professional buildings (including medical offices), service stations (including auto, equipment, and gasoline stations), parking lots for commercial use, stores, banks, restaurants, and a motel. There is no existing residential development within the Planning Area.

The Planning Area is surrounded by existing residential and commercial uses, including the gated Fall Creek Private Community to the southwest, which is oriented away from the Planning Area and towards South Prospectors Road and has a secondary entrance/exit into the Planning Area to the northeast on Gentle Springs Lane. The residential land uses to the northeast and north of the Planning Area are oriented away from the Planning Area and towards Golden Springs Drive, El Vado Road, Palomino Drive, and La Bonita Road. To the southeast of the Planning Area, the single-family residences on Golden Spring Drive are also oriented away from the Planning Area, with front yards facing Casa Loma Drive and Charmingdale Road. Similarly, to the south of the Planning Area, single-family residences across the street (South Prospectors Road) are also oriented away from the Planning Area, with front yards facing Camaritas Drive, Sabana Drive, and Golden Prados Drive. To the south of the Planning Area, the two driveways providing access and egress for Mt. Calvary Lutheran Church and School along Golden Springs Drive are oriented towards these single-family residences instead of the Planning Area. Lorbeer Middle School has all access points oriented to the east along South Diamond Bar Boulevard, with the nearest driveway approximately 0.1 mile south of the project site.

. As described in the Project Description, ingress and egress to the site are provided by SR-60 to the north and Diamond Bar Boulevard and Golden Springs Drive to the east (see Chapter 1). The proposed Specific Plan calls for residential housing, hotel units, and commercial and open areas. The proposed project does not require any change to the surrounding transportation network, such as the construction of barriers that could physically divide a community The proposed project is located on a developed site, and as the existing residential development surrounding the Planning Area is not oriented towards the Planning Area. The redevelopment of the existing commercial uses would not physically divide an established community. No further analysis is warranted.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The proposed project would result in less than significant impacts to land use and planning in relation to a conflict with a land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Planning Area is designated by the Diamond Bar General Plan 2040 as Town Center Mixed Use, the purpose of which is to "encourage a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses, in addition to offices, professional services, and residential uses."[105] There are no existing residential units within the 45-acre Planning Area, which is fully developed with commercial uses including retail, dining, gasoline stations, offices, and a hotel (see Table 1.7-1, *Town Center Mixed Use Sites to Be Rezoned "Specific Plan"*). The Planning Area is zoned by the City as Regional Commercial (C-3), Community Commercial (C-2), and Neighborhood Commercial (C-1).[106] Table B-4, *Town Center Mixed Use Sites to Be Rezoned*, in the Housing Element 2021-2029 proposed rezoning all parcels in the Planning Area to "Specific Plan" (see Table 1.7-1; see also Figure 1.7-1, *Town Center Mixed Use Parcels*).

As stated in the Project Description, the proposed project would involve amendments to the Diamond Bar 2040 General Plan and the City Zoning Map. The "Town Center Mixed Use" land use designation in the Land Use and Economic Development Chapter of the Diamond Bar 2040 General Plan establishes a maximum floor area ratio (FAR) of 1.5 and a maximum residential density of 20.0 dwelling units per acre (du/ac).[107] Given that the Specific Plan proposes the development of up to 2,055 housing units, which would result in a maximum residential density of approximately 45.7 du/ac in the Planning Area, a General Plan Amendment would be required to update the established maximum residential density for the Town Center Mixed Use land use designation. Additionally, as stated in the Project Description, the proposed FAR under the Specific Plan is greater than the established 0.25 to 1.00 FAR for the C-1, C-2, and C-3 Zones under the City Development Code. As such, the proposed project would involve amendments to the City Zoning Map to establish a Specific Plan Zone and to rezone all parcels in the Planning Area to "Specific Plan" to allow the proposed density and FAR of the Specific Plan.

Rezoning parcels to "Specific Plan" would be consistent with the Housing Element Update 2021-2019. The Town Center Specific Plan would also be consistent with the Diamond Bar 2040 General Plan by implementing its vision of the Town Center Focus Area. The proposed project would replace these policies and establish more specific development standards for the new "Specific Plan" zoning designation. The proposed project would not conflict with existing goals and policies adopted for the purpose of avoiding or mitigating environmental effects.

Further Study Required: None.

[105] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040. Land Use & Economic Development. https://www.diamondbarca.gov/DocumentCenter/View/7089/2-Land-Use-Econ-Devr?bidId=

[106] City of Diamond Bar. N.d. Diamond Bar GIS Viewer. https://db.maps.arcgis.com/apps/webappviewer/index.html?id=605f2597e7d14ed388f57eb90f40682e

[107] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040: Land Use and Economic Development Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

12. Mineral Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Explanation

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?

No Impact. The proposed project would result in no impacts in relation to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Based on review of the California Department of Conservation's collection of mineral land classification maps prepared by the California Geological Survey, the Planning Area is located in a Mineral Resource Zone 1 (MRZ-1), which is an area where geologic information indicates that little likelihood exists for the presence of significant mineral resources.[108,109] As the Planning Area does not contain a known mineral resource, the proposed project would result in no impacts regarding the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No further analysis is warranted.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The proposed project would result in no impacts in relation to the loss of availability of a locally important mineral resource recovery site delineated on a land use plan. Based on review of the California Department of Conservation's maps of existing mines, there are no mineral resource recovery sites within the Planning Area.[110] The nearest mine is a sand and gravel open pit at Foothill Quarry and Plant, located approximately nine miles northeast of the Planning Area in the City of Upland. Additionally, the Resource Conservation Element of the Diamond Bar 2040 General Plan does not delineate any locally important mineral resources or mines within the City. Therefore, the proposed project would not result in the loss of availability of an important

[108] California Geological Survey. 2007. Plate 1: Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption (P-C) Region, Los Angeles and San Bernardino Counties, California. By Russell V. Miller and Lawrence L. Busch. In Special Report 202. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

[109] California Department of Conservation, California Division of Mines and Geology. 1984. Plate 6.7: San Dimas Quadrangle Mineral Land Classification Map. In Special Report 143: Mineral Land Classification of the Greater Los Angeles Area, Part IV. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

[110] California Department of Conservation, Division of Mine Reclamation. N.d. Mines Online. Accessed April 4, 2023. https://maps.conservation.ca.gov/mol/index.html (accessed April 4, 2023).

mineral resource recovery site delineated on a local land use plan, and there would be no impacts. No further analysis is required.

Further Study Required: None.

13. Noise

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

Explanation

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The proposed project would involve short-term construction activities and would result in substantial physical changes to existing operational land uses at the proposed project site. The proposed project would require mitigation measures to be applied during construction activities to reduce noise levels to less than significant impacts. Construction of the proposed project is anticipated to result in potentially significant impacts relative to the exposure of persons to or generation of noise levels exceeding the standards established in the local general plan or noise ordinance or applicable standards of other agencies; operational noise levels would not be expected to exceed the noise standards established in the local City General Plan, Municipal Code, or applicable standards of other agencies.

Potential impacts associated with the proposed project were assessed by comparing noise thresholds provided by the General Plan land use designations to noise measurements recorded on March 16 and 17, 2023, at 15 locations along the Planning Area boundary (Figure 2.13-1, *Noise Measurement Locations*; see Appendix A, *Noise Measurements Data*). Construction and operational impacts are based on a reasonable worst-case annual construction scenario that would be required to build out the maximum development for the proposed project. The estimated construction schedule is approximately 16 years from 2024 to 2040, the sunset period for the most recently adopted General Plan Update.



FIGURE 2.13-1

Sensitive Receptors Map

State General Plan Guidelines

The State of California has developed a Land Use Compatibility Matrix for community noise environments that further defines the four categories of acceptance and assigns Community Noise Equivalent Level (CNEL) values to them (Table 2.13-1, *Community Noise Exposure by Land Use Category*). Pursuant to the State Land Use Compatibility Standards, noise levels of up to 60 decibels (dB) are acceptable for low density single-family residences, up to 65 dB for multi-family residences, and up to 70 dB for commercial land uses. The State Building Code (Title 24, California Code of Regulations, Part 2) establishes uniform minimum noise insulation performance standards to protect persons within new hotels, motels, dormitories, long-term care facilities, apartment houses, and residential units other than detached single-family residences from the effects of excessive noise, including, but not limited to, hearing loss or impairment and interference with speech and sleep.

Residential structures to be located where the CNEL or Day-Night Average Sound Level (Ldn) is 60 dBA[111] or greater are required to provide sound insulation to limit the interior CNEL to a maximum of 45 dBA. An acoustic, or noise, analysis report prepared by an experienced acoustic engineer is required for the issuance of a building permit for these structures. Land use changes that result in increased noise levels at residences of 60 dBA or greater must be considered in the evaluation of impacts to ambient noise levels. California Governor's Office of Planning and Research's General Plan Guidelines establish corrections for the acceptable community noise levels provided in Table 2.13-1, to account for seasons, outdoor residual noise level, previous exposure and community attitudes, and pure tone or impulse. The guidelines are advisory in nature and local jurisdictions, including the City of Diamond Bar, have the responsibility to set specific noise standards based on local conditions.

[111] A-weighted decibel (dBA) is *an expression of the relative loudness of sounds as perceived by the human ear*.

TABLE 2.13-1
COMMUNITY NOISE EXPOSURE BY LAND USE CATEGORY

Land Use Category	Community Noise Exposure L_{dn} or CNEL, dB						
	Below 55	55–60	60–65	65–70	70–75	75–80	80+
1. Residential – Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable						
		Conditionally Acceptable					
					Normally Unacceptable		
						Clearly Unacceptable	
2. Residential – Multifamily							
3. Transient Lodging – Motels, Hotels							
4. Schools, Libraries, Churches, Hospitals, Nursing Homes							
5. Auditoriums, Concert Halls, Amphitheaters							
6. Sports Arena, Outdoor Spectator Sports							
7. Playgrounds, Neighborhood Parks							
8. Golf Courses, Riding Stables, Water Recreation, Cemeteries							
9. Office Buildings, Business Commercial and Professional							
10. Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable: New construction or development should generally not be undertaken.
Source: California Governor's Office of Planning and Research. Updated September 1, 2019. General Plan Guidelines: 2017 Update. Appendix D: Noise Element Guidelines. http://opr.ca.gov/docs/OPR_Appendix_D_final.pdf

City of Diamond Bar Noise Ordinance Standards

The City of Diamond Bar General Plan 2040 identifies noise-sensitive receptors as land uses associated with indoor and outdoor activities that may be subject to stress and significant interference from noise. Sensitive receptors include residential dwellings, transient lodging, dormitories, hospitals, educational facilities, and libraries; Special Status species and their habitat may be considered noise sensitive. Industrial and commercial land uses are generally not considered sensitive to noise.

Existing noise sources within the Planning Area include typical urban noise levels from vehicle traffic along roadways, industrial and commercial processes, and residential noises from the hotel/motel and nearby residences. Noise sensitive receptors within the Planning Area include single-family and multi-family residential housing, schools, parks, churches, recreational area, and medical centers (Figure 2.13-2, *Sensitive Receptors Map*). The City's Municipal Code Section 8.12.530 establishes the City's exterior noise standards and Section 8.12.540 establishes the City's interior noise standards (Table 2.13-2, *City of Diamond Bar Noise Ordinance Standards*). The development of the proposed project is required to comply with Chapter 22.28, Noise Control, of the City Municipal Code. Proposed construction activities would be undertaken Monday through Saturday, between 7:00 a.m. and 7:00 p.m.; and no work is permitted on Sundays or any recognized federal, state, or local holidays.

TABLE 2.13-2
CITY OF DIAMOND BAR NOISE ORDINANCE STANDARDS

Designated Land Use	Noise Level Limits dBA L_{eq} 1-hour average	Time Period
Exterior Noise Standard		
Noise-sensitive area	45	Anytime
Residential	45	10:00 p.m. – 7:00 a.m.
	50	7:00 a.m. – 10:00 p.m.
Commercial	55	10:00 p.m. – 7:00 a.m.
	60	7:00 a.m. – 10:00 p.m.
Industrial	70	Anytime
Interior Noise Standard		
Multifamily	40	10:00 p.m. – 7:00 a.m.
Residential	45	7:00 a.m. – 10:00 p.m.
Source: City of Diamond Bar Municipal Code. § 8.12.530 and § 8.12.540.		

Ambient Noise Levels

Within the City, vehicular traffic is the predominant noise source, mainly from State Route (SR) 57 and SR-60. Arterial streets within the Planning Area and vicinity include Brea Canyon Road, Chino Hills Parkway, Diamond Bar Boulevard, Golden Springs Drive, Grand Avenue, Lemon Avenue, Pathfinder Road, and a short segment of Chino Avenue. Generally, the level of vehicular traffic noise varies depending on several factors, such as traffic volume, location, time, vehicle mix, traffic speed, and distance from the roadway. Noise measurements of a 15-minute duration were taken at 15 locations provided in Table 2.13-3, *Ambient Noise Levels* (see Figure 2.13-1).

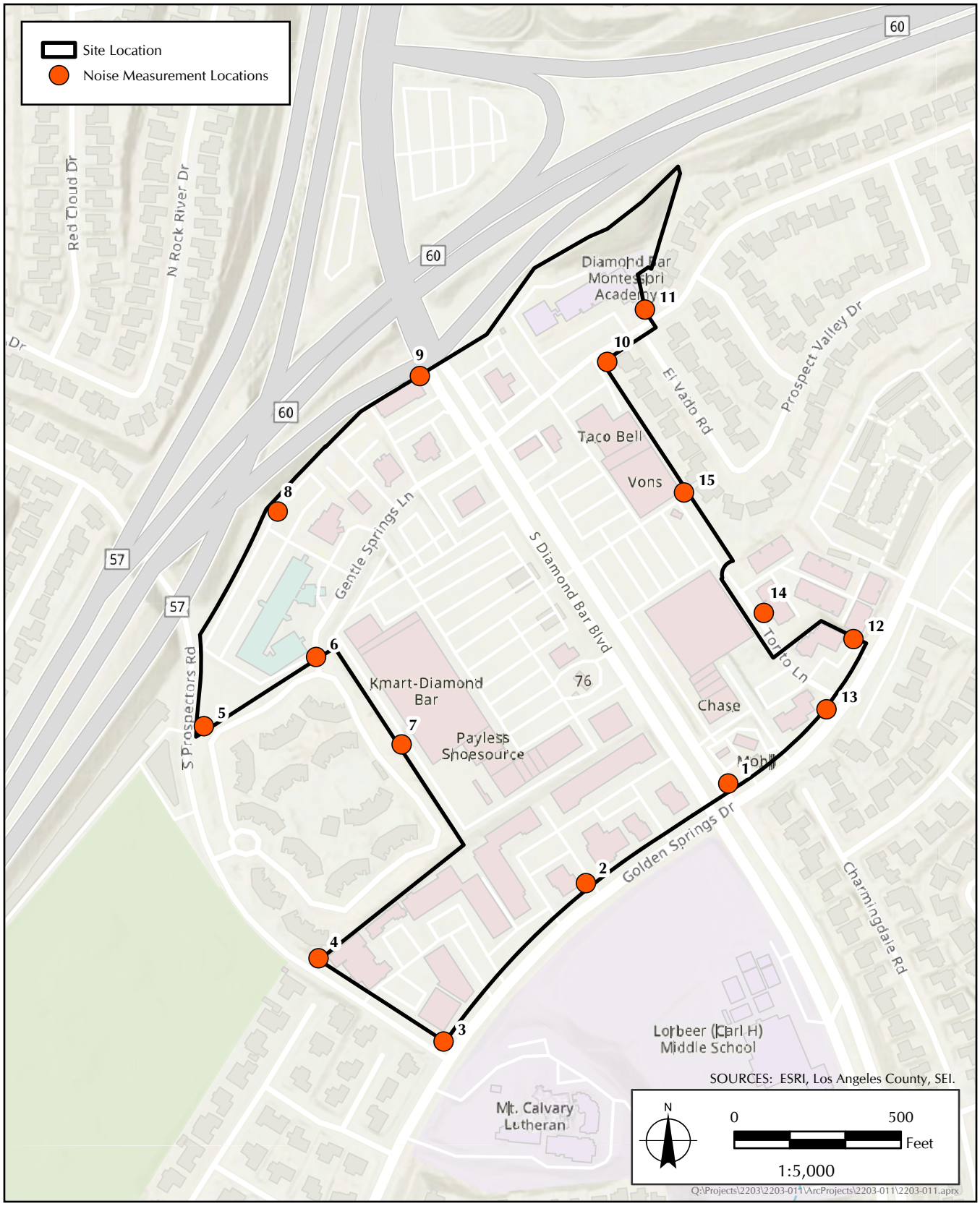


FIGURE 2.13-2

Noise Measurement Locations

TABLE 2.13-3
AMBIENT NOISE LEVELS

Measurement Location	Start Time	Date	Average L_{eq} (dBA)	Maximum L_{eq} (dBA)	Minimum L_{eq} (dBA)
A1: Diamond Bar Boulevard and Golden Springs Drive intersection	1:25 p.m.	March 16, 2023	71.0	94.5	56.5
A2: Golden Springs Drive	1:45 p.m.	March 16, 2023	70.3	85.1	56.5
A3: Golden Springs Drive and Prospectors Road intersection	2:08 p.m.	March 16, 2023	70.6	83.3	60.4
A4: South Prospectors Road and Fall Creek intersection	2:27 p.m.	March 16, 2023	66.1	85.5	56.2
A5: North Prospectors Road and Fall Creek	2:50 p.m.	March 16, 2023	70.2	80.2	65.1
A6: Fall Creek North corner	3:14 p.m.	March 16, 2023	65.3	79.8	61.8
A7: Fall Creek South corner	3:33 p.m.	March 16, 2023	57.2	74.1	54.8
A8: West of the Town Center Specific Plan (TCSP)	3:54 p.m.	March 16, 2023	72.2	77.2	69.1
A9: Palomino Drive and Gentle Springs Lane intersection	4:13 p.m.	March 16, 2023	73.5	85.6	69.5
A10: Palomino Drive and Gentle Springs Lane intersection	1:45 p.m.	March 17, 2023	66.5	75.7	61.6
A11: Palomino Drive, adjacent to Diamond Bar Montessori Academy	1:48 p.m.	March 17, 2023	62.2	75.4	55.1
A12: Golden Springs Drive	3:10 p.m.	March 17, 2023	68.6	80.9	52.3
A13: Golden Springs Drive, south of A12	3:12 p.m.	March 17, 2023	69.8	84.9	52.8
A14: Torito Lane	3:32 p.m.	March 17, 2023	61.6	71.7	58.8
A15: Northwest of TCSP	3:49 p.m.	March 17, 2023	57.1	73.6	55.4
Source: SEI Noise Measurements provided in Appendix A; locations are provided in Figure 2.13-1.					

Construction

Noise impacts from construction of the proposed project would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. Construction activities would generally include ground clearing, site grading, and building construction. Each phase of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Noise from construction equipment generates both steady-state and episodic noise that could potentially be heard within and adjacent to the Planning Area.

Typical equipment that would be used during construction of the proposed project could potentially generate maximum noise levels ranging from 74 dBA to 90 dBA at the Federal Highway Administration's reference distance of 50 feet from the noise source (Table 2.13-4, *Noise Levels for Typical Construction Equipment*). These maximum noise levels would occur when equipment is operating under full power conditions (i.e., with the equipment engine at maximum speed).

TABLE 2.13-4
NOISE LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

Equipment	Estimated Usage Factor* (%)	Typical Noise Level at 50 feet from Source (dBA)
Air Compressors	5	80
Cement and mortar mixer	50	80
Concrete saw	20	90
Crane	16	81
Dozer	20	82
Forklift	10	75
Grader	40	85
Dump / haul truck (light)	40	76
Excavator	40	81
Roller	20	80
Rubber tired loader	40	79
Tractor / loader / backhoe	40	80
Welders	10	73
Note: * Usage factor represents the percentage of time the equipment would be operating at full speed. Source: U.S Environmental Protection Agency. October 1974. Background Document for Interstate Motor Carrier Noise Emission Regulations. Federal Highway Administration. January 2006. FHWA Roadway Construction Noise Model User's Guide. Prepared by U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center Acoustics Facility.		

Construction noise levels, in addition to the ambient noise levels, have the potential to exceed the noise level thresholds for single-family and multifamily residents, schools, churches, and the medical facilities directly adjacent to, within, and surrounding the Planning Area. Development of the proposed project would comply with Chapter 22.28, Noise Control, of the City Municipal Code. Proposed construction activities would be undertaken Monday through Saturday, between 7:00 a.m. and 7:00 p.m., and would not be conducted on Sundays or any recognized federal, state, or local holidays.

The general construction phases for projects implementing the proposed Specific Plan would include demolition, site preparation, excavation, grading, building construction, and paving. Construction would require the use of heavy equipment during demolition, grading, excavation, and other yet to be specified construction activities within the Planning Area. The construction equipment mix would include (but not be limited to) heavy-duty equipment, vendor supply trucks, and concrete trucks for the construction of the buildings and foundations. Landscaping and architectural coating would occur during the finishing activities. Earthmoving cut and fill of soil would be balanced on-site as feasible to minimize soil import or export by haul trucks. The proposed project would be implemented over an extended duration (16 years assumed for this analysis), and construction noise levels at different locations within the Planning Area would be temporary in nature.

To accurately characterize construction-phase noise levels, the average noise level associated with each construction phase would be calculated based on the quantity, type, and usage factors for each type of equipment that would be used. During each phase of construction, there would be a different mix of equipment operating, and noise levels would vary based on the amount of equipment in operation and the location of the activity. Maximum noise levels would occur when equipment is operating under full power conditions (i.e., with the equipment engine at maximum

speed); however, equipment on construction sites often operates under less than full power conditions.

The Environmental Protection Agency (EPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment during typical construction phases (see Table 2.13-5, *Typical Outdoor Construction Noise Levels*, for a reference distance of 50 feet). These noise levels would attenuate with distance from the construction site at a rate of approximately 6.0 dB per doubling of distance.

TABLE 2.13-5
TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (dBA L_{eq})	
	50 Feet	50 Feet with Mufflers
Ground clearing	84	82
Excavation, grading	89	86
Foundations	78	77
Structural, paving	85	83
Finishing	89	86
Source: U.S. Environmental Protection Agency. 1971. Noise from Construction Equipment and Operation, Building Equipment and Home Appliances. PB 206717.		

Since there are sensitive receptors located within the Planning Area, there is a potential for the use of construction equipment within 5 – 20 feet of the sensitive receptors. There is a significant potential for the proposed project's construction activities, although temporary, to result in noise impacts that exceed the City's significance thresholds established by the General Plan and Municipal Code. The Municipal Code limits mobile construction equipment to operate at noise levels below 75 dBA for sensitive receptors and noise levels of stationary equipment at noise levels below 60 dBA. If temporary noise barriers are implemented at construction staging areas, construction noise levels would be reduced by up to 20 dBA; however, even with the implementation of temporary noise barriers at construction staging areas, noise impacts would exceed thresholds and impact adjacent sensitive receptors.

The proposed project would comply with all applicable construction standards and requirements including limiting construction and maintenance activities to 7:00 a.m. to 7:00 p.m. on weekdays and Saturdays and prohibiting work on federal holidays and Sundays. Since the proposed project's construction activities may not comply with the City's requirement for construction equipment noise levels, further analysis would be required to evaluate how to address the anticipated impacts of construction equipment to adjacent sensitive receptors.

Operations

The proposed project would result in changes to operational uses within the Planning Area, which could result in potentially significant operational noise impacts. Although it is assumed that some residents of the proposed project would include existing residents, the proposed project is anticipated to result in an increase of up to 6,165 people in the Planning Area (see Section 2.14, *Population and Housing*). Operation of the proposed project would result in noise levels from vehicular use above existing levels with the introduction of additional housing and employment opportunities; however, the proposed project would develop the mixed-use space within a transit-oriented mixed-use designation area, providing the several opportunities of public transit. The

proposed project would not include additional driveways or parking, utilizing the existing traffic system and existing parking agreements to regulate potential noise impacts from vehicular traffic, however, noise levels may exceed the City's interior and exterior noise standards (see Table 2.13-2) due to the anticipated increase in vehicular traffic, residents, and employees. Similar to the findings provided in the Certified EIR, the proposed project would comply with the City and County Municipal Codes to reduce noise levels to a less than significant level; but would require additional evaluation of mitigation measures in the SIR.

The proposed project's construction activities and operational activities could result in potentially significant impacts due to the sensitive receptors located within the Planning Area, requiring the consideration of mitigation measures and alternatives.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impacts. The proposed project could result in potentially significant impacts to noise in relation to exposing people to the generation of excessive groundborne vibration or groundborne noise levels; and would require further evaluation of mitigation measures to reduce potential impacts to less than significant. Ground-borne vibration in the Planning Area is limited to minor traffic-induced vibrations from nearby streets, highways, and freeway vehicular traffic. Typical sources of groundborne vibration are: construction activities such as blasting, pile driving: the operation of heavy-duty earthmoving equipment; and occasional traffic on rough roads. The buildout of the proposed Specific Plan would require the use of a mix of construction equipment for temporary periods at different locations within the Planning Area and could include construction activities that could cause groundborne vibration

The General Plan identifies certain buildings and areas as sensitive receptors for vibration. These include buildings where vibration could disrupt operations, cause damage to structures, places where people sleep, and locations with vibration-sensitive equipment. Existing sensitive receptors for vibration include residential parcels, schools, churches, and recreational use of the Diamond Bar Golf Course. No existing construction projects within or adjacent to the Planning Area were observed during the site visit, and there are no existing oil fields, mining operations, blasting, or other activities resulting in ground-borne vibrations.

The Federal Transit Administration (FTA) guidelines identify the vibration criterion of 0.2 inch per second as the significance threshold for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced-concrete, steel, or timber have vibration damage criteria of 0.50 inch per second pursuant to the FTA guidelines (Table 2.13-6, *FTA Construction Vibration Impact Criteria for Building Damage*).

TABLE 2.13-6
FTA CONSTRUCTION VIBRATION IMPACT CRITERIA FOR BUILDING DAMAGE

Building Category	PPV (inches per second)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Note: PPV = peak particle velocity. Source: Federal Transit Administration. May 2006. *Transit Noise and Vibration Impact Assessment*. Washington, DC.	

The FTA has published standard vibration velocities for various construction equipment operations. The FTA has established typical vibration levels (in terms of inches per second Peak Particle Velocity [PPV]) at a reference distance of 25 feet, 50 feet, and 100 feet for construction equipment used during construction activities (Table 2.13-7, *Vibration Source Levels for Construction Equipment*). The FTA has developed vibration impact thresholds for noise-sensitive buildings, residences, and institutional land uses. These thresholds are 80 vibration velocity decibels (VdB) at residences and buildings where people normally sleep (e.g., nearby residences and daycare facility) and 83 VdB at institutional buildings (e.g., schools and churches).

Construction

Construction activities can generate varying degrees of ground-borne vibration, depending on the construction procedures and the type of construction equipment used. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to varying degrees of damage at the highest levels.

The proposed project would generate ground-borne construction vibration during construction activities, where heavy construction equipment, such as haul trucks, would be used. The FTA has published standard vibration velocities for various construction equipment operations. The FTA has established typical vibration levels (in terms of inches per second peak particle velocity [PPV]) at a reference distance of 25 feet, 50 feet, and 100 feet for construction equipment used during construction activities (Table 2.13-7).

TABLE 2.13-7
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (inches per second)	PPV at 50 feet (inches per second)	PPV at 100 feet (inches per second)
Vibratory roller	0.210	0.074	0.026
Hoe ram	0.089	0.031	0.011
Large bulldozer	0.089	0.031	0.011
Caisson drilling	0.089	0.031	0.011
Loaded trucks (haul truck)	0.076	0.027	0.010
Jackhammer	0.035	0.012	0.004
Small bulldozer	0.003	0.001	0.000
Note: PPV = peak particle velocity. Source: Federal Transit Administration. May 2006. *Transit Noise and Vibration Impact Assessment*. Washington, DC.			

Vibration velocities from most heavy construction operations that would be used during construction of the proposed project would range from 0.001 to 0.074 inch per second PPV at a reference distance of 50 feet from the equipment (Table 2.13-7). The estimated vibration velocity levels at a distance of 100 feet would be well below the most stringent significance threshold of 0.12 inch per second PPV established by the FTA. Construction of the proposed project is not anticipated to require blasting, drilling, or other activities that would result in excessive ground-borne vibrations. Grading equipment, though, would have the potential to result in impacts to the surrounding residential units if operated within 250 feet from the residential parcels surrounding the Planning Area boundary.

Since there are sensitive receptors located within the Planning Area (see Figure 2.13-2), vibration impacts from construction activities are anticipated to be potentially significant. The anticipated use of construction equipment would produce short-term vibration impacts in different locations within the Planning Area over the course of 16 years. Construction activities are expected to involve grading equipment within the Planning Area, which would occur within 250 feet from the surrounding residential parcels (for which grading equipment would have potential impacts on surrounding residential parcels). Although grading equipment would be utilized in short-term durations depending on the construction activity, the proposed project could result in short-term and temporary vibration impacts to sensitive receptors located near the Planning Area; and would require implementation of mitigation measures, provided in the Certified EIR. The proposed project would comply with the restrictions provided by the City and County Municipal Codes; and the proposed project would not result in any new impacts than what was evaluated in the Certified EIR.

Operation

Ground-borne vibration associated with operation of the proposed project would include vehicular traffic from routine maintenance and operational activities within the Planning Area. Existing operational sources of vibration include vehicular vibration from transit and existing sources of ground-borne vibration include commercial land uses such as retail and restaurant customers, hotel guests, and employees, which would result in an increase of operational ground-borne noise levels. However, vibration levels from traffic would be temporary and intermittent, generating up to 0.0005 PPV in/sec, and would be well below the threshold of perception for humans of 0.035 in/sec PPV. Operation of the Metrolink commuter trains generate vibration levels along the Riverside line that runs adjacent to the City. The existing line does not generate vibration in exceedance to acceptable levels; and is located more than 750 feet with no obstruction between the rail line and sensitive receptor, Vibration levels at these distances would attenuate rapidly and the proposed project would not result in significant operational impacts to existing sensitive receptors.

The proposed project would not include additional driveways or parking, utilizing the existing traffic system and existing parking agreements to regulate potential noise impacts from vehicular traffic, however, noise levels may exceed the City's interior and exterior noise standards (see Table 2.12-2) due to the anticipated increase in vehicular traffic, residents, and employees. Therefore, the proposed project has the potential to result in significant impacts and exceed the significance thresholds for groundborne vibration or groundborne noise levels, requiring the consideration of mitigation measures and alternatives.

c) For a project located within the vicinity of a private airstrip or 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?

c. No Impact. The proposed project would result in no impacts to noise in relation to exposing people residing or working the project area to excessive noise levels, for a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport. The Planning Area is not located in the vicinity of a private airstrip or an airport land use plan. The nearest airstrip to the Planning Area is the Bracket Airfield, approximately 4.8 miles north of the Planning Area. Therefore, there would be no impact, and no further analysis is warranted.

Further Study Required: Further study is required for noise in relation to generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and in relation to generation of excessive groundborne vibration or groundborne noise levels.

14. Population and Housing

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Explanation

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed project would result in less than significant impacts to population and housing in relation to inducing substantial direct or indirect unplanned population growth. There are no existing residential units within the 45-acre Planning Area, which is fully developed with commercial uses including retail, dining, gasoline stations, offices, and a hotel (see Table 1.7-1, *Town Center Mixed Use Sites to Be Rezoned "Specific Plan"*). As stated in the Project Description, the Housing Element 2021-2029 and Addendum to the EIR provide updated Regional Housing Needs Assessment (RHNA) numbers that are addressed in the Housing Element Update to the City General Plan.[112] The RHNA is key requirement for local governments to plan for anticipated growth which quantifies the anticipated needs related to housing then addressed through the process of the Housing Element of each jurisdiction's respective General Plans.[113] The need for housing is determined by the forecasted growth in households as well as an existing need due to overcrowding and overpayment occurring within each jurisdiction. In this case, the City's 6th cycle of the Housing Element includes this assessment that extends from July 2021 through October 2029. In addition, the RHNA for the 6th cycle was adopted by the Southern California Association of Governments (SCAG) in March 2021. The March 2021 SCAG RHNA for the City of Diamond Bar assigns a total of 2,521 housing units for the City during the 2021 to 2029 planning period (844 extremely low and very low income, 434 low income, 437 moderate income, and 806 above moderate income). Given the existing land

[112] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040. Housing Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/10334/Diamond-Bar-2021-Housing-Element_2022-08-11_adopted?bidId=

[113] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040. Housing Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/10334/Diamond-Bar-2021-Housing-Element_2022-08-11_adopted?bidId=

use, the proposed project would add 2,055 more housing units than currently exist and 53 more hotel rooms, which would contribute to the total housing growth need of 2,521 units for the City.[114]

> As stated in Section 1.8.2, *Purpose, Goals, and Objectives*, the purpose of providing a walkable, mixed-use Town Center is to allow residents to be closer to their place of work. Therefore, it is assumed that some residents of the future developments as a result of the Specific Plan would come from within the City itself to be closer to their place of work or transportation. Given these factors and the average household size of 3 occupants,[115] there could be an approximate increase of 6,165 persons in the proposed project area.

According to the U.S. Census Bureau (2021) population and housing estimates, the City has a population of approximately 53,857 as of July 1, 2021,[116] which was a decrease from the previous year's population of 57,177.[117] According to the City's General Plan 2040, the projected annual growth rate between 2016 and 2040 was 0.6 percent, and the population projected by the year 2040 was 66,700 persons.[118] The updated Housing Element for the City's General Plan 2040 shows an annual growth rate of 0.1 percent, a much more conservative rate compared to the 0.6 percent in the initial General Plan 2040.[119] Therefore, the development of the proposed project would accommodate anticipated population growth. The proposed project's share of the population growth is not considered to be substantial. The proposed project's potential development of up to 2,055 housing units would bring the City closer to its housing needs production goals and would pose a beneficial impact for the City.

The project infrastructure would be sized for the needs of this project and would not provide capacity for or any extensions to other properties that could induce additional development outside of the proposed project site.

The project would not result in a substantial increase in population as a result of the proposed construction activities or operations. The construction and operations employment needs include construction labor for the duration of the project and operation of the new mixed-use developments. These changes would not increase staff such as to induce substantial unplanned population growth. According to SCAG's 2021 Pre-certified Local Housing Data for the City of Diamond Bar,[120] construction is in the top 15 industry sectors of the City. There are sufficient available labor supplies within 30 miles of the project site to support design, construction, and

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[114] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040. Housing Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/10334/Diamond-Bar-2021-Housing-Element_2022-08-11_adopted?bidId=

[115] Southern California Association of Governments. 2022. Regional Data Platform – SoCal Atlas Application City of Diamond Bar 2022 Spatial & Statistical Summary. https://scag.ca.gov/sites/main/files/file-attachments/diamond-bar-atlas.pdf?1660027122

[116] U.S. Census Bureau. July 2021. Quick Facts Diamond Bar City, California. https://www.census.gov/quickfacts/diamondbarcitycalifornia

[117] Southern California Association of Governments. April 2021. Pre-certified Local Housing Data for the City of Diamond Bar. https://scag.ca.gov/sites/main/files/file-attachments/diamond-bar-he-0421.pdf?1620798491

[118] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

[119] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040. Housing Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/10334/Diamond-Bar-2021-Housing-Element_2022-08-11_adopted?bidId=

[120] Southern California Association of Governments. April 2021. Pre-certified Local Housing Data for the City of Diamond Bar. https://scag.ca.gov/sites/main/files/file-attachments/diamond-bar-he-0421.pdf?1620798491

operation.[121] The project area is located in the center of a dense urban area with a high population and readily available workforce, and labor needs would be met through the available labor in Los Angeles County. The labor force as of February 2023 for Los Angeles County is 5,042,700 with an unemployment rate of 5.3 percent.[122] February 2023 construction industry data in the Los Angeles-Long Beach-Glendale District starts at 921,100 employed, up from 913,500 at the beginning of 2023.[123] Therefore, there is sufficient labor supply within the county to support construction, operation, and maintenance of the residential units, hotel rooms, and the commercial and recreational space. Local contractors and employees would be available and would not require labor forces to move to or near the project area as a direct result of the proposed project.

The proposed project would not result in a substantial increase in population through housing or construction needs. Therefore, there would be less than significant impacts to population and housing related to inducing substantial direct or indirect population growth, and no further analysis is warranted.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would result in no impacts to population and housing in relation to the displacement of substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere. Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence. The proposed project is a redevelopment of commercial use land that is not anticipated to directly or indirectly displace existing housing in the project area. In alignment with the SCAG RHNA and the Housing Element of the City's General Plan,[124] the proposed project would prioritize the construction of affordable housing in the City. The proposed project is intended to improve the connectivity of the City's active transportation network and is not anticipated to increase property values such that residents would no longer be able to afford to stay in their homes. The proposed project would not require any eminent domain or evictions to make way for new development, and no indirect displacement is anticipated from the project. Therefore, there would be no impacts to population and housing related to the displacement of substantial amounts of existing people or housing, and no further analysis is warranted.

Further Study Required: None.

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[121] State of California, Employment Development Department. 2023. Monthly Labor Force Data for Cities and Census Designated Places (CDP). https://www.labormarketinfo.edd.ca.gov/geography/losangeles-county.html (accessed March 31, 2023).

[122] State of California, Employment Development Department. February 2023. Unemployment Rates and Labor Force. Labor Market Information for Los Angeles-Long Beach-Glendale District (Los Angeles County). https://labormarketinfo.edd.ca.gov/geography/california-statewide.html (accessed March 31, 2023).

[123] State of California, Employment Development Department. 2019. Industry Employment Official Monthly Estimates (CES): Los Angeles-Long Beach-Glendale Metropolitan District Construction Industry Number of Employed Data. Labor Market Information Resources and Data. https://edd.ca.gov/en/about_edd/news_releases_and_announcements/unemployment-february-2023/ (accessed March 31, 2023).

[124] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040. Housing Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/10334/Diamond-Bar-2021-Housing-Element_2022-08-11_adopted?bidId=

15. Public Services

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire Protection?	☐	☐	☒	☐
ii) Police Protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☒	☐	☐	☐
v) Other Public Facilities?	☒	☐	☐	☐

Explanation

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

i) Fire Protection?

Less than Significant Impact. The proposed project would result in less than significant impact to public services in relation to creating capacity or service level problems, or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives, for fire protection services. As described in Section 2.9, *Hazards and Hazardous Materials*, the Planning Area is not located in a Fire Hazard Severity Zone.

Based on review of the Public Safety Element of the City General Plan, fire protection in the City is provided by the Los Angeles County Fire Department (LACoFD).[125] The LACoFD is comprised of career firefighters and reserve staff to support large-scale incidents, and it has access to a well-developed network of water systems to adequately respond to large-scale fires that may occur within the City. There are three LACoFD fire stations within the City of Diamond Bar: Station 119, Station 120 (Battalion Headquarters), and Station 121 (Table 2.15-1, *Diamond Bar Fire Stations*). Station 121 is located approximately 0.88 mile, or a 2-minute drive, northeast of the Planning Area and would provide fire protection services in case of emergency.

[125] City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. Public Safety. https://www.diamondbarca.gov/DocumentCenter/View/7094/7-Public-Safetyr?bidId=

TABLE 2.15-1
DIAMOND BAR FIRE STATIONS

Station	Location	Distance to Site / Drive Time
No. 119 20480 East Pathfinder Road	20480 Pathfinder Road Walnut, CA 91789	3.77 miles / 7 minutes
No. 120 (Battalion Headquarters) 1051 S. Grand Avenue	1051 Grand Avenue Diamond Bar, CA 91765	1.06 miles / 3 minutes
No. 121 346 Armitos Place	346 Armitos Place Diamond Bar, CA 91765	0.88 mile / 2 minutes
Source: City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. Public Safety. https://www.diamondbarca.gov/DocumentCenter/View/7094/7-Public-Safetyr?bidId=		

The proposed redevelopment under the Specific Plan is anticipated to have less than significant impacts on existing fire protection services and would not require new or expanded services. The increased density of residential development in the Planning Area has the potential to affect fire response time due to additional vehicular traffic. Urban fires are fires that begin in urban centers. Urban fires are typically localized but have the potential to spread to adjoining buildings, especially in areas where homes and/or business facilities are clustered close together. Urban fire risk in the City can be mitigated in many ways, including through the enforcement of updated building and fire codes and the involvement of the LACoFD in the development review process.

As part of the Consolidated Fire Protection District, the City of Diamond Bar, including the entire Planning Area, receives urban and wildland services from the LACoFD, including fire protection services, fire prevention services, emergency medical services, hazardous materials services, and urban search and rescue services.[126] According to the Public Safety Element of the City General Plan, LACoFD has adopted a goal of responding to calls in urban areas within 5 minutes, in suburban areas within 8 minutes, and in rural areas within 12 minutes.[127] However, actual response times vary due to distances and road conditions.

As stated in Section 2.2-17, *Transportation*, a traffic control plan would be required prior to construction to ensure that construction activities would not impede any emergency response vehicles. Improved interconnectivity with the implementation of the proposed Specific Plan is expected to improve accessibility and would not result in any changes to capacity and service related to the public transit routes and capacity.

Fire prevention requires LACoFD to inspect all commercial buildings in Diamond Bar to detect fire and life hazards in accordance with the Los Angeles County Fire Code. All commercial businesses are initially inspected in conjunction with application for an occupancy permit and then on an annual basis thereafter. The City follows policy PS-P-15 to ensure adherence to the California Building Code and Fire Code in regard to fire safety, including standards for road widths and access, as well as building standards (e.g., construction materials, sprinkler systems).[128,129]

[126] City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. Public Safety. https://www.diamondbarca.gov/DocumentCenter/View/7094/7-Public-Safetyr?bidId=

[127] City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. Public Safety. https://www.diamondbarca.gov/DocumentCenter/View/7094/7-Public-Safetyr?bidId=

[128] 2022 California Building Code, Title 24. https://codes.iccsafe.org/content/CABC2022P1

[129] Revision Record for the State of California. January 2023. 2022 Title 24, Part 9, California Fire Code. https://www.iccsafe.org/wp-content/uploads/errata_central/2022-California-Fire-Code-Part-9-Errata-eff.-January-2023-5590S221.pdf

Therefore, the proposed project would result in less than significant impacts in relation to creating capacity or service level problems. It is not anticipated that the Specific Plan would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services, and no further analysis is warranted.

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

ii) Police Protection?

Less than Significant Impact. The proposed project would result in less than significant impacts to public services in relation to creating capacity or service level problems or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives, for police protection services. Police protection services in Los Angeles County, including services for the City, are provided by the Los Angeles County Sheriff's Department (LASD). According to the Public Safety Element of the City General Plan, the LASD's Walnut/Diamond Bar Sheriff's Station, located approximately 3 miles northwest from the Planning Area at 21695 East Valley Boulevard in Walnut, oversees general law and traffic enforcement within the City; while the California Highway Patrol (CHP) has jurisdiction over traffic on State highways. The LASD provides helicopter air support, search and rescue coordination, and the Career Offenders Burglary Robbery (COBRA) unit, which handles juvenile and gang-related crimes.

The Safety Element of the County General Plan establishes that the LASD requires a staff level of one deputy sheriff per each 1,000 population to effectively and efficiently fulfill all of its functions.[130] The proposed project would directly induce population growth because it involves development of up to 2,055 new homes, but it is not anticipated to cause a substantial population increase beyond the original anticipated 0.6 percent overall population growth rate for the City in the Housing Element of the City General Plan. Due to the anticipated population increase, the proposed project would generate day use from throughout the area, which has the potential to result in a very minor increase in emergency response, search and rescue, and other sheriff services if any injuries or crime incidents occur as a result of local recreational users and additional one-day recreation users from the region. The relationship between affordable housing and crime has not been studied for very long, but a study conducted in 2022 by the University of California, Irvine, School of Social Ecology in Orange County found that more accessible and affordable housing was correlated with a decrease in violent crime rate.[131]

Therefore, the proposed project would result in less than significant impacts regarding creating capacity or service level problems, or resulting in substantial adverse physical impacts associated

[130] County of Los Angeles Department of Regional Planning. 2015. Los Angeles County 2035 General Plan. Chapter 12: Safety Element. Available at: http://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch12.pdf

[131] University of California, Irvine, School of Social Ecology. June 2022. Affordable Housing Decreases Crime, Increases Property Values. https://socialecology.uci.edu/news/affordable-housing-decreases-crime-increases-property-values

with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for sheriff protection services, and no further analysis is warranted.

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

iii) Schools?

Less than Significant Impact. The proposed project would result in less than significant impacts to public services regarding creating capacity or service level problems, or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives, for school services. The Planning Area is served by two existing private pre-K to kindergarten schools, one public elementary school, one public middle school, and one private middle school located within a quarter-mile radius of the Planning Area (Figure 2.15-1, *Schools*). The proposed project would directly induce population growth because it involves new homes that would increase the need for school services, but it is not anticipated to cause a substantial population increase beyond the original anticipated 0.6 percent overall population growth rate for the City in the Housing Element of the City General Plan.

If full development would add 2,055 residential units, an increase in population is anticipated. Some of the new residents could be in pre-K to Grade 12 schools and would require school services.

The Planning Area falls in the Pomona Unified School District (PUSD). Armstrong Elementary School (K–8th grade) and Lorbeer Middle School (6th–8th grade) are two public schools that are located within a quarter-mile radius of the Planning Area (Figure 2.15-1). Diamond Ranch High School, a public high school located in Pomona, is approximately an 8-minute drive, 3 miles northeast of the Planning Area. According to the PUSD Strategic Plan, PUSD has planned for the economic development and increased capacity for corresponding enrollments as well as student retention.[132] The general trend for student enrollment in the PUSD has been trending down,[133] allowing for more students to enroll in correspondence with the anticipated population increase. These public schools in the PUSD have the capacity to absorb more students as the population increases.

Therefore, the proposed project would result in less than significant impacts regarding creating capacity or service level problems, or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios for schools, and no further analysis is warranted.

[132] Pomona Unified School District. 2015. Promise of Excellence: PUSD Strategic Plan 2015-2020. https://4.files.edl.io/ca53/07/05/18/172730-f37a1a36-3e3f-434d-b959-ee1a9053eb45.pdf

[133] Pomona Unified School District. 2015. Promise of Excellence: PUSD Strategic Plan 2015-2020. https://4.files.edl.io/ca53/07/05/18/172730-f37a1a36-3e3f-434d-b959-ee1a9053eb45.pdf

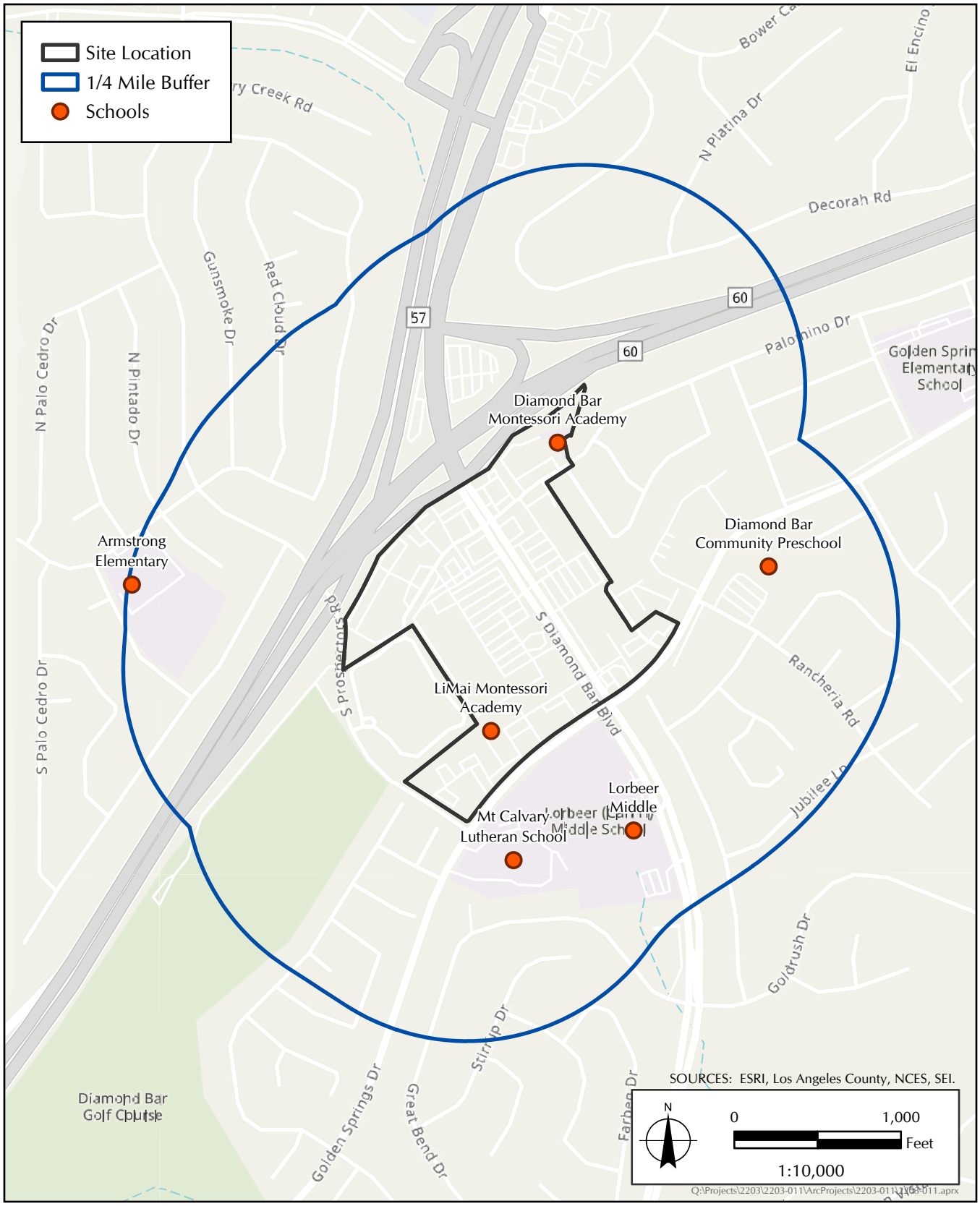


FIGURE 2.15-1
Schools Map

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

iv) Parks?

Potentially Significant Impact. The proposed project would have the potential to result in significant impacts to public services regarding creating capacity or service level problems or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives, for park services. The Diamond Bar Golf Course is a County recreation facility located less than 120 feet southwest of the Planning Area, and Sycamore Canyon Park is a City Park located 0.5 mile south of the Planning Area (Figure 2.15-2, *Parks and Open Space*). The Diamond Bar Golf Course is approximately 174 acres and is bounded by the State Route (SR) 57/SR-60 confluence to the north and west, Golden Springs Drive to the south and east, and a residential neighborhood along South Prospectors Road to the east. The proposed project may induce population growth by approximately 6,165 residents, but it is not anticipated to cause a substantial population increase beyond the original anticipated 0.6 percent overall population growth rate for the City in the Housing Element of the City General Plan (please see Section 2.14, *Population and Housing*).

As stated in Section 3.16, *Recreation*, the open space included in the provisions of the Specific Plan do not meet the City's parkland standard for the potential population increase of up to 6,165 residents, even at maximum buildout. The Public Facilities and Services Chapter of the Diamond Bar 2040 General Plan establishes a parkland/recreational space standard of 5.0 acres per 1,000 residents, consistent with the Quimby Act.[134] As individual residential development projects under the Specific Plan are implemented, developers would be required to comply with the Quimby Act and provide a dedication of land in lieu of fees to support the City's parkland standard. However, further study is required to determine if compliance with the Quimby Act would be sufficient, or if the proposed project would require the inclusion of mitigation measures to prevent substantial physical deterioration of existing recreational facilities.

Therefore, the proposed project would result in potentially significant impacts regarding creating capacity or service level problems, or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios for park services, requiring the consideration of mitigation measures and alternatives.

[134] City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. Public Facilities and Services. https://www.diamondbarca.gov/DocumentCenter/View/7093/6-Public-Facilitiesr?bidId=

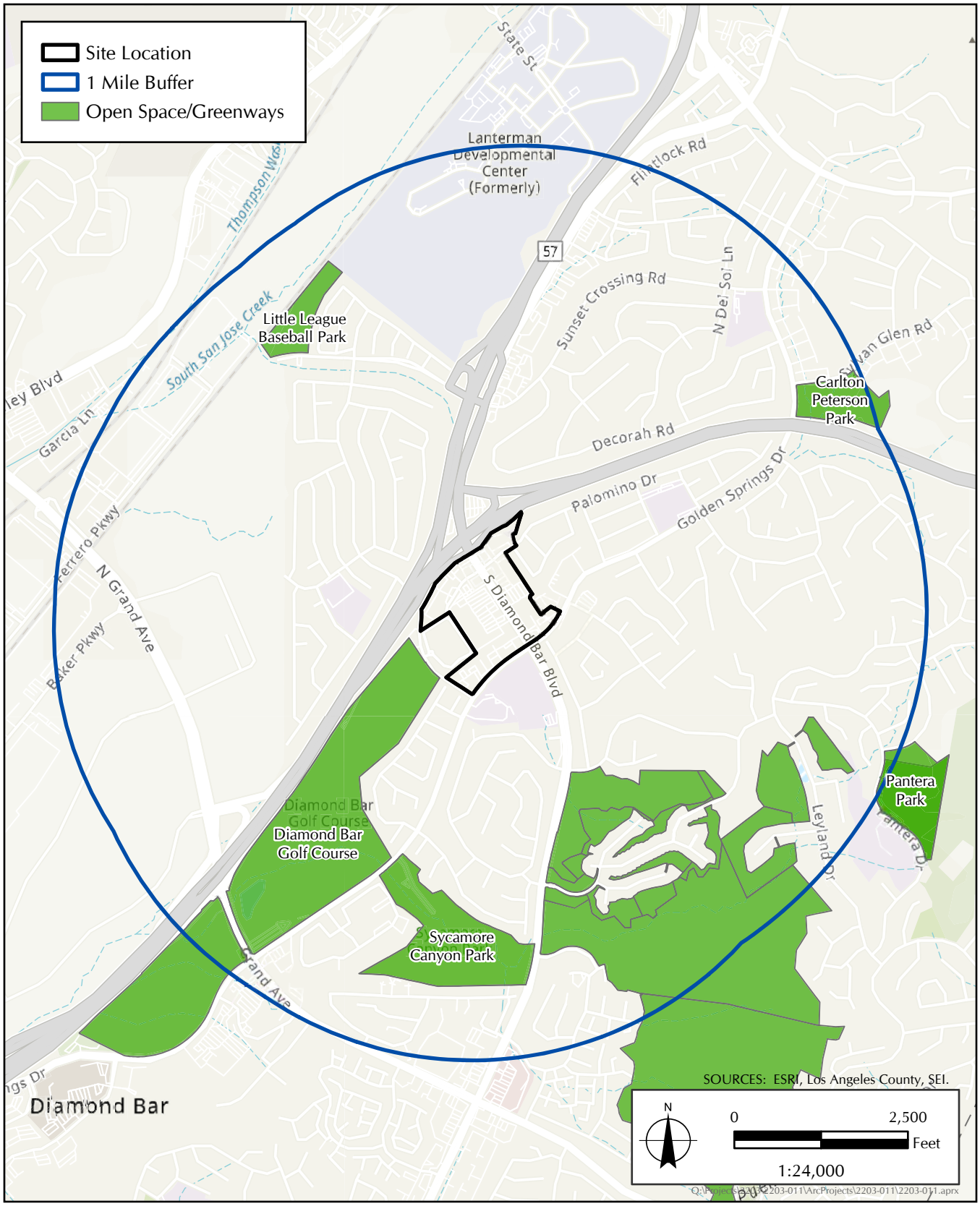


FIGURE 2.15-2

Parks and Open Space Map

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

v) Other Public Facilities?

Potentially Significant Impact. The proposed project would result in potentially significant impacts to public services regarding creating capacity or service level problems, or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives, for other public facilities such as emergency response service facilities, libraries, and post offices. The proposed project would directly induce population growth because it involves new homes, but it is not anticipated to cause a substantial population increase beyond the original anticipated 0.6 percent overall population growth rate for the City in the Housing Element of the City General Plan.

The Summitridge Trail System spans 4.54 miles, featuring an extensive system of interconnected trails, and is the most comprehensive trail network in Diamond Bar. A number of measures exist to improve the trail facilities.[135] Diamond Bar City Hall is an 8-minute drive approximately 2.5 miles southwest from the Planning Area. The Diamond Bar Library, which is a branch of the LA County Library and provides services to the City, is located on the first floor of City Hall. Nearby libraries include the Walnut Library (10-minute drive, 3.5 miles west) and the Rowland Heights Library (13-minute drive, 6.5 miles southwest).

Town centers include the Diamond Bar Center, located at Summitridge Park, accommodating up to 1,000 people; the Heritage Park Community Center, accommodating up to 110 people for dining and 200 people for theater events; and the Pantera Park Activity Room, accommodating up to 50 people. With the anticipated population growth, the City's General Plan acknowledges that the need for new and updated community facilities will increase. The City has voiced a need for additional facilities particularly to serve youths and seniors.[136]

Due to the current need of certain local services, the proposed project has the potential to result in potentially significant impacts in service facilities beyond the local population, requiring the consideration of mitigation measures and alternatives and beyond the less than significant impacts anticipated in the Certified EIR.

Further Study Required: Further study is required for public services in relation to substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks and other public facilities.

[135] City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. Public Facilities and Services. https://www.diamondbarca.gov/DocumentCenter/View/7093/6-Public-Facilitiesr?bidId=

[136] City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. Public Facilities and Services. https://www.diamondbarca.gov/DocumentCenter/View/7093/6-Public-Facilitiesr?bidId=

16. Recreation

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project 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?	☒	☐	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐

Explanation

a) Would the project 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?

Potentially Significant Impacts. The proposed project would result in potentially significant impacts to recreation in relation to the increased use of existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. There are six parks/open space areas within one mile of the Planning Area (see Figure 2.15-2, *Parks and Open Space Map*; Table 2.16-1, *Recreational Facilities within One Mile of Planning Area*). The three community parks (Sycamore Canyon Park, Carlton Peterson Park, and Pantera Park) are included in the City's parkland inventory in the Public Facilities and Services Chapter of the Diamond Bar 2040 General Plan[137] and in the City's 2011 Parks and Recreation Master Plan.[138] The open space/greenways area is considered general open space by the City, and the Diamond Bar Golf Course is a public golf course owned and operated by the County of Los Angeles.[139] The PONY Baseball Park is identified as an additional recreational facility for specialty use in the 2011 Parks and Recreation Master Plan.[140]

[137] City of Diamond Bar. 2019. Chapter 6.0: Public Facilities and Services. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[138] City of Diamond Bar. 2011. Diamond Bar Parks and Recreation Master Plan 2011. https://www.diamondbarca.gov/DocumentCenter (accessed April 6, 2023).

[139] City of Diamond Bar. 2019. Chapter 6.0: Public Facilities and Services. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[140] City of Diamond Bar. 2011. Diamond Bar Parks and Recreation Master Plan 2011. https://www.diamondbarca.gov/DocumentCenter (accessed April 6, 2023).

TABLE 2.16-1
RECREATIONAL FACILITIES WITHIN ONE MILE OF PLANNING AREA

Recreational Facility	Approximate Distance	Type of Facility
Diamond Bar Golf Course	123 feet southwest	Golf course
Open Space/Greenways	0.4 mile southeast	Open space/greenways
Sycamore Canyon Park	0.5 mile south	Community park
PONY Baseball Park	0.7 mile northwest	Specialty use (baseball)
Carlton Peterson Park	0.8 mile northeast	Community park
Pantera Park	1.0 mile southeast	Community park

The Public Facilities and Services Chapter of the Diamond Bar 2040 General Plan establishes a parkland/recreational space standard of 5.0 acres per 1,000 residents, consistent with the Quimby Act.[141] The Quimby Act "allows the City to establish this standard as a means of requiring subdivision developers to provide a dedication of land or in lieu fees to ensure that the existing ratio of parkland acres per resident is maintained even as the number of residents increases with new development." As of the adoption of the Diamond Bar 2040 General Plan in 2019, the City contained 151.9 acres of public community and neighborhood parkland resulting in a ratio of 2.6 acres of public parkland per 1,000 residents. The City does not currently have adequate parkland and recreation space to meet its standard based on existing facilities and population.[142]

As stated in Section 2.14, *Population and Housing*, the proposed project may induce population growth of approximately 6,165 persons in the Planning Area as a result of 2,055 new residential units that would be allowed under the proposed Specific Plan. As stated in the Project Description, the Specific Plan includes provisions for 40,000 square feet (approximately 0.9 acre) of new public open space within the Planning Area (see Figure 1.8-1, *Conceptual Layout of Buildout*). This open space would serve to meet the primary recreational needs of the residents of the Planning Area. However, this would not meet the City's parkland standard. At maximum buildout, the Specific Plan's provision of 0.9 acre of open space for 6,165 residents would result in approximately 0.15 acre per 1,000 residents. As this does not meet the City's parkland standard, it is anticipated that residents of the Planning Area would also use the existing nearby recreational facilities such as the City's community parks, the City's open space, the County golf course, and other specialty use recreational facilities (Table 2.16-1), which may contribute to their physical deterioration at a faster rate than at existing conditions.

The Certified EIR found that a potential increase in population could place additional physical demands on existing parks and facilities which would result in significant and unavoidable impacts. The proposed Specific Plan includes provisions for higher density development (46 dwelling units/acre [du/ac]) than that which is allowed in the "Town Center Mixed Use" land use designation in the Land Use and Economic Development Chapter of the Diamond Bar 2040 General Plan (20.0 du/ac).[143] As such, it would result in a greater density of population in the proposed Specific Plan Planning Area than that which was evaluated in the Certified EIR, and it may result in additional impacts to the recreational resources within the Planning Area.

[141] City of Diamond Bar. 2019. Chapter 6.0: Public Facilities and Services. In the Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[142] City of Diamond Bar. 2019. Chapter 6.0: Public Facilities and Services. In the Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[143] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040: Land Use and Economic Development Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

As individual residential development projects under the Specific Plan are implemented, developers would be required to comply with the Quimby Act and provide a dedication of land or in lieu fees to support the City's parkland standard. However, further study is required to determine if compliance with Quimby Act would be sufficient, or if the proposed project would require the inclusion of mitigation measures to prevent substantial physical deterioration of existing recreational facilities. Therefore, the proposed project may result in potentially significant impacts to recreation in relation to the increased use of existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, requiring the consideration of mitigation measures and alternatives in the SIR.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impacts. The proposed project would result in potentially significant impacts to recreation in relation to the inclusion of recreational facilities which might have an adverse physical effect on the environment. The Planning Area is heavily developed, and the majority of the parcels consist of large, paved parking lots with impervious surfaces and associated structures. There are currently no parks or recreational facilities within its boundaries (see Figure 2.15-2). The Specific Plan includes provisions for 40,000 square feet (approximately 0.9 acre) of new public open space within the 45-acre Planning Area (see Figure 1.8-1). The allowable amount of open space would comprise only 2 percent of the Planning Area.

The Certified EIR anticipated the development of one new park in the City which was not in the proposed Specific Plan Planning Area. The Certified EIR found that the construction of new recreational facilities would result in less than significant impacts. It states that new park developments would be subject to CEQA requirements for environmental assessment; although compliance would not guarantee that significant impacts would be avoided or mitigated. New park developments would also be required to comply with the design and planning standards and the policies of the Diamond Bar 2040 General Plan, supporting the Certified EIR's determination that impacts would be less than significant under the Diamond Bar 2040 General Plan.[144]

Any individual recreational development projects proposed under the Specific Plan would also be subject to the provisions of CEQA, the Diamond Bar 2040 General Plan policies, and the relevant environmental regulations. However, the proposed Specific Plan includes provisions for 0.9 acre of open space that was not specifically evaluated in the Certified EIR. Depending on the location within the Specific Plan area that is ultimately developed for a recreational facility, the development may result in a substantial adverse physical impact on the environment with regard to environmental issue areas that will be further evaluated for impacts in the SIR. As such, the Specific Plan's provisions for open space development may result in potentially significant impacts, requiring the consideration of mitigation measures and alternatives in the SIR.

Further Study Required: Further study is required for recreation related to increasing the use of existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and related to whether the proposed Specific Plan includes recreational facilities which might have an adverse physical effect on the environment.

[144] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

17. Transportation

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Explanation

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impacts. The proposed project would result in less than significant impacts to transportation in relation to potential conflicts with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The proposed project was evaluated for consistency with the Circulation Element of the City of Diamond (City) Bar General Plan 2040, and the Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) (Connect SoCal) and assess potential impacts associated conflicts with an applicable plan, ordinance, or policy related to circulation. The proposed project could result in a significant impact if development of the Specific Plan would interfere with adopted policies or impede on state, regional, and/or local plans to increase multimodal transportation access, either by obstructing or reducing the extent of existing proposed multi-modal transportation.

SCAG's Connect SoCal's goals include providing adequate levels of accessibility and mobility for the efficient movement of people, goods, and services within the region; and aims to improve transportation system safety through design, operations and maintenance, system improvements, support facilities, public information, and law enforcement efforts. Connect SoCal outlines a vision for regional strategies to incorporate investments in transportation and land use development, including land use configurations that promote more mixed-use development opportunities.[145] The proposed project would support compact mixed-use development within a half mile of the Diamond Bar Park & Ride parking lot (which serves three bus lines that have service within 15 minutes or less during peak hours), which is consistent with this strategy. The proposed project's incorporation of 2,055 additional housing units and 150 hotel rooms is also consistent with Connect SoCal's strategy of improving housing opportunities in the Southern California region,

[145] Southern California Association of Governments. 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

especially near a major transit stop or high-quality transit corridor included in a regional transportation plan.

The Circulation Chapter of the City General Plan provides goals and policies aimed at improving the transportation network within the City, balancing the vehicular circulation needs with safety and access across a variety of modes of transportation. The City's goals include designing roadways to serve pedestrian-oriented mixed-use areas to promote neighborhood interaction, pedestrian comfort/walkability, and commercial patronage. The City's policies promote pedestrian-scaled circulation networks that support the safety and access of neighborhoods and mixed-use development. The City's Transportation Study Guidelines provide the requirement for a technical traffic study if a proposed project is expected to exceed 50 vehicle trips at either the AM or PM peak hour trip generation.

The major thoroughfares with access roads to the Planning Area include Diamond Bar Boulevard and Golden Springs Drive, both of which provide painted bike lanes. The Planning Area is centered around Diamond Bar Boulevard, a six-lane thoroughfare with painted bike lanes that bisects the Town Center and extends over 1,800 feet. It is bounded on the south by Golden Springs Drive for approximately 1,600 feet and on the north by the State Route (SR) 60 Freeway. The ramp connections near the Planning Area are provided at both the SR-60 (Exit 26) and SR-57 Freeways, connecting to Diamond Bar Boulevard.

Proposed construction activities would require the use of heavy equipment during demolition, grading, excavation, and other yet to be specified construction activities within the Planning Area. Construction work activities are anticipated to be staged on-site and consistent with requirements for when heavy equipment is mobilized in compliance with the Municipal Code. It is anticipated that construction activities would result in temporary lane closures to Diamond Bar Boulevard as well as its sidewalks and bicycle lanes, and the through lanes between Gentle Springs and Golden Springs Drive. Construction activities for the removal of the center medians, the right lanes in each direction, and lane width on Diamond Bar Boulevard would involve grading, excavation, and paving activities on the side lanes of Diamond Bar Boulevard and the median for short durations to implement the infrastructure changes to Diamond Bar Boulevard.

Construction activities for the proposed project would result in an increase in haul trips for the duration of these activities at various locations within the Planning Area. A similar increase in daily trips from haul trips would be anticipated to remove the various through lanes between the intersection of Gentle Springs Lane and Palomino Drive to Golden Springs Drive on Diamond Bar Boulevard.

The proposed project would also reduce the width of through lanes surrounding the Planning Area with implementation of the infrastructure improvements. By narrowing Diamond Bar Boulevard, the road diet would provide the local community with shorter pedestrian crossing distances and more existing public right-of-way space to be used as bicycle lanes, sidewalks, and bus turnouts. The road diet would reduce VMT through the increased provision of pedestrian access to existing multi-modal transportation alternatives, including bicycle lanes, wider pedestrian sidewalks, and bus turnouts. By integrating the existing transit facilities, the proposed project would provide new residents with accessibility to other modes of transportation, resulting in improved safety and efficiency. Further, operation of the proposed project would align with the City's goals and policies by increasing pedestrian and bicycle access and the application of traffic calming measures by reducing existing through lane traffic (road narrowing), and vehicle speed limits. Through the implementation of the policies included in the General Plan Circulation Element, the provision of connectivity in neighborhoods, presence of bicycle and pedestrian facilities, and transportation

management (TDM) measures, impact would remain less than significant consistent with the findings in the Certified EIR.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Potentially Significant Impacts. The proposed project would result in potentially significant impacts to transportation in relation to conflicting with or being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Pursuant to California Senate Bill 743, CEQA Guidelines section 15064.3, subdivision (b) transportation impacts must be evaluated based on VMT. The City of Diamond Bar adopted thresholds of significance related to SB 743, which requires VMT to be the metric to designate significant transportation impacts, on July 21, 2020, under Resolution No. 2020-30 (Appendix B, *Resolution No. 2020-30*).[146] Baseline VMT is defined as the City of Diamond Bar average VMT per service population (City employment and residents). Due to the proposed increase in density of development within the Planning Area, an overall increase in VMT is anticipated in the vicinity of the Planning Area. Further evaluation is required to provide a quantitative evaluation of the proposed project's potential to exceed the City's VMT thresholds, which are as follows, by project type:

- **Land Use Plan:**
  - **Project Impact:** A significant impact would occur if the VMT rate for the plan would exceed 15% below the applicable baseline VMT rate.
  - **Cumulative Project Effect:** A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.

- **Land Use Project or Retail Project (over 50,000 square feet):**
  - **Project Impact:** A significant impact would occur if the VMT rate for the project would exceed 15% below the applicable baseline VMT rate.
  - **Cumulative Project Effect:** A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.

- **Transportation Project:**
  A significant impact would occur if the project causes a net increase in total regional VMT compared to baseline conditions, opening year no project conditions, or cumulative no project conditions.

- **All Land Use and Transportation Projects:**
  A significant impact would occur if the project is inconsistent with the RTP/SCS.

As with the Certified EIR, the proposed project would be expected to result in an increased in VMT levels when compared to existing levels during both construction and operation. Construction of the proposed project would cause temporary and partial road closures to implement the anticipated infrastructure improvements (road diet).

Labor for the duration of construction activities would result in increased worker trips, which would increase per capita VMT levels in comparison to the existing VMT levels. Worker trips are anticipated to be generated by local contractors based on an available workforce in the Los Angeles metropolitan area and would not result in an increase in VMT levels for workers past the

[146] City of Diamond Bar. September 2020. City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment.
https://www.diamondbarca.gov/DocumentCenter/View/7786/Transportation-Study-Guidelines---September-2020

duration of construction. Transportation impacts by worker trips would be temporary in nature at various locations for the duration of construction activities.

Operationally, the proposed project would introduce new land uses and infrastructure changes. New land uses provided by the proposed project would result in an increase in VMT from residents, hotel visitors, and employees. Mixed-use land use projects can reasonably be expected to generate VMT per resident, per worker, or per service population depending on the land use. The proposed project would introduce up to 2,055 housing units with an approximate increase of up to 6,165 people in the Planning Area (see Section 2.14, *Population and Housing*). Operation of the proposed project would result in new residential and employment users, increasing the market for public transportation and increased ridership. Increased overall travel demand of the proposed project is anticipated to result in an initial increase of VMT, and a long-term increase of reliability on public transportation services and pedestrian access. Increase in VMT levels would be significant and unavoidable, due to the associated increase of employment and retail opportunities.

The proposed project, which would be located within a half mile walking distance of the Diamond Bar Park & Ride parking lot and adjacent to an existing Class II bicycle lane network with proposed Class I multi-use paths in the Circulation Chapter of the General Plan (see General Plan Figure 4-2, *Proposed Bicycle Network*), would improve accessibility to alternative modes of transit and would encourage pedestrian, bicycle, and bus transit by promoting street designs to minimize traffic volumes. Buildout of the Specific Plan would also include, however, an increase in residential housing and commercial space generating additional VMT. Since the proposed project would introduce up to 2,055 housing units with an approximate increase of up to 6,165 people, operation of the proposed project could exceed the City's VMT standards.

Because the proposed project is anticipated to result in potentially significant impacts, the consideration of mitigation measures and alternatives is required in the SIR.

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

Less than Significant Impacts. The proposed project would result in less than significant impacts to transportation in relation to causing a substantial increase in hazards due to a design feature or incompatible use. A significant impact would occur if development of the proposed project would reduce the width of roadways, block lanes, or obstruct roadways.

To facilitate the proposed development for housing, hotels, and commercial space, physical changes to the road network are necessary and would result in short-term impacts due to construction activities. Specifically, the proposed project's infrastructure improvements would reduce the existing width of Diamond Bar Boulevard, and actual buildout of the Specific Plan would provide additional access to the Planning Area. The road diet would reduce the existing lane width from 12-foot width for travel lanes to 11-foot width and left turn pockets to 10-foot width for left turn pockets (see Figure 1.8-2, *Conceptual Layout of Road Diet*).

The construction of the infrastructure improvements would include physical improvements to the existing road network and the installation of new access roads. Removal of the right lane in each direction of Diamond Bar Boulevard would eliminate one through lane in each direction. Congestion, which creates existing safety hazards near the Planning Area, is generally due to vehicular traffic passing through Diamond Bar Boulevard to reach a different destination. By

removing the right lane in each direction, vehicle passengers from the adjacent highways would be less motivated to pass through the traffic via Diamond Bar Boulevard.

Implementation of the proposed project is aimed at VMT reduction and overall traffic reductions in comparison to existing conditions. The proposed project would also provide shorter and safer pedestrian crossing distances, additional space to access bicycle lanes, wider sidewalks, bus turnouts, and the provision of community spaces with landscaping. The proposed project's infrastructure improvements would reduce rather than substantially increase hazards during operation and would result in less than significant impacts. Impacts related to a substantial increase in hazards would, therefore, be less than significant. No further analysis is warranted.

d) Result in inadequate emergency access?

Less than Significant Impacts. The proposed project would result in less than significant transportation impacts in relation to inadequate emergency access. Emergency accessibility is provided through the existing roadway network and would account for the potential need of emergency vehicles. Access through the Planning Area is provided from Gentle Springs, Dimond Bar Boulevard, connecting to SR-40 and Golden Springs Drive.

Construction activities would result in physical alterations to the roads, such as the road diet, narrowing Diamond Bar Boulevard to reduce trips generated from existing traffic on adjacent roadways. Infrastructure improvements may result in temporary lane closures, but emergency access would always be provided on-site during construction and operation. Implementation of the proposed project would develop the Planning Area with housing, hotels, commercial space, and requiring by existing public services (see Section 2.15, *Public Services*). Reducing cut-through traffic through the infrastructure improvements would improve the existing roadway network allowing higher efficiency for emergency access. The proposed project would increase residential and commercial density resulting in a higher need for emergency access; however, the infrastructure improvements would provide additional access to the Planning Area to support the anticipated increase in population and housing. The proposed project, during construction and operation, would not impede or result in inadequate emergency access. Impacts would, therefore, be less than significant. No further analysis is warranted.

Further Study Required: Further study is required for transportation in relation to conflicting with or being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). A technical Traffic Study will be conducted in support of the SIR, which will include a VMT analysis, evaluate potential impacts, and recommendations to mitigate impacts.

18. Tribal Cultural Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Explanation

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less than Significant Impact. The proposed project would result in less than significant impacts to tribal cultural resources in relation to their eligibility for listing in the California Register of Historical Resources (CRHR) or in a local register of historical resources if ground-disturbing activities occur in intact, native soils after implementation of Certified EIR Resource Conservation Measures RC-G-15, RC-P-49, and RC-P-50, as well as compliance with regulatory requirements relating to the unanticipated discovery of tribal cultural resources. A tribal cultural resource is defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object

with cultural value to a California Native American tribe, that is listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k).

During background research efforts, SEI investigated all land within the Planning Area and within a quarter-mile radius that may contain tribal cultural resources. Since the Planning Area and immediate vicinity are fully developed, a pedestrian survey was not conducted. A records search of the California Historical Resource Information System (CHRIS) was conducted at the South Central Coastal Information Center (SCCIC) on March 27, 2023, by Carrie Chasteen of Sapphos Environmental, Inc. Ms. Chasteen meets and exceeds the Secretary of the Interior's Professional Qualifications Standards in the fields of History and Architectural History. Results of the records search indicate that four cultural resources studies have been conducted within a quarter-mile radius (Area of Potential Effect, or APE) of the 45-acre Planning Area, all of which intersect the Planning Area. There are no previously identified cultural resources intersecting or within a quarter-mile radius of the Planning Area.

A Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC) yielded positive results, received June 2, 2022. Senate Bill (SB) 18 requires tribal consultation and/or notice for a specific plan adoption or amendment. The City contacted and sent letters for SB 18 consultation on June 7, 2022 to nine Native American Groups and received two replies during the 90-day consultation request period required under SB 18:

1. On June 10, 2022, Andrew Salas of the Gabrielino Band of Mission Indians – Kizh Nation stated that they are in agreement with the Specific Plan but would like to request further consultation if ground disturbance is to occur for any and all future projects within this location, and
2. On July 7, 2022, Christina Conley of the Gabrielino Tongva Indians of California responded stating that they have no comment to the project.

Although no Native American consultation was requested for the proposed Specific Plan under SB 18 and Assembly Bill 52, consistent with Certified EIR RC-P-50, City staff shall facilitate project-specific consultation prior to ground disturbance occurring for future projects within the Planning Area.

No tribal cultural resources have been previously recorded intersecting the Planning Area or within a quarter-mile radius, and background research does not indicate the presence of tribal cultural resources within the project footprint. Since the potential for inadvertent discovery of tribal cultural resources exists during ground-disturbing activities, the consideration of mitigation measures and alternatives is required. With adherence to the three resource conservation measures, any impacts to Native American (Tribal) cultural resources would be less than significant. Any Native American (Tribal) cultural resources found on the Project site because of construction would be protected by adherence to Resource Conservation Measures RC-P-49 and RC-P-50, found in the Cultural Resources and Tribal Cultural Resources sections of the Certified EIR.

Resource Conservation Measures

RC-G-15. Protect and enhance Diamond Bar's historic, cultural and archaeological resources for the educational, aesthetic, and environmental contribution that they make to Diamond Bar's identity and quality of life.

RC-P-49. Establish development processes to avoid the disturbance of tribal cultural resources. Where possible, seek to preserve resources in place, exploring opportunities for permanent protection of the resource where feasible.

RC-P-50. Conduct project-specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant Native American sites. Ensure that City staff and local developers are aware of their responsibilities to facilitate Native American consultation under Senate Bill 18 and Assembly Bill 52.

In addition, in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are encountered during excavation activities, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent remains within 100 feet shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

If the County Coroner determines that the remains are or are believed to be Native American, s/he shall notify the NAHC in Sacramento within 24 hours. In accordance with Section 5097.98 of the California Public Resources Code, the NAHC shall immediately notify the person(s) it believes to be the most likely descendant (MLD) of the deceased Native American. The descendants shall complete their inspection and make a recommendation within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the City, the disposition of the human remains. The MLD's recommendation shall be followed if feasible and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials. If the City rejects the MLD's recommendations, the agency shall rebury the remains with appropriate dignity on the property within a time frame agreed upon between the City and the MLD's in a location that will not be subject to further subsurface disturbance (14 California Code of Regulations §15064.5(e)).

Implementation of Certified EIR Resource Conservation Measures RC-G-15, RC-P-49, and RC-P-50, as well as compliance with regulatory requirements relating to the unanticipated discovery of tribal cultural resources, would reduce potential impacts to below the level of significance. No further analysis is warranted.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact. The proposed project would result in less than significant impacts to tribal cultural resources in relation to criteria set forth in subdivision (c) of PRC Section 5024.1 after implementation of Certified EIR Resource Conservation Measures RC-G-15, RC-P-49, and RC-P-50, as well as compliance with regulatory requirements relating to the unanticipated discovery of tribal cultural resources. No listed or eligible resources are located within the Planning Area or a quarter-mile radius, and none are indicated as a result of background research. As stated above, Native American coordination is in progress. Since the potential for inadvertent discovery of tribal cultural resources exists during ground-disturbing activities, the consideration of mitigation measures and alternatives is required.

Further Study Required: None.

19. Utilities and Service Systems

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Explanation

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. The proposed project would result in potentially significant impacts to utilities regarding the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. The Planning Area is served by the Walnut Valley Water District (WVWD). The majority of the water supply is imported because of a lack of local groundwater (see Section 10, *Hydrology and Water Quality*). As determined in the Certified EIR, although drought conditions will continue to pose potential issues for water supply demand, a "drought-proof" recycled water system is used by parks and schools to ease overall demand on the WVWD potable water system.

Valley Vista Services (businesses and multi-family units), and Waste Management, Inc. (single-family units). The City of Diamond Bar has a sanitary sewage system and a storm drainage system, served by the Consolidated Sewer Maintenance District, Los Angeles County Flood

Control District (LACFCD), Los Angeles County Public Works (LACPW) for Industrial Waste Services, and the Los Angeles County Sanitation District (LACSD). The stormwater drainage infrastructure is designed to prevent flooding by carrying excess rainwater away from streets; it is not designed to be a waste disposal system. Many storm drains and catch basins cross under the project site.[147] There are many connections to the sewer system sewer lines that cross under the project site.[148,149] Electric power service is provided by Southern California Edison, natural gas service is provided by the Southern California Gas Company (SoCalGas), and telephone and internet services are provided by Spectrum and Frontier.

LACFCD owns and maintains all major flood control channels in the City, but some portions of the existing system were never transferred from LACPWD to LACFCD. LACPWD provides maintenance only for said portions and makes no claims toward ownership. Stormwater quality is the responsibility of the City.

The local storm drain system generally consists of a series of catch basins and reinforced concrete pipes/boxes that convey stormwater runoff to other major flood control channels. The local storm drain system conveys water to one of three major flood control channels: the San Jose Creek, Diamond Bar Creek, and the Brea Canyon Channel. These major flood control channels are owned and maintained by the LACFCD. The local storm drain system is in good standing with no known major system deficiencies. A master drainage plan that identifies all deficiencies within the City's drainage infrastructure system has not been completed, but the overall standing of the storm drain system is in good standing, according to the City.[150] Storm water drainage flows from the southeast corner of the site towards the northwest corner. The highest elevation on site is 780 feet, and the lowest is 718 feet. Along South Diamond Bar Boulevard, the storm drain line and sanitary sewer main line within the Planning Area flows north towards the northern boundary of California State Route (SR) 60. Other perpendicular drains along the adjacent streets (such as Golden Springs Dr., Gentle Springs Ln., and Palomino Dr.) flow towards South Diamond Bar Boulevard.

The City contracts with the LACPWD and LACSD for wastewater collection and treatment services. As noted in the Public Facilities and Services Element of the City's General Plan 2040, there has not been an area-wide sewer study completed in the last 10 years that identifies all deficiencies within the City's sewage infrastructure system.

The existing city sewer system within and around the region of the project is comprised of numerous sewer lines of varying sizes, slopes, and materials. The Los Angeles County Public Health regulations for wastewater treatment systems, as required by state-wide Assembly Bill (AB) 885, set standards for wastewater treatment and monitoring requirements.

It is anticipated that construction activities would include the relocation and upgrade of existing utilities that serve the property, specifically sewers and storm drains, in order to serve the project.

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[147] Los Angeles County Public Works. N.d. Los Angeles County Storm Drain System. https://pw.lacounty.gov/fcd/StormDrain/index.cfm (accessed April 3, 2023).

[148] LA County Sanitary Sewer Network - Consolidated Sewer Maintenance District. 2018. E-2390. https://pw.lacounty.gov/smd/smd/ovly/2390o.pdf (accessed April 3, 2023).

[149] LA County Sanitary Sewer Network - Consolidated Sewer Maintenance District. 2016. E-2389. https://pw.lacounty.gov/smd/smd/ovly/2389o.pdf (accessed April 3, 2023).

[150] City of Diamond Bar. 2017. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

New restrooms would be required for the new housing units, hotel rooms, and commercial and open space. Construction of the project would require construction of new or expanded water, wastewater treatment or storm water drainage (beyond the proposed project), electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. For each entitlement request within the Planning Area, a plumbing permit application shall be submitted and paid for by the applicant to the City for all plumbing work including water service, drains, water mains, sewage disposal systems, and related fixtures and appliances.[151,152] For each entitlement request within the Planning Area, an electrical permit application shall be submitted and paid for by the applicant to the City for any new electrical service equipment installation or existing service relocations.[153,154] For each entitlement request within the Planning Area, a mechanical permit application shall be submitted and paid for by the applicant to the City for the addition, replacement, repair, or alteration of mechanical systems in structures (e.g., gas lines, propane tanks, installation of sprinkler systems, and associated piping for flammable liquids).[155,156] Under the exemptions of Ord. No. 02(1998), § 2, 11-3-98) listed in the Certified EIR, any tree or trees that interfere with an electric power or communication line, or other property of a public utility, are exempt from the tree removal permit or pruning permit requirement. Requiring utilities to obtain an annual, revocable permit and conformance with ANSI A300 standards ensures good working practices.

A temporary increase in sewage generation due to construction crews is anticipated to be minor. However, the increase in sewage generation due to construction of new housing and hotel units is anticipated to have potentially significant impacts on the capacity of the wastewater treatment facilities according to LACFCD standards.[157]

Therefore, there would be potentially significant impacts to utilities and service systems regarding the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, requiring the consideration of mitigation measures and alternatives.

b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. The proposed project would result in potentially significant impacts to utilities and service systems in relation to having sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

[151] City of Diamond Bar. N.d. Building Permits. https://www.diamondbarca.gov/160/Building-Permits

[152] City of Diamond Bar. July 2022. 2022-23 Fee Schedule Building Construction Fees. https://www.diamondbarca.gov/DocumentCenter/View/6331/Building-Construction-Fees-FY-2022-23?bidId=

[153] City of Diamond Bar. N.d. Building Permits. https://www.diamondbarca.gov/160/Building-Permits

[154] City of Diamond Bar. July 2022. 2022-23 Fee Schedule Building Construction Fees. https://www.diamondbarca.gov/DocumentCenter/View/6331/Building-Construction-Fees-FY-2022-23?bidId=

[155] City of Diamond Bar. N.d. Building Permits. https://www.diamondbarca.gov/160/Building-Permits

[156] City of Diamond Bar. July 2022. 2022-23 Fee Schedule Building Construction Fees. https://www.diamondbarca.gov/DocumentCenter/View/6331/Building-Construction-Fees-FY-2022-23?bidId=

[157] Los Angeles County Sanitation District. N.d. Chapter 1. District Overview and Compliance. https://www.ocsan.gov/home/showpublisheddocument/10331/635102622226630000 (accessed April 3, 2023).

As stated in Section 2.9, *Hazards and Hazardous Materials*, Walnut Valley Water District (WVWD) provides potable water to the City by importing it from Metropolitan Water District of Southern California (MWD). Imported water supply volumes are projected to increase through 2035 at the same rate as population growth, which is 0.7 percent as reported by the Southern California Association of Governments (SCAG).[158]

WVWD currently operates six groundwater production facilities that supply the recycled water system, which are used for irrigation and grey water systems. These production facilities are anticipated to supply water used for landscaping at the proposed specific plan. The WVWD potable water distribution and storage system consists of 23 water reservoirs, 9 pump stations, 29 pressure regulating stations, 238.6 miles of distribution and transmission pipeline, and 4 connections for importing water. The WVWD recycled water distribution and storage systems consists of 2 water reservoirs, 2 pump stations, 6 wells, and 8.37 miles of distribution pipeline. WVWD is collaborating with the communities within their service area to expand the recycled water system.[159]

WVWD maintains 26,836 water meters throughout its service area, 95 percent of which are residential. Diamond Bar's potable water use since 1993 has ranged from 7,077 to 13,188 acre-feet (AF) per year.[160] Water use has generally declined during this time despite a continual increase in the total number of accounts.[161]

The City employs policies to promote water conservation (Diamond Bar Code of Ordinances § 8.14.010). Through various water conservation measures, the City's average annual water usage from 2010 to 2015 steadily decreased.[162] In the City of Diamond Bar General Plan Update Existing Conditions Report – Volume III, it was projected that by 2035, the water supply will be approximately 22,358 AF, while usage will be approximately 21,462 AF. Based on these projections, it is anticipated that WVWD will sufficiently provide potable water for the projected population growth in the City.

As stated in Section 2.9, *Hazards and Hazardous Materials*, WVWD has developed three projects that allow WVWD to produce potable groundwater, therefore reducing the need for imported water in the future. The projects are the La Habra Heights County Water District Pipeline Project, the California Domestic water Company Project, and the Pomona Basin Regional Groundwater Project. These projects have been completed and the water supply volume that will be available to the City has been determined in the General Plan. However, as the Specific Plan would allow for development of over 500 dwelling units, a Water Supply Assessment shall be completed for

[158] Southern California Association of Governments. 2022. Regional Data Platform – SoCal Atlas Application City of Diamond Bar 2022 Spatial & Statistical Summary. https://scag.ca.gov/sites/main/files/file-attachments/diamond-bar-atlas.pdf?1660027122

[159] City of Diamond Bar. 2017. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

[160] City of Diamond Bar. 2017. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

[161] City of Diamond Bar. 2017. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

[162] City of Diamond Bar. 2017. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

the proposed project in accordance with Sections 10910 to 10915 of the Water Code and described in Section 15155 of the State CEQA Guidelines, specifically for potable water needs, to determine how the additional residential and hotel units would impact available groundwater and imported water resources.

To determine whether the proposed project can be served by the existing water supply and distribution infrastructure, for each entitlement request within the Planning Area, a Water Availability Request application shall be submitted by the applicant to the water purveyor for them to perform flow tests and hydraulic analysis of their water system to determine if adequate domestic and fire water flows and pressures are available surrounding the proposed project site.

The proposed project would have the potential to result in significant impacts to utilities and service systems during construction or operations related to having sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, requiring the consideration of mitigation measures and alternatives.

c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. The proposed project would result in potentially significant impacts to utilities and service systems regarding resulting in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. The local system of sewer lines and pump stations feed two trunk sewer lines that convey wastewater to a LACSD treatment facility.[163]

The proposed project would not induce substantial population growth directly or indirectly that would result in an increase in solid waste beyond what had been planned for in the City's General Plan 2040.[164] The Planning Area is serviced by the LACWD and LACSD. As new development occurs, the LACSD requires the new developments to annex into its service area for operation, maintenance, and treatment services. Service fees fund required upgrades to trunk sewer lines or treatment plant capacity.

As discussed in Section 1, *Project Description*, the proposed project is a construction of residential and hotel units and commercial space that would involve the construction or operation of structures that would require sanitary sewer wastewater treatment. New restrooms or expanded restroom facilities would need to be constructed as part of the project. Therefore, there is potential for significant impacts, requiring the consideration of mitigation measures and alternatives.

[163] City of Diamond Bar. 2017. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

[164] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Public Facilities and Services. https://www.diamondbarca.gov/DocumentCenter/View/7093/6-Public-Facilitiesr?bidId=

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The proposed project would result in less than significant impacts to utilities and service systems in relation to generating solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. As stated in Section 2.14, *Population and Housing*, the proposed project is not anticipated to induce substantial population growth directly or indirectly. Therefore, it is not anticipated to result in an increase in solid waste. The City of Diamond Bar Climate Action Plan includes three policies related to solid waste measures in their greenhouse gas (GHG) reduction efforts:[165]

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard)
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas
- Provide education and publicity about reducing waste and available recycling services

In 2011, AB 341, also called the Mandatory Commercial Recycling Regulation, set the goal of 75 percent recycling, composting, or source reduction of solid waste by 2020. It calls for the California Department of Resources Recycling and Recovery (CalRecycle) to take a statewide approach to decreasing California's reliance on landfills.[166]

Pursuant to its Zero Waste Ordinance, the City's target is to increase waste diversion by 90 percent by 2040. The ordinance would result in a reduction of 1,069 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year by 2040 and thereby decrease the City's reliance on landfills. Waste emissions from solid waste generated in the City and disposed of in landfills was assumed to scale with population growth at 0.59 percent per year through 2040.[167] The actions to be undertaken for the Zero Waste Ordinance include:

- G-1: Adopt a Citywide zero waste ordinance to reduce waste sent to landfill. (Short-term)
- G-2: Adopt requirements for recycling and composting facilities in new developments. (Short-term)
- G-3: Continue and expand specialized recycling programs. (Mid-term)
- G-4: Expand network of recycling and composting bins in public spaces, including implementation of smart bins such as BigBelly. (Mid-term)

The City currently offers a number of recycling programs in addition to its residential trash/recycling program. The City also offers residential waste hauler rate discounts. New developers would be responsible for providing recycling and composting options to reduce overall waste as described in Action G-2 above. Under Action G-4, the City is responsible for expanding

[165] City of Diamond Bar. 2019. Climate Action Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=

[166] City of Diamond Bar. 2019. Climate Action Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=

[167] City of Diamond Bar. 2019. Climate Action Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=

recycling and composting alternatives throughout the City through the placement of easily accessible bins or smart bins such as BigBelly bins, which are solar powered.

Through the Zero Waste Ordinance, the project would be in compliance with the above policies and other relevant legislation (i.e., AB 341 and CalRecycle) regarding solid waste management. Therefore, there would be less than significant impacts to utilities and service systems related to the wastewater treatment provider which serves or may serve the capacity to serve the project's projected demand in addition to the provider's existing commitments. No further analysis is warranted.

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed project would result in no impacts to utilities and service systems regarding complying with federal, state, and local statutes and regulations related to solid waste. The construction waste that would be generated by the proposed project would include concrete, wood (from buildings), asphalt (from roads and roofing shingles), gypsum (the main component of drywall), metals, bricks, glass, plastics, salvaged building components (doors, windows, and plumbing fixtures), vegetation debris from site clearing, soil export from excavation and grading, and construction wastes from construction of facilities. Construction of the proposed project would require the disposal of sediment that would be removed and disposed of at a landfill site with adequate capacity. Disposal of this sediment would comply with all federal, state, and local regulations regarding the disposal of inert sediment.

Federal. The proposed project would not conflict with the Federal Clean Water Act as the project would not discharge or dredge materials into navigable waters or waters of the United States. This project would not conflict with the Safe Drinking Water Act (SWDA) as it would not impact drinking water sources.

State. Development under the proposed project would be required to recycle or reuse 90 percent by weight of all construction and demolition debris removed from the project site and submit a recycling and reuse plan and annual reporting to demonstrate compliance with the plan in accordance with the California Solid Waste Reuse and Recycling Act. AB 939, the Solid Waste: Diversion Rule (AB 341), and SB 1383.

Local. The County of Los Angeles Construction and Demolition Debris Recycling and Reuse Ordinance (Chapter 20.87 of the Los Angeles County Code) requires that a least 50 percent of all C&D debris, soil, rock, and gravel removed from a project site be recycled or reused unless a lower percentage is approved by the Director of the Los Angeles County Department of Public Works. For each entitlement request within the Planning Area that requires heavy debris-producing activities and projects, a special limited-collection permit application shall be submitted and paid for by the applicant. The applicant is also responsible for the rental of a roll-off dumpster for heavy-debris producing activities and projects.[168,169] The County's Green Building Standards Code (Title 31 of the Los Angeles County Code) was amended in 2013 to require at least 65 percent of nonhazardous construction and demolition debris to be recycled or salvaged.

[168] City of Diamond Bar. N.d. Building Permits. https://www.diamondbarca.gov/160/Building-Permits

[169] City of Diamond Bar. July 2022. 2022-23 Fee Schedule Building Construction Fees. https://www.diamondbarca.gov/DocumentCenter/View/6331/Building-Construction-Fees-FY-2022-23?bidId=

The removal of solid waste from the Planning Area would be serviced by Valley Vista Services, whose services align with CalRecycle, which has a 75 percent diversion requirement. By adhering to the Zero Waste Ordinance, the proposed project would result in less than significant impacts in regard to complying with federal, state, and local statutes and regulations related to solid waste, and no further analysis is required.

Further Study Required: Further study is required for utilities and service systems in relation to requiring or resulting in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. In addition, further study is required in relation to having sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Finally, further study is required in relation to the project resulting in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

20. Wildfire

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Explanation

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would result in no impacts to wildfire in relation to the impairment of adopted emergency response and/or emergency evacuation plans located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ). The Planning Area is not within or near an SRA or lands classified as VHFHSZ. According to the California Department of Forestry and Fire Protection (CAL FIRE)'s website,[170] the Fire Hazard Severity Zone Maps for both local responsibility areas (LRAs) and SRAs indicate that the Planning Area is located approximately 2.7 miles northeast of the nearest SRA VHFHSZ.

The City of Diamond Bar is served by the Los Angeles County Fire Department (LACoFD) and provides all fire and emergency medical service needs for the City.[171] The City's freeways, highways, arterial routes are pre-identified as disaster routes for use during times of crisis or emergency as note per the LACoFD.[172] While the roadways are not evacuation routes, an

[170] California Department of Forestry and Fire Protection (CAL FIRE) Office of the State Fire Marshall. N.d. Fire Hazard Severity Zones Maps. https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/fire-hazard-severity-zones-map/ (accessed April 5, 2023).

[171] City of Diamond Bar. N.d. City of Diamond Bar Department of Public Safety. https://www.diamondbarca.gov/189/Public-Safety (accessed April 5, 2023)

[172] Los Angeles County Public Works. N.d. 2023. Los Angeles county Operational Area: Disaster Routes. https://dpw.lacounty.gov/dsg/DisasterRoutes/ (accessed April 5, 2023)

emergency may warrant the use of a road as both disaster and evacuation routes. The City's disaster routes as depicted in the County's Disaster Route Map by the City of Diamond Bar include State Route 57 (SR-57 or Orange Freeway) and State Route 60 (SR-60 or Pomona Freeway), both located immediately northwest of the Planning Area and generally traversing north-south along the west edge of the City and City roadways:[173]

- **Through the Planning Area:** Diamond Bar Boulevard (Blvd.) from Golden Springs Drive (Dr.) towards the north, running parallel along the SR-57/SR-60 junction and past the City Limits to SR-71
- **Immediately South of Planning Area:** Golden Springs Dr. from Diamond Bar Blvd. towards the south, traversing both SR-57 and SR-60

Diamond Bar Blvd. and Golden Springs Dr. are designated disaster routes along the Planning Area that can be used during times of emergency or disaster. The site's ingress and egress are provided by SR-60, with a six-lane thoroughfare with bike lanes along Diamond Bar Blvd. (see Section 2.11, *Land Use and Planning*). A road diet would decrease the main thoroughfare from 12 feet wide to 11 feet wide lanes along Diamond Bar Boulevard, maintaining access to SR 60 with at least 22 feet (2 lanes) per direction. Title 32 (County Fire Code) requires a minimum unobstructed width of not less than 20 feet to provide fire apparatus access, and no speed bumps or speed humps are allowed for fire apparatus access roads.[174] The proposed project would maintain at least 20 feet wide access along Diamond Bar Boulevard and would not introduce any speed bumps or speed humps. Therefore, there would be no impacts to wildfire related to the impairment of adopted emergency response and emergency evacuation plans in or near SRA or lands classified as VHFHSZ from the proposed project. No further analysis is warranted.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The proposed project would result in no impacts to wildfire in relation to exacerbated wildfire risk due to slope, prevailing winds, and other factors and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire in or near SRA or lands classified as VHFHSZ. The Planning Area is topographically bounded within the South Coast Air Basin, which lies in the semipermanent high-pressure zone of the eastern Pacific Ocean and usually provides a mild climatological pattern, interrupted by periods of hot temperatures, winter storms, or Santa Ana winds.[175] While most of the surrounding City consists of hillsides, ridges and valleys with slopes over 30 percent and prone to wildfires, based on the California Department of Forestry and Fire Prevention's (CAL FIRE) Fire Hazard Severity Zone Maps, the proposed project is not in or near an LRA or SRA or lands classified as VHFHSZ and is on a 4 percent gradual slope. The Planning Area, an area designated for mixed development, is located approximately 2.7 miles northeast of the nearest SRA VHFHSZ and is within a heavily

[173] County of Los Angeles. N.d. Disaster Route Maps (by City): Area D – Diamond Bar. https://dpw.lacounty.gov/dsg/DisasterRoutes/city.cfm (accessed April 5, 2023)

[174] County of Los Angeles. N.d. Title 32 - Fire Code. Section 503.2.1 – Dimensions, and Section 503.4.1 – Traffic Calming Devices. https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT32FICO_503.2.1DI (accessed April 11, 2023).

[175] City of Diamond Bar. 2017. City of Diamond Bar General Plan Update: Existing Conditions Report – volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

urbanized area surrounded by residential uses (see Chapter 1, *Project Description*; Section 2.11, *Land Use and Planning*). The site's ingress and egress are provided by SR-60, and the planning site's gentle 4 percent inclining slope runs from north to south (see Chapter 1, *Project Description*). Based on the Public Safety Element of the City General Plan, the fire threat level at the Town Center Planning Area is little to no threat.[176] The proposed project is not located in or near SRA or lands classified as VHFHSZ and would not exacerbate wildfire risks, thereby exposing project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, there would be no impact. No further analysis is warranted.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The proposed project would result in no impacts to wildfire in relation to requiring the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water sources, power lines or other utilities that would exacerbate fire risk or that may result in temporary or ongoing impact to the environment from a wildfire in or near SRA or lands classified as VHFHSZs. The site's ingress and egress are provided by SR-60, with a six-lane thoroughfare including bike lanes along Diamond Bar Blvd (see Section 2.11, *Land Use and Planning*). The Planning Area is located approximately 2.7 miles northeast of the nearest SRA VHFHSZ, within a heavily urbanized area surrounded by residential uses (see Chapter 1, *Project Description*, and Section 2.11). Based on the Public Safety Element of the City General Plan, the fire threat level at the Town Center Planning Area is little to no threat.[177] The proposed project would include a road diet that would reduce the roadway from 12 feet wide to 11 feet wide but would continue to supporting roadway infrastructure and ingress/egress to and from SR 60 (see Chapter 1, *Project Description*). The Planning Area is not located in or near SRA or lands classified as VHFHSZ and would not exacerbate wildfire risks, and therefore not requiring the installation or maintenance of infrastructure to avoid exacerbating impacts from a wildfire. Therefore, there would be no impacts to wildfire. No further analysis is warranted.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The proposed project would result in no impacts to wildfire in relation to exposure to people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes from a wildfire in or near SRA or lands classified as VHFHSZ. Based on the Public Safety Element of the City General Plan, the fire threat level at the Town Center Planning Area is little to no threat and is not within a flood zone area.[178] The proposed project involves the development of suburban-style retail shopping centers and residential units within a 45-acre Planning Area (see Chapter 1, *Project Description*). Any future development would be implemented within the Planning Area, subject to the provisions of CEQA inclusive of additional survey, design, and engineering for new

[176] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Public Safety Element. https://www.diamondbarca.gov/DocumentCenter/View/7094/7-Public-Safetyr?bidId=

[177] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Public Safety Element. https://www.diamondbarca.gov/DocumentCenter/View/7094/7-Public-Safetyr?bidId=

[178] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Public Safety Element. https://www.diamondbarca.gov/DocumentCenter/View/7094/7-Public-Safetyr?bidId=

development, and would be required to abide by city, state, and federal regulations. Since the Planning Area is not located in or near SRA or lands classified as VHFHSZ, the proposed project would not expose people or structures to significant risk from wildfire; therefore, there would be no impacts to wildfire. No further analysis is warranted.

Further Study Required: None.

21. Mandatory Findings of Significance

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Explanation

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. The proposed project would result in potentially significant impacts in relation to degrading the quality of the environment, requiring further analysis in the SIR. The proposed project would result in less than significant impacts in relation to substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restricting the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.

Quality of the Environment

The proposed project would result in potentially significant impacts to the quality of the environment in relation to Aesthetics (light/glare), Air Quality (emissions), Greenhouse Gas Emissions (from operations emissions and increased per capita vehicle miles traveled [VMT]), Hydrology and Water Quality (groundwater recharge), Noise (construction and operational noise),

Public Services, Recreation, Transportation, and Utilities and Service Systems. These effects will be further evaluated in the SIR.

Habitat of Fish or Wildlife Species

As stated in Section 2.4, *Biological Resources*, no designated or proposed critical habitat for species of plants and wildlife listed as rare, threatened, or endangered pursuant to the Federal Endangered Species Act or California Environmental Species Act overlaps with the Planning Area. There is no riparian habitat or other sensitive natural community identified within the Planning Area in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Department of Fish and Wildlife. There are no riparian habitats, wetlands, or designated sensitive natural communities within the Planning Area. The Planning Area is not located within a County of Los Angeles–designated Significant Ecological Area (SEA); adopted Habitat Conservation Plan (HCP); National Community Conservation Plan (NCCP); or other approved local, regional, or state HCP. As the Planning Area is predominantly composed of developed, disturbed, and ruderal land covers, construction or operation of the proposed project is not anticipated to substantially reduce the habitat of a fish or wildlife species.

Fish or Wildlife Population Self-Sustaining Levels

As stated in Section 2.4, *Biological Resources*, the Planning Area is predominantly composed of developed, disturbed, and ruderal land covers. There are no fish populations within the Planning Area. Construction or operation of the proposed project would not cause a fish or wildlife population to drop below self-sustaining levels.

Plant or Animal Community Threats

As stated in Section 2.4, *Biological Resources*, the Planning Area is predominantly composed of developed, disturbed, and ruderal land covers. There is no riparian habitat or other sensitive natural community identified within the Planning Area in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Department of Fish and Wildlife. There are no riparian habitats, wetlands, or designated sensitive natural communities within the Planning Area. The Planning Area is not located within a County of Los Angeles–designated Significant Ecological Area (SEA); adopted Habitat Conservation Plan (HCP); National Community Conservation Plan (NCCP); or other approved local, regional, or state HCP. Construction or operation of the proposed project would not threaten to eliminate a plant or animal community.

Range of Rare or Endangered Plants or Animals

As stated in Section 2.4, *Biological Resources,* the Planning Area is predominantly composed of developed, disturbed, and ruderal land covers. There is no riparian habitat or other sensitive natural community identified within the Planning Area in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Department of Fish and Wildlife. There are no riparian habitats, wetlands, or designated sensitive natural communities within the Planning Area. The Planning Area is not located within a County of Los Angeles–designated Significant Ecological Area (SEA); adopted Habitat Conservation Plan (HCP); National Community Conservation Plan (NCCP); or other approved local, regional, or state HCP. Construction or operation of the proposed project would not restrict the range of a rare or endangered plant or animal.

Important Examples of the Major Periods of California History or Prehistory

A query of the South Central Coastal Information Center (SCCIC) and the Native American Heritage Commission (NAHC) of the U.S. Geological Survey (USGS) 7.5-minute San Dimas quadrangle topographic map and review of historic maps and aerials did not indicate presence of cultural resources or indicate previous development or historic period activities within the Planning Area or the immediate vicinity. Additionally, as the Planning Area is heavily developed with existing roads and buildings, ground disturbance due to implementation of the Specific Plan would be located primarily in areas that contain heavily disturbed soils and engineered artificial fill. While there is limited potential to encounter intact significant archaeological or tribal cultural resources in disturbed soils, construction as a result of the Specific Plan may encounter intact significant resources beneath the depth of previous disturbances or in pockets of undisturbed soils within existing developments. Anticipated development in the Planning Area would occur through infill development on vacant property, as well as redevelopment of existing properties. In addition, infrastructure and other improvements requiring ground disturbance could reach undisturbed (native) soils. The proposed project would result in less than significant impacts with incorporation of certified EIR Resource Conservation Measures RC-G-15, RC-P-49, and RC-P-50, as well as compliance with regulatory requirements relating to the unanticipated discovery of tribal cultural resources. NAHC conducted a SLF check with positive result when a Senate Bill (SB) 18 consultation list was requested and asked the City to contact the Gabrieleño Band of Mission Indians – Kizh Nation for more information. The City sent out nine (9) SB 18 letters on June 7, 2022, that yielded two responses. One of the two responses, by the Gabrielino Tongva Indians of California, noted that they have no comment to the project, and the second response from the Gabrieleño Band of Mission Indians – Kizh Nation stated that they would like to request further consultation if ground disturbance is to occur for any and all future project within the project location.

Therefore, the proposed project would result in potentially significant impacts, and further analysis is warranted in the SIR.

b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. The proposed project would result in potentially significant impacts that are individually limited but cumulatively considerable. Aside from the proposed project, four related projects are proposed or planned in the vicinity of the Planning Area (Table 2.21-1, *Related Projects*). The three-phase State Route (SR) 57/60 Confluence Project is intended to eliminate the conflicting weaves in the eastbound direction of SR-60, improve safety by separating the interchange traffic from mainline freeway weaves, provide operational flexibility to the two merged freeways, and improve level of service (LOS) at the 57/60 Confluence, an approximately 2-mile stretch of freeway located to the northwest and west of the Planning Area from an "F" to a "C" and better.[179] As the 57/60 Confluence is one of the most severe freeway bottlenecks in Southern California, other major roadways such as Diamond Bar Boulevard are currently used by commuters are alternative routes to avoid the confluence. The 2037 traffic

[179] San Gabriel Valley Council of Governments. N.d. 57/60 Confluence Project: The Traffic. https://www.sgvcog.org/5760project-traffic (accessed April 13, 2023).

forecast for this related project indicates a 16 percent increase in traffic volumes on the two freeways in the 57/60 Confluence.

The proposed project would result in no impact, with no contribution to cumulative impacts, regarding three environmental issue areas: Agriculture/Forestry Resources, Mineral Resources, and Wildfire. These three issue areas are not considered further.

The proposed project would result in less than significant impacts regarding eight environmental issue areas: Biological Resources, Cultural Resources, Energy, Geology/Soils, Hazards/Hazardous Materials, Land Use/Planning, Population/Housing, and Tribal Cultural Resources. An analysis of the potential for cumulative impacts for each of these environmental issue areas is provided below.

Biological Resources

The proposed project would result in no impacts in relation to riparian habitat or sensitive natural communities, state or federally protected wetlands, movement of native resident or migratory fish or wildlife species or wildlife corridors, local policies or ordinances protecting biological resources, and habitat conservation plans or natural community conservation plans. The proposed project would result in less than significant impacts in relation to 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) with incorporation of certified EIR mitigation measures BIO-1A through BIO-1F. As the Planning Area is fully developed and landscaped with non-native trees, the potential to contribute to cumulative temporary construction impacts to nesting birds associated with the existing mature ornamental trees within the Planning Area and the related projects was considered. Combined with the related projects, cumulative impacts related to 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 CDFW or USFWS would be less than significant with incorporation of the certified EIR mitigation measures.

Cultural Resources

The proposed project would result in no impacts in relation to historical resources. The proposed project would result in less than significant impacts in relation to archaeological resources and disturbance of human remains with incorporation of certified EIR mitigation measure CULT-2 and compliance with Section 7050.5 of the California Health and Safety Code. Combined with the related projects, cumulative impacts related to unanticipated discovery of archaeological resources and disturbance of human remains during construction activities would be less than significant with incorporation of the certified EIR mitigation measure and regulatory compliance.

TABLE 2.21-1
RELATED PROJECTS

No.	Proximity to Planning Area	Project Name	Project Scope	Construction Overlap Time Period
1	Within Planning Area (Diamond Bar Blvd.)	Diamond Bar Boulevard Streetscape Project[1]	Plantings, furnishings, colored concrete pavers in crosswalks, lighting as well as monument signs and decorative accents that both add visual interest and pay tribute to the area's ranching heritage.	The design for the project has been completed. Funding has not been identified to move forward construction. There would likely be construction overlap with road diet element of proposed project.
2	0.8 mile southwest of Planning Area	Phase I of SR 57/60 Confluence Chokepoint Relief Project[2]	Construct the westbound Grand Avenue on-ramp and the westbound auxiliary lane on SR-60. Construct interim operation improvements at the Grand Avenue Interchange.	Currently under construction.
2	0.1 mile southwest of Planning Area	Phase II of SR 57/60 Confluence Chokepoint Relief Project[2]	Phase IIA: Construct improvements on the arterial highways, including Grand Avenue south of the SR-60 Interchange, approximately 0.4 mile of Golden Springs drive, and rebuild the intersection of Grand Avenue and Golden Springs Drive. Phase IIB: Construction of a westbound off-ramp and an auxiliary lane to Grand Avenue.	Currently under construction.
2	Adjacent to northern edge of Planning Area (SR-60 onramps and offramps)	Phase III of SR 57/60 Confluence Chokepoint Relief Project[2]	Construct Grand Avenue Bridge over SR-60, eastbound bypass off-ramp, and bypass connector. The $205M for construction is included in Measure M with a construction start date of 2025. A $35M FASTLANE grant will accelerate the start date to 2019–2020.	Planning in progress; anticipated construction start date 2025.
3	Approximately 5.5 miles north of Planning Area (at SR-57 and Arrow Highway)	San Dimas Downtown Specific Plan[3]	The Specific Plan will help establish a planning and zoning framework for encouraging innovative, transit-oriented development in the greater downtown area while preserving the character of the historic commercial district. During the planning process, new housing, retail, employment, and hospitality uses in the downtown area will be proposed to complement a new Metro Gold Line passenger light rail and transit station opening in 2025. Several opportunity sites within walking distance of the	Planning in progress, with adoption anticipated in 2023 and likely construction overlap with proposed project.

TABLE 2.21-1
RELATED PROJECTS

No.	Proximity to Planning Area	Project Name	Project Scope	Construction Overlap Time Period
			transit station will allow significant potential for infill development and adaptive reuse of existing underutilized properties downtown.	
4	Approximately 2.2 miles southwest of Planning Area (850 Brea Canyon Road)	Brea Canyon Business Park Project[4]	A private commercial development project proposed on an approximately 5.7-acre vacant parcel. City Council approved this development on November 19, 2019, which consists of a 109-room, four-story hotel; a 47,642-square-foot, three-story office building; and an 8,900-square-foot, one-level medical office building. In 2022, the applicant requested approval to revise this project to: • Eliminate the condominium subdivision for a single-store 8,900-square-foot medical office building and replace with a single-story 2,718-square-foot drive-thru restaurant building. • Add an additional 15 rooms to the four-story hotel for a total of 124 rooms. • Create a southbound left-turn pocket on Brea Canyon Road to accommodate a left-turn-in access to the site. As part of this project, off-site beautification and traffic improvements on Brea Canyon Road and Lycoming Street will also be implemented, including decorative elements in keeping with the City's design guidelines and a new left-turn pocket into the project site from southbound Brea Canyon Road.	Approved; three-story medical office building has been constructed. Four-story hotel and single-story drive-thru restaurant building are anticipated to start construction in August 2023.

TABLE 2.21-1
RELATED PROJECTS

No.	Proximity to Planning Area	Project Name	Project Scope	Construction Overlap Time Period
5	Approximately 3.7 miles south of Planning Area	Crooked Creek Residential Subdivsion[5]	The proposed residential project includes the development of seven single-family residences and associated infrastructure including a southward expansion of the existing Crooked Creek Drive at a 12.9-acre undeveloped site. Five of the seven residential structures are proposed to include an attached Accessory Dwelling Unit (ADU).	Construction anticipated to start in 2024.

Source:

[1] City of Diamond Bar. N.d. Diamond Bar Boulevard Streetscape Project. https://www.diamondbarca.gov/462/Diamond-Bar-Boulevard-Streetscape-Projec (accessed April 13, 2023).

[2] San Gabriel Valley Council of Governments. N.d. 57/60 Confluence Project. https://www.sgvcog.org/5760project (accessed April 13, 2023).

[3] City of San Dimas. Downtown Specific Plan. https://www.sandimasca.gov/departments/community_development/planning_division/downtown_specific_plan.php (accessed April 13, 2023).

[4] City of Diamond Bar. Updated March 14, 2022. Brea Canyon Business Park. https://www.diamondbarca.gov/892/Brea-Canyon-Business-Park-Project (accessed April 17, 2023).

[5] City of Diamond Bar. Updated May 23, 2022. Crooked Creek Residential Subdivision. https://www.diamondbarca.gov/1066/Crooked-Creek-Residential-Subdivision (accessed April 17, 2023).

Energy

The proposed project would provide housing towards meeting the City's Regional Housing Needs Assessment (RHNA) goals. New construction is required to meet newer code requirements, which are more stringent than the requirements for existing buildings. Combined with the related subdivision project, there are a total of 2,067 planned residential units in the City towards meeting but not exceeding the RHNA target. Therefore, cumulative impacts related to wasteful consumption of energy would be less than significant.

Geology/Soils

The proposed project would result in no impacts in relation to landslides or having soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems. The proposed project would result in less than significant impacts in relation to potential hazards associated with known earthquake faults, strong seismic ground shaking, seismic-related ground failure including liquefaction, substantial soil erosion or the loss of topsoil, unstable geologic units, expansive soils, and potential effects to paleontological resources and geologic features. The certified EIR determined that, due to the absence of active faults in the City the risk of surface rupture would be very low for development within the City, and all new buildings as a result of the Specific Plan and the related projects would be required to meet the requirements of the California Building Code, Minimum Design Loads for Buildings and Other Structures established by the American Society of Civil Engineers, Policy PS-P-2 of the Public Safety Chapter of the General Plan regarding site-specific geotechnical investigation requirements for projects, Policy RC-P-26 of the Resource Conservation Chapter of the General Plan regarding best management practices to control soil erosion, National Pollutant Discharge Elimination System permits for development that disturbs over one acre sites, South Coast Air Quality Management District Rule 403 to control dust and stabilize soils associated with construction, and certified EIR mitigation measures MM-GEO-1 and MM-GEO-2 for the protection of paleontological resources for all development projects within the City. Therefore, combined with the related projects, cumulative impacts related to geology/soils would be less than significant with incorporation of the certified EIR mitigation measures and regulatory compliance.

Hazards/Hazardous Materials

The proposed project would result in no impacts in relation to airport safety hazards, interference with an adopted emergency response plan or emergency evacuation plan, or wildland fire. The proposed project would result in less than significant impacts in relation to the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. All four of the gasoline stations within the Planning Area that are listed as hazardous materials cleanup sites have a cleanup status of "closed." The Planning Area is located approximately 135 feet from the nearest school (Lorbeer Middle School). The certified EIR determined that all new buildings as a result of the Specific Plan and the related projects would be required to meet the requirements of the California Health and Safety Code and the Code of Federal Regulations for the transport, use, and disposal of necessary hazardous materials; and General Plan policies PS-P-24 through PS-P-28. Therefore, combined with the related projects, cumulative impacts related to

hazards/hazardous materials would be less than significant with incorporation of the General Plan policies and regulatory compliance.

Land Use/Planning

The proposed project would result in no impacts in relation to physically dividing an established community and less than significant effects in relation to causing an environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Although the proposed project would involve amendments to the City Zoning Map to establish a Specific Plan Zone and to rezone all parcels in the Planning Area to "Specific Plan" to allow the proposed increased density and FAR of development under the Specific Plan, this rezoning would be consistent with the Housing Element Update and the project would establish more specific development standards, which would not conflict with existing goals and policies adopted for the purpose of avoiding or mitigating environmental effects. Therefore, cumulative impacts related to land use/planning would be less than significant.

Population and Housing

The proposed project would result in no impacts in relation to direct displacement of existing people or housing as there are no people residing within the Planning Area and no existing residences within the Planning Area. The proposed project would contribute to up to 2,055 of the 2,521 residential units needed to meet the City's RHNA targets. Combined with the related subdivision project, there are a total of 2,067 planned residential units in the City towards meeting but not exceeding the RHNA target. Therefore, cumulative impacts related to unplanned population growth would be less than significant.

Tribal Cultural Resources

The proposed project would result in less than significant impacts with incorporation of certified EIR Resource Conservation Measures RC-G-15, RC-P-49, and RC-P-50, as well as compliance with regulatory requirements relating to the unanticipated discovery of tribal cultural resources. Combined with the related projects that would also be required to comply with the measures above, cumulative impacts related to unanticipated discovery of tribal cultural resources during construction activities would be less than significant with incorporation of the certified EIR resource conservation measures and regulatory compliance.

Finally, the proposed project would result in potentially significant impacts to nine (9) environmental issue areas: Aesthetics, Air Quality, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, Public Services, Recreation, Transportation, and Utilities and Service Systems. Therefore, the proposed project would result in potentially significant impacts, and further analysis is warranted in the SIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed project would result in potentially significant impacts in relation to having environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. The proposed project would result in potentially significant impacts to the quality of the environment in relation to Aesthetics (light/glare), Air Quality (emissions), Greenhouse Gas Emissions (from operations emissions and increased per capita vehicle miles traveled [VMT]), and Noise (construction and operational noise). Therefore,

the proposed project would result in potentially significant impacts, and further analysis is warranted in the SIR.

Further Study Required: The SIR will evaluate comparative impacts of the proposed project, no project alternative, and action alternatives, as well as cumulative impacts, for nine environmental issue areas: Aesthetics, Air Quality, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, Public Services, Recreation, Transportation, and Utilities and Service Systems.

CHAPTER 3
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CHAPTER 4
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Appendix A

Noise Measurement Data

	Site Name	Latitude (N)	Longitude (W)	Meter Serial	Date	Time Start (P.M.)	Duration	LAeq (dB)
1	DiamondBarBlvd / GoldenSpringsDr	34.01896	117.80878	10381	3/16/2023	1:25	15-minute	71.0
2	GoldenSpringsDr / across school	34.01809	117.81027	10381	3/16/2023	1:48	15-minute	70.3
3	GoldenSpringsDr / ProspectorsRd	34.01714	117.81131	10381	3/16/2023	2:08	15-minute	70.6
4	SProspectorsRd / FallCreek	34.01777	117.81252	10381	3/16/2023	2:27	15-minute	66.1
5	NProspectorsRd / FallCreek	34.01968	117.81373	10381	3/16/2023	2:50	15-minute	70.2
6	FallCreek N Corner	34.02021	117.81225	10381	3/16/2023	3:14	15-minute	65.3
7	FallCreek S Corner	34.01879	117.81113	10381	3/16/2023	3:33	15-minute	57.2
8	W TCSP Perimeter / fwy	34.02181	117.81252	10381	3/16/2023	3:54	15-minute	72.2
9	N DiamondBarBlvd	34.02292	117.81089	10381	3/16/2023	4:13	15-minute	73.5
10	Palomino Dr / GentleSpringsLn / SFRs	34.02264	117.80968	10381	3/17/2023	1:45	15-minute	66.5
11	Palomino Dr / SFRs	34.02305	117.80937	10385	3/17/2023	1:48	15-minute	62.2
12	GoldenSpringsDr / MFRs	34.02036	117.80717	10381	3/17/2023	3:10	15-minute	68.6
13	GoldenSpringsDr / across SFRs	34.01973	117.80757	10385	3/17/2023	3:12	15-minute	69.8
14	ToritoLn / MFRs	34.02100	117.80834	10381	3/17/2023	3:32	15-minute	61.6
15	NW TCSP / SFRs	34.02168	117.80890	10381	3/17/2023	3:49	15-minute	57.1

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	1. DiamondBarBlvd / GoldenSpringsDr
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.1%	0.0%		
Projected Dose	3.4%	0.0%		
Lavg	58.6 dB	--- dB		
TWA(8)	33.6 dB	--- dB		
Projected TWA(8)	61.5 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	55.9 dB	55.9 dB		
Projected LEP'd/Lex,8h	72.8 dB	71.0 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-16 13:25:34	
Stop Time	2023-03-16 13:40:34	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LAeq	71.0 dB	
LAIeq	74.6 dB	
LCpeak	105.3 dB	2023-03-16 13:26:25
LASmax	88.8 dB	2023-03-16 13:29:49
LAFmax	94.5 dB	2023-03-16 13:29:49
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
Lωeq	71.0 dB		80.3 dB		84.0 dB	
Lωpeak	103.5 dB	13:29:49	105.3 dB	13:26:25	110.8 dB	13:26:25
LωSmin	57.0 dB	13:27:40	68.5 dB	13:27:38	72.5 dB	13:27:35
LωSmax	88.8 dB	13:29:49	93.5 dB	13:35:12	98.1 dB	13:26:26
LωFmin	56.5 dB	13:27:40	67.0 dB	13:27:40	70.8 dB	13:27:33
LωFmax	94.5 dB	13:29:49	96.6 dB	13:33:07	102.0 dB	13:26:25
LωImin	57.7 dB	13:27:37	70.9 dB	13:27:38	75.9 dB	13:27:35
LωImax	95.3 dB	13:29:49	98.1 dB	13:33:07	104.9 dB	13:26:26

ω represents frequency weighting (A, C or Z)

SEL	100.5 dB
E (Pa²s)	4.5 Pa²s
E8 (Pa²s)	145.1 Pa²s
E40 (Pa²s)	725.7 Pa²s
E (Pa²h)	0.0 Pa²h
E8 (Pa²h)	0.0 Pa²h
E40 (Pa²h)	0.2 Pa²h
LCeq - LAeq	9.3 dB

	Count	Duration
LAS > 75 dB	23	113
LAS > 86 dB	0	0
LCPk > 80 dB	2	897
LCPk > 81 dB	2	895
LCPk > 86 dB	25	774

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/16 13:25:34	Run	Remote	
2023/03/16 13:29:49	Sound Record	Event	Sound Record 1
2023/03/16 13:40:34	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	75.1	75.9	75.8	69.2	66.0	67.2	62.3	60.5	55.8	dB
OBA LZSmax	88.5	93.7	92.5	83.4	80.7	77.4	76.9	87.1	79.8	dB
OBA LZSmin	65.7	61.7	59.1	54.0	53.0	53.9	47.2	42.8	44.6	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-16 13:25:34	66.2	84.4	73.3	66.1	66.9	86.7	65.9	65.9
	2023-03-16 13:25:35	67.8	87.7	75.9	67.4	68.9	89.8	66.5	66.5
	2023-03-16 13:25:36	70.1	88.6	77.0	69.3	70.5	91.8	68.6	68.6
	2023-03-16 13:25:37	72.1	90.4	76.8	71.3	73.0	91.7	70.6	70.7
	2023-03-16 13:25:38	71.2	92.6	76.2	71.4	72.6	91.8	71.1	71.1
	2023-03-16 13:25:39	70.9	91.3	75.1	71.7	73.1	92.3	71.3	71.3
	2023-03-16 13:25:40	68.8	86.5	75.5	70.9	70.7	89.4	70.4	70.4
	2023-03-16 13:25:41	66.4	86.1	74.7	69.5	67.4	88.1	68.6	68.7
	2023-03-16 13:25:42	64.7	86.6	75.0	67.8	65.9	90.0	66.9	66.9
	2023-03-16 13:25:43	63.7	85.9	73.3	66.1	64.9	86.2	65.4	65.4
	2023-03-16 13:25:44	63.8	87.1	76.2	64.6	64.4	89.0	64.3	64.3
	2023-03-16 13:25:45	62.8	86.5	76.8	64.0	63.5	89.0	63.7	63.7
	2023-03-16 13:25:46	65.2	88.0	77.6	64.9	68.9	89.6	63.7	63.7
	2023-03-16 13:25:47	65.2	88.4	77.4	65.1	65.7	89.3	65.0	65.0
	2023-03-16 13:25:48	67.3	89.6	79.1	66.8	68.6	90.9	65.9	65.9
	2023-03-16 13:25:49	67.8	89.1	78.9	67.5	68.4	90.5	67.1	67.1
	2023-03-16 13:25:50	67.9	90.1	80.2	67.8	69.0	91.7	67.5	67.5
	2023-03-16 13:25:51	70.2	92.3	81.2	69.6	71.6	92.6	68.7	68.7
	2023-03-16 13:25:52	72.1	93.1	82.3	71.2	73.2	94.2	70.9	70.9
	2023-03-16 13:25:53	70.4	94.3	83.1	71.1	71.1	96.5	70.9	70.9
	2023-03-16 13:25:54	82.3	99.4	85.6	81.2	86.1	101.4	76.2	77.1
	2023-03-16 13:25:55	72.2	91.4	79.7	81.1	82.9	96.9	79.5	79.5
	2023-03-16 13:25:56	69.3	89.8	79.6	77.5	70.5	92.1	75.8	75.8
	2023-03-16 13:25:57	69.5	92.4	79.6	74.2	70.9	94.9	73.0	73.0
	2023-03-16 13:25:58	70.6	94.3	82.7	71.8	72.2	93.3	71.2	71.2
	2023-03-16 13:25:59	73.3	97.4	86.8	72.9	74.4	97.2	71.9	71.9
	2023-03-16 13:26:00	75.5	96.8	87.1	74.8	77.6	97.7	74.1	74.2
	2023-03-16 13:26:01	77.8	100.1	89.6	77.3	79.7	99.2	75.6	75.6
	2023-03-16 13:26:02	76.0	98.5	88.7	77.6	79.7	99.0	77.1	77.1
	2023-03-16 13:26:03	72.8	93.8	84.5	76.2	74.0	94.9	75.2	75.2
	2023-03-16 13:26:04	73.4	95.6	86.0	74.5	74.6	97.0	74.3	74.3
	2023-03-16 13:26:05	68.4	92.7	82.2	73.6	71.1	96.8	72.4	72.4
	2023-03-16 13:26:06	67.1	97.3	81.6	71.0	67.7	97.9	69.9	70.0
	2023-03-16 13:26:07	68.8	100.1	87.9	69.2	71.3	107.6	68.9	68.9

2023-03-16	13:26:08	68.7	96.7	84.7	68.9	69.4	104.7	68.8	68.8
2023-03-16	13:26:09	69.1	92.3	79.5	69.1	69.9	95.9	68.9	68.9
2023-03-16	13:26:10	68.5	92.9	80.4	69.4	71.1	101.9	69.0	69.0
2023-03-16	13:26:11	66.0	97.0	81.6	68.5	68.3	99.5	67.9	67.9
2023-03-16	13:26:12	66.8	99.6	86.2	67.1	69.1	107.3	66.7	66.7
2023-03-16	13:26:13	66.7	101.0	88.0	67.2	68.7	107.1	66.9	66.9
2023-03-16	13:26:14	66.9	101.9	87.6	67.8	70.2	106.2	67.3	67.3
2023-03-16	13:26:15	63.9	97.8	82.6	66.5	64.9	101.0	65.7	65.7
2023-03-16	13:26:16	65.3	99.7	85.1	65.5	67.1	102.6	65.1	65.1
2023-03-16	13:26:17	66.6	97.7	84.5	66.2	68.0	100.8	65.8	65.8
2023-03-16	13:26:18	67.6	97.6	82.4	67.3	68.8	101.1	66.6	66.6
2023-03-16	13:26:19	73.0	91.9	78.6	72.2	75.6	95.3	69.4	69.5
2023-03-16	13:26:20	77.0	94.5	82.8	76.1	78.9	99.4	74.2	74.3
2023-03-16	13:26:21	76.9	96.8	85.2	76.6	79.0	102.4	76.5	76.5
2023-03-16	13:26:22	76.1	96.5	82.7	76.5	78.0	103.3	76.1	76.1
2023-03-16	13:26:23	74.1	100.9	84.8	76.4	77.2	101.8	75.7	75.7
2023-03-16	13:26:24	76.2	101.0	89.1	76.1	78.1	104.2	75.3	75.3
2023-03-16	13:26:25	76.0	105.3	91.1	76.1	77.0	110.8	76.0	76.0
2023-03-16	13:26:26	74.3	102.2	89.2	76.0	76.2	109.7	75.4	75.4
2023-03-16	13:26:27	73.1	103.6	87.6	75.0	74.5	107.5	74.5	74.5
2023-03-16	13:26:28	70.4	99.6	88.1	73.8	72.8	107.4	72.8	72.8
2023-03-16	13:26:29	70.6	102.1	89.8	71.9	72.7	107.2	71.6	71.6
2023-03-16	13:26:30	68.0	102.3	87.2	71.1	70.0	106.8	70.2	70.2
2023-03-16	13:26:31	66.2	98.0	84.1	69.4	67.4	102.8	68.5	68.5
2023-03-16	13:26:32	68.6	98.9	85.8	68.5	70.3	103.4	67.8	67.8
2023-03-16	13:26:33	74.7	104.4	89.5	73.8	77.5	107.9	71.0	71.1
2023-03-16	13:26:34	74.6	102.7	89.4	74.3	76.8	107.4	74.2	74.2
2023-03-16	13:26:35	69.9	93.5	82.6	74.2	74.6	98.2	73.1	73.1
2023-03-16	13:26:36	71.3	91.3	80.6	72.0	71.8	95.5	71.7	71.7
2023-03-16	13:26:37	70.4	93.1	81.3	71.6	71.8	98.5	71.3	71.3
2023-03-16	13:26:38	66.1	92.9	79.7	70.7	68.6	96.2	69.6	69.6
2023-03-16	13:26:39	64.0	85.4	74.7	68.3	65.1	88.7	67.2	67.2
2023-03-16	13:26:40	61.4	82.3	71.3	66.0	62.8	85.0	64.8	64.8
2023-03-16	13:26:41	60.4	84.6	73.8	63.7	60.9	91.2	62.7	62.7
2023-03-16	13:26:42	59.8	84.5	72.1	61.9	60.3	91.9	61.2	61.2

2023-03-16 13:26:43	60.0	88.2	73.3	60.7	60.7	88.2	60.4	60.4
2023-03-16 13:26:44	60.6	90.1	77.0	60.6	61.1	95.1	60.4	60.4
2023-03-16 13:26:45	61.6	89.1	76.0	61.3	62.5	93.8	60.8	60.8
2023-03-16 13:26:46	65.2	99.5	86.3	64.4	67.8	104.0	62.7	62.7
2023-03-16 13:26:47	65.1	99.6	82.1	64.9	67.1	97.5	64.7	64.7
2023-03-16 13:26:48	68.6	94.8	81.7	67.7	70.0	99.3	66.5	66.5
2023-03-16 13:26:49	67.3	91.0	78.4	67.8	68.6	94.5	67.6	67.6
2023-03-16 13:26:50	67.2	86.6	74.7	67.4	67.7	91.6	67.3	67.3
2023-03-16 13:26:51	68.7	92.9	79.9	68.3	69.4	100.3	67.8	67.8
2023-03-16 13:26:52	69.7	94.2	81.7	69.2	70.5	100.8	68.9	68.9
2023-03-16 13:26:53	70.5	92.2	79.1	70.2	71.4	97.5	69.7	69.7
2023-03-16 13:26:54	72.5	97.6	83.5	71.8	73.5	100.3	71.2	71.2
2023-03-16 13:26:55	70.1	91.2	78.4	71.8	72.1	96.5	71.3	71.3
2023-03-16 13:26:56	69.3	88.2	76.8	70.7	69.8	92.2	70.2	70.2
2023-03-16 13:26:57	70.6	94.9	81.6	70.4	71.1	99.5	70.1	70.1
2023-03-16 13:26:58	73.6	93.1	81.1	72.7	74.7	96.4	71.8	71.8
2023-03-16 13:26:59	72.5	93.0	81.3	72.9	73.7	96.9	72.7	72.7
2023-03-16 13:27:00	72.0	90.1	79.1	72.7	73.4	94.4	72.4	72.4
2023-03-16 13:27:01	70.2	92.5	77.9	72.1	71.5	94.2	71.5	71.5
2023-03-16 13:27:02	66.9	85.7	74.4	71.0	70.2	89.5	69.9	70.0
2023-03-16 13:27:03	65.5	86.4	73.9	68.7	66.0	87.0	67.8	67.9
2023-03-16 13:27:04	65.9	84.4	73.7	66.9	66.9	86.3	66.5	66.5
2023-03-16 13:27:05	67.0	86.9	75.1	66.9	67.8	88.9	66.5	66.5
2023-03-16 13:27:06	68.8	87.7	77.1	68.2	69.2	90.2	67.7	67.7
2023-03-16 13:27:07	69.8	89.9	79.1	69.5	71.2	90.2	68.6	68.6
2023-03-16 13:27:08	70.3	90.2	78.3	70.1	71.0	92.5	69.7	69.7
2023-03-16 13:27:09	70.7	89.1	77.8	70.5	71.2	90.0	70.3	70.3
2023-03-16 13:27:10	71.3	91.4	79.3	71.1	72.1	93.2	70.7	70.7
2023-03-16 13:27:11	71.4	89.5	78.2	71.3	72.7	92.2	71.2	71.2
2023-03-16 13:27:12	71.5	94.4	82.3	71.4	72.0	95.2	71.3	71.3
2023-03-16 13:27:13	72.5	95.8	86.4	72.2	72.8	96.1	71.8	71.8
2023-03-16 13:27:14	73.2	95.0	84.8	73.0	74.5	96.7	72.4	72.4
2023-03-16 13:27:15	77.2	101.2	91.6	76.2	78.3	103.3	74.8	74.9
2023-03-16 13:27:16	77.6	101.1	92.7	77.2	78.9	102.5	76.9	76.9
2023-03-16 13:27:17	74.7	97.8	88.7	77.1	77.0	99.0	76.4	76.4

2023-03-16 13:27:18	73.4	94.1	83.8	75.7	75.4	94.5	75.0	75.1
2023-03-16 13:27:19	70.7	88.7	78.6	74.3	72.6	91.2	73.4	73.4
2023-03-16 13:27:20	69.2	88.6	78.2	72.3	69.8	90.5	71.3	71.3
2023-03-16 13:27:21	71.8	90.9	79.5	71.5	72.6	93.0	71.0	71.0
2023-03-16 13:27:22	71.4	91.4	80.1	71.6	72.2	92.4	71.5	71.5
2023-03-16 13:27:23	69.8	88.8	75.5	71.4	71.3	90.9	70.9	71.0
2023-03-16 13:27:24	68.9	85.6	73.9	70.3	69.3	89.6	69.8	69.8
2023-03-16 13:27:25	67.8	85.0	72.8	69.5	69.2	86.0	69.0	69.0
2023-03-16 13:27:26	68.0	83.6	72.5	68.7	69.3	86.7	68.5	68.5
2023-03-16 13:27:27	66.5	85.2	71.7	68.0	67.5	86.4	67.6	67.6
2023-03-16 13:27:28	63.0	81.9	71.1	67.1	65.4	85.2	66.0	66.0
2023-03-16 13:27:29	61.3	83.0	71.0	64.9	62.5	86.6	63.9	63.9
2023-03-16 13:27:30	60.6	82.3	70.8	62.9	61.0	86.7	62.2	62.2
2023-03-16 13:27:31	59.5	82.4	70.0	61.6	60.5	86.2	61.0	61.0
2023-03-16 13:27:32	59.7	81.2	69.0	60.3	60.4	85.0	60.2	60.2
2023-03-16 13:27:33	58.2	79.0	69.1	59.9	59.5	82.8	59.4	59.4
2023-03-16 13:27:34	57.5	81.4	69.2	58.8	58.0	84.9	58.4	58.4
2023-03-16 13:27:35	57.4	79.6	69.0	58.0	57.6	85.3	57.8	57.8
2023-03-16 13:27:36	56.8	79.1	69.1	57.6	57.2	85.9	57.3	57.3
2023-03-16 13:27:37	57.2	79.5	68.6	57.2	57.6	86.6	57.2	57.2
2023-03-16 13:27:38	57.1	78.9	68.8	57.2	57.4	85.5	57.2	57.2
2023-03-16 13:27:39	57.0	80.8	69.1	57.2	57.3	84.8	57.1	57.1
2023-03-16 13:27:40	57.2	80.4	69.5	57.2	57.6	88.4	57.1	57.1
2023-03-16 13:27:41	57.5	81.7	70.4	57.4	57.9	87.7	57.3	57.3
2023-03-16 13:27:42	57.9	81.4	71.0	57.8	58.3	88.0	57.6	57.6
2023-03-16 13:27:43	58.2	81.3	70.9	58.1	58.5	86.8	57.9	57.9
2023-03-16 13:27:44	59.2	81.8	71.2	58.9	59.7	85.6	58.5	58.5
2023-03-16 13:27:45	59.0	80.8	70.1	59.0	59.3	85.4	58.9	58.9
2023-03-16 13:27:46	59.2	82.7	70.1	59.2	59.7	85.8	59.0	59.0
2023-03-16 13:27:47	60.0	83.9	72.4	59.8	60.6	85.8	59.5	59.5
2023-03-16 13:27:48	64.3	88.2	76.0	63.6	66.4	89.7	61.3	61.3
2023-03-16 13:27:49	67.8	90.7	81.2	66.7	68.3	92.5	65.7	65.8
2023-03-16 13:27:50	66.9	90.8	81.3	67.0	67.8	92.4	66.9	66.9
2023-03-16 13:27:51	64.6	85.8	73.8	66.7	65.8	88.9	66.1	66.1
2023-03-16 13:27:52	64.6	84.0	72.6	65.4	65.0	85.4	65.2	65.2

2023-03-16 13:27:53	64.3	85.0	72.2	64.9	64.7	86.2	64.7	64.7
2023-03-16 13:27:54	63.8	82.8	71.5	64.5	64.2	84.9	64.3	64.3
2023-03-16 13:27:55	64.6	85.0	73.1	64.5	65.3	87.8	64.2	64.2
2023-03-16 13:27:56	64.4	84.9	73.3	64.5	64.9	87.2	64.4	64.4
2023-03-16 13:27:57	65.2	85.9	74.7	65.0	65.7	90.0	64.7	64.7
2023-03-16 13:27:58	65.6	88.4	76.5	65.4	66.2	93.6	65.2	65.2
2023-03-16 13:27:59	66.0	86.7	75.3	65.9	66.8	90.4	65.6	65.6
2023-03-16 13:28:00	67.3	88.4	76.0	66.8	67.6	92.8	66.5	66.5
2023-03-16 13:28:01	67.0	89.2	77.3	67.0	67.5	94.2	66.9	66.9
2023-03-16 13:28:02	67.4	89.4	77.3	67.2	67.8	95.6	67.0	67.0
2023-03-16 13:28:03	68.1	90.0	77.3	67.8	68.5	98.1	67.6	67.6
2023-03-16 13:28:04	68.1	87.7	76.2	68.1	69.6	92.8	67.8	67.8
2023-03-16 13:28:05	74.0	93.4	79.2	72.5	74.9	95.6	71.4	71.5
2023-03-16 13:28:06	75.1	92.9	79.3	74.4	76.5	98.5	73.6	73.6
2023-03-16 13:28:07	73.6	92.9	78.7	75.0	77.8	95.2	74.0	74.0
2023-03-16 13:28:08	76.6	94.9	81.5	76.2	80.2	97.0	74.6	74.6
2023-03-16 13:28:09	76.3	94.9	79.4	77.6	80.3	97.2	76.8	76.9
2023-03-16 13:28:10	64.5	86.0	73.9	75.4	65.7	90.2	73.6	73.6
2023-03-16 13:28:11	66.7	88.3	76.4	71.7	67.5	95.7	70.4	70.4
2023-03-16 13:28:12	68.8	89.7	79.2	69.3	70.9	92.2	68.9	68.9
2023-03-16 13:28:13	71.4	88.4	77.7	70.7	71.7	89.8	70.2	70.2
2023-03-16 13:28:14	72.9	93.1	80.3	72.4	74.2	95.6	71.3	71.3
2023-03-16 13:28:15	73.5	93.4	80.3	73.3	75.0	94.8	73.1	73.1
2023-03-16 13:28:16	70.7	89.0	77.6	72.9	72.4	92.0	72.3	72.3
2023-03-16 13:28:17	70.0	87.2	75.6	71.5	70.7	88.5	71.0	71.0
2023-03-16 13:28:18	70.6	91.1	75.6	71.4	73.6	92.8	70.9	70.9
2023-03-16 13:28:19	67.7	84.2	73.5	70.3	68.6	86.8	69.5	69.5
2023-03-16 13:28:20	68.0	85.4	73.7	68.8	69.3	87.4	68.4	68.4
2023-03-16 13:28:21	72.7	91.7	76.5	72.1	75.5	92.7	69.8	69.8
2023-03-16 13:28:22	74.8	90.9	79.1	74.0	75.6	94.5	73.2	73.2
2023-03-16 13:28:23	79.1	96.8	83.1	77.9	81.1	97.9	76.8	76.9
2023-03-16 13:28:24	75.6	96.3	80.3	77.8	78.8	96.9	77.2	77.2
2023-03-16 13:28:25	75.5	92.2	80.6	76.2	76.3	95.1	75.9	75.9
2023-03-16 13:28:26	74.3	94.7	79.1	76.1	77.0	95.7	75.5	75.5
2023-03-16 13:28:27	74.0	91.2	78.2	74.7	75.1	93.3	74.5	74.5

2023-03-16 13:28:28	71.3	88.5	74.8	74.2	73.2	89.7	73.4	73.4
2023-03-16 13:28:29	69.7	85.9	73.8	72.5	70.7	88.0	71.7	71.7
2023-03-16 13:28:30	71.2	87.9	75.6	71.2	72.0	89.7	71.0	71.0
2023-03-16 13:28:31	70.9	90.3	78.5	71.3	71.7	91.8	71.2	71.2
2023-03-16 13:28:32	69.9	90.6	77.3	70.9	71.8	92.1	70.7	70.7
2023-03-16 13:28:33	68.2	85.2	74.1	70.2	69.0	90.0	69.5	69.5
2023-03-16 13:28:34	70.7	87.0	75.7	70.5	73.2	91.9	69.4	69.4
2023-03-16 13:28:35	74.9	90.4	78.6	73.8	76.5	92.9	73.0	73.1
2023-03-16 13:28:36	71.3	91.1	76.5	73.5	74.0	94.2	73.0	73.0
2023-03-16 13:28:37	69.0	87.3	75.5	71.9	70.0	90.9	71.0	71.0
2023-03-16 13:28:38	70.2	89.6	79.3	70.4	70.5	92.7	70.4	70.4
2023-03-16 13:28:39	69.3	88.9	78.4	70.3	71.5	91.1	70.0	70.0
2023-03-16 13:28:40	66.7	86.5	73.9	69.6	67.7	87.1	68.7	68.8
2023-03-16 13:28:41	64.7	84.7	73.7	67.9	66.2	86.9	67.0	67.0
2023-03-16 13:28:42	64.3	85.7	75.4	66.0	65.7	88.3	65.4	65.4
2023-03-16 13:28:43	67.3	86.8	73.7	66.8	68.1	89.1	66.0	66.0
2023-03-16 13:28:44	71.6	90.7	77.4	70.6	72.9	91.2	68.7	68.8
2023-03-16 13:28:45	77.5	93.1	80.9	75.9	79.4	94.6	74.6	74.7
2023-03-16 13:28:46	80.0	97.1	82.4	79.2	82.7	98.5	77.5	77.6
2023-03-16 13:28:47	75.8	90.8	78.3	79.1	80.1	92.2	78.2	78.2
2023-03-16 13:28:48	74.2	87.7	76.3	77.2	75.4	90.2	76.4	76.4
2023-03-16 13:28:49	70.6	87.2	75.3	75.4	73.1	88.8	74.3	74.3
2023-03-16 13:28:50	70.0	88.1	74.0	72.9	71.2	87.7	72.1	72.1
2023-03-16 13:28:51	68.3	85.4	74.0	71.3	69.3	88.0	70.4	70.4
2023-03-16 13:28:52	66.6	84.6	71.6	69.7	68.4	85.9	68.8	68.8
2023-03-16 13:28:53	66.6	82.0	71.1	68.0	67.1	86.4	67.6	67.6
2023-03-16 13:28:54	65.4	85.4	73.0	67.2	66.5	88.6	66.7	66.7
2023-03-16 13:28:55	62.1	83.3	70.5	66.0	63.1	85.3	64.9	64.9
2023-03-16 13:28:56	62.0	83.0	72.0	64.0	62.5	86.2	63.3	63.3
2023-03-16 13:28:57	63.2	82.9	73.2	63.1	64.0	85.4	62.9	62.9
2023-03-16 13:28:58	64.6	86.1	75.0	64.3	65.4	89.9	63.6	63.6
2023-03-16 13:28:59	66.4	85.9	75.6	65.9	67.6	89.4	64.9	64.9
2023-03-16 13:29:00	67.4	87.5	76.5	66.9	67.9	88.9	66.6	66.6
2023-03-16 13:29:01	67.8	86.9	75.5	67.5	68.2	88.8	67.2	67.2
2023-03-16 13:29:02	68.2	88.7	76.9	68.1	69.3	91.9	67.7	67.7

2023-03-16 13:29:03	67.7	87.8	76.2	68.1	68.6	89.4	68.0	68.0
2023-03-16 13:29:04	67.5	86.4	75.5	67.9	67.9	88.8	67.7	67.7
2023-03-16 13:29:05	68.5	89.0	76.7	68.3	69.2	90.3	67.9	67.9
2023-03-16 13:29:06	69.4	87.9	76.7	69.1	69.8	91.5	68.8	68.8
2023-03-16 13:29:07	68.9	87.2	76.1	69.1	69.5	89.2	69.0	69.0
2023-03-16 13:29:08	68.9	88.8	75.2	69.1	70.3	89.1	68.9	68.9
2023-03-16 13:29:09	68.1	85.8	74.4	68.9	68.6	87.5	68.6	68.6
2023-03-16 13:29:10	67.8	85.1	74.4	68.4	68.4	87.5	68.3	68.3
2023-03-16 13:29:11	66.9	85.2	74.0	68.0	67.7	87.9	67.7	67.7
2023-03-16 13:29:12	66.1	84.4	73.6	67.2	66.8	86.6	66.9	66.9
2023-03-16 13:29:13	65.5	84.2	73.4	66.6	66.4	87.5	66.2	66.2
2023-03-16 13:29:14	65.3	86.1	73.7	65.9	65.9	88.2	65.7	65.7
2023-03-16 13:29:15	65.2	89.1	76.9	65.6	65.8	92.6	65.4	65.4
2023-03-16 13:29:16	66.3	91.3	78.1	66.1	67.9	91.9	65.6	65.6
2023-03-16 13:29:17	65.7	88.6	77.5	66.1	66.9	92.7	66.0	66.0
2023-03-16 13:29:18	65.7	88.6	76.4	65.9	66.2	93.5	65.7	65.7
2023-03-16 13:29:19	66.7	88.2	77.4	66.4	67.2	90.6	66.1	66.1
2023-03-16 13:29:20	67.8	90.1	79.2	67.4	68.3	91.0	66.9	66.9
2023-03-16 13:29:21	68.3	89.8	79.2	68.0	68.9	90.9	67.8	67.8
2023-03-16 13:29:22	68.8	91.0	79.7	68.6	70.1	92.6	68.1	68.1
2023-03-16 13:29:23	69.7	90.1	79.8	69.6	71.1	93.0	69.3	69.3
2023-03-16 13:29:24	68.4	89.8	77.6	69.1	68.7	92.5	68.9	68.9
2023-03-16 13:29:25	68.0	87.0	76.2	68.6	68.8	90.0	68.4	68.4
2023-03-16 13:29:26	68.8	87.7	76.2	68.7	69.2	90.1	68.5	68.5
2023-03-16 13:29:27	69.2	86.4	76.2	69.1	69.7	89.5	68.9	68.9
2023-03-16 13:29:28	69.3	88.3	76.7	69.3	69.8	91.0	69.2	69.2
2023-03-16 13:29:29	68.7	88.4	76.3	69.2	69.6	89.5	69.1	69.1
2023-03-16 13:29:30	68.8	87.8	75.6	69.0	69.6	90.5	68.8	68.8
2023-03-16 13:29:31	69.0	88.8	76.3	69.1	70.2	91.0	69.0	69.0
2023-03-16 13:29:32	68.6	87.3	76.8	68.9	69.0	88.8	68.8	68.8
2023-03-16 13:29:33	68.7	89.6	76.9	68.9	69.3	89.2	68.8	68.8
2023-03-16 13:29:34	67.9	88.4	75.5	68.7	68.6	89.1	68.4	68.4
2023-03-16 13:29:35	67.3	85.9	75.3	68.1	67.9	88.7	67.8	67.8
2023-03-16 13:29:36	69.6	89.7	77.2	69.1	70.4	91.7	68.4	68.4
2023-03-16 13:29:37	69.6	89.1	77.1	69.4	70.1	90.2	69.3	69.3

2023-03-16 13:29:38	69.8	87.7	76.5	69.7	70.4	91.2	69.6	69.6
2023-03-16 13:29:39	68.7	85.7	74.5	69.6	69.1	88.6	69.3	69.3
2023-03-16 13:29:40	70.0	90.7	77.4	69.9	72.2	93.0	69.1	69.1
2023-03-16 13:29:41	77.1	94.7	83.3	75.8	78.1	96.3	73.5	73.7
2023-03-16 13:29:42	79.0	94.5	83.0	78.0	79.7	97.0	77.3	77.3
2023-03-16 13:29:43	76.2	94.1	82.7	78.0	78.2	99.1	77.6	77.6
2023-03-16 13:29:44	72.7	92.4	78.6	76.7	74.5	93.4	75.7	75.7
2023-03-16 13:29:45	69.6	88.4	76.9	74.5	71.7	90.9	73.3	73.3
2023-03-16 13:29:46	67.5	87.2	76.5	72.1	69.0	90.3	70.9	70.9
2023-03-16 13:29:47	66.7	86.8	76.2	69.7	68.1	88.8	68.7	68.7
2023-03-16 13:29:48	83.7	102.6	85.0	83.5	91.3	103.4	70.8	72.3
2023-03-16 13:29:49	88.1	102.6	87.3	88.8	94.5	103.7	87.1	87.2
2023-03-16 13:29:50	76.7	92.8	80.6	85.3	80.9	93.9	83.7	83.8
2023-03-16 13:29:51	65.9	86.9	77.1	81.8	68.9	89.5	79.8	79.9
2023-03-16 13:29:52	67.1	89.1	78.1	77.7	67.9	91.8	75.8	75.9
2023-03-16 13:29:53	70.7	90.8	78.6	73.9	74.0	92.3	72.9	72.9
2023-03-16 13:29:54	73.0	89.5	76.6	73.3	76.3	89.6	72.2	72.2
2023-03-16 13:29:55	71.4	89.6	78.2	73.1	74.6	91.1	72.4	72.4
2023-03-16 13:29:56	71.5	89.1	77.7	72.5	73.4	91.2	72.1	72.1
2023-03-16 13:29:57	71.4	90.4	79.0	71.7	72.3	92.8	71.6	71.6
2023-03-16 13:29:58	69.7	88.5	77.5	71.4	70.8	91.9	71.0	71.0
2023-03-16 13:29:59	69.9	88.3	77.8	70.4	70.9	90.6	70.2	70.2
2023-03-16 13:30:00	69.1	87.1	75.6	70.1	69.8	89.7	69.8	69.8
2023-03-16 13:30:01	68.3	86.4	75.6	69.5	69.4	90.0	69.1	69.1
2023-03-16 13:30:02	68.2	86.9	75.0	68.7	68.9	90.0	68.5	68.5
2023-03-16 13:30:03	69.0	86.6	75.0	68.9	69.6	88.8	68.7	68.7
2023-03-16 13:30:04	67.9	85.3	74.0	68.8	68.9	88.1	68.6	68.6
2023-03-16 13:30:05	66.6	85.2	74.0	68.2	67.1	90.2	67.7	67.7
2023-03-16 13:30:06	68.1	88.0	75.5	67.9	68.8	94.7	67.5	67.5
2023-03-16 13:30:07	67.4	85.6	74.7	67.9	68.8	91.4	67.8	67.8
2023-03-16 13:30:08	66.3	85.0	73.9	67.5	67.1	90.4	67.2	67.2
2023-03-16 13:30:09	66.2	87.0	76.4	66.8	66.7	95.0	66.5	66.5
2023-03-16 13:30:10	66.9	87.5	75.7	66.8	67.3	92.9	66.6	66.6
2023-03-16 13:30:11	67.6	86.3	74.6	67.3	68.0	92.2	67.1	67.1
2023-03-16 13:30:12	67.2	86.1	74.3	67.4	67.9	91.3	67.3	67.3

2023-03-16 13:30:13	66.0	86.1	73.8	67.2	67.2	90.3	66.8	66.9
2023-03-16 13:30:14	65.2	83.6	73.7	66.4	66.3	90.2	66.1	66.1
2023-03-16 13:30:15	64.7	84.7	73.6	65.6	65.0	90.0	65.3	65.3
2023-03-16 13:30:16	69.9	88.8	76.2	69.2	72.0	90.0	66.8	66.8
2023-03-16 13:30:17	72.1	91.3	79.3	71.2	73.4	91.9	70.8	70.8
2023-03-16 13:30:18	68.5	86.5	74.7	71.0	70.5	90.1	70.3	70.3
2023-03-16 13:30:19	66.8	83.5	72.4	69.5	67.9	86.2	68.8	68.8
2023-03-16 13:30:20	65.0	82.9	71.5	67.9	65.9	86.5	67.1	67.1
2023-03-16 13:30:21	63.3	81.0	70.0	66.2	64.4	85.3	65.5	65.5
2023-03-16 13:30:22	63.6	81.4	70.7	64.5	64.1	84.9	64.2	64.2
2023-03-16 13:30:23	65.2	83.7	71.3	64.9	66.2	84.7	64.4	64.4
2023-03-16 13:30:24	67.2	83.5	72.5	66.7	68.2	87.2	65.8	65.8
2023-03-16 13:30:25	71.8	89.7	75.1	71.0	74.0	89.0	68.5	68.6
2023-03-16 13:30:26	74.7	91.3	79.2	73.5	76.0	92.9	72.9	72.9
2023-03-16 13:30:27	71.9	93.0	75.5	73.9	75.6	93.9	73.2	73.3
2023-03-16 13:30:28	71.0	88.2	74.7	72.2	72.6	89.5	71.6	71.6
2023-03-16 13:30:29	75.3	95.1	78.7	74.3	76.3	96.2	73.4	73.4
2023-03-16 13:30:30	73.8	90.4	78.6	74.6	75.7	91.8	74.3	74.3
2023-03-16 13:30:31	71.2	91.7	75.8	73.9	74.1	92.0	73.2	73.2
2023-03-16 13:30:32	66.8	84.1	72.2	72.0	68.1	87.7	70.8	70.8
2023-03-16 13:30:33	65.5	85.7	71.9	69.4	66.0	87.4	68.3	68.3
2023-03-16 13:30:34	70.0	86.6	73.6	69.6	72.1	88.1	68.0	68.1
2023-03-16 13:30:35	76.9	92.4	78.4	75.9	79.4	93.1	72.6	72.8
2023-03-16 13:30:36	76.6	93.1	78.7	76.6	79.3	93.6	76.4	76.4
2023-03-16 13:30:37	70.1	85.1	73.8	76.1	73.8	88.4	74.7	74.7
2023-03-16 13:30:38	67.2	85.0	73.3	73.3	69.6	89.3	71.8	71.9
2023-03-16 13:30:39	65.0	82.6	71.2	70.4	66.3	86.2	69.0	69.1
2023-03-16 13:30:40	64.8	82.6	71.5	67.8	65.5	88.0	66.9	66.9
2023-03-16 13:30:41	64.5	83.8	72.2	66.1	64.9	88.9	65.6	65.6
2023-03-16 13:30:42	64.3	83.3	72.3	65.2	65.0	87.9	64.9	64.9
2023-03-16 13:30:43	64.0	82.5	70.7	64.6	64.6	85.5	64.4	64.4
2023-03-16 13:30:44	65.2	83.3	71.6	65.0	66.3	86.1	64.6	64.6
2023-03-16 13:30:45	70.0	88.4	73.7	69.4	73.7	88.6	66.5	66.5
2023-03-16 13:30:46	79.4	95.8	81.4	78.4	82.6	97.2	74.0	74.4
2023-03-16 13:30:47	77.3	97.0	79.7	78.6	82.3	98.8	78.3	78.3

2023-03-16 13:30:48	69.7	85.0	73.7	77.5	73.3	87.8	75.9	75.9
2023-03-16 13:30:49	64.8	83.2	71.6	74.1	66.7	85.0	72.3	72.4
2023-03-16 13:30:50	66.9	83.8	72.5	70.5	68.3	86.8	69.4	69.4
2023-03-16 13:30:51	72.4	92.7	78.0	71.8	75.0	93.5	69.7	69.8
2023-03-16 13:30:52	68.7	91.6	78.9	71.8	74.1	92.7	71.0	71.0
2023-03-16 13:30:53	63.6	86.1	74.8	69.9	67.1	89.3	68.5	68.6
2023-03-16 13:30:54	61.0	83.5	72.2	67.0	62.4	87.5	65.6	65.6
2023-03-16 13:30:55	61.2	84.1	73.0	64.2	61.8	88.1	63.3	63.3
2023-03-16 13:30:56	63.1	82.9	71.4	63.1	64.2	84.9	62.6	62.6
2023-03-16 13:30:57	65.4	84.0	71.9	64.8	66.5	85.4	63.9	64.0
2023-03-16 13:30:58	66.0	83.8	72.4	65.6	66.6	86.6	65.3	65.3
2023-03-16 13:30:59	64.4	84.7	72.4	65.5	65.4	85.7	65.1	65.1
2023-03-16 13:31:00	63.8	84.1	72.3	64.8	64.7	86.1	64.5	64.5
2023-03-16 13:31:01	64.0	83.7	72.6	64.1	64.5	85.4	64.1	64.1
2023-03-16 13:31:02	65.5	85.6	73.7	65.2	66.4	87.1	64.5	64.5
2023-03-16 13:31:03	68.4	87.1	75.6	67.5	69.1	89.1	66.6	66.6
2023-03-16 13:31:04	67.8	86.8	75.6	67.9	68.7	89.2	67.7	67.7
2023-03-16 13:31:05	66.7	86.6	74.9	67.6	67.2	87.5	67.3	67.3
2023-03-16 13:31:06	67.0	85.6	74.9	67.1	67.5	91.3	67.0	67.0
2023-03-16 13:31:07	71.1	88.8	77.3	70.4	72.9	93.8	68.5	68.5
2023-03-16 13:31:08	72.5	91.5	79.8	71.8	74.1	94.4	71.4	71.4
2023-03-16 13:31:09	69.1	89.9	76.9	71.7	72.3	91.7	71.1	71.1
2023-03-16 13:31:10	65.6	85.4	74.0	70.0	67.1	87.7	68.9	68.9
2023-03-16 13:31:11	65.9	88.2	76.3	67.6	67.3	92.3	67.0	67.0
2023-03-16 13:31:12	65.5	89.2	76.8	66.8	67.5	94.2	66.2	66.2
2023-03-16 13:31:13	67.4	89.3	77.1	67.1	68.6	91.3	66.5	66.5
2023-03-16 13:31:14	69.4	90.9	78.8	68.8	69.9	92.9	68.1	68.1
2023-03-16 13:31:15	70.0	89.8	79.7	69.6	70.4	92.1	69.2	69.2
2023-03-16 13:31:16	71.1	92.5	81.6	70.6	71.7	93.9	70.2	70.2
2023-03-16 13:31:17	70.8	92.1	81.9	70.7	71.1	95.4	70.6	70.6
2023-03-16 13:31:18	72.6	95.0	82.1	72.2	73.7	95.9	71.3	71.3
2023-03-16 13:31:19	74.9	95.9	85.5	74.0	75.5	100.6	73.5	73.5
2023-03-16 13:31:20	73.5	95.0	84.8	74.0	74.7	97.2	73.7	73.7
2023-03-16 13:31:21	74.9	94.8	84.8	74.5	75.4	96.1	74.3	74.3
2023-03-16 13:31:22	73.7	95.5	85.3	74.5	74.6	96.9	74.3	74.3

2023-03-16 13:31:23	72.2	92.1	81.8	73.9	72.9	95.7	73.4	73.4
2023-03-16 13:31:24	73.4	91.8	81.1	73.3	74.1	93.9	72.9	72.9
2023-03-16 13:31:25	76.6	95.3	84.3	75.9	77.8	97.9	74.5	74.5
2023-03-16 13:31:26	76.1	97.4	82.8	76.3	79.0	96.3	76.1	76.1
2023-03-16 13:31:27	75.6	93.3	82.1	75.9	76.6	95.6	75.8	75.8
2023-03-16 13:31:28	74.7	93.9	82.4	75.6	75.7	95.1	75.4	75.4
2023-03-16 13:31:29	73.9	93.5	82.7	75.0	74.5	95.4	74.7	74.7
2023-03-16 13:31:30	74.7	90.7	79.4	74.7	75.5	92.2	74.4	74.4
2023-03-16 13:31:31	73.3	91.1	78.7	74.8	75.6	92.2	74.3	74.3
2023-03-16 13:31:32	72.5	89.5	79.4	73.7	73.5	92.1	73.4	73.4
2023-03-16 13:31:33	72.4	91.7	79.7	72.9	73.2	94.4	72.8	72.8
2023-03-16 13:31:34	69.0	88.0	75.8	72.5	71.7	88.3	71.6	71.6
2023-03-16 13:31:35	69.7	88.6	77.0	70.5	71.1	92.4	70.0	70.0
2023-03-16 13:31:36	71.4	90.0	78.2	71.1	71.9	92.6	70.7	70.7
2023-03-16 13:31:37	71.5	91.9	77.2	71.5	72.7	95.4	71.0	71.0
2023-03-16 13:31:38	70.1	90.1	76.5	71.5	72.0	97.7	71.1	71.1
2023-03-16 13:31:39	68.9	88.1	76.4	70.6	70.1	91.3	70.1	70.1
2023-03-16 13:31:40	67.6	97.5	81.7	69.4	68.4	100.5	68.9	68.9
2023-03-16 13:31:41	66.0	87.1	75.3	68.3	68.1	91.2	67.7	67.7
2023-03-16 13:31:42	64.1	84.5	73.0	66.8	64.9	89.6	66.0	66.0
2023-03-16 13:31:43	63.7	91.9	78.5	65.2	64.2	94.0	64.7	64.7
2023-03-16 13:31:44	62.7	90.8	76.9	64.3	63.8	91.9	63.8	63.8
2023-03-16 13:31:45	62.9	84.1	72.5	63.4	63.7	88.3	63.2	63.2
2023-03-16 13:31:46	63.3	85.7	72.4	63.3	64.3	87.5	63.0	63.0
2023-03-16 13:31:47	63.9	83.3	72.7	63.8	64.4	85.6	63.6	63.6
2023-03-16 13:31:48	64.4	85.3	74.2	64.2	65.1	88.3	63.9	63.9
2023-03-16 13:31:49	64.7	84.2	74.3	64.6	65.1	88.3	64.4	64.4
2023-03-16 13:31:50	64.3	86.6	74.4	64.7	65.3	93.0	64.6	64.6
2023-03-16 13:31:51	63.6	89.5	78.3	64.3	64.1	95.3	64.0	64.0
2023-03-16 13:31:52	64.0	90.1	78.7	64.0	64.3	94.5	63.9	63.9
2023-03-16 13:31:53	64.7	87.8	76.4	64.5	65.2	96.9	64.2	64.2
2023-03-16 13:31:54	65.3	88.5	76.4	65.1	65.8	91.3	64.8	64.8
2023-03-16 13:31:55	65.9	84.9	74.2	65.7	66.5	89.6	65.4	65.4
2023-03-16 13:31:56	65.7	86.1	75.2	65.7	66.0	91.2	65.7	65.7
2023-03-16 13:31:57	65.7	90.2	76.0	65.8	66.1	93.4	65.7	65.7

2023-03-16 13:31:58	66.4	85.2	75.1	66.2	67.2	89.4	65.9	65.9
2023-03-16 13:31:59	66.6	87.5	75.3	66.5	67.2	90.1	66.4	66.4
2023-03-16 13:32:00	66.3	85.8	74.7	66.5	66.9	89.7	66.4	66.4
2023-03-16 13:32:01	66.0	85.8	74.4	66.4	66.6	87.9	66.2	66.2
2023-03-16 13:32:02	65.2	85.9	74.3	66.1	65.7	89.8	65.7	65.7
2023-03-16 13:32:03	65.5	85.8	74.2	65.6	66.0	87.7	65.5	65.5
2023-03-16 13:32:04	65.8	86.5	74.7	65.7	66.1	87.8	65.6	65.6
2023-03-16 13:32:05	65.9	86.3	75.1	65.9	66.3	90.0	65.8	65.8
2023-03-16 13:32:06	66.6	86.1	75.3	66.4	67.1	91.7	66.1	66.1
2023-03-16 13:32:07	66.7	85.3	74.7	66.6	67.4	89.4	66.4	66.4
2023-03-16 13:32:08	67.1	86.4	75.8	67.0	67.5	89.3	66.8	66.8
2023-03-16 13:32:09	67.1	87.0	75.7	67.1	67.5	90.3	67.1	67.1
2023-03-16 13:32:10	66.6	88.1	75.3	67.1	67.2	89.2	66.9	66.9
2023-03-16 13:32:11	66.6	86.3	75.7	66.8	67.0	89.7	66.7	66.7
2023-03-16 13:32:12	66.2	87.8	75.9	66.7	66.8	89.8	66.5	66.5
2023-03-16 13:32:13	66.3	87.5	75.9	66.4	66.7	90.0	66.3	66.3
2023-03-16 13:32:14	67.5	86.9	76.3	67.2	68.2	88.6	66.7	66.7
2023-03-16 13:32:15	68.5	88.0	76.5	68.1	68.9	89.7	67.7	67.7
2023-03-16 13:32:16	67.7	86.7	75.7	68.1	68.4	88.2	67.9	67.9
2023-03-16 13:32:17	67.6	86.9	75.9	67.9	68.1	90.1	67.8	67.8
2023-03-16 13:32:18	66.4	86.6	74.9	67.6	67.1	89.1	67.2	67.2
2023-03-16 13:32:19	66.1	86.8	75.1	66.9	67.1	89.7	66.7	66.7
2023-03-16 13:32:20	64.7	84.3	72.9	66.3	65.6	89.4	65.9	65.9
2023-03-16 13:32:21	63.4	82.5	71.8	65.2	63.9	86.2	64.6	64.6
2023-03-16 13:32:22	63.0	83.6	71.9	64.2	64.1	85.0	63.8	63.8
2023-03-16 13:32:23	63.2	83.7	71.6	63.4	64.3	86.3	63.2	63.2
2023-03-16 13:32:24	64.7	83.1	72.1	64.4	65.9	87.1	63.8	63.8
2023-03-16 13:32:25	68.2	85.0	73.3	67.4	70.0	86.7	65.8	65.9
2023-03-16 13:32:26	75.4	91.2	78.6	73.7	76.7	94.3	72.0	72.2
2023-03-16 13:32:27	74.9	96.4	79.1	75.0	77.8	97.3	74.4	74.4
2023-03-16 13:32:28	73.5	91.2	81.2	74.3	74.1	92.4	74.0	74.0
2023-03-16 13:32:29	73.7	90.8	79.2	73.9	74.5	91.3	73.7	73.7
2023-03-16 13:32:30	72.5	90.9	76.9	73.9	74.5	91.0	73.5	73.5
2023-03-16 13:32:31	73.0	94.2	77.8	73.2	75.0	94.3	72.7	72.7
2023-03-16 13:32:32	72.3	92.1	78.2	73.4	75.0	92.7	73.1	73.1

2023-03-16 13:32:33	69.9	90.3	76.7	72.5	70.9	90.5	71.7	71.7
2023-03-16 13:32:34	68.6	86.1	74.5	70.9	69.3	88.1	70.2	70.2
2023-03-16 13:32:35	67.5	84.8	74.1	69.6	68.7	88.4	69.0	69.0
2023-03-16 13:32:36	65.1	84.5	72.7	68.2	66.3	87.5	67.3	67.4
2023-03-16 13:32:37	64.5	85.2	72.5	66.4	65.1	85.6	65.9	65.9
2023-03-16 13:32:38	61.1	82.1	71.6	65.2	63.7	85.6	64.1	64.2
2023-03-16 13:32:39	60.5	81.7	72.1	63.0	60.9	85.4	62.2	62.2
2023-03-16 13:32:40	61.2	85.7	74.2	61.6	62.0	87.4	61.4	61.4
2023-03-16 13:32:41	63.4	85.8	73.5	62.9	64.6	86.8	62.0	62.0
2023-03-16 13:32:42	63.6	86.0	74.0	63.6	65.1	87.4	63.4	63.4
2023-03-16 13:32:43	61.8	85.1	73.7	63.2	62.2	88.3	62.7	62.7
2023-03-16 13:32:44	61.2	83.3	72.5	62.3	61.8	86.4	62.0	62.0
2023-03-16 13:32:45	61.7	86.9	74.8	61.8	62.2	89.3	61.7	61.7
2023-03-16 13:32:46	61.4	83.5	73.4	61.7	61.7	85.5	61.6	61.6
2023-03-16 13:32:47	61.8	85.9	74.9	61.7	62.2	89.8	61.6	61.6
2023-03-16 13:32:48	62.2	85.5	75.9	62.0	62.7	88.8	61.8	61.8
2023-03-16 13:32:49	62.0	85.8	76.3	62.1	62.3	87.2	62.0	62.0
2023-03-16 13:32:50	62.1	85.1	75.5	62.1	62.3	90.3	62.0	62.0
2023-03-16 13:32:51	62.9	85.2	75.2	62.7	63.4	90.1	62.3	62.3
2023-03-16 13:32:52	63.9	86.5	73.1	63.6	65.0	88.2	63.0	63.0
2023-03-16 13:32:53	67.2	87.0	74.2	66.4	68.7	89.4	64.9	64.9
2023-03-16 13:32:54	71.0	88.2	77.7	69.8	71.7	91.6	68.8	68.9
2023-03-16 13:32:55	70.4	92.7	78.9	70.2	71.1	94.6	69.9	69.9
2023-03-16 13:32:56	70.2	91.0	79.2	70.4	71.1	91.4	70.2	70.2
2023-03-16 13:32:57	68.5	88.3	76.2	70.2	70.7	89.3	69.8	69.8
2023-03-16 13:32:58	67.7	85.7	74.6	68.9	68.6	89.8	68.4	68.4
2023-03-16 13:32:59	69.6	90.6	78.9	69.1	70.2	94.2	68.9	68.9
2023-03-16 13:33:00	69.2	90.8	77.8	69.3	70.3	92.0	69.1	69.1
2023-03-16 13:33:01	66.7	86.6	75.0	69.2	69.8	88.7	68.4	68.5
2023-03-16 13:33:02	67.7	88.1	76.1	67.8	68.2	92.2	67.7	67.7
2023-03-16 13:33:03	69.8	89.6	77.5	69.2	70.2	92.2	68.6	68.6
2023-03-16 13:33:04	70.5	91.6	81.4	70.2	71.1	93.6	69.7	69.7
2023-03-16 13:33:05	71.9	91.7	81.2	71.5	72.8	92.4	70.8	70.8
2023-03-16 13:33:06	75.8	96.4	84.3	74.9	77.6	97.5	73.1	73.1
2023-03-16 13:33:07	77.7	103.2	92.9	76.8	78.6	104.6	76.3	76.3

2023-03-16 13:33:08	75.5	102.8	93.8	76.8	77.3	106.1	76.4	76.5
2023-03-16 13:33:09	72.7	97.0	86.2	75.9	74.8	99.0	75.1	75.1
2023-03-16 13:33:10	73.6	93.9	83.3	74.8	76.9	95.2	74.2	74.2
2023-03-16 13:33:11	73.4	99.9	89.4	73.7	75.4	100.4	73.2	73.2
2023-03-16 13:33:12	76.0	101.4	92.5	75.5	77.9	101.6	75.0	75.1
2023-03-16 13:33:13	73.4	95.5	85.8	74.9	74.4	96.5	74.4	74.4
2023-03-16 13:33:14	73.1	96.4	85.7	74.1	74.3	97.7	73.8	73.8
2023-03-16 13:33:15	72.9	95.5	83.8	73.5	73.3	97.4	73.3	73.3
2023-03-16 13:33:16	72.4	92.8	83.0	73.1	72.9	96.1	72.8	72.8
2023-03-16 13:33:17	71.3	90.1	79.5	72.7	72.4	90.9	72.2	72.2
2023-03-16 13:33:18	70.3	89.4	77.5	71.8	71.2	89.8	71.4	71.4
2023-03-16 13:33:19	70.0	91.9	76.8	71.0	71.6	91.6	70.7	70.7
2023-03-16 13:33:20	68.9	87.4	76.8	70.2	69.5	91.4	69.7	69.8
2023-03-16 13:33:21	70.1	88.8	77.4	69.9	70.6	91.1	69.7	69.7
2023-03-16 13:33:22	70.2	89.9	78.6	70.2	70.9	91.6	70.0	70.0
2023-03-16 13:33:23	68.9	88.9	77.1	70.1	70.0	89.8	69.7	69.7
2023-03-16 13:33:24	68.4	88.7	77.0	69.3	68.9	91.3	69.0	69.0
2023-03-16 13:33:25	68.6	88.6	78.3	68.7	69.2	95.6	68.6	68.6
2023-03-16 13:33:26	70.2	90.3	78.6	69.8	71.0	93.9	69.3	69.3
2023-03-16 13:33:27	69.6	88.1	77.7	69.8	70.3	92.3	69.7	69.7
2023-03-16 13:33:28	69.0	88.3	77.6	69.7	69.9	92.1	69.5	69.5
2023-03-16 13:33:29	67.4	88.7	77.6	69.2	68.2	93.1	68.6	68.6
2023-03-16 13:33:30	68.1	88.9	77.7	68.2	68.8	92.4	68.0	68.0
2023-03-16 13:33:31	67.3	87.8	76.9	68.3	68.9	90.6	68.0	68.0
2023-03-16 13:33:32	65.6	85.9	75.8	67.5	67.0	89.7	66.8	66.8
2023-03-16 13:33:33	65.7	86.7	75.0	66.6	67.0	91.2	66.3	66.3
2023-03-16 13:33:34	65.4	88.2	75.0	66.0	66.6	89.9	65.7	65.7
2023-03-16 13:33:35	67.3	91.4	76.5	66.9	68.6	94.5	66.2	66.2
2023-03-16 13:33:36	69.2	92.3	76.4	68.5	71.6	92.7	68.1	68.1
2023-03-16 13:33:37	68.2	89.2	76.6	68.4	68.7	92.1	68.3	68.3
2023-03-16 13:33:38	69.6	88.6	75.1	69.2	70.4	89.6	68.8	68.8
2023-03-16 13:33:39	70.0	90.5	75.6	69.8	71.0	92.2	69.4	69.4
2023-03-16 13:33:40	71.7	90.8	76.4	71.2	73.3	90.5	70.4	70.4
2023-03-16 13:33:41	69.4	86.0	74.3	71.2	71.9	89.3	70.7	70.7
2023-03-16 13:33:42	67.4	87.2	74.1	70.0	68.6	89.7	69.3	69.3

2023-03-16 13:33:43	63.5	84.1	73.2	68.4	66.4	86.9	67.2	67.3
2023-03-16 13:33:44	61.1	85.9	72.1	65.9	62.5	87.8	64.7	64.7
2023-03-16 13:33:45	60.7	84.9	72.8	63.4	61.5	87.4	62.6	62.6
2023-03-16 13:33:46	61.9	85.1	75.2	62.1	63.0	88.6	61.8	61.8
2023-03-16 13:33:47	63.8	87.3	75.5	63.3	64.6	88.5	62.7	62.7
2023-03-16 13:33:48	65.0	87.4	74.9	64.6	66.1	89.2	63.9	63.9
2023-03-16 13:33:49	67.0	87.0	76.0	66.4	68.9	90.2	65.4	65.5
2023-03-16 13:33:50	66.3	90.1	77.6	66.5	67.6	89.3	66.2	66.2
2023-03-16 13:33:51	68.3	95.2	78.7	67.8	70.6	96.9	67.2	67.2
2023-03-16 13:33:52	69.6	91.1	79.9	69.1	70.5	91.6	68.3	68.3
2023-03-16 13:33:53	69.7	92.6	80.3	69.5	70.7	92.8	69.4	69.4
2023-03-16 13:33:54	70.2	92.4	80.8	70.1	71.6	94.8	69.6	69.6
2023-03-16 13:33:55	75.0	93.7	82.6	73.9	75.8	95.5	72.4	72.5
2023-03-16 13:33:56	74.1	92.9	82.3	74.4	75.6	94.6	74.2	74.2
2023-03-16 13:33:57	71.6	90.4	80.4	73.7	72.6	92.8	73.1	73.1
2023-03-16 13:33:58	71.2	90.5	79.4	72.5	71.5	92.5	72.0	72.0
2023-03-16 13:33:59	71.5	90.8	79.8	71.7	71.9	92.3	71.6	71.6
2023-03-16 13:34:00	70.9	92.4	80.5	71.6	71.9	93.6	71.4	71.4
2023-03-16 13:34:01	68.9	90.5	79.3	71.1	70.5	91.9	70.4	70.5
2023-03-16 13:34:02	68.2	88.6	76.5	69.7	68.7	89.8	69.3	69.3
2023-03-16 13:34:03	68.0	89.6	76.7	68.8	68.5	90.4	68.6	68.6
2023-03-16 13:34:04	66.7	87.5	74.7	68.3	67.6	89.5	67.8	67.8
2023-03-16 13:34:05	65.8	86.5	74.8	67.3	66.6	87.9	66.9	66.9
2023-03-16 13:34:06	66.3	85.6	74.8	66.4	66.9	90.7	66.3	66.3
2023-03-16 13:34:07	66.7	88.2	76.4	66.6	67.2	89.7	66.5	66.5
2023-03-16 13:34:08	68.0	89.6	76.8	67.6	68.6	94.2	67.1	67.1
2023-03-16 13:34:09	67.7	87.5	76.5	67.9	68.9	90.0	67.7	67.7
2023-03-16 13:34:10	66.8	88.0	76.8	67.6	67.3	90.0	67.3	67.3
2023-03-16 13:34:11	65.9	89.6	75.0	67.1	67.1	89.5	66.7	66.7
2023-03-16 13:34:12	65.6	86.2	73.7	66.4	66.6	86.6	66.1	66.1
2023-03-16 13:34:13	65.0	85.4	73.7	65.8	65.6	90.6	65.5	65.5
2023-03-16 13:34:14	65.5	87.7	75.7	65.5	66.2	90.1	65.3	65.3
2023-03-16 13:34:15	64.7	86.7	74.1	65.5	66.1	88.0	65.2	65.3
2023-03-16 13:34:16	64.7	87.0	74.8	65.1	65.3	88.0	64.9	64.9
2023-03-16 13:34:17	64.4	84.5	73.4	64.8	65.1	87.8	64.6	64.6

2023-03-16 13:34:18	65.1	85.7	72.7	65.0	66.2	86.4	64.7	64.7
2023-03-16 13:34:19	64.8	87.3	75.0	65.0	65.5	87.8	64.9	64.9
2023-03-16 13:34:20	65.9	85.2	73.9	65.7	66.8	86.8	65.1	65.1
2023-03-16 13:34:21	68.4	89.6	78.0	67.7	69.5	90.1	66.6	66.7
2023-03-16 13:34:22	70.6	89.7	78.4	70.0	72.1	90.3	68.7	68.7
2023-03-16 13:34:23	70.9	91.0	79.5	70.6	72.5	91.4	70.4	70.4
2023-03-16 13:34:24	71.8	90.8	79.7	71.6	73.4	93.2	70.8	70.8
2023-03-16 13:34:25	75.2	93.9	81.5	74.2	76.0	94.6	73.2	73.3
2023-03-16 13:34:26	77.5	95.0	82.7	76.6	78.4	95.5	75.8	75.8
2023-03-16 13:34:27	79.5	99.8	86.9	78.9	81.1	100.2	77.4	77.5
2023-03-16 13:34:28	82.3	103.7	92.2	81.2	83.3	104.5	80.6	80.6
2023-03-16 13:34:29	78.1	99.2	86.5	81.2	81.3	98.9	80.3	80.3
2023-03-16 13:34:30	78.0	97.1	84.7	79.4	79.9	96.7	78.8	78.8
2023-03-16 13:34:31	75.6	95.6	80.7	78.8	79.5	96.6	77.9	77.9
2023-03-16 13:34:32	72.1	90.3	78.0	76.9	75.3	92.5	75.7	75.7
2023-03-16 13:34:33	70.6	87.3	77.3	74.4	71.9	89.4	73.4	73.4
2023-03-16 13:34:34	69.3	89.3	77.2	72.3	70.0	91.0	71.5	71.5
2023-03-16 13:34:35	68.2	86.0	74.8	70.6	69.0	86.9	69.9	69.9
2023-03-16 13:34:36	67.3	84.8	74.0	69.2	67.8	87.4	68.5	68.6
2023-03-16 13:34:37	66.1	85.0	73.1	68.1	67.4	88.1	67.5	67.5
2023-03-16 13:34:38	66.7	84.1	72.8	67.0	67.5	85.7	66.8	66.8
2023-03-16 13:34:39	64.6	81.7	70.3	66.7	66.3	85.1	66.1	66.1
2023-03-16 13:34:40	64.9	82.6	71.0	65.4	65.7	84.5	65.2	65.2
2023-03-16 13:34:41	64.6	83.2	70.5	65.2	65.5	86.3	65.0	65.0
2023-03-16 13:34:42	66.3	84.1	71.3	65.9	67.4	85.9	65.4	65.4
2023-03-16 13:34:43	66.1	84.9	71.4	66.1	66.8	86.0	66.0	66.0
2023-03-16 13:34:44	63.5	80.9	69.8	66.0	66.0	86.4	65.3	65.3
2023-03-16 13:34:45	62.8	81.6	70.6	64.6	64.2	86.3	64.0	64.0
2023-03-16 13:34:46	63.4	84.9	71.5	63.5	64.3	87.5	63.4	63.4
2023-03-16 13:34:47	66.0	88.8	77.7	65.4	66.8	90.4	64.5	64.5
2023-03-16 13:34:48	70.9	93.3	81.7	70.0	73.1	94.1	67.6	67.7
2023-03-16 13:34:49	73.2	95.6	86.7	72.1	74.1	96.3	71.6	71.6
2023-03-16 13:34:50	70.1	94.3	83.6	72.1	72.3	93.8	71.6	71.6
2023-03-16 13:34:51	66.8	87.3	75.0	70.8	68.5	89.4	69.7	69.7
2023-03-16 13:34:52	66.2	84.0	72.8	68.7	67.0	85.7	67.9	67.9

2023-03-16 13:34:53	66.5	84.3	71.7	67.3	67.1	85.7	67.0	67.0
2023-03-16 13:34:54	70.6	95.4	75.5	70.0	73.5	95.0	67.9	68.0
2023-03-16 13:34:55	72.1	93.4	80.0	71.4	74.5	93.8	70.9	70.9
2023-03-16 13:34:56	70.4	90.1	75.7	71.5	72.9	90.2	71.1	71.1
2023-03-16 13:34:57	70.6	90.8	76.8	70.8	72.1	92.6	70.6	70.6
2023-03-16 13:34:58	70.0	87.1	76.1	70.8	71.6	90.5	70.5	70.5
2023-03-16 13:34:59	69.9	86.9	74.7	70.2	71.1	89.2	69.9	69.9
2023-03-16 13:35:00	71.3	92.5	76.2	71.2	73.3	92.3	70.8	70.8
2023-03-16 13:35:01	68.4	85.8	73.8	70.7	70.0	90.3	70.1	70.1
2023-03-16 13:35:02	65.8	83.2	71.2	69.3	67.5	86.0	68.4	68.4
2023-03-16 13:35:03	63.8	85.2	72.5	67.3	64.3	86.0	66.3	66.3
2023-03-16 13:35:04	65.8	85.1	73.6	65.9	67.1	88.5	65.3	65.3
2023-03-16 13:35:05	69.5	89.8	77.7	68.7	70.9	91.9	67.3	67.3
2023-03-16 13:35:06	72.7	91.8	80.5	71.7	73.6	92.7	70.4	70.5
2023-03-16 13:35:07	72.6	92.8	79.8	72.6	74.0	92.4	72.3	72.3
2023-03-16 13:35:08	69.9	90.0	78.6	72.0	70.7	93.1	71.4	71.4
2023-03-16 13:35:09	70.1	90.8	78.6	70.8	71.2	90.8	70.5	70.5
2023-03-16 13:35:10	70.3	96.7	81.7	70.5	71.5	96.3	70.2	70.3
2023-03-16 13:35:11	77.3	102.3	93.2	76.2	79.4	103.2	73.4	73.5
2023-03-16 13:35:12	78.6	103.7	94.0	78.0	79.8	104.3	77.5	77.5
2023-03-16 13:35:13	73.7	98.8	87.6	77.6	76.1	99.7	76.5	76.5
2023-03-16 13:35:14	72.4	93.4	82.5	75.5	73.4	94.0	74.6	74.6
2023-03-16 13:35:15	71.5	90.6	79.8	73.7	72.0	91.8	73.0	73.0
2023-03-16 13:35:16	71.6	92.9	80.9	72.5	72.3	95.1	72.1	72.1
2023-03-16 13:35:17	71.2	90.8	79.1	72.0	72.3	91.5	71.8	71.8
2023-03-16 13:35:18	70.5	89.8	77.8	71.5	71.2	91.8	71.2	71.2
2023-03-16 13:35:19	72.4	94.2	82.5	72.1	73.7	95.4	71.3	71.3
2023-03-16 13:35:20	75.8	95.1	84.4	74.9	76.7	97.2	73.6	73.6
2023-03-16 13:35:21	76.1	96.4	86.0	75.7	76.7	97.7	75.5	75.5
2023-03-16 13:35:22	74.4	95.2	84.6	75.6	75.4	97.1	75.3	75.3
2023-03-16 13:35:23	72.8	92.9	81.3	74.8	73.4	93.1	74.2	74.2
2023-03-16 13:35:24	72.8	92.8	83.0	73.6	73.0	94.8	73.4	73.4
2023-03-16 13:35:25	73.1	93.7	83.5	73.2	73.6	97.3	73.1	73.1
2023-03-16 13:35:26	72.2	94.7	85.7	73.3	74.1	95.5	73.0	73.0
2023-03-16 13:35:27	69.6	90.3	81.1	72.3	70.7	92.8	71.6	71.6

2023-03-16 13:35:28	67.7	88.8	75.2	70.7	68.9	90.1	69.9	69.9
2023-03-16 13:35:29	66.4	86.2	74.4	69.0	68.2	88.2	68.1	68.1
2023-03-16 13:35:30	66.0	86.5	74.4	67.6	67.0	88.6	67.1	67.1
2023-03-16 13:35:31	66.4	84.8	74.0	66.7	67.3	88.0	66.6	66.6
2023-03-16 13:35:32	64.0	83.2	71.5	66.5	66.0	85.8	65.7	65.7
2023-03-16 13:35:33	63.7	83.5	71.8	65.1	64.0	87.1	64.6	64.6
2023-03-16 13:35:34	63.2	82.9	71.6	64.2	63.8	85.4	63.8	63.8
2023-03-16 13:35:35	63.9	83.7	72.4	63.8	64.1	86.8	63.7	63.7
2023-03-16 13:35:36	63.7	83.9	72.8	63.9	64.3	87.0	63.8	63.8
2023-03-16 13:35:37	63.1	84.5	73.6	63.8	64.5	86.9	63.6	63.6
2023-03-16 13:35:38	62.8	85.2	74.4	63.3	63.2	86.9	63.1	63.1
2023-03-16 13:35:39	61.7	84.0	73.1	63.0	62.6	86.6	62.5	62.5
2023-03-16 13:35:40	61.7	82.7	73.2	62.2	62.4	85.6	62.0	62.0
2023-03-16 13:35:41	61.4	85.2	73.9	62.0	62.2	88.4	61.8	61.9
2023-03-16 13:35:42	60.8	83.5	73.3	61.5	61.4	87.2	61.3	61.3
2023-03-16 13:35:43	60.9	84.0	73.6	61.0	61.5	87.4	60.9	60.9
2023-03-16 13:35:44	60.9	84.3	73.6	61.0	61.3	87.0	60.9	60.9
2023-03-16 13:35:45	61.0	86.1	74.2	61.1	61.9	88.4	60.9	60.9
2023-03-16 13:35:46	61.2	85.5	74.3	61.2	61.8	88.8	61.0	61.0
2023-03-16 13:35:47	63.5	88.1	78.7	62.9	64.1	91.0	62.1	62.1
2023-03-16 13:35:48	65.8	87.9	77.1	65.3	68.3	90.1	63.7	63.7
2023-03-16 13:35:49	68.8	90.4	78.8	67.8	69.8	91.9	67.1	67.1
2023-03-16 13:35:50	67.6	88.1	77.3	67.7	68.0	89.9	67.6	67.6
2023-03-16 13:35:51	67.5	89.5	77.3	67.9	68.9	89.8	67.7	67.7
2023-03-16 13:35:52	66.9	87.6	76.1	67.4	67.6	88.7	67.2	67.2
2023-03-16 13:35:53	66.1	86.7	75.5	67.2	67.3	88.6	66.8	66.8
2023-03-16 13:35:54	65.5	85.2	74.4	66.5	66.3	87.2	66.1	66.1
2023-03-16 13:35:55	65.4	85.6	74.1	65.9	65.9	88.1	65.7	65.7
2023-03-16 13:35:56	65.8	87.0	74.8	65.8	66.3	88.0	65.6	65.6
2023-03-16 13:35:57	66.4	85.2	74.6	66.2	67.0	89.2	66.0	66.0
2023-03-16 13:35:58	67.2	87.1	75.6	66.9	68.4	89.4	66.5	66.5
2023-03-16 13:35:59	68.7	91.8	78.5	68.2	69.4	92.2	67.7	67.7
2023-03-16 13:36:00	69.8	90.9	78.7	69.4	70.3	92.1	68.8	68.8
2023-03-16 13:36:01	70.6	90.1	78.9	70.2	71.2	92.2	69.9	69.9
2023-03-16 13:36:02	70.6	88.9	78.5	70.5	71.4	91.7	70.3	70.3

2023-03-16 13:36:03	71.9	91.1	79.7	71.5	72.4	91.9	71.1	71.1
2023-03-16 13:36:04	73.6	93.2	81.8	73.1	75.1	95.8	72.2	72.2
2023-03-16 13:36:05	80.4	97.4	84.9	79.3	82.4	97.8	76.4	76.6
2023-03-16 13:36:06	83.8	98.8	87.5	82.6	84.8	100.5	81.6	81.7
2023-03-16 13:36:07	80.4	98.2	87.1	82.5	82.7	100.8	82.0	82.0
2023-03-16 13:36:08	76.2	96.9	87.7	81.2	79.0	98.9	80.0	80.0
2023-03-16 13:36:09	72.5	96.3	85.3	78.5	73.5	96.7	77.1	77.2
2023-03-16 13:36:10	70.3	90.5	80.6	75.7	71.4	92.1	74.4	74.4
2023-03-16 13:36:11	68.9	89.4	79.3	73.1	70.1	91.2	72.0	72.0
2023-03-16 13:36:12	67.5	88.1	77.1	70.8	68.1	90.8	69.9	69.9
2023-03-16 13:36:13	70.0	90.9	77.8	69.8	71.0	92.1	69.3	69.3
2023-03-16 13:36:14	69.7	88.9	77.6	70.0	70.9	91.0	69.8	69.8
2023-03-16 13:36:15	68.9	91.2	77.9	69.7	69.7	91.5	69.4	69.4
2023-03-16 13:36:16	68.1	87.4	77.0	69.2	69.2	90.0	68.9	68.9
2023-03-16 13:36:17	68.2	90.5	77.0	68.4	68.6	97.1	68.4	68.4
2023-03-16 13:36:18	68.1	91.2	78.8	68.3	68.7	96.6	68.2	68.2
2023-03-16 13:36:19	66.8	89.6	78.4	68.2	67.9	94.7	67.7	67.7
2023-03-16 13:36:20	66.4	94.6	82.3	67.3	67.1	101.2	67.1	67.1
2023-03-16 13:36:21	65.6	86.2	75.1	66.7	66.5	90.5	66.4	66.4
2023-03-16 13:36:22	64.4	93.3	80.4	66.0	64.8	100.0	65.4	65.4
2023-03-16 13:36:23	65.4	92.0	79.7	65.4	66.7	98.9	65.0	65.0
2023-03-16 13:36:24	68.1	97.6	80.6	67.5	69.3	103.5	66.4	66.4
2023-03-16 13:36:25	71.0	90.5	79.4	70.3	72.8	97.1	68.7	68.8
2023-03-16 13:36:26	76.3	98.3	87.6	75.3	77.9	101.1	73.0	73.1
2023-03-16 13:36:27	75.9	96.6	88.0	76.0	78.0	101.9	75.7	75.7
2023-03-16 13:36:28	75.4	98.8	84.5	75.9	77.5	102.5	75.6	75.6
2023-03-16 13:36:29	72.1	95.2	78.5	75.3	73.1	96.6	74.4	74.4
2023-03-16 13:36:30	73.8	94.6	78.3	74.0	75.7	99.5	73.3	73.3
2023-03-16 13:36:31	73.9	98.7	83.2	74.3	76.3	105.6	74.1	74.1
2023-03-16 13:36:32	73.2	92.4	79.1	73.7	74.1	97.2	73.5	73.5
2023-03-16 13:36:33	71.6	92.4	80.8	73.4	73.6	97.8	72.9	72.9
2023-03-16 13:36:34	69.7	88.6	76.2	72.3	71.5	93.3	71.6	71.6
2023-03-16 13:36:35	67.8	88.5	76.8	70.8	69.1	94.1	70.0	70.0
2023-03-16 13:36:36	65.2	85.8	72.9	69.1	67.4	88.5	68.1	68.1
2023-03-16 13:36:37	63.0	86.8	73.9	66.9	64.3	91.9	65.9	65.9

2023-03-16 13:36:38	62.5	86.9	74.8	64.8	63.2	89.8	64.1	64.1
2023-03-16 13:36:39	60.9	85.4	74.1	63.4	62.0	91.9	62.7	62.7
2023-03-16 13:36:40	61.1	89.5	76.0	62.0	62.1	93.1	61.7	61.7
2023-03-16 13:36:41	60.8	86.8	74.1	61.5	61.8	90.6	61.2	61.2
2023-03-16 13:36:42	61.1	89.5	74.4	61.1	61.5	92.3	61.0	61.0
2023-03-16 13:36:43	62.0	85.4	73.5	61.7	62.3	89.5	61.4	61.4
2023-03-16 13:36:44	62.5	84.5	71.7	62.2	62.8	89.5	62.0	62.0
2023-03-16 13:36:45	63.6	85.8	73.2	63.3	64.5	90.2	62.6	62.7
2023-03-16 13:36:46	64.8	86.8	74.7	64.5	66.2	90.3	63.7	63.7
2023-03-16 13:36:47	68.1	87.0	75.6	67.5	70.3	92.0	65.7	65.7
2023-03-16 13:36:48	73.0	89.8	76.7	71.9	74.4	91.5	69.9	70.0
2023-03-16 13:36:49	76.6	94.3	81.8	75.4	77.8	94.9	74.4	74.4
2023-03-16 13:36:50	72.9	90.2	78.9	75.3	75.2	95.9	74.7	74.7
2023-03-16 13:36:51	68.7	89.7	77.0	73.8	71.1	90.7	72.6	72.6
2023-03-16 13:36:52	66.5	86.0	74.6	71.1	66.9	89.9	69.9	70.0
2023-03-16 13:36:53	64.7	88.4	74.6	68.8	66.2	90.7	67.7	67.7
2023-03-16 13:36:54	66.0	86.4	74.5	66.6	66.8	91.4	66.4	66.4
2023-03-16 13:36:55	64.4	85.5	75.0	66.2	65.5	89.0	65.6	65.6
2023-03-16 13:36:56	66.4	87.2	75.1	66.1	67.5	89.9	65.7	65.7
2023-03-16 13:36:57	69.0	87.8	76.9	68.4	70.4	90.4	67.1	67.1
2023-03-16 13:36:58	74.7	93.6	81.2	73.8	77.8	94.3	70.9	70.9
2023-03-16 13:36:59	77.2	99.5	89.9	76.5	79.6	103.3	75.9	75.9
2023-03-16 13:37:00	69.0	93.5	80.1	75.7	74.6	95.2	74.3	74.4
2023-03-16 13:37:01	72.0	89.8	78.3	72.6	73.3	91.6	72.2	72.2
2023-03-16 13:37:02	72.2	93.0	80.3	72.5	72.9	94.7	72.4	72.4
2023-03-16 13:37:03	69.7	87.5	76.9	72.2	72.1	90.3	71.6	71.6
2023-03-16 13:37:04	67.2	86.3	75.7	70.6	68.2	90.1	69.6	69.7
2023-03-16 13:37:05	67.7	87.4	75.5	68.7	68.3	92.0	68.4	68.4
2023-03-16 13:37:06	66.5	86.9	75.7	68.1	67.0	88.9	67.6	67.6
2023-03-16 13:37:07	66.8	86.4	75.1	67.1	67.2	89.4	67.0	67.0
2023-03-16 13:37:08	68.9	87.4	76.0	68.5	70.3	90.1	67.5	67.5
2023-03-16 13:37:09	71.3	89.5	78.0	70.6	72.3	91.1	69.6	69.6
2023-03-16 13:37:10	71.3	88.8	76.9	71.2	72.6	90.5	71.0	71.0
2023-03-16 13:37:11	68.9	88.3	77.2	70.9	70.0	91.5	70.3	70.3
2023-03-16 13:37:12	69.4	90.7	77.3	69.7	70.8	94.7	69.4	69.4

2023-03-16 13:37:13	70.9	92.0	79.6	70.5	71.2	94.0	70.2	70.2
2023-03-16 13:37:14	70.5	87.9	77.1	70.7	71.6	89.7	70.5	70.5
2023-03-16 13:37:15	70.3	88.8	77.6	70.5	70.7	90.1	70.4	70.4
2023-03-16 13:37:16	68.0	89.2	76.6	70.3	69.8	91.4	69.6	69.6
2023-03-16 13:37:17	67.3	89.8	77.0	68.9	68.0	91.4	68.4	68.4
2023-03-16 13:37:18	68.7	91.5	80.0	68.6	69.3	92.3	68.2	68.2
2023-03-16 13:37:19	70.6	93.3	82.5	70.1	71.5	93.7	69.3	69.3
2023-03-16 13:37:20	71.2	90.7	80.4	70.9	71.7	91.6	70.5	70.5
2023-03-16 13:37:21	71.1	92.6	80.9	71.1	71.8	93.5	71.0	71.0
2023-03-16 13:37:22	71.3	94.4	78.8	71.5	73.8	93.9	71.2	71.2
2023-03-16 13:37:23	69.9	89.6	78.1	71.1	70.7	92.4	70.8	70.8
2023-03-16 13:37:24	68.6	89.2	77.7	70.3	69.3	91.8	69.8	69.8
2023-03-16 13:37:25	68.4	89.6	77.3	69.3	68.7	89.9	69.0	69.0
2023-03-16 13:37:26	68.4	89.4	77.0	68.8	69.2	90.6	68.7	68.7
2023-03-16 13:37:27	68.1	88.4	77.7	68.5	68.6	92.1	68.4	68.4
2023-03-16 13:37:28	69.4	89.5	77.9	69.0	69.7	91.1	68.6	68.7
2023-03-16 13:37:29	69.4	88.5	77.3	69.3	69.8	90.7	69.1	69.1
2023-03-16 13:37:30	69.2	88.1	76.1	69.4	69.8	91.8	69.3	69.3
2023-03-16 13:37:31	67.6	86.8	75.1	69.2	68.6	88.1	68.7	68.7
2023-03-16 13:37:32	67.1	86.6	75.4	68.1	68.0	88.7	67.7	67.7
2023-03-16 13:37:33	66.7	86.2	75.7	67.6	67.7	88.2	67.3	67.3
2023-03-16 13:37:34	67.1	88.4	75.4	67.1	67.5	88.4	67.1	67.1
2023-03-16 13:37:35	67.3	86.7	75.3	67.3	67.8	89.3	67.1	67.1
2023-03-16 13:37:36	66.6	85.9	75.2	67.2	67.3	90.4	67.0	67.0
2023-03-16 13:37:37	66.7	86.5	76.0	66.9	67.2	91.0	66.9	66.9
2023-03-16 13:37:38	64.9	84.8	75.0	66.7	66.5	91.2	66.2	66.2
2023-03-16 13:37:39	63.3	86.1	73.6	65.6	64.6	91.1	65.0	65.0
2023-03-16 13:37:40	61.9	83.9	73.5	64.2	62.8	88.1	63.5	63.5
2023-03-16 13:37:41	63.1	83.5	73.6	63.1	64.0	88.3	62.9	62.9
2023-03-16 13:37:42	65.3	86.7	73.9	64.8	67.1	86.9	63.8	63.8
2023-03-16 13:37:43	67.2	86.2	73.9	66.4	67.8	87.5	65.9	65.9
2023-03-16 13:37:44	67.4	85.5	74.5	67.1	68.0	87.3	66.7	66.7
2023-03-16 13:37:45	69.4	86.8	76.1	68.9	70.8	89.7	67.9	67.9
2023-03-16 13:37:46	71.5	88.1	76.2	70.7	72.4	88.5	70.1	70.1
2023-03-16 13:37:47	69.5	87.0	76.0	70.6	70.6	89.8	70.3	70.3

2023-03-16 13:37:48	68.1	88.3	75.3	69.9	69.8	90.9	69.4	69.5
2023-03-16 13:37:49	66.0	86.9	73.9	68.8	68.4	88.6	68.0	68.0
2023-03-16 13:37:50	62.8	84.8	73.8	66.9	63.5	87.3	65.8	65.8
2023-03-16 13:37:51	63.1	85.1	73.1	64.7	63.7	85.8	64.2	64.2
2023-03-16 13:37:52	63.8	84.9	74.0	64.0	64.9	87.8	63.7	63.7
2023-03-16 13:37:53	65.4	87.2	75.3	64.9	65.7	89.6	64.6	64.6
2023-03-16 13:37:54	66.9	86.1	74.0	66.4	67.9	88.5	65.8	65.8
2023-03-16 13:37:55	65.8	85.1	73.5	66.3	66.3	86.8	66.1	66.1
2023-03-16 13:37:56	65.8	85.6	73.6	66.0	66.4	87.4	65.8	65.8
2023-03-16 13:37:57	66.4	86.3	74.3	66.3	67.1	87.3	66.0	66.0
2023-03-16 13:37:58	67.6	87.8	75.4	67.2	68.0	88.8	66.8	66.8
2023-03-16 13:37:59	68.4	88.0	76.4	67.9	69.0	88.9	67.7	67.7
2023-03-16 13:38:00	69.1	89.1	75.9	68.8	69.9	90.6	68.5	68.5
2023-03-16 13:38:01	68.2	86.2	75.1	68.7	68.7	89.6	68.5	68.5
2023-03-16 13:38:02	68.0	86.4	75.5	68.4	68.5	88.8	68.2	68.2
2023-03-16 13:38:03	67.7	86.3	75.1	68.1	68.2	88.9	68.0	68.0
2023-03-16 13:38:04	68.7	89.5	75.4	68.5	69.5	89.3	68.1	68.1
2023-03-16 13:38:05	69.1	86.1	75.8	68.9	70.0	90.1	68.6	68.6
2023-03-16 13:38:06	70.5	87.1	75.5	70.0	71.2	90.6	69.6	69.6
2023-03-16 13:38:07	70.9	86.3	76.1	70.6	71.4	88.6	70.3	70.3
2023-03-16 13:38:08	68.8	87.0	75.5	70.6	71.0	88.0	70.1	70.1
2023-03-16 13:38:09	67.4	86.8	75.6	69.4	68.0	87.9	68.8	68.8
2023-03-16 13:38:10	67.9	86.7	75.8	68.2	68.7	89.3	68.0	68.0
2023-03-16 13:38:11	70.0	89.4	76.5	69.4	70.6	90.4	68.8	68.8
2023-03-16 13:38:12	69.9	90.6	76.8	69.9	71.1	91.5	69.8	69.8
2023-03-16 13:38:13	70.0	88.9	77.3	70.0	70.9	90.6	69.7	69.7
2023-03-16 13:38:14	71.1	89.1	78.1	70.8	71.4	89.9	70.4	70.4
2023-03-16 13:38:15	71.3	91.0	79.1	71.2	71.9	92.1	70.9	70.9
2023-03-16 13:38:16	73.8	92.6	82.5	73.1	74.7	93.7	72.2	72.2
2023-03-16 13:38:17	73.7	96.8	79.2	73.7	76.0	98.0	73.3	73.3
2023-03-16 13:38:18	69.6	90.9	75.0	73.7	74.1	89.9	72.6	72.6
2023-03-16 13:38:19	67.2	85.2	73.3	71.4	68.5	87.4	70.3	70.3
2023-03-16 13:38:20	65.6	83.5	72.6	69.1	66.2	86.6	68.1	68.1
2023-03-16 13:38:21	66.0	83.3	72.1	67.3	66.2	86.0	66.8	66.8
2023-03-16 13:38:22	66.3	83.3	73.0	66.6	66.9	89.8	66.4	66.4

2023-03-16 13:38:23	67.1	85.4	73.4	66.9	67.6	87.6	66.7	66.7
2023-03-16 13:38:24	67.6	88.2	77.2	67.4	68.1	90.2	67.1	67.1
2023-03-16 13:38:25	69.7	89.2	77.5	69.2	70.6	91.5	68.2	68.2
2023-03-16 13:38:26	75.6	92.2	79.3	74.2	77.0	94.0	72.5	72.6
2023-03-16 13:38:27	73.4	92.0	78.2	74.3	75.1	94.3	74.0	74.0
2023-03-16 13:38:28	73.4	91.8	77.0	73.8	74.7	93.7	73.7	73.7
2023-03-16 13:38:29	74.2	90.4	77.1	74.2	75.7	93.1	73.4	73.4
2023-03-16 13:38:30	76.5	93.7	78.9	75.9	77.7	93.9	75.1	75.1
2023-03-16 13:38:31	77.4	94.7	79.9	77.0	78.6	96.6	76.7	76.7
2023-03-16 13:38:32	73.9	93.5	77.1	76.7	76.1	93.0	76.0	76.0
2023-03-16 13:38:33	69.5	85.7	73.6	74.9	71.5	87.9	73.6	73.7
2023-03-16 13:38:34	69.0	86.1	73.3	72.3	69.4	88.7	71.3	71.3
2023-03-16 13:38:35	70.0	86.7	74.7	70.5	70.2	90.0	70.3	70.3
2023-03-16 13:38:36	69.7	85.9	74.0	70.2	70.5	87.9	70.1	70.1
2023-03-16 13:38:37	69.1	86.4	74.0	69.8	69.8	88.7	69.5	69.5
2023-03-16 13:38:38	70.3	86.8	74.2	70.1	71.0	88.6	69.7	69.7
2023-03-16 13:38:39	69.6	87.2	74.2	70.1	70.9	90.8	70.0	70.0
2023-03-16 13:38:40	68.1	86.7	73.7	69.7	69.7	88.6	69.3	69.3
2023-03-16 13:38:41	66.0	84.4	73.0	68.6	66.9	86.4	67.8	67.8
2023-03-16 13:38:42	62.6	82.7	71.3	67.0	64.8	86.4	65.9	65.9
2023-03-16 13:38:43	61.5	82.8	71.3	64.8	62.7	87.7	63.9	63.9
2023-03-16 13:38:44	61.5	82.4	72.0	62.9	62.1	89.4	62.5	62.5
2023-03-16 13:38:45	62.2	84.7	72.9	62.3	63.2	93.8	62.0	62.0
2023-03-16 13:38:46	62.3	83.5	72.3	62.4	62.8	87.2	62.3	62.3
2023-03-16 13:38:47	62.2	82.8	71.5	62.3	62.5	90.6	62.2	62.2
2023-03-16 13:38:48	62.3	82.8	71.6	62.3	62.7	90.5	62.3	62.3
2023-03-16 13:38:49	62.4	86.6	74.5	62.4	62.8	91.1	62.4	62.4
2023-03-16 13:38:50	62.3	86.4	73.8	62.5	63.0	91.4	62.3	62.3
2023-03-16 13:38:51	60.9	84.5	73.4	62.3	62.1	94.2	61.8	61.8
2023-03-16 13:38:52	60.7	86.3	74.7	61.5	61.3	93.8	61.3	61.3
2023-03-16 13:38:53	59.9	86.2	72.7	61.0	60.5	94.7	60.6	60.6
2023-03-16 13:38:54	59.0	83.6	72.4	60.4	60.0	89.0	59.9	59.9
2023-03-16 13:38:55	58.7	83.6	72.2	59.6	59.0	90.2	59.2	59.2
2023-03-16 13:38:56	58.7	84.5	72.2	59.1	59.1	90.2	58.9	58.9
2023-03-16 13:38:57	61.4	87.9	76.4	60.8	62.6	93.8	59.8	59.8

2023-03-16 13:38:58	62.7	87.9	76.6	62.1	63.1	94.0	61.5	61.5
2023-03-16 13:38:59	66.4	90.6	81.6	65.3	67.5	95.0	64.1	64.2
2023-03-16 13:39:00	74.5	98.3	87.5	73.5	77.8	99.1	69.3	69.6
2023-03-16 13:39:01	76.7	98.0	88.9	75.9	78.3	100.1	75.2	75.3
2023-03-16 13:39:02	71.7	95.1	83.9	75.5	73.9	98.8	74.4	74.4
2023-03-16 13:39:03	72.2	93.8	83.1	73.6	73.2	98.0	73.2	73.2
2023-03-16 13:39:04	70.8	93.7	82.1	72.7	71.5	95.2	72.1	72.1
2023-03-16 13:39:05	70.6	93.2	82.0	71.6	71.5	94.1	71.3	71.3
2023-03-16 13:39:06	69.7	93.4	80.7	70.9	70.8	98.0	70.6	70.6
2023-03-16 13:39:07	67.7	89.5	78.9	70.1	69.1	92.3	69.4	69.4
2023-03-16 13:39:08	66.5	88.8	77.5	68.7	68.4	93.3	68.1	68.1
2023-03-16 13:39:09	65.8	88.9	78.4	67.4	66.4	94.9	66.9	66.9
2023-03-16 13:39:10	65.6	88.0	76.8	66.4	66.4	94.2	66.2	66.2
2023-03-16 13:39:11	64.7	89.2	75.9	65.8	65.1	93.9	65.4	65.4
2023-03-16 13:39:12	65.1	85.6	74.4	65.2	65.7	86.9	65.1	65.1
2023-03-16 13:39:13	65.9	86.0	75.5	65.6	66.1	91.5	65.4	65.4
2023-03-16 13:39:14	66.1	86.7	75.0	66.0	66.6	92.0	65.8	65.8
2023-03-16 13:39:15	66.0	84.9	73.8	66.0	66.5	90.4	66.0	66.0
2023-03-16 13:39:16	67.8	86.9	76.4	67.3	68.4	89.8	66.6	66.6
2023-03-16 13:39:17	68.8	90.4	79.1	68.3	69.2	93.4	67.9	67.9
2023-03-16 13:39:18	69.9	90.6	79.1	69.4	70.3	94.1	68.9	68.9
2023-03-16 13:39:19	70.9	91.8	80.7	70.5	71.7	93.0	69.9	69.9
2023-03-16 13:39:20	70.8	91.8	79.9	70.9	72.1	92.2	70.7	70.7
2023-03-16 13:39:21	70.2	91.3	79.7	70.6	71.2	92.7	70.4	70.4
2023-03-16 13:39:22	70.7	92.6	81.0	70.6	71.6	93.8	70.5	70.5
2023-03-16 13:39:23	72.2	95.6	83.4	71.9	73.5	94.8	71.0	71.0
2023-03-16 13:39:24	71.4	93.2	81.2	71.9	73.4	94.0	71.7	71.7
2023-03-16 13:39:25	70.7	91.1	79.1	71.6	71.3	92.3	71.2	71.2
2023-03-16 13:39:26	72.4	92.6	80.9	72.1	73.2	93.4	71.5	71.5
2023-03-16 13:39:27	73.2	94.6	83.4	72.9	73.8	96.8	72.4	72.4
2023-03-16 13:39:28	74.8	95.8	85.1	74.3	75.7	99.0	73.6	73.6
2023-03-16 13:39:29	75.9	96.4	85.4	75.4	76.6	97.8	75.1	75.1
2023-03-16 13:39:30	73.6	95.2	83.2	75.3	74.9	95.5	74.8	74.8
2023-03-16 13:39:31	73.6	94.0	83.1	74.3	74.1	94.2	74.0	74.0
2023-03-16 13:39:32	76.3	96.1	85.4	75.6	77.3	97.0	74.8	74.8

2023-03-16 13:39:33	76.8	97.1	85.2	76.5	77.7	96.5	76.2	76.2
2023-03-16 13:39:34	73.7	95.9	82.8	76.3	75.2	96.3	75.5	75.5
2023-03-16 13:39:35	72.3	92.3	81.7	74.8	73.2	93.2	74.1	74.1
2023-03-16 13:39:36	72.3	90.9	80.7	73.4	73.2	92.0	73.0	73.0
2023-03-16 13:39:37	70.8	90.1	77.6	72.7	71.8	91.2	72.1	72.1
2023-03-16 13:39:38	70.1	89.0	78.2	71.6	70.8	89.6	71.1	71.2
2023-03-16 13:39:39	70.1	90.4	78.4	70.7	70.7	91.0	70.5	70.5
2023-03-16 13:39:40	68.8	89.0	77.0	70.2	69.8	89.2	69.8	69.8
2023-03-16 13:39:41	67.1	87.8	75.5	69.3	68.1	89.0	68.7	68.7
2023-03-16 13:39:42	66.5	86.3	75.6	68.0	66.9	89.1	67.5	67.5
2023-03-16 13:39:43	66.2	88.2	76.3	67.1	66.7	94.1	66.8	66.8
2023-03-16 13:39:44	65.1	88.9	76.6	66.5	66.1	94.8	66.1	66.1
2023-03-16 13:39:45	64.6	89.6	77.9	65.6	65.1	98.3	65.3	65.3
2023-03-16 13:39:46	66.2	93.1	78.9	65.9	66.8	92.6	65.5	65.5
2023-03-16 13:39:47	66.6	90.2	78.0	66.4	67.2	93.9	66.1	66.1
2023-03-16 13:39:48	67.5	91.4	78.9	67.1	68.3	92.5	66.9	66.9
2023-03-16 13:39:49	68.7	89.7	79.6	68.3	69.5	93.0	67.7	67.7
2023-03-16 13:39:50	70.7	94.7	84.3	70.1	72.2	96.5	69.3	69.3
2023-03-16 13:39:51	69.5	91.7	81.1	70.1	70.7	92.5	69.9	69.9
2023-03-16 13:39:52	68.9	90.0	79.1	69.5	69.8	91.2	69.2	69.2
2023-03-16 13:39:53	71.0	91.6	80.0	70.4	71.3	93.3	69.9	69.9
2023-03-16 13:39:54	69.2	87.3	76.4	70.5	71.2	90.9	70.2	70.2
2023-03-16 13:39:55	66.5	86.5	74.3	69.6	68.3	88.0	68.7	68.8
2023-03-16 13:39:56	65.4	87.3	75.1	67.8	65.8	89.9	67.1	67.1
2023-03-16 13:39:57	64.5	84.4	74.1	66.5	65.4	88.5	65.9	65.9
2023-03-16 13:39:58	63.9	83.6	73.6	65.3	64.5	89.3	64.8	64.8
2023-03-16 13:39:59	63.2	85.2	73.9	64.5	64.0	90.0	64.0	64.0
2023-03-16 13:40:00	62.5	85.0	74.5	63.7	63.3	89.2	63.4	63.4
2023-03-16 13:40:01	62.1	85.3	73.5	62.9	62.7	88.9	62.7	62.7
2023-03-16 13:40:02	61.7	83.6	73.0	62.4	62.1	89.2	62.2	62.2
2023-03-16 13:40:03	61.7	84.2	72.8	62.0	62.2	87.9	61.8	61.8
2023-03-16 13:40:04	62.3	83.6	72.9	62.2	62.9	87.6	61.9	61.9
2023-03-16 13:40:05	62.1	82.0	71.5	62.2	62.5	86.2	62.1	62.1
2023-03-16 13:40:06	62.6	84.2	73.7	62.5	63.1	90.5	62.3	62.3
2023-03-16 13:40:07	62.2	85.1	72.1	62.5	62.8	89.0	62.4	62.4

	2023-03-16 13:40:08	62.7	83.2	72.1	62.6	63.3	86.3	62.4	62.4
	2023-03-16 13:40:09	63.6	85.2	74.1	63.4	64.5	89.5	62.9	62.9
	2023-03-16 13:40:10	66.6	86.1	75.8	66.0	68.1	88.0	64.5	64.5
	2023-03-16 13:40:11	71.4	93.1	76.4	70.5	74.3	92.9	68.0	68.1
	2023-03-16 13:40:12	72.8	93.2	78.5	72.1	75.7	93.9	71.8	71.8
	2023-03-16 13:40:13	71.7	88.9	78.1	71.9	72.3	92.9	71.8	71.8
	2023-03-16 13:40:14	72.1	88.9	77.2	72.0	72.8	91.4	71.8	71.8
	2023-03-16 13:40:15	72.8	96.2	83.1	72.6	73.6	96.8	72.3	72.3
	2023-03-16 13:40:16	73.7	96.9	86.0	73.7	75.7	100.4	73.2	73.2
	2023-03-16 13:40:17	68.5	92.5	79.9	73.1	71.3	100.0	72.1	72.1
	2023-03-16 13:40:18	66.8	94.6	78.7	70.6	67.5	97.8	69.6	69.6
	2023-03-16 13:40:19	68.1	95.3	81.5	68.6	69.3	98.2	68.3	68.3
	2023-03-16 13:40:20	69.9	92.0	82.8	69.5	70.5	94.5	68.9	68.9
	2023-03-16 13:40:21	69.9	91.7	80.9	70.2	71.7	94.0	69.8	69.8
	2023-03-16 13:40:22	67.7	88.7	76.6	69.5	69.1	97.7	69.1	69.1
	2023-03-16 13:40:23	68.3	87.5	75.6	69.6	73.3	92.2	68.6	68.6
	2023-03-16 13:40:24	64.3	86.6	76.6	68.0	64.9	94.4	67.0	67.0
	2023-03-16 13:40:25	63.1	88.2	76.7	66.0	64.0	94.7	65.2	65.2
	2023-03-16 13:40:26	63.1	89.4	77.8	64.4	63.5	94.5	64.0	64.0
	2023-03-16 13:40:27	64.9	89.7	78.1	64.6	65.9	91.8	64.0	64.0
	2023-03-16 13:40:28	65.7	89.8	76.1	65.4	66.5	92.4	65.0	65.0
	2023-03-16 13:40:29	65.8	86.1	74.5	65.7	66.7	89.9	65.5	65.5
	2023-03-16 13:40:30	68.2	87.5	74.6	67.6	69.0	96.5	66.6	66.7
	2023-03-16 13:40:31	74.8	95.0	78.9	73.9	77.6	97.0	70.4	70.5
	2023-03-16 13:40:32	75.1	95.4	80.6	75.1	78.8	94.4	74.7	74.7
	2023-03-16 13:40:33	70.3	86.3	74.8	74.2	72.4	90.8	73.2	73.2
Stop	2023-03-16 13:40:34								

Bump	Motion	Overload	Comments
	No Motion Detected		

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	2. GoldenSpringsDr / across school
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.1%	0.0%		
Projected Dose	3.1%	0.0%		
Lavg	58.0 dB	--- dB		
TWA(8)	33.0 dB	--- dB		
Projected TWA(8)	60.9 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	55.2 dB	55.2 dB		
Projected LEP'd/Lex,8h	72.1 dB	70.3 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-16 13:48:54	
Stop Time	2023-03-16 14:03:54	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LAeq	70.3 dB	
LAIeq	73.4 dB	

LCpeak	109.3 dB	2023-03-16 13:52:49
LASmax	82.2 dB	2023-03-16 13:52:54
LAFmax	85.1 dB	2023-03-16 13:52:49
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
Lωeq	70.3 dB		77.9 dB		82.6 dB	
Lωpeak	106.2 dB	13:52:49	109.3 dB	13:52:49	110.0 dB	13:52:49
LωSmin	57.3 dB	13:56:21	67.2 dB	14:02:09	71.9 dB	14:00:18
LωSmax	82.2 dB	13:52:54	88.4 dB	13:57:12	94.4 dB	13:56:41
LωFmin	56.5 dB	14:02:52	65.2 dB	14:02:09	69.2 dB	14:02:06
LωFmax	85.1 dB	13:52:49	92.4 dB	13:58:41	100.3 dB	13:56:41
LωImin	58.1 dB	14:03:01	69.4 dB	13:53:54	74.7 dB	14:00:18
LωImax	89.7 dB	13:52:49	95.6 dB	13:58:42	103.1 dB	13:56:41

ω represents frequency weighting (A, C or Z)

SEL	99.8 dB
E (Pa²s)	3.9 Pa²s
E8 (Pa²s)	123.8 Pa²s
E40 (Pa²s)	619.1 Pa²s
E (Pa²h)	0.0 Pa²h
E8 (Pa²h)	0.0 Pa²h
E40 (Pa²h)	0.2 Pa²h

LC_{eq} - LA_{eq}	7.6 dB

	Count	Duration
LAS > 75 dB	19	113
LAS > 86 dB	0	0
LCPk > 80 dB	4	895
LCPk > 81 dB	7	884
LCPk > 86 dB	34	739

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/16 13:48:54	Run	Remote	
2023/03/16 14:03:54	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	74.8	72.6	70.5	66.4	66.5	68.1	59.9	53.0	49.6	dB
OBA LZSmax	85.1	85.6	86.7	81.6	84.1	79.3	71.9	66.5	64.3	dB
OBA LZSmin	63.0	60.0	55.7	52.4	50.6	53.0	48.9	45.3	45.6	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-16 13:48:54	62.6	93.1	82.8	62.1	63.5	98.2	61.6	61.6
	2023-03-16 13:48:55	62.9	97.4	82.4	62.8	64.6	100.4	62.2	62.2
	2023-03-16 13:48:56	64.9	91.6	80.8	64.3	65.8	98.0	63.5	63.6
	2023-03-16 13:48:57	67.1	92.5	80.1	66.4	68.3	98.0	65.3	65.3
	2023-03-16 13:48:58	70.6	91.8	80.6	69.6	71.4	95.6	68.2	68.3
	2023-03-16 13:48:59	71.0	93.0	80.0	70.7	72.0	95.1	70.0	70.0
	2023-03-16 13:49:00	71.9	89.3	78.6	71.7	73.4	93.7	70.9	70.9
	2023-03-16 13:49:01	72.7	90.1	77.3	72.3	73.6	90.5	72.1	72.1
	2023-03-16 13:49:02	72.5	89.2	77.7	72.5	73.6	90.9	72.3	72.3
	2023-03-16 13:49:03	75.5	92.9	79.5	74.8	76.6	95.5	73.7	73.7
	2023-03-16 13:49:04	77.0	97.6	83.2	76.6	78.8	97.7	75.9	75.9
	2023-03-16 13:49:05	73.4	96.0	79.0	76.1	74.8	98.5	75.3	75.3
	2023-03-16 13:49:06	73.1	89.6	77.0	74.6	73.8	91.3	74.1	74.1
	2023-03-16 13:49:07	72.2	88.2	76.5	73.8	73.5	90.0	73.3	73.3
	2023-03-16 13:49:08	71.1	87.2	75.6	72.8	72.1	91.8	72.2	72.2
	2023-03-16 13:49:09	71.1	88.9	77.3	71.7	71.6	94.1	71.5	71.5
	2023-03-16 13:49:10	70.1	92.0	79.3	71.3	70.7	97.1	70.9	70.9
	2023-03-16 13:49:11	69.1	89.2	74.9	70.6	70.2	93.5	70.1	70.1
	2023-03-16 13:49:12	67.8	89.0	77.7	69.7	68.8	95.9	69.1	69.1
	2023-03-16 13:49:13	67.1	95.1	82.3	68.5	68.0	100.7	68.1	68.1
	2023-03-16 13:49:14	64.9	88.6	75.9	67.6	66.5	91.2	66.9	66.9
	2023-03-16 13:49:15	63.2	85.6	73.9	66.1	64.3	90.8	65.2	65.2
	2023-03-16 13:49:16	63.6	83.7	71.8	64.5	64.1	90.0	64.2	64.2
	2023-03-16 13:49:17	63.6	83.0	71.1	63.9	64.1	87.4	63.8	63.8
	2023-03-16 13:49:18	64.5	84.3	72.3	64.3	65.4	88.6	64.1	64.1
	2023-03-16 13:49:19	66.1	82.8	71.1	65.6	66.8	87.8	64.9	64.9
	2023-03-16 13:49:20	65.3	84.3	72.5	65.8	67.1	91.5	65.6	65.6
	2023-03-16 13:49:21	63.6	85.4	72.1	65.3	65.0	92.6	64.9	64.9
	2023-03-16 13:49:22	61.3	83.0	71.8	64.1	62.7	89.8	63.3	63.3
	2023-03-16 13:49:23	62.7	89.4	77.2	62.8	64.0	93.3	62.4	62.4
	2023-03-16 13:49:24	69.5	87.7	75.4	68.5	71.9	93.3	65.6	65.8
	2023-03-16 13:49:25	71.9	88.6	76.9	70.9	73.7	94.5	70.4	70.4
	2023-03-16 13:49:26	66.3	87.0	75.2	70.6	69.3	92.5	69.5	69.6
	2023-03-16 13:49:27	68.3	89.3	76.7	68.7	70.8	93.5	67.9	67.9

2023-03-16 13:49:28	72.2	91.8	79.1	71.2	73.2	93.9	70.5	70.5
2023-03-16 13:49:29	66.5	87.3	74.7	71.0	70.5	92.6	69.9	70.0
2023-03-16 13:49:30	64.0	93.7	81.4	68.5	65.1	98.3	67.3	67.4
2023-03-16 13:49:31	62.3	93.1	78.4	66.2	64.7	96.1	65.2	65.2
2023-03-16 13:49:32	62.7	83.4	71.8	64.1	63.2	88.0	63.6	63.6
2023-03-16 13:49:33	62.1	85.0	70.5	63.3	63.0	90.4	62.9	62.9
2023-03-16 13:49:34	63.7	83.1	70.9	63.3	64.2	85.8	63.0	63.0
2023-03-16 13:49:35	67.5	84.7	73.1	66.8	69.4	89.7	64.8	64.8
2023-03-16 13:49:36	68.4	90.3	77.0	67.9	69.9	92.6	67.6	67.6
2023-03-16 13:49:37	64.5	88.0	73.9	67.7	67.0	90.8	66.9	66.9
2023-03-16 13:49:38	62.0	86.1	73.6	65.8	63.4	90.3	64.8	64.8
2023-03-16 13:49:39	60.2	84.4	71.4	63.8	61.4	87.5	62.7	62.8
2023-03-16 13:49:40	61.0	85.1	72.2	61.9	61.7	92.1	61.5	61.5
2023-03-16 13:49:41	62.8	87.4	73.1	62.4	63.6	89.7	61.9	61.9
2023-03-16 13:49:42	67.4	85.3	74.2	66.8	70.6	91.9	64.0	64.1
2023-03-16 13:49:43	75.9	92.5	78.9	74.6	77.7	92.8	71.6	71.8
2023-03-16 13:49:44	76.0	93.0	81.3	75.8	78.3	94.7	75.5	75.5
2023-03-16 13:49:45	71.1	88.8	77.2	75.1	73.3	93.7	74.1	74.1
2023-03-16 13:49:46	68.6	86.8	74.3	73.0	70.0	93.4	71.7	71.8
2023-03-16 13:49:47	68.6	86.0	74.1	70.9	70.3	89.2	70.3	70.3
2023-03-16 13:49:48	67.6	85.4	72.4	69.4	68.6	87.5	68.9	68.9
2023-03-16 13:49:49	65.5	82.8	70.5	68.3	67.2	84.8	67.5	67.5
2023-03-16 13:49:50	64.6	81.8	70.1	66.7	66.0	87.0	66.1	66.1
2023-03-16 13:49:51	65.3	84.0	70.1	65.4	66.8	85.4	65.3	65.3
2023-03-16 13:49:52	69.8	95.8	74.8	69.6	75.7	97.0	68.0	68.1
2023-03-16 13:49:53	65.0	89.0	73.8	68.2	65.9	93.4	67.3	67.3
2023-03-16 13:49:54	62.6	84.2	72.5	66.5	64.7	91.8	65.4	65.4
2023-03-16 13:49:55	61.0	83.9	72.2	64.4	62.6	90.5	63.4	63.4
2023-03-16 13:49:56	62.7	88.9	76.1	62.8	63.7	93.0	62.5	62.5
2023-03-16 13:49:57	61.6	79.6	69.2	62.8	63.3	85.8	62.4	62.4
2023-03-16 13:49:58	60.9	79.8	69.0	62.0	61.6	86.6	61.6	61.6
2023-03-16 13:49:59	60.4	92.3	76.7	61.4	61.1	96.6	61.0	61.0
2023-03-16 13:50:00	60.4	88.1	77.6	60.9	61.2	95.4	60.7	60.7
2023-03-16 13:50:01	60.8	95.6	80.1	61.3	63.5	100.2	60.9	60.9
2023-03-16 13:50:02	59.5	85.9	73.1	60.4	60.4	95.0	60.1	60.1

2023-03-16 13:50:03	60.0	92.3	76.1	60.0	60.8	94.8	59.9	59.9
2023-03-16 13:50:04	58.9	91.7	74.4	60.1	61.0	93.6	59.6	59.6
2023-03-16 13:50:05	59.1	82.7	69.5	59.4	61.2	88.4	59.0	59.0
2023-03-16 13:50:06	60.7	90.0	75.8	60.5	63.0	92.8	59.6	59.6
2023-03-16 13:50:07	61.7	92.6	79.8	61.5	64.0	97.7	60.7	60.7
2023-03-16 13:50:08	63.1	95.0	80.4	62.8	65.0	98.1	61.9	61.9
2023-03-16 13:50:09	65.9	90.6	75.2	65.3	67.7	98.7	63.8	63.8
2023-03-16 13:50:10	67.7	89.7	74.8	66.9	68.0	94.7	66.4	66.4
2023-03-16 13:50:11	65.5	91.5	77.2	67.0	67.7	96.6	66.6	66.6
2023-03-16 13:50:12	62.7	92.0	78.7	65.9	64.1	94.8	65.1	65.1
2023-03-16 13:50:13	63.1	82.2	71.0	65.0	67.7	86.6	64.1	64.1
2023-03-16 13:50:14	59.7	84.4	73.0	63.0	60.0	89.9	62.0	62.1
2023-03-16 13:50:15	59.6	84.3	73.3	61.2	60.4	89.2	60.7	60.7
2023-03-16 13:50:16	59.9	84.3	72.3	60.2	60.5	92.0	60.2	60.2
2023-03-16 13:50:17	59.7	86.3	75.5	60.0	60.4	94.3	59.8	59.8
2023-03-16 13:50:18	59.9	86.5	73.2	59.9	60.2	92.0	59.8	59.8
2023-03-16 13:50:19	60.5	87.2	76.8	60.4	61.3	94.2	60.0	60.0
2023-03-16 13:50:20	66.2	85.6	74.2	65.2	69.2	90.9	63.4	63.6
2023-03-16 13:50:21	66.2	86.9	74.8	66.0	69.1	92.6	65.2	65.2
2023-03-16 13:50:22	66.9	91.5	79.5	66.7	68.5	97.5	66.1	66.1
2023-03-16 13:50:23	69.0	84.1	72.5	68.4	70.1	88.0	67.5	67.5
2023-03-16 13:50:24	69.6	85.4	74.0	69.3	70.2	90.8	68.9	68.9
2023-03-16 13:50:25	71.9	87.2	76.0	71.3	73.3	94.3	70.2	70.2
2023-03-16 13:50:26	75.2	91.7	79.4	74.2	76.3	97.6	73.1	73.2
2023-03-16 13:50:27	72.4	91.9	79.9	74.1	74.4	93.7	73.6	73.6
2023-03-16 13:50:28	71.5	98.8	83.2	73.0	72.6	100.7	72.5	72.5
2023-03-16 13:50:29	69.2	90.7	77.3	72.0	70.7	94.6	71.2	71.2
2023-03-16 13:50:30	69.2	89.8	76.5	70.4	70.4	94.4	69.9	69.9
2023-03-16 13:50:31	73.7	89.1	76.8	72.9	75.0	91.9	71.3	71.3
2023-03-16 13:50:32	74.6	90.1	79.0	74.0	75.3	91.8	73.7	73.7
2023-03-16 13:50:33	76.1	93.7	82.4	75.6	77.0	95.0	74.7	74.7
2023-03-16 13:50:34	74.0	91.9	80.6	75.7	77.0	95.8	75.3	75.3
2023-03-16 13:50:35	69.0	87.7	76.3	74.4	71.4	91.3	73.1	73.1
2023-03-16 13:50:36	68.2	85.3	74.9	71.7	69.1	88.9	70.7	70.7
2023-03-16 13:50:37	69.3	86.5	73.3	69.8	71.4	87.1	69.4	69.4

2023-03-16 13:50:38	74.3	88.5	77.5	73.1	75.1	92.8	71.9	72.0
2023-03-16 13:50:39	72.1	87.1	76.2	73.1	74.1	90.7	72.9	72.9
2023-03-16 13:50:40	71.5	87.3	75.1	72.4	72.6	89.4	72.0	72.0
2023-03-16 13:50:41	75.5	90.9	79.3	74.7	76.2	93.6	73.4	73.4
2023-03-16 13:50:42	74.3	90.0	77.9	74.8	75.9	92.2	74.6	74.6
2023-03-16 13:50:43	73.0	87.9	76.3	74.3	73.8	90.1	73.9	73.9
2023-03-16 13:50:44	72.2	87.9	75.2	73.5	72.8	93.8	73.1	73.1
2023-03-16 13:50:45	71.8	87.1	74.6	72.9	73.4	89.2	72.5	72.5
2023-03-16 13:50:46	69.2	84.1	72.6	72.0	70.9	89.1	71.3	71.3
2023-03-16 13:50:47	65.6	82.5	70.8	70.3	68.0	85.5	69.2	69.2
2023-03-16 13:50:48	63.8	82.3	70.6	67.8	64.6	87.8	66.7	66.7
2023-03-16 13:50:49	65.2	84.8	69.9	65.8	67.1	88.5	65.4	65.4
2023-03-16 13:50:50	66.6	87.4	73.1	66.3	68.5	91.3	66.0	66.0
2023-03-16 13:50:51	67.0	83.4	72.0	66.8	67.5	85.9	66.6	66.6
2023-03-16 13:50:52	67.7	83.4	72.2	67.3	68.1	85.7	67.1	67.1
2023-03-16 13:50:53	70.1	91.1	74.7	69.3	71.0	90.9	68.5	68.5
2023-03-16 13:50:54	73.7	89.9	77.1	73.1	76.2	91.1	70.7	70.8
2023-03-16 13:50:55	75.3	91.0	78.7	74.7	76.9	92.0	74.3	74.3
2023-03-16 13:50:56	68.7	86.0	73.4	74.3	72.7	88.0	73.0	73.0
2023-03-16 13:50:57	66.9	89.1	72.2	71.5	69.4	90.5	70.2	70.2
2023-03-16 13:50:58	66.4	85.4	73.9	69.4	69.2	90.1	68.5	68.5
2023-03-16 13:50:59	66.7	85.8	74.1	67.7	67.3	88.7	67.4	67.4
2023-03-16 13:51:00	66.0	88.2	75.4	67.1	66.9	92.7	66.8	66.8
2023-03-16 13:51:01	68.1	83.5	72.6	67.9	70.3	89.0	66.7	66.7
2023-03-16 13:51:02	71.3	86.8	74.6	70.5	72.2	88.0	69.3	69.3
2023-03-16 13:51:03	72.5	88.2	76.1	71.9	73.5	91.8	71.3	71.3
2023-03-16 13:51:04	71.2	87.8	75.0	72.0	72.7	93.3	71.8	71.8
2023-03-16 13:51:05	69.0	87.9	75.4	71.3	70.0	91.3	70.7	70.7
2023-03-16 13:51:06	65.9	85.9	75.1	69.9	67.7	94.1	68.8	68.8
2023-03-16 13:51:07	64.4	85.4	72.7	67.7	65.5	88.1	66.8	66.9
2023-03-16 13:51:08	62.7	85.5	73.3	65.8	63.4	89.3	65.0	65.0
2023-03-16 13:51:09	61.6	85.8	73.4	64.1	62.4	90.5	63.4	63.4
2023-03-16 13:51:10	61.0	83.3	72.2	62.6	61.9	89.9	62.1	62.1
2023-03-16 13:51:11	61.6	91.9	73.8	61.8	62.9	93.8	61.6	61.6
2023-03-16 13:51:12	66.9	85.1	73.7	66.0	68.5	93.4	63.9	64.0

2023-03-16 13:51:13	69.8	87.5	75.1	68.8	71.1	91.4	67.9	68.0
2023-03-16 13:51:14	65.7	85.2	74.1	68.6	68.3	89.6	67.9	67.9
2023-03-16 13:51:15	67.3	87.1	75.1	67.5	69.4	89.6	66.6	66.6
2023-03-16 13:51:16	70.9	90.9	78.7	69.9	71.5	92.9	69.1	69.1
2023-03-16 13:51:17	69.0	90.9	79.0	70.0	70.9	93.4	69.7	69.7
2023-03-16 13:51:18	67.7	89.5	78.5	69.2	69.5	93.5	68.7	68.7
2023-03-16 13:51:19	70.6	93.3	79.0	70.8	75.6	94.5	70.0	70.0
2023-03-16 13:51:20	72.9	94.9	85.2	72.3	74.7	96.5	70.5	70.5
2023-03-16 13:51:21	72.1	94.5	82.4	72.5	74.7	96.9	72.3	72.3
2023-03-16 13:51:22	68.5	93.4	79.1	72.1	71.4	96.8	71.1	71.2
2023-03-16 13:51:23	68.2	86.5	75.4	70.0	68.8	92.3	69.4	69.4
2023-03-16 13:51:24	68.0	87.7	76.4	69.1	69.0	91.8	68.7	68.7
2023-03-16 13:51:25	69.8	90.2	77.3	69.6	71.2	92.4	68.7	68.7
2023-03-16 13:51:26	74.5	93.6	81.7	73.4	75.4	94.5	71.7	71.8
2023-03-16 13:51:27	72.6	91.2	78.5	73.6	74.9	93.2	73.3	73.3
2023-03-16 13:51:28	71.1	89.1	77.6	72.7	71.9	93.4	72.3	72.3
2023-03-16 13:51:29	73.6	91.3	79.0	73.3	75.6	95.4	72.1	72.1
2023-03-16 13:51:30	74.9	92.5	80.4	74.5	76.5	96.1	74.2	74.2
2023-03-16 13:51:31	70.2	87.5	75.7	74.1	73.2	90.3	73.1	73.2
2023-03-16 13:51:32	69.7	89.4	75.1	72.0	72.4	93.3	71.0	71.0
2023-03-16 13:51:33	73.9	90.3	78.7	73.2	75.2	92.2	72.0	72.0
2023-03-16 13:51:34	71.7	89.8	77.8	73.3	74.8	94.7	72.8	72.8
2023-03-16 13:51:35	69.6	91.9	77.2	72.2	70.5	96.9	71.4	71.4
2023-03-16 13:51:36	69.0	89.8	77.7	70.7	70.0	94.4	70.1	70.1
2023-03-16 13:51:37	70.1	92.7	81.7	70.1	70.9	99.8	69.7	69.7
2023-03-16 13:51:38	72.1	92.7	81.5	71.5	73.1	94.8	70.9	70.9
2023-03-16 13:51:39	71.3	88.5	77.4	71.5	72.0	93.7	71.4	71.4
2023-03-16 13:51:40	71.0	89.6	75.6	71.4	71.4	90.8	71.3	71.3
2023-03-16 13:51:41	70.8	86.5	75.7	71.2	71.1	92.2	71.0	71.0
2023-03-16 13:51:42	70.7	88.8	76.9	71.1	71.5	89.8	70.9	70.9
2023-03-16 13:51:43	68.9	88.2	76.9	70.8	70.9	90.3	70.3	70.3
2023-03-16 13:51:44	65.1	86.6	75.1	69.5	67.7	91.0	68.4	68.4
2023-03-16 13:51:45	62.6	88.2	76.7	67.1	63.7	95.1	66.0	66.0
2023-03-16 13:51:46	62.1	89.0	75.5	64.8	62.7	91.3	64.0	64.0
2023-03-16 13:51:47	60.6	82.6	71.5	63.3	62.1	88.6	62.5	62.5

2023-03-16 13:51:48	59.6	84.6	71.4	61.7	60.1	87.2	61.0	61.0
2023-03-16 13:51:49	59.7	87.9	74.2	60.5	60.4	94.5	60.2	60.2
2023-03-16 13:51:50	59.1	89.9	77.2	59.9	59.6	93.8	59.7	59.7
2023-03-16 13:51:51	59.4	89.7	77.5	59.5	60.2	94.0	59.4	59.4
2023-03-16 13:51:52	58.1	86.3	73.5	59.5	60.1	89.5	59.1	59.1
2023-03-16 13:51:53	57.4	79.5	69.2	58.5	58.1	87.0	58.2	58.2
2023-03-16 13:51:54	58.4	92.0	77.5	58.2	59.3	95.4	58.0	58.0
2023-03-16 13:51:55	58.2	87.1	76.2	58.3	58.6	94.4	58.2	58.2
2023-03-16 13:51:56	60.1	84.4	73.3	59.7	61.7	88.4	58.8	58.8
2023-03-16 13:51:57	62.8	85.0	72.4	62.1	63.8	86.9	60.9	60.9
2023-03-16 13:51:58	66.5	85.2	73.7	65.8	69.0	89.0	63.5	63.5
2023-03-16 13:51:59	76.2	92.3	79.1	75.0	78.4	93.5	71.0	71.4
2023-03-16 13:52:00	73.2	91.2	76.7	75.4	78.3	93.5	74.7	74.8
2023-03-16 13:52:01	68.1	90.3	78.1	73.5	69.5	99.8	72.2	72.2
2023-03-16 13:52:02	73.3	97.6	81.4	72.9	75.6	100.6	71.4	71.4
2023-03-16 13:52:03	75.8	92.8	79.1	75.1	76.9	98.1	74.5	74.5
2023-03-16 13:52:04	70.1	89.0	76.7	74.7	73.2	95.4	73.6	73.6
2023-03-16 13:52:05	68.1	91.9	80.9	72.2	68.8	99.9	71.1	71.1
2023-03-16 13:52:06	69.4	95.9	83.0	70.2	70.7	100.2	69.8	69.8
2023-03-16 13:52:07	75.1	92.5	81.7	74.0	76.7	96.7	72.2	72.3
2023-03-16 13:52:08	71.7	92.7	81.9	74.0	75.4	99.9	73.5	73.5
2023-03-16 13:52:09	67.0	90.9	76.8	72.4	68.9	98.2	71.1	71.1
2023-03-16 13:52:10	67.2	90.2	78.3	69.8	69.3	96.3	69.0	69.0
2023-03-16 13:52:11	67.0	88.1	76.8	68.3	68.2	95.8	67.7	67.7
2023-03-16 13:52:12	73.8	92.2	77.3	73.1	76.6	93.9	69.9	70.0
2023-03-16 13:52:13	74.5	91.9	80.2	74.4	77.0	99.0	74.0	74.0
2023-03-16 13:52:14	69.1	90.3	76.8	73.6	71.6	97.7	72.5	72.5
2023-03-16 13:52:15	71.0	89.4	76.0	71.5	74.5	97.6	70.7	70.7
2023-03-16 13:52:16	75.5	90.6	78.9	74.4	76.1	93.7	73.4	73.5
2023-03-16 13:52:17	71.2	89.7	75.8	74.5	75.5	93.9	73.6	73.6
2023-03-16 13:52:18	68.0	89.0	75.9	72.5	69.8	95.9	71.3	71.3
2023-03-16 13:52:19	67.6	88.5	74.6	70.2	68.5	94.7	69.4	69.4
2023-03-16 13:52:20	70.7	88.5	76.5	70.4	72.1	90.8	69.3	69.3
2023-03-16 13:52:21	74.0	91.4	78.8	73.1	74.6	91.7	72.0	72.0
2023-03-16 13:52:22	71.9	90.8	79.5	73.3	74.7	92.1	72.8	72.8

2023-03-16 13:52:23	72.4	89.1	76.6	72.5	74.0	90.4	72.1	72.1
2023-03-16 13:52:24	74.5	90.6	78.6	73.8	75.1	91.7	73.4	73.5
2023-03-16 13:52:25	71.1	86.4	75.6	73.8	74.0	89.1	73.0	73.1
2023-03-16 13:52:26	69.7	86.0	73.8	72.2	70.7	88.3	71.5	71.5
2023-03-16 13:52:27	68.4	85.6	73.7	70.7	69.0	89.5	70.0	70.0
2023-03-16 13:52:28	68.5	83.8	72.6	69.4	69.2	88.3	69.0	69.0
2023-03-16 13:52:29	72.4	88.6	75.5	71.7	73.7	90.1	70.2	70.2
2023-03-16 13:52:30	71.7	88.6	76.3	72.2	73.7	90.1	71.9	71.9
2023-03-16 13:52:31	68.0	90.7	76.3	71.5	70.1	95.9	70.6	70.6
2023-03-16 13:52:32	67.1	87.4	74.9	69.5	68.1	89.7	68.7	68.7
2023-03-16 13:52:33	68.6	90.2	77.9	68.6	70.6	92.1	68.3	68.3
2023-03-16 13:52:34	69.0	86.5	74.2	69.0	70.1	90.4	68.6	68.6
2023-03-16 13:52:35	71.7	87.8	75.9	70.9	72.2	92.9	70.1	70.1
2023-03-16 13:52:36	71.2	85.6	74.4	71.3	72.3	87.0	71.2	71.2
2023-03-16 13:52:37	67.2	85.1	73.2	70.9	69.5	88.4	70.0	70.0
2023-03-16 13:52:38	66.1	86.6	74.0	68.9	67.3	92.7	68.0	68.0
2023-03-16 13:52:39	65.9	86.8	73.3	67.4	66.9	92.5	66.8	66.8
2023-03-16 13:52:40	68.4	93.4	77.1	67.9	69.6	94.7	67.2	67.2
2023-03-16 13:52:41	75.9	95.6	80.6	75.0	78.9	101.2	71.2	71.4
2023-03-16 13:52:42	79.5	97.3	84.3	78.4	81.0	100.6	77.6	77.6
2023-03-16 13:52:43	73.0	92.3	80.7	77.9	76.3	95.9	76.7	76.8
2023-03-16 13:52:44	73.4	93.8	81.3	75.3	75.2	96.7	74.5	74.5
2023-03-16 13:52:45	79.8	101.5	83.8	78.8	81.2	102.6	76.8	76.8
2023-03-16 13:52:46	82.0	99.8	88.9	81.1	82.5	99.5	80.1	80.1
2023-03-16 13:52:47	81.8	100.1	87.7	81.6	82.5	101.2	81.3	81.3
2023-03-16 13:52:48	77.5	99.4	84.8	81.6	82.0	100.4	80.6	80.6
2023-03-16 13:52:49	80.4	109.3	87.6	80.6	85.1	110.0	79.0	79.0
2023-03-16 13:52:50	73.0	102.0	84.2	80.6	84.1	101.3	79.0	79.1
2023-03-16 13:52:51	69.3	91.7	80.7	77.2	70.6	95.8	75.6	75.6
2023-03-16 13:52:52	68.2	94.1	79.7	73.9	71.4	96.9	72.4	72.4
2023-03-16 13:52:53	78.5	97.7	85.2	77.8	81.7	98.8	73.6	73.9
2023-03-16 13:52:54	83.3	100.8	88.5	82.2	85.0	101.4	80.3	80.4
2023-03-16 13:52:55	79.1	96.9	85.9	82.2	83.5	98.0	81.4	81.4
2023-03-16 13:52:56	74.3	93.9	81.9	80.3	78.1	94.9	79.1	79.1
2023-03-16 13:52:57	72.4	91.9	79.4	77.3	73.3	93.5	76.0	76.0

2023-03-16 13:52:58	76.9	93.7	82.5	76.3	77.6	95.9	75.8	75.8
2023-03-16 13:52:59	75.0	94.3	81.8	76.3	76.7	93.4	75.9	75.9
2023-03-16 13:53:00	74.5	92.8	82.3	75.5	75.3	96.9	75.2	75.2
2023-03-16 13:53:01	74.8	92.4	81.1	75.0	75.4	94.0	74.9	74.9
2023-03-16 13:53:02	74.2	91.8	79.1	74.8	75.2	93.4	74.6	74.6
2023-03-16 13:53:03	74.0	88.5	78.6	74.5	74.6	93.2	74.4	74.4
2023-03-16 13:53:04	73.9	90.1	79.0	74.3	74.9	90.6	74.2	74.2
2023-03-16 13:53:05	74.2	91.0	78.9	74.3	75.6	93.3	73.8	73.8
2023-03-16 13:53:06	77.5	92.8	80.4	76.8	78.9	93.8	75.4	75.4
2023-03-16 13:53:07	77.0	93.1	80.8	77.1	79.1	94.6	77.0	77.0
2023-03-16 13:53:08	76.1	90.9	79.6	76.8	76.9	92.4	76.5	76.5
2023-03-16 13:53:09	75.4	91.5	78.5	76.5	76.8	91.7	76.2	76.2
2023-03-16 13:53:10	73.5	89.3	76.1	75.7	75.0	89.2	75.0	75.0
2023-03-16 13:53:11	73.6	88.5	76.1	74.4	74.4	89.2	74.2	74.2
2023-03-16 13:53:12	72.3	89.5	77.2	73.9	73.8	93.1	73.5	73.5
2023-03-16 13:53:13	69.4	88.3	77.6	72.8	70.5	94.0	71.9	71.9
2023-03-16 13:53:14	70.1	89.7	77.7	70.9	72.3	91.9	70.4	70.4
2023-03-16 13:53:15	78.0	96.5	84.7	76.8	79.5	99.4	74.1	74.2
2023-03-16 13:53:16	74.9	94.1	80.5	77.0	79.2	97.2	76.5	76.5
2023-03-16 13:53:17	68.7	86.9	75.5	75.3	71.2	88.7	73.9	73.9
2023-03-16 13:53:18	66.2	89.6	77.9	72.2	68.6	94.2	70.9	70.9
2023-03-16 13:53:19	63.0	89.4	74.4	69.4	65.1	91.9	68.0	68.0
2023-03-16 13:53:20	61.6	82.8	71.1	66.5	62.5	88.7	65.2	65.3
2023-03-16 13:53:21	61.3	86.5	71.7	64.0	61.8	91.4	63.2	63.2
2023-03-16 13:53:22	61.1	84.2	71.6	62.5	61.9	90.6	62.1	62.1
2023-03-16 13:53:23	59.6	81.3	69.9	61.6	60.6	87.2	61.0	61.0
2023-03-16 13:53:24	60.6	83.4	70.8	60.6	61.7	89.1	60.4	60.4
2023-03-16 13:53:25	61.6	84.5	73.6	61.3	62.1	90.9	60.9	60.9
2023-03-16 13:53:26	63.5	84.1	73.2	63.0	64.5	90.8	62.1	62.1
2023-03-16 13:53:27	66.2	89.5	76.9	65.4	67.1	94.3	64.2	64.3
2023-03-16 13:53:28	68.5	90.9	75.7	67.7	69.6	93.7	66.7	66.7
2023-03-16 13:53:29	68.1	91.3	76.4	68.0	68.8	94.1	67.8	67.8
2023-03-16 13:53:30	65.5	90.8	77.8	67.9	67.8	95.9	67.3	67.3
2023-03-16 13:53:31	62.9	91.4	79.4	66.4	64.3	98.5	65.5	65.5
2023-03-16 13:53:32	60.8	86.8	74.5	64.4	62.1	91.9	63.5	63.5

2023-03-16 13:53:33	60.5	83.4	72.5	62.5	60.9	92.9	61.8	61.8
2023-03-16 13:53:34	62.8	87.1	75.2	62.6	64.5	92.9	61.7	61.7
2023-03-16 13:53:35	64.5	86.8	74.9	63.9	65.3	93.8	63.5	63.5
2023-03-16 13:53:36	65.8	86.9	74.1	65.4	67.6	89.8	64.4	64.4
2023-03-16 13:53:37	72.6	90.6	77.2	71.5	74.5	92.8	68.6	68.8
2023-03-16 13:53:38	75.8	96.0	83.3	74.6	76.4	98.6	73.7	73.7
2023-03-16 13:53:39	72.5	94.9	83.2	74.5	74.9	105.7	74.0	74.0
2023-03-16 13:53:40	71.1	94.4	79.4	73.2	71.9	99.0	72.5	72.5
2023-03-16 13:53:41	75.8	93.5	80.5	74.9	76.6	94.5	73.8	73.8
2023-03-16 13:53:42	72.7	92.4	79.8	74.9	76.0	94.7	74.3	74.3
2023-03-16 13:53:43	69.7	86.6	73.8	73.5	71.8	90.2	72.4	72.4
2023-03-16 13:53:44	69.0	84.4	72.7	71.4	69.8	88.2	70.7	70.7
2023-03-16 13:53:45	67.7	83.1	72.0	70.0	68.9	86.6	69.4	69.4
2023-03-16 13:53:46	67.6	87.3	74.6	68.8	69.3	95.0	68.4	68.4
2023-03-16 13:53:47	67.4	84.1	73.1	67.9	68.1	88.7	67.7	67.7
2023-03-16 13:53:48	65.2	82.7	71.0	67.6	67.2	87.7	66.9	66.9
2023-03-16 13:53:49	64.1	81.4	69.7	66.1	64.8	86.3	65.4	65.4
2023-03-16 13:53:50	66.0	84.4	69.9	65.7	67.4	85.9	65.5	65.5
2023-03-16 13:53:51	65.1	82.0	70.3	65.7	66.0	83.8	65.5	65.5
2023-03-16 13:53:52	62.5	80.8	69.5	65.1	64.3	85.3	64.4	64.4
2023-03-16 13:53:53	60.3	78.8	67.9	63.5	61.4	83.7	62.6	62.6
2023-03-16 13:53:54	59.7	78.5	67.6	61.7	60.1	86.0	61.1	61.1
2023-03-16 13:53:55	60.3	81.2	68.4	60.6	61.2	84.0	60.5	60.5
2023-03-16 13:53:56	60.1	79.1	68.1	60.4	60.8	82.0	60.2	60.2
2023-03-16 13:53:57	61.2	89.6	72.6	61.0	62.0	93.6	60.6	60.6
2023-03-16 13:53:58	62.7	83.3	70.4	62.3	63.7	89.0	61.5	61.5
2023-03-16 13:53:59	65.0	85.8	72.0	64.3	66.0	86.7	63.3	63.3
2023-03-16 13:54:00	67.5	84.9	71.2	66.8	68.8	86.9	65.4	65.5
2023-03-16 13:54:01	71.2	86.2	74.3	70.3	72.4	87.8	68.7	68.7
2023-03-16 13:54:02	72.7	87.1	75.4	72.0	74.1	88.7	71.3	71.4
2023-03-16 13:54:03	72.8	87.9	75.1	72.6	73.5	87.9	72.2	72.2
2023-03-16 13:54:04	76.1	91.7	78.3	75.3	77.5	92.0	73.9	73.9
2023-03-16 13:54:05	77.7	92.3	80.5	77.0	78.8	93.0	76.5	76.5
2023-03-16 13:54:06	75.3	89.3	78.1	76.9	76.8	91.3	76.4	76.4
2023-03-16 13:54:07	73.9	88.1	76.2	75.9	75.1	90.0	75.3	75.3

2023-03-16 13:54:08	72.0	88.3	74.8	74.7	73.5	88.8	73.9	73.9
2023-03-16 13:54:09	69.7	84.0	72.9	73.1	70.8	88.2	72.1	72.1
2023-03-16 13:54:10	70.3	84.8	73.3	71.2	70.9	88.3	70.9	70.9
2023-03-16 13:54:11	72.1	87.1	74.9	71.7	73.0	89.6	71.1	71.1
2023-03-16 13:54:12	71.0	86.6	74.7	71.7	72.5	90.4	71.5	71.5
2023-03-16 13:54:13	68.0	82.2	71.8	71.2	70.3	86.2	70.3	70.3
2023-03-16 13:54:14	67.3	84.7	71.7	69.4	69.3	89.3	68.9	68.9
2023-03-16 13:54:15	63.8	82.0	71.4	68.0	65.3	87.4	66.9	66.9
2023-03-16 13:54:16	64.6	83.0	71.4	65.8	65.5	89.6	65.3	65.3
2023-03-16 13:54:17	67.1	85.4	72.6	66.6	67.9	93.2	65.9	65.9
2023-03-16 13:54:18	68.5	85.2	73.5	68.0	69.0	92.6	67.4	67.4
2023-03-16 13:54:19	66.8	86.0	74.7	67.9	68.4	92.7	67.6	67.6
2023-03-16 13:54:20	68.9	86.7	74.8	68.7	70.8	89.9	67.5	67.5
2023-03-16 13:54:21	76.2	91.4	79.2	74.9	77.4	93.8	72.6	72.7
2023-03-16 13:54:22	75.8	91.7	79.3	75.6	76.8	92.7	75.2	75.2
2023-03-16 13:54:23	74.8	90.3	78.4	75.7	76.5	92.3	75.4	75.4
2023-03-16 13:54:24	75.4	90.6	78.5	75.5	76.6	91.8	75.2	75.2
2023-03-16 13:54:25	72.4	87.7	75.5	75.2	74.0	90.3	74.4	74.4
2023-03-16 13:54:26	73.7	89.5	76.8	73.9	75.2	90.0	73.5	73.5
2023-03-16 13:54:27	76.6	91.8	79.7	75.8	78.2	93.1	75.3	75.3
2023-03-16 13:54:28	74.8	89.6	77.7	75.6	75.9	90.2	75.2	75.2
2023-03-16 13:54:29	75.8	90.2	78.6	75.9	77.4	91.2	75.6	75.6
2023-03-16 13:54:30	74.1	88.1	76.8	75.5	74.8	90.1	75.0	75.0
2023-03-16 13:54:31	77.4	91.4	79.7	76.7	78.7	92.3	75.7	75.7
2023-03-16 13:54:32	76.0	92.5	78.9	76.9	78.0	92.7	76.6	76.6
2023-03-16 13:54:33	74.8	91.1	77.7	76.1	76.2	92.9	75.6	75.6
2023-03-16 13:54:34	76.9	93.5	80.5	76.5	77.7	95.6	76.2	76.2
2023-03-16 13:54:35	72.1	86.2	75.0	76.3	75.7	90.1	75.3	75.3
2023-03-16 13:54:36	69.7	84.5	73.1	74.0	70.5	88.3	72.8	72.8
2023-03-16 13:54:37	67.9	90.2	75.0	71.8	69.9	96.5	70.8	70.8
2023-03-16 13:54:38	67.5	87.4	75.2	69.7	68.0	90.9	69.0	69.0
2023-03-16 13:54:39	67.5	88.5	74.2	68.4	68.0	92.3	68.1	68.1
2023-03-16 13:54:40	68.5	85.4	74.0	68.5	70.4	91.0	67.9	67.9
2023-03-16 13:54:41	74.7	91.4	77.7	73.6	76.6	92.2	71.1	71.3
2023-03-16 13:54:42	73.8	90.8	77.3	74.5	76.8	92.6	74.1	74.1

2023-03-16 13:54:43	68.6	86.8	73.9	73.3	70.5	88.8	72.1	72.2
2023-03-16 13:54:44	65.6	81.2	70.4	70.8	66.5	85.7	69.5	69.5
2023-03-16 13:54:45	65.6	81.5	70.5	68.2	65.9	86.9	67.4	67.4
2023-03-16 13:54:46	64.0	84.4	71.4	66.8	66.1	89.7	66.0	66.0
2023-03-16 13:54:47	63.3	81.2	69.2	65.1	63.9	84.8	64.5	64.5
2023-03-16 13:54:48	62.7	81.7	70.1	64.1	64.0	86.5	63.7	63.7
2023-03-16 13:54:49	61.8	79.8	68.3	63.1	62.5	83.2	62.8	62.8
2023-03-16 13:54:50	62.2	80.0	68.8	62.3	63.0	83.4	62.2	62.2
2023-03-16 13:54:51	62.1	80.7	68.5	62.4	63.0	85.0	62.2	62.2
2023-03-16 13:54:52	61.3	83.9	71.9	62.1	61.9	92.2	61.8	61.8
2023-03-16 13:54:53	61.1	90.0	77.6	61.7	61.9	92.6	61.5	61.5
2023-03-16 13:54:54	60.5	85.4	72.7	61.2	60.9	92.0	60.9	60.9
2023-03-16 13:54:55	60.9	87.3	74.2	60.9	61.4	90.9	60.8	60.8
2023-03-16 13:54:56	61.6	91.3	78.8	61.4	62.1	97.1	61.2	61.2
2023-03-16 13:54:57	63.4	87.8	75.2	63.1	65.5	91.7	61.9	61.9
2023-03-16 13:54:58	71.6	93.2	78.4	70.7	74.8	97.2	66.5	66.8
2023-03-16 13:54:59	76.3	93.3	81.7	75.0	77.6	98.0	73.7	73.7
2023-03-16 13:55:00	71.3	91.0	77.2	74.9	75.1	94.4	74.0	74.0
2023-03-16 13:55:01	67.0	85.4	72.8	72.8	70.3	90.1	71.5	71.5
2023-03-16 13:55:02	67.7	85.2	73.5	70.0	68.9	92.0	69.2	69.2
2023-03-16 13:55:03	69.7	88.4	75.1	69.5	70.8	95.9	69.0	69.0
2023-03-16 13:55:04	70.0	90.1	77.7	70.1	71.3	95.1	69.9	69.9
2023-03-16 13:55:05	69.2	88.8	76.7	69.7	69.8	94.6	69.5	69.5
2023-03-16 13:55:06	69.3	92.7	80.7	69.7	70.5	99.2	69.4	69.4
2023-03-16 13:55:07	69.9	87.6	76.3	69.7	70.7	91.9	69.4	69.4
2023-03-16 13:55:08	70.2	92.3	80.3	70.2	71.3	97.9	70.0	70.0
2023-03-16 13:55:09	66.7	85.3	73.9	69.9	69.1	94.3	69.1	69.1
2023-03-16 13:55:10	62.1	87.1	71.6	67.9	64.2	92.5	66.6	66.6
2023-03-16 13:55:11	60.6	91.2	76.8	65.1	62.1	95.7	64.0	64.0
2023-03-16 13:55:12	61.1	92.8	81.9	62.8	62.3	96.3	62.2	62.2
2023-03-16 13:55:13	62.9	96.7	84.7	62.7	64.7	100.9	62.1	62.1
2023-03-16 13:55:14	62.2	93.1	81.7	62.7	64.0	95.8	62.5	62.5
2023-03-16 13:55:15	60.6	93.6	80.7	62.3	62.6	98.2	61.8	61.8
2023-03-16 13:55:16	60.5	91.7	81.3	61.3	61.3	94.2	61.0	61.0
2023-03-16 13:55:17	59.5	90.2	78.7	60.8	61.2	93.8	60.5	60.5

2023-03-16 13:55:18	65.4	98.2	86.5	64.4	66.9	101.1	62.2	62.3
2023-03-16 13:55:19	63.9	95.3	85.2	64.7	66.5	96.7	64.3	64.3
2023-03-16 13:55:20	59.8	90.1	79.9	63.9	62.8	95.2	62.8	62.8
2023-03-16 13:55:21	58.8	89.9	77.2	61.7	59.9	95.2	60.9	60.9
2023-03-16 13:55:22	58.0	89.8	76.4	60.1	58.4	92.4	59.4	59.4
2023-03-16 13:55:23	57.6	87.7	72.0	58.9	58.5	93.1	58.4	58.4
2023-03-16 13:55:24	57.7	85.9	73.2	58.1	58.4	91.7	58.0	58.0
2023-03-16 13:55:25	57.4	88.4	74.8	58.0	58.3	92.4	57.8	57.8
2023-03-16 13:55:26	58.4	93.1	78.8	58.1	59.2	97.2	57.9	57.9
2023-03-16 13:55:27	58.6	91.8	78.7	58.6	59.5	94.8	58.4	58.4
2023-03-16 13:55:28	58.3	83.8	72.7	58.4	58.7	92.8	58.2	58.2
2023-03-16 13:55:29	59.3	88.0	77.1	59.1	60.1	91.1	58.6	58.6
2023-03-16 13:55:30	61.3	85.9	75.3	60.8	62.7	91.4	59.8	59.8
2023-03-16 13:55:31	62.7	87.5	74.6	62.0	63.3	91.5	61.6	61.6
2023-03-16 13:55:32	63.8	85.0	73.0	63.4	64.7	89.7	62.6	62.6
2023-03-16 13:55:33	67.0	89.9	76.4	66.3	68.8	95.0	64.7	64.7
2023-03-16 13:55:34	69.5	90.1	77.8	68.5	70.8	95.9	68.0	68.0
2023-03-16 13:55:35	65.0	92.9	78.6	68.3	67.6	98.4	67.4	67.5
2023-03-16 13:55:36	63.0	91.5	78.4	66.4	64.2	96.5	65.5	65.5
2023-03-16 13:55:37	61.5	84.3	73.1	64.5	62.5	89.9	63.6	63.6
2023-03-16 13:55:38	61.5	83.7	71.6	62.8	62.1	92.2	62.3	62.3
2023-03-16 13:55:39	62.7	81.9	69.0	62.6	63.3	87.5	62.2	62.2
2023-03-16 13:55:40	63.9	86.9	74.5	63.6	64.8	90.8	63.0	63.0
2023-03-16 13:55:41	66.1	89.7	78.6	65.4	66.9	95.0	64.6	64.6
2023-03-16 13:55:42	67.6	87.8	76.4	67.0	68.4	93.2	66.4	66.4
2023-03-16 13:55:43	68.5	99.3	84.6	68.1	69.1	103.6	67.5	67.5
2023-03-16 13:55:44	67.8	93.1	80.2	68.2	69.1	97.6	68.1	68.1
2023-03-16 13:55:45	66.4	96.3	82.5	67.8	67.8	101.0	67.4	67.4
2023-03-16 13:55:46	65.9	96.0	82.4	67.0	67.4	102.1	66.6	66.6
2023-03-16 13:55:47	69.2	93.2	79.8	68.8	72.2	97.1	66.9	66.9
2023-03-16 13:55:48	71.9	97.1	82.5	70.9	73.6	98.1	70.5	70.5
2023-03-16 13:55:49	67.5	94.0	80.7	70.7	70.0	100.2	69.9	69.9
2023-03-16 13:55:50	65.4	85.1	73.9	68.8	66.3	90.4	67.8	67.8
2023-03-16 13:55:51	66.7	84.8	73.7	67.2	67.9	88.9	67.0	67.0
2023-03-16 13:55:52	65.4	84.9	72.1	66.6	66.9	89.2	66.1	66.1

2023-03-16 13:55:53	72.6	90.6	76.7	71.7	74.9	92.9	68.8	68.9
2023-03-16 13:55:54	74.2	91.3	78.8	73.7	76.4	94.2	73.2	73.2
2023-03-16 13:55:55	67.0	85.8	73.2	73.0	71.2	89.9	71.7	71.7
2023-03-16 13:55:56	62.6	84.2	71.5	70.0	64.1	89.4	68.5	68.5
2023-03-16 13:55:57	61.3	87.1	72.5	66.8	61.8	89.2	65.5	65.5
2023-03-16 13:55:58	60.6	84.0	72.3	64.2	61.2	89.3	63.1	63.1
2023-03-16 13:55:59	61.6	88.5	75.2	62.3	62.3	91.9	62.0	62.0
2023-03-16 13:56:00	62.5	93.2	75.5	62.4	63.0	94.3	62.1	62.1
2023-03-16 13:56:01	65.0	88.1	76.0	64.3	66.0	93.3	63.3	63.3
2023-03-16 13:56:02	67.0	91.2	78.4	66.3	67.8	95.8	65.3	65.4
2023-03-16 13:56:03	69.0	88.6	77.3	68.3	69.8	92.6	67.4	67.4
2023-03-16 13:56:04	69.1	88.1	75.2	68.8	69.6	92.2	68.6	68.6
2023-03-16 13:56:05	69.2	91.6	77.6	69.2	69.9	99.2	69.0	69.0
2023-03-16 13:56:06	68.1	87.3	74.6	69.0	69.3	93.1	68.9	68.9
2023-03-16 13:56:07	63.5	85.3	73.1	68.2	65.6	90.1	67.1	67.1
2023-03-16 13:56:08	64.1	84.0	72.2	65.8	65.5	88.3	65.1	65.1
2023-03-16 13:56:09	68.4	87.9	74.8	67.7	70.1	88.6	66.2	66.2
2023-03-16 13:56:10	67.6	88.7	77.4	68.3	70.2	94.3	67.9	67.9
2023-03-16 13:56:11	62.4	87.8	76.5	67.3	65.0	92.9	66.1	66.1
2023-03-16 13:56:12	60.4	90.6	77.0	64.8	61.2	93.7	63.6	63.7
2023-03-16 13:56:13	58.4	86.4	74.7	62.5	60.5	93.3	61.5	61.5
2023-03-16 13:56:14	57.7	83.6	72.8	60.3	58.5	88.6	59.5	59.5
2023-03-16 13:56:15	57.3	83.7	71.1	58.8	57.7	90.0	58.3	58.3
2023-03-16 13:56:16	58.0	87.7	74.3	58.1	58.8	91.8	57.9	57.9
2023-03-16 13:56:17	58.1	83.9	69.9	58.1	59.0	86.6	58.0	58.0
2023-03-16 13:56:18	57.8	83.9	71.6	58.1	58.6	89.3	57.9	57.9
2023-03-16 13:56:19	57.5	79.3	68.9	57.9	57.9	86.4	57.8	57.8
2023-03-16 13:56:20	57.1	83.4	71.5	57.7	57.5	89.7	57.5	57.5
2023-03-16 13:56:21	57.4	79.4	69.5	57.4	57.8	86.0	57.3	57.3
2023-03-16 13:56:22	57.9	82.7	69.0	57.8	58.5	84.7	57.6	57.6
2023-03-16 13:56:23	57.8	85.0	70.1	57.8	58.0	87.4	57.7	57.7
2023-03-16 13:56:24	58.4	81.3	69.2	58.3	59.3	85.5	57.9	57.9
2023-03-16 13:56:25	59.0	79.5	68.3	58.7	59.4	85.9	58.5	58.5
2023-03-16 13:56:26	60.1	87.4	74.7	59.7	60.6	90.4	59.2	59.2
2023-03-16 13:56:27	61.9	88.8	76.9	61.3	62.8	94.4	60.4	60.4

2023-03-16 13:56:28	65.0	90.5	77.6	64.2	66.0	96.6	62.8	62.9
2023-03-16 13:56:29	65.5	88.5	76.9	65.1	66.4	95.5	64.8	64.8
2023-03-16 13:56:30	64.3	87.2	73.1	65.1	65.6	93.2	64.9	64.9
2023-03-16 13:56:31	61.9	85.0	72.7	64.4	63.1	90.5	63.7	63.7
2023-03-16 13:56:32	60.8	88.9	73.9	63.0	61.3	92.4	62.3	62.3
2023-03-16 13:56:33	61.2	88.6	76.6	61.7	62.2	97.0	61.4	61.4
2023-03-16 13:56:34	62.7	92.4	79.7	62.4	63.3	98.7	61.9	61.9
2023-03-16 13:56:35	64.3	88.9	75.6	63.9	65.5	94.2	63.0	63.0
2023-03-16 13:56:36	68.2	89.1	77.9	67.4	70.1	94.6	65.5	65.5
2023-03-16 13:56:37	73.8	97.2	84.0	72.7	75.7	102.8	70.2	70.3
2023-03-16 13:56:38	75.7	93.1	81.2	75.0	77.2	100.7	73.8	73.8
2023-03-16 13:56:39	78.6	99.8	86.6	77.5	79.5	103.4	76.7	76.8
2023-03-16 13:56:40	77.7	96.9	83.2	77.8	79.2	101.7	77.7	77.7
2023-03-16 13:56:41	75.0	103.1	86.9	77.4	76.9	108.3	76.7	76.8
2023-03-16 13:56:42	72.8	97.6	81.8	76.0	74.2	102.4	75.2	75.2
2023-03-16 13:56:43	70.6	91.4	77.4	74.2	71.7	94.3	73.2	73.2
2023-03-16 13:56:44	70.6	85.6	74.7	72.2	72.2	90.1	71.5	71.5
2023-03-16 13:56:45	72.9	89.8	76.1	72.5	73.9	90.5	71.9	71.9
2023-03-16 13:56:46	72.8	92.3	78.4	73.0	74.0	94.1	72.8	72.8
2023-03-16 13:56:47	68.6	89.4	75.9	72.5	71.5	96.6	71.6	71.6
2023-03-16 13:56:48	65.7	86.5	74.5	70.3	66.8	92.7	69.1	69.1
2023-03-16 13:56:49	64.4	88.1	74.6	68.0	65.9	93.4	67.0	67.0
2023-03-16 13:56:50	65.6	84.2	72.2	66.1	66.4	91.3	65.8	65.8
2023-03-16 13:56:51	66.2	86.5	73.7	66.2	67.0	89.9	65.9	65.9
2023-03-16 13:56:52	68.4	87.0	76.1	67.7	69.1	91.0	67.1	67.1
2023-03-16 13:56:53	67.0	87.3	74.9	67.9	69.1	90.5	67.7	67.7
2023-03-16 13:56:54	64.6	94.2	80.3	67.1	65.6	97.7	66.3	66.3
2023-03-16 13:56:55	62.8	91.2	79.0	65.7	64.6	96.3	64.8	64.8
2023-03-16 13:56:56	67.5	90.3	76.0	67.1	70.3	94.3	64.9	64.9
2023-03-16 13:56:57	73.1	94.7	82.8	71.6	73.6	99.6	70.3	70.4
2023-03-16 13:56:58	69.1	90.4	78.5	71.6	72.5	92.7	71.0	71.1
2023-03-16 13:56:59	64.5	94.2	77.5	69.9	66.7	98.5	68.6	68.6
2023-03-16 13:57:00	62.8	92.9	79.0	67.3	64.6	96.5	66.1	66.1
2023-03-16 13:57:01	62.7	90.9	79.6	64.9	63.4	95.7	64.2	64.2
2023-03-16 13:57:02	61.9	89.7	78.2	63.6	62.7	93.5	63.1	63.1

2023-03-16 13:57:03	62.2	90.2	77.4	62.6	62.7	95.0	62.4	62.4
2023-03-16 13:57:04	63.7	90.5	75.9	63.5	65.7	94.4	62.7	62.7
2023-03-16 13:57:05	65.0	85.9	75.7	64.5	65.5	89.6	64.1	64.1
2023-03-16 13:57:06	66.2	87.1	77.3	65.7	66.8	92.8	65.2	65.2
2023-03-16 13:57:07	68.0	90.2	79.2	67.4	68.9	93.0	66.5	66.5
2023-03-16 13:57:08	71.0	93.2	81.8	70.3	72.8	94.7	68.7	68.7
2023-03-16 13:57:09	77.4	98.3	86.7	76.1	78.8	99.5	74.0	74.1
2023-03-16 13:57:10	73.6	96.3	86.0	76.1	77.3	97.0	75.3	75.3
2023-03-16 13:57:11	76.1	98.5	87.3	75.7	76.9	99.9	75.1	75.2
2023-03-16 13:57:12	77.0	103.5	88.6	76.9	80.2	104.0	76.0	76.0
2023-03-16 13:57:13	76.1	96.5	83.9	76.8	77.7	97.4	76.3	76.4
2023-03-16 13:57:14	75.4	92.7	80.3	76.7	77.4	94.1	76.3	76.3
2023-03-16 13:57:15	70.4	87.3	75.1	75.6	73.5	87.9	74.4	74.4
2023-03-16 13:57:16	66.6	84.4	72.3	73.0	69.7	87.5	71.6	71.6
2023-03-16 13:57:17	65.6	86.1	71.8	70.0	66.8	88.6	68.9	68.9
2023-03-16 13:57:18	64.3	82.7	70.6	67.8	65.5	85.7	66.8	66.9
2023-03-16 13:57:19	62.7	82.2	69.9	65.8	63.2	85.8	64.9	64.9
2023-03-16 13:57:20	63.4	82.9	69.9	64.1	64.9	85.7	63.9	63.9
2023-03-16 13:57:21	64.5	82.4	69.9	64.3	65.6	84.9	64.0	64.0
2023-03-16 13:57:22	66.5	85.4	70.5	65.7	68.5	87.2	65.3	65.3
2023-03-16 13:57:23	65.1	84.2	71.5	65.8	66.3	89.7	65.6	65.6
2023-03-16 13:57:24	62.3	80.7	69.4	65.2	64.1	85.8	64.4	64.4
2023-03-16 13:57:25	61.7	79.4	68.6	63.5	62.8	84.0	62.9	62.9
2023-03-16 13:57:26	66.9	83.6	70.6	66.1	68.7	85.5	64.1	64.1
2023-03-16 13:57:27	72.3	88.7	74.6	71.1	73.9	88.6	68.9	69.0
2023-03-16 13:57:28	73.4	88.4	76.2	72.9	75.1	90.3	72.4	72.4
2023-03-16 13:57:29	68.7	87.1	73.0	72.4	71.2	89.4	71.5	71.6
2023-03-16 13:57:30	65.1	82.3	71.6	70.3	66.4	88.2	69.0	69.0
2023-03-16 13:57:31	64.3	86.4	75.1	67.7	65.0	92.9	66.7	66.7
2023-03-16 13:57:32	64.6	85.5	72.2	65.9	65.6	91.5	65.4	65.4
2023-03-16 13:57:33	63.8	82.9	71.1	65.2	65.1	85.7	64.8	64.8
2023-03-16 13:57:34	63.8	81.9	70.4	64.3	64.4	86.5	64.1	64.1
2023-03-16 13:57:35	62.1	82.4	70.2	64.0	63.6	88.0	63.4	63.4
2023-03-16 13:57:36	62.1	88.2	72.9	62.8	62.7	89.1	62.5	62.5
2023-03-16 13:57:37	61.5	81.6	69.4	62.6	63.9	85.1	62.2	62.2

2023-03-16 13:57:38	60.9	79.9	69.0	61.7	61.6	84.0	61.3	61.3
2023-03-16 13:57:39	60.5	79.3	69.1	61.3	61.3	88.4	61.0	61.0
2023-03-16 13:57:40	61.0	82.7	71.0	61.0	61.9	85.7	60.7	60.7
2023-03-16 13:57:41	62.5	82.9	71.0	62.1	63.0	85.4	61.6	61.6
2023-03-16 13:57:42	64.2	83.2	71.6	63.7	65.3	86.9	62.8	62.8
2023-03-16 13:57:43	66.8	83.3	71.7	66.0	67.5	87.1	65.0	65.0
2023-03-16 13:57:44	66.3	84.0	72.2	66.3	67.2	89.5	66.2	66.2
2023-03-16 13:57:45	64.4	83.1	71.2	66.1	65.7	88.2	65.6	65.6
2023-03-16 13:57:46	64.2	83.3	71.4	65.1	64.8	87.7	64.8	64.8
2023-03-16 13:57:47	65.4	82.2	71.4	65.3	67.2	86.2	64.6	64.6
2023-03-16 13:57:48	72.3	91.1	76.6	71.4	74.8	91.9	68.1	68.2
2023-03-16 13:57:49	77.4	93.2	81.4	76.0	78.3	95.3	74.6	74.7
2023-03-16 13:57:50	73.1	91.0	77.1	76.0	76.5	92.9	75.2	75.3
2023-03-16 13:57:51	67.3	88.4	75.9	74.1	70.7	95.7	72.7	72.7
2023-03-16 13:57:52	68.1	92.6	75.6	71.1	69.2	93.9	70.1	70.1
2023-03-16 13:57:53	69.7	85.4	73.6	69.7	70.2	88.8	69.5	69.5
2023-03-16 13:57:54	72.2	86.4	74.9	71.5	73.1	88.5	70.7	70.7
2023-03-16 13:57:55	73.1	88.1	76.9	72.6	73.6	92.4	72.2	72.2
2023-03-16 13:57:56	70.9	89.1	76.8	72.5	72.8	90.9	72.1	72.1
2023-03-16 13:57:57	69.9	90.2	76.7	71.5	70.7	91.5	71.0	71.0
2023-03-16 13:57:58	68.8	88.9	78.0	70.5	69.6	93.1	69.9	69.9
2023-03-16 13:57:59	68.8	90.8	79.0	69.6	69.5	97.6	69.3	69.3
2023-03-16 13:58:00	69.7	94.4	83.0	69.6	70.6	99.1	69.1	69.1
2023-03-16 13:58:01	71.9	100.4	86.5	71.2	72.4	103.2	70.5	70.6
2023-03-16 13:58:02	69.7	92.9	81.2	71.2	72.0	96.8	70.8	70.8
2023-03-16 13:58:03	65.1	93.1	80.0	70.1	68.3	95.9	68.9	69.0
2023-03-16 13:58:04	62.3	87.6	76.8	67.5	63.4	94.7	66.2	66.2
2023-03-16 13:58:05	60.5	89.7	75.7	64.9	61.7	96.2	63.7	63.8
2023-03-16 13:58:06	61.3	89.8	78.2	62.6	62.1	97.8	62.2	62.2
2023-03-16 13:58:07	61.7	92.2	80.4	62.6	65.2	96.6	62.0	62.0
2023-03-16 13:58:08	60.5	93.9	80.9	61.5	61.4	98.5	61.0	61.1
2023-03-16 13:58:09	59.5	93.9	79.5	60.9	60.8	94.3	60.5	60.5
2023-03-16 13:58:10	58.0	90.7	77.9	60.1	59.8	93.7	59.5	59.5
2023-03-16 13:58:11	57.8	84.8	72.6	58.9	58.3	90.9	58.6	58.6
2023-03-16 13:58:12	57.4	84.0	71.1	58.2	57.8	90.6	57.9	57.9

2023-03-16 13:58:13	58.3	82.9	70.7	58.1	58.6	91.6	57.9	57.9
2023-03-16 13:58:14	58.9	82.5	70.0	58.7	59.3	91.2	58.5	58.5
2023-03-16 13:58:15	59.9	91.4	75.6	59.6	60.4	95.2	59.1	59.1
2023-03-16 13:58:16	60.8	89.0	76.6	60.4	61.2	98.6	60.0	60.0
2023-03-16 13:58:17	62.9	95.7	78.9	62.4	64.2	98.8	61.3	61.3
2023-03-16 13:58:18	66.4	91.6	78.4	65.6	67.9	94.8	63.9	64.0
2023-03-16 13:58:19	67.7	94.3	80.6	67.1	68.4	95.2	66.4	66.4
2023-03-16 13:58:20	68.6	94.5	83.3	68.2	69.1	98.3	67.7	67.7
2023-03-16 13:58:21	69.9	90.8	77.1	69.5	71.2	96.0	68.7	68.7
2023-03-16 13:58:22	71.1	86.6	75.2	70.6	72.0	91.5	70.2	70.2
2023-03-16 13:58:23	67.8	85.9	73.7	70.5	70.6	90.5	69.8	69.8
2023-03-16 13:58:24	66.5	84.0	71.8	68.8	67.6	87.4	68.0	68.0
2023-03-16 13:58:25	71.0	86.8	74.2	70.4	73.0	89.5	68.7	68.7
2023-03-16 13:58:26	73.5	89.2	76.8	72.6	74.2	91.6	72.0	72.0
2023-03-16 13:58:27	70.9	87.7	75.1	72.5	72.7	90.7	72.0	72.0
2023-03-16 13:58:28	73.1	88.6	76.0	72.6	73.5	90.6	72.2	72.2
2023-03-16 13:58:29	73.4	88.0	77.0	73.2	74.3	93.0	72.8	72.8
2023-03-16 13:58:30	76.6	93.9	80.3	75.8	77.7	93.6	74.5	74.6
2023-03-16 13:58:31	73.2	92.0	79.2	75.8	76.9	95.8	75.2	75.2
2023-03-16 13:58:32	69.2	85.2	73.8	74.1	70.9	91.0	72.9	72.9
2023-03-16 13:58:33	67.0	84.2	71.6	71.6	69.0	92.9	70.5	70.5
2023-03-16 13:58:34	64.9	85.6	72.9	69.2	66.0	88.9	68.1	68.1
2023-03-16 13:58:35	64.5	82.6	70.1	67.0	65.8	88.4	66.4	66.4
2023-03-16 13:58:36	62.4	95.7	77.2	65.4	63.0	96.9	64.5	64.6
2023-03-16 13:58:37	61.3	91.3	79.2	63.7	62.8	94.9	63.0	63.0
2023-03-16 13:58:38	61.9	90.9	77.6	62.3	62.4	95.4	62.2	62.2
2023-03-16 13:58:39	62.3	85.7	73.1	62.4	63.4	89.5	62.2	62.2
2023-03-16 13:58:40	62.5	95.2	82.0	62.8	65.2	102.0	62.4	62.4
2023-03-16 13:58:41	66.0	102.3	87.5	65.7	70.7	104.9	63.1	63.2
2023-03-16 13:58:42	65.6	104.2	86.0	67.1	71.2	103.5	66.0	66.0
2023-03-16 13:58:43	61.5	96.3	83.5	65.1	63.6	100.1	64.2	64.2
2023-03-16 13:58:44	59.2	87.7	77.7	63.0	60.9	94.0	62.0	62.0
2023-03-16 13:58:45	60.2	94.2	80.3	61.0	61.5	97.5	60.7	60.7
2023-03-16 13:58:46	58.3	85.4	73.2	60.5	59.3	88.3	59.8	59.8
2023-03-16 13:58:47	59.4	90.7	79.4	59.4	60.5	95.2	59.2	59.2

2023-03-16 13:58:48	60.1	87.1	74.6	59.9	60.6	93.8	59.6	59.6
2023-03-16 13:58:49	62.4	95.5	81.4	61.8	63.7	99.9	60.9	60.9
2023-03-16 13:58:50	64.2	88.3	76.6	63.6	64.9	93.7	62.7	62.7
2023-03-16 13:58:51	65.9	87.1	76.5	65.3	66.9	93.4	64.5	64.5
2023-03-16 13:58:52	68.3	90.4	78.2	67.5	68.9	95.0	66.5	66.5
2023-03-16 13:58:53	69.2	86.1	75.3	68.7	70.0	92.2	68.1	68.1
2023-03-16 13:58:54	69.8	86.8	74.8	69.5	70.2	93.3	69.2	69.2
2023-03-16 13:58:55	71.0	87.2	75.5	70.6	71.9	92.1	70.0	70.0
2023-03-16 13:58:56	75.5	92.2	78.9	74.8	78.3	93.1	72.4	72.4
2023-03-16 13:58:57	79.3	94.2	82.2	78.1	79.9	94.9	77.0	77.0
2023-03-16 13:58:58	75.3	90.4	77.7	78.1	79.0	91.2	77.5	77.5
2023-03-16 13:58:59	71.5	86.6	75.2	76.3	72.6	89.8	75.0	75.0
2023-03-16 13:59:00	75.2	91.1	78.5	75.0	76.9	93.6	74.3	74.3
2023-03-16 13:59:01	76.4	92.0	80.1	76.3	78.0	95.1	75.9	75.9
2023-03-16 13:59:02	71.3	86.8	75.4	75.7	74.2	89.6	74.6	74.6
2023-03-16 13:59:03	70.5	88.0	75.4	73.3	71.5	88.7	72.5	72.5
2023-03-16 13:59:04	68.7	89.4	76.6	71.7	71.2	94.8	70.9	70.9
2023-03-16 13:59:05	67.6	87.5	75.8	70.0	69.1	90.3	69.3	69.3
2023-03-16 13:59:06	65.2	88.6	75.7	68.5	66.6	94.4	67.6	67.6
2023-03-16 13:59:07	70.4	88.2	75.6	69.7	72.2	90.5	68.6	68.7
2023-03-16 13:59:08	66.0	84.9	73.4	69.1	68.9	87.7	68.3	68.3
2023-03-16 13:59:09	68.0	89.6	76.2	67.9	69.3	96.3	67.7	67.7
2023-03-16 13:59:10	67.1	85.6	75.5	67.5	69.5	91.3	67.1	67.1
2023-03-16 13:59:11	71.8	90.9	77.3	71.3	76.3	92.3	69.2	69.3
2023-03-16 13:59:12	73.7	96.3	81.4	73.2	75.2	98.2	71.8	71.9
2023-03-16 13:59:13	77.0	93.9	80.3	76.3	79.9	95.4	74.6	74.6
2023-03-16 13:59:14	72.6	91.0	77.0	76.4	80.0	92.3	75.4	75.5
2023-03-16 13:59:15	70.5	90.2	77.9	74.0	72.5	93.8	73.1	73.1
2023-03-16 13:59:16	74.7	94.6	80.1	74.6	79.1	94.5	73.2	73.2
2023-03-16 13:59:17	77.2	94.3	82.4	76.4	79.5	97.2	75.8	75.9
2023-03-16 13:59:18	76.9	94.0	83.1	77.1	79.8	96.4	76.6	76.6
2023-03-16 13:59:19	76.2	95.7	83.6	76.7	79.2	97.5	76.1	76.1
2023-03-16 13:59:20	77.7	96.4	84.0	77.4	79.6	101.4	76.6	76.6
2023-03-16 13:59:21	77.5	96.1	85.1	77.9	79.2	102.0	77.6	77.6
2023-03-16 13:59:22	73.7	94.3	84.2	77.3	75.2	97.4	76.2	76.2

2023-03-16 13:59:23	74.3	93.7	83.2	75.4	75.5	97.5	75.1	75.1
2023-03-16 13:59:24	77.2	98.7	83.1	76.7	79.4	100.3	75.7	75.8
2023-03-16 13:59:25	72.3	91.8	80.2	76.4	75.7	97.0	75.4	75.4
2023-03-16 13:59:26	69.1	89.4	77.5	74.2	71.7	92.0	73.0	73.0
2023-03-16 13:59:27	65.8	89.0	75.5	71.6	68.0	90.0	70.2	70.3
2023-03-16 13:59:28	65.6	86.7	75.1	68.9	66.8	93.8	68.0	68.0
2023-03-16 13:59:29	68.3	86.6	75.4	68.2	70.9	90.7	67.3	67.3
2023-03-16 13:59:30	70.3	86.6	75.6	69.8	71.5	91.0	68.8	68.8
2023-03-16 13:59:31	75.7	97.0	80.7	74.4	78.7	98.9	73.2	73.3
2023-03-16 13:59:32	70.4	88.3	77.1	74.0	72.8	93.4	73.1	73.1
2023-03-16 13:59:33	68.4	90.6	76.5	72.0	69.5	92.6	71.0	71.0
2023-03-16 13:59:34	68.8	90.1	78.8	70.1	69.3	95.4	69.6	69.6
2023-03-16 13:59:35	68.2	90.8	78.3	69.4	69.5	94.0	69.0	69.0
2023-03-16 13:59:36	70.2	91.8	79.8	69.8	71.1	96.4	69.2	69.2
2023-03-16 13:59:37	71.2	92.7	79.0	70.7	72.3	94.0	70.4	70.4
2023-03-16 13:59:38	72.7	89.4	78.0	72.3	74.2	91.5	71.3	71.3
2023-03-16 13:59:39	75.7	92.5	80.1	74.8	76.9	95.4	73.9	73.9
2023-03-16 13:59:40	74.3	90.9	78.6	74.9	75.7	91.6	74.7	74.7
2023-03-16 13:59:41	71.8	89.6	77.3	74.3	73.6	92.2	73.6	73.7
2023-03-16 13:59:42	68.7	87.0	75.2	72.8	71.7	92.3	71.7	71.7
2023-03-16 13:59:43	64.8	93.6	81.5	70.6	67.2	101.6	69.2	69.2
2023-03-16 13:59:44	62.6	84.6	73.0	67.8	63.7	90.1	66.5	66.5
2023-03-16 13:59:45	61.9	82.6	71.9	65.2	62.7	87.5	64.2	64.2
2023-03-16 13:59:46	62.1	84.2	72.3	63.5	64.5	89.2	62.9	62.9
2023-03-16 13:59:47	60.8	82.4	72.7	62.8	63.0	91.1	62.1	62.2
2023-03-16 13:59:48	59.9	86.4	74.3	61.6	60.9	94.0	61.1	61.1
2023-03-16 13:59:49	59.5	88.1	75.2	60.6	60.1	92.6	60.2	60.2
2023-03-16 13:59:50	59.7	91.3	75.6	59.9	60.6	93.0	59.8	59.8
2023-03-16 13:59:51	61.6	90.4	78.0	61.2	62.7	93.3	60.4	60.4
2023-03-16 13:59:52	61.6	87.8	76.0	61.4	62.6	93.0	61.3	61.3
2023-03-16 13:59:53	63.0	85.2	72.6	62.6	63.8	86.9	61.9	61.9
2023-03-16 13:59:54	64.9	83.3	73.1	64.3	65.9	90.1	63.4	63.4
2023-03-16 13:59:55	68.2	89.1	75.0	67.2	68.6	92.3	66.1	66.1
2023-03-16 13:59:56	70.2	87.3	75.7	69.5	71.4	92.7	68.3	68.3
2023-03-16 13:59:57	70.3	86.0	75.1	70.2	71.4	89.9	70.0	70.0

2023-03-16 13:59:58	67.1	84.7	72.0	69.9	69.7	88.4	69.2	69.2
2023-03-16 13:59:59	62.5	82.3	71.5	68.1	65.1	87.0	66.8	66.9
2023-03-16 14:00:00	61.4	82.2	72.1	65.4	62.6	88.1	64.2	64.2
2023-03-16 14:00:01	59.7	82.0	71.0	63.4	61.7	85.0	62.4	62.4
2023-03-16 14:00:02	59.8	81.6	70.6	61.4	60.7	86.6	60.9	60.9
2023-03-16 14:00:03	59.7	84.1	70.7	60.4	60.6	84.0	60.1	60.1
2023-03-16 14:00:04	59.9	81.5	71.0	60.1	60.8	85.7	59.9	59.9
2023-03-16 14:00:05	60.8	82.8	71.2	60.6	61.5	86.2	60.3	60.3
2023-03-16 14:00:06	62.9	82.8	71.5	62.2	63.8	86.6	61.5	61.5
2023-03-16 14:00:07	65.2	83.0	72.0	64.6	66.4	85.5	63.3	63.4
2023-03-16 14:00:08	69.5	84.5	73.6	68.5	71.0	88.2	66.7	66.7
2023-03-16 14:00:09	73.6	90.0	76.8	72.6	75.3	92.3	70.6	70.6
2023-03-16 14:00:10	72.9	89.7	77.0	73.2	75.1	90.9	73.0	73.0
2023-03-16 14:00:11	67.6	87.0	73.5	72.6	70.7	89.3	71.4	71.4
2023-03-16 14:00:12	63.6	83.3	71.4	69.9	65.4	85.6	68.5	68.5
2023-03-16 14:00:13	63.2	82.3	71.2	67.0	65.1	84.8	65.9	65.9
2023-03-16 14:00:14	63.2	82.4	70.9	65.1	65.1	85.0	64.4	64.4
2023-03-16 14:00:15	62.6	83.1	70.4	64.2	65.2	83.8	63.8	63.8
2023-03-16 14:00:16	59.9	80.8	69.1	63.0	60.9	83.9	62.1	62.1
2023-03-16 14:00:17	60.2	79.7	68.1	61.3	61.0	82.2	60.9	60.9
2023-03-16 14:00:18	59.5	79.8	68.5	60.6	60.3	83.8	60.3	60.3
2023-03-16 14:00:19	61.8	79.5	68.9	61.4	63.7	84.4	60.8	60.8
2023-03-16 14:00:20	59.6	79.2	68.6	61.1	60.4	84.7	60.6	60.6
2023-03-16 14:00:21	59.5	81.0	68.5	60.2	60.1	85.5	59.9	59.9
2023-03-16 14:00:22	58.5	78.0	67.1	59.8	59.7	82.7	59.4	59.4
2023-03-16 14:00:23	59.4	81.1	68.4	59.5	61.9	84.7	58.8	58.8
2023-03-16 14:00:24	61.8	81.7	69.6	61.3	63.9	83.6	60.9	60.9
2023-03-16 14:00:25	60.4	81.9	69.6	60.7	61.6	85.1	60.4	60.4
2023-03-16 14:00:26	60.1	81.4	69.2	60.7	61.1	83.9	60.5	60.5
2023-03-16 14:00:27	60.1	81.6	69.2	60.3	60.9	86.9	60.1	60.1
2023-03-16 14:00:28	62.3	81.0	70.7	61.9	63.8	88.4	60.8	60.9
2023-03-16 14:00:29	64.4	82.6	70.2	63.8	65.8	85.6	62.8	62.8
2023-03-16 14:00:30	68.8	85.3	73.8	67.9	70.9	91.0	65.8	65.8
2023-03-16 14:00:31	72.4	89.2	76.4	71.3	73.2	92.2	70.1	70.1
2023-03-16 14:00:32	68.2	84.6	72.5	71.2	71.8	87.0	70.5	70.5

2023-03-16 14:00:33	65.3	86.1	74.0	69.4	66.8	90.0	68.3	68.4
2023-03-16 14:00:34	66.2	87.0	73.2	67.2	68.1	92.0	66.6	66.6
2023-03-16 14:00:35	72.2	91.5	78.4	71.2	73.6	94.2	69.1	69.2
2023-03-16 14:00:36	72.7	92.6	80.5	72.1	73.6	94.3	71.9	71.9
2023-03-16 14:00:37	77.2	94.7	81.1	76.4	79.4	96.5	73.9	74.0
2023-03-16 14:00:38	75.9	92.3	79.9	77.0	79.3	93.3	76.6	76.6
2023-03-16 14:00:39	69.9	89.7	76.2	75.7	72.0	90.7	74.3	74.3
2023-03-16 14:00:40	73.5	91.1	78.8	73.7	75.9	95.5	72.7	72.7
2023-03-16 14:00:41	75.9	92.5	79.9	75.2	76.9	94.1	74.8	74.8
2023-03-16 14:00:42	73.5	89.1	77.9	75.0	74.4	92.4	74.5	74.5
2023-03-16 14:00:43	73.1	89.0	78.1	74.1	73.9	94.7	73.7	73.7
2023-03-16 14:00:44	75.8	93.5	80.0	75.3	77.2	97.3	74.4	74.4
2023-03-16 14:00:45	74.9	91.7	79.2	75.4	76.3	95.0	75.2	75.2
2023-03-16 14:00:46	71.4	90.1	77.8	74.9	74.0	92.0	74.0	74.0
2023-03-16 14:00:47	68.7	91.1	79.5	72.9	70.5	95.0	71.9	71.9
2023-03-16 14:00:48	68.5	97.8	84.1	70.7	69.6	101.7	70.0	70.0
2023-03-16 14:00:49	67.5	93.0	79.4	69.4	68.2	97.2	68.8	68.8
2023-03-16 14:00:50	72.3	95.2	82.5	71.5	74.0	98.5	69.8	69.8
2023-03-16 14:00:51	70.4	100.9	86.6	71.8	73.8	106.7	71.4	71.4
2023-03-16 14:00:52	65.1	93.2	81.1	70.5	67.2	99.0	69.2	69.3
2023-03-16 14:00:53	63.6	93.1	78.0	67.8	64.1	98.6	66.7	66.7
2023-03-16 14:00:54	64.0	94.6	82.0	65.6	65.4	99.4	65.0	65.0
2023-03-16 14:00:55	66.9	93.0	79.6	66.7	69.8	97.3	65.0	65.1
2023-03-16 14:00:56	74.0	95.3	84.2	72.6	74.6	99.0	70.6	70.7
2023-03-16 14:00:57	70.7	93.9	79.3	72.7	74.4	95.0	72.2	72.2
2023-03-16 14:00:58	69.6	95.5	80.6	71.2	71.9	97.1	70.5	70.5
2023-03-16 14:00:59	67.5	91.4	80.2	70.5	71.1	96.9	69.7	69.7
2023-03-16 14:01:00	66.3	90.4	78.1	68.7	69.7	93.4	68.0	68.0
2023-03-16 14:01:01	63.4	88.5	77.0	67.6	69.3	92.3	66.4	66.4
2023-03-16 14:01:02	59.6	86.9	75.4	64.9	61.0	92.7	63.6	63.6
2023-03-16 14:01:03	58.5	80.4	69.6	62.4	59.7	86.1	61.3	61.3
2023-03-16 14:01:04	58.7	79.8	69.2	60.3	60.1	85.7	59.7	59.7
2023-03-16 14:01:05	59.1	82.3	70.8	59.4	59.6	86.7	59.2	59.2
2023-03-16 14:01:06	60.3	86.8	76.2	60.0	61.0	90.6	59.6	59.6
2023-03-16 14:01:07	61.6	89.2	76.5	61.1	62.1	91.6	60.6	60.6

2023-03-16	14:01:08	62.5	87.9	75.8	62.2	63.5	90.1	61.5	61.5
2023-03-16	14:01:09	66.6	87.5	74.4	65.9	69.1	88.7	63.7	63.7
2023-03-16	14:01:10	73.1	89.3	75.9	71.7	74.2	89.6	69.7	69.9
2023-03-16	14:01:11	68.7	87.6	73.1	71.6	72.4	90.1	70.9	71.0
2023-03-16	14:01:12	64.1	86.4	73.5	69.8	66.1	89.0	68.4	68.4
2023-03-16	14:01:13	64.2	86.2	74.7	67.1	65.6	91.8	66.3	66.3
2023-03-16	14:01:14	64.3	85.6	73.4	65.5	65.2	89.8	65.1	65.1
2023-03-16	14:01:15	65.8	85.0	73.9	65.6	66.9	88.3	65.0	65.0
2023-03-16	14:01:16	67.5	86.5	74.7	67.0	68.5	91.5	66.3	66.3
2023-03-16	14:01:17	67.8	86.5	75.2	67.6	68.5	89.8	67.3	67.3
2023-03-16	14:01:18	68.0	88.8	76.5	67.9	68.9	93.5	67.6	67.6
2023-03-16	14:01:19	71.6	88.7	75.6	71.0	73.9	92.6	69.0	69.1
2023-03-16	14:01:20	73.5	89.7	77.4	72.7	74.6	91.0	72.3	72.3
2023-03-16	14:01:21	69.3	88.4	77.6	72.6	72.3	91.1	71.7	71.7
2023-03-16	14:01:22	66.7	88.0	76.2	70.7	68.5	92.8	69.6	69.7
2023-03-16	14:01:23	64.0	87.1	74.1	68.5	65.9	90.9	67.4	67.4
2023-03-16	14:01:24	62.6	86.3	73.3	66.1	63.4	93.2	65.1	65.1
2023-03-16	14:01:25	62.3	85.3	73.4	64.3	63.3	91.9	63.7	63.7
2023-03-16	14:01:26	62.3	86.2	71.7	63.2	63.0	89.2	62.9	62.9
2023-03-16	14:01:27	63.1	87.4	74.3	63.1	64.3	90.9	62.7	62.7
2023-03-16	14:01:28	65.6	91.7	78.9	65.0	66.7	95.6	64.0	64.0
2023-03-16	14:01:29	69.1	94.6	81.9	68.0	69.9	98.1	66.9	67.0
2023-03-16	14:01:30	68.8	91.4	78.5	68.7	69.8	94.2	68.5	68.5
2023-03-16	14:01:31	65.1	87.7	76.0	68.4	67.6	92.3	67.5	67.5
2023-03-16	14:01:32	63.7	86.0	73.3	66.5	64.7	90.0	65.6	65.6
2023-03-16	14:01:33	66.7	86.2	74.9	66.4	68.3	90.9	65.4	65.4
2023-03-16	14:01:34	69.2	88.0	75.9	68.4	69.7	94.0	67.7	67.7
2023-03-16	14:01:35	65.7	88.3	75.0	68.4	69.0	92.4	67.8	67.8
2023-03-16	14:01:36	61.6	87.6	72.2	66.6	63.7	87.1	65.3	65.3
2023-03-16	14:01:37	59.9	91.6	77.2	64.2	62.7	94.6	63.1	63.1
2023-03-16	14:01:38	57.8	88.1	72.5	61.9	59.1	90.1	60.8	60.8
2023-03-16	14:01:39	57.5	85.3	70.8	59.7	58.0	87.9	59.0	59.1
2023-03-16	14:01:40	58.0	81.9	69.8	58.4	58.4	85.5	58.3	58.3
2023-03-16	14:01:41	58.5	84.7	71.8	58.4	59.0	87.8	58.2	58.2
2023-03-16	14:01:42	59.9	83.4	71.7	59.6	60.9	89.5	58.9	58.9

2023-03-16 14:01:43	62.5	81.6	70.1	61.8	63.9	88.6	60.5	60.6
2023-03-16 14:01:44	69.0	86.5	73.6	68.0	71.7	90.0	64.7	64.9
2023-03-16 14:01:45	72.9	96.5	80.9	71.6	74.3	98.5	70.6	70.7
2023-03-16 14:01:46	67.3	88.4	75.7	71.5	71.1	89.5	70.5	70.5
2023-03-16 14:01:47	63.0	85.2	73.1	69.1	65.3	91.4	67.7	67.8
2023-03-16 14:01:48	60.8	82.1	70.5	66.2	62.0	86.2	64.9	64.9
2023-03-16 14:01:49	59.5	79.3	68.2	63.6	60.6	85.4	62.5	62.5
2023-03-16 14:01:50	58.8	81.5	69.9	61.4	59.7	87.1	60.6	60.6
2023-03-16 14:01:51	58.0	81.0	69.7	60.0	59.3	85.3	59.4	59.4
2023-03-16 14:01:52	57.2	79.1	68.4	58.7	57.4	83.8	58.2	58.2
2023-03-16 14:01:53	57.5	85.0	69.4	57.9	58.1	86.3	57.7	57.7
2023-03-16 14:01:54	58.6	84.6	73.0	58.4	59.3	90.9	58.0	58.0
2023-03-16 14:01:55	59.0	87.3	74.0	58.9	59.8	89.0	58.7	58.7
2023-03-16 14:01:56	58.9	87.9	73.9	58.8	59.4	93.0	58.7	58.7
2023-03-16 14:01:57	59.3	87.0	75.1	59.2	60.0	94.1	59.1	59.1
2023-03-16 14:01:58	61.0	86.0	72.1	60.7	62.7	93.9	59.6	59.6
2023-03-16 14:01:59	68.1	85.9	72.8	67.2	71.2	95.0	63.7	63.9
2023-03-16 14:02:00	73.5	90.1	77.7	72.2	74.7	95.2	70.6	70.7
2023-03-16 14:02:01	68.8	86.0	72.8	72.1	72.8	87.1	71.3	71.4
2023-03-16 14:02:02	62.6	82.6	71.2	70.0	64.9	86.3	68.5	68.5
2023-03-16 14:02:03	61.1	81.6	69.4	66.8	61.8	83.9	65.4	65.5
2023-03-16 14:02:04	59.1	79.6	67.9	64.1	60.4	84.5	62.8	62.8
2023-03-16 14:02:05	59.0	79.8	68.7	61.6	60.1	84.6	60.9	60.9
2023-03-16 14:02:06	57.8	77.2	66.9	60.1	58.2	83.0	59.4	59.4
2023-03-16 14:02:07	57.7	82.0	68.1	58.8	58.1	84.2	58.4	58.4
2023-03-16 14:02:08	57.7	79.4	67.1	58.1	58.2	83.0	57.9	57.9
2023-03-16 14:02:09	57.8	79.7	68.7	57.9	58.1	84.5	57.8	57.8
2023-03-16 14:02:10	58.5	79.8	68.6	58.4	59.3	84.8	58.0	58.0
2023-03-16 14:02:11	60.5	80.4	68.7	60.0	61.8	82.7	59.0	59.0
2023-03-16 14:02:12	63.1	81.3	70.3	62.3	63.7	85.9	61.3	61.3
2023-03-16 14:02:13	65.0	80.6	69.3	64.3	66.0	84.5	63.3	63.3
2023-03-16 14:02:14	67.6	82.4	71.5	66.7	68.5	86.4	65.8	65.8
2023-03-16 14:02:15	67.3	83.9	71.4	67.2	68.1	85.8	67.0	67.0
2023-03-16 14:02:16	64.7	81.8	69.5	67.0	66.7	83.8	66.4	66.4
2023-03-16 14:02:17	64.3	81.7	69.4	65.5	65.1	82.6	65.1	65.1

2023-03-16 14:02:18	66.1	84.4	71.3	65.8	66.8	87.7	65.3	65.3
2023-03-16 14:02:19	67.7	83.7	71.6	67.1	68.6	85.4	66.6	66.6
2023-03-16 14:02:20	68.2	83.9	72.6	67.9	69.0	88.2	67.5	67.5
2023-03-16 14:02:21	67.1	84.7	73.7	67.9	68.2	89.4	67.6	67.6
2023-03-16 14:02:22	67.3	85.4	74.4	67.4	67.7	87.6	67.3	67.3
2023-03-16 14:02:23	68.7	88.3	78.2	68.3	69.2	88.6	67.8	67.8
2023-03-16 14:02:24	68.5	88.6	74.5	68.6	69.5	89.6	68.5	68.5
2023-03-16 14:02:25	65.6	80.9	69.4	68.4	67.9	85.0	67.6	67.6
2023-03-16 14:02:26	62.7	78.9	68.5	66.6	64.0	83.8	65.6	65.6
2023-03-16 14:02:27	62.6	80.0	68.2	64.6	63.0	84.1	63.9	63.9
2023-03-16 14:02:28	63.2	80.0	69.0	63.6	64.5	84.2	63.4	63.4
2023-03-16 14:02:29	64.0	81.3	70.1	63.9	65.2	85.9	63.4	63.4
2023-03-16 14:02:30	66.4	83.2	71.3	65.8	67.7	86.8	64.8	64.8
2023-03-16 14:02:31	72.0	88.2	74.8	71.2	74.8	90.1	68.2	68.3
2023-03-16 14:02:32	74.5	91.4	79.2	73.5	76.3	92.7	73.1	73.1
2023-03-16 14:02:33	69.3	88.2	75.4	73.2	72.1	93.7	72.2	72.2
2023-03-16 14:02:34	70.8	86.2	74.2	71.1	72.0	90.1	70.8	70.8
2023-03-16 14:02:35	73.8	88.7	77.3	73.2	75.1	90.8	72.0	72.0
2023-03-16 14:02:36	76.4	90.9	79.4	75.6	77.3	91.3	74.4	74.5
2023-03-16 14:02:37	75.7	94.2	79.9	76.3	77.9	93.9	76.0	76.0
2023-03-16 14:02:38	69.7	86.8	75.0	75.2	72.4	88.6	73.9	74.0
2023-03-16 14:02:39	67.0	83.4	72.3	72.5	68.3	86.1	71.2	71.2
2023-03-16 14:02:40	67.2	84.9	71.7	69.8	67.9	86.3	68.9	69.0
2023-03-16 14:02:41	67.6	83.6	72.4	68.5	68.4	88.4	68.2	68.2
2023-03-16 14:02:42	67.4	84.0	73.3	67.9	67.9	88.9	67.7	67.7
2023-03-16 14:02:43	68.5	84.7	73.3	68.2	68.9	86.7	67.9	67.9
2023-03-16 14:02:44	69.3	84.6	73.4	68.9	69.7	87.7	68.6	68.6
2023-03-16 14:02:45	69.6	86.4	75.3	69.4	70.0	89.0	69.2	69.2
2023-03-16 14:02:46	68.2	87.3	75.5	69.5	70.1	91.4	69.2	69.2
2023-03-16 14:02:47	63.3	86.7	72.6	68.4	65.8	89.7	67.2	67.2
2023-03-16 14:02:48	60.4	88.7	74.9	65.8	61.5	95.0	64.5	64.5
2023-03-16 14:02:49	59.4	82.4	71.2	63.2	60.4	89.0	62.2	62.2
2023-03-16 14:02:50	58.2	81.4	70.5	61.2	58.8	85.6	60.3	60.3
2023-03-16 14:02:51	57.6	82.5	72.4	59.6	58.3	88.6	59.0	59.0
2023-03-16 14:02:52	57.0	79.8	69.2	58.4	57.6	84.3	58.0	58.0

2023-03-16 14:02:53	60.5	83.4	72.3	60.3	64.6	86.8	58.5	58.6
2023-03-16 14:02:54	59.0	80.3	69.0	59.8	60.1	84.4	59.4	59.4
2023-03-16 14:02:55	58.5	80.2	68.6	59.5	59.6	84.2	59.2	59.2
2023-03-16 14:02:56	57.5	80.3	68.6	58.8	58.4	84.2	58.4	58.4
2023-03-16 14:02:57	57.9	78.7	68.2	58.0	58.3	84.7	57.9	57.9
2023-03-16 14:02:58	57.8	80.6	68.6	58.0	58.5	86.1	58.0	58.0
2023-03-16 14:02:59	57.7	77.5	67.1	57.9	58.2	82.4	57.9	57.9
2023-03-16 14:03:00	57.2	84.1	71.3	57.7	57.7	88.8	57.5	57.6
2023-03-16 14:03:01	57.3	86.0	73.2	57.4	57.7	89.0	57.3	57.3
2023-03-16 14:03:02	57.9	86.6	74.0	57.7	58.4	93.3	57.5	57.5
2023-03-16 14:03:03	58.6	89.6	75.7	58.3	59.1	95.7	58.0	58.0
2023-03-16 14:03:04	60.3	86.7	74.3	59.7	61.0	94.8	59.0	59.0
2023-03-16 14:03:05	61.3	83.1	72.1	60.9	61.8	89.8	60.3	60.3
2023-03-16 14:03:06	65.7	84.9	73.4	65.0	68.3	89.9	62.5	62.6
2023-03-16 14:03:07	73.9	88.6	77.1	72.6	75.5	94.6	69.6	69.8
2023-03-16 14:03:08	74.4	90.3	79.0	74.0	75.7	93.1	73.6	73.6
2023-03-16 14:03:09	69.8	89.4	76.4	73.6	72.7	94.0	72.7	72.7
2023-03-16 14:03:10	67.2	89.3	73.4	71.4	68.2	92.2	70.3	70.3
2023-03-16 14:03:11	65.6	84.4	72.5	69.2	67.1	90.6	68.3	68.3
2023-03-16 14:03:12	64.2	85.0	73.5	67.2	65.0	91.8	66.3	66.3
2023-03-16 14:03:13	62.3	85.9	73.7	65.6	64.5	92.1	64.7	64.7
2023-03-16 14:03:14	61.6	83.0	71.5	63.8	62.6	89.3	63.1	63.1
2023-03-16 14:03:15	62.8	82.6	70.4	62.8	63.9	88.3	62.5	62.5
2023-03-16 14:03:16	63.3	88.1	74.4	63.2	64.0	94.2	63.1	63.1
2023-03-16 14:03:17	62.4	84.9	70.8	63.1	63.5	87.2	62.9	62.9
2023-03-16 14:03:18	60.7	82.5	69.8	62.6	61.6	87.7	62.0	62.0
2023-03-16 14:03:19	61.1	80.2	67.4	61.5	62.0	84.4	61.2	61.2
2023-03-16 14:03:20	63.2	79.1	68.6	62.8	64.3	84.2	61.9	61.9
2023-03-16 14:03:21	66.0	81.9	70.8	65.3	67.3	85.6	63.9	64.0
2023-03-16 14:03:22	69.8	86.8	73.6	68.9	72.0	91.5	67.0	67.0
2023-03-16 14:03:23	71.5	87.8	75.2	70.9	72.6	89.4	69.9	69.9
2023-03-16 14:03:24	69.3	85.2	74.0	70.9	72.2	89.8	70.4	70.4
2023-03-16 14:03:25	68.2	87.6	73.5	69.9	69.1	89.1	69.4	69.4
2023-03-16 14:03:26	66.3	84.5	73.0	68.8	67.8	87.2	68.1	68.1
2023-03-16 14:03:27	63.6	82.9	71.0	67.4	66.0	86.5	66.4	66.5

	2023-03-16	14:03:28	60.5	82.5	71.0	65.2	62.0	88.8	64.1	64.1
	2023-03-16	14:03:29	59.1	83.5	70.4	62.8	59.9	86.7	61.8	61.8
	2023-03-16	14:03:30	59.1	82.5	70.7	60.8	59.4	86.5	60.3	60.3
	2023-03-16	14:03:31	59.6	83.3	71.1	59.8	59.9	85.9	59.7	59.7
	2023-03-16	14:03:32	62.0	85.6	74.1	61.4	63.1	88.6	60.5	60.5
	2023-03-16	14:03:33	64.0	86.5	75.7	63.2	64.4	92.7	62.6	62.6
	2023-03-16	14:03:34	66.5	90.0	79.1	65.8	68.0	96.3	64.3	64.3
	2023-03-16	14:03:35	69.6	90.1	81.2	68.7	70.3	92.9	67.5	67.5
	2023-03-16	14:03:36	70.7	91.3	80.6	70.1	71.1	93.4	69.5	69.5
	2023-03-16	14:03:37	70.6	90.8	80.2	70.5	71.0	95.1	70.3	70.3
	2023-03-16	14:03:38	72.8	92.5	80.4	72.3	74.6	96.0	71.1	71.1
	2023-03-16	14:03:39	76.1	93.1	80.5	75.2	77.1	94.6	74.0	74.0
	2023-03-16	14:03:40	75.2	94.0	80.7	75.7	77.4	96.2	75.4	75.4
	2023-03-16	14:03:41	69.3	91.5	78.2	75.0	73.3	96.7	73.7	73.7
	2023-03-16	14:03:42	65.6	90.5	77.9	72.2	67.3	94.2	70.7	70.7
	2023-03-16	14:03:43	66.4	94.6	80.1	69.2	67.6	96.8	68.3	68.3
	2023-03-16	14:03:44	70.1	96.8	83.1	69.6	71.8	97.9	68.4	68.4
	2023-03-16	14:03:45	70.9	92.6	80.1	70.4	71.8	95.8	70.2	70.2
	2023-03-16	14:03:46	70.1	87.5	75.7	70.5	70.8	90.9	70.3	70.3
	2023-03-16	14:03:47	71.8	91.0	77.3	71.4	72.6	93.4	70.8	70.8
	2023-03-16	14:03:48	71.7	89.8	76.6	71.6	72.5	91.4	71.5	71.5
	2023-03-16	14:03:49	71.0	86.1	75.5	71.5	71.5	90.9	71.3	71.3
	2023-03-16	14:03:50	70.0	87.0	75.1	71.2	71.2	90.1	70.8	70.9
	2023-03-16	14:03:51	68.2	85.3	74.2	70.4	69.4	88.7	69.6	69.6
	2023-03-16	14:03:52	68.8	84.4	73.6	69.2	69.6	88.1	69.0	69.0
	2023-03-16	14:03:53	71.1	86.4	74.7	70.5	71.7	90.2	69.9	69.9
Stop	2023-03-16	14:03:54								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	3. GoldenSpringsDr / ProspectorsRd
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	2.1%	0.0%		
Lavg	55.3 dB	--- dB		
TWA(8)	30.3 dB	--- dB		
Projected TWA(8)	58.2 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	55.5 dB	55.5 dB		
Projected LEP'd/Lex,8h	72.4 dB	70.6 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-16 14:08:41	
Stop Time	2023-03-16 14:23:41	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LAeq	70.6 dB	
LAIeq	73.1 dB	
LCpeak	109.1 dB	2023-03-16 14:19:44
LASmax	81.8 dB	2023-03-16 14:14:52

LAF_{max}	83.3 dB	2023-03-16 14:14:52
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	70.6 dB		80.7 dB		86.6 dB	
$L\omega_{peak}$	97.7 dB	14:16:26	109.1 dB	14:19:44	113.6 dB	14:19:15
$L\omega S_{min}$	60.9 dB	14:21:11	68.0 dB	14:11:03	72.6 dB	14:22:18
$L\omega S_{max}$	81.8 dB	14:14:52	94.6 dB	14:14:52	99.2 dB	14:19:16
$L\omega F_{min}$	60.4 dB	14:21:07	66.6 dB	14:10:52	70.1 dB	14:10:49
$L\omega F_{max}$	83.3 dB	14:14:52	97.3 dB	14:12:31	104.8 dB	14:19:15
$L\omega I_{min}$	61.7 dB	14:21:12	70.0 dB	14:11:03	75.6 dB	14:23:03
$L\omega I_{max}$	84.0 dB	14:14:49	101.1 dB	14:12:31	108.4 dB	14:19:15

ω represents frequency weighting (A, C or Z)

SEL	100.1 dB
E (Pa^2s)	4.2 Pa^2s
E8 (Pa^2s)	133.0 Pa^2s
E40 (Pa^2s)	665.2 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.2 Pa^2h

LC_{eq} - LA_{eq}	10.1 dB

	Count	Duration
LAS > 75 dB	16	85
LAS > 86 dB	0	0
LCPk > 80 dB	0	900
LCPk > 81 dB	2	896
LCPk > 86 dB	27	780

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/16 14:08:41	Run	Remote	
2023/03/16 14:23:41	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	77.7	75.4	74.6	69.6	65.6	67.6	62.2	53.3	49.0	dB
OBA LZSmax	92.1	89.6	94.0	87.9	79.8	75.9	69.9	63.9	60.0	dB
OBA LZSmin	63.9	59.7	57.4	57.2	55.7	57.8	51.6	42.3	44.3	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-16 14:08:41	64.2	87.5	75.1	64.7	65.2	91.7	64.5	64.5
	2023-03-16 14:08:42	64.4	87.0	76.3	64.5	64.9	94.1	64.4	64.4
	2023-03-16 14:08:43	63.7	86.7	75.1	64.4	64.5	90.8	64.2	64.2
	2023-03-16 14:08:44	64.1	87.1	75.6	64.1	64.8	94.5	63.9	63.9
	2023-03-16 14:08:45	64.6	86.1	75.3	64.5	65.2	89.7	64.3	64.3
	2023-03-16 14:08:46	68.0	88.8	75.3	67.3	69.6	91.4	65.7	65.7
	2023-03-16 14:08:47	67.2	86.8	76.2	67.7	69.7	91.0	67.4	67.4
	2023-03-16 14:08:48	68.4	88.7	77.5	68.0	69.3	93.1	67.6	67.6
	2023-03-16 14:08:49	66.4	88.4	77.2	68.1	68.6	92.2	67.7	67.7
	2023-03-16 14:08:50	63.6	84.0	73.2	66.8	64.4	88.4	65.9	65.9
	2023-03-16 14:08:51	63.2	82.8	71.9	65.1	63.4	86.6	64.5	64.5
	2023-03-16 14:08:52	64.5	85.0	73.8	64.4	65.1	89.4	64.1	64.1
	2023-03-16 14:08:53	66.4	87.2	74.7	65.9	67.4	92.3	65.1	65.1
	2023-03-16 14:08:54	67.5	90.5	77.3	67.1	68.4	92.1	66.5	66.5
	2023-03-16 14:08:55	68.5	89.1	76.9	68.1	69.0	91.8	67.5	67.5
	2023-03-16 14:08:56	69.5	88.3	77.1	69.0	69.9	91.2	68.7	68.7
	2023-03-16 14:08:57	70.1	89.9	78.1	69.8	70.6	94.7	69.4	69.4
	2023-03-16 14:08:58	70.1	88.7	78.6	70.0	70.4	102.2	69.9	69.9
	2023-03-16 14:08:59	69.7	88.6	77.0	70.0	70.1	93.0	69.8	69.8
	2023-03-16 14:09:00	69.0	93.0	77.9	69.9	70.1	95.9	69.5	69.5
	2023-03-16 14:09:01	69.8	87.8	76.1	69.8	70.9	92.7	69.4	69.4
	2023-03-16 14:09:02	71.3	94.3	79.4	70.9	72.1	99.5	70.3	70.3
	2023-03-16 14:09:03	71.4	89.2	76.8	71.3	72.4	94.2	71.1	71.1
	2023-03-16 14:09:04	70.2	90.3	78.8	71.1	71.4	93.9	70.7	70.7
	2023-03-16 14:09:05	72.9	91.0	76.0	72.4	74.2	91.7	71.4	71.4
	2023-03-16 14:09:06	74.4	91.5	77.6	73.8	76.0	92.5	73.2	73.2
	2023-03-16 14:09:07	70.8	87.1	74.7	73.8	73.7	92.0	72.9	73.0
	2023-03-16 14:09:08	67.6	85.6	73.6	72.0	69.8	91.3	70.9	70.9
	2023-03-16 14:09:09	67.4	84.0	73.0	69.7	68.8	89.5	69.1	69.1
	2023-03-16 14:09:10	66.9	84.8	72.9	68.3	68.3	89.5	67.7	67.7
	2023-03-16 14:09:11	70.4	85.4	74.2	69.8	71.6	88.8	68.5	68.5
	2023-03-16 14:09:12	73.4	89.7	76.3	72.4	74.0	91.5	71.4	71.4
	2023-03-16 14:09:13	73.1	89.6	76.2	73.0	74.2	91.0	72.9	72.9
	2023-03-16 14:09:14	70.4	90.7	74.5	72.7	72.7	92.4	72.1	72.1

2023-03-16 14:09:15	68.8	85.9	74.1	71.2	69.3	89.4	70.5	70.5
2023-03-16 14:09:16	69.2	85.8	74.1	69.9	70.2	90.3	69.6	69.6
2023-03-16 14:09:17	71.2	87.8	75.7	70.7	72.0	90.2	70.2	70.2
2023-03-16 14:09:18	71.4	89.5	78.1	71.4	73.0	93.0	70.8	70.8
2023-03-16 14:09:19	74.8	93.4	80.5	73.8	75.4	94.2	72.9	73.0
2023-03-16 14:09:20	74.8	94.9	78.6	74.8	76.9	94.9	74.4	74.4
2023-03-16 14:09:21	71.8	90.0	76.8	74.2	73.7	95.1	73.7	73.7
2023-03-16 14:09:22	67.9	86.3	75.9	72.6	68.8	94.5	71.4	71.4
2023-03-16 14:09:23	67.5	86.6	75.5	70.3	68.7	91.6	69.6	69.6
2023-03-16 14:09:24	66.2	85.4	74.8	68.6	66.7	91.7	67.9	67.9
2023-03-16 14:09:25	66.2	88.9	78.6	67.2	66.8	95.6	66.9	66.9
2023-03-16 14:09:26	65.1	91.7	79.1	66.5	65.9	94.8	66.1	66.1
2023-03-16 14:09:27	64.3	86.0	74.9	65.6	65.3	97.2	65.3	65.3
2023-03-16 14:09:28	64.8	84.4	73.9	65.0	65.9	89.9	64.6	64.6
2023-03-16 14:09:29	66.5	87.0	75.6	66.0	67.1	91.1	65.5	65.5
2023-03-16 14:09:30	65.5	84.9	73.2	66.2	66.9	89.7	66.0	66.0
2023-03-16 14:09:31	64.1	85.2	74.5	65.5	64.6	90.4	65.0	65.0
2023-03-16 14:09:32	65.2	89.8	77.3	65.1	65.8	94.6	64.8	64.8
2023-03-16 14:09:33	65.3	90.2	77.0	65.5	66.4	97.1	65.3	65.3
2023-03-16 14:09:34	64.3	85.8	74.2	65.0	65.5	90.3	64.7	64.7
2023-03-16 14:09:35	67.9	86.4	75.2	67.2	68.9	91.5	65.9	66.0
2023-03-16 14:09:36	68.9	88.0	74.6	68.5	69.9	88.5	67.8	67.8
2023-03-16 14:09:37	67.8	86.3	74.1	68.5	69.4	89.8	68.4	68.4
2023-03-16 14:09:38	65.7	82.4	72.0	67.9	66.3	88.0	67.2	67.2
2023-03-16 14:09:39	64.9	83.9	72.8	66.6	65.8	86.8	66.1	66.1
2023-03-16 14:09:40	64.6	83.8	72.8	65.6	65.0	90.3	65.2	65.2
2023-03-16 14:09:41	64.5	84.3	71.9	65.0	65.3	90.2	64.9	64.9
2023-03-16 14:09:42	64.4	82.7	72.2	64.6	65.1	86.2	64.5	64.5
2023-03-16 14:09:43	65.7	85.5	73.0	65.5	66.8	89.0	64.9	64.9
2023-03-16 14:09:44	68.3	85.3	73.5	67.5	68.8	89.2	66.6	66.6
2023-03-16 14:09:45	69.5	87.2	75.1	68.9	69.9	88.2	68.3	68.4
2023-03-16 14:09:46	69.7	87.3	76.3	69.5	70.2	89.4	69.2	69.2
2023-03-16 14:09:47	71.6	89.8	77.3	71.0	72.8	90.8	70.2	70.2
2023-03-16 14:09:48	74.5	94.1	77.7	73.6	76.2	93.3	72.4	72.5
2023-03-16 14:09:49	73.7	91.9	77.7	74.0	76.3	93.0	73.8	73.8

2023-03-16 14:09:50	71.8	88.0	76.1	73.5	72.9	90.2	73.0	73.0
2023-03-16 14:09:51	73.9	89.5	77.6	73.6	74.9	90.6	72.8	72.9
2023-03-16 14:09:52	74.6	92.1	79.0	74.4	76.5	93.1	74.2	74.2
2023-03-16 14:09:53	71.5	88.1	75.7	74.0	73.3	88.8	73.3	73.3
2023-03-16 14:09:54	73.7	89.8	76.7	73.4	74.7	90.3	72.9	72.9
2023-03-16 14:09:55	72.4	88.5	75.7	73.6	74.4	89.9	73.3	73.3
2023-03-16 14:09:56	69.3	86.1	73.2	72.6	71.0	87.5	71.7	71.7
2023-03-16 14:09:57	67.6	83.7	72.8	70.8	69.6	87.5	69.9	69.9
2023-03-16 14:09:58	66.5	83.6	72.6	69.0	67.4	86.6	68.3	68.3
2023-03-16 14:09:59	66.6	84.3	73.3	67.5	67.6	85.8	67.1	67.1
2023-03-16 14:10:00	68.8	84.9	73.9	68.3	69.6	88.9	67.6	67.6
2023-03-16 14:10:01	69.9	87.3	75.4	69.4	70.5	90.8	68.9	68.9
2023-03-16 14:10:02	70.4	86.7	76.0	70.1	71.2	88.6	69.7	69.8
2023-03-16 14:10:03	72.5	89.2	77.8	71.8	72.8	91.3	71.2	71.2
2023-03-16 14:10:04	71.8	89.1	77.5	71.9	72.8	91.4	71.8	71.8
2023-03-16 14:10:05	71.3	90.0	79.0	71.8	72.0	94.2	71.6	71.6
2023-03-16 14:10:06	71.7	91.7	80.3	71.8	72.6	93.9	71.6	71.6
2023-03-16 14:10:07	75.0	101.2	87.2	74.6	78.6	101.4	72.4	72.4
2023-03-16 14:10:08	77.0	98.8	87.7	76.4	77.5	99.1	75.6	75.6
2023-03-16 14:10:09	77.5	99.5	88.4	77.1	78.1	99.6	76.9	76.9
2023-03-16 14:10:10	75.6	96.4	86.1	77.1	77.1	96.8	76.6	76.6
2023-03-16 14:10:11	73.9	97.9	86.5	76.2	75.6	98.1	75.7	75.7
2023-03-16 14:10:12	72.1	93.4	84.5	74.7	72.8	94.8	73.9	73.9
2023-03-16 14:10:13	69.5	91.1	80.4	73.3	72.1	91.8	72.3	72.3
2023-03-16 14:10:14	68.4	90.1	78.9	71.2	69.0	91.4	70.4	70.4
2023-03-16 14:10:15	66.7	86.1	74.9	69.6	68.2	87.7	68.8	68.9
2023-03-16 14:10:16	64.9	83.2	71.2	67.9	65.7	84.4	66.9	67.0
2023-03-16 14:10:17	65.7	82.9	71.2	66.3	66.0	85.0	66.0	66.0
2023-03-16 14:10:18	66.6	84.4	72.0	66.4	67.0	90.8	66.2	66.2
2023-03-16 14:10:19	66.0	86.0	73.0	66.3	66.4	94.0	66.3	66.3
2023-03-16 14:10:20	64.7	84.2	72.5	66.1	65.7	89.2	65.7	65.7
2023-03-16 14:10:21	63.1	82.8	71.0	65.2	64.0	88.7	64.6	64.6
2023-03-16 14:10:22	62.5	84.5	72.3	64.0	63.1	91.0	63.5	63.5
2023-03-16 14:10:23	61.5	83.2	71.7	63.1	62.2	87.9	62.5	62.5
2023-03-16 14:10:24	62.1	82.5	71.5	62.2	62.4	90.0	62.1	62.1

2023-03-16 14:10:25	64.0	85.1	72.9	63.5	64.9	88.7	62.8	62.8
2023-03-16 14:10:26	65.3	85.3	72.9	64.9	66.2	88.7	64.2	64.2
2023-03-16 14:10:27	66.3	83.8	72.0	65.9	67.0	87.0	65.3	65.4
2023-03-16 14:10:28	68.3	85.8	74.6	67.6	69.1	91.2	66.8	66.8
2023-03-16 14:10:29	70.9	87.3	76.0	70.0	71.6	93.0	69.0	69.1
2023-03-16 14:10:30	72.6	96.5	77.3	72.2	75.9	96.9	71.1	71.1
2023-03-16 14:10:31	70.6	86.8	75.9	72.0	71.9	89.9	71.5	71.5
2023-03-16 14:10:32	69.3	85.8	73.9	71.2	70.7	86.3	70.6	70.6
2023-03-16 14:10:33	69.8	85.2	73.7	70.1	70.3	87.0	69.9	69.9
2023-03-16 14:10:34	70.6	85.1	73.3	70.4	70.9	86.2	70.2	70.2
2023-03-16 14:10:35	71.2	86.4	74.3	71.0	71.8	87.7	70.7	70.7
2023-03-16 14:10:36	71.2	86.0	74.1	71.2	71.9	86.4	71.0	71.0
2023-03-16 14:10:37	69.7	86.6	72.5	71.1	71.1	86.6	70.6	70.6
2023-03-16 14:10:38	69.7	84.7	72.7	70.3	70.6	86.9	70.1	70.1
2023-03-16 14:10:39	69.5	84.0	72.9	70.0	70.2	87.4	69.8	69.8
2023-03-16 14:10:40	68.6	83.0	71.5	69.8	70.2	86.8	69.5	69.5
2023-03-16 14:10:41	65.4	81.9	70.0	68.8	66.8	83.6	67.9	67.9
2023-03-16 14:10:42	64.4	81.1	70.2	66.9	65.2	84.1	66.2	66.2
2023-03-16 14:10:43	64.2	82.1	70.4	65.4	65.0	84.3	65.0	65.0
2023-03-16 14:10:44	65.7	82.4	70.8	65.5	66.6	84.6	65.0	65.0
2023-03-16 14:10:45	68.7	85.4	73.0	67.9	69.9	86.9	66.7	66.7
2023-03-16 14:10:46	69.2	87.1	74.3	68.9	70.5	88.8	68.6	68.6
2023-03-16 14:10:47	66.1	84.1	71.6	68.6	67.9	85.6	67.9	67.9
2023-03-16 14:10:48	64.4	81.5	69.5	67.1	65.3	83.6	66.3	66.3
2023-03-16 14:10:49	62.9	80.8	68.4	65.6	64.0	82.5	64.8	64.8
2023-03-16 14:10:50	62.0	80.5	68.4	64.0	62.6	86.0	63.4	63.4
2023-03-16 14:10:51	61.9	80.4	68.6	62.9	62.5	86.9	62.6	62.6
2023-03-16 14:10:52	62.1	79.6	67.8	62.2	62.8	84.6	62.1	62.1
2023-03-16 14:10:53	62.1	78.9	68.2	62.3	62.8	84.8	62.2	62.2
2023-03-16 14:10:54	63.9	81.1	69.0	63.6	65.4	85.9	62.6	62.6
2023-03-16 14:10:55	68.5	82.8	71.7	67.6	70.5	86.7	65.4	65.5
2023-03-16 14:10:56	72.5	91.8	75.9	71.6	75.2	92.9	69.5	69.5
2023-03-16 14:10:57	70.8	89.9	74.9	72.0	75.1	90.2	71.6	71.6
2023-03-16 14:10:58	66.0	84.4	69.9	70.8	68.2	86.6	69.6	69.6
2023-03-16 14:10:59	63.2	81.0	68.1	68.3	64.6	83.3	67.0	67.0

2023-03-16 14:11:00	63.2	80.7	69.0	65.7	63.8	87.2	64.9	64.9
2023-03-16 14:11:01	63.1	81.2	69.0	64.4	63.9	86.9	64.0	64.0
2023-03-16 14:11:02	62.7	80.4	68.6	63.6	63.5	84.1	63.3	63.3
2023-03-16 14:11:03	63.0	80.0	67.8	63.0	63.4	83.5	63.0	63.0
2023-03-16 14:11:04	63.2	80.9	68.7	63.2	63.7	83.8	63.1	63.1
2023-03-16 14:11:05	64.0	82.1	69.5	63.8	64.9	85.8	63.3	63.3
2023-03-16 14:11:06	67.6	86.0	72.5	66.9	69.5	92.4	65.1	65.2
2023-03-16 14:11:07	74.7	91.1	76.8	73.7	77.1	92.5	70.4	70.6
2023-03-16 14:11:08	75.9	95.2	78.0	75.3	77.7	95.5	74.9	74.9
2023-03-16 14:11:09	71.0	90.7	73.6	75.0	74.0	92.2	74.0	74.0
2023-03-16 14:11:10	68.1	84.5	72.3	72.7	69.3	89.6	71.5	71.6
2023-03-16 14:11:11	68.1	85.7	75.3	70.3	69.1	95.1	69.6	69.6
2023-03-16 14:11:12	67.6	85.3	72.3	69.1	68.6	90.7	68.6	68.6
2023-03-16 14:11:13	65.5	87.5	74.0	68.2	67.5	95.8	67.4	67.5
2023-03-16 14:11:14	64.5	95.3	79.7	66.5	65.1	101.6	65.9	65.9
2023-03-16 14:11:15	65.4	92.9	79.6	65.5	66.2	96.6	65.3	65.3
2023-03-16 14:11:16	65.6	91.9	80.4	65.6	66.1	99.6	65.4	65.4
2023-03-16 14:11:17	70.9	102.6	88.9	69.8	72.2	109.8	68.0	68.1
2023-03-16 14:11:18	73.3	104.1	86.8	72.5	74.4	106.2	71.2	71.2
2023-03-16 14:11:19	73.8	106.5	87.8	73.5	75.5	108.1	73.2	73.2
2023-03-16 14:11:20	70.6	98.2	82.7	73.2	72.4	102.6	72.5	72.5
2023-03-16 14:11:21	66.0	93.7	81.7	71.6	69.2	98.9	70.3	70.3
2023-03-16 14:11:22	66.6	96.0	81.4	68.9	67.1	101.2	68.2	68.2
2023-03-16 14:11:23	66.1	96.6	82.5	67.6	67.5	103.9	67.3	67.3
2023-03-16 14:11:24	66.1	97.7	80.5	66.6	67.9	101.3	66.2	66.2
2023-03-16 14:11:25	66.1	89.8	77.2	66.6	67.4	98.4	66.4	66.4
2023-03-16 14:11:26	65.5	93.3	79.8	66.1	66.0	98.0	65.9	65.9
2023-03-16 14:11:27	64.5	95.9	81.2	65.8	66.1	103.0	65.4	65.4
2023-03-16 14:11:28	64.8	99.6	85.2	65.1	66.6	106.5	64.9	64.9
2023-03-16 14:11:29	66.9	102.7	86.4	66.3	69.3	104.8	65.7	65.7
2023-03-16 14:11:30	66.5	92.6	80.3	66.6	67.3	97.0	66.5	66.5
2023-03-16 14:11:31	69.0	100.3	88.5	68.3	70.6	105.8	67.5	67.5
2023-03-16 14:11:32	66.2	99.0	84.1	68.2	68.3	102.9	67.6	67.6
2023-03-16 14:11:33	64.9	95.2	84.1	67.0	66.6	104.5	66.3	66.3
2023-03-16 14:11:34	62.9	90.1	77.0	65.8	64.7	101.2	65.0	65.0

2023-03-16 14:11:35	62.7	90.1	75.7	64.2	63.2	97.9	63.7	63.7
2023-03-16 14:11:36	62.4	85.3	73.5	63.3	62.8	90.4	63.0	63.0
2023-03-16 14:11:37	66.2	103.7	88.1	65.5	68.3	104.8	64.0	64.0
2023-03-16 14:11:38	64.7	91.8	80.0	65.4	66.4	99.0	65.1	65.1
2023-03-16 14:11:39	68.0	90.2	76.2	67.6	71.7	93.5	65.6	65.6
2023-03-16 14:11:40	74.5	91.3	78.7	73.6	77.5	97.7	70.4	70.5
2023-03-16 14:11:41	79.6	95.4	83.2	78.3	80.8	97.4	76.9	77.0
2023-03-16 14:11:42	74.4	91.1	79.2	78.1	78.3	92.7	77.2	77.3
2023-03-16 14:11:43	71.1	90.5	76.8	76.0	72.9	93.5	74.8	74.8
2023-03-16 14:11:44	68.4	86.4	74.1	73.4	69.8	90.1	72.1	72.2
2023-03-16 14:11:45	68.7	84.7	73.4	70.9	69.8	87.6	70.1	70.1
2023-03-16 14:11:46	69.4	87.8	75.5	69.8	70.0	93.8	69.6	69.6
2023-03-16 14:11:47	70.3	86.5	75.0	70.2	71.1	91.3	69.8	69.8
2023-03-16 14:11:48	71.3	86.4	75.1	70.9	71.9	90.6	70.6	70.6
2023-03-16 14:11:49	73.0	89.4	76.7	72.5	74.0	94.5	71.6	71.6
2023-03-16 14:11:50	75.0	94.2	79.7	74.2	75.4	100.2	73.6	73.6
2023-03-16 14:11:51	74.2	93.1	80.2	74.5	76.0	101.0	74.3	74.3
2023-03-16 14:11:52	70.9	89.3	77.2	74.0	73.5	98.2	73.3	73.3
2023-03-16 14:11:53	67.8	87.1	73.2	72.2	69.7	91.6	71.1	71.1
2023-03-16 14:11:54	65.6	83.9	72.4	69.8	66.7	89.0	68.7	68.8
2023-03-16 14:11:55	65.4	87.9	74.7	67.6	66.3	95.0	66.9	67.0
2023-03-16 14:11:56	64.3	85.5	74.0	66.4	64.9	92.2	65.7	65.7
2023-03-16 14:11:57	63.9	82.9	71.2	65.1	65.0	88.3	64.7	64.7
2023-03-16 14:11:58	64.1	89.2	74.2	64.8	66.2	96.2	64.4	64.4
2023-03-16 14:11:59	63.7	83.2	71.4	64.1	64.3	87.3	63.9	63.9
2023-03-16 14:12:00	62.7	82.1	70.9	63.9	64.0	90.4	63.6	63.6
2023-03-16 14:12:01	62.3	80.7	71.0	63.1	63.0	89.4	62.9	62.9
2023-03-16 14:12:02	61.9	83.6	71.9	62.5	62.3	89.6	62.3	62.3
2023-03-16 14:12:03	63.4	91.7	78.3	63.0	64.0	98.3	62.6	62.6
2023-03-16 14:12:04	63.1	90.2	76.1	63.1	63.8	92.9	63.0	63.0
2023-03-16 14:12:05	63.8	82.2	70.8	63.6	64.5	87.6	63.4	63.4
2023-03-16 14:12:06	62.8	84.3	73.2	63.5	63.5	91.4	63.3	63.3
2023-03-16 14:12:07	63.7	91.0	75.6	63.5	64.0	97.4	63.3	63.3
2023-03-16 14:12:08	67.1	90.7	76.3	66.5	69.3	95.9	64.7	64.7
2023-03-16 14:12:09	74.4	90.0	78.0	73.2	76.2	94.4	70.3	70.5

2023-03-16 14:12:10	76.0	92.4	80.0	75.1	76.7	96.9	74.5	74.5
2023-03-16 14:12:11	73.8	92.3	79.7	75.3	76.6	97.9	74.9	74.9
2023-03-16 14:12:12	69.0	90.0	77.3	74.0	71.0	95.1	72.8	72.8
2023-03-16 14:12:13	65.9	88.8	75.1	71.5	68.3	94.6	70.2	70.2
2023-03-16 14:12:14	65.7	92.9	75.7	68.8	66.5	96.4	67.9	67.9
2023-03-16 14:12:15	64.7	84.5	73.1	67.0	65.4	92.3	66.3	66.3
2023-03-16 14:12:16	64.9	83.6	70.8	65.8	65.4	88.0	65.4	65.4
2023-03-16 14:12:17	66.1	88.5	73.4	65.9	66.7	96.3	65.6	65.6
2023-03-16 14:12:18	65.3	91.8	77.7	65.8	66.2	99.5	65.6	65.6
2023-03-16 14:12:19	64.0	93.0	79.5	65.5	65.4	98.0	65.0	65.0
2023-03-16 14:12:20	64.1	91.1	79.0	64.5	64.9	98.9	64.3	64.3
2023-03-16 14:12:21	64.4	96.7	84.9	64.6	65.5	103.1	64.4	64.4
2023-03-16 14:12:22	63.7	95.1	83.4	64.3	64.2	103.9	64.1	64.1
2023-03-16 14:12:23	62.9	93.9	80.0	63.9	63.5	98.3	63.6	63.6
2023-03-16 14:12:24	65.5	94.0	82.9	64.9	66.6	103.1	64.1	64.2
2023-03-16 14:12:25	66.8	95.7	83.4	66.3	67.6	102.4	65.6	65.6
2023-03-16 14:12:26	69.9	96.6	82.6	69.4	72.4	104.1	67.3	67.4
2023-03-16 14:12:27	73.5	96.7	83.6	72.5	74.6	104.3	71.2	71.2
2023-03-16 14:12:28	75.6	97.7	83.8	74.8	76.3	102.5	73.8	73.9
2023-03-16 14:12:29	74.5	95.8	81.8	74.8	75.9	103.0	74.7	74.7
2023-03-16 14:12:30	73.5	97.1	81.8	74.5	74.4	103.9	74.1	74.1
2023-03-16 14:12:31	73.0	108.4	91.6	74.2	75.4	113.3	73.8	73.8
2023-03-16 14:12:32	70.3	95.3	81.5	73.3	72.5	101.3	72.4	72.4
2023-03-16 14:12:33	70.5	101.3	86.6	71.6	71.3	106.0	71.3	71.3
2023-03-16 14:12:34	70.2	94.6	82.1	70.9	71.3	99.3	70.6	70.6
2023-03-16 14:12:35	70.5	93.6	81.3	70.7	71.3	100.0	70.6	70.6
2023-03-16 14:12:36	70.1	98.3	83.7	70.6	71.3	102.9	70.4	70.4
2023-03-16 14:12:37	70.8	96.3	82.4	70.6	71.5	100.4	70.3	70.3
2023-03-16 14:12:38	70.6	95.3	81.1	70.9	71.6	98.0	70.7	70.7
2023-03-16 14:12:39	70.2	106.0	88.7	70.8	71.8	106.7	70.5	70.5
2023-03-16 14:12:40	67.3	95.8	83.1	70.2	68.9	102.3	69.4	69.4
2023-03-16 14:12:41	66.1	97.5	83.6	68.6	67.2	101.9	67.9	67.9
2023-03-16 14:12:42	66.1	102.9	85.7	67.1	67.7	106.8	66.6	66.6
2023-03-16 14:12:43	65.1	92.6	80.3	66.7	67.7	99.6	66.1	66.1
2023-03-16 14:12:44	65.3	91.7	77.4	65.7	65.7	98.8	65.5	65.5

2023-03-16 14:12:45	65.7	88.4	76.7	65.7	66.3	95.0	65.5	65.5
2023-03-16 14:12:46	67.9	96.8	81.2	67.3	68.5	98.5	66.5	66.5
2023-03-16 14:12:47	69.5	99.1	84.0	68.9	70.1	102.6	68.1	68.1
2023-03-16 14:12:48	70.8	89.3	78.6	70.2	71.3	94.2	69.6	69.6
2023-03-16 14:12:49	71.8	90.8	79.3	71.3	72.6	94.2	70.8	70.8
2023-03-16 14:12:50	72.9	91.4	79.0	72.4	73.7	96.6	72.0	72.0
2023-03-16 14:12:51	72.4	91.7	80.4	72.6	73.6	95.5	72.5	72.5
2023-03-16 14:12:52	71.3	90.7	78.9	72.4	72.4	95.0	72.0	72.0
2023-03-16 14:12:53	69.5	87.7	75.9	71.8	71.5	90.0	71.2	71.2
2023-03-16 14:12:54	67.4	88.4	74.6	70.3	68.8	92.0	69.5	69.5
2023-03-16 14:12:55	65.6	89.0	75.8	68.8	68.5	92.4	67.9	67.9
2023-03-16 14:12:56	64.8	87.3	75.2	66.9	65.6	91.8	66.2	66.2
2023-03-16 14:12:57	64.8	90.2	79.2	65.7	65.2	97.6	65.4	65.4
2023-03-16 14:12:58	67.1	106.2	87.5	66.7	71.3	108.9	65.8	65.9
2023-03-16 14:12:59	65.0	96.5	82.1	66.6	67.1	101.5	66.1	66.1
2023-03-16 14:13:00	65.3	98.2	83.8	65.8	66.8	102.3	65.6	65.6
2023-03-16 14:13:01	64.3	91.7	78.7	65.3	64.9	96.7	65.0	65.0
2023-03-16 14:13:02	63.9	87.2	75.4	64.7	64.4	93.8	64.4	64.4
2023-03-16 14:13:03	64.6	87.2	75.8	64.6	65.4	92.9	64.5	64.5
2023-03-16 14:13:04	64.8	92.0	79.7	64.8	66.2	97.7	64.4	64.4
2023-03-16 14:13:05	65.9	91.7	78.3	65.5	66.1	95.0	65.2	65.2
2023-03-16 14:13:06	67.2	88.2	75.4	66.7	67.7	95.4	66.1	66.1
2023-03-16 14:13:07	67.3	91.8	78.6	67.1	67.9	97.6	67.0	67.0
2023-03-16 14:13:08	66.9	93.3	81.6	67.1	67.5	100.7	67.0	67.0
2023-03-16 14:13:09	66.9	97.5	84.7	67.0	67.5	104.6	66.9	66.9
2023-03-16 14:13:10	68.8	90.2	78.3	68.2	69.1	96.8	67.7	67.7
2023-03-16 14:13:11	69.4	92.3	78.4	69.2	70.8	98.0	68.5	68.5
2023-03-16 14:13:12	67.9	90.2	78.7	69.1	69.9	93.9	68.8	68.8
2023-03-16 14:13:13	68.5	93.3	79.5	68.6	69.4	96.6	68.3	68.3
2023-03-16 14:13:14	68.4	89.9	79.0	68.7	69.1	99.1	68.6	68.6
2023-03-16 14:13:15	67.9	89.5	79.0	68.4	68.5	96.3	68.3	68.3
2023-03-16 14:13:16	68.9	99.3	82.8	68.7	69.6	101.7	68.3	68.4
2023-03-16 14:13:17	66.9	91.6	78.3	68.6	68.7	99.1	68.0	68.1
2023-03-16 14:13:18	67.9	88.3	77.1	67.9	68.5	91.1	67.7	67.7
2023-03-16 14:13:19	67.8	89.3	77.6	67.9	68.3	96.7	67.8	67.8

2023-03-16 14:13:20	69.2	88.7	77.5	68.7	69.5	90.2	68.4	68.4
2023-03-16 14:13:21	69.3	91.1	77.1	69.2	70.1	96.2	68.9	68.9
2023-03-16 14:13:22	71.6	91.5	78.4	70.9	72.5	95.3	70.2	70.2
2023-03-16 14:13:23	71.7	90.2	77.9	71.5	72.3	95.0	71.2	71.2
2023-03-16 14:13:24	71.3	88.8	77.5	71.7	72.9	92.2	71.5	71.5
2023-03-16 14:13:25	70.4	93.6	79.2	71.2	70.9	98.5	70.9	70.9
2023-03-16 14:13:26	69.8	90.0	79.3	70.7	70.7	95.6	70.4	70.4
2023-03-16 14:13:27	69.5	91.8	79.4	70.1	70.2	95.2	69.8	69.8
2023-03-16 14:13:28	71.0	96.7	85.4	70.7	72.0	105.7	70.1	70.1
2023-03-16 14:13:29	73.6	96.5	82.2	72.8	74.3	98.4	71.9	71.9
2023-03-16 14:13:30	74.5	97.5	89.4	74.0	74.9	101.3	73.5	73.5
2023-03-16 14:13:31	74.6	97.8	88.5	74.6	75.8	101.3	74.3	74.3
2023-03-16 14:13:32	71.3	91.4	81.7	74.2	73.0	93.8	73.4	73.4
2023-03-16 14:13:33	71.9	89.3	78.7	72.6	73.1	93.3	72.2	72.2
2023-03-16 14:13:34	70.5	89.4	77.6	72.3	72.7	91.8	71.7	71.7
2023-03-16 14:13:35	72.4	89.2	76.9	72.3	74.1	92.4	71.4	71.4
2023-03-16 14:13:36	73.2	94.7	79.8	73.0	74.8	99.5	72.8	72.8
2023-03-16 14:13:37	70.2	99.0	85.4	72.7	72.3	108.0	72.0	72.0
2023-03-16 14:13:38	67.8	93.4	77.7	71.1	68.6	102.4	70.2	70.2
2023-03-16 14:13:39	66.8	87.7	74.9	69.2	67.3	92.0	68.5	68.5
2023-03-16 14:13:40	68.7	87.8	76.0	68.5	69.2	97.4	68.2	68.2
2023-03-16 14:13:41	69.8	87.1	75.5	69.4	70.4	92.2	69.1	69.1
2023-03-16 14:13:42	68.4	84.2	73.1	69.5	70.2	89.0	69.2	69.2
2023-03-16 14:13:43	65.0	90.7	75.2	68.6	66.9	96.3	67.6	67.7
2023-03-16 14:13:44	63.5	90.6	75.5	66.6	64.2	98.2	65.7	65.7
2023-03-16 14:13:45	64.1	90.3	76.0	65.0	64.4	95.6	64.7	64.7
2023-03-16 14:13:46	63.8	82.8	72.7	64.4	64.5	88.1	64.2	64.2
2023-03-16 14:13:47	63.4	85.3	73.5	64.0	63.8	89.2	63.8	63.8
2023-03-16 14:13:48	64.1	100.1	81.8	64.0	65.0	103.2	63.7	63.7
2023-03-16 14:13:49	65.6	98.5	83.8	65.2	66.6	102.8	64.6	64.6
2023-03-16 14:13:50	68.5	91.8	80.3	67.8	69.6	98.0	66.5	66.5
2023-03-16 14:13:51	71.8	92.9	78.8	71.0	73.3	95.2	69.4	69.4
2023-03-16 14:13:52	74.0	91.0	79.3	73.2	74.9	93.1	72.2	72.2
2023-03-16 14:13:53	74.9	95.4	79.2	74.5	76.7	95.2	74.0	74.0
2023-03-16 14:13:54	74.8	91.1	78.3	74.7	75.6	93.2	74.4	74.4

2023-03-16 14:13:55	75.7	97.9	78.9	75.5	77.9	98.2	75.2	75.2
2023-03-16 14:13:56	75.9	93.6	79.5	75.8	76.8	95.4	75.4	75.4
2023-03-16 14:13:57	76.3	92.6	79.4	76.1	77.5	93.9	76.1	76.1
2023-03-16 14:13:58	75.2	91.9	79.1	76.1	76.2	96.5	75.8	75.8
2023-03-16 14:13:59	73.8	89.3	77.2	75.4	74.5	91.7	74.9	74.9
2023-03-16 14:14:00	74.8	90.6	78.2	74.7	75.2	93.3	74.6	74.6
2023-03-16 14:14:01	75.3	91.6	79.0	75.1	76.4	95.5	75.0	75.0
2023-03-16 14:14:02	73.2	90.0	78.0	75.1	75.1	92.7	74.6	74.6
2023-03-16 14:14:03	72.3	87.1	76.0	73.9	73.3	89.7	73.3	73.3
2023-03-16 14:14:04	72.9	87.7	76.0	73.1	73.4	89.9	73.0	73.0
2023-03-16 14:14:05	74.2	94.5	77.4	73.7	75.9	95.2	73.5	73.5
2023-03-16 14:14:06	74.6	92.8	77.4	74.2	75.3	91.9	74.0	74.0
2023-03-16 14:14:07	74.3	88.5	77.0	74.5	75.1	92.6	74.4	74.4
2023-03-16 14:14:08	72.0	88.2	76.1	74.2	72.9	92.4	73.6	73.6
2023-03-16 14:14:09	69.9	88.8	77.3	72.9	71.2	96.9	72.0	72.1
2023-03-16 14:14:10	68.2	91.2	77.3	71.1	69.4	97.9	70.3	70.4
2023-03-16 14:14:11	67.7	88.7	77.1	69.4	68.5	91.4	68.8	68.8
2023-03-16 14:14:12	67.3	87.7	76.5	68.5	68.4	89.1	68.2	68.2
2023-03-16 14:14:13	67.0	90.5	80.0	67.7	67.9	94.2	67.4	67.4
2023-03-16 14:14:14	68.9	92.0	81.3	68.3	69.6	92.5	68.0	68.1
2023-03-16 14:14:15	69.0	93.8	82.2	68.8	70.0	95.0	68.6	68.6
2023-03-16 14:14:16	68.6	93.6	81.7	68.9	69.3	95.4	68.8	68.8
2023-03-16 14:14:17	67.7	92.1	81.7	68.6	68.3	93.9	68.3	68.3
2023-03-16 14:14:18	67.3	91.8	81.2	68.1	68.2	93.4	67.8	67.8
2023-03-16 14:14:19	66.5	92.3	81.1	67.6	67.2	94.8	67.2	67.2
2023-03-16 14:14:20	66.9	92.2	81.4	67.0	67.4	97.5	66.8	66.8
2023-03-16 14:14:21	67.6	91.4	81.2	67.4	68.0	96.2	67.2	67.2
2023-03-16 14:14:22	66.3	90.8	80.1	67.3	67.2	91.5	67.0	67.0
2023-03-16 14:14:23	66.6	91.1	80.2	66.8	67.2	91.4	66.7	66.7
2023-03-16 14:14:24	66.3	91.0	80.0	66.7	67.0	92.7	66.5	66.5
2023-03-16 14:14:25	66.4	90.3	80.2	66.4	66.8	92.1	66.4	66.4
2023-03-16 14:14:26	66.4	90.1	80.0	66.4	66.7	93.7	66.4	66.4
2023-03-16 14:14:27	66.5	91.0	79.9	66.5	67.1	91.5	66.4	66.4
2023-03-16 14:14:28	66.7	90.9	80.4	66.7	67.1	91.2	66.6	66.6
2023-03-16 14:14:29	66.1	90.8	80.5	66.7	67.0	96.4	66.5	66.5

2023-03-16	14:14:30	66.5	90.6	80.5	66.5	66.9	95.9	66.4	66.4
2023-03-16	14:14:31	66.9	91.9	81.0	66.8	67.3	95.2	66.6	66.6
2023-03-16	14:14:32	66.2	90.8	79.9	66.7	66.7	92.5	66.5	66.5
2023-03-16	14:14:33	66.5	91.4	80.1	66.5	67.1	93.1	66.4	66.4
2023-03-16	14:14:34	66.5	90.7	80.4	66.5	66.9	92.6	66.5	66.5
2023-03-16	14:14:35	66.8	91.7	80.5	66.7	67.1	93.1	66.6	66.6
2023-03-16	14:14:36	67.6	89.9	80.3	67.4	68.3	91.8	66.9	66.9
2023-03-16	14:14:37	69.1	90.7	80.3	68.7	69.9	91.5	68.0	68.0
2023-03-16	14:14:38	70.5	92.0	81.3	69.9	70.9	93.5	69.5	69.5
2023-03-16	14:14:39	70.4	91.5	81.4	70.2	71.0	95.8	70.1	70.1
2023-03-16	14:14:40	69.4	93.0	81.1	70.2	70.4	93.7	70.0	70.0
2023-03-16	14:14:41	69.3	90.7	80.7	69.7	69.8	93.3	69.5	69.5
2023-03-16	14:14:42	68.5	91.9	81.0	69.5	69.2	91.8	69.1	69.1
2023-03-16	14:14:43	67.9	91.4	81.3	68.9	68.5	93.8	68.5	68.5
2023-03-16	14:14:44	67.7	92.0	81.2	68.3	68.2	92.6	68.1	68.1
2023-03-16	14:14:45	67.9	92.6	81.7	68.0	68.4	93.4	68.0	68.0
2023-03-16	14:14:46	67.2	92.6	81.5	67.9	67.8	92.7	67.6	67.6
2023-03-16	14:14:47	70.1	96.9	84.3	69.7	72.2	96.8	68.1	68.2
2023-03-16	14:14:48	78.2	101.6	89.2	77.2	81.0	100.8	73.4	73.7
2023-03-16	14:14:49	81.9	102.0	92.0	80.6	82.8	102.8	79.8	79.8
2023-03-16	14:14:50	81.1	102.9	92.6	80.9	81.6	103.7	80.6	80.6
2023-03-16	14:14:51	81.4	103.9	93.9	81.3	81.9	104.3	81.2	81.2
2023-03-16	14:14:52	80.3	103.8	93.5	81.8	83.3	104.6	81.2	81.2
2023-03-16	14:14:53	76.3	98.1	88.0	80.3	77.7	98.4	79.2	79.3
2023-03-16	14:14:54	73.9	94.9	85.5	78.1	75.2	96.0	77.0	77.0
2023-03-16	14:14:55	73.4	95.9	85.2	75.9	73.8	96.2	75.2	75.2
2023-03-16	14:14:56	70.2	93.7	83.9	74.4	72.6	95.1	73.3	73.3
2023-03-16	14:14:57	71.0	94.0	81.8	72.2	71.5	94.3	71.9	71.9
2023-03-16	14:14:58	69.8	89.5	78.7	71.4	70.6	92.6	70.9	70.9
2023-03-16	14:14:59	72.8	91.8	80.6	72.2	73.2	97.2	71.4	71.4
2023-03-16	14:15:00	72.1	93.1	81.1	72.4	73.4	98.2	72.2	72.2
2023-03-16	14:15:01	70.3	89.5	77.8	71.9	71.2	91.6	71.4	71.5
2023-03-16	14:15:02	69.1	88.0	76.6	70.9	69.8	91.3	70.3	70.3
2023-03-16	14:15:03	68.4	90.4	76.4	69.9	69.4	94.1	69.4	69.4
2023-03-16	14:15:04	67.7	96.2	81.6	68.9	68.3	101.9	68.5	68.5

2023-03-16	14:15:05	67.5	94.5	81.3	68.2	68.0	100.1	68.0	68.0
2023-03-16	14:15:06	67.7	87.1	75.3	67.9	68.2	91.1	67.8	67.8
2023-03-16	14:15:07	67.5	88.0	74.7	67.8	68.2	91.1	67.7	67.7
2023-03-16	14:15:08	67.5	85.9	74.3	67.6	68.1	88.5	67.5	67.5
2023-03-16	14:15:09	67.8	85.4	74.3	67.7	68.4	89.1	67.6	67.6
2023-03-16	14:15:10	69.8	89.5	77.0	69.4	71.6	93.2	68.3	68.3
2023-03-16	14:15:11	70.4	91.0	76.9	70.2	71.8	95.8	69.9	69.9
2023-03-16	14:15:12	69.5	93.4	77.6	70.0	71.1	94.9	69.9	69.9
2023-03-16	14:15:13	67.5	85.2	74.0	69.6	68.9	88.8	69.1	69.1
2023-03-16	14:15:14	64.7	82.4	72.3	68.3	66.6	88.8	67.4	67.4
2023-03-16	14:15:15	63.8	83.7	72.4	66.4	64.1	87.3	65.6	65.6
2023-03-16	14:15:16	64.5	85.3	75.2	64.9	64.9	88.1	64.7	64.7
2023-03-16	14:15:17	66.1	86.9	77.2	65.8	67.0	91.6	65.1	65.1
2023-03-16	14:15:18	70.8	91.7	78.5	69.8	72.1	92.0	68.0	68.0
2023-03-16	14:15:19	72.0	92.2	80.6	71.4	72.6	98.4	70.7	70.8
2023-03-16	14:15:20	70.0	89.9	77.2	71.3	71.8	94.6	70.9	70.9
2023-03-16	14:15:21	72.9	94.1	80.1	72.4	74.9	98.0	71.2	71.2
2023-03-16	14:15:22	76.4	93.7	81.2	75.5	77.9	98.5	74.0	74.1
2023-03-16	14:15:23	75.4	90.5	78.6	75.8	77.3	90.9	75.6	75.6
2023-03-16	14:15:24	72.3	87.8	75.5	75.2	74.3	90.6	74.4	74.4
2023-03-16	14:15:25	70.8	88.5	74.4	73.5	72.6	90.7	72.8	72.9
2023-03-16	14:15:26	68.1	85.1	72.3	71.8	69.1	86.2	70.9	70.9
2023-03-16	14:15:27	67.3	83.2	71.5	69.8	67.8	87.0	69.0	69.0
2023-03-16	14:15:28	67.0	84.3	72.0	68.5	67.8	87.2	68.1	68.1
2023-03-16	14:15:29	66.0	84.8	72.1	67.5	66.5	89.6	67.0	67.0
2023-03-16	14:15:30	67.4	84.3	72.6	67.4	69.0	88.7	66.7	66.7
2023-03-16	14:15:31	70.2	86.8	73.9	69.4	71.8	89.0	68.6	68.6
2023-03-16	14:15:32	72.3	87.6	74.8	71.5	73.1	89.0	70.6	70.6
2023-03-16	14:15:33	70.8	86.4	73.9	71.5	72.3	89.7	71.2	71.2
2023-03-16	14:15:34	68.3	90.6	76.3	71.1	70.9	95.1	70.3	70.4
2023-03-16	14:15:35	68.8	83.9	72.6	69.4	69.7	91.0	69.1	69.1
2023-03-16	14:15:36	70.1	84.9	73.4	69.9	71.0	86.6	69.4	69.4
2023-03-16	14:15:37	69.8	85.4	73.2	69.9	70.5	88.2	69.8	69.8
2023-03-16	14:15:38	70.2	87.7	74.8	70.1	71.0	88.2	69.9	69.9
2023-03-16	14:15:39	70.3	88.3	75.5	70.3	70.7	89.1	70.2	70.2

2023-03-16 14:15:40	70.6	87.1	74.7	70.5	71.1	88.5	70.3	70.3
2023-03-16 14:15:41	69.3	85.1	73.1	70.5	70.8	87.2	70.1	70.1
2023-03-16 14:15:42	68.5	84.6	72.4	69.7	69.4	87.6	69.3	69.3
2023-03-16 14:15:43	66.8	83.8	72.4	68.9	68.0	88.0	68.3	68.3
2023-03-16 14:15:44	67.6	84.4	72.7	67.7	68.6	87.0	67.4	67.4
2023-03-16 14:15:45	70.4	85.5	74.1	69.8	71.7	87.5	68.6	68.6
2023-03-16 14:15:46	75.4	90.7	78.2	74.5	77.5	91.9	72.0	72.1
2023-03-16 14:15:47	77.1	95.1	81.0	76.3	78.9	96.4	75.9	75.9
2023-03-16 14:15:48	73.4	91.2	77.3	76.1	76.0	91.3	75.4	75.5
2023-03-16 14:15:49	72.5	86.9	76.0	74.3	73.4	89.2	73.7	73.7
2023-03-16 14:15:50	72.9	88.5	76.5	73.5	73.7	90.0	73.3	73.3
2023-03-16 14:15:51	72.1	87.9	77.3	73.1	73.2	92.3	72.8	72.8
2023-03-16 14:15:52	71.8	87.7	75.5	72.4	72.6	90.4	72.3	72.3
2023-03-16 14:15:53	70.3	86.6	74.1	72.0	70.9	90.6	71.4	71.4
2023-03-16 14:15:54	72.9	88.2	75.6	72.6	74.4	90.8	71.6	71.6
2023-03-16 14:15:55	74.6	89.8	77.8	74.1	75.5	91.4	73.3	73.3
2023-03-16 14:15:56	75.5	93.6	78.7	75.1	76.7	94.4	74.8	74.8
2023-03-16 14:15:57	71.3	87.3	76.8	74.9	74.1	92.3	73.9	73.9
2023-03-16 14:15:58	69.3	87.2	76.0	72.9	70.4	93.0	71.8	71.8
2023-03-16 14:15:59	69.1	86.9	74.7	71.0	70.0	88.3	70.4	70.4
2023-03-16 14:16:00	68.3	87.2	73.7	69.8	69.1	88.9	69.3	69.3
2023-03-16 14:16:01	70.2	86.1	74.8	70.0	71.1	91.6	69.3	69.4
2023-03-16 14:16:02	72.5	87.3	75.9	71.8	73.1	91.0	71.0	71.0
2023-03-16 14:16:03	72.7	91.0	76.7	72.5	73.9	91.3	72.3	72.3
2023-03-16 14:16:04	68.6	85.2	73.9	72.2	71.6	89.1	71.3	71.3
2023-03-16 14:16:05	65.8	83.4	72.1	70.2	66.7	87.2	69.0	69.0
2023-03-16 14:16:06	65.4	82.8	71.6	67.9	66.0	86.4	67.2	67.2
2023-03-16 14:16:07	64.7	83.2	72.0	66.5	65.1	88.9	65.9	65.9
2023-03-16 14:16:08	64.7	86.5	72.6	65.5	65.2	90.6	65.2	65.2
2023-03-16 14:16:09	66.0	85.5	73.7	65.9	67.3	89.8	65.2	65.2
2023-03-16 14:16:10	72.4	91.0	76.0	71.5	75.2	92.8	68.4	68.5
2023-03-16 14:16:11	77.5	92.2	80.2	76.4	78.7	94.4	74.3	74.4
2023-03-16 14:16:12	76.4	94.2	80.4	77.0	78.7	96.7	76.7	76.7
2023-03-16 14:16:13	70.8	90.8	76.9	76.1	73.9	96.7	74.9	74.9
2023-03-16 14:16:14	67.2	87.7	74.6	73.3	68.5	93.4	71.8	71.9

2023-03-16 14:16:15	67.9	87.6	74.2	70.6	68.9	95.2	69.8	69.8
2023-03-16 14:16:16	65.6	83.6	72.4	69.0	67.8	92.9	68.1	68.1
2023-03-16 14:16:17	64.7	89.6	74.8	67.1	64.9	96.1	66.3	66.3
2023-03-16 14:16:18	67.9	103.9	90.5	67.6	70.3	109.8	66.1	66.2
2023-03-16 14:16:19	64.6	97.3	85.5	67.6	70.3	103.8	66.8	66.8
2023-03-16 14:16:20	63.5	96.7	84.6	65.9	65.0	105.8	65.1	65.1
2023-03-16 14:16:21	65.0	101.8	87.3	65.4	67.9	106.7	64.9	65.0
2023-03-16 14:16:22	63.3	93.4	77.7	64.7	64.2	101.5	64.2	64.2
2023-03-16 14:16:23	64.5	91.4	77.3	64.4	64.9	96.9	64.1	64.1
2023-03-16 14:16:24	66.6	91.4	79.3	66.1	67.9	95.9	65.1	65.1
2023-03-16 14:16:25	71.5	93.4	80.3	70.8	74.6	97.3	67.8	67.9
2023-03-16 14:16:26	75.5	98.9	83.7	74.2	79.4	101.6	73.6	73.7
2023-03-16 14:16:27	73.2	94.1	80.5	73.9	74.0	103.8	73.6	73.6
2023-03-16 14:16:28	76.4	98.0	83.6	75.8	79.0	101.5	74.5	74.5
2023-03-16 14:16:29	75.4	97.7	84.0	76.1	78.9	101.9	75.8	75.8
2023-03-16 14:16:30	73.1	93.8	80.9	75.4	75.3	99.1	74.8	74.8
2023-03-16 14:16:31	71.6	94.6	80.7	74.0	72.7	97.5	73.2	73.3
2023-03-16 14:16:32	70.9	90.2	77.8	72.6	72.1	97.3	72.1	72.1
2023-03-16 14:16:33	73.7	93.7	79.4	73.3	75.5	98.3	72.2	72.2
2023-03-16 14:16:34	73.5	92.0	78.5	73.6	74.6	96.4	73.4	73.4
2023-03-16 14:16:35	70.4	99.9	85.8	73.4	72.5	105.6	72.6	72.6
2023-03-16 14:16:36	70.4	96.0	83.6	71.6	71.8	103.2	71.0	71.0
2023-03-16 14:16:37	70.7	93.1	80.6	71.0	71.5	99.9	70.9	70.9
2023-03-16 14:16:38	69.7	96.7	81.0	70.8	70.2	102.7	70.4	70.4
2023-03-16 14:16:39	69.4	91.2	78.1	70.1	70.8	96.5	69.8	69.8
2023-03-16 14:16:40	70.0	89.1	77.5	70.2	72.0	94.5	69.4	69.4
2023-03-16 14:16:41	72.4	91.1	78.7	71.8	73.1	94.0	71.0	71.0
2023-03-16 14:16:42	71.6	90.4	77.7	72.0	72.8	95.2	71.9	71.9
2023-03-16 14:16:43	69.2	87.2	75.2	71.5	70.1	89.6	70.8	70.8
2023-03-16 14:16:44	67.7	85.4	74.1	70.1	68.8	89.7	69.4	69.5
2023-03-16 14:16:45	66.0	84.0	73.5	68.6	66.6	89.7	67.8	67.8
2023-03-16 14:16:46	67.2	85.0	73.1	67.3	68.1	87.4	67.1	67.1
2023-03-16 14:16:47	66.7	84.8	72.7	67.3	67.7	87.9	67.1	67.1
2023-03-16 14:16:48	65.5	82.2	71.1	66.9	66.4	85.1	66.4	66.4
2023-03-16 14:16:49	66.2	83.3	71.8	66.3	66.8	86.2	66.1	66.1

2023-03-16 14:16:50	67.5	85.1	72.8	67.2	68.5	89.3	66.6	66.6
2023-03-16 14:16:51	69.3	84.7	73.3	68.8	70.2	89.3	67.9	67.9
2023-03-16 14:16:52	72.5	87.0	75.7	71.7	73.8	90.4	70.2	70.3
2023-03-16 14:16:53	76.2	92.6	80.0	75.2	77.4	95.6	73.7	73.7
2023-03-16 14:16:54	75.1	92.4	79.7	75.7	76.9	94.5	75.4	75.4
2023-03-16 14:16:55	70.4	97.9	79.0	74.9	73.0	102.7	73.8	73.9
2023-03-16 14:16:56	67.4	89.9	78.2	72.5	68.6	98.3	71.2	71.3
2023-03-16 14:16:57	67.5	91.6	77.3	69.9	68.3	97.1	69.1	69.2
2023-03-16 14:16:58	67.1	92.5	76.2	68.5	68.9	99.2	68.2	68.2
2023-03-16 14:16:59	63.6	86.1	71.9	67.5	64.9	89.7	66.4	66.5
2023-03-16 14:17:00	63.1	84.7	73.3	65.4	63.9	93.5	64.8	64.8
2023-03-16 14:17:01	62.5	85.4	73.9	64.0	63.2	92.0	63.5	63.5
2023-03-16 14:17:02	65.1	84.5	73.1	64.7	66.6	89.5	63.7	63.7
2023-03-16 14:17:03	68.5	92.7	78.8	67.4	69.2	96.9	66.4	66.5
2023-03-16 14:17:04	66.6	89.9	76.6	67.5	68.4	93.5	67.3	67.3
2023-03-16 14:17:05	64.7	84.5	74.5	66.7	65.6	88.5	66.1	66.1
2023-03-16 14:17:06	66.1	85.4	74.3	66.0	66.9	89.3	65.6	65.6
2023-03-16 14:17:07	66.3	87.9	75.3	66.3	67.1	93.3	66.2	66.2
2023-03-16 14:17:08	67.1	101.9	84.9	67.0	69.8	105.2	66.3	66.3
2023-03-16 14:17:09	67.1	100.8	87.8	67.4	68.8	109.0	67.1	67.1
2023-03-16 14:17:10	65.4	89.5	77.4	67.0	65.8	98.4	66.4	66.4
2023-03-16 14:17:11	66.4	99.8	84.8	66.5	68.1	109.0	66.0	66.0
2023-03-16 14:17:12	67.3	100.2	85.5	67.2	68.8	106.1	66.8	66.8
2023-03-16 14:17:13	65.6	93.9	81.7	67.0	66.6	99.9	66.5	66.6
2023-03-16 14:17:14	67.8	96.6	82.8	67.4	69.5	101.9	66.5	66.5
2023-03-16 14:17:15	67.5	99.1	86.7	67.6	69.4	103.7	67.5	67.5
2023-03-16 14:17:16	66.4	102.3	84.4	67.7	69.1	106.0	67.2	67.2
2023-03-16 14:17:17	64.0	94.6	80.4	66.6	65.7	97.0	65.9	65.9
2023-03-16 14:17:18	63.4	86.0	74.9	65.1	64.1	90.3	64.5	64.5
2023-03-16 14:17:19	63.5	84.8	73.0	64.1	64.0	91.6	63.9	63.9
2023-03-16 14:17:20	62.6	85.6	73.5	63.8	63.6	87.7	63.4	63.4
2023-03-16 14:17:21	61.8	85.4	73.1	63.0	62.3	86.8	62.6	62.6
2023-03-16 14:17:22	62.3	93.1	79.7	62.5	64.1	97.2	62.2	62.2
2023-03-16 14:17:23	63.4	92.7	81.1	63.2	64.0	99.7	62.7	62.8
2023-03-16 14:17:24	65.4	93.3	80.4	64.7	66.8	98.2	64.1	64.2

2023-03-16 14:17:25	65.4	88.9	78.7	65.2	65.9	94.0	64.9	64.9
2023-03-16 14:17:26	67.0	90.4	79.0	66.6	68.1	91.7	65.8	65.8
2023-03-16 14:17:27	68.7	91.7	78.9	68.2	69.8	94.8	67.3	67.3
2023-03-16 14:17:28	69.3	91.6	79.3	69.0	70.4	93.3	68.5	68.5
2023-03-16 14:17:29	72.6	92.6	81.7	71.7	73.6	95.8	70.4	70.5
2023-03-16 14:17:30	75.9	95.7	84.6	75.1	77.5	100.2	73.3	73.4
2023-03-16 14:17:31	77.4	98.2	87.8	76.6	78.2	101.6	76.2	76.3
2023-03-16 14:17:32	75.0	98.4	86.4	76.6	76.7	101.2	76.2	76.2
2023-03-16 14:17:33	72.6	93.2	81.4	75.5	73.9	95.5	74.8	74.8
2023-03-16 14:17:34	69.5	88.8	77.3	73.8	71.1	93.3	72.7	72.7
2023-03-16 14:17:35	70.8	91.2	77.4	71.6	71.6	97.1	71.3	71.3
2023-03-16 14:17:36	71.6	93.8	81.0	71.7	73.0	99.8	71.4	71.4
2023-03-16 14:17:37	69.4	87.0	75.6	71.3	70.9	91.9	70.7	70.8
2023-03-16 14:17:38	66.5	87.1	75.5	70.1	69.0	93.2	69.1	69.2
2023-03-16 14:17:39	67.2	87.6	76.6	68.1	68.5	96.5	67.6	67.6
2023-03-16 14:17:40	71.3	89.7	77.9	70.7	73.5	93.4	68.9	68.9
2023-03-16 14:17:41	76.1	92.0	79.2	74.9	76.8	92.3	73.3	73.3
2023-03-16 14:17:42	74.8	95.5	79.4	75.3	76.7	95.5	75.0	75.0
2023-03-16 14:17:43	72.3	90.6	76.3	74.6	74.7	92.0	74.1	74.1
2023-03-16 14:17:44	70.1	88.4	75.4	73.1	71.2	92.3	72.1	72.1
2023-03-16 14:17:45	68.8	90.8	76.7	71.6	71.0	95.4	70.8	70.8
2023-03-16 14:17:46	66.1	86.1	74.2	70.0	68.2	90.5	68.9	69.0
2023-03-16 14:17:47	66.8	85.7	73.5	67.9	68.1	91.4	67.4	67.4
2023-03-16 14:17:48	67.7	87.9	74.1	67.7	68.9	91.7	67.4	67.4
2023-03-16 14:17:49	67.5	102.2	81.6	68.1	69.1	102.8	67.8	67.8
2023-03-16 14:17:50	64.7	88.2	75.4	67.4	65.7	91.2	66.6	66.6
2023-03-16 14:17:51	65.5	89.3	76.8	65.9	66.4	96.9	65.8	65.8
2023-03-16 14:17:52	65.0	88.4	75.5	65.7	65.6	91.5	65.4	65.4
2023-03-16 14:17:53	67.4	93.7	77.5	66.8	67.8	94.3	66.1	66.1
2023-03-16 14:17:54	70.3	86.8	74.6	69.6	72.1	91.7	68.0	68.0
2023-03-16 14:17:55	73.6	88.5	76.7	72.6	74.2	91.6	71.4	71.5
2023-03-16 14:17:56	73.6	90.5	77.7	73.5	75.1	92.3	73.2	73.2
2023-03-16 14:17:57	71.9	87.5	76.1	73.1	72.9	90.0	72.6	72.6
2023-03-16 14:17:58	72.8	88.0	76.6	72.7	73.3	94.9	72.5	72.5
2023-03-16 14:17:59	71.9	87.7	75.7	72.7	73.4	88.8	72.4	72.4

2023-03-16 14:18:00	70.6	88.5	76.2	72.1	71.5	92.5	71.6	71.6
2023-03-16 14:18:01	70.0	87.3	75.9	71.2	70.9	90.5	70.9	70.9
2023-03-16 14:18:02	67.8	86.0	73.9	70.4	69.1	88.3	69.6	69.6
2023-03-16 14:18:03	67.5	86.1	75.3	68.9	68.1	92.7	68.4	68.4
2023-03-16 14:18:04	67.7	87.2	75.0	68.1	68.2	91.2	67.9	67.9
2023-03-16 14:18:05	67.7	88.1	75.9	67.9	68.1	92.3	67.8	67.8
2023-03-16 14:18:06	69.2	88.8	76.3	69.1	72.3	90.3	68.0	68.0
2023-03-16 14:18:07	67.6	89.1	76.1	68.9	69.4	90.5	68.5	68.5
2023-03-16 14:18:08	65.6	88.2	78.7	68.2	67.0	90.5	67.4	67.4
2023-03-16 14:18:09	66.3	86.8	75.5	66.7	66.8	89.2	66.5	66.5
2023-03-16 14:18:10	68.0	85.7	74.0	67.6	68.7	87.7	67.1	67.1
2023-03-16 14:18:11	69.5	87.7	75.9	69.0	70.2	90.2	68.3	68.3
2023-03-16 14:18:12	72.0	93.4	79.6	71.5	74.4	92.8	69.8	69.8
2023-03-16 14:18:13	75.7	98.2	84.5	74.7	78.3	97.6	73.8	73.9
2023-03-16 14:18:14	73.9	91.3	79.3	74.3	74.2	93.6	74.2	74.2
2023-03-16 14:18:15	75.9	90.8	78.4	75.4	76.5	92.2	74.8	74.8
2023-03-16 14:18:16	76.1	91.7	78.8	76.0	77.5	94.0	75.7	75.7
2023-03-16 14:18:17	74.1	90.7	76.8	75.8	75.5	90.9	75.3	75.4
2023-03-16 14:18:18	74.0	88.2	76.2	74.7	74.7	89.7	74.4	74.4
2023-03-16 14:18:19	73.9	88.7	77.5	74.6	75.3	89.9	74.4	74.4
2023-03-16 14:18:20	71.6	88.1	76.1	73.9	72.5	90.4	73.2	73.2
2023-03-16 14:18:21	73.1	88.7	76.9	73.0	73.8	90.1	72.8	72.8
2023-03-16 14:18:22	72.4	90.1	78.6	72.9	74.0	90.7	72.7	72.7
2023-03-16 14:18:23	70.6	92.0	79.8	72.6	71.7	92.0	72.0	72.0
2023-03-16 14:18:24	73.1	93.4	82.7	72.8	74.7	94.5	72.2	72.2
2023-03-16 14:18:25	70.4	92.3	81.7	72.5	71.7	95.5	71.9	71.9
2023-03-16 14:18:26	69.6	92.2	82.2	71.2	70.3	95.5	70.6	70.6
2023-03-16 14:18:27	68.9	92.8	80.7	70.3	69.9	95.2	69.9	69.9
2023-03-16 14:18:28	68.8	90.1	79.4	69.4	69.5	92.2	69.2	69.2
2023-03-16 14:18:29	67.4	90.1	76.8	69.1	69.4	89.5	68.6	68.6
2023-03-16 14:18:30	65.4	85.9	74.4	68.0	66.2	88.6	67.2	67.2
2023-03-16 14:18:31	65.8	86.3	75.0	66.6	66.8	89.4	66.2	66.2
2023-03-16 14:18:32	66.5	86.0	75.3	66.5	67.0	88.5	66.3	66.3
2023-03-16 14:18:33	66.8	88.3	75.5	66.7	67.7	90.3	66.4	66.4
2023-03-16 14:18:34	64.8	87.4	75.1	66.7	67.4	90.1	66.1	66.1

2023-03-16 14:18:35	64.0	85.9	74.6	65.6	65.1	89.2	65.0	65.0
2023-03-16 14:18:36	63.5	86.9	75.9	64.8	65.7	93.0	64.4	64.4
2023-03-16 14:18:37	65.4	85.7	74.7	65.0	66.3	89.4	64.4	64.4
2023-03-16 14:18:38	65.5	89.1	77.3	65.4	65.9	89.2	65.2	65.2
2023-03-16 14:18:39	67.6	90.6	79.6	67.0	68.3	91.1	66.2	66.3
2023-03-16 14:18:40	68.0	89.0	77.1	67.8	69.0	90.4	67.5	67.5
2023-03-16 14:18:41	68.1	88.6	77.6	68.0	68.9	90.7	67.6	67.6
2023-03-16 14:18:42	68.8	90.0	78.6	68.6	69.4	91.2	68.4	68.4
2023-03-16 14:18:43	69.0	88.5	77.6	69.0	70.0	92.4	68.5	68.5
2023-03-16 14:18:44	70.8	88.4	77.4	70.2	71.3	90.1	69.8	69.8
2023-03-16 14:18:45	70.9	88.6	77.7	70.7	71.3	91.6	70.4	70.4
2023-03-16 14:18:46	73.1	91.1	78.8	72.5	74.2	91.5	71.5	71.5
2023-03-16 14:18:47	71.5	90.1	78.7	72.6	74.0	90.8	72.1	72.1
2023-03-16 14:18:48	71.8	90.9	78.9	72.1	72.4	91.3	72.0	72.0
2023-03-16 14:18:49	69.6	87.4	76.3	71.8	71.0	92.1	71.1	71.1
2023-03-16 14:18:50	68.6	88.4	76.1	70.5	69.3	89.4	69.9	69.9
2023-03-16 14:18:51	68.7	87.4	75.4	69.4	69.3	89.2	69.2	69.2
2023-03-16 14:18:52	68.8	86.7	75.3	69.0	69.8	92.0	68.8	68.8
2023-03-16 14:18:53	68.6	85.5	75.1	69.1	69.8	92.1	68.9	68.9
2023-03-16 14:18:54	68.7	86.9	75.1	68.8	69.1	90.0	68.7	68.7
2023-03-16 14:18:55	68.0	85.9	75.3	68.6	68.7	89.7	68.5	68.5
2023-03-16 14:18:56	68.6	88.3	75.7	68.5	69.1	94.7	68.3	68.3
2023-03-16 14:18:57	68.2	89.1	76.7	68.6	69.0	98.2	68.5	68.5
2023-03-16 14:18:58	67.5	91.1	78.0	68.2	68.2	96.2	68.0	68.0
2023-03-16 14:18:59	65.2	90.2	77.2	67.8	66.7	95.5	67.1	67.1
2023-03-16 14:19:00	63.4	85.9	74.6	66.2	64.4	91.9	65.4	65.4
2023-03-16 14:19:01	63.1	83.5	72.2	64.6	63.8	94.0	64.1	64.1
2023-03-16 14:19:02	62.7	84.2	72.7	63.7	63.6	93.5	63.4	63.4
2023-03-16 14:19:03	62.5	84.7	73.5	63.0	63.0	91.4	62.8	62.8
2023-03-16 14:19:04	62.3	85.2	73.8	62.7	62.6	91.9	62.5	62.5
2023-03-16 14:19:05	62.8	91.3	77.3	62.8	63.8	96.5	62.5	62.5
2023-03-16 14:19:06	63.8	95.3	82.0	63.4	64.8	99.6	63.2	63.2
2023-03-16 14:19:07	65.2	96.6	81.9	64.6	65.7	105.0	64.1	64.1
2023-03-16 14:19:08	67.9	89.8	76.8	67.3	69.7	96.9	65.8	65.8
2023-03-16 14:19:09	73.6	92.9	77.9	72.4	75.0	96.1	70.2	70.3

2023-03-16	14:19:10	74.4	89.9	78.2	73.9	75.3	95.6	73.4	73.5
2023-03-16	14:19:11	73.2	89.8	78.6	73.6	74.0	95.7	73.5	73.5
2023-03-16	14:19:12	72.2	89.7	77.2	73.4	74.2	96.3	73.1	73.1
2023-03-16	14:19:13	68.4	87.4	75.3	72.5	71.0	97.3	71.5	71.5
2023-03-16	14:19:14	66.9	98.1	81.6	70.3	67.6	102.2	69.3	69.3
2023-03-16	14:19:15	70.2	103.5	89.9	70.0	73.8	113.6	68.9	68.9
2023-03-16	14:19:16	68.5	101.1	89.2	70.0	70.9	106.8	69.4	69.4
2023-03-16	14:19:17	71.2	99.6	88.9	70.6	72.2	106.8	69.8	69.8
2023-03-16	14:19:18	72.6	103.6	89.9	72.1	73.4	109.7	71.3	71.3
2023-03-16	14:19:19	72.7	103.2	87.7	72.5	73.6	107.5	72.3	72.3
2023-03-16	14:19:20	74.5	99.4	86.9	73.9	75.1	103.6	73.3	73.3
2023-03-16	14:19:21	75.1	96.7	84.6	74.8	76.8	102.8	74.5	74.5
2023-03-16	14:19:22	73.8	97.0	83.9	74.6	74.6	103.3	74.3	74.3
2023-03-16	14:19:23	72.7	97.3	85.2	74.1	74.1	104.7	73.7	73.7
2023-03-16	14:19:24	71.4	99.8	84.8	73.2	73.0	102.6	72.4	72.4
2023-03-16	14:19:25	73.7	99.8	88.0	73.3	75.0	104.6	73.0	73.0
2023-03-16	14:19:26	72.7	103.5	86.0	73.1	73.6	105.2	73.0	73.0
2023-03-16	14:19:27	71.2	100.7	87.4	72.8	72.6	105.5	72.3	72.3
2023-03-16	14:19:28	70.6	102.8	88.3	72.0	72.3	106.9	71.6	71.6
2023-03-16	14:19:29	68.3	97.5	86.0	71.0	69.5	106.7	70.2	70.2
2023-03-16	14:19:30	67.7	93.3	82.0	69.5	68.6	98.1	68.9	68.9
2023-03-16	14:19:31	67.9	96.6	82.0	68.5	68.5	105.6	68.3	68.3
2023-03-16	14:19:32	68.5	92.5	79.9	68.5	69.4	100.8	68.1	68.1
2023-03-16	14:19:33	69.4	92.2	79.8	69.2	70.1	100.6	68.8	68.8
2023-03-16	14:19:34	68.2	92.4	78.7	69.3	70.0	98.8	69.0	69.0
2023-03-16	14:19:35	68.9	89.2	77.5	68.8	69.5	93.0	68.5	68.5
2023-03-16	14:19:36	69.4	87.5	76.1	69.3	69.8	93.0	69.1	69.1
2023-03-16	14:19:37	66.7	90.4	76.0	69.2	68.8	93.6	68.4	68.4
2023-03-16	14:19:38	65.5	95.5	81.1	67.7	66.8	98.3	67.1	67.1
2023-03-16	14:19:39	64.1	85.7	74.5	66.3	64.6	91.6	65.6	65.6
2023-03-16	14:19:40	65.7	96.4	82.9	65.6	66.7	101.0	65.3	65.3
2023-03-16	14:19:41	67.3	101.1	89.5	66.8	68.9	107.0	66.4	66.4
2023-03-16	14:19:42	66.6	104.0	87.6	66.9	67.9	108.8	66.7	66.7
2023-03-16	14:19:43	68.8	102.6	90.4	68.6	72.2	110.8	66.7	66.8
2023-03-16	14:19:44	71.0	109.1	92.8	70.4	72.9	109.8	69.6	69.6

2023-03-16	14:19:45	68.8	102.8	89.0	70.3	71.6	107.3	69.8	69.8
2023-03-16	14:19:46	67.1	94.2	81.2	69.4	68.4	103.0	68.8	68.8
2023-03-16	14:19:47	67.2	98.9	83.9	68.0	68.3	99.8	67.6	67.6
2023-03-16	14:19:48	70.1	100.0	87.0	69.6	71.3	102.3	68.5	68.5
2023-03-16	14:19:49	77.0	99.8	89.5	76.0	79.3	103.1	72.8	73.0
2023-03-16	14:19:50	76.4	97.5	85.7	76.9	79.4	101.8	76.5	76.5
2023-03-16	14:19:51	73.5	96.7	84.2	75.9	73.9	98.9	75.1	75.1
2023-03-16	14:19:52	74.7	96.5	84.3	74.8	75.6	99.1	74.6	74.6
2023-03-16	14:19:53	75.3	105.0	91.5	75.2	76.4	111.6	74.8	74.8
2023-03-16	14:19:54	73.7	100.4	83.8	75.1	75.1	101.7	74.7	74.7
2023-03-16	14:19:55	75.3	98.4	83.6	75.1	76.5	102.7	74.4	74.4
2023-03-16	14:19:56	76.8	95.7	83.4	76.3	77.8	99.8	75.9	75.9
2023-03-16	14:19:57	76.9	105.2	92.2	76.8	77.9	110.7	76.4	76.4
2023-03-16	14:19:58	74.8	102.6	88.6	76.8	77.5	106.4	76.2	76.2
2023-03-16	14:19:59	73.2	93.7	80.6	75.4	74.0	102.6	74.8	74.8
2023-03-16	14:20:00	73.0	91.0	78.7	74.1	73.9	98.7	73.6	73.6
2023-03-16	14:20:01	72.3	90.7	78.6	73.5	73.5	97.1	73.2	73.2
2023-03-16	14:20:02	70.7	92.8	80.1	72.6	71.6	96.6	72.0	72.0
2023-03-16	14:20:03	70.0	95.4	79.7	71.5	70.6	99.3	71.1	71.1
2023-03-16	14:20:04	70.6	93.3	82.3	70.7	71.1	98.5	70.6	70.6
2023-03-16	14:20:05	71.4	94.9	81.8	71.3	72.5	101.3	70.8	70.8
2023-03-16	14:20:06	74.2	97.6	85.8	73.5	75.9	104.2	72.3	72.3
2023-03-16	14:20:07	73.0	96.8	84.4	73.9	75.8	102.6	73.5	73.5
2023-03-16	14:20:08	71.6	93.6	81.7	73.0	72.4	98.8	72.6	72.6
2023-03-16	14:20:09	70.9	90.6	80.0	72.1	71.7	99.0	71.7	71.7
2023-03-16	14:20:10	70.1	99.9	82.5	71.4	71.0	101.3	71.0	71.0
2023-03-16	14:20:11	71.4	96.3	81.8	71.3	73.0	104.2	70.7	70.7
2023-03-16	14:20:12	75.6	95.2	82.9	74.9	77.5	104.7	72.9	73.0
2023-03-16	14:20:13	78.9	98.0	84.2	77.9	79.7	104.5	76.8	76.8
2023-03-16	14:20:14	76.5	92.5	80.2	77.9	78.8	97.7	77.5	77.5
2023-03-16	14:20:15	75.0	90.3	78.4	76.9	75.7	95.3	76.3	76.3
2023-03-16	14:20:16	75.1	94.1	79.2	75.8	76.7	100.2	75.6	75.6
2023-03-16	14:20:17	74.2	90.1	78.6	75.3	74.8	96.3	74.9	74.9
2023-03-16	14:20:18	71.8	90.0	77.1	74.7	74.6	92.8	73.9	74.0
2023-03-16	14:20:19	70.5	86.4	75.7	72.9	71.5	91.6	72.1	72.1

2023-03-16 14:20:20	74.8	91.3	77.8	74.0	75.9	91.8	72.8	72.9
2023-03-16 14:20:21	71.4	88.8	76.4	74.1	75.7	89.9	73.4	73.4
2023-03-16 14:20:22	67.7	91.4	78.9	72.3	70.5	92.6	71.3	71.3
2023-03-16 14:20:23	64.6	85.3	73.4	69.8	65.4	88.5	68.5	68.5
2023-03-16 14:20:24	65.6	84.7	74.4	67.3	66.5	89.5	66.9	66.9
2023-03-16 14:20:25	64.9	88.2	78.3	66.2	65.3	90.6	65.8	65.8
2023-03-16 14:20:26	67.4	92.3	81.7	67.2	70.0	93.8	65.7	65.7
2023-03-16 14:20:27	69.1	91.8	82.3	68.7	71.2	93.9	68.3	68.3
2023-03-16 14:20:28	68.9	89.6	80.4	68.9	70.7	92.8	68.2	68.2
2023-03-16 14:20:29	73.4	92.3	81.6	72.5	74.8	94.3	70.8	70.8
2023-03-16 14:20:30	75.2	89.6	78.7	74.4	76.0	92.2	73.7	73.7
2023-03-16 14:20:31	71.9	91.3	77.7	74.5	75.4	94.4	73.8	73.8
2023-03-16 14:20:32	72.4	91.1	77.2	72.7	72.9	92.6	72.6	72.6
2023-03-16 14:20:33	74.9	90.8	78.9	74.3	75.9	95.1	73.3	73.4
2023-03-16 14:20:34	75.0	93.2	80.0	74.8	75.8	97.1	74.5	74.5
2023-03-16 14:20:35	73.2	93.5	82.6	74.8	75.7	97.6	74.4	74.4
2023-03-16 14:20:36	69.9	91.6	79.8	73.7	72.0	94.7	72.7	72.7
2023-03-16 14:20:37	69.6	90.7	79.4	71.7	70.1	94.7	71.0	71.0
2023-03-16 14:20:38	69.5	90.8	79.7	70.5	70.4	93.6	70.2	70.2
2023-03-16 14:20:39	67.9	88.6	78.4	69.8	68.9	93.6	69.3	69.3
2023-03-16 14:20:40	66.7	89.4	78.9	68.6	67.1	93.3	67.9	68.0
2023-03-16 14:20:41	66.4	87.6	76.2	67.5	67.0	93.9	67.1	67.1
2023-03-16 14:20:42	67.4	86.9	76.6	67.3	68.1	90.7	67.1	67.1
2023-03-16 14:20:43	69.7	87.3	75.3	69.2	71.4	90.3	67.9	68.0
2023-03-16 14:20:44	75.1	90.5	77.9	74.0	76.4	91.5	71.9	72.0
2023-03-16 14:20:45	76.8	92.2	80.9	76.0	77.4	94.4	75.2	75.2
2023-03-16 14:20:46	77.3	93.2	82.4	77.0	77.9	95.1	76.4	76.4
2023-03-16 14:20:47	77.1	93.5	80.5	77.3	78.3	94.4	77.2	77.2
2023-03-16 14:20:48	73.9	90.1	77.0	76.9	76.2	91.1	76.2	76.2
2023-03-16 14:20:49	69.0	85.8	73.7	75.0	71.1	89.7	73.7	73.7
2023-03-16 14:20:50	67.3	83.4	71.8	72.2	68.2	86.8	70.9	70.9
2023-03-16 14:20:51	67.3	84.6	71.7	69.7	67.9	85.9	68.9	68.9
2023-03-16 14:20:52	68.3	85.3	72.8	68.6	69.4	87.3	68.4	68.4
2023-03-16 14:20:53	69.7	87.1	75.0	69.5	71.3	90.7	68.6	68.6
2023-03-16 14:20:54	73.8	91.0	77.0	73.0	75.3	95.8	71.2	71.2

2023-03-16 14:20:55	75.0	90.2	78.1	74.4	75.6	92.6	73.9	73.9
2023-03-16 14:20:56	72.8	89.1	75.8	74.3	74.3	90.0	73.8	73.9
2023-03-16 14:20:57	72.8	87.9	75.7	73.3	73.6	90.5	73.2	73.2
2023-03-16 14:20:58	71.5	87.7	75.8	73.0	72.8	91.4	72.6	72.6
2023-03-16 14:20:59	67.5	86.7	74.9	71.9	69.4	93.8	70.9	70.9
2023-03-16 14:21:00	64.4	82.9	71.0	69.6	66.0	86.2	68.3	68.4
2023-03-16 14:21:01	62.6	81.0	70.3	67.0	63.4	84.1	65.8	65.8
2023-03-16 14:21:02	62.4	84.0	71.0	64.7	63.0	87.3	63.9	63.9
2023-03-16 14:21:03	62.3	81.9	71.2	63.4	62.8	89.9	63.1	63.1
2023-03-16 14:21:04	61.2	81.9	70.4	62.7	62.0	87.2	62.2	62.2
2023-03-16 14:21:05	60.9	83.4	70.2	61.9	61.6	86.3	61.5	61.5
2023-03-16 14:21:06	61.1	84.4	72.9	61.3	61.8	90.4	61.3	61.3
2023-03-16 14:21:07	61.2	82.7	70.7	61.2	61.5	87.3	61.1	61.1
2023-03-16 14:21:08	61.9	86.7	72.4	61.6	62.3	89.4	61.5	61.5
2023-03-16 14:21:09	61.6	83.8	74.3	61.7	62.2	91.7	61.6	61.6
2023-03-16 14:21:10	61.0	84.9	74.1	61.6	61.8	90.2	61.4	61.4
2023-03-16 14:21:11	60.8	84.5	72.3	61.2	61.0	92.0	61.1	61.1
2023-03-16 14:21:12	61.8	82.6	72.3	61.6	62.7	88.0	61.2	61.2
2023-03-16 14:21:13	63.4	88.5	73.6	62.9	63.8	94.7	62.3	62.3
2023-03-16 14:21:14	65.7	86.7	74.5	65.0	66.3	89.9	64.0	64.0
2023-03-16 14:21:15	67.1	88.5	75.8	66.6	68.7	88.8	65.8	65.8
2023-03-16 14:21:16	66.9	87.4	76.1	66.8	67.5	89.4	66.7	66.7
2023-03-16 14:21:17	68.8	87.9	76.2	68.3	69.5	89.1	67.5	67.5
2023-03-16 14:21:18	69.9	87.8	76.4	69.3	70.5	94.1	69.0	69.0
2023-03-16 14:21:19	69.7	88.4	77.0	69.6	70.1	89.4	69.4	69.4
2023-03-16 14:21:20	70.3	87.3	77.4	70.1	70.8	91.7	69.9	69.9
2023-03-16 14:21:21	69.4	88.5	78.2	70.0	70.0	91.9	69.8	69.8
2023-03-16 14:21:22	69.4	87.9	77.5	69.6	69.9	90.9	69.6	69.6
2023-03-16 14:21:23	68.9	88.8	77.6	69.5	69.5	92.8	69.3	69.3
2023-03-16 14:21:24	69.4	87.2	76.2	69.3	69.8	92.4	69.1	69.1
2023-03-16 14:21:25	71.2	91.0	78.9	70.9	73.0	92.4	69.8	69.8
2023-03-16 14:21:26	73.8	92.7	81.1	73.0	74.4	95.7	72.1	72.1
2023-03-16 14:21:27	73.8	92.0	80.3	73.6	74.9	93.6	73.4	73.4
2023-03-16 14:21:28	71.6	89.2	78.3	73.3	72.8	90.6	72.8	72.8
2023-03-16 14:21:29	72.6	89.7	77.4	72.6	73.5	91.1	72.3	72.3

2023-03-16 14:21:30	72.1	94.1	78.4	72.8	73.7	99.5	72.5	72.5
2023-03-16 14:21:31	71.4	90.3	78.3	72.2	72.9	95.5	71.9	71.9
2023-03-16 14:21:32	70.0	86.6	74.9	71.7	70.9	92.3	71.2	71.2
2023-03-16 14:21:33	69.8	86.4	74.7	70.6	70.8	90.8	70.3	70.3
2023-03-16 14:21:34	72.0	87.5	75.1	71.5	72.8	91.0	70.8	70.9
2023-03-16 14:21:35	71.4	88.1	75.7	71.7	72.7	91.7	71.5	71.5
2023-03-16 14:21:36	69.3	88.0	75.5	71.5	71.0	89.7	70.9	70.9
2023-03-16 14:21:37	67.7	84.3	72.7	70.1	68.6	86.0	69.4	69.4
2023-03-16 14:21:38	66.0	86.0	74.3	68.7	67.4	87.1	68.0	68.0
2023-03-16 14:21:39	66.7	88.6	77.1	67.2	67.5	90.0	67.0	67.0
2023-03-16 14:21:40	68.7	88.5	77.8	68.3	69.9	90.9	67.5	67.5
2023-03-16 14:21:41	71.4	92.7	80.6	70.6	72.2	94.1	69.6	69.7
2023-03-16 14:21:42	71.9	91.0	78.6	71.6	72.7	92.2	71.0	71.0
2023-03-16 14:21:43	76.4	93.8	81.1	75.4	77.7	94.6	73.6	73.6
2023-03-16 14:21:44	75.7	96.1	81.3	76.0	77.5	95.5	75.8	75.8
2023-03-16 14:21:45	71.6	90.1	77.7	75.4	74.6	90.2	74.5	74.5
2023-03-16 14:21:46	67.6	87.9	76.9	73.1	68.6	91.8	71.7	71.7
2023-03-16 14:21:47	69.8	92.6	81.3	70.5	71.0	94.1	70.3	70.3
2023-03-16 14:21:48	70.6	93.1	81.4	70.7	72.2	93.3	70.0	70.0
2023-03-16 14:21:49	71.9	95.2	84.9	71.4	72.7	96.0	71.3	71.3
2023-03-16 14:21:50	72.8	98.5	87.0	72.7	75.1	100.4	71.6	71.6
2023-03-16 14:21:51	75.3	100.1	91.6	74.4	76.6	100.8	74.1	74.1
2023-03-16 14:21:52	74.0	96.1	88.6	74.3	74.8	97.2	74.1	74.1
2023-03-16 14:21:53	73.5	97.3	89.1	74.6	75.5	97.6	74.3	74.3
2023-03-16 14:21:54	69.6	92.5	82.1	73.4	70.3	92.4	72.3	72.3
2023-03-16 14:21:55	69.7	89.8	77.9	71.4	70.6	91.9	70.8	70.8
2023-03-16 14:21:56	72.9	89.9	77.4	72.3	73.9	92.8	71.4	71.4
2023-03-16 14:21:57	73.2	93.5	78.8	72.9	74.5	92.5	72.7	72.7
2023-03-16 14:21:58	74.0	90.8	77.5	73.8	75.2	96.1	73.2	73.2
2023-03-16 14:21:59	74.7	90.2	77.9	74.5	75.5	92.7	74.1	74.1
2023-03-16 14:22:00	74.1	91.5	76.4	74.5	75.4	91.5	74.4	74.4
2023-03-16 14:22:01	73.3	88.5	75.7	74.1	74.2	90.7	73.8	73.8
2023-03-16 14:22:02	73.8	89.3	76.2	73.8	74.3	89.7	73.7	73.7
2023-03-16 14:22:03	75.1	92.3	77.9	74.8	76.3	93.6	74.4	74.4
2023-03-16 14:22:04	72.0	88.6	75.0	74.6	74.3	89.6	73.9	73.9

2023-03-16 14:22:05	68.2	85.1	73.0	73.0	70.9	88.1	71.8	71.8
2023-03-16 14:22:06	67.4	85.0	72.3	70.5	68.1	87.3	69.6	69.6
2023-03-16 14:22:07	69.5	85.3	73.1	69.5	70.9	87.6	68.9	68.9
2023-03-16 14:22:08	71.3	87.5	75.4	70.8	72.0	90.0	70.4	70.4
2023-03-16 14:22:09	68.8	84.9	73.1	70.6	70.3	86.5	70.0	70.0
2023-03-16 14:22:10	65.8	84.7	72.0	69.4	68.5	86.4	68.5	68.6
2023-03-16 14:22:11	62.7	81.8	71.4	67.4	64.4	86.0	66.2	66.2
2023-03-16 14:22:12	62.2	80.9	70.4	65.0	62.8	85.2	64.2	64.2
2023-03-16 14:22:13	62.6	82.6	71.9	63.4	63.3	87.1	63.1	63.1
2023-03-16 14:22:14	64.5	82.2	71.2	64.1	65.0	85.2	63.5	63.5
2023-03-16 14:22:15	66.1	83.5	71.3	65.5	66.5	85.2	64.9	64.9
2023-03-16 14:22:16	64.9	82.6	71.1	65.5	66.0	85.8	65.3	65.3
2023-03-16 14:22:17	62.6	80.5	69.3	65.0	64.4	83.9	64.4	64.4
2023-03-16 14:22:18	62.8	81.6	70.2	63.5	63.6	85.1	63.1	63.1
2023-03-16 14:22:19	63.8	82.0	70.5	63.7	64.5	84.3	63.4	63.4
2023-03-16 14:22:20	64.4	83.0	71.2	64.1	64.8	85.0	64.0	64.0
2023-03-16 14:22:21	65.4	83.0	71.3	65.1	66.7	86.2	64.5	64.5
2023-03-16 14:22:22	65.8	81.5	71.1	65.7	66.6	84.0	65.4	65.4
2023-03-16 14:22:23	65.4	82.0	70.7	65.8	66.3	84.7	65.6	65.6
2023-03-16 14:22:24	64.8	82.1	70.7	65.4	65.3	86.1	65.2	65.2
2023-03-16 14:22:25	65.9	84.7	71.6	65.7	66.5	87.1	65.4	65.4
2023-03-16 14:22:26	64.6	82.9	71.4	65.6	65.2	87.2	65.2	65.2
2023-03-16 14:22:27	64.3	82.3	70.7	65.0	64.9	87.9	64.7	64.7
2023-03-16 14:22:28	65.2	81.8	71.0	65.0	65.8	85.7	64.8	64.8
2023-03-16 14:22:29	64.2	83.8	71.4	65.0	64.9	87.8	64.7	64.7
2023-03-16 14:22:30	64.4	83.9	73.1	64.5	64.8	90.3	64.4	64.4
2023-03-16 14:22:31	64.3	85.2	73.2	64.5	64.9	87.8	64.4	64.4
2023-03-16 14:22:32	64.4	86.7	74.0	64.5	65.0	89.5	64.3	64.3
2023-03-16 14:22:33	63.9	83.1	72.1	64.4	64.6	88.2	64.2	64.2
2023-03-16 14:22:34	63.6	83.9	72.2	64.1	63.8	91.5	63.9	63.9
2023-03-16 14:22:35	63.2	84.7	72.7	63.8	64.2	88.2	63.7	63.7
2023-03-16 14:22:36	62.2	84.6	72.7	63.3	62.9	90.3	62.8	62.9
2023-03-16 14:22:37	64.1	83.9	73.4	63.7	64.7	89.9	63.2	63.2
2023-03-16 14:22:38	66.4	87.0	76.1	65.7	67.1	92.1	64.7	64.8
2023-03-16 14:22:39	67.2	87.7	77.1	66.7	67.4	90.9	66.3	66.3

2023-03-16	14:22:40	67.3	87.7	76.7	67.1	67.7	90.1	67.0	67.0
2023-03-16	14:22:41	66.9	86.1	75.0	67.0	67.4	91.0	66.9	66.9
2023-03-16	14:22:42	68.1	89.5	79.0	67.8	69.1	91.8	67.2	67.2
2023-03-16	14:22:43	70.4	93.7	81.6	69.7	71.5	99.3	68.8	68.8
2023-03-16	14:22:44	69.4	90.0	78.7	69.9	71.0	98.2	69.7	69.7
2023-03-16	14:22:45	67.0	85.2	73.9	69.3	68.0	91.3	68.7	68.7
2023-03-16	14:22:46	65.6	86.9	74.8	67.9	66.6	93.7	67.3	67.3
2023-03-16	14:22:47	63.9	89.9	76.5	66.5	65.2	93.0	65.8	65.8
2023-03-16	14:22:48	63.1	83.6	70.7	65.0	63.7	86.6	64.5	64.5
2023-03-16	14:22:49	62.8	81.5	69.9	63.8	63.2	85.8	63.5	63.5
2023-03-16	14:22:50	62.6	83.1	70.3	63.2	63.0	85.2	63.0	63.0
2023-03-16	14:22:51	62.6	83.9	70.9	62.8	63.0	86.6	62.7	62.7
2023-03-16	14:22:52	62.4	84.4	72.9	62.7	63.0	90.2	62.6	62.6
2023-03-16	14:22:53	62.7	83.7	71.3	62.7	63.1	91.8	62.6	62.6
2023-03-16	14:22:54	62.8	81.6	70.1	62.8	63.3	86.2	62.7	62.7
2023-03-16	14:22:55	62.5	81.8	70.4	62.8	63.2	88.7	62.8	62.8
2023-03-16	14:22:56	62.0	82.9	70.6	62.6	62.4	88.3	62.4	62.4
2023-03-16	14:22:57	61.7	81.7	70.9	62.2	62.2	86.3	62.0	62.0
2023-03-16	14:22:58	63.0	81.6	69.2	62.7	63.8	83.5	62.3	62.3
2023-03-16	14:22:59	63.0	81.7	70.4	63.0	63.6	84.5	62.8	62.8
2023-03-16	14:23:00	62.8	80.6	70.0	62.9	63.2	84.2	62.8	62.8
2023-03-16	14:23:01	63.3	81.5	70.2	63.2	63.7	85.8	63.0	63.0
2023-03-16	14:23:02	63.6	80.8	69.7	63.5	64.1	84.8	63.3	63.3
2023-03-16	14:23:03	64.0	82.0	70.0	63.8	64.4	84.2	63.7	63.7
2023-03-16	14:23:04	64.9	82.1	70.5	64.6	65.3	84.4	64.2	64.2
2023-03-16	14:23:05	65.7	83.4	71.1	65.4	66.1	84.7	65.0	65.0
2023-03-16	14:23:06	67.1	83.2	72.0	66.6	67.8	85.5	66.0	66.0
2023-03-16	14:23:07	69.3	85.1	73.5	68.6	70.0	88.2	67.7	67.7
2023-03-16	14:23:08	71.3	87.9	74.6	70.6	72.0	88.5	69.7	69.7
2023-03-16	14:23:09	72.7	86.8	75.1	72.1	73.6	89.0	71.4	71.4
2023-03-16	14:23:10	72.8	91.5	76.9	72.6	73.7	96.4	72.4	72.5
2023-03-16	14:23:11	71.4	87.1	76.1	72.6	72.9	93.2	72.2	72.2
2023-03-16	14:23:12	69.0	88.5	74.5	71.8	70.8	93.5	71.0	71.0
2023-03-16	14:23:13	67.3	89.4	75.8	70.1	67.7	102.8	69.3	69.3
2023-03-16	14:23:14	65.9	93.5	74.9	68.6	67.4	99.3	67.8	67.8

	2023-03-16	14:23:15	64.3	90.9	75.8	67.0	65.2	97.7	66.2	66.2
	2023-03-16	14:23:16	64.2	88.1	75.9	65.5	65.0	95.4	65.0	65.0
	2023-03-16	14:23:17	64.3	86.6	75.2	64.8	64.9	92.6	64.6	64.6
	2023-03-16	14:23:18	63.6	87.6	75.7	64.5	64.1	100.0	64.2	64.2
	2023-03-16	14:23:19	64.7	88.2	74.6	64.5	65.5	94.4	64.2	64.2
	2023-03-16	14:23:20	64.2	86.0	74.5	64.6	65.5	94.5	64.4	64.4
	2023-03-16	14:23:21	65.6	84.8	74.9	65.3	66.3	91.7	64.8	64.8
	2023-03-16	14:23:22	67.1	91.7	76.0	66.5	67.7	94.5	66.0	66.0
	2023-03-16	14:23:23	70.9	96.6	81.6	70.0	72.3	97.6	68.3	68.4
	2023-03-16	14:23:24	72.0	93.4	80.9	71.3	73.0	96.9	71.0	71.0
	2023-03-16	14:23:25	69.7	92.8	80.4	71.3	71.6	97.4	70.8	70.8
	2023-03-16	14:23:26	68.0	96.9	80.7	70.2	69.0	97.7	69.6	69.6
	2023-03-16	14:23:27	66.4	90.0	77.6	68.9	68.0	94.4	68.2	68.2
	2023-03-16	14:23:28	66.4	87.7	76.4	67.4	67.3	93.1	67.0	67.0
	2023-03-16	14:23:29	68.9	92.4	81.5	68.4	69.4	95.8	67.6	67.6
	2023-03-16	14:23:30	69.4	95.0	82.8	69.1	70.0	100.1	68.8	68.8
	2023-03-16	14:23:31	68.8	90.9	80.0	69.1	69.5	94.7	69.0	69.0
	2023-03-16	14:23:32	66.6	91.5	77.0	68.9	68.5	99.2	68.4	68.4
	2023-03-16	14:23:33	62.9	92.9	78.0	67.3	63.8	95.7	66.2	66.2
	2023-03-16	14:23:34	62.5	83.1	71.9	65.1	63.2	87.2	64.3	64.3
	2023-03-16	14:23:35	62.9	86.0	72.2	63.6	63.5	86.8	63.3	63.3
	2023-03-16	14:23:36	63.7	84.7	74.4	63.6	64.2	85.3	63.3	63.3
	2023-03-16	14:23:37	65.1	92.6	78.6	64.7	65.9	100.9	64.1	64.1
	2023-03-16	14:23:38	66.7	85.6	74.4	66.2	67.5	87.8	65.4	65.4
	2023-03-16	14:23:39	69.5	90.2	79.1	68.6	70.7	94.1	67.7	67.7
	2023-03-16	14:23:40	66.7	87.0	75.8	68.5	68.7	92.3	68.0	68.0
Stop	2023-03-16	14:23:41								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	4.SProspectorsRd / Fall Creek
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	0.5%	0.0%		
L_{avg}	44.3 dB	--- dB		
TWA(8)	19.3 dB	--- dB		
Projected TWA(8)	47.2 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	51.0 dB	51.0 dB		
Projected LEP'd/Lex,8h	67.9 dB	66.1 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-16 14:27:31	
Stop Time	2023-03-16 14:42:31	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LA_{eq}	66.1 dB	
LAI_{eq}	69.4 dB	
LC_{peak}	101.6 dB	2023-03-16 14:42:13
LAS_{max}	82.1 dB	2023-03-16 14:42:14

LAF_{max}	85.5 dB	2023-03-16 14:42:13
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	66.1 dB		74.4 dB		77.1 dB	
$L\omega_{peak}$	99.6 dB	14:42:13	101.6 dB	14:42:13	102.5 dB	14:38:12
$L\omega S_{min}$	56.8 dB	14:29:00	67.7 dB	14:28:56	71.2 dB	14:29:07
$L\omega S_{max}$	82.1 dB	14:42:14	89.0 dB	14:38:12	89.7 dB	14:38:12
$L\omega F_{min}$	56.2 dB	14:28:56	66.1 dB	14:28:56	69.0 dB	14:28:53
$L\omega F_{max}$	85.5 dB	14:42:13	92.7 dB	14:38:12	93.5 dB	14:38:12
$L\omega I_{min}$	57.4 dB	14:28:57	70.1 dB	14:28:57	73.7 dB	14:29:07
$L\omega I_{max}$	87.3 dB	14:42:13	94.0 dB	14:38:12	95.0 dB	14:38:12

ω represents frequency weighting (A, C or Z)

SEL	95.6 dB
E (Pa^2s)	1.5 Pa^2s
E8 (Pa^2s)	46.5 Pa^2s
E40 (Pa^2s)	232.7 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.1 Pa^2h

LC_{eq} - LA_{eq}	8.3 dB

	Count	Duration
LAS > 75 dB	5	19
LAS > 86 dB	0	0
LCPk > 80 dB	1	899
LCPk > 81 dB	8	883
LCPk > 86 dB	57	354

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings

Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings

Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/16 14:27:31	Run	Remote	
2023/03/16 14:42:31	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	69.9	69.9	67.0	65.1	63.6	62.8	55.5	49.6	47.7	dB
OBA LZSmax	77.3	87.6	83.5	79.5	81.8	78.8	66.3	61.5	60.0	dB
OBA LZSmin	63.8	63.5	60.0	55.0	52.8	52.5	46.8	45.1	46.0	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-16 14:27:31	58.1	82.5	70.9	59.2	58.8	84.1	58.8	58.8
	2023-03-16 14:27:32	57.7	78.8	69.3	58.5	58.2	82.9	58.3	58.3
	2023-03-16 14:27:33	57.7	80.4	69.1	58.0	58.0	83.0	57.9	57.9
	2023-03-16 14:27:34	58.0	81.5	70.4	58.0	58.4	83.8	57.9	57.9
	2023-03-16 14:27:35	59.0	81.6	70.0	58.7	60.0	84.3	58.2	58.2
	2023-03-16 14:27:36	59.2	82.8	70.8	59.0	60.1	85.1	59.0	59.0
	2023-03-16 14:27:37	60.3	81.8	71.0	60.0	61.6	84.1	59.3	59.3
	2023-03-16 14:27:38	64.0	84.0	72.6	63.3	66.0	85.7	61.5	61.5
	2023-03-16 14:27:39	72.9	90.3	77.5	71.8	75.3	91.4	67.8	68.2
	2023-03-16 14:27:40	71.3	89.2	75.8	72.2	75.0	90.0	71.9	71.9
	2023-03-16 14:27:41	64.3	82.8	71.9	71.1	67.4	85.1	69.6	69.7
	2023-03-16 14:27:42	61.2	82.8	70.6	68.0	63.6	83.6	66.6	66.6
	2023-03-16 14:27:43	59.9	81.0	70.5	65.0	60.5	84.8	63.7	63.7
	2023-03-16 14:27:44	61.8	81.1	70.4	62.5	63.1	83.8	62.1	62.1
	2023-03-16 14:27:45	67.2	85.1	73.7	66.4	69.8	86.3	64.0	64.1
	2023-03-16 14:27:46	73.0	91.3	77.8	71.6	73.6	90.7	69.9	70.0
	2023-03-16 14:27:47	72.5	91.4	78.5	72.5	73.8	91.4	72.2	72.2
	2023-03-16 14:27:48	65.1	84.5	72.6	72.0	70.1	86.2	70.5	70.6
	2023-03-16 14:27:49	61.1	81.5	70.8	68.8	62.4	83.1	67.2	67.2
	2023-03-16 14:27:50	59.7	81.7	70.8	65.5	60.3	85.0	64.1	64.2
	2023-03-16 14:27:51	60.3	81.9	70.8	62.8	61.0	84.2	62.0	62.0
	2023-03-16 14:27:52	64.6	84.2	71.7	64.1	66.9	85.3	62.3	62.3
	2023-03-16 14:27:53	71.5	88.6	75.7	70.4	73.6	88.9	67.4	67.6
	2023-03-16 14:27:54	73.1	89.7	77.7	72.3	73.9	90.7	71.8	71.8
	2023-03-16 14:27:55	66.9	85.3	73.6	72.1	71.6	86.0	71.0	71.0
	2023-03-16 14:27:56	61.2	82.3	70.5	69.4	63.4	83.5	67.7	67.8
	2023-03-16 14:27:57	58.8	81.4	69.9	66.0	60.2	82.5	64.4	64.5
	2023-03-16 14:27:58	58.0	82.8	69.1	62.9	58.8	83.2	61.6	61.7
	2023-03-16 14:27:59	57.9	81.2	69.6	60.4	58.3	84.0	59.7	59.7
	2023-03-16 14:28:00	57.6	81.2	69.5	59.0	58.1	83.2	58.5	58.5
	2023-03-16 14:28:01	57.6	80.5	69.0	58.1	58.1	82.3	57.9	57.9
	2023-03-16 14:28:02	57.7	80.6	68.5	57.9	58.1	81.9	57.8	57.8
	2023-03-16 14:28:03	57.8	81.1	68.7	57.9	58.3	85.0	57.8	57.8
	2023-03-16 14:28:04	57.5	80.6	69.1	57.8	57.8	82.1	57.7	57.7

2023-03-16 14:28:05	57.4	80.6	69.7	57.6	58.1	83.6	57.5	57.5
2023-03-16 14:28:06	57.7	81.8	69.4	57.7	58.1	83.1	57.6	57.6
2023-03-16 14:28:07	58.3	79.9	69.8	58.1	58.6	83.1	57.9	57.9
2023-03-16 14:28:08	57.8	80.9	68.8	58.0	58.2	82.5	58.0	58.0
2023-03-16 14:28:09	58.0	79.8	68.5	58.0	58.3	83.1	57.9	57.9
2023-03-16 14:28:10	60.2	80.8	70.1	59.8	61.8	83.6	58.5	58.6
2023-03-16 14:28:11	62.4	82.1	70.8	61.7	62.9	84.0	60.8	60.8
2023-03-16 14:28:12	69.1	89.1	75.1	68.3	72.5	89.7	64.4	64.6
2023-03-16 14:28:13	71.3	89.0	76.8	70.6	73.5	90.9	70.1	70.1
2023-03-16 14:28:14	63.2	83.9	72.4	70.0	68.0	85.8	68.5	68.6
2023-03-16 14:28:15	61.3	81.0	70.5	66.9	62.6	84.0	65.5	65.6
2023-03-16 14:28:16	58.2	78.9	68.7	64.1	60.2	81.9	62.8	62.8
2023-03-16 14:28:17	57.8	80.1	69.3	61.3	58.3	82.5	60.3	60.3
2023-03-16 14:28:18	59.5	81.3	69.9	59.8	61.0	83.4	59.6	59.6
2023-03-16 14:28:19	59.3	81.6	69.9	59.7	60.9	84.5	59.5	59.5
2023-03-16 14:28:20	59.5	81.0	69.7	59.4	59.8	82.7	59.3	59.3
2023-03-16 14:28:21	62.7	85.9	71.7	62.1	64.7	86.5	60.5	60.5
2023-03-16 14:28:22	67.2	86.3	73.9	66.2	69.1	87.5	64.1	64.2
2023-03-16 14:28:23	75.6	91.4	78.9	74.2	76.8	92.0	71.4	71.6
2023-03-16 14:28:24	74.2	90.9	78.8	74.4	76.2	90.8	74.3	74.3
2023-03-16 14:28:25	70.5	88.2	76.0	74.1	73.3	88.7	73.2	73.2
2023-03-16 14:28:26	76.7	95.6	81.5	76.4	80.9	95.4	72.9	73.0
2023-03-16 14:28:27	80.9	97.4	85.2	79.9	83.1	97.9	79.2	79.3
2023-03-16 14:28:28	71.2	88.8	76.5	79.2	76.1	89.3	77.6	77.6
2023-03-16 14:28:29	67.1	84.3	72.2	75.8	69.7	86.6	74.2	74.2
2023-03-16 14:28:30	60.4	83.7	70.3	72.2	63.0	83.4	70.4	70.4
2023-03-16 14:28:31	59.6	81.4	70.1	68.3	60.0	84.8	66.6	66.7
2023-03-16 14:28:32	59.1	80.7	69.4	64.9	60.1	81.7	63.5	63.5
2023-03-16 14:28:33	58.6	81.5	69.6	62.2	59.0	83.1	61.2	61.2
2023-03-16 14:28:34	57.9	80.7	69.2	60.2	58.5	83.0	59.5	59.5
2023-03-16 14:28:35	58.8	80.1	69.0	59.3	60.5	82.8	59.0	59.0
2023-03-16 14:28:36	57.4	79.4	68.0	58.7	57.8	82.2	58.3	58.3
2023-03-16 14:28:37	57.7	80.0	69.0	57.9	58.0	81.7	57.8	57.8
2023-03-16 14:28:38	57.8	81.9	70.1	57.8	58.1	86.2	57.7	57.7
2023-03-16 14:28:39	57.9	80.6	70.0	57.9	58.3	82.8	57.8	57.8

2023-03-16	14:28:40	57.7	80.6	69.6	58.0	58.4	83.1	57.9	57.9
2023-03-16	14:28:41	58.2	80.5	69.8	58.1	58.8	83.3	57.9	57.9
2023-03-16	14:28:42	58.7	81.8	69.7	58.6	59.3	83.5	58.3	58.3
2023-03-16	14:28:43	60.4	79.9	69.4	60.1	61.9	81.9	59.0	59.1
2023-03-16	14:28:44	65.3	84.7	71.6	64.4	67.5	86.0	62.1	62.2
2023-03-16	14:28:45	71.8	87.2	75.7	70.7	73.8	88.9	67.7	67.9
2023-03-16	14:28:46	72.8	89.9	76.8	72.2	74.5	90.0	71.8	71.8
2023-03-16	14:28:47	67.7	85.6	73.5	72.0	71.4	87.8	71.0	71.1
2023-03-16	14:28:48	61.0	82.2	70.2	69.5	63.7	83.2	67.8	67.9
2023-03-16	14:28:49	59.3	81.5	69.8	66.0	60.2	83.8	64.5	64.6
2023-03-16	14:28:50	58.3	80.1	69.4	63.0	59.1	82.1	61.8	61.8
2023-03-16	14:28:51	58.4	80.4	70.0	60.7	59.5	82.2	59.9	60.0
2023-03-16	14:28:52	58.0	80.6	69.5	59.4	58.5	82.5	59.0	59.0
2023-03-16	14:28:53	57.3	79.2	68.5	58.6	58.2	82.7	58.2	58.2
2023-03-16	14:28:54	57.3	79.4	68.5	57.8	57.5	82.7	57.6	57.6
2023-03-16	14:28:55	57.3	78.7	68.6	57.5	57.7	82.3	57.4	57.4
2023-03-16	14:28:56	56.9	80.4	67.2	57.4	57.4	82.1	57.2	57.2
2023-03-16	14:28:57	56.8	80.1	68.5	57.0	57.5	82.3	56.9	56.9
2023-03-16	14:28:58	57.2	78.9	68.4	57.1	57.5	81.6	57.0	57.1
2023-03-16	14:28:59	56.8	81.1	69.2	57.1	57.3	83.5	57.0	57.0
2023-03-16	14:29:00	57.0	80.6	69.2	57.0	57.4	82.3	56.9	56.9
2023-03-16	14:29:01	57.1	80.2	69.4	57.1	57.4	83.2	57.0	57.0
2023-03-16	14:29:02	57.1	79.3	69.2	57.1	57.5	82.9	57.1	57.1
2023-03-16	14:29:03	57.2	81.1	69.5	57.2	57.7	82.4	57.1	57.1
2023-03-16	14:29:04	57.3	80.5	69.5	57.4	57.9	81.9	57.3	57.3
2023-03-16	14:29:05	57.3	80.0	68.8	57.4	57.7	82.2	57.3	57.3
2023-03-16	14:29:06	57.2	79.0	69.1	57.3	57.4	82.2	57.2	57.2
2023-03-16	14:29:07	57.1	80.4	69.5	57.2	57.5	83.0	57.2	57.2
2023-03-16	14:29:08	57.2	82.6	69.9	57.2	57.5	83.1	57.2	57.2
2023-03-16	14:29:09	57.1	80.0	68.8	57.2	57.4	82.5	57.2	57.2
2023-03-16	14:29:10	57.4	80.6	70.0	57.4	58.0	83.8	57.2	57.2
2023-03-16	14:29:11	58.2	80.8	70.4	58.0	58.8	82.8	57.6	57.6
2023-03-16	14:29:12	60.0	83.2	71.2	59.5	61.1	84.3	58.6	58.6
2023-03-16	14:29:13	63.1	86.1	73.1	62.3	64.4	88.1	60.9	60.9
2023-03-16	14:29:14	66.5	86.1	73.6	65.5	67.0	87.7	64.2	64.3

2023-03-16 14:29:15	67.7	85.2	74.4	67.0	68.4	86.5	66.6	66.6
2023-03-16 14:29:16	63.9	83.7	72.2	67.0	67.0	84.8	66.2	66.2
2023-03-16 14:29:17	60.1	83.2	72.6	65.0	61.7	84.4	63.7	63.8
2023-03-16 14:29:18	59.1	82.4	71.7	62.5	59.9	84.3	61.6	61.6
2023-03-16 14:29:19	58.0	81.4	70.2	60.6	58.5	84.1	59.8	59.8
2023-03-16 14:29:20	58.0	83.1	70.7	59.1	58.4	84.1	58.8	58.8
2023-03-16 14:29:21	57.8	82.1	71.0	58.4	58.3	84.5	58.2	58.2
2023-03-16 14:29:22	57.6	81.2	71.0	58.1	58.0	84.3	57.9	57.9
2023-03-16 14:29:23	57.8	81.7	70.7	57.8	58.1	83.2	57.8	57.8
2023-03-16 14:29:24	57.1	81.3	70.1	57.8	58.0	84.3	57.6	57.6
2023-03-16 14:29:25	57.1	81.6	71.3	57.3	57.5	85.2	57.2	57.2
2023-03-16 14:29:26	57.0	82.3	72.0	57.2	57.4	86.5	57.2	57.2
2023-03-16 14:29:27	57.0	81.8	70.6	57.1	57.2	85.3	57.1	57.1
2023-03-16 14:29:28	57.3	83.2	72.0	57.2	57.7	86.0	57.1	57.2
2023-03-16 14:29:29	57.2	82.0	71.7	57.3	57.5	86.4	57.2	57.2
2023-03-16 14:29:30	57.2	81.1	70.2	57.2	57.5	83.9	57.1	57.1
2023-03-16 14:29:31	57.4	82.8	70.8	57.4	57.7	84.0	57.2	57.2
2023-03-16 14:29:32	57.4	80.4	71.0	57.4	57.8	85.9	57.3	57.3
2023-03-16 14:29:33	57.3	81.0	70.4	57.4	57.7	83.7	57.4	57.4
2023-03-16 14:29:34	57.5	82.0	71.0	57.5	57.8	84.4	57.4	57.4
2023-03-16 14:29:35	57.7	82.3	70.8	57.6	58.2	86.4	57.6	57.6
2023-03-16 14:29:36	57.7	81.5	71.1	57.8	58.3	84.6	57.7	57.7
2023-03-16 14:29:37	57.9	82.5	71.2	57.8	58.1	85.4	57.7	57.7
2023-03-16 14:29:38	58.3	81.4	71.7	58.2	59.0	85.6	57.9	57.9
2023-03-16 14:29:39	60.0	80.4	71.1	59.6	61.5	83.6	58.7	58.7
2023-03-16 14:29:40	65.0	86.3	73.4	64.1	67.4	86.8	61.7	61.8
2023-03-16 14:29:41	74.2	91.1	79.2	72.7	75.9	94.6	70.1	70.3
2023-03-16 14:29:42	69.5	87.1	75.2	72.8	74.2	89.1	72.0	72.0
2023-03-16 14:29:43	63.5	84.1	72.6	70.5	65.0	86.5	69.0	69.1
2023-03-16 14:29:44	61.6	82.1	71.1	67.4	63.0	85.9	66.1	66.1
2023-03-16 14:29:45	62.7	82.8	71.1	64.7	64.2	84.5	63.9	63.9
2023-03-16 14:29:46	67.1	85.3	73.1	66.4	68.8	86.6	64.8	64.9
2023-03-16 14:29:47	68.9	86.9	75.0	68.2	69.5	88.8	67.5	67.5
2023-03-16 14:29:48	67.8	84.5	73.7	68.4	69.3	85.6	68.2	68.2
2023-03-16 14:29:49	67.5	86.0	74.4	67.8	69.2	86.7	67.5	67.5

2023-03-16 14:29:50	70.8	89.0	77.3	69.9	71.4	90.4	69.2	69.2
2023-03-16 14:29:51	69.1	87.5	76.0	70.1	70.8	88.1	69.7	69.7
2023-03-16 14:29:52	62.2	83.7	71.7	69.3	69.4	86.1	67.8	67.9
2023-03-16 14:29:53	58.2	82.2	70.4	66.1	60.0	85.5	64.5	64.5
2023-03-16 14:29:54	57.3	82.3	70.3	62.8	58.0	83.3	61.4	61.5
2023-03-16 14:29:55	57.4	79.9	69.3	60.1	57.8	83.5	59.3	59.3
2023-03-16 14:29:56	59.1	82.0	69.6	59.0	59.7	84.0	58.7	58.7
2023-03-16 14:29:57	62.2	82.3	71.0	61.6	63.6	85.7	60.2	60.2
2023-03-16 14:29:58	65.3	82.8	72.5	64.5	66.6	85.0	63.0	63.1
2023-03-16 14:29:59	66.4	85.4	73.7	65.8	67.3	85.8	65.4	65.4
2023-03-16 14:30:00	66.0	85.7	74.5	66.0	66.6	85.8	65.9	65.9
2023-03-16 14:30:01	67.8	87.6	75.2	67.6	70.5	88.2	66.2	66.2
2023-03-16 14:30:02	73.4	89.9	77.8	72.0	74.7	90.4	70.9	71.0
2023-03-16 14:30:03	68.0	86.3	74.7	71.7	71.1	87.3	70.8	70.8
2023-03-16 14:30:04	75.4	92.0	79.3	74.6	77.7	94.1	71.7	71.9
2023-03-16 14:30:05	72.7	91.2	77.3	74.8	77.1	91.6	74.3	74.3
2023-03-16 14:30:06	65.2	85.8	73.5	73.1	68.5	87.7	71.5	71.5
2023-03-16 14:30:07	61.8	84.9	72.2	69.7	64.0	85.4	68.2	68.2
2023-03-16 14:30:08	58.8	82.3	71.5	66.4	59.4	84.6	64.8	64.8
2023-03-16 14:30:09	58.5	81.8	71.0	63.1	59.0	85.0	61.9	61.9
2023-03-16 14:30:10	58.7	82.6	71.4	60.8	59.6	85.5	60.1	60.1
2023-03-16 14:30:11	60.2	83.6	72.3	60.0	60.6	84.5	59.9	59.9
2023-03-16 14:30:12	61.3	83.6	71.9	61.0	62.5	85.7	60.4	60.4
2023-03-16 14:30:13	69.2	88.0	74.8	68.4	72.8	88.9	63.9	64.2
2023-03-16 14:30:14	71.6	89.4	77.3	70.8	73.3	90.2	70.3	70.3
2023-03-16 14:30:15	64.6	83.5	72.6	70.3	68.8	87.3	69.0	69.1
2023-03-16 14:30:16	61.1	82.8	71.1	67.4	62.0	85.4	66.0	66.0
2023-03-16 14:30:17	59.0	81.1	70.6	64.6	61.0	83.5	63.2	63.3
2023-03-16 14:30:18	58.7	82.1	71.3	61.9	59.1	85.8	61.0	61.0
2023-03-16 14:30:19	59.6	83.5	71.8	60.2	60.6	86.1	59.8	59.8
2023-03-16 14:30:20	62.7	83.7	73.0	62.2	64.5	87.5	60.7	60.8
2023-03-16 14:30:21	71.8	89.9	77.9	70.6	74.0	92.2	66.9	67.2
2023-03-16 14:30:22	69.1	87.8	75.6	71.0	73.7	89.3	70.5	70.5
2023-03-16 14:30:23	62.4	84.0	72.4	69.3	64.9	85.9	67.8	67.8
2023-03-16 14:30:24	60.9	82.5	71.6	66.2	61.9	84.8	64.9	64.9

2023-03-16 14:30:25	62.1	85.7	72.8	63.6	63.2	85.4	63.1	63.1
2023-03-16 14:30:26	70.0	89.4	75.4	69.3	73.3	90.4	65.3	65.5
2023-03-16 14:30:27	72.7	89.4	77.3	71.9	74.8	91.3	71.4	71.4
2023-03-16 14:30:28	65.4	84.4	73.8	71.3	69.3	86.7	69.9	70.0
2023-03-16 14:30:29	62.2	83.9	72.3	68.4	64.1	87.7	67.0	67.0
2023-03-16 14:30:30	59.4	82.5	71.6	65.5	61.1	86.5	64.1	64.2
2023-03-16 14:30:31	58.1	81.2	70.5	62.6	58.8	83.5	61.5	61.5
2023-03-16 14:30:32	58.3	83.1	70.9	60.3	58.6	86.0	59.7	59.7
2023-03-16 14:30:33	57.9	81.4	70.2	59.1	58.5	83.5	58.8	58.8
2023-03-16 14:30:34	57.7	82.1	70.9	58.4	58.0	85.2	58.1	58.1
2023-03-16 14:30:35	57.8	83.2	71.5	58.0	58.4	85.5	57.8	57.8
2023-03-16 14:30:36	57.7	80.8	70.7	57.9	58.3	85.0	57.8	57.8
2023-03-16 14:30:37	59.1	81.8	71.6	58.7	59.8	83.9	58.2	58.2
2023-03-16 14:30:38	58.9	82.4	70.8	59.1	60.2	84.8	59.0	59.0
2023-03-16 14:30:39	58.2	83.6	70.4	58.6	58.6	84.0	58.5	58.5
2023-03-16 14:30:40	57.7	81.5	70.0	58.4	58.3	82.7	58.1	58.1
2023-03-16 14:30:41	58.4	82.4	71.0	58.2	58.9	84.4	58.1	58.1
2023-03-16 14:30:42	59.0	81.6	70.4	58.8	59.7	83.7	58.5	58.5
2023-03-16 14:30:43	60.0	81.8	71.2	59.7	61.1	84.8	59.0	59.0
2023-03-16 14:30:44	62.5	84.0	71.3	61.9	63.7	85.4	60.7	60.7
2023-03-16 14:30:45	66.8	85.2	73.2	65.9	68.9	87.3	63.8	63.9
2023-03-16 14:30:46	66.8	84.3	73.1	66.8	68.8	86.0	66.5	66.5
2023-03-16 14:30:47	61.3	82.4	71.8	66.2	64.6	85.2	65.0	65.1
2023-03-16 14:30:48	59.8	81.2	70.9	63.7	61.7	85.4	62.7	62.7
2023-03-16 14:30:49	58.1	82.3	71.3	61.5	58.8	85.0	60.6	60.6
2023-03-16 14:30:50	58.3	82.2	71.9	59.7	58.9	87.1	59.2	59.2
2023-03-16 14:30:51	58.5	81.9	70.8	58.9	59.2	83.3	58.7	58.7
2023-03-16 14:30:52	58.7	82.7	70.7	58.7	59.0	84.5	58.6	58.6
2023-03-16 14:30:53	58.7	83.8	71.7	58.7	58.9	85.9	58.7	58.7
2023-03-16 14:30:54	59.0	82.1	72.3	59.0	59.7	87.5	58.9	58.9
2023-03-16 14:30:55	58.4	81.5	71.1	58.9	58.8	84.1	58.7	58.7
2023-03-16 14:30:56	58.5	81.7	71.6	58.6	58.9	87.0	58.5	58.5
2023-03-16 14:30:57	58.2	84.0	72.2	58.6	59.1	86.4	58.5	58.5
2023-03-16 14:30:58	58.8	82.9	73.0	58.7	59.5	85.7	58.5	58.5
2023-03-16 14:30:59	58.6	83.5	71.8	58.7	59.0	85.5	58.6	58.6

2023-03-16 14:31:00	58.4	84.2	72.1	58.6	58.7	84.8	58.5	58.5
2023-03-16 14:31:01	58.4	81.9	71.8	58.5	58.8	84.7	58.5	58.5
2023-03-16 14:31:02	58.2	82.8	72.3	58.5	58.8	85.1	58.4	58.4
2023-03-16 14:31:03	58.4	82.3	71.7	58.4	59.1	85.7	58.2	58.2
2023-03-16 14:31:04	58.4	81.5	71.4	58.5	58.9	84.7	58.4	58.4
2023-03-16 14:31:05	59.0	84.0	72.2	58.8	59.8	84.0	58.7	58.7
2023-03-16 14:31:06	59.3	81.7	71.3	59.1	59.7	84.2	59.0	59.0
2023-03-16 14:31:07	61.1	82.2	72.0	60.6	62.1	86.0	59.7	59.7
2023-03-16 14:31:08	64.6	84.7	73.4	63.8	66.6	85.5	62.1	62.1
2023-03-16 14:31:09	67.0	86.1	74.3	66.2	68.0	86.1	65.2	65.2
2023-03-16 14:31:10	66.1	85.8	74.1	66.7	67.7	87.6	66.4	66.4
2023-03-16 14:31:11	60.7	82.3	71.4	65.9	63.2	84.7	64.6	64.6
2023-03-16 14:31:12	59.3	81.0	70.1	63.3	59.8	83.7	62.2	62.2
2023-03-16 14:31:13	58.8	81.7	70.6	61.1	59.2	85.0	60.4	60.4
2023-03-16 14:31:14	58.8	82.8	70.4	59.8	59.8	84.3	59.4	59.4
2023-03-16 14:31:15	58.4	82.5	71.1	59.2	58.9	85.7	58.9	58.9
2023-03-16 14:31:16	58.7	82.1	70.7	58.9	59.5	83.5	58.7	58.7
2023-03-16 14:31:17	58.2	81.0	69.7	58.7	58.7	84.2	58.5	58.5
2023-03-16 14:31:18	58.5	82.9	71.0	58.5	59.2	84.6	58.3	58.3
2023-03-16 14:31:19	58.8	81.8	71.0	58.7	59.5	84.9	58.6	58.6
2023-03-16 14:31:20	59.3	81.9	71.2	59.2	60.2	84.6	58.8	58.8
2023-03-16 14:31:21	61.4	82.8	72.3	60.8	62.7	85.6	59.9	59.9
2023-03-16 14:31:22	65.3	85.2	74.4	64.4	66.6	88.4	62.7	62.7
2023-03-16 14:31:23	69.8	88.6	75.9	68.7	71.1	88.0	66.9	66.9
2023-03-16 14:31:24	71.9	88.8	78.0	71.0	72.6	90.9	70.1	70.1
2023-03-16 14:31:25	77.7	93.5	81.5	76.4	79.2	95.3	74.3	74.4
2023-03-16 14:31:26	71.6	89.7	77.3	76.4	77.4	91.0	75.3	75.3
2023-03-16 14:31:27	65.0	86.7	74.0	73.7	67.1	87.0	72.0	72.0
2023-03-16 14:31:28	60.8	83.6	73.5	70.2	63.8	86.2	68.5	68.5
2023-03-16 14:31:29	59.1	85.0	72.7	66.6	59.9	87.6	65.0	65.1
2023-03-16 14:31:30	58.7	83.7	72.4	63.4	59.1	85.8	62.2	62.2
2023-03-16 14:31:31	58.4	83.6	73.3	61.1	58.9	85.9	60.3	60.3
2023-03-16 14:31:32	58.1	81.8	71.4	59.6	58.7	85.1	59.0	59.1
2023-03-16 14:31:33	58.6	83.1	72.0	58.8	58.9	85.2	58.7	58.7
2023-03-16 14:31:34	58.4	82.2	72.5	58.7	58.7	85.8	58.6	58.6

2023-03-16	14:31:35	58.4	82.7	72.0	58.5	58.8	85.6	58.5	58.5
2023-03-16	14:31:36	58.1	81.8	71.2	58.5	58.8	85.4	58.4	58.4
2023-03-16	14:31:37	58.2	82.4	72.3	58.3	58.5	85.2	58.2	58.2
2023-03-16	14:31:38	58.7	84.7	73.7	58.5	59.0	88.8	58.4	58.4
2023-03-16	14:31:39	58.5	83.2	72.5	58.6	59.0	86.3	58.5	58.5
2023-03-16	14:31:40	58.4	83.5	72.3	58.5	58.8	84.7	58.4	58.4
2023-03-16	14:31:41	58.3	82.0	71.2	58.5	58.8	84.7	58.4	58.4
2023-03-16	14:31:42	58.5	81.9	71.6	58.5	58.9	85.0	58.4	58.4
2023-03-16	14:31:43	59.1	81.7	70.6	58.9	59.5	87.1	58.7	58.7
2023-03-16	14:31:44	59.8	83.5	72.4	59.6	60.5	85.7	59.2	59.2
2023-03-16	14:31:45	63.2	83.0	72.2	62.7	66.1	85.7	60.6	60.6
2023-03-16	14:31:46	68.1	86.0	75.0	66.7	69.1	88.5	65.6	65.6
2023-03-16	14:31:47	64.2	84.9	74.6	66.7	66.9	86.6	66.1	66.1
2023-03-16	14:31:48	60.4	82.7	72.4	65.0	61.8	86.9	63.9	63.9
2023-03-16	14:31:49	60.0	83.7	72.2	62.7	60.6	87.8	61.9	61.9
2023-03-16	14:31:50	58.8	81.4	71.6	61.1	59.4	85.3	60.4	60.4
2023-03-16	14:31:51	58.3	82.8	72.1	59.8	59.0	87.7	59.3	59.3
2023-03-16	14:31:52	58.1	82.9	71.9	58.9	58.5	85.8	58.6	58.6
2023-03-16	14:31:53	58.3	83.8	71.0	58.4	58.8	86.1	58.3	58.3
2023-03-16	14:31:54	58.5	82.0	71.4	58.5	59.0	84.9	58.4	58.4
2023-03-16	14:31:55	58.4	82.3	71.0	58.5	58.8	85.0	58.5	58.5
2023-03-16	14:31:56	58.3	82.9	71.1	58.4	58.8	86.0	58.4	58.4
2023-03-16	14:31:57	57.9	81.6	70.1	58.4	58.4	84.0	58.2	58.2
2023-03-16	14:31:58	57.8	80.3	70.0	58.0	58.2	83.7	57.9	57.9
2023-03-16	14:31:59	57.7	81.2	70.6	57.9	58.1	83.8	57.8	57.8
2023-03-16	14:32:00	57.7	82.3	70.5	57.8	58.1	84.5	57.7	57.7
2023-03-16	14:32:01	58.1	81.9	71.6	58.0	58.4	85.8	57.9	57.9
2023-03-16	14:32:02	58.0	81.4	70.9	58.1	58.4	85.4	58.0	58.0
2023-03-16	14:32:03	58.1	82.1	70.9	58.1	58.5	85.3	58.0	58.0
2023-03-16	14:32:04	58.1	82.7	71.2	58.1	58.6	86.8	58.1	58.1
2023-03-16	14:32:05	58.3	81.7	70.6	58.2	58.6	84.9	58.2	58.2
2023-03-16	14:32:06	59.3	86.1	72.9	58.9	60.9	90.3	58.7	58.7
2023-03-16	14:32:07	60.3	82.3	71.6	60.0	61.3	85.6	59.3	59.3
2023-03-16	14:32:08	63.2	83.1	72.5	62.4	64.0	85.5	61.3	61.3
2023-03-16	14:32:09	66.8	85.5	74.1	65.8	67.7	87.8	64.3	64.3

2023-03-16 14:32:10	66.7	86.3	75.2	66.4	67.5	88.0	66.2	66.2
2023-03-16 14:32:11	64.0	86.7	74.6	66.3	66.3	87.0	65.7	65.7
2023-03-16 14:32:12	62.1	85.3	74.1	64.8	63.9	87.3	63.9	63.9
2023-03-16 14:32:13	68.7	92.0	78.3	67.8	70.6	93.2	65.6	65.6
2023-03-16 14:32:14	68.5	90.7	78.8	68.5	70.6	91.7	68.3	68.3
2023-03-16 14:32:15	68.2	87.6	76.5	68.3	69.1	89.7	68.0	68.0
2023-03-16 14:32:16	66.3	86.2	76.0	68.2	68.4	88.3	67.7	67.7
2023-03-16 14:32:17	69.4	87.8	75.8	69.2	72.0	88.8	67.3	67.4
2023-03-16 14:32:18	71.8	90.4	77.7	71.2	73.8	91.5	70.7	70.7
2023-03-16 14:32:19	64.4	83.9	72.9	70.6	68.4	88.2	69.2	69.3
2023-03-16 14:32:20	61.1	84.1	72.6	67.6	62.4	85.4	66.2	66.2
2023-03-16 14:32:21	60.0	83.7	72.2	64.6	60.7	88.1	63.4	63.5
2023-03-16 14:32:22	59.7	83.2	70.9	62.3	60.2	85.5	61.5	61.5
2023-03-16 14:32:23	61.4	83.5	71.8	61.3	62.3	85.1	60.9	60.9
2023-03-16 14:32:24	63.8	83.2	72.9	63.3	65.7	86.4	62.1	62.1
2023-03-16 14:32:25	71.2	90.1	77.0	69.9	72.6	90.6	67.2	67.4
2023-03-16 14:32:26	69.9	87.2	75.5	70.4	72.1	87.7	70.1	70.1
2023-03-16 14:32:27	65.1	83.6	72.5	69.6	67.6	85.6	68.5	68.5
2023-03-16 14:32:28	65.2	84.9	73.1	67.3	66.3	86.3	66.6	66.6
2023-03-16 14:32:29	72.2	88.9	77.4	71.1	73.4	89.8	69.0	69.1
2023-03-16 14:32:30	69.6	88.8	76.1	71.2	72.8	91.4	70.8	70.9
2023-03-16 14:32:31	63.5	85.4	72.9	69.8	66.0	87.1	68.4	68.4
2023-03-16 14:32:32	61.2	84.6	73.0	66.9	62.9	86.0	65.6	65.6
2023-03-16 14:32:33	59.6	82.4	71.8	64.1	60.2	84.8	62.9	63.0
2023-03-16 14:32:34	60.2	86.3	74.7	61.8	60.7	89.9	61.3	61.3
2023-03-16 14:32:35	61.4	85.0	73.3	61.3	62.2	86.9	61.1	61.1
2023-03-16 14:32:36	63.5	85.9	74.0	63.0	64.6	87.5	62.0	62.0
2023-03-16 14:32:37	67.8	86.5	75.7	66.9	69.4	90.0	64.9	64.9
2023-03-16 14:32:38	69.7	86.9	75.4	68.8	70.6	89.1	68.3	68.3
2023-03-16 14:32:39	65.2	85.0	73.5	68.8	68.8	86.3	67.9	68.0
2023-03-16 14:32:40	60.8	82.1	71.7	66.6	62.7	84.3	65.2	65.3
2023-03-16 14:32:41	60.1	83.3	71.1	63.8	60.9	85.4	62.8	62.8
2023-03-16 14:32:42	59.4	80.8	70.7	61.8	60.0	85.7	61.1	61.1
2023-03-16 14:32:43	59.2	84.1	71.9	60.5	59.6	86.0	60.1	60.1
2023-03-16 14:32:44	59.3	83.1	71.6	59.7	59.8	84.9	59.6	59.6

2023-03-16 14:32:45	59.0	81.0	70.8	59.4	59.3	82.8	59.2	59.2
2023-03-16 14:32:46	59.3	82.6	71.3	59.3	59.7	85.6	59.2	59.2
2023-03-16 14:32:47	59.6	81.8	71.4	59.6	60.0	87.1	59.5	59.5
2023-03-16 14:32:48	60.3	84.8	73.5	60.1	61.2	89.9	59.7	59.7
2023-03-16 14:32:49	59.9	83.8	73.1	60.1	60.6	89.2	60.0	60.0
2023-03-16 14:32:50	60.6	84.1	72.7	60.4	61.1	90.8	60.2	60.2
2023-03-16 14:32:51	60.2	84.3	73.0	60.4	61.0	87.9	60.2	60.2
2023-03-16 14:32:52	60.4	84.5	73.2	60.5	60.9	88.3	60.4	60.4
2023-03-16 14:32:53	60.6	85.1	74.5	60.6	61.3	89.1	60.5	60.5
2023-03-16 14:32:54	62.4	85.0	73.8	61.9	63.7	87.9	61.3	61.3
2023-03-16 14:32:55	62.6	83.8	71.9	62.5	63.6	84.6	62.0	62.0
2023-03-16 14:32:56	62.1	84.3	71.8	62.7	63.8	85.0	62.5	62.5
2023-03-16 14:32:57	61.2	83.0	71.1	62.2	62.0	84.4	61.9	61.9
2023-03-16 14:32:58	60.6	83.7	72.0	61.6	61.1	85.4	61.3	61.3
2023-03-16 14:32:59	60.0	82.2	71.8	61.0	60.5	85.1	60.6	60.7
2023-03-16 14:33:00	60.1	82.4	71.8	60.4	60.5	85.9	60.3	60.3
2023-03-16 14:33:01	60.5	83.2	73.5	60.4	60.9	85.6	60.3	60.3
2023-03-16 14:33:02	60.7	84.5	73.9	60.6	61.1	86.5	60.5	60.5
2023-03-16 14:33:03	61.2	86.2	75.9	61.1	61.9	87.3	60.8	60.8
2023-03-16 14:33:04	60.8	84.6	72.9	61.0	61.3	85.7	60.9	60.9
2023-03-16 14:33:05	61.0	83.6	72.7	61.1	62.0	85.6	60.8	60.8
2023-03-16 14:33:06	62.0	84.2	73.4	61.7	62.3	84.8	61.4	61.4
2023-03-16 14:33:07	62.6	83.5	72.6	62.5	64.1	85.1	61.9	61.9
2023-03-16 14:33:08	69.5	86.5	75.2	68.1	70.5	87.0	66.2	66.3
2023-03-16 14:33:09	66.0	86.1	73.9	68.1	69.3	86.5	67.6	67.6
2023-03-16 14:33:10	61.8	83.8	71.7	66.6	63.4	84.8	65.4	65.4
2023-03-16 14:33:11	61.8	82.1	71.3	64.1	62.5	85.6	63.4	63.4
2023-03-16 14:33:12	60.4	81.7	70.9	62.8	61.5	84.0	62.1	62.1
2023-03-16 14:33:13	60.3	82.7	71.1	61.4	60.8	85.5	61.0	61.0
2023-03-16 14:33:14	59.8	84.0	72.0	60.7	60.2	88.0	60.4	60.4
2023-03-16 14:33:15	60.3	84.3	72.8	60.3	60.7	88.1	60.2	60.2
2023-03-16 14:33:16	62.1	85.5	73.2	61.7	63.2	87.5	60.9	60.9
2023-03-16 14:33:17	67.0	85.4	74.2	66.0	68.6	88.0	63.8	63.9
2023-03-16 14:33:18	71.8	88.1	77.0	70.5	72.4	90.2	68.9	69.0
2023-03-16 14:33:19	70.7	87.5	76.1	71.1	72.4	88.5	70.8	70.8

2023-03-16 14:33:20	63.5	84.0	73.2	70.3	67.5	86.1	68.8	68.9
2023-03-16 14:33:21	60.7	83.3	71.3	67.1	61.6	85.1	65.7	65.7
2023-03-16 14:33:22	59.9	83.2	73.2	64.2	60.3	85.5	63.0	63.1
2023-03-16 14:33:23	59.3	82.1	72.3	62.0	60.0	85.1	61.2	61.2
2023-03-16 14:33:24	59.0	82.9	71.6	60.5	59.5	84.3	60.0	60.0
2023-03-16 14:33:25	58.6	83.1	71.9	59.6	59.0	85.7	59.3	59.3
2023-03-16 14:33:26	58.6	83.7	73.5	59.0	59.0	87.1	58.9	58.9
2023-03-16 14:33:27	58.9	82.1	71.5	58.8	59.2	84.6	58.8	58.8
2023-03-16 14:33:28	59.1	82.4	71.9	59.0	59.5	85.4	58.9	58.9
2023-03-16 14:33:29	59.2	81.6	71.9	59.2	59.6	84.9	59.1	59.1
2023-03-16 14:33:30	59.7	85.9	73.4	59.5	60.1	86.6	59.3	59.3
2023-03-16 14:33:31	60.8	83.2	73.2	60.5	61.6	88.3	59.9	59.9
2023-03-16 14:33:32	64.8	85.3	74.2	63.9	66.3	87.5	62.1	62.2
2023-03-16 14:33:33	70.0	88.2	76.9	69.0	72.1	89.7	66.4	66.5
2023-03-16 14:33:34	72.0	90.5	79.4	71.2	73.1	91.7	70.2	70.2
2023-03-16 14:33:35	67.9	87.8	76.6	71.3	72.3	90.5	70.5	70.5
2023-03-16 14:33:36	62.4	86.9	75.1	69.1	64.5	90.2	67.6	67.7
2023-03-16 14:33:37	60.9	85.8	75.7	66.1	62.0	90.0	64.8	64.8
2023-03-16 14:33:38	61.0	85.5	74.0	63.5	61.5	87.6	62.8	62.8
2023-03-16 14:33:39	62.9	84.6	73.9	62.9	64.3	89.7	62.2	62.2
2023-03-16 14:33:40	67.8	88.2	75.3	67.0	70.0	90.6	64.7	64.8
2023-03-16 14:33:41	71.1	89.9	77.7	70.0	72.1	92.9	68.9	69.0
2023-03-16 14:33:42	67.7	87.0	75.6	70.0	70.8	89.4	69.5	69.5
2023-03-16 14:33:43	63.7	85.7	74.0	68.4	65.2	89.0	67.2	67.2
2023-03-16 14:33:44	68.0	87.6	75.1	68.0	71.8	90.1	66.0	66.1
2023-03-16 14:33:45	72.7	89.9	77.9	71.5	74.0	93.2	70.7	70.8
2023-03-16 14:33:46	65.1	87.4	75.0	71.1	69.9	90.6	69.8	69.8
2023-03-16 14:33:47	61.5	84.9	74.1	68.2	63.3	88.5	66.7	66.7
2023-03-16 14:33:48	59.6	84.4	73.3	65.1	60.4	87.7	63.8	63.8
2023-03-16 14:33:49	58.9	81.7	71.2	62.5	59.6	85.4	61.5	61.5
2023-03-16 14:33:50	59.2	83.7	73.1	60.6	59.7	89.0	60.1	60.1
2023-03-16 14:33:51	58.8	84.1	71.8	59.7	59.2	87.7	59.4	59.4
2023-03-16 14:33:52	58.9	81.0	72.0	59.1	59.2	86.6	59.1	59.1
2023-03-16 14:33:53	59.4	82.8	72.3	59.4	60.1	88.0	59.1	59.1
2023-03-16 14:33:54	60.9	83.1	72.1	60.5	61.7	86.0	59.9	59.9

2023-03-16 14:33:55	63.5	85.7	73.5	62.9	64.8	87.5	61.6	61.6
2023-03-16 14:33:56	71.6	91.4	77.2	70.8	75.2	91.2	66.2	66.5
2023-03-16 14:33:57	73.1	90.7	79.3	72.7	75.7	92.6	72.3	72.3
2023-03-16 14:33:58	71.5	88.0	76.8	71.9	72.2	90.1	71.7	71.7
2023-03-16 14:33:59	71.0	88.1	76.3	71.7	72.0	89.7	71.6	71.6
2023-03-16 14:34:00	64.9	84.3	72.9	71.1	69.1	86.2	69.7	69.8
2023-03-16 14:34:01	61.8	82.3	71.3	68.1	62.8	84.6	66.7	66.7
2023-03-16 14:34:02	60.2	81.9	70.8	65.2	61.0	84.9	63.9	63.9
2023-03-16 14:34:03	60.4	82.4	71.0	62.7	60.8	85.2	62.0	62.0
2023-03-16 14:34:04	61.2	82.9	71.3	61.4	61.9	85.3	61.3	61.3
2023-03-16 14:34:05	63.8	85.4	72.4	63.2	65.0	86.5	62.1	62.1
2023-03-16 14:34:06	68.3	87.5	75.5	67.5	70.5	88.1	65.2	65.2
2023-03-16 14:34:07	72.4	92.3	79.4	71.3	73.3	94.3	69.6	69.7
2023-03-16 14:34:08	71.1	90.5	78.6	71.5	73.3	93.0	71.4	71.4
2023-03-16 14:34:09	68.5	87.6	76.2	71.0	69.8	88.2	70.3	70.3
2023-03-16 14:34:10	65.2	86.1	74.2	69.5	67.7	87.7	68.5	68.5
2023-03-16 14:34:11	61.8	84.3	72.1	67.2	63.0	85.7	65.9	65.9
2023-03-16 14:34:12	60.8	82.5	71.6	64.5	61.4	84.2	63.5	63.5
2023-03-16 14:34:13	60.3	82.2	70.7	62.6	60.8	84.7	61.9	61.9
2023-03-16 14:34:14	60.1	81.1	70.8	61.3	60.6	83.7	60.8	60.8
2023-03-16 14:34:15	60.1	81.1	70.2	60.6	60.7	85.3	60.5	60.5
2023-03-16 14:34:16	60.0	81.5	70.4	60.3	60.6	84.5	60.2	60.2
2023-03-16 14:34:17	59.9	81.4	70.7	60.1	60.4	84.3	60.0	60.0
2023-03-16 14:34:18	59.7	82.0	71.7	60.0	60.4	85.4	59.9	59.9
2023-03-16 14:34:19	60.0	83.0	71.6	60.0	60.5	85.3	59.9	59.9
2023-03-16 14:34:20	60.2	81.9	71.8	60.1	60.5	86.7	60.0	60.0
2023-03-16 14:34:21	60.0	84.5	71.9	60.1	60.4	87.0	60.1	60.1
2023-03-16 14:34:22	60.7	82.4	72.5	60.5	61.0	85.3	60.3	60.3
2023-03-16 14:34:23	61.1	84.5	72.8	60.9	61.4	88.4	60.6	60.6
2023-03-16 14:34:24	62.9	83.7	73.0	62.3	63.6	87.2	61.6	61.6
2023-03-16 14:34:25	70.3	88.7	76.5	69.2	72.2	89.5	66.0	66.3
2023-03-16 14:34:26	69.4	88.1	76.5	69.8	71.7	90.3	69.5	69.5
2023-03-16 14:34:27	69.4	89.0	75.7	69.7	72.5	91.6	68.6	68.6
2023-03-16 14:34:28	70.8	88.3	76.6	70.8	72.9	92.4	70.5	70.5
2023-03-16 14:34:29	64.2	84.8	73.7	70.1	68.1	87.9	68.7	68.8

2023-03-16 14:34:30	62.3	83.8	72.8	67.2	63.2	87.4	66.0	66.0
2023-03-16 14:34:31	60.7	84.0	71.7	64.7	61.4	87.5	63.6	63.7
2023-03-16 14:34:32	60.7	83.0	72.3	62.6	61.3	87.2	62.0	62.0
2023-03-16 14:34:33	62.2	82.7	71.3	62.1	63.2	85.8	61.7	61.7
2023-03-16 14:34:34	65.3	85.0	73.5	64.5	66.2	88.1	63.4	63.4
2023-03-16 14:34:35	70.9	89.3	76.1	69.9	72.8	89.7	67.3	67.4
2023-03-16 14:34:36	74.1	90.8	78.7	73.0	74.4	91.4	72.0	72.0
2023-03-16 14:34:37	71.1	88.7	77.3	73.1	74.3	91.2	72.6	72.7
2023-03-16 14:34:38	63.8	84.5	73.8	71.5	67.2	88.1	69.9	70.0
2023-03-16 14:34:39	62.0	84.8	73.8	68.2	62.8	89.1	66.8	66.8
2023-03-16 14:34:40	60.7	83.7	72.3	65.3	61.7	85.3	64.2	64.2
2023-03-16 14:34:41	60.2	83.7	72.5	63.0	60.6	87.3	62.1	62.1
2023-03-16 14:34:42	60.0	82.4	72.5	61.4	60.4	86.7	61.0	61.0
2023-03-16 14:34:43	59.6	83.5	71.8	60.6	60.2	84.8	60.3	60.3
2023-03-16 14:34:44	59.5	82.5	71.5	59.9	60.0	84.6	59.8	59.8
2023-03-16 14:34:45	59.3	81.6	71.0	59.6	59.6	85.9	59.5	59.5
2023-03-16 14:34:46	58.9	82.0	71.4	59.4	59.3	86.9	59.3	59.3
2023-03-16 14:34:47	59.4	84.5	71.8	59.3	59.7	87.2	59.2	59.2
2023-03-16 14:34:48	59.9	83.5	72.4	59.7	60.3	87.1	59.5	59.5
2023-03-16 14:34:49	59.5	84.1	72.3	59.7	59.8	87.8	59.6	59.6
2023-03-16 14:34:50	60.0	82.9	72.2	59.9	60.7	85.8	59.8	59.8
2023-03-16 14:34:51	59.9	84.0	72.4	59.9	60.3	85.4	59.8	59.8
2023-03-16 14:34:52	59.5	82.7	73.1	59.9	60.2	87.6	59.8	59.8
2023-03-16 14:34:53	59.4	83.1	72.9	59.6	59.8	87.2	59.5	59.5
2023-03-16 14:34:54	59.5	84.2	73.5	59.6	59.8	89.6	59.5	59.5
2023-03-16 14:34:55	59.9	84.1	73.0	59.7	60.1	89.0	59.6	59.6
2023-03-16 14:34:56	59.6	83.6	72.4	59.7	60.0	87.1	59.7	59.7
2023-03-16 14:34:57	60.0	83.1	73.5	59.9	60.2	87.9	59.7	59.7
2023-03-16 14:34:58	59.9	83.4	73.8	59.9	60.2	88.1	59.9	59.9
2023-03-16 14:34:59	60.0	83.3	72.8	60.0	60.3	86.9	59.9	59.9
2023-03-16 14:35:00	60.4	84.8	73.5	60.3	60.7	87.6	60.1	60.1
2023-03-16 14:35:01	60.2	86.4	74.7	60.3	60.7	89.8	60.2	60.2
2023-03-16 14:35:02	60.5	84.3	73.2	60.5	60.9	87.4	60.3	60.3
2023-03-16 14:35:03	60.5	83.5	73.4	60.6	61.0	88.8	60.5	60.5
2023-03-16 14:35:04	60.7	84.7	74.3	60.6	61.3	90.2	60.6	60.6

2023-03-16 14:35:05	60.5	85.9	74.6	60.6	60.8	89.9	60.5	60.5
2023-03-16 14:35:06	60.2	85.4	75.1	60.5	60.7	89.1	60.4	60.4
2023-03-16 14:35:07	60.0	86.2	75.5	60.3	60.5	90.1	60.2	60.2
2023-03-16 14:35:08	60.2	85.9	74.3	60.2	60.5	88.3	60.1	60.1
2023-03-16 14:35:09	59.8	84.2	74.0	60.2	60.3	89.4	60.0	60.0
2023-03-16 14:35:10	59.9	84.5	74.7	60.0	60.5	89.3	59.9	59.9
2023-03-16 14:35:11	60.0	85.3	73.7	60.0	60.5	89.1	60.0	60.0
2023-03-16 14:35:12	60.0	84.2	73.2	60.1	60.6	88.9	60.0	60.0
2023-03-16 14:35:13	59.4	84.8	74.1	60.0	60.1	89.2	59.8	59.8
2023-03-16 14:35:14	59.7	83.3	73.1	59.7	60.0	86.4	59.6	59.6
2023-03-16 14:35:15	59.5	85.2	73.2	59.7	59.9	88.0	59.6	59.6
2023-03-16 14:35:16	59.3	83.0	72.1	59.6	59.7	86.6	59.5	59.5
2023-03-16 14:35:17	59.1	83.1	72.6	59.4	59.5	86.0	59.3	59.3
2023-03-16 14:35:18	59.1	84.1	72.8	59.2	59.5	87.2	59.1	59.1
2023-03-16 14:35:19	59.1	83.9	73.1	59.2	59.5	87.9	59.1	59.1
2023-03-16 14:35:20	59.0	84.1	73.2	59.2	59.3	90.0	59.1	59.1
2023-03-16 14:35:21	59.2	84.2	73.0	59.2	59.7	88.9	59.1	59.1
2023-03-16 14:35:22	59.6	84.6	71.7	59.5	60.1	86.5	59.3	59.3
2023-03-16 14:35:23	61.8	83.2	73.0	61.2	62.7	85.9	60.3	60.3
2023-03-16 14:35:24	66.8	85.4	74.1	65.9	68.7	89.1	63.5	63.6
2023-03-16 14:35:25	72.6	88.8	77.2	71.2	73.5	90.8	69.5	69.6
2023-03-16 14:35:26	69.8	89.2	76.4	71.5	72.4	90.5	71.0	71.0
2023-03-16 14:35:27	62.3	83.8	72.3	70.0	66.2	87.4	68.4	68.5
2023-03-16 14:35:28	60.0	84.0	72.3	66.7	60.8	87.9	65.2	65.2
2023-03-16 14:35:29	58.9	83.8	71.9	63.7	59.6	85.6	62.4	62.4
2023-03-16 14:35:30	59.5	84.1	73.7	61.3	60.0	88.3	60.7	60.7
2023-03-16 14:35:31	60.4	84.7	73.6	60.4	60.7	87.8	60.3	60.3
2023-03-16 14:35:32	62.0	83.9	73.6	61.7	63.3	87.9	60.8	60.8
2023-03-16 14:35:33	66.7	84.8	74.4	65.8	68.4	87.5	63.7	63.8
2023-03-16 14:35:34	72.2	89.4	77.2	70.9	72.8	90.4	69.1	69.2
2023-03-16 14:35:35	72.2	90.4	77.4	72.1	73.5	91.2	71.7	71.7
2023-03-16 14:35:36	65.7	84.7	74.1	71.5	69.5	87.2	70.2	70.2
2023-03-16 14:35:37	69.1	88.9	75.5	69.4	72.0	89.5	68.2	68.2
2023-03-16 14:35:38	69.7	88.8	76.5	70.2	72.3	88.9	69.9	69.9
2023-03-16 14:35:39	63.1	83.6	72.9	69.2	66.3	85.4	67.8	67.9

2023-03-16 14:35:40	60.9	83.6	71.9	66.3	62.2	86.3	65.0	65.0
2023-03-16 14:35:41	59.7	84.9	72.1	63.6	60.1	88.0	62.5	62.6
2023-03-16 14:35:42	60.3	83.9	71.4	61.6	60.5	88.0	61.2	61.2
2023-03-16 14:35:43	61.8	83.9	72.5	61.7	63.2	86.4	61.0	61.0
2023-03-16 14:35:44	63.4	84.6	74.0	62.7	64.0	87.6	62.5	62.5
2023-03-16 14:35:45	61.1	83.6	72.3	62.7	62.6	87.8	62.3	62.3
2023-03-16 14:35:46	59.3	81.8	72.0	61.6	59.9	85.9	60.9	60.9
2023-03-16 14:35:47	59.5	83.6	72.2	60.3	60.1	87.0	60.0	60.0
2023-03-16 14:35:48	59.6	82.3	71.6	59.9	59.9	85.2	59.7	59.7
2023-03-16 14:35:49	60.6	83.5	71.8	60.4	61.3	87.4	60.0	60.0
2023-03-16 14:35:50	63.7	84.1	72.2	63.2	66.4	85.4	61.3	61.4
2023-03-16 14:35:51	68.1	87.1	75.5	66.9	69.1	88.8	65.6	65.6
2023-03-16 14:35:52	65.8	87.6	74.3	67.0	68.3	87.8	66.7	66.7
2023-03-16 14:35:53	61.9	83.5	72.2	66.0	63.8	87.0	65.0	65.0
2023-03-16 14:35:54	60.9	82.4	71.7	63.8	61.3	85.4	62.9	62.9
2023-03-16 14:35:55	62.2	83.2	71.4	62.3	63.4	84.4	62.1	62.1
2023-03-16 14:35:56	65.2	83.4	71.5	64.6	66.8	87.8	63.3	63.3
2023-03-16 14:35:57	69.6	87.4	74.1	68.5	70.4	86.5	66.9	66.9
2023-03-16 14:35:58	69.9	87.4	75.1	69.5	70.8	90.1	69.2	69.2
2023-03-16 14:35:59	68.6	86.0	74.4	69.3	69.1	86.7	69.0	69.0
2023-03-16 14:36:00	66.8	85.3	73.5	68.9	68.8	86.8	68.4	68.4
2023-03-16 14:36:01	62.6	82.3	71.2	67.5	64.7	85.4	66.3	66.3
2023-03-16 14:36:02	61.8	83.3	71.4	65.0	62.4	85.2	64.0	64.1
2023-03-16 14:36:03	65.6	86.0	72.6	65.4	69.2	88.7	63.5	63.6
2023-03-16 14:36:04	72.1	87.2	76.2	70.5	73.2	89.5	69.5	69.5
2023-03-16 14:36:05	66.3	84.1	72.7	70.3	70.1	86.5	69.3	69.3
2023-03-16 14:36:06	73.0	89.6	77.0	72.2	74.6	90.4	69.9	70.0
2023-03-16 14:36:07	69.2	88.8	74.3	72.3	74.3	89.2	71.5	71.5
2023-03-16 14:36:08	63.0	84.9	72.2	70.1	64.9	87.3	68.6	68.6
2023-03-16 14:36:09	60.5	81.8	70.7	67.0	62.6	86.6	65.5	65.6
2023-03-16 14:36:10	59.3	83.9	71.4	64.0	59.9	85.7	62.8	62.8
2023-03-16 14:36:11	59.3	82.6	71.0	61.7	59.7	85.0	61.0	61.0
2023-03-16 14:36:12	59.3	83.9	72.1	60.3	59.6	87.3	60.0	60.0
2023-03-16 14:36:13	59.3	84.1	72.3	59.7	59.7	85.7	59.5	59.5
2023-03-16 14:36:14	59.7	83.0	71.8	59.7	60.0	84.3	59.6	59.6

2023-03-16 14:36:15	59.5	84.0	72.9	59.6	60.3	89.8	59.5	59.5
2023-03-16 14:36:16	59.2	83.6	72.5	59.6	59.6	85.8	59.5	59.5
2023-03-16 14:36:17	58.8	83.5	72.4	59.3	59.3	88.6	59.2	59.2
2023-03-16 14:36:18	59.0	84.8	73.8	59.0	59.5	88.6	59.0	59.0
2023-03-16 14:36:19	59.5	84.9	75.0	59.4	60.5	90.1	59.1	59.1
2023-03-16 14:36:20	59.7	83.9	73.6	59.7	60.6	87.0	59.6	59.6
2023-03-16 14:36:21	59.1	85.0	73.9	59.5	59.5	90.2	59.3	59.3
2023-03-16 14:36:22	59.0	84.1	72.9	59.3	59.5	91.7	59.1	59.2
2023-03-16 14:36:23	59.2	84.4	74.4	59.2	59.6	92.8	59.2	59.2
2023-03-16 14:36:24	59.1	85.4	74.2	59.2	59.6	91.2	59.1	59.1
2023-03-16 14:36:25	58.9	84.0	73.6	59.2	59.3	89.0	59.1	59.1
2023-03-16 14:36:26	59.8	83.0	72.6	59.6	60.6	85.9	59.2	59.2
2023-03-16 14:36:27	60.3	84.9	72.9	60.1	60.8	87.2	59.9	59.9
2023-03-16 14:36:28	61.8	83.9	73.0	61.3	62.5	87.0	60.7	60.7
2023-03-16 14:36:29	67.3	87.6	75.8	66.4	69.8	91.1	63.5	63.7
2023-03-16 14:36:30	74.0	91.7	79.5	72.6	75.0	92.4	70.3	70.5
2023-03-16 14:36:31	72.5	92.2	78.3	73.2	74.7	93.0	72.9	72.9
2023-03-16 14:36:32	64.5	84.8	73.4	72.2	69.0	90.0	70.6	70.7
2023-03-16 14:36:33	61.0	84.3	72.5	68.8	62.4	87.1	67.2	67.3
2023-03-16 14:36:34	59.9	83.6	71.4	65.5	60.5	87.8	64.2	64.2
2023-03-16 14:36:35	59.4	81.6	71.1	62.9	59.8	86.3	61.9	61.9
2023-03-16 14:36:36	58.9	82.0	71.4	61.0	59.4	87.0	60.4	60.4
2023-03-16 14:36:37	58.9	83.1	71.4	59.8	59.1	85.8	59.5	59.5
2023-03-16 14:36:38	58.8	80.8	70.1	59.2	59.2	86.0	59.1	59.1
2023-03-16 14:36:39	58.8	79.4	70.2	59.0	59.1	84.4	58.9	58.9
2023-03-16 14:36:40	58.8	83.8	70.8	58.9	59.1	86.6	58.8	58.8
2023-03-16 14:36:41	59.3	81.0	71.3	59.2	59.8	84.5	59.0	59.0
2023-03-16 14:36:42	59.3	82.0	70.9	59.3	59.9	85.2	59.2	59.2
2023-03-16 14:36:43	59.6	82.7	70.8	59.5	60.0	85.9	59.4	59.4
2023-03-16 14:36:44	61.0	82.3	71.7	60.7	61.9	86.1	60.0	60.0
2023-03-16 14:36:45	66.0	85.3	73.2	65.1	67.9	87.5	62.8	62.9
2023-03-16 14:36:46	71.6	87.6	76.4	70.3	72.3	88.8	68.4	68.5
2023-03-16 14:36:47	71.4	88.9	76.5	71.2	73.0	89.5	71.0	71.0
2023-03-16 14:36:48	64.3	84.0	72.6	70.7	69.1	86.4	69.3	69.4
2023-03-16 14:36:49	60.9	83.1	70.4	67.7	62.6	85.2	66.2	66.3

2023-03-16 14:36:50	60.1	81.7	71.2	64.7	60.6	84.8	63.5	63.5
2023-03-16 14:36:51	59.6	82.8	71.5	62.3	60.3	86.2	61.6	61.6
2023-03-16 14:36:52	59.0	81.6	70.7	60.8	59.4	85.5	60.2	60.2
2023-03-16 14:36:53	59.7	81.2	70.8	59.8	60.5	86.1	59.7	59.7
2023-03-16 14:36:54	61.2	83.1	71.6	60.8	62.1	86.3	60.3	60.3
2023-03-16 14:36:55	69.3	86.5	74.1	68.4	72.4	88.2	64.3	64.6
2023-03-16 14:36:56	69.3	87.9	75.0	69.7	72.4	89.1	69.2	69.2
2023-03-16 14:36:57	62.4	83.7	73.0	68.5	64.8	86.6	67.1	67.1
2023-03-16 14:36:58	62.6	86.4	73.3	65.6	62.9	87.1	64.7	64.7
2023-03-16 14:36:59	68.4	88.4	75.0	67.9	71.8	89.3	64.9	65.0
2023-03-16 14:37:00	71.2	89.3	77.5	70.3	72.6	91.3	69.7	69.8
2023-03-16 14:37:01	66.4	87.6	76.7	70.0	69.1	90.6	69.0	69.0
2023-03-16 14:37:02	68.4	86.3	76.1	68.5	69.2	89.1	68.3	68.3
2023-03-16 14:37:03	65.1	86.0	75.3	68.2	67.1	89.6	67.3	67.3
2023-03-16 14:37:04	71.6	91.5	78.0	70.9	74.1	92.7	68.1	68.3
2023-03-16 14:37:05	69.3	89.2	78.0	71.1	73.7	90.7	70.6	70.6
2023-03-16 14:37:06	65.6	89.5	75.7	69.6	66.7	93.3	68.5	68.5
2023-03-16 14:37:07	72.9	90.5	78.1	71.9	74.6	92.1	69.8	69.9
2023-03-16 14:37:08	69.9	87.6	75.4	72.0	73.5	89.4	71.6	71.6
2023-03-16 14:37:09	63.6	86.1	73.9	70.4	65.6	88.5	68.9	68.9
2023-03-16 14:37:10	61.2	83.1	72.8	67.4	63.1	86.8	66.0	66.0
2023-03-16 14:37:11	59.5	82.4	72.1	64.4	60.1	86.3	63.2	63.2
2023-03-16 14:37:12	59.2	85.2	74.0	62.0	59.8	91.1	61.1	61.2
2023-03-16 14:37:13	58.9	83.5	72.8	60.4	59.4	86.6	59.9	59.9
2023-03-16 14:37:14	58.8	84.8	73.2	59.5	59.4	88.3	59.3	59.3
2023-03-16 14:37:15	58.6	83.2	73.0	59.1	58.9	88.4	58.9	58.9
2023-03-16 14:37:16	58.6	83.6	73.4	58.8	58.9	89.0	58.7	58.7
2023-03-16 14:37:17	58.4	85.9	73.1	58.7	58.8	88.7	58.6	58.6
2023-03-16 14:37:18	58.6	84.5	72.8	58.6	59.0	89.5	58.5	58.5
2023-03-16 14:37:19	58.7	84.1	72.8	58.7	59.2	87.1	58.6	58.6
2023-03-16 14:37:20	58.9	84.7	73.1	58.8	59.4	87.7	58.8	58.8
2023-03-16 14:37:21	58.4	83.9	72.6	58.9	59.2	86.7	58.7	58.7
2023-03-16 14:37:22	58.4	84.5	73.1	58.5	58.7	88.4	58.4	58.4
2023-03-16 14:37:23	59.3	84.5	74.0	59.0	59.8	88.3	58.7	58.7
2023-03-16 14:37:24	58.9	84.1	72.4	59.0	59.7	85.2	59.0	59.0

2023-03-16 14:37:25	58.9	82.8	72.3	59.0	59.3	86.2	58.9	58.9
2023-03-16 14:37:26	58.7	84.3	72.6	58.9	59.1	85.9	58.8	58.8
2023-03-16 14:37:27	58.8	82.8	72.4	58.8	59.0	85.7	58.8	58.8
2023-03-16 14:37:28	59.1	83.7	72.0	59.0	59.4	86.0	58.9	58.9
2023-03-16 14:37:29	60.3	85.3	73.9	60.0	60.9	89.7	59.4	59.4
2023-03-16 14:37:30	61.5	85.8	74.3	61.1	62.3	89.3	60.5	60.5
2023-03-16 14:37:31	65.2	86.1	74.7	64.6	68.5	90.2	62.2	62.3
2023-03-16 14:37:32	73.8	91.8	79.4	72.1	74.6	93.7	70.2	70.3
2023-03-16 14:37:33	69.0	88.0	76.8	72.1	73.2	91.2	71.4	71.4
2023-03-16 14:37:34	67.7	86.3	75.6	70.1	68.7	89.0	69.3	69.3
2023-03-16 14:37:35	71.1	90.5	77.4	70.5	72.1	92.2	69.7	69.7
2023-03-16 14:37:36	71.7	88.8	77.9	71.5	72.9	91.6	71.2	71.2
2023-03-16 14:37:37	68.9	87.7	75.7	71.1	70.2	88.8	70.4	70.4
2023-03-16 14:37:38	68.2	87.5	76.0	69.8	69.1	90.8	69.4	69.4
2023-03-16 14:37:39	63.8	85.7	74.5	68.7	66.5	88.8	67.5	67.6
2023-03-16 14:37:40	61.8	85.5	74.9	66.2	62.7	87.7	65.1	65.1
2023-03-16 14:37:41	61.0	84.6	73.6	63.9	62.0	86.9	63.0	63.0
2023-03-16 14:37:42	61.9	85.6	74.6	62.5	62.8	89.9	62.2	62.2
2023-03-16 14:37:43	61.4	84.3	73.7	61.9	62.2	89.3	61.7	61.7
2023-03-16 14:37:44	63.2	85.2	74.6	62.9	64.4	88.0	62.1	62.1
2023-03-16 14:37:45	64.0	86.2	74.9	63.6	64.9	88.8	63.3	63.3
2023-03-16 14:37:46	64.1	85.7	75.3	64.0	65.5	88.9	63.7	63.7
2023-03-16 14:37:47	68.7	90.0	77.8	67.8	70.6	89.9	65.8	65.9
2023-03-16 14:37:48	74.2	92.0	80.6	73.0	75.1	94.0	71.0	71.1
2023-03-16 14:37:49	72.2	91.7	79.8	73.4	75.2	93.2	73.0	73.1
2023-03-16 14:37:50	65.3	88.7	77.9	72.1	68.3	89.2	70.6	70.6
2023-03-16 14:37:51	63.2	86.8	77.6	69.0	64.7	88.7	67.7	67.7
2023-03-16 14:37:52	61.4	87.2	76.9	66.2	61.9	88.5	64.9	65.0
2023-03-16 14:37:53	61.2	86.7	75.6	63.8	61.7	88.4	63.0	63.0
2023-03-16 14:37:54	62.8	86.0	74.6	62.8	64.1	89.1	62.4	62.4
2023-03-16 14:37:55	70.0	91.6	77.8	69.3	73.8	93.1	65.2	65.4
2023-03-16 14:37:56	74.1	93.3	80.2	72.9	76.0	94.5	72.2	72.3
2023-03-16 14:37:57	65.9	88.0	76.4	72.3	70.2	91.9	70.9	71.0
2023-03-16 14:37:58	63.0	85.9	74.4	69.3	64.3	88.8	67.9	67.9
2023-03-16 14:37:59	60.5	85.0	73.8	66.3	61.8	86.7	65.0	65.0

2023-03-16 14:38:00	59.7	83.5	73.0	63.6	60.1	85.6	62.5	62.5
2023-03-16 14:38:01	60.5	83.9	72.9	61.5	60.9	88.0	61.2	61.2
2023-03-16 14:38:02	61.5	84.0	71.9	61.4	61.9	87.1	61.2	61.2
2023-03-16 14:38:03	64.1	84.9	72.7	63.5	65.6	88.3	62.2	62.3
2023-03-16 14:38:04	70.5	89.3	75.8	69.4	72.5	89.9	66.7	66.8
2023-03-16 14:38:05	76.1	91.8	79.9	74.7	77.3	91.6	73.0	73.1
2023-03-16 14:38:06	73.8	91.1	78.7	75.0	76.1	91.8	74.6	74.6
2023-03-16 14:38:07	65.5	85.9	74.7	73.7	69.7	86.9	72.1	72.1
2023-03-16 14:38:08	62.6	84.5	72.4	70.2	64.4	86.4	68.7	68.7
2023-03-16 14:38:09	61.9	86.4	75.5	67.0	62.5	88.3	65.7	65.7
2023-03-16 14:38:10	63.2	88.2	77.7	64.5	65.0	88.7	63.9	63.9
2023-03-16 14:38:11	67.8	93.6	82.5	67.2	70.4	94.8	65.0	65.1
2023-03-16 14:38:12	77.4	101.2	90.3	75.8	78.9	102.5	73.1	73.4
2023-03-16 14:38:13	70.0	96.4	83.5	75.8	76.9	98.1	74.5	74.6
2023-03-16 14:38:14	64.5	85.1	74.5	72.8	66.4	87.4	71.2	71.3
2023-03-16 14:38:15	60.2	84.0	72.1	69.4	61.9	85.2	67.6	67.7
2023-03-16 14:38:16	59.0	81.5	71.8	65.8	59.4	85.2	64.3	64.3
2023-03-16 14:38:17	59.3	83.7	72.9	62.8	60.0	86.2	61.9	61.9
2023-03-16 14:38:18	59.0	83.3	71.7	60.9	59.3	84.9	60.3	60.3
2023-03-16 14:38:19	59.2	83.6	71.3	59.8	59.5	86.1	59.5	59.5
2023-03-16 14:38:20	60.4	82.8	72.7	60.1	61.2	86.3	59.7	59.7
2023-03-16 14:38:21	64.2	85.8	73.6	63.4	66.1	86.8	61.7	61.7
2023-03-16 14:38:22	70.2	88.6	76.8	69.2	72.8	89.4	66.3	66.4
2023-03-16 14:38:23	76.4	94.5	82.5	75.0	77.3	95.0	72.9	73.0
2023-03-16 14:38:24	73.7	93.3	80.9	75.5	77.2	95.5	75.0	75.0
2023-03-16 14:38:25	63.8	86.5	74.4	73.7	68.4	89.6	72.0	72.0
2023-03-16 14:38:26	60.5	83.9	72.2	70.0	62.1	88.7	68.3	68.3
2023-03-16 14:38:27	59.0	82.2	71.7	66.4	60.0	86.2	64.8	64.9
2023-03-16 14:38:28	58.5	81.4	71.4	63.2	58.8	85.1	62.0	62.0
2023-03-16 14:38:29	58.9	82.7	72.0	60.9	59.6	85.5	60.2	60.2
2023-03-16 14:38:30	59.6	82.7	71.5	60.0	60.9	86.0	59.7	59.7
2023-03-16 14:38:31	60.8	82.8	71.7	60.5	61.9	85.3	60.0	60.0
2023-03-16 14:38:32	61.7	82.3	71.1	61.6	64.6	84.8	61.2	61.2
2023-03-16 14:38:33	60.8	83.0	72.1	61.2	61.6	87.7	61.0	61.0
2023-03-16 14:38:34	63.0	85.3	72.8	62.5	64.5	85.6	61.6	61.6

2023-03-16 14:38:35	66.3	84.0	73.0	65.5	68.2	87.6	64.0	64.0
2023-03-16 14:38:36	70.7	87.1	75.7	69.5	71.3	88.6	68.0	68.0
2023-03-16 14:38:37	71.6	88.6	76.8	70.9	72.4	89.3	70.4	70.4
2023-03-16 14:38:38	67.6	85.2	73.8	70.9	71.3	87.4	70.2	70.2
2023-03-16 14:38:39	62.6	84.1	71.6	68.9	64.7	88.5	67.5	67.5
2023-03-16 14:38:40	60.7	81.7	71.2	65.9	61.8	84.6	64.6	64.7
2023-03-16 14:38:41	59.5	83.2	70.9	63.3	60.4	85.3	62.3	62.3
2023-03-16 14:38:42	59.3	83.6	70.7	61.3	60.7	87.1	60.8	60.8
2023-03-16 14:38:43	60.5	83.0	71.3	60.6	62.7	85.6	60.0	60.0
2023-03-16 14:38:44	60.7	81.6	71.0	60.7	61.4	85.2	60.6	60.6
2023-03-16 14:38:45	60.7	82.2	71.6	61.0	62.1	85.3	60.7	60.7
2023-03-16 14:38:46	59.3	83.5	72.2	60.6	60.0	89.2	60.2	60.2
2023-03-16 14:38:47	59.7	81.9	71.4	60.0	60.4	87.2	59.9	59.9
2023-03-16 14:38:48	59.4	83.2	72.5	59.8	60.7	88.3	59.6	59.6
2023-03-16 14:38:49	58.1	81.9	70.7	59.4	58.9	84.8	58.9	58.9
2023-03-16 14:38:50	58.3	84.0	72.3	58.8	59.4	88.7	58.6	58.6
2023-03-16 14:38:51	58.9	83.6	71.7	58.9	60.5	86.0	58.6	58.6
2023-03-16 14:38:52	58.9	83.8	72.7	58.9	59.8	88.2	58.8	58.8
2023-03-16 14:38:53	59.5	82.5	72.3	59.3	60.6	86.7	59.2	59.2
2023-03-16 14:38:54	58.7	84.3	71.5	59.3	59.7	86.1	59.1	59.1
2023-03-16 14:38:55	59.0	81.5	71.9	59.0	59.9	86.2	58.9	58.9
2023-03-16 14:38:56	58.7	83.8	72.4	59.1	60.0	86.6	59.0	59.0
2023-03-16 14:38:57	58.8	82.6	71.2	58.8	59.1	85.3	58.8	58.8
2023-03-16 14:38:58	59.5	82.4	71.3	59.4	60.9	85.9	59.0	59.0
2023-03-16 14:38:59	59.2	82.6	71.7	59.4	59.8	84.5	59.3	59.3
2023-03-16 14:39:00	59.9	83.0	72.7	59.7	60.6	86.5	59.4	59.5
2023-03-16 14:39:01	60.0	83.0	72.9	60.0	61.3	86.8	59.7	59.7
2023-03-16 14:39:02	59.6	82.9	71.7	60.4	62.5	85.2	60.0	60.0
2023-03-16 14:39:03	59.2	83.6	72.9	59.5	59.5	88.1	59.4	59.4
2023-03-16 14:39:04	58.8	84.0	71.8	59.3	59.3	89.2	59.1	59.1
2023-03-16 14:39:05	59.6	83.5	72.1	59.4	60.4	87.2	59.2	59.2
2023-03-16 14:39:06	59.2	84.7	72.6	59.4	59.9	86.5	59.3	59.3
2023-03-16 14:39:07	59.3	83.5	72.2	59.5	60.2	85.6	59.4	59.4
2023-03-16 14:39:08	59.5	84.3	72.0	59.5	60.0	86.4	59.4	59.4
2023-03-16 14:39:09	58.8	82.4	71.4	59.4	59.3	85.7	59.2	59.2

2023-03-16 14:39:10	58.9	82.0	71.8	59.0	59.2	84.5	59.0	59.0
2023-03-16 14:39:11	59.3	82.7	72.5	59.2	59.7	87.6	59.1	59.1
2023-03-16 14:39:12	59.9	83.1	72.3	59.6	60.5	87.2	59.4	59.4
2023-03-16 14:39:13	60.4	83.1	72.3	60.2	61.0	87.0	59.9	59.9
2023-03-16 14:39:14	62.6	82.5	72.6	62.0	63.9	85.5	60.9	60.9
2023-03-16 14:39:15	66.5	86.8	75.0	65.7	68.5	87.2	63.7	63.7
2023-03-16 14:39:16	70.1	89.1	77.1	69.0	70.7	90.7	67.7	67.8
2023-03-16 14:39:17	69.7	89.4	77.7	69.7	71.2	90.5	69.5	69.5
2023-03-16 14:39:18	64.7	87.2	74.5	69.2	67.8	89.4	68.1	68.2
2023-03-16 14:39:19	61.3	82.4	71.7	66.8	63.0	85.4	65.5	65.5
2023-03-16 14:39:20	60.4	83.9	72.1	64.1	60.7	86.0	63.1	63.1
2023-03-16 14:39:21	59.9	82.3	71.8	62.1	60.4	86.2	61.4	61.5
2023-03-16 14:39:22	59.2	82.0	71.2	60.8	59.6	86.2	60.3	60.3
2023-03-16 14:39:23	59.3	82.1	71.4	59.9	59.8	84.6	59.6	59.6
2023-03-16 14:39:24	59.6	81.4	71.2	59.6	60.2	84.3	59.6	59.6
2023-03-16 14:39:25	60.8	82.0	71.2	60.5	61.5	85.3	59.9	59.9
2023-03-16 14:39:26	64.2	87.0	73.1	63.7	67.3	88.4	61.5	61.6
2023-03-16 14:39:27	73.2	89.6	77.6	71.4	74.9	90.2	69.8	69.9
2023-03-16 14:39:28	66.2	86.6	73.8	71.3	71.4	88.7	70.2	70.2
2023-03-16 14:39:29	62.7	85.5	72.2	68.6	63.4	86.8	67.2	67.2
2023-03-16 14:39:30	60.3	82.6	72.0	65.8	62.1	86.8	64.5	64.5
2023-03-16 14:39:31	59.4	83.5	72.5	63.1	59.9	87.0	62.1	62.1
2023-03-16 14:39:32	59.3	82.9	72.8	61.1	59.5	86.1	60.5	60.5
2023-03-16 14:39:33	59.1	82.5	72.3	60.0	59.7	87.1	59.7	59.7
2023-03-16 14:39:34	58.8	85.1	72.4	59.5	59.2	86.4	59.3	59.3
2023-03-16 14:39:35	59.3	83.0	72.5	59.3	59.7	86.0	59.2	59.2
2023-03-16 14:39:36	60.4	82.3	71.6	60.1	61.6	85.4	59.6	59.6
2023-03-16 14:39:37	63.7	86.4	73.4	63.0	65.4	88.7	61.4	61.4
2023-03-16 14:39:38	73.4	90.8	78.4	72.1	75.3	91.5	68.4	68.8
2023-03-16 14:39:39	70.3	89.6	75.8	72.4	74.8	91.0	71.8	71.8
2023-03-16 14:39:40	63.8	83.1	72.1	70.7	66.3	86.1	69.2	69.2
2023-03-16 14:39:41	60.6	81.5	70.4	67.6	62.6	87.8	66.1	66.1
2023-03-16 14:39:42	59.0	80.8	70.1	64.4	59.6	84.9	63.1	63.2
2023-03-16 14:39:43	58.9	81.2	71.0	61.8	59.2	86.2	61.0	61.0
2023-03-16 14:39:44	59.1	81.6	70.2	60.2	59.5	84.4	59.9	59.9

2023-03-16 14:39:45	59.6	81.6	70.5	59.6	59.8	86.3	59.6	59.6
2023-03-16 14:39:46	60.6	82.6	71.8	60.3	61.1	88.3	59.9	59.9
2023-03-16 14:39:47	62.2	84.6	72.0	61.7	63.3	86.8	60.9	60.9
2023-03-16 14:39:48	66.3	84.7	73.6	65.3	67.5	87.8	63.6	63.7
2023-03-16 14:39:49	68.5	85.9	74.8	67.7	69.5	88.4	66.6	66.6
2023-03-16 14:39:50	69.2	87.3	75.4	68.8	70.0	90.8	68.2	68.2
2023-03-16 14:39:51	69.8	88.1	75.5	69.6	71.0	88.8	69.1	69.1
2023-03-16 14:39:52	67.2	86.7	74.2	69.5	70.4	87.9	69.0	69.0
2023-03-16 14:39:53	62.5	83.5	72.1	68.0	64.9	85.4	66.7	66.8
2023-03-16 14:39:54	61.3	83.0	72.3	65.3	62.0	85.5	64.2	64.2
2023-03-16 14:39:55	61.4	84.0	73.0	63.2	62.2	87.8	62.6	62.6
2023-03-16 14:39:56	62.3	83.9	72.8	62.6	63.5	85.9	62.3	62.3
2023-03-16 14:39:57	61.8	83.3	72.8	62.3	63.1	87.2	62.1	62.1
2023-03-16 14:39:58	61.5	84.0	73.0	61.8	62.1	88.1	61.6	61.6
2023-03-16 14:39:59	63.3	84.9	72.7	62.9	64.2	86.9	62.2	62.2
2023-03-16 14:40:00	71.6	90.1	77.5	70.5	74.3	92.3	66.8	67.1
2023-03-16 14:40:01	70.6	88.5	76.1	71.2	73.6	89.3	70.9	70.9
2023-03-16 14:40:02	66.8	84.9	74.3	70.2	67.7	86.7	69.2	69.2
2023-03-16 14:40:03	72.9	91.5	79.5	71.9	73.9	92.9	70.5	70.5
2023-03-16 14:40:04	68.7	87.6	76.3	71.9	72.7	90.6	71.2	71.2
2023-03-16 14:40:05	63.3	83.8	73.5	69.8	64.9	86.3	68.3	68.4
2023-03-16 14:40:06	60.8	84.2	72.3	66.8	62.9	86.5	65.5	65.5
2023-03-16 14:40:07	60.2	84.6	72.5	64.0	60.6	87.3	62.9	62.9
2023-03-16 14:40:08	59.7	82.8	71.9	62.0	60.2	86.6	61.3	61.3
2023-03-16 14:40:09	60.3	83.0	72.4	60.7	61.2	85.7	60.6	60.6
2023-03-16 14:40:10	61.2	82.8	72.1	61.1	62.4	85.8	60.5	60.5
2023-03-16 14:40:11	64.0	83.9	72.8	63.3	64.8	88.7	62.3	62.3
2023-03-16 14:40:12	69.0	87.8	75.3	68.0	71.1	88.9	65.8	65.8
2023-03-16 14:40:13	73.8	90.9	77.9	72.5	75.0	90.8	70.8	70.9
2023-03-16 14:40:14	73.8	90.0	78.5	73.5	74.9	91.4	73.2	73.2
2023-03-16 14:40:15	66.4	85.0	74.0	73.2	71.6	86.2	71.8	71.8
2023-03-16 14:40:16	62.8	85.9	73.6	70.0	64.5	86.6	68.5	68.6
2023-03-16 14:40:17	61.0	85.6	73.4	66.9	62.3	88.5	65.5	65.5
2023-03-16 14:40:18	60.2	83.9	72.5	64.0	60.8	88.0	63.0	63.0
2023-03-16 14:40:19	60.4	82.4	72.1	62.0	61.4	86.0	61.5	61.5

2023-03-16 14:40:20	60.5	86.2	74.2	61.1	62.0	88.6	60.7	60.7
2023-03-16 14:40:21	61.1	83.6	73.3	61.2	62.6	87.8	61.1	61.1
2023-03-16 14:40:22	63.6	84.0	73.5	63.0	66.1	88.4	61.9	61.9
2023-03-16 14:40:23	63.1	84.3	73.2	63.2	64.3	88.4	62.9	62.9
2023-03-16 14:40:24	68.1	86.1	74.7	67.3	70.3	88.2	65.0	65.1
2023-03-16 14:40:25	70.6	87.8	76.7	69.6	71.3	90.9	68.8	68.9
2023-03-16 14:40:26	67.5	87.3	75.0	69.8	70.7	91.0	69.2	69.2
2023-03-16 14:40:27	62.1	85.0	73.2	68.1	64.5	88.3	66.7	66.8
2023-03-16 14:40:28	60.0	83.3	72.6	65.2	60.5	87.9	63.9	63.9
2023-03-16 14:40:29	59.3	83.0	72.7	62.7	60.2	87.4	61.7	61.7
2023-03-16 14:40:30	59.0	84.2	72.3	60.8	59.4	87.2	60.2	60.2
2023-03-16 14:40:31	58.8	82.5	72.0	59.7	59.2	86.5	59.5	59.5
2023-03-16 14:40:32	59.2	83.3	72.3	59.3	59.6	86.6	59.2	59.2
2023-03-16 14:40:33	60.2	82.5	72.8	59.9	61.4	87.8	59.5	59.5
2023-03-16 14:40:34	59.4	85.1	72.4	59.9	60.1	85.5	59.7	59.7
2023-03-16 14:40:35	59.5	83.3	71.9	59.6	59.7	85.9	59.6	59.6
2023-03-16 14:40:36	61.0	85.9	74.3	60.7	62.0	88.0	60.0	60.0
2023-03-16 14:40:37	64.9	86.8	76.3	64.1	66.6	90.1	62.4	62.4
2023-03-16 14:40:38	70.1	90.3	78.7	69.0	71.6	91.0	66.8	66.9
2023-03-16 14:40:39	71.2	92.9	81.4	70.7	72.6	93.0	70.2	70.2
2023-03-16 14:40:40	65.1	87.8	75.9	70.3	69.1	90.2	69.1	69.1
2023-03-16 14:40:41	64.0	87.3	75.7	67.6	65.1	91.1	66.5	66.5
2023-03-16 14:40:42	72.4	92.9	79.4	71.4	74.1	93.2	68.5	68.7
2023-03-16 14:40:43	69.6	91.8	77.6	71.7	73.9	92.7	71.1	71.2
2023-03-16 14:40:44	63.0	85.5	74.9	69.9	65.5	87.7	68.4	68.5
2023-03-16 14:40:45	60.8	85.7	75.0	66.9	62.7	89.2	65.5	65.5
2023-03-16 14:40:46	59.4	83.3	73.5	64.0	60.2	88.3	62.8	62.8
2023-03-16 14:40:47	58.9	86.5	74.7	61.7	59.2	88.7	60.8	60.8
2023-03-16 14:40:48	58.6	85.6	74.3	60.1	59.2	89.1	59.6	59.6
2023-03-16 14:40:49	59.7	84.6	73.6	59.6	60.3	88.0	59.4	59.4
2023-03-16 14:40:50	60.2	85.1	74.2	60.1	60.6	89.7	59.8	59.8
2023-03-16 14:40:51	59.6	85.2	73.7	60.1	60.4	87.2	59.9	59.9
2023-03-16 14:40:52	58.5	84.4	72.2	59.8	59.6	88.1	59.4	59.4
2023-03-16 14:40:53	58.0	83.3	71.9	59.0	58.5	86.1	58.6	58.6
2023-03-16 14:40:54	57.6	83.5	72.0	58.4	58.2	87.1	58.1	58.1

2023-03-16 14:40:55	57.8	82.8	71.6	58.0	58.1	87.1	57.9	57.9
2023-03-16 14:40:56	57.9	82.5	70.9	57.9	58.2	83.9	57.8	57.8
2023-03-16 14:40:57	57.8	82.5	71.0	57.9	58.1	85.7	57.8	57.8
2023-03-16 14:40:58	57.8	82.3	70.6	57.9	58.3	83.9	57.8	57.8
2023-03-16 14:40:59	57.8	82.8	71.8	57.9	58.2	85.9	57.8	57.8
2023-03-16 14:41:00	57.7	83.2	72.5	57.9	58.2	87.8	57.8	57.8
2023-03-16 14:41:01	57.6	81.9	71.2	57.7	58.1	85.3	57.6	57.6
2023-03-16 14:41:02	58.5	84.3	72.4	58.2	58.8	87.3	58.0	58.0
2023-03-16 14:41:03	58.6	83.2	72.7	58.5	59.1	87.9	58.4	58.4
2023-03-16 14:41:04	57.9	81.1	71.5	58.5	58.4	86.2	58.3	58.3
2023-03-16 14:41:05	58.1	83.2	71.9	58.2	58.7	87.5	58.1	58.1
2023-03-16 14:41:06	58.6	84.6	71.8	58.5	59.2	86.3	58.3	58.3
2023-03-16 14:41:07	58.8	82.9	72.3	58.8	59.6	86.1	58.6	58.6
2023-03-16 14:41:08	59.7	85.1	73.2	59.6	61.0	88.4	58.9	58.9
2023-03-16 14:41:09	60.4	85.2	73.8	60.3	61.3	87.4	59.7	59.7
2023-03-16 14:41:10	60.5	84.9	74.0	60.7	62.1	87.8	60.5	60.6
2023-03-16 14:41:11	61.3	86.6	75.2	61.1	62.6	89.7	60.5	60.5
2023-03-16 14:41:12	60.5	87.2	76.3	61.1	61.8	89.7	60.8	60.8
2023-03-16 14:41:13	60.9	83.9	74.9	61.0	61.6	87.9	60.9	60.9
2023-03-16 14:41:14	61.0	86.7	76.1	61.2	62.1	89.8	61.0	61.0
2023-03-16 14:41:15	59.5	85.1	74.8	60.8	60.1	86.9	60.4	60.4
2023-03-16 14:41:16	59.2	86.0	75.6	60.0	59.5	89.6	59.7	59.7
2023-03-16 14:41:17	59.5	86.1	74.8	59.6	60.2	88.5	59.5	59.5
2023-03-16 14:41:18	58.8	86.5	74.5	59.4	59.6	88.2	59.2	59.2
2023-03-16 14:41:19	58.7	84.1	73.5	59.1	59.2	87.3	58.9	58.9
2023-03-16 14:41:20	59.2	88.3	75.2	59.2	60.1	90.8	58.9	58.9
2023-03-16 14:41:21	59.4	87.4	75.5	59.6	60.7	89.7	59.4	59.4
2023-03-16 14:41:22	58.8	85.1	74.8	59.2	59.2	89.1	59.1	59.1
2023-03-16 14:41:23	60.0	85.9	75.6	59.7	61.0	88.8	59.4	59.4
2023-03-16 14:41:24	59.5	85.2	75.0	59.6	60.1	90.1	59.5	59.5
2023-03-16 14:41:25	58.9	86.6	74.8	59.5	59.6	89.2	59.3	59.3
2023-03-16 14:41:26	59.3	86.7	74.9	59.3	60.0	87.3	59.2	59.2
2023-03-16 14:41:27	58.9	85.0	74.5	59.2	59.5	87.8	59.0	59.0
2023-03-16 14:41:28	58.2	83.9	74.2	59.0	58.9	88.0	58.7	58.7
2023-03-16 14:41:29	59.4	86.5	75.0	59.1	59.9	88.3	59.0	59.0

2023-03-16 14:41:30	59.1	86.0	73.9	59.2	59.9	89.1	59.1	59.1
2023-03-16 14:41:31	58.3	84.4	74.1	59.1	58.8	89.3	58.8	58.8
2023-03-16 14:41:32	58.5	85.1	73.2	58.7	58.9	87.3	58.6	58.6
2023-03-16 14:41:33	58.4	83.2	72.3	58.6	58.7	88.5	58.5	58.5
2023-03-16 14:41:34	58.6	84.4	72.7	58.6	59.0	87.8	58.5	58.5
2023-03-16 14:41:35	59.8	84.5	73.0	59.6	61.2	86.4	58.8	58.8
2023-03-16 14:41:36	61.2	85.8	74.7	60.6	61.7	86.7	60.3	60.3
2023-03-16 14:41:37	59.4	84.3	74.0	60.6	60.6	87.5	60.3	60.3
2023-03-16 14:41:38	58.0	84.6	74.0	59.8	58.7	88.5	59.2	59.2
2023-03-16 14:41:39	58.3	85.8	73.6	58.7	58.8	87.2	58.6	58.6
2023-03-16 14:41:40	58.2	84.2	72.8	58.4	58.7	88.9	58.3	58.3
2023-03-16 14:41:41	58.7	84.9	74.0	58.6	59.1	87.6	58.4	58.4
2023-03-16 14:41:42	58.4	85.7	72.9	58.7	59.1	87.0	58.6	58.6
2023-03-16 14:41:43	57.8	82.5	71.5	58.4	58.1	85.8	58.2	58.2
2023-03-16 14:41:44	58.1	83.1	72.7	58.2	58.7	86.4	58.0	58.0
2023-03-16 14:41:45	57.8	84.2	72.6	58.2	58.7	86.2	58.1	58.1
2023-03-16 14:41:46	57.7	82.1	71.4	57.9	58.1	86.4	57.9	57.9
2023-03-16 14:41:47	58.0	82.6	72.5	57.9	58.3	87.2	57.8	57.8
2023-03-16 14:41:48	58.5	83.4	73.1	58.3	59.0	89.2	58.2	58.2
2023-03-16 14:41:49	57.9	83.6	72.7	58.3	58.4	88.7	58.2	58.2
2023-03-16 14:41:50	58.3	84.1	73.4	58.3	58.9	88.7	58.1	58.1
2023-03-16 14:41:51	59.0	84.3	72.9	58.8	59.3	86.6	58.6	58.6
2023-03-16 14:41:52	59.8	82.6	72.5	59.5	60.7	87.4	59.0	59.1
2023-03-16 14:41:53	62.3	84.3	73.5	61.5	63.2	87.4	60.7	60.7
2023-03-16 14:41:54	64.5	87.1	74.1	63.8	65.7	87.9	62.6	62.6
2023-03-16 14:41:55	69.5	89.4	76.4	68.7	72.1	91.1	65.9	66.0
2023-03-16 14:41:56	72.3	90.2	78.0	71.2	73.3	92.5	70.6	70.6
2023-03-16 14:41:57	68.3	88.5	76.2	71.0	70.6	88.7	70.3	70.3
2023-03-16 14:41:58	66.1	85.8	75.3	69.4	67.1	90.0	68.5	68.5
2023-03-16 14:41:59	63.7	86.0	75.7	67.6	65.6	89.9	66.5	66.5
2023-03-16 14:42:00	66.0	87.3	75.1	66.0	67.2	89.5	65.5	65.5
2023-03-16 14:42:01	67.7	87.0	75.6	67.2	68.4	89.1	66.7	66.7
2023-03-16 14:42:02	64.3	85.9	74.7	67.1	67.3	89.1	66.4	66.5
2023-03-16 14:42:03	60.5	85.1	72.0	65.4	63.6	87.1	64.2	64.2
2023-03-16 14:42:04	58.5	82.9	71.9	62.8	59.3	85.8	61.7	61.7

	2023-03-16	14:42:05	58.9	82.2	72.0	60.6	59.4	86.5	60.0	60.0
	2023-03-16	14:42:06	59.0	84.5	73.5	59.6	59.4	88.3	59.4	59.4
	2023-03-16	14:42:07	59.5	85.0	72.9	59.5	60.0	87.8	59.3	59.3
	2023-03-16	14:42:08	60.7	86.0	73.8	60.4	61.6	87.9	59.8	59.8
	2023-03-16	14:42:09	63.0	86.5	74.8	62.4	64.2	89.2	61.3	61.3
	2023-03-16	14:42:10	70.4	90.8	77.5	69.6	73.7	91.7	65.5	65.7
	2023-03-16	14:42:11	72.7	91.8	80.1	71.7	74.4	92.0	71.3	71.3
	2023-03-16	14:42:12	73.0	94.5	81.3	72.9	75.6	95.4	71.6	71.6
	2023-03-16	14:42:13	83.2	101.6	87.6	81.9	85.5	101.1	78.2	78.6
	2023-03-16	14:42:14	80.6	98.9	85.5	82.1	84.8	99.8	81.7	81.7
	2023-03-16	14:42:15	72.6	92.7	79.6	80.8	76.9	93.9	79.2	79.2
	2023-03-16	14:42:16	70.5	88.7	77.3	77.4	72.0	91.0	75.9	75.9
	2023-03-16	14:42:17	68.7	86.3	75.9	74.3	70.1	90.3	73.0	73.1
	2023-03-16	14:42:18	63.7	86.4	75.2	71.6	67.5	89.1	70.0	70.0
	2023-03-16	14:42:19	60.3	84.4	74.1	68.2	61.6	89.9	66.6	66.6
	2023-03-16	14:42:20	59.2	84.2	72.8	64.9	59.8	87.2	63.5	63.6
	2023-03-16	14:42:21	58.8	84.3	73.5	62.2	59.3	88.5	61.2	61.2
	2023-03-16	14:42:22	58.5	83.7	73.2	60.3	59.0	88.0	59.8	59.8
	2023-03-16	14:42:23	58.3	83.5	72.7	59.3	58.8	87.3	59.0	59.0
	2023-03-16	14:42:24	58.1	82.3	72.1	58.7	58.4	85.9	58.5	58.5
	2023-03-16	14:42:25	58.0	83.4	72.4	58.3	58.5	88.8	58.2	58.2
	2023-03-16	14:42:26	58.7	82.3	72.6	58.5	59.0	87.3	58.4	58.4
	2023-03-16	14:42:27	58.6	82.2	72.4	58.7	59.4	86.5	58.5	58.5
	2023-03-16	14:42:28	59.2	82.3	72.5	59.1	59.7	86.6	58.8	58.8
	2023-03-16	14:42:29	60.7	84.1	73.4	60.3	61.3	86.9	59.7	59.7
	2023-03-16	14:42:30	64.5	85.3	74.6	63.8	67.2	88.6	61.7	61.7
Stop	2023-03-16	14:42:31								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	5. NProspectorsRd / FallCreek
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	1.3%	0.0%		
L_{avg}	51.8 dB	--- dB		
TWA(8)	26.8 dB	--- dB		
Projected TWA(8)	54.7 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	55.1 dB	55.1 dB		
Projected LEP'd/Lex,8h	72.0 dB	70.2 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-16 14:50:52	
Stop Time	2023-03-16 15:05:52	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LA_{eq}	70.2 dB	
LAI_{eq}	71.9 dB	
LC_{peak}	97.5 dB	2023-03-16 15:04:29
LAS_{max}	78.2 dB	2023-03-16 15:04:30

LAF_{max}	80.2 dB	2023-03-16 15:04:30
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	70.2 dB		79.0 dB		83.2 dB	
$L\omega_{peak}$	94.5 dB	15:05:00	97.5 dB	15:04:29	100.7 dB	14:53:00
$L\omega S_{min}$	65.6 dB	14:57:13	75.3 dB	15:04:51	77.7 dB	15:00:01
$L\omega S_{max}$	78.2 dB	15:04:30	86.0 dB	15:04:30	89.6 dB	15:04:34
$L\omega F_{min}$	65.1 dB	14:57:12	73.6 dB	15:04:49	76.2 dB	15:00:01
$L\omega F_{max}$	80.2 dB	15:04:30	88.5 dB	15:04:30	93.7 dB	14:59:20
$L\omega I_{min}$	66.2 dB	14:57:12	77.5 dB	15:04:51	80.0 dB	15:00:01
$L\omega I_{max}$	81.4 dB	15:04:30	89.8 dB	14:59:20	96.2 dB	14:59:20

ω represents frequency weighting (A, C or Z)

SEL	99.7 dB
E (Pa^2s)	3.7 Pa^2s
E8 (Pa^2s)	119.7 Pa^2s
E40 (Pa^2s)	598.6 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.2 Pa^2h

LC_{eq} - LA_{eq}	8.8 dB

	Count	Duration
LAS > 75 dB	14	65
LAS > 86 dB	0	0
LCPk > 80 dB	0	900
LCPk > 81 dB	0	900
LCPk > 86 dB	1	900

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/16 14:50:52	Run	Remote	
2023/03/16 15:05:52	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	76.3	74.5	69.2	67.2	65.6	67.5	62.1	51.4	46.4	dB
OBA LZSmax	83.1	83.1	76.8	79.4	78.2	75.3	69.6	59.4	56.3	dB
OBA LZSmin	70.1	70.1	63.8	61.7	60.2	62.7	57.9	47.3	44.5	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-16 14:50:52	75.9	96.2	83.6	76.6	78.2	98.2	76.3	76.3
	2023-03-16 14:50:53	70.7	89.9	79.4	75.7	72.9	93.6	74.5	74.5
	2023-03-16 14:50:54	68.7	93.3	80.1	73.2	70.3	96.4	72.0	72.0
	2023-03-16 14:50:55	67.7	89.2	78.5	70.9	68.4	93.9	69.9	69.9
	2023-03-16 14:50:56	67.9	95.0	79.7	69.1	68.4	98.9	68.7	68.7
	2023-03-16 14:50:57	67.6	94.6	81.5	68.5	68.7	99.3	68.2	68.2
	2023-03-16 14:50:58	67.3	90.9	79.3	67.8	67.6	95.3	67.7	67.7
	2023-03-16 14:50:59	67.5	88.6	78.1	67.6	67.8	91.2	67.5	67.5
	2023-03-16 14:51:00	67.4	89.1	78.6	67.5	67.9	93.7	67.5	67.5
	2023-03-16 14:51:01	67.1	90.1	79.3	67.5	67.5	94.6	67.3	67.3
	2023-03-16 14:51:02	67.6	90.4	79.6	67.5	68.0	96.4	67.4	67.4
	2023-03-16 14:51:03	67.3	90.2	78.7	67.5	67.8	95.9	67.4	67.4
	2023-03-16 14:51:04	67.7	90.1	79.0	67.7	68.1	94.3	67.5	67.5
	2023-03-16 14:51:05	67.6	88.5	77.7	67.6	67.9	93.4	67.6	67.6
	2023-03-16 14:51:06	68.0	89.7	78.2	67.9	68.3	92.5	67.7	67.7
	2023-03-16 14:51:07	68.8	89.6	78.4	68.6	69.7	92.3	68.1	68.1
	2023-03-16 14:51:08	70.0	88.7	77.9	69.6	70.9	92.8	69.0	69.0
	2023-03-16 14:51:09	72.2	92.1	79.0	71.7	73.9	95.1	70.4	70.4
	2023-03-16 14:51:10	74.0	91.1	80.0	73.2	74.8	96.1	72.8	72.8
	2023-03-16 14:51:11	75.3	91.7	80.6	74.7	76.2	96.3	74.0	74.0
	2023-03-16 14:51:12	77.1	97.3	82.6	76.4	77.7	98.8	75.7	75.7
	2023-03-16 14:51:13	77.2	95.3	82.4	77.0	78.0	100.1	76.8	76.8
	2023-03-16 14:51:14	74.1	91.8	79.9	76.8	76.6	95.2	76.1	76.1
	2023-03-16 14:51:15	70.9	90.1	78.3	75.1	72.4	97.7	74.0	74.1
	2023-03-16 14:51:16	69.4	91.1	79.3	72.9	70.3	96.8	71.9	71.9
	2023-03-16 14:51:17	69.4	89.9	78.9	71.0	69.7	94.9	70.5	70.5
	2023-03-16 14:51:18	69.7	90.4	79.6	70.0	70.2	93.7	69.9	69.9
	2023-03-16 14:51:19	69.3	90.9	78.1	69.8	69.9	93.4	69.7	69.7
	2023-03-16 14:51:20	69.5	89.6	78.2	69.6	69.8	93.7	69.5	69.5
	2023-03-16 14:51:21	69.6	89.8	78.8	69.6	70.2	94.1	69.5	69.5
	2023-03-16 14:51:22	69.9	92.7	79.4	69.8	70.6	95.1	69.6	69.6
	2023-03-16 14:51:23	71.8	91.0	79.4	71.3	72.5	93.6	70.6	70.6
	2023-03-16 14:51:24	72.3	92.0	79.8	71.9	73.0	95.4	71.8	71.8
	2023-03-16 14:51:25	70.5	90.9	80.0	71.8	71.5	95.2	71.4	71.4

2023-03-16 14:51:26	69.3	90.6	79.3	71.0	70.1	94.0	70.5	70.5
2023-03-16 14:51:27	69.1	91.1	80.1	70.0	69.9	95.1	69.7	69.8
2023-03-16 14:51:28	68.7	90.9	80.0	69.4	69.3	95.8	69.2	69.2
2023-03-16 14:51:29	68.5	90.6	80.1	69.0	68.9	94.7	68.8	68.8
2023-03-16 14:51:30	69.3	90.2	79.3	69.1	69.9	94.6	69.0	69.0
2023-03-16 14:51:31	69.4	91.1	80.0	69.4	70.0	95.8	69.1	69.1
2023-03-16 14:51:32	71.1	92.5	79.9	70.7	72.5	95.8	69.9	69.9
2023-03-16 14:51:33	74.6	92.5	81.2	73.4	76.2	95.0	72.8	72.8
2023-03-16 14:51:34	74.1	91.8	80.7	73.9	75.0	95.3	73.7	73.7
2023-03-16 14:51:35	73.3	92.9	80.0	73.8	74.4	94.9	73.5	73.5
2023-03-16 14:51:36	74.0	93.0	82.5	74.0	75.0	98.0	73.8	73.8
2023-03-16 14:51:37	71.7	92.7	80.9	73.8	73.9	97.5	73.3	73.3
2023-03-16 14:51:38	69.0	90.3	79.1	72.4	70.4	94.2	71.5	71.5
2023-03-16 14:51:39	68.4	90.6	79.2	70.5	68.8	94.8	69.8	69.9
2023-03-16 14:51:40	68.8	90.2	78.6	69.3	69.0	92.5	69.1	69.1
2023-03-16 14:51:41	69.3	90.4	78.9	69.2	69.6	93.0	69.1	69.1
2023-03-16 14:51:42	69.3	90.9	80.4	69.3	69.7	94.4	69.2	69.2
2023-03-16 14:51:43	69.2	89.8	78.6	69.4	69.7	94.9	69.3	69.3
2023-03-16 14:51:44	69.1	88.9	78.3	69.2	69.5	93.8	69.1	69.1
2023-03-16 14:51:45	69.5	90.3	79.3	69.4	70.0	94.1	69.3	69.3
2023-03-16 14:51:46	70.0	89.7	78.1	69.8	70.6	92.6	69.5	69.5
2023-03-16 14:51:47	71.9	90.1	78.3	71.4	72.7	92.3	70.5	70.6
2023-03-16 14:51:48	72.3	89.9	78.8	72.0	72.9	94.0	71.7	71.7
2023-03-16 14:51:49	72.2	91.4	79.2	72.4	73.2	92.2	72.2	72.2
2023-03-16 14:51:50	70.0	89.9	78.8	72.0	71.1	93.2	71.4	71.4
2023-03-16 14:51:51	69.0	89.4	78.2	70.7	69.6	92.4	70.2	70.2
2023-03-16 14:51:52	68.7	89.6	79.7	69.7	69.1	92.6	69.4	69.4
2023-03-16 14:51:53	69.0	90.0	77.8	69.1	69.5	92.1	69.1	69.1
2023-03-16 14:51:54	69.0	88.5	77.0	69.2	69.7	91.3	69.1	69.1
2023-03-16 14:51:55	69.0	88.5	77.6	69.1	69.5	91.7	69.0	69.0
2023-03-16 14:51:56	68.6	89.1	77.2	69.0	69.0	90.8	68.9	68.9
2023-03-16 14:51:57	68.8	88.8	77.6	68.8	69.3	93.4	68.7	68.7
2023-03-16 14:51:58	69.1	90.6	78.9	69.0	69.5	93.0	68.9	68.9
2023-03-16 14:51:59	69.8	91.7	79.5	69.5	70.2	93.8	69.2	69.2
2023-03-16 14:52:00	71.7	93.9	82.0	71.3	73.2	96.7	70.2	70.2

2023-03-16 14:52:01	74.0	93.9	83.1	73.3	75.0	98.1	72.3	72.3
2023-03-16 14:52:02	75.0	94.6	82.7	74.6	76.2	97.6	74.2	74.2
2023-03-16 14:52:03	72.5	93.6	80.5	74.2	73.2	96.8	73.7	73.7
2023-03-16 14:52:04	72.1	91.5	80.5	73.1	72.7	95.3	72.8	72.8
2023-03-16 14:52:05	71.7	92.6	80.3	72.6	72.4	92.9	72.3	72.3
2023-03-16 14:52:06	70.8	90.6	79.3	72.0	71.5	93.6	71.6	71.6
2023-03-16 14:52:07	70.4	90.7	78.9	71.2	71.0	92.6	71.0	71.0
2023-03-16 14:52:08	69.9	90.1	78.6	70.7	70.2	93.1	70.4	70.4
2023-03-16 14:52:09	70.3	88.6	77.6	70.3	71.0	91.2	70.2	70.2
2023-03-16 14:52:10	70.1	88.5	77.9	70.4	70.7	92.6	70.3	70.3
2023-03-16 14:52:11	69.7	88.2	78.2	70.2	70.2	92.9	70.0	70.0
2023-03-16 14:52:12	69.5	90.4	78.5	69.8	70.0	93.5	69.7	69.7
2023-03-16 14:52:13	69.7	88.1	77.6	69.7	70.0	92.2	69.6	69.6
2023-03-16 14:52:14	70.5	90.1	78.5	70.3	71.2	93.3	69.9	69.9
2023-03-16 14:52:15	74.5	92.2	80.7	73.7	76.3	96.4	71.8	71.8
2023-03-16 14:52:16	76.1	93.3	81.8	75.3	77.1	95.6	74.8	74.8
2023-03-16 14:52:17	72.8	90.5	79.2	75.3	75.5	93.1	74.7	74.7
2023-03-16 14:52:18	70.1	90.3	78.3	73.7	71.4	92.9	72.7	72.7
2023-03-16 14:52:19	69.9	91.0	79.4	71.7	70.5	95.1	71.2	71.2
2023-03-16 14:52:20	69.2	89.3	77.9	70.6	69.5	93.0	70.1	70.1
2023-03-16 14:52:21	69.4	89.1	77.9	69.8	69.7	93.7	69.6	69.6
2023-03-16 14:52:22	69.5	88.5	78.1	69.6	70.1	93.1	69.5	69.5
2023-03-16 14:52:23	69.5	90.4	79.0	69.6	70.0	93.4	69.5	69.5
2023-03-16 14:52:24	68.8	87.9	78.1	69.4	69.3	93.2	69.3	69.3
2023-03-16 14:52:25	68.6	89.9	78.1	69.0	69.1	93.4	68.9	68.9
2023-03-16 14:52:26	68.4	90.2	78.9	68.8	68.8	93.8	68.7	68.7
2023-03-16 14:52:27	67.9	91.4	79.3	68.5	68.6	93.8	68.3	68.3
2023-03-16 14:52:28	67.8	89.3	78.0	68.1	68.3	93.7	68.0	68.0
2023-03-16 14:52:29	68.2	90.4	80.3	68.1	68.4	94.8	68.0	68.0
2023-03-16 14:52:30	67.4	91.0	79.4	68.1	68.3	94.4	67.9	67.9
2023-03-16 14:52:31	66.9	89.7	79.8	67.6	67.4	96.3	67.4	67.4
2023-03-16 14:52:32	67.2	89.2	78.6	67.2	67.5	94.3	67.1	67.1
2023-03-16 14:52:33	67.4	92.1	81.5	67.3	67.8	97.2	67.3	67.3
2023-03-16 14:52:34	68.1	93.2	81.5	67.9	68.7	96.5	67.6	67.6
2023-03-16 14:52:35	68.3	91.6	81.9	68.2	68.7	97.0	68.0	68.0

2023-03-16	14:52:36	68.2	94.7	83.2	68.2	68.5	99.4	68.1	68.1
2023-03-16	14:52:37	68.3	89.9	79.4	68.3	68.7	93.7	68.2	68.2
2023-03-16	14:52:38	68.4	89.4	79.5	68.4	68.8	93.4	68.3	68.3
2023-03-16	14:52:39	68.5	90.0	79.4	68.5	68.8	93.3	68.4	68.4
2023-03-16	14:52:40	68.6	89.7	79.7	68.6	68.9	92.4	68.5	68.5
2023-03-16	14:52:41	68.5	88.7	78.1	68.7	69.1	93.6	68.6	68.6
2023-03-16	14:52:42	68.6	88.8	77.9	68.6	68.9	92.6	68.5	68.5
2023-03-16	14:52:43	68.5	89.1	77.6	68.6	68.8	92.2	68.6	68.6
2023-03-16	14:52:44	68.4	89.8	77.7	68.6	68.9	91.1	68.5	68.5
2023-03-16	14:52:45	68.6	88.7	78.3	68.6	68.8	92.1	68.5	68.5
2023-03-16	14:52:46	68.7	89.8	78.7	68.7	69.3	93.2	68.6	68.6
2023-03-16	14:52:47	68.9	90.3	78.5	68.8	69.4	93.5	68.7	68.7
2023-03-16	14:52:48	69.1	89.9	78.6	69.1	69.6	92.9	68.9	68.9
2023-03-16	14:52:49	69.1	88.1	78.1	69.1	69.5	95.2	69.1	69.1
2023-03-16	14:52:50	69.0	90.9	79.5	69.1	69.3	98.5	69.0	69.0
2023-03-16	14:52:51	69.5	90.1	79.9	69.4	70.1	97.2	69.2	69.2
2023-03-16	14:52:52	69.3	90.2	78.6	69.5	70.1	94.1	69.4	69.4
2023-03-16	14:52:53	69.5	89.7	77.7	69.5	70.1	93.9	69.3	69.3
2023-03-16	14:52:54	69.7	88.1	77.4	69.7	70.2	91.4	69.5	69.5
2023-03-16	14:52:55	69.6	88.5	77.9	69.7	70.1	92.3	69.7	69.7
2023-03-16	14:52:56	69.6	89.2	78.5	69.7	70.1	96.2	69.6	69.6
2023-03-16	14:52:57	69.5	89.3	77.9	69.6	69.9	92.5	69.6	69.6
2023-03-16	14:52:58	69.0	88.7	77.5	69.5	69.5	94.1	69.3	69.3
2023-03-16	14:52:59	69.1	95.6	80.8	69.2	69.5	98.6	69.2	69.2
2023-03-16	14:53:00	70.2	97.5	83.9	69.9	70.7	100.7	69.5	69.5
2023-03-16	14:53:01	72.1	89.3	78.0	71.5	72.8	96.7	70.8	70.8
2023-03-16	14:53:02	70.5	89.5	78.1	71.5	71.9	92.9	71.2	71.2
2023-03-16	14:53:03	68.8	88.8	76.7	70.8	69.7	91.1	70.2	70.2
2023-03-16	14:53:04	67.6	86.9	75.6	69.6	68.3	90.4	69.0	69.0
2023-03-16	14:53:05	67.4	87.2	76.8	68.4	67.9	91.7	68.1	68.1
2023-03-16	14:53:06	67.1	89.8	76.6	67.8	67.4	91.6	67.5	67.5
2023-03-16	14:53:07	67.6	88.8	77.2	67.6	68.0	96.1	67.4	67.4
2023-03-16	14:53:08	68.0	91.5	79.5	67.9	68.4	96.2	67.7	67.7
2023-03-16	14:53:09	68.7	89.0	77.1	68.5	69.5	91.6	68.1	68.1
2023-03-16	14:53:10	69.0	89.9	78.2	68.9	69.6	91.9	68.6	68.6

2023-03-16 14:53:11	69.7	88.9	78.7	69.5	70.4	90.3	69.1	69.1
2023-03-16 14:53:12	70.6	91.1	77.7	70.4	71.4	91.0	69.8	69.8
2023-03-16 14:53:13	75.9	92.2	79.9	75.1	78.8	95.2	72.2	72.3
2023-03-16 14:53:14	78.0	93.9	81.9	77.1	79.0	95.6	76.5	76.5
2023-03-16 14:53:15	75.2	91.9	79.7	77.1	77.4	94.5	76.5	76.5
2023-03-16 14:53:16	76.6	92.5	81.1	76.5	77.5	95.9	76.0	76.0
2023-03-16 14:53:17	75.7	93.5	81.1	76.8	78.0	95.5	76.4	76.4
2023-03-16 14:53:18	71.9	90.5	79.4	75.8	73.7	93.7	74.7	74.7
2023-03-16 14:53:19	70.4	89.2	77.9	73.7	71.6	93.7	72.8	72.8
2023-03-16 14:53:20	69.6	89.5	78.7	71.8	70.4	92.1	71.1	71.2
2023-03-16 14:53:21	69.4	90.6	78.2	70.5	69.8	92.9	70.1	70.1
2023-03-16 14:53:22	69.6	90.4	79.2	69.8	70.0	93.8	69.8	69.8
2023-03-16 14:53:23	68.6	91.3	79.4	69.6	69.2	94.9	69.3	69.3
2023-03-16 14:53:24	68.3	90.0	78.6	68.9	68.7	92.8	68.7	68.7
2023-03-16 14:53:25	68.0	89.8	78.5	68.5	68.4	92.7	68.4	68.4
2023-03-16 14:53:26	68.3	89.1	77.5	68.3	68.9	92.5	68.3	68.3
2023-03-16 14:53:27	67.9	88.5	78.2	68.3	68.5	93.0	68.1	68.1
2023-03-16 14:53:28	68.0	88.7	77.3	68.0	68.5	92.5	68.0	68.0
2023-03-16 14:53:29	68.2	88.3	77.1	68.2	68.7	91.0	68.1	68.1
2023-03-16 14:53:30	68.1	88.2	77.5	68.2	68.7	92.5	68.1	68.1
2023-03-16 14:53:31	67.9	87.9	77.1	68.3	68.7	91.2	68.1	68.1
2023-03-16 14:53:32	67.0	88.1	76.6	67.9	67.4	91.3	67.6	67.6
2023-03-16 14:53:33	66.8	87.2	76.9	67.3	67.1	91.1	67.1	67.1
2023-03-16 14:53:34	67.1	85.9	75.3	67.1	67.5	90.0	67.0	67.0
2023-03-16 14:53:35	67.0	89.8	77.5	67.1	67.4	91.1	67.0	67.0
2023-03-16 14:53:36	66.9	88.2	76.7	67.1	67.5	90.3	67.0	67.0
2023-03-16 14:53:37	67.5	87.3	76.4	67.4	68.1	90.3	67.1	67.1
2023-03-16 14:53:38	69.5	87.9	76.7	69.0	70.7	91.4	68.1	68.1
2023-03-16 14:53:39	74.5	91.2	79.6	73.3	75.7	93.8	71.6	71.7
2023-03-16 14:53:40	74.2	93.0	79.1	74.1	75.2	92.1	73.9	73.9
2023-03-16 14:53:41	69.5	87.7	76.3	73.7	72.5	90.1	72.6	72.7
2023-03-16 14:53:42	68.0	86.5	75.4	71.4	68.8	90.8	70.5	70.5
2023-03-16 14:53:43	67.3	87.3	75.7	69.5	67.8	90.2	68.8	68.8
2023-03-16 14:53:44	67.5	88.5	76.1	68.3	67.9	91.1	68.0	68.0
2023-03-16 14:53:45	67.2	88.9	76.4	67.8	67.7	91.8	67.6	67.6

2023-03-16	14:53:46	67.1	88.6	76.5	67.4	67.5	89.6	67.3	67.3
2023-03-16	14:53:47	67.5	87.5	76.6	67.5	68.0	90.8	67.4	67.4
2023-03-16	14:53:48	67.4	88.4	76.7	67.4	67.9	90.8	67.3	67.3
2023-03-16	14:53:49	67.7	87.0	77.4	67.7	68.5	93.1	67.4	67.4
2023-03-16	14:53:50	68.2	88.5	77.3	68.1	68.6	91.8	67.9	67.9
2023-03-16	14:53:51	68.2	88.8	78.3	68.2	68.7	95.3	68.1	68.1
2023-03-16	14:53:52	68.4	88.8	77.5	68.3	68.7	93.7	68.2	68.2
2023-03-16	14:53:53	67.9	87.9	76.9	68.3	68.6	90.0	68.1	68.1
2023-03-16	14:53:54	68.2	88.3	77.9	68.2	68.5	93.8	68.1	68.1
2023-03-16	14:53:55	68.4	89.2	78.0	68.4	68.8	95.8	68.2	68.2
2023-03-16	14:53:56	68.5	89.1	78.3	68.5	69.2	93.2	68.4	68.4
2023-03-16	14:53:57	68.6	89.0	77.3	68.6	69.2	93.7	68.6	68.6
2023-03-16	14:53:58	68.2	87.5	76.9	68.6	68.8	90.8	68.4	68.4
2023-03-16	14:53:59	68.4	93.1	79.3	68.4	68.8	98.1	68.3	68.3
2023-03-16	14:54:00	68.4	88.8	77.4	68.5	69.1	91.0	68.4	68.4
2023-03-16	14:54:01	68.7	89.1	77.4	68.7	69.5	92.0	68.5	68.5
2023-03-16	14:54:02	68.9	88.1	77.3	68.8	69.4	92.1	68.7	68.7
2023-03-16	14:54:03	68.7	90.1	77.9	68.8	69.1	92.2	68.8	68.8
2023-03-16	14:54:04	68.3	88.3	77.0	68.8	69.1	91.5	68.6	68.6
2023-03-16	14:54:05	68.9	88.5	77.3	68.9	69.7	91.7	68.5	68.5
2023-03-16	14:54:06	70.2	89.6	78.3	69.9	71.3	92.7	69.2	69.2
2023-03-16	14:54:07	72.6	90.6	79.2	71.9	73.2	94.0	71.0	71.0
2023-03-16	14:54:08	74.2	94.7	81.3	73.5	74.8	94.9	73.0	73.0
2023-03-16	14:54:09	73.5	93.1	81.8	73.5	73.9	95.7	73.4	73.4
2023-03-16	14:54:10	71.4	92.2	81.6	73.4	73.5	98.3	72.9	72.9
2023-03-16	14:54:11	69.8	92.1	80.8	72.1	70.8	97.0	71.5	71.5
2023-03-16	14:54:12	68.9	91.5	79.7	70.7	69.2	93.9	70.1	70.1
2023-03-16	14:54:13	68.9	92.4	81.4	69.7	69.4	96.4	69.4	69.4
2023-03-16	14:54:14	68.7	94.5	81.6	69.2	69.2	96.1	69.0	69.0
2023-03-16	14:54:15	68.8	91.8	81.2	68.9	69.3	95.5	68.8	68.8
2023-03-16	14:54:16	70.0	91.9	80.8	69.7	70.8	94.9	69.1	69.1
2023-03-16	14:54:17	70.3	91.1	79.9	70.1	70.9	95.6	70.0	70.0
2023-03-16	14:54:18	69.3	90.0	79.8	70.0	70.1	94.3	69.8	69.8
2023-03-16	14:54:19	69.4	91.6	80.3	69.6	70.1	95.6	69.5	69.5
2023-03-16	14:54:20	68.7	91.6	79.2	69.5	69.5	93.5	69.3	69.3

2023-03-16 14:54:21	68.6	91.2	80.9	69.0	69.0	97.0	68.8	68.8
2023-03-16 14:54:22	68.6	92.3	81.6	68.8	69.0	97.6	68.7	68.7
2023-03-16 14:54:23	68.3	95.3	81.7	68.7	69.0	98.8	68.6	68.6
2023-03-16 14:54:24	68.2	91.3	79.6	68.4	68.6	94.0	68.3	68.3
2023-03-16 14:54:25	68.5	89.7	79.3	68.5	68.9	95.4	68.4	68.4
2023-03-16 14:54:26	68.0	90.4	79.4	68.4	68.4	94.2	68.3	68.3
2023-03-16 14:54:27	68.0	88.0	78.0	68.2	68.6	93.1	68.1	68.1
2023-03-16 14:54:28	68.5	89.4	79.0	68.4	68.9	93.8	68.2	68.2
2023-03-16 14:54:29	68.8	89.9	78.2	68.7	69.3	92.7	68.5	68.5
2023-03-16 14:54:30	69.4	91.4	78.8	69.2	69.9	93.9	68.9	68.9
2023-03-16 14:54:31	70.4	90.1	78.7	70.1	71.1	92.8	69.6	69.6
2023-03-16 14:54:32	71.6	91.6	80.5	71.2	72.3	95.8	70.7	70.7
2023-03-16 14:54:33	69.9	93.4	81.4	71.2	71.5	95.7	70.8	70.8
2023-03-16 14:54:34	68.8	88.1	78.0	70.4	69.8	92.0	69.9	69.9
2023-03-16 14:54:35	68.2	88.0	78.1	69.3	68.6	92.2	69.0	69.0
2023-03-16 14:54:36	67.8	89.9	78.7	68.6	68.2	93.3	68.3	68.3
2023-03-16 14:54:37	67.5	90.6	78.9	68.1	68.1	92.6	67.9	67.9
2023-03-16 14:54:38	68.2	89.9	78.6	68.1	68.5	91.8	67.9	67.9
2023-03-16 14:54:39	68.2	88.4	78.6	68.2	68.7	91.2	68.1	68.1
2023-03-16 14:54:40	68.1	90.6	78.1	68.2	68.5	90.6	68.1	68.1
2023-03-16 14:54:41	68.3	89.4	78.2	68.3	68.7	92.9	68.2	68.2
2023-03-16 14:54:42	67.9	87.8	77.5	68.2	68.2	91.7	68.1	68.1
2023-03-16 14:54:43	68.5	89.3	78.2	68.4	68.9	93.8	68.2	68.2
2023-03-16 14:54:44	69.1	88.9	78.4	68.8	69.5	90.9	68.6	68.6
2023-03-16 14:54:45	69.5	90.4	77.6	69.3	70.0	91.5	69.0	69.0
2023-03-16 14:54:46	72.4	89.9	78.4	71.8	74.2	93.4	70.3	70.3
2023-03-16 14:54:47	76.2	93.3	80.6	75.1	76.8	95.2	73.9	73.9
2023-03-16 14:54:48	76.1	93.4	82.1	76.0	77.4	96.6	75.8	75.8
2023-03-16 14:54:49	73.6	92.5	80.4	75.5	74.9	93.8	75.0	75.0
2023-03-16 14:54:50	70.1	89.8	77.7	74.3	72.3	92.6	73.3	73.3
2023-03-16 14:54:51	68.8	89.1	76.8	72.1	69.5	93.9	71.2	71.2
2023-03-16 14:54:52	68.3	87.4	76.1	70.3	68.8	91.9	69.7	69.7
2023-03-16 14:54:53	68.2	89.1	76.7	69.1	68.8	90.5	68.8	68.8
2023-03-16 14:54:54	68.6	87.8	76.6	68.6	68.8	91.3	68.6	68.6
2023-03-16 14:54:55	68.3	90.3	77.8	68.6	68.7	94.8	68.5	68.5

2023-03-16	14:54:56	68.9	88.3	77.7	68.8	69.6	94.3	68.6	68.6
2023-03-16	14:54:57	68.4	88.0	77.3	68.8	69.0	91.3	68.7	68.7
2023-03-16	14:54:58	68.1	87.2	76.7	68.5	68.4	90.6	68.4	68.4
2023-03-16	14:54:59	68.3	88.8	77.8	68.4	68.9	92.0	68.3	68.3
2023-03-16	14:55:00	67.9	88.2	77.7	68.3	68.4	93.6	68.1	68.1
2023-03-16	14:55:01	67.9	88.5	77.8	68.1	68.3	92.1	68.0	68.0
2023-03-16	14:55:02	68.3	88.7	77.8	68.2	68.9	93.3	68.1	68.1
2023-03-16	14:55:03	68.6	90.7	79.2	68.5	69.2	94.1	68.4	68.4
2023-03-16	14:55:04	68.2	91.4	79.9	68.4	68.6	94.9	68.4	68.4
2023-03-16	14:55:05	67.9	89.9	79.5	68.2	68.3	95.3	68.2	68.2
2023-03-16	14:55:06	67.8	89.4	79.0	68.0	68.1	94.8	67.9	67.9
2023-03-16	14:55:07	67.4	88.4	78.4	67.9	68.1	94.3	67.6	67.6
2023-03-16	14:55:08	67.8	91.1	79.7	67.8	68.2	94.7	67.7	67.7
2023-03-16	14:55:09	67.1	89.4	78.7	67.7	67.7	93.1	67.5	67.5
2023-03-16	14:55:10	67.2	89.4	78.8	67.3	67.6	93.4	67.2	67.2
2023-03-16	14:55:11	67.4	88.0	78.8	67.4	68.0	93.5	67.3	67.3
2023-03-16	14:55:12	67.3	90.7	79.6	67.4	67.7	94.2	67.3	67.3
2023-03-16	14:55:13	67.4	90.0	78.4	67.4	67.7	93.3	67.3	67.3
2023-03-16	14:55:14	67.9	89.7	79.4	67.7	68.3	95.2	67.6	67.6
2023-03-16	14:55:15	68.2	88.8	77.7	68.1	68.5	92.0	67.9	67.9
2023-03-16	14:55:16	68.4	90.0	79.5	68.3	68.8	95.0	68.2	68.2
2023-03-16	14:55:17	68.3	90.8	80.4	68.3	68.8	94.6	68.2	68.2
2023-03-16	14:55:18	68.1	92.8	80.5	68.4	68.8	96.5	68.3	68.3
2023-03-16	14:55:19	67.9	91.5	82.0	68.2	68.4	96.0	68.1	68.1
2023-03-16	14:55:20	68.3	91.4	80.3	68.2	68.6	95.6	68.1	68.1
2023-03-16	14:55:21	68.4	89.2	78.3	68.4	68.8	94.0	68.3	68.3
2023-03-16	14:55:22	68.4	88.8	77.7	68.4	68.6	93.7	68.4	68.4
2023-03-16	14:55:23	67.5	87.4	76.9	68.3	68.2	91.3	68.1	68.1
2023-03-16	14:55:24	67.5	88.6	77.7	67.8	68.0	91.8	67.7	67.7
2023-03-16	14:55:25	68.2	87.7	76.1	68.0	68.5	91.5	67.8	67.8
2023-03-16	14:55:26	68.4	87.5	77.6	68.3	68.9	93.4	68.1	68.1
2023-03-16	14:55:27	68.8	89.4	77.6	68.7	69.7	91.5	68.4	68.4
2023-03-16	14:55:28	71.7	90.4	79.5	71.0	72.7	94.9	69.8	69.9
2023-03-16	14:55:29	73.0	91.6	80.7	72.3	73.7	95.3	71.9	71.9
2023-03-16	14:55:30	71.9	92.3	82.1	72.3	72.7	97.6	72.2	72.2

2023-03-16 14:55:31	70.2	95.8	82.9	72.0	71.2	98.8	71.4	71.4
2023-03-16 14:55:32	69.9	92.6	82.1	70.9	70.4	96.0	70.5	70.5
2023-03-16 14:55:33	69.9	92.3	81.5	70.4	70.5	95.4	70.2	70.2
2023-03-16 14:55:34	69.8	91.6	80.0	70.1	70.5	94.0	70.0	70.0
2023-03-16 14:55:35	69.2	91.2	79.8	69.9	69.8	94.3	69.7	69.7
2023-03-16 14:55:36	68.8	90.8	79.7	69.4	69.1	95.1	69.2	69.2
2023-03-16 14:55:37	68.8	90.2	78.3	69.1	69.2	93.8	69.0	69.0
2023-03-16 14:55:38	68.8	88.7	78.1	68.9	69.1	93.1	68.9	68.9
2023-03-16 14:55:39	68.6	90.2	79.0	68.9	69.3	92.8	68.8	68.8
2023-03-16 14:55:40	68.8	90.1	78.9	68.8	69.0	93.2	68.7	68.7
2023-03-16 14:55:41	68.6	91.1	78.2	68.7	69.0	94.6	68.7	68.7
2023-03-16 14:55:42	68.4	89.8	78.0	68.7	68.9	94.3	68.6	68.6
2023-03-16 14:55:43	68.5	89.2	78.5	68.6	69.0	91.9	68.5	68.5
2023-03-16 14:55:44	68.3	88.9	78.6	68.5	68.7	92.8	68.4	68.4
2023-03-16 14:55:45	68.6	89.3	78.6	68.5	69.1	93.1	68.4	68.4
2023-03-16 14:55:46	70.1	90.7	78.4	69.7	71.2	91.4	69.0	69.0
2023-03-16 14:55:47	72.7	90.9	80.0	71.9	73.5	92.5	71.0	71.0
2023-03-16 14:55:48	72.8	92.1	82.5	72.6	73.6	94.5	72.2	72.2
2023-03-16 14:55:49	71.0	90.4	79.0	72.6	73.1	92.3	72.2	72.2
2023-03-16 14:55:50	69.6	89.3	77.8	71.5	70.5	93.2	70.9	70.9
2023-03-16 14:55:51	69.2	88.6	77.8	70.3	69.6	93.6	70.0	70.0
2023-03-16 14:55:52	69.1	90.9	78.1	69.6	69.5	90.7	69.4	69.4
2023-03-16 14:55:53	68.8	88.9	78.3	69.3	69.4	91.9	69.2	69.2
2023-03-16 14:55:54	68.6	89.3	78.1	69.0	68.9	92.1	68.8	68.8
2023-03-16 14:55:55	68.6	90.1	78.1	68.8	69.1	90.7	68.7	68.7
2023-03-16 14:55:56	68.3	88.9	77.6	68.8	69.0	91.9	68.6	68.6
2023-03-16 14:55:57	68.5	88.7	78.1	68.5	69.1	92.2	68.4	68.4
2023-03-16 14:55:58	68.6	88.8	77.8	68.6	68.9	91.8	68.5	68.5
2023-03-16 14:55:59	68.6	90.4	77.5	68.6	69.1	93.8	68.6	68.6
2023-03-16 14:56:00	68.4	89.5	78.0	68.7	68.9	94.6	68.6	68.6
2023-03-16 14:56:01	68.8	92.1	80.0	68.8	69.3	95.9	68.6	68.6
2023-03-16 14:56:02	68.7	89.6	79.3	68.8	69.3	94.8	68.7	68.7
2023-03-16 14:56:03	69.3	90.7	79.4	69.1	69.7	93.8	69.0	69.0
2023-03-16 14:56:04	68.5	90.1	80.9	69.1	69.4	94.1	68.9	68.9
2023-03-16 14:56:05	68.2	91.0	80.3	68.7	68.7	93.9	68.5	68.5

2023-03-16	14:56:06	68.2	92.6	81.0	68.4	68.6	94.8	68.3	68.3
2023-03-16	14:56:07	68.3	90.1	79.0	68.4	68.7	91.7	68.3	68.3
2023-03-16	14:56:08	68.3	91.5	80.7	68.3	68.5	93.0	68.3	68.3
2023-03-16	14:56:09	68.5	91.0	79.4	68.5	69.0	93.5	68.3	68.3
2023-03-16	14:56:10	68.5	91.9	80.5	68.6	69.0	93.6	68.5	68.5
2023-03-16	14:56:11	68.8	91.1	79.4	68.7	69.1	93.5	68.5	68.5
2023-03-16	14:56:12	69.3	91.4	79.4	69.1	69.8	93.7	68.9	68.9
2023-03-16	14:56:13	70.5	89.9	79.5	70.1	71.1	95.3	69.6	69.6
2023-03-16	14:56:14	73.8	91.5	80.1	73.0	75.1	93.6	71.5	71.5
2023-03-16	14:56:15	74.3	94.6	82.7	73.9	75.1	95.5	73.4	73.4
2023-03-16	14:56:16	71.7	91.0	80.2	73.9	74.6	93.7	73.4	73.4
2023-03-16	14:56:17	69.0	90.1	79.3	72.4	70.1	93.2	71.5	71.5
2023-03-16	14:56:18	68.8	89.8	79.5	70.6	69.1	94.1	70.0	70.0
2023-03-16	14:56:19	68.8	90.7	79.7	69.5	69.3	93.5	69.3	69.3
2023-03-16	14:56:20	68.7	89.8	78.3	69.1	69.2	93.4	68.9	68.9
2023-03-16	14:56:21	68.8	89.3	78.6	69.0	69.5	93.4	68.9	68.9
2023-03-16	14:56:22	68.6	88.6	78.8	68.8	68.9	94.3	68.8	68.8
2023-03-16	14:56:23	68.8	92.2	78.4	68.8	69.0	95.5	68.7	68.7
2023-03-16	14:56:24	68.8	89.8	78.4	68.8	69.3	95.5	68.8	68.8
2023-03-16	14:56:25	68.6	89.9	79.3	68.9	69.3	93.2	68.8	68.8
2023-03-16	14:56:26	68.0	89.7	77.7	68.6	68.4	92.1	68.4	68.4
2023-03-16	14:56:27	67.5	89.9	79.6	68.2	68.0	94.0	68.0	68.0
2023-03-16	14:56:28	67.5	90.1	78.6	67.8	67.9	94.5	67.6	67.6
2023-03-16	14:56:29	67.8	88.9	78.4	67.8	68.1	95.1	67.6	67.6
2023-03-16	14:56:30	67.3	87.5	77.2	67.8	68.0	90.4	67.6	67.6
2023-03-16	14:56:31	67.6	88.0	76.9	67.6	68.0	91.5	67.6	67.6
2023-03-16	14:56:32	67.7	88.9	77.7	67.7	68.0	92.3	67.6	67.6
2023-03-16	14:56:33	67.8	87.5	77.4	67.8	68.1	89.7	67.7	67.7
2023-03-16	14:56:34	67.8	92.3	78.7	67.8	68.2	91.7	67.8	67.8
2023-03-16	14:56:35	67.9	91.8	79.7	67.9	68.5	94.3	67.7	67.7
2023-03-16	14:56:36	68.4	88.4	78.5	68.2	68.8	91.3	68.1	68.1
2023-03-16	14:56:37	68.7	88.7	77.6	68.6	69.3	91.0	68.4	68.4
2023-03-16	14:56:38	69.0	89.6	78.0	68.9	69.6	92.2	68.8	68.8
2023-03-16	14:56:39	68.3	89.5	78.6	68.8	69.0	93.3	68.6	68.6
2023-03-16	14:56:40	67.8	90.5	78.1	68.5	68.7	92.9	68.3	68.3

2023-03-16 14:56:41	67.7	88.3	78.1	68.0	68.2	92.4	67.9	67.9
2023-03-16 14:56:42	67.4	88.1	77.3	67.8	67.8	92.1	67.7	67.7
2023-03-16 14:56:43	67.9	90.1	78.5	67.8	68.3	92.8	67.7	67.7
2023-03-16 14:56:44	67.6	89.1	77.2	67.8	68.0	92.9	67.7	67.7
2023-03-16 14:56:45	67.4	87.7	77.3	67.6	67.9	91.2	67.5	67.6
2023-03-16 14:56:46	67.0	90.0	77.2	67.5	67.5	95.3	67.4	67.4
2023-03-16 14:56:47	67.6	89.8	77.3	67.5	68.0	91.7	67.3	67.3
2023-03-16 14:56:48	67.7	89.8	79.3	67.7	68.2	94.0	67.6	67.6
2023-03-16 14:56:49	67.5	90.1	78.6	67.6	67.9	93.6	67.6	67.6
2023-03-16 14:56:50	68.0	90.8	78.9	67.9	68.3	93.5	67.7	67.7
2023-03-16 14:56:51	68.2	91.2	79.9	68.1	68.7	93.0	68.1	68.1
2023-03-16 14:56:52	68.6	89.1	78.6	68.4	68.9	94.8	68.3	68.3
2023-03-16 14:56:53	68.8	91.4	79.9	68.7	69.2	93.6	68.5	68.5
2023-03-16 14:56:54	69.8	91.2	80.1	69.4	70.6	94.1	69.2	69.2
2023-03-16 14:56:55	68.6	89.8	79.0	69.3	69.4	92.3	69.1	69.1
2023-03-16 14:56:56	68.2	89.0	78.7	68.8	68.7	93.3	68.6	68.6
2023-03-16 14:56:57	67.6	89.2	77.5	68.5	68.3	93.0	68.2	68.2
2023-03-16 14:56:58	67.7	88.5	77.6	67.9	68.2	92.3	67.8	67.8
2023-03-16 14:56:59	67.6	87.9	76.8	67.8	67.9	90.8	67.7	67.7
2023-03-16 14:57:00	67.8	88.0	77.1	67.8	68.2	92.2	67.7	67.7
2023-03-16 14:57:01	68.2	87.7	77.4	68.1	69.3	92.2	68.0	68.0
2023-03-16 14:57:02	67.9	87.8	76.7	68.1	68.3	90.9	68.0	68.0
2023-03-16 14:57:03	66.9	86.5	76.1	67.9	67.9	89.7	67.6	67.6
2023-03-16 14:57:04	67.0	86.9	76.1	67.4	67.7	91.6	67.2	67.2
2023-03-16 14:57:05	66.4	89.1	77.0	67.1	66.7	91.0	66.8	66.8
2023-03-16 14:57:06	66.3	89.0	76.5	66.7	66.7	91.6	66.5	66.5
2023-03-16 14:57:07	66.6	89.5	77.2	66.6	66.9	91.7	66.5	66.5
2023-03-16 14:57:08	66.5	88.4	76.7	66.6	66.9	91.7	66.5	66.5
2023-03-16 14:57:09	66.2	88.6	76.6	66.5	66.7	91.3	66.4	66.4
2023-03-16 14:57:10	66.1	88.6	76.7	66.3	66.5	90.3	66.2	66.2
2023-03-16 14:57:11	65.8	88.5	76.7	66.2	66.2	90.3	66.1	66.1
2023-03-16 14:57:12	65.4	85.3	75.5	65.9	65.7	90.4	65.8	65.8
2023-03-16 14:57:13	65.6	87.2	76.1	65.7	66.0	90.6	65.6	65.6
2023-03-16 14:57:14	66.3	88.6	76.8	66.2	66.8	93.6	65.8	65.8
2023-03-16 14:57:15	66.1	87.5	75.8	66.2	66.6	90.0	66.1	66.1

2023-03-16 14:57:16	66.7	88.3	77.3	66.6	67.3	93.4	66.3	66.3
2023-03-16 14:57:17	67.7	90.1	78.4	67.4	68.2	93.7	67.0	67.0
2023-03-16 14:57:18	67.9	90.6	78.4	67.7	68.1	93.7	67.6	67.6
2023-03-16 14:57:19	68.8	89.7	78.8	68.5	69.3	93.2	68.0	68.1
2023-03-16 14:57:20	69.3	90.8	78.9	69.1	70.0	94.3	68.9	68.9
2023-03-16 14:57:21	68.0	88.6	78.4	68.9	68.7	92.3	68.7	68.7
2023-03-16 14:57:22	68.4	90.9	79.4	68.4	68.8	93.4	68.4	68.4
2023-03-16 14:57:23	68.6	90.4	80.4	68.6	68.9	92.5	68.5	68.5
2023-03-16 14:57:24	68.4	90.2	78.9	68.6	68.7	92.5	68.5	68.5
2023-03-16 14:57:25	68.1	89.8	78.2	68.5	68.7	92.6	68.3	68.3
2023-03-16 14:57:26	68.4	87.7	77.4	68.4	68.9	90.8	68.3	68.3
2023-03-16 14:57:27	68.3	91.6	79.1	68.4	68.8	92.6	68.3	68.3
2023-03-16 14:57:28	67.7	89.8	79.1	68.3	68.1	91.4	68.1	68.1
2023-03-16 14:57:29	67.2	87.8	77.8	67.9	67.7	91.7	67.6	67.6
2023-03-16 14:57:30	67.4	88.9	77.6	67.6	67.9	90.9	67.5	67.5
2023-03-16 14:57:31	67.7	87.4	77.3	67.7	68.2	92.2	67.5	67.5
2023-03-16 14:57:32	67.5	87.7	76.8	67.6	67.9	89.6	67.6	67.6
2023-03-16 14:57:33	67.0	87.6	76.7	67.5	67.4	90.7	67.3	67.3
2023-03-16 14:57:34	66.9	88.3	76.6	67.2	67.2	91.3	67.1	67.1
2023-03-16 14:57:35	66.9	88.0	77.7	67.0	67.1	90.8	66.9	66.9
2023-03-16 14:57:36	67.0	87.6	76.5	67.0	67.3	92.8	66.9	66.9
2023-03-16 14:57:37	67.4	87.6	76.0	67.3	67.9	90.3	67.1	67.1
2023-03-16 14:57:38	67.6	86.8	75.5	67.5	68.0	88.6	67.4	67.4
2023-03-16 14:57:39	67.3	86.9	75.7	67.6	68.0	89.2	67.5	67.5
2023-03-16 14:57:40	68.4	88.8	77.4	68.1	69.1	93.1	67.7	67.7
2023-03-16 14:57:41	68.3	87.7	76.8	68.3	69.0	90.3	68.1	68.1
2023-03-16 14:57:42	68.3	86.8	75.6	68.4	68.8	89.7	68.3	68.3
2023-03-16 14:57:43	68.5	86.9	76.1	68.5	69.1	90.3	68.4	68.4
2023-03-16 14:57:44	69.9	89.4	77.3	69.5	70.4	90.4	69.0	69.0
2023-03-16 14:57:45	71.4	87.8	77.3	70.9	72.1	90.7	70.1	70.2
2023-03-16 14:57:46	74.1	89.7	78.5	73.3	75.2	91.8	72.2	72.2
2023-03-16 14:57:47	73.6	89.9	78.6	73.5	74.4	92.2	73.4	73.4
2023-03-16 14:57:48	73.7	92.1	78.6	73.8	75.0	93.4	73.4	73.4
2023-03-16 14:57:49	72.9	90.2	79.0	73.9	75.2	91.8	73.6	73.6
2023-03-16 14:57:50	70.7	88.5	77.3	73.1	72.1	91.1	72.4	72.4

2023-03-16 14:57:51	69.2	89.2	76.9	71.7	70.0	92.5	70.9	70.9
2023-03-16 14:57:52	68.9	86.6	76.6	70.2	69.3	91.3	69.8	69.8
2023-03-16 14:57:53	68.6	89.4	76.8	69.5	69.1	91.7	69.1	69.2
2023-03-16 14:57:54	69.5	86.2	75.6	69.4	70.1	88.9	69.1	69.1
2023-03-16 14:57:55	70.9	89.2	76.6	70.5	71.6	91.3	69.9	69.9
2023-03-16 14:57:56	72.9	90.1	78.2	72.3	73.9	93.2	71.4	71.4
2023-03-16 14:57:57	72.0	91.3	78.0	72.5	73.9	92.9	72.3	72.3
2023-03-16 14:57:58	70.3	87.9	76.5	72.1	71.9	89.1	71.6	71.6
2023-03-16 14:57:59	68.9	88.9	76.5	70.9	69.4	90.9	70.3	70.3
2023-03-16 14:58:00	68.5	88.8	77.3	69.8	69.2	92.1	69.4	69.4
2023-03-16 14:58:01	68.9	88.5	77.9	69.1	69.3	93.1	69.0	69.0
2023-03-16 14:58:02	68.6	87.0	76.2	68.9	68.9	90.4	68.8	68.8
2023-03-16 14:58:03	68.8	87.5	76.7	68.8	69.3	91.3	68.7	68.7
2023-03-16 14:58:04	69.3	88.0	77.3	69.2	69.9	90.6	68.9	68.9
2023-03-16 14:58:05	69.6	88.6	77.7	69.5	70.1	93.3	69.3	69.3
2023-03-16 14:58:06	71.9	88.4	77.7	71.3	73.0	91.7	70.3	70.4
2023-03-16 14:58:07	73.3	89.7	78.3	72.7	74.5	91.5	72.3	72.4
2023-03-16 14:58:08	70.9	89.4	78.1	72.5	72.3	92.6	72.1	72.1
2023-03-16 14:58:09	68.2	87.8	77.1	71.4	69.7	91.2	70.5	70.5
2023-03-16 14:58:10	67.9	88.4	77.6	69.6	68.6	91.1	69.1	69.1
2023-03-16 14:58:11	67.9	89.6	78.2	68.6	68.3	94.5	68.4	68.4
2023-03-16 14:58:12	67.5	88.3	77.5	68.2	67.8	92.6	67.9	67.9
2023-03-16 14:58:13	67.8	91.6	79.0	67.8	68.2	92.5	67.8	67.8
2023-03-16 14:58:14	68.0	90.5	79.0	68.0	68.3	93.9	67.9	67.9
2023-03-16 14:58:15	67.9	91.4	79.0	68.0	68.3	96.2	67.9	67.9
2023-03-16 14:58:16	68.4	92.1	80.5	68.3	68.9	97.1	68.1	68.1
2023-03-16 14:58:17	68.1	90.1	79.7	68.3	68.6	95.1	68.2	68.2
2023-03-16 14:58:18	69.0	91.4	81.5	68.8	69.6	95.7	68.5	68.5
2023-03-16 14:58:19	68.6	90.3	79.8	68.8	69.2	94.5	68.7	68.7
2023-03-16 14:58:20	68.4	92.2	79.3	68.6	68.7	95.8	68.6	68.6
2023-03-16 14:58:21	68.2	88.0	77.9	68.5	68.7	91.1	68.4	68.4
2023-03-16 14:58:22	68.0	89.3	79.2	68.3	68.5	94.2	68.2	68.2
2023-03-16 14:58:23	68.1	91.5	78.2	68.1	68.4	94.3	68.1	68.1
2023-03-16 14:58:24	68.0	87.2	77.2	68.1	68.6	92.4	68.1	68.1
2023-03-16 14:58:25	67.1	88.4	76.9	68.0	67.7	91.5	67.7	67.7

2023-03-16 14:58:26	68.2	87.5	76.8	68.0	68.8	91.5	67.7	67.7
2023-03-16 14:58:27	70.2	90.9	79.7	69.5	71.7	94.8	69.0	69.0
2023-03-16 14:58:28	69.6	88.8	78.2	69.6	70.7	92.9	69.5	69.5
2023-03-16 14:58:29	69.7	90.5	79.1	69.7	70.4	94.1	69.5	69.5
2023-03-16 14:58:30	68.8	89.8	79.5	69.8	70.3	93.9	69.5	69.5
2023-03-16 14:58:31	68.1	89.3	78.0	69.1	68.4	92.7	68.7	68.7
2023-03-16 14:58:32	68.8	90.4	79.9	68.8	69.5	94.0	68.7	68.7
2023-03-16 14:58:33	68.1	90.1	79.0	68.6	68.5	95.3	68.4	68.4
2023-03-16 14:58:34	68.6	89.6	78.1	68.5	69.0	93.8	68.5	68.5
2023-03-16 14:58:35	68.5	92.1	79.3	68.5	68.7	95.0	68.5	68.5
2023-03-16 14:58:36	68.9	91.5	79.4	68.8	69.2	93.3	68.6	68.6
2023-03-16 14:58:37	69.1	90.5	79.1	69.0	69.6	93.3	68.9	68.9
2023-03-16 14:58:38	69.4	89.3	79.2	69.3	69.6	93.6	69.2	69.2
2023-03-16 14:58:39	70.0	90.4	78.4	69.9	71.0	92.7	69.5	69.5
2023-03-16 14:58:40	72.9	91.2	79.3	72.1	73.9	92.3	71.2	71.2
2023-03-16 14:58:41	73.2	91.9	80.2	72.9	74.1	94.5	72.6	72.6
2023-03-16 14:58:42	70.7	89.6	78.9	72.8	72.6	94.6	72.1	72.1
2023-03-16 14:58:43	71.3	89.6	79.2	71.6	71.9	94.0	71.5	71.5
2023-03-16 14:58:44	70.6	90.1	79.0	71.4	71.3	93.6	71.2	71.2
2023-03-16 14:58:45	69.1	88.7	77.4	70.8	70.0	91.9	70.3	70.3
2023-03-16 14:58:46	68.0	88.6	77.2	69.7	68.5	93.2	69.2	69.2
2023-03-16 14:58:47	67.6	87.9	77.2	68.7	67.8	92.1	68.3	68.3
2023-03-16 14:58:48	67.9	89.0	77.8	68.0	68.6	95.5	67.9	67.9
2023-03-16 14:58:49	69.9	90.4	79.4	69.4	70.9	95.6	68.7	68.7
2023-03-16 14:58:50	69.6	90.0	78.3	69.6	70.6	95.0	69.5	69.5
2023-03-16 14:58:51	69.6	90.1	78.6	69.7	70.2	92.7	69.5	69.5
2023-03-16 14:58:52	69.6	89.3	78.5	69.6	69.9	93.9	69.6	69.6
2023-03-16 14:58:53	69.6	89.3	77.1	69.6	70.2	91.2	69.5	69.5
2023-03-16 14:58:54	70.0	91.7	78.3	69.9	70.5	95.3	69.7	69.7
2023-03-16 14:58:55	73.7	92.2	79.6	73.0	75.8	95.0	71.1	71.2
2023-03-16 14:58:56	73.9	92.9	81.4	73.6	75.7	95.6	73.4	73.4
2023-03-16 14:58:57	73.0	91.6	79.6	74.0	75.3	92.5	73.6	73.6
2023-03-16 14:58:58	69.8	88.7	77.9	73.0	70.9	92.1	72.1	72.1
2023-03-16 14:58:59	69.5	89.0	78.0	71.2	69.8	92.5	70.6	70.6
2023-03-16 14:59:00	69.3	90.2	78.3	70.2	69.9	91.9	69.9	69.9

2023-03-16	14:59:01	69.0	91.1	78.7	69.6	69.3	91.5	69.4	69.4
2023-03-16	14:59:02	68.7	89.4	78.4	69.2	69.2	92.7	69.1	69.1
2023-03-16	14:59:03	68.7	88.7	78.4	68.9	69.0	92.0	68.8	68.8
2023-03-16	14:59:04	69.8	90.2	78.2	69.4	70.2	92.2	69.2	69.2
2023-03-16	14:59:05	69.6	89.1	77.7	69.6	70.0	93.8	69.5	69.5
2023-03-16	14:59:06	69.7	89.9	78.7	69.7	70.2	93.1	69.5	69.5
2023-03-16	14:59:07	72.0	91.0	78.0	71.4	73.0	91.5	70.5	70.5
2023-03-16	14:59:08	74.4	92.2	79.9	73.7	75.4	94.0	72.6	72.6
2023-03-16	14:59:09	76.8	94.8	81.0	75.9	78.1	95.3	75.0	75.1
2023-03-16	14:59:10	75.0	93.5	81.3	75.9	76.2	95.6	75.7	75.7
2023-03-16	14:59:11	71.9	91.5	80.5	75.2	73.4	95.1	74.3	74.3
2023-03-16	14:59:12	71.3	91.4	80.7	73.4	71.7	94.8	72.7	72.8
2023-03-16	14:59:13	70.6	91.9	80.9	72.2	71.2	95.8	71.7	71.7
2023-03-16	14:59:14	69.7	92.5	81.0	71.2	70.6	97.0	70.8	70.8
2023-03-16	14:59:15	70.1	91.2	80.2	70.3	70.8	96.8	70.1	70.1
2023-03-16	14:59:16	70.3	90.2	79.2	70.4	71.0	93.8	70.3	70.3
2023-03-16	14:59:17	70.0	89.8	78.4	70.2	70.3	92.9	70.1	70.1
2023-03-16	14:59:18	69.8	92.4	79.2	70.1	70.4	92.1	70.0	70.0
2023-03-16	14:59:19	69.8	92.4	81.2	69.9	70.4	95.4	69.8	69.8
2023-03-16	14:59:20	69.8	96.4	84.8	70.0	70.4	100.0	69.9	69.9
2023-03-16	14:59:21	70.1	93.3	83.3	70.1	70.8	98.0	69.9	69.9
2023-03-16	14:59:22	71.4	92.5	80.2	71.1	72.7	96.9	70.4	70.4
2023-03-16	14:59:23	73.0	90.3	79.4	72.5	73.9	93.3	71.8	71.8
2023-03-16	14:59:24	72.6	90.6	80.0	72.7	74.2	94.9	72.6	72.6
2023-03-16	14:59:25	70.9	90.4	79.4	72.4	72.4	94.3	72.0	72.0
2023-03-16	14:59:26	69.9	89.6	78.7	71.4	70.2	93.0	70.9	70.9
2023-03-16	14:59:27	70.1	90.3	79.3	70.5	70.5	92.0	70.3	70.3
2023-03-16	14:59:28	69.8	89.9	78.8	70.3	70.4	92.8	70.1	70.1
2023-03-16	14:59:29	69.4	91.6	78.8	70.0	69.9	91.9	69.8	69.8
2023-03-16	14:59:30	69.4	90.3	78.8	69.6	69.7	94.3	69.5	69.5
2023-03-16	14:59:31	70.0	89.3	77.3	69.8	70.4	91.7	69.6	69.6
2023-03-16	14:59:32	71.1	88.5	77.3	70.7	71.5	91.2	70.3	70.3
2023-03-16	14:59:33	72.7	90.0	78.5	72.1	73.1	93.5	71.5	71.5
2023-03-16	14:59:34	71.7	88.4	77.8	72.2	73.0	91.6	72.0	72.0
2023-03-16	14:59:35	70.6	90.2	78.7	71.8	71.5	95.3	71.5	71.5

2023-03-16	14:59:36	69.7	89.3	78.7	71.0	70.2	93.3	70.6	70.6
2023-03-16	14:59:37	69.1	88.3	76.8	70.2	69.5	91.3	69.8	69.8
2023-03-16	14:59:38	69.8	89.1	77.9	69.8	70.3	93.8	69.6	69.6
2023-03-16	14:59:39	70.1	89.5	78.2	70.2	71.1	92.6	70.0	70.0
2023-03-16	14:59:40	69.6	90.7	79.0	69.9	70.2	94.3	69.8	69.8
2023-03-16	14:59:41	69.8	90.0	78.0	69.9	70.4	92.7	69.8	69.8
2023-03-16	14:59:42	69.7	88.8	78.1	69.8	70.2	93.1	69.8	69.8
2023-03-16	14:59:43	69.6	88.9	78.1	69.7	69.9	91.9	69.7	69.7
2023-03-16	14:59:44	69.7	88.7	77.4	69.8	70.4	91.2	69.7	69.7
2023-03-16	14:59:45	69.1	87.5	76.8	69.7	69.9	90.3	69.5	69.5
2023-03-16	14:59:46	69.1	88.7	77.0	69.3	69.8	90.4	69.2	69.2
2023-03-16	14:59:47	68.8	88.7	77.9	69.1	69.4	92.0	68.9	68.9
2023-03-16	14:59:48	69.8	90.0	78.0	69.6	70.5	93.4	69.2	69.2
2023-03-16	14:59:49	70.7	90.2	78.7	70.3	71.4	93.0	70.1	70.1
2023-03-16	14:59:50	72.3	89.4	78.4	71.8	73.6	91.7	71.1	71.1
2023-03-16	14:59:51	71.0	92.1	78.5	71.7	72.0	94.3	71.5	71.5
2023-03-16	14:59:52	68.8	88.9	77.9	71.2	70.3	90.9	70.5	70.5
2023-03-16	14:59:53	68.4	88.0	76.0	69.8	69.0	89.7	69.2	69.2
2023-03-16	14:59:54	70.9	89.4	77.1	70.7	73.5	91.2	69.3	69.3
2023-03-16	14:59:55	74.4	91.6	80.0	73.2	75.5	92.4	72.6	72.6
2023-03-16	14:59:56	73.7	94.1	78.5	73.9	75.7	93.5	73.7	73.7
2023-03-16	14:59:57	69.8	88.2	76.5	73.2	71.5	89.6	72.3	72.3
2023-03-16	14:59:58	67.2	87.9	75.9	71.3	68.4	89.0	70.2	70.2
2023-03-16	14:59:59	66.7	87.6	75.8	69.1	67.2	89.3	68.4	68.4
2023-03-16	15:00:00	66.6	86.6	75.5	67.7	66.9	87.8	67.4	67.4
2023-03-16	15:00:01	66.5	87.1	75.7	67.1	67.1	89.9	66.8	66.8
2023-03-16	15:00:02	67.0	89.3	77.4	66.9	67.4	91.1	66.8	66.8
2023-03-16	15:00:03	67.3	89.5	77.4	67.2	67.5	92.2	67.1	67.1
2023-03-16	15:00:04	67.5	89.1	76.4	67.4	67.9	91.8	67.2	67.2
2023-03-16	15:00:05	67.3	87.4	76.0	67.4	67.9	89.8	67.4	67.4
2023-03-16	15:00:06	67.5	89.1	76.7	67.5	68.2	92.1	67.3	67.3
2023-03-16	15:00:07	68.1	89.3	78.0	68.0	68.8	93.8	67.7	67.7
2023-03-16	15:00:08	67.8	89.0	77.7	68.0	68.5	92.2	67.9	67.9
2023-03-16	15:00:09	68.4	91.3	79.3	68.3	69.0	97.0	68.1	68.1
2023-03-16	15:00:10	68.5	89.3	76.9	68.5	69.0	93.1	68.3	68.3

2023-03-16 15:00:11	68.4	89.0	77.0	68.5	68.9	93.2	68.4	68.4
2023-03-16 15:00:12	68.7	89.5	77.6	68.6	68.9	93.8	68.5	68.5
2023-03-16 15:00:13	69.1	90.1	77.5	68.9	69.5	92.0	68.8	68.8
2023-03-16 15:00:14	69.7	88.5	78.0	69.5	70.1	92.5	69.2	69.2
2023-03-16 15:00:15	71.6	89.3	78.2	71.1	73.0	93.1	70.1	70.1
2023-03-16 15:00:16	74.0	90.4	78.9	73.4	75.8	93.0	72.0	72.1
2023-03-16 15:00:17	72.2	90.6	78.9	73.5	75.3	93.6	73.1	73.1
2023-03-16 15:00:18	70.2	89.1	77.8	72.5	71.3	92.2	71.9	71.9
2023-03-16 15:00:19	69.5	88.7	77.0	71.1	70.2	90.5	70.6	70.6
2023-03-16 15:00:20	68.7	89.5	77.4	70.2	69.5	89.6	69.7	69.7
2023-03-16 15:00:21	68.6	87.2	77.0	69.3	69.0	92.2	69.1	69.1
2023-03-16 15:00:22	68.7	89.3	77.2	68.9	69.2	90.5	68.7	68.7
2023-03-16 15:00:23	68.8	89.6	77.0	68.9	69.2	89.9	68.8	68.8
2023-03-16 15:00:24	70.3	89.5	77.0	69.9	70.9	90.1	69.3	69.3
2023-03-16 15:00:25	74.0	92.3	79.0	73.3	76.4	94.4	71.1	71.2
2023-03-16 15:00:26	77.7	93.2	82.2	76.5	78.8	96.2	75.5	75.5
2023-03-16 15:00:27	75.2	91.2	79.9	76.6	78.0	93.4	76.2	76.2
2023-03-16 15:00:28	71.0	89.6	78.4	75.5	73.6	93.0	74.3	74.4
2023-03-16 15:00:29	69.9	89.9	77.4	73.1	70.7	91.6	72.2	72.2
2023-03-16 15:00:30	69.0	90.5	77.6	71.3	69.4	93.1	70.6	70.6
2023-03-16 15:00:31	69.1	87.4	76.7	70.0	69.5	90.5	69.7	69.7
2023-03-16 15:00:32	68.8	88.5	77.0	69.5	69.7	90.9	69.2	69.2
2023-03-16 15:00:33	68.5	88.3	77.7	69.0	69.4	92.5	68.9	68.9
2023-03-16 15:00:34	68.5	91.5	78.9	68.7	68.8	95.3	68.6	68.6
2023-03-16 15:00:35	68.5	90.1	78.4	68.6	68.9	93.7	68.6	68.6
2023-03-16 15:00:36	68.2	89.4	78.2	68.5	68.7	94.3	68.4	68.4
2023-03-16 15:00:37	68.3	89.7	78.7	68.4	68.7	92.2	68.3	68.3
2023-03-16 15:00:38	68.4	89.1	78.0	68.5	69.0	93.7	68.3	68.3
2023-03-16 15:00:39	69.0	88.4	78.1	68.8	69.3	91.4	68.7	68.7
2023-03-16 15:00:40	69.1	88.9	78.7	69.0	69.5	93.6	68.8	68.8
2023-03-16 15:00:41	69.0	90.5	79.4	69.1	69.6	94.3	69.0	69.0
2023-03-16 15:00:42	69.1	88.7	77.8	69.1	69.6	92.8	69.0	69.0
2023-03-16 15:00:43	68.7	89.3	77.8	69.1	69.3	92.0	68.9	68.9
2023-03-16 15:00:44	68.6	90.0	78.7	68.8	68.8	93.3	68.7	68.7
2023-03-16 15:00:45	68.2	89.7	78.3	68.7	68.6	93.4	68.5	68.5

2023-03-16 15:00:46	67.8	89.1	77.3	68.3	68.3	91.7	68.1	68.1
2023-03-16 15:00:47	68.2	88.8	78.0	68.2	68.4	91.9	68.1	68.1
2023-03-16 15:00:48	68.1	89.8	78.1	68.2	68.5	93.1	68.1	68.1
2023-03-16 15:00:49	68.0	88.0	77.3	68.1	68.4	92.9	68.1	68.1
2023-03-16 15:00:50	69.1	88.8	77.6	68.9	70.1	92.9	68.3	68.3
2023-03-16 15:00:51	73.2	92.1	79.3	72.6	76.2	95.6	70.3	70.4
2023-03-16 15:00:52	77.0	95.1	82.3	75.8	78.2	96.7	74.7	74.8
2023-03-16 15:00:53	75.3	93.5	80.6	76.2	77.7	93.9	75.9	75.9
2023-03-16 15:00:54	72.2	91.6	80.1	75.2	73.5	93.6	74.4	74.4
2023-03-16 15:00:55	69.9	89.2	77.6	73.5	71.0	91.2	72.5	72.5
2023-03-16 15:00:56	69.0	89.3	79.2	71.6	69.7	92.9	70.8	70.9
2023-03-16 15:00:57	68.8	89.0	78.7	70.1	69.4	92.9	69.7	69.7
2023-03-16 15:00:58	68.4	89.9	78.2	69.3	68.7	93.7	68.9	69.0
2023-03-16 15:00:59	68.3	89.1	77.5	68.8	68.8	92.1	68.6	68.6
2023-03-16 15:01:00	68.2	88.2	77.5	68.5	68.6	92.0	68.3	68.3
2023-03-16 15:01:01	68.2	88.5	77.8	68.3	68.5	93.8	68.3	68.3
2023-03-16 15:01:02	68.8	88.9	77.8	68.7	69.2	93.5	68.4	68.4
2023-03-16 15:01:03	69.4	90.4	78.7	69.1	69.7	92.6	68.9	68.9
2023-03-16 15:01:04	69.4	90.5	79.1	69.4	69.9	93.0	69.3	69.3
2023-03-16 15:01:05	69.4	89.7	78.7	69.4	69.8	93.4	69.4	69.4
2023-03-16 15:01:06	69.7	89.8	79.0	69.6	70.0	94.9	69.5	69.5
2023-03-16 15:01:07	70.2	89.0	77.9	70.0	70.6	92.8	69.8	69.8
2023-03-16 15:01:08	72.5	89.9	78.9	71.9	73.7	94.3	70.8	70.8
2023-03-16 15:01:09	75.3	92.7	80.6	74.4	76.6	95.5	73.5	73.5
2023-03-16 15:01:10	73.2	90.7	79.8	74.4	74.5	94.4	74.1	74.1
2023-03-16 15:01:11	70.7	90.8	79.1	73.6	72.3	93.2	72.8	72.8
2023-03-16 15:01:12	70.0	89.5	78.0	71.9	70.3	93.2	71.3	71.3
2023-03-16 15:01:13	70.1	90.9	79.2	70.8	70.4	93.2	70.6	70.6
2023-03-16 15:01:14	69.3	90.4	79.1	70.3	70.0	92.1	70.0	70.0
2023-03-16 15:01:15	69.2	90.0	79.1	69.8	69.6	94.0	69.6	69.6
2023-03-16 15:01:16	68.7	89.8	78.5	69.4	69.1	92.4	69.1	69.1
2023-03-16 15:01:17	69.0	90.5	81.1	69.0	69.3	94.2	69.0	69.0
2023-03-16 15:01:18	70.4	92.0	80.5	70.0	70.9	95.0	69.5	69.5
2023-03-16 15:01:19	69.4	90.7	79.6	70.0	70.5	91.8	69.8	69.8
2023-03-16 15:01:20	68.9	91.1	79.0	69.6	69.3	92.6	69.3	69.3

2023-03-16 15:01:21	69.3	90.7	80.5	69.3	69.6	95.2	69.2	69.2
2023-03-16 15:01:22	69.1	92.5	82.5	69.2	69.4	96.3	69.2	69.2
2023-03-16 15:01:23	69.0	93.9	81.8	69.2	69.6	95.2	69.1	69.1
2023-03-16 15:01:24	69.3	92.5	81.1	69.2	69.8	97.1	69.1	69.1
2023-03-16 15:01:25	69.1	91.2	80.2	69.3	69.6	96.8	69.2	69.2
2023-03-16 15:01:26	69.0	91.8	80.4	69.2	69.3	97.0	69.1	69.1
2023-03-16 15:01:27	69.5	94.1	81.5	69.4	70.2	97.6	69.2	69.2
2023-03-16 15:01:28	69.6	91.9	81.0	69.7	70.2	98.1	69.5	69.5
2023-03-16 15:01:29	69.1	90.9	79.9	69.5	69.5	93.4	69.4	69.4
2023-03-16 15:01:30	69.1	91.8	80.2	69.3	69.4	95.5	69.2	69.2
2023-03-16 15:01:31	68.9	91.9	79.4	69.2	69.4	93.1	69.1	69.1
2023-03-16 15:01:32	69.0	89.6	79.8	69.1	69.7	93.3	68.9	68.9
2023-03-16 15:01:33	69.0	90.9	79.7	69.1	69.3	94.9	69.0	69.0
2023-03-16 15:01:34	68.7	90.9	79.4	69.0	69.1	93.3	68.9	68.9
2023-03-16 15:01:35	68.9	89.6	79.5	68.9	69.1	94.3	68.9	68.9
2023-03-16 15:01:36	68.9	91.4	80.5	68.9	69.2	97.6	68.9	68.9
2023-03-16 15:01:37	68.7	91.7	80.2	68.9	69.3	95.3	68.8	68.8
2023-03-16 15:01:38	69.0	90.1	79.4	68.9	69.2	92.4	68.8	68.8
2023-03-16 15:01:39	69.4	89.9	78.3	69.2	69.7	91.6	69.1	69.1
2023-03-16 15:01:40	69.3	91.5	79.4	69.3	69.6	93.3	69.2	69.2
2023-03-16 15:01:41	69.4	92.6	80.5	69.4	69.7	95.6	69.3	69.3
2023-03-16 15:01:42	69.4	90.3	79.0	69.4	70.1	93.0	69.3	69.3
2023-03-16 15:01:43	70.4	91.1	79.4	70.1	70.6	92.5	69.8	69.8
2023-03-16 15:01:44	70.5	90.9	78.8	70.4	71.0	92.6	70.1	70.1
2023-03-16 15:01:45	70.2	88.4	77.4	70.5	71.0	92.2	70.4	70.4
2023-03-16 15:01:46	69.7	89.6	77.8	70.2	70.1	91.1	70.0	70.0
2023-03-16 15:01:47	69.6	89.9	78.5	69.9	69.9	92.8	69.7	69.7
2023-03-16 15:01:48	69.6	89.9	79.2	69.7	69.9	93.3	69.6	69.6
2023-03-16 15:01:49	70.2	89.6	77.9	70.1	71.0	93.4	69.8	69.8
2023-03-16 15:01:50	70.6	91.7	78.9	70.5	71.3	94.7	70.2	70.2
2023-03-16 15:01:51	71.0	90.4	79.1	70.9	71.7	94.9	70.7	70.7
2023-03-16 15:01:52	71.2	90.0	79.0	71.1	71.4	94.3	70.9	70.9
2023-03-16 15:01:53	70.2	89.7	79.1	71.0	71.1	92.6	70.8	70.8
2023-03-16 15:01:54	69.0	89.4	79.0	70.4	69.7	94.2	70.0	70.0
2023-03-16 15:01:55	69.1	88.6	78.7	69.6	69.9	93.5	69.4	69.4

2023-03-16 15:01:56	69.6	91.3	79.4	69.5	70.1	95.6	69.4	69.4
2023-03-16 15:01:57	71.5	91.2	78.9	71.1	73.0	92.6	70.1	70.1
2023-03-16 15:01:58	76.8	94.0	81.2	75.8	78.8	97.2	73.4	73.5
2023-03-16 15:01:59	78.2	95.6	83.9	77.5	79.2	97.3	76.8	76.8
2023-03-16 15:02:00	75.1	92.7	81.3	77.5	77.7	94.9	76.8	76.8
2023-03-16 15:02:01	76.8	93.7	81.6	76.6	77.6	95.8	76.4	76.4
2023-03-16 15:02:02	76.0	93.1	80.8	76.9	77.6	94.6	76.6	76.6
2023-03-16 15:02:03	71.2	89.4	78.6	75.9	73.4	93.0	74.7	74.8
2023-03-16 15:02:04	69.4	88.6	78.3	73.5	70.4	93.5	72.4	72.4
2023-03-16 15:02:05	68.8	89.4	78.0	71.3	69.4	91.8	70.5	70.5
2023-03-16 15:02:06	69.2	87.9	77.0	69.9	69.6	91.2	69.6	69.6
2023-03-16 15:02:07	68.3	89.1	76.9	69.5	69.6	91.2	69.1	69.1
2023-03-16 15:02:08	67.8	87.4	76.3	68.8	68.5	90.5	68.5	68.5
2023-03-16 15:02:09	68.0	89.5	77.3	68.2	68.4	91.7	68.0	68.0
2023-03-16 15:02:10	67.6	88.7	77.5	68.1	68.3	91.6	67.9	67.9
2023-03-16 15:02:11	67.6	89.8	77.5	67.8	67.9	92.5	67.7	67.7
2023-03-16 15:02:12	67.7	90.1	78.5	67.7	68.1	93.3	67.7	67.7
2023-03-16 15:02:13	67.7	89.8	79.0	67.8	68.1	92.4	67.7	67.7
2023-03-16 15:02:14	67.0	89.3	77.8	67.7	67.6	93.6	67.5	67.5
2023-03-16 15:02:15	67.3	89.5	77.4	67.3	67.8	91.0	67.2	67.2
2023-03-16 15:02:16	67.6	89.4	77.7	67.5	68.1	91.9	67.4	67.4
2023-03-16 15:02:17	67.6	90.2	78.6	67.6	68.0	91.5	67.6	67.6
2023-03-16 15:02:18	67.5	88.0	77.3	67.6	67.8	91.8	67.5	67.5
2023-03-16 15:02:19	67.9	90.2	79.5	67.8	68.2	93.0	67.6	67.6
2023-03-16 15:02:20	67.8	89.5	78.6	67.9	68.2	91.8	67.8	67.8
2023-03-16 15:02:21	67.9	89.9	78.9	67.9	68.2	92.7	67.8	67.8
2023-03-16 15:02:22	68.1	92.8	82.5	68.0	68.6	98.5	68.0	68.0
2023-03-16 15:02:23	68.2	93.6	83.1	68.2	68.8	97.4	68.1	68.1
2023-03-16 15:02:24	68.3	91.8	81.2	68.3	68.8	95.3	68.2	68.2
2023-03-16 15:02:25	68.4	94.9	84.2	68.4	68.8	98.7	68.3	68.3
2023-03-16 15:02:26	69.0	92.4	80.8	68.8	69.6	95.3	68.6	68.6
2023-03-16 15:02:27	71.7	91.8	81.5	71.2	73.7	96.6	69.7	69.7
2023-03-16 15:02:28	76.6	94.5	82.7	75.3	78.4	98.2	74.1	74.2
2023-03-16 15:02:29	76.2	94.5	82.0	76.2	78.0	95.8	75.8	75.8
2023-03-16 15:02:30	71.5	90.7	79.1	75.7	74.2	92.9	74.6	74.7

2023-03-16 15:02:31	69.7	92.3	78.8	73.4	70.0	94.7	72.4	72.4
2023-03-16 15:02:32	69.4	88.9	78.5	71.4	69.9	92.7	70.8	70.8
2023-03-16 15:02:33	69.0	91.1	80.2	70.3	69.6	94.4	69.9	69.9
2023-03-16 15:02:34	68.9	89.8	78.7	69.5	69.2	92.6	69.2	69.2
2023-03-16 15:02:35	69.5	89.7	79.8	69.5	70.3	96.2	69.2	69.2
2023-03-16 15:02:36	69.7	89.8	78.9	69.6	70.2	94.0	69.5	69.5
2023-03-16 15:02:37	70.8	90.9	78.3	70.4	71.2	93.5	70.0	70.0
2023-03-16 15:02:38	70.9	92.2	80.2	70.8	71.7	96.1	70.7	70.7
2023-03-16 15:02:39	70.2	92.9	79.8	70.7	71.0	95.7	70.6	70.6
2023-03-16 15:02:40	69.0	91.1	79.6	70.3	69.9	98.2	69.9	69.9
2023-03-16 15:02:41	68.4	91.2	79.6	69.5	68.9	95.3	69.1	69.1
2023-03-16 15:02:42	68.6	88.9	78.3	68.8	68.8	92.5	68.7	68.7
2023-03-16 15:02:43	69.2	88.3	78.0	69.0	69.4	91.3	68.9	68.9
2023-03-16 15:02:44	69.1	88.2	77.2	69.1	69.5	93.4	69.1	69.1
2023-03-16 15:02:45	69.4	89.8	78.6	69.3	69.9	92.9	69.1	69.1
2023-03-16 15:02:46	69.1	88.6	77.6	69.4	70.0	92.5	69.3	69.3
2023-03-16 15:02:47	69.2	90.2	77.8	69.2	69.5	91.5	69.1	69.1
2023-03-16 15:02:48	69.1	89.2	77.4	69.2	69.5	90.8	69.2	69.2
2023-03-16 15:02:49	68.4	87.5	77.8	69.1	68.8	92.7	68.9	68.9
2023-03-16 15:02:50	68.1	90.3	78.2	68.7	68.6	92.1	68.5	68.5
2023-03-16 15:02:51	68.6	90.3	78.6	68.5	68.9	94.4	68.4	68.4
2023-03-16 15:02:52	68.1	88.6	77.3	68.5	68.7	91.8	68.4	68.4
2023-03-16 15:02:53	67.9	90.0	78.6	68.2	68.4	93.5	68.1	68.1
2023-03-16 15:02:54	67.7	89.9	78.0	68.1	68.3	92.0	68.0	68.0
2023-03-16 15:02:55	67.6	89.3	77.6	67.8	68.0	91.9	67.8	67.8
2023-03-16 15:02:56	67.6	89.2	78.9	67.7	68.1	93.2	67.6	67.6
2023-03-16 15:02:57	67.9	91.5	80.0	67.8	68.3	95.0	67.7	67.7
2023-03-16 15:02:58	67.8	91.6	80.4	67.8	68.3	96.1	67.8	67.8
2023-03-16 15:02:59	68.3	90.7	79.1	68.2	68.8	93.5	67.9	67.9
2023-03-16 15:03:00	68.1	87.8	78.3	68.3	68.8	93.1	68.2	68.2
2023-03-16 15:03:01	67.4	90.1	79.0	68.1	67.8	93.7	67.8	67.8
2023-03-16 15:03:02	67.3	88.7	77.7	67.7	67.7	92.6	67.5	67.5
2023-03-16 15:03:03	66.8	88.2	77.1	67.4	67.3	92.0	67.2	67.2
2023-03-16 15:03:04	66.4	87.6	77.5	67.0	66.7	93.1	66.8	66.8
2023-03-16 15:03:05	66.7	88.6	77.5	66.7	67.1	92.7	66.7	66.7

2023-03-16	15:03:06	66.7	88.0	76.9	66.8	67.2	92.7	66.7	66.7
2023-03-16	15:03:07	67.5	88.0	77.4	67.3	68.0	91.9	67.0	67.0
2023-03-16	15:03:08	68.6	90.0	77.7	68.2	69.1	93.8	67.8	67.8
2023-03-16	15:03:09	68.8	88.5	78.5	68.7	69.4	93.5	68.5	68.5
2023-03-16	15:03:10	68.6	90.0	78.0	68.7	69.1	91.8	68.6	68.6
2023-03-16	15:03:11	68.4	89.5	77.6	68.6	68.9	93.1	68.5	68.5
2023-03-16	15:03:12	68.0	89.8	79.0	68.5	68.3	94.5	68.3	68.3
2023-03-16	15:03:13	68.5	89.3	78.3	68.4	69.0	93.4	68.3	68.3
2023-03-16	15:03:14	68.8	89.5	78.0	68.7	69.2	94.3	68.6	68.6
2023-03-16	15:03:15	68.7	89.2	78.4	68.8	69.3	94.8	68.7	68.7
2023-03-16	15:03:16	68.5	88.4	77.8	68.6	69.0	92.1	68.5	68.5
2023-03-16	15:03:17	68.7	88.2	77.6	68.7	69.3	91.2	68.6	68.6
2023-03-16	15:03:18	69.0	90.3	78.4	68.9	69.4	93.1	68.8	68.8
2023-03-16	15:03:19	68.9	89.2	77.9	69.0	69.5	92.2	68.9	68.9
2023-03-16	15:03:20	70.0	91.3	79.2	69.7	70.5	94.7	69.3	69.3
2023-03-16	15:03:21	72.8	91.5	79.7	72.1	74.1	95.6	70.8	70.8
2023-03-16	15:03:22	76.9	93.8	82.0	75.9	78.4	96.5	74.1	74.1
2023-03-16	15:03:23	77.2	94.8	82.1	76.9	79.1	96.8	76.7	76.7
2023-03-16	15:03:24	72.7	93.1	79.7	76.5	75.7	94.9	75.5	75.6
2023-03-16	15:03:25	71.3	90.2	78.4	74.3	71.6	93.2	73.4	73.5
2023-03-16	15:03:26	75.2	92.6	80.0	74.9	77.5	94.5	73.2	73.2
2023-03-16	15:03:27	76.6	93.1	81.4	76.0	77.7	95.4	75.7	75.7
2023-03-16	15:03:28	73.7	90.6	79.5	76.1	76.7	92.5	75.5	75.5
2023-03-16	15:03:29	70.9	89.9	78.7	74.5	72.2	93.2	73.4	73.5
2023-03-16	15:03:30	70.1	88.9	78.9	72.6	70.9	93.8	71.8	71.8
2023-03-16	15:03:31	69.7	89.0	79.0	71.2	70.3	94.3	70.7	70.7
2023-03-16	15:03:32	70.3	89.7	78.5	70.4	71.4	92.9	70.2	70.2
2023-03-16	15:03:33	71.7	90.7	78.9	71.3	72.0	94.3	70.9	70.9
2023-03-16	15:03:34	71.1	89.5	78.0	71.5	72.0	93.9	71.3	71.3
2023-03-16	15:03:35	69.2	89.4	77.5	71.0	70.0	93.5	70.4	70.4
2023-03-16	15:03:36	68.4	88.1	76.7	70.0	69.6	91.9	69.5	69.5
2023-03-16	15:03:37	67.9	87.9	76.7	69.0	68.3	92.6	68.6	68.6
2023-03-16	15:03:38	68.0	89.3	76.5	68.3	68.3	92.2	68.2	68.2
2023-03-16	15:03:39	68.5	88.1	77.5	68.4	69.1	93.4	68.2	68.2
2023-03-16	15:03:40	68.2	88.4	76.0	68.5	68.7	91.5	68.4	68.4

2023-03-16 15:03:41	68.1	87.4	75.8	68.3	68.4	90.0	68.2	68.2
2023-03-16 15:03:42	68.3	88.1	76.1	68.3	68.8	90.7	68.2	68.2
2023-03-16 15:03:43	68.0	87.7	76.3	68.2	68.5	91.1	68.1	68.1
2023-03-16 15:03:44	67.8	87.0	76.3	68.1	68.2	90.0	68.0	68.0
2023-03-16 15:03:45	67.9	87.4	76.5	68.0	68.4	93.5	67.9	67.9
2023-03-16 15:03:46	67.1	87.1	75.3	67.8	67.5	90.6	67.6	67.6
2023-03-16 15:03:47	66.7	86.4	75.7	67.4	67.4	89.5	67.2	67.2
2023-03-16 15:03:48	66.3	88.3	76.1	66.9	66.6	93.3	66.7	66.7
2023-03-16 15:03:49	66.9	89.2	76.9	66.8	67.3	93.4	66.7	66.7
2023-03-16 15:03:50	66.6	88.0	77.1	66.8	67.3	93.0	66.7	66.7
2023-03-16 15:03:51	66.5	87.7	76.9	66.6	66.9	92.0	66.6	66.6
2023-03-16 15:03:52	66.5	85.8	76.4	66.6	66.8	90.0	66.6	66.6
2023-03-16 15:03:53	66.9	88.1	75.5	66.8	67.5	89.9	66.6	66.6
2023-03-16 15:03:54	67.4	86.3	76.2	67.2	67.8	90.9	67.0	67.0
2023-03-16 15:03:55	67.1	87.1	75.6	67.2	67.5	91.2	67.2	67.2
2023-03-16 15:03:56	67.3	90.1	78.4	67.3	67.9	95.3	67.1	67.1
2023-03-16 15:03:57	67.8	89.0	76.8	67.6	68.2	90.0	67.5	67.5
2023-03-16 15:03:58	67.7	89.5	78.0	67.8	68.6	91.3	67.7	67.7
2023-03-16 15:03:59	67.3	88.0	76.9	67.6	67.9	92.5	67.5	67.5
2023-03-16 15:04:00	67.9	88.8	78.3	67.8	68.2	92.4	67.6	67.6
2023-03-16 15:04:01	68.5	88.6	78.7	68.2	68.9	91.2	68.1	68.1
2023-03-16 15:04:02	67.9	88.3	78.2	68.1	68.4	91.7	68.1	68.1
2023-03-16 15:04:03	67.8	89.4	77.4	68.0	68.2	91.4	67.9	67.9
2023-03-16 15:04:04	68.0	87.6	76.5	68.0	68.3	90.7	67.9	67.9
2023-03-16 15:04:05	68.3	89.2	77.1	68.2	68.9	91.5	68.0	68.0
2023-03-16 15:04:06	68.3	91.3	78.4	68.3	68.8	93.2	68.2	68.2
2023-03-16 15:04:07	69.3	93.6	80.5	69.0	69.9	97.3	68.6	68.6
2023-03-16 15:04:08	72.0	92.7	80.5	71.3	73.0	96.6	70.1	70.2
2023-03-16 15:04:09	73.1	94.3	81.9	72.7	74.6	98.0	71.9	71.9
2023-03-16 15:04:10	70.3	94.0	81.6	72.6	73.4	98.6	72.1	72.1
2023-03-16 15:04:11	67.8	88.0	76.9	71.1	68.6	93.8	70.2	70.2
2023-03-16 15:04:12	67.3	87.4	76.7	69.3	67.8	92.5	68.7	68.7
2023-03-16 15:04:13	66.9	89.4	77.4	68.1	67.4	91.5	67.8	67.8
2023-03-16 15:04:14	66.7	88.8	77.7	67.3	67.4	91.7	67.1	67.1
2023-03-16 15:04:15	67.3	90.7	78.9	67.2	67.7	94.4	67.1	67.1

2023-03-16 15:04:16	67.8	89.3	79.0	67.6	68.2	93.6	67.4	67.4
2023-03-16 15:04:17	67.8	89.9	79.5	67.8	68.3	94.9	67.6	67.6
2023-03-16 15:04:18	67.9	90.0	79.5	67.8	68.2	94.8	67.8	67.8
2023-03-16 15:04:19	67.6	90.4	77.9	67.9	68.1	92.2	67.8	67.8
2023-03-16 15:04:20	67.5	88.8	76.9	67.7	68.0	93.6	67.6	67.6
2023-03-16 15:04:21	68.1	89.3	77.2	68.0	68.5	90.7	67.8	67.8
2023-03-16 15:04:22	67.6	88.2	76.8	68.0	68.1	92.0	67.8	67.8
2023-03-16 15:04:23	67.9	88.8	77.8	67.9	68.3	93.5	67.8	67.8
2023-03-16 15:04:24	68.8	90.0	78.6	68.5	69.1	94.3	68.3	68.3
2023-03-16 15:04:25	68.4	90.7	78.2	68.5	68.7	94.5	68.5	68.5
2023-03-16 15:04:26	68.3	87.9	77.4	68.5	68.9	92.0	68.4	68.4
2023-03-16 15:04:27	69.7	89.7	78.2	69.3	70.1	93.5	68.9	68.9
2023-03-16 15:04:28	71.5	92.4	81.2	71.0	72.5	95.6	70.1	70.1
2023-03-16 15:04:29	77.5	97.5	84.0	76.4	79.1	97.5	73.8	74.0
2023-03-16 15:04:30	79.0	97.4	86.9	78.2	80.2	100.3	77.8	77.8
2023-03-16 15:04:31	73.4	93.1	81.5	78.0	77.0	97.7	76.9	76.9
2023-03-16 15:04:32	70.8	92.8	82.9	75.5	71.6	100.6	74.4	74.4
2023-03-16 15:04:33	69.6	93.8	82.4	73.1	70.2	98.1	72.1	72.2
2023-03-16 15:04:34	69.5	94.8	82.5	71.2	70.0	98.9	70.6	70.6
2023-03-16 15:04:35	69.9	93.5	82.1	70.2	70.5	98.2	70.1	70.1
2023-03-16 15:04:36	69.9	91.7	79.5	70.0	70.3	96.9	70.0	70.0
2023-03-16 15:04:37	69.4	92.9	80.5	69.9	69.8	97.8	69.7	69.7
2023-03-16 15:04:38	69.5	91.8	80.7	69.6	69.8	97.4	69.5	69.5
2023-03-16 15:04:39	68.6	91.2	79.4	69.5	69.9	94.3	69.3	69.3
2023-03-16 15:04:40	68.0	96.6	80.9	68.9	68.4	100.0	68.6	68.6
2023-03-16 15:04:41	67.4	92.2	80.9	68.3	67.9	97.4	68.0	68.0
2023-03-16 15:04:42	67.5	92.2	78.5	67.8	68.1	95.8	67.6	67.6
2023-03-16 15:04:43	67.6	92.5	80.7	67.7	68.2	97.6	67.6	67.6
2023-03-16 15:04:44	66.9	89.7	78.6	67.6	67.7	92.5	67.4	67.4
2023-03-16 15:04:45	66.6	90.0	78.0	67.1	67.2	94.8	66.9	66.9
2023-03-16 15:04:46	66.3	89.0	77.6	66.9	67.0	95.2	66.7	66.7
2023-03-16 15:04:47	66.5	87.0	76.4	66.6	67.2	92.1	66.4	66.4
2023-03-16 15:04:48	67.3	88.4	76.1	67.1	67.7	92.2	66.9	66.9
2023-03-16 15:04:49	67.2	86.7	75.2	67.1	67.6	92.3	67.1	67.1
2023-03-16 15:04:50	67.4	85.4	75.2	67.3	67.7	93.2	67.2	67.2

2023-03-16 15:04:51	68.3	88.4	76.6	68.1	69.1	92.8	67.6	67.6
2023-03-16 15:04:52	69.7	88.3	77.2	69.3	70.8	93.9	68.6	68.6
2023-03-16 15:04:53	72.0	89.6	78.3	71.4	73.2	92.9	70.3	70.3
2023-03-16 15:04:54	74.0	91.9	78.9	73.3	74.8	94.2	72.4	72.4
2023-03-16 15:04:55	73.5	92.4	80.9	73.5	74.6	96.4	73.5	73.5
2023-03-16 15:04:56	74.9	91.5	80.2	74.6	76.2	93.4	73.8	73.8
2023-03-16 15:04:57	75.8	92.4	80.3	75.5	76.8	94.1	75.1	75.1
2023-03-16 15:04:58	73.2	92.3	78.7	75.4	75.4	94.3	74.9	74.9
2023-03-16 15:04:59	73.8	90.7	78.9	74.0	75.0	92.2	73.8	73.8
2023-03-16 15:05:00	75.3	93.7	79.8	75.1	76.8	94.0	74.3	74.3
2023-03-16 15:05:01	74.7	91.6	80.0	75.1	76.0	94.3	74.8	74.8
2023-03-16 15:05:02	76.2	93.2	80.6	75.7	76.9	97.6	75.5	75.5
2023-03-16 15:05:03	74.0	93.3	79.1	75.7	76.0	96.3	75.3	75.3
2023-03-16 15:05:04	70.2	92.2	80.2	74.4	71.5	95.6	73.3	73.4
2023-03-16 15:05:05	69.0	89.9	78.6	72.2	69.4	92.7	71.3	71.3
2023-03-16 15:05:06	69.0	87.7	76.6	70.4	69.6	91.5	69.9	69.9
2023-03-16 15:05:07	68.7	89.5	77.5	69.6	69.3	92.3	69.3	69.3
2023-03-16 15:05:08	68.3	93.4	79.6	69.1	69.3	100.0	68.9	68.9
2023-03-16 15:05:09	68.4	91.2	78.9	68.6	68.9	94.9	68.5	68.5
2023-03-16 15:05:10	68.0	91.3	79.8	68.5	68.7	95.5	68.3	68.3
2023-03-16 15:05:11	68.8	90.6	79.3	68.6	69.1	96.3	68.4	68.4
2023-03-16 15:05:12	68.5	92.3	79.5	68.6	69.1	94.8	68.5	68.5
2023-03-16 15:05:13	68.9	91.6	81.5	68.8	69.4	97.4	68.6	68.6
2023-03-16 15:05:14	69.1	90.5	81.0	69.1	69.6	96.5	69.0	69.0
2023-03-16 15:05:15	68.7	90.0	79.3	69.0	69.1	94.1	68.9	68.9
2023-03-16 15:05:16	68.6	91.7	79.8	68.8	69.0	95.5	68.7	68.7
2023-03-16 15:05:17	68.6	88.7	78.1	68.8	69.2	92.7	68.7	68.7
2023-03-16 15:05:18	68.9	90.4	78.2	68.9	69.1	94.0	68.8	68.8
2023-03-16 15:05:19	68.8	88.7	78.1	68.9	69.4	93.3	68.8	68.8
2023-03-16 15:05:20	70.2	90.0	78.3	69.8	70.8	91.5	69.3	69.3
2023-03-16 15:05:21	72.0	91.2	79.5	71.5	72.8	93.8	70.7	70.7
2023-03-16 15:05:22	71.8	92.6	80.5	71.7	72.6	94.0	71.6	71.6
2023-03-16 15:05:23	72.9	92.7	81.1	72.6	73.7	96.1	72.0	72.0
2023-03-16 15:05:24	73.1	92.8	80.6	73.0	73.6	95.2	72.8	72.8
2023-03-16 15:05:25	70.7	88.7	77.8	72.9	72.8	92.4	72.3	72.3

	2023-03-16	15:05:26	69.6	89.4	78.3	71.5	69.9	92.9	70.8	70.8
	2023-03-16	15:05:27	71.9	92.4	79.0	71.6	72.9	91.5	70.8	70.8
	2023-03-16	15:05:28	73.4	93.5	79.9	72.9	74.4	93.9	72.2	72.2
	2023-03-16	15:05:29	71.8	91.3	79.2	73.1	74.2	93.3	72.7	72.7
	2023-03-16	15:05:30	69.9	90.6	78.9	72.1	70.4	93.1	71.4	71.4
	2023-03-16	15:05:31	70.3	90.5	78.1	70.8	70.5	92.8	70.6	70.6
	2023-03-16	15:05:32	74.5	91.9	80.2	73.5	76.1	94.9	72.2	72.2
	2023-03-16	15:05:33	75.0	91.2	80.0	74.6	76.0	95.2	74.1	74.1
	2023-03-16	15:05:34	71.5	91.0	78.7	74.5	74.4	94.6	73.7	73.7
	2023-03-16	15:05:35	70.0	89.7	77.7	72.8	70.8	91.0	72.0	72.0
	2023-03-16	15:05:36	69.8	89.7	77.8	71.2	70.4	91.3	70.7	70.7
	2023-03-16	15:05:37	70.0	88.3	77.0	70.4	70.4	92.0	70.2	70.2
	2023-03-16	15:05:38	70.9	88.7	77.5	70.7	71.5	92.4	70.4	70.4
	2023-03-16	15:05:39	71.3	89.8	78.9	71.2	72.0	94.8	70.9	70.9
	2023-03-16	15:05:40	73.3	91.1	79.0	72.8	74.2	93.3	71.9	71.9
	2023-03-16	15:05:41	71.7	90.9	78.5	72.8	74.1	93.9	72.5	72.5
	2023-03-16	15:05:42	69.5	87.6	76.6	71.9	70.6	91.8	71.2	71.2
	2023-03-16	15:05:43	68.9	88.0	76.1	70.5	69.3	89.8	70.0	70.0
	2023-03-16	15:05:44	67.4	86.8	75.8	69.5	68.6	90.4	68.9	68.9
	2023-03-16	15:05:45	66.8	87.2	75.7	68.3	67.2	92.2	67.8	67.8
	2023-03-16	15:05:46	66.9	86.2	76.0	67.4	67.2	91.5	67.2	67.2
	2023-03-16	15:05:47	66.9	86.3	75.6	67.0	67.1	91.2	67.0	67.0
	2023-03-16	15:05:48	67.0	85.9	75.9	67.0	67.6	91.2	66.9	66.9
	2023-03-16	15:05:49	67.3	87.2	75.9	67.3	68.2	89.9	67.1	67.1
	2023-03-16	15:05:50	67.2	87.4	76.6	67.3	67.6	90.6	67.2	67.2
	2023-03-16	15:05:51	67.5	87.7	76.5	67.5	68.8	91.3	67.2	67.2
Stop	2023-03-16	15:05:52								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	6. FallCreek N Corner
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	0.1%	0.0%		
L_{avg}	31.6 dB	--- dB		
TWA(8)	6.6 dB	--- dB		
Projected TWA(8)	34.5 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	50.2 dB	50.2 dB		
Projected LEP'd/Lex,8h	67.1 dB	65.3 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-16 15:14:33	
Stop Time	2023-03-16 15:29:33	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LA_{eq}	65.3 dB	
LAI_{eq}	66.8 dB	
LC_{peak}	95.5 dB	2023-03-16 15:24:58
LAS_{max}	76.9 dB	2023-03-16 15:14:35

LAF_{max}	79.8 dB	2023-03-16 15:14:34
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	65.3 dB		75.0 dB		79.8 dB	
$L\omega_{peak}$	91.9 dB	15:14:34	95.5 dB	15:24:58	99.8 dB	15:24:58
$L\omega S_{min}$	62.4 dB	15:15:31	71.4 dB	15:18:30	75.3 dB	15:18:30
$L\omega S_{max}$	76.9 dB	15:14:35	80.8 dB	15:29:11	87.3 dB	15:24:58
$L\omega F_{min}$	61.8 dB	15:16:28	69.6 dB	15:20:05	71.9 dB	15:18:30
$L\omega F_{max}$	79.8 dB	15:14:34	84.4 dB	15:24:58	91.4 dB	15:24:58
$L\omega I_{min}$	63.0 dB	15:15:31	73.6 dB	15:18:30	78.3 dB	15:18:37
$L\omega I_{max}$	81.4 dB	15:14:34	87.4 dB	15:24:58	94.8 dB	15:24:58

ω represents frequency weighting (A, C or Z)

SEL	94.8 dB
E (Pa^2s)	1.2 Pa^2s
E8 (Pa^2s)	39.3 Pa^2s
E40 (Pa^2s)	196.3 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.1 Pa^2h

LC_{eq} - LA_{eq}	9.7 dB

	Count	Duration
LAS > 75 dB	1	4
LAS > 86 dB	0	0
LCPk > 80 dB	0	900
LCPk > 81 dB	0	900
LCPk > 86 dB	50	656

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/16 15:14:33	Run	Remote	
2023/03/16 15:29:33	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	73.5	69.4	65.3	63.7	61.8	62.5	55.9	47.3	45.5	dB
OBA LZSmax	80.9	76.1	73.1	74.1	71.8	73.8	70.4	64.6	60.2	dB
OBA LZSmin	67.7	65.0	60.3	59.5	58.1	58.3	51.9	43.1	44.3	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-16 15:14:33	70.9	89.1	76.6	70.4	73.0	90.9	69.0	69.1
	2023-03-16 15:14:34	77.3	92.4	78.9	76.4	79.9	92.6	73.2	73.5
	2023-03-16 15:14:35	76.7	91.6	78.9	76.9	78.8	93.7	76.6	76.6
	2023-03-16 15:14:36	71.7	91.1	78.3	76.3	74.4	94.5	75.1	75.1
	2023-03-16 15:14:37	70.0	90.3	78.4	73.9	71.3	91.6	72.9	72.9
	2023-03-16 15:14:38	69.8	89.1	77.7	71.8	70.9	92.8	71.1	71.1
	2023-03-16 15:14:39	68.2	89.0	77.2	70.7	69.9	91.0	70.0	70.0
	2023-03-16 15:14:40	67.0	87.1	76.1	69.2	67.8	90.8	68.6	68.6
	2023-03-16 15:14:41	66.4	85.9	75.4	67.9	68.2	89.5	67.5	67.5
	2023-03-16 15:14:42	66.5	88.7	75.7	67.1	68.4	90.4	66.9	66.9
	2023-03-16 15:14:43	64.0	86.2	75.3	66.6	65.2	90.7	65.8	65.8
	2023-03-16 15:14:44	63.5	84.9	74.5	65.1	63.9	88.2	64.5	64.6
	2023-03-16 15:14:45	63.2	85.9	74.2	64.3	64.5	90.6	63.9	63.9
	2023-03-16 15:14:46	63.6	85.1	75.0	63.6	64.1	89.0	63.5	63.5
	2023-03-16 15:14:47	63.5	85.1	74.0	63.7	64.2	89.0	63.6	63.6
	2023-03-16 15:14:48	63.2	84.7	74.4	63.6	63.9	90.1	63.4	63.4
	2023-03-16 15:14:49	63.4	87.7	74.7	63.4	63.8	91.5	63.3	63.3
	2023-03-16 15:14:50	63.1	85.9	74.7	63.4	63.6	92.3	63.2	63.2
	2023-03-16 15:14:51	63.1	85.7	75.0	63.2	63.7	89.1	63.1	63.1
	2023-03-16 15:14:52	62.8	85.7	74.9	63.2	63.5	89.8	63.1	63.1
	2023-03-16 15:14:53	62.5	87.0	75.2	62.9	62.9	90.3	62.8	62.8
	2023-03-16 15:14:54	62.9	86.6	74.6	62.9	63.5	90.7	62.8	62.8
	2023-03-16 15:14:55	62.9	84.2	73.3	63.0	63.6	90.0	62.9	62.9
	2023-03-16 15:14:56	62.9	85.7	74.8	63.0	63.8	89.3	62.8	62.8
	2023-03-16 15:14:57	62.6	85.4	75.1	62.9	63.2	89.0	62.8	62.8
	2023-03-16 15:14:58	63.0	88.0	74.5	63.0	63.6	89.8	62.8	62.8
	2023-03-16 15:14:59	63.9	85.7	75.2	63.7	64.9	91.4	63.3	63.3
	2023-03-16 15:15:00	64.1	86.6	75.3	64.0	64.5	89.7	63.8	63.8
	2023-03-16 15:15:01	63.7	85.9	75.9	63.9	64.0	92.1	63.8	63.8
	2023-03-16 15:15:02	63.6	85.6	74.6	63.9	64.7	89.1	63.7	63.7
	2023-03-16 15:15:03	64.2	87.1	74.4	64.2	66.1	90.9	63.6	63.6
	2023-03-16 15:15:04	63.4	87.0	75.6	64.4	66.2	91.6	64.0	64.0
	2023-03-16 15:15:05	63.6	86.3	75.1	63.7	63.9	89.0	63.6	63.6
	2023-03-16 15:15:06	64.2	87.5	75.9	64.0	64.5	92.0	63.8	63.8

2023-03-16 15:15:07	63.8	85.6	74.7	64.0	64.3	88.6	63.9	63.9
2023-03-16 15:15:08	64.4	85.2	74.4	64.2	64.7	89.8	64.1	64.1
2023-03-16 15:15:09	63.9	84.5	73.9	64.3	64.6	88.4	64.1	64.1
2023-03-16 15:15:10	65.9	89.9	76.4	65.8	69.1	91.6	64.2	64.2
2023-03-16 15:15:11	63.7	87.1	75.1	65.8	68.7	89.0	65.2	65.2
2023-03-16 15:15:12	63.7	87.4	76.3	64.5	64.1	91.6	64.2	64.2
2023-03-16 15:15:13	63.9	87.2	75.4	64.0	64.3	89.0	64.0	64.0
2023-03-16 15:15:14	63.7	85.8	75.6	64.0	64.2	89.9	63.9	63.9
2023-03-16 15:15:15	64.0	87.5	75.2	64.0	64.7	89.0	63.8	63.8
2023-03-16 15:15:16	64.1	85.3	75.4	64.1	64.7	89.6	64.0	64.0
2023-03-16 15:15:17	64.2	85.3	74.8	64.2	64.7	88.8	64.1	64.1
2023-03-16 15:15:18	64.9	86.6	75.3	64.7	65.5	90.8	64.4	64.4
2023-03-16 15:15:19	64.5	88.6	76.3	64.7	65.2	94.0	64.6	64.6
2023-03-16 15:15:20	64.0	85.9	75.8	64.6	64.8	90.8	64.4	64.4
2023-03-16 15:15:21	63.6	85.7	75.2	64.2	64.3	89.5	64.1	64.1
2023-03-16 15:15:22	63.6	86.8	75.7	63.8	64.3	90.8	63.7	63.7
2023-03-16 15:15:23	63.3	86.7	75.0	63.7	63.8	89.3	63.6	63.6
2023-03-16 15:15:24	63.6	88.6	76.5	63.6	64.0	92.8	63.5	63.5
2023-03-16 15:15:25	63.2	86.1	75.9	63.6	63.9	90.8	63.5	63.5
2023-03-16 15:15:26	63.3	85.4	75.4	63.3	63.7	89.9	63.3	63.3
2023-03-16 15:15:27	63.3	86.2	75.7	63.4	63.6	90.2	63.3	63.3
2023-03-16 15:15:28	63.0	85.3	74.8	63.3	63.4	90.1	63.2	63.2
2023-03-16 15:15:29	62.6	83.8	73.6	63.0	63.0	88.0	62.9	62.9
2023-03-16 15:15:30	62.3	85.4	74.3	62.8	62.9	89.0	62.6	62.6
2023-03-16 15:15:31	62.9	85.3	73.8	62.7	63.1	88.5	62.6	62.6
2023-03-16 15:15:32	62.9	84.0	73.6	62.9	63.2	87.5	62.8	62.8
2023-03-16 15:15:33	62.8	84.8	74.3	62.9	63.1	88.3	62.8	62.8
2023-03-16 15:15:34	63.5	85.8	74.4	63.3	64.1	89.7	63.1	63.1
2023-03-16 15:15:35	63.0	84.2	73.2	63.2	63.4	88.2	63.1	63.1
2023-03-16 15:15:36	63.4	85.6	75.0	63.3	63.9	89.9	63.2	63.2
2023-03-16 15:15:37	63.5	84.7	74.1	63.5	64.0	89.6	63.4	63.4
2023-03-16 15:15:38	63.6	84.8	74.3	63.6	64.0	90.3	63.5	63.5
2023-03-16 15:15:39	63.7	84.8	74.3	63.7	64.3	90.5	63.6	63.6
2023-03-16 15:15:40	64.0	85.8	73.6	64.0	64.4	88.3	63.8	63.8
2023-03-16 15:15:41	63.8	86.6	74.6	63.9	64.0	88.3	63.9	63.9

2023-03-16 15:15:42	63.5	85.3	74.3	63.9	64.0	88.3	63.7	63.7
2023-03-16 15:15:43	63.7	85.9	75.3	63.7	64.1	90.1	63.7	63.7
2023-03-16 15:15:44	64.1	84.2	74.1	63.9	64.4	90.0	63.8	63.8
2023-03-16 15:15:45	64.7	87.0	74.1	64.5	65.2	89.6	64.2	64.2
2023-03-16 15:15:46	64.6	84.5	74.3	64.7	65.4	88.7	64.6	64.6
2023-03-16 15:15:47	64.1	85.4	74.6	64.5	64.5	89.7	64.3	64.3
2023-03-16 15:15:48	63.4	85.1	74.3	64.3	64.4	89.4	64.0	64.0
2023-03-16 15:15:49	63.7	85.2	74.2	63.7	64.0	88.6	63.6	63.6
2023-03-16 15:15:50	64.8	86.5	75.8	64.5	65.6	90.0	64.2	64.2
2023-03-16 15:15:51	64.3	87.3	75.7	64.5	64.9	89.4	64.4	64.4
2023-03-16 15:15:52	64.3	87.6	77.2	64.4	64.7	91.9	64.3	64.3
2023-03-16 15:15:53	64.5	86.5	75.8	64.4	64.9	91.4	64.3	64.3
2023-03-16 15:15:54	64.5	86.3	75.0	64.5	64.9	89.4	64.4	64.4
2023-03-16 15:15:55	64.2	86.4	75.8	64.5	64.8	90.8	64.4	64.4
2023-03-16 15:15:56	64.1	86.6	75.3	64.3	64.5	92.6	64.3	64.3
2023-03-16 15:15:57	63.9	85.4	75.9	64.2	64.3	88.8	64.1	64.1
2023-03-16 15:15:58	64.0	87.1	75.6	64.1	64.5	91.6	64.1	64.1
2023-03-16 15:15:59	63.5	85.1	74.3	63.9	63.9	89.4	63.8	63.8
2023-03-16 15:16:00	63.7	87.7	74.3	63.8	64.2	90.7	63.7	63.7
2023-03-16 15:16:01	63.1	85.6	73.8	63.6	63.5	89.1	63.4	63.4
2023-03-16 15:16:02	63.1	86.2	74.8	63.4	63.7	90.2	63.3	63.3
2023-03-16 15:16:03	63.4	84.6	75.1	63.3	63.8	90.3	63.3	63.3
2023-03-16 15:16:04	63.1	86.1	75.4	63.3	63.5	91.1	63.2	63.2
2023-03-16 15:16:05	63.2	87.1	74.8	63.3	63.6	91.9	63.2	63.2
2023-03-16 15:16:06	63.1	85.6	75.1	63.3	63.7	91.7	63.2	63.2
2023-03-16 15:16:07	62.9	85.5	74.4	63.2	63.2	88.8	63.0	63.0
2023-03-16 15:16:08	63.3	84.9	73.5	63.2	63.8	89.3	63.1	63.1
2023-03-16 15:16:09	63.1	86.2	74.1	63.2	63.5	91.1	63.1	63.1
2023-03-16 15:16:10	62.9	82.8	72.7	63.2	63.5	90.8	63.1	63.1
2023-03-16 15:16:11	63.4	85.8	73.3	63.4	64.0	89.4	63.2	63.2
2023-03-16 15:16:12	63.5	86.6	74.9	63.5	64.0	91.8	63.4	63.4
2023-03-16 15:16:13	63.4	83.6	72.2	63.4	63.8	87.9	63.3	63.3
2023-03-16 15:16:14	63.3	82.9	72.9	63.5	63.9	87.9	63.4	63.4
2023-03-16 15:16:15	63.1	83.5	73.3	63.3	63.5	88.4	63.2	63.2
2023-03-16 15:16:16	64.0	87.1	74.7	63.8	64.5	91.5	63.5	63.5

2023-03-16 15:16:17	63.7	84.9	74.2	63.9	64.3	89.2	63.8	63.8
2023-03-16 15:16:18	63.2	85.5	73.5	63.7	63.7	87.9	63.5	63.5
2023-03-16 15:16:19	63.3	84.3	73.6	63.5	63.9	88.1	63.4	63.4
2023-03-16 15:16:20	63.2	84.8	74.0	63.4	63.8	89.2	63.3	63.3
2023-03-16 15:16:21	63.5	84.4	74.2	63.5	63.9	88.6	63.3	63.3
2023-03-16 15:16:22	63.5	86.0	74.3	63.5	63.8	90.5	63.5	63.5
2023-03-16 15:16:23	63.4	85.6	74.1	63.6	64.1	87.9	63.5	63.5
2023-03-16 15:16:24	63.0	85.2	73.0	63.5	63.5	89.5	63.3	63.3
2023-03-16 15:16:25	63.1	86.8	74.4	63.2	63.5	88.9	63.1	63.1
2023-03-16 15:16:26	62.8	85.5	73.7	63.1	63.2	87.7	63.0	63.0
2023-03-16 15:16:27	62.5	82.9	73.0	62.9	62.9	87.7	62.7	62.7
2023-03-16 15:16:28	62.6	85.0	73.9	62.7	63.4	87.4	62.6	62.6
2023-03-16 15:16:29	62.9	84.3	72.5	62.9	63.4	88.0	62.7	62.7
2023-03-16 15:16:30	62.9	82.8	72.3	62.9	63.4	85.9	62.9	62.9
2023-03-16 15:16:31	62.8	84.8	72.8	62.9	63.2	88.9	62.8	62.8
2023-03-16 15:16:32	63.5	82.1	72.4	63.3	64.4	88.7	63.0	63.0
2023-03-16 15:16:33	64.1	84.4	73.3	63.8	64.7	88.3	63.6	63.6
2023-03-16 15:16:34	63.8	84.3	72.6	63.9	64.5	88.1	63.8	63.8
2023-03-16 15:16:35	64.1	83.7	72.5	64.0	64.5	87.7	63.9	63.9
2023-03-16 15:16:36	63.5	83.7	73.3	63.9	64.1	90.3	63.8	63.8
2023-03-16 15:16:37	63.2	84.3	72.6	63.6	63.7	88.6	63.5	63.5
2023-03-16 15:16:38	63.6	82.9	72.2	63.6	64.3	87.7	63.4	63.4
2023-03-16 15:16:39	64.2	84.7	74.5	64.0	64.6	89.1	63.8	63.8
2023-03-16 15:16:40	64.3	85.3	74.3	64.2	64.6	88.4	64.1	64.1
2023-03-16 15:16:41	63.7	83.1	72.6	64.2	64.2	89.0	64.0	64.0
2023-03-16 15:16:42	63.7	83.7	72.7	63.9	64.1	86.6	63.8	63.8
2023-03-16 15:16:43	63.5	84.1	73.0	63.7	63.9	89.1	63.7	63.7
2023-03-16 15:16:44	63.5	83.2	73.0	63.6	63.8	88.3	63.6	63.6
2023-03-16 15:16:45	63.5	84.3	73.2	63.6	63.9	91.7	63.5	63.5
2023-03-16 15:16:46	63.5	84.4	73.4	63.5	63.8	90.8	63.5	63.5
2023-03-16 15:16:47	63.5	84.3	73.0	63.5	64.0	87.6	63.5	63.5
2023-03-16 15:16:48	63.8	85.6	74.2	63.7	64.2	89.6	63.6	63.6
2023-03-16 15:16:49	63.6	86.5	74.9	63.8	64.2	89.4	63.7	63.7
2023-03-16 15:16:50	63.9	85.5	75.2	63.8	64.3	90.3	63.7	63.7
2023-03-16 15:16:51	64.0	88.0	76.1	63.9	64.3	93.4	63.8	63.8

2023-03-16 15:16:52	64.3	85.3	74.9	64.1	64.6	88.8	64.1	64.1
2023-03-16 15:16:53	64.3	85.0	74.8	64.3	64.7	89.7	64.2	64.2
2023-03-16 15:16:54	64.4	89.0	75.9	64.4	64.8	92.6	64.3	64.3
2023-03-16 15:16:55	64.5	85.2	75.3	64.5	64.9	92.1	64.4	64.4
2023-03-16 15:16:56	64.3	86.2	75.1	64.4	64.7	89.4	64.3	64.3
2023-03-16 15:16:57	64.6	85.7	74.5	64.6	65.4	88.6	64.4	64.4
2023-03-16 15:16:58	64.6	85.6	74.8	64.6	65.0	91.9	64.5	64.6
2023-03-16 15:16:59	64.8	85.8	75.0	64.8	65.2	91.2	64.7	64.7
2023-03-16 15:17:00	64.5	86.7	76.1	64.8	65.3	92.8	64.7	64.7
2023-03-16 15:17:01	64.9	87.7	75.6	64.8	65.3	92.7	64.7	64.7
2023-03-16 15:17:02	64.7	86.4	74.6	64.8	65.0	90.0	64.7	64.7
2023-03-16 15:17:03	64.6	85.3	74.6	64.8	65.0	89.1	64.7	64.7
2023-03-16 15:17:04	64.9	86.9	74.3	64.9	65.2	89.0	64.8	64.8
2023-03-16 15:17:05	65.2	85.5	75.0	65.1	65.5	92.3	65.0	65.0
2023-03-16 15:17:06	65.3	87.4	74.7	65.3	66.0	92.8	65.2	65.2
2023-03-16 15:17:07	65.2	85.4	74.4	65.3	65.8	89.1	65.1	65.1
2023-03-16 15:17:08	65.4	88.0	76.3	65.4	65.9	91.7	65.3	65.3
2023-03-16 15:17:09	65.2	86.1	76.3	65.4	65.7	91.1	65.3	65.3
2023-03-16 15:17:10	64.6	85.2	75.1	65.2	65.1	91.6	65.0	65.0
2023-03-16 15:17:11	64.9	86.0	75.4	64.9	65.2	90.9	64.8	64.8
2023-03-16 15:17:12	65.2	86.5	75.2	65.1	65.6	91.1	65.0	65.0
2023-03-16 15:17:13	65.5	88.5	76.0	65.4	66.0	92.1	65.3	65.3
2023-03-16 15:17:14	64.5	87.1	75.7	65.3	65.4	90.1	65.1	65.1
2023-03-16 15:17:15	64.9	87.5	75.1	65.0	65.5	89.5	64.9	64.9
2023-03-16 15:17:16	65.0	86.9	75.5	65.0	65.4	92.6	64.9	64.9
2023-03-16 15:17:17	65.2	87.3	75.8	65.1	65.6	90.9	65.0	65.0
2023-03-16 15:17:18	65.0	85.8	74.7	65.1	65.5	89.4	65.1	65.1
2023-03-16 15:17:19	65.2	85.4	73.9	65.2	65.6	89.5	65.1	65.1
2023-03-16 15:17:20	64.9	85.5	74.8	65.1	65.3	93.1	65.0	65.0
2023-03-16 15:17:21	65.1	86.6	74.9	65.1	65.7	92.4	65.0	65.0
2023-03-16 15:17:22	64.8	86.0	74.8	65.1	65.3	91.8	65.0	65.0
2023-03-16 15:17:23	64.8	86.1	75.4	65.0	65.3	94.4	64.9	64.9
2023-03-16 15:17:24	64.8	85.3	73.9	64.9	65.4	88.4	64.8	64.8
2023-03-16 15:17:25	64.7	85.6	74.7	64.9	65.2	92.2	64.8	64.8
2023-03-16 15:17:26	64.3	86.3	75.1	64.7	64.8	92.5	64.6	64.6

2023-03-16 15:17:27	64.7	87.0	77.1	64.7	65.4	91.0	64.4	64.4
2023-03-16 15:17:28	64.9	87.9	77.3	64.8	65.4	91.7	64.8	64.8
2023-03-16 15:17:29	64.8	87.3	77.1	64.9	65.3	92.5	64.8	64.8
2023-03-16 15:17:30	64.7	89.5	77.6	64.9	65.2	93.1	64.8	64.8
2023-03-16 15:17:31	64.7	86.7	75.9	64.8	65.0	90.0	64.7	64.7
2023-03-16 15:17:32	64.5	86.7	76.0	64.7	65.0	89.3	64.6	64.6
2023-03-16 15:17:33	64.4	87.4	75.3	64.7	64.8	89.9	64.6	64.6
2023-03-16 15:17:34	64.4	87.2	76.7	64.5	64.8	90.5	64.4	64.4
2023-03-16 15:17:35	64.3	85.5	74.7	64.5	64.9	91.3	64.3	64.3
2023-03-16 15:17:36	64.8	86.4	75.1	64.7	65.3	91.7	64.6	64.6
2023-03-16 15:17:37	64.9	87.0	75.0	64.8	65.4	91.1	64.7	64.7
2023-03-16 15:17:38	64.5	86.0	76.2	64.8	65.3	89.6	64.7	64.7
2023-03-16 15:17:39	64.8	86.3	76.4	64.9	65.5	90.2	64.7	64.7
2023-03-16 15:17:40	64.2	86.2	76.2	64.8	64.8	89.5	64.6	64.6
2023-03-16 15:17:41	64.6	87.7	76.9	64.6	65.1	90.7	64.5	64.5
2023-03-16 15:17:42	64.9	89.6	76.9	64.8	65.2	91.8	64.7	64.7
2023-03-16 15:17:43	65.1	87.1	75.7	65.1	65.6	92.4	65.0	65.0
2023-03-16 15:17:44	64.6	87.1	74.7	64.9	65.0	92.5	64.8	64.8
2023-03-16 15:17:45	64.6	85.3	74.3	64.8	65.1	91.0	64.7	64.7
2023-03-16 15:17:46	64.6	85.0	74.5	64.7	65.0	89.6	64.6	64.6
2023-03-16 15:17:47	64.7	85.9	74.9	64.8	65.5	89.1	64.7	64.7
2023-03-16 15:17:48	64.5	85.4	75.1	64.6	65.0	91.0	64.6	64.6
2023-03-16 15:17:49	64.5	87.2	75.2	64.6	64.9	91.9	64.6	64.6
2023-03-16 15:17:50	64.7	86.3	75.2	64.7	65.1	93.6	64.6	64.6
2023-03-16 15:17:51	64.8	85.5	74.6	64.9	65.3	90.2	64.8	64.8
2023-03-16 15:17:52	65.0	85.2	73.6	65.0	65.5	89.4	64.8	64.8
2023-03-16 15:17:53	65.3	85.6	74.7	65.2	65.8	92.2	65.1	65.1
2023-03-16 15:17:54	65.5	87.4	74.8	65.5	66.1	91.2	65.2	65.2
2023-03-16 15:17:55	65.4	86.4	74.9	65.5	65.9	92.9	65.4	65.4
2023-03-16 15:17:56	64.9	86.7	74.7	65.4	65.6	89.6	65.2	65.2
2023-03-16 15:17:57	65.3	86.3	76.4	65.3	65.7	91.2	65.2	65.2
2023-03-16 15:17:58	65.6	88.3	76.0	65.5	66.1	92.8	65.4	65.4
2023-03-16 15:17:59	65.8	86.9	74.9	65.7	66.2	89.6	65.6	65.6
2023-03-16 15:18:00	65.5	85.2	74.9	65.7	65.9	91.9	65.6	65.6
2023-03-16 15:18:01	65.7	86.8	75.9	65.8	66.3	90.7	65.6	65.6

2023-03-16 15:18:02	65.5	85.2	75.1	65.6	66.1	91.4	65.6	65.6
2023-03-16 15:18:03	65.3	86.7	75.2	65.6	65.8	92.1	65.5	65.5
2023-03-16 15:18:04	65.3	88.4	77.7	65.4	65.7	93.4	65.3	65.3
2023-03-16 15:18:05	65.1	86.7	76.4	65.4	65.5	91.6	65.2	65.2
2023-03-16 15:18:06	64.8	86.6	75.6	65.1	65.3	88.9	65.0	65.0
2023-03-16 15:18:07	64.4	85.3	75.5	64.9	64.8	91.2	64.7	64.7
2023-03-16 15:18:08	64.4	87.7	76.8	64.6	64.7	92.5	64.5	64.5
2023-03-16 15:18:09	64.6	86.6	76.2	64.6	65.0	90.2	64.5	64.5
2023-03-16 15:18:10	65.0	86.8	76.7	64.8	65.4	92.1	64.7	64.7
2023-03-16 15:18:11	64.9	86.8	76.2	64.9	65.3	92.3	64.8	64.8
2023-03-16 15:18:12	64.7	85.7	74.9	64.9	65.1	88.9	64.8	64.8
2023-03-16 15:18:13	64.2	87.1	75.7	64.8	64.9	91.6	64.6	64.6
2023-03-16 15:18:14	64.6	85.2	74.7	64.6	65.0	89.9	64.4	64.4
2023-03-16 15:18:15	64.7	87.1	76.2	64.7	65.3	93.4	64.7	64.7
2023-03-16 15:18:16	64.0	86.4	74.9	64.6	64.4	91.0	64.3	64.3
2023-03-16 15:18:17	64.3	85.6	74.0	64.3	64.7	90.3	64.2	64.2
2023-03-16 15:18:18	64.1	85.2	75.2	64.3	64.8	91.9	64.2	64.2
2023-03-16 15:18:19	63.9	84.0	73.3	64.2	64.3	89.8	64.0	64.0
2023-03-16 15:18:20	64.0	87.0	74.6	64.1	64.5	90.7	64.0	64.0
2023-03-16 15:18:21	63.4	85.2	73.3	64.1	64.2	89.8	63.8	63.8
2023-03-16 15:18:22	63.8	84.6	73.3	63.8	64.3	88.7	63.7	63.7
2023-03-16 15:18:23	63.2	85.1	73.2	63.8	63.9	87.7	63.5	63.5
2023-03-16 15:18:24	63.2	82.4	72.5	63.5	63.6	88.6	63.3	63.3
2023-03-16 15:18:25	62.9	81.4	71.1	63.3	63.4	86.6	63.2	63.2
2023-03-16 15:18:26	63.5	83.2	72.0	63.4	63.8	87.1	63.2	63.2
2023-03-16 15:18:27	63.6	84.3	72.5	63.5	64.0	90.2	63.4	63.4
2023-03-16 15:18:28	63.5	83.8	72.3	63.5	64.0	87.2	63.5	63.5
2023-03-16 15:18:29	63.5	82.0	71.4	63.6	64.0	86.5	63.5	63.5
2023-03-16 15:18:30	63.7	83.6	72.2	63.7	64.0	86.1	63.6	63.6
2023-03-16 15:18:31	63.6	83.9	72.7	63.7	64.2	87.4	63.6	63.6
2023-03-16 15:18:32	64.0	83.1	72.2	63.9	64.3	85.9	63.7	63.7
2023-03-16 15:18:33	64.5	84.6	73.0	64.4	66.0	87.3	64.1	64.1
2023-03-16 15:18:34	63.5	84.1	72.6	64.2	64.1	88.0	64.0	64.0
2023-03-16 15:18:35	63.9	84.5	73.2	63.9	64.2	88.2	63.8	63.8
2023-03-16 15:18:36	64.2	84.3	72.2	64.2	65.6	85.5	64.0	64.0

2023-03-16 15:18:37	64.1	82.8	72.2	64.2	64.6	86.0	64.1	64.1
2023-03-16 15:18:38	64.0	85.4	72.8	64.1	64.7	87.7	64.0	64.0
2023-03-16 15:18:39	65.5	88.0	73.3	65.4	69.6	89.3	64.6	64.6
2023-03-16 15:18:40	64.4	84.5	73.3	65.1	64.8	86.5	64.9	64.9
2023-03-16 15:18:41	64.0	82.8	72.7	64.6	64.4	86.1	64.4	64.4
2023-03-16 15:18:42	64.0	86.0	73.4	64.2	64.6	90.4	64.1	64.1
2023-03-16 15:18:43	64.6	86.3	74.0	64.5	65.4	88.0	64.3	64.3
2023-03-16 15:18:44	64.1	85.5	73.6	64.4	64.6	87.9	64.3	64.3
2023-03-16 15:18:45	63.9	86.2	74.3	64.2	64.4	89.3	64.1	64.1
2023-03-16 15:18:46	64.3	84.7	74.2	64.2	64.6	88.0	64.1	64.1
2023-03-16 15:18:47	65.0	85.8	75.6	64.8	65.6	89.9	64.5	64.5
2023-03-16 15:18:48	64.9	86.6	74.8	64.9	65.4	90.6	64.8	64.8
2023-03-16 15:18:49	64.8	85.1	73.7	64.9	65.2	90.1	64.8	64.8
2023-03-16 15:18:50	64.5	85.7	74.0	64.8	64.9	88.7	64.7	64.7
2023-03-16 15:18:51	65.0	88.7	75.2	65.0	66.0	92.2	64.6	64.6
2023-03-16 15:18:52	65.5	85.8	74.6	65.3	66.1	90.7	65.2	65.2
2023-03-16 15:18:53	65.4	84.5	74.4	65.4	65.9	91.1	65.4	65.4
2023-03-16 15:18:54	64.9	84.4	74.1	65.4	65.5	87.9	65.2	65.2
2023-03-16 15:18:55	64.7	87.5	74.4	65.1	65.3	89.6	64.9	64.9
2023-03-16 15:18:56	64.4	85.7	73.8	64.9	65.2	89.8	64.7	64.7
2023-03-16 15:18:57	65.1	85.2	73.6	64.9	65.7	88.1	64.7	64.7
2023-03-16 15:18:58	65.3	86.7	74.1	65.2	66.2	89.5	65.1	65.1
2023-03-16 15:18:59	64.8	84.8	73.3	65.1	65.3	87.4	65.0	65.0
2023-03-16 15:19:00	64.1	85.7	74.8	64.9	64.9	90.3	64.6	64.6
2023-03-16 15:19:01	64.7	86.2	74.8	64.7	65.1	89.6	64.5	64.5
2023-03-16 15:19:02	64.3	85.3	74.2	64.7	65.0	93.3	64.5	64.6
2023-03-16 15:19:03	64.8	86.1	74.4	64.6	65.1	91.4	64.5	64.5
2023-03-16 15:19:04	65.1	87.1	76.1	64.9	65.6	92.6	64.8	64.8
2023-03-16 15:19:05	64.8	85.0	75.2	65.0	65.5	90.2	64.9	64.9
2023-03-16 15:19:06	64.2	87.1	75.4	64.8	64.9	92.5	64.6	64.6
2023-03-16 15:19:07	64.2	86.5	75.5	64.4	64.6	89.7	64.4	64.4
2023-03-16 15:19:08	64.4	87.1	75.8	64.5	64.9	90.3	64.4	64.4
2023-03-16 15:19:09	64.7	86.1	74.4	64.6	65.2	90.8	64.4	64.4
2023-03-16 15:19:10	64.6	87.2	75.7	64.7	65.1	92.4	64.6	64.6
2023-03-16 15:19:11	64.7	86.0	76.1	64.7	65.0	92.3	64.6	64.6

2023-03-16 15:19:12	65.0	86.4	75.1	64.9	65.4	90.3	64.8	64.8
2023-03-16 15:19:13	64.8	85.9	74.8	65.0	65.2	89.9	64.9	64.9
2023-03-16 15:19:14	64.7	86.4	74.8	64.8	65.1	89.9	64.7	64.7
2023-03-16 15:19:15	64.8	87.5	75.6	64.8	65.3	91.5	64.8	64.8
2023-03-16 15:19:16	64.6	87.7	74.8	64.8	64.9	89.0	64.7	64.7
2023-03-16 15:19:17	64.8	90.7	77.8	64.8	65.4	95.1	64.7	64.7
2023-03-16 15:19:18	65.0	90.0	79.5	65.0	65.4	92.8	64.9	64.9
2023-03-16 15:19:19	64.7	86.9	76.4	64.9	65.1	89.6	64.8	64.8
2023-03-16 15:19:20	65.5	88.9	79.0	65.3	66.4	93.7	65.0	65.0
2023-03-16 15:19:21	65.2	87.6	76.8	65.4	65.9	91.1	65.3	65.3
2023-03-16 15:19:22	65.2	86.2	76.4	65.4	66.0	91.3	65.3	65.3
2023-03-16 15:19:23	64.6	87.5	76.3	65.1	65.3	93.1	64.9	64.9
2023-03-16 15:19:24	64.9	86.1	76.1	64.9	65.3	90.2	64.8	64.8
2023-03-16 15:19:25	65.2	87.6	76.0	65.1	65.6	92.3	65.0	65.0
2023-03-16 15:19:26	64.7	86.9	75.3	65.1	65.4	92.4	65.0	65.0
2023-03-16 15:19:27	64.9	87.4	76.8	64.9	65.3	91.1	64.9	64.9
2023-03-16 15:19:28	65.0	86.9	75.5	65.0	65.5	89.6	64.9	64.9
2023-03-16 15:19:29	64.8	86.9	75.4	65.0	65.5	89.6	64.9	64.9
2023-03-16 15:19:30	64.6	87.6	77.3	64.8	65.1	90.8	64.7	64.7
2023-03-16 15:19:31	64.6	87.2	75.4	64.8	65.3	91.0	64.7	64.7
2023-03-16 15:19:32	64.9	85.6	74.6	64.9	65.6	90.1	64.8	64.8
2023-03-16 15:19:33	64.4	85.9	75.4	64.8	65.0	90.5	64.7	64.7
2023-03-16 15:19:34	64.2	86.9	75.7	64.6	64.5	91.5	64.4	64.4
2023-03-16 15:19:35	64.3	86.7	75.5	64.4	64.9	91.0	64.3	64.3
2023-03-16 15:19:36	65.2	87.7	76.2	64.9	65.7	90.9	64.7	64.7
2023-03-16 15:19:37	65.0	86.5	76.2	65.0	65.4	90.2	65.0	65.0
2023-03-16 15:19:38	64.9	85.7	76.0	65.0	65.3	90.1	64.9	64.9
2023-03-16 15:19:39	65.2	87.5	77.1	65.2	65.9	91.1	65.0	65.0
2023-03-16 15:19:40	66.0	87.0	76.1	65.8	66.8	91.2	65.5	65.5
2023-03-16 15:19:41	65.8	87.8	76.5	65.8	66.3	91.6	65.8	65.8
2023-03-16 15:19:42	65.3	85.9	74.9	65.7	65.6	91.0	65.5	65.5
2023-03-16 15:19:43	64.7	84.6	74.5	65.5	65.5	89.3	65.2	65.2
2023-03-16 15:19:44	65.0	87.5	75.7	65.1	65.6	91.9	65.0	65.0
2023-03-16 15:19:45	64.4	85.6	74.9	65.0	64.9	90.9	64.7	64.7
2023-03-16 15:19:46	64.2	85.7	74.6	64.7	65.1	88.9	64.6	64.6

2023-03-16 15:19:47	63.8	84.5	72.9	64.3	64.1	87.2	64.1	64.1
2023-03-16 15:19:48	63.9	85.6	74.4	64.0	64.4	89.8	63.9	63.9
2023-03-16 15:19:49	64.0	84.2	73.9	64.1	64.5	89.6	64.0	64.0
2023-03-16 15:19:50	64.1	85.9	74.9	64.1	64.4	89.2	64.0	64.0
2023-03-16 15:19:51	64.4	85.4	74.3	64.4	64.9	91.2	64.1	64.1
2023-03-16 15:19:52	65.0	85.0	74.4	64.8	65.4	91.1	64.6	64.6
2023-03-16 15:19:53	65.0	86.9	75.1	65.0	65.5	92.2	64.8	64.8
2023-03-16 15:19:54	65.2	85.5	74.8	65.2	65.6	90.0	65.1	65.1
2023-03-16 15:19:55	65.3	86.0	75.2	65.2	65.8	89.3	65.1	65.1
2023-03-16 15:19:56	65.0	87.2	75.4	65.3	65.7	92.2	65.2	65.2
2023-03-16 15:19:57	65.0	86.3	73.7	65.1	65.4	88.9	65.0	65.0
2023-03-16 15:19:58	65.2	84.9	73.6	65.2	65.6	89.6	65.1	65.1
2023-03-16 15:19:59	65.0	86.6	73.8	65.2	65.5	89.5	65.1	65.1
2023-03-16 15:20:00	64.8	83.1	72.4	65.0	65.2	87.5	64.9	64.9
2023-03-16 15:20:01	64.7	84.9	72.8	64.9	65.1	87.9	64.8	64.8
2023-03-16 15:20:02	64.9	83.5	72.4	65.0	65.4	88.6	64.8	64.8
2023-03-16 15:20:03	64.6	84.7	73.4	64.8	64.9	88.1	64.7	64.7
2023-03-16 15:20:04	64.8	85.4	73.4	64.8	65.2	88.5	64.8	64.8
2023-03-16 15:20:05	64.4	81.9	71.0	64.8	65.1	86.2	64.7	64.7
2023-03-16 15:20:06	64.5	83.2	72.5	64.5	64.8	88.2	64.5	64.5
2023-03-16 15:20:07	64.5	84.1	72.6	64.6	64.9	87.3	64.5	64.5
2023-03-16 15:20:08	64.1	83.2	72.2	64.5	64.5	90.2	64.3	64.4
2023-03-16 15:20:09	64.6	84.4	72.9	64.5	65.4	89.8	64.3	64.3
2023-03-16 15:20:10	63.6	83.4	71.8	64.5	64.8	89.8	64.2	64.2
2023-03-16 15:20:11	63.6	83.4	71.7	63.9	64.1	86.0	63.8	63.8
2023-03-16 15:20:12	63.5	83.4	71.9	63.7	63.8	86.1	63.6	63.6
2023-03-16 15:20:13	63.4	83.2	72.6	63.6	64.0	87.2	63.5	63.5
2023-03-16 15:20:14	63.7	85.0	72.2	63.6	64.2	86.7	63.5	63.5
2023-03-16 15:20:15	63.8	83.9	72.7	63.8	64.4	86.8	63.7	63.7
2023-03-16 15:20:16	63.6	86.1	72.8	63.7	64.1	89.4	63.6	63.6
2023-03-16 15:20:17	63.9	86.3	72.7	63.9	64.4	87.4	63.7	63.7
2023-03-16 15:20:18	63.4	85.8	72.3	63.8	63.9	87.7	63.6	63.6
2023-03-16 15:20:19	63.6	83.8	72.8	63.6	64.0	87.5	63.6	63.6
2023-03-16 15:20:20	64.3	86.2	76.2	64.0	64.9	90.2	63.9	63.9
2023-03-16 15:20:21	64.5	86.5	75.8	64.3	64.8	90.0	64.2	64.2

2023-03-16 15:20:22	64.6	86.4	76.2	64.5	65.1	91.8	64.5	64.5
2023-03-16 15:20:23	64.3	85.7	75.3	64.5	64.9	90.2	64.4	64.4
2023-03-16 15:20:24	64.7	87.2	75.0	64.6	65.0	90.9	64.5	64.5
2023-03-16 15:20:25	64.5	84.8	73.4	64.7	65.1	87.8	64.6	64.6
2023-03-16 15:20:26	64.5	85.5	74.1	64.6	65.2	90.8	64.5	64.5
2023-03-16 15:20:27	65.0	85.7	74.3	64.9	65.5	91.2	64.7	64.7
2023-03-16 15:20:28	65.2	88.6	74.6	65.1	65.7	93.0	65.0	65.0
2023-03-16 15:20:29	65.0	86.4	74.8	65.2	65.8	91.5	65.1	65.1
2023-03-16 15:20:30	65.2	84.8	74.0	65.1	65.6	88.4	65.1	65.1
2023-03-16 15:20:31	65.2	83.6	73.1	65.2	66.0	88.0	65.1	65.1
2023-03-16 15:20:32	64.8	84.6	73.3	65.2	65.3	87.9	65.0	65.0
2023-03-16 15:20:33	64.4	85.9	74.5	64.9	65.0	89.9	64.7	64.7
2023-03-16 15:20:34	64.4	84.8	73.4	64.5	65.0	87.8	64.5	64.5
2023-03-16 15:20:35	64.3	85.2	74.0	64.4	64.7	89.2	64.4	64.4
2023-03-16 15:20:36	64.1	85.5	74.8	64.3	64.6	89.8	64.3	64.3
2023-03-16 15:20:37	64.3	85.4	74.0	64.3	64.8	87.9	64.2	64.2
2023-03-16 15:20:38	64.9	85.0	73.9	64.8	65.9	86.6	64.4	64.4
2023-03-16 15:20:39	63.7	85.4	73.9	64.8	65.3	87.5	64.4	64.4
2023-03-16 15:20:40	64.4	87.3	75.4	64.3	64.7	89.4	64.2	64.2
2023-03-16 15:20:41	64.7	86.1	75.6	64.6	65.2	89.8	64.4	64.4
2023-03-16 15:20:42	64.7	86.6	74.9	64.8	65.5	88.7	64.6	64.6
2023-03-16 15:20:43	64.8	85.7	75.0	64.9	65.2	88.8	64.8	64.8
2023-03-16 15:20:44	64.2	86.8	75.1	64.7	64.6	89.2	64.6	64.6
2023-03-16 15:20:45	64.3	86.9	75.4	64.4	64.6	91.2	64.3	64.3
2023-03-16 15:20:46	64.5	86.4	75.1	64.4	64.8	91.6	64.3	64.3
2023-03-16 15:20:47	64.5	85.2	74.0	64.6	65.0	89.6	64.5	64.5
2023-03-16 15:20:48	64.3	85.1	73.9	64.5	64.7	89.7	64.5	64.5
2023-03-16 15:20:49	64.0	85.5	74.1	64.4	64.4	89.3	64.2	64.2
2023-03-16 15:20:50	64.0	86.2	74.1	64.2	64.5	89.5	64.1	64.1
2023-03-16 15:20:51	63.9	85.6	73.7	64.0	64.4	91.3	64.0	64.0
2023-03-16 15:20:52	64.1	87.3	74.3	64.1	64.5	89.5	64.1	64.1
2023-03-16 15:20:53	64.2	85.1	73.1	64.2	64.7	87.4	64.1	64.1
2023-03-16 15:20:54	64.3	84.7	73.9	64.3	64.8	89.0	64.2	64.2
2023-03-16 15:20:55	64.7	85.3	74.0	64.7	65.5	90.2	64.5	64.5
2023-03-16 15:20:56	63.4	84.9	73.7	64.5	63.9	88.0	64.1	64.1

2023-03-16 15:20:57	64.0	86.4	74.4	64.0	64.4	89.2	63.9	63.9
2023-03-16 15:20:58	63.8	84.4	73.5	64.0	64.3	87.8	63.9	63.9
2023-03-16 15:20:59	64.4	85.0	74.7	64.2	64.9	88.0	64.0	64.0
2023-03-16 15:21:00	64.5	86.4	76.0	64.4	64.9	91.9	64.3	64.3
2023-03-16 15:21:01	63.7	85.2	75.4	64.3	64.5	89.9	64.1	64.1
2023-03-16 15:21:02	63.7	84.2	73.5	63.9	64.1	88.0	63.8	63.8
2023-03-16 15:21:03	63.9	85.8	75.5	63.9	64.3	89.8	63.8	63.8
2023-03-16 15:21:04	63.8	86.3	75.3	64.0	64.3	90.3	63.9	63.9
2023-03-16 15:21:05	63.7	85.7	74.6	63.8	64.0	90.4	63.7	63.7
2023-03-16 15:21:06	64.0	85.3	75.4	63.9	64.3	91.7	63.8	63.8
2023-03-16 15:21:07	63.5	84.6	74.7	63.9	64.0	90.1	63.7	63.8
2023-03-16 15:21:08	63.4	84.5	73.8	63.7	64.0	89.3	63.6	63.6
2023-03-16 15:21:09	63.4	85.3	74.0	63.5	63.8	90.9	63.4	63.4
2023-03-16 15:21:10	63.8	86.2	74.1	63.7	64.1	90.2	63.5	63.5
2023-03-16 15:21:11	64.1	85.5	74.4	64.0	64.7	88.7	63.8	63.8
2023-03-16 15:21:12	64.9	86.0	75.0	64.6	65.5	88.7	64.3	64.3
2023-03-16 15:21:13	64.5	86.5	75.0	64.7	65.1	90.6	64.6	64.6
2023-03-16 15:21:14	65.0	85.6	74.9	64.9	65.7	88.8	64.7	64.7
2023-03-16 15:21:15	64.9	86.2	76.3	65.0	65.4	91.0	64.9	64.9
2023-03-16 15:21:16	65.0	85.5	74.4	65.0	65.4	89.6	64.9	64.9
2023-03-16 15:21:17	65.0	86.3	75.2	65.1	65.4	89.1	65.0	65.0
2023-03-16 15:21:18	64.8	86.6	74.6	65.0	65.2	89.0	64.9	64.9
2023-03-16 15:21:19	64.6	85.7	74.7	64.8	65.1	91.2	64.8	64.8
2023-03-16 15:21:20	64.8	86.4	75.7	64.8	65.6	91.6	64.7	64.7
2023-03-16 15:21:21	65.0	86.5	75.7	64.9	65.3	89.4	64.8	64.8
2023-03-16 15:21:22	65.5	88.2	75.5	65.4	66.3	89.2	65.0	65.0
2023-03-16 15:21:23	65.8	86.8	76.2	65.7	66.5	91.7	65.6	65.6
2023-03-16 15:21:24	65.5	85.7	74.6	65.7	66.1	92.9	65.6	65.6
2023-03-16 15:21:25	65.7	86.4	74.3	65.7	66.2	88.6	65.6	65.6
2023-03-16 15:21:26	66.4	88.2	76.7	66.3	67.5	90.2	65.9	65.9
2023-03-16 15:21:27	66.2	87.7	76.1	66.4	66.8	90.4	66.2	66.2
2023-03-16 15:21:28	66.6	87.5	76.5	66.6	67.8	91.3	66.3	66.3
2023-03-16 15:21:29	67.1	89.3	76.2	67.1	68.8	91.7	66.5	66.5
2023-03-16 15:21:30	66.2	87.4	76.0	67.0	67.2	90.3	66.7	66.7
2023-03-16 15:21:31	65.5	86.9	75.5	66.5	66.4	89.7	66.2	66.2

2023-03-16 15:21:32	65.2	86.4	75.3	65.9	66.1	89.0	65.6	65.6
2023-03-16 15:21:33	65.0	87.0	75.2	65.4	65.6	90.7	65.3	65.3
2023-03-16 15:21:34	64.9	87.5	75.6	65.0	66.1	89.3	64.9	64.9
2023-03-16 15:21:35	65.1	86.6	75.8	65.2	66.1	88.2	65.1	65.1
2023-03-16 15:21:36	64.9	85.6	74.7	65.0	65.3	89.3	64.9	64.9
2023-03-16 15:21:37	65.1	86.5	75.8	65.1	65.6	88.9	65.0	65.0
2023-03-16 15:21:38	64.6	85.7	74.8	65.0	65.2	89.8	64.9	64.9
2023-03-16 15:21:39	64.7	86.1	74.3	64.8	65.6	89.9	64.7	64.7
2023-03-16 15:21:40	64.2	86.3	74.7	64.8	64.6	89.2	64.5	64.5
2023-03-16 15:21:41	64.7	86.8	76.0	64.6	65.3	92.5	64.5	64.5
2023-03-16 15:21:42	64.6	85.7	74.2	64.7	65.1	90.4	64.6	64.6
2023-03-16 15:21:43	64.4	85.0	74.5	64.6	64.8	89.0	64.5	64.5
2023-03-16 15:21:44	64.2	82.9	72.7	64.5	64.7	88.7	64.4	64.4
2023-03-16 15:21:45	64.5	85.0	74.2	64.5	65.2	88.9	64.4	64.4
2023-03-16 15:21:46	64.5	85.3	74.9	64.6	65.0	91.1	64.5	64.5
2023-03-16 15:21:47	64.5	85.5	74.0	64.5	64.8	90.9	64.5	64.5
2023-03-16 15:21:48	64.9	83.4	73.0	64.8	65.3	89.0	64.6	64.6
2023-03-16 15:21:49	64.8	84.8	73.6	64.9	65.2	89.0	64.8	64.8
2023-03-16 15:21:50	64.6	84.6	74.0	64.8	65.0	89.1	64.7	64.7
2023-03-16 15:21:51	65.0	83.9	73.9	65.0	65.7	90.3	64.8	64.8
2023-03-16 15:21:52	64.7	84.9	73.7	64.9	65.0	89.1	64.8	64.8
2023-03-16 15:21:53	64.4	85.5	74.6	64.8	64.9	89.8	64.6	64.6
2023-03-16 15:21:54	64.1	86.3	74.5	64.6	64.6	92.9	64.4	64.4
2023-03-16 15:21:55	64.2	85.2	75.1	64.3	64.7	91.3	64.3	64.3
2023-03-16 15:21:56	64.2	85.1	74.1	64.3	64.6	89.6	64.2	64.2
2023-03-16 15:21:57	64.5	85.3	74.0	64.4	64.8	90.0	64.3	64.3
2023-03-16 15:21:58	65.0	84.7	74.5	64.9	65.5	89.8	64.6	64.6
2023-03-16 15:21:59	65.4	84.9	73.8	65.3	66.1	90.7	65.1	65.1
2023-03-16 15:22:00	65.2	86.1	75.0	65.2	65.4	91.7	65.1	65.1
2023-03-16 15:22:01	64.8	84.7	73.3	65.2	65.3	89.2	65.0	65.0
2023-03-16 15:22:02	64.9	84.0	72.9	64.9	65.2	88.0	64.9	64.9
2023-03-16 15:22:03	64.7	85.2	74.2	64.9	65.1	90.7	64.8	64.8
2023-03-16 15:22:04	64.8	85.2	73.9	64.9	65.5	89.4	64.8	64.8
2023-03-16 15:22:05	64.4	84.5	73.7	64.8	64.9	87.7	64.7	64.7
2023-03-16 15:22:06	64.3	84.8	73.3	64.5	64.5	87.7	64.4	64.4

2023-03-16 15:22:07	64.6	84.5	74.4	64.5	65.0	87.7	64.4	64.4
2023-03-16 15:22:08	64.5	84.3	73.3	64.6	65.0	90.6	64.5	64.5
2023-03-16 15:22:09	64.3	82.9	72.4	64.5	64.8	88.8	64.4	64.4
2023-03-16 15:22:10	64.7	84.9	72.9	64.7	65.3	87.7	64.6	64.6
2023-03-16 15:22:11	64.7	84.4	72.8	64.7	65.2	87.2	64.6	64.6
2023-03-16 15:22:12	64.4	83.6	72.5	64.7	64.8	87.9	64.6	64.6
2023-03-16 15:22:13	63.9	83.0	72.4	64.5	64.4	87.5	64.3	64.3
2023-03-16 15:22:14	64.1	84.9	73.6	64.2	64.4	89.5	64.1	64.1
2023-03-16 15:22:15	63.9	84.7	73.7	64.1	64.3	88.6	64.0	64.0
2023-03-16 15:22:16	63.9	85.4	73.1	64.0	64.3	88.8	63.9	63.9
2023-03-16 15:22:17	63.6	85.5	72.8	64.0	64.1	88.9	63.9	63.9
2023-03-16 15:22:18	63.6	84.3	73.2	63.8	64.0	88.3	63.7	63.7
2023-03-16 15:22:19	63.8	84.3	73.6	63.9	64.3	87.6	63.7	63.7
2023-03-16 15:22:20	64.2	86.0	75.2	64.0	64.6	89.9	63.9	63.9
2023-03-16 15:22:21	64.0	87.2	75.4	64.1	64.9	89.7	63.9	63.9
2023-03-16 15:22:22	64.7	86.4	76.5	64.5	65.3	90.7	64.3	64.3
2023-03-16 15:22:23	64.2	86.1	75.7	64.6	65.0	89.7	64.5	64.5
2023-03-16 15:22:24	64.0	86.6	73.7	64.3	64.4	88.9	64.2	64.2
2023-03-16 15:22:25	64.1	84.4	72.9	64.2	64.7	87.5	64.1	64.1
2023-03-16 15:22:26	64.0	84.8	73.5	64.1	64.4	88.4	64.0	64.0
2023-03-16 15:22:27	63.7	85.3	74.2	64.1	64.5	89.0	64.0	64.0
2023-03-16 15:22:28	63.9	85.6	74.1	64.0	64.5	88.6	63.8	63.8
2023-03-16 15:22:29	64.7	86.4	74.0	64.5	65.1	89.6	64.2	64.2
2023-03-16 15:22:30	64.6	85.1	74.2	64.6	65.0	90.1	64.5	64.5
2023-03-16 15:22:31	64.5	86.4	74.4	64.6	65.1	92.1	64.5	64.5
2023-03-16 15:22:32	64.4	86.1	74.2	64.5	65.0	90.7	64.5	64.5
2023-03-16 15:22:33	64.0	86.1	74.1	64.5	64.8	88.9	64.3	64.3
2023-03-16 15:22:34	63.7	84.3	72.9	64.2	64.2	87.8	64.0	64.0
2023-03-16 15:22:35	64.0	85.9	73.7	64.0	64.3	88.0	63.9	63.9
2023-03-16 15:22:36	63.7	85.1	73.6	63.9	64.1	88.4	63.9	63.9
2023-03-16 15:22:37	63.3	85.0	73.0	63.7	63.6	88.8	63.6	63.6
2023-03-16 15:22:38	64.0	86.2	74.7	63.9	64.4	89.9	63.7	63.7
2023-03-16 15:22:39	64.0	85.6	73.6	64.0	64.4	88.3	63.9	63.9
2023-03-16 15:22:40	63.7	85.0	74.1	64.0	64.3	87.5	63.9	63.9
2023-03-16 15:22:41	63.5	86.1	76.1	63.8	64.1	90.1	63.7	63.7

2023-03-16 15:22:42	63.6	87.3	76.4	63.7	63.9	91.0	63.6	63.6
2023-03-16 15:22:43	64.1	87.4	76.5	63.9	64.4	90.7	63.8	63.8
2023-03-16 15:22:44	63.9	86.9	75.5	64.0	64.3	93.6	63.9	63.9
2023-03-16 15:22:45	63.9	88.1	76.4	64.0	64.4	93.7	63.9	63.9
2023-03-16 15:22:46	63.8	86.1	75.6	64.0	64.2	91.2	63.9	63.9
2023-03-16 15:22:47	63.4	85.6	75.9	63.8	63.9	90.6	63.6	63.6
2023-03-16 15:22:48	63.7	85.5	74.7	63.7	64.3	90.1	63.7	63.7
2023-03-16 15:22:49	64.1	87.0	75.5	63.9	64.3	92.2	63.8	63.8
2023-03-16 15:22:50	64.3	86.8	75.1	64.2	64.6	90.6	64.0	64.0
2023-03-16 15:22:51	64.6	86.0	75.7	64.4	65.0	91.0	64.3	64.3
2023-03-16 15:22:52	64.6	86.3	75.3	64.6	65.2	90.7	64.4	64.4
2023-03-16 15:22:53	63.8	84.9	73.3	64.6	64.8	88.2	64.4	64.4
2023-03-16 15:22:54	66.6	88.7	76.1	66.4	70.7	91.9	65.5	65.5
2023-03-16 15:22:55	63.8	86.3	74.8	65.5	64.5	91.4	65.0	65.0
2023-03-16 15:22:56	64.1	86.8	74.9	64.6	64.6	92.0	64.4	64.4
2023-03-16 15:22:57	63.9	85.7	74.6	64.3	64.3	88.1	64.2	64.2
2023-03-16 15:22:58	64.1	86.8	74.3	64.1	64.8	89.8	64.0	64.0
2023-03-16 15:22:59	64.0	88.1	76.4	64.3	64.8	90.6	64.1	64.2
2023-03-16 15:23:00	63.3	86.5	73.5	64.0	63.7	89.1	63.7	63.8
2023-03-16 15:23:01	63.1	85.2	73.6	63.5	63.5	87.1	63.4	63.4
2023-03-16 15:23:02	63.2	84.2	73.8	63.3	63.5	88.4	63.2	63.2
2023-03-16 15:23:03	63.3	84.8	73.6	63.3	63.7	88.6	63.3	63.3
2023-03-16 15:23:04	63.0	85.3	74.4	63.3	63.4	88.8	63.2	63.2
2023-03-16 15:23:05	63.3	86.6	74.7	63.3	63.8	90.6	63.1	63.1
2023-03-16 15:23:06	63.4	87.0	76.6	63.4	63.8	90.6	63.3	63.3
2023-03-16 15:23:07	63.4	87.0	76.2	63.5	63.8	93.1	63.4	63.4
2023-03-16 15:23:08	63.7	87.6	76.8	63.6	64.1	92.1	63.5	63.5
2023-03-16 15:23:09	63.8	87.3	76.1	63.7	64.0	90.8	63.6	63.6
2023-03-16 15:23:10	63.7	86.0	74.6	63.8	64.4	91.5	63.7	63.7
2023-03-16 15:23:11	64.0	86.3	74.2	64.0	64.5	88.1	63.9	63.9
2023-03-16 15:23:12	63.5	86.2	74.6	63.9	63.9	91.4	63.8	63.8
2023-03-16 15:23:13	63.5	86.9	75.7	63.8	64.1	91.4	63.6	63.6
2023-03-16 15:23:14	63.5	84.1	74.0	63.6	64.1	88.7	63.5	63.5
2023-03-16 15:23:15	64.0	84.7	74.9	63.9	64.5	91.3	63.7	63.7
2023-03-16 15:23:16	63.9	87.2	74.4	63.9	64.2	90.0	63.8	63.9

2023-03-16 15:23:17	64.3	85.3	74.7	64.2	64.7	90.5	64.1	64.1
2023-03-16 15:23:18	64.3	85.0	74.2	64.3	64.9	88.9	64.2	64.2
2023-03-16 15:23:19	64.1	85.6	74.4	64.3	64.7	90.0	64.3	64.3
2023-03-16 15:23:20	64.0	86.9	75.7	64.2	64.3	92.0	64.1	64.1
2023-03-16 15:23:21	64.0	85.8	75.0	64.2	64.7	89.7	64.0	64.0
2023-03-16 15:23:22	63.9	87.0	76.5	64.1	64.5	91.2	64.0	64.0
2023-03-16 15:23:23	63.9	87.0	75.3	64.0	64.5	91.1	64.0	64.0
2023-03-16 15:23:24	63.9	85.4	74.8	64.0	64.2	90.4	63.9	63.9
2023-03-16 15:23:25	63.4	86.2	74.7	63.9	64.2	89.6	63.7	63.7
2023-03-16 15:23:26	63.5	85.3	75.0	63.6	64.1	90.5	63.5	63.5
2023-03-16 15:23:27	63.2	84.7	73.9	63.5	63.7	90.2	63.4	63.4
2023-03-16 15:23:28	63.3	85.8	75.8	63.4	63.7	91.8	63.3	63.3
2023-03-16 15:23:29	63.5	85.0	74.7	63.4	64.1	90.1	63.3	63.3
2023-03-16 15:23:30	63.7	85.0	74.6	63.6	64.3	90.6	63.5	63.5
2023-03-16 15:23:31	63.7	86.5	75.3	63.7	64.2	90.6	63.7	63.7
2023-03-16 15:23:32	63.4	84.8	73.7	63.6	63.8	89.5	63.6	63.6
2023-03-16 15:23:33	63.5	86.3	75.4	63.5	63.9	92.5	63.5	63.5
2023-03-16 15:23:34	63.9	84.5	73.9	63.8	64.2	88.3	63.7	63.7
2023-03-16 15:23:35	63.5	85.4	74.9	63.7	63.8	90.2	63.6	63.6
2023-03-16 15:23:36	63.5	84.0	73.2	63.6	63.9	88.3	63.5	63.5
2023-03-16 15:23:37	63.7	84.6	73.9	63.7	64.2	87.4	63.6	63.6
2023-03-16 15:23:38	63.9	84.1	73.6	63.9	64.5	88.1	63.8	63.8
2023-03-16 15:23:39	64.1	84.7	73.1	64.0	64.4	87.2	63.9	63.9
2023-03-16 15:23:40	64.0	84.0	73.6	64.0	64.4	87.2	64.0	64.0
2023-03-16 15:23:41	63.7	83.4	72.8	64.0	64.2	86.2	63.9	63.9
2023-03-16 15:23:42	63.8	84.2	72.8	63.9	64.3	87.6	63.9	63.9
2023-03-16 15:23:43	63.9	83.8	72.8	63.9	64.5	86.6	63.8	63.8
2023-03-16 15:23:44	64.3	84.9	71.9	64.2	64.9	88.0	64.0	64.0
2023-03-16 15:23:45	64.2	85.3	74.2	64.3	64.9	89.9	64.3	64.3
2023-03-16 15:23:46	64.5	88.1	76.5	64.4	65.1	91.9	64.3	64.3
2023-03-16 15:23:47	64.9	85.6	73.9	64.8	65.4	87.7	64.6	64.6
2023-03-16 15:23:48	64.8	86.1	74.0	64.8	65.3	87.4	64.7	64.7
2023-03-16 15:23:49	64.7	85.6	74.6	64.8	65.4	87.0	64.7	64.7
2023-03-16 15:23:50	64.7	85.1	73.6	65.0	65.5	89.2	64.8	64.8
2023-03-16 15:23:51	64.5	85.8	74.2	64.7	65.0	88.7	64.6	64.6

2023-03-16 15:23:52	64.8	84.7	73.0	64.8	65.2	88.9	64.7	64.7
2023-03-16 15:23:53	65.2	84.9	73.1	65.1	65.7	86.9	64.9	64.9
2023-03-16 15:23:54	64.5	84.0	72.8	65.0	65.4	86.2	64.8	64.8
2023-03-16 15:23:55	64.4	84.7	73.5	64.7	65.0	90.3	64.6	64.6
2023-03-16 15:23:56	64.6	84.9	74.1	64.7	65.1	90.3	64.6	64.6
2023-03-16 15:23:57	64.3	85.0	74.0	64.6	64.9	89.3	64.4	64.4
2023-03-16 15:23:58	64.1	84.5	73.9	64.4	64.7	87.5	64.3	64.3
2023-03-16 15:23:59	64.4	87.0	74.6	64.4	65.5	88.9	64.2	64.2
2023-03-16 15:24:00	64.1	87.1	74.8	64.5	65.0	91.9	64.4	64.4
2023-03-16 15:24:01	64.2	86.5	74.4	64.2	64.5	91.4	64.2	64.2
2023-03-16 15:24:02	63.8	84.9	74.0	64.1	64.2	90.3	64.0	64.0
2023-03-16 15:24:03	63.9	86.1	73.7	63.9	64.3	89.8	63.8	63.8
2023-03-16 15:24:04	64.0	84.9	73.5	64.1	64.5	87.2	64.0	64.0
2023-03-16 15:24:05	64.1	85.5	73.4	64.1	64.4	89.3	64.0	64.0
2023-03-16 15:24:06	64.1	85.7	73.9	64.2	64.5	90.5	64.1	64.1
2023-03-16 15:24:07	63.6	84.2	73.2	64.1	64.1	89.8	63.9	63.9
2023-03-16 15:24:08	63.7	85.3	74.6	63.8	64.1	89.2	63.7	63.7
2023-03-16 15:24:09	64.0	85.5	74.4	64.0	64.3	88.4	63.9	63.9
2023-03-16 15:24:10	63.8	84.9	74.1	63.9	64.1	90.1	63.8	63.8
2023-03-16 15:24:11	64.0	86.0	75.6	64.0	64.4	89.3	63.9	63.9
2023-03-16 15:24:12	64.0	86.4	75.8	64.1	64.6	90.8	64.0	64.0
2023-03-16 15:24:13	64.2	85.4	74.7	64.1	64.6	88.7	64.0	64.0
2023-03-16 15:24:14	63.8	84.6	73.2	64.1	64.2	87.8	63.9	63.9
2023-03-16 15:24:15	64.1	84.9	74.1	64.1	64.8	89.0	64.0	64.0
2023-03-16 15:24:16	63.7	84.8	73.7	64.1	64.6	89.7	64.0	64.0
2023-03-16 15:24:17	64.1	84.9	73.3	64.0	64.3	91.2	63.9	63.9
2023-03-16 15:24:18	64.3	85.2	74.4	64.2	64.6	92.5	64.1	64.1
2023-03-16 15:24:19	64.6	85.1	74.2	64.5	65.0	89.5	64.4	64.4
2023-03-16 15:24:20	64.6	85.1	73.9	64.6	65.1	89.0	64.5	64.5
2023-03-16 15:24:21	64.3	86.7	75.3	64.5	64.6	90.3	64.4	64.4
2023-03-16 15:24:22	64.9	87.3	74.8	64.8	65.3	89.1	64.6	64.6
2023-03-16 15:24:23	64.8	87.3	75.2	64.8	65.3	91.1	64.8	64.8
2023-03-16 15:24:24	65.1	86.8	73.7	65.0	65.4	90.5	64.9	64.9
2023-03-16 15:24:25	64.9	87.0	74.5	65.0	65.3	89.9	65.0	65.0
2023-03-16 15:24:26	64.6	85.2	73.9	64.9	65.1	89.6	64.8	64.8

2023-03-16 15:24:27	64.9	86.7	74.4	64.9	65.4	88.6	64.8	64.8
2023-03-16 15:24:28	65.2	86.1	74.5	65.1	65.6	89.3	65.0	65.0
2023-03-16 15:24:29	64.9	86.2	74.6	65.1	65.3	91.1	65.0	65.0
2023-03-16 15:24:30	64.8	86.1	74.5	65.0	65.3	89.0	64.9	64.9
2023-03-16 15:24:31	64.6	86.7	75.2	64.9	65.1	90.3	64.8	64.8
2023-03-16 15:24:32	64.3	85.3	74.7	64.6	64.9	89.7	64.5	64.5
2023-03-16 15:24:33	64.8	87.3	75.8	64.8	67.1	88.8	64.5	64.5
2023-03-16 15:24:34	64.3	86.1	75.6	64.7	64.7	91.2	64.5	64.5
2023-03-16 15:24:35	64.4	86.1	74.3	64.5	64.8	88.4	64.4	64.4
2023-03-16 15:24:36	64.4	84.6	73.4	64.5	64.9	88.7	64.4	64.4
2023-03-16 15:24:37	64.1	84.7	74.8	64.3	64.6	89.4	64.3	64.3
2023-03-16 15:24:38	63.9	86.6	74.0	64.2	64.4	88.5	64.1	64.1
2023-03-16 15:24:39	64.3	86.5	73.8	64.2	64.7	88.7	64.1	64.1
2023-03-16 15:24:40	64.3	86.1	74.1	64.3	64.8	91.1	64.3	64.3
2023-03-16 15:24:41	64.3	85.1	73.6	64.4	64.8	91.1	64.3	64.3
2023-03-16 15:24:42	64.5	84.3	74.2	64.4	64.9	89.0	64.4	64.4
2023-03-16 15:24:43	64.6	85.0	74.7	64.5	64.9	90.0	64.4	64.4
2023-03-16 15:24:44	64.3	84.8	73.6	64.6	65.0	89.5	64.4	64.4
2023-03-16 15:24:45	64.2	85.5	73.2	64.4	64.5	89.0	64.3	64.3
2023-03-16 15:24:46	64.5	85.1	73.8	64.5	64.9	88.0	64.4	64.4
2023-03-16 15:24:47	64.6	84.2	73.3	64.6	65.1	87.4	64.5	64.5
2023-03-16 15:24:48	64.6	85.5	73.9	64.6	65.0	89.3	64.5	64.5
2023-03-16 15:24:49	64.5	84.6	73.5	64.6	65.2	88.3	64.5	64.5
2023-03-16 15:24:50	65.3	87.0	76.4	65.1	65.9	91.5	64.9	64.9
2023-03-16 15:24:51	65.4	85.6	74.8	65.4	65.9	92.7	65.2	65.2
2023-03-16 15:24:52	65.1	87.5	76.2	65.4	66.0	92.3	65.3	65.3
2023-03-16 15:24:53	64.9	85.4	74.7	65.1	65.3	90.5	65.0	65.0
2023-03-16 15:24:54	65.0	87.3	75.5	65.0	65.5	89.5	65.0	65.0
2023-03-16 15:24:55	65.5	86.1	74.9	65.4	66.0	90.4	65.2	65.2
2023-03-16 15:24:56	65.7	86.5	75.9	65.7	66.6	93.6	65.6	65.6
2023-03-16 15:24:57	65.2	90.9	79.9	65.6	65.8	95.3	65.5	65.5
2023-03-16 15:24:58	65.2	95.5	80.3	65.3	65.6	99.8	65.3	65.3
2023-03-16 15:24:59	65.8	86.1	75.8	65.7	66.5	93.1	65.4	65.4
2023-03-16 15:25:00	66.3	85.9	75.2	66.1	66.8	90.8	65.9	65.9
2023-03-16 15:25:01	66.1	90.6	76.8	66.3	66.9	91.4	66.1	66.1

2023-03-16 15:25:02	66.8	87.1	75.9	66.5	67.4	94.2	66.3	66.3
2023-03-16 15:25:03	67.1	88.6	76.7	67.0	68.2	92.8	66.6	66.6
2023-03-16 15:25:04	66.3	88.3	76.3	67.0	67.9	92.8	66.8	66.8
2023-03-16 15:25:05	65.9	86.0	75.7	66.5	66.7	89.7	66.2	66.2
2023-03-16 15:25:06	67.6	87.2	75.9	67.1	68.3	91.7	66.8	66.8
2023-03-16 15:25:07	67.7	87.6	76.5	67.5	68.2	91.3	67.3	67.4
2023-03-16 15:25:08	67.1	89.0	77.9	67.5	67.9	92.5	67.3	67.3
2023-03-16 15:25:09	66.8	88.5	76.8	67.2	67.7	92.6	67.0	67.0
2023-03-16 15:25:10	66.6	88.0	76.4	67.1	67.6	90.8	67.0	67.0
2023-03-16 15:25:11	65.9	86.8	75.9	66.7	66.4	90.6	66.5	66.5
2023-03-16 15:25:12	66.0	87.9	76.7	66.2	66.4	93.1	66.1	66.1
2023-03-16 15:25:13	66.4	87.6	76.8	66.3	66.9	91.5	66.2	66.2
2023-03-16 15:25:14	66.5	88.5	75.5	66.6	67.9	90.4	66.3	66.3
2023-03-16 15:25:15	67.1	87.9	75.9	67.0	68.4	90.2	66.9	66.9
2023-03-16 15:25:16	66.7	86.2	75.6	66.8	67.2	89.0	66.7	66.7
2023-03-16 15:25:17	66.6	86.4	76.0	66.8	67.2	92.2	66.7	66.7
2023-03-16 15:25:18	67.5	88.9	76.2	67.2	68.0	90.5	67.0	67.0
2023-03-16 15:25:19	67.5	86.7	75.6	67.5	68.2	89.8	67.4	67.4
2023-03-16 15:25:20	66.2	87.9	75.7	67.4	67.3	90.5	67.0	67.0
2023-03-16 15:25:21	66.3	87.0	74.3	66.6	66.5	88.2	66.5	66.5
2023-03-16 15:25:22	66.1	85.5	74.6	66.4	66.6	92.1	66.3	66.3
2023-03-16 15:25:23	65.6	85.8	74.4	66.2	66.1	92.8	66.0	66.0
2023-03-16 15:25:24	65.6	87.1	74.5	65.9	66.4	92.3	65.8	65.8
2023-03-16 15:25:25	65.5	87.2	73.6	65.7	65.9	91.6	65.6	65.6
2023-03-16 15:25:26	65.6	86.6	74.1	65.7	66.0	90.8	65.6	65.6
2023-03-16 15:25:27	65.6	85.7	74.2	65.7	66.3	89.4	65.6	65.6
2023-03-16 15:25:28	65.5	86.0	74.7	65.6	65.9	90.7	65.5	65.5
2023-03-16 15:25:29	65.2	86.0	74.4	65.6	65.9	89.0	65.5	65.5
2023-03-16 15:25:30	65.5	85.3	73.7	65.4	65.9	90.1	65.3	65.3
2023-03-16 15:25:31	65.9	84.5	74.0	65.8	66.4	88.7	65.6	65.6
2023-03-16 15:25:32	65.3	84.8	72.9	65.8	65.9	90.3	65.6	65.6
2023-03-16 15:25:33	65.3	84.8	73.7	65.5	65.7	91.9	65.4	65.4
2023-03-16 15:25:34	65.3	84.2	73.2	65.4	65.7	89.9	65.3	65.3
2023-03-16 15:25:35	65.4	86.2	72.7	65.4	65.9	87.5	65.3	65.3
2023-03-16 15:25:36	65.1	84.8	73.5	65.4	65.5	87.8	65.3	65.3

2023-03-16 15:25:37	65.5	84.9	73.4	65.5	66.0	90.1	65.4	65.4
2023-03-16 15:25:38	65.5	84.7	73.4	65.5	66.1	87.6	65.4	65.4
2023-03-16 15:25:39	66.0	85.1	72.9	65.8	66.4	87.4	65.7	65.7
2023-03-16 15:25:40	65.5	85.1	73.4	65.8	65.9	87.3	65.7	65.7
2023-03-16 15:25:41	65.7	84.1	73.2	65.7	66.1	88.4	65.6	65.6
2023-03-16 15:25:42	66.0	85.6	73.2	65.9	66.4	86.2	65.8	65.8
2023-03-16 15:25:43	65.8	85.6	73.5	65.9	66.2	87.2	65.9	65.9
2023-03-16 15:25:44	65.7	84.7	73.4	65.8	66.1	88.5	65.8	65.8
2023-03-16 15:25:45	66.0	86.0	74.2	66.0	66.5	88.5	65.9	65.9
2023-03-16 15:25:46	65.5	84.6	73.0	65.9	66.0	87.0	65.7	65.7
2023-03-16 15:25:47	65.2	83.6	72.7	65.7	66.0	89.2	65.6	65.6
2023-03-16 15:25:48	65.3	85.4	74.2	65.4	65.6	87.9	65.3	65.3
2023-03-16 15:25:49	65.6	84.3	73.4	65.6	66.2	86.8	65.5	65.5
2023-03-16 15:25:50	65.8	85.2	73.5	65.7	66.2	87.3	65.6	65.6
2023-03-16 15:25:51	65.5	84.8	73.7	65.8	66.2	89.7	65.7	65.7
2023-03-16 15:25:52	65.2	84.3	73.3	65.5	65.8	86.9	65.4	65.4
2023-03-16 15:25:53	65.5	84.3	73.8	65.5	65.8	87.2	65.5	65.5
2023-03-16 15:25:54	65.7	83.8	73.2	65.8	67.1	87.0	65.6	65.6
2023-03-16 15:25:55	65.5	84.4	73.3	65.7	65.9	88.8	65.6	65.6
2023-03-16 15:25:56	65.2	85.5	73.9	65.5	65.5	88.2	65.4	65.4
2023-03-16 15:25:57	65.5	84.9	74.1	65.5	65.9	89.5	65.4	65.4
2023-03-16 15:25:58	65.8	85.3	74.3	65.8	66.3	89.7	65.6	65.6
2023-03-16 15:25:59	66.0	85.8	74.5	66.0	66.5	89.9	65.9	65.9
2023-03-16 15:26:00	65.3	85.5	74.8	65.9	65.6	91.7	65.7	65.7
2023-03-16 15:26:01	65.6	86.0	73.7	65.6	66.1	90.9	65.5	65.5
2023-03-16 15:26:02	65.6	85.2	73.8	65.6	65.9	89.5	65.6	65.6
2023-03-16 15:26:03	65.4	86.8	74.4	65.6	65.8	89.7	65.5	65.5
2023-03-16 15:26:04	65.7	85.8	76.0	65.7	66.3	90.8	65.6	65.6
2023-03-16 15:26:05	65.7	88.5	77.2	65.7	66.1	92.7	65.7	65.7
2023-03-16 15:26:06	65.6	87.2	76.5	65.8	66.2	92.2	65.7	65.7
2023-03-16 15:26:07	66.0	85.7	75.2	65.9	66.5	89.9	65.7	65.7
2023-03-16 15:26:08	66.0	86.2	75.7	66.0	66.6	89.9	66.0	66.0
2023-03-16 15:26:09	65.9	85.8	74.3	66.0	66.7	87.6	65.9	65.9
2023-03-16 15:26:10	65.8	86.9	76.0	66.0	66.4	90.8	65.9	65.9
2023-03-16 15:26:11	66.0	87.5	75.9	66.0	66.3	89.7	65.8	65.8

2023-03-16 15:26:12	65.9	86.4	75.4	66.1	66.6	88.9	66.0	66.0
2023-03-16 15:26:13	66.2	84.9	74.5	66.2	66.9	89.5	66.0	66.0
2023-03-16 15:26:14	66.2	84.9	74.2	66.2	66.7	90.3	66.2	66.2
2023-03-16 15:26:15	66.3	87.1	76.1	66.3	66.8	91.1	66.2	66.2
2023-03-16 15:26:16	66.1	86.0	75.5	66.4	67.0	92.9	66.2	66.2
2023-03-16 15:26:17	65.8	86.5	75.9	66.1	66.2	91.0	66.0	66.0
2023-03-16 15:26:18	66.0	85.5	73.4	66.0	66.4	89.1	65.9	65.9
2023-03-16 15:26:19	66.2	86.8	75.1	66.2	66.7	91.3	66.1	66.1
2023-03-16 15:26:20	65.3	86.0	74.6	66.0	65.8	91.9	65.8	65.8
2023-03-16 15:26:21	65.9	86.2	75.1	65.8	66.3	91.3	65.7	65.7
2023-03-16 15:26:22	65.6	87.4	75.6	65.8	66.1	92.2	65.7	65.7
2023-03-16 15:26:23	65.4	87.4	75.6	65.7	65.9	92.5	65.6	65.6
2023-03-16 15:26:24	65.8	86.3	75.7	65.8	66.3	92.7	65.5	65.5
2023-03-16 15:26:25	66.2	85.4	74.6	66.1	66.8	89.9	65.9	65.9
2023-03-16 15:26:26	66.4	86.2	75.3	66.3	66.7	92.9	66.2	66.2
2023-03-16 15:26:27	65.7	85.6	75.2	66.2	66.4	89.9	66.1	66.1
2023-03-16 15:26:28	66.1	84.9	74.4	66.1	66.5	88.0	66.0	66.0
2023-03-16 15:26:29	66.3	86.0	74.7	66.3	66.6	89.4	66.1	66.1
2023-03-16 15:26:30	66.0	85.4	74.0	66.3	66.5	89.7	66.1	66.1
2023-03-16 15:26:31	66.1	86.0	74.5	66.2	66.9	88.6	66.1	66.1
2023-03-16 15:26:32	66.2	84.3	73.5	66.3	66.9	90.0	66.2	66.2
2023-03-16 15:26:33	66.0	85.2	73.4	66.2	66.6	88.2	66.1	66.1
2023-03-16 15:26:34	65.6	85.3	73.0	66.0	66.3	88.2	65.9	65.9
2023-03-16 15:26:35	65.5	84.7	73.7	65.8	66.0	87.9	65.7	65.7
2023-03-16 15:26:36	65.4	85.0	73.2	65.7	65.9	87.0	65.6	65.6
2023-03-16 15:26:37	65.7	86.2	73.8	65.7	66.3	88.3	65.6	65.6
2023-03-16 15:26:38	65.5	84.1	73.4	65.7	66.1	87.8	65.5	65.5
2023-03-16 15:26:39	66.1	84.8	73.8	65.9	66.4	89.6	65.8	65.8
2023-03-16 15:26:40	66.4	86.5	74.2	66.3	67.0	89.0	66.1	66.1
2023-03-16 15:26:41	66.2	87.6	75.0	66.3	66.8	90.0	66.3	66.3
2023-03-16 15:26:42	66.3	85.0	74.5	66.4	66.8	88.1	66.3	66.3
2023-03-16 15:26:43	66.0	86.6	74.5	66.2	66.4	90.4	66.1	66.1
2023-03-16 15:26:44	66.0	86.7	74.5	66.1	66.4	89.9	66.1	66.1
2023-03-16 15:26:45	66.0	86.2	74.6	66.1	66.5	90.5	66.0	66.0
2023-03-16 15:26:46	66.8	85.9	75.0	66.6	67.2	90.3	66.4	66.4

2023-03-16 15:26:47	66.7	85.8	74.8	66.6	67.2	88.9	66.5	66.5
2023-03-16 15:26:48	66.7	85.8	75.4	66.8	67.4	90.0	66.6	66.6
2023-03-16 15:26:49	66.6	86.7	75.3	66.8	67.4	90.5	66.7	66.7
2023-03-16 15:26:50	66.6	86.6	75.8	66.8	67.1	90.7	66.7	66.7
2023-03-16 15:26:51	66.8	86.1	75.3	66.8	67.1	88.4	66.7	66.7
2023-03-16 15:26:52	67.0	86.8	76.0	66.9	67.6	93.3	66.8	66.8
2023-03-16 15:26:53	67.1	87.1	76.1	67.2	67.7	91.3	67.0	67.0
2023-03-16 15:26:54	67.1	87.2	76.3	67.1	67.4	89.5	67.0	67.0
2023-03-16 15:26:55	66.3	87.2	75.7	67.1	67.3	89.0	66.8	66.8
2023-03-16 15:26:56	66.5	87.0	75.6	66.6	66.9	91.7	66.5	66.5
2023-03-16 15:26:57	66.1	85.8	74.6	66.6	66.8	88.2	66.4	66.4
2023-03-16 15:26:58	65.8	86.4	75.0	66.3	66.3	89.4	66.1	66.1
2023-03-16 15:26:59	65.9	86.1	75.4	66.0	66.5	89.6	66.0	66.0
2023-03-16 15:27:00	65.8	86.4	75.3	66.1	66.4	88.8	65.9	65.9
2023-03-16 15:27:01	66.4	88.9	76.7	66.3	67.1	92.1	66.1	66.1
2023-03-16 15:27:02	66.2	87.0	76.4	66.3	66.6	91.0	66.2	66.2
2023-03-16 15:27:03	66.1	87.2	75.3	66.2	66.5	90.5	66.1	66.1
2023-03-16 15:27:04	66.0	87.8	76.4	66.2	66.5	90.5	66.1	66.1
2023-03-16 15:27:05	66.3	88.0	76.4	66.2	66.7	94.3	66.1	66.1
2023-03-16 15:27:06	65.8	87.3	75.1	66.2	66.4	91.5	66.0	66.0
2023-03-16 15:27:07	65.7	85.9	75.8	65.9	66.2	92.2	65.8	65.8
2023-03-16 15:27:08	66.3	86.9	75.1	66.2	66.7	90.2	66.0	66.0
2023-03-16 15:27:09	65.8	85.4	75.2	66.1	66.3	90.9	66.0	66.0
2023-03-16 15:27:10	66.0	85.7	74.9	66.0	66.4	90.9	65.9	65.9
2023-03-16 15:27:11	65.5	86.3	75.6	65.9	65.8	91.6	65.8	65.8
2023-03-16 15:27:12	65.7	84.6	74.1	65.7	66.0	89.7	65.7	65.7
2023-03-16 15:27:13	65.8	85.2	74.2	65.8	66.1	90.3	65.8	65.8
2023-03-16 15:27:14	65.8	86.8	74.2	65.9	66.2	89.2	65.8	65.8
2023-03-16 15:27:15	65.8	85.5	74.1	65.9	66.2	89.2	65.8	65.8
2023-03-16 15:27:16	65.7	86.3	74.8	65.9	66.2	88.6	65.8	65.8
2023-03-16 15:27:17	65.5	85.6	74.2	65.8	66.1	89.5	65.7	65.7
2023-03-16 15:27:18	66.0	87.2	75.4	65.9	66.6	90.6	65.8	65.8
2023-03-16 15:27:19	66.1	86.6	75.5	66.0	66.6	91.1	65.9	65.9
2023-03-16 15:27:20	66.1	86.7	75.5	66.1	66.5	89.4	66.0	66.0
2023-03-16 15:27:21	65.5	85.9	74.5	66.1	66.2	88.1	65.9	65.9

2023-03-16 15:27:22	65.5	87.0	74.7	65.7	65.9	90.5	65.6	65.6
2023-03-16 15:27:23	65.5	86.4	75.3	65.6	65.9	91.6	65.5	65.5
2023-03-16 15:27:24	65.4	84.3	73.7	65.6	65.9	89.5	65.5	65.5
2023-03-16 15:27:25	65.6	85.8	74.4	65.6	66.1	90.2	65.5	65.5
2023-03-16 15:27:26	65.7	84.7	74.2	65.8	66.2	89.2	65.7	65.7
2023-03-16 15:27:27	65.5	87.9	75.7	65.7	66.2	90.1	65.6	65.6
2023-03-16 15:27:28	65.5	86.3	74.9	65.6	65.9	90.1	65.5	65.5
2023-03-16 15:27:29	66.5	86.0	75.2	66.1	67.0	89.4	66.0	66.0
2023-03-16 15:27:30	65.8	87.5	75.7	66.1	66.3	90.7	66.0	66.0
2023-03-16 15:27:31	66.1	85.0	74.1	66.1	66.6	88.6	66.0	66.0
2023-03-16 15:27:32	65.8	86.3	74.5	66.1	66.5	88.8	66.0	66.0
2023-03-16 15:27:33	65.6	86.9	75.1	65.9	66.1	89.6	65.8	65.8
2023-03-16 15:27:34	65.3	86.3	75.3	65.7	65.8	90.7	65.6	65.6
2023-03-16 15:27:35	65.3	85.4	75.3	65.5	65.8	90.4	65.4	65.4
2023-03-16 15:27:36	65.2	86.7	75.4	65.3	65.5	90.3	65.2	65.2
2023-03-16 15:27:37	65.3	85.6	74.8	65.4	65.8	91.2	65.3	65.3
2023-03-16 15:27:38	65.2	86.1	74.8	65.3	65.7	92.5	65.2	65.2
2023-03-16 15:27:39	65.0	83.8	73.2	65.2	65.4	89.9	65.1	65.1
2023-03-16 15:27:40	65.3	87.0	74.9	65.2	65.6	90.1	65.1	65.1
2023-03-16 15:27:41	65.6	86.1	74.6	65.6	66.1	89.7	65.4	65.4
2023-03-16 15:27:42	65.1	86.1	74.7	65.5	65.5	90.1	65.3	65.3
2023-03-16 15:27:43	65.2	85.5	74.8	65.3	65.6	89.1	65.2	65.2
2023-03-16 15:27:44	65.3	85.0	73.5	65.3	65.8	89.0	65.2	65.2
2023-03-16 15:27:45	65.7	83.9	73.5	65.6	66.2	87.2	65.4	65.4
2023-03-16 15:27:46	65.5	85.9	74.5	65.6	66.0	89.8	65.5	65.5
2023-03-16 15:27:47	65.6	86.4	74.7	65.6	66.2	90.1	65.5	65.5
2023-03-16 15:27:48	65.4	86.4	73.9	65.6	66.1	88.8	65.5	65.5
2023-03-16 15:27:49	66.0	84.6	73.4	65.9	66.4	88.1	65.7	65.7
2023-03-16 15:27:50	65.9	85.8	74.8	65.9	66.4	90.4	65.9	65.9
2023-03-16 15:27:51	65.9	85.3	74.4	66.0	66.3	87.4	65.9	65.9
2023-03-16 15:27:52	65.8	85.0	74.2	65.9	66.2	87.1	65.8	65.8
2023-03-16 15:27:53	65.3	85.3	74.0	65.8	66.1	88.6	65.6	65.6
2023-03-16 15:27:54	65.4	85.2	74.0	65.5	65.7	88.0	65.5	65.5
2023-03-16 15:27:55	65.6	85.4	74.8	65.6	66.0	89.1	65.5	65.5
2023-03-16 15:27:56	66.2	87.0	74.7	66.1	66.9	89.1	65.8	65.8

2023-03-16 15:27:57	66.0	86.4	74.7	66.2	66.9	89.3	66.0	66.0
2023-03-16 15:27:58	65.1	85.7	74.2	66.0	66.1	88.6	65.7	65.7
2023-03-16 15:27:59	65.2	86.0	73.7	65.4	65.8	88.3	65.3	65.3
2023-03-16 15:28:00	65.7	85.4	74.2	65.6	66.4	88.9	65.4	65.4
2023-03-16 15:28:01	65.1	84.2	73.6	65.6	66.1	89.1	65.4	65.4
2023-03-16 15:28:02	65.0	85.7	73.0	65.3	65.5	86.5	65.2	65.2
2023-03-16 15:28:03	64.9	84.6	73.5	65.1	65.3	88.4	65.1	65.1
2023-03-16 15:28:04	64.9	83.7	72.4	65.1	65.3	89.6	65.0	65.0
2023-03-16 15:28:05	64.6	83.7	72.4	64.9	65.0	88.1	64.8	64.8
2023-03-16 15:28:06	65.0	85.8	73.6	64.9	65.3	89.1	64.8	64.8
2023-03-16 15:28:07	65.1	85.1	74.2	65.0	65.6	88.4	65.0	65.0
2023-03-16 15:28:08	65.4	87.4	73.8	65.3	65.9	87.3	65.1	65.1
2023-03-16 15:28:09	65.2	85.4	72.7	65.3	65.8	87.2	65.2	65.2
2023-03-16 15:28:10	65.3	85.8	74.6	65.3	65.7	88.5	65.2	65.2
2023-03-16 15:28:11	65.6	86.0	75.5	65.5	66.1	90.3	65.4	65.4
2023-03-16 15:28:12	66.1	85.2	75.0	65.9	66.8	88.5	65.6	65.6
2023-03-16 15:28:13	66.5	86.4	74.8	66.3	67.0	88.6	66.2	66.2
2023-03-16 15:28:14	66.4	88.7	75.4	66.5	67.3	90.6	66.4	66.4
2023-03-16 15:28:15	66.5	86.0	73.4	66.5	67.0	89.0	66.4	66.4
2023-03-16 15:28:16	66.3	84.1	74.1	66.6	66.9	89.4	66.5	66.5
2023-03-16 15:28:17	66.4	85.9	73.7	66.5	66.8	90.8	66.4	66.4
2023-03-16 15:28:18	66.5	84.7	73.9	66.5	66.9	91.0	66.4	66.4
2023-03-16 15:28:19	66.4	85.6	74.6	66.5	67.1	92.2	66.4	66.4
2023-03-16 15:28:20	66.0	85.6	74.5	66.4	66.4	91.6	66.3	66.3
2023-03-16 15:28:21	65.9	84.1	72.8	66.1	66.3	88.6	66.0	66.0
2023-03-16 15:28:22	66.0	86.5	74.4	66.0	66.4	91.0	66.0	66.0
2023-03-16 15:28:23	66.1	88.1	77.2	66.1	66.6	92.3	66.0	66.0
2023-03-16 15:28:24	66.4	85.9	74.8	66.4	66.7	91.1	66.2	66.2
2023-03-16 15:28:25	66.5	87.3	75.8	66.4	66.7	90.0	66.4	66.4
2023-03-16 15:28:26	66.6	87.6	76.7	66.6	67.1	92.5	66.5	66.5
2023-03-16 15:28:27	66.1	87.0	75.3	66.5	66.5	91.5	66.3	66.3
2023-03-16 15:28:28	65.8	87.8	75.3	66.2	66.2	92.2	66.1	66.1
2023-03-16 15:28:29	66.1	88.6	77.0	66.1	66.6	93.0	66.0	66.0
2023-03-16 15:28:30	65.9	86.4	75.5	66.1	66.3	90.5	65.9	65.9
2023-03-16 15:28:31	66.1	85.6	74.6	66.1	66.5	89.7	66.0	66.0

2023-03-16 15:28:32	66.1	86.6	75.8	66.1	66.4	90.8	66.0	66.0
2023-03-16 15:28:33	65.7	87.4	75.7	66.1	66.3	89.7	66.0	66.0
2023-03-16 15:28:34	65.7	85.9	75.0	65.8	66.2	88.4	65.7	65.7
2023-03-16 15:28:35	65.8	86.7	74.9	65.8	66.3	91.3	65.8	65.8
2023-03-16 15:28:36	65.9	88.0	75.7	66.0	66.4	92.6	65.9	65.9
2023-03-16 15:28:37	65.5	86.4	75.1	65.9	66.1	89.4	65.7	65.7
2023-03-16 15:28:38	65.4	85.0	73.5	65.7	65.9	89.5	65.6	65.6
2023-03-16 15:28:39	65.6	85.7	74.2	65.6	66.0	90.3	65.5	65.5
2023-03-16 15:28:40	66.0	86.0	75.3	65.9	66.5	91.2	65.7	65.7
2023-03-16 15:28:41	65.8	85.6	74.4	65.9	66.3	90.0	65.8	65.8
2023-03-16 15:28:42	65.8	84.2	74.0	65.9	66.4	88.2	65.8	65.8
2023-03-16 15:28:43	66.0	85.9	74.4	66.0	66.6	89.6	65.8	65.8
2023-03-16 15:28:44	65.9	85.5	74.4	66.1	66.9	87.9	66.0	66.0
2023-03-16 15:28:45	65.8	85.5	74.6	65.9	66.3	87.2	65.8	65.8
2023-03-16 15:28:46	66.3	85.0	74.3	66.2	66.6	88.6	66.0	66.0
2023-03-16 15:28:47	65.9	87.0	75.6	66.2	66.6	89.5	66.1	66.1
2023-03-16 15:28:48	65.5	86.7	75.8	65.9	66.0	89.0	65.8	65.8
2023-03-16 15:28:49	65.3	87.8	76.7	65.6	66.0	92.3	65.5	65.5
2023-03-16 15:28:50	65.7	87.9	76.3	65.7	66.1	89.6	65.6	65.6
2023-03-16 15:28:51	66.1	90.6	77.8	65.9	66.3	93.8	65.8	65.8
2023-03-16 15:28:52	65.8	87.3	76.2	65.9	66.0	90.9	65.8	65.8
2023-03-16 15:28:53	66.2	87.3	76.7	66.1	66.9	91.3	65.9	65.9
2023-03-16 15:28:54	66.2	88.4	76.4	66.2	66.8	90.7	66.2	66.2
2023-03-16 15:28:55	66.5	85.1	75.2	66.5	67.1	89.1	66.3	66.3
2023-03-16 15:28:56	66.2	86.2	74.6	66.5	66.9	89.4	66.4	66.4
2023-03-16 15:28:57	66.6	87.2	75.9	66.5	67.1	90.7	66.4	66.4
2023-03-16 15:28:58	66.9	87.7	75.8	66.8	67.2	90.3	66.7	66.7
2023-03-16 15:28:59	68.2	88.0	75.4	68.0	71.4	89.9	67.1	67.1
2023-03-16 15:29:00	67.1	85.1	75.9	67.9	68.4	89.4	67.6	67.6
2023-03-16 15:29:01	68.2	87.2	76.3	68.0	69.0	89.8	67.7	67.7
2023-03-16 15:29:02	68.6	87.5	76.0	68.4	69.5	91.3	68.3	68.3
2023-03-16 15:29:03	68.7	88.1	77.1	68.7	69.2	92.1	68.5	68.5
2023-03-16 15:29:04	67.8	87.7	76.9	68.5	68.6	90.7	68.3	68.3
2023-03-16 15:29:05	68.2	89.9	77.2	68.2	68.5	90.4	68.1	68.1
2023-03-16 15:29:06	68.0	90.0	77.2	68.2	68.3	91.9	68.1	68.1

	2023-03-16	15:29:07	68.6	89.6	79.1	68.5	69.3	92.6	68.2	68.2
	2023-03-16	15:29:08	68.6	89.7	79.4	68.6	69.1	93.3	68.5	68.5
	2023-03-16	15:29:09	68.9	90.3	81.1	68.8	69.2	94.6	68.7	68.7
	2023-03-16	15:29:10	68.8	91.0	80.9	68.9	69.3	94.1	68.8	68.8
	2023-03-16	15:29:11	68.7	91.6	80.2	68.9	69.3	92.2	68.9	68.9
	2023-03-16	15:29:12	69.0	90.6	80.5	68.9	69.4	92.8	68.8	68.8
	2023-03-16	15:29:13	69.2	89.9	79.3	69.1	69.6	92.6	69.0	69.0
	2023-03-16	15:29:14	69.2	89.0	77.6	69.2	69.6	92.1	69.1	69.1
	2023-03-16	15:29:15	69.2	89.1	78.8	69.3	69.7	91.8	69.2	69.2
	2023-03-16	15:29:16	69.5	89.7	79.3	69.5	70.3	92.2	69.2	69.2
	2023-03-16	15:29:17	70.5	90.9	79.4	70.2	71.0	93.8	69.8	69.8
	2023-03-16	15:29:18	71.0	91.0	79.3	70.8	71.4	93.6	70.5	70.5
	2023-03-16	15:29:19	72.3	91.2	79.6	71.8	72.7	93.4	71.3	71.3
	2023-03-16	15:29:20	71.8	89.5	78.6	72.0	72.6	92.5	71.9	71.9
	2023-03-16	15:29:21	71.7	91.9	79.2	71.8	72.2	94.1	71.7	71.7
	2023-03-16	15:29:22	71.6	90.9	78.6	71.8	72.0	93.5	71.7	71.7
	2023-03-16	15:29:23	70.6	89.3	78.0	71.7	71.9	92.3	71.3	71.3
	2023-03-16	15:29:24	70.1	88.6	77.7	70.9	70.7	94.1	70.7	70.7
	2023-03-16	15:29:25	69.3	89.8	77.9	70.4	70.2	91.3	70.0	70.0
	2023-03-16	15:29:26	68.9	86.5	76.4	69.7	69.4	90.5	69.4	69.4
	2023-03-16	15:29:27	67.6	88.1	76.4	69.2	68.8	91.1	68.7	68.7
	2023-03-16	15:29:28	67.6	88.0	77.2	68.2	68.2	92.8	68.0	68.0
	2023-03-16	15:29:29	66.4	88.5	76.8	67.8	67.3	91.2	67.3	67.3
	2023-03-16	15:29:30	67.2	86.6	76.2	67.2	68.9	92.4	66.9	66.9
	2023-03-16	15:29:31	69.3	88.6	76.9	68.8	71.8	93.3	68.0	68.0
	2023-03-16	15:29:32	70.9	87.3	77.7	70.8	73.2	92.5	70.2	70.2
Stop	2023-03-16	15:29:33								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	7. FallCreek S Corner
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	0.0%	0.0%		
Lavg	--- dB	--- dB		
TWA(8)	--- dB	--- dB		
Projected TWA(8)	--- dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	42.1 dB	42.1 dB		
Projected LEP'd/Lex,8h	59.0 dB	57.2 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-16 15:33:43	
Stop Time	2023-03-16 15:48:43	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LAeq	57.2 dB	
LAIeq	59.6 dB	
LCpeak	90.6 dB	2023-03-16 15:39:08
LASmax	66.5 dB	2023-03-16 15:39:09

LAF_{max}	74.1 dB	2023-03-16 15:39:08
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	57.2 dB		69.5 dB		75.0 dB	
$L\omega_{peak}$	91.7 dB	15:39:08	90.6 dB	15:39:08	95.6 dB	15:33:57
$L\omega S_{min}$	55.3 dB	15:41:48	67.5 dB	15:41:50	71.9 dB	15:41:50
$L\omega S_{max}$	66.5 dB	15:39:09	74.7 dB	15:33:57	80.6 dB	15:33:57
$L\omega F_{min}$	54.8 dB	15:41:48	64.6 dB	15:47:06	69.3 dB	15:43:39
$L\omega F_{max}$	74.1 dB	15:39:08	80.5 dB	15:33:57	86.5 dB	15:33:57
$L\omega I_{min}$	56.2 dB	15:44:33	69.9 dB	15:41:51	75.1 dB	15:41:51
$L\omega I_{max}$	78.5 dB	15:39:08	82.6 dB	15:33:57	88.8 dB	15:33:57

ω represents frequency weighting (A, C or Z)

SEL	86.7 dB
E (Pa^2s)	0.2 Pa^2s
E8 (Pa^2s)	6.0 Pa^2s
E40 (Pa^2s)	30.1 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.0 Pa^2h

LC_{eq} - LA_{eq}	12.3 dB

	Count	Duration
LAS > 75 dB	0	0
LAS > 86 dB	0	0
LCPk > 80 dB	57	709
LCPk > 81 dB	71	367
LCPk > 86 dB	2	8

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/16 15:33:43	Run	Remote	
2023/03/16 15:48:43	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	68.5	62.9	59.1	54.2	53.2	53.7	49.0	43.6	44.9	dB
OBA LZSmax	71.4	68.3	69.9	62.7	57.4	59.1	64.4	50.7	48.2	dB
OBA LZSmin	66.0	59.8	55.4	51.4	51.3	51.7	45.3	42.3	44.5	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-16 15:33:43	56.4	79.7	69.8	56.5	56.9	85.0	56.4	56.5
	2023-03-16 15:33:44	56.7	79.3	69.1	56.7	57.2	84.1	56.6	56.6
	2023-03-16 15:33:45	56.5	80.3	68.9	56.6	57.0	86.4	56.6	56.6
	2023-03-16 15:33:46	56.3	79.6	69.4	56.6	56.6	86.5	56.5	56.5
	2023-03-16 15:33:47	56.7	79.9	69.4	56.6	57.1	86.7	56.5	56.5
	2023-03-16 15:33:48	56.6	80.0	69.8	56.8	57.3	85.6	56.6	56.6
	2023-03-16 15:33:49	56.4	80.5	69.0	56.6	57.0	83.9	56.5	56.5
	2023-03-16 15:33:50	56.5	79.7	69.0	56.5	56.8	84.4	56.5	56.5
	2023-03-16 15:33:51	56.6	79.7	69.4	56.6	57.0	84.9	56.5	56.5
	2023-03-16 15:33:52	56.9	79.9	68.8	56.8	57.4	85.9	56.7	56.7
	2023-03-16 15:33:53	57.0	78.9	69.1	56.9	57.4	86.1	56.9	56.9
	2023-03-16 15:33:54	57.0	82.6	69.4	57.1	57.7	85.1	57.0	57.0
	2023-03-16 15:33:55	56.9	78.4	68.5	57.0	57.3	83.7	56.9	56.9
	2023-03-16 15:33:56	57.7	79.9	69.5	57.5	58.2	83.9	57.2	57.2
	2023-03-16 15:33:57	59.3	90.4	75.3	59.4	63.6	95.6	58.7	58.7
	2023-03-16 15:33:58	57.2	80.2	70.3	58.2	57.7	86.9	57.9	57.9
	2023-03-16 15:33:59	57.0	79.3	68.8	57.6	57.4	84.3	57.4	57.4
	2023-03-16 15:34:00	57.7	79.8	68.9	57.7	58.8	85.0	57.3	57.3
	2023-03-16 15:34:01	57.5	79.0	69.4	57.8	58.4	85.2	57.6	57.6
	2023-03-16 15:34:02	58.2	81.3	70.4	58.0	58.6	84.8	57.7	57.8
	2023-03-16 15:34:03	57.6	79.7	69.5	58.0	58.3	84.9	57.8	57.8
	2023-03-16 15:34:04	58.7	82.5	71.4	58.5	59.6	86.5	58.0	58.0
	2023-03-16 15:34:05	58.1	79.3	69.2	58.5	59.0	84.8	58.2	58.3
	2023-03-16 15:34:06	57.6	81.2	70.1	58.4	59.1	84.5	58.1	58.1
	2023-03-16 15:34:07	58.1	80.4	69.8	58.2	59.8	83.2	57.8	57.8
	2023-03-16 15:34:08	57.8	79.7	69.0	58.2	58.6	84.7	58.1	58.1
	2023-03-16 15:34:09	57.5	80.7	69.4	58.0	58.3	83.7	57.8	57.8
	2023-03-16 15:34:10	57.6	80.2	68.9	57.8	58.4	83.6	57.6	57.6
	2023-03-16 15:34:11	58.0	81.2	70.4	57.9	58.6	87.2	57.7	57.7
	2023-03-16 15:34:12	58.3	83.2	71.3	58.2	59.0	85.6	58.1	58.1
	2023-03-16 15:34:13	57.2	81.9	70.4	58.2	58.1	85.1	57.8	57.9
	2023-03-16 15:34:14	58.3	83.7	70.6	58.2	59.7	85.2	57.7	57.7
	2023-03-16 15:34:15	59.2	82.0	71.0	59.1	60.6	85.5	58.8	58.8
	2023-03-16 15:34:16	58.7	79.9	69.7	58.9	59.6	84.5	58.7	58.7

2023-03-16 15:34:17	58.2	80.7	69.5	58.8	59.2	85.0	58.5	58.5
2023-03-16 15:34:18	57.5	80.0	69.3	58.3	58.4	83.8	58.0	58.0
2023-03-16 15:34:19	57.2	80.0	69.7	57.9	57.9	84.6	57.6	57.6
2023-03-16 15:34:20	57.8	79.9	68.9	57.7	58.2	83.7	57.6	57.6
2023-03-16 15:34:21	57.3	80.0	69.5	57.7	57.9	84.2	57.5	57.5
2023-03-16 15:34:22	57.5	81.4	69.5	57.6	58.0	83.3	57.5	57.5
2023-03-16 15:34:23	58.0	80.2	68.9	57.8	58.5	83.1	57.6	57.6
2023-03-16 15:34:24	58.2	81.7	70.1	58.1	59.2	85.1	58.0	58.0
2023-03-16 15:34:25	58.4	80.5	70.4	58.4	59.1	84.4	58.2	58.2
2023-03-16 15:34:26	58.4	82.1	69.8	58.5	59.5	84.5	58.3	58.3
2023-03-16 15:34:27	58.8	80.7	70.1	58.7	59.5	85.2	58.4	58.4
2023-03-16 15:34:28	58.3	80.0	70.0	58.9	59.5	85.5	58.7	58.7
2023-03-16 15:34:29	57.8	80.9	70.2	58.3	58.3	84.4	58.1	58.1
2023-03-16 15:34:30	58.6	80.6	71.1	58.5	59.8	84.2	58.2	58.2
2023-03-16 15:34:31	58.7	80.1	70.2	58.8	59.6	84.9	58.7	58.7
2023-03-16 15:34:32	58.2	81.7	71.3	58.5	58.9	85.2	58.4	58.4
2023-03-16 15:34:33	58.4	83.1	72.6	58.5	59.1	86.4	58.3	58.3
2023-03-16 15:34:34	57.8	82.4	70.4	58.4	58.6	83.8	58.2	58.2
2023-03-16 15:34:35	57.7	79.2	70.0	58.0	58.1	83.7	57.9	57.9
2023-03-16 15:34:36	57.5	81.7	71.3	57.9	58.0	85.0	57.7	57.7
2023-03-16 15:34:37	57.7	81.5	71.9	57.8	58.0	85.3	57.7	57.7
2023-03-16 15:34:38	57.6	80.9	70.0	57.7	58.1	83.9	57.6	57.6
2023-03-16 15:34:39	58.1	82.2	71.9	58.0	58.8	85.7	57.8	57.8
2023-03-16 15:34:40	58.1	83.0	71.8	58.3	59.2	86.9	58.1	58.1
2023-03-16 15:34:41	57.6	81.7	70.6	58.0	58.2	86.2	57.8	57.8
2023-03-16 15:34:42	57.9	82.6	71.2	57.9	58.2	85.5	57.8	57.8
2023-03-16 15:34:43	59.3	83.5	72.7	58.9	60.1	86.9	58.5	58.5
2023-03-16 15:34:44	60.3	83.0	72.7	60.0	61.7	87.5	59.4	59.4
2023-03-16 15:34:45	59.6	81.4	69.7	59.8	60.1	83.6	59.7	59.7
2023-03-16 15:34:46	58.8	82.0	70.5	59.7	59.4	86.2	59.3	59.3
2023-03-16 15:34:47	58.6	81.5	70.7	59.2	59.4	84.7	58.9	58.9
2023-03-16 15:34:48	58.5	81.8	71.6	58.9	59.2	85.3	58.8	58.8
2023-03-16 15:34:49	57.5	81.3	70.8	58.6	58.3	86.0	58.3	58.3
2023-03-16 15:34:50	57.8	80.8	70.1	58.0	58.5	85.3	57.9	57.9
2023-03-16 15:34:51	57.5	80.9	71.7	57.9	58.0	87.1	57.8	57.8

2023-03-16 15:34:52	59.1	81.6	70.4	58.9	60.6	87.3	57.9	57.9
2023-03-16 15:34:53	58.8	81.7	70.9	59.2	60.4	86.3	59.0	59.0
2023-03-16 15:34:54	59.6	80.3	70.7	59.5	61.1	85.0	58.9	58.9
2023-03-16 15:34:55	58.7	83.6	71.9	59.5	60.3	86.5	59.2	59.2
2023-03-16 15:34:56	57.6	82.8	70.8	59.0	59.0	87.0	58.6	58.6
2023-03-16 15:34:57	57.4	80.3	69.9	58.1	57.9	83.7	57.8	57.8
2023-03-16 15:34:58	57.2	80.5	69.8	57.7	57.6	84.2	57.5	57.5
2023-03-16 15:34:59	57.5	79.5	69.7	57.6	58.2	84.3	57.4	57.4
2023-03-16 15:35:00	57.6	79.9	69.0	57.6	57.9	85.1	57.6	57.6
2023-03-16 15:35:01	59.9	81.9	69.8	59.5	62.0	84.1	58.3	58.3
2023-03-16 15:35:02	58.1	80.3	69.4	59.5	60.5	84.2	59.1	59.1
2023-03-16 15:35:03	58.9	81.4	70.7	59.0	60.0	85.3	58.6	58.6
2023-03-16 15:35:04	60.0	80.1	69.9	60.0	62.6	84.3	59.6	59.6
2023-03-16 15:35:05	58.8	81.2	68.7	59.4	59.2	82.7	59.2	59.2
2023-03-16 15:35:06	57.9	79.9	69.4	59.1	59.1	83.6	58.7	58.7
2023-03-16 15:35:07	57.1	79.6	69.6	58.3	57.7	84.0	57.9	57.9
2023-03-16 15:35:08	57.6	79.5	69.4	57.6	57.9	84.0	57.6	57.6
2023-03-16 15:35:09	57.6	79.4	69.6	57.7	58.0	83.5	57.6	57.6
2023-03-16 15:35:10	57.5	79.0	68.5	57.7	58.2	83.2	57.6	57.6
2023-03-16 15:35:11	58.6	80.0	69.3	58.5	60.9	83.8	57.7	57.7
2023-03-16 15:35:12	56.8	79.4	69.5	58.4	58.9	84.8	57.9	57.9
2023-03-16 15:35:13	57.8	79.2	69.1	57.7	58.5	84.7	57.4	57.4
2023-03-16 15:35:14	58.3	79.4	68.9	58.2	59.2	83.0	58.1	58.1
2023-03-16 15:35:15	57.1	79.1	69.4	58.0	57.7	84.0	57.7	57.7
2023-03-16 15:35:16	58.7	78.9	68.9	58.3	60.0	82.6	57.9	57.9
2023-03-16 15:35:17	57.9	78.3	68.4	58.3	58.5	82.8	58.1	58.1
2023-03-16 15:35:18	58.7	80.8	69.9	58.6	60.0	86.7	58.4	58.4
2023-03-16 15:35:19	58.6	81.0	70.1	58.8	60.0	84.4	58.6	58.6
2023-03-16 15:35:20	57.7	80.2	70.2	58.4	58.3	88.1	58.1	58.1
2023-03-16 15:35:21	58.2	79.6	70.1	58.2	58.8	84.9	58.1	58.1
2023-03-16 15:35:22	57.4	80.4	69.6	58.1	58.4	84.5	57.9	57.9
2023-03-16 15:35:23	57.6	81.0	69.8	57.7	58.0	85.7	57.6	57.6
2023-03-16 15:35:24	58.2	80.3	70.1	58.0	58.9	86.0	57.9	57.9
2023-03-16 15:35:25	58.3	81.9	70.6	58.3	59.0	87.2	58.2	58.2
2023-03-16 15:35:26	57.7	80.7	70.3	58.1	58.3	85.5	58.0	58.0

2023-03-16 15:35:27	57.9	80.8	69.8	58.0	58.5	84.0	57.9	57.9
2023-03-16 15:35:28	57.3	81.0	70.4	57.9	57.9	85.9	57.6	57.6
2023-03-16 15:35:29	60.5	80.8	71.0	59.8	61.8	87.1	58.6	58.6
2023-03-16 15:35:30	61.0	80.5	70.1	60.7	61.9	84.3	60.2	60.2
2023-03-16 15:35:31	58.5	80.9	70.2	60.6	61.3	84.6	60.0	60.1
2023-03-16 15:35:32	57.7	81.0	69.9	59.3	58.4	84.9	58.8	58.8
2023-03-16 15:35:33	57.8	79.6	69.4	58.4	58.3	83.2	58.2	58.2
2023-03-16 15:35:34	57.7	82.1	70.1	58.1	58.1	83.2	57.9	57.9
2023-03-16 15:35:35	57.4	80.5	70.0	57.8	57.9	83.7	57.6	57.6
2023-03-16 15:35:36	57.2	82.0	70.0	57.6	57.7	85.8	57.5	57.5
2023-03-16 15:35:37	57.6	79.2	68.7	57.5	57.8	84.6	57.5	57.5
2023-03-16 15:35:38	57.4	79.4	68.8	57.5	57.8	83.9	57.5	57.5
2023-03-16 15:35:39	57.3	80.2	67.9	57.4	57.8	82.1	57.4	57.4
2023-03-16 15:35:40	57.6	80.1	69.4	57.6	57.9	83.8	57.5	57.5
2023-03-16 15:35:41	57.6	80.0	69.7	57.7	58.4	84.6	57.4	57.4
2023-03-16 15:35:42	57.6	79.5	70.0	57.7	58.3	85.8	57.7	57.7
2023-03-16 15:35:43	57.6	80.5	68.9	57.6	58.1	85.4	57.6	57.6
2023-03-16 15:35:44	57.7	80.8	69.8	57.7	58.0	87.8	57.6	57.6
2023-03-16 15:35:45	57.9	80.5	69.2	57.9	58.3	83.6	57.7	57.7
2023-03-16 15:35:46	58.0	79.3	69.1	58.0	58.5	84.7	57.9	57.9
2023-03-16 15:35:47	58.6	81.7	68.7	58.4	59.4	83.8	58.2	58.2
2023-03-16 15:35:48	58.8	78.5	68.9	58.7	59.8	83.5	58.4	58.4
2023-03-16 15:35:49	57.5	78.9	68.8	58.7	59.1	83.2	58.3	58.3
2023-03-16 15:35:50	57.6	80.3	69.8	58.0	58.5	85.8	57.9	57.9
2023-03-16 15:35:51	58.2	80.7	69.3	58.1	58.6	84.3	57.9	57.9
2023-03-16 15:35:52	57.3	79.7	69.8	58.0	58.0	84.0	57.7	57.7
2023-03-16 15:35:53	57.5	81.4	69.5	57.7	58.3	86.2	57.6	57.6
2023-03-16 15:35:54	57.5	79.8	69.1	57.6	58.5	84.4	57.4	57.4
2023-03-16 15:35:55	58.3	79.6	68.3	58.1	59.1	82.8	58.0	58.0
2023-03-16 15:35:56	57.5	78.9	69.4	58.0	58.4	84.8	57.8	57.8
2023-03-16 15:35:57	56.9	78.7	68.6	57.7	57.4	83.0	57.4	57.4
2023-03-16 15:35:58	56.9	79.6	68.3	57.3	57.4	83.2	57.1	57.1
2023-03-16 15:35:59	57.2	81.7	70.5	57.2	57.7	84.5	57.1	57.1
2023-03-16 15:36:00	56.7	79.5	69.8	57.1	57.0	85.2	57.0	57.0
2023-03-16 15:36:01	57.0	80.8	70.6	57.0	57.5	86.0	56.9	56.9

2023-03-16 15:36:02	57.2	80.6	69.7	57.2	57.8	86.5	57.0	57.0
2023-03-16 15:36:03	58.2	81.8	69.3	58.1	60.2	84.4	57.3	57.3
2023-03-16 15:36:04	57.6	80.4	69.1	58.1	59.7	87.6	57.9	57.9
2023-03-16 15:36:05	58.4	80.9	69.9	58.2	59.1	86.5	58.0	58.0
2023-03-16 15:36:06	58.8	80.8	70.5	58.7	59.4	84.9	58.5	58.5
2023-03-16 15:36:07	58.1	82.4	70.8	58.5	59.0	85.8	58.4	58.4
2023-03-16 15:36:08	59.2	80.6	69.9	59.3	61.5	86.4	58.9	58.9
2023-03-16 15:36:09	57.9	79.6	70.6	58.6	59.1	85.0	58.3	58.3
2023-03-16 15:36:10	57.5	81.3	70.6	58.2	58.2	86.6	58.0	58.0
2023-03-16 15:36:11	57.1	81.1	71.6	57.9	57.8	87.7	57.7	57.7
2023-03-16 15:36:12	56.7	81.5	69.8	57.3	57.1	84.4	57.1	57.1
2023-03-16 15:36:13	60.6	79.6	69.7	59.9	62.5	84.9	58.6	58.6
2023-03-16 15:36:14	58.7	81.1	70.1	59.7	60.7	85.5	59.1	59.1
2023-03-16 15:36:15	58.0	79.4	68.8	59.6	61.3	84.1	59.0	59.1
2023-03-16 15:36:16	57.5	80.0	69.8	58.3	58.9	83.5	58.0	58.0
2023-03-16 15:36:17	58.0	79.5	68.5	58.0	58.6	83.6	57.9	57.9
2023-03-16 15:36:18	58.9	80.5	68.8	58.8	60.5	83.6	58.0	58.1
2023-03-16 15:36:19	59.2	79.3	69.4	59.2	61.7	85.4	58.8	58.8
2023-03-16 15:36:20	60.4	79.8	69.7	60.6	63.7	84.0	60.1	60.1
2023-03-16 15:36:21	57.9	81.9	69.4	59.5	58.7	85.3	59.0	59.0
2023-03-16 15:36:22	58.1	79.7	69.1	58.5	59.9	84.5	58.2	58.2
2023-03-16 15:36:23	57.0	79.9	69.3	58.4	59.3	83.7	58.0	58.0
2023-03-16 15:36:24	56.9	79.5	68.8	57.5	57.5	84.1	57.3	57.3
2023-03-16 15:36:25	57.2	79.7	69.2	57.4	58.0	83.9	57.2	57.2
2023-03-16 15:36:26	56.9	80.3	69.1	57.2	57.5	85.8	57.1	57.1
2023-03-16 15:36:27	56.3	79.0	68.9	57.0	56.7	85.4	56.7	56.7
2023-03-16 15:36:28	58.2	79.7	68.3	57.8	59.3	83.3	57.1	57.1
2023-03-16 15:36:29	56.9	79.4	68.2	57.8	58.5	83.6	57.5	57.5
2023-03-16 15:36:30	57.5	79.7	68.3	57.6	58.9	83.1	57.1	57.1
2023-03-16 15:36:31	57.0	79.4	68.5	57.7	58.9	84.0	57.5	57.5
2023-03-16 15:36:32	56.8	78.4	68.7	57.1	57.3	83.3	57.0	57.0
2023-03-16 15:36:33	56.9	79.3	69.5	57.0	57.2	83.7	57.0	57.0
2023-03-16 15:36:34	57.4	81.1	69.2	57.3	58.0	83.8	57.0	57.0
2023-03-16 15:36:35	56.9	79.7	70.0	57.2	57.7	85.7	57.1	57.1
2023-03-16 15:36:36	56.6	78.0	67.9	57.0	57.2	84.7	56.9	56.9

2023-03-16 15:36:37	58.6	78.8	69.1	58.1	59.5	83.7	57.4	57.4
2023-03-16 15:36:38	58.0	82.0	69.8	58.4	60.0	85.9	58.2	58.2
2023-03-16 15:36:39	58.0	80.1	70.0	58.3	59.8	85.1	58.0	58.0
2023-03-16 15:36:40	56.8	80.5	69.8	57.9	57.3	84.1	57.5	57.5
2023-03-16 15:36:41	58.0	78.8	68.7	57.9	59.5	83.0	57.4	57.4
2023-03-16 15:36:42	57.3	80.4	68.4	57.9	58.4	83.3	57.7	57.7
2023-03-16 15:36:43	56.8	79.3	68.8	57.5	57.5	83.9	57.3	57.3
2023-03-16 15:36:44	56.4	77.5	67.2	57.0	56.7	83.3	56.8	56.8
2023-03-16 15:36:45	56.8	80.5	68.9	56.8	57.4	84.1	56.7	56.7
2023-03-16 15:36:46	56.8	77.1	67.6	56.8	57.1	82.3	56.7	56.7
2023-03-16 15:36:47	56.8	79.2	69.0	56.9	57.4	83.4	56.8	56.8
2023-03-16 15:36:48	57.0	78.0	68.6	56.9	57.3	84.3	56.8	56.8
2023-03-16 15:36:49	57.0	79.1	69.3	57.1	57.7	84.4	56.9	56.9
2023-03-16 15:36:50	56.8	79.1	69.3	57.0	57.1	84.8	56.9	56.9
2023-03-16 15:36:51	56.9	78.7	68.3	57.0	58.0	84.9	56.8	56.8
2023-03-16 15:36:52	56.3	80.9	69.4	56.9	57.0	85.7	56.7	56.7
2023-03-16 15:36:53	56.3	79.1	68.9	56.5	56.8	86.0	56.4	56.4
2023-03-16 15:36:54	56.7	77.8	67.9	56.6	57.1	84.5	56.5	56.5
2023-03-16 15:36:55	56.2	78.7	68.5	56.6	56.7	83.4	56.5	56.5
2023-03-16 15:36:56	56.3	79.6	69.2	56.4	56.7	85.0	56.3	56.3
2023-03-16 15:36:57	56.1	78.9	69.3	56.4	56.7	84.4	56.3	56.3
2023-03-16 15:36:58	57.1	78.6	68.9	56.8	57.8	83.9	56.5	56.5
2023-03-16 15:36:59	58.3	80.3	68.8	58.1	60.3	82.8	57.7	57.7
2023-03-16 15:37:00	57.1	80.1	68.2	57.8	58.6	83.9	57.5	57.5
2023-03-16 15:37:01	56.8	81.0	68.4	57.3	57.6	84.1	57.1	57.1
2023-03-16 15:37:02	56.4	79.6	69.0	56.8	56.7	85.0	56.7	56.7
2023-03-16 15:37:03	56.4	78.3	68.0	56.6	56.8	84.0	56.5	56.5
2023-03-16 15:37:04	56.5	79.0	68.2	56.6	57.1	83.0	56.5	56.5
2023-03-16 15:37:05	57.0	77.9	67.9	56.9	57.6	82.1	56.7	56.7
2023-03-16 15:37:06	56.9	78.3	68.5	57.1	57.9	81.8	57.0	57.0
2023-03-16 15:37:07	56.5	79.3	68.4	56.9	56.7	84.2	56.7	56.7
2023-03-16 15:37:08	56.3	77.4	67.9	56.6	56.8	82.5	56.5	56.5
2023-03-16 15:37:09	56.8	78.9	68.4	56.7	57.0	86.7	56.6	56.6
2023-03-16 15:37:10	56.7	79.2	68.4	56.8	57.2	85.4	56.7	56.7
2023-03-16 15:37:11	56.4	79.8	68.2	56.7	56.9	84.1	56.6	56.6

2023-03-16	15:37:12	56.5	79.1	68.3	56.6	57.1	84.0	56.5	56.5
2023-03-16	15:37:13	56.6	80.3	68.8	56.6	57.0	84.0	56.6	56.6
2023-03-16	15:37:14	59.8	81.1	68.5	59.1	62.2	83.0	57.7	57.8
2023-03-16	15:37:15	57.1	80.7	68.9	59.1	61.6	83.9	58.5	58.5
2023-03-16	15:37:16	56.5	80.0	69.7	58.0	57.2	87.7	57.5	57.5
2023-03-16	15:37:17	57.0	78.4	68.6	57.1	57.4	85.1	57.1	57.1
2023-03-16	15:37:18	56.9	80.4	68.6	57.1	57.3	85.4	57.0	57.0
2023-03-16	15:37:19	56.8	79.2	69.3	57.0	57.2	83.4	56.9	56.9
2023-03-16	15:37:20	56.6	80.0	68.4	56.9	57.0	83.9	56.7	56.7
2023-03-16	15:37:21	57.4	78.6	68.1	57.2	58.3	83.4	56.9	56.9
2023-03-16	15:37:22	56.7	80.4	69.1	57.3	57.9	85.5	57.1	57.1
2023-03-16	15:37:23	56.4	78.8	67.8	56.9	56.8	85.2	56.7	56.7
2023-03-16	15:37:24	56.3	80.7	69.2	56.6	56.7	84.7	56.5	56.5
2023-03-16	15:37:25	56.7	78.9	68.9	56.7	57.2	84.0	56.5	56.5
2023-03-16	15:37:26	58.8	80.3	69.9	58.4	61.6	85.7	57.9	57.9
2023-03-16	15:37:27	57.4	80.3	68.5	57.8	58.5	83.9	57.6	57.6
2023-03-16	15:37:28	58.2	78.4	68.5	58.2	59.3	82.7	58.0	58.0
2023-03-16	15:37:29	56.8	78.9	68.8	57.9	57.8	84.6	57.5	57.5
2023-03-16	15:37:30	56.6	80.0	69.2	57.2	57.1	83.7	57.0	57.0
2023-03-16	15:37:31	56.6	79.2	68.5	56.9	57.1	83.5	56.8	56.8
2023-03-16	15:37:32	56.9	79.8	68.7	56.8	57.4	85.0	56.8	56.8
2023-03-16	15:37:33	56.3	80.0	69.1	56.8	56.9	83.3	56.6	56.6
2023-03-16	15:37:34	56.7	80.7	69.3	56.7	57.3	84.6	56.5	56.5
2023-03-16	15:37:35	56.6	79.7	69.3	56.8	57.2	85.8	56.7	56.7
2023-03-16	15:37:36	56.2	79.4	69.3	56.6	56.7	85.8	56.4	56.4
2023-03-16	15:37:37	56.9	78.6	69.4	56.7	57.8	84.2	56.6	56.6
2023-03-16	15:37:38	56.9	79.2	68.7	56.9	57.6	82.6	56.6	56.6
2023-03-16	15:37:39	56.8	80.0	69.0	56.9	57.7	83.2	56.9	56.9
2023-03-16	15:37:40	56.4	79.8	69.8	56.8	56.8	83.9	56.7	56.7
2023-03-16	15:37:41	56.8	79.4	69.1	56.7	57.2	84.5	56.6	56.6
2023-03-16	15:37:42	57.0	80.7	69.3	56.9	57.5	84.3	56.8	56.8
2023-03-16	15:37:43	56.8	78.6	69.4	56.9	57.1	85.7	56.8	56.8
2023-03-16	15:37:44	56.7	80.2	69.9	56.9	57.1	87.5	56.8	56.8
2023-03-16	15:37:45	57.1	79.4	69.5	57.1	57.6	83.8	57.0	57.0
2023-03-16	15:37:46	56.6	79.2	68.7	56.9	57.1	84.4	56.8	56.8

2023-03-16 15:37:47	56.5	80.0	68.8	56.7	56.9	83.4	56.6	56.6
2023-03-16 15:37:48	56.9	80.2	68.5	56.8	57.4	84.6	56.6	56.6
2023-03-16 15:37:49	57.0	79.6	69.4	57.0	57.6	85.5	56.9	56.9
2023-03-16 15:37:50	57.1	80.9	70.4	57.1	57.7	84.7	57.0	57.1
2023-03-16 15:37:51	56.4	79.9	69.1	57.0	56.9	83.3	56.8	56.8
2023-03-16 15:37:52	56.7	79.6	69.6	56.7	57.4	84.1	56.6	56.6
2023-03-16 15:37:53	57.1	80.4	69.8	57.0	58.1	84.1	56.9	56.9
2023-03-16 15:37:54	56.4	80.8	69.7	56.9	57.1	86.5	56.7	56.7
2023-03-16 15:37:55	56.9	81.9	68.8	56.8	57.6	83.4	56.6	56.6
2023-03-16 15:37:56	57.6	79.5	70.1	57.4	58.6	84.2	57.1	57.1
2023-03-16 15:37:57	57.2	82.0	70.0	57.3	57.7	86.0	57.3	57.3
2023-03-16 15:37:58	56.9	80.3	69.0	57.3	57.4	85.7	57.1	57.1
2023-03-16 15:37:59	56.7	80.0	68.9	57.1	57.4	84.5	56.9	57.0
2023-03-16 15:38:00	56.9	79.0	68.1	57.0	57.7	82.5	56.8	56.8
2023-03-16 15:38:01	57.4	79.0	68.5	57.4	58.6	83.5	57.0	57.0
2023-03-16 15:38:02	58.1	81.2	70.1	58.0	59.4	85.2	57.7	57.7
2023-03-16 15:38:03	57.2	80.5	69.0	57.8	57.8	82.9	57.6	57.6
2023-03-16 15:38:04	57.2	79.6	69.2	57.4	57.8	82.8	57.3	57.3
2023-03-16 15:38:05	56.9	79.9	68.9	57.3	57.6	83.3	57.1	57.1
2023-03-16 15:38:06	56.9	81.5	70.3	57.1	57.3	86.4	57.0	57.0
2023-03-16 15:38:07	57.6	80.2	69.0	57.4	58.7	85.5	57.3	57.3
2023-03-16 15:38:08	57.6	78.4	68.2	57.8	58.9	82.5	57.5	57.5
2023-03-16 15:38:09	57.3	79.8	69.3	57.4	58.4	84.5	57.2	57.2
2023-03-16 15:38:10	57.7	79.8	69.7	57.6	58.3	86.0	57.5	57.5
2023-03-16 15:38:11	58.0	80.5	70.0	58.0	59.1	85.3	57.8	57.8
2023-03-16 15:38:12	57.2	80.3	69.2	57.9	58.3	84.5	57.7	57.7
2023-03-16 15:38:13	56.9	80.8	69.7	57.4	57.6	85.2	57.1	57.1
2023-03-16 15:38:14	57.3	80.5	69.8	57.4	58.7	85.8	57.3	57.3
2023-03-16 15:38:15	56.9	81.2	69.8	57.2	57.5	86.0	57.0	57.0
2023-03-16 15:38:16	58.0	80.6	69.1	57.7	58.7	84.5	57.4	57.4
2023-03-16 15:38:17	57.7	81.4	70.2	57.9	58.6	86.4	57.8	57.8
2023-03-16 15:38:18	56.9	80.7	69.0	57.6	57.6	86.0	57.4	57.4
2023-03-16 15:38:19	57.4	79.3	68.2	57.4	58.1	82.9	57.3	57.3
2023-03-16 15:38:20	57.2	79.4	68.9	57.4	57.8	83.8	57.3	57.3
2023-03-16 15:38:21	57.2	80.3	68.5	57.3	57.6	82.9	57.1	57.1

2023-03-16	15:38:22	57.5	78.6	69.2	57.5	58.1	83.5	57.3	57.4
2023-03-16	15:38:23	57.3	80.6	69.3	57.4	58.1	84.0	57.3	57.3
2023-03-16	15:38:24	57.6	81.4	69.8	57.7	59.2	86.1	57.4	57.4
2023-03-16	15:38:25	58.0	82.0	68.9	58.2	59.9	86.5	58.0	58.0
2023-03-16	15:38:26	56.5	79.9	69.0	57.7	57.0	83.7	57.3	57.3
2023-03-16	15:38:27	56.8	79.3	68.9	57.0	57.2	82.7	56.9	56.9
2023-03-16	15:38:28	58.3	79.1	69.2	58.2	60.4	83.8	57.1	57.1
2023-03-16	15:38:29	59.9	79.2	69.0	59.6	61.7	83.2	59.1	59.1
2023-03-16	15:38:30	57.3	81.7	68.9	59.1	57.9	82.8	58.5	58.5
2023-03-16	15:38:31	57.2	79.6	68.7	58.1	58.0	83.2	57.8	57.8
2023-03-16	15:38:32	57.0	80.3	69.2	57.5	57.4	84.4	57.4	57.4
2023-03-16	15:38:33	57.1	78.7	68.1	57.3	57.9	85.2	57.2	57.2
2023-03-16	15:38:34	56.9	78.5	68.3	57.1	57.6	84.8	57.0	57.0
2023-03-16	15:38:35	56.5	80.1	68.1	56.9	57.1	84.3	56.7	56.7
2023-03-16	15:38:36	57.0	79.6	69.2	57.1	58.1	84.2	56.9	56.9
2023-03-16	15:38:37	57.2	79.8	69.1	57.1	57.9	85.0	56.8	56.8
2023-03-16	15:38:38	57.3	80.1	69.5	57.5	58.7	84.4	57.3	57.3
2023-03-16	15:38:39	56.4	80.2	69.9	57.1	57.1	84.7	56.9	56.9
2023-03-16	15:38:40	56.8	79.5	69.5	56.9	57.6	86.9	56.8	56.8
2023-03-16	15:38:41	56.3	82.4	71.1	56.7	56.7	86.3	56.5	56.5
2023-03-16	15:38:42	56.3	79.5	70.1	56.5	57.1	84.6	56.3	56.4
2023-03-16	15:38:43	57.1	79.8	69.3	56.9	57.6	84.3	56.8	56.8
2023-03-16	15:38:44	57.6	81.3	69.6	57.5	58.7	86.6	57.0	57.0
2023-03-16	15:38:45	57.1	79.0	68.6	57.4	58.1	84.1	57.3	57.3
2023-03-16	15:38:46	56.4	79.7	69.3	57.2	56.8	83.3	56.9	56.9
2023-03-16	15:38:47	56.7	79.4	69.8	56.8	57.5	84.9	56.6	56.6
2023-03-16	15:38:48	56.6	79.4	69.0	57.1	57.8	84.4	56.9	56.9
2023-03-16	15:38:49	56.5	80.3	69.7	56.6	57.0	84.2	56.6	56.6
2023-03-16	15:38:50	55.9	81.0	69.5	56.5	56.3	85.9	56.3	56.3
2023-03-16	15:38:51	56.2	77.7	68.6	56.2	56.6	83.9	56.2	56.2
2023-03-16	15:38:52	56.9	79.7	68.6	56.7	58.1	84.2	56.4	56.4
2023-03-16	15:38:53	57.5	80.1	69.3	57.3	58.5	86.9	57.1	57.1
2023-03-16	15:38:54	56.3	78.8	68.4	57.1	56.8	85.4	56.9	56.9
2023-03-16	15:38:55	56.3	79.2	68.9	56.6	56.6	83.3	56.5	56.5
2023-03-16	15:38:56	56.5	79.9	69.9	56.5	57.0	86.0	56.4	56.5

2023-03-16 15:38:57	56.7	79.5	69.0	56.9	58.0	83.3	56.7	56.7
2023-03-16 15:38:58	56.2	79.8	68.7	56.5	56.7	84.7	56.3	56.3
2023-03-16 15:38:59	56.3	80.4	69.3	56.4	56.6	84.3	56.3	56.3
2023-03-16 15:39:00	56.4	79.4	69.4	56.5	56.9	85.2	56.4	56.4
2023-03-16 15:39:01	55.8	80.0	69.0	56.3	56.3	84.6	56.1	56.1
2023-03-16 15:39:02	57.1	81.7	70.2	56.8	58.9	85.2	56.3	56.3
2023-03-16 15:39:03	56.9	81.1	69.6	56.9	57.6	84.4	56.7	56.7
2023-03-16 15:39:04	56.9	81.3	69.9	56.9	57.5	84.9	56.9	56.9
2023-03-16 15:39:05	56.5	79.8	70.1	56.9	56.8	85.6	56.8	56.8
2023-03-16 15:39:06	56.5	82.5	69.7	56.7	57.1	84.6	56.6	56.6
2023-03-16 15:39:07	56.3	79.8	68.4	56.5	56.9	83.2	56.4	56.4
2023-03-16 15:39:08	66.5	90.6	70.5	66.3	74.1	91.0	57.6	58.1
2023-03-16 15:39:09	60.3	82.2	69.3	66.5	73.4	84.6	65.1	65.1
2023-03-16 15:39:10	57.4	81.4	69.7	63.2	58.6	86.4	61.7	61.8
2023-03-16 15:39:11	56.7	80.7	70.0	60.5	57.2	87.4	59.4	59.4
2023-03-16 15:39:12	56.6	79.5	68.9	58.5	57.4	84.1	57.8	57.8
2023-03-16 15:39:13	56.7	79.6	69.2	57.5	57.5	84.6	57.2	57.2
2023-03-16 15:39:14	56.6	79.2	68.9	56.9	57.3	85.0	56.8	56.8
2023-03-16 15:39:15	57.6	80.6	70.4	57.4	58.4	86.5	57.1	57.1
2023-03-16 15:39:16	56.6	80.5	68.8	57.3	57.2	84.9	57.1	57.1
2023-03-16 15:39:17	56.8	79.9	69.2	56.9	57.6	86.0	56.8	56.8
2023-03-16 15:39:18	57.1	79.0	68.5	57.2	58.5	84.2	56.9	56.9
2023-03-16 15:39:19	57.1	80.5	69.3	57.1	57.7	85.8	57.0	57.0
2023-03-16 15:39:20	57.0	79.9	69.7	57.1	57.9	85.8	56.9	56.9
2023-03-16 15:39:21	57.7	79.8	68.5	57.7	59.0	85.0	57.5	57.5
2023-03-16 15:39:22	56.4	78.8	68.4	57.3	56.9	84.0	57.0	57.0
2023-03-16 15:39:23	56.3	79.8	69.6	56.8	56.9	85.4	56.6	56.6
2023-03-16 15:39:24	58.5	80.6	69.8	58.0	60.0	85.6	57.5	57.5
2023-03-16 15:39:25	56.7	80.2	69.4	57.6	57.3	83.8	57.3	57.3
2023-03-16 15:39:26	56.8	79.4	69.9	57.1	57.3	86.2	57.0	57.0
2023-03-16 15:39:27	56.1	79.1	69.4	56.9	56.8	85.6	56.7	56.7
2023-03-16 15:39:28	56.3	80.4	69.6	56.4	56.7	84.6	56.4	56.4
2023-03-16 15:39:29	56.6	80.7	70.7	56.6	57.0	88.4	56.5	56.5
2023-03-16 15:39:30	57.8	79.1	69.6	57.6	59.2	85.2	56.8	56.8
2023-03-16 15:39:31	58.1	81.4	71.1	58.0	58.9	88.7	57.7	57.7

2023-03-16 15:39:32	57.2	80.5	70.1	58.0	58.7	86.6	57.8	57.8
2023-03-16 15:39:33	57.5	81.5	70.8	57.8	58.5	88.2	57.6	57.6
2023-03-16 15:39:34	58.2	81.2	70.1	57.9	58.7	84.7	57.7	57.7
2023-03-16 15:39:35	57.8	81.6	68.9	58.0	58.6	83.8	57.9	57.9
2023-03-16 15:39:36	57.0	80.0	69.9	57.9	58.0	85.1	57.6	57.6
2023-03-16 15:39:37	56.3	81.5	69.1	57.2	56.9	86.3	56.9	56.9
2023-03-16 15:39:38	56.9	85.1	69.7	56.9	58.0	86.2	56.6	56.6
2023-03-16 15:39:39	56.5	81.9	69.2	56.9	57.8	84.9	56.8	56.8
2023-03-16 15:39:40	56.6	81.6	70.3	56.7	57.0	87.3	56.7	56.7
2023-03-16 15:39:41	56.8	80.0	69.6	57.0	58.0	86.3	56.8	56.8
2023-03-16 15:39:42	56.3	80.5	69.6	56.7	56.9	85.7	56.5	56.5
2023-03-16 15:39:43	56.3	81.0	69.7	56.4	56.6	85.7	56.3	56.3
2023-03-16 15:39:44	56.3	80.2	70.3	56.4	56.9	86.2	56.3	56.3
2023-03-16 15:39:45	56.9	80.6	70.7	56.8	57.4	86.5	56.6	56.6
2023-03-16 15:39:46	56.5	82.0	69.8	56.8	57.2	85.7	56.7	56.7
2023-03-16 15:39:47	56.8	79.2	69.0	56.8	57.3	86.4	56.7	56.7
2023-03-16 15:39:48	56.7	80.9	70.4	56.7	57.0	86.0	56.6	56.6
2023-03-16 15:39:49	56.6	80.3	69.3	56.7	57.0	85.5	56.7	56.7
2023-03-16 15:39:50	56.7	79.1	69.1	56.7	57.0	85.2	56.6	56.6
2023-03-16 15:39:51	56.9	80.0	69.8	56.8	57.2	87.7	56.8	56.8
2023-03-16 15:39:52	59.6	80.5	69.7	59.1	62.9	86.4	57.8	57.8
2023-03-16 15:39:53	58.2	80.0	69.4	58.9	60.9	85.9	58.4	58.4
2023-03-16 15:39:54	58.3	80.5	70.4	58.9	60.6	85.8	58.6	58.6
2023-03-16 15:39:55	57.1	79.6	68.2	58.6	59.2	83.0	58.1	58.1
2023-03-16 15:39:56	56.4	82.0	69.4	57.5	56.6	85.2	57.1	57.1
2023-03-16 15:39:57	57.1	81.4	69.7	57.1	57.6	86.7	56.9	56.9
2023-03-16 15:39:58	56.6	79.4	69.3	57.0	57.2	84.5	56.9	56.9
2023-03-16 15:39:59	57.5	80.6	70.5	57.4	58.8	86.1	56.9	56.9
2023-03-16 15:40:00	57.7	79.5	69.7	57.6	59.1	85.0	57.5	57.5
2023-03-16 15:40:01	58.7	79.8	69.7	58.6	60.2	85.6	58.3	58.3
2023-03-16 15:40:02	56.9	79.0	68.5	58.0	57.5	84.0	57.7	57.7
2023-03-16 15:40:03	56.4	78.8	68.5	57.4	57.2	83.6	57.1	57.1
2023-03-16 15:40:04	57.2	81.4	69.9	57.2	58.3	85.1	56.8	56.8
2023-03-16 15:40:05	58.2	80.9	70.6	58.0	59.5	87.4	57.4	57.4
2023-03-16 15:40:06	57.1	80.7	70.3	58.0	58.7	84.2	57.7	57.7

2023-03-16 15:40:07	56.7	80.5	70.2	57.4	57.5	86.3	57.1	57.1
2023-03-16 15:40:08	58.8	81.3	70.4	58.4	59.9	86.6	57.8	57.8
2023-03-16 15:40:09	57.3	79.8	70.0	58.3	58.9	85.2	58.0	58.0
2023-03-16 15:40:10	57.3	81.6	70.6	57.7	58.0	86.0	57.4	57.4
2023-03-16 15:40:11	56.9	79.3	70.0	57.7	58.4	84.3	57.4	57.4
2023-03-16 15:40:12	56.5	79.3	70.5	57.0	56.8	87.4	56.8	56.8
2023-03-16 15:40:13	57.0	80.5	70.2	57.0	58.0	87.9	56.7	56.7
2023-03-16 15:40:14	56.9	81.3	70.1	57.1	58.0	86.2	56.9	56.9
2023-03-16 15:40:15	57.2	79.8	69.7	57.4	58.4	83.9	57.2	57.2
2023-03-16 15:40:16	56.5	81.0	69.8	57.0	56.9	87.3	56.8	56.8
2023-03-16 15:40:17	56.5	79.2	68.3	56.7	56.9	84.1	56.7	56.7
2023-03-16 15:40:18	56.6	80.7	69.3	56.6	57.3	85.2	56.5	56.5
2023-03-16 15:40:19	57.2	80.4	70.0	57.0	57.9	86.3	56.9	56.9
2023-03-16 15:40:20	57.2	79.8	69.6	57.1	57.6	85.4	57.0	57.0
2023-03-16 15:40:21	56.9	80.7	69.5	57.2	57.5	87.2	57.1	57.1
2023-03-16 15:40:22	56.3	82.7	70.0	56.9	57.0	84.7	56.7	56.7
2023-03-16 15:40:23	57.9	80.0	69.4	57.5	59.1	84.1	57.0	57.0
2023-03-16 15:40:24	57.4	79.4	68.6	57.5	58.5	83.9	57.4	57.4
2023-03-16 15:40:25	56.3	78.9	68.3	57.5	57.5	85.6	57.0	57.0
2023-03-16 15:40:26	56.4	79.5	69.0	56.9	57.3	85.9	56.7	56.7
2023-03-16 15:40:27	56.1	81.5	69.4	56.5	56.5	83.8	56.4	56.4
2023-03-16 15:40:28	56.1	77.6	68.3	56.2	56.4	83.3	56.2	56.2
2023-03-16 15:40:29	56.3	78.6	68.6	56.3	56.9	83.0	56.1	56.1
2023-03-16 15:40:30	56.4	80.1	68.9	56.4	56.8	84.7	56.3	56.3
2023-03-16 15:40:31	56.0	79.4	68.8	56.4	56.3	83.4	56.2	56.2
2023-03-16 15:40:32	56.7	79.4	69.2	56.6	57.7	83.8	56.4	56.4
2023-03-16 15:40:33	56.0	78.1	69.2	56.5	56.7	84.6	56.4	56.4
2023-03-16 15:40:34	56.0	79.6	69.6	56.2	56.5	85.3	56.1	56.1
2023-03-16 15:40:35	56.0	80.1	69.4	56.1	56.4	84.1	56.1	56.1
2023-03-16 15:40:36	55.7	80.1	70.0	56.0	56.1	85.1	55.9	55.9
2023-03-16 15:40:37	56.3	79.2	68.2	56.2	57.2	83.2	56.0	56.0
2023-03-16 15:40:38	56.4	80.7	69.3	56.4	57.3	84.2	56.3	56.3
2023-03-16 15:40:39	56.0	79.3	69.2	56.3	56.5	85.8	56.2	56.2
2023-03-16 15:40:40	55.8	81.6	68.8	56.1	56.1	87.0	56.0	56.0
2023-03-16 15:40:41	56.7	79.0	69.5	56.5	57.5	83.2	56.3	56.3

2023-03-16 15:40:42	58.0	79.9	69.4	57.6	59.7	83.4	57.2	57.2
2023-03-16 15:40:43	55.9	80.1	69.0	57.3	56.7	85.5	56.9	56.9
2023-03-16 15:40:44	56.0	80.0	68.7	56.5	56.4	85.4	56.3	56.3
2023-03-16 15:40:45	55.8	78.4	68.1	56.2	56.0	84.2	56.0	56.0
2023-03-16 15:40:46	56.4	79.5	69.3	56.3	56.7	85.8	56.1	56.1
2023-03-16 15:40:47	56.4	79.2	68.7	56.5	57.0	84.5	56.3	56.3
2023-03-16 15:40:48	56.8	80.1	69.4	56.7	57.4	83.5	56.4	56.4
2023-03-16 15:40:49	56.9	80.7	69.3	57.0	57.8	83.9	56.9	56.9
2023-03-16 15:40:50	57.1	80.4	69.7	57.1	58.1	84.1	56.8	56.8
2023-03-16 15:40:51	56.7	80.8	69.1	57.0	57.3	85.5	56.9	56.9
2023-03-16 15:40:52	56.9	79.9	69.1	57.0	58.1	84.1	56.7	56.7
2023-03-16 15:40:53	57.2	79.7	69.4	57.2	57.9	84.4	57.1	57.1
2023-03-16 15:40:54	59.8	80.5	69.3	59.0	61.1	84.3	58.5	58.5
2023-03-16 15:40:55	57.9	80.3	69.7	58.9	58.9	85.2	58.5	58.5
2023-03-16 15:40:56	57.2	80.6	70.1	58.2	57.7	85.0	57.9	57.9
2023-03-16 15:40:57	56.7	79.4	69.5	57.6	57.9	84.2	57.2	57.2
2023-03-16 15:40:58	56.9	80.3	69.7	57.2	58.0	85.7	57.0	57.0
2023-03-16 15:40:59	57.8	80.8	70.3	57.6	59.4	84.4	57.1	57.1
2023-03-16 15:41:00	56.3	80.1	69.8	57.7	58.8	83.2	57.2	57.2
2023-03-16 15:41:01	57.3	81.4	70.7	57.3	58.5	84.6	57.1	57.1
2023-03-16 15:41:02	57.7	78.9	68.7	57.5	58.4	83.6	57.2	57.2
2023-03-16 15:41:03	57.1	80.0	69.7	57.6	58.1	83.9	57.4	57.4
2023-03-16 15:41:04	56.9	78.8	69.1	57.2	57.4	82.8	57.1	57.1
2023-03-16 15:41:05	56.0	79.3	69.2	57.0	57.2	83.5	56.7	56.7
2023-03-16 15:41:06	56.8	79.3	68.5	56.7	57.5	84.0	56.5	56.5
2023-03-16 15:41:07	55.7	79.9	69.7	56.7	56.8	84.1	56.4	56.4
2023-03-16 15:41:08	56.8	81.4	70.2	56.6	57.4	85.9	56.2	56.2
2023-03-16 15:41:09	56.7	80.3	69.5	56.7	57.2	85.1	56.6	56.6
2023-03-16 15:41:10	56.4	80.2	69.1	56.7	56.9	84.4	56.5	56.5
2023-03-16 15:41:11	56.1	79.3	69.2	56.6	57.0	83.8	56.4	56.4
2023-03-16 15:41:12	56.2	79.1	69.0	56.3	56.6	83.8	56.2	56.2
2023-03-16 15:41:13	55.7	80.0	69.5	56.2	56.5	84.3	56.0	56.0
2023-03-16 15:41:14	56.0	79.7	70.0	56.0	56.5	85.3	55.9	55.9
2023-03-16 15:41:15	59.8	80.7	70.2	58.9	62.0	87.4	57.8	57.9
2023-03-16 15:41:16	56.5	79.1	70.1	58.6	58.2	86.9	58.0	58.0

2023-03-16 15:41:17	56.7	79.6	69.7	57.4	57.7	84.2	57.1	57.1
2023-03-16 15:41:18	56.6	79.9	69.7	57.1	57.8	84.1	57.0	57.0
2023-03-16 15:41:19	56.0	80.1	70.0	56.7	56.4	85.5	56.5	56.5
2023-03-16 15:41:20	56.3	80.7	70.1	56.3	56.7	86.6	56.3	56.3
2023-03-16 15:41:21	56.0	79.0	69.7	56.3	56.5	85.0	56.2	56.2
2023-03-16 15:41:22	56.1	80.5	69.5	56.2	56.5	84.5	56.1	56.1
2023-03-16 15:41:23	56.1	80.0	69.8	56.2	56.6	82.6	56.1	56.1
2023-03-16 15:41:24	56.5	79.6	69.4	56.4	56.9	83.5	56.3	56.3
2023-03-16 15:41:25	56.6	81.0	69.5	56.6	57.0	83.0	56.5	56.5
2023-03-16 15:41:26	55.9	82.2	70.5	56.5	56.6	85.8	56.3	56.3
2023-03-16 15:41:27	55.8	80.2	69.1	56.2	56.2	84.1	56.0	56.0
2023-03-16 15:41:28	56.0	78.1	68.0	56.0	56.3	85.1	56.0	56.0
2023-03-16 15:41:29	55.9	79.5	69.8	55.9	56.2	85.7	55.9	55.9
2023-03-16 15:41:30	56.9	79.5	69.1	56.7	59.0	84.4	56.3	56.3
2023-03-16 15:41:31	55.9	79.9	68.9	56.5	56.2	84.9	56.3	56.3
2023-03-16 15:41:32	55.9	79.2	68.4	56.1	56.1	83.9	56.1	56.1
2023-03-16 15:41:33	56.0	77.5	68.4	56.0	56.3	83.6	56.0	56.0
2023-03-16 15:41:34	56.0	79.3	68.9	56.0	56.4	83.9	56.0	56.0
2023-03-16 15:41:35	56.2	78.7	68.9	56.2	56.7	83.6	56.0	56.0
2023-03-16 15:41:36	56.0	79.1	68.2	56.2	56.6	86.4	56.1	56.1
2023-03-16 15:41:37	56.0	79.0	67.9	56.1	56.4	83.0	56.0	56.0
2023-03-16 15:41:38	56.2	79.2	68.7	56.2	56.6	85.3	56.1	56.1
2023-03-16 15:41:39	56.3	79.9	68.4	56.2	56.8	85.7	56.1	56.1
2023-03-16 15:41:40	56.9	78.5	68.3	56.7	57.7	83.5	56.4	56.4
2023-03-16 15:41:41	56.5	79.4	68.4	56.7	58.5	84.1	56.4	56.4
2023-03-16 15:41:42	62.9	79.7	68.9	61.7	65.8	84.0	60.6	60.7
2023-03-16 15:41:43	56.8	78.1	68.1	60.9	58.7	84.4	59.8	59.8
2023-03-16 15:41:44	56.2	79.5	68.4	58.8	56.9	82.8	58.0	58.0
2023-03-16 15:41:45	55.7	79.8	69.0	57.3	56.1	84.0	56.8	56.8
2023-03-16 15:41:46	55.5	77.3	67.6	56.4	56.1	83.1	56.1	56.1
2023-03-16 15:41:47	55.5	77.6	68.4	55.8	55.9	83.6	55.7	55.7
2023-03-16 15:41:48	55.2	78.2	68.3	55.7	55.8	84.1	55.5	55.5
2023-03-16 15:41:49	57.4	78.0	68.2	56.9	58.8	83.2	56.3	56.3
2023-03-16 15:41:50	55.4	77.3	67.3	56.6	56.0	81.3	56.2	56.2
2023-03-16 15:41:51	55.4	78.7	68.4	55.9	55.7	82.5	55.7	55.7

2023-03-16 15:41:52	56.6	79.7	69.3	56.4	57.9	84.8	55.8	55.8
2023-03-16 15:41:53	57.0	79.1	68.4	56.8	57.7	83.0	56.7	56.7
2023-03-16 15:41:54	55.6	80.5	68.9	56.7	56.5	84.2	56.3	56.3
2023-03-16 15:41:55	55.6	79.1	68.6	56.1	56.1	83.9	55.9	55.9
2023-03-16 15:41:56	55.8	81.6	69.4	55.8	56.4	85.4	55.7	55.7
2023-03-16 15:41:57	55.9	79.6	69.3	55.9	56.5	84.0	55.9	55.9
2023-03-16 15:41:58	56.1	79.6	69.0	56.2	56.9	82.6	56.0	56.0
2023-03-16 15:41:59	55.7	79.5	68.2	56.0	56.0	84.7	55.9	55.9
2023-03-16 15:42:00	55.5	79.4	68.6	55.8	55.8	82.6	55.7	55.7
2023-03-16 15:42:01	55.8	79.3	69.0	55.8	56.3	82.8	55.6	55.6
2023-03-16 15:42:02	56.0	78.4	69.2	56.2	57.3	84.1	56.0	56.0
2023-03-16 15:42:03	55.8	78.4	68.8	55.9	56.3	83.1	55.8	55.8
2023-03-16 15:42:04	55.7	78.9	68.5	55.9	56.2	84.7	55.8	55.8
2023-03-16 15:42:05	55.5	79.1	68.7	55.8	56.0	85.6	55.7	55.7
2023-03-16 15:42:06	55.4	78.6	68.8	55.6	55.7	83.8	55.5	55.5
2023-03-16 15:42:07	55.9	78.9	68.8	55.8	56.2	83.5	55.6	55.6
2023-03-16 15:42:08	57.1	78.6	68.1	56.7	58.7	84.1	56.4	56.4
2023-03-16 15:42:09	55.7	79.1	68.7	56.5	56.3	84.2	56.2	56.2
2023-03-16 15:42:10	56.6	78.7	68.8	56.6	57.9	83.7	56.4	56.4
2023-03-16 15:42:11	56.1	79.6	69.3	56.3	57.2	83.4	56.2	56.2
2023-03-16 15:42:12	56.9	80.4	70.1	56.9	58.6	85.3	56.7	56.7
2023-03-16 15:42:13	56.1	79.8	69.6	56.5	56.8	85.6	56.4	56.4
2023-03-16 15:42:14	55.8	80.3	68.6	56.3	56.3	84.5	56.1	56.1
2023-03-16 15:42:15	56.3	78.0	68.1	56.2	57.2	85.4	56.0	56.0
2023-03-16 15:42:16	56.0	79.1	68.3	56.2	56.6	82.9	56.1	56.2
2023-03-16 15:42:17	56.0	79.3	68.7	56.1	56.4	83.2	56.0	56.0
2023-03-16 15:42:18	56.5	81.2	68.7	56.3	56.9	84.6	56.2	56.2
2023-03-16 15:42:19	56.0	80.4	69.5	56.4	56.7	83.3	56.2	56.2
2023-03-16 15:42:20	56.3	79.2	69.5	56.3	56.8	84.5	56.2	56.2
2023-03-16 15:42:21	57.0	78.9	68.8	56.8	58.0	84.6	56.4	56.4
2023-03-16 15:42:22	56.2	80.0	69.4	56.8	57.7	85.9	56.6	56.6
2023-03-16 15:42:23	57.2	80.5	69.0	57.1	58.5	85.2	56.6	56.7
2023-03-16 15:42:24	56.3	79.4	69.2	57.0	57.2	84.1	56.8	56.8
2023-03-16 15:42:25	56.3	80.6	69.7	56.5	56.7	85.2	56.5	56.5
2023-03-16 15:42:26	56.4	80.5	70.4	56.5	57.0	86.0	56.4	56.4

2023-03-16 15:42:27	56.1	80.9	70.2	56.3	56.4	85.8	56.2	56.2
2023-03-16 15:42:28	56.1	81.0	70.0	56.2	56.5	84.8	56.2	56.2
2023-03-16 15:42:29	56.8	80.9	69.3	56.6	57.7	83.9	56.4	56.4
2023-03-16 15:42:30	56.9	79.9	69.3	56.8	57.7	84.6	56.6	56.6
2023-03-16 15:42:31	56.6	81.5	69.1	57.1	58.1	86.5	56.8	56.8
2023-03-16 15:42:32	56.9	79.9	69.4	57.0	58.0	86.3	56.7	56.7
2023-03-16 15:42:33	56.0	80.1	69.6	56.8	56.7	85.7	56.5	56.5
2023-03-16 15:42:34	55.6	79.8	70.2	56.3	56.2	85.3	56.0	56.0
2023-03-16 15:42:35	55.5	80.1	69.3	55.8	56.0	84.2	55.7	55.7
2023-03-16 15:42:36	56.1	79.7	69.6	55.9	56.3	83.6	55.8	55.8
2023-03-16 15:42:37	56.1	79.8	69.7	56.1	56.7	86.1	55.9	55.9
2023-03-16 15:42:38	55.9	80.6	68.7	56.2	56.7	84.2	56.1	56.1
2023-03-16 15:42:39	55.3	79.8	68.9	55.9	55.6	84.0	55.7	55.7
2023-03-16 15:42:40	56.1	78.0	68.0	56.0	56.6	82.8	55.7	55.7
2023-03-16 15:42:41	55.8	80.2	68.8	56.0	56.4	84.5	55.8	55.9
2023-03-16 15:42:42	55.7	81.2	69.3	55.9	56.1	87.9	55.8	55.8
2023-03-16 15:42:43	55.9	80.2	69.0	55.9	56.2	84.4	55.8	55.8
2023-03-16 15:42:44	55.9	79.3	69.4	55.9	56.3	85.1	55.9	55.9
2023-03-16 15:42:45	57.3	80.9	69.2	56.9	58.5	87.7	56.4	56.4
2023-03-16 15:42:46	56.9	78.4	68.4	57.2	59.3	83.2	56.6	56.6
2023-03-16 15:42:47	58.1	79.4	69.3	58.2	61.4	85.5	57.8	57.8
2023-03-16 15:42:48	56.4	79.9	68.7	57.4	57.4	82.6	57.0	57.0
2023-03-16 15:42:49	55.9	79.2	68.6	56.9	57.0	86.0	56.6	56.6
2023-03-16 15:42:50	55.5	77.9	68.6	56.3	56.0	86.5	56.0	56.0
2023-03-16 15:42:51	56.2	78.8	68.9	56.2	57.3	88.2	55.9	55.9
2023-03-16 15:42:52	56.3	80.7	69.1	56.2	56.7	86.1	56.2	56.2
2023-03-16 15:42:53	56.0	81.1	69.1	56.2	56.3	83.9	56.1	56.1
2023-03-16 15:42:54	55.7	78.8	68.8	56.1	56.1	83.1	56.0	56.0
2023-03-16 15:42:55	57.6	78.9	69.0	57.4	60.8	83.4	56.2	56.2
2023-03-16 15:42:56	56.2	79.6	68.6	57.3	58.4	86.5	57.0	57.0
2023-03-16 15:42:57	55.7	79.8	69.4	56.6	56.1	86.8	56.3	56.3
2023-03-16 15:42:58	56.1	79.8	69.5	56.2	56.6	85.3	56.1	56.1
2023-03-16 15:42:59	56.2	81.0	69.7	56.2	56.6	84.1	56.2	56.2
2023-03-16 15:43:00	56.1	79.0	68.9	56.2	56.5	84.0	56.2	56.2
2023-03-16 15:43:01	56.2	81.0	69.3	56.2	56.6	85.2	56.2	56.2

2023-03-16 15:43:02	56.4	81.4	70.3	56.5	57.1	85.1	56.3	56.3
2023-03-16 15:43:03	57.0	79.8	69.9	56.8	57.6	85.7	56.6	56.6
2023-03-16 15:43:04	56.5	79.2	69.0	56.9	57.4	85.9	56.7	56.7
2023-03-16 15:43:05	55.8	79.5	69.2	56.5	56.5	85.7	56.3	56.3
2023-03-16 15:43:06	55.9	78.2	67.7	56.1	56.4	83.8	56.0	56.0
2023-03-16 15:43:07	55.7	80.2	69.1	56.0	56.1	87.9	55.9	55.9
2023-03-16 15:43:08	56.7	79.9	70.2	56.5	58.0	86.0	56.1	56.1
2023-03-16 15:43:09	56.1	79.5	68.7	56.4	56.7	84.6	56.3	56.3
2023-03-16 15:43:10	56.4	81.7	69.1	56.4	56.9	84.7	56.3	56.3
2023-03-16 15:43:11	56.7	79.0	69.5	56.7	57.4	83.7	56.6	56.6
2023-03-16 15:43:12	57.3	79.8	70.0	57.2	58.6	85.3	56.9	56.9
2023-03-16 15:43:13	56.1	79.6	69.4	56.9	56.5	84.4	56.6	56.6
2023-03-16 15:43:14	56.0	78.3	69.1	56.4	56.3	83.4	56.3	56.3
2023-03-16 15:43:15	55.9	80.6	69.8	56.2	56.5	85.2	56.1	56.1
2023-03-16 15:43:16	55.6	79.1	68.6	55.9	55.9	84.6	55.8	55.8
2023-03-16 15:43:17	56.0	79.9	69.3	56.0	56.4	85.9	55.9	55.9
2023-03-16 15:43:18	55.4	80.6	70.1	55.9	55.9	86.7	55.7	55.7
2023-03-16 15:43:19	55.9	82.3	69.9	55.9	56.8	85.6	55.7	55.7
2023-03-16 15:43:20	56.0	80.4	69.7	56.0	56.3	85.3	55.9	55.9
2023-03-16 15:43:21	55.9	79.4	69.2	56.1	56.6	86.3	56.0	56.0
2023-03-16 15:43:22	55.4	79.4	68.8	55.8	55.9	84.2	55.7	55.7
2023-03-16 15:43:23	55.8	79.5	68.9	55.8	56.2	84.6	55.7	55.7
2023-03-16 15:43:24	55.8	80.1	69.0	55.8	56.0	85.5	55.7	55.7
2023-03-16 15:43:25	58.2	79.1	69.2	57.8	60.9	84.8	56.4	56.4
2023-03-16 15:43:26	57.2	78.4	68.3	57.9	60.3	82.6	57.7	57.7
2023-03-16 15:43:27	56.2	80.9	70.0	57.5	57.8	84.1	57.1	57.1
2023-03-16 15:43:28	55.9	78.9	68.0	56.6	56.5	82.1	56.3	56.3
2023-03-16 15:43:29	55.8	78.8	69.0	56.3	56.4	83.3	56.1	56.1
2023-03-16 15:43:30	56.0	80.0	68.7	56.1	56.7	84.0	56.0	56.0
2023-03-16 15:43:31	55.9	79.1	69.0	56.0	56.2	84.1	55.9	55.9
2023-03-16 15:43:32	56.0	80.2	69.6	56.1	56.6	84.5	56.0	56.0
2023-03-16 15:43:33	55.5	79.8	69.2	56.0	55.9	85.8	55.8	55.8
2023-03-16 15:43:34	55.8	79.7	69.5	55.8	56.2	84.2	55.7	55.7
2023-03-16 15:43:35	55.8	78.9	69.0	55.9	56.2	83.8	55.8	55.8
2023-03-16 15:43:36	55.8	80.0	68.7	55.9	56.3	84.9	55.8	55.8

2023-03-16 15:43:37	56.0	79.8	68.8	55.9	56.3	84.1	55.8	55.8
2023-03-16 15:43:38	55.9	78.5	68.3	56.1	56.8	84.1	56.0	56.0
2023-03-16 15:43:39	56.1	78.4	68.0	56.1	56.5	84.3	56.0	56.0
2023-03-16 15:43:40	56.2	79.6	69.3	56.3	57.1	82.6	56.1	56.1
2023-03-16 15:43:41	55.8	78.7	68.6	56.3	56.9	84.4	56.1	56.1
2023-03-16 15:43:42	56.4	80.1	70.3	56.4	57.7	85.0	56.1	56.1
2023-03-16 15:43:43	55.7	80.9	69.5	56.1	56.5	84.2	55.9	55.9
2023-03-16 15:43:44	58.9	80.0	69.1	58.4	62.0	85.4	56.9	56.9
2023-03-16 15:43:45	55.7	80.1	69.3	58.2	58.5	84.8	57.5	57.5
2023-03-16 15:43:46	56.6	80.2	70.0	56.8	57.7	85.8	56.6	56.6
2023-03-16 15:43:47	56.6	81.1	69.5	57.0	57.8	86.1	56.9	56.9
2023-03-16 15:43:48	55.7	80.1	68.6	56.5	56.4	85.0	56.2	56.2
2023-03-16 15:43:49	55.6	80.5	69.7	56.1	56.0	85.4	55.9	55.9
2023-03-16 15:43:50	56.4	79.3	69.0	56.3	58.0	84.9	55.9	55.9
2023-03-16 15:43:51	55.9	79.0	69.4	56.3	56.9	84.5	56.2	56.2
2023-03-16 15:43:52	56.0	78.4	68.7	56.2	56.7	84.1	56.1	56.1
2023-03-16 15:43:53	58.4	79.9	69.3	58.0	60.8	86.4	56.9	57.0
2023-03-16 15:43:54	55.9	80.4	69.2	57.7	57.1	82.7	57.1	57.1
2023-03-16 15:43:55	56.5	79.5	69.8	56.9	57.4	86.6	56.7	56.7
2023-03-16 15:43:56	56.2	80.5	71.0	56.5	56.5	88.4	56.4	56.4
2023-03-16 15:43:57	56.4	79.7	69.3	56.4	57.0	84.2	56.3	56.3
2023-03-16 15:43:58	55.9	81.1	69.0	56.4	56.6	85.0	56.3	56.3
2023-03-16 15:43:59	56.0	80.8	69.9	56.1	56.3	85.8	56.0	56.0
2023-03-16 15:44:00	57.0	80.6	70.5	56.6	57.5	85.3	56.4	56.4
2023-03-16 15:44:01	56.5	78.7	68.9	56.8	57.5	83.7	56.6	56.6
2023-03-16 15:44:02	55.8	79.6	69.0	56.5	56.2	83.9	56.2	56.2
2023-03-16 15:44:03	55.7	79.6	69.5	56.1	56.2	85.5	56.0	56.0
2023-03-16 15:44:04	56.1	79.6	69.2	56.0	56.6	84.6	55.9	55.9
2023-03-16 15:44:05	55.6	80.9	69.9	56.0	56.5	84.8	55.9	55.9
2023-03-16 15:44:06	55.7	79.0	69.2	55.8	56.1	85.0	55.7	55.7
2023-03-16 15:44:07	56.0	79.4	69.5	55.9	56.4	85.2	55.8	55.8
2023-03-16 15:44:08	57.5	81.0	69.8	57.1	58.8	87.3	56.7	56.7
2023-03-16 15:44:09	56.8	79.5	69.8	56.9	57.4	86.2	56.8	56.8
2023-03-16 15:44:10	56.5	81.0	70.1	57.0	57.6	84.6	56.8	56.8
2023-03-16 15:44:11	56.3	80.5	69.9	56.6	56.7	86.5	56.5	56.5

2023-03-16 15:44:12	56.3	79.1	68.8	56.4	56.5	84.7	56.4	56.4
2023-03-16 15:44:13	56.6	80.9	69.3	56.6	57.3	84.7	56.5	56.5
2023-03-16 15:44:14	55.9	79.0	69.1	56.5	56.7	83.5	56.3	56.3
2023-03-16 15:44:15	56.4	79.5	69.4	56.3	56.8	83.5	56.2	56.2
2023-03-16 15:44:16	55.7	79.1	69.2	56.3	56.5	84.8	56.1	56.2
2023-03-16 15:44:17	55.6	79.4	69.6	55.9	56.0	85.0	55.8	55.8
2023-03-16 15:44:18	55.8	79.0	68.1	55.8	56.1	82.1	55.7	55.7
2023-03-16 15:44:19	55.9	78.1	68.3	55.8	56.1	83.9	55.8	55.8
2023-03-16 15:44:20	55.6	79.1	69.0	55.8	55.9	83.4	55.7	55.7
2023-03-16 15:44:21	55.4	79.5	68.4	55.7	55.9	83.5	55.5	55.5
2023-03-16 15:44:22	55.7	79.7	69.8	55.6	56.2	85.9	55.6	55.6
2023-03-16 15:44:23	55.7	81.0	69.0	55.8	56.1	83.1	55.7	55.7
2023-03-16 15:44:24	55.7	78.6	68.2	55.7	56.0	82.7	55.7	55.7
2023-03-16 15:44:25	56.0	81.2	69.6	55.9	56.4	86.8	55.8	55.8
2023-03-16 15:44:26	55.8	83.1	71.1	55.9	56.2	87.6	55.8	55.8
2023-03-16 15:44:27	57.0	81.9	70.5	56.7	57.8	85.7	56.3	56.3
2023-03-16 15:44:28	55.8	80.0	68.2	56.6	56.3	83.6	56.3	56.3
2023-03-16 15:44:29	56.2	80.6	69.7	56.3	56.7	84.4	56.2	56.2
2023-03-16 15:44:30	55.6	80.4	70.7	56.2	56.2	84.8	56.0	56.0
2023-03-16 15:44:31	55.5	80.3	70.0	55.8	55.9	86.7	55.7	55.7
2023-03-16 15:44:32	55.6	79.8	69.3	55.7	56.1	83.0	55.6	55.6
2023-03-16 15:44:33	55.4	81.3	70.0	55.6	55.7	85.4	55.5	55.5
2023-03-16 15:44:34	55.7	80.2	69.7	55.6	56.1	84.8	55.6	55.6
2023-03-16 15:44:35	55.9	80.0	69.4	55.7	56.2	86.0	55.7	55.7
2023-03-16 15:44:36	55.7	82.3	70.4	55.8	56.2	85.6	55.7	55.7
2023-03-16 15:44:37	55.7	80.6	69.8	55.8	56.1	85.9	55.7	55.7
2023-03-16 15:44:38	55.9	81.3	69.7	55.9	56.7	86.8	55.7	55.7
2023-03-16 15:44:39	57.0	80.6	69.3	56.8	58.0	84.1	56.2	56.2
2023-03-16 15:44:40	57.2	79.0	69.2	57.1	57.9	84.6	56.9	56.9
2023-03-16 15:44:41	57.6	80.8	68.9	57.7	60.0	87.5	57.0	57.0
2023-03-16 15:44:42	57.2	78.6	69.0	58.0	59.2	83.4	57.7	57.7
2023-03-16 15:44:43	55.7	80.9	69.8	57.2	56.3	85.3	56.7	56.7
2023-03-16 15:44:44	56.4	79.9	69.5	56.5	57.0	84.4	56.4	56.4
2023-03-16 15:44:45	55.6	78.9	68.7	56.3	56.1	81.9	56.0	56.0
2023-03-16 15:44:46	56.1	79.5	70.2	56.0	56.8	85.4	55.9	55.9

2023-03-16 15:44:47	57.3	80.0	70.4	57.0	58.4	86.9	56.6	56.6
2023-03-16 15:44:48	56.0	80.4	69.6	56.9	56.7	85.9	56.6	56.6
2023-03-16 15:44:49	55.7	80.1	69.9	56.3	56.0	85.4	56.1	56.1
2023-03-16 15:44:50	55.9	80.4	69.5	56.0	56.5	85.8	55.9	55.9
2023-03-16 15:44:51	55.6	79.1	68.6	56.0	56.2	83.9	55.8	55.8
2023-03-16 15:44:52	57.3	82.7	69.5	56.9	58.3	84.6	56.4	56.4
2023-03-16 15:44:53	56.4	80.9	69.1	56.7	57.5	84.1	56.5	56.5
2023-03-16 15:44:54	56.4	79.5	69.1	56.7	57.2	82.9	56.6	56.6
2023-03-16 15:44:55	56.4	79.9	68.9	56.5	57.7	85.3	56.3	56.3
2023-03-16 15:44:56	57.0	80.8	70.8	56.9	58.1	86.9	56.8	56.8
2023-03-16 15:44:57	57.6	78.9	69.0	57.3	58.3	82.6	57.1	57.1
2023-03-16 15:44:58	55.8	79.0	69.3	57.3	57.5	84.4	56.8	56.8
2023-03-16 15:44:59	56.0	80.6	70.3	56.4	56.5	85.9	56.2	56.2
2023-03-16 15:45:00	56.5	81.0	70.5	56.4	56.8	87.0	56.3	56.3
2023-03-16 15:45:01	56.5	80.3	70.2	56.6	57.1	85.8	56.5	56.5
2023-03-16 15:45:02	56.3	81.1	70.6	56.5	56.8	87.6	56.4	56.4
2023-03-16 15:45:03	56.7	81.4	70.8	56.8	58.9	87.7	56.2	56.2
2023-03-16 15:45:04	57.4	82.2	70.9	57.4	59.6	87.7	57.2	57.2
2023-03-16 15:45:05	56.8	82.1	69.5	57.0	57.5	84.3	56.8	56.8
2023-03-16 15:45:06	57.2	80.4	70.5	57.3	58.4	86.0	57.1	57.1
2023-03-16 15:45:07	56.7	80.7	70.2	57.1	57.3	85.4	57.0	57.0
2023-03-16 15:45:08	57.1	79.6	69.8	57.1	58.1	84.7	56.8	56.8
2023-03-16 15:45:09	57.7	80.5	69.6	57.7	58.6	85.4	57.4	57.4
2023-03-16 15:45:10	57.1	81.1	71.6	57.5	57.7	87.6	57.3	57.4
2023-03-16 15:45:11	56.7	80.7	70.4	57.2	57.0	87.2	57.0	57.0
2023-03-16 15:45:12	57.4	80.9	69.3	57.4	59.0	87.4	57.2	57.2
2023-03-16 15:45:13	61.9	81.6	69.7	60.7	63.4	85.0	59.5	59.5
2023-03-16 15:45:14	58.3	82.8	70.6	60.7	61.5	85.7	60.1	60.1
2023-03-16 15:45:15	56.8	79.2	69.1	59.1	58.0	84.6	58.4	58.4
2023-03-16 15:45:16	59.0	80.5	70.0	58.8	60.8	83.6	57.9	57.9
2023-03-16 15:45:17	57.2	80.6	70.0	58.8	60.5	83.3	58.4	58.4
2023-03-16 15:45:18	56.3	80.5	69.3	57.7	57.2	84.4	57.3	57.3
2023-03-16 15:45:19	56.1	81.7	69.5	56.8	56.6	84.4	56.6	56.6
2023-03-16 15:45:20	56.7	80.5	70.3	56.7	57.1	86.4	56.5	56.5
2023-03-16 15:45:21	56.4	79.3	69.4	56.7	57.1	83.9	56.6	56.6

2023-03-16 15:45:22	56.3	79.8	69.2	56.5	56.5	84.5	56.4	56.4
2023-03-16 15:45:23	56.4	82.5	70.6	56.5	56.9	85.9	56.4	56.4
2023-03-16 15:45:24	56.1	79.7	69.2	56.3	56.3	85.0	56.2	56.3
2023-03-16 15:45:25	56.4	80.9	69.9	56.4	56.9	86.5	56.2	56.2
2023-03-16 15:45:26	56.2	80.9	71.2	56.4	56.8	86.6	56.3	56.3
2023-03-16 15:45:27	56.5	81.7	70.6	56.4	56.8	86.9	56.4	56.4
2023-03-16 15:45:28	56.9	80.2	70.6	56.8	57.4	85.8	56.5	56.5
2023-03-16 15:45:29	57.3	81.9	69.9	57.3	58.2	83.7	57.0	57.0
2023-03-16 15:45:30	56.4	80.8	69.8	57.0	56.8	85.3	56.8	56.8
2023-03-16 15:45:31	56.5	81.5	70.7	56.7	57.2	87.9	56.6	56.6
2023-03-16 15:45:32	57.2	80.6	70.2	57.0	57.9	86.5	56.9	56.9
2023-03-16 15:45:33	57.2	80.6	69.9	57.2	57.7	84.6	57.1	57.1
2023-03-16 15:45:34	56.9	81.7	69.8	57.1	57.5	84.8	57.0	57.0
2023-03-16 15:45:35	57.4	79.4	70.0	57.3	58.6	84.8	57.0	57.0
2023-03-16 15:45:36	58.0	78.6	68.3	57.9	58.8	84.3	57.6	57.6
2023-03-16 15:45:37	58.1	80.9	70.4	58.1	59.0	86.4	58.0	58.0
2023-03-16 15:45:38	58.2	80.4	70.1	58.9	61.7	85.8	58.4	58.4
2023-03-16 15:45:39	56.8	80.3	69.0	57.7	57.6	84.4	57.4	57.4
2023-03-16 15:45:40	56.8	81.1	71.1	57.2	57.4	85.4	57.1	57.1
2023-03-16 15:45:41	56.7	79.8	69.0	56.9	57.6	85.8	56.8	56.8
2023-03-16 15:45:42	56.6	82.6	70.5	56.8	57.0	86.2	56.7	56.7
2023-03-16 15:45:43	56.6	80.8	70.6	56.8	57.1	84.7	56.7	56.7
2023-03-16 15:45:44	56.9	79.2	69.9	56.8	57.4	84.5	56.7	56.7
2023-03-16 15:45:45	57.3	81.2	70.7	57.1	57.5	85.6	57.0	57.0
2023-03-16 15:45:46	56.7	82.0	69.8	57.1	57.5	85.6	57.0	57.0
2023-03-16 15:45:47	56.4	80.0	70.3	56.9	56.8	84.6	56.7	56.7
2023-03-16 15:45:48	56.5	78.9	70.3	56.6	56.9	84.5	56.5	56.5
2023-03-16 15:45:49	56.5	80.8	70.6	56.6	56.9	86.5	56.5	56.5
2023-03-16 15:45:50	56.9	82.0	70.8	56.9	58.2	89.3	56.7	56.8
2023-03-16 15:45:51	56.9	81.0	70.9	56.9	57.6	88.6	56.7	56.7
2023-03-16 15:45:52	57.5	81.1	70.3	57.3	57.8	85.8	57.1	57.1
2023-03-16 15:45:53	57.1	82.5	71.1	57.3	57.5	87.7	57.2	57.2
2023-03-16 15:45:54	57.3	81.6	71.0	57.3	58.1	88.2	57.2	57.2
2023-03-16 15:45:55	56.3	82.2	71.8	57.3	57.2	87.0	57.0	57.0
2023-03-16 15:45:56	60.2	82.2	70.8	59.3	63.4	85.6	58.3	58.4

2023-03-16 15:45:57	57.4	80.1	69.4	59.1	58.7	83.5	58.6	58.6
2023-03-16 15:45:58	58.2	80.4	69.9	58.4	59.3	86.5	58.1	58.1
2023-03-16 15:45:59	57.2	79.8	70.0	58.2	57.9	84.5	57.8	57.8
2023-03-16 15:46:00	57.0	81.9	70.4	57.7	58.0	86.6	57.5	57.5
2023-03-16 15:46:01	57.3	81.7	71.1	57.3	57.8	85.8	57.2	57.2
2023-03-16 15:46:02	57.5	82.8	70.5	57.5	58.3	87.1	57.2	57.2
2023-03-16 15:46:03	57.1	82.3	70.2	57.5	58.6	86.7	57.3	57.3
2023-03-16 15:46:04	56.6	80.4	70.0	57.2	57.3	85.9	57.0	57.0
2023-03-16 15:46:05	56.7	80.2	70.0	56.9	57.2	85.4	56.8	56.9
2023-03-16 15:46:06	57.5	82.4	70.2	57.3	58.7	86.2	57.0	57.0
2023-03-16 15:46:07	58.0	80.1	70.6	57.9	59.1	87.0	57.7	57.7
2023-03-16 15:46:08	57.3	80.1	69.2	57.6	57.9	85.0	57.5	57.5
2023-03-16 15:46:09	57.3	79.7	69.0	57.4	58.2	85.6	57.2	57.2
2023-03-16 15:46:10	57.4	80.2	70.0	57.5	57.9	86.4	57.4	57.4
2023-03-16 15:46:11	57.0	80.7	69.0	57.4	57.7	84.9	57.2	57.2
2023-03-16 15:46:12	56.6	79.2	69.6	57.2	57.6	85.1	57.0	57.0
2023-03-16 15:46:13	57.8	81.2	70.0	57.5	58.4	84.8	57.2	57.2
2023-03-16 15:46:14	57.1	79.8	70.0	57.4	57.7	84.0	57.2	57.2
2023-03-16 15:46:15	58.3	79.7	69.3	58.1	59.4	85.6	57.6	57.6
2023-03-16 15:46:16	57.7	79.2	68.5	58.1	58.8	85.4	58.0	58.0
2023-03-16 15:46:17	56.8	80.8	70.4	57.8	57.5	86.4	57.4	57.4
2023-03-16 15:46:18	57.1	79.9	68.7	57.2	57.7	85.9	57.1	57.1
2023-03-16 15:46:19	57.0	80.0	69.7	57.2	57.7	85.0	57.1	57.1
2023-03-16 15:46:20	59.3	80.6	68.9	58.9	61.2	84.2	57.6	57.7
2023-03-16 15:46:21	57.0	80.5	69.7	58.9	60.4	84.3	58.3	58.3
2023-03-16 15:46:22	57.1	80.5	69.5	57.8	57.6	85.4	57.6	57.6
2023-03-16 15:46:23	56.7	79.2	69.0	57.3	57.1	84.9	57.1	57.1
2023-03-16 15:46:24	56.9	81.7	70.0	57.0	57.3	85.7	56.9	57.0
2023-03-16 15:46:25	56.8	80.5	69.2	56.9	57.3	84.4	56.8	56.9
2023-03-16 15:46:26	57.2	81.0	69.5	57.2	58.5	85.0	56.8	56.8
2023-03-16 15:46:27	56.7	80.2	69.1	57.3	57.8	84.6	57.1	57.1
2023-03-16 15:46:28	57.2	79.0	67.7	57.1	57.9	82.4	56.9	56.9
2023-03-16 15:46:29	57.1	79.2	68.3	57.4	58.2	84.3	57.2	57.2
2023-03-16 15:46:30	57.6	78.8	68.2	57.5	58.3	84.5	57.2	57.2
2023-03-16 15:46:31	57.4	79.3	68.6	57.6	59.0	84.6	57.2	57.2

2023-03-16 15:46:32	59.5	79.8	69.8	58.9	60.6	84.7	58.4	58.4
2023-03-16 15:46:33	57.4	79.2	68.9	58.9	59.1	83.3	58.4	58.4
2023-03-16 15:46:34	56.7	77.8	68.1	57.9	57.3	83.6	57.5	57.5
2023-03-16 15:46:35	56.4	79.2	69.2	57.1	57.2	83.6	56.9	56.9
2023-03-16 15:46:36	56.5	77.9	68.0	56.7	57.0	81.4	56.6	56.6
2023-03-16 15:46:37	58.2	78.9	69.0	57.8	59.4	83.2	57.1	57.1
2023-03-16 15:46:38	56.3	78.9	68.5	57.8	58.4	82.3	57.3	57.3
2023-03-16 15:46:39	57.0	81.3	69.3	57.1	58.1	83.8	56.8	56.8
2023-03-16 15:46:40	58.0	81.0	68.7	57.9	59.8	83.2	57.2	57.2
2023-03-16 15:46:41	56.4	78.8	68.4	57.9	58.7	83.3	57.4	57.4
2023-03-16 15:46:42	56.0	78.7	68.1	56.9	56.6	84.2	56.6	56.6
2023-03-16 15:46:43	56.4	80.5	69.5	56.5	56.9	84.3	56.4	56.4
2023-03-16 15:46:44	56.1	78.4	68.9	56.4	56.5	83.6	56.3	56.3
2023-03-16 15:46:45	56.3	78.1	68.6	56.4	56.7	82.9	56.3	56.3
2023-03-16 15:46:46	56.3	78.3	68.4	56.3	56.7	82.8	56.2	56.3
2023-03-16 15:46:47	56.0	80.2	68.5	56.2	56.5	83.6	56.1	56.1
2023-03-16 15:46:48	56.0	80.2	69.1	56.1	56.4	84.9	56.1	56.1
2023-03-16 15:46:49	56.3	79.0	69.0	56.2	56.5	85.3	56.1	56.1
2023-03-16 15:46:50	56.1	80.6	69.6	56.2	56.4	84.4	56.2	56.2
2023-03-16 15:46:51	56.2	79.2	69.9	56.2	56.5	84.5	56.2	56.2
2023-03-16 15:46:52	56.5	81.0	69.1	56.4	56.9	83.9	56.2	56.2
2023-03-16 15:46:53	56.5	79.4	68.7	56.5	57.1	82.3	56.4	56.4
2023-03-16 15:46:54	56.4	79.3	68.2	56.6	57.0	83.5	56.5	56.5
2023-03-16 15:46:55	57.6	77.5	67.4	57.4	58.9	84.9	56.7	56.7
2023-03-16 15:46:56	59.0	80.3	68.7	58.4	60.1	85.2	58.2	58.2
2023-03-16 15:46:57	57.6	80.4	69.7	58.5	59.4	85.4	58.2	58.2
2023-03-16 15:46:58	57.2	79.9	69.8	57.7	57.9	85.5	57.5	57.5
2023-03-16 15:46:59	57.5	79.0	69.5	57.6	58.0	85.8	57.4	57.4
2023-03-16 15:47:00	57.7	78.9	68.7	57.8	58.7	84.1	57.5	57.5
2023-03-16 15:47:01	58.2	78.9	69.4	58.1	59.4	84.4	57.8	57.8
2023-03-16 15:47:02	57.1	79.4	68.8	58.1	59.2	84.7	57.8	57.8
2023-03-16 15:47:03	56.8	81.8	69.0	57.5	57.8	86.0	57.2	57.2
2023-03-16 15:47:04	57.0	79.9	69.2	57.3	58.1	84.1	57.1	57.1
2023-03-16 15:47:05	58.1	78.7	68.2	57.8	59.0	82.8	57.5	57.5
2023-03-16 15:47:06	59.9	79.0	68.7	59.7	63.1	83.7	58.0	58.0

2023-03-16 15:47:07	58.5	79.7	69.2	60.0	63.1	85.6	59.5	59.5
2023-03-16 15:47:08	57.2	79.1	68.9	58.8	58.1	83.6	58.2	58.2
2023-03-16 15:47:09	56.5	79.7	69.7	58.0	57.8	84.3	57.4	57.4
2023-03-16 15:47:10	56.4	79.4	69.7	57.1	57.2	84.3	56.9	56.9
2023-03-16 15:47:11	57.1	79.4	70.0	57.0	57.7	85.0	56.8	56.8
2023-03-16 15:47:12	61.7	81.8	69.4	61.1	67.1	85.2	60.0	60.1
2023-03-16 15:47:13	56.9	80.3	70.4	59.9	57.8	85.8	59.0	59.0
2023-03-16 15:47:14	56.4	79.1	68.8	58.2	57.1	83.9	57.6	57.7
2023-03-16 15:47:15	56.4	79.2	69.0	57.1	56.8	83.5	56.9	56.9
2023-03-16 15:47:16	56.4	80.1	69.5	56.7	56.8	85.1	56.6	56.6
2023-03-16 15:47:17	56.5	79.6	69.0	56.5	57.0	83.3	56.5	56.5
2023-03-16 15:47:18	56.6	79.0	68.7	56.6	57.0	85.3	56.5	56.5
2023-03-16 15:47:19	56.5	81.6	71.0	56.6	57.0	87.2	56.5	56.5
2023-03-16 15:47:20	56.7	79.8	69.1	56.7	56.9	83.8	56.6	56.6
2023-03-16 15:47:21	56.8	79.9	69.9	56.8	57.4	85.1	56.7	56.7
2023-03-16 15:47:22	56.1	79.4	70.0	56.7	56.6	86.3	56.5	56.5
2023-03-16 15:47:23	56.5	79.5	68.4	56.5	57.3	83.6	56.3	56.3
2023-03-16 15:47:24	56.3	79.7	69.8	56.6	57.1	85.9	56.5	56.5
2023-03-16 15:47:25	56.5	78.7	68.9	56.5	56.8	85.4	56.4	56.4
2023-03-16 15:47:26	58.5	79.7	69.2	58.2	60.6	85.6	57.0	57.0
2023-03-16 15:47:27	56.4	82.4	70.2	58.2	59.7	87.7	57.6	57.6
2023-03-16 15:47:28	58.8	80.6	69.8	58.5	60.4	87.3	57.9	57.9
2023-03-16 15:47:29	57.1	80.3	70.0	58.2	57.8	85.5	57.8	57.8
2023-03-16 15:47:30	57.6	82.7	71.7	57.6	58.0	87.5	57.5	57.5
2023-03-16 15:47:31	57.3	80.7	70.2	57.6	58.3	85.6	57.5	57.5
2023-03-16 15:47:32	56.7	79.9	68.8	57.4	57.0	84.2	57.2	57.2
2023-03-16 15:47:33	56.9	78.9	68.7	57.0	57.6	84.5	56.9	56.9
2023-03-16 15:47:34	56.9	80.3	70.0	57.0	57.4	86.2	56.9	56.9
2023-03-16 15:47:35	56.6	80.5	70.6	57.0	57.1	86.0	56.8	56.8
2023-03-16 15:47:36	56.8	79.6	69.3	56.9	57.3	83.8	56.7	56.7
2023-03-16 15:47:37	56.7	80.3	69.2	56.9	57.3	84.9	56.8	56.8
2023-03-16 15:47:38	56.5	79.8	69.0	56.7	56.9	83.4	56.6	56.6
2023-03-16 15:47:39	56.9	79.8	68.2	56.8	57.2	83.5	56.7	56.7
2023-03-16 15:47:40	57.0	79.6	68.7	56.9	57.4	83.7	56.8	56.8
2023-03-16 15:47:41	56.9	80.8	69.6	56.9	57.2	84.7	56.9	56.9

2023-03-16	15:47:42	57.0	80.2	69.3	57.0	57.4	83.5	56.9	56.9
2023-03-16	15:47:43	56.8	79.6	68.8	57.0	57.2	83.4	56.9	56.9
2023-03-16	15:47:44	56.4	79.4	68.7	56.8	56.9	84.2	56.7	56.7
2023-03-16	15:47:45	56.9	79.0	69.0	56.9	57.3	83.8	56.7	56.7
2023-03-16	15:47:46	56.9	80.6	68.9	56.9	57.2	85.9	56.8	56.8
2023-03-16	15:47:47	57.0	80.5	69.5	57.0	57.6	84.9	56.9	56.9
2023-03-16	15:47:48	58.0	80.2	68.8	57.7	59.0	84.7	57.4	57.4
2023-03-16	15:47:49	57.0	78.4	68.4	57.6	57.6	82.3	57.4	57.4
2023-03-16	15:47:50	57.1	79.7	69.0	57.3	57.6	84.9	57.2	57.2
2023-03-16	15:47:51	58.0	78.1	67.7	57.9	59.6	81.7	57.6	57.6
2023-03-16	15:47:52	57.2	78.3	68.8	57.6	57.5	84.2	57.4	57.4
2023-03-16	15:47:53	57.3	78.3	68.2	57.5	58.1	84.7	57.4	57.4
2023-03-16	15:47:54	56.9	79.9	69.0	57.3	57.4	85.6	57.2	57.2
2023-03-16	15:47:55	56.8	77.8	67.6	57.1	57.3	82.7	57.0	57.0
2023-03-16	15:47:56	57.3	78.6	68.4	57.1	57.8	84.5	57.1	57.1
2023-03-16	15:47:57	58.3	79.8	69.3	58.0	59.1	85.0	57.6	57.6
2023-03-16	15:47:58	57.5	78.7	67.6	57.8	57.9	82.8	57.7	57.7
2023-03-16	15:47:59	61.1	79.2	68.6	60.3	63.8	84.0	59.2	59.3
2023-03-16	15:48:00	57.3	78.7	68.4	60.2	60.3	82.6	59.3	59.3
2023-03-16	15:48:01	57.9	78.3	68.1	58.5	58.2	83.2	58.3	58.3
2023-03-16	15:48:02	57.1	80.6	68.8	58.1	58.0	83.3	57.8	57.8
2023-03-16	15:48:03	56.7	78.4	68.3	57.5	57.2	83.5	57.2	57.2
2023-03-16	15:48:04	57.0	79.5	68.2	57.1	57.6	82.3	56.9	56.9
2023-03-16	15:48:05	56.7	78.3	68.5	57.1	57.6	82.9	56.9	56.9
2023-03-16	15:48:06	57.5	78.1	67.2	57.5	58.8	81.5	57.3	57.3
2023-03-16	15:48:07	56.3	77.9	67.7	57.1	56.7	83.0	56.8	56.8
2023-03-16	15:48:08	57.7	79.3	69.5	57.4	58.9	83.3	57.0	57.0
2023-03-16	15:48:09	57.9	78.9	68.8	57.7	58.9	82.9	57.6	57.6
2023-03-16	15:48:10	56.7	78.4	68.2	57.8	58.4	82.9	57.4	57.4
2023-03-16	15:48:11	57.0	81.2	69.9	57.1	57.9	86.4	57.0	57.0
2023-03-16	15:48:12	59.0	78.2	67.8	58.8	62.6	85.4	57.5	57.5
2023-03-16	15:48:13	57.6	79.7	68.3	58.8	61.2	84.3	58.4	58.4
2023-03-16	15:48:14	57.2	80.0	68.7	58.1	58.0	83.3	57.8	57.8
2023-03-16	15:48:15	56.8	77.6	67.6	57.5	57.7	81.9	57.3	57.3
2023-03-16	15:48:16	56.5	79.1	68.6	57.0	57.2	83.3	56.8	56.8

	2023-03-16	15:48:17	57.0	78.4	68.2	57.0	58.3	82.2	56.9	56.9
	2023-03-16	15:48:18	57.5	79.0	68.3	57.3	58.0	84.1	57.0	57.0
	2023-03-16	15:48:19	57.1	80.0	68.9	57.4	58.2	82.7	57.3	57.3
	2023-03-16	15:48:20	57.6	79.8	69.3	57.5	58.6	86.8	57.3	57.3
	2023-03-16	15:48:21	58.7	79.3	69.3	58.4	60.0	85.3	58.1	58.1
	2023-03-16	15:48:22	58.3	79.7	69.3	58.5	59.5	84.7	58.3	58.3
	2023-03-16	15:48:23	57.6	80.1	69.0	58.1	58.3	86.0	58.0	58.0
	2023-03-16	15:48:24	57.4	79.1	69.1	57.7	57.9	85.0	57.6	57.6
	2023-03-16	15:48:25	58.2	81.2	69.1	58.0	58.6	83.6	57.8	57.8
	2023-03-16	15:48:26	57.8	81.4	69.6	58.0	58.2	84.3	57.9	57.9
	2023-03-16	15:48:27	58.0	81.8	69.3	58.0	58.5	87.5	57.9	57.9
	2023-03-16	15:48:28	59.1	81.5	70.8	58.8	60.3	90.5	58.3	58.3
	2023-03-16	15:48:29	58.9	80.4	70.0	59.1	60.2	85.4	58.9	58.9
	2023-03-16	15:48:30	60.6	80.5	70.0	60.2	61.8	85.2	59.3	59.3
	2023-03-16	15:48:31	62.8	81.3	70.6	62.0	63.3	86.3	61.3	61.3
	2023-03-16	15:48:32	62.0	81.5	69.9	62.6	64.1	87.4	62.3	62.3
	2023-03-16	15:48:33	57.7	80.0	69.4	61.8	60.0	84.9	60.7	60.7
	2023-03-16	15:48:34	57.7	80.8	69.4	59.6	58.3	86.3	59.0	59.0
	2023-03-16	15:48:35	58.0	80.7	69.3	58.6	58.6	85.0	58.3	58.3
	2023-03-16	15:48:36	58.6	80.5	70.7	58.6	59.5	89.3	58.4	58.4
	2023-03-16	15:48:37	56.9	81.3	69.6	58.4	57.7	85.7	57.9	57.9
	2023-03-16	15:48:38	56.9	80.2	69.9	57.5	57.2	85.8	57.3	57.3
	2023-03-16	15:48:39	57.1	80.4	69.2	57.1	57.5	82.7	57.1	57.1
	2023-03-16	15:48:40	56.9	82.3	69.1	57.1	57.3	86.9	57.0	57.0
	2023-03-16	15:48:41	57.4	80.4	68.6	57.4	58.0	86.9	57.1	57.1
	2023-03-16	15:48:42	57.3	79.4	68.3	57.4	57.8	87.5	57.3	57.3
Stop	2023-03-16	15:48:43								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	8: W TCSP Perimeter / fwy
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	0.2%	0.0%		
Lavg	39.2 dB	--- dB		
TWA(8)	14.2 dB	--- dB		
Projected TWA(8)	42.1 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	57.1 dB	57.1 dB		
Projected LEP'd/Lex,8h	74.0 dB	72.2 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-16 15:54:21	
Stop Time	2023-03-16 16:09:21	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LAeq	72.2 dB	
LAIeq	73.4 dB	
LCpeak	95.8 dB	2023-03-16 16:07:43
LASmax	75.8 dB	2023-03-16 15:55:30

LAF_{max}	77.2 dB	2023-03-16 15:58:21
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	72.2 dB		79.3 dB		83.4 dB	
$L\omega_{peak}$	89.2 dB	15:55:29	95.8 dB	16:07:43	101.8 dB	16:05:08
$L\omega S_{min}$	69.7 dB	16:03:47	74.8 dB	15:59:25	76.7 dB	15:59:27
$L\omega S_{max}$	75.8 dB	15:55:30	84.2 dB	15:55:31	90.1 dB	16:01:15
$L\omega F_{min}$	69.1 dB	16:05:00	74.0 dB	15:59:25	75.9 dB	15:59:24
$L\omega F_{max}$	77.2 dB	15:58:21	86.9 dB	16:05:08	94.6 dB	16:05:08
$L\omega I_{min}$	70.4 dB	16:03:47	76.4 dB	15:59:25	78.6 dB	15:59:25
$L\omega I_{max}$	78.1 dB	15:58:21	89.3 dB	16:05:08	97.0 dB	16:05:08

ω represents frequency weighting (A, C or Z)

SEL	101.7 dB
E (Pa^2s)	6.0 Pa^2s
E8 (Pa^2s)	191.6 Pa^2s
E40 (Pa^2s)	957.9 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.1 Pa^2h
E40 (Pa^2h)	0.3 Pa^2h
LC_{eq} - LA_{eq}	7.1 dB

	Count	Duration
LAS > 75 dB	3	12
LAS > 86 dB	0	0
LCPk > 80 dB	0	900
LCPk > 81 dB	0	900
LCPk > 86 dB	1	900

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/16 15:54:21	Run	Remote	
2023/03/16 16:09:21	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	76.7	73.9	69.2	68.2	67.8	69.8	63.8	52.9	46.5	dB
OBA LZSmax	83.1	81.1	76.9	76.3	74.0	73.8	66.0	59.5	52.2	dB
OBA LZSmin	68.9	69.1	64.3	64.0	63.9	67.2	61.8	50.3	45.2	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-16 15:54:21	72.0	90.5	79.5	71.9	72.3	94.0	71.7	71.7
	2023-03-16 15:54:22	71.9	89.8	78.1	72.0	72.5	92.0	71.9	71.9
	2023-03-16 15:54:23	72.1	91.4	80.1	72.1	72.7	94.0	72.0	72.0
	2023-03-16 15:54:24	71.6	92.3	81.1	72.0	72.1	95.9	71.9	71.9
	2023-03-16 15:54:25	71.4	89.9	79.1	71.8	71.8	94.0	71.6	71.6
	2023-03-16 15:54:26	72.1	91.8	80.4	72.0	72.6	95.5	71.8	71.8
	2023-03-16 15:54:27	73.2	94.1	81.8	72.8	74.0	98.2	72.4	72.4
	2023-03-16 15:54:28	73.3	93.6	81.0	73.2	73.8	95.6	73.1	73.1
	2023-03-16 15:54:29	73.4	94.0	81.2	73.3	73.7	96.6	73.2	73.2
	2023-03-16 15:54:30	73.4	92.1	81.3	73.4	73.9	96.7	73.3	73.3
	2023-03-16 15:54:31	73.0	92.9	79.5	73.4	73.4	94.6	73.3	73.3
	2023-03-16 15:54:32	72.7	89.6	77.8	73.1	73.1	92.4	73.0	73.0
	2023-03-16 15:54:33	72.7	89.8	79.1	73.0	73.4	92.9	72.9	72.9
	2023-03-16 15:54:34	72.1	91.6	79.1	72.7	72.6	94.7	72.5	72.5
	2023-03-16 15:54:35	71.9	89.3	77.9	72.3	72.5	92.3	72.1	72.1
	2023-03-16 15:54:36	72.1	90.0	78.2	72.2	72.9	93.5	72.1	72.1
	2023-03-16 15:54:37	71.4	89.0	77.5	72.1	72.1	91.3	71.8	71.8
	2023-03-16 15:54:38	71.7	87.9	77.0	71.8	72.1	91.0	71.7	71.7
	2023-03-16 15:54:39	71.6	88.3	77.6	71.7	72.1	91.5	71.7	71.7
	2023-03-16 15:54:40	72.1	89.1	77.6	71.9	72.3	92.9	71.8	71.8
	2023-03-16 15:54:41	72.9	90.3	78.2	72.6	73.4	92.1	72.3	72.3
	2023-03-16 15:54:42	73.1	90.8	79.6	73.0	73.8	94.8	72.9	72.9
	2023-03-16 15:54:43	73.0	91.1	78.8	73.1	73.5	92.2	73.0	73.0
	2023-03-16 15:54:44	72.8	90.6	79.1	73.0	73.4	92.6	72.9	72.9
	2023-03-16 15:54:45	73.1	90.8	79.0	73.0	73.4	93.7	72.9	72.9
	2023-03-16 15:54:46	72.4	89.6	78.8	73.0	73.4	92.8	72.8	72.8
	2023-03-16 15:54:47	72.3	89.6	78.8	72.6	72.8	94.0	72.5	72.5
	2023-03-16 15:54:48	72.1	90.4	78.1	72.4	72.7	91.3	72.3	72.3
	2023-03-16 15:54:49	72.2	88.7	77.8	72.2	72.8	91.2	72.2	72.2
	2023-03-16 15:54:50	72.1	89.9	78.8	72.2	72.5	92.7	72.2	72.2
	2023-03-16 15:54:51	71.7	90.0	78.7	72.1	72.2	92.4	72.0	72.0
	2023-03-16 15:54:52	71.9	91.6	79.0	72.0	72.6	93.7	71.8	71.8
	2023-03-16 15:54:53	72.5	92.0	79.4	72.4	73.0	94.8	72.2	72.2
	2023-03-16 15:54:54	71.7	91.1	79.1	72.4	72.5	91.9	72.2	72.2

2023-03-16 15:54:55	71.6	90.7	78.7	72.0	72.4	92.2	71.8	71.8
2023-03-16 15:54:56	71.4	91.3	79.8	71.6	71.8	94.2	71.6	71.6
2023-03-16 15:54:57	71.3	91.5	79.5	71.5	71.8	94.8	71.4	71.4
2023-03-16 15:54:58	71.0	90.6	79.8	71.4	71.4	94.6	71.2	71.2
2023-03-16 15:54:59	71.1	91.0	80.4	71.2	71.7	95.7	71.1	71.1
2023-03-16 15:55:00	71.5	90.6	80.7	71.4	71.9	95.4	71.3	71.3
2023-03-16 15:55:01	71.5	92.1	81.0	71.5	71.9	95.3	71.4	71.4
2023-03-16 15:55:02	71.6	92.6	81.0	71.6	72.1	94.8	71.5	71.5
2023-03-16 15:55:03	71.7	90.5	80.2	71.7	72.1	95.2	71.6	71.6
2023-03-16 15:55:04	72.0	95.1	80.9	71.9	72.7	97.4	71.7	71.7
2023-03-16 15:55:05	72.5	92.8	81.7	72.3	73.2	96.5	72.2	72.2
2023-03-16 15:55:06	71.9	91.2	81.1	72.3	72.4	95.0	72.1	72.1
2023-03-16 15:55:07	72.2	93.7	81.1	72.2	72.6	95.8	72.1	72.1
2023-03-16 15:55:08	73.1	92.3	81.0	72.8	73.5	94.1	72.5	72.5
2023-03-16 15:55:09	72.8	91.3	81.8	72.9	73.3	95.3	72.8	72.8
2023-03-16 15:55:10	73.4	93.1	81.6	73.2	73.7	95.8	73.0	73.0
2023-03-16 15:55:11	72.3	92.2	80.4	73.2	73.4	94.2	72.9	72.9
2023-03-16 15:55:12	72.3	91.2	79.4	72.6	72.8	93.8	72.5	72.5
2023-03-16 15:55:13	72.2	91.1	79.7	72.5	72.5	93.9	72.3	72.3
2023-03-16 15:55:14	72.5	90.4	80.0	72.5	73.0	98.4	72.4	72.4
2023-03-16 15:55:15	72.9	91.3	79.3	72.7	73.2	95.1	72.6	72.6
2023-03-16 15:55:16	72.9	91.4	79.3	72.8	73.2	95.0	72.8	72.8
2023-03-16 15:55:17	73.1	90.8	79.1	73.1	73.5	93.9	72.9	72.9
2023-03-16 15:55:18	72.5	90.1	78.7	73.1	73.5	93.0	72.9	72.9
2023-03-16 15:55:19	72.3	91.7	78.3	72.6	72.7	92.9	72.5	72.5
2023-03-16 15:55:20	72.1	89.8	78.3	72.3	72.4	91.6	72.2	72.2
2023-03-16 15:55:21	72.2	88.4	78.1	72.2	72.5	91.5	72.1	72.1
2023-03-16 15:55:22	72.5	89.9	78.9	72.4	73.1	93.7	72.2	72.2
2023-03-16 15:55:23	73.4	91.6	80.1	73.1	73.9	94.8	72.8	72.8
2023-03-16 15:55:24	73.4	92.9	80.9	73.3	73.8	96.9	73.2	73.2
2023-03-16 15:55:25	73.6	91.8	81.0	73.6	74.2	94.2	73.4	73.4
2023-03-16 15:55:26	74.6	93.4	81.6	74.3	75.2	94.6	74.0	74.0
2023-03-16 15:55:27	74.7	92.7	80.9	74.6	75.3	94.5	74.5	74.5
2023-03-16 15:55:28	74.8	93.9	81.7	74.7	75.2	96.2	74.6	74.6
2023-03-16 15:55:29	75.9	94.4	82.5	75.6	77.0	98.1	75.1	75.1

2023-03-16 15:55:30	75.3	93.8	82.9	75.8	76.7	99.1	75.6	75.6
2023-03-16 15:55:31	75.0	95.3	84.7	75.4	75.4	100.1	75.2	75.2
2023-03-16 15:55:32	74.6	93.1	81.5	75.2	75.2	96.5	74.9	74.9
2023-03-16 15:55:33	74.3	92.1	80.8	74.8	74.8	94.6	74.6	74.6
2023-03-16 15:55:34	74.8	92.8	81.9	74.7	75.3	97.0	74.6	74.6
2023-03-16 15:55:35	75.0	93.5	82.3	75.0	75.7	97.6	74.8	74.8
2023-03-16 15:55:36	74.7	93.6	82.0	75.1	75.7	97.7	75.0	75.0
2023-03-16 15:55:37	74.2	91.0	79.8	74.7	74.7	94.8	74.5	74.5
2023-03-16 15:55:38	74.6	90.8	80.0	74.6	75.4	95.2	74.4	74.4
2023-03-16 15:55:39	74.1	90.1	79.6	74.6	74.7	92.4	74.4	74.4
2023-03-16 15:55:40	73.9	91.9	80.6	74.3	74.3	94.8	74.1	74.1
2023-03-16 15:55:41	74.8	91.1	80.8	74.6	75.3	93.9	74.3	74.3
2023-03-16 15:55:42	75.5	92.2	80.4	75.2	75.8	95.2	74.9	74.9
2023-03-16 15:55:43	75.2	91.9	80.6	75.4	76.0	96.1	75.3	75.3
2023-03-16 15:55:44	73.6	91.3	80.0	75.1	74.4	96.5	74.6	74.6
2023-03-16 15:55:45	73.8	91.8	79.5	74.2	74.3	97.1	74.0	74.0
2023-03-16 15:55:46	73.6	91.1	79.2	74.0	74.1	95.9	73.9	73.9
2023-03-16 15:55:47	73.5	91.7	79.8	73.7	74.0	95.8	73.5	73.5
2023-03-16 15:55:48	73.9	90.5	79.8	73.9	74.4	97.1	73.8	73.8
2023-03-16 15:55:49	74.2	91.0	79.8	74.1	74.6	96.1	73.8	73.8
2023-03-16 15:55:50	74.3	91.7	80.1	74.3	74.9	95.5	74.2	74.2
2023-03-16 15:55:51	73.0	89.5	79.0	74.2	73.9	92.5	73.8	73.8
2023-03-16 15:55:52	72.9	89.4	79.2	73.4	73.4	94.3	73.3	73.3
2023-03-16 15:55:53	73.2	89.5	78.8	73.2	73.6	93.1	73.1	73.1
2023-03-16 15:55:54	72.6	90.6	78.3	73.1	73.1	93.5	73.0	73.0
2023-03-16 15:55:55	72.1	90.4	79.5	72.8	72.6	94.3	72.5	72.5
2023-03-16 15:55:56	72.1	91.1	78.2	72.4	72.6	92.7	72.3	72.3
2023-03-16 15:55:57	72.2	90.3	79.3	72.2	72.8	93.4	72.1	72.1
2023-03-16 15:55:58	71.7	89.3	78.8	72.2	72.4	91.7	72.1	72.1
2023-03-16 15:55:59	72.1	90.7	78.2	72.1	72.8	92.8	71.9	71.9
2023-03-16 15:56:00	72.2	92.0	79.8	72.3	73.0	94.1	72.2	72.2
2023-03-16 15:56:01	71.7	92.4	80.1	72.1	72.2	95.4	71.9	71.9
2023-03-16 15:56:02	71.6	91.6	79.6	71.9	72.0	93.6	71.7	71.7
2023-03-16 15:56:03	71.8	90.8	79.7	71.8	72.2	93.1	71.7	71.7
2023-03-16 15:56:04	72.3	91.0	80.5	72.1	72.7	94.7	72.0	72.0

2023-03-16 15:56:05	72.5	90.6	79.5	72.4	72.9	94.6	72.3	72.3
2023-03-16 15:56:06	72.0	92.5	80.0	72.4	72.7	95.6	72.3	72.3
2023-03-16 15:56:07	72.1	89.8	78.8	72.1	72.5	94.1	72.0	72.0
2023-03-16 15:56:08	72.7	90.6	79.5	72.5	73.2	95.0	72.3	72.3
2023-03-16 15:56:09	73.0	92.0	79.2	72.8	73.7	93.4	72.7	72.7
2023-03-16 15:56:10	73.1	91.2	79.4	73.0	73.6	93.9	72.8	72.8
2023-03-16 15:56:11	73.5	92.1	80.4	73.4	74.1	94.7	73.1	73.1
2023-03-16 15:56:12	74.5	93.5	82.2	74.2	74.8	97.4	73.9	73.9
2023-03-16 15:56:13	73.8	92.7	81.2	74.2	74.5	96.2	74.1	74.1
2023-03-16 15:56:14	73.7	91.1	80.6	73.9	74.1	96.2	73.8	73.8
2023-03-16 15:56:15	73.2	91.8	80.9	73.8	73.8	97.0	73.6	73.6
2023-03-16 15:56:16	73.6	93.1	80.5	73.5	73.8	96.8	73.4	73.4
2023-03-16 15:56:17	73.5	91.4	79.9	73.6	74.0	94.5	73.5	73.5
2023-03-16 15:56:18	73.4	90.8	80.0	73.6	73.8	95.6	73.5	73.5
2023-03-16 15:56:19	73.0	89.3	78.8	73.4	73.6	95.3	73.3	73.3
2023-03-16 15:56:20	73.2	90.7	78.9	73.3	73.7	95.9	73.2	73.2
2023-03-16 15:56:21	72.8	89.5	78.7	73.2	73.3	92.8	73.1	73.1
2023-03-16 15:56:22	72.4	89.4	77.7	72.9	72.9	93.4	72.8	72.8
2023-03-16 15:56:23	71.7	88.7	76.8	72.5	72.0	91.0	72.2	72.2
2023-03-16 15:56:24	72.0	88.7	77.0	72.1	72.5	92.2	72.0	72.0
2023-03-16 15:56:25	71.3	87.4	76.5	72.0	72.3	90.4	71.8	71.8
2023-03-16 15:56:26	71.8	88.7	77.2	71.7	72.2	91.0	71.6	71.6
2023-03-16 15:56:27	71.9	87.4	76.2	71.9	72.4	90.8	71.8	71.8
2023-03-16 15:56:28	72.0	90.1	76.4	72.0	72.8	91.7	71.8	71.8
2023-03-16 15:56:29	72.7	89.6	77.0	72.5	73.0	91.2	72.3	72.3
2023-03-16 15:56:30	73.2	89.9	77.7	73.0	73.8	91.6	72.8	72.8
2023-03-16 15:56:31	72.8	89.0	77.5	73.1	73.5	91.2	73.0	73.0
2023-03-16 15:56:32	71.2	89.0	76.8	72.8	72.0	90.2	72.3	72.3
2023-03-16 15:56:33	70.9	87.8	77.1	71.8	71.3	92.7	71.5	71.5
2023-03-16 15:56:34	70.9	87.9	76.9	71.3	71.4	94.9	71.1	71.1
2023-03-16 15:56:35	71.2	87.7	76.1	71.2	71.7	93.9	71.1	71.1
2023-03-16 15:56:36	71.2	88.7	77.2	71.3	71.8	90.7	71.2	71.2
2023-03-16 15:56:37	71.3	89.7	77.4	71.3	71.7	90.4	71.3	71.3
2023-03-16 15:56:38	72.3	90.3	78.2	71.9	72.8	92.7	71.6	71.6
2023-03-16 15:56:39	72.5	91.3	79.0	72.3	73.1	94.7	72.2	72.2

2023-03-16 15:56:40	72.3	90.4	78.9	72.3	72.8	94.1	72.2	72.2
2023-03-16 15:56:41	72.2	89.8	78.8	72.4	72.9	94.0	72.3	72.3
2023-03-16 15:56:42	71.6	89.9	78.3	72.2	72.3	91.9	72.1	72.1
2023-03-16 15:56:43	72.1	89.3	78.7	72.0	72.7	92.9	72.0	72.0
2023-03-16 15:56:44	72.2	93.1	80.2	72.2	72.6	94.4	72.1	72.1
2023-03-16 15:56:45	72.5	92.0	81.2	72.4	73.2	95.8	72.2	72.2
2023-03-16 15:56:46	71.8	90.9	80.9	72.4	72.6	94.3	72.2	72.2
2023-03-16 15:56:47	71.4	90.3	79.9	72.0	71.7	95.1	71.8	71.8
2023-03-16 15:56:48	71.8	90.9	80.7	71.8	72.4	97.6	71.7	71.7
2023-03-16 15:56:49	71.6	93.6	81.0	71.8	72.0	95.3	71.7	71.7
2023-03-16 15:56:50	71.5	92.6	80.3	71.6	72.0	94.9	71.6	71.6
2023-03-16 15:56:51	72.0	91.5	79.6	71.9	72.5	95.5	71.7	71.7
2023-03-16 15:56:52	72.0	91.9	79.8	72.0	72.4	96.0	71.9	71.9
2023-03-16 15:56:53	72.3	91.8	80.7	72.2	72.7	96.6	72.0	72.0
2023-03-16 15:56:54	72.2	90.9	79.2	72.3	72.6	93.8	72.2	72.2
2023-03-16 15:56:55	72.0	92.2	80.2	72.2	72.3	95.7	72.1	72.1
2023-03-16 15:56:56	71.3	91.7	80.4	72.1	72.1	95.7	71.8	71.8
2023-03-16 15:56:57	71.3	90.0	78.8	71.7	72.0	93.8	71.6	71.6
2023-03-16 15:56:58	71.6	89.9	79.3	71.5	72.2	93.8	71.4	71.4
2023-03-16 15:56:59	72.0	90.9	78.9	71.9	72.9	93.1	71.8	71.8
2023-03-16 15:57:00	72.5	89.6	78.8	72.3	73.5	92.7	72.0	72.0
2023-03-16 15:57:01	73.3	90.9	79.4	73.0	73.8	93.5	72.7	72.7
2023-03-16 15:57:02	72.4	88.8	78.9	73.0	73.1	92.8	72.8	72.8
2023-03-16 15:57:03	71.9	90.1	79.4	72.6	72.3	97.1	72.3	72.3
2023-03-16 15:57:04	71.7	90.6	79.4	72.2	72.3	95.0	72.0	72.0
2023-03-16 15:57:05	72.0	90.5	79.9	72.1	73.0	95.0	71.8	71.8
2023-03-16 15:57:06	72.4	92.5	80.0	72.3	73.0	95.9	72.2	72.2
2023-03-16 15:57:07	71.7	90.5	79.0	72.3	72.4	96.1	72.1	72.1
2023-03-16 15:57:08	71.6	91.0	78.8	72.0	72.2	93.3	71.8	71.8
2023-03-16 15:57:09	72.0	91.9	79.3	72.0	72.7	92.5	71.7	71.7
2023-03-16 15:57:10	72.4	90.9	80.1	72.3	73.0	94.2	72.1	72.1
2023-03-16 15:57:11	71.9	91.9	79.1	72.3	72.4	93.5	72.1	72.1
2023-03-16 15:57:12	71.7	89.1	78.6	72.0	72.0	93.6	71.9	71.9
2023-03-16 15:57:13	72.2	92.4	80.2	72.1	72.5	94.2	72.0	72.0
2023-03-16 15:57:14	72.3	92.3	80.1	72.3	72.7	95.2	72.1	72.1

2023-03-16 15:57:15	72.4	91.7	79.5	72.4	73.0	94.5	72.3	72.3
2023-03-16 15:57:16	71.5	89.5	78.6	72.4	72.3	92.5	72.1	72.1
2023-03-16 15:57:17	71.4	91.1	78.6	71.8	71.8	91.4	71.6	71.6
2023-03-16 15:57:18	71.6	90.4	79.3	71.6	72.2	93.9	71.6	71.6
2023-03-16 15:57:19	71.7	89.6	78.2	71.8	72.5	91.9	71.5	71.5
2023-03-16 15:57:20	71.8	89.2	77.8	71.9	72.6	91.5	71.8	71.8
2023-03-16 15:57:21	71.9	89.3	78.9	71.9	72.6	94.5	71.7	71.7
2023-03-16 15:57:22	72.6	90.0	78.7	72.4	73.0	95.2	72.1	72.1
2023-03-16 15:57:23	73.7	89.7	78.4	73.3	74.3	92.3	72.9	72.9
2023-03-16 15:57:24	73.1	91.6	79.0	73.3	73.8	93.6	73.2	73.2
2023-03-16 15:57:25	72.4	90.6	79.0	73.1	73.1	93.2	73.0	73.0
2023-03-16 15:57:26	71.6	89.8	78.8	72.6	72.0	93.5	72.3	72.3
2023-03-16 15:57:27	71.6	89.7	78.8	72.1	72.3	92.8	71.9	71.9
2023-03-16 15:57:28	71.3	90.1	78.3	71.9	72.2	93.3	71.7	71.7
2023-03-16 15:57:29	71.2	88.2	77.4	71.5	71.6	92.0	71.4	71.4
2023-03-16 15:57:30	71.5	89.8	79.5	71.5	71.9	93.7	71.4	71.4
2023-03-16 15:57:31	71.6	90.7	79.0	71.6	72.0	92.5	71.5	71.5
2023-03-16 15:57:32	71.7	89.3	78.8	71.8	72.3	92.2	71.7	71.7
2023-03-16 15:57:33	71.4	90.8	79.6	71.6	71.7	95.3	71.5	71.5
2023-03-16 15:57:34	71.4	90.7	79.1	71.5	71.8	94.6	71.5	71.5
2023-03-16 15:57:35	71.3	90.4	77.9	71.4	71.8	94.2	71.3	71.3
2023-03-16 15:57:36	70.9	90.2	78.6	71.5	71.8	93.5	71.3	71.3
2023-03-16 15:57:37	70.9	89.3	77.8	71.0	71.3	92.5	70.9	70.9
2023-03-16 15:57:38	71.5	91.3	79.0	71.4	72.0	92.7	71.1	71.2
2023-03-16 15:57:39	70.9	91.7	78.6	71.4	71.8	93.9	71.2	71.2
2023-03-16 15:57:40	70.5	87.6	76.8	71.0	71.4	92.2	70.7	70.7
2023-03-16 15:57:41	71.8	91.3	80.0	71.5	72.3	96.2	71.2	71.2
2023-03-16 15:57:42	71.4	89.0	77.4	71.5	71.9	92.5	71.5	71.5
2023-03-16 15:57:43	71.0	88.7	77.3	71.4	71.3	90.4	71.2	71.2
2023-03-16 15:57:44	71.3	88.6	76.8	71.3	71.9	91.4	71.2	71.2
2023-03-16 15:57:45	72.0	89.4	76.6	71.8	72.6	91.0	71.5	71.5
2023-03-16 15:57:46	71.7	87.7	76.8	71.8	72.1	91.1	71.8	71.8
2023-03-16 15:57:47	71.6	88.7	77.2	71.7	71.8	91.6	71.7	71.7
2023-03-16 15:57:48	72.4	90.3	77.1	72.1	72.7	91.6	71.9	71.9
2023-03-16 15:57:49	72.5	88.5	77.5	72.4	72.9	92.9	72.3	72.3

2023-03-16 15:57:50	72.1	89.0	76.6	72.4	72.7	89.9	72.3	72.3
2023-03-16 15:57:51	71.8	88.0	77.0	72.2	72.0	90.7	72.0	72.0
2023-03-16 15:57:52	71.7	88.4	77.1	72.0	72.2	91.8	71.8	71.8
2023-03-16 15:57:53	71.6	89.7	77.9	71.8	71.9	92.3	71.6	71.6
2023-03-16 15:57:54	71.5	90.9	78.7	71.6	71.9	94.6	71.6	71.6
2023-03-16 15:57:55	71.6	89.5	78.1	71.7	72.1	91.5	71.6	71.6
2023-03-16 15:57:56	71.4	88.9	77.8	71.5	71.9	91.2	71.5	71.5
2023-03-16 15:57:57	71.3	88.9	77.1	71.5	71.8	90.0	71.4	71.4
2023-03-16 15:57:58	70.9	88.6	76.9	71.4	71.4	92.5	71.2	71.2
2023-03-16 15:57:59	71.0	88.0	76.5	71.2	71.5	89.2	71.1	71.1
2023-03-16 15:58:00	71.0	89.0	76.7	71.1	71.3	90.0	71.0	71.0
2023-03-16 15:58:01	70.7	88.2	75.7	71.0	71.1	89.2	70.9	70.9
2023-03-16 15:58:02	71.4	87.3	76.5	71.2	72.0	88.9	70.9	70.9
2023-03-16 15:58:03	71.5	89.0	76.4	71.5	72.2	91.5	71.4	71.4
2023-03-16 15:58:04	72.2	90.0	78.5	71.9	72.7	91.7	71.6	71.6
2023-03-16 15:58:05	71.8	89.8	78.1	72.0	72.4	91.9	71.9	71.9
2023-03-16 15:58:06	71.3	89.4	78.2	71.8	71.9	92.1	71.7	71.7
2023-03-16 15:58:07	70.9	89.5	76.2	71.4	71.4	90.8	71.2	71.2
2023-03-16 15:58:08	70.7	88.1	76.7	71.1	71.3	90.4	71.0	71.0
2023-03-16 15:58:09	71.0	87.9	76.4	71.0	71.5	91.1	70.9	70.9
2023-03-16 15:58:10	71.0	87.9	76.7	71.0	71.5	91.9	70.9	70.9
2023-03-16 15:58:11	71.5	89.5	77.0	71.4	71.8	92.8	71.2	71.2
2023-03-16 15:58:12	72.1	89.6	77.9	71.9	72.8	92.9	71.7	71.7
2023-03-16 15:58:13	71.6	91.0	78.2	71.8	72.2	92.4	71.7	71.7
2023-03-16 15:58:14	72.4	90.9	79.2	72.2	72.8	94.3	71.9	71.9
2023-03-16 15:58:15	72.4	90.5	79.0	72.4	73.0	93.3	72.2	72.2
2023-03-16 15:58:16	72.8	90.2	79.1	72.7	73.2	95.4	72.5	72.5
2023-03-16 15:58:17	72.8	91.1	79.5	72.8	73.3	94.6	72.7	72.7
2023-03-16 15:58:18	73.1	92.0	80.1	73.1	73.5	96.4	72.9	72.9
2023-03-16 15:58:19	73.6	92.4	81.5	73.4	74.3	96.6	73.2	73.2
2023-03-16 15:58:20	75.4	93.9	82.5	74.9	76.3	97.6	74.1	74.1
2023-03-16 15:58:21	76.0	92.7	81.9	75.7	77.2	97.3	75.5	75.5
2023-03-16 15:58:22	73.5	93.6	81.6	75.4	74.3	96.0	74.8	74.8
2023-03-16 15:58:23	72.4	91.7	81.7	74.3	73.1	96.4	73.7	73.7
2023-03-16 15:58:24	71.9	93.4	81.6	73.1	72.2	96.2	72.7	72.7

2023-03-16 15:58:25	71.5	91.1	79.9	72.4	72.0	94.8	72.1	72.1
2023-03-16 15:58:26	71.6	90.6	80.0	71.9	71.9	95.1	71.8	71.8
2023-03-16 15:58:27	71.2	90.6	79.4	71.7	72.1	94.4	71.6	71.6
2023-03-16 15:58:28	72.5	92.6	81.9	72.2	73.2	96.7	71.7	71.7
2023-03-16 15:58:29	73.2	92.2	80.8	72.8	73.5	95.9	72.6	72.6
2023-03-16 15:58:30	72.5	93.0	81.7	72.8	73.1	97.8	72.8	72.8
2023-03-16 15:58:31	72.3	94.0	81.4	72.6	72.8	98.9	72.4	72.4
2023-03-16 15:58:32	72.3	92.7	80.9	72.4	72.8	96.1	72.4	72.4
2023-03-16 15:58:33	72.2	91.5	80.4	72.4	72.6	94.4	72.3	72.3
2023-03-16 15:58:34	72.2	92.8	80.8	72.3	72.7	95.5	72.2	72.2
2023-03-16 15:58:35	72.4	91.2	80.8	72.4	73.0	94.8	72.3	72.3
2023-03-16 15:58:36	73.2	92.6	80.8	72.9	73.5	95.6	72.7	72.7
2023-03-16 15:58:37	72.7	90.9	79.4	72.9	73.3	95.9	72.8	72.8
2023-03-16 15:58:38	72.1	92.1	81.4	72.8	72.9	97.3	72.6	72.6
2023-03-16 15:58:39	72.3	90.9	79.3	72.4	72.7	93.4	72.3	72.3
2023-03-16 15:58:40	72.4	91.7	80.0	72.4	73.0	94.9	72.4	72.4
2023-03-16 15:58:41	72.2	90.5	79.0	72.4	72.5	94.3	72.3	72.3
2023-03-16 15:58:42	71.4	89.1	78.7	72.2	72.3	95.3	72.0	72.0
2023-03-16 15:58:43	71.4	89.7	77.5	71.7	71.8	91.5	71.6	71.6
2023-03-16 15:58:44	71.2	90.0	78.6	71.5	71.5	95.6	71.4	71.4
2023-03-16 15:58:45	71.7	91.2	79.2	71.6	72.0	93.3	71.5	71.5
2023-03-16 15:58:46	72.0	90.5	79.6	71.9	72.4	94.4	71.8	71.8
2023-03-16 15:58:47	72.2	91.5	78.5	72.1	72.7	92.8	72.0	72.0
2023-03-16 15:58:48	72.0	90.7	79.0	72.1	72.3	93.9	72.0	72.0
2023-03-16 15:58:49	71.6	89.3	78.2	72.1	72.3	93.1	71.9	71.9
2023-03-16 15:58:50	72.5	89.4	78.7	72.3	73.2	93.3	72.0	72.0
2023-03-16 15:58:51	72.9	89.2	78.4	72.7	73.5	95.5	72.5	72.5
2023-03-16 15:58:52	73.1	90.1	78.4	73.0	73.7	93.7	72.9	72.9
2023-03-16 15:58:53	73.0	91.3	79.3	73.2	73.8	95.2	73.1	73.1
2023-03-16 15:58:54	72.8	89.2	77.9	72.9	73.3	93.9	72.8	72.8
2023-03-16 15:58:55	72.6	90.4	78.7	72.9	73.1	93.0	72.8	72.8
2023-03-16 15:58:56	72.4	89.4	77.7	72.7	72.8	92.1	72.5	72.5
2023-03-16 15:58:57	72.8	89.2	77.8	72.7	73.3	92.9	72.7	72.7
2023-03-16 15:58:58	72.8	90.6	77.5	72.8	73.2	91.9	72.7	72.7
2023-03-16 15:58:59	72.2	88.9	77.3	72.7	72.6	92.0	72.5	72.5

2023-03-16 15:59:00	72.5	91.3	77.5	72.6	73.7	92.2	72.4	72.4
2023-03-16 15:59:01	72.5	89.9	78.0	72.7	73.3	92.8	72.6	72.6
2023-03-16 15:59:02	72.1	87.9	76.3	72.5	72.4	89.4	72.4	72.4
2023-03-16 15:59:03	71.4	86.2	75.5	72.3	72.2	89.3	72.0	72.0
2023-03-16 15:59:04	71.1	89.0	77.1	71.6	71.5	91.9	71.5	71.5
2023-03-16 15:59:05	71.0	88.6	77.4	71.3	71.4	91.4	71.2	71.2
2023-03-16 15:59:06	70.7	89.6	77.4	71.1	71.3	93.4	71.0	71.0
2023-03-16 15:59:07	70.7	91.0	79.4	70.9	71.2	94.1	70.8	70.8
2023-03-16 15:59:08	71.3	91.1	79.2	71.2	71.8	92.9	71.0	71.0
2023-03-16 15:59:09	71.7	91.2	79.8	71.5	72.3	95.7	71.4	71.4
2023-03-16 15:59:10	71.8	89.6	78.8	71.7	72.1	93.0	71.6	71.6
2023-03-16 15:59:11	72.1	89.3	77.9	72.0	72.9	91.7	71.7	71.7
2023-03-16 15:59:12	72.9	90.8	77.9	72.7	73.5	91.2	72.3	72.3
2023-03-16 15:59:13	73.3	91.1	79.7	73.0	73.9	91.9	72.9	72.9
2023-03-16 15:59:14	73.2	89.3	77.9	73.2	73.6	90.7	73.1	73.1
2023-03-16 15:59:15	72.5	90.0	76.7	73.1	73.1	89.7	72.9	72.9
2023-03-16 15:59:16	71.8	89.5	77.1	72.7	72.5	91.0	72.4	72.4
2023-03-16 15:59:17	72.0	88.1	76.9	72.1	72.5	90.3	72.1	72.1
2023-03-16 15:59:18	72.2	88.4	77.1	72.2	72.7	90.6	72.1	72.1
2023-03-16 15:59:19	72.2	88.6	77.0	72.3	72.8	89.6	72.2	72.2
2023-03-16 15:59:20	71.6	87.9	77.3	72.2	72.1	93.1	72.0	72.0
2023-03-16 15:59:21	71.3	88.8	75.7	71.8	71.7	90.9	71.6	71.6
2023-03-16 15:59:22	70.7	86.8	75.4	71.5	71.6	88.9	71.2	71.2
2023-03-16 15:59:23	71.1	85.7	75.2	71.2	71.6	89.0	71.1	71.1
2023-03-16 15:59:24	70.8	87.2	74.9	71.0	71.3	88.4	70.9	70.9
2023-03-16 15:59:25	70.9	86.2	74.7	71.0	71.5	88.3	70.9	70.9
2023-03-16 15:59:26	71.0	86.6	75.2	71.0	71.3	89.0	70.9	70.9
2023-03-16 15:59:27	71.1	86.6	75.1	71.1	71.5	89.4	71.0	71.0
2023-03-16 15:59:28	71.7	88.7	75.4	71.6	73.1	88.5	71.1	71.1
2023-03-16 15:59:29	73.6	88.8	77.0	73.1	74.6	91.2	72.4	72.4
2023-03-16 15:59:30	72.7	89.7	77.5	73.1	73.6	91.3	73.0	73.0
2023-03-16 15:59:31	72.4	89.9	77.3	72.8	73.0	91.4	72.7	72.7
2023-03-16 15:59:32	71.4	90.9	77.4	72.5	72.1	92.7	72.2	72.2
2023-03-16 15:59:33	71.3	88.0	77.1	71.8	71.8	92.9	71.6	71.6
2023-03-16 15:59:34	71.2	90.4	78.1	71.6	71.7	92.6	71.4	71.4

2023-03-16	15:59:35	71.0	89.3	77.7	71.4	71.7	93.2	71.3	71.3
2023-03-16	15:59:36	71.1	91.8	79.1	71.2	71.8	96.6	71.1	71.1
2023-03-16	15:59:37	71.1	90.9	79.2	71.2	71.5	94.8	71.1	71.1
2023-03-16	15:59:38	71.5	91.5	80.6	71.4	72.0	96.7	71.2	71.2
2023-03-16	15:59:39	71.6	91.6	79.3	71.5	72.0	97.0	71.5	71.5
2023-03-16	15:59:40	71.5	90.8	79.5	71.6	71.9	95.8	71.5	71.5
2023-03-16	15:59:41	71.8	89.8	78.8	71.7	72.3	94.8	71.6	71.6
2023-03-16	15:59:42	71.0	88.9	77.8	71.6	71.6	94.2	71.4	71.4
2023-03-16	15:59:43	71.1	90.4	79.2	71.3	71.7	95.2	71.2	71.2
2023-03-16	15:59:44	71.1	89.0	78.0	71.2	71.5	92.4	71.1	71.1
2023-03-16	15:59:45	71.2	90.1	77.9	71.2	71.5	93.2	71.2	71.2
2023-03-16	15:59:46	71.9	88.9	77.4	71.7	72.6	92.1	71.4	71.4
2023-03-16	15:59:47	72.6	88.8	77.8	72.3	73.1	90.7	72.0	72.0
2023-03-16	15:59:48	72.4	89.3	77.8	72.5	73.2	91.2	72.4	72.4
2023-03-16	15:59:49	71.3	89.4	77.7	72.3	72.1	91.9	72.0	72.0
2023-03-16	15:59:50	71.7	88.8	77.8	71.7	71.9	91.1	71.7	71.7
2023-03-16	15:59:51	71.2	88.3	77.0	71.7	72.0	91.9	71.5	71.5
2023-03-16	15:59:52	71.4	89.0	77.0	71.4	72.0	94.8	71.3	71.3
2023-03-16	15:59:53	71.9	89.2	76.9	71.8	72.6	93.7	71.6	71.6
2023-03-16	15:59:54	72.2	87.4	76.6	72.1	72.8	91.3	71.9	71.9
2023-03-16	15:59:55	72.1	88.0	76.8	72.3	72.8	90.2	72.2	72.2
2023-03-16	15:59:56	71.8	88.6	77.0	72.0	72.1	93.7	71.9	71.9
2023-03-16	15:59:57	72.6	89.2	77.1	72.4	73.0	91.6	72.2	72.2
2023-03-16	15:59:58	72.2	88.6	77.0	72.3	72.6	91.9	72.3	72.3
2023-03-16	15:59:59	71.6	88.0	76.7	72.2	72.2	91.1	72.0	72.0
2023-03-16	16:00:00	71.5	90.5	77.2	71.9	72.0	92.7	71.8	71.8
2023-03-16	16:00:01	71.4	87.6	76.5	71.7	72.1	90.7	71.6	71.6
2023-03-16	16:00:02	71.3	87.2	76.0	71.4	72.0	91.6	71.3	71.3
2023-03-16	16:00:03	71.7	88.1	76.3	71.6	72.1	91.0	71.5	71.5
2023-03-16	16:00:04	71.2	88.6	76.8	71.7	72.4	94.2	71.5	71.5
2023-03-16	16:00:05	71.1	88.9	76.7	71.3	71.8	92.3	71.1	71.1
2023-03-16	16:00:06	72.6	90.1	78.8	72.2	73.0	93.3	71.8	71.8
2023-03-16	16:00:07	72.6	89.1	78.7	72.5	73.1	91.4	72.4	72.4
2023-03-16	16:00:08	72.5	88.9	78.5	72.5	72.7	92.5	72.5	72.5
2023-03-16	16:00:09	71.9	89.4	77.5	72.4	72.4	91.3	72.3	72.3

2023-03-16	16:00:10	71.3	89.7	77.8	72.1	71.8	92.1	71.8	71.8
2023-03-16	16:00:11	71.0	89.2	78.3	71.6	71.5	94.5	71.4	71.4
2023-03-16	16:00:12	70.8	88.3	78.2	71.2	71.4	92.7	71.0	71.0
2023-03-16	16:00:13	70.5	89.3	77.9	70.9	70.9	90.9	70.8	70.8
2023-03-16	16:00:14	70.8	90.3	78.9	70.8	71.6	93.3	70.6	70.6
2023-03-16	16:00:15	71.2	89.7	79.2	71.1	71.6	94.0	71.0	71.0
2023-03-16	16:00:16	71.7	91.1	79.6	71.5	72.5	95.3	71.3	71.3
2023-03-16	16:00:17	71.9	91.3	81.0	71.8	72.2	94.9	71.6	71.6
2023-03-16	16:00:18	72.4	91.3	80.3	72.2	72.8	92.9	72.0	72.0
2023-03-16	16:00:19	72.1	91.2	79.8	72.2	72.6	95.9	72.1	72.1
2023-03-16	16:00:20	72.6	90.3	79.7	72.5	73.1	93.8	72.2	72.2
2023-03-16	16:00:21	72.7	92.7	81.0	72.7	73.4	96.5	72.6	72.6
2023-03-16	16:00:22	71.9	92.1	79.7	72.5	72.4	96.2	72.3	72.3
2023-03-16	16:00:23	72.6	92.4	80.8	72.5	73.1	96.6	72.3	72.3
2023-03-16	16:00:24	71.9	93.2	79.2	72.5	72.6	95.5	72.3	72.3
2023-03-16	16:00:25	71.8	90.4	78.8	72.2	72.5	92.7	72.0	72.0
2023-03-16	16:00:26	71.8	90.5	78.8	71.9	72.2	94.6	71.9	71.9
2023-03-16	16:00:27	72.2	91.2	80.0	72.1	72.5	95.0	72.0	72.0
2023-03-16	16:00:28	72.4	92.7	80.4	72.3	72.7	96.0	72.2	72.2
2023-03-16	16:00:29	72.3	92.0	80.4	72.3	72.6	96.8	72.3	72.3
2023-03-16	16:00:30	72.4	92.8	79.9	72.4	72.7	95.0	72.3	72.3
2023-03-16	16:00:31	71.9	92.2	79.9	72.4	72.4	95.3	72.1	72.1
2023-03-16	16:00:32	72.2	93.8	82.5	72.2	72.6	96.5	72.2	72.2
2023-03-16	16:00:33	72.3	93.4	82.7	72.2	72.5	97.1	72.2	72.2
2023-03-16	16:00:34	71.9	92.3	80.3	72.2	72.5	95.9	72.1	72.1
2023-03-16	16:00:35	71.6	92.0	80.5	72.0	72.0	94.6	71.8	71.8
2023-03-16	16:00:36	72.6	91.1	80.0	72.3	73.1	95.2	72.1	72.1
2023-03-16	16:00:37	71.8	91.9	79.9	72.4	72.8	94.7	72.2	72.2
2023-03-16	16:00:38	71.6	91.9	80.1	72.0	72.0	95.9	71.9	71.9
2023-03-16	16:00:39	71.7	92.7	80.7	71.8	72.3	98.8	71.7	71.7
2023-03-16	16:00:40	72.7	90.5	79.8	72.4	73.3	95.0	72.1	72.1
2023-03-16	16:00:41	72.6	90.7	80.4	72.6	73.0	95.7	72.5	72.5
2023-03-16	16:00:42	72.3	92.0	80.6	72.6	72.8	96.4	72.5	72.5
2023-03-16	16:00:43	71.8	90.3	80.4	72.4	72.5	95.3	72.2	72.2
2023-03-16	16:00:44	71.7	91.7	80.3	72.0	72.2	94.8	71.9	71.9

2023-03-16	16:00:45	71.8	89.5	78.5	71.8	72.2	93.5	71.7	71.7
2023-03-16	16:00:46	72.4	89.6	78.5	72.2	72.7	93.3	72.1	72.1
2023-03-16	16:00:47	73.1	90.5	80.1	72.8	73.6	94.7	72.6	72.6
2023-03-16	16:00:48	72.4	91.6	80.2	72.7	72.8	95.2	72.5	72.5
2023-03-16	16:00:49	72.4	91.6	80.1	72.5	73.1	94.6	72.4	72.4
2023-03-16	16:00:50	72.4	89.5	79.0	72.6	73.0	92.9	72.5	72.5
2023-03-16	16:00:51	71.4	89.4	78.3	72.4	71.9	91.6	72.0	72.0
2023-03-16	16:00:52	71.4	90.9	78.8	71.8	71.9	92.2	71.7	71.7
2023-03-16	16:00:53	71.2	90.5	78.3	71.6	71.6	93.2	71.4	71.4
2023-03-16	16:00:54	71.7	89.2	77.9	71.6	72.1	92.9	71.5	71.5
2023-03-16	16:00:55	71.8	89.1	77.0	71.8	72.2	92.1	71.7	71.7
2023-03-16	16:00:56	71.2	89.3	77.6	71.7	71.8	92.8	71.5	71.5
2023-03-16	16:00:57	71.2	89.0	77.2	71.4	71.7	92.8	71.3	71.3
2023-03-16	16:00:58	71.3	89.2	77.6	71.3	71.7	93.8	71.3	71.3
2023-03-16	16:00:59	71.1	88.9	77.3	71.3	71.7	93.9	71.2	71.2
2023-03-16	16:01:00	71.0	90.6	78.7	71.2	71.4	94.1	71.1	71.1
2023-03-16	16:01:01	70.7	88.8	77.4	71.0	71.1	91.2	70.9	70.9
2023-03-16	16:01:02	70.9	88.8	77.2	71.0	71.6	91.8	70.8	70.8
2023-03-16	16:01:03	70.6	88.7	77.9	71.0	71.3	93.6	70.8	70.8
2023-03-16	16:01:04	70.1	87.9	76.8	70.8	71.0	91.8	70.5	70.5
2023-03-16	16:01:05	69.7	88.6	76.5	70.3	70.1	95.0	70.1	70.1
2023-03-16	16:01:06	70.1	89.7	78.7	70.1	70.5	94.4	70.0	70.0
2023-03-16	16:01:07	69.7	92.8	80.1	70.0	70.0	99.1	69.9	69.9
2023-03-16	16:01:08	70.0	88.2	77.7	70.0	70.4	92.9	69.9	69.9
2023-03-16	16:01:09	69.8	90.0	79.2	69.9	70.4	95.1	69.8	69.8
2023-03-16	16:01:10	70.6	91.1	79.6	70.4	70.9	94.5	70.1	70.1
2023-03-16	16:01:11	71.5	91.9	79.9	71.2	71.8	93.8	70.8	70.8
2023-03-16	16:01:12	71.4	90.7	80.2	71.3	71.8	95.1	71.2	71.2
2023-03-16	16:01:13	71.0	92.2	81.2	71.4	71.8	97.5	71.2	71.2
2023-03-16	16:01:14	71.5	94.5	84.0	71.4	72.0	100.3	71.2	71.2
2023-03-16	16:01:15	71.7	93.9	82.9	71.6	72.1	98.7	71.5	71.5
2023-03-16	16:01:16	72.4	91.7	81.0	72.2	72.8	94.9	71.9	71.9
2023-03-16	16:01:17	73.1	92.0	80.3	72.8	73.7	94.5	72.6	72.6
2023-03-16	16:01:18	72.5	93.0	80.3	72.8	73.1	96.3	72.7	72.7
2023-03-16	16:01:19	72.8	91.1	79.4	72.8	73.1	94.1	72.7	72.7

2023-03-16	16:01:20	73.2	91.6	79.4	73.0	73.5	93.9	72.9	72.9
2023-03-16	16:01:21	72.7	93.3	79.4	73.1	73.4	93.5	73.0	73.0
2023-03-16	16:01:22	71.8	90.3	79.4	72.8	72.4	93.3	72.4	72.4
2023-03-16	16:01:23	72.0	90.2	78.9	72.2	72.3	93.5	72.1	72.1
2023-03-16	16:01:24	72.9	92.7	79.9	72.7	73.8	95.4	72.3	72.3
2023-03-16	16:01:25	72.9	91.6	79.0	72.9	73.5	95.1	72.8	72.8
2023-03-16	16:01:26	72.1	90.3	78.0	72.8	72.6	94.2	72.5	72.6
2023-03-16	16:01:27	72.1	90.8	78.9	72.4	72.5	95.3	72.3	72.3
2023-03-16	16:01:28	72.7	91.6	79.3	72.6	73.3	95.0	72.4	72.4
2023-03-16	16:01:29	73.0	89.4	78.9	72.9	73.5	92.4	72.8	72.8
2023-03-16	16:01:30	72.3	90.6	79.0	72.8	72.8	93.0	72.6	72.6
2023-03-16	16:01:31	72.9	92.7	79.8	72.8	73.1	94.1	72.6	72.6
2023-03-16	16:01:32	72.8	89.8	78.6	73.0	73.7	93.1	72.9	72.9
2023-03-16	16:01:33	72.2	90.9	78.5	72.7	72.8	91.3	72.6	72.6
2023-03-16	16:01:34	71.9	89.7	78.1	72.4	72.2	90.9	72.2	72.2
2023-03-16	16:01:35	71.8	88.8	77.6	72.1	72.2	90.7	72.0	72.0
2023-03-16	16:01:36	71.5	90.8	78.2	71.9	71.9	93.7	71.8	71.8
2023-03-16	16:01:37	72.5	89.6	78.3	72.3	73.2	92.3	71.9	71.9
2023-03-16	16:01:38	72.7	90.6	78.6	72.8	73.6	92.0	72.6	72.6
2023-03-16	16:01:39	72.0	88.3	77.1	72.5	72.3	89.6	72.3	72.3
2023-03-16	16:01:40	72.6	90.1	78.1	72.5	73.1	93.6	72.3	72.3
2023-03-16	16:01:41	73.4	90.2	79.3	73.1	74.0	93.2	72.9	72.9
2023-03-16	16:01:42	72.2	91.0	79.6	73.1	73.1	93.5	72.8	72.8
2023-03-16	16:01:43	71.4	89.6	78.3	72.5	72.2	91.9	72.1	72.1
2023-03-16	16:01:44	71.6	89.1	79.4	71.8	71.9	92.1	71.7	71.7
2023-03-16	16:01:45	71.5	89.4	78.3	71.7	71.8	93.7	71.6	71.6
2023-03-16	16:01:46	72.0	91.3	79.5	71.9	72.4	93.4	71.8	71.8
2023-03-16	16:01:47	72.1	90.6	79.6	72.0	72.6	93.8	71.9	71.9
2023-03-16	16:01:48	72.4	91.7	80.1	72.3	72.8	94.2	72.1	72.1
2023-03-16	16:01:49	72.8	92.2	79.7	72.7	73.8	93.9	72.3	72.3
2023-03-16	16:01:50	73.6	92.6	80.9	73.3	73.9	94.4	73.1	73.1
2023-03-16	16:01:51	73.1	92.8	81.4	73.3	73.8	96.7	73.2	73.2
2023-03-16	16:01:52	72.7	93.5	80.6	73.1	73.3	95.1	73.0	73.0
2023-03-16	16:01:53	72.6	90.6	79.5	72.9	72.9	96.6	72.8	72.8
2023-03-16	16:01:54	74.0	93.5	81.2	73.6	74.6	95.7	73.2	73.2

2023-03-16 16:01:55	73.2	92.3	80.5	73.6	74.0	94.7	73.5	73.5
2023-03-16 16:01:56	73.5	92.4	81.4	73.5	73.9	93.3	73.4	73.4
2023-03-16 16:01:57	73.4	91.2	80.2	73.6	74.1	93.8	73.5	73.5
2023-03-16 16:01:58	73.7	92.8	80.8	73.6	74.3	94.8	73.5	73.5
2023-03-16 16:01:59	73.3	92.4	80.7	73.7	74.3	93.1	73.5	73.5
2023-03-16 16:02:00	73.1	91.3	80.2	73.3	73.5	94.1	73.2	73.2
2023-03-16 16:02:01	72.5	93.2	80.6	73.3	73.6	96.1	73.0	73.0
2023-03-16 16:02:02	71.8	91.1	79.0	72.6	72.1	93.3	72.3	72.3
2023-03-16 16:02:03	71.4	91.5	80.2	72.1	71.9	96.3	71.8	71.8
2023-03-16 16:02:04	71.7	90.5	80.4	71.7	72.2	92.6	71.6	71.6
2023-03-16 16:02:05	71.7	91.3	78.6	71.8	72.2	93.6	71.7	71.7
2023-03-16 16:02:06	72.1	93.2	81.2	72.0	72.8	95.2	71.9	71.9
2023-03-16 16:02:07	72.2	91.0	80.3	72.2	72.9	95.6	72.1	72.1
2023-03-16 16:02:08	72.6	90.4	79.1	72.5	73.1	96.0	72.2	72.2
2023-03-16 16:02:09	72.9	90.3	79.7	72.8	73.4	94.8	72.6	72.6
2023-03-16 16:02:10	73.3	91.1	80.5	73.2	73.9	94.7	72.9	72.9
2023-03-16 16:02:11	73.1	92.5	79.6	73.3	73.8	92.9	73.2	73.2
2023-03-16 16:02:12	73.6	90.8	79.3	73.4	73.9	94.6	73.2	73.2
2023-03-16 16:02:13	74.7	91.3	80.6	74.3	75.1	93.3	73.9	73.9
2023-03-16 16:02:14	73.9	92.5	80.7	74.3	74.7	94.4	74.2	74.2
2023-03-16 16:02:15	72.9	90.8	79.5	74.0	73.5	93.7	73.6	73.6
2023-03-16 16:02:16	72.8	91.3	80.0	73.3	73.4	93.6	73.1	73.1
2023-03-16 16:02:17	73.7	91.6	80.4	73.5	74.3	94.0	73.3	73.3
2023-03-16 16:02:18	73.2	90.3	78.9	73.5	73.9	94.6	73.4	73.4
2023-03-16 16:02:19	72.5	91.7	78.8	73.2	72.9	94.0	73.0	73.0
2023-03-16 16:02:20	72.4	89.4	78.4	72.9	73.1	93.3	72.7	72.7
2023-03-16 16:02:21	72.7	90.6	78.2	72.7	73.4	94.6	72.5	72.5
2023-03-16 16:02:22	73.1	89.2	78.0	73.0	73.8	92.2	72.8	72.8
2023-03-16 16:02:23	72.9	88.8	77.9	73.1	73.7	92.3	73.0	73.0
2023-03-16 16:02:24	73.0	90.6	78.7	73.1	73.4	92.7	73.0	73.0
2023-03-16 16:02:25	73.3	89.8	78.8	73.2	73.7	92.0	73.1	73.1
2023-03-16 16:02:26	73.2	89.7	78.6	73.2	73.7	92.8	73.1	73.1
2023-03-16 16:02:27	73.2	89.3	78.0	73.3	74.0	92.6	73.2	73.2
2023-03-16 16:02:28	73.8	92.6	79.3	73.6	74.2	96.4	73.4	73.4
2023-03-16 16:02:29	73.2	93.4	79.6	73.7	74.2	95.7	73.5	73.5

2023-03-16 16:02:30	72.6	90.6	78.9	73.3	73.3	93.0	73.1	73.1
2023-03-16 16:02:31	72.3	90.0	79.5	72.8	72.8	95.7	72.6	72.6
2023-03-16 16:02:32	72.8	91.3	79.6	72.8	73.1	93.5	72.6	72.6
2023-03-16 16:02:33	72.6	90.7	79.8	72.8	73.1	94.4	72.7	72.7
2023-03-16 16:02:34	72.3	91.8	80.0	72.6	72.6	94.6	72.5	72.5
2023-03-16 16:02:35	72.2	92.4	80.9	72.5	72.7	94.8	72.4	72.4
2023-03-16 16:02:36	71.5	90.5	79.2	72.3	72.2	95.0	72.0	72.0
2023-03-16 16:02:37	72.1	90.8	79.2	72.0	72.5	94.1	71.9	71.9
2023-03-16 16:02:38	72.1	90.7	78.3	72.1	72.5	92.6	72.0	72.0
2023-03-16 16:02:39	72.0	91.4	78.3	72.2	72.6	92.8	72.1	72.1
2023-03-16 16:02:40	72.1	89.4	78.0	72.1	72.5	93.5	72.0	72.0
2023-03-16 16:02:41	72.6	90.2	79.3	72.4	73.1	94.7	72.3	72.3
2023-03-16 16:02:42	72.9	92.6	79.5	72.7	73.2	93.7	72.6	72.6
2023-03-16 16:02:43	73.0	91.0	79.3	72.9	73.4	93.3	72.8	72.8
2023-03-16 16:02:44	73.4	92.8	80.7	73.3	73.8	94.6	73.1	73.1
2023-03-16 16:02:45	72.7	92.1	80.1	73.3	73.5	95.0	73.1	73.1
2023-03-16 16:02:46	72.4	91.6	79.8	72.8	72.8	94.0	72.7	72.7
2023-03-16 16:02:47	72.2	92.5	80.9	72.5	72.6	97.0	72.4	72.4
2023-03-16 16:02:48	71.8	91.4	80.2	72.3	72.5	94.8	72.1	72.1
2023-03-16 16:02:49	72.2	94.7	83.9	72.2	72.6	99.9	72.1	72.1
2023-03-16 16:02:50	72.3	92.9	81.6	72.3	72.8	96.0	72.2	72.2
2023-03-16 16:02:51	72.3	90.5	80.3	72.3	72.7	93.5	72.3	72.3
2023-03-16 16:02:52	71.5	90.4	79.0	72.3	72.3	92.7	72.0	72.0
2023-03-16 16:02:53	70.9	89.5	78.6	71.8	71.4	92.3	71.4	71.4
2023-03-16 16:02:54	71.2	90.3	78.6	71.3	71.8	94.4	71.2	71.2
2023-03-16 16:02:55	71.6	90.4	78.5	71.6	72.5	94.5	71.3	71.3
2023-03-16 16:02:56	72.3	91.8	79.4	72.1	72.6	94.3	71.9	71.9
2023-03-16 16:02:57	72.6	93.0	80.5	72.4	73.0	96.5	72.3	72.3
2023-03-16 16:02:58	72.2	90.0	78.8	72.4	72.6	93.5	72.3	72.3
2023-03-16 16:02:59	72.2	92.2	79.7	72.3	73.0	94.2	72.2	72.2
2023-03-16 16:03:00	72.7	92.0	80.7	72.6	73.2	95.5	72.4	72.4
2023-03-16 16:03:01	72.7	89.6	79.0	72.7	73.0	92.7	72.6	72.6
2023-03-16 16:03:02	72.5	89.1	77.6	72.7	73.1	89.7	72.6	72.6
2023-03-16 16:03:03	72.5	88.5	77.8	72.6	73.0	91.0	72.5	72.5
2023-03-16 16:03:04	72.1	90.9	78.4	72.6	72.8	92.4	72.4	72.4

2023-03-16 16:03:05	72.3	89.2	78.5	72.3	72.7	91.1	72.3	72.3
2023-03-16 16:03:06	72.4	89.4	78.8	72.4	72.8	92.1	72.4	72.4
2023-03-16 16:03:07	72.6	89.8	78.3	72.6	73.1	93.5	72.4	72.4
2023-03-16 16:03:08	72.2	89.6	77.6	72.5	72.6	91.9	72.4	72.4
2023-03-16 16:03:09	71.8	89.9	78.6	72.3	72.2	91.5	72.1	72.1
2023-03-16 16:03:10	71.8	89.7	79.5	72.0	72.4	92.2	71.8	71.8
2023-03-16 16:03:11	71.5	90.2	79.1	71.9	72.2	92.2	71.8	71.8
2023-03-16 16:03:12	71.7	89.9	78.1	71.7	72.0	92.6	71.6	71.6
2023-03-16 16:03:13	71.8	90.3	79.0	71.9	72.5	93.3	71.8	71.8
2023-03-16 16:03:14	71.8	89.5	78.3	71.9	72.7	95.4	71.6	71.6
2023-03-16 16:03:15	72.4	92.4	80.2	72.3	73.1	96.1	72.1	72.1
2023-03-16 16:03:16	72.6	91.1	79.3	72.5	73.1	96.4	72.2	72.2
2023-03-16 16:03:17	72.4	91.4	78.6	72.6	73.0	93.1	72.4	72.4
2023-03-16 16:03:18	72.0	91.0	79.9	72.4	72.7	95.0	72.3	72.3
2023-03-16 16:03:19	71.9	91.7	78.9	72.2	72.5	94.4	72.1	72.1
2023-03-16 16:03:20	71.3	90.1	78.1	71.9	71.6	94.0	71.7	71.7
2023-03-16 16:03:21	71.6	89.2	78.1	71.7	71.9	92.8	71.6	71.6
2023-03-16 16:03:22	71.7	89.7	78.1	71.7	72.1	93.4	71.6	71.6
2023-03-16 16:03:23	72.0	91.2	79.7	71.9	72.5	94.5	71.8	71.8
2023-03-16 16:03:24	71.3	90.7	79.3	71.8	71.9	95.5	71.6	71.6
2023-03-16 16:03:25	72.1	90.3	79.8	72.0	72.7	93.6	71.8	71.8
2023-03-16 16:03:26	72.1	92.3	80.3	72.1	72.5	96.0	72.0	72.0
2023-03-16 16:03:27	71.8	91.5	79.5	72.1	72.3	96.2	71.9	71.9
2023-03-16 16:03:28	72.1	89.9	79.5	72.0	72.5	95.1	71.9	71.9
2023-03-16 16:03:29	71.9	91.7	80.5	72.1	72.5	94.6	72.0	72.0
2023-03-16 16:03:30	70.9	89.9	78.3	71.9	71.6	93.5	71.6	71.6
2023-03-16 16:03:31	70.6	89.0	77.7	71.3	70.9	93.6	71.0	71.0
2023-03-16 16:03:32	70.9	88.8	77.0	70.9	71.3	91.4	70.8	70.8
2023-03-16 16:03:33	71.8	90.0	77.2	71.6	72.7	91.4	71.2	71.2
2023-03-16 16:03:34	72.0	89.6	78.8	71.9	72.8	93.1	71.8	71.8
2023-03-16 16:03:35	72.3	88.9	78.3	72.2	73.1	93.1	71.9	71.9
2023-03-16 16:03:36	73.3	88.8	77.2	72.9	73.8	91.1	72.7	72.7
2023-03-16 16:03:37	72.8	88.3	77.2	73.0	73.5	91.1	72.9	72.9
2023-03-16 16:03:38	72.3	88.9	77.5	72.8	72.8	92.3	72.6	72.6
2023-03-16 16:03:39	72.7	88.7	77.3	72.7	73.3	92.5	72.6	72.6

2023-03-16	16:03:40	72.0	89.0	76.5	72.6	72.7	90.5	72.5	72.5
2023-03-16	16:03:41	71.1	87.9	76.8	72.2	71.8	91.3	71.8	71.8
2023-03-16	16:03:42	70.6	88.5	76.6	71.5	70.9	91.2	71.2	71.2
2023-03-16	16:03:43	70.5	87.5	76.7	70.9	70.9	91.2	70.8	70.8
2023-03-16	16:03:44	70.4	89.2	77.8	70.7	70.8	91.7	70.6	70.6
2023-03-16	16:03:45	69.7	88.6	77.8	70.5	70.5	91.8	70.3	70.3
2023-03-16	16:03:46	69.7	88.0	76.6	70.0	70.0	91.1	69.9	69.9
2023-03-16	16:03:47	69.9	87.5	76.0	70.0	70.7	90.2	69.8	69.8
2023-03-16	16:03:48	71.2	88.1	76.9	70.8	71.7	90.9	70.4	70.4
2023-03-16	16:03:49	71.3	89.2	77.2	71.2	71.9	92.1	71.0	71.0
2023-03-16	16:03:50	71.1	88.5	77.7	71.2	71.6	94.4	71.2	71.2
2023-03-16	16:03:51	71.7	89.9	78.3	71.5	72.1	94.4	71.3	71.3
2023-03-16	16:03:52	71.7	89.9	77.5	71.7	72.1	94.1	71.5	71.5
2023-03-16	16:03:53	71.9	88.8	78.1	71.9	72.3	94.8	71.8	71.8
2023-03-16	16:03:54	71.5	90.2	77.4	71.9	72.2	94.0	71.7	71.7
2023-03-16	16:03:55	71.3	87.4	76.7	71.6	72.0	92.2	71.5	71.5
2023-03-16	16:03:56	71.4	89.1	76.4	71.5	71.9	91.4	71.4	71.4
2023-03-16	16:03:57	71.0	87.5	76.2	71.5	71.7	90.2	71.3	71.3
2023-03-16	16:03:58	71.0	86.7	75.9	71.2	71.6	90.4	71.1	71.1
2023-03-16	16:03:59	71.1	87.6	76.1	71.1	71.8	89.7	71.0	71.0
2023-03-16	16:04:00	71.0	87.6	77.2	71.2	71.6	91.8	71.1	71.1
2023-03-16	16:04:01	71.2	87.5	75.9	71.2	71.6	92.0	71.0	71.0
2023-03-16	16:04:02	71.3	87.1	76.4	71.4	72.1	90.4	71.3	71.3
2023-03-16	16:04:03	71.0	89.4	77.7	71.2	71.4	92.4	71.1	71.1
2023-03-16	16:04:04	71.5	90.0	78.8	71.4	72.0	95.1	71.2	71.2
2023-03-16	16:04:05	72.2	90.2	78.2	71.9	72.6	93.2	71.7	71.7
2023-03-16	16:04:06	72.0	89.6	77.9	72.0	72.5	94.5	71.9	71.9
2023-03-16	16:04:07	72.3	90.4	78.8	72.2	72.9	92.6	72.0	72.0
2023-03-16	16:04:08	73.2	89.9	78.5	72.8	73.5	92.5	72.6	72.6
2023-03-16	16:04:09	72.1	90.9	79.0	72.8	73.1	92.8	72.6	72.6
2023-03-16	16:04:10	71.7	88.3	77.4	72.4	72.4	92.7	72.1	72.1
2023-03-16	16:04:11	71.2	89.4	77.7	72.0	72.1	92.8	71.7	71.7
2023-03-16	16:04:12	71.1	91.2	80.4	71.4	71.4	95.4	71.3	71.3
2023-03-16	16:04:13	70.8	90.5	80.3	71.2	71.4	94.2	71.1	71.1
2023-03-16	16:04:14	71.7	93.2	81.3	71.5	72.1	96.2	71.3	71.3

2023-03-16 16:04:15	71.3	90.7	80.7	71.5	71.8	96.3	71.4	71.4
2023-03-16 16:04:16	71.4	89.2	78.4	71.5	72.0	92.6	71.3	71.3
2023-03-16 16:04:17	71.4	89.2	77.7	71.6	72.1	91.8	71.5	71.5
2023-03-16 16:04:18	71.4	90.6	78.4	71.4	71.9	92.5	71.3	71.3
2023-03-16 16:04:19	71.4	93.0	79.5	71.6	72.1	94.8	71.5	71.5
2023-03-16 16:04:20	71.8	91.4	80.1	71.7	72.3	96.1	71.5	71.5
2023-03-16 16:04:21	71.6	90.9	80.0	71.8	72.2	93.7	71.7	71.7
2023-03-16 16:04:22	71.7	93.8	82.0	71.7	72.1	97.9	71.6	71.6
2023-03-16 16:04:23	71.7	93.5	83.3	71.8	72.2	97.1	71.7	71.7
2023-03-16 16:04:24	71.2	91.2	81.0	71.7	71.7	95.0	71.5	71.5
2023-03-16 16:04:25	71.3	91.9	80.6	71.4	71.7	96.2	71.4	71.4
2023-03-16 16:04:26	71.7	92.3	81.7	71.6	72.2	96.6	71.5	71.5
2023-03-16 16:04:27	72.3	92.2	80.7	72.1	72.8	96.6	71.8	71.8
2023-03-16 16:04:28	72.9	93.7	82.2	72.6	73.2	98.7	72.4	72.4
2023-03-16 16:04:29	72.2	93.3	81.8	72.7	73.2	97.8	72.5	72.5
2023-03-16 16:04:30	72.2	92.7	82.0	72.4	72.6	97.3	72.3	72.3
2023-03-16 16:04:31	72.8	92.6	80.7	72.7	73.2	96.9	72.5	72.5
2023-03-16 16:04:32	72.8	91.9	80.5	72.8	73.1	94.7	72.7	72.7
2023-03-16 16:04:33	72.5	90.6	79.4	72.8	73.2	93.4	72.7	72.7
2023-03-16 16:04:34	72.1	91.8	80.4	72.6	72.8	94.8	72.4	72.4
2023-03-16 16:04:35	72.3	90.3	79.9	72.3	72.8	95.8	72.2	72.2
2023-03-16 16:04:36	72.4	92.0	79.9	72.4	72.9	95.5	72.4	72.4
2023-03-16 16:04:37	71.7	91.3	79.4	72.3	72.2	95.7	72.1	72.1
2023-03-16 16:04:38	71.7	91.5	80.2	71.9	72.2	94.1	71.8	71.8
2023-03-16 16:04:39	71.9	90.5	79.7	72.0	72.5	94.8	71.9	71.9
2023-03-16 16:04:40	71.6	91.3	80.2	71.9	72.1	94.5	71.8	71.8
2023-03-16 16:04:41	71.9	91.3	80.8	71.9	72.3	94.7	71.8	71.8
2023-03-16 16:04:42	72.6	91.1	80.6	72.4	73.0	95.7	72.1	72.1
2023-03-16 16:04:43	72.3	92.8	81.0	72.5	73.0	94.8	72.4	72.4
2023-03-16 16:04:44	72.4	92.6	81.0	72.4	72.9	94.7	72.3	72.3
2023-03-16 16:04:45	72.6	92.2	82.0	72.6	73.1	96.4	72.5	72.5
2023-03-16 16:04:46	72.5	90.6	79.9	72.5	72.8	93.7	72.5	72.5
2023-03-16 16:04:47	72.9	91.3	79.6	72.8	73.3	94.7	72.7	72.7
2023-03-16 16:04:48	72.3	92.1	79.4	72.8	73.2	95.2	72.7	72.7
2023-03-16 16:04:49	72.3	92.3	79.8	72.4	72.8	93.6	72.3	72.3

2023-03-16	16:04:50	72.4	90.3	79.1	72.4	72.7	95.4	72.3	72.3
2023-03-16	16:04:51	71.3	92.2	80.3	72.3	72.3	95.8	72.0	72.0
2023-03-16	16:04:52	71.7	89.4	79.3	71.7	72.2	94.5	71.6	71.6
2023-03-16	16:04:53	71.0	90.2	78.8	71.7	71.8	95.0	71.5	71.5
2023-03-16	16:04:54	71.0	89.8	78.6	71.3	71.3	94.2	71.2	71.2
2023-03-16	16:04:55	71.0	90.9	79.7	71.1	71.5	94.8	71.0	71.0
2023-03-16	16:04:56	70.9	90.2	77.8	71.1	71.4	92.7	71.0	71.0
2023-03-16	16:04:57	70.2	89.4	78.8	70.9	71.0	93.7	70.7	70.7
2023-03-16	16:04:58	70.1	89.2	77.7	70.4	70.5	92.5	70.3	70.3
2023-03-16	16:04:59	70.1	89.5	77.6	70.4	70.7	93.0	70.2	70.2
2023-03-16	16:05:00	69.7	89.0	77.0	70.1	70.2	93.1	69.9	69.9
2023-03-16	16:05:01	70.1	89.3	77.3	70.0	70.5	93.4	70.0	70.0
2023-03-16	16:05:02	70.0	88.4	77.7	70.0	70.4	91.6	70.0	70.0
2023-03-16	16:05:03	70.5	90.9	78.8	70.3	71.1	95.2	70.2	70.2
2023-03-16	16:05:04	71.2	90.4	79.4	71.0	71.9	94.0	70.5	70.5
2023-03-16	16:05:05	71.9	91.3	78.8	71.6	72.5	94.0	71.4	71.4
2023-03-16	16:05:06	71.8	90.8	80.7	71.7	72.0	95.6	71.7	71.7
2023-03-16	16:05:07	71.7	92.4	81.1	71.8	72.1	95.8	71.7	71.7
2023-03-16	16:05:08	71.9	94.8	83.2	71.9	72.3	101.8	71.8	71.8
2023-03-16	16:05:09	71.6	91.5	80.6	71.9	72.2	96.7	71.8	71.8
2023-03-16	16:05:10	71.5	90.2	79.2	71.6	72.1	94.6	71.5	71.5
2023-03-16	16:05:11	71.4	89.2	77.8	71.7	72.3	93.5	71.6	71.6
2023-03-16	16:05:12	71.0	90.5	78.7	71.4	71.2	92.8	71.2	71.2
2023-03-16	16:05:13	71.7	90.6	78.4	71.5	72.1	93.6	71.3	71.3
2023-03-16	16:05:14	71.4	91.1	79.0	71.6	72.1	94.7	71.5	71.5
2023-03-16	16:05:15	70.8	90.1	78.2	71.4	71.4	91.4	71.2	71.2
2023-03-16	16:05:16	71.2	89.3	78.2	71.2	71.8	92.1	71.1	71.1
2023-03-16	16:05:17	71.7	90.6	79.5	71.6	72.2	94.4	71.4	71.4
2023-03-16	16:05:18	71.1	89.6	78.9	71.6	71.9	93.7	71.4	71.4
2023-03-16	16:05:19	71.3	90.5	77.6	71.4	71.8	92.8	71.3	71.3
2023-03-16	16:05:20	71.2	88.9	78.3	71.3	71.7	91.2	71.2	71.2
2023-03-16	16:05:21	71.2	90.8	78.9	71.3	71.8	94.8	71.2	71.2
2023-03-16	16:05:22	71.3	88.0	77.2	71.3	71.7	90.8	71.2	71.2
2023-03-16	16:05:23	71.9	88.9	78.1	71.7	72.5	90.9	71.5	71.5
2023-03-16	16:05:24	71.7	90.3	77.4	71.8	72.2	91.2	71.8	71.8

2023-03-16 16:05:25	71.5	88.3	77.5	71.7	72.0	91.5	71.6	71.6
2023-03-16 16:05:26	71.7	90.1	78.8	71.6	72.0	93.0	71.6	71.6
2023-03-16 16:05:27	71.3	91.6	79.7	71.7	72.0	94.9	71.5	71.5
2023-03-16 16:05:28	71.2	89.7	79.1	71.4	71.5	92.7	71.3	71.3
2023-03-16 16:05:29	71.0	91.3	78.8	71.3	71.4	94.0	71.2	71.2
2023-03-16 16:05:30	71.2	89.8	78.2	71.2	71.6	92.6	71.1	71.1
2023-03-16 16:05:31	71.1	89.3	77.3	71.3	71.6	92.3	71.2	71.2
2023-03-16 16:05:32	70.5	87.9	76.4	71.1	71.0	90.3	70.9	70.9
2023-03-16 16:05:33	70.4	89.5	77.3	70.7	70.8	92.3	70.6	70.6
2023-03-16 16:05:34	70.8	89.3	77.6	70.7	71.2	92.7	70.5	70.5
2023-03-16 16:05:35	71.8	89.4	77.6	71.5	72.2	92.7	71.1	71.1
2023-03-16 16:05:36	71.8	89.4	78.8	71.7	72.2	92.6	71.6	71.6
2023-03-16 16:05:37	72.1	91.0	78.8	72.0	72.9	93.2	71.8	71.8
2023-03-16 16:05:38	72.6	90.2	79.5	72.4	73.0	92.6	72.2	72.2
2023-03-16 16:05:39	72.3	90.3	79.7	72.4	72.9	95.2	72.3	72.3
2023-03-16 16:05:40	72.4	89.6	78.4	72.4	72.9	93.3	72.3	72.3
2023-03-16 16:05:41	72.1	92.1	78.5	72.5	72.9	93.7	72.4	72.4
2023-03-16 16:05:42	71.7	90.2	78.1	72.2	72.2	92.2	72.0	72.0
2023-03-16 16:05:43	70.9	89.3	77.5	71.9	71.6	94.4	71.5	71.5
2023-03-16 16:05:44	70.9	89.5	77.9	71.2	71.3	94.4	71.1	71.1
2023-03-16 16:05:45	71.5	91.0	78.3	71.4	72.0	92.4	71.2	71.2
2023-03-16 16:05:46	71.0	89.2	78.3	71.4	71.8	93.1	71.2	71.2
2023-03-16 16:05:47	71.3	89.0	78.3	71.3	71.7	94.3	71.2	71.2
2023-03-16 16:05:48	71.9	89.3	78.2	71.6	72.2	92.8	71.5	71.5
2023-03-16 16:05:49	71.7	92.5	79.4	71.7	72.2	95.3	71.7	71.7
2023-03-16 16:05:50	72.4	91.7	80.2	72.1	72.8	95.9	72.0	72.0
2023-03-16 16:05:51	71.5	90.8	79.5	72.1	72.2	95.4	71.9	71.9
2023-03-16 16:05:52	71.4	92.4	80.7	71.7	71.9	96.4	71.6	71.6
2023-03-16 16:05:53	71.2	91.2	80.5	71.6	71.6	94.4	71.4	71.4
2023-03-16 16:05:54	71.3	90.2	79.6	71.4	71.8	94.8	71.3	71.3
2023-03-16 16:05:55	71.6	89.4	78.4	71.5	72.0	94.1	71.4	71.4
2023-03-16 16:05:56	71.3	91.1	78.8	71.5	71.9	94.0	71.4	71.4
2023-03-16 16:05:57	71.5	94.2	80.6	71.5	71.9	95.6	71.4	71.4
2023-03-16 16:05:58	71.8	90.5	79.3	71.7	72.1	94.1	71.6	71.6
2023-03-16 16:05:59	72.1	92.2	80.9	72.0	72.5	95.2	71.8	71.8

2023-03-16 16:06:00	71.4	93.6	81.4	72.0	72.2	96.6	71.8	71.8
2023-03-16 16:06:01	71.2	91.2	79.8	71.6	71.6	94.4	71.5	71.5
2023-03-16 16:06:02	71.4	90.1	79.3	71.4	71.8	93.6	71.3	71.3
2023-03-16 16:06:03	72.5	89.5	79.1	72.2	73.1	94.2	71.7	71.7
2023-03-16 16:06:04	72.9	91.2	79.7	72.6	73.6	93.7	72.5	72.5
2023-03-16 16:06:05	72.1	91.1	80.1	72.6	72.8	95.8	72.4	72.4
2023-03-16 16:06:06	73.0	91.0	80.9	72.8	73.4	95.5	72.6	72.6
2023-03-16 16:06:07	72.1	91.8	81.0	72.8	73.1	96.9	72.5	72.5
2023-03-16 16:06:08	72.3	94.9	80.9	72.4	72.9	95.7	72.3	72.3
2023-03-16 16:06:09	73.3	92.4	80.6	73.0	74.0	95.7	72.7	72.7
2023-03-16 16:06:10	72.6	89.7	79.5	73.1	73.5	93.3	73.0	73.0
2023-03-16 16:06:11	71.9	90.2	78.4	72.7	72.3	92.6	72.4	72.4
2023-03-16 16:06:12	71.9	89.4	77.8	72.2	72.3	91.5	72.1	72.1
2023-03-16 16:06:13	71.3	90.7	78.5	72.0	72.2	93.7	71.8	71.8
2023-03-16 16:06:14	71.4	90.5	78.7	71.6	71.9	93.6	71.5	71.5
2023-03-16 16:06:15	72.0	90.0	78.5	71.9	72.5	93.0	71.7	71.7
2023-03-16 16:06:16	70.6	88.0	76.7	71.8	71.7	92.9	71.4	71.4
2023-03-16 16:06:17	69.9	88.3	76.4	71.0	70.5	91.0	70.6	70.6
2023-03-16 16:06:18	70.3	89.1	76.2	70.4	70.9	90.9	70.3	70.3
2023-03-16 16:06:19	70.9	86.9	76.0	70.7	71.2	89.8	70.5	70.5
2023-03-16 16:06:20	71.8	88.7	77.6	71.5	72.2	91.2	71.1	71.1
2023-03-16 16:06:21	71.7	88.5	77.6	71.7	72.1	91.1	71.6	71.6
2023-03-16 16:06:22	71.2	88.5	77.1	71.6	71.5	90.3	71.4	71.4
2023-03-16 16:06:23	71.6	88.9	77.2	71.6	71.9	92.0	71.5	71.5
2023-03-16 16:06:24	71.2	88.4	77.2	71.5	71.6	91.5	71.4	71.4
2023-03-16 16:06:25	71.2	89.1	77.1	71.4	71.6	91.7	71.3	71.3
2023-03-16 16:06:26	71.0	88.6	76.8	71.3	71.4	91.6	71.2	71.2
2023-03-16 16:06:27	71.3	89.1	77.3	71.3	71.8	91.2	71.1	71.1
2023-03-16 16:06:28	71.5	88.6	77.1	71.4	71.9	90.6	71.3	71.3
2023-03-16 16:06:29	71.5	87.7	76.8	71.5	72.1	92.5	71.5	71.5
2023-03-16 16:06:30	71.3	89.5	77.6	71.5	71.8	93.1	71.4	71.4
2023-03-16 16:06:31	71.1	88.2	77.1	71.4	71.7	89.7	71.3	71.3
2023-03-16 16:06:32	71.0	89.3	77.5	71.3	71.8	93.2	71.2	71.2
2023-03-16 16:06:33	71.3	88.7	77.8	71.2	71.6	94.6	71.1	71.1
2023-03-16 16:06:34	71.2	89.6	78.2	71.3	71.8	93.1	71.2	71.2

2023-03-16 16:06:35	71.6	87.9	77.4	71.5	72.0	90.7	71.4	71.4
2023-03-16 16:06:36	72.8	90.1	78.1	72.4	73.6	92.6	71.9	71.9
2023-03-16 16:06:37	73.1	89.7	78.4	72.9	73.6	92.0	72.7	72.7
2023-03-16 16:06:38	73.6	91.3	79.8	73.4	74.2	93.2	73.1	73.1
2023-03-16 16:06:39	74.0	92.9	81.1	73.8	74.5	94.6	73.7	73.7
2023-03-16 16:06:40	74.2	91.8	80.3	74.1	74.7	95.0	73.9	73.9
2023-03-16 16:06:41	73.6	90.9	79.3	74.1	74.6	94.0	73.9	73.9
2023-03-16 16:06:42	73.5	89.5	79.2	73.8	74.0	95.4	73.7	73.7
2023-03-16 16:06:43	73.0	91.3	79.2	73.6	73.6	97.1	73.4	73.4
2023-03-16 16:06:44	72.6	91.9	79.3	73.2	73.3	95.4	73.1	73.1
2023-03-16 16:06:45	72.0	90.1	78.0	72.8	72.5	93.1	72.5	72.5
2023-03-16 16:06:46	71.8	89.7	77.7	72.3	72.2	92.1	72.1	72.1
2023-03-16 16:06:47	71.1	89.9	78.2	71.9	71.6	92.9	71.7	71.7
2023-03-16 16:06:48	71.1	90.2	78.6	71.4	71.4	93.4	71.3	71.3
2023-03-16 16:06:49	71.4	90.7	79.5	71.4	71.9	96.3	71.3	71.3
2023-03-16 16:06:50	71.6	93.0	81.8	71.5	72.0	95.8	71.4	71.4
2023-03-16 16:06:51	72.2	94.2	82.4	72.0	72.7	98.5	71.8	71.8
2023-03-16 16:06:52	71.6	90.6	79.4	72.0	72.4	94.5	71.9	71.9
2023-03-16 16:06:53	71.5	91.6	80.3	71.7	71.9	97.1	71.6	71.6
2023-03-16 16:06:54	71.8	90.7	78.9	71.8	72.5	92.7	71.7	71.7
2023-03-16 16:06:55	71.7	90.8	78.6	71.8	72.4	95.6	71.6	71.6
2023-03-16 16:06:56	71.9	90.0	78.1	71.9	72.3	92.2	71.8	71.8
2023-03-16 16:06:57	71.6	90.6	78.2	71.8	72.2	94.5	71.7	71.7
2023-03-16 16:06:58	71.6	90.8	79.4	71.8	72.1	95.0	71.7	71.7
2023-03-16 16:06:59	72.0	89.5	79.3	71.9	72.3	93.6	71.8	71.8
2023-03-16 16:07:00	72.1	89.8	79.0	72.0	72.4	94.4	72.0	72.0
2023-03-16 16:07:01	72.2	89.7	78.0	72.2	72.7	94.1	72.1	72.1
2023-03-16 16:07:02	72.3	90.9	80.3	72.3	72.8	94.7	72.2	72.2
2023-03-16 16:07:03	72.3	91.3	80.0	72.3	72.7	95.0	72.3	72.3
2023-03-16 16:07:04	72.3	91.4	79.2	72.4	72.8	93.0	72.3	72.3
2023-03-16 16:07:05	72.5	91.0	79.6	72.5	73.1	93.6	72.3	72.3
2023-03-16 16:07:06	72.6	92.5	80.7	72.6	72.9	96.9	72.5	72.5
2023-03-16 16:07:07	72.7	92.2	80.8	72.7	73.3	95.0	72.6	72.6
2023-03-16 16:07:08	72.5	91.2	80.1	72.8	73.1	96.5	72.6	72.6
2023-03-16 16:07:09	72.1	90.5	79.7	72.5	72.7	95.5	72.4	72.4

2023-03-16 16:07:10	72.3	91.9	80.2	72.5	72.8	94.5	72.4	72.4
2023-03-16 16:07:11	72.3	90.9	79.4	72.4	72.6	92.7	72.3	72.3
2023-03-16 16:07:12	71.8	89.1	78.8	72.3	72.2	94.0	72.1	72.1
2023-03-16 16:07:13	72.1	90.2	79.6	72.1	72.6	92.8	72.0	72.0
2023-03-16 16:07:14	72.6	91.5	80.7	72.4	73.2	92.4	72.2	72.2
2023-03-16 16:07:15	73.3	91.9	81.5	73.0	73.9	94.7	72.7	72.7
2023-03-16 16:07:16	73.4	91.9	80.7	73.3	73.7	93.5	73.2	73.2
2023-03-16 16:07:17	73.4	91.5	80.6	73.4	73.8	94.2	73.3	73.3
2023-03-16 16:07:18	72.0	90.6	79.1	73.3	72.9	92.8	72.8	72.9
2023-03-16 16:07:19	71.8	90.0	78.8	72.5	72.1	92.9	72.2	72.2
2023-03-16 16:07:20	72.2	91.8	80.0	72.2	72.7	94.1	72.1	72.1
2023-03-16 16:07:21	72.6	92.2	79.9	72.5	73.1	95.4	72.3	72.3
2023-03-16 16:07:22	72.8	91.8	80.5	72.7	73.2	98.1	72.6	72.6
2023-03-16 16:07:23	73.0	92.5	80.3	72.9	73.5	95.8	72.8	72.8
2023-03-16 16:07:24	73.3	92.6	81.1	73.2	73.7	95.6	73.0	73.0
2023-03-16 16:07:25	72.9	90.8	80.0	73.1	73.2	95.0	73.0	73.0
2023-03-16 16:07:26	73.2	92.0	80.5	73.2	73.6	94.5	73.1	73.1
2023-03-16 16:07:27	72.9	89.9	79.1	73.2	73.8	93.6	73.1	73.1
2023-03-16 16:07:28	72.1	92.3	80.2	72.9	72.8	95.2	72.7	72.7
2023-03-16 16:07:29	72.6	91.1	79.6	72.6	73.0	94.1	72.5	72.5
2023-03-16 16:07:30	72.6	90.4	78.9	72.7	73.3	93.7	72.6	72.6
2023-03-16 16:07:31	72.1	91.5	80.5	72.5	72.5	94.8	72.4	72.4
2023-03-16 16:07:32	71.8	90.2	79.1	72.3	72.6	96.0	72.1	72.1
2023-03-16 16:07:33	71.7	90.2	78.9	72.0	72.1	93.4	71.9	71.9
2023-03-16 16:07:34	71.9	90.5	79.7	71.9	72.5	93.6	71.8	71.8
2023-03-16 16:07:35	72.7	91.5	79.9	72.5	73.5	94.3	72.1	72.1
2023-03-16 16:07:36	73.3	92.1	80.2	73.0	73.8	94.5	72.8	72.8
2023-03-16 16:07:37	73.5	93.3	79.8	73.3	74.0	95.9	73.2	73.2
2023-03-16 16:07:38	73.4	92.3	81.3	73.4	73.8	96.5	73.3	73.3
2023-03-16 16:07:39	73.1	93.0	80.9	73.4	74.0	95.9	73.3	73.3
2023-03-16 16:07:40	72.2	90.9	80.4	73.1	72.8	94.8	72.8	72.8
2023-03-16 16:07:41	72.5	91.5	80.7	72.6	72.9	96.9	72.6	72.6
2023-03-16 16:07:42	73.1	93.6	81.9	72.9	73.5	98.3	72.7	72.7
2023-03-16 16:07:43	73.0	95.8	82.9	73.0	73.4	98.3	72.9	72.9
2023-03-16 16:07:44	73.0	92.4	81.0	73.2	73.7	96.7	73.0	73.0

2023-03-16	16:07:45	72.2	92.1	81.3	72.9	73.0	97.9	72.7	72.7
2023-03-16	16:07:46	72.3	91.3	79.6	72.5	72.6	94.6	72.4	72.4
2023-03-16	16:07:47	72.5	92.0	79.8	72.5	73.0	95.1	72.4	72.4
2023-03-16	16:07:48	72.1	90.2	79.1	72.5	72.6	93.6	72.3	72.3
2023-03-16	16:07:49	72.4	90.4	80.0	72.4	72.8	95.7	72.3	72.3
2023-03-16	16:07:50	72.8	92.7	80.3	72.7	73.2	96.9	72.5	72.5
2023-03-16	16:07:51	72.9	91.5	80.4	72.9	73.3	97.1	72.7	72.7
2023-03-16	16:07:52	73.2	92.8	81.0	73.2	73.8	96.3	73.0	73.0
2023-03-16	16:07:53	73.1	93.3	81.3	73.1	73.4	95.6	73.1	73.1
2023-03-16	16:07:54	73.1	92.6	81.6	73.1	73.3	97.2	73.0	73.0
2023-03-16	16:07:55	72.8	91.3	80.3	73.1	73.2	94.3	73.0	73.0
2023-03-16	16:07:56	73.2	91.2	80.3	73.2	73.7	95.6	73.0	73.0
2023-03-16	16:07:57	73.9	92.4	81.2	73.7	74.2	95.1	73.4	73.4
2023-03-16	16:07:58	73.1	91.9	80.2	73.6	74.1	95.2	73.5	73.5
2023-03-16	16:07:59	72.4	90.1	79.1	73.3	73.0	93.6	73.0	73.0
2023-03-16	16:08:00	72.7	89.6	78.2	72.8	73.1	92.4	72.7	72.7
2023-03-16	16:08:01	72.5	90.5	79.9	72.8	73.2	94.6	72.7	72.7
2023-03-16	16:08:02	72.0	88.9	77.7	72.6	72.6	92.7	72.4	72.4
2023-03-16	16:08:03	71.8	90.8	78.9	72.2	72.1	94.7	72.0	72.0
2023-03-16	16:08:04	71.6	90.8	78.4	71.9	72.1	94.3	71.8	71.8
2023-03-16	16:08:05	71.9	91.1	78.6	71.9	72.3	94.3	71.8	71.8
2023-03-16	16:08:06	71.3	90.7	77.8	71.8	72.0	92.5	71.7	71.7
2023-03-16	16:08:07	71.0	89.1	77.2	71.4	71.8	92.1	71.2	71.2
2023-03-16	16:08:08	71.1	90.7	77.6	71.2	71.5	92.9	71.2	71.2
2023-03-16	16:08:09	71.2	90.0	79.4	71.2	71.5	94.0	71.2	71.2
2023-03-16	16:08:10	71.0	90.5	79.0	71.3	71.7	92.2	71.2	71.2
2023-03-16	16:08:11	70.9	89.8	78.6	71.1	71.2	94.1	71.0	71.0
2023-03-16	16:08:12	71.0	88.9	78.7	71.0	71.5	93.4	70.9	70.9
2023-03-16	16:08:13	71.1	89.6	78.0	71.1	71.7	93.0	70.9	70.9
2023-03-16	16:08:14	71.9	91.0	79.0	71.7	72.6	93.8	71.4	71.4
2023-03-16	16:08:15	72.8	90.7	79.8	72.5	73.3	95.1	72.2	72.2
2023-03-16	16:08:16	72.1	89.5	78.7	72.5	72.9	92.4	72.4	72.4
2023-03-16	16:08:17	71.8	90.6	78.6	72.2	72.5	94.5	72.1	72.1
2023-03-16	16:08:18	72.4	89.7	78.3	72.3	73.0	93.6	72.0	72.0
2023-03-16	16:08:19	72.5	90.4	78.1	72.5	73.0	93.0	72.4	72.4

2023-03-16 16:08:20	72.1	88.7	77.9	72.4	72.5	94.4	72.2	72.2
2023-03-16 16:08:21	72.1	89.3	78.7	72.3	72.7	94.6	72.2	72.2
2023-03-16 16:08:22	72.5	91.3	79.2	72.5	73.1	96.3	72.2	72.2
2023-03-16 16:08:23	72.9	89.6	78.6	72.8	73.4	92.8	72.7	72.7
2023-03-16 16:08:24	72.6	91.5	78.9	72.7	72.8	93.3	72.6	72.6
2023-03-16 16:08:25	72.4	90.7	79.4	72.6	72.7	95.1	72.5	72.5
2023-03-16 16:08:26	72.6	92.0	80.6	72.6	73.0	95.5	72.5	72.5
2023-03-16 16:08:27	72.5	91.2	79.7	72.6	73.0	93.4	72.5	72.5
2023-03-16 16:08:28	72.8	89.9	79.0	72.7	73.1	94.2	72.6	72.6
2023-03-16 16:08:29	73.1	90.8	79.5	73.0	73.8	93.0	72.9	72.9
2023-03-16 16:08:30	72.3	89.2	77.9	72.9	72.8	93.0	72.6	72.6
2023-03-16 16:08:31	72.7	89.8	78.1	72.8	73.5	92.9	72.5	72.5
2023-03-16 16:08:32	73.3	90.9	78.3	73.2	73.9	94.4	73.0	73.0
2023-03-16 16:08:33	72.4	89.6	77.7	73.1	73.3	92.6	72.8	72.8
2023-03-16 16:08:34	72.1	88.6	78.0	72.6	72.4	91.6	72.4	72.4
2023-03-16 16:08:35	72.1	89.0	78.2	72.2	72.5	92.9	72.2	72.2
2023-03-16 16:08:36	72.3	89.4	78.0	72.3	72.7	93.3	72.2	72.2
2023-03-16 16:08:37	72.2	90.7	79.3	72.3	72.7	93.7	72.2	72.2
2023-03-16 16:08:38	72.8	89.7	78.9	72.6	73.1	92.5	72.5	72.5
2023-03-16 16:08:39	72.4	89.4	78.7	72.6	72.8	92.4	72.5	72.5
2023-03-16 16:08:40	73.3	91.4	79.1	73.1	73.7	94.0	72.7	72.7
2023-03-16 16:08:41	73.7	89.9	79.6	73.5	74.1	93.5	73.3	73.3
2023-03-16 16:08:42	73.5	91.2	79.5	73.6	74.1	94.5	73.5	73.5
2023-03-16 16:08:43	73.5	90.8	80.2	73.7	74.0	93.8	73.6	73.6
2023-03-16 16:08:44	73.0	93.1	79.8	73.4	73.4	94.7	73.2	73.2
2023-03-16 16:08:45	72.6	91.0	79.1	73.2	73.1	93.5	73.0	73.0
2023-03-16 16:08:46	72.4	91.6	78.6	72.9	73.2	91.5	72.7	72.7
2023-03-16 16:08:47	72.3	90.5	77.9	72.5	72.9	92.0	72.4	72.4
2023-03-16 16:08:48	72.4	89.0	77.8	72.5	72.8	93.4	72.4	72.4
2023-03-16 16:08:49	73.1	90.6	78.9	72.9	73.8	93.6	72.6	72.6
2023-03-16 16:08:50	73.8	90.9	79.3	73.6	74.3	93.6	73.3	73.3
2023-03-16 16:08:51	73.9	92.2	79.7	73.8	74.2	92.9	73.7	73.7
2023-03-16 16:08:52	73.8	89.8	78.9	73.8	74.2	94.0	73.8	73.8
2023-03-16 16:08:53	73.0	91.7	79.7	73.8	73.9	94.9	73.6	73.6
2023-03-16 16:08:54	72.8	91.0	79.6	73.3	73.4	94.2	73.1	73.1

	2023-03-16	16:08:55	72.1	89.9	79.4	72.9	72.7	92.3	72.7	72.7
	2023-03-16	16:08:56	72.2	90.4	79.0	72.5	72.6	93.7	72.4	72.4
	2023-03-16	16:08:57	71.8	89.9	79.3	72.3	72.2	94.5	72.1	72.1
	2023-03-16	16:08:58	71.6	90.6	78.3	72.0	72.1	94.1	71.9	71.9
	2023-03-16	16:08:59	71.4	89.8	78.4	71.8	72.1	94.7	71.6	71.6
	2023-03-16	16:09:00	71.8	89.2	78.4	71.7	72.1	93.9	71.6	71.6
	2023-03-16	16:09:01	71.8	89.6	77.9	71.8	72.1	93.3	71.7	71.7
	2023-03-16	16:09:02	71.6	91.6	79.3	71.8	72.1	94.1	71.7	71.7
	2023-03-16	16:09:03	72.7	91.0	79.1	72.4	73.1	95.9	72.0	72.0
	2023-03-16	16:09:04	72.3	90.0	78.4	72.4	72.9	93.5	72.3	72.3
	2023-03-16	16:09:05	72.2	90.3	79.2	72.4	72.6	94.1	72.3	72.3
	2023-03-16	16:09:06	71.8	91.0	79.7	72.3	72.5	95.7	72.1	72.1
	2023-03-16	16:09:07	71.6	91.4	78.7	72.0	72.0	93.1	71.8	71.8
	2023-03-16	16:09:08	72.3	90.1	79.7	72.2	72.9	94.0	72.0	72.0
	2023-03-16	16:09:09	72.1	92.1	81.0	72.2	72.4	95.4	72.2	72.2
	2023-03-16	16:09:10	72.8	90.8	79.7	72.6	73.3	95.6	72.4	72.4
	2023-03-16	16:09:11	73.6	92.0	81.0	73.3	74.3	97.3	73.0	73.1
	2023-03-16	16:09:12	72.8	92.9	81.5	73.2	73.2	95.8	73.1	73.1
	2023-03-16	16:09:13	73.0	92.3	80.6	73.1	73.7	97.0	72.9	72.9
	2023-03-16	16:09:14	73.2	91.8	79.8	73.2	73.6	95.8	73.1	73.1
	2023-03-16	16:09:15	72.8	90.7	79.3	73.1	73.1	93.2	73.0	73.0
	2023-03-16	16:09:16	72.9	90.4	78.7	73.0	73.5	92.4	72.9	72.9
	2023-03-16	16:09:17	72.7	90.4	78.8	72.9	73.2	93.4	72.8	72.8
	2023-03-16	16:09:18	72.7	90.4	78.6	72.8	73.0	94.6	72.8	72.8
	2023-03-16	16:09:19	72.6	90.7	78.9	72.7	73.0	94.3	72.6	72.6
	2023-03-16	16:09:20	72.7	91.9	79.3	72.8	73.3	95.0	72.7	72.7
Stop	2023-03-16	16:09:21								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	9: N DiamondBarBlvd
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.1%	0.0%		
Projected Dose	2.9%	0.0%		
L_{avg}	57.5 dB	--- dB		
TWA(8)	32.5 dB	--- dB		
Projected TWA(8)	60.4 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	58.4 dB	58.4 dB		
Projected LEP'd/Lex,8h	75.3 dB	73.5 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-16 16:13:32	
Stop Time	2023-03-16 16:28:32	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LA_{eq}	73.5 dB	
LAI_{eq}	75.0 dB	
LC_{peak}	103.1 dB	2023-03-16 16:26:21
LAS_{max}	83.0 dB	2023-03-16 16:26:22

LAF_{max}	85.6 dB	2023-03-16 16:26:21
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	73.5 dB		81.9 dB		84.6 dB	
$L\omega_{peak}$	100.7 dB	16:26:21	103.1 dB	16:26:21	104.6 dB	16:16:04
$L\omega S_{min}$	70.1 dB	16:18:23	76.5 dB	16:16:55	79.0 dB	16:17:00
$L\omega S_{max}$	83.0 dB	16:26:22	91.5 dB	16:25:38	91.8 dB	16:25:38
$L\omega F_{min}$	69.5 dB	16:18:23	74.9 dB	16:16:55	77.0 dB	16:16:55
$L\omega F_{max}$	85.6 dB	16:26:21	93.2 dB	16:25:37	94.8 dB	16:16:05
$L\omega I_{min}$	71.1 dB	16:18:23	78.2 dB	16:16:55	81.3 dB	16:21:34
$L\omega I_{max}$	86.9 dB	16:26:21	94.1 dB	16:25:37	96.8 dB	16:16:04

ω represents frequency weighting (A, C or Z)

SEL	103.0 dB
E (Pa^2s)	8.0 Pa^2s
E8 (Pa^2s)	255.3 Pa^2s
E40 (Pa^2s)	1276.7 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.1 Pa^2h
E40 (Pa^2h)	0.4 Pa^2h

LC_{eq} - LA_{eq}	8.4 dB

	Count	Duration
LAS > 75 dB	19	103
LAS > 86 dB	0	0
LCPk > 80 dB	0	900
LCPk > 81 dB	0	900
LCPk > 86 dB	0	900

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/16 16:13:32	Run	Remote	
2023/03/16 16:28:32	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	78.9	77.1	75.6	68.6	69.2	71.2	63.7	55.0	48.8	dB
OBA LZSmax	87.6	86.1	91.1	82.6	81.6	80.6	71.6	62.9	59.4	dB
OBA LZSmin	71.0	70.4	65.3	61.2	63.7	68.3	60.7	49.8	44.9	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-16 16:13:32	72.0	92.2	81.3	72.1	72.6	95.2	72.0	72.0
	2023-03-16 16:13:33	71.7	90.2	79.2	72.0	72.0	92.2	71.8	71.8
	2023-03-16 16:13:34	71.7	90.7	79.5	71.8	72.0	93.2	71.8	71.8
	2023-03-16 16:13:35	71.7	89.7	79.2	71.8	72.3	92.8	71.7	71.7
	2023-03-16 16:13:36	72.0	91.0	79.1	71.9	72.5	94.2	71.8	71.8
	2023-03-16 16:13:37	71.7	91.2	80.2	72.0	72.4	95.2	71.9	71.9
	2023-03-16 16:13:38	71.7	90.3	79.3	71.9	72.4	93.3	71.8	71.8
	2023-03-16 16:13:39	71.4	92.0	79.6	71.7	71.8	95.2	71.5	71.5
	2023-03-16 16:13:40	71.5	91.3	80.2	71.7	72.2	93.7	71.6	71.6
	2023-03-16 16:13:41	71.8	90.1	79.0	71.8	72.4	93.5	71.5	71.5
	2023-03-16 16:13:42	71.9	92.3	80.4	71.9	72.4	93.4	71.7	71.7
	2023-03-16 16:13:43	72.4	91.1	80.2	72.3	72.9	93.2	72.1	72.1
	2023-03-16 16:13:44	73.0	92.2	80.2	72.8	74.0	94.0	72.4	72.4
	2023-03-16 16:13:45	72.7	91.4	80.4	72.9	73.3	94.6	72.7	72.7
	2023-03-16 16:13:46	72.9	93.1	80.2	73.1	73.9	95.0	73.0	73.0
	2023-03-16 16:13:47	73.1	90.3	79.0	73.1	73.6	92.4	73.0	73.0
	2023-03-16 16:13:48	72.7	89.4	79.5	72.9	73.1	93.6	72.8	72.8
	2023-03-16 16:13:49	72.2	90.2	78.8	72.8	72.9	90.9	72.6	72.6
	2023-03-16 16:13:50	71.7	88.6	78.5	72.4	72.2	91.9	72.1	72.1
	2023-03-16 16:13:51	71.6	89.0	77.7	72.0	72.0	90.8	71.8	71.8
	2023-03-16 16:13:52	71.3	87.9	77.6	71.7	71.7	90.2	71.6	71.6
	2023-03-16 16:13:53	70.5	89.2	78.3	71.4	71.0	92.0	71.1	71.1
	2023-03-16 16:13:54	70.1	88.5	77.4	70.8	70.8	90.4	70.6	70.6
	2023-03-16 16:13:55	70.9	88.2	77.4	70.7	71.4	91.1	70.5	70.5
	2023-03-16 16:13:56	71.0	89.1	78.7	70.9	71.5	91.3	70.8	70.8
	2023-03-16 16:13:57	71.2	89.1	78.6	71.2	72.2	92.2	70.9	70.9
	2023-03-16 16:13:58	71.5	90.7	78.8	71.6	73.0	93.9	71.4	71.4
	2023-03-16 16:13:59	71.0	89.9	79.4	71.3	71.4	92.3	71.2	71.2
	2023-03-16 16:14:00	71.5	90.3	79.4	71.3	72.1	93.0	71.2	71.2
	2023-03-16 16:14:01	71.3	90.9	79.8	71.4	72.1	93.5	71.3	71.3
	2023-03-16 16:14:02	71.8	93.7	81.5	71.8	72.6	97.1	71.7	71.7
	2023-03-16 16:14:03	71.9	93.3	82.2	71.8	72.2	97.2	71.6	71.6
	2023-03-16 16:14:04	71.5	92.4	81.6	71.8	72.1	94.9	71.7	71.7
	2023-03-16 16:14:05	73.0	92.7	81.6	72.6	73.9	96.8	72.1	72.1

2023-03-16	16:14:06	72.9	91.1	80.9	72.9	73.8	95.5	72.7	72.7
2023-03-16	16:14:07	73.5	92.6	81.8	73.3	74.1	95.2	72.9	72.9
2023-03-16	16:14:08	73.7	92.2	80.7	73.5	74.0	95.9	73.4	73.4
2023-03-16	16:14:09	74.7	93.9	81.7	74.4	75.7	94.9	73.9	73.9
2023-03-16	16:14:10	74.9	92.1	81.4	75.0	76.0	94.4	74.7	74.7
2023-03-16	16:14:11	73.8	94.4	81.2	74.6	74.4	95.7	74.3	74.3
2023-03-16	16:14:12	72.8	92.0	80.9	74.1	73.9	94.1	73.7	73.7
2023-03-16	16:14:13	72.7	91.7	80.6	73.3	72.9	94.1	73.1	73.1
2023-03-16	16:14:14	72.7	91.7	80.4	73.0	73.3	93.1	72.9	72.9
2023-03-16	16:14:15	73.3	90.5	79.8	73.1	73.8	93.4	72.9	72.9
2023-03-16	16:14:16	73.2	92.1	79.7	73.3	74.2	93.5	73.0	73.0
2023-03-16	16:14:17	72.5	93.0	79.8	73.4	74.3	93.7	73.1	73.1
2023-03-16	16:14:18	72.0	92.2	79.7	72.7	73.0	94.2	72.5	72.5
2023-03-16	16:14:19	72.0	92.6	81.1	72.2	72.6	93.0	72.1	72.1
2023-03-16	16:14:20	72.8	93.7	81.3	72.7	73.6	96.0	72.4	72.4
2023-03-16	16:14:21	72.9	91.0	80.2	72.9	73.7	96.0	72.8	72.8
2023-03-16	16:14:22	72.8	92.6	80.5	72.9	73.4	94.6	72.7	72.7
2023-03-16	16:14:23	73.9	94.0	82.3	73.6	74.8	96.8	73.3	73.3
2023-03-16	16:14:24	73.4	92.9	82.0	73.5	73.8	95.0	73.5	73.5
2023-03-16	16:14:25	73.5	93.8	81.4	73.5	74.0	95.3	73.4	73.4
2023-03-16	16:14:26	72.9	94.0	81.3	73.5	73.4	95.0	73.3	73.3
2023-03-16	16:14:27	73.1	90.8	80.4	73.2	73.6	93.6	73.1	73.1
2023-03-16	16:14:28	72.5	92.8	81.3	73.2	73.5	94.4	73.0	73.0
2023-03-16	16:14:29	71.7	90.7	80.9	72.7	72.7	93.9	72.4	72.4
2023-03-16	16:14:30	71.8	91.9	80.3	72.1	72.2	94.2	72.0	72.0
2023-03-16	16:14:31	72.2	92.7	80.8	72.1	72.5	95.6	72.0	72.0
2023-03-16	16:14:32	71.6	90.6	80.0	72.1	72.3	93.6	71.9	71.9
2023-03-16	16:14:33	72.2	93.3	81.6	72.1	72.8	95.0	71.9	71.9
2023-03-16	16:14:34	72.2	93.2	82.3	72.2	72.6	96.6	72.1	72.1
2023-03-16	16:14:35	72.5	92.0	81.7	72.4	72.8	95.2	72.3	72.3
2023-03-16	16:14:36	73.0	95.7	82.6	72.9	73.9	96.6	72.5	72.5
2023-03-16	16:14:37	73.3	94.5	83.0	73.2	73.8	96.3	73.0	73.0
2023-03-16	16:14:38	74.0	94.3	82.3	73.7	74.7	96.1	73.5	73.5
2023-03-16	16:14:39	75.2	96.5	85.0	74.7	75.8	97.5	74.4	74.4
2023-03-16	16:14:40	73.9	97.3	86.4	74.6	74.5	97.7	74.4	74.4

2023-03-16	16:14:41	72.8	94.2	82.8	74.1	73.5	95.2	73.7	73.7
2023-03-16	16:14:42	72.8	93.0	82.6	73.3	73.1	96.0	73.2	73.2
2023-03-16	16:14:43	73.1	94.6	84.0	73.1	73.5	96.9	73.0	73.0
2023-03-16	16:14:44	73.2	96.0	85.6	73.2	73.6	97.3	73.1	73.1
2023-03-16	16:14:45	73.4	96.9	86.9	73.4	74.2	97.7	73.2	73.2
2023-03-16	16:14:46	72.7	95.6	85.7	73.3	73.3	98.3	73.1	73.1
2023-03-16	16:14:47	73.1	97.8	87.4	73.1	73.5	100.3	73.0	73.0
2023-03-16	16:14:48	73.5	98.1	87.3	73.4	73.9	100.6	73.2	73.2
2023-03-16	16:14:49	73.8	97.3	87.0	73.7	74.4	100.4	73.6	73.6
2023-03-16	16:14:50	72.7	95.6	85.1	73.6	73.3	97.8	73.3	73.3
2023-03-16	16:14:51	72.5	95.2	85.4	73.0	73.0	99.0	72.9	72.9
2023-03-16	16:14:52	72.1	94.3	84.2	72.7	72.7	98.6	72.5	72.5
2023-03-16	16:14:53	71.5	92.8	82.1	72.3	72.4	97.2	72.0	72.0
2023-03-16	16:14:54	71.7	94.0	82.1	71.8	72.0	96.9	71.7	71.7
2023-03-16	16:14:55	71.5	91.9	81.1	71.8	72.4	94.0	71.7	71.7
2023-03-16	16:14:56	71.5	93.1	80.7	71.6	72.0	94.4	71.5	71.5
2023-03-16	16:14:57	71.6	92.5	81.1	71.6	72.2	94.7	71.5	71.5
2023-03-16	16:14:58	72.2	91.7	80.2	72.0	72.7	93.8	71.8	71.8
2023-03-16	16:14:59	72.6	91.2	81.5	72.5	73.4	94.9	72.2	72.2
2023-03-16	16:15:00	73.4	92.7	82.1	73.2	74.0	95.0	72.8	72.8
2023-03-16	16:15:01	73.3	92.8	81.5	73.3	74.0	94.9	73.2	73.2
2023-03-16	16:15:02	73.3	93.3	82.1	73.3	73.5	96.2	73.2	73.2
2023-03-16	16:15:03	73.1	91.9	80.5	73.3	73.7	94.2	73.2	73.2
2023-03-16	16:15:04	73.7	91.9	81.3	73.5	74.3	97.2	73.3	73.3
2023-03-16	16:15:05	73.3	92.0	80.7	73.6	73.9	97.1	73.5	73.5
2023-03-16	16:15:06	72.9	90.9	78.9	73.4	73.6	93.2	73.2	73.2
2023-03-16	16:15:07	72.8	90.0	78.8	73.1	73.5	92.7	73.0	73.0
2023-03-16	16:15:08	71.9	90.2	79.0	73.0	73.0	93.9	72.6	72.6
2023-03-16	16:15:09	72.7	92.2	80.6	72.7	73.8	94.5	72.4	72.4
2023-03-16	16:15:10	72.2	91.1	80.1	72.6	72.7	93.1	72.4	72.4
2023-03-16	16:15:11	71.7	91.9	80.9	72.4	72.5	94.9	72.2	72.2
2023-03-16	16:15:12	71.9	91.0	79.9	72.0	72.3	92.6	71.9	71.9
2023-03-16	16:15:13	72.2	90.8	80.4	72.1	72.6	93.6	72.0	72.0
2023-03-16	16:15:14	73.0	91.8	80.1	72.6	73.3	93.8	72.4	72.4
2023-03-16	16:15:15	74.2	93.9	81.8	74.1	76.8	96.5	72.9	72.9

2023-03-16	16:15:16	73.0	91.6	80.6	74.3	76.9	94.3	73.9	73.9
2023-03-16	16:15:17	73.3	93.7	81.7	73.4	74.0	97.3	73.3	73.3
2023-03-16	16:15:18	72.5	94.3	83.3	73.2	73.0	97.7	73.0	73.0
2023-03-16	16:15:19	72.3	93.2	81.8	72.7	72.9	95.2	72.5	72.5
2023-03-16	16:15:20	73.0	93.4	82.7	72.9	73.5	97.3	72.6	72.6
2023-03-16	16:15:21	73.3	92.4	81.4	73.1	73.7	95.2	73.0	73.0
2023-03-16	16:15:22	72.7	93.2	81.8	73.1	73.3	95.0	72.9	72.9
2023-03-16	16:15:23	72.8	92.9	80.6	72.9	73.1	94.6	72.8	72.8
2023-03-16	16:15:24	73.2	95.6	82.7	73.1	73.5	98.3	73.0	73.0
2023-03-16	16:15:25	73.5	93.6	81.7	73.5	74.6	96.7	73.1	73.1
2023-03-16	16:15:26	74.0	92.5	81.7	73.9	74.8	96.6	73.7	73.7
2023-03-16	16:15:27	74.8	93.2	82.4	74.6	76.0	95.4	74.0	74.1
2023-03-16	16:15:28	73.9	94.6	82.4	74.5	74.7	96.7	74.3	74.3
2023-03-16	16:15:29	74.0	92.5	82.0	74.2	74.5	94.6	74.1	74.1
2023-03-16	16:15:30	74.3	95.8	83.5	74.3	74.8	98.0	74.2	74.2
2023-03-16	16:15:31	74.4	94.3	83.1	74.3	74.7	96.3	74.2	74.2
2023-03-16	16:15:32	74.5	94.5	83.6	74.6	75.2	96.9	74.5	74.5
2023-03-16	16:15:33	73.8	93.9	83.0	74.3	74.2	95.6	74.1	74.1
2023-03-16	16:15:34	73.3	92.7	82.5	74.0	73.9	95.3	73.8	73.8
2023-03-16	16:15:35	73.1	92.9	81.1	73.6	73.8	93.5	73.4	73.4
2023-03-16	16:15:36	72.3	90.9	80.2	73.3	73.0	94.5	73.0	73.0
2023-03-16	16:15:37	71.8	90.1	79.7	72.7	72.3	93.5	72.4	72.4
2023-03-16	16:15:38	71.4	91.0	80.0	72.1	72.0	93.0	71.8	71.8
2023-03-16	16:15:39	71.6	92.3	79.5	71.7	72.1	91.7	71.6	71.6
2023-03-16	16:15:40	72.3	91.4	80.1	72.1	72.9	92.9	71.8	71.8
2023-03-16	16:15:41	72.4	94.0	81.9	72.4	73.1	96.3	72.2	72.2
2023-03-16	16:15:42	72.4	92.1	82.0	72.4	72.9	95.3	72.3	72.3
2023-03-16	16:15:43	72.3	95.0	83.1	72.4	72.6	98.1	72.3	72.3
2023-03-16	16:15:44	72.9	97.1	82.9	72.8	73.5	97.7	72.6	72.6
2023-03-16	16:15:45	72.3	91.9	80.8	72.7	72.9	93.9	72.5	72.5
2023-03-16	16:15:46	72.8	93.6	81.2	72.8	73.3	96.5	72.6	72.6
2023-03-16	16:15:47	72.9	91.7	81.2	73.0	73.6	93.9	72.9	72.9
2023-03-16	16:15:48	72.8	92.2	81.2	72.8	73.1	94.7	72.7	72.7
2023-03-16	16:15:49	72.9	92.7	81.0	72.9	73.5	94.5	72.9	72.9
2023-03-16	16:15:50	73.4	92.9	81.9	73.4	74.3	95.1	73.1	73.1

2023-03-16 16:15:51	72.9	93.5	81.9	73.3	73.3	96.6	73.2	73.2
2023-03-16 16:15:52	73.3	91.9	81.1	73.2	73.8	95.9	73.1	73.1
2023-03-16 16:15:53	73.4	92.7	81.5	73.4	74.4	94.5	73.2	73.2
2023-03-16 16:15:54	74.0	96.3	85.9	73.9	74.9	99.6	73.6	73.6
2023-03-16 16:15:55	74.1	94.9	83.9	74.1	74.6	97.4	74.0	74.0
2023-03-16 16:15:56	75.2	95.3	83.9	74.8	76.0	96.9	74.4	74.5
2023-03-16 16:15:57	74.9	96.1	84.8	74.9	75.2	98.7	74.8	74.8
2023-03-16 16:15:58	75.1	93.8	82.5	75.1	75.6	95.8	74.9	74.9
2023-03-16 16:15:59	75.7	94.0	82.7	75.5	76.1	95.3	75.3	75.3
2023-03-16 16:16:00	75.8	94.9	82.9	75.8	76.6	97.7	75.7	75.7
2023-03-16 16:16:01	75.2	96.5	84.3	75.6	75.7	98.7	75.5	75.5
2023-03-16 16:16:02	74.6	95.1	85.2	75.4	75.7	98.6	75.2	75.2
2023-03-16 16:16:03	74.3	96.4	84.6	74.9	75.0	99.0	74.7	74.7
2023-03-16 16:16:04	75.7	102.5	87.7	75.4	77.3	104.6	74.9	74.9
2023-03-16 16:16:05	73.7	98.0	85.3	75.3	75.6	100.6	74.8	74.8
2023-03-16 16:16:06	73.4	93.3	83.0	74.3	74.2	96.0	74.1	74.1
2023-03-16 16:16:07	72.3	93.6	81.9	73.7	72.9	96.2	73.2	73.2
2023-03-16 16:16:08	72.5	90.5	80.2	72.9	72.9	94.7	72.7	72.7
2023-03-16 16:16:09	73.4	92.1	80.6	73.2	74.2	94.6	72.9	72.9
2023-03-16 16:16:10	73.6	95.4	82.1	73.5	74.1	96.7	73.4	73.4
2023-03-16 16:16:11	73.5	92.7	82.0	73.6	74.4	94.4	73.5	73.5
2023-03-16 16:16:12	74.4	92.5	82.1	74.2	75.2	95.4	73.7	73.7
2023-03-16 16:16:13	75.4	95.6	83.8	75.0	75.6	96.7	74.7	74.7
2023-03-16 16:16:14	76.2	98.0	88.1	75.9	76.9	100.1	75.4	75.4
2023-03-16 16:16:15	77.4	100.1	89.1	77.1	79.2	101.0	76.2	76.2
2023-03-16 16:16:16	77.8	100.2	88.6	77.6	79.2	101.1	77.4	77.4
2023-03-16 16:16:17	76.8	97.8	86.8	77.5	77.5	100.0	77.3	77.3
2023-03-16 16:16:18	74.5	95.4	84.9	77.0	75.7	98.2	76.3	76.3
2023-03-16 16:16:19	73.5	94.1	83.8	75.5	74.2	98.6	74.9	74.9
2023-03-16 16:16:20	72.6	94.9	83.7	74.4	73.3	97.2	73.8	73.8
2023-03-16 16:16:21	72.7	93.9	83.1	73.4	73.2	96.4	73.1	73.1
2023-03-16 16:16:22	71.9	95.1	82.5	72.9	72.4	97.7	72.6	72.6
2023-03-16 16:16:23	72.3	92.3	80.9	72.3	72.8	98.2	72.3	72.3
2023-03-16 16:16:24	72.1	93.7	82.5	72.3	72.8	96.0	72.2	72.2
2023-03-16 16:16:25	72.0	95.3	85.0	72.3	72.7	97.8	72.2	72.2

2023-03-16	16:16:26	72.7	95.6	85.0	72.6	73.7	96.9	72.2	72.2
2023-03-16	16:16:27	73.8	97.7	86.6	73.5	74.8	99.1	73.0	73.0
2023-03-16	16:16:28	75.2	98.8	88.3	74.6	76.2	101.3	74.3	74.3
2023-03-16	16:16:29	73.9	95.2	84.9	74.6	74.6	97.1	74.4	74.4
2023-03-16	16:16:30	72.8	96.0	84.1	74.1	73.4	99.0	73.7	73.7
2023-03-16	16:16:31	73.6	93.9	82.8	73.5	74.0	98.0	73.4	73.4
2023-03-16	16:16:32	73.1	94.5	83.0	73.5	73.9	98.6	73.3	73.3
2023-03-16	16:16:33	73.5	94.3	83.6	73.4	74.2	98.9	73.3	73.3
2023-03-16	16:16:34	73.9	94.0	83.0	73.8	74.6	97.1	73.5	73.5
2023-03-16	16:16:35	75.2	95.7	84.0	74.8	76.1	97.8	74.2	74.2
2023-03-16	16:16:36	77.8	98.2	87.1	77.1	78.9	100.4	75.9	75.9
2023-03-16	16:16:37	78.0	98.0	86.5	78.0	79.3	99.0	77.7	77.7
2023-03-16	16:16:38	76.4	100.5	85.6	77.5	77.3	101.1	77.2	77.2
2023-03-16	16:16:39	75.4	95.4	83.9	76.8	76.2	97.8	76.4	76.4
2023-03-16	16:16:40	75.0	94.0	82.7	75.9	75.7	97.4	75.6	75.6
2023-03-16	16:16:41	74.4	91.8	80.8	75.4	75.0	93.7	75.0	75.0
2023-03-16	16:16:42	74.7	93.3	82.1	74.8	75.1	95.1	74.7	74.7
2023-03-16	16:16:43	74.7	93.8	84.2	74.8	75.0	95.3	74.8	74.8
2023-03-16	16:16:44	75.7	96.2	84.1	75.4	77.0	95.8	75.2	75.2
2023-03-16	16:16:45	75.7	95.6	85.7	75.6	76.3	96.9	75.4	75.4
2023-03-16	16:16:46	76.9	97.1	87.6	76.5	77.9	97.7	76.3	76.3
2023-03-16	16:16:47	74.3	95.3	85.0	76.3	76.0	96.2	75.8	75.8
2023-03-16	16:16:48	73.2	91.3	81.9	75.1	73.8	93.3	74.5	74.5
2023-03-16	16:16:49	72.0	91.2	80.9	73.9	72.9	93.4	73.3	73.4
2023-03-16	16:16:50	71.6	90.3	79.7	72.8	72.4	92.3	72.4	72.4
2023-03-16	16:16:51	70.6	89.9	78.2	72.0	71.2	90.1	71.5	71.5
2023-03-16	16:16:52	70.3	89.7	77.8	71.2	70.8	90.9	70.9	70.9
2023-03-16	16:16:53	70.7	89.2	77.7	70.7	71.2	90.5	70.6	70.6
2023-03-16	16:16:54	70.8	88.6	76.8	70.8	71.3	91.9	70.7	70.7
2023-03-16	16:16:55	70.1	87.5	76.1	70.8	71.0	89.5	70.5	70.5
2023-03-16	16:16:56	71.1	88.5	77.3	70.9	71.7	91.5	70.6	70.6
2023-03-16	16:16:57	71.1	88.5	77.1	71.1	71.6	91.7	71.0	71.0
2023-03-16	16:16:58	70.9	89.6	77.5	71.0	71.4	91.8	70.9	70.9
2023-03-16	16:16:59	71.6	88.6	76.8	71.4	72.3	89.7	71.2	71.2
2023-03-16	16:17:00	70.8	89.0	76.6	71.4	71.5	92.5	71.1	71.1

2023-03-16	16:17:01	71.4	88.7	77.5	71.3	72.1	91.2	71.2	71.2
2023-03-16	16:17:02	72.5	91.2	78.6	72.2	73.1	91.4	71.7	71.7
2023-03-16	16:17:03	71.4	91.4	78.3	72.2	72.6	93.0	71.9	71.9
2023-03-16	16:17:04	71.1	89.0	77.4	71.7	71.5	91.3	71.5	71.5
2023-03-16	16:17:05	71.4	90.2	78.3	71.4	71.8	92.8	71.3	71.3
2023-03-16	16:17:06	71.8	89.5	78.9	71.7	72.4	92.3	71.5	71.5
2023-03-16	16:17:07	72.1	89.3	78.3	72.0	72.7	92.2	71.8	71.8
2023-03-16	16:17:08	72.4	91.3	79.7	72.3	72.9	93.7	72.1	72.1
2023-03-16	16:17:09	73.0	91.1	79.4	72.8	73.4	93.7	72.5	72.5
2023-03-16	16:17:10	72.6	92.5	80.3	72.8	73.3	94.0	72.7	72.7
2023-03-16	16:17:11	73.2	94.5	84.0	73.0	73.6	99.3	72.8	72.8
2023-03-16	16:17:12	72.9	92.9	81.6	73.2	73.7	95.2	73.0	73.0
2023-03-16	16:17:13	73.3	97.4	84.2	73.2	74.3	101.6	72.9	72.9
2023-03-16	16:17:14	73.4	97.3	84.5	73.4	74.1	100.5	73.2	73.2
2023-03-16	16:17:15	75.0	96.9	85.1	74.7	76.5	99.8	73.8	73.8
2023-03-16	16:17:16	75.3	94.9	83.8	75.4	76.8	96.8	75.1	75.1
2023-03-16	16:17:17	73.0	95.9	83.3	74.9	74.2	96.6	74.3	74.3
2023-03-16	16:17:18	73.0	94.0	83.4	73.8	73.6	98.0	73.6	73.6
2023-03-16	16:17:19	72.5	92.5	81.7	73.3	73.0	95.5	73.1	73.1
2023-03-16	16:17:20	72.5	93.6	81.3	72.8	72.9	93.7	72.7	72.7
2023-03-16	16:17:21	72.3	92.8	80.0	72.7	73.1	93.6	72.5	72.5
2023-03-16	16:17:22	71.6	91.4	80.1	72.4	72.4	96.1	72.1	72.1
2023-03-16	16:17:23	71.4	90.7	79.7	71.9	71.9	94.9	71.7	71.7
2023-03-16	16:17:24	71.7	90.0	79.0	71.7	72.1	92.6	71.6	71.6
2023-03-16	16:17:25	71.5	89.2	78.8	71.6	71.9	93.3	71.6	71.6
2023-03-16	16:17:26	71.6	92.6	80.6	71.6	72.2	94.4	71.5	71.5
2023-03-16	16:17:27	71.9	92.3	80.4	71.9	72.5	94.6	71.6	71.6
2023-03-16	16:17:28	72.2	91.4	81.4	72.2	72.8	94.1	71.9	71.9
2023-03-16	16:17:29	72.3	92.4	81.3	72.4	73.0	95.6	72.3	72.3
2023-03-16	16:17:30	72.6	92.8	81.3	72.5	73.1	95.4	72.3	72.3
2023-03-16	16:17:31	73.1	94.4	82.2	72.9	73.4	96.1	72.7	72.7
2023-03-16	16:17:32	73.9	93.3	82.2	73.5	74.2	96.2	73.3	73.3
2023-03-16	16:17:33	73.9	93.4	81.4	73.8	74.5	96.0	73.7	73.7
2023-03-16	16:17:34	73.9	94.2	81.8	74.0	74.5	97.4	73.9	73.9
2023-03-16	16:17:35	73.7	93.6	80.5	73.9	74.1	94.9	73.8	73.8

2023-03-16	16:17:36	73.5	93.3	81.1	73.7	74.2	96.5	73.6	73.6
2023-03-16	16:17:37	72.5	92.7	80.3	73.6	73.7	94.6	73.3	73.3
2023-03-16	16:17:38	72.7	91.4	79.7	73.0	73.2	92.6	72.9	72.9
2023-03-16	16:17:39	71.9	91.0	79.6	72.7	72.4	93.7	72.4	72.4
2023-03-16	16:17:40	72.2	96.3	82.1	72.5	73.0	96.5	72.3	72.3
2023-03-16	16:17:41	71.7	90.9	79.8	72.2	72.1	94.4	72.0	72.0
2023-03-16	16:17:42	72.7	92.8	81.2	72.6	74.0	96.7	72.1	72.1
2023-03-16	16:17:43	73.1	92.4	80.4	72.9	73.4	94.9	72.7	72.7
2023-03-16	16:17:44	72.7	92.4	80.4	72.9	73.4	94.6	72.8	72.8
2023-03-16	16:17:45	72.8	92.5	79.4	72.8	73.1	92.4	72.7	72.7
2023-03-16	16:17:46	73.6	92.7	80.7	73.3	74.2	95.7	73.1	73.1
2023-03-16	16:17:47	73.2	91.9	78.9	73.4	74.0	92.9	73.2	73.2
2023-03-16	16:17:48	73.2	91.0	79.8	73.4	73.9	94.6	73.3	73.3
2023-03-16	16:17:49	73.2	92.2	80.8	73.3	73.8	94.8	73.2	73.2
2023-03-16	16:17:50	73.4	92.8	81.7	73.3	73.8	96.7	73.2	73.2
2023-03-16	16:17:51	73.3	92.3	82.1	73.3	74.0	95.2	73.2	73.2
2023-03-16	16:17:52	73.7	93.0	81.7	73.6	74.3	95.5	73.4	73.4
2023-03-16	16:17:53	73.9	94.9	83.0	74.0	74.9	98.1	73.7	73.7
2023-03-16	16:17:54	72.8	92.3	81.4	73.7	73.2	95.0	73.4	73.4
2023-03-16	16:17:55	72.8	94.3	82.4	73.2	73.4	96.2	73.0	73.0
2023-03-16	16:17:56	73.3	92.7	82.2	73.2	73.8	95.2	73.1	73.1
2023-03-16	16:17:57	72.6	94.7	83.6	73.2	73.2	98.6	73.0	73.0
2023-03-16	16:17:58	72.1	94.1	83.3	72.9	73.1	97.0	72.6	72.6
2023-03-16	16:17:59	71.8	92.8	81.5	72.3	72.2	94.1	72.1	72.1
2023-03-16	16:18:00	71.9	93.8	81.7	72.0	72.3	94.6	71.9	71.9
2023-03-16	16:18:01	71.9	92.0	81.2	72.0	72.4	94.1	71.9	71.9
2023-03-16	16:18:02	72.5	91.9	79.9	72.4	73.5	94.5	72.0	72.0
2023-03-16	16:18:03	73.5	92.0	80.3	73.1	73.9	95.3	72.8	72.8
2023-03-16	16:18:04	73.3	92.5	80.3	73.3	73.8	96.1	73.2	73.2
2023-03-16	16:18:05	73.6	92.6	82.5	73.5	74.4	95.0	73.4	73.4
2023-03-16	16:18:06	74.1	93.5	82.5	73.9	74.6	97.8	73.7	73.7
2023-03-16	16:18:07	74.0	96.4	84.1	74.0	74.6	98.9	73.9	73.9
2023-03-16	16:18:08	74.0	91.6	80.1	74.0	74.5	93.5	74.0	74.0
2023-03-16	16:18:09	74.4	93.8	82.1	74.3	75.1	96.2	74.1	74.1
2023-03-16	16:18:10	74.0	90.8	80.1	74.4	75.3	94.4	74.3	74.3

2023-03-16	16:18:11	73.2	92.6	80.2	74.0	73.6	92.8	73.7	73.7
2023-03-16	16:18:12	73.1	91.0	79.5	73.6	73.8	93.8	73.5	73.5
2023-03-16	16:18:13	73.0	91.8	79.9	73.2	73.7	93.0	73.1	73.1
2023-03-16	16:18:14	72.6	91.3	79.5	73.1	73.4	93.3	72.9	72.9
2023-03-16	16:18:15	73.6	91.9	80.4	73.4	74.3	95.0	73.2	73.2
2023-03-16	16:18:16	72.3	91.9	79.1	73.3	73.3	92.3	72.9	72.9
2023-03-16	16:18:17	72.1	89.9	79.3	72.8	73.3	91.8	72.5	72.5
2023-03-16	16:18:18	71.4	90.2	79.1	72.2	72.0	92.7	72.0	72.0
2023-03-16	16:18:19	71.2	89.4	78.9	71.7	71.7	91.9	71.5	71.5
2023-03-16	16:18:20	70.7	89.2	79.2	71.4	71.5	92.0	71.1	71.1
2023-03-16	16:18:21	70.9	90.4	80.6	71.0	71.2	92.4	70.9	70.9
2023-03-16	16:18:22	70.1	88.8	77.3	70.9	70.7	90.0	70.6	70.6
2023-03-16	16:18:23	70.1	88.3	76.7	70.4	70.5	90.9	70.2	70.2
2023-03-16	16:18:24	70.5	87.6	76.9	70.5	71.1	90.8	70.3	70.3
2023-03-16	16:18:25	70.9	88.1	77.2	70.8	71.4	91.0	70.6	70.6
2023-03-16	16:18:26	70.9	90.1	77.8	71.0	71.5	91.1	70.9	70.9
2023-03-16	16:18:27	71.6	89.6	78.6	71.4	72.2	93.0	71.0	71.0
2023-03-16	16:18:28	71.8	90.7	79.9	71.6	72.3	93.1	71.5	71.5
2023-03-16	16:18:29	72.7	90.2	78.9	72.4	73.5	92.4	72.0	72.0
2023-03-16	16:18:30	72.3	88.9	78.7	72.4	72.8	91.5	72.4	72.4
2023-03-16	16:18:31	72.2	89.1	78.4	72.4	72.8	91.8	72.3	72.3
2023-03-16	16:18:32	72.0	90.0	78.7	72.2	72.5	93.3	72.1	72.1
2023-03-16	16:18:33	72.7	91.2	79.6	72.6	73.4	93.8	72.3	72.3
2023-03-16	16:18:34	72.7	93.1	81.2	72.7	73.3	95.5	72.6	72.6
2023-03-16	16:18:35	72.3	92.6	80.4	72.7	73.1	95.4	72.5	72.5
2023-03-16	16:18:36	72.9	90.7	80.8	72.7	73.5	94.6	72.5	72.5
2023-03-16	16:18:37	73.2	93.2	82.6	73.0	73.5	96.4	72.9	72.9
2023-03-16	16:18:38	72.6	91.9	81.4	73.0	73.5	94.3	72.9	72.9
2023-03-16	16:18:39	72.5	92.2	81.7	72.8	73.2	96.3	72.7	72.7
2023-03-16	16:18:40	73.1	90.4	80.0	73.0	73.9	95.8	72.8	72.8
2023-03-16	16:18:41	72.9	91.5	80.4	73.0	73.3	94.8	72.9	72.9
2023-03-16	16:18:42	73.4	91.6	80.9	73.2	73.9	97.4	73.1	73.1
2023-03-16	16:18:43	72.5	93.7	81.8	73.2	73.3	96.5	72.9	72.9
2023-03-16	16:18:44	72.2	91.8	81.3	72.9	73.2	96.9	72.6	72.6
2023-03-16	16:18:45	72.2	91.8	81.9	72.3	72.8	96.5	72.2	72.2

2023-03-16 16:18:46	72.5	93.9	81.2	72.5	73.0	97.9	72.4	72.4
2023-03-16 16:18:47	72.3	93.2	79.4	72.5	72.7	95.6	72.4	72.4
2023-03-16 16:18:48	71.7	89.4	78.7	72.3	72.3	93.0	72.1	72.1
2023-03-16 16:18:49	71.7	89.8	78.9	71.9	72.3	93.5	71.8	71.8
2023-03-16 16:18:50	71.6	95.5	81.1	71.7	72.2	98.4	71.6	71.6
2023-03-16 16:18:51	72.2	91.7	79.8	72.1	72.6	94.8	71.9	71.9
2023-03-16 16:18:52	72.2	95.0	80.9	72.2	72.6	96.4	72.1	72.1
2023-03-16 16:18:53	72.9	94.4	82.0	72.7	73.3	97.2	72.5	72.5
2023-03-16 16:18:54	72.3	90.2	79.4	72.7	73.0	93.5	72.5	72.5
2023-03-16 16:18:55	72.4	90.4	79.5	72.4	72.8	94.2	72.3	72.3
2023-03-16 16:18:56	72.0	90.7	79.4	72.4	72.7	92.2	72.3	72.3
2023-03-16 16:18:57	72.8	90.9	79.7	72.6	73.6	94.9	72.3	72.3
2023-03-16 16:18:58	73.3	90.9	80.0	73.1	73.8	94.8	72.8	72.8
2023-03-16 16:18:59	73.7	94.4	83.3	73.5	74.2	97.2	73.4	73.4
2023-03-16 16:19:00	73.4	92.2	80.7	73.5	74.2	96.4	73.4	73.4
2023-03-16 16:19:01	73.3	92.0	81.4	73.7	74.1	95.4	73.5	73.5
2023-03-16 16:19:02	73.0	92.7	81.5	73.3	73.4	95.4	73.2	73.2
2023-03-16 16:19:03	72.2	91.2	81.2	73.1	73.1	96.3	72.8	72.8
2023-03-16 16:19:04	71.6	90.7	79.6	72.5	72.0	93.0	72.2	72.2
2023-03-16 16:19:05	71.5	90.1	79.3	71.9	71.9	93.1	71.8	71.8
2023-03-16 16:19:06	71.2	90.8	78.4	71.7	71.8	91.3	71.5	71.5
2023-03-16 16:19:07	71.1	89.3	77.9	71.4	71.7	91.5	71.2	71.2
2023-03-16 16:19:08	71.4	91.5	78.1	71.5	72.3	92.3	71.4	71.4
2023-03-16 16:19:09	72.3	92.2	80.2	72.0	73.1	94.2	71.6	71.6
2023-03-16 16:19:10	73.0	90.7	79.0	72.6	73.5	93.0	72.4	72.4
2023-03-16 16:19:11	72.3	90.3	78.4	72.6	72.9	91.7	72.5	72.5
2023-03-16 16:19:12	71.7	89.3	77.8	72.4	72.2	90.1	72.2	72.2
2023-03-16 16:19:13	71.7	88.9	78.1	71.9	72.2	91.1	71.8	71.8
2023-03-16 16:19:14	71.6	90.8	78.5	71.9	72.3	92.6	71.8	71.8
2023-03-16 16:19:15	71.5	90.5	78.6	71.6	71.8	91.4	71.5	71.5
2023-03-16 16:19:16	71.8	90.0	78.7	71.8	72.5	93.4	71.6	71.6
2023-03-16 16:19:17	71.9	90.4	79.5	71.9	72.6	93.3	71.9	71.9
2023-03-16 16:19:18	72.5	93.9	82.2	72.3	73.4	99.8	72.0	72.0
2023-03-16 16:19:19	74.1	93.9	82.8	73.6	74.7	98.4	73.0	73.0
2023-03-16 16:19:20	74.4	93.2	83.2	74.2	74.8	98.7	73.9	73.9

2023-03-16 16:19:21	74.8	94.2	83.0	74.7	75.7	97.5	74.5	74.5
2023-03-16 16:19:22	74.3	94.0	82.0	74.6	74.7	97.4	74.4	74.4
2023-03-16 16:19:23	73.7	90.3	80.2	74.4	74.6	95.3	74.2	74.2
2023-03-16 16:19:24	73.8	91.6	79.7	74.1	75.0	94.3	74.0	74.0
2023-03-16 16:19:25	73.2	90.3	79.2	73.7	73.8	91.9	73.5	73.5
2023-03-16 16:19:26	73.0	91.5	79.6	73.3	73.7	92.6	73.2	73.2
2023-03-16 16:19:27	72.9	91.0	79.5	73.1	73.5	92.3	73.0	73.0
2023-03-16 16:19:28	73.2	90.0	79.5	73.1	73.5	93.2	73.0	73.0
2023-03-16 16:19:29	72.5	90.5	79.0	73.1	73.4	92.8	72.9	72.9
2023-03-16 16:19:30	72.7	90.3	79.1	72.8	73.2	91.4	72.7	72.7
2023-03-16 16:19:31	73.2	92.8	80.6	73.0	73.7	93.3	72.8	72.8
2023-03-16 16:19:32	73.7	91.7	81.6	73.5	74.2	96.0	73.3	73.3
2023-03-16 16:19:33	73.9	95.8	82.9	73.8	74.6	96.7	73.6	73.6
2023-03-16 16:19:34	73.4	92.6	80.9	73.8	74.5	95.0	73.6	73.6
2023-03-16 16:19:35	74.5	95.7	83.7	74.2	75.2	99.6	74.0	74.0
2023-03-16 16:19:36	73.4	96.6	82.7	74.2	74.6	97.7	74.0	74.0
2023-03-16 16:19:37	73.1	93.4	80.8	73.7	73.6	93.7	73.5	73.5
2023-03-16 16:19:38	72.6	95.2	82.3	73.3	73.1	97.2	73.0	73.0
2023-03-16 16:19:39	72.8	93.3	81.7	72.9	73.2	95.6	72.8	72.8
2023-03-16 16:19:40	72.2	92.0	81.5	72.8	72.7	94.3	72.5	72.5
2023-03-16 16:19:41	72.8	91.5	79.8	72.7	73.3	93.0	72.6	72.6
2023-03-16 16:19:42	72.3	91.4	80.6	72.7	72.9	95.2	72.5	72.5
2023-03-16 16:19:43	73.0	94.5	82.3	72.9	73.7	97.9	72.5	72.5
2023-03-16 16:19:44	73.3	92.2	81.3	73.2	74.3	96.2	73.1	73.1
2023-03-16 16:19:45	73.1	93.4	81.5	73.2	74.0	97.8	73.0	73.0
2023-03-16 16:19:46	73.3	94.3	82.7	73.3	73.9	97.7	73.2	73.2
2023-03-16 16:19:47	73.7	93.2	82.2	73.7	74.7	96.7	73.5	73.5
2023-03-16 16:19:48	72.7	92.5	80.9	73.5	73.2	96.7	73.3	73.3
2023-03-16 16:19:49	73.4	94.9	83.6	73.3	73.7	98.4	73.2	73.2
2023-03-16 16:19:50	73.0	93.2	80.8	73.3	73.9	95.2	73.2	73.2
2023-03-16 16:19:51	72.7	93.5	81.2	73.1	73.0	95.1	72.9	72.9
2023-03-16 16:19:52	73.1	92.9	79.9	73.1	73.7	95.1	72.9	72.9
2023-03-16 16:19:53	73.3	93.6	82.0	73.4	74.1	96.3	73.2	73.2
2023-03-16 16:19:54	73.1	94.8	81.7	73.1	73.5	96.0	73.1	73.1
2023-03-16 16:19:55	73.1	93.4	81.0	73.2	73.7	95.5	73.1	73.1

2023-03-16	16:19:56	73.2	94.4	82.6	73.3	73.7	97.4	73.2	73.2
2023-03-16	16:19:57	72.3	92.2	80.8	73.2	73.0	93.9	72.9	72.9
2023-03-16	16:19:58	72.7	94.5	82.0	72.8	73.3	97.6	72.7	72.7
2023-03-16	16:19:59	72.1	92.6	81.7	72.7	73.0	96.5	72.5	72.5
2023-03-16	16:20:00	72.0	93.3	82.7	72.3	72.7	96.1	72.2	72.2
2023-03-16	16:20:01	72.1	93.0	82.0	72.2	72.6	96.4	72.1	72.1
2023-03-16	16:20:02	72.5	94.3	82.4	72.4	73.0	96.5	72.3	72.3
2023-03-16	16:20:03	71.9	91.7	80.5	72.4	72.6	93.9	72.2	72.2
2023-03-16	16:20:04	72.3	92.8	81.7	72.3	72.7	95.7	72.2	72.2
2023-03-16	16:20:05	72.8	91.9	81.0	72.7	73.3	93.8	72.4	72.4
2023-03-16	16:20:06	72.4	95.0	83.1	72.7	73.1	97.7	72.6	72.6
2023-03-16	16:20:07	72.5	92.3	81.8	72.6	73.0	96.7	72.4	72.4
2023-03-16	16:20:08	73.0	95.4	83.8	72.9	73.5	98.1	72.7	72.7
2023-03-16	16:20:09	73.5	93.6	82.5	73.3	73.9	97.3	73.1	73.1
2023-03-16	16:20:10	73.6	93.1	81.1	73.5	74.1	94.3	73.4	73.4
2023-03-16	16:20:11	74.0	93.7	81.8	73.9	74.8	94.7	73.7	73.7
2023-03-16	16:20:12	72.7	92.3	81.0	73.8	73.6	94.3	73.4	73.4
2023-03-16	16:20:13	72.8	91.8	81.1	73.2	73.3	95.4	73.0	73.0
2023-03-16	16:20:14	72.9	95.0	82.1	73.0	73.3	97.8	72.9	72.9
2023-03-16	16:20:15	73.2	92.9	81.9	73.2	73.7	95.0	73.0	73.0
2023-03-16	16:20:16	73.3	92.1	81.5	73.3	73.6	94.2	73.2	73.2
2023-03-16	16:20:17	74.4	93.1	81.8	74.1	75.1	95.8	73.7	73.7
2023-03-16	16:20:18	74.3	91.2	80.9	74.3	75.0	94.0	74.2	74.2
2023-03-16	16:20:19	74.0	92.8	80.1	74.3	74.5	94.0	74.1	74.1
2023-03-16	16:20:20	73.7	91.6	79.9	74.1	74.0	92.9	73.9	73.9
2023-03-16	16:20:21	73.6	91.3	80.3	73.9	74.1	95.0	73.8	73.8
2023-03-16	16:20:22	73.6	92.4	80.4	73.8	74.2	96.1	73.7	73.7
2023-03-16	16:20:23	73.3	92.4	80.7	73.7	73.7	95.3	73.5	73.5
2023-03-16	16:20:24	72.7	92.3	79.9	73.4	73.2	93.6	73.1	73.1
2023-03-16	16:20:25	73.8	91.6	80.4	73.5	74.0	94.0	73.3	73.3
2023-03-16	16:20:26	73.3	93.8	81.5	73.5	74.1	96.5	73.4	73.4
2023-03-16	16:20:27	73.7	97.0	84.3	73.6	74.4	101.4	73.4	73.4
2023-03-16	16:20:28	73.5	93.2	81.2	73.7	74.1	96.1	73.6	73.6
2023-03-16	16:20:29	73.6	93.1	82.2	73.7	74.1	96.7	73.6	73.6
2023-03-16	16:20:30	73.8	99.7	84.8	73.8	74.6	102.2	73.7	73.7

2023-03-16	16:20:31	73.0	92.1	80.6	73.6	73.4	97.0	73.4	73.4
2023-03-16	16:20:32	73.3	94.9	83.5	73.4	73.8	98.3	73.3	73.3
2023-03-16	16:20:33	73.1	91.0	79.6	73.3	73.9	93.8	73.2	73.2
2023-03-16	16:20:34	72.2	89.6	79.0	73.2	73.0	93.5	72.9	72.9
2023-03-16	16:20:35	72.1	92.4	80.0	72.5	72.7	93.0	72.4	72.4
2023-03-16	16:20:36	72.9	94.1	81.4	72.7	73.4	96.9	72.6	72.6
2023-03-16	16:20:37	72.5	93.1	81.3	72.8	73.2	94.4	72.7	72.7
2023-03-16	16:20:38	72.5	92.6	81.0	72.6	73.3	93.8	72.5	72.5
2023-03-16	16:20:39	72.9	93.3	82.3	72.8	73.4	95.0	72.7	72.7
2023-03-16	16:20:40	73.4	96.1	86.2	73.3	74.4	99.2	72.9	72.9
2023-03-16	16:20:41	74.7	96.5	83.6	74.3	75.4	98.4	73.8	73.8
2023-03-16	16:20:42	74.6	95.0	83.3	74.6	75.3	97.7	74.4	74.4
2023-03-16	16:20:43	73.9	96.3	84.4	74.5	74.7	100.6	74.3	74.3
2023-03-16	16:20:44	74.5	95.7	84.4	74.5	74.9	97.8	74.3	74.3
2023-03-16	16:20:45	74.4	96.7	86.3	74.4	74.9	99.2	74.3	74.3
2023-03-16	16:20:46	74.6	96.1	86.7	74.5	74.9	98.0	74.5	74.5
2023-03-16	16:20:47	74.6	94.4	83.7	74.8	75.4	97.1	74.7	74.7
2023-03-16	16:20:48	74.7	95.9	86.0	74.7	75.5	97.3	74.5	74.5
2023-03-16	16:20:49	75.1	96.2	86.5	75.0	76.1	99.0	74.9	74.9
2023-03-16	16:20:50	73.9	94.2	83.8	74.9	74.8	96.3	74.5	74.6
2023-03-16	16:20:51	73.2	93.6	82.9	74.3	74.2	96.7	73.9	73.9
2023-03-16	16:20:52	73.6	94.3	82.3	73.7	74.0	94.4	73.6	73.6
2023-03-16	16:20:53	74.3	92.1	81.9	74.1	74.9	93.5	73.8	73.8
2023-03-16	16:20:54	75.0	93.0	80.7	74.8	75.8	93.5	74.4	74.4
2023-03-16	16:20:55	75.6	93.0	81.9	75.3	76.0	95.0	75.0	75.0
2023-03-16	16:20:56	74.7	92.4	80.2	75.3	75.8	95.0	75.1	75.1
2023-03-16	16:20:57	74.4	92.8	81.4	74.9	74.9	95.8	74.6	74.6
2023-03-16	16:20:58	74.2	92.2	80.4	74.7	75.1	94.1	74.5	74.5
2023-03-16	16:20:59	74.2	90.4	79.0	74.3	74.6	93.5	74.2	74.2
2023-03-16	16:21:00	73.4	91.2	80.3	74.2	74.4	92.6	73.9	73.9
2023-03-16	16:21:01	72.3	91.4	80.1	73.7	73.7	92.8	73.3	73.4
2023-03-16	16:21:02	72.9	90.3	78.8	72.9	73.5	91.4	72.8	72.8
2023-03-16	16:21:03	72.5	89.9	78.1	72.9	73.4	91.6	72.8	72.8
2023-03-16	16:21:04	71.5	90.3	78.9	72.6	71.9	93.1	72.2	72.2
2023-03-16	16:21:05	72.0	90.3	78.5	72.0	72.5	91.4	72.0	72.0

2023-03-16 16:21:06	72.2	90.9	79.6	72.2	72.9	91.8	72.0	72.0
2023-03-16 16:21:07	72.2	92.8	80.1	72.2	72.7	92.9	72.1	72.1
2023-03-16 16:21:08	72.6	92.4	80.5	72.5	73.1	92.7	72.3	72.3
2023-03-16 16:21:09	73.7	93.0	81.2	73.4	74.3	95.5	72.9	72.9
2023-03-16 16:21:10	73.7	95.6	84.4	73.6	74.3	98.2	73.5	73.5
2023-03-16 16:21:11	74.5	92.6	82.1	74.2	74.9	97.4	73.9	73.9
2023-03-16 16:21:12	74.4	93.6	81.9	74.3	75.0	97.4	74.3	74.3
2023-03-16 16:21:13	74.6	92.6	80.8	74.5	75.1	96.0	74.5	74.5
2023-03-16 16:21:14	74.2	93.1	80.5	74.5	74.6	95.3	74.4	74.4
2023-03-16 16:21:15	73.9	92.4	80.8	74.4	74.5	94.7	74.2	74.2
2023-03-16 16:21:16	74.1	92.1	80.7	74.2	74.6	94.7	74.1	74.1
2023-03-16 16:21:17	75.0	92.7	79.8	74.8	76.0	92.9	74.5	74.5
2023-03-16 16:21:18	74.0	92.1	80.6	74.6	74.6	93.5	74.4	74.4
2023-03-16 16:21:19	73.0	91.0	79.7	74.2	73.7	92.8	73.8	73.8
2023-03-16 16:21:20	73.5	91.7	79.7	73.6	74.1	93.6	73.4	73.4
2023-03-16 16:21:21	72.9	91.6	80.9	73.5	73.6	95.6	73.3	73.3
2023-03-16 16:21:22	72.7	91.8	79.4	73.1	73.3	94.2	72.9	72.9
2023-03-16 16:21:23	72.9	91.6	80.0	73.0	73.3	95.6	72.9	72.9
2023-03-16 16:21:24	73.2	91.7	79.8	73.2	74.2	94.2	73.1	73.1
2023-03-16 16:21:25	72.7	91.2	79.7	73.1	73.3	96.0	72.9	72.9
2023-03-16 16:21:26	72.3	89.6	78.7	72.8	72.7	91.8	72.6	72.6
2023-03-16 16:21:27	72.3	89.6	78.8	72.5	72.7	92.4	72.5	72.5
2023-03-16 16:21:28	71.7	90.0	77.9	72.4	72.2	92.4	72.1	72.1
2023-03-16 16:21:29	71.0	89.0	77.1	71.9	71.9	90.6	71.7	71.7
2023-03-16 16:21:30	71.3	88.8	77.6	71.4	72.3	91.3	71.2	71.2
2023-03-16 16:21:31	71.8	89.3	78.0	71.7	72.4	92.4	71.6	71.6
2023-03-16 16:21:32	71.4	88.2	77.0	71.8	72.2	90.4	71.7	71.7
2023-03-16 16:21:33	70.8	87.6	76.7	71.4	71.8	89.9	71.2	71.2
2023-03-16 16:21:34	71.3	89.0	76.9	71.3	71.6	90.3	71.2	71.2
2023-03-16 16:21:35	71.9	88.6	78.0	71.7	72.5	92.3	71.5	71.5
2023-03-16 16:21:36	72.5	91.9	79.3	72.2	73.0	92.8	72.0	72.0
2023-03-16 16:21:37	72.7	90.9	79.4	72.6	73.2	92.6	72.4	72.4
2023-03-16 16:21:38	73.7	89.9	79.6	73.4	74.3	94.3	72.9	72.9
2023-03-16 16:21:39	73.8	92.8	80.6	73.8	74.5	95.3	73.6	73.6
2023-03-16 16:21:40	74.0	91.9	80.9	73.9	74.3	96.6	73.8	73.8

2023-03-16	16:21:41	73.0	89.2	78.0	73.8	73.7	91.4	73.6	73.6
2023-03-16	16:21:42	72.8	91.7	80.0	73.3	73.3	93.5	73.1	73.1
2023-03-16	16:21:43	71.8	90.3	78.7	73.0	72.9	93.4	72.6	72.6
2023-03-16	16:21:44	71.9	89.5	78.5	72.3	72.5	92.1	72.1	72.1
2023-03-16	16:21:45	71.8	90.8	79.4	72.0	72.3	91.5	71.9	71.9
2023-03-16	16:21:46	71.6	89.9	77.9	71.9	72.2	93.0	71.8	71.8
2023-03-16	16:21:47	71.5	89.4	79.2	71.6	71.7	92.8	71.6	71.6
2023-03-16	16:21:48	71.9	90.9	79.7	71.8	72.4	92.4	71.7	71.7
2023-03-16	16:21:49	71.5	90.3	78.8	71.8	72.0	92.0	71.7	71.7
2023-03-16	16:21:50	71.8	90.3	79.8	71.8	72.7	93.0	71.6	71.6
2023-03-16	16:21:51	73.1	91.4	81.3	72.7	74.5	94.2	72.5	72.5
2023-03-16	16:21:52	72.2	91.0	79.4	72.6	73.0	92.4	72.5	72.5
2023-03-16	16:21:53	71.2	89.6	78.1	72.2	71.5	92.3	71.9	71.9
2023-03-16	16:21:54	71.7	89.2	77.2	71.8	72.4	90.1	71.7	71.7
2023-03-16	16:21:55	71.2	89.0	77.8	71.6	71.8	90.4	71.4	71.4
2023-03-16	16:21:56	72.0	90.1	77.7	71.9	72.6	92.6	71.6	71.6
2023-03-16	16:21:57	72.1	89.0	77.4	72.0	72.4	91.7	71.9	71.9
2023-03-16	16:21:58	72.6	90.0	78.9	72.4	73.0	92.3	72.2	72.2
2023-03-16	16:21:59	72.4	91.1	79.3	72.6	73.4	94.2	72.5	72.5
2023-03-16	16:22:00	72.6	89.9	79.7	72.6	73.1	92.7	72.5	72.5
2023-03-16	16:22:01	72.8	94.0	80.8	72.7	73.5	95.4	72.6	72.6
2023-03-16	16:22:02	72.9	92.9	82.0	72.9	73.3	95.8	72.8	72.8
2023-03-16	16:22:03	72.8	94.4	82.3	72.9	73.3	95.7	72.8	72.8
2023-03-16	16:22:04	72.5	93.2	82.7	72.8	72.9	96.6	72.7	72.7
2023-03-16	16:22:05	72.7	95.5	82.1	72.8	73.1	96.7	72.7	72.7
2023-03-16	16:22:06	72.7	92.0	81.5	72.8	73.6	96.0	72.6	72.6
2023-03-16	16:22:07	73.0	94.0	82.6	73.0	73.5	97.8	72.9	72.9
2023-03-16	16:22:08	72.5	92.1	81.4	72.9	73.1	94.3	72.7	72.7
2023-03-16	16:22:09	72.8	92.9	82.3	72.9	73.7	97.9	72.8	72.8
2023-03-16	16:22:10	72.8	93.6	82.3	72.8	73.3	96.1	72.7	72.7
2023-03-16	16:22:11	72.7	93.8	81.0	72.8	73.1	95.1	72.7	72.7
2023-03-16	16:22:12	72.9	92.2	81.2	72.9	73.7	97.0	72.8	72.8
2023-03-16	16:22:13	72.1	94.6	80.7	72.8	72.8	97.6	72.6	72.6
2023-03-16	16:22:14	72.8	93.7	81.2	72.7	73.6	95.6	72.4	72.4
2023-03-16	16:22:15	72.5	92.3	81.0	72.7	73.2	94.1	72.6	72.6

2023-03-16	16:22:16	73.7	95.2	84.6	73.3	74.1	99.8	72.9	72.9
2023-03-16	16:22:17	74.3	96.8	85.8	74.0	74.8	100.9	73.7	73.7
2023-03-16	16:22:18	74.8	99.4	87.1	74.6	75.8	101.2	74.2	74.2
2023-03-16	16:22:19	75.5	98.5	87.9	75.2	76.0	99.8	74.9	74.9
2023-03-16	16:22:20	74.3	97.5	86.0	75.2	75.6	98.5	75.0	75.0
2023-03-16	16:22:21	73.9	96.6	84.9	74.6	74.9	98.1	74.3	74.3
2023-03-16	16:22:22	74.8	95.7	84.1	74.6	75.2	96.7	74.5	74.5
2023-03-16	16:22:23	74.6	93.7	83.1	74.7	75.1	95.9	74.6	74.6
2023-03-16	16:22:24	74.2	94.1	82.8	74.5	74.6	97.6	74.4	74.4
2023-03-16	16:22:25	75.1	93.1	82.1	74.8	75.7	95.4	74.7	74.7
2023-03-16	16:22:26	74.5	93.8	81.6	74.8	75.1	97.7	74.7	74.7
2023-03-16	16:22:27	74.8	94.8	82.9	74.8	75.7	96.2	74.6	74.6
2023-03-16	16:22:28	74.1	93.2	81.5	74.8	75.0	94.7	74.6	74.6
2023-03-16	16:22:29	73.4	91.9	80.7	74.3	73.8	94.5	74.0	74.0
2023-03-16	16:22:30	72.9	90.9	79.8	73.7	73.6	92.5	73.4	73.4
2023-03-16	16:22:31	72.2	89.2	78.9	73.2	73.1	92.2	72.9	72.9
2023-03-16	16:22:32	72.3	89.7	79.4	72.5	72.6	92.0	72.4	72.4
2023-03-16	16:22:33	72.5	91.1	79.4	72.6	72.9	93.7	72.5	72.5
2023-03-16	16:22:34	72.7	92.5	80.3	72.7	73.2	95.3	72.5	72.5
2023-03-16	16:22:35	73.0	90.7	78.9	72.9	73.5	93.2	72.8	72.8
2023-03-16	16:22:36	73.3	91.3	79.5	73.2	73.9	92.9	73.0	73.0
2023-03-16	16:22:37	73.4	91.0	79.3	73.3	73.9	92.8	73.2	73.2
2023-03-16	16:22:38	74.3	91.5	79.6	74.0	74.9	91.6	73.7	73.7
2023-03-16	16:22:39	74.2	93.8	80.2	74.1	74.5	93.3	74.0	74.0
2023-03-16	16:22:40	73.8	92.6	80.9	74.3	74.7	93.5	74.1	74.1
2023-03-16	16:22:41	72.8	91.5	80.0	73.8	73.3	91.8	73.5	73.5
2023-03-16	16:22:42	72.6	92.2	79.8	73.3	73.3	93.6	73.0	73.0
2023-03-16	16:22:43	72.0	91.1	80.0	72.8	72.5	93.3	72.5	72.5
2023-03-16	16:22:44	71.9	90.7	80.2	72.3	72.3	92.2	72.1	72.1
2023-03-16	16:22:45	71.8	93.2	80.1	72.1	72.5	95.3	72.0	72.0
2023-03-16	16:22:46	72.4	91.5	80.0	72.3	73.1	91.9	72.0	72.0
2023-03-16	16:22:47	72.8	91.6	79.1	72.6	73.1	94.3	72.4	72.4
2023-03-16	16:22:48	73.4	91.1	79.7	73.1	73.7	92.4	72.9	72.9
2023-03-16	16:22:49	73.5	92.6	80.8	73.4	74.2	96.0	73.2	73.2
2023-03-16	16:22:50	73.6	91.2	78.9	73.6	74.3	93.7	73.5	73.5

2023-03-16 16:22:51	74.8	91.8	80.8	74.4	75.5	93.8	73.9	73.9
2023-03-16 16:22:52	74.9	92.7	81.3	74.8	75.7	95.6	74.7	74.7
2023-03-16 16:22:53	74.7	91.6	80.5	74.8	75.3	93.3	74.7	74.7
2023-03-16 16:22:54	74.3	92.7	81.2	74.7	74.8	95.2	74.6	74.6
2023-03-16 16:22:55	74.6	92.0	80.4	74.7	75.2	94.7	74.5	74.5
2023-03-16 16:22:56	74.5	91.3	80.6	74.6	74.9	93.1	74.5	74.5
2023-03-16 16:22:57	74.3	92.1	80.7	74.5	74.7	93.1	74.4	74.4
2023-03-16 16:22:58	74.0	93.6	81.7	74.3	74.9	93.8	74.1	74.1
2023-03-16 16:22:59	73.5	93.5	81.4	74.2	74.6	93.8	74.0	74.0
2023-03-16 16:23:00	73.6	91.7	80.5	73.7	74.0	93.8	73.7	73.7
2023-03-16 16:23:01	73.5	91.9	81.3	73.8	74.2	93.5	73.7	73.7
2023-03-16 16:23:02	73.1	92.1	81.2	73.6	73.9	93.2	73.4	73.4
2023-03-16 16:23:03	72.9	91.9	80.9	73.2	73.4	94.3	73.1	73.1
2023-03-16 16:23:04	72.3	91.2	79.9	73.0	72.8	92.0	72.7	72.7
2023-03-16 16:23:05	72.1	90.6	78.8	72.5	72.8	91.3	72.4	72.4
2023-03-16 16:23:06	72.1	90.6	78.9	72.2	72.6	91.8	72.1	72.1
2023-03-16 16:23:07	72.3	89.7	77.5	72.3	72.7	91.4	72.2	72.2
2023-03-16 16:23:08	72.7	91.0	78.3	72.6	73.2	92.8	72.4	72.4
2023-03-16 16:23:09	73.1	89.8	78.9	73.0	74.1	92.5	72.7	72.7
2023-03-16 16:23:10	74.5	91.3	80.8	74.1	74.8	95.1	73.6	73.7
2023-03-16 16:23:11	74.5	92.4	80.8	74.4	75.0	93.9	74.2	74.2
2023-03-16 16:23:12	74.4	92.0	79.7	74.5	75.1	93.2	74.4	74.4
2023-03-16 16:23:13	74.8	92.1	80.0	74.8	76.0	94.3	74.5	74.5
2023-03-16 16:23:14	74.7	93.8	80.6	74.8	75.9	95.2	74.6	74.6
2023-03-16 16:23:15	75.0	99.1	85.6	75.0	75.5	102.1	74.9	74.9
2023-03-16 16:23:16	74.8	91.9	81.4	75.0	75.7	95.4	74.8	74.8
2023-03-16 16:23:17	76.0	93.3	82.7	75.7	76.6	97.3	75.4	75.4
2023-03-16 16:23:18	75.5	94.3	82.0	75.6	76.1	95.5	75.5	75.5
2023-03-16 16:23:19	75.6	92.5	81.3	75.7	76.8	94.4	75.4	75.4
2023-03-16 16:23:20	77.0	96.3	83.5	76.6	77.6	97.4	76.2	76.2
2023-03-16 16:23:21	78.7	97.6	85.3	78.2	80.3	100.5	77.3	77.3
2023-03-16 16:23:22	77.8	100.8	87.7	78.5	79.9	100.7	78.2	78.2
2023-03-16 16:23:23	75.1	96.8	83.8	77.8	76.5	98.9	77.0	77.0
2023-03-16 16:23:24	74.7	94.7	83.8	76.2	75.7	96.7	75.8	75.8
2023-03-16 16:23:25	72.5	92.4	82.3	75.2	73.7	97.3	74.5	74.5

2023-03-16	16:23:26	72.4	93.1	82.6	73.7	72.8	96.1	73.2	73.2
2023-03-16	16:23:27	72.5	92.9	83.3	73.0	73.0	96.9	72.8	72.8
2023-03-16	16:23:28	73.7	93.7	82.6	73.3	74.4	97.6	73.1	73.1
2023-03-16	16:23:29	74.1	92.3	81.6	73.9	74.7	95.4	73.6	73.6
2023-03-16	16:23:30	74.3	95.5	83.4	74.1	74.8	97.1	74.0	74.0
2023-03-16	16:23:31	75.1	92.9	82.7	74.8	75.9	97.6	74.4	74.4
2023-03-16	16:23:32	74.7	95.4	84.4	75.0	76.0	98.3	74.8	74.8
2023-03-16	16:23:33	74.9	93.9	82.4	74.9	76.2	96.7	74.7	74.7
2023-03-16	16:23:34	75.9	95.3	83.7	75.6	76.4	97.9	75.3	75.3
2023-03-16	16:23:35	74.5	94.1	82.6	75.6	76.2	94.7	75.3	75.3
2023-03-16	16:23:36	74.7	93.7	82.3	74.9	75.7	95.9	74.8	74.8
2023-03-16	16:23:37	74.5	93.9	82.1	74.8	75.1	94.3	74.6	74.6
2023-03-16	16:23:38	75.5	93.1	82.1	75.3	76.2	94.7	75.0	75.0
2023-03-16	16:23:39	76.1	93.2	82.3	75.9	76.6	95.4	75.6	75.6
2023-03-16	16:23:40	74.4	92.5	81.4	75.9	76.1	94.3	75.5	75.5
2023-03-16	16:23:41	72.1	94.8	82.6	74.8	72.8	96.9	74.0	74.0
2023-03-16	16:23:42	72.5	92.5	81.2	73.3	73.2	96.7	73.0	73.0
2023-03-16	16:23:43	73.3	93.5	82.9	73.2	73.8	96.5	73.0	73.0
2023-03-16	16:23:44	74.0	94.1	82.6	73.8	74.4	97.9	73.5	73.5
2023-03-16	16:23:45	74.0	93.2	82.0	74.1	74.6	95.6	73.9	73.9
2023-03-16	16:23:46	73.3	92.2	81.4	73.9	73.7	95.5	73.7	73.7
2023-03-16	16:23:47	74.1	92.7	80.8	74.0	75.0	94.3	73.7	73.7
2023-03-16	16:23:48	74.2	91.6	80.3	74.1	74.8	95.3	74.0	74.0
2023-03-16	16:23:49	75.0	91.2	80.6	74.8	75.8	93.2	74.6	74.6
2023-03-16	16:23:50	73.1	92.5	80.2	74.6	74.0	93.3	74.1	74.1
2023-03-16	16:23:51	73.9	92.0	80.3	73.9	74.4	92.9	73.8	73.8
2023-03-16	16:23:52	74.4	91.9	80.6	74.3	75.1	93.5	74.0	74.0
2023-03-16	16:23:53	73.6	91.5	80.1	74.2	74.2	93.2	74.0	74.0
2023-03-16	16:23:54	73.2	90.9	81.1	73.9	73.6	94.3	73.6	73.6
2023-03-16	16:23:55	72.8	93.5	81.8	73.5	73.3	94.8	73.2	73.2
2023-03-16	16:23:56	72.7	92.4	81.6	73.1	73.3	94.8	73.0	73.0
2023-03-16	16:23:57	71.9	91.6	81.3	72.8	72.4	96.8	72.4	72.4
2023-03-16	16:23:58	72.3	91.9	81.3	72.4	73.0	94.8	72.3	72.3
2023-03-16	16:23:59	71.8	92.1	80.5	72.2	72.6	93.4	72.0	72.0
2023-03-16	16:24:00	71.2	89.2	78.7	72.0	71.7	92.5	71.7	71.7

2023-03-16 16:24:01	71.1	90.4	78.7	71.5	71.6	92.2	71.4	71.4
2023-03-16 16:24:02	71.7	92.7	81.0	71.6	72.3	94.8	71.3	71.3
2023-03-16 16:24:03	72.2	92.8	82.6	72.0	72.6	94.2	71.8	71.8
2023-03-16 16:24:04	73.0	95.0	84.1	72.7	73.4	97.4	72.4	72.4
2023-03-16 16:24:05	74.7	96.1	84.1	74.2	75.6	96.9	73.3	73.4
2023-03-16 16:24:06	75.8	96.4	85.3	75.3	76.3	100.0	74.8	74.8
2023-03-16 16:24:07	76.0	95.9	85.3	75.8	76.8	98.6	75.7	75.7
2023-03-16 16:24:08	75.5	96.1	85.2	75.9	76.4	97.7	75.7	75.7
2023-03-16 16:24:09	74.3	95.6	84.2	75.5	75.0	99.8	75.1	75.1
2023-03-16 16:24:10	74.4	95.7	83.6	74.7	74.7	97.5	74.6	74.6
2023-03-16 16:24:11	74.7	94.3	83.1	74.7	75.0	97.4	74.6	74.6
2023-03-16 16:24:12	74.7	95.5	85.0	74.7	75.1	97.4	74.7	74.7
2023-03-16 16:24:13	75.7	97.2	86.4	75.4	76.2	98.9	75.1	75.1
2023-03-16 16:24:14	77.3	98.9	89.6	76.8	78.5	99.8	76.1	76.1
2023-03-16 16:24:15	76.6	98.5	88.1	76.8	77.2	100.1	76.6	76.6
2023-03-16 16:24:16	75.3	96.1	85.2	76.8	77.3	97.5	76.4	76.4
2023-03-16 16:24:17	73.8	95.1	83.9	75.8	74.5	96.8	75.1	75.1
2023-03-16 16:24:18	73.6	95.8	83.2	74.6	74.2	95.2	74.3	74.3
2023-03-16 16:24:19	73.4	93.2	82.4	74.0	74.0	95.1	73.8	73.8
2023-03-16 16:24:20	73.4	93.4	82.0	73.7	73.7	94.4	73.5	73.5
2023-03-16 16:24:21	73.5	92.5	82.3	73.5	74.1	96.2	73.5	73.5
2023-03-16 16:24:22	75.7	94.4	82.9	75.1	76.6	96.0	74.3	74.3
2023-03-16 16:24:23	75.4	95.2	82.5	75.3	76.3	95.5	75.3	75.3
2023-03-16 16:24:24	73.7	92.6	80.7	75.2	75.0	95.3	74.8	74.8
2023-03-16 16:24:25	72.4	90.1	79.8	74.2	72.8	94.8	73.6	73.6
2023-03-16 16:24:26	72.7	91.0	80.4	73.1	73.3	93.8	72.9	72.9
2023-03-16 16:24:27	72.2	91.6	79.9	73.0	73.2	94.1	72.7	72.7
2023-03-16 16:24:28	72.2	90.5	79.4	72.5	72.8	93.6	72.4	72.4
2023-03-16 16:24:29	71.9	89.9	79.8	72.3	72.3	94.0	72.1	72.1
2023-03-16 16:24:30	71.8	89.8	79.1	72.1	72.4	93.5	72.0	72.0
2023-03-16 16:24:31	70.8	89.1	78.0	71.8	71.5	93.2	71.5	71.5
2023-03-16 16:24:32	70.5	91.6	78.7	71.2	71.4	94.6	71.0	71.0
2023-03-16 16:24:33	70.7	89.6	78.7	70.8	71.0	94.0	70.7	70.7
2023-03-16 16:24:34	72.3	91.6	78.9	71.9	73.2	94.3	71.2	71.2
2023-03-16 16:24:35	73.1	90.6	79.3	72.8	74.3	93.3	72.2	72.2

2023-03-16	16:24:36	74.5	91.5	80.2	74.0	75.4	93.8	73.6	73.7
2023-03-16	16:24:37	74.1	93.1	80.9	74.1	75.0	95.5	73.8	73.8
2023-03-16	16:24:38	75.3	95.8	82.7	74.9	76.1	96.5	74.6	74.6
2023-03-16	16:24:39	76.0	93.4	81.8	75.8	77.2	96.3	75.2	75.2
2023-03-16	16:24:40	76.3	93.8	81.8	76.1	76.6	96.3	75.9	75.9
2023-03-16	16:24:41	75.3	93.8	82.9	76.1	77.0	98.3	75.7	75.7
2023-03-16	16:24:42	75.3	95.8	84.7	75.8	76.0	99.8	75.6	75.6
2023-03-16	16:24:43	74.1	95.1	82.4	75.4	74.9	97.1	74.9	74.9
2023-03-16	16:24:44	74.4	94.6	83.7	74.6	75.6	99.0	74.3	74.3
2023-03-16	16:24:45	75.1	98.6	84.9	75.0	76.2	103.0	74.8	74.8
2023-03-16	16:24:46	74.7	93.1	82.4	74.9	75.6	95.2	74.8	74.8
2023-03-16	16:24:47	74.9	93.4	81.9	75.0	75.7	98.0	74.9	74.9
2023-03-16	16:24:48	74.3	91.3	80.2	74.9	75.4	96.1	74.8	74.8
2023-03-16	16:24:49	73.2	91.7	80.0	74.4	74.3	94.2	74.1	74.1
2023-03-16	16:24:50	72.8	91.5	79.4	73.6	73.4	93.3	73.3	73.3
2023-03-16	16:24:51	72.6	90.9	79.2	73.1	73.1	94.9	72.9	72.9
2023-03-16	16:24:52	72.2	91.8	80.0	72.7	72.8	94.6	72.5	72.5
2023-03-16	16:24:53	71.8	89.8	78.5	72.5	72.6	92.6	72.3	72.3
2023-03-16	16:24:54	72.6	91.5	79.4	72.5	73.5	93.1	72.2	72.2
2023-03-16	16:24:55	72.6	93.1	80.8	72.6	73.2	96.5	72.6	72.6
2023-03-16	16:24:56	72.4	96.0	82.6	72.6	73.1	97.9	72.5	72.5
2023-03-16	16:24:57	72.7	93.5	82.4	72.7	73.4	97.5	72.5	72.5
2023-03-16	16:24:58	73.2	94.1	81.9	73.0	73.7	97.0	72.9	72.9
2023-03-16	16:24:59	73.1	92.4	80.3	73.1	73.7	94.2	72.9	72.9
2023-03-16	16:25:00	72.3	90.2	79.3	73.2	73.8	93.2	72.9	72.9
2023-03-16	16:25:01	72.0	91.8	79.5	72.5	72.6	94.3	72.3	72.3
2023-03-16	16:25:02	71.5	90.3	80.1	72.2	72.0	93.8	72.0	72.0
2023-03-16	16:25:03	71.7	91.8	79.4	71.8	72.2	93.5	71.7	71.7
2023-03-16	16:25:04	72.2	90.5	79.9	72.1	72.8	94.0	72.0	72.0
2023-03-16	16:25:05	72.6	91.6	81.1	72.5	73.2	95.4	72.3	72.3
2023-03-16	16:25:06	72.9	93.5	81.5	72.8	73.5	96.2	72.7	72.7
2023-03-16	16:25:07	73.3	92.8	81.0	73.2	74.1	97.5	72.9	72.9
2023-03-16	16:25:08	73.4	91.9	80.7	73.4	73.9	95.0	73.3	73.3
2023-03-16	16:25:09	73.1	91.9	81.3	73.3	73.5	95.2	73.2	73.2
2023-03-16	16:25:10	73.4	93.4	81.5	73.4	74.1	96.3	73.3	73.3

2023-03-16	16:25:11	74.5	94.9	82.5	74.2	75.7	97.8	73.6	73.6
2023-03-16	16:25:12	75.1	96.2	84.2	75.0	76.2	98.8	74.7	74.7
2023-03-16	16:25:13	73.9	93.6	82.5	74.6	74.4	96.2	74.4	74.4
2023-03-16	16:25:14	73.9	95.6	83.2	74.2	74.2	98.6	74.1	74.1
2023-03-16	16:25:15	73.8	93.1	81.1	74.1	74.3	95.0	74.0	74.0
2023-03-16	16:25:16	74.6	93.6	82.7	74.4	74.9	94.7	74.2	74.2
2023-03-16	16:25:17	74.8	93.4	82.1	74.6	75.3	95.7	74.5	74.5
2023-03-16	16:25:18	75.2	93.5	82.1	75.0	75.6	95.4	74.8	74.8
2023-03-16	16:25:19	75.3	94.4	85.3	75.2	75.9	96.3	75.1	75.1
2023-03-16	16:25:20	75.5	95.5	85.1	75.4	76.1	97.4	75.2	75.2
2023-03-16	16:25:21	75.3	96.8	87.0	75.5	75.9	97.8	75.4	75.4
2023-03-16	16:25:22	74.5	95.1	83.1	75.4	75.2	96.3	75.1	75.1
2023-03-16	16:25:23	74.0	96.1	85.2	74.8	75.2	97.2	74.4	74.4
2023-03-16	16:25:24	73.9	94.8	84.1	74.5	74.8	98.2	74.3	74.3
2023-03-16	16:25:25	73.2	94.4	83.9	73.9	74.0	97.3	73.6	73.6
2023-03-16	16:25:26	73.2	94.6	84.2	73.7	74.4	98.0	73.5	73.5
2023-03-16	16:25:27	74.5	98.0	85.8	74.3	75.8	98.2	73.6	73.6
2023-03-16	16:25:28	73.9	92.2	82.2	74.3	75.6	95.0	74.2	74.2
2023-03-16	16:25:29	73.1	92.0	81.0	74.1	74.0	95.0	73.8	73.8
2023-03-16	16:25:30	73.8	93.1	81.8	73.8	74.2	95.6	73.7	73.7
2023-03-16	16:25:31	73.7	93.3	80.7	73.8	74.3	95.4	73.7	73.7
2023-03-16	16:25:32	73.3	90.8	79.2	73.7	73.7	92.2	73.5	73.5
2023-03-16	16:25:33	73.5	93.1	80.7	73.6	74.2	96.0	73.5	73.5
2023-03-16	16:25:34	72.6	91.9	81.0	73.4	73.0	93.9	73.1	73.1
2023-03-16	16:25:35	73.9	95.4	85.6	73.6	74.4	97.2	73.3	73.3
2023-03-16	16:25:36	75.3	98.1	87.5	74.9	76.6	98.1	74.1	74.2
2023-03-16	16:25:37	78.5	101.2	91.3	77.8	80.3	100.8	76.4	76.5
2023-03-16	16:25:38	78.5	100.8	91.6	78.5	79.8	101.2	78.1	78.1
2023-03-16	16:25:39	74.1	96.3	85.4	78.0	76.0	97.7	76.9	76.9
2023-03-16	16:25:40	74.1	96.2	85.0	76.0	75.1	96.5	75.3	75.3
2023-03-16	16:25:41	74.1	95.9	85.4	75.0	75.2	98.5	74.7	74.7
2023-03-16	16:25:42	74.0	95.2	84.4	74.5	74.7	97.1	74.4	74.4
2023-03-16	16:25:43	73.0	92.7	81.4	74.1	74.1	96.5	73.8	73.8
2023-03-16	16:25:44	73.0	92.9	81.2	73.4	73.3	97.5	73.3	73.3
2023-03-16	16:25:45	73.2	93.9	81.8	73.3	73.8	95.6	73.1	73.1

2023-03-16	16:25:46	73.8	92.6	81.1	73.7	74.5	95.4	73.5	73.5
2023-03-16	16:25:47	73.4	92.3	79.9	73.6	74.3	94.0	73.5	73.5
2023-03-16	16:25:48	73.2	92.4	80.1	73.7	74.3	94.9	73.5	73.5
2023-03-16	16:25:49	72.3	90.0	77.5	73.2	73.0	89.8	72.9	72.9
2023-03-16	16:25:50	71.3	87.4	76.5	72.6	72.3	90.0	72.2	72.2
2023-03-16	16:25:51	71.0	89.4	76.8	71.8	71.6	89.5	71.5	71.5
2023-03-16	16:25:52	71.1	90.2	77.4	71.3	71.9	90.9	71.2	71.2
2023-03-16	16:25:53	71.3	89.0	77.2	71.3	71.8	89.9	71.2	71.2
2023-03-16	16:25:54	71.8	89.4	78.0	71.6	72.2	91.6	71.5	71.5
2023-03-16	16:25:55	71.8	90.6	78.0	71.7	72.3	92.3	71.6	71.6
2023-03-16	16:25:56	73.0	90.8	79.5	72.6	73.3	91.8	72.3	72.3
2023-03-16	16:25:57	73.6	89.7	79.2	73.3	74.1	91.6	73.0	73.0
2023-03-16	16:25:58	73.2	91.0	79.6	73.3	73.9	93.5	73.2	73.2
2023-03-16	16:25:59	73.2	90.6	79.3	73.3	73.7	92.6	73.3	73.3
2023-03-16	16:26:00	72.5	91.2	79.3	73.2	73.3	93.7	72.9	72.9
2023-03-16	16:26:01	73.6	90.3	79.7	73.4	74.4	94.7	73.0	73.0
2023-03-16	16:26:02	73.8	92.5	81.0	73.7	74.6	95.2	73.5	73.5
2023-03-16	16:26:03	75.7	93.2	81.5	75.2	77.4	95.6	74.3	74.3
2023-03-16	16:26:04	73.6	92.8	80.7	75.3	76.2	94.4	74.8	74.8
2023-03-16	16:26:05	72.6	99.9	86.3	74.1	73.4	103.1	73.6	73.6
2023-03-16	16:26:06	72.4	98.7	86.3	73.3	73.3	101.2	73.0	73.0
2023-03-16	16:26:07	72.9	97.1	83.1	72.9	73.4	99.7	72.8	72.8
2023-03-16	16:26:08	73.3	95.0	81.9	73.2	73.7	97.3	73.0	73.0
2023-03-16	16:26:09	73.3	90.7	79.6	73.5	74.4	94.1	73.3	73.3
2023-03-16	16:26:10	73.7	90.8	79.5	73.6	74.4	95.3	73.3	73.3
2023-03-16	16:26:11	73.4	91.1	79.4	73.7	74.4	92.5	73.6	73.6
2023-03-16	16:26:12	73.6	92.2	80.7	73.6	73.9	93.1	73.5	73.5
2023-03-16	16:26:13	73.5	92.3	81.2	73.6	73.9	93.6	73.5	73.5
2023-03-16	16:26:14	73.6	91.0	79.7	73.6	74.1	92.4	73.6	73.6
2023-03-16	16:26:15	73.3	92.4	80.7	73.7	74.3	95.4	73.5	73.5
2023-03-16	16:26:16	73.3	93.6	82.0	73.4	73.7	94.3	73.3	73.3
2023-03-16	16:26:17	73.5	92.9	82.0	73.5	74.2	94.1	73.4	73.4
2023-03-16	16:26:18	75.7	95.5	85.3	75.2	76.7	95.8	74.2	74.3
2023-03-16	16:26:19	77.6	95.4	84.4	76.9	78.1	95.9	76.2	76.2
2023-03-16	16:26:20	78.1	97.5	84.5	77.9	80.1	97.1	77.1	77.1

2023-03-16	16:26:21	84.4	103.1	87.1	82.9	85.6	101.7	81.5	81.5
2023-03-16	16:26:22	78.0	98.0	82.7	83.0	84.2	98.2	81.9	81.9
2023-03-16	16:26:23	73.2	93.6	83.0	80.1	73.9	93.6	78.6	78.6
2023-03-16	16:26:24	73.0	91.9	81.5	77.1	73.5	94.1	76.0	76.0
2023-03-16	16:26:25	72.9	90.9	80.6	75.0	73.5	92.3	74.3	74.3
2023-03-16	16:26:26	73.3	93.1	81.6	73.7	73.7	93.9	73.6	73.6
2023-03-16	16:26:27	72.7	94.6	81.8	73.4	73.1	94.0	73.2	73.2
2023-03-16	16:26:28	72.6	94.3	83.5	73.0	73.2	94.9	72.8	72.8
2023-03-16	16:26:29	72.6	92.6	81.4	72.8	73.1	94.5	72.7	72.7
2023-03-16	16:26:30	71.8	91.3	79.0	72.7	72.5	92.3	72.4	72.4
2023-03-16	16:26:31	71.4	88.7	78.0	72.2	72.2	90.3	71.9	71.9
2023-03-16	16:26:32	71.0	89.7	77.2	71.7	71.5	91.7	71.4	71.4
2023-03-16	16:26:33	70.8	88.3	77.3	71.3	71.6	90.4	71.2	71.2
2023-03-16	16:26:34	70.8	89.8	79.0	71.0	71.3	92.1	70.9	70.9
2023-03-16	16:26:35	71.3	90.6	77.8	71.2	71.8	91.2	71.0	71.0
2023-03-16	16:26:36	71.4	88.4	78.0	71.3	71.9	91.1	71.3	71.3
2023-03-16	16:26:37	71.5	90.2	78.7	71.5	72.2	92.0	71.3	71.3
2023-03-16	16:26:38	70.7	89.5	78.3	71.5	71.7	92.1	71.2	71.2
2023-03-16	16:26:39	71.9	92.7	81.9	71.6	72.5	95.5	71.4	71.4
2023-03-16	16:26:40	71.6	91.4	80.9	71.7	72.1	95.7	71.6	71.6
2023-03-16	16:26:41	72.2	92.2	80.0	72.1	72.9	94.6	71.9	71.9
2023-03-16	16:26:42	72.2	92.6	81.3	72.2	72.8	95.5	72.0	72.0
2023-03-16	16:26:43	73.0	94.4	81.0	72.7	73.5	95.9	72.4	72.4
2023-03-16	16:26:44	73.0	93.7	81.7	73.0	73.8	96.2	72.9	72.9
2023-03-16	16:26:45	73.9	95.2	82.3	73.6	74.4	96.6	73.2	73.2
2023-03-16	16:26:46	74.2	93.5	81.9	74.0	74.5	96.1	73.8	73.8
2023-03-16	16:26:47	74.1	96.6	84.9	74.2	74.9	99.7	74.1	74.1
2023-03-16	16:26:48	74.3	92.3	81.8	74.3	74.7	95.9	74.1	74.1
2023-03-16	16:26:49	75.0	94.2	82.1	74.7	75.5	97.5	74.6	74.6
2023-03-16	16:26:50	74.8	94.0	81.6	74.8	75.5	95.9	74.7	74.7
2023-03-16	16:26:51	74.3	92.1	81.4	74.8	75.1	96.4	74.7	74.7
2023-03-16	16:26:52	74.1	91.4	80.1	74.5	74.7	93.5	74.3	74.3
2023-03-16	16:26:53	74.2	91.8	81.1	74.4	74.7	94.9	74.3	74.3
2023-03-16	16:26:54	73.7	93.3	81.6	74.2	74.3	93.5	74.0	74.0
2023-03-16	16:26:55	74.1	91.9	81.1	74.1	74.6	93.7	74.0	74.0

2023-03-16 16:26:56	74.1	91.9	81.4	74.1	74.8	95.3	74.0	74.0
2023-03-16 16:26:57	74.0	91.6	80.8	74.2	74.6	93.3	74.1	74.1
2023-03-16 16:26:58	74.0	91.8	80.9	74.1	74.4	94.1	74.0	74.0
2023-03-16 16:26:59	73.4	93.0	80.5	74.1	74.7	93.7	73.9	73.9
2023-03-16 16:27:00	72.7	91.6	80.1	73.6	73.5	94.1	73.3	73.3
2023-03-16 16:27:01	73.1	93.2	81.0	73.2	74.1	94.6	73.0	73.0
2023-03-16 16:27:02	73.0	91.6	80.3	73.3	74.0	93.1	73.2	73.2
2023-03-16 16:27:03	73.3	91.0	80.0	73.3	74.0	92.6	73.0	73.0
2023-03-16 16:27:04	73.2	91.9	80.8	73.4	74.1	94.0	73.3	73.3
2023-03-16 16:27:05	73.4	90.4	80.2	73.5	74.2	93.4	73.3	73.3
2023-03-16 16:27:06	73.8	91.2	79.5	73.7	74.4	92.2	73.5	73.5
2023-03-16 16:27:07	73.4	90.1	78.7	73.7	73.9	91.9	73.6	73.6
2023-03-16 16:27:08	73.8	90.4	79.3	73.8	74.2	94.0	73.7	73.7
2023-03-16 16:27:09	74.2	93.0	79.1	74.3	76.7	93.3	73.9	73.9
2023-03-16 16:27:10	72.4	90.5	78.4	74.1	73.7	92.3	73.5	73.6
2023-03-16 16:27:11	72.6	91.3	80.3	73.0	73.5	93.9	72.8	72.8
2023-03-16 16:27:12	74.3	93.0	80.7	74.2	77.7	94.4	73.5	73.5
2023-03-16 16:27:13	73.5	93.1	80.8	73.8	74.2	96.1	73.6	73.6
2023-03-16 16:27:14	73.7	90.4	79.7	73.8	74.7	92.7	73.7	73.7
2023-03-16 16:27:15	74.3	90.8	80.1	74.4	76.5	93.4	73.9	73.9
2023-03-16 16:27:16	73.1	91.9	80.2	74.1	73.8	96.2	73.7	73.7
2023-03-16 16:27:17	72.5	89.1	78.9	73.5	73.3	93.7	73.2	73.2
2023-03-16 16:27:18	73.7	92.7	80.6	73.6	75.0	96.7	73.0	73.0
2023-03-16 16:27:19	73.9	92.0	79.8	73.9	74.9	95.1	73.8	73.8
2023-03-16 16:27:20	73.9	92.0	79.9	74.0	74.6	95.2	73.8	73.8
2023-03-16 16:27:21	73.3	90.5	79.6	73.9	73.9	93.5	73.6	73.6
2023-03-16 16:27:22	74.0	91.6	79.9	73.8	74.4	92.9	73.7	73.7
2023-03-16 16:27:23	73.1	92.6	81.1	73.8	73.9	94.9	73.5	73.5
2023-03-16 16:27:24	73.6	91.7	80.4	73.6	74.4	94.7	73.4	73.4
2023-03-16 16:27:25	74.0	90.9	79.7	73.9	74.7	93.9	73.8	73.8
2023-03-16 16:27:26	73.8	91.7	81.1	73.9	74.5	97.5	73.7	73.7
2023-03-16 16:27:27	73.3	90.9	80.1	73.9	74.3	96.0	73.7	73.7
2023-03-16 16:27:28	74.2	90.8	79.8	74.0	74.6	94.0	73.8	73.8
2023-03-16 16:27:29	74.9	92.7	80.3	74.7	75.7	95.0	74.4	74.4
2023-03-16 16:27:30	74.6	93.5	80.8	74.8	75.5	96.1	74.6	74.6

2023-03-16	16:27:31	74.0	92.5	80.4	74.5	74.4	96.1	74.3	74.3
2023-03-16	16:27:32	73.9	91.0	79.9	74.4	74.9	93.5	74.2	74.2
2023-03-16	16:27:33	74.1	94.6	82.5	74.1	74.4	98.0	74.0	74.0
2023-03-16	16:27:34	73.9	89.7	79.8	74.1	74.3	94.5	74.0	74.0
2023-03-16	16:27:35	74.0	90.5	79.5	74.1	74.6	92.8	74.0	74.0
2023-03-16	16:27:36	73.8	90.0	79.8	74.1	74.7	94.0	74.0	74.0
2023-03-16	16:27:37	74.3	92.0	80.7	74.2	74.8	93.1	73.9	73.9
2023-03-16	16:27:38	73.6	91.3	79.5	74.2	74.5	92.2	74.0	74.0
2023-03-16	16:27:39	79.2	101.4	86.0	78.5	83.7	103.1	75.7	75.9
2023-03-16	16:27:40	73.7	93.6	81.2	78.3	79.0	94.8	77.1	77.2
2023-03-16	16:27:41	73.1	92.2	79.7	75.9	73.6	91.5	75.1	75.1
2023-03-16	16:27:42	72.4	90.3	78.8	74.4	73.1	92.6	73.7	73.7
2023-03-16	16:27:43	72.3	91.1	79.3	73.3	72.8	94.2	72.9	72.9
2023-03-16	16:27:44	72.2	92.9	82.5	72.8	72.9	94.8	72.6	72.6
2023-03-16	16:27:45	71.7	93.1	81.9	72.3	72.2	93.7	72.2	72.2
2023-03-16	16:27:46	72.4	93.2	81.3	72.3	73.0	95.0	72.1	72.1
2023-03-16	16:27:47	73.2	92.5	82.4	73.0	74.0	94.9	72.7	72.7
2023-03-16	16:27:48	71.9	92.0	80.7	72.9	72.8	95.4	72.5	72.5
2023-03-16	16:27:49	72.8	93.7	83.2	72.7	73.4	96.9	72.5	72.5
2023-03-16	16:27:50	73.1	95.8	83.4	73.0	73.9	97.7	72.8	72.8
2023-03-16	16:27:51	73.0	95.8	84.7	73.1	74.1	100.0	73.0	73.0
2023-03-16	16:27:52	72.9	92.1	81.0	73.0	73.4	95.4	72.9	72.9
2023-03-16	16:27:53	73.3	92.7	81.7	73.2	73.9	97.2	73.1	73.1
2023-03-16	16:27:54	73.0	93.9	80.1	73.2	73.7	95.2	73.1	73.1
2023-03-16	16:27:55	72.1	91.0	78.8	73.0	72.7	92.9	72.7	72.7
2023-03-16	16:27:56	72.0	91.4	80.7	72.5	72.4	95.1	72.3	72.3
2023-03-16	16:27:57	72.0	90.5	79.8	72.2	72.5	93.9	72.1	72.1
2023-03-16	16:27:58	72.5	91.4	80.1	72.4	73.2	93.6	72.2	72.2
2023-03-16	16:27:59	72.9	90.9	79.6	72.7	73.4	94.5	72.5	72.5
2023-03-16	16:28:00	72.2	90.3	79.4	72.7	73.1	94.1	72.5	72.5
2023-03-16	16:28:01	72.5	90.9	79.4	72.5	72.9	92.9	72.5	72.5
2023-03-16	16:28:02	72.7	91.9	80.7	72.7	73.2	94.6	72.6	72.6
2023-03-16	16:28:03	73.1	92.3	81.0	73.0	73.4	98.3	72.8	72.8
2023-03-16	16:28:04	73.3	92.7	81.4	73.3	74.0	95.6	73.0	73.0
2023-03-16	16:28:05	72.7	91.0	80.2	73.3	73.7	93.9	73.1	73.1

	2023-03-16	16:28:06	72.5	91.8	81.6	73.0	73.2	96.0	72.8	72.8
	2023-03-16	16:28:07	72.7	92.1	80.9	72.8	73.3	94.4	72.7	72.7
	2023-03-16	16:28:08	72.8	90.6	79.7	72.9	73.3	92.5	72.8	72.8
	2023-03-16	16:28:09	72.8	90.9	80.0	72.8	73.3	92.9	72.7	72.7
	2023-03-16	16:28:10	73.0	91.6	79.7	72.9	73.4	92.6	72.9	72.9
	2023-03-16	16:28:11	73.8	91.4	80.6	73.5	74.4	92.3	73.3	73.3
	2023-03-16	16:28:12	73.7	93.8	82.9	73.7	74.3	94.2	73.5	73.5
	2023-03-16	16:28:13	74.9	94.8	83.8	74.7	76.4	96.0	73.9	73.9
	2023-03-16	16:28:14	77.4	95.7	82.4	76.7	78.3	95.2	75.9	75.9
	2023-03-16	16:28:15	77.4	93.4	81.5	77.2	78.9	96.1	76.8	76.8
	2023-03-16	16:28:16	75.2	94.5	82.0	77.2	77.3	93.9	76.7	76.7
	2023-03-16	16:28:17	74.4	93.0	81.3	75.9	75.1	94.5	75.4	75.4
	2023-03-16	16:28:18	74.1	91.5	80.7	75.0	74.8	92.5	74.7	74.7
	2023-03-16	16:28:19	73.7	90.4	79.1	74.5	74.4	91.7	74.2	74.2
	2023-03-16	16:28:20	72.9	90.1	77.9	73.9	73.6	90.3	73.6	73.6
	2023-03-16	16:28:21	72.1	90.3	77.9	73.2	72.6	92.6	72.9	72.9
	2023-03-16	16:28:22	72.2	89.8	77.7	72.6	72.9	91.9	72.5	72.5
	2023-03-16	16:28:23	72.0	89.5	77.9	72.3	72.6	91.6	72.2	72.2
	2023-03-16	16:28:24	72.0	89.1	78.0	72.2	72.5	91.1	72.1	72.1
	2023-03-16	16:28:25	72.0	89.3	78.1	72.1	72.6	91.6	72.1	72.1
	2023-03-16	16:28:26	71.9	89.1	78.6	72.1	72.7	90.5	71.9	71.9
	2023-03-16	16:28:27	71.7	90.9	79.3	72.0	72.8	92.9	71.9	71.9
	2023-03-16	16:28:28	72.3	89.6	79.0	72.2	73.0	91.5	71.9	71.9
	2023-03-16	16:28:29	72.4	90.0	78.5	72.3	73.0	92.1	72.3	72.3
	2023-03-16	16:28:30	72.4	90.8	79.7	72.5	72.9	94.0	72.4	72.4
	2023-03-16	16:28:31	72.1	91.2	79.2	72.3	72.8	93.8	72.1	72.1
Stop	2023-03-16	16:28:32								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	10: Palomino Dr / GentleSpringsLn / SFRs
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Hollywood Bowl	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	0.0%	0.0%		
Lavg	--- dB	--- dB		
TWA(8)	--- dB	--- dB		
Projected TWA(8)	--- dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	51.4 dB	51.4 dB		
Projected LEP'd/Lex,8h	68.3 dB	66.5 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-17 13:45:32	
Stop Time	2023-03-17 14:00:32	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LAeq	66.5 dB	
LAIeq	67.9 dB	
LCpeak	94.0 dB	2023-03-17 13:49:25
LASmax	73.3 dB	2023-03-17 13:52:12

LAF_{max}	75.7 dB	2023-03-17 13:52:12
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	66.5 dB		77.1 dB		81.0 dB	
$L\omega_{peak}$	92.4 dB	13:58:04	94.0 dB	13:49:25	99.3 dB	13:46:32
$L\omega S_{min}$	62.3 dB	13:51:10	72.8 dB	13:51:11	75.9 dB	13:51:11
$L\omega S_{max}$	73.3 dB	13:52:12	81.5 dB	13:53:53	86.2 dB	13:55:57
$L\omega F_{min}$	61.6 dB	13:51:09	71.4 dB	13:51:11	74.0 dB	13:51:11
$L\omega F_{max}$	75.7 dB	13:52:12	83.9 dB	13:49:25	89.7 dB	13:46:22
$L\omega I_{min}$	63.1 dB	13:51:10	75.6 dB	13:48:39	78.9 dB	13:51:12
$L\omega I_{max}$	76.9 dB	13:52:12	87.0 dB	13:49:25	92.9 dB	13:46:32

ω represents frequency weighting (A, C or Z)

SEL	96.0 dB
E (Pa^2s)	1.6 Pa^2s
E8 (Pa^2s)	51.6 Pa^2s
E40 (Pa^2s)	258.1 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.1 Pa^2h

LC_{eq} - LA_{eq}	10.6 dB

	Count	Duration
LAS > 75 dB	0	0
LAS > 86 dB	0	0
LCPk > 80 dB	1	899
LCPk > 81 dB	1	899
LCPk > 86 dB	10	868

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/17 13:45:32	Run	Remote	
2023/03/17 14:00:32	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	76.1	71.7	68.7	64.0	61.9	63.6	58.5	48.1	45.0	dB
OBA LZSmax	81.5	77.4	79.3	74.3	68.9	70.6	65.4	57.8	54.0	dB
OBA LZSmin	70.9	67.7	64.2	58.9	58.1	58.6	54.8	45.5	44.4	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-17 13:45:32	67.6	89.7	78.4	68.2	68.0	93.8	68.0	68.0
	2023-03-17 13:45:33	66.6	90.0	78.7	67.8	67.5	95.4	67.4	67.4
	2023-03-17 13:45:34	66.4	88.6	77.0	67.0	66.7	91.3	66.8	66.8
	2023-03-17 13:45:35	66.3	87.3	75.5	66.6	66.8	90.3	66.5	66.5
	2023-03-17 13:45:36	66.7	88.0	76.8	66.6	66.9	91.7	66.5	66.5
	2023-03-17 13:45:37	66.6	88.0	76.9	66.6	66.9	91.2	66.6	66.6
	2023-03-17 13:45:38	67.0	86.9	76.3	66.9	67.3	92.2	66.7	66.7
	2023-03-17 13:45:39	66.8	88.2	76.5	67.0	67.3	92.3	66.9	66.9
	2023-03-17 13:45:40	66.6	87.3	77.0	66.8	66.9	90.9	66.7	66.7
	2023-03-17 13:45:41	66.4	93.0	78.5	66.7	67.0	91.6	66.6	66.6
	2023-03-17 13:45:42	66.4	88.5	77.5	66.5	66.6	91.1	66.5	66.5
	2023-03-17 13:45:43	66.5	89.2	79.0	66.5	66.9	92.8	66.5	66.5
	2023-03-17 13:45:44	67.1	91.1	79.3	66.9	67.5	93.9	66.7	66.7
	2023-03-17 13:45:45	66.8	91.2	78.6	67.0	67.4	92.3	66.9	66.9
	2023-03-17 13:45:46	66.2	90.5	79.3	66.8	66.8	93.2	66.6	66.6
	2023-03-17 13:45:47	66.8	88.4	77.1	66.7	67.3	92.2	66.6	66.6
	2023-03-17 13:45:48	66.9	87.7	76.8	66.8	67.3	90.8	66.7	66.7
	2023-03-17 13:45:49	67.3	87.5	76.4	67.2	67.7	91.3	67.0	67.0
	2023-03-17 13:45:50	66.6	87.0	76.2	67.1	67.1	91.6	66.9	66.9
	2023-03-17 13:45:51	65.6	86.3	75.2	66.8	66.7	90.3	66.4	66.4
	2023-03-17 13:45:52	65.1	87.5	75.3	66.1	65.6	90.3	65.8	65.8
	2023-03-17 13:45:53	64.8	87.5	75.7	65.5	65.1	90.5	65.2	65.2
	2023-03-17 13:45:54	65.1	86.6	75.2	65.2	65.9	92.3	65.0	65.0
	2023-03-17 13:45:55	65.2	85.4	74.8	65.2	65.9	89.8	65.0	65.0
	2023-03-17 13:45:56	65.5	87.0	76.5	65.4	65.9	92.3	65.3	65.3
	2023-03-17 13:45:57	65.4	89.4	76.7	65.5	66.1	96.4	65.4	65.4
	2023-03-17 13:45:58	65.3	88.5	77.4	65.4	65.9	91.3	65.4	65.4
	2023-03-17 13:45:59	64.6	86.5	76.3	65.3	65.3	92.2	65.1	65.1
	2023-03-17 13:46:00	64.7	88.6	77.9	64.9	65.4	93.5	64.8	64.8
	2023-03-17 13:46:01	64.1	86.1	76.3	64.8	64.8	92.3	64.5	64.5
	2023-03-17 13:46:02	64.6	86.6	75.2	64.6	64.9	89.0	64.4	64.4
	2023-03-17 13:46:03	64.8	86.1	76.2	64.8	65.3	89.1	64.6	64.6
	2023-03-17 13:46:04	64.4	90.4	77.4	64.7	65.1	93.1	64.6	64.6
	2023-03-17 13:46:05	65.0	90.6	79.1	64.9	65.4	95.1	64.7	64.7

2023-03-17 13:46:06	65.3	91.1	79.3	65.2	65.7	92.9	65.0	65.0
2023-03-17 13:46:07	64.7	87.7	77.6	65.2	65.4	93.5	65.0	65.0
2023-03-17 13:46:08	65.5	87.8	77.2	65.4	66.5	93.0	65.0	65.0
2023-03-17 13:46:09	65.3	90.6	77.3	65.5	66.0	96.4	65.3	65.3
2023-03-17 13:46:10	65.2	88.6	77.8	65.5	65.9	92.0	65.4	65.4
2023-03-17 13:46:11	65.6	87.4	76.2	65.5	65.9	91.9	65.4	65.4
2023-03-17 13:46:12	66.2	91.1	77.7	66.0	66.5	92.7	65.7	65.7
2023-03-17 13:46:13	66.8	89.0	77.7	66.5	67.2	93.0	66.3	66.3
2023-03-17 13:46:14	67.1	90.5	79.3	66.9	67.6	95.4	66.7	66.7
2023-03-17 13:46:15	67.5	91.0	77.9	67.4	68.0	95.3	67.1	67.1
2023-03-17 13:46:16	67.5	89.5	77.7	67.6	68.2	94.8	67.5	67.5
2023-03-17 13:46:17	67.2	88.2	77.4	67.5	67.9	93.7	67.4	67.4
2023-03-17 13:46:18	67.0	88.9	78.0	67.2	67.4	93.4	67.1	67.1
2023-03-17 13:46:19	67.0	91.5	78.8	67.1	67.5	95.3	67.0	67.0
2023-03-17 13:46:20	68.1	89.4	77.4	67.9	69.4	93.1	67.3	67.3
2023-03-17 13:46:21	70.7	90.9	78.9	70.0	71.5	95.4	69.0	69.0
2023-03-17 13:46:22	69.0	93.2	79.3	70.1	71.3	96.3	69.8	69.8
2023-03-17 13:46:23	67.8	93.2	78.7	69.2	68.5	98.6	68.7	68.8
2023-03-17 13:46:24	67.6	87.7	77.0	68.4	68.7	92.4	68.3	68.3
2023-03-17 13:46:25	66.9	89.5	78.0	67.8	67.5	92.5	67.5	67.5
2023-03-17 13:46:26	67.9	90.4	78.7	67.7	68.1	98.8	67.5	67.5
2023-03-17 13:46:27	67.8	89.6	78.1	67.8	68.2	93.2	67.7	67.7
2023-03-17 13:46:28	67.1	90.3	79.1	67.7	68.1	94.8	67.4	67.4
2023-03-17 13:46:29	67.5	90.7	78.5	67.6	68.1	95.4	67.5	67.5
2023-03-17 13:46:30	68.0	89.8	78.8	67.9	68.7	95.4	67.6	67.6
2023-03-17 13:46:31	69.3	92.2	80.0	68.9	69.9	93.6	68.4	68.4
2023-03-17 13:46:32	68.3	92.5	79.8	69.1	70.1	99.3	68.7	68.7
2023-03-17 13:46:33	69.1	90.6	78.5	69.0	70.1	92.6	68.9	68.9
2023-03-17 13:46:34	66.7	90.8	79.1	68.7	67.9	93.4	68.1	68.2
2023-03-17 13:46:35	66.9	88.5	77.9	67.5	67.6	94.3	67.2	67.2
2023-03-17 13:46:36	68.8	88.4	77.3	68.4	69.6	91.5	67.7	67.7
2023-03-17 13:46:37	69.2	89.3	77.8	69.0	70.1	90.7	68.8	68.8
2023-03-17 13:46:38	70.1	90.2	78.7	69.6	70.6	92.1	69.4	69.4
2023-03-17 13:46:39	70.2	92.1	80.0	70.0	70.8	94.9	69.9	69.9
2023-03-17 13:46:40	68.7	89.7	78.2	69.9	70.0	92.7	69.5	69.5

2023-03-17 13:46:41	67.9	89.7	77.8	69.2	69.1	92.2	68.8	68.8
2023-03-17 13:46:42	67.1	88.4	77.0	68.4	67.7	92.8	67.9	67.9
2023-03-17 13:46:43	67.3	86.9	76.8	67.6	67.8	90.8	67.5	67.5
2023-03-17 13:46:44	66.9	88.3	76.5	67.6	68.1	90.5	67.3	67.3
2023-03-17 13:46:45	66.6	89.2	76.3	67.0	67.3	89.4	66.9	66.9
2023-03-17 13:46:46	65.9	88.0	75.9	66.8	66.3	91.0	66.4	66.4
2023-03-17 13:46:47	65.0	87.9	75.7	66.2	66.0	90.9	65.8	65.9
2023-03-17 13:46:48	64.8	86.7	75.4	65.4	65.4	90.6	65.2	65.2
2023-03-17 13:46:49	64.4	86.1	74.8	65.0	65.0	90.7	64.8	64.8
2023-03-17 13:46:50	65.2	86.8	76.0	65.1	65.8	91.1	64.8	64.8
2023-03-17 13:46:51	65.7	87.4	75.4	65.5	66.2	90.2	65.3	65.3
2023-03-17 13:46:52	66.6	86.6	76.0	66.3	67.2	90.2	65.9	65.9
2023-03-17 13:46:53	66.6	86.7	76.1	66.7	67.5	91.4	66.5	66.5
2023-03-17 13:46:54	65.5	86.1	75.6	66.4	66.2	90.0	66.1	66.1
2023-03-17 13:46:55	65.5	86.8	75.5	65.9	66.4	90.3	65.8	65.8
2023-03-17 13:46:56	65.3	86.2	75.7	65.6	65.9	91.9	65.5	65.5
2023-03-17 13:46:57	65.5	87.9	76.2	65.5	65.8	92.1	65.4	65.4
2023-03-17 13:46:58	66.4	86.9	76.0	66.1	66.8	91.0	65.8	65.8
2023-03-17 13:46:59	66.7	86.5	76.5	66.6	67.6	91.1	66.3	66.3
2023-03-17 13:47:00	67.1	88.1	76.9	66.9	67.5	93.2	66.8	66.8
2023-03-17 13:47:01	67.2	89.4	76.1	67.3	68.4	91.3	67.1	67.2
2023-03-17 13:47:02	66.1	86.3	75.0	67.0	66.8	89.5	66.7	66.7
2023-03-17 13:47:03	66.2	88.4	75.5	66.4	67.1	90.5	66.3	66.3
2023-03-17 13:47:04	66.1	86.2	75.1	66.5	67.1	90.2	66.3	66.3
2023-03-17 13:47:05	65.8	86.9	75.6	66.3	66.7	90.7	66.1	66.1
2023-03-17 13:47:06	65.9	86.4	75.3	65.9	66.4	89.2	65.9	65.9
2023-03-17 13:47:07	66.6	87.5	75.9	66.3	66.9	89.7	66.2	66.2
2023-03-17 13:47:08	66.0	87.3	76.2	66.3	67.0	90.3	66.1	66.1
2023-03-17 13:47:09	66.5	88.5	76.3	66.5	67.3	90.4	66.4	66.4
2023-03-17 13:47:10	66.7	86.2	75.5	66.6	67.3	91.4	66.4	66.4
2023-03-17 13:47:11	67.6	87.0	76.0	67.3	68.3	90.7	66.9	66.9
2023-03-17 13:47:12	68.0	92.4	78.3	67.8	68.6	96.8	67.5	67.5
2023-03-17 13:47:13	67.6	89.6	76.6	68.0	68.8	90.4	67.9	67.9
2023-03-17 13:47:14	67.2	87.2	75.7	67.6	67.5	90.1	67.4	67.4
2023-03-17 13:47:15	68.2	88.3	76.8	67.9	68.7	92.4	67.7	67.7

2023-03-17 13:47:16	66.3	89.6	78.6	67.9	67.9	92.7	67.3	67.3
2023-03-17 13:47:17	66.9	89.6	78.0	67.0	67.2	93.4	66.9	66.9
2023-03-17 13:47:18	66.9	88.1	77.1	67.0	67.3	92.0	66.9	66.9
2023-03-17 13:47:19	67.1	90.1	76.9	67.1	68.2	92.4	67.1	67.1
2023-03-17 13:47:20	67.5	88.9	76.3	67.3	67.7	91.6	67.2	67.2
2023-03-17 13:47:21	66.6	88.6	76.9	67.3	67.5	92.0	67.1	67.1
2023-03-17 13:47:22	66.3	88.8	76.8	66.9	66.9	89.9	66.6	66.6
2023-03-17 13:47:23	66.4	89.3	77.9	66.5	66.7	91.6	66.5	66.5
2023-03-17 13:47:24	67.3	89.1	77.1	67.0	67.7	92.9	66.8	66.8
2023-03-17 13:47:25	66.6	88.4	76.9	67.0	67.0	90.8	66.9	66.9
2023-03-17 13:47:26	66.5	88.1	76.9	66.8	67.3	92.8	66.7	66.7
2023-03-17 13:47:27	66.9	86.5	75.7	66.8	67.6	90.6	66.6	66.6
2023-03-17 13:47:28	66.2	85.7	75.3	66.8	67.3	89.2	66.6	66.6
2023-03-17 13:47:29	66.2	87.7	76.0	66.5	66.6	89.4	66.4	66.4
2023-03-17 13:47:30	66.1	87.8	76.4	66.2	66.6	90.7	66.2	66.2
2023-03-17 13:47:31	66.8	88.7	76.8	66.7	67.8	90.0	66.3	66.3
2023-03-17 13:47:32	67.2	88.4	76.7	67.2	67.9	91.4	67.0	67.0
2023-03-17 13:47:33	66.5	87.0	76.3	67.0	67.3	91.4	66.7	66.7
2023-03-17 13:47:34	66.8	89.3	77.2	67.0	67.6	91.2	66.8	66.8
2023-03-17 13:47:35	66.1	87.8	77.0	66.7	66.6	90.3	66.5	66.5
2023-03-17 13:47:36	66.7	88.4	78.0	66.6	67.6	92.1	66.4	66.5
2023-03-17 13:47:37	66.5	90.7	78.5	66.6	67.1	92.3	66.5	66.5
2023-03-17 13:47:38	67.1	88.8	79.5	66.9	67.6	91.7	66.8	66.8
2023-03-17 13:47:39	66.7	88.8	77.7	66.9	67.2	90.8	66.8	66.8
2023-03-17 13:47:40	66.2	88.7	76.8	66.7	66.6	90.5	66.5	66.5
2023-03-17 13:47:41	66.5	88.1	76.6	66.5	66.9	91.1	66.4	66.4
2023-03-17 13:47:42	66.4	87.6	77.1	66.6	67.1	91.4	66.5	66.5
2023-03-17 13:47:43	66.3	88.4	76.8	66.5	67.6	90.6	66.3	66.3
2023-03-17 13:47:44	67.7	87.5	77.2	67.4	68.5	89.9	67.0	67.1
2023-03-17 13:47:45	66.9	87.3	76.4	67.3	67.5	90.4	67.2	67.2
2023-03-17 13:47:46	67.1	87.0	76.7	67.3	68.0	91.6	67.2	67.2
2023-03-17 13:47:47	66.8	88.0	77.5	67.0	67.5	92.0	66.8	66.8
2023-03-17 13:47:48	67.5	88.9	77.4	67.4	67.9	92.6	67.1	67.1
2023-03-17 13:47:49	67.6	88.3	77.0	67.5	68.1	90.9	67.4	67.4
2023-03-17 13:47:50	68.3	88.8	78.4	68.0	68.7	92.1	67.8	67.8

2023-03-17 13:47:51	68.4	87.2	76.4	68.3	68.9	90.5	68.1	68.1
2023-03-17 13:47:52	67.5	90.8	78.3	68.3	68.6	92.3	68.1	68.1
2023-03-17 13:47:53	67.1	87.9	77.3	67.7	67.6	90.5	67.5	67.5
2023-03-17 13:47:54	65.8	85.5	75.5	67.3	67.1	91.2	66.9	66.9
2023-03-17 13:47:55	65.6	86.7	75.5	66.4	65.8	88.1	66.1	66.1
2023-03-17 13:47:56	65.4	87.2	75.3	66.0	66.3	88.9	65.7	65.7
2023-03-17 13:47:57	66.6	86.4	76.8	66.3	67.4	89.9	66.0	66.0
2023-03-17 13:47:58	67.1	86.9	76.1	66.8	67.7	90.6	66.6	66.6
2023-03-17 13:47:59	67.3	86.2	75.3	67.2	68.1	90.6	67.1	67.1
2023-03-17 13:48:00	66.4	87.3	75.6	67.0	66.8	90.5	66.8	66.8
2023-03-17 13:48:01	66.0	87.6	76.4	66.6	66.8	90.8	66.5	66.5
2023-03-17 13:48:02	65.8	86.1	75.4	66.2	66.5	91.4	66.1	66.1
2023-03-17 13:48:03	65.2	86.4	76.2	65.9	65.9	89.7	65.7	65.7
2023-03-17 13:48:04	65.0	87.4	76.5	65.5	65.4	89.2	65.3	65.3
2023-03-17 13:48:05	65.8	86.9	75.5	65.6	66.2	91.4	65.3	65.3
2023-03-17 13:48:06	65.7	88.3	76.4	65.7	66.1	92.3	65.6	65.6
2023-03-17 13:48:07	67.7	87.8	75.3	67.2	68.9	89.0	66.4	66.4
2023-03-17 13:48:08	68.0	87.4	76.3	67.8	68.7	90.5	67.4	67.4
2023-03-17 13:48:09	68.2	87.0	76.1	68.1	69.1	90.3	68.0	68.0
2023-03-17 13:48:10	67.8	87.7	76.8	68.1	68.4	90.7	68.0	68.0
2023-03-17 13:48:11	66.0	87.8	76.3	67.9	67.4	90.1	67.3	67.3
2023-03-17 13:48:12	66.1	87.7	76.7	66.7	66.5	91.2	66.5	66.5
2023-03-17 13:48:13	66.6	87.6	76.6	66.6	67.3	90.2	66.4	66.4
2023-03-17 13:48:14	66.4	87.5	75.5	66.6	67.1	89.0	66.5	66.5
2023-03-17 13:48:15	66.4	86.3	75.5	66.5	66.8	91.0	66.4	66.4
2023-03-17 13:48:16	66.3	86.1	75.2	66.7	67.3	89.3	66.5	66.5
2023-03-17 13:48:17	66.2	86.4	75.6	66.5	66.9	90.6	66.3	66.3
2023-03-17 13:48:18	65.7	85.9	74.6	66.1	66.1	88.7	66.0	66.0
2023-03-17 13:48:19	66.2	87.7	76.4	66.2	67.0	92.1	66.0	66.0
2023-03-17 13:48:20	65.9	86.2	75.5	66.1	66.3	90.2	66.0	66.0
2023-03-17 13:48:21	66.0	89.9	75.9	66.1	66.7	90.1	66.0	66.0
2023-03-17 13:48:22	65.0	86.7	74.8	66.0	65.7	89.0	65.7	65.7
2023-03-17 13:48:23	66.0	88.6	75.8	65.8	66.4	92.6	65.6	65.6
2023-03-17 13:48:24	65.4	86.3	75.4	65.8	66.1	88.3	65.6	65.6
2023-03-17 13:48:25	66.4	86.0	75.9	66.1	66.7	91.1	65.9	65.9

2023-03-17 13:48:26	66.6	86.8	75.6	66.5	67.6	89.4	66.1	66.1
2023-03-17 13:48:27	67.0	87.5	75.6	66.9	67.5	90.2	66.7	66.7
2023-03-17 13:48:28	66.7	88.8	76.5	66.8	67.1	91.0	66.8	66.8
2023-03-17 13:48:29	67.3	87.9	77.5	67.2	67.8	91.3	67.0	67.0
2023-03-17 13:48:30	66.7	90.9	79.9	67.1	67.3	95.1	66.9	66.9
2023-03-17 13:48:31	66.3	86.7	75.9	66.9	66.9	89.7	66.7	66.7
2023-03-17 13:48:32	66.4	89.1	77.3	66.6	66.8	91.6	66.5	66.5
2023-03-17 13:48:33	66.0	85.8	74.8	66.5	66.5	88.9	66.3	66.3
2023-03-17 13:48:34	66.2	86.9	75.2	66.3	66.9	89.9	66.2	66.2
2023-03-17 13:48:35	66.0	85.6	74.6	66.4	66.9	88.1	66.2	66.2
2023-03-17 13:48:36	65.9	85.2	74.6	66.0	66.6	88.9	65.9	65.9
2023-03-17 13:48:37	64.7	84.4	73.9	66.0	65.8	88.1	65.6	65.6
2023-03-17 13:48:38	64.7	84.3	73.7	65.2	65.3	88.2	65.0	65.0
2023-03-17 13:48:39	64.4	84.7	74.1	65.0	65.0	87.6	64.7	64.7
2023-03-17 13:48:40	65.9	85.6	74.2	65.6	66.7	88.7	65.1	65.2
2023-03-17 13:48:41	66.2	86.1	74.5	66.0	66.8	87.9	65.7	65.7
2023-03-17 13:48:42	65.7	85.4	74.7	66.1	66.6	88.7	66.0	66.0
2023-03-17 13:48:43	65.7	87.7	76.5	65.8	66.3	91.9	65.7	65.7
2023-03-17 13:48:44	65.8	85.9	75.0	65.8	66.3	90.7	65.7	65.7
2023-03-17 13:48:45	65.5	85.8	75.0	65.8	66.2	88.3	65.7	65.7
2023-03-17 13:48:46	64.7	83.8	73.8	65.6	65.5	88.0	65.3	65.3
2023-03-17 13:48:47	64.7	86.4	74.6	65.1	65.2	92.4	65.0	65.0
2023-03-17 13:48:48	66.3	87.2	74.9	65.9	67.0	90.9	65.4	65.4
2023-03-17 13:48:49	66.5	87.8	76.9	66.3	66.8	93.9	66.1	66.1
2023-03-17 13:48:50	68.1	89.7	77.7	67.6	68.9	95.9	66.9	66.9
2023-03-17 13:48:51	68.2	87.2	76.4	68.0	68.8	90.9	67.9	67.9
2023-03-17 13:48:52	67.5	86.5	76.0	68.0	68.1	89.7	67.8	67.8
2023-03-17 13:48:53	66.4	87.3	76.3	67.6	67.3	90.4	67.2	67.2
2023-03-17 13:48:54	66.2	85.5	75.2	66.9	67.0	92.0	66.7	66.7
2023-03-17 13:48:55	66.3	87.0	75.6	66.4	66.7	91.7	66.4	66.4
2023-03-17 13:48:56	66.4	87.2	76.1	66.5	67.3	91.4	66.2	66.2
2023-03-17 13:48:57	67.5	86.3	75.3	67.2	68.0	88.8	66.9	66.9
2023-03-17 13:48:58	67.5	87.8	75.7	67.5	68.1	89.7	67.3	67.3
2023-03-17 13:48:59	68.1	89.8	77.0	68.0	68.7	94.7	67.8	67.8
2023-03-17 13:49:00	67.3	88.9	77.1	67.8	68.2	91.7	67.6	67.6

2023-03-17 13:49:01	67.3	91.1	78.1	67.5	67.8	94.5	67.4	67.4
2023-03-17 13:49:02	67.1	88.6	76.8	67.5	68.1	90.3	67.3	67.3
2023-03-17 13:49:03	66.7	88.0	76.4	67.2	67.2	90.0	67.0	67.0
2023-03-17 13:49:04	65.5	88.3	77.0	66.8	66.6	92.5	66.4	66.4
2023-03-17 13:49:05	66.2	90.3	78.5	66.2	66.6	95.3	66.1	66.1
2023-03-17 13:49:06	65.5	87.9	77.3	66.1	66.0	92.0	65.9	65.9
2023-03-17 13:49:07	65.1	87.3	76.6	65.7	65.5	90.8	65.5	65.5
2023-03-17 13:49:08	65.6	86.3	75.0	65.5	65.9	88.5	65.4	65.4
2023-03-17 13:49:09	66.2	85.6	74.9	66.0	66.8	89.8	65.7	65.7
2023-03-17 13:49:10	65.6	86.6	75.9	66.0	66.3	90.0	65.9	65.9
2023-03-17 13:49:11	65.8	87.4	75.7	65.8	66.5	91.1	65.7	65.7
2023-03-17 13:49:12	66.8	87.0	75.4	66.6	69.0	90.8	66.3	66.3
2023-03-17 13:49:13	65.6	86.3	75.9	66.4	66.5	92.3	66.1	66.1
2023-03-17 13:49:14	65.7	87.4	75.9	65.8	66.2	92.8	65.7	65.7
2023-03-17 13:49:15	66.6	86.6	75.2	66.4	67.0	90.2	66.1	66.1
2023-03-17 13:49:16	65.8	86.8	75.5	66.5	67.1	90.2	66.3	66.3
2023-03-17 13:49:17	66.5	88.5	77.3	66.4	67.2	90.7	66.0	66.0
2023-03-17 13:49:18	66.8	89.3	78.0	66.8	67.7	91.2	66.6	66.6
2023-03-17 13:49:19	65.9	87.8	76.4	66.5	66.2	88.5	66.3	66.3
2023-03-17 13:49:20	66.7	87.1	77.3	66.6	67.7	90.2	66.3	66.3
2023-03-17 13:49:21	68.4	88.4	77.8	67.8	69.2	92.7	67.4	67.4
2023-03-17 13:49:22	67.4	91.4	79.2	67.9	68.5	93.8	67.7	67.7
2023-03-17 13:49:23	67.5	90.7	79.5	67.5	68.0	94.0	67.4	67.4
2023-03-17 13:49:24	67.3	87.9	77.5	67.7	68.4	92.9	67.5	67.5
2023-03-17 13:49:25	67.4	94.0	80.3	67.5	68.2	98.0	67.2	67.2
2023-03-17 13:49:26	68.1	87.8	77.2	67.9	68.8	90.8	67.8	67.8
2023-03-17 13:49:27	67.0	89.4	79.5	67.8	67.6	93.1	67.5	67.5
2023-03-17 13:49:28	67.0	91.7	79.4	67.6	68.6	93.2	67.3	67.3
2023-03-17 13:49:29	66.2	87.9	76.6	67.0	66.6	89.7	66.7	66.7
2023-03-17 13:49:30	67.9	88.7	77.4	67.5	68.6	92.0	67.0	67.0
2023-03-17 13:49:31	67.3	88.2	76.6	67.7	68.4	91.0	67.5	67.5
2023-03-17 13:49:32	67.3	88.6	78.2	67.5	68.0	92.4	67.4	67.4
2023-03-17 13:49:33	66.7	87.0	76.4	67.2	67.4	90.0	67.0	67.0
2023-03-17 13:49:34	67.2	87.5	76.5	67.3	68.0	91.9	67.1	67.1
2023-03-17 13:49:35	67.4	86.9	76.1	67.3	67.9	90.5	67.1	67.1

2023-03-17 13:49:36	67.3	87.3	75.4	67.5	68.2	91.3	67.4	67.4
2023-03-17 13:49:37	67.5	87.2	76.8	67.5	68.5	93.9	67.3	67.3
2023-03-17 13:49:38	67.7	88.3	77.2	67.7	68.7	92.2	67.5	67.5
2023-03-17 13:49:39	67.7	89.2	78.7	68.0	69.0	93.3	67.9	67.9
2023-03-17 13:49:40	67.4	89.7	80.1	67.6	68.1	94.5	67.5	67.5
2023-03-17 13:49:41	66.8	89.7	79.1	67.6	68.1	93.5	67.3	67.3
2023-03-17 13:49:42	67.6	90.0	79.9	67.5	68.4	95.6	67.2	67.2
2023-03-17 13:49:43	67.7	90.8	79.2	67.7	68.6	93.4	67.6	67.6
2023-03-17 13:49:44	66.8	89.6	79.1	67.5	67.5	95.0	67.2	67.2
2023-03-17 13:49:45	67.2	91.9	80.0	67.3	67.9	97.0	67.2	67.2
2023-03-17 13:49:46	66.7	90.5	78.2	67.2	67.2	92.5	67.0	67.0
2023-03-17 13:49:47	67.6	90.2	79.4	67.4	68.0	93.0	67.1	67.1
2023-03-17 13:49:48	67.9	88.7	78.4	67.8	68.4	92.4	67.6	67.6
2023-03-17 13:49:49	68.5	89.1	78.4	68.3	69.2	92.4	68.1	68.2
2023-03-17 13:49:50	66.4	87.4	76.4	68.1	67.6	90.9	67.6	67.6
2023-03-17 13:49:51	66.0	88.8	77.2	67.0	66.5	92.8	66.7	66.7
2023-03-17 13:49:52	65.9	87.5	77.2	66.4	66.3	92.6	66.2	66.2
2023-03-17 13:49:53	66.7	88.1	77.3	66.5	67.2	92.2	66.3	66.3
2023-03-17 13:49:54	67.1	87.9	76.5	67.0	68.2	90.6	66.6	66.6
2023-03-17 13:49:55	69.0	91.4	79.2	68.4	69.8	95.8	67.8	67.8
2023-03-17 13:49:56	67.0	90.2	79.9	68.4	69.1	96.6	68.0	68.0
2023-03-17 13:49:57	66.7	90.4	78.1	67.5	67.0	93.1	67.3	67.3
2023-03-17 13:49:58	66.2	86.7	75.3	67.0	66.8	89.8	66.8	66.8
2023-03-17 13:49:59	67.5	86.7	76.6	67.2	68.1	90.4	66.8	66.8
2023-03-17 13:50:00	67.6	87.4	76.5	67.6	68.3	90.8	67.4	67.4
2023-03-17 13:50:01	66.5	87.6	75.5	67.4	67.4	89.2	67.2	67.2
2023-03-17 13:50:02	66.0	86.8	76.5	66.7	67.0	89.6	66.4	66.4
2023-03-17 13:50:03	66.6	88.6	75.9	66.5	67.1	94.3	66.5	66.5
2023-03-17 13:50:04	68.2	89.8	77.4	67.7	69.0	91.8	67.1	67.1
2023-03-17 13:50:05	68.1	90.1	77.4	68.0	68.6	90.6	67.9	67.9
2023-03-17 13:50:06	67.5	90.6	79.3	68.0	68.3	93.0	67.9	67.9
2023-03-17 13:50:07	66.3	88.5	78.0	67.6	67.6	90.8	67.2	67.2
2023-03-17 13:50:08	65.9	87.5	77.0	66.8	66.4	91.2	66.5	66.5
2023-03-17 13:50:09	66.2	87.0	76.2	66.4	66.8	90.8	66.3	66.3
2023-03-17 13:50:10	66.4	88.4	76.8	66.4	67.0	90.2	66.3	66.3

2023-03-17 13:50:11	66.7	89.1	77.0	66.6	67.3	90.1	66.4	66.4
2023-03-17 13:50:12	66.5	88.1	75.7	66.8	67.6	90.7	66.6	66.6
2023-03-17 13:50:13	66.4	85.2	75.2	66.6	67.0	90.6	66.5	66.5
2023-03-17 13:50:14	65.7	87.3	75.4	66.4	66.3	88.8	66.2	66.2
2023-03-17 13:50:15	65.5	85.4	74.9	65.9	65.9	88.5	65.7	65.7
2023-03-17 13:50:16	65.4	87.0	74.5	65.8	66.2	87.7	65.6	65.6
2023-03-17 13:50:17	66.1	85.7	74.6	66.0	67.2	88.2	65.6	65.6
2023-03-17 13:50:18	67.0	86.4	74.6	66.7	67.8	89.4	66.5	66.5
2023-03-17 13:50:19	66.5	85.9	75.2	66.6	67.0	89.0	66.6	66.6
2023-03-17 13:50:20	66.3	86.7	75.5	66.6	66.8	88.9	66.5	66.5
2023-03-17 13:50:21	66.1	86.3	75.2	66.3	66.4	89.5	66.2	66.2
2023-03-17 13:50:22	66.2	86.5	75.9	66.2	66.5	92.4	66.2	66.2
2023-03-17 13:50:23	66.5	85.4	74.0	66.4	67.0	88.3	66.3	66.3
2023-03-17 13:50:24	66.8	86.3	74.5	66.7	67.7	90.1	66.4	66.4
2023-03-17 13:50:25	67.0	86.9	75.2	67.0	67.7	89.1	66.9	66.9
2023-03-17 13:50:26	66.4	85.9	75.3	66.8	67.1	90.1	66.6	66.6
2023-03-17 13:50:27	66.1	86.5	75.8	66.7	66.9	88.4	66.5	66.5
2023-03-17 13:50:28	65.7	89.0	75.7	66.3	66.4	91.3	66.1	66.1
2023-03-17 13:50:29	66.2	88.0	75.3	66.2	66.6	88.9	66.0	66.0
2023-03-17 13:50:30	65.8	86.6	76.0	66.2	66.8	89.7	66.1	66.1
2023-03-17 13:50:31	66.0	87.3	76.0	66.0	66.5	88.8	65.8	65.8
2023-03-17 13:50:32	66.7	86.3	75.8	66.4	67.1	88.4	66.2	66.2
2023-03-17 13:50:33	65.1	86.3	74.9	66.4	66.7	88.9	66.1	66.1
2023-03-17 13:50:34	64.0	86.7	74.8	65.6	64.5	88.6	65.0	65.0
2023-03-17 13:50:35	64.8	87.0	75.9	64.8	65.2	89.6	64.7	64.7
2023-03-17 13:50:36	64.4	86.5	75.7	64.8	65.3	88.8	64.6	64.6
2023-03-17 13:50:37	65.0	87.3	76.1	64.9	65.3	88.3	64.8	64.8
2023-03-17 13:50:38	64.6	86.3	75.4	64.9	65.1	90.1	64.7	64.7
2023-03-17 13:50:39	63.6	85.5	74.5	64.7	64.9	90.2	64.4	64.4
2023-03-17 13:50:40	64.3	86.2	75.0	64.3	65.2	89.3	64.0	64.0
2023-03-17 13:50:41	63.4	87.0	76.0	64.3	65.0	89.1	64.0	64.0
2023-03-17 13:50:42	63.7	85.6	75.4	63.8	64.1	88.0	63.7	63.7
2023-03-17 13:50:43	63.4	84.3	73.7	63.7	64.0	86.8	63.6	63.6
2023-03-17 13:50:44	63.4	83.9	73.5	63.6	63.9	87.3	63.5	63.5
2023-03-17 13:50:45	63.2	83.8	73.6	63.5	63.7	89.8	63.3	63.3

2023-03-17 13:50:46	63.8	85.7	73.8	63.6	64.1	88.6	63.5	63.5
2023-03-17 13:50:47	64.0	84.9	73.7	63.9	64.6	87.6	63.6	63.6
2023-03-17 13:50:48	63.9	84.8	74.0	64.1	64.5	88.7	64.0	64.0
2023-03-17 13:50:49	63.9	84.9	73.7	63.9	64.3	88.5	63.9	63.9
2023-03-17 13:50:50	63.9	85.1	73.3	64.0	64.6	87.1	63.9	63.9
2023-03-17 13:50:51	64.3	84.7	74.8	64.2	65.6	89.3	63.9	63.9
2023-03-17 13:50:52	67.3	86.7	74.3	66.4	68.0	90.1	65.5	65.6
2023-03-17 13:50:53	67.0	86.6	74.6	67.1	68.9	88.2	66.4	66.4
2023-03-17 13:50:54	68.8	86.9	75.3	68.2	69.2	89.2	67.8	67.8
2023-03-17 13:50:55	65.6	85.0	74.0	68.2	68.6	87.9	67.5	67.5
2023-03-17 13:50:56	64.6	86.6	75.6	66.6	65.1	89.4	65.9	65.9
2023-03-17 13:50:57	64.4	84.8	75.1	65.5	65.2	87.7	65.2	65.2
2023-03-17 13:50:58	64.1	84.9	74.1	64.7	64.4	89.4	64.5	64.5
2023-03-17 13:50:59	63.5	85.5	75.0	64.3	64.1	88.4	64.1	64.1
2023-03-17 13:51:00	63.9	87.5	77.1	63.9	64.2	90.8	63.8	63.8
2023-03-17 13:51:01	65.1	91.7	80.8	64.7	65.8	95.7	64.3	64.3
2023-03-17 13:51:02	64.9	92.0	80.3	65.0	65.9	93.4	64.9	64.9
2023-03-17 13:51:03	64.2	86.6	74.5	64.7	65.2	90.3	64.6	64.6
2023-03-17 13:51:04	63.6	84.5	74.6	64.3	64.1	89.0	64.1	64.1
2023-03-17 13:51:05	63.2	85.7	74.7	63.9	63.7	88.5	63.6	63.6
2023-03-17 13:51:06	63.2	85.0	74.7	63.4	63.7	88.4	63.4	63.4
2023-03-17 13:51:07	62.5	84.7	74.0	63.4	63.7	88.7	63.1	63.1
2023-03-17 13:51:08	62.7	83.2	73.6	62.8	63.0	87.0	62.7	62.7
2023-03-17 13:51:09	62.3	84.2	73.3	62.7	62.8	86.3	62.6	62.6
2023-03-17 13:51:10	62.8	84.8	73.0	62.8	63.6	86.8	62.5	62.5
2023-03-17 13:51:11	63.3	84.8	73.2	63.2	64.1	86.9	63.1	63.1
2023-03-17 13:51:12	62.6	84.6	73.4	63.1	62.9	89.1	62.9	62.9
2023-03-17 13:51:13	62.8	85.1	73.4	62.9	63.3	87.1	62.8	62.8
2023-03-17 13:51:14	63.4	85.8	73.7	63.2	64.1	89.2	62.9	62.9
2023-03-17 13:51:15	65.3	86.2	74.0	64.8	66.4	88.2	63.9	63.9
2023-03-17 13:51:16	66.9	87.2	75.0	66.3	68.1	88.9	65.6	65.6
2023-03-17 13:51:17	63.6	84.5	74.0	66.3	66.9	88.5	65.6	65.6
2023-03-17 13:51:18	62.7	84.5	73.5	64.6	63.1	87.3	64.0	64.0
2023-03-17 13:51:19	63.0	85.4	73.9	63.5	63.4	87.0	63.3	63.3
2023-03-17 13:51:20	63.3	84.3	73.9	63.3	63.6	89.2	63.2	63.2

2023-03-17 13:51:21	63.4	87.5	76.0	63.4	63.9	90.5	63.3	63.3
2023-03-17 13:51:22	63.6	85.6	74.8	63.6	64.0	88.4	63.4	63.4
2023-03-17 13:51:23	64.0	86.9	75.7	64.0	65.6	90.2	63.8	63.8
2023-03-17 13:51:24	63.2	84.2	74.4	63.7	63.6	88.6	63.5	63.5
2023-03-17 13:51:25	63.1	85.9	73.6	63.4	64.0	88.3	63.3	63.3
2023-03-17 13:51:26	64.6	88.0	74.4	64.4	66.0	89.2	63.6	63.6
2023-03-17 13:51:27	65.9	86.3	74.2	65.4	66.7	89.0	65.1	65.1
2023-03-17 13:51:28	63.4	85.2	74.4	65.3	65.1	87.4	64.8	64.8
2023-03-17 13:51:29	63.1	86.8	75.9	64.1	63.5	90.7	63.8	63.8
2023-03-17 13:51:30	62.8	86.4	76.0	63.5	63.3	91.1	63.3	63.3
2023-03-17 13:51:31	63.5	87.4	78.4	63.4	63.9	91.8	63.2	63.2
2023-03-17 13:51:32	64.7	88.6	78.6	64.2	65.2	90.8	64.0	64.0
2023-03-17 13:51:33	64.3	87.7	77.4	64.3	64.7	89.4	64.2	64.2
2023-03-17 13:51:34	63.2	86.3	75.3	64.3	64.3	88.2	64.0	64.0
2023-03-17 13:51:35	62.7	84.5	73.5	63.6	63.3	88.0	63.3	63.3
2023-03-17 13:51:36	63.0	85.8	74.5	63.1	63.8	90.9	63.0	63.0
2023-03-17 13:51:37	63.7	86.0	74.4	63.5	64.2	89.2	63.4	63.4
2023-03-17 13:51:38	64.7	91.3	80.0	64.4	65.2	94.8	63.9	64.0
2023-03-17 13:51:39	65.0	86.4	76.6	64.8	65.7	92.8	64.6	64.6
2023-03-17 13:51:40	65.2	91.1	80.0	65.0	65.5	94.1	64.9	64.9
2023-03-17 13:51:41	65.0	90.2	79.5	65.2	65.5	95.4	65.1	65.1
2023-03-17 13:51:42	64.9	85.9	75.2	65.1	65.4	90.8	65.0	65.0
2023-03-17 13:51:43	63.3	86.9	75.0	64.8	64.4	90.4	64.4	64.4
2023-03-17 13:51:44	63.6	85.4	73.7	63.9	63.9	88.4	63.8	63.8
2023-03-17 13:51:45	62.9	83.6	73.5	63.6	63.3	88.6	63.4	63.4
2023-03-17 13:51:46	63.1	85.8	73.8	63.2	63.5	89.8	63.1	63.1
2023-03-17 13:51:47	63.6	84.4	73.8	63.5	64.0	88.3	63.3	63.3
2023-03-17 13:51:48	63.7	86.4	74.4	63.7	64.1	89.7	63.6	63.6
2023-03-17 13:51:49	63.7	88.6	77.4	63.7	64.1	94.0	63.6	63.6
2023-03-17 13:51:50	63.8	87.1	76.4	63.8	64.2	93.4	63.8	63.8
2023-03-17 13:51:51	65.8	85.9	75.1	65.3	67.0	89.7	64.4	64.4
2023-03-17 13:51:52	66.2	91.1	77.5	66.0	67.4	95.1	65.8	65.8
2023-03-17 13:51:53	64.9	90.0	79.7	65.8	65.4	95.4	65.5	65.5
2023-03-17 13:51:54	64.6	89.0	79.1	65.3	65.5	93.0	65.1	65.1
2023-03-17 13:51:55	64.4	85.9	75.4	64.7	64.9	89.6	64.6	64.6

2023-03-17 13:51:56	65.0	88.1	76.3	64.8	65.3	92.9	64.7	64.7
2023-03-17 13:51:57	65.1	90.1	76.5	65.1	65.7	93.2	65.0	65.0
2023-03-17 13:51:58	64.4	89.5	74.7	65.0	65.3	92.7	64.8	64.8
2023-03-17 13:51:59	64.3	93.2	76.5	64.6	64.7	93.3	64.5	64.5
2023-03-17 13:52:00	64.4	87.1	76.2	64.5	64.9	95.5	64.4	64.4
2023-03-17 13:52:01	63.8	86.2	76.4	64.4	64.2	92.2	64.2	64.2
2023-03-17 13:52:02	64.8	89.1	78.0	64.6	65.4	93.3	64.2	64.2
2023-03-17 13:52:03	64.7	87.5	76.4	64.7	65.4	92.7	64.7	64.7
2023-03-17 13:52:04	66.5	87.3	76.2	66.0	67.9	89.7	65.4	65.4
2023-03-17 13:52:05	65.7	90.7	77.8	66.1	67.1	93.3	65.9	65.9
2023-03-17 13:52:06	65.7	90.4	78.1	66.0	66.7	93.8	65.8	65.8
2023-03-17 13:52:07	65.7	90.3	78.2	65.8	66.6	93.4	65.7	65.7
2023-03-17 13:52:08	65.9	87.3	77.0	65.9	66.4	90.7	65.8	65.8
2023-03-17 13:52:09	65.4	86.6	75.7	65.8	66.0	90.5	65.6	65.6
2023-03-17 13:52:10	67.9	88.9	77.5	67.4	69.1	92.6	66.4	66.4
2023-03-17 13:52:11	74.0	91.9	79.2	72.9	75.5	92.8	70.5	70.6
2023-03-17 13:52:12	70.6	91.4	79.5	73.3	75.7	94.0	72.5	72.6
2023-03-17 13:52:13	65.5	87.2	76.3	71.0	66.1	91.9	69.7	69.7
2023-03-17 13:52:14	65.5	85.8	75.2	68.4	66.6	89.5	67.5	67.5
2023-03-17 13:52:15	66.6	87.8	77.2	66.9	67.0	93.4	66.7	66.7
2023-03-17 13:52:16	68.1	88.2	75.9	67.8	68.9	92.9	67.2	67.2
2023-03-17 13:52:17	68.6	87.0	76.2	68.4	69.3	90.3	68.2	68.2
2023-03-17 13:52:18	67.8	88.6	75.5	68.2	68.4	91.8	68.0	68.0
2023-03-17 13:52:19	67.3	86.7	76.5	68.1	68.4	91.4	67.9	67.9
2023-03-17 13:52:20	65.7	86.0	75.1	67.4	66.3	89.6	66.9	66.9
2023-03-17 13:52:21	65.9	86.0	75.2	66.5	66.8	89.4	66.3	66.3
2023-03-17 13:52:22	66.1	86.9	75.7	66.2	66.5	90.3	66.1	66.1
2023-03-17 13:52:23	66.6	86.8	76.1	66.5	67.1	91.3	66.3	66.3
2023-03-17 13:52:24	65.1	89.0	76.5	66.4	66.2	91.1	66.0	66.0
2023-03-17 13:52:25	66.0	87.0	75.9	65.9	66.6	90.1	65.7	65.7
2023-03-17 13:52:26	67.2	90.1	77.9	66.8	67.7	93.1	66.4	66.4
2023-03-17 13:52:27	66.8	88.2	77.0	66.9	67.5	91.2	66.8	66.8
2023-03-17 13:52:28	65.8	87.3	75.8	66.9	67.5	91.0	66.6	66.6
2023-03-17 13:52:29	65.0	88.3	76.6	66.1	65.7	91.8	65.8	65.8
2023-03-17 13:52:30	63.5	85.6	74.4	65.3	64.2	90.7	64.8	64.8

2023-03-17 13:52:31	63.8	86.5	74.7	64.3	64.2	88.7	64.1	64.1
2023-03-17 13:52:32	65.1	88.7	77.3	64.8	66.0	90.8	64.3	64.3
2023-03-17 13:52:33	65.5	88.7	77.7	65.5	66.6	90.9	65.2	65.2
2023-03-17 13:52:34	65.0	89.1	77.2	65.2	65.6	94.3	65.1	65.1
2023-03-17 13:52:35	65.5	89.8	78.9	65.4	66.2	93.9	65.1	65.1
2023-03-17 13:52:36	66.2	89.1	78.1	66.0	66.8	92.6	65.8	65.8
2023-03-17 13:52:37	64.2	88.4	76.4	65.9	65.9	91.0	65.4	65.4
2023-03-17 13:52:38	63.6	85.3	75.1	64.8	64.1	89.7	64.4	64.4
2023-03-17 13:52:39	63.7	87.0	76.5	64.1	64.1	90.0	64.0	64.0
2023-03-17 13:52:40	64.0	86.6	76.3	64.0	64.3	90.2	63.9	63.9
2023-03-17 13:52:41	62.9	86.3	74.0	64.0	63.9	90.0	63.6	63.6
2023-03-17 13:52:42	63.4	86.0	75.2	63.5	63.9	91.8	63.4	63.4
2023-03-17 13:52:43	63.4	87.0	76.2	63.4	63.7	92.7	63.3	63.3
2023-03-17 13:52:44	64.6	86.9	74.7	64.2	65.2	89.2	63.8	63.8
2023-03-17 13:52:45	64.5	86.6	75.5	64.5	65.4	89.2	64.3	64.3
2023-03-17 13:52:46	64.4	86.3	75.3	64.5	64.9	90.2	64.4	64.4
2023-03-17 13:52:47	64.7	85.0	74.5	64.6	65.1	89.0	64.5	64.5
2023-03-17 13:52:48	64.5	85.6	74.9	64.6	64.9	88.9	64.6	64.6
2023-03-17 13:52:49	65.0	86.2	75.6	64.9	65.7	89.3	64.7	64.7
2023-03-17 13:52:50	65.5	91.9	79.5	65.3	66.3	96.1	65.0	65.0
2023-03-17 13:52:51	65.3	90.7	78.6	65.3	65.8	93.0	65.2	65.2
2023-03-17 13:52:52	65.8	92.0	79.2	65.6	66.4	95.3	65.5	65.5
2023-03-17 13:52:53	65.6	89.5	77.3	65.7	66.2	94.2	65.6	65.6
2023-03-17 13:52:54	65.0	89.6	79.1	65.5	65.5	94.5	65.4	65.4
2023-03-17 13:52:55	65.8	88.6	78.9	65.7	67.6	93.2	65.2	65.2
2023-03-17 13:52:56	65.0	88.0	76.4	65.7	66.0	91.5	65.5	65.5
2023-03-17 13:52:57	65.6	86.8	76.2	65.6	66.5	92.0	65.3	65.3
2023-03-17 13:52:58	67.1	88.9	77.3	66.7	68.1	92.1	66.1	66.1
2023-03-17 13:52:59	67.6	87.6	76.2	67.3	68.6	89.8	67.1	67.1
2023-03-17 13:53:00	69.0	87.0	76.6	68.6	70.1	90.3	67.8	67.8
2023-03-17 13:53:01	69.2	89.2	76.4	69.0	70.2	91.2	68.8	68.8
2023-03-17 13:53:02	68.7	86.2	75.8	69.1	69.3	89.2	69.0	69.0
2023-03-17 13:53:03	68.2	88.6	77.6	68.8	68.7	91.2	68.5	68.5
2023-03-17 13:53:04	67.9	88.1	77.4	68.5	68.7	91.9	68.3	68.3
2023-03-17 13:53:05	68.6	89.6	78.8	68.5	69.4	92.0	68.2	68.2

2023-03-17 13:53:06	68.3	89.7	78.9	68.7	69.5	92.7	68.5	68.5
2023-03-17 13:53:07	67.2	88.7	77.5	68.3	67.9	91.6	67.9	67.9
2023-03-17 13:53:08	66.9	89.7	78.4	67.7	67.7	91.6	67.4	67.4
2023-03-17 13:53:09	67.1	88.7	76.9	67.3	68.0	92.8	67.2	67.2
2023-03-17 13:53:10	66.9	88.3	76.9	67.2	67.5	92.3	67.0	67.0
2023-03-17 13:53:11	68.3	87.1	76.3	68.0	69.5	90.8	67.4	67.4
2023-03-17 13:53:12	69.0	87.3	77.3	68.7	69.8	92.1	68.3	68.3
2023-03-17 13:53:13	70.2	90.8	78.0	69.7	70.9	93.6	69.4	69.4
2023-03-17 13:53:14	69.5	91.6	79.9	69.8	70.4	94.8	69.6	69.6
2023-03-17 13:53:15	67.6	91.8	78.9	69.5	69.1	95.2	68.9	68.9
2023-03-17 13:53:16	66.4	88.5	77.7	68.2	67.0	93.5	67.6	67.6
2023-03-17 13:53:17	66.9	87.3	76.8	67.2	67.7	92.5	67.1	67.1
2023-03-17 13:53:18	67.2	86.4	76.3	67.2	68.1	90.7	67.1	67.1
2023-03-17 13:53:19	66.8	87.7	76.6	67.2	67.8	90.6	67.1	67.1
2023-03-17 13:53:20	66.6	87.7	76.4	66.9	67.3	92.0	66.7	66.7
2023-03-17 13:53:21	67.0	88.5	76.3	67.1	68.2	90.8	66.7	66.7
2023-03-17 13:53:22	69.1	88.9	77.0	68.4	69.8	91.7	68.1	68.1
2023-03-17 13:53:23	68.5	88.9	78.2	68.5	68.9	93.6	68.4	68.4
2023-03-17 13:53:24	68.2	88.9	78.1	68.6	69.1	91.8	68.4	68.4
2023-03-17 13:53:25	68.2	88.9	78.1	68.4	68.8	93.4	68.3	68.3
2023-03-17 13:53:26	67.8	89.2	77.7	68.2	68.2	94.0	68.1	68.1
2023-03-17 13:53:27	67.5	89.0	77.1	68.0	68.1	93.1	67.9	67.9
2023-03-17 13:53:28	68.5	88.7	76.6	68.3	69.1	89.8	67.9	67.9
2023-03-17 13:53:29	68.2	88.6	77.6	68.4	69.0	91.8	68.3	68.3
2023-03-17 13:53:30	66.5	88.1	77.0	68.2	67.8	90.1	67.7	67.7
2023-03-17 13:53:31	66.4	87.9	75.8	67.1	66.7	89.7	66.9	66.9
2023-03-17 13:53:32	66.2	89.4	76.7	66.7	66.8	92.7	66.5	66.5
2023-03-17 13:53:33	66.6	86.2	75.6	66.6	67.2	90.7	66.5	66.5
2023-03-17 13:53:34	65.8	86.5	75.6	66.5	66.3	90.3	66.2	66.2
2023-03-17 13:53:35	66.8	87.6	77.3	66.6	67.4	91.9	66.4	66.4
2023-03-17 13:53:36	66.2	86.9	75.2	66.6	66.8	90.6	66.5	66.5
2023-03-17 13:53:37	65.8	87.8	75.1	66.3	66.7	89.7	66.2	66.2
2023-03-17 13:53:38	66.1	85.8	75.3	66.2	67.1	90.9	65.9	65.9
2023-03-17 13:53:39	66.8	86.7	75.5	66.7	67.5	90.2	66.5	66.5
2023-03-17 13:53:40	65.8	85.8	75.6	66.5	66.4	88.4	66.2	66.2

2023-03-17 13:53:41	65.3	87.9	75.1	66.1	66.0	89.7	65.9	65.9
2023-03-17 13:53:42	64.3	86.6	75.2	65.6	65.2	88.9	65.2	65.2
2023-03-17 13:53:43	63.8	86.4	75.5	64.8	64.3	90.0	64.4	64.4
2023-03-17 13:53:44	64.1	86.9	75.8	64.2	64.8	89.3	64.1	64.1
2023-03-17 13:53:45	63.8	87.7	75.6	64.2	64.2	89.1	64.0	64.0
2023-03-17 13:53:46	64.3	84.7	74.9	64.2	64.5	89.7	64.1	64.1
2023-03-17 13:53:47	65.5	88.1	75.5	65.1	66.0	88.2	64.7	64.7
2023-03-17 13:53:48	64.9	87.3	76.3	65.1	65.7	90.6	65.0	65.0
2023-03-17 13:53:49	66.0	87.5	76.9	65.7	66.7	91.1	65.4	65.4
2023-03-17 13:53:50	66.6	88.2	78.6	66.3	67.1	91.5	66.0	66.0
2023-03-17 13:53:51	67.0	87.9	78.8	66.8	67.5	90.9	66.5	66.5
2023-03-17 13:53:52	69.3	92.8	82.3	68.5	71.1	94.3	68.0	68.0
2023-03-17 13:53:53	68.1	90.9	80.8	68.6	69.1	92.6	68.4	68.4
2023-03-17 13:53:54	66.9	88.7	79.1	68.2	68.1	91.0	67.9	67.9
2023-03-17 13:53:55	67.8	89.9	79.7	67.8	69.3	91.2	67.3	67.3
2023-03-17 13:53:56	66.9	88.8	77.4	68.1	69.8	90.5	67.6	67.6
2023-03-17 13:53:57	64.7	85.6	74.3	67.2	66.4	89.5	66.5	66.5
2023-03-17 13:53:58	64.7	85.0	73.9	65.7	65.0	89.4	65.4	65.4
2023-03-17 13:53:59	64.8	85.5	74.0	65.1	65.2	88.1	65.0	65.0
2023-03-17 13:54:00	64.7	86.7	74.7	65.0	65.1	88.5	64.9	64.9
2023-03-17 13:54:01	64.4	86.5	75.7	64.8	65.8	90.4	64.6	64.6
2023-03-17 13:54:02	64.5	86.0	75.3	64.6	65.1	89.2	64.5	64.5
2023-03-17 13:54:03	64.2	87.9	75.6	64.6	64.9	88.6	64.4	64.4
2023-03-17 13:54:04	64.0	86.2	75.8	64.3	64.5	91.2	64.1	64.1
2023-03-17 13:54:05	64.1	86.1	75.3	64.1	64.7	92.1	64.0	64.0
2023-03-17 13:54:06	64.3	86.0	75.7	64.4	65.2	90.6	64.3	64.3
2023-03-17 13:54:07	64.3	86.3	74.9	64.3	65.1	90.0	64.2	64.2
2023-03-17 13:54:08	63.9	86.1	75.1	64.3	64.6	89.1	64.2	64.2
2023-03-17 13:54:09	63.3	88.3	74.6	64.0	63.7	89.4	63.7	63.7
2023-03-17 13:54:10	62.9	85.4	74.2	63.6	63.5	89.3	63.4	63.4
2023-03-17 13:54:11	63.3	85.5	74.5	63.3	63.9	88.8	63.2	63.2
2023-03-17 13:54:12	64.0	84.9	73.8	63.8	64.7	90.0	63.6	63.6
2023-03-17 13:54:13	63.9	84.8	73.7	64.0	64.5	88.0	63.9	63.9
2023-03-17 13:54:14	64.4	84.0	73.5	64.3	64.9	86.9	64.1	64.1
2023-03-17 13:54:15	64.7	86.5	75.2	64.6	65.0	91.4	64.4	64.4

2023-03-17 13:54:16	63.9	85.7	74.7	64.5	64.8	88.1	64.3	64.3
2023-03-17 13:54:17	64.8	88.4	75.2	64.7	65.4	88.7	64.4	64.4
2023-03-17 13:54:18	65.5	85.9	75.0	65.2	66.0	91.3	65.0	65.0
2023-03-17 13:54:19	65.4	86.6	75.2	65.4	66.0	89.7	65.3	65.3
2023-03-17 13:54:20	66.0	87.3	74.8	65.8	66.5	87.9	65.6	65.6
2023-03-17 13:54:21	65.9	84.9	74.9	65.9	66.3	88.4	65.8	65.8
2023-03-17 13:54:22	66.8	86.5	75.6	66.7	67.9	88.2	66.1	66.1
2023-03-17 13:54:23	67.2	88.3	76.3	67.0	68.1	91.8	66.9	66.9
2023-03-17 13:54:24	67.6	87.2	76.3	67.5	68.4	89.9	67.3	67.3
2023-03-17 13:54:25	68.1	87.6	77.2	67.9	68.6	91.5	67.7	67.7
2023-03-17 13:54:26	67.7	88.9	77.6	67.8	68.4	90.8	67.7	67.7
2023-03-17 13:54:27	69.1	87.6	77.8	68.7	70.1	92.2	68.4	68.4
2023-03-17 13:54:28	67.7	92.1	78.6	68.6	68.7	92.4	68.2	68.2
2023-03-17 13:54:29	67.2	92.1	79.9	68.2	69.0	94.8	67.9	67.9
2023-03-17 13:54:30	66.6	87.7	77.7	67.5	67.3	92.4	67.2	67.2
2023-03-17 13:54:31	66.7	87.8	77.5	66.9	67.1	91.7	66.8	66.8
2023-03-17 13:54:32	67.7	89.2	77.4	67.4	69.3	91.4	67.1	67.1
2023-03-17 13:54:33	67.8	90.7	79.0	67.7	68.4	92.7	67.6	67.6
2023-03-17 13:54:34	66.2	88.4	77.2	67.6	67.4	90.9	67.2	67.2
2023-03-17 13:54:35	65.3	87.9	77.3	66.7	65.8	91.3	66.2	66.2
2023-03-17 13:54:36	65.0	88.4	78.1	65.9	65.6	91.4	65.6	65.6
2023-03-17 13:54:37	65.3	88.5	78.1	65.4	66.0	91.6	65.2	65.2
2023-03-17 13:54:38	67.5	89.0	77.0	67.0	68.4	91.1	66.1	66.2
2023-03-17 13:54:39	68.7	90.1	78.3	68.1	69.5	93.5	67.8	67.8
2023-03-17 13:54:40	67.0	89.8	78.9	68.1	68.1	93.0	67.7	67.7
2023-03-17 13:54:41	66.8	88.1	77.4	67.5	67.9	89.8	67.2	67.2
2023-03-17 13:54:42	67.9	88.7	77.1	67.6	68.5	92.6	67.3	67.3
2023-03-17 13:54:43	68.2	89.9	76.2	68.1	69.1	90.5	68.0	68.0
2023-03-17 13:54:44	66.8	86.1	75.1	67.9	67.4	90.3	67.6	67.6
2023-03-17 13:54:45	67.4	89.1	78.3	67.4	67.7	91.3	67.3	67.3
2023-03-17 13:54:46	67.4	88.7	77.6	67.4	68.1	91.6	67.3	67.3
2023-03-17 13:54:47	67.3	87.7	76.2	67.6	68.0	90.0	67.5	67.5
2023-03-17 13:54:48	66.6	89.6	77.5	67.3	67.3	91.4	67.1	67.1
2023-03-17 13:54:49	67.7	89.1	77.1	67.5	68.4	91.1	67.1	67.1
2023-03-17 13:54:50	67.3	88.5	77.0	67.5	67.9	91.1	67.4	67.4

2023-03-17 13:54:51	67.9	89.3	76.7	67.8	68.5	90.5	67.6	67.6
2023-03-17 13:54:52	67.6	89.0	77.0	67.8	68.2	91.8	67.7	67.7
2023-03-17 13:54:53	66.9	90.1	78.4	67.6	67.5	91.7	67.4	67.4
2023-03-17 13:54:54	67.8	88.8	78.1	67.7	68.6	91.5	67.3	67.3
2023-03-17 13:54:55	67.0	89.1	79.1	67.7	68.2	93.1	67.5	67.5
2023-03-17 13:54:56	67.0	91.9	80.9	67.2	67.4	94.5	67.1	67.1
2023-03-17 13:54:57	66.7	89.3	78.2	67.2	67.4	91.6	67.0	67.0
2023-03-17 13:54:58	66.4	87.9	77.6	66.8	67.2	91.8	66.6	66.6
2023-03-17 13:54:59	67.4	87.3	77.2	67.2	68.0	91.3	67.0	67.0
2023-03-17 13:55:00	66.2	87.9	76.6	67.0	66.8	90.6	66.8	66.8
2023-03-17 13:55:01	65.9	88.3	77.8	66.5	66.6	91.8	66.3	66.3
2023-03-17 13:55:02	66.0	89.2	77.0	66.2	66.5	91.6	66.1	66.1
2023-03-17 13:55:03	66.4	87.0	76.3	66.3	66.8	90.7	66.2	66.2
2023-03-17 13:55:04	66.3	91.1	78.7	66.5	66.9	94.9	66.4	66.4
2023-03-17 13:55:05	65.5	87.7	76.4	66.3	66.2	90.2	66.0	66.0
2023-03-17 13:55:06	65.5	88.9	76.7	65.7	66.1	91.4	65.6	65.6
2023-03-17 13:55:07	65.4	85.7	75.4	65.7	66.4	89.8	65.4	65.5
2023-03-17 13:55:08	66.0	87.4	76.5	66.0	66.9	89.7	65.6	65.6
2023-03-17 13:55:09	66.9	88.4	77.1	66.5	67.6	90.9	66.3	66.3
2023-03-17 13:55:10	66.7	88.7	77.2	66.8	67.6	90.5	66.6	66.6
2023-03-17 13:55:11	66.9	88.6	77.2	66.8	67.3	90.8	66.7	66.7
2023-03-17 13:55:12	67.4	88.8	78.6	67.2	67.7	91.7	67.1	67.1
2023-03-17 13:55:13	67.0	87.7	76.8	67.3	68.0	91.2	67.2	67.2
2023-03-17 13:55:14	66.4	89.6	77.1	67.0	66.8	92.2	66.8	66.8
2023-03-17 13:55:15	67.1	90.2	77.7	67.0	67.5	92.2	66.9	66.9
2023-03-17 13:55:16	65.7	87.9	77.3	67.0	67.4	91.2	66.5	66.5
2023-03-17 13:55:17	65.7	91.0	79.9	66.2	66.2	95.2	66.0	66.0
2023-03-17 13:55:18	64.6	89.5	77.0	65.9	65.5	92.2	65.5	65.5
2023-03-17 13:55:19	64.9	89.8	77.9	65.1	65.2	92.6	65.0	65.0
2023-03-17 13:55:20	64.7	88.9	77.6	65.0	65.2	92.3	64.9	64.9
2023-03-17 13:55:21	64.7	89.5	77.9	64.8	65.3	92.8	64.7	64.7
2023-03-17 13:55:22	64.7	88.6	78.5	64.8	65.2	93.4	64.8	64.8
2023-03-17 13:55:23	64.6	88.6	77.5	64.7	65.1	91.9	64.6	64.6
2023-03-17 13:55:24	65.0	87.5	76.9	64.9	65.6	90.6	64.8	64.8
2023-03-17 13:55:25	64.9	86.4	75.7	65.0	65.5	88.2	64.9	64.9

2023-03-17 13:55:26	65.1	87.9	77.4	65.1	65.4	91.5	65.0	65.0
2023-03-17 13:55:27	65.2	88.7	77.3	65.2	65.7	90.0	65.0	65.0
2023-03-17 13:55:28	66.7	89.0	77.1	66.3	67.7	91.1	65.8	65.8
2023-03-17 13:55:29	65.6	91.4	76.8	66.5	68.0	91.2	66.1	66.1
2023-03-17 13:55:30	65.9	89.1	77.2	65.8	66.1	91.4	65.8	65.8
2023-03-17 13:55:31	64.8	91.0	79.0	65.8	65.8	93.0	65.5	65.5
2023-03-17 13:55:32	65.2	89.1	77.8	65.3	65.7	91.9	65.1	65.1
2023-03-17 13:55:33	66.6	89.5	78.5	66.2	67.2	94.8	65.8	65.8
2023-03-17 13:55:34	65.0	88.3	78.1	66.2	66.4	90.8	65.8	65.8
2023-03-17 13:55:35	65.8	88.8	78.2	65.7	66.4	92.4	65.5	65.5
2023-03-17 13:55:36	66.0	88.4	77.8	65.9	66.6	92.5	65.8	65.8
2023-03-17 13:55:37	66.2	87.9	77.5	66.4	67.9	92.7	66.2	66.2
2023-03-17 13:55:38	65.0	87.4	77.7	65.9	65.6	91.6	65.6	65.6
2023-03-17 13:55:39	65.2	88.0	77.8	65.4	65.8	92.8	65.3	65.3
2023-03-17 13:55:40	66.5	89.0	77.6	66.2	67.3	91.4	65.7	65.7
2023-03-17 13:55:41	66.4	89.3	78.4	66.4	67.0	92.5	66.3	66.3
2023-03-17 13:55:42	66.3	90.2	79.1	66.4	67.2	92.5	66.2	66.2
2023-03-17 13:55:43	66.9	89.2	77.8	66.8	67.5	91.8	66.6	66.6
2023-03-17 13:55:44	66.7	90.2	78.6	66.8	67.2	92.3	66.7	66.7
2023-03-17 13:55:45	67.7	87.6	76.6	67.5	68.5	90.7	67.2	67.2
2023-03-17 13:55:46	67.0	86.9	77.1	67.4	67.5	91.2	67.2	67.2
2023-03-17 13:55:47	68.3	87.8	76.6	67.9	68.6	91.5	67.7	67.7
2023-03-17 13:55:48	68.5	91.1	78.1	68.3	69.2	93.7	68.0	68.0
2023-03-17 13:55:49	66.6	88.4	77.5	68.4	69.3	91.9	67.9	67.9
2023-03-17 13:55:50	66.7	90.7	76.7	67.2	67.3	91.5	67.0	67.0
2023-03-17 13:55:51	66.5	89.0	78.5	67.0	67.8	93.4	66.7	66.7
2023-03-17 13:55:52	66.7	87.2	76.4	66.9	67.5	90.7	66.8	66.8
2023-03-17 13:55:53	66.6	87.2	76.6	66.7	66.9	91.9	66.7	66.7
2023-03-17 13:55:54	67.0	91.4	78.3	67.0	67.8	96.2	66.6	66.6
2023-03-17 13:55:55	66.7	88.8	77.9	67.1	67.7	95.0	66.9	66.9
2023-03-17 13:55:56	66.4	88.0	77.2	66.7	67.0	96.5	66.6	66.6
2023-03-17 13:55:57	67.1	91.5	78.3	67.1	68.2	96.3	66.9	66.9
2023-03-17 13:55:58	66.9	87.2	76.9	67.1	67.7	94.0	67.0	67.0
2023-03-17 13:55:59	66.5	87.9	75.8	66.8	67.1	90.5	66.7	66.7
2023-03-17 13:56:00	66.7	88.2	76.4	66.7	67.1	90.5	66.6	66.6

2023-03-17 13:56:01	67.4	87.4	76.9	67.3	68.1	90.9	66.9	66.9
2023-03-17 13:56:02	68.1	88.1	77.2	67.9	69.0	90.3	67.5	67.5
2023-03-17 13:56:03	69.2	90.0	76.9	68.9	70.0	91.2	68.3	68.3
2023-03-17 13:56:04	69.6	89.1	77.7	69.4	70.4	92.9	69.2	69.2
2023-03-17 13:56:05	69.2	88.2	77.0	69.4	69.9	91.0	69.3	69.3
2023-03-17 13:56:06	68.8	88.8	77.7	69.2	69.2	92.7	69.1	69.1
2023-03-17 13:56:07	68.6	87.3	75.8	69.1	69.4	90.8	68.9	68.9
2023-03-17 13:56:08	67.7	89.0	76.6	68.7	68.1	90.6	68.3	68.3
2023-03-17 13:56:09	67.8	88.5	77.5	68.3	68.9	91.5	68.1	68.1
2023-03-17 13:56:10	67.1	87.4	76.1	67.8	67.7	91.4	67.6	67.6
2023-03-17 13:56:11	66.7	88.8	76.5	67.4	67.3	91.3	67.1	67.1
2023-03-17 13:56:12	68.1	87.6	75.6	67.9	69.0	90.7	67.3	67.3
2023-03-17 13:56:13	68.1	88.7	77.0	68.4	69.7	93.2	68.2	68.2
2023-03-17 13:56:14	64.8	87.5	76.2	67.7	65.6	91.3	66.9	66.9
2023-03-17 13:56:15	65.7	87.6	76.4	66.3	66.7	91.0	66.1	66.1
2023-03-17 13:56:16	64.2	87.8	76.3	65.8	65.5	89.6	65.3	65.3
2023-03-17 13:56:17	64.8	88.8	77.2	64.9	65.4	91.1	64.9	64.9
2023-03-17 13:56:18	64.5	87.0	76.1	64.9	65.0	90.6	64.7	64.7
2023-03-17 13:56:19	64.8	87.2	76.3	64.8	65.4	91.8	64.7	64.7
2023-03-17 13:56:20	65.6	86.6	76.7	65.5	66.8	91.5	64.9	64.9
2023-03-17 13:56:21	67.4	88.9	77.1	66.8	67.8	90.2	66.2	66.2
2023-03-17 13:56:22	67.3	88.1	76.9	67.2	68.0	90.3	67.1	67.1
2023-03-17 13:56:23	67.2	88.9	76.8	67.2	67.6	91.2	67.1	67.1
2023-03-17 13:56:24	66.6	87.0	76.4	67.2	67.5	90.6	67.0	67.0
2023-03-17 13:56:25	66.1	87.2	77.0	66.8	66.7	91.5	66.5	66.5
2023-03-17 13:56:26	67.5	90.3	78.3	67.2	68.3	93.6	66.7	66.7
2023-03-17 13:56:27	67.0	88.0	77.3	67.3	68.2	91.8	67.2	67.2
2023-03-17 13:56:28	67.2	90.7	79.1	67.2	67.8	94.5	67.0	67.0
2023-03-17 13:56:29	67.4	91.7	79.1	67.4	68.0	94.6	67.2	67.2
2023-03-17 13:56:30	67.4	89.8	79.8	67.5	67.9	93.8	67.4	67.4
2023-03-17 13:56:31	67.4	89.0	79.2	67.4	68.0	93.0	67.4	67.4
2023-03-17 13:56:32	67.6	90.5	79.8	67.5	68.1	95.4	67.5	67.5
2023-03-17 13:56:33	66.7	90.2	77.8	67.5	67.4	93.2	67.2	67.2
2023-03-17 13:56:34	65.9	88.1	78.6	67.0	66.7	92.7	66.7	66.7
2023-03-17 13:56:35	65.4	92.6	81.0	66.3	65.9	95.3	66.0	66.0

2023-03-17 13:56:36	64.1	88.8	78.3	65.7	65.4	92.1	65.2	65.2
2023-03-17 13:56:37	64.0	90.0	78.3	64.8	64.5	93.7	64.5	64.5
2023-03-17 13:56:38	63.3	88.2	77.0	64.3	64.0	91.1	64.0	64.0
2023-03-17 13:56:39	63.8	87.8	76.7	63.8	64.2	90.4	63.7	63.7
2023-03-17 13:56:40	64.0	87.3	75.4	63.9	64.3	89.3	63.8	63.8
2023-03-17 13:56:41	65.2	86.5	75.9	64.7	65.7	92.3	64.5	64.5
2023-03-17 13:56:42	65.2	87.6	76.6	65.0	65.6	90.1	64.9	64.9
2023-03-17 13:56:43	65.5	87.5	76.2	65.4	66.3	90.3	65.1	65.1
2023-03-17 13:56:44	66.2	85.9	76.1	66.0	66.7	90.4	65.6	65.6
2023-03-17 13:56:45	67.0	86.4	76.3	66.7	67.7	90.3	66.3	66.3
2023-03-17 13:56:46	68.5	89.8	78.2	68.0	69.5	91.6	67.3	67.3
2023-03-17 13:56:47	68.9	90.5	79.5	68.6	69.4	94.7	68.4	68.4
2023-03-17 13:56:48	68.2	89.5	78.0	68.6	68.7	91.9	68.4	68.4
2023-03-17 13:56:49	67.0	88.7	77.0	68.3	68.2	90.7	67.9	67.9
2023-03-17 13:56:50	67.0	88.8	77.4	67.5	67.6	90.9	67.3	67.3
2023-03-17 13:56:51	65.7	87.1	76.0	67.2	67.1	90.4	66.8	66.8
2023-03-17 13:56:52	66.8	87.4	76.7	66.7	67.6	90.1	66.4	66.4
2023-03-17 13:56:53	67.7	88.1	76.4	67.5	68.8	89.8	67.0	67.0
2023-03-17 13:56:54	67.6	88.0	76.7	67.7	69.1	91.7	67.5	67.5
2023-03-17 13:56:55	66.9	89.2	76.5	67.5	67.8	92.0	67.3	67.3
2023-03-17 13:56:56	66.6	86.2	75.0	67.3	67.7	90.8	67.0	67.0
2023-03-17 13:56:57	66.9	85.4	75.3	66.9	67.4	89.2	66.7	66.7
2023-03-17 13:56:58	69.6	89.4	77.4	68.8	70.5	93.8	68.0	68.1
2023-03-17 13:56:59	69.5	87.8	77.0	69.4	70.2	90.8	69.2	69.2
2023-03-17 13:57:00	68.0	90.0	76.5	69.1	68.5	90.5	68.8	68.8
2023-03-17 13:57:01	67.9	86.4	76.1	68.4	68.3	89.7	68.2	68.2
2023-03-17 13:57:02	68.5	88.4	77.3	68.4	69.3	91.5	68.3	68.3
2023-03-17 13:57:03	68.3	87.0	76.6	68.3	68.9	90.6	68.3	68.3
2023-03-17 13:57:04	69.3	88.3	76.9	69.0	70.2	91.6	68.8	68.8
2023-03-17 13:57:05	68.5	88.1	76.9	68.9	69.4	90.3	68.7	68.7
2023-03-17 13:57:06	68.3	88.4	77.3	68.9	69.7	90.8	68.7	68.7
2023-03-17 13:57:07	67.9	87.7	76.2	68.4	68.4	90.4	68.2	68.2
2023-03-17 13:57:08	67.3	87.1	75.8	68.1	68.1	89.0	67.8	67.8
2023-03-17 13:57:09	66.8	86.2	75.9	67.6	67.8	89.8	67.4	67.4
2023-03-17 13:57:10	66.2	86.6	74.9	67.1	66.9	88.1	66.8	66.8

2023-03-17 13:57:11	65.2	85.3	75.0	66.5	66.0	88.8	66.1	66.1
2023-03-17 13:57:12	65.2	86.8	76.2	65.7	65.5	90.0	65.5	65.5
2023-03-17 13:57:13	65.9	86.8	75.9	65.7	66.4	90.9	65.6	65.6
2023-03-17 13:57:14	65.5	87.8	76.7	65.7	66.5	91.3	65.7	65.7
2023-03-17 13:57:15	65.6	86.6	77.0	65.6	66.0	91.2	65.5	65.5
2023-03-17 13:57:16	66.3	89.0	77.6	66.1	66.9	92.2	65.9	65.9
2023-03-17 13:57:17	66.5	89.2	76.3	66.4	67.8	89.2	66.2	66.2
2023-03-17 13:57:18	65.9	87.7	77.2	66.3	66.5	91.0	66.1	66.1
2023-03-17 13:57:19	65.8	89.1	77.6	66.0	66.8	91.0	65.9	65.9
2023-03-17 13:57:20	66.4	90.8	78.1	66.3	67.1	94.5	66.1	66.1
2023-03-17 13:57:21	67.6	88.6	76.7	67.2	68.3	90.8	66.7	66.7
2023-03-17 13:57:22	67.9	89.8	78.7	67.8	68.5	92.9	67.6	67.6
2023-03-17 13:57:23	66.9	88.3	78.0	67.6	67.3	90.8	67.3	67.3
2023-03-17 13:57:24	67.1	89.6	78.9	67.2	67.9	94.0	67.1	67.1
2023-03-17 13:57:25	66.0	88.6	77.6	67.2	67.4	92.2	66.8	66.8
2023-03-17 13:57:26	66.0	91.8	79.2	66.4	66.5	94.9	66.2	66.2
2023-03-17 13:57:27	65.4	90.3	78.8	66.2	66.7	94.0	66.0	66.0
2023-03-17 13:57:28	64.7	89.6	78.1	65.6	65.3	92.0	65.3	65.3
2023-03-17 13:57:29	64.3	87.6	77.0	65.1	64.9	92.6	64.8	64.8
2023-03-17 13:57:30	64.0	87.0	76.8	64.6	64.7	92.1	64.3	64.3
2023-03-17 13:57:31	64.2	87.8	75.6	64.3	64.7	90.3	64.2	64.2
2023-03-17 13:57:32	64.3	87.0	75.5	64.3	65.1	90.4	64.2	64.2
2023-03-17 13:57:33	64.0	87.0	75.6	64.4	64.7	89.7	64.2	64.2
2023-03-17 13:57:34	64.2	85.9	75.3	64.3	65.0	89.4	64.1	64.1
2023-03-17 13:57:35	65.3	87.2	76.1	65.0	65.8	89.6	64.7	64.7
2023-03-17 13:57:36	64.7	88.6	77.0	65.0	65.3	90.5	64.9	64.9
2023-03-17 13:57:37	65.4	90.8	79.6	65.2	65.9	93.5	65.0	65.0
2023-03-17 13:57:38	65.5	87.4	76.2	65.4	65.8	89.6	65.3	65.3
2023-03-17 13:57:39	66.3	87.7	78.3	66.1	67.1	92.2	65.7	65.7
2023-03-17 13:57:40	66.6	88.9	77.9	66.4	66.9	92.6	66.3	66.3
2023-03-17 13:57:41	66.9	89.4	78.7	66.8	67.5	92.1	66.5	66.6
2023-03-17 13:57:42	67.0	90.4	79.6	67.0	67.5	93.1	66.9	66.9
2023-03-17 13:57:43	66.1	89.7	78.8	66.9	66.7	92.5	66.6	66.6
2023-03-17 13:57:44	65.6	88.3	78.2	66.4	66.2	92.2	66.1	66.1
2023-03-17 13:57:45	66.4	88.9	78.0	66.3	66.8	91.8	66.0	66.0

2023-03-17 13:57:46	66.1	87.7	77.1	66.3	66.7	91.4	66.2	66.2
2023-03-17 13:57:47	66.3	90.0	77.7	66.3	67.0	91.4	66.1	66.1
2023-03-17 13:57:48	66.2	89.7	78.0	66.3	67.0	92.8	66.2	66.2
2023-03-17 13:57:49	67.0	88.7	77.4	66.8	68.3	91.5	66.7	66.7
2023-03-17 13:57:50	67.2	89.6	76.9	67.0	67.7	91.4	66.9	66.9
2023-03-17 13:57:51	66.6	90.0	77.7	66.9	66.9	92.2	66.8	66.8
2023-03-17 13:57:52	66.5	89.7	76.3	66.7	66.9	91.1	66.6	66.6
2023-03-17 13:57:53	67.1	88.5	78.1	67.0	67.8	92.9	66.7	66.7
2023-03-17 13:57:54	68.4	90.1	78.7	67.9	69.0	93.6	67.5	67.5
2023-03-17 13:57:55	67.6	90.6	79.6	68.1	69.0	94.6	67.9	67.9
2023-03-17 13:57:56	67.9	88.3	77.2	67.9	68.7	92.1	67.8	67.8
2023-03-17 13:57:57	68.4	87.8	77.2	68.2	69.0	91.9	68.1	68.1
2023-03-17 13:57:58	67.7	88.9	77.0	68.1	68.7	93.6	67.9	67.9
2023-03-17 13:57:59	67.9	88.9	77.2	68.2	69.2	92.3	68.0	68.0
2023-03-17 13:58:00	68.5	88.1	77.1	68.4	69.4	90.7	68.1	68.1
2023-03-17 13:58:01	68.5	88.1	76.7	68.6	69.1	89.9	68.5	68.5
2023-03-17 13:58:02	66.8	88.4	76.9	68.4	68.2	90.4	67.9	67.9
2023-03-17 13:58:03	66.9	90.2	79.0	67.5	67.6	93.3	67.4	67.4
2023-03-17 13:58:04	66.7	93.6	77.0	67.0	68.0	95.1	66.9	66.9
2023-03-17 13:58:05	67.2	88.7	77.1	67.1	67.7	91.8	67.0	67.0
2023-03-17 13:58:06	67.0	88.2	78.1	67.2	68.1	93.7	67.0	67.0
2023-03-17 13:58:07	67.3	89.5	77.4	67.4	68.1	91.3	67.3	67.3
2023-03-17 13:58:08	67.6	88.8	77.4	67.6	68.6	91.5	67.4	67.4
2023-03-17 13:58:09	67.5	88.6	77.4	67.7	68.4	91.9	67.5	67.5
2023-03-17 13:58:10	66.7	88.7	77.4	67.5	67.7	90.5	67.1	67.2
2023-03-17 13:58:11	66.9	87.7	77.7	67.1	67.7	90.9	67.0	67.0
2023-03-17 13:58:12	66.2	90.0	78.0	66.9	66.7	92.4	66.6	66.6
2023-03-17 13:58:13	66.1	91.4	78.4	66.5	66.7	93.1	66.4	66.4
2023-03-17 13:58:14	66.8	87.9	77.2	66.7	67.7	91.5	66.3	66.3
2023-03-17 13:58:15	67.5	88.0	77.1	67.2	68.1	91.2	67.0	67.0
2023-03-17 13:58:16	66.9	88.5	77.6	67.2	67.4	92.7	67.1	67.1
2023-03-17 13:58:17	66.8	87.8	77.3	67.0	67.3	91.0	67.0	67.0
2023-03-17 13:58:18	68.3	89.0	78.2	67.9	69.2	92.1	67.3	67.3
2023-03-17 13:58:19	69.8	91.8	80.0	69.2	70.3	95.2	68.7	68.7
2023-03-17 13:58:20	69.8	89.3	78.3	69.7	70.4	91.7	69.4	69.4

2023-03-17 13:58:21	69.0	90.5	79.0	69.7	69.8	93.1	69.5	69.5
2023-03-17 13:58:22	69.6	91.9	78.7	69.5	70.4	95.2	69.4	69.4
2023-03-17 13:58:23	68.6	90.4	79.3	69.3	68.9	92.7	69.1	69.1
2023-03-17 13:58:24	69.3	89.9	78.7	69.3	70.1	93.1	69.0	69.0
2023-03-17 13:58:25	69.4	89.0	78.5	69.6	70.5	93.9	69.4	69.4
2023-03-17 13:58:26	68.5	88.4	78.6	69.2	69.2	93.3	69.0	69.0
2023-03-17 13:58:27	68.4	93.4	81.1	68.7	70.3	95.7	68.4	68.4
2023-03-17 13:58:28	66.9	91.4	78.7	68.8	69.7	94.8	68.2	68.3
2023-03-17 13:58:29	66.4	88.3	78.6	67.5	67.1	93.5	67.1	67.1
2023-03-17 13:58:30	65.6	89.8	78.8	66.8	66.5	92.8	66.5	66.5
2023-03-17 13:58:31	65.9	88.1	76.2	66.0	66.6	90.7	66.0	66.0
2023-03-17 13:58:32	65.7	86.8	76.1	66.1	66.7	90.0	65.9	65.9
2023-03-17 13:58:33	65.9	88.0	76.0	65.9	66.4	92.6	65.8	65.8
2023-03-17 13:58:34	66.0	87.3	77.5	66.0	66.5	91.6	65.9	65.9
2023-03-17 13:58:35	65.8	89.2	78.5	66.1	66.8	91.5	66.0	66.0
2023-03-17 13:58:36	64.9	88.6	77.3	65.8	65.4	90.6	65.5	65.5
2023-03-17 13:58:37	65.4	87.2	76.3	65.5	66.7	92.1	65.2	65.2
2023-03-17 13:58:38	65.5	87.9	76.1	65.7	66.8	90.3	65.6	65.6
2023-03-17 13:58:39	65.9	88.1	77.2	65.9	67.0	91.6	65.7	65.7
2023-03-17 13:58:40	66.8	89.7	77.7	66.6	67.8	93.1	66.0	66.0
2023-03-17 13:58:41	69.2	88.7	77.1	68.6	70.6	90.3	67.4	67.4
2023-03-17 13:58:42	70.5	91.2	79.1	70.1	71.6	92.5	69.7	69.7
2023-03-17 13:58:43	65.5	88.0	77.3	69.7	67.9	91.3	68.5	68.6
2023-03-17 13:58:44	67.2	88.8	77.9	67.5	68.1	91.9	67.4	67.4
2023-03-17 13:58:45	67.1	88.9	78.2	67.4	67.6	92.4	67.3	67.3
2023-03-17 13:58:46	67.9	91.8	80.7	67.8	69.4	95.1	67.3	67.3
2023-03-17 13:58:47	67.2	89.5	79.9	68.0	69.5	93.9	67.7	67.7
2023-03-17 13:58:48	66.2	91.4	80.7	67.3	66.5	95.3	66.9	66.9
2023-03-17 13:58:49	65.8	90.3	79.6	66.7	66.4	95.1	66.4	66.4
2023-03-17 13:58:50	66.5	89.1	78.7	66.5	67.3	93.5	66.2	66.2
2023-03-17 13:58:51	67.3	89.7	79.6	67.0	68.0	94.1	66.8	66.8
2023-03-17 13:58:52	67.1	89.4	78.1	67.2	67.7	93.2	67.1	67.1
2023-03-17 13:58:53	67.0	88.6	77.0	67.3	67.7	91.9	67.1	67.1
2023-03-17 13:58:54	67.2	87.0	76.7	67.1	67.6	92.6	67.0	67.0
2023-03-17 13:58:55	67.5	88.8	76.9	67.4	68.1	92.4	67.3	67.3

2023-03-17 13:58:56	66.9	87.7	76.1	67.3	67.7	90.7	67.1	67.1
2023-03-17 13:58:57	66.8	87.1	76.5	67.2	67.8	90.4	67.1	67.1
2023-03-17 13:58:58	66.4	86.5	75.6	66.8	67.1	89.7	66.7	66.7
2023-03-17 13:58:59	67.7	88.0	77.2	67.3	68.4	92.7	67.1	67.1
2023-03-17 13:59:00	67.2	88.6	77.7	67.4	67.9	93.2	67.3	67.3
2023-03-17 13:59:01	67.1	87.4	77.0	67.2	67.3	91.3	67.2	67.2
2023-03-17 13:59:02	66.8	89.0	78.1	67.1	67.5	92.9	66.9	66.9
2023-03-17 13:59:03	66.1	87.7	77.1	67.0	67.5	92.7	66.7	66.7
2023-03-17 13:59:04	66.4	87.7	76.8	66.4	66.7	91.1	66.3	66.3
2023-03-17 13:59:05	66.6	86.5	75.7	66.6	67.0	89.4	66.5	66.5
2023-03-17 13:59:06	66.0	85.9	75.2	66.5	66.7	90.2	66.4	66.4
2023-03-17 13:59:07	66.7	87.5	76.7	66.5	67.4	90.0	66.4	66.4
2023-03-17 13:59:08	66.3	88.5	76.3	66.5	66.8	90.4	66.4	66.4
2023-03-17 13:59:09	67.6	87.4	77.0	67.2	68.2	91.4	66.9	66.9
2023-03-17 13:59:10	66.5	85.9	75.5	67.2	67.4	89.2	67.0	67.0
2023-03-17 13:59:11	65.7	87.3	75.5	66.7	66.1	88.6	66.3	66.3
2023-03-17 13:59:12	65.9	87.2	76.2	66.2	66.6	92.3	66.1	66.1
2023-03-17 13:59:13	66.4	87.1	76.5	66.3	67.2	89.6	66.0	66.0
2023-03-17 13:59:14	67.8	87.0	77.1	67.3	68.3	92.5	67.0	67.0
2023-03-17 13:59:15	67.2	87.0	77.3	67.2	67.7	91.4	67.2	67.2
2023-03-17 13:59:16	67.0	88.5	77.8	67.3	67.6	91.7	67.2	67.2
2023-03-17 13:59:17	66.1	89.0	77.5	67.0	66.5	91.3	66.7	66.7
2023-03-17 13:59:18	66.5	90.0	78.5	66.7	67.1	94.5	66.5	66.5
2023-03-17 13:59:19	66.3	87.4	76.9	66.5	67.0	91.5	66.3	66.3
2023-03-17 13:59:20	67.8	90.3	79.0	67.4	68.2	92.5	67.0	67.0
2023-03-17 13:59:21	66.3	88.4	77.1	67.4	68.0	91.3	67.1	67.1
2023-03-17 13:59:22	65.5	87.0	76.7	66.6	66.2	90.6	66.2	66.2
2023-03-17 13:59:23	65.5	88.1	77.4	65.9	66.0	92.4	65.7	65.7
2023-03-17 13:59:24	65.7	89.0	77.0	65.7	66.0	91.8	65.6	65.6
2023-03-17 13:59:25	66.3	89.5	77.7	66.1	66.8	90.2	65.9	65.9
2023-03-17 13:59:26	67.7	89.4	78.5	67.2	68.0	91.9	66.8	66.8
2023-03-17 13:59:27	66.7	88.9	77.5	67.2	67.8	91.5	67.0	67.0
2023-03-17 13:59:28	67.2	88.6	78.2	67.2	67.9	91.6	67.1	67.1
2023-03-17 13:59:29	66.7	89.3	78.6	67.0	67.3	92.1	66.9	66.9
2023-03-17 13:59:30	67.2	89.4	78.4	67.1	67.8	93.5	66.8	66.8

2023-03-17 13:59:31	66.7	87.6	76.7	67.3	67.9	89.7	67.1	67.1
2023-03-17 13:59:32	66.3	88.9	77.3	66.7	66.9	91.9	66.5	66.5
2023-03-17 13:59:33	67.0	88.7	76.7	67.0	68.2	90.3	66.4	66.5
2023-03-17 13:59:34	67.6	88.1	77.2	67.4	68.2	91.3	67.2	67.2
2023-03-17 13:59:35	66.7	86.8	76.8	67.4	67.9	91.1	67.2	67.2
2023-03-17 13:59:36	65.7	89.2	78.7	66.8	66.4	93.4	66.4	66.4
2023-03-17 13:59:37	66.5	88.9	77.6	66.5	67.3	90.2	66.3	66.3
2023-03-17 13:59:38	66.7	89.4	77.8	66.9	68.3	91.7	66.7	66.7
2023-03-17 13:59:39	66.3	89.6	77.6	66.4	67.1	92.1	66.3	66.3
2023-03-17 13:59:40	66.7	89.1	78.1	66.8	67.9	92.1	66.7	66.7
2023-03-17 13:59:41	66.3	88.6	78.5	66.5	66.9	92.5	66.4	66.4
2023-03-17 13:59:42	65.8	88.7	77.6	66.4	66.6	92.0	66.1	66.1
2023-03-17 13:59:43	66.8	89.3	78.0	66.6	67.5	92.4	66.4	66.5
2023-03-17 13:59:44	66.9	89.0	77.5	66.8	67.3	89.9	66.6	66.6
2023-03-17 13:59:45	66.7	88.3	78.6	66.8	67.1	91.7	66.7	66.7
2023-03-17 13:59:46	67.9	88.9	78.5	67.6	68.4	93.6	67.2	67.2
2023-03-17 13:59:47	68.1	89.8	78.9	68.0	68.5	93.7	67.8	67.8
2023-03-17 13:59:48	66.9	89.1	79.3	67.9	67.8	93.2	67.6	67.6
2023-03-17 13:59:49	66.1	87.5	76.7	67.3	66.7	92.6	66.9	66.9
2023-03-17 13:59:50	65.8	87.2	76.4	66.6	66.3	90.4	66.3	66.3
2023-03-17 13:59:51	66.4	88.4	76.9	66.4	67.4	89.8	66.2	66.2
2023-03-17 13:59:52	65.5	87.8	76.5	66.2	66.6	89.6	65.8	65.8
2023-03-17 13:59:53	66.9	89.0	76.6	66.7	67.9	90.5	66.5	66.5
2023-03-17 13:59:54	66.7	87.7	77.0	66.6	67.7	90.6	66.5	66.5
2023-03-17 13:59:55	66.2	89.5	76.7	66.6	67.2	91.4	66.5	66.5
2023-03-17 13:59:56	65.1	87.1	77.1	66.3	65.8	91.9	66.0	66.0
2023-03-17 13:59:57	65.0	87.9	76.5	65.5	66.4	90.4	65.2	65.2
2023-03-17 13:59:58	65.8	88.9	77.7	65.7	66.5	92.6	65.5	65.5
2023-03-17 13:59:59	63.8	87.2	76.3	65.6	65.8	91.1	65.0	65.0
2023-03-17 14:00:00	64.0	88.2	77.4	64.6	64.6	93.0	64.4	64.4
2023-03-17 14:00:01	63.1	88.4	77.8	64.1	63.9	93.7	63.7	63.7
2023-03-17 14:00:02	64.1	88.8	78.8	64.0	64.7	92.6	63.7	63.7
2023-03-17 14:00:03	64.4	86.9	77.2	64.3	65.2	91.4	64.1	64.1
2023-03-17 14:00:04	64.3	88.0	77.9	64.4	65.1	91.4	64.3	64.3
2023-03-17 14:00:05	63.9	88.7	78.4	64.2	64.3	91.6	64.1	64.1

	2023-03-17 14:00:06	64.2	87.3	76.4	64.2	64.7	91.6	64.1	64.1
	2023-03-17 14:00:07	64.6	90.5	79.9	64.5	65.2	94.4	64.3	64.3
	2023-03-17 14:00:08	64.8	89.1	78.6	64.7	65.3	93.9	64.6	64.6
	2023-03-17 14:00:09	64.9	89.7	78.4	64.9	65.2	95.5	64.7	64.7
	2023-03-17 14:00:10	65.1	87.4	76.8	65.1	65.6	90.4	65.0	65.0
	2023-03-17 14:00:11	65.3	88.9	77.9	65.3	66.1	92.7	65.1	65.1
	2023-03-17 14:00:12	65.3	88.2	78.0	65.3	65.9	92.1	65.2	65.2
	2023-03-17 14:00:13	65.9	88.4	77.1	65.7	66.4	90.9	65.5	65.5
	2023-03-17 14:00:14	66.2	86.9	76.3	66.0	66.5	89.7	65.9	65.9
	2023-03-17 14:00:15	66.8	87.1	76.7	66.6	67.2	90.1	66.3	66.3
	2023-03-17 14:00:16	67.5	88.2	77.5	67.2	68.1	91.2	66.8	66.8
	2023-03-17 14:00:17	67.2	91.3	80.6	67.5	68.2	94.5	67.3	67.3
	2023-03-17 14:00:18	65.4	89.4	77.8	67.1	66.3	90.4	66.6	66.6
	2023-03-17 14:00:19	65.5	87.5	77.6	66.0	65.9	91.2	65.8	65.8
	2023-03-17 14:00:20	65.9	87.9	78.4	65.9	66.3	92.2	65.8	65.8
	2023-03-17 14:00:21	66.4	87.9	76.9	66.5	68.5	91.5	65.9	65.9
	2023-03-17 14:00:22	65.2	86.3	76.4	66.4	66.8	89.5	65.9	65.9
	2023-03-17 14:00:23	65.9	87.7	77.7	65.9	66.4	92.3	65.8	65.8
	2023-03-17 14:00:24	65.3	88.2	77.4	65.8	66.1	90.8	65.7	65.7
	2023-03-17 14:00:25	64.9	87.6	77.3	65.5	65.2	89.8	65.2	65.2
	2023-03-17 14:00:26	65.7	88.1	77.9	65.5	66.1	91.8	65.3	65.3
	2023-03-17 14:00:27	66.3	87.7	77.7	66.1	66.9	90.7	65.7	65.7
	2023-03-17 14:00:28	68.1	88.6	77.7	67.5	69.6	91.7	67.2	67.2
	2023-03-17 14:00:29	67.7	88.5	77.3	67.7	68.8	91.9	67.5	67.5
	2023-03-17 14:00:30	67.7	87.5	76.5	67.8	68.4	91.1	67.6	67.6
	2023-03-17 14:00:31	66.9	90.0	75.9	67.6	67.8	91.9	67.4	67.4
Stop	2023-03-17 14:00:32								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	11: Palomino Dr
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	0.0%	0.0%		
L_{avg}	--- dB	--- dB		
TWA(8)	--- dB	--- dB		
Projected TWA(8)	--- dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	47.1 dB	47.1 dB		
Projected LEP'd/Lex,8h	64.0 dB	62.2 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-17 13:48:44	
Stop Time	2023-03-17 14:03:44	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	0.24 dB (114.0 dB)	2023-03-16 12:09:53
Pre-Sensitivity	-42.4 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LA_{eq}	62.2 dB	
LAI_{eq}	64.6 dB	
LC_{peak}	102.6 dB	2023-03-17 13:51:59
LAS_{max}	72.9 dB	2023-03-17 14:03:12

LAF_{max}	75.4 dB	2023-03-17 14:03:12
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10385
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-42.4 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	62.2 dB		74.5 dB		79.9 dB	
$L\omega_{peak}$	87.9 dB	14:03:11	102.6 dB	13:51:59	104.0 dB	14:02:04
$L\omega S_{min}$	55.7 dB	13:51:15	68.3 dB	13:54:18	72.4 dB	13:54:18
$L\omega S_{max}$	72.9 dB	14:03:12	85.7 dB	14:02:05	92.0 dB	13:52:00
$L\omega F_{min}$	55.1 dB	13:51:14	66.1 dB	13:54:18	69.2 dB	13:54:18
$L\omega F_{max}$	75.4 dB	14:03:12	89.6 dB	13:52:00	95.9 dB	13:52:00
$L\omega I_{min}$	56.4 dB	13:51:14	70.5 dB	13:51:46	75.6 dB	13:51:04
$L\omega I_{max}$	77.9 dB	13:57:52	93.0 dB	13:52:00	98.9 dB	13:51:59

ω represents frequency weighting (A, C or Z)

SEL	91.7 dB
E (Pa^2s)	0.6 Pa^2s
E8 (Pa^2s)	19.0 Pa^2s
E40 (Pa^2s)	94.8 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.0 Pa^2h
LC_{eq} - LA_{eq}	12.3 dB

	Count	Duration
LAS > 75 dB	0	0
LAS > 86 dB	0	0
LCPk > 80 dB	2	898
LCPk > 81 dB	3	895
LCPk > 86 dB	39	404

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/17 13:48:44	Run	Remote	
2023/03/17 14:03:44	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	74.0	69.5	65.2	60.4	58.4	59.3	52.5	44.8	44.1	dB
OBA LZSmax	85.3	81.0	77.4	71.5	70.0	69.9	63.8	56.9	59.6	dB
OBA LZSmin	66.4	62.7	59.9	54.3	51.5	51.9	46.1	40.7	42.6	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-17 13:48:44	60.8	82.0	70.5	60.4	61.6	85.2	59.7	59.7
	2023-03-17 13:48:45	62.2	81.1	70.7	61.7	62.9	84.7	61.0	61.0
	2023-03-17 13:48:46	65.1	83.0	72.5	64.4	66.9	86.5	62.8	62.9
	2023-03-17 13:48:47	72.1	89.0	77.1	70.9	73.8	91.9	68.2	68.4
	2023-03-17 13:48:48	68.3	89.8	76.8	71.0	72.7	91.8	70.3	70.3
	2023-03-17 13:48:49	63.9	85.6	73.1	69.1	66.0	87.2	67.9	67.9
	2023-03-17 13:48:50	61.2	81.8	71.5	66.4	62.1	85.4	65.1	65.1
	2023-03-17 13:48:51	61.3	81.4	70.7	63.9	61.8	84.6	63.1	63.1
	2023-03-17 13:48:52	60.2	82.2	70.7	62.5	61.3	86.3	61.8	61.8
	2023-03-17 13:48:53	59.9	81.8	70.8	61.1	60.5	85.0	60.7	60.7
	2023-03-17 13:48:54	59.7	81.2	69.9	60.3	60.3	85.4	60.1	60.1
	2023-03-17 13:48:55	59.7	84.3	71.6	59.9	60.1	87.8	59.8	59.9
	2023-03-17 13:48:56	59.7	83.0	71.5	59.9	60.2	86.9	59.8	59.8
	2023-03-17 13:48:57	60.9	82.5	71.6	60.7	62.1	86.0	60.0	60.0
	2023-03-17 13:48:58	61.0	81.9	71.7	60.9	61.4	87.1	60.8	60.8
	2023-03-17 13:48:59	61.5	87.9	76.6	61.3	62.3	94.5	61.0	61.0
	2023-03-17 13:49:00	62.3	84.8	73.0	62.0	62.9	90.6	61.6	61.7
	2023-03-17 13:49:01	62.9	85.6	72.3	62.6	63.2	89.1	62.4	62.4
	2023-03-17 13:49:02	62.7	83.8	72.8	62.8	63.3	87.9	62.7	62.7
	2023-03-17 13:49:03	64.8	85.2	73.4	64.3	65.8	88.4	63.3	63.3
	2023-03-17 13:49:04	66.2	85.2	73.6	65.6	66.7	88.8	65.2	65.2
	2023-03-17 13:49:05	62.6	82.9	71.3	65.5	65.3	86.1	64.7	64.7
	2023-03-17 13:49:06	60.8	86.1	72.8	63.8	62.1	89.1	63.0	63.0
	2023-03-17 13:49:07	59.5	81.5	70.8	62.1	60.0	85.5	61.3	61.3
	2023-03-17 13:49:08	60.0	81.7	70.4	60.7	60.6	84.8	60.4	60.4
	2023-03-17 13:49:09	59.3	82.3	71.0	60.3	60.0	87.2	60.0	60.0
	2023-03-17 13:49:10	59.4	85.1	72.0	59.7	59.9	90.2	59.6	59.6
	2023-03-17 13:49:11	58.9	81.8	70.0	59.5	59.4	86.0	59.3	59.3
	2023-03-17 13:49:12	59.0	81.8	71.4	59.2	59.3	87.7	59.1	59.1
	2023-03-17 13:49:13	60.1	80.3	69.4	59.7	60.6	83.4	59.5	59.5
	2023-03-17 13:49:14	60.0	83.0	71.3	59.9	60.5	88.6	59.8	59.8
	2023-03-17 13:49:15	59.6	82.2	70.6	59.9	60.3	86.0	59.8	59.8
	2023-03-17 13:49:16	59.2	81.1	70.6	59.7	59.6	84.3	59.5	59.5
	2023-03-17 13:49:17	59.0	82.4	71.1	59.4	59.3	85.9	59.2	59.2

2023-03-17 13:49:18	60.0	84.2	71.9	59.8	61.0	87.4	59.3	59.3
2023-03-17 13:49:19	61.0	83.8	72.7	60.7	61.6	88.2	60.3	60.3
2023-03-17 13:49:20	61.9	83.0	72.5	61.5	62.4	86.6	61.1	61.1
2023-03-17 13:49:21	61.5	82.8	71.8	61.7	62.6	88.0	61.6	61.6
2023-03-17 13:49:22	60.9	83.0	72.4	61.5	61.4	89.0	61.3	61.3
2023-03-17 13:49:23	60.8	83.9	73.9	61.0	61.1	88.7	61.0	61.0
2023-03-17 13:49:24	60.7	85.4	74.0	61.0	61.4	90.8	60.9	60.9
2023-03-17 13:49:25	61.2	84.1	72.3	61.1	61.9	89.1	60.9	60.9
2023-03-17 13:49:26	61.1	85.8	73.8	61.1	61.4	88.5	61.0	61.0
2023-03-17 13:49:27	61.1	83.6	72.1	61.2	61.4	86.6	61.1	61.1
2023-03-17 13:49:28	61.0	84.1	73.2	61.2	61.6	89.2	61.1	61.1
2023-03-17 13:49:29	61.5	83.9	73.3	61.4	62.0	87.8	61.3	61.3
2023-03-17 13:49:30	60.6	81.7	71.3	61.3	61.5	87.6	61.1	61.1
2023-03-17 13:49:31	60.3	84.1	72.4	60.8	60.8	88.0	60.6	60.6
2023-03-17 13:49:32	60.3	81.8	71.4	60.5	60.9	87.9	60.5	60.5
2023-03-17 13:49:33	60.0	82.0	72.1	60.4	60.6	87.2	60.3	60.3
2023-03-17 13:49:34	59.4	81.2	71.1	60.1	59.9	86.2	59.9	59.9
2023-03-17 13:49:35	59.5	84.4	72.5	59.7	59.9	88.6	59.6	59.6
2023-03-17 13:49:36	60.3	82.7	71.5	60.1	61.0	85.6	59.9	59.9
2023-03-17 13:49:37	60.0	83.1	72.3	60.1	60.4	88.7	60.0	60.0
2023-03-17 13:49:38	60.3	83.3	72.5	60.3	60.8	87.6	60.0	60.0
2023-03-17 13:49:39	60.7	83.1	72.4	60.6	61.1	87.5	60.4	60.4
2023-03-17 13:49:40	61.1	82.4	72.2	60.9	61.9	87.5	60.8	60.8
2023-03-17 13:49:41	61.7	83.8	74.0	61.5	62.2	87.6	61.2	61.2
2023-03-17 13:49:42	62.6	86.2	75.3	62.2	63.0	89.0	61.9	61.9
2023-03-17 13:49:43	64.0	86.1	75.1	63.7	65.9	92.6	62.7	62.7
2023-03-17 13:49:44	67.8	87.9	76.9	66.9	68.7	91.2	65.4	65.5
2023-03-17 13:49:45	67.4	89.9	78.7	67.6	69.2	95.0	67.3	67.3
2023-03-17 13:49:46	63.7	90.8	76.9	66.9	65.8	92.0	66.1	66.2
2023-03-17 13:49:47	61.8	90.3	77.8	65.0	63.0	94.7	64.2	64.2
2023-03-17 13:49:48	61.1	88.2	75.8	63.2	61.6	92.2	62.5	62.6
2023-03-17 13:49:49	60.4	85.9	73.9	62.0	61.5	89.1	61.5	61.5
2023-03-17 13:49:50	60.1	83.5	73.7	61.0	60.6	91.1	60.7	60.7
2023-03-17 13:49:51	60.1	83.9	72.6	60.4	60.6	88.7	60.3	60.3
2023-03-17 13:49:52	60.4	85.6	74.5	60.5	61.0	89.1	60.4	60.4

2023-03-17 13:49:53	59.8	86.5	76.6	60.3	60.3	91.6	60.1	60.1
2023-03-17 13:49:54	59.9	84.1	73.0	60.0	60.3	88.8	59.9	59.9
2023-03-17 13:49:55	59.6	84.3	72.8	59.9	60.3	88.2	59.8	59.8
2023-03-17 13:49:56	59.4	83.8	73.3	59.8	60.1	87.8	59.7	59.7
2023-03-17 13:49:57	58.9	83.6	71.5	59.6	59.5	87.2	59.3	59.3
2023-03-17 13:49:58	59.6	87.9	74.0	59.5	59.9	94.2	59.3	59.3
2023-03-17 13:49:59	59.6	82.4	71.5	59.6	60.1	86.0	59.5	59.5
2023-03-17 13:50:00	60.0	82.1	71.8	59.9	60.9	87.7	59.7	59.7
2023-03-17 13:50:01	61.0	84.1	73.2	60.7	61.8	85.8	60.2	60.2
2023-03-17 13:50:02	60.6	82.3	72.4	60.7	61.3	87.8	60.6	60.6
2023-03-17 13:50:03	61.0	83.9	72.3	61.0	61.9	86.1	60.7	60.7
2023-03-17 13:50:04	61.0	85.4	72.0	61.0	61.7	88.4	61.0	61.0
2023-03-17 13:50:05	61.0	83.4	71.2	61.2	61.8	87.6	61.1	61.1
2023-03-17 13:50:06	60.0	83.8	71.9	60.9	61.0	87.1	60.7	60.7
2023-03-17 13:50:07	59.7	84.6	73.4	60.3	60.2	88.5	60.1	60.1
2023-03-17 13:50:08	60.0	84.3	72.6	60.0	60.4	87.1	60.0	60.0
2023-03-17 13:50:09	60.2	82.7	71.5	60.2	60.8	87.8	60.0	60.0
2023-03-17 13:50:10	60.4	81.5	71.7	60.4	61.0	85.8	60.3	60.3
2023-03-17 13:50:11	60.2	84.5	73.8	60.4	60.7	88.7	60.3	60.3
2023-03-17 13:50:12	59.7	81.9	71.8	60.3	60.9	86.5	60.0	60.0
2023-03-17 13:50:13	59.0	80.7	71.6	59.9	60.2	85.3	59.6	59.6
2023-03-17 13:50:14	59.0	82.9	72.2	59.2	59.4	87.6	59.1	59.1
2023-03-17 13:50:15	59.1	84.5	71.8	59.1	59.4	87.4	59.1	59.1
2023-03-17 13:50:16	59.5	83.0	71.9	59.5	60.2	88.5	59.2	59.2
2023-03-17 13:50:17	60.1	82.1	71.7	59.9	60.5	86.6	59.7	59.7
2023-03-17 13:50:18	59.8	83.6	71.8	59.9	60.5	87.0	59.8	59.8
2023-03-17 13:50:19	59.7	81.8	70.8	59.8	60.2	84.6	59.7	59.7
2023-03-17 13:50:20	59.5	82.3	71.3	59.7	59.9	85.3	59.7	59.7
2023-03-17 13:50:21	59.3	82.7	72.1	59.6	59.8	88.2	59.5	59.5
2023-03-17 13:50:22	60.3	84.5	72.0	60.1	61.0	90.1	59.6	59.6
2023-03-17 13:50:23	60.4	84.7	73.2	60.3	61.1	89.6	60.2	60.2
2023-03-17 13:50:24	60.1	84.5	71.1	60.2	60.4	88.0	60.2	60.2
2023-03-17 13:50:25	59.8	81.6	71.5	60.1	60.5	86.3	59.9	59.9
2023-03-17 13:50:26	60.3	82.0	71.7	60.2	60.6	88.1	60.1	60.1
2023-03-17 13:50:27	60.5	83.8	72.4	60.5	61.2	86.7	60.4	60.4

2023-03-17 13:50:28	60.3	83.3	72.1	60.5	61.0	86.3	60.4	60.4
2023-03-17 13:50:29	59.9	83.8	71.9	60.2	60.3	87.9	60.1	60.1
2023-03-17 13:50:30	60.2	82.7	70.6	60.2	60.6	85.2	60.2	60.2
2023-03-17 13:50:31	59.7	81.5	71.1	60.2	60.2	87.8	60.0	60.0
2023-03-17 13:50:32	59.5	83.0	72.2	59.9	60.4	86.1	59.8	59.8
2023-03-17 13:50:33	59.8	84.2	71.7	59.9	60.6	86.8	59.7	59.7
2023-03-17 13:50:34	59.2	82.3	71.6	59.7	59.9	86.3	59.6	59.6
2023-03-17 13:50:35	60.2	81.9	71.9	60.0	60.8	86.4	59.7	59.7
2023-03-17 13:50:36	61.3	82.5	71.3	60.9	62.2	85.5	60.4	60.4
2023-03-17 13:50:37	63.0	86.3	74.4	62.5	63.9	91.7	61.7	61.7
2023-03-17 13:50:38	63.8	85.3	73.9	63.4	64.3	90.4	63.0	63.0
2023-03-17 13:50:39	62.7	83.6	71.5	63.4	63.7	86.7	63.2	63.2
2023-03-17 13:50:40	60.7	79.9	69.7	62.8	61.7	86.6	62.2	62.2
2023-03-17 13:50:41	59.3	82.9	71.5	61.5	60.2	85.2	60.8	60.8
2023-03-17 13:50:42	59.5	82.1	72.6	60.3	60.6	86.4	59.9	59.9
2023-03-17 13:50:43	59.1	83.1	71.7	59.9	60.0	86.0	59.6	59.6
2023-03-17 13:50:44	58.9	81.7	69.8	59.4	59.3	85.2	59.1	59.1
2023-03-17 13:50:45	59.2	82.0	70.4	59.2	59.7	84.1	59.1	59.2
2023-03-17 13:50:46	59.1	81.9	71.0	59.3	59.9	84.6	59.2	59.2
2023-03-17 13:50:47	59.2	82.4	70.6	59.3	60.1	87.2	59.1	59.1
2023-03-17 13:50:48	62.4	82.5	71.3	61.7	63.5	84.9	60.4	60.5
2023-03-17 13:50:49	65.3	83.7	72.5	64.5	66.5	87.2	63.1	63.1
2023-03-17 13:50:50	70.3	88.7	75.1	69.4	72.4	90.1	66.8	66.9
2023-03-17 13:50:51	72.4	89.9	76.8	71.8	74.6	91.5	71.3	71.3
2023-03-17 13:50:52	64.8	84.2	71.5	71.0	68.4	85.5	69.7	69.7
2023-03-17 13:50:53	61.5	81.9	70.3	68.0	63.2	83.4	66.6	66.6
2023-03-17 13:50:54	60.1	79.8	69.5	65.0	60.7	83.2	63.8	63.8
2023-03-17 13:50:55	60.2	81.4	69.8	62.6	61.1	86.6	61.8	61.8
2023-03-17 13:50:56	59.7	80.4	69.9	61.3	61.1	85.2	60.9	60.9
2023-03-17 13:50:57	58.7	79.6	69.5	60.3	59.2	87.8	59.8	59.8
2023-03-17 13:50:58	57.8	81.3	70.8	59.3	58.5	86.0	58.8	58.8
2023-03-17 13:50:59	57.5	79.0	68.9	58.4	57.8	83.8	58.1	58.1
2023-03-17 13:51:00	57.5	82.5	70.3	57.9	58.0	83.9	57.8	57.8
2023-03-17 13:51:01	57.9	85.0	70.8	57.8	58.4	86.4	57.7	57.7
2023-03-17 13:51:02	57.8	80.8	70.4	57.9	58.2	84.8	57.8	57.8

2023-03-17 13:51:03	57.1	80.4	69.3	57.8	57.8	82.0	57.6	57.6
2023-03-17 13:51:04	57.2	82.3	70.0	57.3	57.5	84.3	57.3	57.3
2023-03-17 13:51:05	57.1	80.1	69.3	57.3	57.8	83.0	57.2	57.2
2023-03-17 13:51:06	56.5	80.1	69.1	57.2	57.2	85.2	56.9	56.9
2023-03-17 13:51:07	57.7	91.7	78.2	57.4	58.5	96.0	57.0	57.0
2023-03-17 13:51:08	57.1	86.5	75.1	57.4	58.2	92.4	57.4	57.4
2023-03-17 13:51:09	56.5	83.4	73.5	57.2	57.1	91.3	56.9	56.9
2023-03-17 13:51:10	56.9	83.6	72.4	57.0	57.5	92.7	56.8	56.8
2023-03-17 13:51:11	57.0	88.8	77.9	57.0	57.7	95.9	56.9	56.9
2023-03-17 13:51:12	56.4	87.2	72.9	57.0	57.3	91.6	56.8	56.8
2023-03-17 13:51:13	56.0	81.2	69.5	56.5	56.5	85.2	56.4	56.4
2023-03-17 13:51:14	55.5	81.7	69.9	56.1	55.8	87.0	55.9	55.9
2023-03-17 13:51:15	56.5	86.1	75.2	56.3	56.9	91.8	56.0	56.0
2023-03-17 13:51:16	57.0	82.7	71.2	56.8	57.6	85.2	56.5	56.5
2023-03-17 13:51:17	58.2	88.9	75.1	57.8	58.9	93.8	57.3	57.3
2023-03-17 13:51:18	58.8	84.8	72.4	58.5	59.2	87.8	58.1	58.2
2023-03-17 13:51:19	60.8	81.9	70.7	60.2	62.0	85.6	59.3	59.3
2023-03-17 13:51:20	64.8	89.0	71.9	63.9	66.5	85.6	62.1	62.1
2023-03-17 13:51:21	67.0	84.8	73.5	66.3	67.9	88.9	65.1	65.2
2023-03-17 13:51:22	68.2	85.1	73.6	67.7	69.3	87.5	66.9	66.9
2023-03-17 13:51:23	71.4	90.1	77.0	70.5	72.4	93.7	69.4	69.4
2023-03-17 13:51:24	67.6	87.5	74.8	70.4	70.9	90.6	69.8	69.8
2023-03-17 13:51:25	62.8	83.9	72.6	68.6	64.7	86.1	67.3	67.3
2023-03-17 13:51:26	61.3	82.5	70.8	65.8	61.9	86.0	64.6	64.6
2023-03-17 13:51:27	59.5	83.4	71.5	63.5	61.3	87.6	62.5	62.5
2023-03-17 13:51:28	58.6	82.4	70.5	61.4	59.0	85.0	60.6	60.6
2023-03-17 13:51:29	57.9	80.8	69.2	59.8	59.0	83.9	59.3	59.3
2023-03-17 13:51:30	57.4	82.3	70.8	58.7	57.8	87.5	58.2	58.2
2023-03-17 13:51:31	56.9	81.4	70.7	57.9	57.4	84.4	57.6	57.6
2023-03-17 13:51:32	57.4	81.4	70.8	57.4	57.6	84.3	57.3	57.3
2023-03-17 13:51:33	57.8	84.2	72.0	57.7	58.7	87.9	57.4	57.4
2023-03-17 13:51:34	57.9	81.8	71.5	58.0	58.8	86.8	57.9	57.9
2023-03-17 13:51:35	58.4	85.6	71.7	58.2	59.3	89.2	58.0	58.0
2023-03-17 13:51:36	58.8	80.9	70.4	58.6	59.5	86.9	58.4	58.4
2023-03-17 13:51:37	59.4	82.7	70.7	59.2	59.8	85.8	58.9	58.9

2023-03-17 13:51:38	58.6	80.8	69.6	59.2	59.9	83.7	59.0	59.0
2023-03-17 13:51:39	58.7	81.5	70.2	58.9	59.4	85.4	58.8	58.8
2023-03-17 13:51:40	58.5	82.0	70.8	58.9	59.4	86.2	58.7	58.7
2023-03-17 13:51:41	57.8	81.1	70.5	58.5	58.6	83.6	58.3	58.3
2023-03-17 13:51:42	57.3	80.8	69.9	58.1	58.2	83.8	57.8	57.8
2023-03-17 13:51:43	57.6	81.2	69.6	57.6	58.2	86.3	57.5	57.5
2023-03-17 13:51:44	57.1	81.6	69.7	57.5	57.5	85.9	57.4	57.4
2023-03-17 13:51:45	57.1	79.2	68.5	57.4	57.6	82.1	57.3	57.3
2023-03-17 13:51:46	56.6	81.2	68.9	57.2	57.2	84.7	57.0	57.0
2023-03-17 13:51:47	56.1	78.7	69.3	56.8	56.8	83.8	56.6	56.6
2023-03-17 13:51:48	56.6	81.7	70.1	56.6	57.0	85.2	56.5	56.5
2023-03-17 13:51:49	56.9	87.7	73.4	56.9	58.0	93.2	56.6	56.6
2023-03-17 13:51:50	59.8	93.7	79.6	59.1	63.6	99.6	58.6	58.6
2023-03-17 13:51:51	57.6	88.7	75.9	58.6	58.8	92.3	58.2	58.2
2023-03-17 13:51:52	58.1	87.5	77.0	58.3	58.9	92.5	58.1	58.1
2023-03-17 13:51:53	61.7	97.8	83.0	60.6	63.3	101.4	59.9	59.9
2023-03-17 13:51:54	60.9	96.2	79.6	61.4	65.0	98.9	60.8	60.8
2023-03-17 13:51:55	60.3	91.3	80.4	61.0	61.4	99.7	60.7	60.7
2023-03-17 13:51:56	60.5	87.4	75.8	60.5	61.3	99.3	60.4	60.4
2023-03-17 13:51:57	62.5	84.5	73.3	61.9	63.2	95.9	61.4	61.4
2023-03-17 13:51:58	61.5	91.0	76.2	61.9	62.2	100.0	61.7	61.7
2023-03-17 13:51:59	64.9	102.6	86.5	64.3	67.8	103.7	62.6	62.7
2023-03-17 13:52:00	62.9	96.4	83.9	64.6	68.2	100.9	64.0	64.0
2023-03-17 13:52:01	58.8	92.0	76.7	63.3	61.7	98.0	62.2	62.2
2023-03-17 13:52:02	58.3	80.4	70.1	60.9	58.5	85.3	60.1	60.1
2023-03-17 13:52:03	58.0	79.9	69.8	59.4	58.4	83.0	59.0	59.0
2023-03-17 13:52:04	57.9	87.4	72.6	58.5	59.1	94.2	58.3	58.3
2023-03-17 13:52:05	57.7	88.0	75.8	58.2	59.0	93.1	58.1	58.1
2023-03-17 13:52:06	57.4	87.6	74.6	57.9	58.2	92.7	57.6	57.6
2023-03-17 13:52:07	59.8	94.7	78.7	59.4	63.2	96.5	58.9	59.0
2023-03-17 13:52:08	60.5	97.0	81.1	60.6	64.5	103.5	59.8	59.8
2023-03-17 13:52:09	57.9	83.0	72.6	59.6	58.1	91.9	59.1	59.1
2023-03-17 13:52:10	58.0	81.9	70.8	58.6	58.3	89.1	58.4	58.4
2023-03-17 13:52:11	59.3	87.1	74.0	59.1	60.3	95.3	58.5	58.5
2023-03-17 13:52:12	62.3	98.9	81.6	61.6	64.5	99.1	60.3	60.3

2023-03-17 13:52:13	63.2	86.6	75.1	62.7	63.8	93.4	62.2	62.2
2023-03-17 13:52:14	67.0	87.2	75.5	66.3	69.2	94.7	64.2	64.3
2023-03-17 13:52:15	70.7	88.3	76.8	69.7	71.6	92.9	68.2	68.3
2023-03-17 13:52:16	70.4	89.7	77.8	70.2	71.4	94.2	70.1	70.1
2023-03-17 13:52:17	66.8	91.6	78.5	70.1	69.7	94.0	69.3	69.3
2023-03-17 13:52:18	62.8	85.6	74.3	68.1	64.6	91.1	66.8	66.8
2023-03-17 13:52:19	60.7	87.1	73.8	65.4	61.8	93.0	64.2	64.2
2023-03-17 13:52:20	61.2	83.0	71.0	63.0	62.1	86.4	62.4	62.4
2023-03-17 13:52:21	63.3	82.7	71.6	63.0	64.6	85.9	62.3	62.3
2023-03-17 13:52:22	65.5	83.9	73.7	64.9	66.4	89.0	64.0	64.0
2023-03-17 13:52:23	66.9	84.8	74.5	66.3	67.3	88.1	65.7	65.7
2023-03-17 13:52:24	66.1	93.7	78.4	66.4	67.2	99.8	66.3	66.3
2023-03-17 13:52:25	64.7	101.1	84.4	66.1	66.0	102.1	65.7	65.7
2023-03-17 13:52:26	60.7	84.9	73.2	65.2	63.1	88.9	64.0	64.0
2023-03-17 13:52:27	59.5	81.4	71.9	62.8	60.4	86.5	61.9	61.9
2023-03-17 13:52:28	58.1	83.3	72.7	61.0	59.0	87.9	60.1	60.2
2023-03-17 13:52:29	57.8	82.4	71.7	59.4	58.1	87.0	58.8	58.8
2023-03-17 13:52:30	57.9	83.1	71.5	58.4	58.3	86.2	58.3	58.3
2023-03-17 13:52:31	57.8	80.4	70.7	58.1	58.4	85.6	57.9	57.9
2023-03-17 13:52:32	59.4	82.2	70.9	59.0	59.8	85.5	58.6	58.6
2023-03-17 13:52:33	59.6	84.0	70.9	59.4	60.0	85.6	59.2	59.2
2023-03-17 13:52:34	59.3	81.8	71.5	59.6	60.1	87.0	59.5	59.5
2023-03-17 13:52:35	58.2	82.2	70.4	59.2	58.8	84.5	58.9	58.9
2023-03-17 13:52:36	57.5	87.4	74.7	58.6	58.1	94.0	58.2	58.2
2023-03-17 13:52:37	57.5	86.8	72.6	58.0	57.9	96.3	57.8	57.8
2023-03-17 13:52:38	57.9	86.7	73.9	57.9	58.5	89.1	57.7	57.7
2023-03-17 13:52:39	58.6	82.9	71.2	58.5	60.0	87.3	58.0	58.0
2023-03-17 13:52:40	59.7	82.2	70.6	59.3	60.3	85.8	59.0	59.0
2023-03-17 13:52:41	60.2	82.6	72.6	60.0	61.3	87.6	59.5	59.6
2023-03-17 13:52:42	61.1	82.3	71.4	60.8	61.6	84.7	60.4	60.4
2023-03-17 13:52:43	62.1	84.1	72.6	61.7	62.9	86.9	61.3	61.3
2023-03-17 13:52:44	61.0	82.9	72.2	61.7	61.9	89.2	61.6	61.6
2023-03-17 13:52:45	60.2	84.3	72.3	61.2	60.7	90.5	60.8	60.8
2023-03-17 13:52:46	59.3	84.4	72.5	60.6	60.5	87.2	60.2	60.2
2023-03-17 13:52:47	59.3	82.4	71.6	59.8	59.9	87.5	59.7	59.7

2023-03-17 13:52:48	58.6	81.2	71.2	59.4	59.2	88.7	59.1	59.2
2023-03-17 13:52:49	58.3	82.1	70.0	58.9	58.8	84.9	58.7	58.7
2023-03-17 13:52:50	58.9	82.8	71.8	58.8	59.3	88.6	58.7	58.7
2023-03-17 13:52:51	58.2	83.4	70.4	58.8	59.0	87.0	58.6	58.6
2023-03-17 13:52:52	58.1	82.4	70.6	58.4	58.5	85.7	58.3	58.3
2023-03-17 13:52:53	58.0	83.1	73.1	58.2	58.5	90.3	58.1	58.1
2023-03-17 13:52:54	59.5	89.3	75.4	59.2	60.6	90.3	58.5	58.5
2023-03-17 13:52:55	58.9	83.2	72.4	59.3	60.6	88.1	59.1	59.1
2023-03-17 13:52:56	59.5	85.1	74.1	59.3	59.8	87.7	59.2	59.2
2023-03-17 13:52:57	59.1	82.2	71.8	59.3	59.9	85.7	59.2	59.2
2023-03-17 13:52:58	59.4	84.3	72.9	59.4	60.2	86.8	59.2	59.2
2023-03-17 13:52:59	61.0	86.3	73.6	60.6	61.8	89.4	60.0	60.0
2023-03-17 13:53:00	62.1	90.9	75.4	61.7	62.8	93.4	61.1	61.1
2023-03-17 13:53:01	65.3	84.5	73.1	64.6	66.9	89.1	62.9	62.9
2023-03-17 13:53:02	68.4	84.2	73.5	67.4	69.7	90.1	66.7	66.7
2023-03-17 13:53:03	64.2	82.8	71.4	67.0	65.9	87.8	66.3	66.3
2023-03-17 13:53:04	61.5	83.9	71.7	65.4	63.0	87.7	64.4	64.4
2023-03-17 13:53:05	61.3	82.5	72.3	63.2	61.9	87.0	62.6	62.6
2023-03-17 13:53:06	60.6	83.0	72.8	62.1	61.2	88.7	61.6	61.6
2023-03-17 13:53:07	59.8	84.6	73.7	61.2	60.7	87.6	60.8	60.8
2023-03-17 13:53:08	59.4	83.0	72.1	60.3	60.0	88.3	59.9	60.0
2023-03-17 13:53:09	59.7	82.8	72.3	59.9	60.3	87.1	59.7	59.7
2023-03-17 13:53:10	61.2	84.5	73.2	60.7	61.9	90.6	60.5	60.5
2023-03-17 13:53:11	60.3	86.3	73.4	60.6	60.9	90.4	60.5	60.5
2023-03-17 13:53:12	61.4	82.6	71.4	61.2	62.3	86.6	60.8	60.8
2023-03-17 13:53:13	60.1	87.1	74.2	61.1	61.2	90.6	60.8	60.8
2023-03-17 13:53:14	59.9	85.2	73.9	60.4	60.7	89.9	60.3	60.3
2023-03-17 13:53:15	59.4	84.3	72.6	60.1	59.9	90.1	59.8	59.8
2023-03-17 13:53:16	58.9	90.0	76.0	59.7	59.6	92.1	59.5	59.5
2023-03-17 13:53:17	58.9	87.6	74.6	59.2	59.8	92.0	59.1	59.1
2023-03-17 13:53:18	59.3	87.2	75.2	59.2	59.7	93.2	59.0	59.0
2023-03-17 13:53:19	59.0	88.3	74.6	59.3	59.9	92.2	59.1	59.1
2023-03-17 13:53:20	59.1	89.8	75.4	59.2	59.7	98.2	59.1	59.1
2023-03-17 13:53:21	60.3	91.0	78.3	59.9	61.0	99.1	59.6	59.6
2023-03-17 13:53:22	60.9	91.2	77.1	60.7	62.1	93.7	60.1	60.1

2023-03-17 13:53:23	62.2	93.8	80.3	61.7	62.5	96.1	61.3	61.3
2023-03-17 13:53:24	61.8	89.6	78.4	61.8	62.4	98.4	61.7	61.7
2023-03-17 13:53:25	63.9	90.2	79.1	63.5	65.4	95.1	62.4	62.4
2023-03-17 13:53:26	68.0	93.8	81.5	66.8	68.9	101.3	65.7	65.7
2023-03-17 13:53:27	64.8	92.9	79.7	66.8	67.4	98.4	66.3	66.3
2023-03-17 13:53:28	62.3	93.0	81.2	65.4	63.5	99.6	64.6	64.6
2023-03-17 13:53:29	60.3	90.6	75.9	63.6	61.8	92.3	62.7	62.7
2023-03-17 13:53:30	60.5	88.8	75.7	61.8	61.0	94.2	61.4	61.4
2023-03-17 13:53:31	61.4	86.5	75.9	61.4	62.1	94.2	61.1	61.1
2023-03-17 13:53:32	60.5	84.3	73.5	61.4	62.2	86.9	61.1	61.1
2023-03-17 13:53:33	59.9	85.8	74.5	60.8	60.3	93.3	60.5	60.5
2023-03-17 13:53:34	60.3	93.4	79.4	60.4	61.4	97.3	60.2	60.2
2023-03-17 13:53:35	59.6	89.7	76.4	60.4	61.0	95.2	60.1	60.1
2023-03-17 13:53:36	58.9	84.5	72.7	59.8	59.5	88.9	59.5	59.5
2023-03-17 13:53:37	60.2	84.1	73.1	59.9	61.0	87.3	59.6	59.6
2023-03-17 13:53:38	60.7	85.4	74.3	60.5	61.6	89.0	60.3	60.3
2023-03-17 13:53:39	59.8	83.7	73.2	60.4	60.3	89.5	60.2	60.2
2023-03-17 13:53:40	59.5	84.3	73.4	60.1	60.4	89.4	59.9	59.9
2023-03-17 13:53:41	58.6	85.4	73.8	59.6	59.3	90.4	59.3	59.3
2023-03-17 13:53:42	57.7	87.0	73.2	58.9	58.5	91.0	58.5	58.6
2023-03-17 13:53:43	59.1	89.2	74.6	58.9	60.5	93.9	58.4	58.4
2023-03-17 13:53:44	59.2	85.1	74.1	59.2	60.0	89.6	59.1	59.1
2023-03-17 13:53:45	59.9	84.2	72.5	59.7	60.7	87.0	59.5	59.5
2023-03-17 13:53:46	58.5	83.0	72.5	59.4	59.1	86.1	59.1	59.1
2023-03-17 13:53:47	58.1	84.5	71.8	58.9	58.7	90.8	58.6	58.6
2023-03-17 13:53:48	59.2	84.5	71.1	59.0	59.5	87.6	58.7	58.7
2023-03-17 13:53:49	59.9	81.8	71.4	59.6	60.5	86.0	59.4	59.4
2023-03-17 13:53:50	60.0	83.4	72.6	60.0	60.6	86.7	59.7	59.7
2023-03-17 13:53:51	59.8	84.2	72.7	60.0	60.2	85.5	59.9	59.9
2023-03-17 13:53:52	59.8	82.5	72.3	59.9	60.5	85.0	59.8	59.8
2023-03-17 13:53:53	62.5	84.7	74.0	61.7	63.7	87.0	60.9	60.9
2023-03-17 13:53:54	62.1	85.6	74.7	62.0	62.6	87.9	61.8	61.8
2023-03-17 13:53:55	61.5	85.1	74.3	62.2	63.3	86.9	61.9	61.9
2023-03-17 13:53:56	59.9	83.3	72.6	61.5	60.6	87.1	61.0	61.0
2023-03-17 13:53:57	59.1	83.2	71.9	60.5	59.9	88.6	60.1	60.1

2023-03-17 13:53:58	58.6	80.1	69.5	59.7	59.0	83.9	59.4	59.4
2023-03-17 13:53:59	58.7	82.8	70.9	59.0	59.0	86.1	58.9	58.9
2023-03-17 13:54:00	58.1	83.6	71.6	58.8	58.8	88.4	58.5	58.5
2023-03-17 13:54:01	58.8	81.2	70.0	59.0	60.0	84.8	58.7	58.7
2023-03-17 13:54:02	58.1	82.2	70.8	58.6	58.7	85.5	58.4	58.4
2023-03-17 13:54:03	58.3	82.8	70.6	58.5	59.1	88.0	58.3	58.3
2023-03-17 13:54:04	58.4	80.6	69.5	58.4	58.9	84.3	58.3	58.3
2023-03-17 13:54:05	58.4	80.9	70.7	58.6	59.3	86.7	58.4	58.4
2023-03-17 13:54:06	58.0	79.7	69.1	58.3	58.7	86.5	58.2	58.2
2023-03-17 13:54:07	57.2	81.3	70.4	58.1	57.7	86.7	57.8	57.8
2023-03-17 13:54:08	57.7	79.7	69.0	57.7	58.0	84.0	57.5	57.5
2023-03-17 13:54:09	57.2	84.5	71.9	57.7	58.0	89.9	57.6	57.6
2023-03-17 13:54:10	57.1	82.7	70.4	57.3	57.4	85.9	57.2	57.2
2023-03-17 13:54:11	56.8	83.0	70.5	57.2	57.4	86.0	57.1	57.1
2023-03-17 13:54:12	57.3	80.8	69.6	57.2	57.8	83.0	57.1	57.1
2023-03-17 13:54:13	57.8	82.7	70.3	57.6	58.4	87.3	57.4	57.4
2023-03-17 13:54:14	57.8	80.1	69.0	57.8	58.3	84.5	57.7	57.7
2023-03-17 13:54:15	57.5	81.6	69.1	57.7	57.9	83.2	57.6	57.6
2023-03-17 13:54:16	58.2	80.2	69.2	58.1	59.1	85.8	57.7	57.7
2023-03-17 13:54:17	57.8	79.8	69.0	58.1	58.4	82.7	57.9	57.9
2023-03-17 13:54:18	57.1	79.5	68.4	58.0	58.2	83.6	57.6	57.6
2023-03-17 13:54:19	57.5	79.6	68.5	57.6	58.0	83.0	57.5	57.5
2023-03-17 13:54:20	57.7	80.3	69.1	57.6	58.0	82.9	57.5	57.5
2023-03-17 13:54:21	58.2	82.0	69.3	58.0	58.6	84.6	57.8	57.8
2023-03-17 13:54:22	58.1	80.9	68.7	58.1	58.6	84.5	58.1	58.1
2023-03-17 13:54:23	58.5	80.4	69.5	58.4	58.8	85.4	58.2	58.2
2023-03-17 13:54:24	58.9	81.8	70.5	58.7	59.2	84.5	58.6	58.6
2023-03-17 13:54:25	59.2	81.6	70.7	59.1	59.7	84.2	58.9	58.9
2023-03-17 13:54:26	61.6	82.1	70.2	60.9	63.3	86.1	60.2	60.2
2023-03-17 13:54:27	60.2	81.9	72.0	60.8	61.1	86.1	60.6	60.6
2023-03-17 13:54:28	60.6	82.5	71.8	60.6	61.6	87.3	60.5	60.5
2023-03-17 13:54:29	59.9	83.2	72.3	60.7	61.6	86.0	60.4	60.4
2023-03-17 13:54:30	60.1	84.7	72.8	60.3	60.7	88.7	60.2	60.2
2023-03-17 13:54:31	59.7	83.2	71.6	60.0	60.1	88.1	59.9	59.9
2023-03-17 13:54:32	60.8	84.4	73.1	60.6	61.6	88.1	60.1	60.1

2023-03-17 13:54:33	63.4	85.6	73.4	62.8	64.7	88.9	61.5	61.6
2023-03-17 13:54:34	67.1	87.1	76.0	66.0	68.1	91.7	64.8	64.8
2023-03-17 13:54:35	63.1	87.7	74.1	66.0	66.9	89.8	65.3	65.3
2023-03-17 13:54:36	62.6	83.4	72.8	64.1	63.7	87.2	63.5	63.5
2023-03-17 13:54:37	63.7	82.6	72.2	63.6	64.1	87.7	63.4	63.4
2023-03-17 13:54:38	63.5	83.9	73.3	63.7	64.3	88.1	63.6	63.6
2023-03-17 13:54:39	61.7	84.0	73.2	63.5	63.2	88.5	62.9	62.9
2023-03-17 13:54:40	60.5	83.0	73.2	62.4	61.6	87.2	61.8	61.8
2023-03-17 13:54:41	59.9	83.6	72.8	61.2	60.4	87.0	60.8	60.8
2023-03-17 13:54:42	61.6	84.5	72.4	61.4	62.6	87.1	60.7	60.7
2023-03-17 13:54:43	62.9	83.9	72.9	62.5	63.7	89.3	62.0	62.0
2023-03-17 13:54:44	64.3	85.1	73.7	63.8	65.1	88.4	63.2	63.2
2023-03-17 13:54:45	65.0	86.7	76.0	64.6	65.4	91.6	64.3	64.3
2023-03-17 13:54:46	65.0	88.8	77.3	65.0	66.0	93.9	64.9	64.9
2023-03-17 13:54:47	63.2	86.7	73.9	64.8	64.3	87.3	64.3	64.3
2023-03-17 13:54:48	63.3	84.0	73.5	63.8	63.7	86.6	63.6	63.6
2023-03-17 13:54:49	63.7	85.0	73.5	63.7	64.2	87.2	63.6	63.6
2023-03-17 13:54:50	63.7	85.1	74.2	63.7	64.0	88.9	63.6	63.6
2023-03-17 13:54:51	63.4	84.2	72.7	63.8	64.3	87.6	63.6	63.6
2023-03-17 13:54:52	63.8	83.7	73.5	63.8	64.5	87.8	63.5	63.5
2023-03-17 13:54:53	64.4	85.1	74.3	64.3	65.1	89.8	64.2	64.2
2023-03-17 13:54:54	62.3	85.0	73.3	64.1	63.5	87.9	63.6	63.6
2023-03-17 13:54:55	60.7	82.1	72.1	62.9	61.7	87.3	62.2	62.2
2023-03-17 13:54:56	60.0	82.9	72.1	61.7	60.7	86.8	61.1	61.1
2023-03-17 13:54:57	60.0	85.6	74.8	60.6	60.5	88.6	60.4	60.4
2023-03-17 13:54:58	60.4	83.6	72.2	60.4	60.9	87.7	60.3	60.3
2023-03-17 13:54:59	60.2	83.0	73.8	60.4	60.8	87.3	60.3	60.3
2023-03-17 13:55:00	60.4	82.7	72.2	60.5	61.0	86.8	60.4	60.4
2023-03-17 13:55:01	60.0	82.2	71.3	60.3	60.3	84.4	60.2	60.2
2023-03-17 13:55:02	60.0	82.5	72.0	60.1	60.4	87.2	60.0	60.0
2023-03-17 13:55:03	59.8	83.3	72.2	60.0	60.2	86.9	59.9	59.9
2023-03-17 13:55:04	60.1	84.0	72.7	60.1	60.6	88.8	60.0	60.0
2023-03-17 13:55:05	59.2	85.9	74.2	60.0	60.3	92.0	59.8	59.8
2023-03-17 13:55:06	58.5	82.4	71.9	59.4	58.8	90.4	59.1	59.1
2023-03-17 13:55:07	58.9	84.5	72.5	58.9	59.3	88.0	58.9	58.9

2023-03-17 13:55:08	59.2	83.9	72.0	59.1	59.7	88.0	59.0	59.0
2023-03-17 13:55:09	60.2	83.5	72.9	59.8	60.7	87.6	59.6	59.6
2023-03-17 13:55:10	60.5	82.3	71.2	60.3	61.1	87.6	60.0	60.0
2023-03-17 13:55:11	60.4	82.6	70.9	60.5	61.1	85.9	60.4	60.4
2023-03-17 13:55:12	60.2	81.4	70.9	60.4	60.5	84.9	60.3	60.3
2023-03-17 13:55:13	60.3	81.3	70.7	60.3	60.6	86.2	60.2	60.2
2023-03-17 13:55:14	59.7	83.4	71.1	60.3	60.5	86.0	60.1	60.1
2023-03-17 13:55:15	59.5	82.7	71.8	59.9	59.9	86.5	59.7	59.7
2023-03-17 13:55:16	59.7	83.1	71.8	59.7	60.1	87.7	59.7	59.7
2023-03-17 13:55:17	59.2	81.8	71.4	59.7	59.7	84.8	59.5	59.5
2023-03-17 13:55:18	59.6	83.8	72.7	59.6	60.0	87.4	59.4	59.4
2023-03-17 13:55:19	58.9	82.4	70.9	59.6	60.0	87.0	59.3	59.4
2023-03-17 13:55:20	59.3	83.4	71.8	59.3	59.7	87.5	59.2	59.2
2023-03-17 13:55:21	59.7	82.7	73.0	59.6	60.2	87.3	59.4	59.4
2023-03-17 13:55:22	60.0	82.1	72.5	60.0	61.0	85.5	59.6	59.6
2023-03-17 13:55:23	62.0	83.6	73.4	61.5	63.1	88.3	60.7	60.7
2023-03-17 13:55:24	66.2	87.5	75.1	65.6	69.4	88.0	63.0	63.1
2023-03-17 13:55:25	70.8	87.0	76.9	69.5	71.6	90.2	68.4	68.5
2023-03-17 13:55:26	66.2	86.0	74.0	69.3	69.1	88.3	68.5	68.6
2023-03-17 13:55:27	61.4	82.0	71.0	67.5	64.1	85.7	66.1	66.1
2023-03-17 13:55:28	61.0	82.5	70.7	64.7	62.0	85.6	63.7	63.7
2023-03-17 13:55:29	60.7	81.3	71.1	62.6	61.1	84.8	62.0	62.0
2023-03-17 13:55:30	60.5	82.3	71.3	61.5	61.5	87.0	61.2	61.2
2023-03-17 13:55:31	59.3	82.6	70.6	60.9	60.2	86.5	60.4	60.4
2023-03-17 13:55:32	59.6	82.4	70.9	59.9	60.4	85.4	59.8	59.8
2023-03-17 13:55:33	59.1	81.7	69.7	59.8	59.9	84.0	59.5	59.5
2023-03-17 13:55:34	59.1	89.1	72.9	59.4	60.1	91.5	59.2	59.2
2023-03-17 13:55:35	62.0	84.5	71.3	61.8	66.7	87.6	60.0	60.0
2023-03-17 13:55:36	59.7	82.8	71.8	61.6	63.2	86.1	61.1	61.1
2023-03-17 13:55:37	58.4	80.9	69.9	60.5	59.5	85.2	59.8	59.8
2023-03-17 13:55:38	58.8	81.5	70.6	59.4	59.7	88.1	59.2	59.2
2023-03-17 13:55:39	58.2	81.2	70.0	58.9	58.6	86.0	58.7	58.7
2023-03-17 13:55:40	58.8	81.8	71.1	58.7	59.5	85.7	58.5	58.5
2023-03-17 13:55:41	59.8	82.4	70.8	59.5	60.5	85.9	59.1	59.1
2023-03-17 13:55:42	60.4	83.4	72.3	60.1	60.7	89.0	59.8	59.8

2023-03-17 13:55:43	60.6	80.7	70.1	60.5	61.3	85.8	60.3	60.3
2023-03-17 13:55:44	61.1	84.0	71.0	61.0	61.8	86.2	60.7	60.7
2023-03-17 13:55:45	60.7	81.8	71.2	60.9	61.3	86.6	60.8	60.8
2023-03-17 13:55:46	60.4	84.6	72.0	60.7	61.1	88.2	60.6	60.6
2023-03-17 13:55:47	59.9	81.1	70.9	60.5	60.3	86.9	60.3	60.3
2023-03-17 13:55:48	59.8	81.1	70.3	60.2	60.5	86.9	60.1	60.1
2023-03-17 13:55:49	60.7	82.2	72.0	60.6	62.2	86.1	60.1	60.1
2023-03-17 13:55:50	60.7	80.9	70.5	60.7	61.8	85.2	60.6	60.6
2023-03-17 13:55:51	60.8	81.7	70.8	60.8	61.5	85.1	60.6	60.6
2023-03-17 13:55:52	64.3	83.3	71.8	63.6	65.9	85.9	61.9	62.0
2023-03-17 13:55:53	66.7	85.7	73.6	65.7	67.2	88.1	65.1	65.1
2023-03-17 13:55:54	64.8	83.1	72.7	65.8	66.4	87.1	65.6	65.6
2023-03-17 13:55:55	61.8	85.1	73.4	64.9	63.1	90.2	64.1	64.1
2023-03-17 13:55:56	60.4	81.7	71.0	63.1	61.3	86.2	62.3	62.4
2023-03-17 13:55:57	59.9	85.1	72.8	61.6	60.6	88.8	61.1	61.1
2023-03-17 13:55:58	59.1	81.8	70.5	60.6	60.1	87.0	60.2	60.2
2023-03-17 13:55:59	59.0	82.8	71.0	59.7	59.7	87.9	59.4	59.4
2023-03-17 13:56:00	59.5	82.6	70.6	59.4	59.8	84.7	59.4	59.4
2023-03-17 13:56:01	59.9	81.9	71.1	59.8	60.4	85.7	59.5	59.5
2023-03-17 13:56:02	60.4	85.3	71.5	60.2	60.8	87.8	60.0	60.0
2023-03-17 13:56:03	61.3	87.4	75.4	61.0	61.9	91.8	60.6	60.6
2023-03-17 13:56:04	60.6	84.4	72.9	60.9	61.0	89.4	60.8	60.8
2023-03-17 13:56:05	61.4	83.7	72.3	61.4	62.6	88.6	60.8	60.8
2023-03-17 13:56:06	62.1	83.5	72.7	61.9	62.8	87.2	61.7	61.7
2023-03-17 13:56:07	61.6	85.3	72.6	61.9	62.3	92.1	61.8	61.8
2023-03-17 13:56:08	60.8	85.7	73.7	61.6	61.3	89.6	61.3	61.3
2023-03-17 13:56:09	60.4	86.9	74.3	61.1	60.9	91.2	60.9	60.9
2023-03-17 13:56:10	60.1	89.4	74.9	60.7	60.6	92.4	60.5	60.5
2023-03-17 13:56:11	59.6	89.7	74.7	60.3	60.1	92.1	60.0	60.0
2023-03-17 13:56:12	60.2	86.8	76.0	60.1	60.9	92.9	60.0	60.0
2023-03-17 13:56:13	59.8	89.6	76.3	60.0	60.4	94.9	59.9	59.9
2023-03-17 13:56:14	60.5	85.5	72.7	60.3	61.1	90.6	60.2	60.2
2023-03-17 13:56:15	61.7	88.4	74.8	61.4	63.1	93.4	60.6	60.6
2023-03-17 13:56:16	64.1	85.6	73.7	63.5	65.2	90.0	62.4	62.4
2023-03-17 13:56:17	71.1	89.1	76.9	70.1	73.5	90.5	66.7	66.9

2023-03-17 13:56:18	70.6	90.4	78.3	71.1	73.7	96.2	70.7	70.7
2023-03-17 13:56:19	64.4	85.8	75.1	70.0	66.5	91.1	68.7	68.7
2023-03-17 13:56:20	62.3	84.5	71.7	67.2	63.2	87.8	66.0	66.0
2023-03-17 13:56:21	62.0	83.4	71.4	64.8	62.7	86.9	63.9	64.0
2023-03-17 13:56:22	61.9	82.9	71.6	63.3	62.5	87.6	62.8	62.8
2023-03-17 13:56:23	62.8	83.3	72.6	62.7	63.4	88.5	62.5	62.5
2023-03-17 13:56:24	63.1	82.7	71.7	63.0	63.5	87.8	62.9	62.9
2023-03-17 13:56:25	62.7	82.8	71.4	63.0	63.6	85.2	62.9	62.9
2023-03-17 13:56:26	62.5	82.4	72.0	62.8	62.9	86.7	62.7	62.7
2023-03-17 13:56:27	62.5	83.0	72.0	62.7	63.2	86.9	62.6	62.6
2023-03-17 13:56:28	62.2	83.8	72.4	62.5	62.5	86.9	62.4	62.4
2023-03-17 13:56:29	63.2	83.8	72.7	62.9	63.8	87.6	62.7	62.7
2023-03-17 13:56:30	62.3	84.6	73.1	62.9	63.0	89.3	62.7	62.7
2023-03-17 13:56:31	61.4	85.2	73.1	62.5	61.9	89.3	62.1	62.1
2023-03-17 13:56:32	61.6	82.8	72.4	61.9	61.9	87.2	61.7	61.7
2023-03-17 13:56:33	61.5	84.1	73.5	61.8	62.1	87.9	61.7	61.7
2023-03-17 13:56:34	61.1	83.4	72.2	61.5	61.7	87.1	61.4	61.4
2023-03-17 13:56:35	61.2	83.4	72.9	61.4	62.0	89.9	61.3	61.3
2023-03-17 13:56:36	61.0	85.0	74.1	61.3	61.4	90.1	61.1	61.1
2023-03-17 13:56:37	62.7	84.6	73.9	62.4	64.0	87.6	61.5	61.5
2023-03-17 13:56:38	63.4	87.3	75.5	63.1	64.1	89.6	62.8	62.8
2023-03-17 13:56:39	63.0	86.0	74.6	63.2	63.7	87.9	63.1	63.1
2023-03-17 13:56:40	61.2	83.5	71.8	62.9	62.5	87.7	62.5	62.5
2023-03-17 13:56:41	60.4	82.5	71.3	61.9	60.8	85.5	61.4	61.4
2023-03-17 13:56:42	61.5	82.0	71.1	61.4	62.0	85.8	61.1	61.1
2023-03-17 13:56:43	61.9	82.8	71.5	61.8	62.7	86.7	61.5	61.5
2023-03-17 13:56:44	62.5	84.9	74.6	62.3	63.1	89.3	62.1	62.1
2023-03-17 13:56:45	62.1	87.4	76.8	62.2	62.5	90.7	62.2	62.2
2023-03-17 13:56:46	62.1	89.1	80.2	62.2	62.7	91.9	62.2	62.2
2023-03-17 13:56:47	61.5	90.0	82.5	62.0	62.0	94.5	61.8	61.8
2023-03-17 13:56:48	60.8	88.8	80.8	61.7	62.1	92.6	61.5	61.5
2023-03-17 13:56:49	60.4	88.4	80.4	61.1	60.7	91.7	60.9	60.9
2023-03-17 13:56:50	59.9	87.5	78.6	60.6	60.4	91.0	60.3	60.3
2023-03-17 13:56:51	61.3	87.1	78.1	61.1	62.3	91.0	60.5	60.5
2023-03-17 13:56:52	63.0	86.4	77.6	62.5	63.8	90.0	61.7	61.7

2023-03-17 13:56:53	65.7	84.6	74.3	65.0	66.9	87.6	63.6	63.7
2023-03-17 13:56:54	69.9	87.7	76.6	69.0	71.7	90.0	66.9	67.0
2023-03-17 13:56:55	71.8	92.9	81.4	71.0	73.2	94.4	70.5	70.5
2023-03-17 13:56:56	64.9	87.9	77.2	70.7	69.2	90.3	69.3	69.4
2023-03-17 13:56:57	63.1	87.5	78.2	67.8	63.7	90.4	66.6	66.7
2023-03-17 13:56:58	62.4	84.7	76.3	65.4	62.8	88.9	64.5	64.5
2023-03-17 13:56:59	62.4	89.2	76.9	63.8	63.0	91.9	63.4	63.4
2023-03-17 13:57:00	62.2	88.8	77.3	63.0	62.8	92.1	62.7	62.7
2023-03-17 13:57:01	62.2	88.7	80.7	62.5	62.7	92.5	62.4	62.4
2023-03-17 13:57:02	62.4	86.8	75.5	62.4	62.8	95.1	62.3	62.3
2023-03-17 13:57:03	62.7	87.2	77.7	62.6	63.3	90.9	62.4	62.4
2023-03-17 13:57:04	63.2	84.8	75.1	63.0	63.6	93.4	62.8	62.8
2023-03-17 13:57:05	63.5	86.3	74.2	63.4	63.9	89.8	63.2	63.2
2023-03-17 13:57:06	62.5	85.9	77.4	63.3	63.5	90.6	63.0	63.0
2023-03-17 13:57:07	63.3	87.6	77.9	63.2	63.7	91.1	63.0	63.0
2023-03-17 13:57:08	63.6	86.9	76.6	63.5	64.1	92.8	63.4	63.4
2023-03-17 13:57:09	63.0	86.4	75.1	63.4	63.5	90.3	63.2	63.3
2023-03-17 13:57:10	63.3	86.7	76.4	63.3	63.9	92.0	63.2	63.2
2023-03-17 13:57:11	63.3	86.0	76.2	63.3	63.9	92.7	63.2	63.2
2023-03-17 13:57:12	64.9	87.3	76.8	64.4	65.5	91.1	64.0	64.0
2023-03-17 13:57:13	64.5	87.4	76.8	64.5	64.8	90.7	64.4	64.4
2023-03-17 13:57:14	63.5	86.3	76.6	64.4	64.4	92.0	64.1	64.1
2023-03-17 13:57:15	62.8	88.5	76.8	63.9	63.7	93.5	63.6	63.6
2023-03-17 13:57:16	63.0	86.2	77.4	63.2	63.6	90.3	63.1	63.1
2023-03-17 13:57:17	64.2	87.0	77.6	64.0	65.2	90.0	63.4	63.4
2023-03-17 13:57:18	66.0	87.7	78.0	65.5	67.0	90.9	64.8	64.8
2023-03-17 13:57:19	64.5	89.5	78.4	65.6	66.6	93.1	65.3	65.3
2023-03-17 13:57:20	62.8	86.6	78.3	64.7	63.5	91.6	64.1	64.1
2023-03-17 13:57:21	62.2	88.4	79.6	63.5	62.7	91.5	63.1	63.1
2023-03-17 13:57:22	63.7	87.1	77.5	63.6	64.8	92.1	63.2	63.2
2023-03-17 13:57:23	62.9	85.9	74.8	63.3	63.8	91.7	63.1	63.1
2023-03-17 13:57:24	64.2	87.7	76.1	64.0	65.1	91.1	63.7	63.7
2023-03-17 13:57:25	62.6	89.6	77.2	63.8	63.3	92.9	63.4	63.4
2023-03-17 13:57:26	60.2	87.8	78.4	63.0	61.5	92.8	62.1	62.2
2023-03-17 13:57:27	59.7	83.2	73.7	61.4	60.1	88.2	60.8	60.8

2023-03-17 13:57:28	60.1	83.8	73.1	60.4	60.7	86.4	60.3	60.3
2023-03-17 13:57:29	59.6	83.4	72.3	60.3	60.6	87.0	60.1	60.1
2023-03-17 13:57:30	58.9	83.4	72.6	59.8	59.4	86.8	59.5	59.5
2023-03-17 13:57:31	58.2	82.0	71.6	59.2	58.6	87.5	58.8	58.8
2023-03-17 13:57:32	58.3	82.3	70.7	58.6	58.9	85.1	58.5	58.5
2023-03-17 13:57:33	59.2	81.8	70.7	58.9	59.5	84.1	58.7	58.7
2023-03-17 13:57:34	58.3	81.0	70.7	58.9	59.3	86.4	58.7	58.7
2023-03-17 13:57:35	59.0	80.9	70.0	58.9	59.6	84.5	58.7	58.7
2023-03-17 13:57:36	58.8	81.2	70.4	58.9	59.4	85.4	58.9	58.9
2023-03-17 13:57:37	58.6	81.7	71.0	58.9	59.2	87.3	58.8	58.8
2023-03-17 13:57:38	60.2	82.5	71.8	59.8	61.4	86.5	59.2	59.3
2023-03-17 13:57:39	61.0	81.9	71.3	60.7	62.0	87.1	60.2	60.2
2023-03-17 13:57:40	60.4	83.6	71.1	60.6	61.1	85.6	60.5	60.5
2023-03-17 13:57:41	59.7	81.9	71.5	60.5	60.3	85.0	60.2	60.2
2023-03-17 13:57:42	60.4	83.7	71.6	60.4	61.3	84.3	60.2	60.2
2023-03-17 13:57:43	59.9	82.9	71.9	60.3	60.7	86.8	60.1	60.1
2023-03-17 13:57:44	60.6	83.1	71.7	60.5	61.6	86.1	60.1	60.1
2023-03-17 13:57:45	61.1	82.3	71.5	61.0	62.3	86.4	60.6	60.6
2023-03-17 13:57:46	64.4	83.1	72.0	63.6	66.2	87.2	62.7	62.7
2023-03-17 13:57:47	60.2	83.6	72.9	63.4	63.4	90.7	62.4	62.5
2023-03-17 13:57:48	67.1	93.2	79.1	66.3	70.6	97.4	63.7	63.8
2023-03-17 13:57:49	60.5	89.0	75.5	66.3	70.3	91.1	64.9	64.9
2023-03-17 13:57:50	62.7	86.3	73.8	63.5	64.6	90.8	63.2	63.2
2023-03-17 13:57:51	64.7	84.0	72.2	64.7	67.8	87.9	63.8	63.8
2023-03-17 13:57:52	69.5	87.5	74.0	69.0	74.6	90.8	66.1	66.2
2023-03-17 13:57:53	63.6	85.1	71.8	68.8	70.4	87.1	67.5	67.6
2023-03-17 13:57:54	62.5	86.4	74.1	65.9	64.7	90.6	64.9	64.9
2023-03-17 13:57:55	62.6	85.2	73.0	64.1	65.3	88.0	63.6	63.6
2023-03-17 13:57:56	61.9	87.4	76.3	63.1	62.8	91.8	62.6	62.6
2023-03-17 13:57:57	64.1	86.3	75.1	63.9	67.0	91.9	63.2	63.2
2023-03-17 13:57:58	62.6	88.8	75.4	63.5	63.1	89.7	63.2	63.2
2023-03-17 13:57:59	62.4	85.7	74.5	63.0	63.5	88.6	62.7	62.8
2023-03-17 13:58:00	64.3	87.5	75.8	64.0	65.6	93.3	63.1	63.1
2023-03-17 13:58:01	68.1	97.5	84.0	67.3	69.9	102.0	65.6	65.6
2023-03-17 13:58:02	65.8	92.5	79.9	67.5	69.9	95.7	67.1	67.1

2023-03-17 13:58:03	61.2	90.8	77.1	66.0	62.3	95.0	64.8	64.8
2023-03-17 13:58:04	60.7	86.5	75.4	63.6	61.4	92.5	62.7	62.7
2023-03-17 13:58:05	61.5	85.9	73.4	62.3	63.0	90.3	61.9	62.0
2023-03-17 13:58:06	61.2	85.3	74.2	61.7	62.1	91.3	61.5	61.5
2023-03-17 13:58:07	60.7	86.9	75.2	61.3	61.4	92.4	61.1	61.1
2023-03-17 13:58:08	60.7	83.3	72.7	60.9	61.7	86.5	60.7	60.7
2023-03-17 13:58:09	61.1	83.4	72.4	61.2	62.0	86.6	61.0	61.0
2023-03-17 13:58:10	61.0	82.2	71.3	61.0	61.4	85.1	61.0	61.0
2023-03-17 13:58:11	61.5	82.9	71.8	61.4	62.3	87.3	61.1	61.1
2023-03-17 13:58:12	60.9	83.6	73.2	61.4	61.8	88.7	61.3	61.3
2023-03-17 13:58:13	61.1	87.0	76.0	61.1	61.4	93.3	61.1	61.1
2023-03-17 13:58:14	63.0	86.1	74.3	62.5	63.9	90.5	61.8	61.8
2023-03-17 13:58:15	64.6	84.9	73.7	64.1	65.9	89.3	63.1	63.1
2023-03-17 13:58:16	70.2	87.4	76.3	69.1	71.7	94.9	66.9	67.0
2023-03-17 13:58:17	65.7	92.3	78.0	69.2	70.9	93.9	68.3	68.3
2023-03-17 13:58:18	62.8	88.1	76.0	67.0	63.4	93.0	65.9	65.9
2023-03-17 13:58:19	62.3	83.2	72.7	64.8	63.0	87.9	64.1	64.1
2023-03-17 13:58:20	62.6	85.2	73.8	63.4	63.2	90.2	63.1	63.1
2023-03-17 13:58:21	62.2	88.0	76.6	63.0	63.2	93.3	62.7	62.7
2023-03-17 13:58:22	62.2	87.7	76.3	62.5	62.7	92.1	62.3	62.3
2023-03-17 13:58:23	62.3	84.9	72.8	62.5	63.1	88.2	62.4	62.4
2023-03-17 13:58:24	62.6	82.7	71.7	62.5	63.2	87.6	62.4	62.4
2023-03-17 13:58:25	62.7	83.6	72.6	62.7	63.5	88.5	62.7	62.7
2023-03-17 13:58:26	61.8	83.1	72.8	62.6	62.7	86.4	62.4	62.4
2023-03-17 13:58:27	60.7	82.8	71.3	62.0	61.2	86.2	61.6	61.6
2023-03-17 13:58:28	60.8	86.9	75.1	61.3	61.4	90.8	61.1	61.1
2023-03-17 13:58:29	60.1	84.3	73.5	60.9	60.8	87.5	60.7	60.7
2023-03-17 13:58:30	60.2	82.2	72.5	60.4	61.0	87.2	60.3	60.3
2023-03-17 13:58:31	59.2	83.6	73.0	60.3	60.4	87.5	60.0	60.0
2023-03-17 13:58:32	59.8	83.2	72.7	59.7	60.1	88.5	59.6	59.6
2023-03-17 13:58:33	60.2	82.4	71.9	60.0	60.5	85.1	59.9	59.9
2023-03-17 13:58:34	60.6	82.2	71.6	60.5	61.3	85.0	60.3	60.3
2023-03-17 13:58:35	60.0	83.4	72.0	60.3	60.4	87.0	60.1	60.1
2023-03-17 13:58:36	60.5	84.2	72.9	60.4	61.2	89.5	60.3	60.3
2023-03-17 13:58:37	60.0	83.2	72.2	60.4	60.4	86.3	60.3	60.3

2023-03-17 13:58:38	61.3	85.4	73.4	61.0	61.9	88.3	60.5	60.5
2023-03-17 13:58:39	63.9	85.5	74.1	63.3	65.4	91.2	61.9	62.0
2023-03-17 13:58:40	68.3	86.3	75.6	67.1	69.3	91.7	65.6	65.7
2023-03-17 13:58:41	64.7	89.4	76.4	67.2	68.4	92.3	66.6	66.7
2023-03-17 13:58:42	61.3	81.9	72.1	65.4	61.8	85.8	64.3	64.3
2023-03-17 13:58:43	61.4	82.1	72.0	63.3	61.8	86.5	62.7	62.7
2023-03-17 13:58:44	62.4	83.4	71.9	62.4	62.9	87.3	62.3	62.3
2023-03-17 13:58:45	64.4	85.8	73.3	64.0	66.1	88.3	62.9	62.9
2023-03-17 13:58:46	68.9	89.2	76.2	67.9	70.2	90.8	66.1	66.2
2023-03-17 13:58:47	69.8	88.6	76.7	69.1	70.8	90.6	68.8	68.8
2023-03-17 13:58:48	71.4	88.9	77.9	70.8	72.3	92.6	70.1	70.1
2023-03-17 13:58:49	65.1	88.1	76.0	70.6	70.3	92.9	69.4	69.4
2023-03-17 13:58:50	61.7	86.2	76.4	67.8	62.5	91.0	66.4	66.4
2023-03-17 13:58:51	61.4	86.6	73.8	64.9	61.9	90.9	63.9	63.9
2023-03-17 13:58:52	62.1	86.1	74.2	63.1	62.4	89.9	62.8	62.8
2023-03-17 13:58:53	61.7	89.9	74.9	62.5	62.3	92.0	62.2	62.2
2023-03-17 13:58:54	60.6	84.8	73.8	62.0	61.6	91.5	61.5	61.5
2023-03-17 13:58:55	61.3	86.7	73.8	61.3	62.0	91.4	61.1	61.1
2023-03-17 13:58:56	61.6	84.4	73.6	61.5	62.2	90.7	61.5	61.5
2023-03-17 13:58:57	61.2	88.2	75.8	61.5	61.6	94.4	61.4	61.4
2023-03-17 13:58:58	61.5	87.0	74.4	61.4	61.9	90.8	61.4	61.4
2023-03-17 13:58:59	61.5	85.4	74.2	61.6	62.0	89.9	61.5	61.5
2023-03-17 13:59:00	61.9	82.0	71.5	61.8	62.4	86.6	61.7	61.7
2023-03-17 13:59:01	61.1	83.6	72.5	61.7	62.0	89.2	61.4	61.4
2023-03-17 13:59:02	60.6	83.7	71.8	61.4	61.4	87.5	61.1	61.2
2023-03-17 13:59:03	60.5	81.9	71.1	60.9	61.2	87.5	60.7	60.7
2023-03-17 13:59:04	62.6	84.2	72.3	62.0	63.2	88.6	61.4	61.4
2023-03-17 13:59:05	61.3	82.5	71.8	62.0	62.4	86.5	61.6	61.6
2023-03-17 13:59:06	61.2	82.7	71.2	61.7	62.5	87.3	61.5	61.5
2023-03-17 13:59:07	60.9	82.4	71.4	61.3	61.4	88.0	61.2	61.2
2023-03-17 13:59:08	61.1	81.6	71.2	61.2	61.9	85.3	61.1	61.1
2023-03-17 13:59:09	59.6	80.8	70.7	61.0	60.5	87.0	60.6	60.6
2023-03-17 13:59:10	60.7	83.1	71.4	60.7	61.7	86.3	60.2	60.2
2023-03-17 13:59:11	60.5	82.2	71.8	60.8	61.5	86.0	60.7	60.7
2023-03-17 13:59:12	60.8	81.8	71.2	60.8	61.3	86.6	60.7	60.7

2023-03-17 13:59:13	60.2	83.8	72.4	60.7	60.5	87.2	60.5	60.5
2023-03-17 13:59:14	60.6	84.7	73.1	60.6	61.3	89.5	60.4	60.4
2023-03-17 13:59:15	60.6	83.2	71.9	60.7	61.3	86.9	60.6	60.6
2023-03-17 13:59:16	60.7	88.3	75.6	60.7	61.0	93.8	60.6	60.6
2023-03-17 13:59:17	59.8	85.3	74.4	60.6	60.6	92.3	60.4	60.4
2023-03-17 13:59:18	60.1	87.2	77.1	60.2	60.7	94.8	60.0	60.0
2023-03-17 13:59:19	60.0	91.1	75.8	60.1	60.4	94.5	60.1	60.1
2023-03-17 13:59:20	59.3	83.1	72.3	60.1	60.3	91.4	59.9	59.9
2023-03-17 13:59:21	59.2	84.0	72.9	59.6	59.7	87.6	59.5	59.5
2023-03-17 13:59:22	60.0	85.3	74.1	59.8	60.4	92.2	59.6	59.6
2023-03-17 13:59:23	59.8	86.9	74.6	59.9	60.5	93.9	59.7	59.7
2023-03-17 13:59:24	60.4	93.5	78.4	60.4	62.3	98.3	60.2	60.2
2023-03-17 13:59:25	61.2	86.4	75.6	61.1	63.0	90.8	60.3	60.4
2023-03-17 13:59:26	65.0	87.6	75.7	64.0	65.6	93.5	62.8	62.8
2023-03-17 13:59:27	64.9	87.3	75.9	64.6	65.8	91.5	64.4	64.4
2023-03-17 13:59:28	63.1	91.6	76.2	64.5	64.2	96.1	64.1	64.1
2023-03-17 13:59:29	63.4	86.0	74.9	63.6	64.8	91.0	63.4	63.4
2023-03-17 13:59:30	63.4	95.9	79.4	64.0	65.2	97.7	63.6	63.7
2023-03-17 13:59:31	61.5	93.2	76.9	63.3	62.7	96.4	62.7	62.7
2023-03-17 13:59:32	61.5	90.2	78.0	62.3	62.3	95.9	62.0	62.0
2023-03-17 13:59:33	60.1	87.9	75.4	61.8	61.3	91.2	61.2	61.2
2023-03-17 13:59:34	60.2	88.1	77.2	60.8	60.5	93.6	60.6	60.6
2023-03-17 13:59:35	61.2	85.4	75.0	61.1	62.8	92.0	60.6	60.6
2023-03-17 13:59:36	62.7	89.0	76.6	62.4	64.3	94.9	62.1	62.1
2023-03-17 13:59:37	62.0	85.9	75.2	62.2	63.4	89.9	61.8	61.8
2023-03-17 13:59:38	60.3	82.5	72.6	62.2	62.7	87.7	61.5	61.5
2023-03-17 13:59:39	62.3	86.2	74.6	62.1	64.3	88.6	61.3	61.3
2023-03-17 13:59:40	62.0	84.0	73.7	62.3	63.2	89.6	62.1	62.1
2023-03-17 13:59:41	64.6	84.9	74.4	64.0	66.1	89.5	62.9	62.9
2023-03-17 13:59:42	67.3	86.5	75.8	66.6	68.7	90.6	65.2	65.2
2023-03-17 13:59:43	68.0	89.0	75.7	67.6	69.4	89.4	67.4	67.4
2023-03-17 13:59:44	63.5	85.1	73.7	67.3	66.7	87.6	66.4	66.4
2023-03-17 13:59:45	63.8	85.9	73.9	65.1	65.7	88.4	64.5	64.5
2023-03-17 13:59:46	61.1	84.1	73.0	64.4	63.9	86.6	63.5	63.5
2023-03-17 13:59:47	60.6	84.2	73.3	62.6	61.7	86.3	62.0	62.0

2023-03-17 13:59:48	59.6	82.1	71.5	61.5	60.3	86.6	60.9	60.9
2023-03-17 13:59:49	60.1	83.0	72.3	60.4	60.9	87.0	60.2	60.2
2023-03-17 13:59:50	60.0	82.7	72.1	60.6	61.3	86.4	60.3	60.3
2023-03-17 13:59:51	59.8	83.2	72.2	60.0	60.7	87.8	59.8	59.8
2023-03-17 13:59:52	60.1	83.1	72.3	60.2	61.2	85.7	60.1	60.1
2023-03-17 13:59:53	60.2	83.0	72.5	60.2	60.8	88.7	60.1	60.1
2023-03-17 13:59:54	61.6	82.7	72.2	61.2	62.9	88.1	60.7	60.7
2023-03-17 13:59:55	59.6	82.2	71.7	61.1	61.3	88.0	60.6	60.6
2023-03-17 13:59:56	59.0	84.0	71.9	60.3	60.5	91.4	59.9	59.9
2023-03-17 13:59:57	59.6	82.6	71.7	59.8	61.3	86.9	59.5	59.5
2023-03-17 13:59:58	58.4	83.6	71.8	59.5	59.0	85.3	59.1	59.1
2023-03-17 13:59:59	58.0	82.8	70.9	58.9	58.5	85.3	58.5	58.5
2023-03-17 14:00:00	57.1	81.9	70.8	58.3	58.1	88.5	57.9	58.0
2023-03-17 14:00:01	57.4	84.4	73.5	57.6	57.8	90.1	57.5	57.5
2023-03-17 14:00:02	57.4	83.8	72.8	57.5	58.1	88.4	57.4	57.4
2023-03-17 14:00:03	58.3	83.1	72.1	58.1	58.7	86.4	57.8	57.8
2023-03-17 14:00:04	58.2	83.8	71.4	58.2	58.6	86.4	58.1	58.1
2023-03-17 14:00:05	58.0	82.9	72.0	58.2	58.6	85.8	58.1	58.1
2023-03-17 14:00:06	57.9	81.1	70.8	58.0	58.4	85.6	57.9	58.0
2023-03-17 14:00:07	58.5	79.4	70.0	58.4	59.0	84.7	58.2	58.2
2023-03-17 14:00:08	58.8	81.5	70.3	58.7	59.2	87.8	58.5	58.5
2023-03-17 14:00:09	58.8	82.8	72.5	58.8	59.2	86.5	58.7	58.7
2023-03-17 14:00:10	58.9	80.6	70.6	58.9	59.5	83.9	58.7	58.7
2023-03-17 14:00:11	60.1	82.2	71.3	59.8	60.6	86.4	59.4	59.4
2023-03-17 14:00:12	60.2	81.5	70.8	60.1	60.7	85.5	59.9	59.9
2023-03-17 14:00:13	60.7	82.7	71.2	60.5	61.3	86.8	60.2	60.3
2023-03-17 14:00:14	60.2	81.7	70.3	60.6	60.9	84.7	60.4	60.4
2023-03-17 14:00:15	60.8	83.4	71.6	60.7	61.5	86.8	60.4	60.4
2023-03-17 14:00:16	60.7	80.3	71.0	60.8	61.1	84.8	60.7	60.7
2023-03-17 14:00:17	60.4	81.6	71.0	60.8	61.5	84.6	60.6	60.6
2023-03-17 14:00:18	59.9	85.2	74.1	60.5	60.8	88.1	60.4	60.4
2023-03-17 14:00:19	61.5	83.1	72.0	61.2	62.9	86.4	60.7	60.7
2023-03-17 14:00:20	61.4	82.6	72.4	61.3	62.0	86.9	61.2	61.2
2023-03-17 14:00:21	61.1	83.0	72.0	61.3	61.7	87.8	61.2	61.2
2023-03-17 14:00:22	60.4	84.4	72.9	61.1	61.1	87.5	60.9	60.9

2023-03-17 14:00:23	60.2	82.7	72.3	60.6	60.8	88.6	60.4	60.4
2023-03-17 14:00:24	60.2	83.8	73.6	60.4	60.8	89.7	60.3	60.3
2023-03-17 14:00:25	59.7	82.7	71.6	60.2	60.1	90.0	60.0	60.0
2023-03-17 14:00:26	60.2	84.0	72.6	60.3	61.3	87.0	60.0	60.0
2023-03-17 14:00:27	60.3	82.1	72.6	60.2	60.8	88.7	60.1	60.1
2023-03-17 14:00:28	60.2	83.9	72.6	60.4	60.8	88.2	60.2	60.2
2023-03-17 14:00:29	60.0	82.4	72.9	60.2	60.7	88.6	60.1	60.1
2023-03-17 14:00:30	60.4	83.5	72.6	60.4	61.0	85.9	60.1	60.1
2023-03-17 14:00:31	60.3	83.0	71.3	60.6	61.4	84.7	60.4	60.4
2023-03-17 14:00:32	59.7	83.0	71.9	60.2	60.2	87.9	60.1	60.1
2023-03-17 14:00:33	60.2	81.8	71.6	60.2	61.0	90.0	60.0	60.0
2023-03-17 14:00:34	61.2	84.0	72.1	61.0	62.7	88.4	60.5	60.5
2023-03-17 14:00:35	60.5	83.0	72.1	60.9	61.1	87.0	60.8	60.8
2023-03-17 14:00:36	59.9	82.3	71.9	60.7	60.6	85.4	60.4	60.4
2023-03-17 14:00:37	60.7	81.4	71.5	60.7	61.7	87.1	60.6	60.6
2023-03-17 14:00:38	59.7	83.1	72.4	60.4	60.1	86.4	60.2	60.2
2023-03-17 14:00:39	59.8	81.2	71.3	60.0	60.2	85.0	59.9	59.9
2023-03-17 14:00:40	60.5	82.9	71.1	60.3	60.9	86.2	60.2	60.2
2023-03-17 14:00:41	59.8	83.7	71.3	60.2	60.3	86.8	60.1	60.1
2023-03-17 14:00:42	59.9	84.1	71.7	60.0	60.4	87.4	60.0	60.0
2023-03-17 14:00:43	59.7	84.7	73.7	59.9	60.5	90.7	59.8	59.8
2023-03-17 14:00:44	59.1	82.4	72.3	59.8	59.7	88.7	59.6	59.6
2023-03-17 14:00:45	58.5	88.6	74.9	59.3	59.2	97.5	59.0	59.0
2023-03-17 14:00:46	57.9	83.4	73.0	58.8	58.3	90.3	58.5	58.5
2023-03-17 14:00:47	58.0	83.1	71.6	58.3	58.3	90.2	58.2	58.2
2023-03-17 14:00:48	58.0	90.8	73.5	58.2	58.6	96.0	58.1	58.1
2023-03-17 14:00:49	58.3	82.5	70.5	58.3	59.1	86.6	58.0	58.0
2023-03-17 14:00:50	59.3	82.1	71.0	59.0	59.8	86.4	58.6	58.6
2023-03-17 14:00:51	60.6	83.6	71.9	60.1	61.3	89.4	59.6	59.6
2023-03-17 14:00:52	62.1	82.8	71.0	61.6	62.9	90.0	60.8	60.8
2023-03-17 14:00:53	62.7	83.1	71.7	62.3	63.1	94.2	62.0	62.0
2023-03-17 14:00:54	62.0	84.0	73.0	62.3	62.6	93.3	62.2	62.2
2023-03-17 14:00:55	61.3	89.2	74.4	62.1	62.0	98.3	61.8	61.8
2023-03-17 14:00:56	60.7	82.3	71.6	61.5	61.4	88.8	61.2	61.2
2023-03-17 14:00:57	60.6	84.8	73.0	61.1	61.1	90.2	60.9	60.9

2023-03-17 14:00:58	60.1	88.5	75.6	60.7	60.6	90.8	60.6	60.6
2023-03-17 14:00:59	59.7	87.6	75.2	60.3	60.2	94.0	60.1	60.1
2023-03-17 14:01:00	59.7	85.1	74.2	59.9	60.5	87.7	59.8	59.8
2023-03-17 14:01:01	60.0	88.1	75.8	60.0	60.4	92.3	59.9	59.9
2023-03-17 14:01:02	60.2	89.7	76.8	60.2	61.0	95.7	60.0	60.0
2023-03-17 14:01:03	59.4	89.6	74.8	60.2	61.1	91.9	59.9	59.9
2023-03-17 14:01:04	58.9	83.5	72.9	59.8	60.0	86.0	59.5	59.5
2023-03-17 14:01:05	58.2	82.9	73.3	59.2	58.6	87.0	58.8	58.8
2023-03-17 14:01:06	58.8	81.7	72.0	58.8	59.2	86.4	58.7	58.7
2023-03-17 14:01:07	59.2	82.1	70.5	59.1	60.5	86.7	58.8	58.8
2023-03-17 14:01:08	59.4	81.0	70.3	59.3	59.9	84.7	59.3	59.3
2023-03-17 14:01:09	59.2	84.8	71.9	59.3	59.6	89.4	59.2	59.2
2023-03-17 14:01:10	59.3	84.5	73.3	59.3	59.8	88.6	59.3	59.3
2023-03-17 14:01:11	60.7	91.2	78.8	60.3	61.8	96.7	59.8	59.8
2023-03-17 14:01:12	59.7	86.6	74.7	60.3	61.2	90.5	60.2	60.2
2023-03-17 14:01:13	59.8	88.3	76.5	60.0	60.3	94.2	59.9	59.9
2023-03-17 14:01:14	59.9	91.7	78.7	60.0	61.2	95.7	59.8	59.8
2023-03-17 14:01:15	60.0	84.4	73.8	60.1	60.6	90.3	60.0	60.0
2023-03-17 14:01:16	59.3	83.5	72.3	59.9	60.4	91.0	59.7	59.7
2023-03-17 14:01:17	58.6	89.0	74.1	59.4	59.3	91.6	59.2	59.2
2023-03-17 14:01:18	58.0	85.1	71.0	58.9	58.4	87.7	58.6	58.6
2023-03-17 14:01:19	58.6	81.4	71.7	58.5	59.1	86.6	58.4	58.4
2023-03-17 14:01:20	58.9	82.4	71.6	58.8	59.6	86.4	58.7	58.7
2023-03-17 14:01:21	59.1	82.2	71.6	59.0	59.7	87.7	58.9	58.9
2023-03-17 14:01:22	59.0	83.9	72.7	59.0	59.5	89.1	59.0	59.0
2023-03-17 14:01:23	59.0	84.5	73.6	59.1	59.8	89.4	58.9	58.9
2023-03-17 14:01:24	59.9	85.1	73.6	59.6	60.3	89.7	59.4	59.4
2023-03-17 14:01:25	58.9	82.3	72.7	59.5	59.4	86.6	59.3	59.3
2023-03-17 14:01:26	59.2	83.5	73.2	59.2	59.6	88.0	59.2	59.2
2023-03-17 14:01:27	59.3	83.5	72.4	59.5	60.4	88.2	59.3	59.3
2023-03-17 14:01:28	58.8	85.4	73.9	59.2	59.2	88.3	59.0	59.0
2023-03-17 14:01:29	59.6	85.4	74.3	59.4	60.1	88.8	59.2	59.2
2023-03-17 14:01:30	59.3	87.4	74.7	59.5	59.9	89.7	59.4	59.4
2023-03-17 14:01:31	58.7	85.9	74.6	59.4	59.7	92.0	59.1	59.1
2023-03-17 14:01:32	58.6	85.5	72.8	58.9	59.3	90.0	58.7	58.7

2023-03-17 14:01:33	58.3	84.4	72.1	58.8	59.1	87.0	58.6	58.6
2023-03-17 14:01:34	57.8	83.3	71.7	58.4	58.0	89.0	58.2	58.2
2023-03-17 14:01:35	58.4	82.3	71.8	58.4	58.9	88.2	58.1	58.2
2023-03-17 14:01:36	58.0	82.8	72.3	58.3	58.4	88.4	58.2	58.2
2023-03-17 14:01:37	58.0	82.7	71.6	58.1	58.7	87.3	58.0	58.0
2023-03-17 14:01:38	58.6	82.4	71.1	58.5	59.0	87.4	58.4	58.4
2023-03-17 14:01:39	57.1	80.6	70.5	58.4	58.1	85.8	58.0	58.0
2023-03-17 14:01:40	56.7	82.2	70.4	57.6	57.3	86.1	57.3	57.3
2023-03-17 14:01:41	56.9	81.0	71.0	57.0	57.2	85.9	57.0	57.0
2023-03-17 14:01:42	57.1	83.7	72.2	57.1	57.5	89.8	57.0	57.0
2023-03-17 14:01:43	57.5	83.5	71.6	57.4	57.9	88.7	57.2	57.2
2023-03-17 14:01:44	57.6	82.7	70.5	57.6	58.1	86.5	57.5	57.5
2023-03-17 14:01:45	57.9	81.6	70.5	57.8	58.4	86.3	57.6	57.6
2023-03-17 14:01:46	57.7	82.3	71.4	57.9	58.5	87.7	57.8	57.8
2023-03-17 14:01:47	59.3	90.3	75.5	58.9	60.4	92.4	58.2	58.2
2023-03-17 14:01:48	61.8	88.3	76.8	61.2	63.1	95.3	59.9	59.9
2023-03-17 14:01:49	64.3	86.7	74.9	63.5	64.8	93.9	62.5	62.5
2023-03-17 14:01:50	69.1	91.6	78.8	68.1	70.7	95.0	65.9	66.0
2023-03-17 14:01:51	69.9	91.6	79.3	70.0	72.2	98.1	69.4	69.4
2023-03-17 14:01:52	62.2	90.6	77.8	68.7	64.8	95.2	67.2	67.3
2023-03-17 14:01:53	62.0	96.9	81.1	65.8	63.6	98.8	64.8	64.8
2023-03-17 14:01:54	63.7	97.9	82.5	64.8	67.9	102.3	64.0	64.0
2023-03-17 14:01:55	60.9	88.2	76.6	63.4	62.1	93.8	62.6	62.7
2023-03-17 14:01:56	60.2	88.0	76.7	61.9	61.3	95.0	61.4	61.4
2023-03-17 14:01:57	62.0	93.7	79.8	61.8	62.9	97.3	61.2	61.2
2023-03-17 14:01:58	64.5	94.2	79.0	63.7	64.9	98.0	62.9	62.9
2023-03-17 14:01:59	64.5	90.0	76.7	64.3	65.4	93.1	64.2	64.2
2023-03-17 14:02:00	61.6	84.6	72.5	64.1	63.4	88.3	63.4	63.4
2023-03-17 14:02:01	60.0	88.0	75.8	62.6	60.9	94.2	61.8	61.8
2023-03-17 14:02:02	59.4	87.5	75.2	61.1	60.0	90.7	60.6	60.6
2023-03-17 14:02:03	59.1	85.4	73.4	60.1	59.6	91.2	59.8	59.8
2023-03-17 14:02:04	64.9	100.6	86.0	63.5	66.9	104.0	62.3	62.4
2023-03-17 14:02:05	64.3	98.6	84.5	64.7	67.4	103.9	64.2	64.2
2023-03-17 14:02:06	60.3	97.3	79.6	63.6	63.3	99.1	62.7	62.7
2023-03-17 14:02:07	59.1	93.3	78.3	61.7	60.4	94.3	60.9	60.9

2023-03-17 14:02:08	62.8	95.9	82.4	62.3	66.5	99.0	61.5	61.5
2023-03-17 14:02:09	64.7	95.3	79.7	64.1	66.0	96.8	62.9	62.9
2023-03-17 14:02:10	70.1	93.7	81.9	69.3	73.2	97.1	66.2	66.3
2023-03-17 14:02:11	71.8	94.9	82.3	71.7	74.4	97.7	71.0	71.0
2023-03-17 14:02:12	62.4	87.0	73.7	70.4	66.0	88.3	68.8	68.9
2023-03-17 14:02:13	60.5	85.5	73.8	67.1	61.6	92.5	65.6	65.6
2023-03-17 14:02:14	60.9	90.4	77.3	64.1	62.5	94.0	63.2	63.2
2023-03-17 14:02:15	59.5	86.6	75.3	62.4	60.6	89.8	61.6	61.6
2023-03-17 14:02:16	59.1	86.4	75.6	60.8	59.8	89.3	60.2	60.2
2023-03-17 14:02:17	58.8	84.2	73.4	59.8	59.3	88.5	59.5	59.5
2023-03-17 14:02:18	57.8	81.2	71.0	59.2	58.6	85.7	58.8	58.8
2023-03-17 14:02:19	57.1	81.3	70.7	58.3	57.6	86.6	57.9	57.9
2023-03-17 14:02:20	57.2	82.6	70.1	57.6	57.5	84.3	57.4	57.4
2023-03-17 14:02:21	57.8	80.7	69.6	57.7	58.3	84.5	57.5	57.5
2023-03-17 14:02:22	58.1	81.2	70.3	58.0	59.0	88.0	57.7	57.8
2023-03-17 14:02:23	58.4	81.1	70.8	58.3	58.8	87.1	58.1	58.1
2023-03-17 14:02:24	58.7	82.4	71.5	58.6	59.5	85.7	58.4	58.4
2023-03-17 14:02:25	59.3	82.8	71.6	59.1	59.7	87.3	58.9	58.9
2023-03-17 14:02:26	59.1	82.0	71.0	59.2	59.5	85.1	59.0	59.0
2023-03-17 14:02:27	59.8	84.6	74.0	59.6	60.3	87.0	59.4	59.4
2023-03-17 14:02:28	59.5	85.9	73.4	59.7	59.9	89.5	59.6	59.6
2023-03-17 14:02:29	59.2	86.5	74.0	59.5	59.5	92.4	59.3	59.4
2023-03-17 14:02:30	60.2	93.9	80.1	60.1	62.4	96.4	59.4	59.4
2023-03-17 14:02:31	60.3	88.7	77.1	60.3	61.6	92.6	60.1	60.1
2023-03-17 14:02:32	60.8	87.0	74.9	60.7	61.3	91.4	60.4	60.4
2023-03-17 14:02:33	61.8	85.4	73.9	61.4	62.1	90.5	61.1	61.1
2023-03-17 14:02:34	62.9	85.4	73.3	62.6	64.3	88.3	61.8	61.8
2023-03-17 14:02:35	67.6	86.2	74.2	66.5	68.4	88.5	65.0	65.0
2023-03-17 14:02:36	66.0	87.4	74.8	66.6	67.9	89.0	66.4	66.4
2023-03-17 14:02:37	63.4	84.1	72.5	66.2	66.5	87.4	65.1	65.1
2023-03-17 14:02:38	59.6	82.2	71.4	64.8	65.6	85.8	63.5	63.5
2023-03-17 14:02:39	59.0	81.4	71.2	62.2	59.4	85.1	61.3	61.3
2023-03-17 14:02:40	60.2	82.4	71.5	60.4	61.1	86.2	60.3	60.3
2023-03-17 14:02:41	59.5	82.1	71.8	60.4	60.4	85.7	60.0	60.0
2023-03-17 14:02:42	60.1	82.5	71.9	60.3	61.8	86.9	60.0	60.0

2023-03-17 14:02:43	58.7	80.8	71.1	59.9	59.3	84.6	59.5	59.5
2023-03-17 14:02:44	59.0	81.8	71.7	59.2	59.5	86.8	59.1	59.1
2023-03-17 14:02:45	59.1	81.5	70.2	59.2	59.6	84.3	59.1	59.1
2023-03-17 14:02:46	60.1	85.7	73.7	59.8	60.6	91.7	59.5	59.5
2023-03-17 14:02:47	60.7	88.5	76.3	60.4	61.4	96.0	60.2	60.2
2023-03-17 14:02:48	60.0	86.6	73.8	60.4	60.5	92.2	60.2	60.2
2023-03-17 14:02:49	60.1	87.8	75.2	60.3	60.9	92.6	60.2	60.2
2023-03-17 14:02:50	59.4	86.2	75.4	60.1	60.1	91.6	59.9	59.9
2023-03-17 14:02:51	59.2	86.7	74.1	59.6	59.5	92.2	59.4	59.4
2023-03-17 14:02:52	60.8	90.2	78.6	60.5	61.7	95.6	59.9	59.9
2023-03-17 14:02:53	61.9	86.0	74.9	61.5	62.5	91.3	61.1	61.1
2023-03-17 14:02:54	63.5	89.3	76.4	63.0	64.7	91.3	62.1	62.1
2023-03-17 14:02:55	67.8	85.7	75.2	67.0	70.1	89.5	64.8	64.8
2023-03-17 14:02:56	69.5	90.1	77.7	68.7	70.5	91.4	68.2	68.2
2023-03-17 14:02:57	64.1	86.9	74.2	68.6	68.3	89.9	67.5	67.5
2023-03-17 14:02:58	62.8	90.8	76.7	66.2	64.0	94.7	65.3	65.3
2023-03-17 14:02:59	62.7	90.4	76.9	64.3	63.4	92.0	63.7	63.7
2023-03-17 14:03:00	64.1	89.0	75.7	64.0	64.8	92.1	63.8	63.8
2023-03-17 14:03:01	63.3	88.5	76.0	63.8	63.7	93.3	63.6	63.6
2023-03-17 14:03:02	63.1	85.8	75.1	63.8	64.5	91.4	63.5	63.5
2023-03-17 14:03:03	61.4	88.3	76.1	63.1	62.2	91.9	62.5	62.5
2023-03-17 14:03:04	61.6	88.7	77.9	62.1	62.5	93.0	61.8	61.8
2023-03-17 14:03:05	61.8	89.6	78.1	61.9	62.5	94.1	61.8	61.8
2023-03-17 14:03:06	61.7	91.7	76.3	61.9	62.2	95.5	61.8	61.8
2023-03-17 14:03:07	61.3	84.3	73.8	61.7	61.6	88.4	61.6	61.6
2023-03-17 14:03:08	63.7	86.2	74.0	63.1	64.8	88.0	62.2	62.3
2023-03-17 14:03:09	64.2	85.4	74.5	64.0	65.2	86.3	63.4	63.4
2023-03-17 14:03:10	67.5	86.4	75.3	66.7	68.8	89.5	65.3	65.3
2023-03-17 14:03:11	72.5	93.9	80.6	71.7	75.2	95.4	68.9	69.0
2023-03-17 14:03:12	72.5	94.3	79.8	72.9	75.4	96.0	72.5	72.5
2023-03-17 14:03:13	63.0	84.0	73.0	71.6	66.2	87.0	69.9	70.0
2023-03-17 14:03:14	62.9	83.2	72.5	68.1	64.3	86.5	66.8	66.8
2023-03-17 14:03:15	64.2	86.4	73.6	65.9	66.9	88.9	65.3	65.4
2023-03-17 14:03:16	62.5	97.1	79.5	64.9	66.4	101.8	64.0	64.1
2023-03-17 14:03:17	61.6	83.1	72.4	63.1	61.9	88.4	62.7	62.7

	2023-03-17 14:03:18	62.0	84.5	74.4	62.4	62.8	89.1	62.2	62.2
	2023-03-17 14:03:19	60.8	83.6	72.4	62.1	62.4	85.4	61.7	61.7
	2023-03-17 14:03:20	60.9	84.9	72.0	61.6	62.6	87.0	61.3	61.3
	2023-03-17 14:03:21	60.8	81.2	71.1	61.0	62.0	84.2	60.7	60.7
	2023-03-17 14:03:22	61.2	82.7	71.5	61.2	62.0	87.0	61.0	61.0
	2023-03-17 14:03:23	62.6	83.6	72.7	62.2	63.2	87.1	61.7	61.7
	2023-03-17 14:03:24	61.8	83.6	72.4	62.6	64.2	88.2	62.2	62.2
	2023-03-17 14:03:25	60.2	82.1	72.1	61.9	61.8	87.3	61.4	61.4
	2023-03-17 14:03:26	60.4	84.5	72.8	60.7	61.0	88.4	60.6	60.6
	2023-03-17 14:03:27	59.6	83.8	73.0	60.5	60.5	88.4	60.3	60.3
	2023-03-17 14:03:28	59.6	84.2	72.6	59.9	60.2	86.0	59.8	59.8
	2023-03-17 14:03:29	61.3	83.4	72.1	61.0	62.8	86.8	60.1	60.1
	2023-03-17 14:03:30	65.7	88.5	76.0	64.7	67.0	91.6	63.1	63.2
	2023-03-17 14:03:31	65.3	86.1	74.9	65.3	66.7	88.9	65.1	65.1
	2023-03-17 14:03:32	63.5	85.7	73.4	64.9	64.1	88.8	64.4	64.4
	2023-03-17 14:03:33	64.4	86.1	74.4	64.7	65.9	88.9	64.4	64.4
	2023-03-17 14:03:34	60.6	85.2	72.4	64.0	62.8	87.0	63.0	63.1
	2023-03-17 14:03:35	60.0	82.6	70.8	62.2	62.0	86.1	61.6	61.6
	2023-03-17 14:03:36	59.0	81.4	70.4	60.8	59.3	86.5	60.2	60.2
	2023-03-17 14:03:37	58.9	81.5	71.3	59.7	59.3	85.8	59.4	59.4
	2023-03-17 14:03:38	59.4	82.5	71.9	59.4	59.8	88.6	59.3	59.3
	2023-03-17 14:03:39	60.8	83.8	71.7	60.4	61.6	88.9	59.9	59.9
	2023-03-17 14:03:40	62.8	84.0	72.4	62.2	64.1	89.2	61.2	61.2
	2023-03-17 14:03:41	62.6	83.2	72.0	62.6	64.1	86.5	62.5	62.5
	2023-03-17 14:03:42	61.7	84.7	73.0	62.4	62.2	89.1	62.1	62.1
	2023-03-17 14:03:43	63.1	84.6	72.9	62.8	63.6	86.4	62.4	62.4
Stop	2023-03-17 14:03:44								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	12: GoldenSpringsDr / MFRs
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	0.5%	0.0%		
L_{avg}	44.8 dB	--- dB		
TWA(8)	19.8 dB	--- dB		
Projected TWA(8)	47.7 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	53.5 dB	53.5 dB		
Projected LEP'd/Lex,8h	70.4 dB	68.6 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-17 15:10:39	
Stop Time	2023-03-17 15:25:39	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LA_{eq}	68.6 dB	
LAI_{eq}	70.7 dB	
LC_{peak}	101.9 dB	2023-03-17 15:17:15
LAS_{max}	78.8 dB	2023-03-17 15:17:15

LAF_{max}	80.9 dB	2023-03-17 15:15:04
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	68.6 dB		75.1 dB		77.0 dB	
$L\omega_{peak}$	93.8 dB	15:13:48	101.9 dB	15:17:15	102.7 dB	15:17:15
$L\omega S_{min}$	52.7 dB	15:24:23	63.6 dB	15:11:35	68.1 dB	15:24:29
$L\omega S_{max}$	78.8 dB	15:17:15	90.6 dB	15:17:15	91.0 dB	15:17:15
$L\omega F_{min}$	52.3 dB	15:24:21	62.2 dB	15:24:27	65.3 dB	15:11:35
$L\omega F_{max}$	80.9 dB	15:15:04	94.0 dB	15:17:15	94.5 dB	15:17:15
$L\omega I_{min}$	53.4 dB	15:24:22	65.7 dB	15:24:29	71.2 dB	15:24:29
$L\omega I_{max}$	81.6 dB	15:15:04	95.1 dB	15:17:15	95.6 dB	15:17:15

ω represents frequency weighting (A, C or Z)

SEL	98.1 dB
E (Pa^2s)	2.6 Pa^2s
E8 (Pa^2s)	84.4 Pa^2s
E40 (Pa^2s)	421.9 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.1 Pa^2h
LC_{eq} - LA_{eq}	6.5 dB

	Count	Duration
LAS > 75 dB	4	18
LAS > 86 dB	0	0
LCPk > 80 dB	19	801
LCPk > 81 dB	25	778
LCPk > 86 dB	56	502

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/17 15:10:39	Run	Remote	
2023/03/17 15:25:39	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	68.2	67.8	71.0	66.1	64.7	65.6	60.2	51.5	48.8	dB
OBA LZSmax	77.8	79.9	89.8	81.5	77.8	74.2	67.7	63.3	71.2	dB
OBA LZSmin	60.0	57.2	55.5	51.3	48.4	48.7	42.9	40.6	43.9	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-17 15:10:39	68.4	85.3	73.6	68.6	68.9	86.3	68.5	68.5
	2023-03-17 15:10:40	69.2	86.6	74.6	69.0	69.7	87.5	68.6	68.6
	2023-03-17 15:10:41	71.1	88.3	77.1	70.6	72.0	91.1	69.7	69.7
	2023-03-17 15:10:42	72.5	91.2	79.8	72.0	73.4	93.6	71.3	71.3
	2023-03-17 15:10:43	72.8	95.0	79.0	73.4	77.2	95.6	72.5	72.6
	2023-03-17 15:10:44	68.6	86.1	74.1	72.2	69.7	86.5	71.3	71.3
	2023-03-17 15:10:45	66.3	84.3	72.9	70.2	67.7	86.6	69.2	69.2
	2023-03-17 15:10:46	62.5	82.0	69.1	68.0	64.6	83.0	66.7	66.8
	2023-03-17 15:10:47	61.8	81.6	69.7	65.3	63.3	83.0	64.3	64.3
	2023-03-17 15:10:48	60.1	79.7	68.2	63.5	61.8	81.2	62.6	62.6
	2023-03-17 15:10:49	58.5	81.0	67.9	61.5	58.9	82.1	60.6	60.7
	2023-03-17 15:10:50	58.5	77.8	66.8	59.9	59.1	80.5	59.4	59.4
	2023-03-17 15:10:51	60.6	79.1	68.6	60.2	61.1	81.6	59.7	59.7
	2023-03-17 15:10:52	63.5	82.7	68.6	62.6	64.3	82.5	61.6	61.6
	2023-03-17 15:10:53	65.7	84.3	70.8	65.0	66.6	84.0	63.9	63.9
	2023-03-17 15:10:54	67.2	84.2	72.0	66.6	68.3	85.0	65.8	65.8
	2023-03-17 15:10:55	66.2	83.4	71.6	66.7	68.1	83.6	66.5	66.5
	2023-03-17 15:10:56	63.2	83.4	69.7	66.3	65.4	84.5	65.4	65.4
	2023-03-17 15:10:57	61.7	81.0	68.7	64.6	63.3	81.7	63.7	63.7
	2023-03-17 15:10:58	60.5	80.8	68.6	63.0	61.5	82.8	62.1	62.2
	2023-03-17 15:10:59	63.5	84.6	69.8	63.1	65.2	85.4	62.1	62.1
	2023-03-17 15:11:00	66.5	84.0	71.7	65.6	67.4	83.5	64.6	64.6
	2023-03-17 15:11:01	65.3	82.5	70.7	65.8	66.7	84.5	65.6	65.6
	2023-03-17 15:11:02	63.3	82.4	70.2	65.3	64.5	82.5	64.6	64.6
	2023-03-17 15:11:03	66.0	86.9	73.3	65.6	66.9	86.9	64.8	64.8
	2023-03-17 15:11:04	67.9	87.3	74.4	67.3	68.6	87.2	66.5	66.5
	2023-03-17 15:11:05	69.2	85.2	73.7	68.6	69.6	86.5	68.1	68.1
	2023-03-17 15:11:06	70.4	88.2	75.5	70.0	71.2	87.6	69.3	69.3
	2023-03-17 15:11:07	73.2	90.1	77.2	72.3	74.3	93.0	71.4	71.4
	2023-03-17 15:11:08	70.9	87.3	74.6	72.5	73.8	88.7	72.0	72.0
	2023-03-17 15:11:09	66.4	84.5	71.5	71.2	68.9	85.7	70.0	70.0
	2023-03-17 15:11:10	64.4	81.6	69.6	68.7	65.3	83.5	67.5	67.5
	2023-03-17 15:11:11	66.5	82.2	70.7	67.4	70.3	83.8	66.7	66.7
	2023-03-17 15:11:12	68.5	84.6	72.5	67.9	69.6	85.5	67.1	67.1

2023-03-17 15:11:13	69.5	86.8	74.5	69.0	70.0	86.9	68.6	68.6
2023-03-17 15:11:14	71.0	88.6	76.8	70.4	71.4	89.0	69.8	69.8
2023-03-17 15:11:15	70.7	87.0	76.3	70.6	71.3	89.3	70.5	70.5
2023-03-17 15:11:16	69.5	86.8	74.6	70.6	70.7	87.7	70.3	70.3
2023-03-17 15:11:17	69.2	86.6	74.3	69.8	69.9	88.8	69.7	69.7
2023-03-17 15:11:18	66.6	84.8	71.2	69.3	68.2	84.9	68.6	68.6
2023-03-17 15:11:19	64.1	82.3	69.6	67.7	66.0	82.2	66.7	66.7
2023-03-17 15:11:20	64.6	81.7	69.7	65.8	66.1	83.6	65.4	65.4
2023-03-17 15:11:21	65.6	81.7	70.4	65.6	66.7	85.3	65.1	65.1
2023-03-17 15:11:22	67.9	83.3	72.0	67.4	69.1	86.6	66.3	66.4
2023-03-17 15:11:23	70.7	86.9	75.4	69.8	71.6	88.7	68.8	68.9
2023-03-17 15:11:24	68.4	85.3	73.2	69.8	70.8	87.7	69.5	69.5
2023-03-17 15:11:25	61.9	82.8	71.0	68.7	66.5	87.3	67.3	67.3
2023-03-17 15:11:26	58.1	82.9	69.8	65.6	59.6	86.7	64.0	64.0
2023-03-17 15:11:27	58.2	77.4	66.3	62.4	60.1	84.1	61.3	61.3
2023-03-17 15:11:28	57.0	75.9	65.0	60.2	61.4	79.3	59.4	59.4
2023-03-17 15:11:29	54.5	76.3	64.9	58.2	55.2	81.2	57.2	57.2
2023-03-17 15:11:30	56.9	76.1	64.1	57.0	59.6	79.6	56.6	56.6
2023-03-17 15:11:31	54.9	74.9	64.3	56.6	57.0	79.6	56.1	56.1
2023-03-17 15:11:32	54.4	75.8	64.0	55.5	55.3	79.8	55.2	55.2
2023-03-17 15:11:33	53.9	75.3	64.4	54.8	54.4	80.2	54.5	54.5
2023-03-17 15:11:34	54.2	75.4	63.9	54.2	54.7	79.3	54.2	54.2
2023-03-17 15:11:35	54.3	75.7	63.9	54.3	55.1	81.3	54.2	54.2
2023-03-17 15:11:36	54.7	82.8	69.6	54.7	55.7	88.8	54.5	54.5
2023-03-17 15:11:37	54.7	81.9	68.8	54.7	55.3	85.5	54.6	54.6
2023-03-17 15:11:38	54.6	75.7	64.0	54.6	55.0	81.8	54.6	54.6
2023-03-17 15:11:39	55.6	76.9	64.6	55.4	56.4	79.0	54.9	54.9
2023-03-17 15:11:40	58.4	77.3	65.7	57.8	60.0	81.5	56.4	56.5
2023-03-17 15:11:41	62.0	80.1	67.5	61.0	63.0	82.3	59.6	59.7
2023-03-17 15:11:42	64.6	81.5	69.4	63.7	65.3	86.4	62.5	62.5
2023-03-17 15:11:43	67.4	84.0	71.6	66.5	68.3	84.4	65.2	65.2
2023-03-17 15:11:44	68.1	85.1	72.4	67.6	69.5	85.8	67.3	67.3
2023-03-17 15:11:45	65.4	82.6	70.0	67.5	67.1	85.8	66.9	66.9
2023-03-17 15:11:46	64.6	80.4	69.3	66.2	65.8	83.5	65.5	65.5
2023-03-17 15:11:47	65.9	81.9	70.2	65.9	67.1	83.3	65.4	65.4

2023-03-17 15:11:48	69.3	85.8	74.4	68.5	70.2	86.8	67.2	67.2
2023-03-17 15:11:49	71.3	89.3	76.7	70.6	72.2	90.2	69.6	69.6
2023-03-17 15:11:50	70.1	88.8	74.1	71.0	72.7	88.4	70.7	70.7
2023-03-17 15:11:51	63.4	80.2	69.1	70.0	67.2	82.0	68.5	68.6
2023-03-17 15:11:52	60.8	80.3	68.0	66.9	61.9	80.8	65.4	65.5
2023-03-17 15:11:53	61.0	78.9	68.4	64.1	61.7	83.1	63.1	63.1
2023-03-17 15:11:54	62.6	82.9	70.7	62.7	63.9	84.6	62.3	62.3
2023-03-17 15:11:55	66.8	84.3	72.8	65.9	68.2	86.1	64.4	64.4
2023-03-17 15:11:56	71.7	88.0	76.0	70.6	73.0	88.2	68.5	68.6
2023-03-17 15:11:57	74.7	92.5	79.6	73.8	75.9	91.7	72.3	72.4
2023-03-17 15:11:58	74.7	93.0	82.0	74.6	76.0	93.2	74.3	74.3
2023-03-17 15:11:59	70.6	89.4	78.5	74.2	73.0	89.6	73.3	73.3
2023-03-17 15:12:00	67.9	85.6	72.0	72.1	68.8	85.9	71.0	71.0
2023-03-17 15:12:01	68.4	84.3	71.7	70.0	69.0	84.8	69.4	69.4
2023-03-17 15:12:02	68.5	83.3	73.0	69.1	69.0	85.4	68.9	68.9
2023-03-17 15:12:03	68.1	84.8	74.0	68.7	68.7	86.0	68.5	68.5
2023-03-17 15:12:04	66.6	85.7	74.0	68.4	68.0	87.2	67.8	67.8
2023-03-17 15:12:05	64.8	84.8	73.6	67.3	66.4	85.9	66.6	66.6
2023-03-17 15:12:06	62.9	82.1	72.6	65.8	64.0	84.6	65.0	65.0
2023-03-17 15:12:07	61.0	81.1	71.6	64.1	61.7	82.9	63.2	63.2
2023-03-17 15:12:08	62.3	83.1	74.0	62.7	63.3	84.4	62.5	62.5
2023-03-17 15:12:09	61.7	82.2	72.5	62.3	62.5	84.6	62.1	62.1
2023-03-17 15:12:10	62.7	84.0	72.9	62.5	63.7	86.5	62.1	62.2
2023-03-17 15:12:11	65.3	87.0	76.1	64.7	66.8	86.4	63.4	63.5
2023-03-17 15:12:12	68.0	89.9	79.3	67.3	69.7	90.9	65.9	65.9
2023-03-17 15:12:13	71.3	92.2	83.8	70.4	72.4	92.7	69.0	69.0
2023-03-17 15:12:14	71.1	91.7	79.8	70.9	72.4	92.6	70.6	70.6
2023-03-17 15:12:15	71.8	93.0	81.9	71.6	72.5	93.2	71.3	71.3
2023-03-17 15:12:16	67.2	90.4	77.6	71.4	71.1	90.7	70.3	70.3
2023-03-17 15:12:17	66.6	86.2	74.0	69.1	68.1	87.1	68.2	68.2
2023-03-17 15:12:18	68.8	85.1	73.3	68.5	69.3	87.5	68.2	68.2
2023-03-17 15:12:19	68.4	84.3	73.4	68.5	68.8	87.4	68.4	68.4
2023-03-17 15:12:20	71.3	88.3	75.4	70.8	73.1	88.6	69.4	69.4
2023-03-17 15:12:21	74.4	90.8	78.5	73.4	74.8	91.4	72.5	72.5
2023-03-17 15:12:22	74.3	90.7	79.4	74.0	74.9	91.7	73.8	73.8

2023-03-17 15:12:23	72.6	89.5	78.5	73.9	73.7	90.1	73.4	73.4
2023-03-17 15:12:24	73.6	91.3	80.5	73.5	74.2	92.2	73.3	73.3
2023-03-17 15:12:25	72.1	88.5	77.4	73.6	73.9	89.5	73.2	73.2
2023-03-17 15:12:26	70.0	87.9	75.8	72.5	70.4	88.2	71.7	71.7
2023-03-17 15:12:27	70.4	86.4	75.7	71.1	70.8	89.6	70.8	70.8
2023-03-17 15:12:28	71.7	89.9	78.3	71.5	72.8	90.8	70.9	70.9
2023-03-17 15:12:29	71.7	89.5	78.0	71.8	72.9	90.8	71.7	71.7
2023-03-17 15:12:30	70.7	88.5	76.9	71.5	71.4	92.3	71.3	71.3
2023-03-17 15:12:31	72.3	94.6	79.2	71.9	73.1	98.4	71.5	71.5
2023-03-17 15:12:32	71.2	89.7	78.5	71.9	72.4	91.1	71.7	71.7
2023-03-17 15:12:33	70.5	89.8	78.3	71.5	71.5	92.0	71.2	71.2
2023-03-17 15:12:34	67.9	86.5	74.7	70.8	69.9	88.9	69.9	69.9
2023-03-17 15:12:35	69.3	85.6	74.0	69.3	69.7	87.8	69.2	69.2
2023-03-17 15:12:36	68.4	86.0	74.9	69.3	69.6	88.7	69.1	69.1
2023-03-17 15:12:37	67.8	85.5	73.3	68.5	68.6	87.1	68.2	68.2
2023-03-17 15:12:38	68.8	86.3	73.2	68.7	69.7	85.5	68.3	68.3
2023-03-17 15:12:39	69.5	85.1	73.9	69.2	69.8	85.9	69.0	69.0
2023-03-17 15:12:40	69.7	84.2	73.2	69.8	70.5	85.7	69.6	69.6
2023-03-17 15:12:41	66.0	83.4	72.0	69.4	68.1	85.0	68.5	68.5
2023-03-17 15:12:42	63.5	79.9	69.6	67.4	64.3	84.2	66.3	66.4
2023-03-17 15:12:43	61.8	79.1	69.1	65.3	62.8	82.7	64.3	64.3
2023-03-17 15:12:44	61.4	79.7	68.7	63.4	61.9	84.4	62.7	62.7
2023-03-17 15:12:45	63.9	80.9	69.0	63.5	64.6	83.6	62.8	62.8
2023-03-17 15:12:46	66.1	84.2	71.5	65.5	67.1	86.1	64.5	64.5
2023-03-17 15:12:47	67.8	85.2	73.1	67.1	68.1	86.9	66.5	66.5
2023-03-17 15:12:48	68.7	85.1	73.4	68.4	69.8	86.8	67.6	67.6
2023-03-17 15:12:49	70.1	86.0	75.3	69.7	71.0	88.8	68.9	68.9
2023-03-17 15:12:50	71.5	87.2	75.5	71.0	72.1	87.7	70.4	70.4
2023-03-17 15:12:51	72.5	88.5	76.5	72.0	73.1	88.6	71.7	71.7
2023-03-17 15:12:52	69.4	85.9	73.9	71.9	71.8	87.3	71.2	71.2
2023-03-17 15:12:53	68.7	85.0	73.1	70.4	69.1	88.5	69.9	69.9
2023-03-17 15:12:54	66.2	82.7	71.7	69.4	68.3	84.9	68.6	68.6
2023-03-17 15:12:55	66.2	84.8	72.5	67.5	66.7	85.6	67.1	67.1
2023-03-17 15:12:56	69.5	93.4	76.6	68.6	70.0	92.9	68.1	68.1
2023-03-17 15:12:57	68.5	86.6	73.6	68.7	69.1	87.2	68.6	68.6

2023-03-17 15:12:58	68.7	85.9	73.7	68.7	69.6	87.9	68.5	68.5
2023-03-17 15:12:59	69.6	87.6	75.7	69.3	69.8	87.8	69.0	69.0
2023-03-17 15:13:00	69.4	87.2	75.8	69.7	70.4	89.1	69.5	69.5
2023-03-17 15:13:01	67.2	83.9	72.0	69.2	68.9	84.8	68.5	68.5
2023-03-17 15:13:02	70.4	92.2	73.5	69.6	71.8	92.2	69.2	69.2
2023-03-17 15:13:03	70.9	87.2	74.2	70.5	71.3	87.9	70.1	70.1
2023-03-17 15:13:04	71.2	86.5	75.2	71.0	71.8	88.7	70.8	70.8
2023-03-17 15:13:05	71.4	89.0	76.9	71.3	72.2	90.1	71.1	71.1
2023-03-17 15:13:06	67.9	85.3	73.2	71.2	71.1	86.7	70.4	70.4
2023-03-17 15:13:07	64.2	80.9	70.5	69.2	66.0	84.7	68.0	68.1
2023-03-17 15:13:08	61.4	82.0	68.5	66.7	62.7	84.6	65.4	65.4
2023-03-17 15:13:09	62.5	80.0	68.5	64.1	62.9	83.9	63.6	63.6
2023-03-17 15:13:10	64.1	82.5	70.1	63.9	64.9	84.9	63.4	63.4
2023-03-17 15:13:11	65.9	84.9	72.2	65.4	66.9	84.9	64.5	64.5
2023-03-17 15:13:12	68.6	86.7	75.7	67.8	69.2	89.0	66.7	66.8
2023-03-17 15:13:13	67.6	87.4	76.1	67.9	68.8	88.5	67.8	67.8
2023-03-17 15:13:14	65.2	85.7	74.7	67.5	66.8	87.3	66.9	66.9
2023-03-17 15:13:15	65.1	83.2	72.2	66.2	65.6	84.5	65.8	65.8
2023-03-17 15:13:16	64.7	83.6	71.9	65.7	66.1	86.4	65.4	65.4
2023-03-17 15:13:17	62.0	80.8	69.6	64.9	63.6	83.4	64.1	64.1
2023-03-17 15:13:18	60.8	80.7	69.9	63.3	62.2	84.1	62.6	62.6
2023-03-17 15:13:19	59.5	79.7	67.9	61.8	60.3	85.0	61.1	61.1
2023-03-17 15:13:20	57.3	79.2	67.7	60.4	58.7	83.2	59.5	59.5
2023-03-17 15:13:21	55.8	78.0	66.7	58.6	57.0	82.5	57.9	57.9
2023-03-17 15:13:22	55.3	76.6	66.3	57.0	55.6	80.5	56.4	56.5
2023-03-17 15:13:23	55.9	78.3	67.0	56.0	56.6	82.3	55.9	55.9
2023-03-17 15:13:24	58.3	79.5	68.1	57.8	59.7	83.1	56.7	56.7
2023-03-17 15:13:25	62.5	81.5	69.8	61.5	63.6	84.1	59.8	59.9
2023-03-17 15:13:26	65.0	83.3	70.7	64.1	65.9	84.6	63.0	63.0
2023-03-17 15:13:27	68.6	85.5	73.0	67.8	70.7	86.4	65.7	65.8
2023-03-17 15:13:28	73.5	90.3	77.9	72.3	74.6	92.0	70.6	70.7
2023-03-17 15:13:29	70.8	87.5	76.0	72.5	73.8	90.4	72.1	72.1
2023-03-17 15:13:30	64.7	82.2	70.8	71.1	67.7	86.2	69.7	69.7
2023-03-17 15:13:31	60.2	81.0	68.9	68.1	62.9	84.0	66.5	66.5
2023-03-17 15:13:32	58.5	83.4	71.8	64.8	60.1	90.3	63.3	63.4

2023-03-17 15:13:33	58.1	83.0	70.2	61.8	58.8	87.8	60.9	60.9
2023-03-17 15:13:34	56.3	81.6	69.5	59.8	56.8	88.1	58.8	58.8
2023-03-17 15:13:35	57.2	78.5	67.6	57.9	57.7	83.4	57.7	57.7
2023-03-17 15:13:36	59.0	81.8	67.2	58.7	60.2	82.7	57.9	57.9
2023-03-17 15:13:37	62.9	80.0	68.8	61.9	64.3	84.4	60.5	60.6
2023-03-17 15:13:38	65.4	83.1	71.3	64.7	66.9	86.1	63.2	63.3
2023-03-17 15:13:39	69.4	88.2	74.7	68.5	70.9	91.7	66.7	66.7
2023-03-17 15:13:40	71.1	86.4	74.9	70.4	71.8	88.0	69.6	69.6
2023-03-17 15:13:41	71.5	86.3	75.3	71.1	72.0	88.6	70.9	70.9
2023-03-17 15:13:42	72.4	87.6	76.1	72.1	73.1	88.3	71.5	71.5
2023-03-17 15:13:43	73.1	88.2	76.9	72.9	74.2	89.2	72.4	72.4
2023-03-17 15:13:44	72.2	86.9	75.5	73.0	74.2	88.4	72.8	72.8
2023-03-17 15:13:45	70.0	87.8	75.7	72.3	71.0	87.8	71.5	71.6
2023-03-17 15:13:46	71.5	87.5	75.8	71.5	72.3	87.6	71.3	71.3
2023-03-17 15:13:47	72.7	87.5	76.7	72.5	74.3	89.3	71.6	71.6
2023-03-17 15:13:48	75.0	94.3	80.2	74.2	76.0	93.5	73.5	73.5
2023-03-17 15:13:49	75.1	92.1	80.9	74.8	75.6	93.4	74.6	74.6
2023-03-17 15:13:50	75.0	92.7	82.8	75.0	75.8	93.9	74.8	74.8
2023-03-17 15:13:51	72.9	92.2	79.5	74.9	74.5	91.7	74.3	74.4
2023-03-17 15:13:52	70.8	88.0	76.1	73.6	72.1	88.5	72.9	72.9
2023-03-17 15:13:53	69.3	87.2	75.1	72.0	69.9	89.2	71.2	71.2
2023-03-17 15:13:54	68.3	86.4	74.3	70.5	69.4	87.8	69.8	69.9
2023-03-17 15:13:55	67.6	84.9	72.8	69.2	68.2	85.7	68.7	68.7
2023-03-17 15:13:56	68.3	87.8	75.2	68.4	69.0	88.3	68.2	68.2
2023-03-17 15:13:57	70.1	89.1	79.3	69.6	70.6	90.4	69.0	69.0
2023-03-17 15:13:58	71.7	91.3	77.8	71.3	73.4	93.0	70.1	70.2
2023-03-17 15:13:59	72.8	93.9	83.1	72.3	73.9	96.4	72.0	72.0
2023-03-17 15:14:00	69.8	90.7	77.3	72.3	72.1	92.8	71.6	71.6
2023-03-17 15:14:01	67.0	91.9	80.4	70.8	68.9	97.4	69.8	69.8
2023-03-17 15:14:02	63.6	91.2	76.1	68.7	65.6	94.7	67.4	67.5
2023-03-17 15:14:03	61.6	85.6	72.8	66.1	62.9	89.4	65.0	65.0
2023-03-17 15:14:04	59.6	90.1	74.4	63.7	60.4	90.6	62.6	62.6
2023-03-17 15:14:05	58.0	82.8	70.2	61.5	58.7	87.3	60.6	60.6
2023-03-17 15:14:06	57.8	82.4	69.9	59.6	58.5	87.2	59.0	59.0
2023-03-17 15:14:07	59.5	88.4	73.6	59.5	61.3	90.3	58.7	58.7

2023-03-17 15:14:08	65.0	84.0	71.8	64.0	66.5	87.8	61.9	62.0
2023-03-17 15:14:09	68.6	89.9	75.3	68.1	72.5	90.4	65.2	65.2
2023-03-17 15:14:10	75.1	90.6	79.6	73.5	76.0	93.8	72.0	72.1
2023-03-17 15:14:11	72.0	88.7	75.0	73.7	74.9	88.3	73.3	73.3
2023-03-17 15:14:12	64.7	85.3	73.0	72.2	68.6	88.9	70.7	70.7
2023-03-17 15:14:13	65.1	83.8	70.9	69.0	67.3	86.1	67.7	67.7
2023-03-17 15:14:14	68.9	88.8	77.1	68.4	70.2	92.5	67.8	67.8
2023-03-17 15:14:15	67.7	88.2	74.4	68.6	69.5	90.5	68.3	68.3
2023-03-17 15:14:16	64.0	85.2	72.5	67.8	66.5	92.4	66.8	66.8
2023-03-17 15:14:17	61.8	81.6	69.4	65.7	63.6	84.6	64.7	64.7
2023-03-17 15:14:18	62.3	80.3	68.6	63.6	63.0	84.2	63.1	63.1
2023-03-17 15:14:19	66.3	84.5	72.3	65.5	67.3	87.8	64.3	64.3
2023-03-17 15:14:20	69.4	88.0	75.3	68.5	70.4	91.2	67.1	67.2
2023-03-17 15:14:21	73.6	88.8	77.4	72.8	75.7	91.7	70.3	70.4
2023-03-17 15:14:22	75.0	90.1	78.6	74.3	76.1	92.1	73.7	73.7
2023-03-17 15:14:23	73.2	87.6	77.0	74.4	75.3	90.5	74.1	74.1
2023-03-17 15:14:24	70.8	88.6	77.9	73.5	72.2	89.6	72.7	72.7
2023-03-17 15:14:25	70.2	87.8	76.8	71.9	70.8	91.1	71.4	71.4
2023-03-17 15:14:26	70.4	88.8	77.3	70.8	71.2	89.3	70.7	70.7
2023-03-17 15:14:27	71.3	88.4	76.6	71.2	72.0	90.0	70.8	70.8
2023-03-17 15:14:28	71.5	90.1	77.6	71.3	72.1	91.3	71.3	71.3
2023-03-17 15:14:29	71.2	88.0	76.1	71.3	71.6	89.5	71.3	71.3
2023-03-17 15:14:30	71.2	89.6	77.0	71.3	72.0	90.1	71.1	71.1
2023-03-17 15:14:31	70.7	90.6	78.2	71.4	71.9	89.5	71.2	71.2
2023-03-17 15:14:32	68.3	88.5	75.4	70.8	69.6	89.7	70.1	70.2
2023-03-17 15:14:33	64.9	83.2	71.7	69.3	67.5	85.1	68.2	68.2
2023-03-17 15:14:34	63.1	80.8	69.6	66.9	63.7	83.1	65.8	65.8
2023-03-17 15:14:35	65.4	81.9	70.1	65.4	66.8	84.7	65.0	65.0
2023-03-17 15:14:36	69.3	87.8	75.5	68.3	70.1	87.7	67.1	67.2
2023-03-17 15:14:37	67.6	84.0	73.7	68.4	69.6	86.1	68.2	68.2
2023-03-17 15:14:38	67.4	84.9	73.3	68.0	68.5	86.7	67.8	67.8
2023-03-17 15:14:39	67.2	86.1	74.5	67.4	68.0	88.7	67.3	67.3
2023-03-17 15:14:40	69.6	89.3	78.1	69.0	70.9	90.0	68.6	68.6
2023-03-17 15:14:41	67.8	86.0	75.5	68.7	68.8	88.0	68.5	68.5
2023-03-17 15:14:42	67.3	84.8	72.5	68.1	67.8	87.2	67.8	67.8

2023-03-17 15:14:43	66.4	86.8	73.0	67.7	68.1	88.4	67.4	67.4
2023-03-17 15:14:44	64.4	81.4	69.9	66.7	65.3	84.7	66.1	66.1
2023-03-17 15:14:45	61.7	81.6	69.6	65.3	63.8	84.7	64.4	64.4
2023-03-17 15:14:46	58.8	80.6	68.6	63.3	60.2	84.4	62.1	62.1
2023-03-17 15:14:47	57.6	78.2	66.3	61.0	58.9	81.5	60.1	60.1
2023-03-17 15:14:48	56.3	76.4	66.0	59.0	56.8	82.7	58.2	58.2
2023-03-17 15:14:49	55.7	81.5	66.5	57.5	56.6	81.5	57.0	57.0
2023-03-17 15:14:50	55.5	78.3	65.6	56.4	55.9	80.9	56.1	56.1
2023-03-17 15:14:51	55.4	78.3	66.5	55.8	55.9	82.0	55.7	55.7
2023-03-17 15:14:52	55.3	78.4	67.1	55.6	55.8	81.8	55.5	55.5
2023-03-17 15:14:53	55.9	78.8	68.2	55.9	56.9	82.0	55.5	55.5
2023-03-17 15:14:54	56.2	80.0	66.7	56.1	56.6	83.5	55.9	55.9
2023-03-17 15:14:55	58.2	78.5	67.9	57.7	59.3	82.1	56.8	56.8
2023-03-17 15:14:56	59.2	79.3	68.9	58.9	60.3	81.9	58.4	58.4
2023-03-17 15:14:57	59.5	81.5	70.4	59.4	60.6	85.6	58.8	58.8
2023-03-17 15:14:58	61.6	81.4	70.7	61.2	63.2	83.6	60.1	60.1
2023-03-17 15:14:59	62.2	82.9	72.6	62.0	63.9	84.6	61.7	61.7
2023-03-17 15:15:00	65.0	86.8	76.8	64.6	68.2	88.6	62.5	62.5
2023-03-17 15:15:01	67.2	87.1	77.4	66.5	68.6	88.1	65.8	65.8
2023-03-17 15:15:02	74.1	94.5	83.9	72.9	76.2	96.4	70.0	70.1
2023-03-17 15:15:03	77.8	96.6	88.1	76.7	78.8	96.7	75.1	75.2
2023-03-17 15:15:04	79.1	99.5	89.8	78.5	80.9	99.7	78.0	78.0
2023-03-17 15:15:05	74.0	94.2	83.5	78.1	77.0	94.0	77.0	77.0
2023-03-17 15:15:06	70.0	90.5	79.6	75.8	72.3	90.4	74.5	74.5
2023-03-17 15:15:07	68.8	88.2	76.8	73.1	69.7	88.8	71.9	71.9
2023-03-17 15:15:08	69.4	85.0	74.7	70.8	70.0	86.7	70.3	70.3
2023-03-17 15:15:09	70.0	87.2	75.8	70.2	70.9	88.9	70.0	70.0
2023-03-17 15:15:10	68.7	87.5	75.1	70.0	69.7	89.8	69.6	69.6
2023-03-17 15:15:11	67.9	84.9	73.5	69.1	68.7	86.0	68.8	68.8
2023-03-17 15:15:12	65.9	85.1	72.3	68.3	67.0	88.8	67.6	67.6
2023-03-17 15:15:13	65.1	81.5	70.5	67.0	66.3	83.4	66.4	66.4
2023-03-17 15:15:14	64.8	82.6	71.2	65.8	65.3	86.6	65.4	65.4
2023-03-17 15:15:15	67.0	86.5	73.0	66.6	68.5	87.5	65.7	65.7
2023-03-17 15:15:16	68.3	84.9	73.1	67.7	69.1	87.4	67.4	67.4
2023-03-17 15:15:17	67.5	84.4	72.4	67.7	68.1	87.8	67.6	67.6

2023-03-17 15:15:18	68.6	86.5	74.2	68.4	69.4	89.9	67.9	67.9
2023-03-17 15:15:19	69.0	88.3	76.0	68.9	69.9	94.0	68.7	68.7
2023-03-17 15:15:20	66.1	88.0	76.3	68.7	68.6	93.6	68.1	68.1
2023-03-17 15:15:21	62.5	82.1	70.8	67.0	64.4	86.7	65.9	65.9
2023-03-17 15:15:22	61.2	84.2	70.7	64.6	62.0	86.4	63.6	63.6
2023-03-17 15:15:23	60.0	84.3	71.2	62.8	61.5	90.4	62.0	62.0
2023-03-17 15:15:24	59.1	90.0	72.0	61.2	60.0	91.7	60.5	60.5
2023-03-17 15:15:25	59.8	84.5	71.6	60.1	61.6	88.7	59.6	59.6
2023-03-17 15:15:26	64.2	88.7	73.8	63.3	65.4	92.1	61.8	61.8
2023-03-17 15:15:27	65.2	85.9	73.3	64.6	65.7	88.8	64.0	64.1
2023-03-17 15:15:28	67.4	88.0	76.1	66.7	68.2	91.3	65.7	65.7
2023-03-17 15:15:29	68.5	89.5	75.7	68.1	70.5	91.6	67.2	67.3
2023-03-17 15:15:30	66.0	86.2	71.6	68.1	68.7	92.4	67.6	67.6
2023-03-17 15:15:31	62.8	86.8	72.4	66.6	63.8	95.9	65.6	65.6
2023-03-17 15:15:32	62.7	81.3	68.9	64.6	63.7	85.1	63.9	63.9
2023-03-17 15:15:33	65.8	82.9	69.7	65.3	67.1	86.8	64.3	64.3
2023-03-17 15:15:34	66.9	82.2	70.2	66.5	67.9	84.7	66.0	66.0
2023-03-17 15:15:35	64.8	81.5	69.9	66.3	65.8	84.7	65.8	65.8
2023-03-17 15:15:36	66.5	82.8	70.9	66.2	67.1	85.6	65.8	65.8
2023-03-17 15:15:37	67.2	86.1	71.3	66.9	68.1	86.3	66.5	66.5
2023-03-17 15:15:38	67.3	82.0	70.8	67.2	67.9	86.1	67.0	67.0
2023-03-17 15:15:39	67.7	84.2	72.2	67.6	68.6	87.3	67.3	67.3
2023-03-17 15:15:40	67.7	83.3	71.8	67.7	68.5	86.2	67.6	67.6
2023-03-17 15:15:41	69.3	83.9	72.4	68.9	70.1	85.6	68.3	68.3
2023-03-17 15:15:42	68.7	84.2	72.7	68.8	69.5	85.0	68.7	68.7
2023-03-17 15:15:43	69.4	86.3	74.2	69.2	69.9	87.7	69.0	69.0
2023-03-17 15:15:44	68.7	85.5	72.9	69.3	69.8	85.9	69.2	69.2
2023-03-17 15:15:45	66.5	83.1	71.4	68.8	67.4	85.4	68.0	68.0
2023-03-17 15:15:46	68.5	85.1	72.8	68.2	69.1	86.7	67.8	67.8
2023-03-17 15:15:47	68.3	84.5	73.4	68.5	69.1	86.4	68.3	68.3
2023-03-17 15:15:48	70.0	86.5	74.5	69.4	70.4	86.6	68.9	68.9
2023-03-17 15:15:49	68.9	87.3	75.7	69.5	70.5	87.9	69.3	69.3
2023-03-17 15:15:50	68.3	85.0	72.4	69.1	69.0	88.1	68.9	68.9
2023-03-17 15:15:51	66.7	83.5	71.5	68.5	68.0	84.8	68.0	68.0
2023-03-17 15:15:52	63.3	81.7	69.2	67.4	65.6	85.1	66.3	66.3

2023-03-17 15:15:53	61.2	79.7	68.9	65.1	62.3	86.2	64.0	64.0
2023-03-17 15:15:54	61.1	80.8	68.7	63.1	61.7	83.8	62.5	62.5
2023-03-17 15:15:55	59.2	79.4	67.8	61.9	61.0	81.7	61.2	61.2
2023-03-17 15:15:56	59.0	79.7	67.9	60.3	59.5	84.1	59.8	59.8
2023-03-17 15:15:57	59.6	79.3	68.0	59.7	60.7	82.0	59.6	59.6
2023-03-17 15:15:58	62.1	80.7	68.9	61.6	63.4	84.7	60.5	60.5
2023-03-17 15:15:59	64.5	81.7	70.7	63.8	65.7	85.1	62.6	62.6
2023-03-17 15:16:00	65.7	83.2	71.8	65.1	66.0	85.6	64.6	64.6
2023-03-17 15:16:01	66.7	84.5	73.4	66.3	67.3	85.5	65.7	65.7
2023-03-17 15:16:02	67.3	86.6	74.0	67.1	68.1	86.2	66.6	66.6
2023-03-17 15:16:03	66.1	84.1	73.6	67.0	67.3	86.4	66.7	66.7
2023-03-17 15:16:04	65.0	81.8	71.5	66.4	66.1	84.5	66.0	66.0
2023-03-17 15:16:05	65.0	81.4	70.0	65.5	65.7	83.6	65.3	65.3
2023-03-17 15:16:06	67.2	82.6	70.8	66.6	67.7	84.2	66.0	66.0
2023-03-17 15:16:07	69.3	85.8	72.7	68.7	71.0	85.3	67.5	67.5
2023-03-17 15:16:08	71.3	87.5	76.6	70.5	72.2	91.1	69.9	69.9
2023-03-17 15:16:09	69.6	88.3	76.4	70.5	70.9	89.9	70.2	70.2
2023-03-17 15:16:10	66.8	84.4	72.5	69.8	68.6	86.3	69.0	69.0
2023-03-17 15:16:11	68.2	88.0	75.9	68.2	68.7	90.6	68.1	68.1
2023-03-17 15:16:12	68.6	86.5	75.1	68.8	69.7	90.3	68.6	68.6
2023-03-17 15:16:13	66.2	84.9	72.6	68.3	67.3	88.4	67.7	67.7
2023-03-17 15:16:14	64.8	86.0	73.5	67.0	65.7	90.7	66.3	66.3
2023-03-17 15:16:15	64.6	85.2	74.1	65.7	65.2	89.5	65.3	65.3
2023-03-17 15:16:16	64.6	85.5	73.5	65.0	65.1	89.9	64.9	64.9
2023-03-17 15:16:17	64.9	85.7	72.2	64.9	65.4	88.3	64.7	64.7
2023-03-17 15:16:18	66.3	83.6	72.6	65.8	66.9	86.7	65.4	65.4
2023-03-17 15:16:19	64.7	84.0	70.7	65.9	66.4	85.6	65.4	65.4
2023-03-17 15:16:20	63.8	80.4	68.5	65.1	64.9	83.4	64.8	64.8
2023-03-17 15:16:21	64.0	83.0	70.7	64.3	65.9	83.1	63.9	63.9
2023-03-17 15:16:22	65.6	82.3	71.2	65.1	67.1	83.7	64.8	64.9
2023-03-17 15:16:23	65.6	84.2	71.6	65.4	65.8	86.5	65.3	65.3
2023-03-17 15:16:24	66.6	84.2	73.2	66.2	67.2	88.7	65.9	65.9
2023-03-17 15:16:25	67.5	83.8	71.8	67.3	68.9	86.0	66.5	66.5
2023-03-17 15:16:26	69.8	85.5	73.4	69.0	70.8	87.4	68.5	68.5
2023-03-17 15:16:27	69.5	84.9	72.1	69.7	70.9	85.4	69.4	69.4

2023-03-17 15:16:28	65.4	81.3	69.8	69.1	67.6	83.7	68.1	68.1
2023-03-17 15:16:29	65.7	83.9	71.0	67.1	66.3	85.0	66.5	66.6
2023-03-17 15:16:30	66.7	83.7	72.7	66.7	67.5	86.5	66.3	66.3
2023-03-17 15:16:31	67.2	85.5	72.0	67.1	68.0	85.3	66.8	66.8
2023-03-17 15:16:32	69.0	87.2	74.0	68.5	70.0	88.3	67.7	67.7
2023-03-17 15:16:33	71.6	88.0	77.2	70.8	72.4	90.1	69.8	69.8
2023-03-17 15:16:34	75.1	92.9	80.8	74.3	76.5	92.3	72.5	72.6
2023-03-17 15:16:35	78.5	95.6	84.6	77.4	79.5	96.2	76.3	76.4
2023-03-17 15:16:36	76.2	92.5	81.2	77.4	77.9	93.6	77.1	77.1
2023-03-17 15:16:37	72.2	89.8	78.7	76.5	74.8	93.0	75.4	75.4
2023-03-17 15:16:38	70.0	86.8	75.6	74.2	70.9	90.0	73.1	73.1
2023-03-17 15:16:39	68.2	84.0	73.5	72.0	69.2	86.4	70.9	71.0
2023-03-17 15:16:40	68.3	86.4	74.7	69.9	68.6	88.0	69.4	69.4
2023-03-17 15:16:41	68.7	86.8	74.0	68.9	69.7	87.1	68.7	68.7
2023-03-17 15:16:42	71.7	89.2	76.8	71.0	72.5	92.1	70.0	70.0
2023-03-17 15:16:43	71.7	91.1	78.9	71.5	72.5	95.8	71.1	71.1
2023-03-17 15:16:44	69.2	89.1	75.7	71.6	72.5	92.2	70.9	71.0
2023-03-17 15:16:45	66.0	84.3	73.5	70.0	67.3	91.0	69.0	69.0
2023-03-17 15:16:46	62.8	81.8	69.5	67.8	64.8	85.4	66.6	66.6
2023-03-17 15:16:47	60.8	79.4	67.4	65.2	61.9	84.5	64.1	64.1
2023-03-17 15:16:48	58.7	79.0	67.6	63.0	60.1	83.2	61.9	61.9
2023-03-17 15:16:49	57.5	88.6	74.7	60.7	58.5	93.1	59.8	59.8
2023-03-17 15:16:50	56.3	76.0	65.4	58.9	57.4	85.4	58.2	58.2
2023-03-17 15:16:51	55.6	79.8	68.3	57.4	55.9	85.5	56.8	56.8
2023-03-17 15:16:52	55.5	83.1	71.1	56.4	56.0	89.7	56.1	56.1
2023-03-17 15:16:53	55.8	79.2	68.7	55.9	56.4	84.2	55.8	55.8
2023-03-17 15:16:54	56.7	77.1	66.1	56.5	57.3	82.4	56.1	56.2
2023-03-17 15:16:55	57.8	77.9	66.0	57.4	58.5	81.8	56.9	56.9
2023-03-17 15:16:56	60.9	81.4	67.9	60.2	62.6	85.2	58.6	58.6
2023-03-17 15:16:57	65.7	86.9	73.8	64.7	67.4	89.6	62.6	62.7
2023-03-17 15:16:58	71.4	87.3	74.7	70.5	73.9	88.6	67.4	67.6
2023-03-17 15:16:59	74.4	91.3	78.6	73.3	75.2	92.3	72.4	72.4
2023-03-17 15:17:00	72.5	87.9	76.5	73.7	75.1	91.4	73.3	73.3
2023-03-17 15:17:01	68.4	85.7	73.1	72.5	70.0	90.3	71.4	71.4
2023-03-17 15:17:02	67.3	85.3	72.9	70.3	67.8	87.9	69.4	69.4

2023-03-17 15:17:03	67.6	87.4	75.1	68.7	68.7	90.8	68.3	68.3
2023-03-17 15:17:04	68.6	87.8	77.4	68.5	69.3	90.2	68.3	68.3
2023-03-17 15:17:05	70.7	87.5	76.4	70.2	71.8	90.6	69.3	69.3
2023-03-17 15:17:06	71.2	88.8	78.4	70.8	72.0	89.1	70.6	70.6
2023-03-17 15:17:07	70.8	90.1	79.1	70.9	71.3	90.8	70.8	70.8
2023-03-17 15:17:08	71.4	93.7	83.3	71.3	72.1	93.7	70.9	70.9
2023-03-17 15:17:09	70.8	92.0	82.2	71.3	71.8	93.5	71.2	71.2
2023-03-17 15:17:10	70.8	91.8	79.6	70.9	71.5	93.3	70.8	70.8
2023-03-17 15:17:11	71.2	91.2	79.8	71.2	72.0	92.4	71.1	71.1
2023-03-17 15:17:12	71.1	88.9	78.2	71.2	71.8	92.2	71.0	71.0
2023-03-17 15:17:13	74.7	94.1	81.9	73.9	75.7	94.5	72.5	72.6
2023-03-17 15:17:14	77.3	99.4	87.5	76.6	78.8	99.8	75.1	75.2
2023-03-17 15:17:15	79.7	101.9	92.0	78.8	80.6	102.7	78.1	78.1
2023-03-17 15:17:16	75.6	97.6	85.6	78.7	78.8	98.8	77.9	77.9
2023-03-17 15:17:17	71.1	91.2	77.8	76.9	74.2	93.1	75.5	75.5
2023-03-17 15:17:18	69.8	89.3	76.9	74.1	71.0	90.7	73.0	73.0
2023-03-17 15:17:19	69.7	89.6	77.5	71.8	70.4	92.2	71.1	71.1
2023-03-17 15:17:20	70.3	87.3	76.2	70.7	70.9	90.0	70.6	70.6
2023-03-17 15:17:21	69.8	92.0	78.2	70.4	70.8	94.4	70.2	70.2
2023-03-17 15:17:22	67.9	86.5	75.5	69.9	69.7	91.2	69.4	69.4
2023-03-17 15:17:23	65.9	83.8	72.5	68.6	66.6	87.2	67.8	67.8
2023-03-17 15:17:24	65.7	85.9	72.9	67.1	66.3	86.9	66.7	66.7
2023-03-17 15:17:25	64.5	83.4	72.0	66.2	65.3	88.5	65.7	65.7
2023-03-17 15:17:26	63.1	83.5	72.6	65.2	64.2	88.2	64.6	64.6
2023-03-17 15:17:27	62.0	88.2	75.3	64.0	63.2	94.6	63.4	63.4
2023-03-17 15:17:28	59.4	87.8	75.0	62.8	61.3	90.8	61.9	61.9
2023-03-17 15:17:29	57.6	80.9	68.4	60.9	58.2	84.8	59.9	59.9
2023-03-17 15:17:30	57.8	85.1	72.5	59.1	58.5	92.0	58.6	58.6
2023-03-17 15:17:31	58.2	84.3	69.4	58.4	58.8	88.1	58.3	58.3
2023-03-17 15:17:32	60.1	84.1	73.0	59.7	61.3	88.6	58.8	58.8
2023-03-17 15:17:33	64.1	81.1	69.6	63.2	65.8	83.9	61.4	61.4
2023-03-17 15:17:34	66.6	84.0	70.7	65.8	68.1	85.1	64.5	64.5
2023-03-17 15:17:35	68.9	86.8	74.4	67.9	70.0	88.9	67.4	67.4
2023-03-17 15:17:36	69.1	84.4	72.1	68.8	69.8	85.0	68.4	68.4
2023-03-17 15:17:37	65.7	81.3	69.2	68.7	68.8	83.5	68.0	68.0

2023-03-17 15:17:38	61.9	79.7	68.4	66.9	63.7	83.1	65.6	65.7
2023-03-17 15:17:39	63.3	82.0	69.4	64.3	64.8	85.0	63.8	63.8
2023-03-17 15:17:40	66.5	83.9	70.6	65.9	67.4	84.4	64.9	64.9
2023-03-17 15:17:41	70.2	86.9	73.8	69.4	71.9	87.0	67.5	67.5
2023-03-17 15:17:42	70.6	87.7	76.4	70.2	71.5	87.9	70.0	70.0
2023-03-17 15:17:43	68.9	86.2	74.3	70.1	69.9	87.6	69.8	69.8
2023-03-17 15:17:44	67.8	85.2	72.9	69.3	68.6	86.8	68.9	68.9
2023-03-17 15:17:45	70.3	88.7	75.1	69.9	72.0	90.2	68.8	68.9
2023-03-17 15:17:46	73.0	89.4	77.6	72.2	73.9	89.9	71.3	71.3
2023-03-17 15:17:47	72.8	88.3	77.0	72.7	73.8	90.6	72.3	72.3
2023-03-17 15:17:48	73.1	91.4	79.3	73.0	73.5	92.6	72.9	72.9
2023-03-17 15:17:49	72.0	90.1	77.7	73.0	73.0	90.5	72.7	72.7
2023-03-17 15:17:50	71.8	89.5	77.2	72.3	72.5	90.8	72.1	72.1
2023-03-17 15:17:51	73.4	89.8	78.3	73.0	74.1	90.6	72.5	72.5
2023-03-17 15:17:52	72.7	87.0	76.0	73.0	73.5	88.9	72.8	72.8
2023-03-17 15:17:53	71.2	86.0	75.2	72.9	73.1	87.8	72.4	72.4
2023-03-17 15:17:54	69.6	85.8	74.0	71.8	70.8	87.0	71.2	71.2
2023-03-17 15:17:55	70.2	85.7	73.9	70.5	70.7	86.9	70.4	70.4
2023-03-17 15:17:56	70.3	85.9	74.9	70.4	71.3	89.6	70.2	70.2
2023-03-17 15:17:57	71.1	89.1	77.3	70.9	71.5	90.5	70.7	70.7
2023-03-17 15:17:58	70.7	88.7	77.3	70.9	71.2	91.4	70.7	70.7
2023-03-17 15:17:59	72.7	89.2	78.1	72.2	73.3	91.6	71.5	71.5
2023-03-17 15:18:00	73.3	89.1	77.6	73.1	74.2	89.4	72.7	72.7
2023-03-17 15:18:01	72.0	89.9	76.3	72.9	72.9	90.9	72.7	72.7
2023-03-17 15:18:02	69.3	86.5	74.0	72.3	71.2	86.5	71.4	71.4
2023-03-17 15:18:03	67.2	84.3	73.4	70.5	68.7	86.3	69.7	69.7
2023-03-17 15:18:04	66.0	85.2	74.0	68.7	66.5	86.2	67.9	67.9
2023-03-17 15:18:05	66.3	84.4	72.3	67.2	66.9	85.7	66.8	66.8
2023-03-17 15:18:06	67.8	83.6	72.7	67.8	70.4	86.2	66.8	66.8
2023-03-17 15:18:07	71.2	89.0	76.1	70.3	72.2	88.2	69.4	69.4
2023-03-17 15:18:08	70.2	86.0	74.5	70.3	70.9	88.0	70.2	70.2
2023-03-17 15:18:09	68.0	85.4	73.6	70.2	70.0	87.2	69.6	69.6
2023-03-17 15:18:10	69.0	89.0	76.1	69.0	69.5	90.2	68.9	68.9
2023-03-17 15:18:11	69.5	88.7	76.8	69.5	70.6	90.2	69.4	69.4
2023-03-17 15:18:12	68.2	86.1	75.0	69.2	68.9	90.3	68.9	68.9

2023-03-17 15:18:13	67.4	88.7	76.6	68.6	68.5	91.6	68.2	68.2
2023-03-17 15:18:14	69.7	90.0	77.8	69.2	70.7	91.1	68.4	68.4
2023-03-17 15:18:15	72.5	90.2	79.2	71.7	73.7	92.0	70.4	70.5
2023-03-17 15:18:16	73.2	93.7	79.8	72.6	74.3	94.1	72.4	72.4
2023-03-17 15:18:17	69.5	89.0	76.6	72.6	72.7	89.3	71.8	71.8
2023-03-17 15:18:18	65.9	86.7	73.6	70.7	67.9	86.4	69.6	69.6
2023-03-17 15:18:19	65.0	86.2	72.7	68.3	66.0	85.9	67.4	67.4
2023-03-17 15:18:20	64.4	84.4	72.4	66.4	65.0	85.6	65.7	65.7
2023-03-17 15:18:21	64.8	81.8	70.7	65.3	65.4	84.5	65.1	65.1
2023-03-17 15:18:22	65.8	83.3	71.5	65.5	66.2	84.8	65.2	65.2
2023-03-17 15:18:23	68.3	84.2	73.1	67.7	69.3	87.2	66.6	66.6
2023-03-17 15:18:24	69.7	86.1	74.5	69.0	70.5	89.8	68.5	68.6
2023-03-17 15:18:25	69.7	85.0	72.9	69.6	70.5	85.3	69.2	69.2
2023-03-17 15:18:26	71.2	85.5	74.1	70.7	71.8	87.1	70.2	70.2
2023-03-17 15:18:27	69.9	84.8	73.3	70.6	70.9	85.6	70.3	70.3
2023-03-17 15:18:28	68.2	82.7	71.4	70.2	70.1	85.8	69.7	69.8
2023-03-17 15:18:29	65.6	82.9	70.7	68.8	66.0	84.6	67.9	67.9
2023-03-17 15:18:30	67.5	82.9	72.0	67.4	68.5	85.1	67.1	67.1
2023-03-17 15:18:31	70.1	87.0	73.8	69.5	71.1	86.3	68.4	68.4
2023-03-17 15:18:32	70.0	86.1	74.3	69.9	71.0	88.2	69.6	69.6
2023-03-17 15:18:33	68.0	83.7	71.5	69.9	70.5	84.6	69.4	69.4
2023-03-17 15:18:34	66.7	82.2	70.9	68.6	67.3	84.2	68.0	68.0
2023-03-17 15:18:35	65.7	82.6	71.5	67.5	66.3	85.1	66.9	66.9
2023-03-17 15:18:36	64.4	85.0	71.2	66.4	65.7	84.5	65.8	65.8
2023-03-17 15:18:37	66.0	86.0	71.4	66.0	67.9	85.4	65.2	65.2
2023-03-17 15:18:38	68.3	86.5	74.0	67.7	69.5	87.8	66.8	66.8
2023-03-17 15:18:39	68.9	85.5	74.0	68.6	70.2	88.2	68.1	68.1
2023-03-17 15:18:40	73.9	88.9	76.7	72.7	76.1	92.3	71.6	71.7
2023-03-17 15:18:41	67.7	87.8	75.5	72.3	70.7	90.1	71.2	71.2
2023-03-17 15:18:42	66.9	85.7	74.9	69.9	67.8	87.6	69.1	69.1
2023-03-17 15:18:43	66.5	87.9	74.2	68.2	67.6	87.5	67.7	67.7
2023-03-17 15:18:44	66.8	86.6	75.1	67.1	67.5	88.6	67.0	67.0
2023-03-17 15:18:45	66.8	86.9	74.9	67.5	68.6	87.4	67.1	67.1
2023-03-17 15:18:46	66.9	86.8	75.3	66.9	67.6	88.0	66.7	66.7
2023-03-17 15:18:47	66.8	86.0	74.2	67.1	67.8	87.2	66.9	66.9

2023-03-17 15:18:48	67.3	85.6	75.4	67.2	67.7	88.2	66.9	66.9
2023-03-17 15:18:49	67.6	86.3	74.5	67.4	68.1	86.8	67.4	67.4
2023-03-17 15:18:50	66.7	85.0	72.6	67.4	67.6	86.0	67.2	67.2
2023-03-17 15:18:51	66.4	83.7	72.5	67.0	67.3	87.3	66.8	66.8
2023-03-17 15:18:52	64.1	82.3	70.8	66.5	65.3	85.1	65.8	65.8
2023-03-17 15:18:53	63.3	81.7	70.7	65.0	64.1	87.7	64.4	64.4
2023-03-17 15:18:54	66.6	84.1	71.1	66.0	67.7	88.4	65.0	65.0
2023-03-17 15:18:55	67.7	84.4	71.6	67.1	68.3	86.7	66.7	66.7
2023-03-17 15:18:56	68.5	86.0	73.0	68.1	68.9	86.5	67.7	67.7
2023-03-17 15:18:57	67.5	84.6	72.1	68.1	68.5	85.6	67.9	67.9
2023-03-17 15:18:58	67.9	84.7	72.4	67.9	68.7	87.1	67.8	67.8
2023-03-17 15:18:59	67.5	84.8	72.4	67.8	67.8	90.6	67.7	67.7
2023-03-17 15:19:00	67.1	82.4	71.0	67.6	67.6	84.1	67.4	67.4
2023-03-17 15:19:01	68.1	88.3	73.7	67.9	69.2	88.9	67.6	67.6
2023-03-17 15:19:02	67.2	83.9	72.0	67.9	68.1	86.8	67.5	67.5
2023-03-17 15:19:03	68.0	82.5	71.5	67.9	68.8	84.1	67.7	67.7
2023-03-17 15:19:04	67.7	83.0	71.5	68.0	68.7	83.5	67.9	67.9
2023-03-17 15:19:05	65.8	81.9	70.1	67.7	67.5	83.8	67.2	67.2
2023-03-17 15:19:06	63.8	80.1	68.9	66.4	64.5	83.9	65.5	65.6
2023-03-17 15:19:07	64.9	80.6	69.3	65.0	65.8	82.2	64.9	64.9
2023-03-17 15:19:08	66.4	81.3	69.9	66.0	66.9	83.4	65.5	65.5
2023-03-17 15:19:09	66.6	81.6	70.2	66.4	67.0	84.3	66.2	66.2
2023-03-17 15:19:10	67.0	82.8	71.1	66.8	67.6	84.7	66.6	66.6
2023-03-17 15:19:11	66.4	84.5	72.0	67.0	67.8	85.2	66.8	66.8
2023-03-17 15:19:12	64.7	82.6	70.7	66.4	65.9	83.0	66.0	66.0
2023-03-17 15:19:13	61.2	80.2	67.5	65.3	63.3	82.1	64.2	64.3
2023-03-17 15:19:14	60.6	79.7	67.3	63.1	61.5	82.0	62.3	62.3
2023-03-17 15:19:15	63.8	79.7	68.4	63.3	64.7	81.7	62.4	62.4
2023-03-17 15:19:16	65.4	82.8	70.2	64.8	66.0	83.0	64.2	64.2
2023-03-17 15:19:17	65.2	81.9	71.0	65.1	66.0	86.6	65.0	65.0
2023-03-17 15:19:18	61.9	82.0	69.3	65.0	64.7	84.2	64.2	64.2
2023-03-17 15:19:19	58.6	80.3	67.5	63.1	60.5	85.4	62.0	62.0
2023-03-17 15:19:20	55.7	76.9	65.4	60.7	56.6	81.1	59.4	59.4
2023-03-17 15:19:21	55.9	78.1	65.3	58.2	56.3	80.5	57.5	57.5
2023-03-17 15:19:22	57.5	77.1	65.1	57.5	59.1	80.1	56.9	56.9

2023-03-17 15:19:23	61.9	78.5	67.1	61.0	63.3	81.0	59.3	59.4
2023-03-17 15:19:24	66.5	81.8	69.9	65.5	68.2	83.9	63.3	63.4
2023-03-17 15:19:25	70.3	86.2	73.4	69.3	71.6	85.8	67.5	67.5
2023-03-17 15:19:26	73.0	88.2	76.5	72.1	73.8	88.7	70.9	70.9
2023-03-17 15:19:27	73.3	90.7	77.2	73.0	74.3	92.1	72.8	72.8
2023-03-17 15:19:28	71.1	87.6	75.0	72.8	72.4	88.3	72.3	72.3
2023-03-17 15:19:29	67.6	84.8	73.6	71.6	69.8	87.7	70.6	70.6
2023-03-17 15:19:30	65.5	83.9	72.0	69.4	66.7	87.7	68.4	68.4
2023-03-17 15:19:31	62.0	80.4	68.5	67.3	64.2	83.8	66.0	66.0
2023-03-17 15:19:32	58.5	78.7	66.9	64.6	60.6	82.4	63.2	63.2
2023-03-17 15:19:33	57.3	77.6	66.9	61.8	58.5	82.0	60.6	60.6
2023-03-17 15:19:34	56.8	77.4	66.6	59.4	58.4	82.6	58.7	58.7
2023-03-17 15:19:35	55.9	75.5	65.7	58.0	56.4	80.5	57.3	57.3
2023-03-17 15:19:36	55.7	77.5	65.8	56.8	56.8	81.4	56.5	56.5
2023-03-17 15:19:37	55.4	77.0	65.1	56.1	55.8	81.0	55.9	55.9
2023-03-17 15:19:38	55.1	75.6	64.6	55.6	55.8	79.3	55.5	55.5
2023-03-17 15:19:39	54.8	74.8	64.2	55.2	55.1	79.2	55.1	55.1
2023-03-17 15:19:40	54.8	76.0	65.0	55.0	55.1	79.8	54.9	54.9
2023-03-17 15:19:41	55.3	77.8	65.5	55.2	55.9	79.6	55.1	55.1
2023-03-17 15:19:42	56.8	86.9	71.0	56.2	57.8	90.3	55.8	55.8
2023-03-17 15:19:43	59.5	77.3	65.8	58.8	61.1	82.4	57.4	57.4
2023-03-17 15:19:44	63.0	80.3	67.5	62.2	64.7	82.8	60.5	60.5
2023-03-17 15:19:45	65.7	84.0	70.0	65.0	68.0	85.1	63.4	63.4
2023-03-17 15:19:46	70.8	88.8	74.9	69.6	72.0	88.4	67.6	67.7
2023-03-17 15:19:47	71.1	90.2	76.9	70.6	71.8	90.5	70.2	70.2
2023-03-17 15:19:48	68.6	84.0	72.0	70.6	70.9	86.7	70.1	70.1
2023-03-17 15:19:49	64.5	81.7	69.2	69.2	66.5	82.5	68.0	68.1
2023-03-17 15:19:50	59.7	80.2	67.7	66.7	63.5	81.4	65.2	65.3
2023-03-17 15:19:51	56.2	77.4	66.2	63.6	58.2	81.8	62.0	62.0
2023-03-17 15:19:52	55.5	77.3	66.2	60.4	56.2	82.5	59.1	59.1
2023-03-17 15:19:53	55.2	77.4	65.7	58.0	56.0	84.7	57.2	57.2
2023-03-17 15:19:54	54.7	75.8	63.7	56.4	55.1	80.9	55.8	55.8
2023-03-17 15:19:55	54.5	75.9	64.8	55.4	55.2	79.2	55.1	55.1
2023-03-17 15:19:56	55.5	77.3	65.9	55.4	56.5	82.5	55.0	55.0
2023-03-17 15:19:57	55.8	77.1	64.6	55.7	56.5	80.5	55.5	55.5

2023-03-17 15:19:58	59.2	77.3	65.4	58.5	61.0	80.0	56.9	56.9
2023-03-17 15:19:59	63.6	79.1	67.3	62.7	65.4	82.1	60.6	60.6
2023-03-17 15:20:00	68.3	84.1	71.1	67.4	70.9	84.6	65.0	65.0
2023-03-17 15:20:01	72.4	88.8	76.0	71.2	73.2	91.0	69.8	69.9
2023-03-17 15:20:02	72.4	89.9	75.3	72.1	73.7	90.5	71.9	71.9
2023-03-17 15:20:03	70.2	87.4	74.4	71.7	71.1	90.4	71.3	71.3
2023-03-17 15:20:04	68.6	85.2	71.7	70.8	70.1	85.7	70.2	70.2
2023-03-17 15:20:05	67.8	84.3	70.9	69.4	68.7	85.0	68.9	68.9
2023-03-17 15:20:06	69.5	83.9	72.2	69.2	70.5	86.4	68.7	68.7
2023-03-17 15:20:07	70.1	85.5	73.0	69.9	70.8	86.5	69.5	69.5
2023-03-17 15:20:08	73.0	89.0	75.8	72.4	74.6	89.0	70.9	71.0
2023-03-17 15:20:09	73.9	88.8	76.7	73.4	75.0	90.0	73.0	73.0
2023-03-17 15:20:10	71.0	85.3	73.1	73.4	73.6	86.3	72.8	72.8
2023-03-17 15:20:11	70.1	84.8	73.0	71.8	70.7	87.1	71.3	71.3
2023-03-17 15:20:12	69.2	85.7	73.7	70.8	70.2	86.9	70.2	70.2
2023-03-17 15:20:13	68.3	84.7	73.4	69.9	69.8	86.5	69.4	69.4
2023-03-17 15:20:14	68.6	84.8	72.1	69.0	69.3	84.0	68.9	68.9
2023-03-17 15:20:15	68.6	84.4	71.8	68.7	69.2	84.1	68.6	68.6
2023-03-17 15:20:16	69.3	85.1	73.6	69.2	70.7	85.9	69.1	69.1
2023-03-17 15:20:17	68.7	86.9	74.7	69.0	69.3	88.3	68.9	68.9
2023-03-17 15:20:18	68.5	85.7	74.7	68.9	69.0	86.7	68.7	68.7
2023-03-17 15:20:19	69.0	85.9	73.5	69.0	70.1	87.3	68.7	68.7
2023-03-17 15:20:20	70.7	87.0	75.1	70.1	71.1	88.1	69.7	69.7
2023-03-17 15:20:21	71.2	87.8	75.4	70.9	71.6	87.5	70.5	70.5
2023-03-17 15:20:22	72.1	88.6	76.2	71.7	72.8	88.6	71.3	71.3
2023-03-17 15:20:23	72.8	88.9	77.3	72.5	73.3	90.6	72.1	72.1
2023-03-17 15:20:24	73.6	89.0	77.0	73.3	74.4	90.5	73.0	73.0
2023-03-17 15:20:25	70.9	87.4	75.0	73.2	73.0	87.9	72.5	72.5
2023-03-17 15:20:26	70.5	86.3	74.2	71.8	70.9	86.8	71.3	71.4
2023-03-17 15:20:27	70.5	85.7	74.5	71.1	71.5	87.3	70.9	70.9
2023-03-17 15:20:28	71.6	86.0	75.2	71.2	72.0	87.2	71.0	71.0
2023-03-17 15:20:29	71.9	88.2	77.3	71.8	72.7	89.2	71.5	71.5
2023-03-17 15:20:30	69.8	88.9	76.9	71.7	71.8	90.1	71.2	71.2
2023-03-17 15:20:31	67.7	85.3	73.7	70.4	68.4	86.1	69.6	69.6
2023-03-17 15:20:32	68.0	86.3	73.3	68.9	69.0	85.7	68.7	68.7

2023-03-17 15:20:33	67.4	86.1	73.9	68.3	68.0	86.3	68.0	68.0
2023-03-17 15:20:34	66.1	83.7	72.6	67.7	66.9	85.3	67.1	67.1
2023-03-17 15:20:35	66.5	83.6	71.9	66.8	67.1	85.7	66.6	66.6
2023-03-17 15:20:36	70.2	86.6	74.3	69.5	71.8	88.0	67.9	68.0
2023-03-17 15:20:37	71.6	88.2	75.4	71.0	72.0	88.7	70.4	70.5
2023-03-17 15:20:38	68.0	84.1	72.2	71.0	71.4	86.6	70.2	70.2
2023-03-17 15:20:39	65.8	82.1	70.6	69.2	66.6	83.5	68.2	68.2
2023-03-17 15:20:40	67.1	87.0	72.0	67.3	68.2	86.6	67.1	67.1
2023-03-17 15:20:41	70.5	87.6	75.6	69.7	71.4	92.1	68.6	68.6
2023-03-17 15:20:42	72.0	88.7	77.0	71.4	72.9	90.8	70.5	70.5
2023-03-17 15:20:43	72.5	89.7	76.3	72.2	73.7	89.2	72.0	72.0
2023-03-17 15:20:44	70.9	87.5	74.7	71.9	71.3	91.3	71.6	71.6
2023-03-17 15:20:45	71.1	87.0	74.9	71.3	71.5	90.1	71.2	71.2
2023-03-17 15:20:46	72.0	92.1	77.9	71.8	72.5	96.1	71.5	71.5
2023-03-17 15:20:47	71.6	88.4	76.2	71.9	72.4	92.0	71.8	71.8
2023-03-17 15:20:48	69.8	90.2	76.3	71.6	71.3	94.2	71.1	71.1
2023-03-17 15:20:49	68.1	88.4	74.7	70.4	69.2	88.0	69.8	69.8
2023-03-17 15:20:50	66.8	84.7	73.2	69.0	67.6	90.0	68.4	68.4
2023-03-17 15:20:51	63.5	82.3	72.3	67.7	65.5	89.9	66.6	66.6
2023-03-17 15:20:52	63.6	84.4	74.0	65.4	64.5	91.4	64.8	64.8
2023-03-17 15:20:53	64.7	85.4	74.9	64.8	65.5	91.5	64.7	64.7
2023-03-17 15:20:54	63.9	82.4	70.3	64.5	64.6	87.6	64.3	64.3
2023-03-17 15:20:55	62.1	83.7	68.7	64.1	63.8	88.0	63.6	63.6
2023-03-17 15:20:56	58.6	77.2	65.0	62.7	60.5	79.9	61.7	61.7
2023-03-17 15:20:57	56.1	76.1	64.3	60.4	57.1	80.4	59.3	59.3
2023-03-17 15:20:58	55.5	75.1	63.7	58.2	55.9	84.7	57.4	57.4
2023-03-17 15:20:59	55.2	75.8	64.0	56.7	55.7	80.4	56.2	56.2
2023-03-17 15:21:00	56.0	78.4	65.7	56.0	57.1	83.4	55.8	55.8
2023-03-17 15:21:01	60.4	79.0	66.0	59.6	62.2	82.8	57.7	57.7
2023-03-17 15:21:02	66.8	82.9	69.7	65.8	69.0	86.1	62.8	63.0
2023-03-17 15:21:03	72.2	87.6	74.7	71.2	74.0	89.6	68.6	68.7
2023-03-17 15:21:04	75.5	91.0	78.7	74.4	76.1	92.0	73.3	73.3
2023-03-17 15:21:05	71.9	87.4	74.0	74.4	75.3	87.9	73.8	73.8
2023-03-17 15:21:06	66.5	84.1	71.0	72.7	68.8	85.4	71.3	71.3
2023-03-17 15:21:07	61.7	86.3	73.8	69.8	65.1	92.0	68.2	68.2

2023-03-17 15:21:08	56.5	80.2	67.8	66.3	59.2	88.6	64.6	64.6
2023-03-17 15:21:09	54.6	77.4	64.6	62.7	55.2	84.8	61.0	61.1
2023-03-17 15:21:10	53.7	80.8	68.3	59.3	54.4	85.6	58.0	58.0
2023-03-17 15:21:11	53.9	82.9	67.8	56.7	54.1	87.8	55.8	55.8
2023-03-17 15:21:12	53.9	81.7	69.0	55.1	54.4	87.6	54.7	54.7
2023-03-17 15:21:13	54.5	78.7	65.9	54.6	55.1	81.3	54.5	54.5
2023-03-17 15:21:14	55.6	77.5	66.4	55.4	56.6	82.5	54.8	54.8
2023-03-17 15:21:15	57.5	78.6	65.8	57.0	58.7	82.8	56.1	56.1
2023-03-17 15:21:16	62.4	79.0	67.3	61.4	64.3	85.7	59.2	59.3
2023-03-17 15:21:17	66.3	82.0	70.1	65.4	68.0	84.3	63.4	63.4
2023-03-17 15:21:18	69.8	85.6	73.9	68.8	71.1	87.6	67.4	67.5
2023-03-17 15:21:19	69.0	83.6	72.2	69.0	69.7	85.4	68.9	68.9
2023-03-17 15:21:20	64.5	80.4	68.9	68.8	67.9	83.4	67.7	67.7
2023-03-17 15:21:21	60.0	78.4	66.7	66.5	63.6	80.7	65.1	65.1
2023-03-17 15:21:22	59.3	77.8	67.0	63.5	59.9	80.4	62.3	62.4
2023-03-17 15:21:23	61.4	80.4	68.3	61.5	62.2	83.2	61.3	61.3
2023-03-17 15:21:24	63.7	81.4	68.6	63.0	64.5	83.0	62.5	62.6
2023-03-17 15:21:25	66.1	83.5	70.4	65.3	67.1	84.7	64.2	64.2
2023-03-17 15:21:26	66.8	82.0	71.2	66.4	67.2	85.8	65.9	65.9
2023-03-17 15:21:27	66.9	84.4	71.8	66.8	67.3	85.4	66.6	66.6
2023-03-17 15:21:28	66.2	82.6	71.8	66.7	66.9	85.7	66.4	66.4
2023-03-17 15:21:29	67.9	85.9	75.5	67.5	68.5	87.4	67.0	67.0
2023-03-17 15:21:30	68.8	89.0	77.4	68.5	69.4	89.9	68.0	68.0
2023-03-17 15:21:31	67.7	88.9	78.0	68.4	69.0	89.6	68.3	68.3
2023-03-17 15:21:32	64.2	83.3	71.2	67.9	66.4	83.6	67.0	67.0
2023-03-17 15:21:33	60.4	77.9	67.4	65.8	62.0	81.9	64.5	64.5
2023-03-17 15:21:34	57.3	78.7	67.6	63.1	59.0	82.0	61.7	61.8
2023-03-17 15:21:35	56.2	77.5	67.4	60.3	56.8	83.5	59.2	59.2
2023-03-17 15:21:36	57.0	78.7	68.1	58.2	57.9	83.5	57.8	57.8
2023-03-17 15:21:37	57.5	79.3	67.9	57.6	58.2	83.5	57.5	57.5
2023-03-17 15:21:38	58.5	86.0	71.6	58.2	58.9	95.0	57.9	57.9
2023-03-17 15:21:39	58.5	79.1	67.8	58.4	58.8	82.1	58.3	58.3
2023-03-17 15:21:40	60.2	80.8	69.4	59.7	61.0	84.2	59.0	59.0
2023-03-17 15:21:41	61.9	85.3	72.4	61.4	63.3	88.9	60.4	60.4
2023-03-17 15:21:42	65.2	85.8	73.9	64.4	66.3	88.9	62.9	62.9

2023-03-17 15:21:43	67.9	85.4	75.9	67.0	68.6	87.8	65.9	65.9
2023-03-17 15:21:44	70.4	87.8	75.4	69.6	71.4	88.8	68.4	68.4
2023-03-17 15:21:45	70.9	88.0	76.8	70.5	71.3	88.4	70.1	70.1
2023-03-17 15:21:46	71.3	89.5	78.2	71.0	71.7	90.0	70.8	70.8
2023-03-17 15:21:47	70.1	87.1	76.0	71.0	71.3	89.2	70.7	70.7
2023-03-17 15:21:48	69.1	88.0	73.9	70.3	70.3	87.4	70.0	70.0
2023-03-17 15:21:49	68.6	85.0	72.8	69.6	69.5	84.6	69.2	69.2
2023-03-17 15:21:50	69.6	87.4	74.1	69.6	70.6	87.1	69.4	69.4
2023-03-17 15:21:51	70.3	86.7	74.5	70.1	71.4	89.3	69.6	69.6
2023-03-17 15:21:52	70.4	88.0	75.4	70.6	71.8	91.9	70.4	70.4
2023-03-17 15:21:53	68.4	84.7	72.9	70.1	69.2	86.1	69.6	69.6
2023-03-17 15:21:54	67.3	84.8	71.6	69.0	67.8	87.1	68.5	68.5
2023-03-17 15:21:55	67.0	83.8	71.2	68.0	67.7	85.6	67.7	67.7
2023-03-17 15:21:56	67.6	85.5	71.9	67.7	68.6	85.0	67.6	67.6
2023-03-17 15:21:57	66.0	82.1	71.2	67.4	67.0	84.0	67.0	67.0
2023-03-17 15:21:58	63.8	81.2	69.5	66.4	65.1	82.0	65.7	65.7
2023-03-17 15:21:59	61.6	81.4	68.8	64.8	62.4	82.3	63.9	63.9
2023-03-17 15:22:00	62.9	80.1	68.5	63.1	63.6	83.0	62.9	62.9
2023-03-17 15:22:01	63.9	81.2	69.9	63.7	64.9	84.8	63.3	63.3
2023-03-17 15:22:02	68.1	83.3	71.9	67.1	69.1	84.5	65.5	65.6
2023-03-17 15:22:03	70.4	85.5	73.9	69.6	71.3	88.0	68.4	68.5
2023-03-17 15:22:04	70.8	87.2	75.7	70.4	71.9	89.1	70.2	70.2
2023-03-17 15:22:05	70.3	88.3	77.1	70.5	70.9	90.3	70.4	70.4
2023-03-17 15:22:06	69.0	85.1	73.3	70.2	69.9	87.2	69.8	69.8
2023-03-17 15:22:07	67.4	83.1	71.7	69.5	68.8	85.7	68.9	68.9
2023-03-17 15:22:08	64.0	80.3	69.3	68.1	66.1	82.6	67.0	67.0
2023-03-17 15:22:09	63.5	80.1	69.0	65.9	64.2	83.4	65.1	65.1
2023-03-17 15:22:10	66.0	83.4	70.5	65.7	67.0	84.2	65.1	65.1
2023-03-17 15:22:11	67.6	83.5	71.8	67.0	68.4	85.6	66.4	66.4
2023-03-17 15:22:12	68.7	84.7	74.1	68.2	69.2	86.3	67.8	67.8
2023-03-17 15:22:13	68.2	83.7	72.5	68.3	68.9	88.7	68.1	68.1
2023-03-17 15:22:14	69.4	83.8	72.2	69.1	70.0	84.9	68.7	68.7
2023-03-17 15:22:15	67.4	84.8	72.0	69.1	69.3	85.1	68.6	68.6
2023-03-17 15:22:16	65.4	82.5	70.1	67.9	66.9	83.7	67.3	67.3
2023-03-17 15:22:17	62.1	79.1	67.6	66.4	63.9	82.1	65.3	65.3

2023-03-17 15:22:18	60.3	79.7	66.7	64.1	61.5	80.8	63.1	63.1
2023-03-17 15:22:19	59.2	77.4	66.3	62.0	59.8	80.7	61.2	61.2
2023-03-17 15:22:20	59.7	79.7	68.4	60.4	61.0	83.9	60.0	60.0
2023-03-17 15:22:21	62.2	79.9	68.6	61.7	63.5	82.6	60.8	60.8
2023-03-17 15:22:22	65.7	82.8	71.2	64.8	66.9	83.5	63.4	63.4
2023-03-17 15:22:23	69.2	84.7	73.0	68.2	70.6	85.6	66.6	66.7
2023-03-17 15:22:24	72.0	88.1	76.2	71.3	73.6	88.8	69.7	69.7
2023-03-17 15:22:25	74.4	91.3	77.9	73.5	75.4	91.6	72.7	72.7
2023-03-17 15:22:26	75.0	90.0	77.7	74.7	76.3	90.0	73.9	73.9
2023-03-17 15:22:27	74.5	91.5	78.9	74.9	76.5	92.2	74.7	74.7
2023-03-17 15:22:28	73.5	89.8	76.8	74.4	74.2	92.2	74.1	74.1
2023-03-17 15:22:29	72.7	90.3	76.9	73.9	73.8	90.3	73.5	73.5
2023-03-17 15:22:30	70.5	86.3	74.2	73.0	72.3	89.2	72.4	72.4
2023-03-17 15:22:31	68.4	84.9	73.8	71.5	69.3	88.3	70.6	70.6
2023-03-17 15:22:32	69.5	85.5	73.2	69.8	71.0	86.8	69.5	69.5
2023-03-17 15:22:33	73.5	89.3	76.3	72.9	75.4	89.6	71.0	71.1
2023-03-17 15:22:34	75.2	90.6	78.8	74.3	76.5	91.5	74.0	74.0
2023-03-17 15:22:35	74.0	89.5	77.3	74.8	75.7	90.3	74.5	74.5
2023-03-17 15:22:36	70.5	86.0	74.5	73.9	71.9	87.8	72.9	72.9
2023-03-17 15:22:37	70.0	85.6	74.1	72.1	70.6	86.9	71.4	71.4
2023-03-17 15:22:38	70.5	86.2	74.5	70.8	71.4	87.5	70.7	70.7
2023-03-17 15:22:39	69.0	85.7	73.1	70.8	71.6	86.0	70.2	70.2
2023-03-17 15:22:40	67.6	84.0	72.3	69.6	68.6	85.4	69.0	69.0
2023-03-17 15:22:41	69.1	86.3	73.3	69.0	70.5	86.6	68.4	68.5
2023-03-17 15:22:42	69.4	86.4	74.5	69.5	70.8	87.1	69.3	69.3
2023-03-17 15:22:43	68.6	84.2	72.9	69.1	69.3	84.8	69.0	69.0
2023-03-17 15:22:44	66.9	83.4	73.0	68.7	68.1	86.0	68.2	68.2
2023-03-17 15:22:45	66.8	86.1	74.0	67.5	67.7	89.2	67.2	67.2
2023-03-17 15:22:46	68.1	84.6	73.5	67.8	68.5	85.9	67.5	67.5
2023-03-17 15:22:47	67.4	85.0	73.2	67.9	68.6	85.8	67.6	67.6
2023-03-17 15:22:48	68.7	85.8	74.4	68.5	69.7	87.6	67.9	67.9
2023-03-17 15:22:49	69.5	84.6	73.1	69.3	70.4	85.3	68.8	68.8
2023-03-17 15:22:50	73.3	91.1	77.1	72.6	75.2	90.1	70.8	70.8
2023-03-17 15:22:51	74.1	90.6	79.2	73.6	75.6	92.8	73.2	73.2
2023-03-17 15:22:52	71.6	89.0	76.2	73.6	74.1	88.7	73.1	73.1

2023-03-17 15:22:53	70.1	89.1	77.0	72.2	70.8	88.8	71.6	71.6
2023-03-17 15:22:54	66.6	87.0	74.1	70.9	69.2	88.9	69.8	69.9
2023-03-17 15:22:55	63.8	81.0	69.6	68.6	65.5	80.8	67.5	67.5
2023-03-17 15:22:56	60.7	79.3	67.9	66.1	62.3	81.7	64.8	64.9
2023-03-17 15:22:57	58.3	79.0	66.4	63.4	59.6	80.2	62.1	62.2
2023-03-17 15:22:58	57.7	79.6	67.2	60.9	58.8	82.2	60.0	60.0
2023-03-17 15:22:59	58.4	78.0	67.0	59.1	59.5	82.7	58.7	58.7
2023-03-17 15:23:00	61.2	81.0	67.6	60.7	62.6	82.0	59.6	59.6
2023-03-17 15:23:01	63.4	81.7	69.3	62.5	63.8	82.9	61.9	61.9
2023-03-17 15:23:02	63.9	80.3	68.8	63.5	64.5	83.7	63.0	63.0
2023-03-17 15:23:03	64.0	83.7	69.1	63.8	64.7	84.0	63.6	63.6
2023-03-17 15:23:04	65.4	82.6	70.2	65.0	66.2	83.9	64.3	64.3
2023-03-17 15:23:05	65.8	85.1	71.6	65.6	66.3	84.9	65.2	65.2
2023-03-17 15:23:06	65.2	82.0	69.4	65.6	66.0	84.2	65.5	65.5
2023-03-17 15:23:07	65.1	82.1	69.5	65.4	66.7	83.4	65.0	65.0
2023-03-17 15:23:08	67.8	83.0	71.7	67.2	68.8	84.4	66.3	66.3
2023-03-17 15:23:09	69.9	88.2	75.1	69.2	70.5	88.3	68.3	68.3
2023-03-17 15:23:10	69.9	86.5	75.0	69.7	70.5	88.2	69.4	69.4
2023-03-17 15:23:11	68.3	84.9	72.9	69.8	70.6	85.9	69.4	69.4
2023-03-17 15:23:12	64.5	84.7	70.4	68.6	66.3	84.7	67.5	67.6
2023-03-17 15:23:13	64.0	81.8	69.7	66.5	65.0	84.2	65.6	65.6
2023-03-17 15:23:14	67.9	84.7	72.5	67.4	69.9	86.5	65.9	66.0
2023-03-17 15:23:15	69.2	86.9	73.9	68.6	70.2	87.4	68.3	68.3
2023-03-17 15:23:16	69.1	88.9	76.6	69.1	70.7	89.8	68.4	68.4
2023-03-17 15:23:17	71.6	89.8	78.9	70.9	72.0	91.8	70.1	70.1
2023-03-17 15:23:18	71.1	90.1	78.2	71.2	71.8	92.2	71.0	71.0
2023-03-17 15:23:19	71.3	88.2	76.9	71.3	72.2	89.1	71.0	71.0
2023-03-17 15:23:20	71.7	89.3	77.5	71.9	72.9	90.7	71.6	71.6
2023-03-17 15:23:21	70.6	86.4	74.7	71.5	72.0	88.1	71.3	71.3
2023-03-17 15:23:22	65.2	81.8	70.4	70.7	68.5	84.3	69.4	69.5
2023-03-17 15:23:23	61.6	80.2	67.8	68.0	63.7	83.4	66.5	66.6
2023-03-17 15:23:24	59.2	78.5	67.2	65.0	60.6	81.6	63.6	63.7
2023-03-17 15:23:25	57.9	77.7	66.8	62.2	58.8	83.1	61.1	61.1
2023-03-17 15:23:26	56.6	77.0	65.5	60.0	57.3	80.8	59.0	59.0
2023-03-17 15:23:27	55.9	77.2	65.6	58.1	56.6	80.2	57.5	57.5

2023-03-17 15:23:28	55.2	78.5	66.2	56.9	55.8	80.9	56.3	56.3
2023-03-17 15:23:29	55.1	77.2	65.1	55.9	55.5	80.7	55.6	55.6
2023-03-17 15:23:30	55.4	77.6	65.3	55.5	56.1	83.5	55.3	55.3
2023-03-17 15:23:31	58.0	78.1	66.6	57.3	58.8	81.9	56.5	56.5
2023-03-17 15:23:32	59.3	79.0	66.3	58.7	59.8	82.0	58.0	58.0
2023-03-17 15:23:33	60.4	78.3	67.3	59.9	60.8	81.4	59.4	59.4
2023-03-17 15:23:34	63.8	80.0	68.6	63.1	65.7	82.6	61.3	61.3
2023-03-17 15:23:35	68.7	85.4	71.8	67.6	69.7	86.7	65.8	65.8
2023-03-17 15:23:36	70.8	86.0	74.5	69.9	71.4	87.8	69.0	69.0
2023-03-17 15:23:37	70.3	86.7	74.7	70.2	70.9	88.6	70.0	70.0
2023-03-17 15:23:38	69.3	86.0	73.1	70.2	70.6	87.5	70.0	70.0
2023-03-17 15:23:39	68.0	85.2	74.2	69.6	68.9	86.2	69.1	69.1
2023-03-17 15:23:40	66.8	85.0	72.2	68.5	67.5	85.4	68.0	68.0
2023-03-17 15:23:41	66.3	83.1	70.6	67.5	66.7	82.7	67.0	67.0
2023-03-17 15:23:42	66.3	83.8	71.9	66.8	67.0	86.5	66.5	66.5
2023-03-17 15:23:43	67.4	83.6	71.6	67.2	67.9	84.1	66.8	66.8
2023-03-17 15:23:44	69.9	86.1	73.5	69.2	71.0	86.3	68.2	68.2
2023-03-17 15:23:45	70.8	86.7	75.2	70.3	71.4	90.3	69.9	69.9
2023-03-17 15:23:46	70.6	85.7	74.5	70.6	71.1	89.2	70.5	70.5
2023-03-17 15:23:47	69.0	88.6	74.4	70.5	70.4	92.3	70.1	70.1
2023-03-17 15:23:48	67.4	83.6	72.5	69.5	68.2	87.4	68.8	68.8
2023-03-17 15:23:49	67.9	84.8	73.5	68.3	68.6	87.2	68.2	68.2
2023-03-17 15:23:50	67.1	86.2	72.8	68.0	67.5	90.0	67.7	67.7
2023-03-17 15:23:51	67.9	86.1	72.1	67.7	68.2	86.8	67.6	67.6
2023-03-17 15:23:52	68.9	84.6	73.2	68.5	69.3	88.8	68.2	68.2
2023-03-17 15:23:53	69.7	85.7	73.5	69.4	70.2	89.1	68.9	68.9
2023-03-17 15:23:54	71.2	88.1	75.4	70.7	71.8	90.5	70.0	70.0
2023-03-17 15:23:55	71.9	89.5	77.4	71.5	72.3	89.9	71.2	71.2
2023-03-17 15:23:56	70.4	85.5	74.2	71.4	71.5	87.5	71.1	71.1
2023-03-17 15:23:57	69.0	84.4	73.0	70.8	70.6	86.2	70.3	70.3
2023-03-17 15:23:58	70.6	86.5	74.1	70.3	71.3	89.1	70.1	70.1
2023-03-17 15:23:59	69.4	84.0	72.4	70.2	70.3	85.6	70.0	70.0
2023-03-17 15:24:00	66.5	84.5	70.9	69.6	68.5	85.4	68.8	68.8
2023-03-17 15:24:01	62.9	79.4	67.5	67.8	64.6	82.3	66.6	66.6
2023-03-17 15:24:02	60.6	78.0	66.8	65.3	62.2	81.1	64.1	64.2

2023-03-17 15:24:03	58.7	77.4	65.6	62.9	60.1	82.8	61.8	61.8
2023-03-17 15:24:04	57.0	77.1	64.8	60.6	57.5	80.7	59.6	59.6
2023-03-17 15:24:05	56.7	77.5	64.6	58.7	57.6	79.9	58.1	58.1
2023-03-17 15:24:06	56.0	76.4	64.8	57.4	56.7	80.9	56.9	56.9
2023-03-17 15:24:07	55.4	75.3	64.4	56.6	56.1	80.3	56.2	56.3
2023-03-17 15:24:08	54.8	75.1	64.4	55.9	55.5	80.6	55.5	55.5
2023-03-17 15:24:09	54.3	75.5	64.0	55.2	54.8	78.7	54.8	54.8
2023-03-17 15:24:10	55.0	75.3	64.1	55.0	55.6	79.1	54.8	54.8
2023-03-17 15:24:11	54.4	74.4	64.1	54.9	55.1	80.2	54.8	54.8
2023-03-17 15:24:12	53.5	75.1	64.7	54.5	54.1	80.5	54.2	54.2
2023-03-17 15:24:13	53.5	79.6	66.8	53.9	53.8	81.7	53.7	53.7
2023-03-17 15:24:14	53.6	77.8	66.1	53.8	54.2	83.2	53.7	53.7
2023-03-17 15:24:15	53.3	74.6	64.6	53.6	53.7	80.4	53.5	53.5
2023-03-17 15:24:16	53.0	74.8	63.8	53.4	53.5	80.3	53.2	53.3
2023-03-17 15:24:17	53.5	75.8	65.4	53.4	53.9	79.9	53.3	53.3
2023-03-17 15:24:18	53.2	79.7	65.8	53.4	53.7	82.0	53.3	53.3
2023-03-17 15:24:19	53.1	78.3	67.1	53.2	53.9	84.1	53.1	53.1
2023-03-17 15:24:20	53.1	78.1	67.3	53.3	53.8	84.4	53.2	53.2
2023-03-17 15:24:21	52.6	75.7	64.3	53.1	52.9	82.9	52.9	52.9
2023-03-17 15:24:22	52.9	76.3	65.5	52.9	53.3	82.7	52.8	52.8
2023-03-17 15:24:23	52.7	75.6	65.9	52.8	53.0	83.3	52.8	52.8
2023-03-17 15:24:24	53.3	75.4	65.1	53.1	53.7	80.3	52.9	52.9
2023-03-17 15:24:25	53.5	76.1	64.7	53.4	54.0	79.5	53.3	53.3
2023-03-17 15:24:26	53.1	75.8	64.5	53.4	53.4	79.8	53.3	53.3
2023-03-17 15:24:27	53.6	75.4	63.9	53.5	53.9	79.7	53.3	53.3
2023-03-17 15:24:28	54.1	74.4	63.5	53.9	54.5	78.6	53.7	53.7
2023-03-17 15:24:29	55.0	76.0	64.4	54.7	55.6	77.8	54.3	54.3
2023-03-17 15:24:30	57.3	78.4	65.5	56.7	58.5	80.8	55.6	55.6
2023-03-17 15:24:31	60.5	79.5	67.1	59.8	62.0	83.1	58.1	58.2
2023-03-17 15:24:32	64.6	80.7	69.7	63.6	66.1	84.0	61.8	61.9
2023-03-17 15:24:33	68.9	84.4	72.8	67.8	70.0	87.2	66.0	66.1
2023-03-17 15:24:34	70.8	85.8	74.4	70.0	71.6	89.3	69.0	69.0
2023-03-17 15:24:35	70.7	84.9	73.6	70.4	71.6	86.0	70.3	70.3
2023-03-17 15:24:36	72.0	87.5	75.2	71.8	73.8	88.2	70.7	70.7
2023-03-17 15:24:37	75.3	93.0	79.5	74.2	76.4	92.2	73.5	73.5

2023-03-17 15:24:38	74.2	90.8	78.2	74.6	75.5	90.2	74.4	74.4
2023-03-17 15:24:39	72.0	88.6	76.8	74.0	73.0	90.1	73.4	73.4
2023-03-17 15:24:40	71.1	87.9	76.4	72.8	72.2	88.9	72.3	72.3
2023-03-17 15:24:41	70.0	87.3	75.5	71.8	71.3	88.3	71.2	71.2
2023-03-17 15:24:42	72.3	88.7	75.7	72.0	73.8	89.0	71.0	71.0
2023-03-17 15:24:43	74.6	91.4	77.8	73.8	75.2	91.2	73.1	73.2
2023-03-17 15:24:44	71.8	88.2	75.7	73.8	74.4	91.6	73.3	73.3
2023-03-17 15:24:45	69.5	86.9	74.4	72.5	70.7	90.3	71.7	71.7
2023-03-17 15:24:46	65.6	82.4	70.8	70.7	67.7	85.8	69.5	69.5
2023-03-17 15:24:47	62.0	79.3	68.0	68.1	64.9	84.8	66.8	66.8
2023-03-17 15:24:48	59.4	78.5	66.7	65.2	60.2	83.0	63.8	63.9
2023-03-17 15:24:49	57.3	77.3	66.4	62.4	58.5	83.2	61.2	61.2
2023-03-17 15:24:50	55.0	76.9	65.1	59.9	56.4	80.9	58.6	58.7
2023-03-17 15:24:51	54.0	76.0	64.4	57.4	54.5	79.4	56.4	56.5
2023-03-17 15:24:52	54.2	74.7	64.5	55.5	54.6	82.0	55.1	55.1
2023-03-17 15:24:53	54.6	76.7	65.2	54.8	55.3	80.4	54.6	54.6
2023-03-17 15:24:54	55.6	76.6	65.9	55.3	55.9	80.6	55.1	55.1
2023-03-17 15:24:55	55.1	76.9	65.4	55.3	55.7	79.2	55.2	55.2
2023-03-17 15:24:56	56.3	78.9	67.1	56.1	57.0	81.2	55.5	55.5
2023-03-17 15:24:57	57.7	77.5	66.2	57.3	58.3	80.5	56.6	56.6
2023-03-17 15:24:58	60.5	79.6	68.7	59.8	62.0	82.1	58.4	58.4
2023-03-17 15:24:59	64.2	82.2	70.8	63.2	65.5	83.5	61.6	61.6
2023-03-17 15:25:00	68.7	85.4	73.6	67.5	69.7	86.5	65.8	65.9
2023-03-17 15:25:01	68.6	85.5	73.6	68.4	69.8	87.0	67.9	67.9
2023-03-17 15:25:02	65.0	83.8	71.3	68.2	67.9	85.0	67.4	67.4
2023-03-17 15:25:03	64.6	83.0	70.9	66.4	65.4	83.4	65.7	65.7
2023-03-17 15:25:04	69.5	85.3	74.0	68.9	71.9	85.8	66.7	66.7
2023-03-17 15:25:05	73.2	90.2	77.3	72.1	74.3	89.0	70.8	70.9
2023-03-17 15:25:06	73.6	90.1	78.0	73.1	74.3	91.9	72.8	72.8
2023-03-17 15:25:07	75.4	92.5	82.0	74.8	76.2	91.7	73.9	74.0
2023-03-17 15:25:08	74.2	94.7	81.5	75.0	75.9	95.1	74.7	74.7
2023-03-17 15:25:09	77.2	100.3	89.4	76.8	79.6	100.0	75.0	75.0
2023-03-17 15:25:10	77.9	98.5	85.0	78.0	79.9	98.7	77.6	77.6
2023-03-17 15:25:11	68.1	87.2	74.4	77.0	72.4	87.6	75.3	75.4
2023-03-17 15:25:12	68.1	85.0	74.1	73.5	69.0	86.2	72.2	72.3

	2023-03-17 15:25:13	66.4	85.4	73.4	70.9	67.4	86.0	69.8	69.8
	2023-03-17 15:25:14	63.2	81.9	70.3	68.5	64.3	83.4	67.2	67.2
	2023-03-17 15:25:15	63.5	82.1	69.6	65.9	65.0	82.4	65.0	65.0
	2023-03-17 15:25:16	65.9	81.5	70.7	65.5	66.2	83.9	65.1	65.1
	2023-03-17 15:25:17	67.5	83.2	72.2	66.9	68.2	86.1	66.3	66.3
	2023-03-17 15:25:18	66.9	82.9	72.1	67.2	67.8	85.5	67.1	67.1
	2023-03-17 15:25:19	62.2	85.3	73.0	66.8	65.4	89.1	65.7	65.7
	2023-03-17 15:25:20	59.3	81.1	69.5	64.3	60.6	87.0	63.1	63.1
	2023-03-17 15:25:21	58.9	85.8	70.4	61.8	59.5	86.8	61.0	61.0
	2023-03-17 15:25:22	57.4	81.3	69.4	60.2	59.0	87.3	59.4	59.4
	2023-03-17 15:25:23	57.3	84.1	72.0	58.6	58.6	89.1	58.1	58.1
	2023-03-17 15:25:24	59.8	84.8	72.6	59.4	60.9	89.7	58.5	58.5
	2023-03-17 15:25:25	62.0	85.4	72.2	61.5	63.3	88.8	60.3	60.3
	2023-03-17 15:25:26	63.7	89.2	74.7	63.1	64.4	92.2	62.4	62.4
	2023-03-17 15:25:27	63.5	85.2	72.7	63.3	64.1	88.3	63.3	63.3
	2023-03-17 15:25:28	63.7	82.0	70.8	63.6	64.2	85.0	63.5	63.5
	2023-03-17 15:25:29	65.3	84.4	71.4	64.8	66.1	87.3	64.2	64.2
	2023-03-17 15:25:30	66.9	86.6	73.4	66.3	67.4	87.5	65.6	65.7
	2023-03-17 15:25:31	68.1	85.6	74.8	67.5	68.7	87.7	67.1	67.1
	2023-03-17 15:25:32	68.9	88.0	76.3	68.6	69.7	89.9	68.0	68.0
	2023-03-17 15:25:33	69.4	87.1	76.3	69.2	70.0	89.3	68.8	68.8
	2023-03-17 15:25:34	71.7	91.8	80.6	71.1	72.7	93.1	70.1	70.1
	2023-03-17 15:25:35	71.2	93.0	80.1	71.3	72.7	94.0	71.2	71.2
	2023-03-17 15:25:36	70.1	87.2	75.7	71.1	70.8	89.0	70.7	70.7
	2023-03-17 15:25:37	70.6	87.9	76.9	70.6	70.9	88.9	70.5	70.5
	2023-03-17 15:25:38	69.5	88.1	76.1	70.6	71.0	90.7	70.4	70.4
Stop	2023-03-17 15:25:39								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	13. Golden Springs Dr / across SFRs
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	1.9%	0.0%		
L_{avg}	54.5 dB	--- dB		
TWA(8)	29.5 dB	--- dB		
Projected TWA(8)	57.4 dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	54.7 dB	54.7 dB		
Projected LEP'd/Lex,8h	71.6 dB	69.8 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-17 15:12:06	
Stop Time	2023-03-17 15:27:06	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	0.24 dB (114.0 dB)	2023-03-16 12:09:53
Pre-Sensitivity	-42.4 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LA_{eq}	69.8 dB	
LAI_{eq}	72.2 dB	
LC_{peak}	104.4 dB	2023-03-17 15:17:12
LAS_{max}	82.7 dB	2023-03-17 15:25:07

LAF_{max}	84.9 dB	2023-03-17 15:25:06
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10385
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-42.4 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	69.8 dB		77.3 dB		78.9 dB	
$L\omega_{peak}$	97.2 dB	15:25:06	104.4 dB	15:17:12	104.9 dB	15:17:12
$L\omega S_{min}$	53.7 dB	15:24:12	64.7 dB	15:26:47	69.0 dB	15:26:49
$L\omega S_{max}$	82.7 dB	15:25:07	92.8 dB	15:17:12	93.0 dB	15:17:12
$L\omega F_{min}$	52.8 dB	15:24:22	62.4 dB	15:24:09	65.7 dB	15:24:09
$L\omega F_{max}$	84.9 dB	15:25:06	96.5 dB	15:17:11	96.7 dB	15:17:11
$L\omega I_{min}$	54.5 dB	15:24:20	66.6 dB	15:26:47	72.0 dB	15:26:55
$L\omega I_{max}$	86.0 dB	15:25:06	97.5 dB	15:17:11	97.7 dB	15:17:11

ω represents frequency weighting (A, C or Z)

SEL	99.3 dB
E (Pa^2s)	3.4 Pa^2s
E8 (Pa^2s)	110.2 Pa^2s
E40 (Pa^2s)	551.1 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.2 Pa^2h
LC_{eq} - LA_{eq}	7.5 dB

	Count	Duration
LAS > 75 dB	17	70
LAS > 86 dB	0	0
LCPk > 80 dB	13	846
LCPk > 81 dB	15	827
LCPk > 86 dB	51	632

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/17 15:12:06	Run	Remote	
2023/03/17 15:27:06	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	72.1	70.6	73.2	68.4	66.1	66.3	61.4	54.5	50.0	dB
OBA LZSmax	85.9	83.4	92.2	85.9	81.6	79.8	72.3	68.7	64.0	dB
OBA LZSmin	61.3	57.8	54.2	49.8	49.1	49.3	43.8	40.1	42.6	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-17 15:12:06	65.5	88.1	77.0	65.2	66.3	88.3	64.8	64.8
	2023-03-17 15:12:07	67.3	88.5	79.7	66.8	68.5	89.9	66.4	66.4
	2023-03-17 15:12:08	69.3	92.4	80.7	68.9	71.4	92.3	67.1	67.2
	2023-03-17 15:12:09	74.3	94.5	85.8	73.1	75.4	94.4	71.4	71.5
	2023-03-17 15:12:10	74.5	94.6	83.6	74.1	75.5	94.9	73.7	73.7
	2023-03-17 15:12:11	80.4	100.6	91.2	79.3	82.1	100.8	77.1	77.2
	2023-03-17 15:12:12	76.4	99.3	87.4	79.4	80.9	99.7	78.6	78.6
	2023-03-17 15:12:13	69.1	93.2	82.0	77.4	73.4	93.6	75.7	75.8
	2023-03-17 15:12:14	70.6	91.0	81.5	73.9	72.4	92.0	72.8	72.9
	2023-03-17 15:12:15	71.9	90.4	79.7	72.4	72.6	92.4	72.2	72.2
	2023-03-17 15:12:16	68.9	89.0	76.7	72.0	71.7	90.4	71.3	71.3
	2023-03-17 15:12:17	65.5	85.9	73.6	70.1	66.7	88.7	69.0	69.0
	2023-03-17 15:12:18	63.6	85.1	72.1	67.7	64.6	86.1	66.6	66.7
	2023-03-17 15:12:19	61.5	82.4	71.1	65.5	63.1	86.6	64.5	64.5
	2023-03-17 15:12:20	60.7	81.1	69.9	63.4	61.1	84.5	62.6	62.6
	2023-03-17 15:12:21	61.8	82.6	71.4	61.9	62.9	85.1	61.7	61.7
	2023-03-17 15:12:22	65.2	87.5	74.7	64.5	67.2	87.6	63.0	63.0
	2023-03-17 15:12:23	68.2	88.1	77.8	67.2	68.8	88.9	66.1	66.2
	2023-03-17 15:12:24	67.4	85.5	74.6	67.4	68.5	87.2	67.3	67.3
	2023-03-17 15:12:25	69.4	91.1	82.0	69.0	71.0	91.7	67.9	67.9
	2023-03-17 15:12:26	67.9	89.6	78.5	68.9	69.4	90.0	68.5	68.5
	2023-03-17 15:12:27	70.9	92.2	81.3	70.4	72.3	93.1	69.2	69.2
	2023-03-17 15:12:28	73.2	93.1	82.1	72.4	73.9	94.2	71.6	71.6
	2023-03-17 15:12:29	71.7	91.4	81.1	72.6	73.7	92.9	72.4	72.4
	2023-03-17 15:12:30	71.2	90.6	79.4	71.7	71.8	90.7	71.5	71.5
	2023-03-17 15:12:31	70.3	90.6	78.6	71.4	71.1	91.7	71.1	71.1
	2023-03-17 15:12:32	69.8	94.4	84.6	70.8	70.8	95.6	70.5	70.5
	2023-03-17 15:12:33	67.6	92.1	80.0	70.2	69.3	92.8	69.5	69.5
	2023-03-17 15:12:34	66.6	87.1	76.3	68.6	67.8	90.0	67.9	67.9
	2023-03-17 15:12:35	67.5	89.1	77.1	67.8	68.8	90.6	67.5	67.5
	2023-03-17 15:12:36	68.2	86.1	75.0	68.2	69.4	88.8	67.7	67.7
	2023-03-17 15:12:37	67.9	85.8	75.1	68.4	69.8	88.5	68.0	68.0
	2023-03-17 15:12:38	67.1	85.3	74.0	68.0	68.3	86.9	67.7	67.7
	2023-03-17 15:12:39	68.7	87.2	75.6	68.6	70.5	89.9	67.7	67.7

2023-03-17 15:12:40	70.3	91.4	81.7	69.8	70.8	92.8	69.4	69.4
2023-03-17 15:12:41	66.8	91.5	82.3	69.6	69.2	92.6	68.7	68.8
2023-03-17 15:12:42	67.7	89.6	77.8	68.1	68.0	90.8	67.9	67.9
2023-03-17 15:12:43	66.9	87.2	75.9	67.9	68.2	90.4	67.5	67.5
2023-03-17 15:12:44	68.0	87.9	75.2	67.9	69.1	88.7	67.4	67.4
2023-03-17 15:12:45	66.3	84.7	73.8	67.9	69.0	86.8	67.3	67.3
2023-03-17 15:12:46	68.2	87.1	75.4	68.0	69.6	88.9	67.3	67.3
2023-03-17 15:12:47	70.9	87.4	75.9	70.2	72.1	90.2	69.1	69.1
2023-03-17 15:12:48	70.6	88.8	76.9	70.7	72.6	90.7	70.3	70.3
2023-03-17 15:12:49	70.0	87.2	74.8	70.8	71.6	88.1	70.5	70.5
2023-03-17 15:12:50	67.7	85.0	73.7	69.9	69.3	86.7	69.3	69.3
2023-03-17 15:12:51	64.4	84.2	73.0	68.5	66.2	85.6	67.5	67.5
2023-03-17 15:12:52	62.9	83.2	73.3	66.3	63.6	85.6	65.3	65.3
2023-03-17 15:12:53	64.8	84.4	72.9	64.8	65.9	86.2	64.6	64.6
2023-03-17 15:12:54	64.1	85.9	73.1	64.7	66.0	85.9	64.3	64.3
2023-03-17 15:12:55	66.6	86.8	75.7	66.1	68.2	88.3	65.2	65.2
2023-03-17 15:12:56	68.4	89.5	79.3	67.7	69.4	91.9	67.1	67.1
2023-03-17 15:12:57	67.3	89.2	77.2	68.1	69.7	89.7	67.7	67.7
2023-03-17 15:12:58	64.4	85.3	74.2	67.2	66.2	87.5	66.4	66.4
2023-03-17 15:12:59	68.3	85.5	74.1	67.8	69.6	88.2	66.5	66.5
2023-03-17 15:13:00	68.9	85.5	74.7	68.6	70.1	88.3	68.2	68.2
2023-03-17 15:13:01	67.8	86.4	74.5	68.6	69.7	87.8	68.4	68.4
2023-03-17 15:13:02	65.1	84.0	72.9	68.0	67.0	86.8	67.2	67.2
2023-03-17 15:13:03	66.2	86.4	74.7	66.3	66.9	87.9	66.1	66.2
2023-03-17 15:13:04	65.6	89.3	76.4	66.3	66.6	89.5	66.1	66.1
2023-03-17 15:13:05	66.9	86.4	74.8	66.7	68.0	88.3	66.1	66.1
2023-03-17 15:13:06	67.1	93.1	81.6	67.0	67.6	95.0	66.8	66.8
2023-03-17 15:13:07	71.1	95.3	84.6	70.2	72.4	95.3	68.7	68.8
2023-03-17 15:13:08	69.3	93.7	85.0	70.2	71.2	95.3	69.7	69.7
2023-03-17 15:13:09	71.2	94.8	83.8	70.9	72.8	95.7	70.5	70.5
2023-03-17 15:13:10	66.1	88.2	75.9	70.6	69.4	90.7	69.5	69.5
2023-03-17 15:13:11	67.7	89.8	79.5	68.2	69.1	90.0	67.8	67.8
2023-03-17 15:13:12	68.0	88.5	78.6	68.3	69.2	90.3	68.1	68.1
2023-03-17 15:13:13	67.8	88.0	76.8	67.9	68.2	89.5	67.9	67.9
2023-03-17 15:13:14	70.4	90.0	79.1	69.6	70.8	91.8	69.0	69.0

2023-03-17 15:13:15	68.5	91.4	81.1	69.6	70.1	95.1	69.3	69.3
2023-03-17 15:13:16	68.5	89.0	77.3	68.8	69.4	89.9	68.7	68.7
2023-03-17 15:13:17	67.0	87.2	74.6	68.7	68.3	88.4	68.2	68.2
2023-03-17 15:13:18	65.4	83.4	71.9	67.5	65.8	87.2	66.8	66.9
2023-03-17 15:13:19	65.0	86.1	74.2	66.3	65.8	88.9	66.0	66.0
2023-03-17 15:13:20	64.5	83.2	71.9	65.4	65.4	85.6	65.0	65.0
2023-03-17 15:13:21	66.8	84.5	73.5	66.3	67.5	87.8	65.7	65.7
2023-03-17 15:13:22	66.5	86.0	73.5	66.5	67.4	87.0	66.4	66.4
2023-03-17 15:13:23	66.2	83.7	72.7	66.4	66.8	85.6	66.3	66.3
2023-03-17 15:13:24	66.4	84.5	73.8	66.4	67.2	86.3	66.2	66.2
2023-03-17 15:13:25	69.9	85.9	74.9	69.0	70.8	88.3	68.0	68.0
2023-03-17 15:13:26	68.2	83.9	73.5	69.0	69.9	86.9	68.8	68.8
2023-03-17 15:13:27	64.9	83.1	71.7	68.4	67.0	84.9	67.4	67.4
2023-03-17 15:13:28	65.5	86.0	73.1	66.5	66.0	88.5	66.1	66.1
2023-03-17 15:13:29	68.0	87.3	75.7	67.5	68.9	88.8	66.7	66.7
2023-03-17 15:13:30	67.0	87.1	74.0	67.5	68.6	86.8	67.3	67.3
2023-03-17 15:13:31	66.3	86.1	73.6	67.2	67.3	86.6	67.0	67.0
2023-03-17 15:13:32	65.1	82.3	71.1	66.6	65.6	85.9	66.1	66.1
2023-03-17 15:13:33	64.0	81.4	70.4	65.6	65.0	85.5	65.0	65.0
2023-03-17 15:13:34	66.1	86.1	73.1	65.7	66.7	86.5	65.3	65.3
2023-03-17 15:13:35	67.1	85.0	74.0	66.7	67.7	88.6	66.3	66.3
2023-03-17 15:13:36	64.4	84.2	73.4	66.6	66.7	86.4	66.0	66.0
2023-03-17 15:13:37	64.2	82.1	71.5	65.2	65.2	85.1	64.9	64.9
2023-03-17 15:13:38	64.1	83.1	70.8	64.7	64.8	86.3	64.4	64.4
2023-03-17 15:13:39	65.7	84.9	73.2	65.5	67.3	87.1	64.7	64.7
2023-03-17 15:13:40	70.3	88.2	75.1	69.4	72.1	89.4	67.4	67.4
2023-03-17 15:13:41	72.6	89.8	77.7	71.6	73.8	90.8	71.0	71.1
2023-03-17 15:13:42	72.1	89.0	77.4	72.0	73.2	90.0	71.5	71.5
2023-03-17 15:13:43	73.6	90.1	77.7	73.2	74.8	91.2	72.6	72.6
2023-03-17 15:13:44	78.2	94.1	81.1	77.2	79.4	94.3	75.4	75.4
2023-03-17 15:13:45	79.7	94.3	82.6	78.9	79.8	94.8	78.3	78.3
2023-03-17 15:13:46	78.5	95.8	83.0	79.1	80.0	95.1	78.8	78.8
2023-03-17 15:13:47	74.6	91.0	79.4	78.6	77.9	92.0	77.6	77.6
2023-03-17 15:13:48	72.7	89.2	78.2	76.4	73.8	90.4	75.4	75.4
2023-03-17 15:13:49	71.6	88.7	78.0	74.4	72.6	90.7	73.6	73.6

2023-03-17 15:13:50	71.0	88.8	76.6	72.8	71.8	90.5	72.2	72.2
2023-03-17 15:13:51	70.1	90.2	75.9	71.7	70.6	90.0	71.2	71.2
2023-03-17 15:13:52	71.0	87.1	75.3	71.0	71.5	89.7	70.9	70.9
2023-03-17 15:13:53	69.2	86.3	74.1	71.0	71.1	87.8	70.5	70.5
2023-03-17 15:13:54	66.8	83.6	72.4	69.7	68.0	85.4	68.9	68.9
2023-03-17 15:13:55	67.7	84.4	73.5	68.1	68.5	85.9	67.9	67.9
2023-03-17 15:13:56	66.0	83.1	71.5	67.8	67.4	84.7	67.3	67.3
2023-03-17 15:13:57	65.2	84.9	72.7	66.7	65.9	85.3	66.2	66.2
2023-03-17 15:13:58	63.4	82.5	71.1	65.8	64.9	84.5	65.1	65.2
2023-03-17 15:13:59	60.9	81.5	69.8	64.3	62.4	84.7	63.4	63.4
2023-03-17 15:14:00	60.8	79.9	69.0	62.4	61.3	83.5	61.9	61.9
2023-03-17 15:14:01	61.5	79.8	69.3	61.5	61.9	84.2	61.4	61.4
2023-03-17 15:14:02	63.3	82.5	71.8	62.8	64.2	85.5	62.1	62.1
2023-03-17 15:14:03	66.1	86.6	72.1	65.3	67.2	86.3	64.1	64.1
2023-03-17 15:14:04	68.4	86.3	74.0	67.5	68.9	86.4	66.7	66.7
2023-03-17 15:14:05	68.0	85.2	74.8	68.0	68.9	86.7	67.9	67.9
2023-03-17 15:14:06	64.3	86.8	74.7	67.7	67.0	88.1	66.7	66.7
2023-03-17 15:14:07	63.3	88.9	75.5	66.0	66.4	90.3	65.4	65.4
2023-03-17 15:14:08	57.7	79.5	68.2	64.0	59.2	82.3	62.6	62.7
2023-03-17 15:14:09	57.5	80.4	69.6	61.1	57.9	82.8	60.1	60.1
2023-03-17 15:14:10	57.1	81.2	69.2	59.2	57.5	82.4	58.5	58.5
2023-03-17 15:14:11	57.1	81.0	68.3	58.0	57.4	84.5	57.7	57.7
2023-03-17 15:14:12	58.2	80.3	68.6	58.1	59.1	82.9	57.6	57.6
2023-03-17 15:14:13	61.4	81.3	68.6	60.7	62.9	82.3	59.3	59.3
2023-03-17 15:14:14	65.8	84.1	70.3	64.9	67.5	86.7	62.7	62.8
2023-03-17 15:14:15	70.7	88.6	74.1	69.8	73.0	88.4	67.3	67.4
2023-03-17 15:14:16	71.5	87.5	76.9	71.1	73.4	90.0	70.8	70.8
2023-03-17 15:14:17	64.7	86.0	72.7	70.6	68.9	89.0	69.3	69.3
2023-03-17 15:14:18	62.3	82.7	70.4	67.6	63.5	87.6	66.2	66.3
2023-03-17 15:14:19	66.9	84.1	71.1	66.7	69.4	85.6	65.3	65.4
2023-03-17 15:14:20	71.4	91.6	76.0	70.2	72.2	92.5	69.1	69.1
2023-03-17 15:14:21	68.6	92.7	74.5	70.3	71.5	93.6	69.8	69.8
2023-03-17 15:14:22	64.0	85.3	71.7	69.0	66.5	88.4	67.7	67.8
2023-03-17 15:14:23	64.0	83.0	70.7	66.5	65.3	86.7	65.8	65.8
2023-03-17 15:14:24	64.7	84.7	71.8	65.1	65.2	88.1	64.9	64.9

2023-03-17 15:14:25	65.6	84.8	72.4	65.4	66.4	88.6	65.1	65.1
2023-03-17 15:14:26	67.4	84.7	73.3	66.8	67.8	88.8	66.2	66.3
2023-03-17 15:14:27	67.6	87.6	76.0	67.4	68.0	89.5	67.1	67.1
2023-03-17 15:14:28	67.9	88.9	77.5	67.8	68.2	90.7	67.6	67.6
2023-03-17 15:14:29	66.1	89.7	77.8	67.7	67.6	91.3	67.2	67.3
2023-03-17 15:14:30	63.8	89.0	76.5	66.5	64.7	89.5	65.7	65.8
2023-03-17 15:14:31	63.8	84.6	74.0	65.0	64.2	86.4	64.6	64.6
2023-03-17 15:14:32	62.2	87.3	75.9	64.3	63.6	90.3	63.7	63.7
2023-03-17 15:14:33	61.2	82.9	73.3	63.0	61.7	87.2	62.4	62.5
2023-03-17 15:14:34	61.5	83.9	74.6	61.9	61.9	87.2	61.7	61.7
2023-03-17 15:14:35	61.6	85.4	75.4	61.7	62.1	88.6	61.6	61.6
2023-03-17 15:14:36	61.7	84.6	73.7	61.7	62.4	87.3	61.7	61.7
2023-03-17 15:14:37	62.2	84.8	74.1	62.0	62.6	88.3	61.8	61.9
2023-03-17 15:14:38	62.2	85.5	74.0	62.2	62.6	88.9	62.1	62.1
2023-03-17 15:14:39	62.3	84.1	73.5	62.3	62.7	86.8	62.2	62.2
2023-03-17 15:14:40	62.5	84.8	74.5	62.4	62.8	88.1	62.4	62.4
2023-03-17 15:14:41	62.6	85.2	75.2	62.6	63.1	89.9	62.5	62.5
2023-03-17 15:14:42	62.7	85.1	74.5	62.7	63.2	87.1	62.5	62.5
2023-03-17 15:14:43	62.9	86.6	75.4	62.8	63.3	90.3	62.7	62.7
2023-03-17 15:14:44	63.0	85.0	74.9	63.0	63.4	88.4	62.9	62.9
2023-03-17 15:14:45	63.2	85.3	74.6	63.1	63.6	88.3	63.0	63.0
2023-03-17 15:14:46	63.8	84.5	74.8	63.6	64.2	86.8	63.3	63.3
2023-03-17 15:14:47	64.7	86.4	75.4	64.3	65.1	88.8	63.9	63.9
2023-03-17 15:14:48	66.3	88.2	76.5	65.8	67.1	88.8	65.1	65.1
2023-03-17 15:14:49	69.0	88.6	76.9	68.3	70.5	89.6	67.0	67.0
2023-03-17 15:14:50	71.9	91.0	79.1	70.9	73.2	92.4	70.0	70.0
2023-03-17 15:14:51	70.6	88.3	77.2	71.0	71.6	90.7	70.8	70.8
2023-03-17 15:14:52	70.9	89.1	77.9	71.0	71.5	90.7	70.8	70.8
2023-03-17 15:14:53	67.9	87.8	76.5	70.7	70.1	90.6	70.0	70.0
2023-03-17 15:14:54	66.1	88.0	76.6	69.0	66.8	88.6	68.1	68.2
2023-03-17 15:14:55	67.2	87.7	76.6	67.5	68.9	89.9	67.1	67.1
2023-03-17 15:14:56	71.2	91.2	81.9	70.4	72.8	92.7	68.9	68.9
2023-03-17 15:14:57	70.3	90.5	80.3	70.6	72.9	91.3	70.4	70.4
2023-03-17 15:14:58	72.3	92.7	83.2	71.7	73.8	93.2	71.3	71.3
2023-03-17 15:14:59	74.9	95.4	84.7	74.2	76.8	95.0	72.8	72.8

2023-03-17 15:15:00	76.9	96.6	86.0	76.3	78.9	96.9	75.8	75.8
2023-03-17 15:15:01	78.3	97.1	86.6	77.6	80.5	97.3	77.1	77.1
2023-03-17 15:15:02	73.7	95.6	83.9	77.5	78.3	95.7	76.5	76.5
2023-03-17 15:15:03	70.9	91.2	81.3	74.9	72.3	91.2	73.7	73.7
2023-03-17 15:15:04	71.5	91.1	80.4	73.0	72.7	93.6	72.5	72.5
2023-03-17 15:15:05	70.5	90.5	78.3	72.0	71.3	91.4	71.5	71.5
2023-03-17 15:15:06	69.4	88.6	78.3	71.2	71.2	91.2	70.6	70.6
2023-03-17 15:15:07	69.4	90.6	78.0	70.1	70.8	90.9	69.8	69.8
2023-03-17 15:15:08	68.6	89.2	78.3	69.8	69.4	90.4	69.4	69.4
2023-03-17 15:15:09	66.7	87.2	76.5	69.1	68.3	88.6	68.4	68.4
2023-03-17 15:15:10	66.2	88.4	76.7	67.7	66.9	91.1	67.2	67.2
2023-03-17 15:15:11	65.8	87.2	75.9	66.7	66.2	88.6	66.4	66.4
2023-03-17 15:15:12	66.1	87.0	76.7	66.3	66.5	91.0	66.2	66.2
2023-03-17 15:15:13	66.8	87.4	76.9	66.6	67.3	89.1	66.4	66.4
2023-03-17 15:15:14	66.8	87.0	76.6	66.9	67.6	88.7	66.7	66.7
2023-03-17 15:15:15	67.6	87.0	76.9	67.4	68.3	90.6	67.0	67.0
2023-03-17 15:15:16	66.3	88.8	76.5	67.3	67.4	88.6	67.0	67.0
2023-03-17 15:15:17	65.0	87.6	76.6	66.7	66.0	89.9	66.2	66.2
2023-03-17 15:15:18	64.8	86.5	75.9	65.7	65.3	91.3	65.4	65.4
2023-03-17 15:15:19	64.5	87.6	75.9	65.1	64.9	88.2	64.9	64.9
2023-03-17 15:15:20	64.5	86.5	75.8	64.8	64.8	90.1	64.7	64.7
2023-03-17 15:15:21	65.2	86.6	76.1	65.0	65.8	89.9	64.8	64.8
2023-03-17 15:15:22	66.2	87.1	76.0	65.9	67.1	87.9	65.3	65.3
2023-03-17 15:15:23	69.0	88.2	77.0	68.3	70.3	89.5	67.1	67.1
2023-03-17 15:15:24	72.1	93.5	79.3	71.3	74.1	95.1	70.2	70.3
2023-03-17 15:15:25	66.3	87.8	76.9	70.9	69.9	90.2	69.8	69.8
2023-03-17 15:15:26	64.6	86.4	75.6	68.5	65.3	88.2	67.4	67.5
2023-03-17 15:15:27	64.2	86.3	75.0	66.5	64.7	89.1	65.8	65.8
2023-03-17 15:15:28	64.4	86.1	76.1	65.2	64.9	87.7	64.9	64.9
2023-03-17 15:15:29	64.2	87.3	75.6	64.7	64.8	87.2	64.5	64.5
2023-03-17 15:15:30	65.0	88.5	76.2	64.9	65.6	88.5	64.6	64.6
2023-03-17 15:15:31	66.3	87.7	76.4	65.8	66.6	90.6	65.4	65.4
2023-03-17 15:15:32	67.8	88.1	77.2	67.2	69.1	89.4	66.7	66.7
2023-03-17 15:15:33	69.0	88.3	77.1	68.6	70.8	90.6	67.7	67.7
2023-03-17 15:15:34	73.7	92.2	78.9	72.8	75.8	93.9	70.7	70.7

2023-03-17 15:15:35	77.3	95.2	83.8	76.0	78.8	97.8	75.4	75.4
2023-03-17 15:15:36	71.2	88.9	78.1	75.8	75.0	91.7	74.7	74.7
2023-03-17 15:15:37	68.6	89.3	77.7	73.3	69.4	92.7	72.1	72.1
2023-03-17 15:15:38	68.4	89.1	77.9	71.0	69.2	89.9	70.2	70.2
2023-03-17 15:15:39	68.9	88.6	78.0	69.5	69.9	91.5	69.2	69.2
2023-03-17 15:15:40	69.8	90.2	78.0	69.9	71.6	90.8	69.2	69.2
2023-03-17 15:15:41	68.9	88.8	77.1	69.9	70.9	91.0	69.6	69.6
2023-03-17 15:15:42	66.4	86.9	76.7	69.2	68.3	90.1	68.4	68.4
2023-03-17 15:15:43	67.8	89.9	77.8	68.0	70.2	90.8	67.5	67.5
2023-03-17 15:15:44	68.9	88.7	78.6	68.7	70.8	90.5	68.5	68.5
2023-03-17 15:15:45	68.7	87.6	77.1	68.9	69.9	90.1	68.7	68.7
2023-03-17 15:15:46	68.1	88.4	77.1	68.5	69.0	90.5	68.4	68.4
2023-03-17 15:15:47	67.0	87.4	76.5	68.1	67.7	89.3	67.8	67.8
2023-03-17 15:15:48	67.0	88.8	76.1	67.6	68.5	89.0	67.4	67.4
2023-03-17 15:15:49	65.3	86.9	76.4	67.1	66.1	88.7	66.6	66.6
2023-03-17 15:15:50	64.9	86.9	75.9	66.0	65.3	87.1	65.7	65.7
2023-03-17 15:15:51	64.6	88.5	76.4	65.3	64.9	88.5	65.1	65.1
2023-03-17 15:15:52	64.5	88.5	76.8	64.9	64.8	89.9	64.7	64.7
2023-03-17 15:15:53	64.2	87.3	76.8	64.6	64.6	90.3	64.4	64.4
2023-03-17 15:15:54	64.7	86.4	76.5	64.7	65.3	89.1	64.4	64.4
2023-03-17 15:15:55	66.3	88.1	77.0	65.8	66.7	89.7	65.3	65.3
2023-03-17 15:15:56	67.7	89.2	78.9	67.2	68.8	90.6	66.4	66.4
2023-03-17 15:15:57	68.0	89.3	78.4	67.8	69.1	91.4	67.5	67.5
2023-03-17 15:15:58	67.5	88.0	78.1	68.1	69.6	92.2	67.8	67.8
2023-03-17 15:15:59	67.9	87.8	77.1	68.1	69.1	90.2	67.8	67.8
2023-03-17 15:16:00	68.3	88.6	78.1	68.4	70.0	92.6	68.0	68.0
2023-03-17 15:16:01	66.4	87.2	77.0	67.8	67.2	89.3	67.4	67.4
2023-03-17 15:16:02	66.4	87.0	76.7	66.9	67.1	89.4	66.6	66.6
2023-03-17 15:16:03	67.0	87.9	76.7	67.1	68.2	89.5	66.6	66.7
2023-03-17 15:16:04	65.6	88.3	76.4	67.0	67.2	89.9	66.5	66.5
2023-03-17 15:16:05	65.1	85.8	75.8	66.1	65.3	89.0	65.8	65.8
2023-03-17 15:16:06	66.4	87.9	76.2	66.2	67.5	90.2	65.7	65.8
2023-03-17 15:16:07	68.2	87.7	76.4	67.8	69.6	89.0	66.8	66.8
2023-03-17 15:16:08	69.9	87.8	76.8	69.5	71.6	90.8	68.8	68.8
2023-03-17 15:16:09	68.0	87.5	76.4	69.1	68.7	89.4	68.8	68.8

2023-03-17 15:16:10	66.9	88.4	77.5	68.4	67.7	89.3	67.8	67.8
2023-03-17 15:16:11	66.9	91.1	80.6	67.7	67.8	92.8	67.4	67.4
2023-03-17 15:16:12	66.3	91.4	80.7	67.2	67.3	93.3	66.8	66.8
2023-03-17 15:16:13	67.4	92.7	81.3	67.3	68.2	93.3	67.1	67.1
2023-03-17 15:16:14	66.2	87.8	76.6	67.0	66.6	90.3	66.7	66.7
2023-03-17 15:16:15	68.8	91.3	80.5	68.5	71.4	92.9	67.0	67.0
2023-03-17 15:16:16	72.0	94.4	82.0	71.0	72.7	94.4	70.3	70.3
2023-03-17 15:16:17	69.3	89.7	79.1	70.8	70.1	90.3	70.3	70.3
2023-03-17 15:16:18	70.2	91.3	80.3	70.2	71.0	91.2	70.0	70.0
2023-03-17 15:16:19	70.2	91.3	80.4	70.4	71.1	92.2	70.3	70.3
2023-03-17 15:16:20	70.0	91.1	79.7	70.5	71.4	92.3	70.3	70.3
2023-03-17 15:16:21	67.4	86.9	75.5	69.9	69.2	87.8	69.3	69.3
2023-03-17 15:16:22	72.8	94.9	85.3	71.7	73.5	95.8	70.3	70.3
2023-03-17 15:16:23	70.4	92.7	83.4	71.8	73.0	93.5	71.4	71.4
2023-03-17 15:16:24	67.5	91.0	79.2	70.8	69.7	91.9	69.9	69.9
2023-03-17 15:16:25	65.7	87.0	75.2	69.0	67.0	86.9	68.0	68.0
2023-03-17 15:16:26	67.1	89.1	77.1	67.2	68.2	88.9	67.0	67.0
2023-03-17 15:16:27	66.7	87.0	75.5	67.3	67.6	88.3	67.1	67.1
2023-03-17 15:16:28	66.1	85.6	74.7	66.9	66.6	88.6	66.6	66.6
2023-03-17 15:16:29	65.9	82.6	71.4	66.4	66.4	85.4	66.2	66.2
2023-03-17 15:16:30	65.3	83.6	70.8	66.1	66.1	84.9	65.8	65.8
2023-03-17 15:16:31	67.6	83.1	71.6	67.2	69.2	85.6	66.1	66.2
2023-03-17 15:16:32	72.7	87.4	75.3	71.8	74.7	88.9	69.5	69.6
2023-03-17 15:16:33	72.0	87.6	75.2	72.5	74.6	91.9	72.2	72.2
2023-03-17 15:16:34	65.4	81.3	70.5	71.5	68.5	84.1	70.2	70.2
2023-03-17 15:16:35	63.3	81.3	70.3	68.6	63.9	84.9	67.2	67.3
2023-03-17 15:16:36	65.5	84.0	71.4	66.0	66.9	84.9	65.7	65.7
2023-03-17 15:16:37	69.2	85.4	74.0	68.5	70.7	86.9	67.0	67.0
2023-03-17 15:16:38	71.6	89.4	77.0	70.8	72.3	90.0	69.8	69.8
2023-03-17 15:16:39	71.6	87.8	76.6	71.4	72.3	89.8	71.1	71.1
2023-03-17 15:16:40	71.5	89.2	77.4	71.5	72.5	89.8	71.3	71.3
2023-03-17 15:16:41	74.2	94.3	81.2	73.8	76.3	94.2	72.2	72.3
2023-03-17 15:16:42	78.2	97.7	84.7	77.0	79.6	98.0	76.1	76.1
2023-03-17 15:16:43	73.5	91.9	80.5	76.9	76.7	93.2	76.0	76.0
2023-03-17 15:16:44	70.7	89.4	76.7	75.0	72.5	90.0	73.9	73.9

2023-03-17 15:16:45	67.8	85.9	73.6	72.7	70.0	87.3	71.5	71.5
2023-03-17 15:16:46	66.8	85.0	72.1	70.2	67.4	87.2	69.2	69.2
2023-03-17 15:16:47	68.4	85.6	73.0	68.5	69.4	86.5	68.2	68.2
2023-03-17 15:16:48	70.1	85.9	74.3	69.7	70.9	87.6	69.0	69.0
2023-03-17 15:16:49	72.5	90.9	78.2	71.7	73.4	92.2	71.0	71.0
2023-03-17 15:16:50	68.2	88.2	75.0	71.7	71.9	90.7	70.8	70.8
2023-03-17 15:16:51	65.7	82.5	71.3	69.6	66.7	83.6	68.6	68.6
2023-03-17 15:16:52	66.0	84.3	71.8	67.6	66.3	87.1	67.1	67.1
2023-03-17 15:16:53	64.7	83.3	71.7	66.6	65.6	83.8	66.1	66.1
2023-03-17 15:16:54	62.1	82.4	70.2	65.4	63.2	87.0	64.4	64.4
2023-03-17 15:16:55	62.8	81.6	71.6	63.6	63.4	86.0	63.3	63.3
2023-03-17 15:16:56	64.2	83.2	71.2	64.0	65.1	87.3	63.5	63.5
2023-03-17 15:16:57	68.8	86.1	73.8	68.0	70.7	88.8	65.7	65.8
2023-03-17 15:16:58	72.3	90.4	75.8	71.4	73.8	91.9	69.8	69.8
2023-03-17 15:16:59	71.6	88.5	75.4	71.6	73.6	89.9	71.5	71.5
2023-03-17 15:17:00	70.7	88.0	76.0	71.5	71.5	88.2	71.2	71.2
2023-03-17 15:17:01	72.1	88.7	76.9	71.9	73.2	89.8	71.2	71.2
2023-03-17 15:17:02	74.0	90.3	78.9	73.4	75.1	90.8	72.6	72.6
2023-03-17 15:17:03	75.9	92.1	80.9	75.3	76.9	93.1	74.4	74.4
2023-03-17 15:17:04	76.4	94.4	82.0	76.0	77.5	94.0	75.9	75.9
2023-03-17 15:17:05	75.2	93.4	80.5	76.0	76.7	94.1	75.8	75.8
2023-03-17 15:17:06	71.8	89.5	78.5	75.3	73.7	90.8	74.3	74.3
2023-03-17 15:17:07	71.2	89.1	76.0	73.4	72.2	88.9	72.7	72.7
2023-03-17 15:17:08	71.2	87.7	75.9	72.1	71.8	88.7	71.8	71.8
2023-03-17 15:17:09	71.6	89.9	77.2	71.6	72.2	90.4	71.5	71.5
2023-03-17 15:17:10	77.8	102.7	91.1	77.2	81.9	103.4	73.3	73.5
2023-03-17 15:17:11	82.5	103.0	93.7	81.3	83.5	103.9	79.6	79.7
2023-03-17 15:17:12	82.3	104.4	92.1	82.2	83.5	104.9	81.9	81.9
2023-03-17 15:17:13	76.7	98.2	87.1	81.7	80.5	98.1	80.6	80.6
2023-03-17 15:17:14	75.1	95.5	83.7	79.1	76.0	96.3	77.9	77.9
2023-03-17 15:17:15	73.5	93.6	80.0	77.1	75.8	93.6	76.2	76.2
2023-03-17 15:17:16	70.2	88.3	76.4	75.0	71.6	89.3	73.8	73.8
2023-03-17 15:17:17	68.1	86.0	73.8	72.6	69.5	86.6	71.4	71.4
2023-03-17 15:17:18	67.2	84.4	72.1	70.3	67.8	86.0	69.3	69.3
2023-03-17 15:17:19	68.1	83.6	72.2	68.6	68.5	85.9	68.4	68.4

2023-03-17 15:17:20	67.9	84.4	71.5	68.2	68.7	85.3	68.0	68.0
2023-03-17 15:17:21	68.4	84.1	72.2	68.6	69.6	86.2	68.4	68.4
2023-03-17 15:17:22	65.7	82.3	71.0	68.1	66.6	84.7	67.4	67.4
2023-03-17 15:17:23	64.4	79.7	68.5	66.7	65.5	81.5	66.1	66.1
2023-03-17 15:17:24	62.1	79.0	67.8	65.2	63.2	82.4	64.3	64.3
2023-03-17 15:17:25	65.3	81.6	69.3	64.9	67.3	83.4	64.2	64.2
2023-03-17 15:17:26	64.8	82.1	69.8	65.0	65.7	85.4	64.7	64.7
2023-03-17 15:17:27	66.1	83.2	71.1	65.7	66.5	84.5	65.4	65.4
2023-03-17 15:17:28	65.6	84.7	72.8	65.9	66.3	85.5	65.8	65.8
2023-03-17 15:17:29	61.9	83.7	72.2	65.5	64.7	85.5	64.6	64.7
2023-03-17 15:17:30	58.4	82.9	70.6	63.4	60.1	86.4	62.2	62.2
2023-03-17 15:17:31	56.2	76.7	66.2	60.9	57.4	80.3	59.7	59.7
2023-03-17 15:17:32	55.4	76.5	66.5	58.5	55.9	80.5	57.6	57.6
2023-03-17 15:17:33	55.3	77.3	67.0	56.8	55.9	81.1	56.4	56.4
2023-03-17 15:17:34	55.7	76.3	66.2	55.9	56.1	79.3	55.8	55.8
2023-03-17 15:17:35	55.9	78.2	67.3	55.9	56.7	82.6	55.8	55.8
2023-03-17 15:17:36	56.8	76.9	66.3	56.5	57.0	80.8	56.3	56.3
2023-03-17 15:17:37	58.3	77.9	66.1	58.0	59.9	80.8	57.0	57.0
2023-03-17 15:17:38	61.7	80.8	68.3	61.0	63.5	82.7	59.4	59.4
2023-03-17 15:17:39	66.8	87.0	70.8	65.8	69.0	89.2	63.4	63.4
2023-03-17 15:17:40	72.8	94.1	75.4	71.7	75.0	94.8	69.0	69.1
2023-03-17 15:17:41	74.2	95.8	79.4	73.6	77.3	97.4	73.2	73.2
2023-03-17 15:17:42	70.0	88.6	75.1	73.1	72.0	89.9	72.2	72.2
2023-03-17 15:17:43	71.8	89.3	77.0	71.8	72.9	90.9	71.4	71.4
2023-03-17 15:17:44	73.7	91.0	79.1	73.0	74.1	91.3	72.6	72.6
2023-03-17 15:17:45	73.0	91.0	79.7	73.2	73.7	91.9	73.1	73.1
2023-03-17 15:17:46	71.2	87.1	75.7	72.9	72.2	88.2	72.4	72.4
2023-03-17 15:17:47	70.8	86.5	75.1	71.8	71.3	87.3	71.4	71.4
2023-03-17 15:17:48	71.8	87.8	75.6	71.6	72.4	87.6	71.5	71.5
2023-03-17 15:17:49	71.2	87.9	76.4	71.6	72.0	89.4	71.4	71.4
2023-03-17 15:17:50	71.4	88.8	77.6	71.5	72.1	89.2	71.4	71.4
2023-03-17 15:17:51	71.6	88.5	76.9	71.5	72.0	89.3	71.4	71.4
2023-03-17 15:17:52	72.6	89.3	76.8	72.3	73.2	89.8	71.8	71.8
2023-03-17 15:17:53	74.3	91.5	78.7	73.7	75.3	94.3	73.2	73.3
2023-03-17 15:17:54	70.9	88.7	75.6	73.5	73.2	89.6	72.8	72.8

2023-03-17 15:17:55	70.3	87.3	75.2	72.0	70.7	89.5	71.4	71.4
2023-03-17 15:17:56	71.0	86.7	75.7	71.1	71.9	89.8	70.9	70.9
2023-03-17 15:17:57	72.3	87.0	76.0	72.0	73.1	89.1	71.7	71.7
2023-03-17 15:17:58	74.1	91.5	77.4	73.7	76.0	90.1	72.3	72.4
2023-03-17 15:17:59	73.6	90.8	77.9	74.3	76.5	93.3	74.0	74.0
2023-03-17 15:18:00	67.3	85.6	74.7	73.2	70.4	88.7	71.9	71.9
2023-03-17 15:18:01	65.0	84.9	73.9	70.4	66.3	86.7	69.1	69.1
2023-03-17 15:18:02	66.3	86.3	74.9	67.7	67.2	87.7	67.2	67.2
2023-03-17 15:18:03	68.9	88.1	76.6	68.5	69.8	90.7	67.6	67.6
2023-03-17 15:18:04	71.7	89.9	78.8	70.8	72.5	91.3	69.9	70.0
2023-03-17 15:18:05	74.4	93.9	81.2	73.7	76.3	93.1	72.0	72.1
2023-03-17 15:18:06	75.8	96.8	85.8	75.3	76.9	100.0	74.4	74.4
2023-03-17 15:18:07	74.6	95.4	83.0	75.5	76.5	96.7	75.3	75.3
2023-03-17 15:18:08	71.9	93.5	82.4	74.6	72.3	95.6	73.7	73.8
2023-03-17 15:18:09	69.0	91.6	78.3	73.1	72.0	91.7	72.1	72.1
2023-03-17 15:18:10	68.3	88.7	76.8	70.9	68.7	90.7	70.1	70.1
2023-03-17 15:18:11	68.5	86.3	75.0	69.5	68.9	88.8	69.2	69.2
2023-03-17 15:18:12	68.9	87.1	75.0	69.1	70.3	89.0	68.7	68.7
2023-03-17 15:18:13	68.2	86.0	74.5	69.1	70.2	88.0	68.8	68.8
2023-03-17 15:18:14	70.2	87.6	75.2	69.9	71.5	88.3	69.0	69.0
2023-03-17 15:18:15	69.5	88.4	76.0	70.2	71.4	88.4	69.9	70.0
2023-03-17 15:18:16	67.8	87.1	73.8	69.4	68.8	86.9	68.8	68.8
2023-03-17 15:18:17	68.5	86.3	73.7	68.6	69.0	87.1	68.5	68.5
2023-03-17 15:18:18	70.6	87.5	75.1	70.2	71.6	88.9	69.2	69.2
2023-03-17 15:18:19	69.8	88.2	75.6	70.7	72.0	90.0	70.3	70.4
2023-03-17 15:18:20	62.5	83.1	72.8	69.5	65.9	85.9	68.0	68.1
2023-03-17 15:18:21	61.1	85.3	76.5	66.3	62.5	88.2	65.0	65.0
2023-03-17 15:18:22	63.9	87.2	78.3	64.0	65.0	89.1	63.8	63.8
2023-03-17 15:18:23	64.3	85.6	74.3	64.3	64.9	87.3	64.2	64.2
2023-03-17 15:18:24	64.5	85.8	75.6	64.4	65.0	88.5	64.3	64.3
2023-03-17 15:18:25	64.5	83.4	71.8	64.5	64.8	85.1	64.4	64.4
2023-03-17 15:18:26	65.5	84.8	72.0	65.3	66.5	87.0	64.8	64.8
2023-03-17 15:18:27	65.7	84.3	72.2	65.7	67.5	85.5	65.3	65.3
2023-03-17 15:18:28	66.6	84.9	72.8	66.4	68.1	85.6	66.2	66.2
2023-03-17 15:18:29	64.7	83.0	73.0	66.2	66.2	85.7	65.7	65.7

2023-03-17 15:18:30	65.4	85.1	74.1	65.7	66.3	89.8	65.5	65.5
2023-03-17 15:18:31	65.9	86.5	75.1	65.7	66.5	88.4	65.5	65.5
2023-03-17 15:18:32	66.4	85.7	74.8	66.2	67.0	88.1	65.9	65.9
2023-03-17 15:18:33	67.1	85.6	74.5	66.8	67.9	87.0	66.7	66.7
2023-03-17 15:18:34	66.4	86.1	73.9	66.7	67.2	88.3	66.6	66.6
2023-03-17 15:18:35	65.2	86.5	75.2	66.5	66.0	88.7	66.1	66.1
2023-03-17 15:18:36	66.5	86.0	75.7	66.3	66.9	88.4	66.0	66.0
2023-03-17 15:18:37	68.0	87.0	76.0	67.5	69.3	92.0	66.8	66.9
2023-03-17 15:18:38	67.5	87.1	76.8	67.6	68.1	89.6	67.6	67.6
2023-03-17 15:18:39	68.0	87.2	75.3	67.9	69.1	89.0	67.5	67.5
2023-03-17 15:18:40	67.1	87.9	76.5	68.0	68.5	91.4	67.8	67.8
2023-03-17 15:18:41	66.7	87.7	75.5	67.8	68.9	88.6	67.4	67.4
2023-03-17 15:18:42	63.1	85.1	73.9	66.6	64.2	86.6	65.7	65.7
2023-03-17 15:18:43	62.4	86.0	72.6	64.6	63.0	86.1	63.9	63.9
2023-03-17 15:18:44	65.8	87.0	73.7	65.4	67.3	86.8	64.1	64.1
2023-03-17 15:18:45	68.7	89.6	76.9	67.7	69.8	89.6	67.0	67.0
2023-03-17 15:18:46	67.6	85.7	74.9	67.8	68.9	87.4	67.7	67.7
2023-03-17 15:18:47	66.5	85.8	74.9	67.5	67.2	88.5	67.3	67.3
2023-03-17 15:18:48	63.4	84.9	74.2	66.8	65.6	87.0	65.9	65.9
2023-03-17 15:18:49	63.6	84.1	73.4	64.9	64.3	86.8	64.4	64.4
2023-03-17 15:18:50	66.1	85.9	75.6	65.6	66.8	88.7	64.9	64.9
2023-03-17 15:18:51	65.3	86.1	74.4	65.5	66.1	87.8	65.4	65.4
2023-03-17 15:18:52	67.2	85.3	74.3	66.8	68.8	87.9	66.3	66.4
2023-03-17 15:18:53	65.6	85.6	73.4	66.6	67.0	88.5	66.3	66.3
2023-03-17 15:18:54	66.6	84.8	72.9	66.5	68.0	86.9	66.0	66.0
2023-03-17 15:18:55	65.5	82.6	71.4	66.5	67.5	85.6	66.1	66.1
2023-03-17 15:18:56	66.5	84.0	72.8	66.5	67.2	86.2	66.1	66.1
2023-03-17 15:18:57	66.4	83.9	72.9	66.8	67.8	86.9	66.5	66.5
2023-03-17 15:18:58	66.8	84.3	73.4	66.6	67.0	87.3	66.5	66.5
2023-03-17 15:18:59	65.9	86.2	74.0	66.6	66.9	87.1	66.5	66.5
2023-03-17 15:19:00	65.3	85.8	73.7	66.0	67.8	88.2	65.5	65.5
2023-03-17 15:19:01	65.0	84.0	73.4	66.2	68.2	88.0	65.7	65.7
2023-03-17 15:19:02	62.3	86.1	75.5	65.1	63.6	90.8	64.3	64.3
2023-03-17 15:19:03	62.9	90.1	81.5	63.6	64.2	93.0	63.4	63.4
2023-03-17 15:19:04	64.0	90.8	83.1	64.0	66.2	93.8	63.4	63.4

2023-03-17 15:19:05	63.7	88.1	79.8	63.9	64.9	93.6	63.7	63.7
2023-03-17 15:19:06	62.8	87.6	78.1	63.7	64.0	90.6	63.5	63.5
2023-03-17 15:19:07	62.2	88.8	78.0	63.1	63.9	91.5	62.9	62.9
2023-03-17 15:19:08	59.2	85.7	75.6	62.3	60.2	89.2	61.4	61.4
2023-03-17 15:19:09	59.1	85.3	72.2	60.5	59.8	87.9	60.0	60.0
2023-03-17 15:19:10	58.0	83.7	73.6	59.7	59.1	87.5	59.2	59.2
2023-03-17 15:19:11	57.6	83.3	72.3	58.7	57.9	87.6	58.3	58.3
2023-03-17 15:19:12	57.2	83.0	71.6	58.0	57.8	87.8	57.8	57.8
2023-03-17 15:19:13	57.1	80.9	70.5	57.5	57.4	85.7	57.3	57.3
2023-03-17 15:19:14	56.6	81.9	71.1	57.3	57.4	84.2	57.1	57.1
2023-03-17 15:19:15	56.2	81.5	71.3	56.8	56.5	83.8	56.6	56.6
2023-03-17 15:19:16	56.1	81.6	71.7	56.4	56.5	87.0	56.3	56.3
2023-03-17 15:19:17	56.4	80.6	70.0	56.4	56.8	85.1	56.3	56.3
2023-03-17 15:19:18	56.2	82.2	71.2	56.3	56.5	85.0	56.2	56.2
2023-03-17 15:19:19	57.1	82.0	71.8	56.9	57.6	85.5	56.5	56.5
2023-03-17 15:19:20	57.5	81.1	71.3	57.3	57.7	86.9	57.1	57.1
2023-03-17 15:19:21	58.1	82.7	71.4	58.0	59.1	85.5	57.5	57.5
2023-03-17 15:19:22	62.4	83.8	72.7	61.6	64.2	89.2	59.7	59.8
2023-03-17 15:19:23	66.6	84.5	72.3	65.5	67.6	88.0	63.8	63.9
2023-03-17 15:19:24	69.6	86.5	75.5	68.5	71.6	89.0	67.7	67.8
2023-03-17 15:19:25	66.1	84.5	72.5	68.3	68.9	86.2	67.7	67.7
2023-03-17 15:19:26	61.9	84.4	73.8	66.8	64.6	86.8	65.6	65.6
2023-03-17 15:19:27	62.2	84.5	74.0	64.4	62.9	86.6	63.6	63.7
2023-03-17 15:19:28	64.3	86.3	74.3	64.0	64.8	86.3	63.6	63.6
2023-03-17 15:19:29	64.9	83.9	73.4	64.6	65.3	86.5	64.4	64.4
2023-03-17 15:19:30	66.5	86.9	75.4	66.1	67.4	87.9	65.3	65.3
2023-03-17 15:19:31	67.5	86.7	74.8	67.0	68.1	88.7	66.6	66.6
2023-03-17 15:19:32	68.4	85.9	74.8	68.0	69.2	88.1	67.6	67.6
2023-03-17 15:19:33	68.1	85.7	74.7	68.2	69.0	88.7	67.9	67.9
2023-03-17 15:19:34	69.2	88.3	76.8	68.9	70.0	90.2	68.7	68.7
2023-03-17 15:19:35	67.1	86.5	76.8	68.8	68.4	88.4	68.3	68.3
2023-03-17 15:19:36	64.9	85.4	74.7	67.7	66.6	88.3	67.0	67.0
2023-03-17 15:19:37	62.4	86.3	77.0	66.0	63.2	89.8	64.9	65.0
2023-03-17 15:19:38	64.7	84.7	73.7	64.5	65.3	86.6	64.4	64.4
2023-03-17 15:19:39	62.9	82.7	72.5	64.5	64.2	86.0	63.9	63.9

2023-03-17 15:19:40	64.6	83.9	72.7	64.4	65.4	86.9	64.0	64.1
2023-03-17 15:19:41	62.1	84.8	73.7	64.2	63.6	89.3	63.5	63.5
2023-03-17 15:19:42	62.6	83.8	73.3	63.2	63.6	87.7	63.0	63.0
2023-03-17 15:19:43	59.9	82.8	73.1	62.6	61.4	87.8	61.8	61.9
2023-03-17 15:19:44	58.1	80.8	71.9	61.1	59.6	84.2	60.3	60.3
2023-03-17 15:19:45	57.1	80.3	71.3	59.4	57.7	84.0	58.7	58.7
2023-03-17 15:19:46	57.0	82.2	72.2	58.0	57.4	85.7	57.7	57.7
2023-03-17 15:19:47	57.2	80.8	71.7	57.5	57.5	85.2	57.4	57.4
2023-03-17 15:19:48	57.7	82.4	72.8	57.6	58.1	86.5	57.4	57.4
2023-03-17 15:19:49	59.0	83.7	73.7	58.6	59.5	87.8	58.1	58.1
2023-03-17 15:19:50	60.5	82.5	72.7	60.0	61.3	85.4	59.3	59.3
2023-03-17 15:19:51	62.6	84.6	72.6	62.0	63.9	86.1	60.9	60.9
2023-03-17 15:19:52	63.7	85.5	73.2	63.2	64.1	86.6	62.7	62.7
2023-03-17 15:19:53	66.9	91.8	79.2	66.3	69.1	94.2	64.3	64.4
2023-03-17 15:19:54	65.9	90.0	77.3	67.3	69.8	90.4	66.6	66.6
2023-03-17 15:19:55	61.2	83.9	74.3	65.5	61.8	89.5	64.3	64.4
2023-03-17 15:19:56	60.7	83.7	73.4	63.3	61.2	86.9	62.5	62.5
2023-03-17 15:19:57	62.3	84.4	74.4	62.2	62.7	86.7	61.9	61.9
2023-03-17 15:19:58	62.9	85.7	72.1	62.8	63.9	88.8	62.3	62.3
2023-03-17 15:19:59	67.5	87.0	76.8	66.6	69.1	88.9	64.7	64.7
2023-03-17 15:20:00	68.4	89.3	76.0	67.9	69.8	88.9	67.6	67.6
2023-03-17 15:20:01	66.4	84.0	73.3	67.7	67.5	86.3	67.3	67.3
2023-03-17 15:20:02	69.4	86.2	74.1	68.9	71.2	88.8	67.5	67.5
2023-03-17 15:20:03	71.9	88.0	76.6	71.1	72.7	89.2	70.3	70.3
2023-03-17 15:20:04	72.6	87.7	75.1	72.4	74.6	88.0	71.4	71.4
2023-03-17 15:20:05	75.1	89.0	77.0	74.2	75.9	90.1	73.7	73.7
2023-03-17 15:20:06	75.6	93.9	78.1	75.3	76.8	93.1	74.6	74.6
2023-03-17 15:20:07	77.1	92.0	80.7	76.7	78.4	96.8	76.3	76.3
2023-03-17 15:20:08	74.8	90.2	79.7	76.2	75.4	93.2	75.7	75.7
2023-03-17 15:20:09	73.0	88.7	77.9	75.4	74.5	90.6	74.7	74.7
2023-03-17 15:20:10	70.3	88.1	77.5	73.9	71.8	89.9	72.9	72.9
2023-03-17 15:20:11	70.7	85.2	74.2	72.0	71.2	86.7	71.6	71.6
2023-03-17 15:20:12	71.6	85.8	74.4	71.5	72.2	87.4	71.3	71.3
2023-03-17 15:20:13	74.9	93.4	77.3	74.3	76.9	92.4	72.6	72.6
2023-03-17 15:20:14	79.5	97.7	85.2	78.2	81.1	101.8	77.0	77.1

2023-03-17 15:20:15	74.4	93.4	78.5	78.1	78.1	97.8	77.2	77.2
2023-03-17 15:20:16	73.7	89.9	77.8	76.0	74.5	90.3	75.4	75.4
2023-03-17 15:20:17	73.2	89.3	77.6	74.6	73.5	90.3	74.1	74.1
2023-03-17 15:20:18	73.5	90.9	76.5	73.9	74.4	90.6	73.7	73.7
2023-03-17 15:20:19	74.8	89.8	78.2	74.4	75.1	91.5	74.0	74.1
2023-03-17 15:20:20	75.1	91.6	79.7	74.9	75.8	92.7	74.7	74.7
2023-03-17 15:20:21	73.5	89.9	77.3	74.8	74.5	90.5	74.4	74.4
2023-03-17 15:20:22	72.8	87.5	76.3	74.0	73.2	89.5	73.5	73.5
2023-03-17 15:20:23	72.1	87.4	75.9	73.3	73.1	88.7	72.9	72.9
2023-03-17 15:20:24	73.8	92.1	80.3	73.6	75.1	92.8	72.8	72.8
2023-03-17 15:20:25	75.7	92.0	81.1	75.1	77.2	93.4	74.7	74.7
2023-03-17 15:20:26	73.9	89.7	77.2	74.9	75.0	89.4	74.6	74.6
2023-03-17 15:20:27	71.1	86.1	74.4	74.1	73.0	87.3	73.4	73.4
2023-03-17 15:20:28	69.6	86.0	74.2	72.3	70.0	88.3	71.5	71.5
2023-03-17 15:20:29	69.2	86.4	75.7	70.8	69.9	88.1	70.3	70.3
2023-03-17 15:20:30	67.9	87.2	75.8	69.8	69.1	87.2	69.3	69.3
2023-03-17 15:20:31	66.2	83.3	71.3	68.7	67.5	86.5	68.0	68.0
2023-03-17 15:20:32	65.4	81.6	69.9	67.2	66.5	84.3	66.7	66.8
2023-03-17 15:20:33	63.7	80.5	69.1	66.0	64.4	81.8	65.3	65.3
2023-03-17 15:20:34	62.0	80.4	68.2	64.7	63.6	82.9	64.0	64.0
2023-03-17 15:20:35	59.6	76.6	66.3	63.0	60.6	81.5	62.1	62.1
2023-03-17 15:20:36	57.7	78.0	65.6	61.1	58.7	81.0	60.2	60.2
2023-03-17 15:20:37	56.3	77.3	66.0	59.2	57.2	81.2	58.4	58.4
2023-03-17 15:20:38	56.4	77.5	66.4	57.6	57.0	81.6	57.1	57.1
2023-03-17 15:20:39	57.2	75.8	65.2	57.2	58.3	80.4	56.9	56.9
2023-03-17 15:20:40	60.9	79.4	67.6	60.1	62.0	81.7	58.7	58.8
2023-03-17 15:20:41	65.7	84.5	69.7	64.8	67.9	83.3	62.3	62.4
2023-03-17 15:20:42	72.7	87.9	75.1	71.6	75.1	88.9	68.4	68.5
2023-03-17 15:20:43	73.8	90.5	77.5	73.4	76.4	92.4	73.1	73.1
2023-03-17 15:20:44	67.0	84.1	70.9	72.7	70.4	85.7	71.4	71.4
2023-03-17 15:20:45	65.8	81.4	70.1	69.9	66.3	82.7	68.8	68.8
2023-03-17 15:20:46	67.8	86.4	71.6	68.0	69.5	86.8	67.6	67.6
2023-03-17 15:20:47	74.7	95.2	81.2	73.6	76.7	95.3	71.0	71.1
2023-03-17 15:20:48	74.8	96.9	81.8	74.5	77.0	95.3	74.3	74.3
2023-03-17 15:20:49	72.1	90.4	78.2	74.2	73.7	91.2	73.6	73.6

2023-03-17 15:20:50	69.4	86.3	74.5	72.9	70.7	87.1	71.9	72.0
2023-03-17 15:20:51	69.1	85.6	73.6	71.0	69.7	86.4	70.4	70.4
2023-03-17 15:20:52	68.1	84.2	72.8	69.8	68.8	85.1	69.3	69.3
2023-03-17 15:20:53	68.3	85.7	74.6	68.8	68.8	87.1	68.7	68.7
2023-03-17 15:20:54	68.6	86.6	75.4	68.6	69.2	88.1	68.5	68.5
2023-03-17 15:20:55	67.8	86.0	74.0	68.8	69.9	88.0	68.4	68.4
2023-03-17 15:20:56	66.3	84.8	73.8	68.0	67.8	87.1	67.6	67.6
2023-03-17 15:20:57	64.4	84.9	71.9	66.8	65.0	86.1	66.1	66.1
2023-03-17 15:20:58	64.8	85.2	71.5	65.4	66.2	84.9	65.0	65.0
2023-03-17 15:20:59	67.5	83.5	70.4	67.0	69.0	84.2	65.8	65.9
2023-03-17 15:21:00	74.3	89.0	76.4	72.9	75.5	92.4	70.9	71.0
2023-03-17 15:21:01	69.3	87.4	72.3	72.9	74.1	91.0	72.1	72.1
2023-03-17 15:21:02	63.0	78.9	67.6	70.7	65.6	89.4	69.1	69.2
2023-03-17 15:21:03	60.4	79.6	67.5	67.4	61.7	89.3	65.8	65.9
2023-03-17 15:21:04	58.3	78.2	66.8	64.2	60.0	82.5	62.9	62.9
2023-03-17 15:21:05	57.3	78.1	67.4	61.4	57.9	83.3	60.3	60.3
2023-03-17 15:21:06	61.5	79.4	67.6	61.2	63.4	87.2	59.9	59.9
2023-03-17 15:21:07	66.9	81.4	69.3	66.0	68.9	85.1	63.5	63.6
2023-03-17 15:21:08	71.9	86.7	73.7	70.8	73.4	87.4	68.6	68.7
2023-03-17 15:21:09	75.4	90.0	78.2	74.3	76.3	93.0	73.1	73.1
2023-03-17 15:21:10	71.1	88.0	75.2	74.3	75.4	90.7	73.5	73.6
2023-03-17 15:21:11	63.7	81.4	69.3	72.2	67.9	83.6	70.6	70.7
2023-03-17 15:21:12	58.5	79.9	66.7	68.7	61.1	83.9	67.0	67.0
2023-03-17 15:21:13	56.1	77.1	67.1	65.0	57.1	85.4	63.3	63.3
2023-03-17 15:21:14	55.6	80.2	68.9	61.5	56.0	86.8	60.1	60.1
2023-03-17 15:21:15	55.7	79.7	67.4	58.7	56.3	88.8	57.8	57.8
2023-03-17 15:21:16	57.4	77.5	66.6	57.3	58.3	85.6	57.2	57.2
2023-03-17 15:21:17	58.0	78.0	67.1	57.8	58.6	82.3	57.5	57.5
2023-03-17 15:21:18	60.5	78.4	67.3	59.8	61.4	83.1	58.8	58.8
2023-03-17 15:21:19	62.6	81.3	68.3	61.9	63.6	82.4	60.8	60.8
2023-03-17 15:21:20	65.6	81.7	69.8	64.7	66.5	85.0	63.5	63.5
2023-03-17 15:21:21	67.7	85.4	73.0	66.9	68.5	87.9	65.9	65.9
2023-03-17 15:21:22	69.1	85.7	73.5	68.6	70.0	88.8	67.7	67.8
2023-03-17 15:21:23	70.1	86.4	74.6	69.6	70.7	89.2	69.1	69.1
2023-03-17 15:21:24	70.1	87.1	76.1	70.0	71.3	88.4	69.9	69.9

2023-03-17 15:21:25	66.8	87.0	74.8	69.9	69.8	89.3	69.1	69.1
2023-03-17 15:21:26	62.8	83.7	72.4	68.0	64.5	91.6	66.7	66.7
2023-03-17 15:21:27	60.7	84.2	72.3	65.4	62.4	90.2	64.3	64.3
2023-03-17 15:21:28	59.0	84.8	72.5	63.0	60.0	90.7	61.9	61.9
2023-03-17 15:21:29	58.5	91.0	74.9	60.9	59.6	94.5	60.2	60.2
2023-03-17 15:21:30	57.9	87.1	73.1	59.5	58.8	92.4	59.0	59.0
2023-03-17 15:21:31	57.9	81.6	69.3	58.5	58.6	85.0	58.2	58.2
2023-03-17 15:21:32	58.7	83.5	71.2	58.6	59.5	88.7	58.3	58.3
2023-03-17 15:21:33	59.4	88.9	72.2	59.2	59.9	90.5	58.9	58.9
2023-03-17 15:21:34	60.2	80.7	69.0	59.8	60.8	82.8	59.5	59.5
2023-03-17 15:21:35	61.1	81.7	70.8	60.7	61.6	83.9	60.3	60.3
2023-03-17 15:21:36	61.6	82.4	71.1	61.4	62.0	85.9	61.0	61.0
2023-03-17 15:21:37	61.7	81.0	71.4	61.6	62.1	86.7	61.5	61.5
2023-03-17 15:21:38	62.1	82.5	71.4	62.0	62.6	85.7	61.8	61.8
2023-03-17 15:21:39	62.4	83.6	71.4	62.4	63.4	84.4	62.0	62.0
2023-03-17 15:21:40	65.0	82.7	72.3	64.3	65.7	86.0	63.3	63.4
2023-03-17 15:21:41	66.3	84.8	73.0	65.7	67.0	85.9	65.1	65.1
2023-03-17 15:21:42	70.4	91.7	78.5	69.5	71.9	93.0	67.6	67.6
2023-03-17 15:21:43	71.3	91.0	80.0	70.7	72.4	91.5	70.4	70.4
2023-03-17 15:21:44	69.9	88.0	77.1	70.6	70.8	90.7	70.4	70.4
2023-03-17 15:21:45	69.3	87.1	75.6	70.1	70.1	89.0	69.7	69.7
2023-03-17 15:21:46	70.6	86.9	75.6	70.2	71.3	89.3	70.1	70.1
2023-03-17 15:21:47	69.8	86.3	74.6	70.3	70.5	87.7	70.1	70.1
2023-03-17 15:21:48	70.6	86.8	75.0	70.5	71.5	89.3	70.0	70.0
2023-03-17 15:21:49	71.5	88.3	75.7	71.2	71.8	88.6	70.9	70.9
2023-03-17 15:21:50	72.8	93.9	77.5	72.4	74.5	95.2	71.7	71.7
2023-03-17 15:21:51	72.1	93.0	82.5	72.5	73.2	93.3	72.3	72.3
2023-03-17 15:21:52	70.6	91.0	80.7	72.1	71.3	93.9	71.6	71.6
2023-03-17 15:21:53	69.2	90.5	77.3	71.2	70.6	91.3	70.6	70.6
2023-03-17 15:21:54	65.3	83.8	73.6	70.0	67.6	86.9	68.8	68.8
2023-03-17 15:21:55	63.1	84.1	70.8	67.5	64.1	84.2	66.4	66.4
2023-03-17 15:21:56	62.6	82.1	71.1	65.2	62.9	87.2	64.4	64.5
2023-03-17 15:21:57	62.9	82.2	71.0	63.8	63.6	84.7	63.4	63.4
2023-03-17 15:21:58	66.6	84.4	72.9	65.8	67.7	86.7	64.6	64.7
2023-03-17 15:21:59	71.0	88.3	75.8	70.2	73.6	89.2	67.6	67.7

2023-03-17 15:22:00	74.4	91.3	78.5	73.3	75.0	90.9	72.4	72.4
2023-03-17 15:22:01	73.0	89.7	78.0	73.3	73.8	90.1	73.1	73.1
2023-03-17 15:22:02	72.2	87.5	75.4	73.1	73.3	88.3	72.9	72.9
2023-03-17 15:22:03	71.1	86.6	75.0	72.6	72.5	87.5	72.2	72.2
2023-03-17 15:22:04	68.0	85.0	73.3	71.6	70.6	86.5	70.7	70.7
2023-03-17 15:22:05	65.0	82.1	72.1	69.6	67.0	86.1	68.4	68.5
2023-03-17 15:22:06	64.8	82.7	71.9	67.1	65.8	86.7	66.3	66.3
2023-03-17 15:22:07	66.6	84.8	73.0	66.4	66.8	87.1	66.2	66.2
2023-03-17 15:22:08	68.9	86.0	74.2	68.3	70.0	87.6	67.2	67.3
2023-03-17 15:22:09	69.4	86.0	74.2	69.1	70.7	87.5	69.0	69.0
2023-03-17 15:22:10	68.5	85.1	73.4	68.8	69.1	87.7	68.6	68.6
2023-03-17 15:22:11	70.5	88.0	77.3	69.9	71.4	88.6	69.5	69.5
2023-03-17 15:22:12	69.1	86.3	75.2	69.8	69.9	88.8	69.6	69.6
2023-03-17 15:22:13	66.5	85.4	73.8	69.3	68.6	87.3	68.6	68.6
2023-03-17 15:22:14	63.2	80.1	69.7	67.5	64.5	84.8	66.4	66.4
2023-03-17 15:22:15	60.8	79.3	68.3	65.3	62.6	84.9	64.1	64.1
2023-03-17 15:22:16	59.5	79.4	67.9	63.0	60.8	82.7	62.0	62.0
2023-03-17 15:22:17	58.8	79.8	68.7	61.1	59.5	83.1	60.4	60.4
2023-03-17 15:22:18	57.4	80.9	68.4	59.7	58.4	85.8	59.0	59.1
2023-03-17 15:22:19	56.3	79.1	67.5	58.3	57.1	81.3	57.6	57.6
2023-03-17 15:22:20	56.3	77.7	68.1	57.1	57.1	84.6	56.8	56.8
2023-03-17 15:22:21	58.9	79.4	68.6	58.3	59.8	84.6	57.5	57.5
2023-03-17 15:22:22	62.6	80.9	69.7	61.7	64.0	85.9	60.0	60.1
2023-03-17 15:22:23	70.2	87.8	74.0	69.1	72.8	88.9	65.6	65.8
2023-03-17 15:22:24	72.6	90.0	77.3	71.6	73.2	90.5	70.7	70.7
2023-03-17 15:22:25	70.8	87.4	75.5	71.9	73.0	88.4	71.6	71.6
2023-03-17 15:22:26	66.3	83.8	72.3	70.8	68.3	86.4	69.6	69.7
2023-03-17 15:22:27	65.2	84.7	73.5	68.6	66.6	85.1	67.6	67.6
2023-03-17 15:22:28	65.5	84.4	72.9	66.8	66.4	87.1	66.3	66.3
2023-03-17 15:22:29	68.4	86.4	73.8	67.9	69.7	88.0	66.9	66.9
2023-03-17 15:22:30	71.2	87.8	75.5	70.4	72.0	88.5	69.2	69.3
2023-03-17 15:22:31	74.8	90.9	78.6	73.8	76.1	93.8	72.1	72.2
2023-03-17 15:22:32	73.0	90.5	77.7	74.1	75.7	95.2	73.8	73.8
2023-03-17 15:22:33	73.1	88.4	76.6	73.3	74.6	90.9	72.9	72.9
2023-03-17 15:22:34	72.9	89.2	77.4	73.6	74.7	92.1	73.4	73.4

2023-03-17 15:22:35	72.7	90.3	77.3	72.9	73.9	92.3	72.7	72.7
2023-03-17 15:22:36	71.7	90.3	78.4	73.2	74.6	94.3	72.8	72.8
2023-03-17 15:22:37	67.0	86.3	73.0	71.8	69.9	89.3	70.7	70.7
2023-03-17 15:22:38	65.6	86.8	73.1	69.2	67.1	88.1	68.1	68.1
2023-03-17 15:22:39	68.9	87.1	74.0	68.6	70.2	90.0	67.8	67.8
2023-03-17 15:22:40	73.3	89.4	77.3	72.2	74.2	91.3	70.7	70.7
2023-03-17 15:22:41	71.4	89.6	77.5	72.4	73.7	92.1	72.1	72.2
2023-03-17 15:22:42	68.4	87.4	75.6	71.4	69.6	88.4	70.5	70.5
2023-03-17 15:22:43	69.5	88.0	77.0	69.9	69.8	88.9	69.8	69.8
2023-03-17 15:22:44	69.1	86.8	75.8	69.6	70.2	88.9	69.4	69.4
2023-03-17 15:22:45	68.0	84.5	74.0	69.5	70.3	88.9	69.0	69.0
2023-03-17 15:22:46	64.4	82.4	71.6	68.6	67.3	85.6	67.4	67.5
2023-03-17 15:22:47	65.5	83.3	72.1	66.4	66.2	85.5	66.0	66.0
2023-03-17 15:22:48	67.4	84.1	73.0	67.0	68.1	86.2	66.5	66.5
2023-03-17 15:22:49	68.4	85.2	73.7	67.9	68.8	86.8	67.6	67.6
2023-03-17 15:22:50	67.6	85.0	74.3	68.1	68.8	87.4	67.9	68.0
2023-03-17 15:22:51	65.8	85.2	73.2	67.6	66.4	87.3	67.1	67.1
2023-03-17 15:22:52	65.2	84.3	72.2	66.5	65.5	85.3	66.1	66.1
2023-03-17 15:22:53	65.6	84.1	74.2	65.8	66.3	87.0	65.6	65.6
2023-03-17 15:22:54	66.6	85.1	72.9	66.4	67.5	86.6	65.9	65.9
2023-03-17 15:22:55	69.5	88.2	74.5	68.7	70.3	88.2	67.7	67.7
2023-03-17 15:22:56	70.5	85.2	74.0	70.0	71.1	88.9	69.4	69.4
2023-03-17 15:22:57	71.6	89.8	76.9	71.2	72.2	90.7	70.6	70.6
2023-03-17 15:22:58	71.5	93.1	80.8	71.7	72.6	95.3	71.5	71.5
2023-03-17 15:22:59	69.2	90.1	78.4	71.2	70.0	91.9	70.6	70.6
2023-03-17 15:23:00	70.3	92.1	79.4	70.3	71.1	91.7	70.0	70.0
2023-03-17 15:23:01	71.3	91.7	79.4	71.1	72.2	92.6	70.6	70.6
2023-03-17 15:23:02	72.8	89.4	79.3	72.3	73.6	90.9	71.7	71.7
2023-03-17 15:23:03	71.5	91.1	77.7	72.3	73.0	91.9	72.1	72.1
2023-03-17 15:23:04	70.7	88.5	77.9	71.7	71.2	90.0	71.4	71.4
2023-03-17 15:23:05	70.3	88.8	77.0	71.1	71.3	89.0	70.9	70.9
2023-03-17 15:23:06	67.7	87.9	74.0	70.5	70.1	88.6	69.8	69.8
2023-03-17 15:23:07	62.5	82.1	71.8	68.7	65.3	86.2	67.3	67.4
2023-03-17 15:23:08	61.7	83.1	72.3	65.7	62.9	85.6	64.6	64.6
2023-03-17 15:23:09	64.4	84.2	73.1	64.3	65.5	85.7	63.8	63.8

2023-03-17 15:23:10	68.0	88.8	75.5	67.2	69.3	89.2	65.7	65.8
2023-03-17 15:23:11	71.2	88.8	77.2	70.2	72.0	89.2	69.0	69.0
2023-03-17 15:23:12	72.5	91.4	79.3	71.9	73.2	93.2	71.2	71.2
2023-03-17 15:23:13	72.7	91.5	79.8	72.4	73.6	91.5	72.2	72.2
2023-03-17 15:23:14	73.0	91.0	78.8	72.9	73.6	92.4	72.6	72.6
2023-03-17 15:23:15	72.7	89.7	77.7	73.0	73.4	89.5	72.9	72.9
2023-03-17 15:23:16	70.1	89.3	77.6	72.6	72.0	90.4	72.0	72.0
2023-03-17 15:23:17	67.3	90.7	78.5	71.0	68.6	91.6	70.0	70.0
2023-03-17 15:23:18	65.0	88.3	79.1	69.0	67.2	89.1	68.0	68.0
2023-03-17 15:23:19	66.2	91.1	82.5	67.2	68.7	92.4	66.8	66.8
2023-03-17 15:23:20	61.1	83.6	73.6	66.2	62.7	85.5	64.9	65.0
2023-03-17 15:23:21	61.0	84.4	72.4	63.7	61.9	85.5	63.0	63.0
2023-03-17 15:23:22	61.2	81.8	70.9	62.2	61.7	84.2	61.8	61.8
2023-03-17 15:23:23	62.7	80.7	69.7	62.5	63.4	85.3	62.0	62.0
2023-03-17 15:23:24	66.0	83.3	71.0	65.2	67.2	84.2	63.9	63.9
2023-03-17 15:23:25	70.8	86.5	74.6	69.8	72.8	89.2	67.5	67.6
2023-03-17 15:23:26	76.3	93.2	80.6	75.1	77.9	98.4	72.9	73.0
2023-03-17 15:23:27	73.8	92.9	80.0	75.2	77.0	98.3	74.8	74.8
2023-03-17 15:23:28	69.9	87.1	75.4	74.2	72.8	88.5	73.1	73.1
2023-03-17 15:23:29	67.1	84.6	73.0	71.9	68.8	86.1	70.7	70.7
2023-03-17 15:23:30	65.9	83.0	71.9	69.4	67.3	85.4	68.4	68.5
2023-03-17 15:23:31	67.5	85.1	72.5	67.6	68.5	85.6	67.3	67.3
2023-03-17 15:23:32	69.9	86.1	74.0	69.4	70.9	89.6	68.5	68.5
2023-03-17 15:23:33	71.2	85.4	74.6	70.7	71.8	89.9	70.0	70.0
2023-03-17 15:23:34	71.5	87.8	75.7	71.3	72.3	89.6	71.1	71.1
2023-03-17 15:23:35	70.7	87.1	75.8	71.2	72.0	91.1	71.1	71.1
2023-03-17 15:23:36	69.0	85.3	73.6	70.7	69.5	89.9	70.1	70.1
2023-03-17 15:23:37	69.2	85.9	74.4	69.8	69.9	87.1	69.6	69.6
2023-03-17 15:23:38	68.9	87.2	75.9	69.3	69.7	89.1	69.2	69.2
2023-03-17 15:23:39	68.0	84.4	73.3	69.0	68.8	87.6	68.7	68.7
2023-03-17 15:23:40	68.9	85.3	73.9	68.8	69.6	87.7	68.5	68.5
2023-03-17 15:23:41	70.8	85.7	74.6	70.2	71.5	88.6	69.6	69.6
2023-03-17 15:23:42	70.7	86.6	74.6	70.6	71.3	86.9	70.5	70.5
2023-03-17 15:23:43	71.4	87.2	74.7	71.2	72.7	87.5	70.6	70.7
2023-03-17 15:23:44	74.1	90.6	80.0	73.2	75.2	93.5	72.7	72.7

2023-03-17 15:23:45	71.3	89.6	76.6	73.1	73.1	90.6	72.6	72.6
2023-03-17 15:23:46	71.0	85.7	74.5	72.0	71.7	88.3	71.7	71.7
2023-03-17 15:23:47	71.0	86.7	74.4	71.4	71.8	86.8	71.2	71.2
2023-03-17 15:23:48	71.1	87.2	74.7	71.3	71.6	88.0	71.2	71.2
2023-03-17 15:23:49	71.4	87.3	74.9	71.3	72.0	90.2	71.2	71.2
2023-03-17 15:23:50	74.0	91.2	76.7	73.3	74.7	91.2	72.4	72.4
2023-03-17 15:23:51	74.6	90.6	78.1	74.2	75.5	91.4	73.9	73.9
2023-03-17 15:23:52	72.4	88.0	76.7	74.0	73.7	89.7	73.6	73.6
2023-03-17 15:23:53	69.5	85.7	74.5	72.9	71.1	88.2	72.0	72.0
2023-03-17 15:23:54	69.2	85.6	74.2	71.0	69.5	86.7	70.4	70.4
2023-03-17 15:23:55	68.8	86.2	73.9	70.0	69.4	86.8	69.6	69.6
2023-03-17 15:23:56	69.0	84.7	73.2	69.4	70.1	86.8	69.3	69.3
2023-03-17 15:23:57	66.6	87.6	70.9	69.0	67.8	85.3	68.2	68.2
2023-03-17 15:23:58	63.9	82.0	69.6	67.7	66.7	83.2	66.7	66.8
2023-03-17 15:23:59	60.9	79.9	69.1	65.5	62.2	85.2	64.4	64.4
2023-03-17 15:24:00	60.7	84.4	72.3	63.1	61.7	84.6	62.3	62.3
2023-03-17 15:24:01	62.9	82.9	71.3	62.8	65.0	83.9	61.9	61.9
2023-03-17 15:24:02	66.5	82.0	70.0	65.8	68.7	83.7	64.1	64.1
2023-03-17 15:24:03	71.5	86.1	73.9	70.4	72.6	88.1	68.4	68.5
2023-03-17 15:24:04	69.7	84.5	72.4	70.7	72.4	85.8	70.4	70.4
2023-03-17 15:24:05	62.7	82.9	68.8	69.7	67.3	84.9	68.2	68.2
2023-03-17 15:24:06	57.5	78.4	66.9	66.4	59.8	80.2	64.7	64.8
2023-03-17 15:24:07	55.0	77.1	66.1	62.9	56.2	79.3	61.3	61.3
2023-03-17 15:24:08	54.2	77.5	66.9	59.6	54.7	82.1	58.3	58.3
2023-03-17 15:24:09	53.6	75.5	64.2	57.0	54.1	79.4	56.0	56.0
2023-03-17 15:24:10	53.9	78.5	68.1	55.2	54.7	82.0	54.7	54.7
2023-03-17 15:24:11	53.6	77.5	67.2	54.5	54.2	81.2	54.2	54.2
2023-03-17 15:24:12	53.8	77.7	66.7	53.9	54.3	81.6	53.8	53.8
2023-03-17 15:24:13	54.4	77.9	66.8	54.3	54.9	81.4	54.0	54.0
2023-03-17 15:24:14	55.3	78.2	67.7	55.0	55.8	80.8	54.6	54.6
2023-03-17 15:24:15	54.9	78.4	68.4	55.2	55.8	82.9	55.0	55.0
2023-03-17 15:24:16	54.4	79.5	67.6	54.9	54.9	82.1	54.6	54.6
2023-03-17 15:24:17	54.5	79.0	68.4	54.7	55.0	82.3	54.6	54.6
2023-03-17 15:24:18	55.0	78.8	69.6	54.8	55.6	82.8	54.7	54.7
2023-03-17 15:24:19	53.8	78.3	67.4	54.8	55.0	82.2	54.5	54.5

2023-03-17 15:24:20	57.9	78.3	67.1	57.5	60.9	81.7	54.8	54.9
2023-03-17 15:24:21	58.0	77.6	67.5	59.0	61.7	81.4	58.2	58.2
2023-03-17 15:24:22	53.3	76.4	65.4	57.2	53.9	79.3	56.1	56.1
2023-03-17 15:24:23	53.9	77.3	66.5	55.2	54.5	82.1	54.7	54.7
2023-03-17 15:24:24	54.1	78.2	66.6	54.5	55.1	82.2	54.4	54.4
2023-03-17 15:24:25	54.3	79.1	67.4	54.4	55.2	81.5	54.1	54.1
2023-03-17 15:24:26	55.1	78.7	67.9	54.8	55.6	82.3	54.7	54.7
2023-03-17 15:24:27	57.0	80.1	68.3	56.5	57.8	81.5	55.6	55.6
2023-03-17 15:24:28	59.3	80.7	67.9	58.6	60.1	81.1	57.6	57.6
2023-03-17 15:24:29	61.6	82.3	69.5	61.0	63.5	83.6	59.6	59.6
2023-03-17 15:24:30	65.5	83.5	70.7	64.6	67.1	84.2	62.8	62.8
2023-03-17 15:24:31	69.3	85.2	73.0	68.2	70.2	86.5	66.7	66.8
2023-03-17 15:24:32	70.0	85.8	74.5	69.4	70.4	89.0	68.9	68.9
2023-03-17 15:24:33	69.9	85.4	73.6	69.7	70.4	87.1	69.6	69.6
2023-03-17 15:24:34	69.7	84.8	72.8	69.7	70.0	85.9	69.7	69.7
2023-03-17 15:24:35	70.9	87.1	75.1	70.5	71.4	87.7	70.2	70.2
2023-03-17 15:24:36	70.6	86.5	75.6	70.6	70.9	88.4	70.5	70.5
2023-03-17 15:24:37	69.5	86.1	74.2	70.5	70.5	88.0	70.3	70.3
2023-03-17 15:24:38	70.0	86.1	73.5	70.1	70.8	86.6	69.8	69.8
2023-03-17 15:24:39	71.5	87.5	75.9	71.2	72.3	89.1	70.8	70.8
2023-03-17 15:24:40	69.3	86.6	75.5	70.9	70.2	87.6	70.4	70.4
2023-03-17 15:24:41	70.0	90.6	75.9	70.2	71.9	91.2	69.7	69.7
2023-03-17 15:24:42	76.6	93.4	81.3	75.4	77.8	94.4	73.3	73.4
2023-03-17 15:24:43	80.1	98.9	84.8	78.9	82.2	101.0	78.1	78.2
2023-03-17 15:24:44	76.6	95.4	83.4	78.5	78.3	97.6	77.9	77.9
2023-03-17 15:24:45	72.0	91.0	78.6	77.3	76.3	94.1	76.1	76.1
2023-03-17 15:24:46	70.9	87.2	75.2	74.6	72.0	88.0	73.5	73.5
2023-03-17 15:24:47	69.9	86.1	73.4	72.7	71.3	87.5	71.8	71.8
2023-03-17 15:24:48	73.2	88.2	75.8	72.9	75.2	89.1	71.7	71.7
2023-03-17 15:24:49	76.5	91.3	79.2	75.7	78.2	93.8	74.9	74.9
2023-03-17 15:24:50	69.6	86.6	74.0	75.2	73.4	88.8	73.9	73.9
2023-03-17 15:24:51	64.6	84.0	72.9	72.4	67.7	84.8	70.9	70.9
2023-03-17 15:24:52	60.1	81.3	71.3	69.1	62.8	84.5	67.4	67.5
2023-03-17 15:24:53	56.6	77.9	67.8	65.5	58.3	81.3	63.8	63.9
2023-03-17 15:24:54	55.8	81.0	70.8	62.0	56.3	84.0	60.6	60.6

2023-03-17 15:24:55	56.0	79.6	68.5	59.2	56.5	82.4	58.2	58.3
2023-03-17 15:24:56	56.2	79.8	69.4	57.5	56.7	81.1	57.1	57.1
2023-03-17 15:24:57	56.9	80.1	69.6	56.9	57.6	82.7	56.7	56.7
2023-03-17 15:24:58	57.8	80.7	68.6	57.6	58.7	82.3	57.2	57.2
2023-03-17 15:24:59	59.2	85.7	74.6	58.9	60.6	86.2	58.0	58.0
2023-03-17 15:25:00	60.8	86.2	73.5	60.4	62.3	86.3	59.5	59.5
2023-03-17 15:25:01	64.7	87.6	74.8	64.0	66.6	88.1	61.9	62.0
2023-03-17 15:25:02	69.1	90.9	78.6	68.3	71.7	91.6	65.9	65.9
2023-03-17 15:25:03	73.4	90.0	79.5	72.4	74.6	91.2	70.6	70.6
2023-03-17 15:25:04	75.0	93.6	82.1	74.3	76.1	93.0	73.4	73.4
2023-03-17 15:25:05	77.1	96.8	86.3	76.4	77.7	97.2	75.4	75.4
2023-03-17 15:25:06	83.4	102.8	89.0	82.2	84.9	103.4	79.6	79.8
2023-03-17 15:25:07	80.6	101.3	86.3	82.7	84.9	101.1	82.0	82.0
2023-03-17 15:25:08	74.9	94.1	81.0	80.9	78.3	95.2	79.6	79.6
2023-03-17 15:25:09	71.5	90.7	77.6	78.0	73.2	91.5	76.6	76.6
2023-03-17 15:25:10	70.0	86.8	74.7	74.9	71.0	87.8	73.7	73.7
2023-03-17 15:25:11	72.4	87.9	76.5	72.7	74.0	89.1	72.3	72.3
2023-03-17 15:25:12	73.1	88.8	77.3	73.5	75.0	90.8	73.2	73.2
2023-03-17 15:25:13	69.2	86.1	74.0	72.6	70.0	89.0	71.7	71.7
2023-03-17 15:25:14	68.8	84.8	73.9	70.8	69.5	89.1	70.2	70.2
2023-03-17 15:25:15	66.1	83.2	70.5	69.6	68.2	85.3	68.8	68.8
2023-03-17 15:25:16	59.1	79.2	68.4	67.4	61.4	84.0	65.8	65.8
2023-03-17 15:25:17	58.9	79.2	69.2	64.1	59.6	83.9	62.8	62.8
2023-03-17 15:25:18	57.8	78.7	68.7	61.5	58.9	83.9	60.5	60.5
2023-03-17 15:25:19	58.4	79.5	69.0	59.6	58.9	82.6	59.1	59.1
2023-03-17 15:25:20	60.6	81.2	69.4	60.2	61.4	85.5	59.5	59.5
2023-03-17 15:25:21	63.9	81.6	69.3	63.1	65.2	84.7	61.6	61.6
2023-03-17 15:25:22	64.5	82.9	70.3	63.9	65.3	86.2	63.7	63.7
2023-03-17 15:25:23	64.5	82.4	71.0	64.4	64.9	84.1	64.1	64.1
2023-03-17 15:25:24	65.1	85.1	73.8	64.9	65.5	86.3	64.6	64.6
2023-03-17 15:25:25	65.6	85.9	74.5	65.4	66.2	88.3	65.1	65.1
2023-03-17 15:25:26	67.5	86.6	75.1	67.0	68.7	88.2	66.1	66.1
2023-03-17 15:25:27	70.3	88.9	77.8	69.4	70.9	90.0	68.4	68.5
2023-03-17 15:25:28	70.9	89.9	78.2	70.5	71.9	90.1	69.9	69.9
2023-03-17 15:25:29	72.8	91.6	80.1	72.3	73.8	91.5	71.4	71.4

2023-03-17 15:25:30	75.0	93.8	84.0	74.1	75.9	94.3	73.5	73.5
2023-03-17 15:25:31	75.5	96.6	86.0	75.0	76.4	96.9	74.7	74.7
2023-03-17 15:25:32	73.2	94.4	82.6	75.1	75.6	96.7	74.6	74.6
2023-03-17 15:25:33	70.6	89.8	79.0	73.8	71.5	90.7	72.8	72.8
2023-03-17 15:25:34	72.7	90.1	79.3	72.6	73.2	91.8	72.3	72.3
2023-03-17 15:25:35	71.2	88.1	76.1	72.5	72.8	89.1	72.2	72.2
2023-03-17 15:25:36	66.5	84.5	72.7	71.6	69.7	85.3	70.4	70.4
2023-03-17 15:25:37	62.5	82.1	69.1	68.9	64.6	85.5	67.5	67.6
2023-03-17 15:25:38	59.7	79.5	67.4	65.9	60.5	81.7	64.5	64.5
2023-03-17 15:25:39	59.3	78.4	67.3	63.0	59.6	80.8	62.0	62.0
2023-03-17 15:25:40	61.9	80.7	69.4	62.0	64.4	81.4	61.0	61.0
2023-03-17 15:25:41	68.3	84.9	72.5	67.4	70.8	85.4	64.6	64.7
2023-03-17 15:25:42	74.6	90.6	78.4	73.4	76.2	90.4	70.8	70.9
2023-03-17 15:25:43	75.7	92.2	80.6	74.9	76.7	92.6	74.5	74.5
2023-03-17 15:25:44	69.6	87.0	73.5	74.8	74.3	87.5	73.6	73.7
2023-03-17 15:25:45	64.7	81.1	69.1	72.0	66.4	82.5	70.5	70.5
2023-03-17 15:25:46	60.6	78.4	67.4	68.8	62.7	81.4	67.1	67.2
2023-03-17 15:25:47	58.4	78.6	67.8	65.4	59.7	82.1	63.9	63.9
2023-03-17 15:25:48	59.1	77.5	67.1	62.3	62.2	80.5	61.2	61.2
2023-03-17 15:25:49	57.5	79.0	67.6	60.7	59.8	81.8	59.8	59.8
2023-03-17 15:25:50	57.6	78.4	66.3	59.6	61.9	82.4	58.8	58.9
2023-03-17 15:25:51	69.7	82.8	70.2	68.6	72.6	84.2	64.6	65.3
2023-03-17 15:25:52	57.8	79.4	67.2	68.2	67.9	81.2	66.4	66.5
2023-03-17 15:25:53	60.2	79.2	68.7	64.4	61.3	82.3	63.2	63.2
2023-03-17 15:25:54	63.7	80.5	69.7	63.4	64.6	83.2	62.7	62.7
2023-03-17 15:25:55	67.6	85.9	72.5	66.8	69.3	86.0	64.9	65.0
2023-03-17 15:25:56	71.9	87.6	75.5	70.9	73.3	89.3	69.0	69.1
2023-03-17 15:25:57	70.2	86.3	74.2	71.2	73.0	87.5	70.9	70.9
2023-03-17 15:25:58	63.4	81.7	69.7	70.1	66.9	83.5	68.7	68.7
2023-03-17 15:25:59	61.9	82.6	69.5	67.0	62.4	83.8	65.8	65.8
2023-03-17 15:26:00	62.3	82.9	69.2	64.5	63.9	84.0	63.7	63.7
2023-03-17 15:26:01	65.3	82.0	70.4	64.8	66.2	84.0	64.0	64.0
2023-03-17 15:26:02	67.0	83.5	71.8	66.3	67.9	85.4	66.0	66.0
2023-03-17 15:26:03	64.2	81.1	69.8	66.1	65.1	83.0	65.5	65.5
2023-03-17 15:26:04	63.1	80.4	69.1	65.0	64.0	84.1	64.4	64.4

2023-03-17 15:26:05	64.7	83.0	70.4	64.5	65.7	84.6	64.0	64.1
2023-03-17 15:26:06	67.8	84.0	72.5	66.9	68.4	85.3	65.9	65.9
2023-03-17 15:26:07	69.3	86.6	75.1	68.6	70.0	88.4	67.8	67.9
2023-03-17 15:26:08	70.3	86.8	74.5	69.8	71.2	88.2	69.2	69.3
2023-03-17 15:26:09	71.5	89.6	76.5	71.1	72.5	90.9	70.5	70.5
2023-03-17 15:26:10	70.7	87.8	76.1	71.0	71.3	88.5	70.8	70.8
2023-03-17 15:26:11	71.5	87.3	74.4	71.4	72.2	88.6	71.1	71.1
2023-03-17 15:26:12	69.9	85.4	74.2	71.3	71.0	88.1	70.8	70.8
2023-03-17 15:26:13	67.8	84.0	71.9	70.5	70.1	86.9	69.8	69.8
2023-03-17 15:26:14	64.7	82.1	69.9	68.8	65.8	85.6	67.7	67.7
2023-03-17 15:26:15	65.4	81.1	70.3	66.7	66.3	83.3	66.1	66.2
2023-03-17 15:26:16	67.2	83.6	71.7	66.9	67.8	84.8	66.4	66.4
2023-03-17 15:26:17	69.1	86.2	73.7	68.6	70.6	87.2	67.6	67.6
2023-03-17 15:26:18	69.2	87.7	76.6	69.3	70.8	89.5	69.1	69.1
2023-03-17 15:26:19	65.1	84.3	72.0	68.8	67.5	86.2	67.9	67.9
2023-03-17 15:26:20	63.8	82.1	69.1	66.7	64.5	83.7	65.8	65.8
2023-03-17 15:26:21	66.0	82.1	70.9	65.8	66.6	83.6	65.4	65.4
2023-03-17 15:26:22	66.8	88.8	74.6	66.6	68.1	88.5	66.4	66.4
2023-03-17 15:26:23	61.2	81.3	70.1	66.2	65.0	86.5	65.1	65.1
2023-03-17 15:26:24	56.9	79.1	67.0	63.6	58.6	82.3	62.1	62.2
2023-03-17 15:26:25	54.7	76.5	64.7	60.5	55.6	81.8	59.2	59.2
2023-03-17 15:26:26	57.1	77.0	64.7	57.8	60.7	80.5	57.0	57.0
2023-03-17 15:26:27	57.7	76.3	64.8	58.2	60.6	81.7	57.9	57.9
2023-03-17 15:26:28	58.3	78.9	67.0	58.1	58.9	82.8	57.8	57.8
2023-03-17 15:26:29	60.1	80.6	67.3	59.7	61.4	82.3	58.7	58.7
2023-03-17 15:26:30	63.2	80.2	69.0	62.5	64.7	83.0	60.9	61.0
2023-03-17 15:26:31	68.6	87.1	73.2	67.5	70.1	87.0	65.2	65.3
2023-03-17 15:26:32	75.1	94.9	79.5	74.0	77.5	97.6	70.9	71.1
2023-03-17 15:26:33	73.7	94.5	81.3	74.7	77.4	98.2	74.3	74.3
2023-03-17 15:26:34	67.1	85.5	73.9	73.4	70.0	87.2	72.0	72.1
2023-03-17 15:26:35	66.0	82.7	71.2	70.4	67.2	86.2	69.2	69.2
2023-03-17 15:26:36	70.9	89.2	73.7	70.5	73.2	89.3	68.9	69.0
2023-03-17 15:26:37	78.0	95.3	81.1	77.0	80.6	96.6	73.7	73.9
2023-03-17 15:26:38	77.5	94.1	81.7	77.9	80.9	98.3	77.5	77.6
2023-03-17 15:26:39	71.1	89.5	75.4	76.9	75.0	89.1	75.6	75.7

	2023-03-17 15:26:40	67.2	84.7	71.1	74.0	69.2	86.5	72.5	72.5
	2023-03-17 15:26:41	63.5	79.3	68.0	70.9	66.0	82.4	69.3	69.4
	2023-03-17 15:26:42	61.3	83.5	66.6	67.7	64.2	86.7	66.3	66.3
	2023-03-17 15:26:43	58.8	76.9	65.9	64.6	59.9	80.2	63.2	63.3
	2023-03-17 15:26:44	58.4	78.0	65.6	61.8	59.4	80.1	60.9	60.9
	2023-03-17 15:26:45	58.4	77.0	65.3	60.0	59.1	81.1	59.5	59.5
	2023-03-17 15:26:46	57.3	76.4	64.5	59.1	58.2	80.3	58.5	58.5
	2023-03-17 15:26:47	58.0	76.1	64.8	58.1	58.8	81.2	57.9	57.9
	2023-03-17 15:26:48	61.3	77.6	66.2	60.6	62.9	80.6	59.2	59.2
	2023-03-17 15:26:49	66.3	83.1	68.6	65.1	67.3	83.7	63.2	63.3
	2023-03-17 15:26:50	71.4	89.7	73.0	70.3	72.8	89.2	68.0	68.1
	2023-03-17 15:26:51	73.7	88.8	76.2	72.6	75.1	89.4	72.1	72.1
	2023-03-17 15:26:52	69.7	86.3	72.3	72.5	72.7	87.6	71.9	71.9
	2023-03-17 15:26:53	64.7	82.3	68.6	70.6	66.2	85.6	69.3	69.3
	2023-03-17 15:26:54	61.7	78.5	66.1	67.8	63.4	80.0	66.4	66.4
	2023-03-17 15:26:55	59.9	77.3	64.4	64.9	61.0	80.2	63.6	63.7
	2023-03-17 15:26:56	58.0	76.1	64.4	62.4	59.4	81.2	61.2	61.2
	2023-03-17 15:26:57	57.0	77.3	65.6	60.2	59.1	79.8	59.4	59.4
	2023-03-17 15:26:58	56.4	77.1	65.9	58.3	57.6	81.1	57.7	57.7
	2023-03-17 15:26:59	57.7	77.0	66.3	57.7	58.6	79.9	57.4	57.4
	2023-03-17 15:27:00	60.0	77.2	65.6	59.4	61.1	79.2	58.5	58.5
	2023-03-17 15:27:01	63.5	78.8	67.3	62.7	65.0	81.9	60.9	61.0
	2023-03-17 15:27:02	68.0	83.4	71.0	66.9	69.3	84.7	65.0	65.0
	2023-03-17 15:27:03	69.7	85.2	73.9	68.7	70.6	87.3	68.3	68.3
	2023-03-17 15:27:04	70.5	86.5	73.9	70.1	71.8	87.2	69.2	69.2
	2023-03-17 15:27:05	78.4	96.8	81.8	77.3	80.6	99.7	73.9	74.1
Stop	2023-03-17 15:27:06								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	14. Torito Ln / MFRs
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	0.0%	0.0%		
L_{avg}	--- dB	--- dB		
TWA(8)	--- dB	--- dB		
Projected TWA(8)	--- dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	46.5 dB	46.5 dB		
Projected LEP'd/Lex,8h	63.4 dB	61.6 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-17 15:32:14	
Stop Time	2023-03-17 15:47:14	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LA_{eq}	61.6 dB	
LAI_{eq}	63.7 dB	
LC_{peak}	102.4 dB	2023-03-17 15:45:19
LAS_{max}	69.6 dB	2023-03-17 15:46:19

LAF_{max}	71.7 dB	2023-03-17 15:46:18
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	61.6 dB		75.2 dB		79.6 dB	
$L\omega_{peak}$	89.2 dB	15:41:44	102.4 dB	15:45:19	106.7 dB	15:45:39
$L\omega S_{min}$	57.8 dB	15:36:08	68.4 dB	15:39:34	71.7 dB	15:38:37
$L\omega S_{max}$	69.6 dB	15:46:19	88.0 dB	15:45:39	92.0 dB	15:45:39
$L\omega F_{min}$	57.0 dB	15:36:07	66.7 dB	15:46:01	69.7 dB	15:46:01
$L\omega F_{max}$	71.7 dB	15:46:18	92.6 dB	15:45:39	96.7 dB	15:45:39
$L\omega I_{min}$	58.8 dB	15:36:08	70.3 dB	15:39:34	74.1 dB	15:39:18
$L\omega I_{max}$	75.0 dB	15:41:44	95.1 dB	15:45:39	99.5 dB	15:45:39

ω represents frequency weighting (A, C or Z)

SEL	91.1 dB
E (Pa^2s)	0.5 Pa^2s
E8 (Pa^2s)	16.5 Pa^2s
E40 (Pa^2s)	82.3 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.0 Pa^2h

LC_{eq} - LA_{eq}	13.6 dB

	Count	Duration
LAS > 75 dB	0	0
LAS > 86 dB	0	0
LCPk > 80 dB	1	899
LCPk > 81 dB	11	875
LCPk > 86 dB	34	327

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings	
Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings	
Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/17 15:32:14	Run	Remote	
2023/03/17 15:47:14	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	73.0	71.4	67.9	62.1	58.3	57.7	50.6	43.1	44.3	dB
OBA LZSmax	85.7	85.0	80.6	76.7	67.1	62.3	58.2	53.9	48.9	dB
OBA LZSmin	63.6	63.2	59.1	55.5	54.4	54.2	47.6	41.2	44.0	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-17 15:32:14	61.8	83.1	70.7	61.7	62.4	88.1	61.6	61.6
	2023-03-17 15:32:15	61.3	81.4	69.8	61.6	61.7	83.8	61.5	61.5
	2023-03-17 15:32:16	61.4	80.9	70.0	61.5	61.8	84.5	61.5	61.5
	2023-03-17 15:32:17	61.4	89.9	73.2	61.5	62.1	91.5	61.4	61.4
	2023-03-17 15:32:18	60.6	86.1	71.9	61.4	61.4	89.3	61.0	61.0
	2023-03-17 15:32:19	60.6	81.4	71.0	61.0	61.3	86.7	60.8	60.8
	2023-03-17 15:32:20	60.4	83.9	69.7	60.9	61.4	84.8	60.7	60.7
	2023-03-17 15:32:21	60.1	81.1	69.9	60.7	61.0	85.3	60.5	60.5
	2023-03-17 15:32:22	59.5	81.4	70.8	60.1	60.1	85.5	60.0	60.0
	2023-03-17 15:32:23	60.3	84.3	72.5	60.3	61.8	86.8	60.0	60.0
	2023-03-17 15:32:24	59.4	84.2	73.9	60.1	59.9	90.2	59.8	59.8
	2023-03-17 15:32:25	59.2	81.4	70.5	59.7	59.9	85.5	59.5	59.5
	2023-03-17 15:32:26	59.1	81.8	70.6	59.4	59.7	86.9	59.2	59.2
	2023-03-17 15:32:27	59.8	81.9	69.6	59.6	60.1	87.2	59.5	59.5
	2023-03-17 15:32:28	59.7	79.2	68.7	59.7	60.1	85.6	59.6	59.6
	2023-03-17 15:32:29	59.7	80.9	69.4	59.8	60.2	85.2	59.7	59.7
	2023-03-17 15:32:30	59.5	81.8	70.0	59.7	60.0	86.5	59.6	59.6
	2023-03-17 15:32:31	59.7	81.0	69.6	59.7	60.2	84.3	59.7	59.7
	2023-03-17 15:32:32	60.5	82.4	68.9	60.3	61.0	82.8	60.0	60.0
	2023-03-17 15:32:33	61.3	82.4	71.1	61.0	61.7	85.9	60.7	60.7
	2023-03-17 15:32:34	61.9	82.1	70.7	61.6	62.2	86.3	61.4	61.4
	2023-03-17 15:32:35	61.1	81.4	69.9	61.6	62.0	86.2	61.4	61.4
	2023-03-17 15:32:36	61.2	84.2	72.9	61.3	61.5	92.1	61.2	61.2
	2023-03-17 15:32:37	61.4	88.8	75.6	61.3	61.7	90.2	61.3	61.3
	2023-03-17 15:32:38	61.1	87.1	75.3	61.3	61.6	92.3	61.2	61.2
	2023-03-17 15:32:39	60.9	83.8	72.3	61.1	61.1	87.3	61.0	61.0
	2023-03-17 15:32:40	61.4	85.9	72.9	61.3	62.2	88.4	61.1	61.1
	2023-03-17 15:32:41	61.1	87.7	74.2	61.4	62.3	91.3	61.2	61.2
	2023-03-17 15:32:42	61.1	82.5	71.5	61.2	61.5	86.8	61.1	61.1
	2023-03-17 15:32:43	61.2	84.3	72.7	61.3	61.8	88.9	61.2	61.2
	2023-03-17 15:32:44	61.0	83.6	71.6	61.2	61.5	86.0	61.1	61.1
	2023-03-17 15:32:45	61.6	81.8	70.4	61.4	61.9	86.2	61.3	61.3
	2023-03-17 15:32:46	62.3	85.7	72.7	62.0	62.6	90.3	61.8	61.8
	2023-03-17 15:32:47	62.1	83.6	72.1	62.2	63.1	87.6	62.1	62.1

2023-03-17 15:32:48	61.6	82.3	71.0	62.0	62.2	86.0	61.9	61.9
2023-03-17 15:32:49	61.2	82.8	71.8	61.7	61.9	87.8	61.5	61.5
2023-03-17 15:32:50	61.2	86.0	72.6	61.4	61.7	87.0	61.3	61.3
2023-03-17 15:32:51	61.3	89.9	76.7	61.3	62.0	94.8	61.2	61.2
2023-03-17 15:32:52	61.2	88.1	75.2	61.3	62.1	92.4	61.2	61.2
2023-03-17 15:32:53	61.6	90.8	78.0	61.6	62.4	96.4	61.4	61.4
2023-03-17 15:32:54	61.6	86.9	74.9	61.7	62.1	91.1	61.5	61.5
2023-03-17 15:32:55	61.9	87.0	74.7	61.8	62.5	92.0	61.7	61.7
2023-03-17 15:32:56	61.7	86.4	73.7	61.9	62.4	88.8	61.8	61.8
2023-03-17 15:32:57	62.0	85.6	73.3	62.0	62.6	89.3	61.8	61.8
2023-03-17 15:32:58	61.8	88.7	72.9	62.0	62.7	89.4	61.9	61.9
2023-03-17 15:32:59	62.9	81.9	70.2	62.9	64.7	83.8	62.4	62.4
2023-03-17 15:33:00	62.9	83.8	71.3	62.8	64.3	86.2	62.6	62.6
2023-03-17 15:33:01	61.7	80.9	70.0	62.5	62.2	85.1	62.2	62.2
2023-03-17 15:33:02	62.8	80.8	69.9	62.7	64.0	83.6	62.3	62.3
2023-03-17 15:33:03	62.7	84.0	72.4	62.8	63.4	86.9	62.7	62.7
2023-03-17 15:33:04	62.4	81.5	70.6	62.7	63.0	84.0	62.6	62.6
2023-03-17 15:33:05	63.4	82.0	70.7	63.2	64.7	85.1	63.1	63.1
2023-03-17 15:33:06	62.6	84.5	72.2	62.9	63.2	88.1	62.8	62.8
2023-03-17 15:33:07	62.7	85.1	72.4	62.9	63.7	88.0	62.8	62.8
2023-03-17 15:33:08	63.0	83.3	72.0	62.9	63.6	87.0	62.8	62.8
2023-03-17 15:33:09	62.0	82.5	70.8	62.8	62.8	85.5	62.6	62.6
2023-03-17 15:33:10	61.5	83.3	71.3	62.3	62.1	86.4	62.0	62.0
2023-03-17 15:33:11	60.9	82.8	71.4	61.7	61.3	86.6	61.5	61.5
2023-03-17 15:33:12	60.5	82.8	70.7	61.3	61.1	85.3	60.9	60.9
2023-03-17 15:33:13	60.9	81.7	71.4	60.9	61.3	85.4	60.9	60.9
2023-03-17 15:33:14	61.3	84.7	72.4	61.1	61.7	86.8	61.0	61.0
2023-03-17 15:33:15	61.8	81.7	70.6	61.8	63.2	86.1	61.5	61.5
2023-03-17 15:33:16	60.2	82.5	70.0	61.5	61.2	85.9	61.1	61.1
2023-03-17 15:33:17	60.5	80.9	69.4	60.7	60.9	85.4	60.6	60.6
2023-03-17 15:33:18	60.3	83.2	71.6	60.6	60.7	86.9	60.4	60.4
2023-03-17 15:33:19	60.8	82.6	70.1	60.7	61.4	85.8	60.5	60.5
2023-03-17 15:33:20	61.4	81.8	71.2	61.2	61.9	87.5	60.9	60.9
2023-03-17 15:33:21	61.3	84.4	72.7	61.3	61.7	87.0	61.2	61.2
2023-03-17 15:33:22	62.1	83.1	72.5	61.9	62.8	86.3	61.5	61.5

2023-03-17 15:33:23	61.6	82.1	71.5	61.9	62.2	86.3	61.8	61.8
2023-03-17 15:33:24	63.3	83.5	71.4	63.1	66.3	85.7	62.1	62.2
2023-03-17 15:33:25	63.7	84.1	73.8	63.5	64.3	86.4	63.3	63.3
2023-03-17 15:33:26	65.1	87.1	77.0	64.6	65.7	88.6	64.0	64.0
2023-03-17 15:33:27	66.7	88.4	77.8	66.2	67.7	90.0	65.3	65.3
2023-03-17 15:33:28	66.8	87.6	77.8	66.7	68.0	89.0	66.3	66.3
2023-03-17 15:33:29	65.8	89.5	78.0	66.9	68.5	90.3	66.6	66.6
2023-03-17 15:33:30	62.8	83.9	72.9	65.9	64.0	86.3	65.1	65.1
2023-03-17 15:33:31	60.7	82.7	71.6	64.1	62.0	87.2	63.2	63.2
2023-03-17 15:33:32	60.3	83.1	71.7	62.3	60.7	86.5	61.6	61.6
2023-03-17 15:33:33	60.2	83.8	72.3	61.1	60.7	87.0	60.8	60.8
2023-03-17 15:33:34	60.3	84.5	73.9	60.6	60.6	87.4	60.4	60.4
2023-03-17 15:33:35	60.9	84.6	73.5	60.7	61.2	85.4	60.6	60.6
2023-03-17 15:33:36	60.6	85.3	73.3	60.8	61.2	86.4	60.7	60.7
2023-03-17 15:33:37	60.6	81.8	71.5	60.6	60.9	85.3	60.6	60.6
2023-03-17 15:33:38	60.5	85.9	72.9	60.7	61.1	87.9	60.6	60.6
2023-03-17 15:33:39	61.4	84.0	73.1	61.2	62.8	86.4	60.7	60.7
2023-03-17 15:33:40	60.6	86.3	73.8	61.2	62.3	88.3	60.9	60.9
2023-03-17 15:33:41	60.8	82.8	72.1	61.0	61.5	86.7	60.9	60.9
2023-03-17 15:33:42	59.4	82.8	73.0	60.8	60.2	85.7	60.3	60.3
2023-03-17 15:33:43	60.0	85.0	74.6	60.0	60.5	86.1	59.9	59.9
2023-03-17 15:33:44	59.3	81.5	70.8	60.0	60.3	84.2	59.8	59.8
2023-03-17 15:33:45	58.5	82.6	71.1	59.5	59.3	87.7	59.2	59.2
2023-03-17 15:33:46	58.6	80.8	69.8	58.9	59.3	85.1	58.8	58.8
2023-03-17 15:33:47	58.4	79.8	69.2	58.7	59.1	82.1	58.5	58.5
2023-03-17 15:33:48	59.2	80.9	69.8	59.0	59.6	86.3	58.8	58.8
2023-03-17 15:33:49	58.7	79.8	69.4	59.0	59.4	83.7	58.9	58.9
2023-03-17 15:33:50	58.6	80.4	69.8	58.7	59.0	85.5	58.6	58.7
2023-03-17 15:33:51	59.4	82.3	71.2	59.2	59.9	85.3	58.9	58.9
2023-03-17 15:33:52	59.3	81.2	70.1	59.4	60.0	85.2	59.3	59.3
2023-03-17 15:33:53	59.3	81.1	71.5	59.3	60.0	85.4	59.2	59.2
2023-03-17 15:33:54	59.8	83.6	72.6	59.7	60.2	85.6	59.5	59.5
2023-03-17 15:33:55	60.0	81.2	70.4	59.9	60.6	85.0	59.7	59.7
2023-03-17 15:33:56	61.8	80.4	69.6	61.3	62.6	84.2	60.6	60.6
2023-03-17 15:33:57	63.8	84.8	71.2	63.0	65.0	86.5	62.4	62.4

2023-03-17 15:33:58	63.2	82.1	70.8	63.2	63.7	84.5	63.0	63.0
2023-03-17 15:33:59	62.0	82.2	71.3	63.2	63.6	87.3	62.9	62.9
2023-03-17 15:34:00	60.4	81.8	71.1	62.4	61.7	84.9	61.8	61.9
2023-03-17 15:34:01	59.7	82.5	71.6	61.2	60.2	84.9	60.7	60.7
2023-03-17 15:34:02	60.6	81.9	71.3	60.5	61.2	85.1	60.3	60.3
2023-03-17 15:34:03	61.6	84.3	70.3	61.2	62.1	84.3	60.9	60.9
2023-03-17 15:34:04	60.6	82.8	71.7	61.3	61.8	85.9	61.0	61.0
2023-03-17 15:34:05	61.8	82.7	71.6	61.5	62.4	87.9	61.2	61.2
2023-03-17 15:34:06	62.0	84.2	71.6	61.9	62.5	86.5	61.7	61.7
2023-03-17 15:34:07	61.0	82.3	71.1	61.8	61.7	85.6	61.5	61.5
2023-03-17 15:34:08	62.2	81.8	71.5	62.0	63.0	86.1	61.6	61.6
2023-03-17 15:34:09	62.0	83.2	72.6	62.1	62.7	88.4	62.0	62.0
2023-03-17 15:34:10	62.0	83.4	71.6	62.3	63.3	85.4	62.1	62.1
2023-03-17 15:34:11	61.6	83.2	71.2	61.9	62.3	86.2	61.7	61.7
2023-03-17 15:34:12	61.8	83.0	70.9	61.9	62.5	85.3	61.8	61.8
2023-03-17 15:34:13	62.7	82.4	71.7	62.4	63.2	86.5	62.2	62.2
2023-03-17 15:34:14	61.9	83.3	72.5	62.5	62.9	85.4	62.2	62.3
2023-03-17 15:34:15	61.1	83.4	72.2	62.1	61.8	85.6	61.7	61.7
2023-03-17 15:34:16	60.1	81.4	70.5	61.5	61.1	87.2	61.0	61.0
2023-03-17 15:34:17	60.1	81.7	70.5	60.7	60.8	85.1	60.5	60.5
2023-03-17 15:34:18	59.4	79.9	68.3	60.3	60.0	81.9	60.0	60.0
2023-03-17 15:34:19	59.7	79.5	68.4	59.8	60.5	84.0	59.6	59.6
2023-03-17 15:34:20	59.5	79.6	69.4	59.8	60.4	83.8	59.7	59.7
2023-03-17 15:34:21	60.7	80.7	69.7	60.5	61.9	84.6	59.8	59.9
2023-03-17 15:34:22	60.7	80.9	69.5	60.8	61.8	83.9	60.7	60.7
2023-03-17 15:34:23	60.6	81.0	70.1	60.7	61.1	85.4	60.6	60.6
2023-03-17 15:34:24	59.7	80.3	69.4	60.5	60.4	83.8	60.3	60.3
2023-03-17 15:34:25	60.0	80.5	69.6	60.1	60.4	85.0	60.0	60.0
2023-03-17 15:34:26	60.4	81.1	71.0	60.3	61.1	87.3	60.2	60.2
2023-03-17 15:34:27	59.5	81.1	69.6	60.3	60.7	85.8	60.0	60.0
2023-03-17 15:34:28	59.9	82.3	72.0	59.9	60.7	88.3	59.8	59.8
2023-03-17 15:34:29	60.1	83.6	72.6	60.1	60.9	90.1	59.8	59.8
2023-03-17 15:34:30	59.7	81.8	70.0	60.1	60.6	85.8	60.0	60.0
2023-03-17 15:34:31	59.0	81.4	69.8	59.8	59.5	84.7	59.5	59.5
2023-03-17 15:34:32	58.8	80.7	69.6	59.4	59.8	86.0	59.2	59.2

2023-03-17 15:34:33	59.1	81.5	69.3	59.1	59.4	84.0	59.0	59.0
2023-03-17 15:34:34	58.7	80.3	69.2	59.0	59.1	84.1	58.9	58.9
2023-03-17 15:34:35	59.2	80.7	69.3	59.2	59.8	83.9	59.0	59.0
2023-03-17 15:34:36	59.4	80.8	69.8	59.3	59.8	86.6	59.2	59.2
2023-03-17 15:34:37	59.0	81.6	70.0	59.3	59.9	85.6	59.2	59.2
2023-03-17 15:34:38	58.7	82.7	69.5	59.1	59.0	85.6	58.9	58.9
2023-03-17 15:34:39	58.9	81.0	69.4	59.0	59.8	84.1	58.8	58.8
2023-03-17 15:34:40	60.2	80.1	69.4	59.8	60.8	83.1	59.4	59.4
2023-03-17 15:34:41	59.7	80.6	68.8	60.0	60.8	84.2	59.9	59.9
2023-03-17 15:34:42	58.9	80.3	70.1	59.6	59.4	84.9	59.3	59.3
2023-03-17 15:34:43	58.5	80.0	69.2	59.2	59.4	83.6	59.0	59.0
2023-03-17 15:34:44	59.1	80.6	69.9	59.1	59.7	85.5	58.9	58.9
2023-03-17 15:34:45	59.4	83.7	72.2	59.3	60.2	86.9	59.1	59.1
2023-03-17 15:34:46	58.2	79.5	68.9	59.2	59.1	83.9	58.9	58.9
2023-03-17 15:34:47	58.2	79.8	68.7	58.6	58.5	82.5	58.5	58.5
2023-03-17 15:34:48	59.0	87.3	72.8	58.8	59.4	91.2	58.6	58.6
2023-03-17 15:34:49	59.7	89.0	74.7	59.4	60.2	92.1	59.2	59.2
2023-03-17 15:34:50	59.6	86.1	74.1	59.6	60.1	93.2	59.4	59.4
2023-03-17 15:34:51	60.0	85.5	72.7	59.9	60.7	89.5	59.7	59.7
2023-03-17 15:34:52	62.2	87.9	75.5	61.7	64.0	93.2	60.6	60.6
2023-03-17 15:34:53	63.5	87.4	75.7	63.1	65.0	91.1	62.6	62.6
2023-03-17 15:34:54	62.0	85.7	74.8	62.9	62.6	89.4	62.6	62.6
2023-03-17 15:34:55	63.2	90.0	77.4	63.1	64.8	92.3	62.5	62.5
2023-03-17 15:34:56	64.6	89.8	78.2	64.0	66.6	94.7	63.9	63.9
2023-03-17 15:34:57	63.4	84.2	70.4	64.1	64.6	86.7	63.9	63.9
2023-03-17 15:34:58	62.9	84.2	70.9	63.5	63.2	86.3	63.3	63.3
2023-03-17 15:34:59	62.5	89.8	76.6	63.1	63.0	94.7	62.9	62.9
2023-03-17 15:35:00	61.1	84.9	73.5	62.7	62.4	91.3	62.2	62.2
2023-03-17 15:35:01	64.2	84.4	72.9	63.3	66.0	90.1	62.9	62.9
2023-03-17 15:35:02	63.3	83.9	71.8	63.5	64.5	86.7	63.4	63.4
2023-03-17 15:35:03	62.4	82.4	71.3	63.3	63.3	86.2	63.0	63.0
2023-03-17 15:35:04	62.4	83.6	70.7	62.6	62.9	86.2	62.6	62.6
2023-03-17 15:35:05	62.7	82.7	71.3	62.9	63.9	87.0	62.7	62.7
2023-03-17 15:35:06	61.5	84.5	71.1	62.5	62.3	86.7	62.1	62.1
2023-03-17 15:35:07	62.5	83.0	71.0	62.9	64.9	86.1	62.5	62.5

2023-03-17 15:35:08	60.0	80.8	69.5	61.9	61.0	87.6	61.3	61.3
2023-03-17 15:35:09	60.5	80.0	69.2	61.0	61.4	86.9	60.8	60.8
2023-03-17 15:35:10	62.0	80.4	69.3	61.6	62.7	86.8	61.1	61.1
2023-03-17 15:35:11	61.4	86.3	70.9	62.1	63.3	89.8	61.8	61.8
2023-03-17 15:35:12	61.2	83.7	71.6	61.4	62.4	89.3	61.1	61.1
2023-03-17 15:35:13	61.1	82.6	70.0	61.5	62.6	85.7	61.3	61.3
2023-03-17 15:35:14	62.8	83.4	72.2	62.4	63.6	87.0	61.7	61.7
2023-03-17 15:35:15	64.1	85.5	73.8	63.5	64.5	89.4	63.1	63.1
2023-03-17 15:35:16	62.3	87.5	78.4	63.8	64.9	91.6	63.3	63.3
2023-03-17 15:35:17	60.0	86.5	78.8	62.6	60.9	89.6	61.8	61.9
2023-03-17 15:35:18	58.5	80.4	70.8	61.0	59.1	84.8	60.3	60.3
2023-03-17 15:35:19	59.1	82.5	72.1	59.6	59.6	86.5	59.4	59.4
2023-03-17 15:35:20	59.5	84.1	74.1	59.5	59.9	86.2	59.4	59.4
2023-03-17 15:35:21	59.7	81.4	71.3	59.7	60.2	87.1	59.5	59.5
2023-03-17 15:35:22	59.4	83.3	72.0	59.7	60.1	87.4	59.6	59.6
2023-03-17 15:35:23	59.6	85.4	71.8	59.6	59.9	91.7	59.5	59.5
2023-03-17 15:35:24	59.7	82.4	71.5	59.7	60.0	87.9	59.6	59.6
2023-03-17 15:35:25	59.7	81.7	70.1	59.8	60.1	84.7	59.7	59.7
2023-03-17 15:35:26	60.3	82.6	71.6	60.2	61.2	86.5	59.8	59.8
2023-03-17 15:35:27	61.0	82.6	70.6	61.0	62.8	84.7	60.3	60.3
2023-03-17 15:35:28	61.7	81.0	69.3	61.4	62.5	84.2	61.2	61.2
2023-03-17 15:35:29	61.4	81.6	70.0	61.5	62.2	83.9	61.4	61.4
2023-03-17 15:35:30	61.4	82.4	70.6	61.4	61.7	85.6	61.4	61.4
2023-03-17 15:35:31	60.7	81.2	70.5	61.3	61.2	85.8	61.1	61.1
2023-03-17 15:35:32	60.9	81.4	70.8	61.0	61.4	86.2	60.9	60.9
2023-03-17 15:35:33	60.4	81.4	71.0	61.0	61.2	86.3	60.7	60.7
2023-03-17 15:35:34	59.6	82.9	71.6	60.6	60.3	88.8	60.3	60.3
2023-03-17 15:35:35	59.4	82.7	71.8	60.0	60.0	87.8	59.8	59.8
2023-03-17 15:35:36	58.8	84.3	70.9	59.6	59.4	85.3	59.3	59.3
2023-03-17 15:35:37	59.2	82.7	70.1	59.2	59.6	85.4	59.1	59.1
2023-03-17 15:35:38	59.3	80.9	69.7	59.3	59.8	84.4	59.3	59.3
2023-03-17 15:35:39	59.2	81.6	70.5	59.2	59.7	85.4	59.2	59.2
2023-03-17 15:35:40	58.9	82.3	69.1	59.3	59.5	86.5	59.1	59.1
2023-03-17 15:35:41	58.8	82.1	69.6	59.0	59.2	85.8	58.9	58.9
2023-03-17 15:35:42	58.7	78.9	68.6	58.9	59.1	84.2	58.8	58.8

2023-03-17 15:35:43	58.7	81.5	69.1	58.8	59.1	84.1	58.7	58.7
2023-03-17 15:35:44	59.2	79.6	69.1	59.0	59.7	85.0	58.9	58.9
2023-03-17 15:35:45	59.5	81.2	70.1	59.4	60.2	86.2	59.1	59.1
2023-03-17 15:35:46	58.8	79.4	69.2	59.3	59.5	84.2	59.2	59.2
2023-03-17 15:35:47	58.8	82.1	70.4	59.0	59.1	85.7	58.9	58.9
2023-03-17 15:35:48	59.0	81.0	70.7	59.0	59.3	88.5	58.9	58.9
2023-03-17 15:35:49	58.9	84.0	71.4	59.0	59.4	88.6	58.9	58.9
2023-03-17 15:35:50	58.7	83.9	71.6	58.9	59.1	90.9	58.8	58.8
2023-03-17 15:35:51	59.4	88.3	73.8	59.3	60.3	89.1	59.1	59.1
2023-03-17 15:35:52	59.7	86.0	74.4	59.6	60.3	93.4	59.4	59.4
2023-03-17 15:35:53	59.8	88.6	75.5	59.8	60.6	92.7	59.7	59.7
2023-03-17 15:35:54	60.1	86.6	75.2	60.0	61.0	90.0	59.8	59.8
2023-03-17 15:35:55	62.5	84.1	72.1	62.2	65.1	87.2	60.5	60.5
2023-03-17 15:35:56	65.9	85.1	72.2	64.9	67.0	85.8	64.0	64.0
2023-03-17 15:35:57	66.5	84.2	72.6	66.2	68.3	86.0	65.4	65.4
2023-03-17 15:35:58	61.3	82.2	71.2	66.1	65.9	85.4	65.0	65.0
2023-03-17 15:35:59	58.7	80.7	69.9	63.5	59.5	83.7	62.3	62.3
2023-03-17 15:36:00	58.6	79.6	68.7	61.1	59.2	83.4	60.4	60.4
2023-03-17 15:36:01	58.5	79.7	69.3	59.7	59.0	83.1	59.3	59.3
2023-03-17 15:36:02	58.9	81.9	70.1	59.0	59.4	84.5	58.9	58.9
2023-03-17 15:36:03	58.4	81.5	70.6	58.9	58.9	87.3	58.7	58.7
2023-03-17 15:36:04	58.6	85.5	71.3	58.6	59.1	87.9	58.6	58.6
2023-03-17 15:36:05	58.2	84.1	71.1	58.6	58.9	85.9	58.5	58.5
2023-03-17 15:36:06	58.1	82.9	71.2	58.3	58.3	83.9	58.2	58.2
2023-03-17 15:36:07	57.9	82.1	71.6	58.2	58.4	86.8	58.1	58.1
2023-03-17 15:36:08	58.1	83.2	71.6	58.1	58.6	87.8	58.0	58.0
2023-03-17 15:36:09	58.4	83.0	70.2	58.3	58.9	85.8	58.1	58.1
2023-03-17 15:36:10	58.7	80.9	70.3	58.6	59.4	85.8	58.4	58.4
2023-03-17 15:36:11	60.1	85.1	73.4	59.6	60.6	88.2	59.2	59.2
2023-03-17 15:36:12	59.7	88.1	74.9	59.7	60.2	92.3	59.6	59.6
2023-03-17 15:36:13	59.3	83.9	72.4	59.7	59.9	86.7	59.6	59.6
2023-03-17 15:36:14	59.3	85.9	74.4	59.4	59.8	90.1	59.3	59.3
2023-03-17 15:36:15	60.7	85.2	73.1	60.4	61.8	88.8	60.1	60.1
2023-03-17 15:36:16	60.2	95.2	77.5	60.4	63.1	99.0	59.8	59.8
2023-03-17 15:36:17	61.5	95.9	81.7	61.5	63.6	99.2	61.0	61.0

2023-03-17 15:36:18	59.2	87.3	75.3	60.9	59.8	90.4	60.4	60.4
2023-03-17 15:36:19	59.3	86.6	74.5	59.9	59.7	92.1	59.7	59.7
2023-03-17 15:36:20	59.5	84.9	74.0	59.6	59.9	93.2	59.6	59.6
2023-03-17 15:36:21	59.6	84.9	74.9	59.6	59.9	90.2	59.5	59.5
2023-03-17 15:36:22	59.3	84.6	73.3	59.7	60.1	89.1	59.5	59.5
2023-03-17 15:36:23	59.1	82.9	72.2	59.3	59.8	88.8	59.3	59.3
2023-03-17 15:36:24	59.6	88.8	75.5	59.5	60.4	91.6	59.4	59.4
2023-03-17 15:36:25	60.5	84.6	73.1	60.2	61.4	88.8	59.8	59.8
2023-03-17 15:36:26	59.7	83.6	71.7	60.2	60.8	88.5	60.0	60.0
2023-03-17 15:36:27	59.6	84.5	73.0	59.9	60.0	92.2	59.8	59.8
2023-03-17 15:36:28	60.3	90.0	76.7	60.1	61.1	95.6	60.0	60.0
2023-03-17 15:36:29	59.8	84.7	74.7	60.2	60.8	89.4	60.0	60.0
2023-03-17 15:36:30	58.6	86.9	72.3	59.8	59.5	90.1	59.4	59.4
2023-03-17 15:36:31	58.5	84.6	73.1	59.0	59.0	91.0	58.8	58.8
2023-03-17 15:36:32	58.9	91.8	75.9	58.9	60.0	92.9	58.7	58.7
2023-03-17 15:36:33	59.2	83.5	73.1	59.2	60.0	89.5	58.9	58.9
2023-03-17 15:36:34	58.9	86.9	72.7	59.2	59.7	91.0	59.0	59.0
2023-03-17 15:36:35	59.3	86.7	75.5	59.3	59.9	93.7	59.2	59.2
2023-03-17 15:36:36	58.9	85.3	73.1	59.2	59.4	88.6	59.0	59.0
2023-03-17 15:36:37	59.7	85.3	74.1	59.5	60.3	89.9	59.2	59.2
2023-03-17 15:36:38	59.4	87.9	75.1	59.5	60.0	91.0	59.5	59.5
2023-03-17 15:36:39	59.4	86.2	72.6	59.6	59.9	92.3	59.5	59.5
2023-03-17 15:36:40	59.1	83.0	71.0	59.4	59.6	88.8	59.3	59.3
2023-03-17 15:36:41	59.4	81.8	70.9	59.3	59.8	85.3	59.2	59.2
2023-03-17 15:36:42	59.3	81.3	69.8	59.4	59.7	85.5	59.3	59.3
2023-03-17 15:36:43	59.0	79.3	68.9	59.4	59.8	82.7	59.2	59.2
2023-03-17 15:36:44	59.4	81.4	69.4	59.3	59.7	85.4	59.2	59.2
2023-03-17 15:36:45	59.6	82.7	70.2	59.5	60.0	84.1	59.3	59.3
2023-03-17 15:36:46	60.1	82.9	71.4	59.9	60.5	86.3	59.8	59.8
2023-03-17 15:36:47	60.5	82.3	71.7	60.3	61.2	86.6	60.0	60.0
2023-03-17 15:36:48	60.6	82.5	71.4	60.6	61.2	83.6	60.5	60.5
2023-03-17 15:36:49	60.7	82.5	72.4	60.6	61.1	85.0	60.5	60.5
2023-03-17 15:36:50	61.9	85.3	73.5	61.8	64.0	88.7	61.4	61.4
2023-03-17 15:36:51	60.3	81.5	71.2	61.3	61.0	86.4	61.0	61.0
2023-03-17 15:36:52	60.4	82.7	71.6	60.7	61.1	86.0	60.6	60.6

2023-03-17 15:36:53	59.7	81.0	69.6	60.5	60.2	83.8	60.2	60.2
2023-03-17 15:36:54	59.9	81.8	70.7	60.1	60.4	86.8	60.0	60.0
2023-03-17 15:36:55	59.9	81.5	70.3	60.0	60.3	84.9	59.9	59.9
2023-03-17 15:36:56	60.7	84.3	71.9	60.5	61.2	86.6	60.2	60.2
2023-03-17 15:36:57	62.8	86.7	73.6	62.5	65.3	87.2	61.0	61.1
2023-03-17 15:36:58	61.4	87.0	73.1	62.7	65.3	86.2	62.3	62.3
2023-03-17 15:36:59	60.4	84.1	73.1	61.6	61.3	87.4	61.2	61.2
2023-03-17 15:37:00	60.9	83.3	72.5	61.0	61.5	85.0	60.9	60.9
2023-03-17 15:37:01	60.6	82.8	71.5	61.0	61.4	84.9	60.8	60.8
2023-03-17 15:37:02	60.7	83.2	71.8	60.8	61.2	86.5	60.8	60.8
2023-03-17 15:37:03	60.5	82.0	70.9	60.7	61.0	83.9	60.6	60.6
2023-03-17 15:37:04	63.6	83.9	73.4	62.7	65.2	85.8	62.1	62.1
2023-03-17 15:37:05	62.6	84.1	73.3	62.7	63.6	86.0	62.5	62.5
2023-03-17 15:37:06	61.0	82.2	71.3	62.7	63.0	84.1	62.2	62.2
2023-03-17 15:37:07	61.0	83.4	73.1	61.6	62.8	86.9	61.2	61.2
2023-03-17 15:37:08	62.7	84.4	73.9	62.5	63.9	88.7	61.8	61.8
2023-03-17 15:37:09	64.4	86.4	74.6	63.9	66.1	87.8	63.5	63.5
2023-03-17 15:37:10	61.3	84.6	72.3	63.5	62.8	86.3	62.9	62.9
2023-03-17 15:37:11	61.8	82.6	72.0	62.2	62.8	85.8	62.1	62.1
2023-03-17 15:37:12	60.6	81.3	71.6	62.0	61.8	85.1	61.5	61.5
2023-03-17 15:37:13	61.1	84.0	71.4	61.2	61.8	86.8	61.1	61.1
2023-03-17 15:37:14	61.6	83.5	72.5	61.6	62.8	85.5	61.3	61.3
2023-03-17 15:37:15	61.6	83.8	70.9	61.7	63.0	85.2	61.3	61.3
2023-03-17 15:37:16	63.0	84.0	73.0	62.9	65.1	85.9	62.5	62.5
2023-03-17 15:37:17	62.0	86.2	73.0	62.3	63.0	87.9	62.2	62.2
2023-03-17 15:37:18	60.0	82.5	71.1	62.0	61.2	85.8	61.4	61.4
2023-03-17 15:37:19	61.7	82.9	71.6	61.6	62.9	86.1	61.0	61.0
2023-03-17 15:37:20	60.6	83.6	71.8	61.7	62.8	86.2	61.4	61.4
2023-03-17 15:37:21	59.4	84.7	71.2	60.9	59.9	85.0	60.4	60.4
2023-03-17 15:37:22	59.8	83.8	73.7	60.0	60.5	86.1	59.9	59.9
2023-03-17 15:37:23	60.8	84.3	73.6	60.6	61.9	86.3	60.4	60.4
2023-03-17 15:37:24	60.8	83.8	73.9	60.8	61.8	86.5	60.6	60.6
2023-03-17 15:37:25	59.9	83.4	73.2	60.6	60.6	86.3	60.4	60.4
2023-03-17 15:37:26	59.3	81.9	71.4	60.1	59.6	87.0	59.8	59.8
2023-03-17 15:37:27	59.9	82.1	71.0	59.8	60.4	87.1	59.7	59.7

2023-03-17 15:37:28	60.6	86.0	72.1	60.4	61.8	89.6	60.1	60.1
2023-03-17 15:37:29	59.4	81.3	70.1	60.4	60.9	85.3	60.1	60.1
2023-03-17 15:37:30	59.3	80.7	69.4	59.8	59.9	84.3	59.6	59.6
2023-03-17 15:37:31	59.4	83.4	70.0	59.5	59.9	84.8	59.5	59.5
2023-03-17 15:37:32	60.2	81.4	70.8	59.9	60.9	84.4	59.7	59.7
2023-03-17 15:37:33	60.6	83.3	70.3	60.4	61.2	83.8	60.2	60.2
2023-03-17 15:37:34	60.8	83.3	71.3	60.8	61.5	88.2	60.6	60.6
2023-03-17 15:37:35	59.8	82.1	71.9	60.7	61.2	86.6	60.4	60.4
2023-03-17 15:37:36	60.4	83.6	72.8	60.3	61.0	87.3	60.1	60.1
2023-03-17 15:37:37	61.1	84.6	74.4	60.8	61.6	87.6	60.6	60.6
2023-03-17 15:37:38	60.7	84.0	73.7	60.9	61.4	88.5	60.8	60.8
2023-03-17 15:37:39	60.0	84.9	72.6	60.7	60.7	87.9	60.5	60.5
2023-03-17 15:37:40	59.6	84.3	72.7	60.2	60.1	90.9	60.0	60.0
2023-03-17 15:37:41	59.8	83.6	71.7	59.9	60.3	86.5	59.8	59.8
2023-03-17 15:37:42	59.7	83.0	72.4	59.9	60.2	85.6	59.8	59.8
2023-03-17 15:37:43	59.3	83.0	72.2	59.7	59.9	86.7	59.6	59.6
2023-03-17 15:37:44	58.8	81.0	70.1	59.4	59.4	84.4	59.3	59.3
2023-03-17 15:37:45	58.4	81.0	69.2	59.0	58.8	84.1	58.8	58.8
2023-03-17 15:37:46	58.5	83.9	71.6	58.7	59.1	87.1	58.6	58.6
2023-03-17 15:37:47	58.9	82.5	71.7	58.8	59.4	88.2	58.6	58.6
2023-03-17 15:37:48	59.3	83.7	70.2	59.2	59.9	87.3	58.9	58.9
2023-03-17 15:37:49	59.5	80.5	69.5	59.4	59.8	84.4	59.3	59.3
2023-03-17 15:37:50	60.4	79.6	68.6	60.1	60.8	83.9	59.8	59.8
2023-03-17 15:37:51	59.9	83.7	71.7	60.2	61.0	88.6	60.1	60.1
2023-03-17 15:37:52	58.8	81.6	70.8	59.9	59.9	84.4	59.5	59.5
2023-03-17 15:37:53	58.3	80.0	69.4	59.2	58.9	85.0	59.0	59.0
2023-03-17 15:37:54	58.3	80.4	69.7	58.6	58.7	84.1	58.5	58.5
2023-03-17 15:37:55	58.7	84.7	71.9	58.7	59.8	90.2	58.4	58.4
2023-03-17 15:37:56	58.6	81.1	70.5	58.7	59.5	85.6	58.6	58.6
2023-03-17 15:37:57	58.6	80.3	69.7	58.7	58.9	83.5	58.7	58.7
2023-03-17 15:37:58	59.0	81.8	70.4	59.0	59.5	84.7	58.7	58.7
2023-03-17 15:37:59	59.7	84.5	71.8	59.5	60.2	91.7	59.2	59.2
2023-03-17 15:38:00	60.3	80.9	70.9	60.1	60.9	86.6	59.8	59.8
2023-03-17 15:38:01	59.6	81.7	70.4	59.9	60.4	84.9	59.7	59.7
2023-03-17 15:38:02	60.6	83.3	70.6	60.4	61.4	85.2	60.2	60.2

2023-03-17 15:38:03	60.6	82.6	70.7	60.5	61.2	86.0	60.3	60.3
2023-03-17 15:38:04	61.2	82.5	70.8	61.1	62.0	84.9	60.7	60.7
2023-03-17 15:38:05	61.6	82.0	72.0	61.4	62.0	85.9	61.3	61.3
2023-03-17 15:38:06	62.6	84.3	73.9	62.2	63.1	86.8	61.8	61.8
2023-03-17 15:38:07	63.8	87.8	76.3	63.3	64.2	88.1	62.9	62.9
2023-03-17 15:38:08	64.6	89.4	79.1	64.2	65.2	90.7	63.9	63.9
2023-03-17 15:38:09	62.5	88.2	79.0	64.1	63.8	90.5	63.6	63.6
2023-03-17 15:38:10	61.7	88.2	77.2	63.1	63.1	91.1	62.7	62.7
2023-03-17 15:38:11	60.4	83.1	73.6	62.1	61.1	87.5	61.6	61.6
2023-03-17 15:38:12	60.4	85.3	73.5	61.1	61.1	87.8	60.9	60.9
2023-03-17 15:38:13	61.9	88.7	77.5	61.6	62.9	89.2	61.1	61.1
2023-03-17 15:38:14	60.8	87.3	75.2	61.7	63.3	86.4	61.4	61.4
2023-03-17 15:38:15	60.4	88.0	76.8	60.9	61.1	88.0	60.8	60.8
2023-03-17 15:38:16	59.6	84.1	74.2	60.6	60.4	86.0	60.3	60.3
2023-03-17 15:38:17	58.4	83.2	73.6	59.9	58.9	85.9	59.4	59.4
2023-03-17 15:38:18	59.0	85.3	74.6	59.2	59.8	87.4	59.1	59.1
2023-03-17 15:38:19	58.5	81.3	71.2	59.0	59.0	84.0	58.8	58.8
2023-03-17 15:38:20	58.9	83.0	72.2	58.9	59.5	84.3	58.7	58.7
2023-03-17 15:38:21	58.6	80.9	70.4	58.9	59.1	84.2	58.8	58.8
2023-03-17 15:38:22	58.9	80.5	69.3	58.9	59.2	82.6	58.8	58.8
2023-03-17 15:38:23	59.0	81.6	70.5	59.0	59.4	83.1	58.9	58.9
2023-03-17 15:38:24	59.0	80.7	70.8	59.0	59.6	83.5	58.9	58.9
2023-03-17 15:38:25	59.5	82.1	71.7	59.4	60.3	83.7	59.2	59.2
2023-03-17 15:38:26	59.7	82.4	70.6	59.7	60.6	85.0	59.3	59.4
2023-03-17 15:38:27	62.4	84.9	73.6	61.8	63.9	86.1	60.6	60.7
2023-03-17 15:38:28	60.7	81.6	72.0	61.8	62.8	83.7	61.5	61.5
2023-03-17 15:38:29	61.1	83.0	72.0	61.2	61.8	84.1	61.1	61.1
2023-03-17 15:38:30	60.8	81.6	70.5	61.2	61.5	84.2	61.0	61.0
2023-03-17 15:38:31	59.7	80.9	70.2	60.9	60.9	84.0	60.5	60.5
2023-03-17 15:38:32	59.3	81.4	71.4	60.2	59.9	84.5	59.9	59.9
2023-03-17 15:38:33	60.2	84.4	73.6	60.1	60.8	84.6	59.9	59.9
2023-03-17 15:38:34	59.5	80.8	70.2	60.0	60.1	82.9	59.8	59.8
2023-03-17 15:38:35	59.9	79.8	69.2	59.9	60.5	83.7	59.7	59.7
2023-03-17 15:38:36	59.4	80.8	69.7	59.9	60.1	82.7	59.7	59.7
2023-03-17 15:38:37	60.2	84.4	72.0	60.1	60.9	86.6	59.8	59.8

2023-03-17 15:38:38	60.0	83.9	72.8	60.3	61.1	84.2	60.2	60.2
2023-03-17 15:38:39	59.2	80.2	69.6	59.9	59.6	84.8	59.7	59.7
2023-03-17 15:38:40	59.5	84.5	70.5	59.6	60.0	84.7	59.5	59.5
2023-03-17 15:38:41	59.7	82.4	70.1	59.7	60.3	84.2	59.6	59.6
2023-03-17 15:38:42	59.6	81.6	71.0	59.6	59.8	85.1	59.6	59.6
2023-03-17 15:38:43	59.8	82.6	71.0	59.7	60.2	84.8	59.6	59.6
2023-03-17 15:38:44	60.8	85.2	72.1	60.5	61.4	85.4	60.0	60.1
2023-03-17 15:38:45	61.8	84.9	74.8	61.5	62.6	89.4	60.9	60.9
2023-03-17 15:38:46	63.1	84.1	74.3	62.6	63.4	87.6	62.2	62.2
2023-03-17 15:38:47	62.1	83.1	71.9	62.6	63.1	85.2	62.4	62.4
2023-03-17 15:38:48	61.2	80.5	70.4	62.3	62.1	82.8	61.9	61.9
2023-03-17 15:38:49	61.2	82.7	71.0	61.6	61.8	83.9	61.5	61.5
2023-03-17 15:38:50	61.2	82.5	70.9	61.3	62.0	85.5	61.2	61.2
2023-03-17 15:38:51	61.9	83.6	71.1	61.7	62.4	83.6	61.5	61.5
2023-03-17 15:38:52	62.6	82.9	72.0	62.4	63.4	85.1	62.0	62.0
2023-03-17 15:38:53	62.7	82.8	72.1	62.7	63.5	85.6	62.5	62.5
2023-03-17 15:38:54	62.3	82.6	71.5	62.6	62.6	84.7	62.5	62.5
2023-03-17 15:38:55	61.6	82.2	70.8	62.4	62.2	84.2	62.1	62.1
2023-03-17 15:38:56	62.0	81.9	70.7	62.1	62.5	84.3	62.0	62.0
2023-03-17 15:38:57	61.2	82.2	70.6	61.9	61.8	84.5	61.7	61.7
2023-03-17 15:38:58	61.5	83.0	70.8	61.7	62.3	84.6	61.6	61.6
2023-03-17 15:38:59	61.3	82.3	69.6	61.6	62.0	84.9	61.4	61.4
2023-03-17 15:39:00	60.6	81.5	69.4	61.3	61.0	83.4	61.1	61.1
2023-03-17 15:39:01	60.9	82.0	69.6	61.0	61.4	83.4	60.9	60.9
2023-03-17 15:39:02	60.8	80.6	69.2	60.9	61.3	83.9	60.8	60.8
2023-03-17 15:39:03	60.8	82.7	69.9	61.0	61.4	84.2	60.9	60.9
2023-03-17 15:39:04	61.0	81.4	70.1	61.1	62.2	84.4	60.6	60.6
2023-03-17 15:39:05	60.6	81.6	69.8	61.2	62.3	83.6	61.0	61.0
2023-03-17 15:39:06	60.2	80.4	69.6	60.7	60.7	83.2	60.5	60.5
2023-03-17 15:39:07	59.6	81.7	69.4	60.3	60.2	83.9	60.1	60.1
2023-03-17 15:39:08	61.3	81.3	69.8	60.9	62.1	84.2	60.3	60.3
2023-03-17 15:39:09	60.6	80.1	69.6	61.1	62.3	84.8	60.9	60.9
2023-03-17 15:39:10	60.6	81.5	69.9	60.6	61.0	84.0	60.5	60.5
2023-03-17 15:39:11	60.9	82.5	71.1	60.8	61.4	85.2	60.7	60.7
2023-03-17 15:39:12	61.3	82.9	69.8	61.2	61.9	85.3	61.0	61.0

2023-03-17 15:39:13	61.3	81.3	70.2	61.3	62.0	84.8	61.1	61.1
2023-03-17 15:39:14	61.9	81.1	70.4	61.8	62.9	83.1	61.6	61.6
2023-03-17 15:39:15	60.7	82.1	70.7	61.6	61.5	85.5	61.3	61.3
2023-03-17 15:39:16	60.4	82.3	69.7	61.0	60.9	83.1	60.8	60.8
2023-03-17 15:39:17	60.5	80.0	69.0	60.7	60.9	81.9	60.6	60.6
2023-03-17 15:39:18	60.3	81.6	70.0	60.6	60.8	84.7	60.5	60.5
2023-03-17 15:39:19	60.9	80.6	70.1	60.8	61.6	82.3	60.6	60.6
2023-03-17 15:39:20	60.8	79.9	69.9	60.8	61.3	82.4	60.7	60.7
2023-03-17 15:39:21	60.3	81.2	70.6	60.9	61.4	85.2	60.7	60.7
2023-03-17 15:39:22	60.4	81.0	70.0	60.5	60.8	83.9	60.4	60.4
2023-03-17 15:39:23	60.0	81.0	70.2	60.4	60.6	86.2	60.3	60.3
2023-03-17 15:39:24	60.6	82.6	71.0	60.5	61.0	86.4	60.4	60.4
2023-03-17 15:39:25	60.4	82.7	70.3	60.6	61.0	85.5	60.5	60.5
2023-03-17 15:39:26	60.2	80.6	69.8	60.4	60.6	84.1	60.3	60.3
2023-03-17 15:39:27	59.8	80.5	69.5	60.3	60.4	83.3	60.1	60.1
2023-03-17 15:39:28	59.7	80.6	69.6	60.0	60.3	85.7	60.0	60.0
2023-03-17 15:39:29	59.1	80.0	69.5	59.8	59.5	85.8	59.5	59.5
2023-03-17 15:39:30	59.5	82.3	69.7	59.6	60.1	84.7	59.5	59.5
2023-03-17 15:39:31	59.3	80.5	68.9	59.4	59.9	84.9	59.3	59.3
2023-03-17 15:39:32	59.8	80.0	68.5	59.7	60.3	84.3	59.5	59.5
2023-03-17 15:39:33	59.2	79.8	68.9	59.7	59.9	83.2	59.5	59.5
2023-03-17 15:39:34	59.5	80.2	68.4	59.5	60.0	82.4	59.4	59.4
2023-03-17 15:39:35	60.0	81.6	68.9	59.8	60.5	83.8	59.7	59.7
2023-03-17 15:39:36	59.9	83.1	69.7	60.0	60.8	84.2	59.8	59.8
2023-03-17 15:39:37	60.4	84.1	72.2	60.4	61.4	87.1	60.2	60.2
2023-03-17 15:39:38	59.5	80.8	70.4	60.1	60.1	85.4	59.9	59.9
2023-03-17 15:39:39	60.1	82.6	71.8	60.0	60.8	88.4	59.8	59.8
2023-03-17 15:39:40	60.3	83.2	71.3	60.3	61.0	86.9	60.2	60.2
2023-03-17 15:39:41	59.9	83.2	71.0	60.2	60.5	85.8	60.1	60.1
2023-03-17 15:39:42	59.8	81.0	70.4	60.0	60.1	86.0	59.9	59.9
2023-03-17 15:39:43	60.7	82.6	70.4	60.4	61.0	83.5	60.2	60.2
2023-03-17 15:39:44	60.4	80.4	70.0	60.4	61.0	84.1	60.4	60.4
2023-03-17 15:39:45	61.1	83.3	71.7	61.0	62.4	86.5	60.5	60.5
2023-03-17 15:39:46	61.0	83.6	71.5	61.5	62.7	87.2	61.2	61.2
2023-03-17 15:39:47	60.5	80.7	70.2	61.0	61.4	85.2	60.8	60.8

2023-03-17 15:39:48	60.5	82.2	70.5	60.6	61.0	85.5	60.5	60.5
2023-03-17 15:39:49	59.3	80.2	69.7	60.5	60.6	84.4	60.2	60.2
2023-03-17 15:39:50	60.5	82.1	71.9	60.5	62.2	88.1	59.8	59.8
2023-03-17 15:39:51	60.9	84.0	71.5	61.0	62.9	87.8	60.4	60.4
2023-03-17 15:39:52	64.2	82.5	70.7	63.4	65.8	87.7	62.8	62.8
2023-03-17 15:39:53	63.1	83.1	70.4	64.0	65.7	83.7	63.4	63.4
2023-03-17 15:39:54	61.2	83.8	71.3	62.6	62.1	90.0	62.1	62.1
2023-03-17 15:39:55	61.6	84.2	71.3	61.8	62.3	90.2	61.7	61.7
2023-03-17 15:39:56	61.0	81.6	70.0	61.7	61.8	86.1	61.5	61.5
2023-03-17 15:39:57	61.3	82.3	71.6	61.4	62.3	86.4	61.3	61.3
2023-03-17 15:39:58	61.9	85.8	74.9	61.7	62.5	91.4	61.5	61.5
2023-03-17 15:39:59	61.4	81.7	71.2	61.6	61.7	87.0	61.5	61.5
2023-03-17 15:40:00	61.6	82.5	70.7	61.7	62.0	86.9	61.6	61.6
2023-03-17 15:40:01	61.2	82.4	71.6	61.5	61.6	86.5	61.4	61.4
2023-03-17 15:40:02	61.1	82.6	72.0	61.3	61.9	88.2	61.2	61.2
2023-03-17 15:40:03	61.3	82.7	70.6	61.5	62.3	86.2	61.3	61.3
2023-03-17 15:40:04	62.4	82.9	71.5	62.1	63.4	85.8	61.4	61.4
2023-03-17 15:40:05	62.2	81.9	70.9	62.3	63.1	85.3	62.1	62.1
2023-03-17 15:40:06	64.2	83.1	72.0	63.7	65.3	87.3	62.9	63.0
2023-03-17 15:40:07	62.5	82.4	71.6	63.7	64.1	84.1	63.3	63.3
2023-03-17 15:40:08	61.7	82.5	71.9	62.9	62.1	85.2	62.5	62.5
2023-03-17 15:40:09	61.7	85.1	73.3	62.2	62.1	89.9	62.0	62.0
2023-03-17 15:40:10	61.6	82.0	71.3	61.9	62.0	84.7	61.8	61.8
2023-03-17 15:40:11	61.8	85.9	73.8	61.8	62.2	89.9	61.7	61.7
2023-03-17 15:40:12	61.6	81.3	70.7	61.7	62.3	83.8	61.6	61.6
2023-03-17 15:40:13	62.7	84.0	72.1	62.4	63.1	87.3	62.0	62.0
2023-03-17 15:40:14	62.3	83.4	71.9	62.5	63.1	85.6	62.4	62.4
2023-03-17 15:40:15	62.2	88.0	76.0	62.4	62.9	93.8	62.3	62.3
2023-03-17 15:40:16	62.2	87.8	75.7	62.3	62.7	90.8	62.2	62.2
2023-03-17 15:40:17	62.5	86.6	73.7	62.4	62.9	91.4	62.4	62.4
2023-03-17 15:40:18	62.5	84.3	72.3	62.5	62.9	87.2	62.4	62.4
2023-03-17 15:40:19	62.5	84.4	73.1	62.5	62.9	86.9	62.5	62.5
2023-03-17 15:40:20	63.1	86.5	75.0	62.9	63.6	87.7	62.7	62.7
2023-03-17 15:40:21	62.3	83.8	73.3	62.9	63.3	87.7	62.7	62.7
2023-03-17 15:40:22	62.0	84.2	71.9	62.5	62.7	87.6	62.3	62.3

2023-03-17 15:40:23	63.0	84.1	72.7	62.7	63.3	87.5	62.5	62.5
2023-03-17 15:40:24	63.1	90.1	75.9	63.0	63.7	92.3	62.9	62.9
2023-03-17 15:40:25	62.8	90.5	76.6	62.9	63.2	94.0	62.9	62.9
2023-03-17 15:40:26	62.4	89.8	78.1	62.8	62.9	95.1	62.7	62.7
2023-03-17 15:40:27	62.1	87.6	77.0	62.6	62.9	93.2	62.4	62.5
2023-03-17 15:40:28	62.4	90.4	77.3	62.4	62.7	95.0	62.4	62.4
2023-03-17 15:40:29	62.0	91.0	77.3	62.4	62.5	93.0	62.2	62.2
2023-03-17 15:40:30	62.3	84.3	73.3	62.3	62.9	86.2	62.1	62.1
2023-03-17 15:40:31	62.9	85.3	73.5	62.8	64.4	90.1	62.7	62.7
2023-03-17 15:40:32	60.5	83.7	72.9	62.4	61.5	91.5	61.8	61.8
2023-03-17 15:40:33	60.6	83.4	72.7	61.3	61.1	90.2	61.0	61.0
2023-03-17 15:40:34	60.2	90.2	74.9	60.9	60.8	91.0	60.7	60.7
2023-03-17 15:40:35	60.0	81.2	71.4	60.4	60.3	86.2	60.3	60.3
2023-03-17 15:40:36	60.0	80.7	70.8	60.2	60.6	85.5	60.1	60.1
2023-03-17 15:40:37	60.3	83.0	71.6	60.2	60.7	90.3	60.1	60.1
2023-03-17 15:40:38	60.2	84.7	72.0	60.4	60.7	88.6	60.3	60.3
2023-03-17 15:40:39	60.5	82.7	69.7	60.4	60.8	84.8	60.3	60.3
2023-03-17 15:40:40	60.7	82.2	69.8	60.6	61.1	84.7	60.5	60.5
2023-03-17 15:40:41	61.6	82.7	70.5	61.3	62.2	83.9	60.9	60.9
2023-03-17 15:40:42	62.8	83.2	72.2	62.3	63.2	88.9	61.9	61.9
2023-03-17 15:40:43	64.4	90.0	75.9	63.9	65.5	91.7	63.1	63.1
2023-03-17 15:40:44	62.8	86.3	73.2	64.2	65.5	90.5	63.7	63.7
2023-03-17 15:40:45	59.3	83.9	70.9	62.9	60.6	87.9	61.9	61.9
2023-03-17 15:40:46	59.1	85.9	73.3	61.0	59.6	88.2	60.4	60.4
2023-03-17 15:40:47	59.5	82.1	70.6	59.9	60.0	84.0	59.7	59.7
2023-03-17 15:40:48	59.8	82.8	71.4	59.8	60.2	88.1	59.7	59.7
2023-03-17 15:40:49	59.6	81.8	71.4	59.8	60.3	86.3	59.7	59.7
2023-03-17 15:40:50	59.6	81.1	70.2	59.9	60.5	83.9	59.7	59.7
2023-03-17 15:40:51	59.1	80.5	69.4	59.6	59.4	85.9	59.4	59.4
2023-03-17 15:40:52	58.7	79.7	69.1	59.3	59.3	83.3	59.1	59.1
2023-03-17 15:40:53	58.7	85.1	72.9	59.0	59.2	87.5	58.8	58.8
2023-03-17 15:40:54	58.9	83.9	72.9	58.9	59.4	89.7	58.9	58.9
2023-03-17 15:40:55	58.4	83.4	71.3	58.8	58.8	88.2	58.6	58.6
2023-03-17 15:40:56	58.8	84.6	71.9	58.7	59.2	88.7	58.6	58.7
2023-03-17 15:40:57	59.2	86.3	71.9	59.0	59.8	89.0	58.9	58.9

2023-03-17 15:40:58	60.3	81.5	70.6	60.0	62.4	85.9	59.3	59.3
2023-03-17 15:40:59	60.9	92.9	79.7	60.6	61.7	97.8	60.3	60.3
2023-03-17 15:41:00	60.0	87.1	72.9	60.7	61.1	91.0	60.5	60.5
2023-03-17 15:41:01	59.6	88.4	76.5	60.2	60.5	95.2	59.9	60.0
2023-03-17 15:41:02	60.9	87.4	74.8	60.8	62.7	90.1	60.0	60.0
2023-03-17 15:41:03	61.5	87.9	75.5	61.3	62.6	93.3	61.1	61.1
2023-03-17 15:41:04	61.4	89.0	75.6	61.6	62.3	91.9	61.4	61.4
2023-03-17 15:41:05	60.8	91.4	77.9	61.3	61.6	94.4	61.1	61.1
2023-03-17 15:41:06	60.3	87.6	75.3	61.1	61.4	91.5	60.8	60.8
2023-03-17 15:41:07	60.9	88.0	75.8	61.0	61.7	92.0	60.7	60.7
2023-03-17 15:41:08	59.6	82.7	71.9	60.6	60.0	86.4	60.3	60.3
2023-03-17 15:41:09	59.4	88.4	73.2	60.0	60.1	90.0	59.8	59.8
2023-03-17 15:41:10	59.8	80.5	70.1	59.8	60.4	85.9	59.7	59.7
2023-03-17 15:41:11	59.9	80.4	69.9	59.9	60.4	84.8	59.8	59.8
2023-03-17 15:41:12	60.6	83.1	70.4	60.5	61.9	88.0	60.0	60.0
2023-03-17 15:41:13	60.7	82.9	70.5	60.7	61.2	85.3	60.5	60.5
2023-03-17 15:41:14	60.3	81.2	69.7	60.7	61.0	82.9	60.5	60.5
2023-03-17 15:41:15	60.7	82.5	70.6	60.7	61.4	85.0	60.4	60.4
2023-03-17 15:41:16	60.8	80.7	70.8	60.9	61.8	83.4	60.7	60.7
2023-03-17 15:41:17	61.1	80.2	70.1	61.1	62.0	83.6	60.8	60.8
2023-03-17 15:41:18	61.3	82.2	69.9	61.3	61.8	84.5	61.2	61.2
2023-03-17 15:41:19	60.6	81.0	69.7	61.1	61.1	84.7	61.0	61.0
2023-03-17 15:41:20	60.5	80.0	69.7	60.9	61.1	83.4	60.7	60.7
2023-03-17 15:41:21	60.3	81.8	69.6	60.6	60.7	85.0	60.5	60.5
2023-03-17 15:41:22	60.3	80.7	70.0	60.4	60.6	83.8	60.3	60.3
2023-03-17 15:41:23	60.4	80.1	69.2	60.4	61.1	82.9	60.3	60.3
2023-03-17 15:41:24	60.8	82.8	69.5	60.8	62.1	83.6	60.7	60.7
2023-03-17 15:41:25	60.2	82.5	70.9	60.6	60.7	87.0	60.5	60.5
2023-03-17 15:41:26	60.6	83.9	70.7	60.6	61.8	84.2	60.2	60.2
2023-03-17 15:41:27	62.0	82.3	70.6	61.8	63.5	87.4	60.9	60.9
2023-03-17 15:41:28	61.8	82.7	70.7	62.0	63.4	86.9	61.9	61.9
2023-03-17 15:41:29	60.9	82.3	69.4	61.7	61.5	82.6	61.4	61.4
2023-03-17 15:41:30	61.3	82.1	69.4	61.5	62.6	84.0	61.3	61.3
2023-03-17 15:41:31	60.6	83.3	69.7	61.4	62.0	85.0	61.2	61.2
2023-03-17 15:41:32	60.6	81.4	69.3	60.8	61.2	83.7	60.7	60.7

2023-03-17 15:41:33	60.6	82.5	70.2	60.7	61.0	85.5	60.6	60.6
2023-03-17 15:41:34	61.1	81.0	69.9	61.0	61.7	83.3	60.8	60.8
2023-03-17 15:41:35	60.8	82.3	69.9	61.0	61.5	86.7	60.9	60.9
2023-03-17 15:41:36	60.5	80.6	70.3	60.8	61.1	84.0	60.6	60.6
2023-03-17 15:41:37	60.9	81.3	69.5	60.8	61.3	83.6	60.8	60.8
2023-03-17 15:41:38	61.0	81.5	70.5	61.0	61.4	84.0	60.9	60.9
2023-03-17 15:41:39	61.4	81.6	70.5	61.2	61.8	84.4	61.0	61.0
2023-03-17 15:41:40	63.3	82.6	71.4	62.8	64.1	84.7	62.0	62.0
2023-03-17 15:41:41	63.6	83.4	71.4	63.4	64.1	83.9	63.0	63.0
2023-03-17 15:41:42	63.2	83.6	72.5	63.6	64.1	86.1	63.4	63.4
2023-03-17 15:41:43	62.6	86.9	75.1	63.1	65.1	90.1	62.8	62.8
2023-03-17 15:41:44	64.7	88.2	74.4	65.4	71.3	90.9	64.4	64.4
2023-03-17 15:41:45	60.1	83.5	72.5	63.3	60.7	86.9	62.3	62.4
2023-03-17 15:41:46	60.8	82.0	71.5	61.6	61.9	84.6	61.3	61.3
2023-03-17 15:41:47	60.0	80.0	69.4	61.1	60.9	85.1	60.7	60.7
2023-03-17 15:41:48	59.8	80.9	70.0	60.5	60.7	83.5	60.2	60.3
2023-03-17 15:41:49	60.4	83.9	70.9	60.6	62.7	88.3	60.3	60.3
2023-03-17 15:41:50	63.5	86.6	76.0	62.6	64.4	89.5	61.4	61.5
2023-03-17 15:41:51	65.5	86.8	76.4	64.7	66.4	89.4	63.8	63.8
2023-03-17 15:41:52	66.5	87.6	77.8	65.9	67.5	89.4	65.4	65.4
2023-03-17 15:41:53	64.7	84.1	73.0	65.9	66.3	87.8	65.6	65.6
2023-03-17 15:41:54	63.8	84.6	74.2	65.1	64.7	86.8	64.7	64.7
2023-03-17 15:41:55	62.1	84.3	71.8	64.2	63.5	88.3	63.6	63.6
2023-03-17 15:41:56	61.0	82.5	71.6	63.0	61.9	87.4	62.4	62.4
2023-03-17 15:41:57	60.4	80.7	70.5	61.8	61.1	86.5	61.4	61.4
2023-03-17 15:41:58	60.5	81.4	70.8	61.0	61.2	86.2	60.7	60.7
2023-03-17 15:41:59	59.6	83.5	70.9	60.7	60.6	86.7	60.4	60.4
2023-03-17 15:42:00	59.1	81.6	70.0	60.0	59.6	86.4	59.7	59.7
2023-03-17 15:42:01	59.4	81.4	70.5	59.5	59.9	84.7	59.5	59.5
2023-03-17 15:42:02	59.1	81.2	69.9	59.5	59.7	85.1	59.4	59.4
2023-03-17 15:42:03	59.2	82.8	71.2	59.2	59.7	86.9	59.1	59.1
2023-03-17 15:42:04	60.1	82.5	71.3	59.8	60.5	86.7	59.6	59.6
2023-03-17 15:42:05	59.4	80.5	70.2	59.9	60.2	84.7	59.6	59.6
2023-03-17 15:42:06	59.5	81.3	70.5	59.6	60.0	86.7	59.5	59.5
2023-03-17 15:42:07	59.1	81.6	70.3	59.6	59.8	85.1	59.4	59.4

2023-03-17 15:42:08	59.0	80.6	68.7	59.2	59.3	82.5	59.1	59.1
2023-03-17 15:42:09	58.9	81.1	69.2	59.1	59.5	86.9	59.0	59.0
2023-03-17 15:42:10	58.8	81.1	70.1	59.0	59.1	83.4	58.9	58.9
2023-03-17 15:42:11	58.9	79.9	69.4	58.9	59.3	85.7	58.9	58.9
2023-03-17 15:42:12	58.8	81.0	70.3	58.9	59.3	87.1	58.8	58.8
2023-03-17 15:42:13	59.6	82.3	69.9	59.4	60.1	86.8	59.1	59.1
2023-03-17 15:42:14	59.1	80.4	68.8	59.4	59.6	85.4	59.3	59.3
2023-03-17 15:42:15	59.1	82.4	70.0	59.2	59.5	85.1	59.2	59.2
2023-03-17 15:42:16	58.8	81.5	69.5	59.2	59.3	87.2	59.0	59.0
2023-03-17 15:42:17	58.7	81.1	69.7	58.9	59.1	83.2	58.8	58.8
2023-03-17 15:42:18	59.3	83.2	70.8	59.1	59.7	86.5	59.0	59.0
2023-03-17 15:42:19	59.1	79.4	68.5	59.3	59.9	82.7	59.2	59.2
2023-03-17 15:42:20	59.4	80.2	69.5	59.3	59.8	84.0	59.2	59.2
2023-03-17 15:42:21	59.0	83.3	70.5	59.3	59.6	86.1	59.2	59.2
2023-03-17 15:42:22	59.6	80.2	68.9	59.5	59.9	82.6	59.3	59.3
2023-03-17 15:42:23	60.6	81.5	70.2	60.2	61.2	84.0	60.0	60.0
2023-03-17 15:42:24	61.1	81.6	70.3	60.9	61.8	85.6	60.5	60.5
2023-03-17 15:42:25	61.1	82.2	70.5	61.1	61.7	87.1	61.0	61.0
2023-03-17 15:42:26	61.5	91.4	77.2	61.4	62.4	94.2	61.1	61.1
2023-03-17 15:42:27	64.5	99.7	83.4	63.9	68.4	102.3	63.3	63.3
2023-03-17 15:42:28	62.0	89.1	75.8	63.1	62.8	94.5	62.8	62.8
2023-03-17 15:42:29	59.8	80.0	69.5	62.3	60.5	84.3	61.5	61.5
2023-03-17 15:42:30	60.2	87.3	73.7	60.9	60.8	89.9	60.7	60.7
2023-03-17 15:42:31	62.0	95.7	79.6	61.9	65.8	99.7	60.7	60.7
2023-03-17 15:42:32	61.2	94.8	79.5	61.8	63.7	98.4	61.6	61.6
2023-03-17 15:42:33	62.0	92.3	79.3	61.9	64.1	95.4	61.5	61.5
2023-03-17 15:42:34	60.8	85.8	75.3	61.9	63.0	91.7	61.5	61.6
2023-03-17 15:42:35	60.7	89.7	76.5	61.1	61.7	93.8	60.9	60.9
2023-03-17 15:42:36	61.4	89.2	77.2	61.3	61.8	91.2	61.1	61.1
2023-03-17 15:42:37	60.6	89.1	75.7	61.3	61.6	92.6	61.1	61.1
2023-03-17 15:42:38	60.8	88.1	76.3	60.9	61.7	92.2	60.7	60.7
2023-03-17 15:42:39	66.4	101.5	86.3	65.4	69.3	104.4	63.2	63.3
2023-03-17 15:42:40	65.9	100.2	86.5	66.3	68.4	103.1	65.9	65.9
2023-03-17 15:42:41	64.2	95.5	83.1	65.4	66.2	98.5	65.0	65.0
2023-03-17 15:42:42	62.0	90.3	79.4	64.7	65.0	94.0	64.0	64.0

2023-03-17 15:42:43	61.7	92.0	78.9	63.1	62.4	96.8	62.6	62.6
2023-03-17 15:42:44	63.6	97.1	83.4	63.6	65.9	100.6	62.9	62.9
2023-03-17 15:42:45	60.6	88.6	77.5	62.9	61.8	95.1	62.3	62.3
2023-03-17 15:42:46	60.4	84.9	72.6	61.6	60.9	89.1	61.1	61.1
2023-03-17 15:42:47	61.2	84.1	71.5	61.2	61.7	88.7	61.0	61.0
2023-03-17 15:42:48	61.2	81.9	69.9	61.2	61.6	84.3	61.2	61.2
2023-03-17 15:42:49	62.1	81.5	69.7	61.9	63.0	82.3	61.4	61.5
2023-03-17 15:42:50	62.9	83.2	71.2	62.6	63.5	85.1	62.3	62.3
2023-03-17 15:42:51	62.0	82.5	70.5	62.6	62.8	84.5	62.4	62.4
2023-03-17 15:42:52	61.7	83.8	72.2	62.1	62.0	85.4	62.0	62.0
2023-03-17 15:42:53	61.7	83.5	72.2	61.9	62.2	86.5	61.8	61.8
2023-03-17 15:42:54	60.6	83.5	72.5	61.7	61.3	86.3	61.4	61.4
2023-03-17 15:42:55	60.6	85.5	75.3	61.1	60.9	89.9	60.9	60.9
2023-03-17 15:42:56	60.9	85.4	75.2	60.9	62.0	89.2	60.8	60.8
2023-03-17 15:42:57	59.6	84.8	76.3	60.9	61.3	88.6	60.5	60.5
2023-03-17 15:42:58	59.0	85.4	75.4	60.1	59.4	87.8	59.7	59.7
2023-03-17 15:42:59	59.9	83.7	73.1	59.8	61.2	88.9	59.6	59.6
2023-03-17 15:43:00	60.4	84.5	74.1	60.3	61.5	88.4	59.9	59.9
2023-03-17 15:43:01	61.9	86.6	74.9	61.5	63.0	92.2	60.7	60.7
2023-03-17 15:43:02	64.6	95.9	82.6	63.8	65.6	99.6	62.8	62.8
2023-03-17 15:43:03	65.6	99.2	86.1	65.2	68.1	102.7	64.8	64.8
2023-03-17 15:43:04	64.8	98.6	83.3	65.3	68.7	99.7	64.3	64.3
2023-03-17 15:43:05	64.0	91.2	79.6	65.2	67.0	95.0	64.8	64.8
2023-03-17 15:43:06	62.3	90.1	78.3	64.5	64.6	95.3	63.9	63.9
2023-03-17 15:43:07	60.0	85.6	73.6	63.1	61.4	88.1	62.2	62.2
2023-03-17 15:43:08	60.9	89.6	77.2	61.4	61.7	93.5	61.2	61.2
2023-03-17 15:43:09	60.8	85.3	73.5	61.4	62.6	87.9	61.0	61.0
2023-03-17 15:43:10	61.7	87.8	75.7	61.6	63.7	94.9	60.9	60.9
2023-03-17 15:43:11	64.7	94.6	82.5	63.9	67.1	100.6	62.9	62.9
2023-03-17 15:43:12	63.4	92.4	80.6	64.0	64.5	97.2	63.8	63.8
2023-03-17 15:43:13	61.4	89.1	79.0	63.5	62.4	94.7	62.8	62.8
2023-03-17 15:43:14	61.5	89.5	77.8	62.3	62.3	93.0	62.1	62.1
2023-03-17 15:43:15	61.2	87.9	75.3	61.8	61.7	94.1	61.6	61.6
2023-03-17 15:43:16	60.8	88.0	75.5	61.4	61.2	89.5	61.2	61.2
2023-03-17 15:43:17	60.4	84.7	72.5	61.0	61.2	85.3	60.9	60.9

2023-03-17 15:43:18	61.8	92.6	78.5	61.5	63.2	94.7	60.9	60.9
2023-03-17 15:43:19	63.1	90.6	77.2	62.7	64.1	94.3	62.1	62.1
2023-03-17 15:43:20	64.2	91.0	78.3	63.8	64.8	95.1	63.3	63.3
2023-03-17 15:43:21	65.3	88.6	78.2	64.9	65.9	92.8	64.4	64.4
2023-03-17 15:43:22	66.1	94.5	82.5	65.8	67.5	98.8	65.4	65.4
2023-03-17 15:43:23	64.0	90.2	76.1	65.7	65.3	92.7	65.1	65.1
2023-03-17 15:43:24	63.2	86.2	74.5	64.7	64.1	87.6	64.2	64.2
2023-03-17 15:43:25	62.7	84.4	73.5	63.8	63.3	88.2	63.4	63.4
2023-03-17 15:43:26	60.8	81.7	72.1	63.1	62.6	85.6	62.5	62.5
2023-03-17 15:43:27	60.3	81.9	71.6	61.7	60.7	86.6	61.2	61.2
2023-03-17 15:43:28	60.5	86.2	74.2	60.9	60.9	91.2	60.8	60.8
2023-03-17 15:43:29	60.4	84.0	72.5	60.7	61.1	86.1	60.6	60.6
2023-03-17 15:43:30	60.6	82.4	71.8	60.6	61.2	85.1	60.5	60.5
2023-03-17 15:43:31	60.2	83.8	72.0	60.5	60.9	86.2	60.4	60.4
2023-03-17 15:43:32	60.5	81.3	71.0	60.5	61.0	84.5	60.4	60.4
2023-03-17 15:43:33	59.6	83.9	71.9	60.5	60.8	86.2	60.2	60.2
2023-03-17 15:43:34	59.5	82.1	71.2	59.8	59.8	85.1	59.7	59.7
2023-03-17 15:43:35	59.1	80.8	70.3	59.6	59.7	84.6	59.5	59.5
2023-03-17 15:43:36	58.7	80.0	70.4	59.2	59.0	85.6	59.1	59.1
2023-03-17 15:43:37	59.6	82.3	70.8	59.4	60.3	86.5	59.2	59.2
2023-03-17 15:43:38	59.6	81.9	70.8	59.6	60.3	86.4	59.4	59.4
2023-03-17 15:43:39	59.9	80.9	70.5	59.9	60.7	86.1	59.5	59.5
2023-03-17 15:43:40	60.6	82.0	70.6	60.4	61.2	88.5	60.2	60.2
2023-03-17 15:43:41	59.1	82.8	71.4	60.2	59.5	86.9	59.8	59.8
2023-03-17 15:43:42	59.8	80.1	69.6	59.7	60.2	83.0	59.6	59.6
2023-03-17 15:43:43	59.2	79.9	69.8	59.7	59.9	84.4	59.5	59.5
2023-03-17 15:43:44	60.3	81.0	69.9	60.0	60.7	83.5	59.7	59.7
2023-03-17 15:43:45	59.9	81.5	71.5	60.2	60.7	87.2	60.1	60.1
2023-03-17 15:43:46	59.7	82.4	71.5	59.9	60.1	86.9	59.8	59.8
2023-03-17 15:43:47	59.2	82.5	71.6	59.8	60.1	87.8	59.6	59.6
2023-03-17 15:43:48	59.7	83.1	70.5	59.6	60.5	85.4	59.4	59.4
2023-03-17 15:43:49	59.9	83.1	71.6	59.9	60.7	87.0	59.6	59.6
2023-03-17 15:43:50	60.7	81.6	70.8	60.5	61.7	85.5	60.2	60.2
2023-03-17 15:43:51	60.2	82.9	70.7	60.4	60.7	86.3	60.4	60.4
2023-03-17 15:43:52	59.5	82.1	70.3	60.2	60.0	85.3	60.0	60.0

2023-03-17 15:43:53	59.4	81.4	70.6	59.8	60.1	84.3	59.7	59.7
2023-03-17 15:43:54	59.2	81.7	70.9	59.5	59.6	84.3	59.3	59.3
2023-03-17 15:43:55	59.8	82.0	70.3	59.7	60.5	86.7	59.5	59.5
2023-03-17 15:43:56	60.1	81.6	70.8	60.0	61.0	85.9	59.7	59.7
2023-03-17 15:43:57	60.9	85.4	70.9	60.6	61.9	85.7	60.4	60.4
2023-03-17 15:43:58	60.8	82.3	70.6	60.9	62.1	84.5	60.8	60.8
2023-03-17 15:43:59	59.5	80.5	69.7	60.6	60.2	85.8	60.2	60.3
2023-03-17 15:44:00	59.5	83.8	71.7	60.0	60.1	86.2	59.8	59.8
2023-03-17 15:44:01	59.3	80.9	70.1	59.6	59.8	87.3	59.5	59.5
2023-03-17 15:44:02	60.3	80.4	69.5	60.0	60.6	86.0	59.8	59.8
2023-03-17 15:44:03	59.7	84.0	71.6	60.1	60.4	90.5	59.9	59.9
2023-03-17 15:44:04	60.0	82.4	71.1	60.0	60.5	85.9	59.8	59.8
2023-03-17 15:44:05	60.9	81.7	71.3	60.6	61.6	86.4	60.3	60.3
2023-03-17 15:44:06	61.4	85.6	74.0	61.1	61.8	90.9	60.9	60.9
2023-03-17 15:44:07	60.6	84.8	73.2	61.1	61.6	89.5	61.0	61.0
2023-03-17 15:44:08	60.8	84.5	74.4	60.9	61.1	89.6	60.8	60.8
2023-03-17 15:44:09	60.1	82.6	71.5	60.8	60.7	88.8	60.5	60.5
2023-03-17 15:44:10	61.6	80.6	70.1	61.3	62.1	86.4	60.9	60.9
2023-03-17 15:44:11	61.8	83.8	72.4	61.6	62.5	89.3	61.5	61.5
2023-03-17 15:44:12	61.9	83.3	71.7	61.9	63.1	85.8	61.7	61.7
2023-03-17 15:44:13	60.7	79.9	69.4	61.7	61.4	84.2	61.4	61.4
2023-03-17 15:44:14	60.4	80.8	70.1	61.1	61.1	84.6	60.9	60.9
2023-03-17 15:44:15	60.5	81.4	71.0	60.7	61.3	85.0	60.6	60.6
2023-03-17 15:44:16	60.3	84.1	71.7	60.6	60.7	88.8	60.4	60.4
2023-03-17 15:44:17	60.2	83.4	71.2	60.4	60.5	88.9	60.3	60.3
2023-03-17 15:44:18	60.1	84.9	72.3	60.3	60.6	88.3	60.1	60.1
2023-03-17 15:44:19	59.7	81.9	71.1	60.2	60.7	84.8	60.1	60.1
2023-03-17 15:44:20	59.7	80.9	69.9	59.9	60.3	84.5	59.8	59.8
2023-03-17 15:44:21	59.6	80.6	69.5	59.9	60.2	85.4	59.8	59.8
2023-03-17 15:44:22	59.5	82.9	70.5	59.6	59.8	85.3	59.6	59.6
2023-03-17 15:44:23	59.2	82.0	70.7	59.6	59.7	85.1	59.4	59.4
2023-03-17 15:44:24	58.8	84.0	72.3	59.4	59.6	87.0	59.2	59.2
2023-03-17 15:44:25	58.7	81.4	71.2	59.0	59.1	85.7	58.9	58.9
2023-03-17 15:44:26	59.0	82.3	70.6	59.0	59.4	85.1	58.9	58.9
2023-03-17 15:44:27	59.1	82.5	72.3	59.2	59.7	87.2	59.0	59.0

2023-03-17 15:44:28	59.6	83.5	73.3	59.5	60.4	87.0	59.2	59.2
2023-03-17 15:44:29	59.5	83.3	72.3	59.5	60.0	85.9	59.5	59.5
2023-03-17 15:44:30	59.2	81.9	70.6	59.5	59.6	83.9	59.4	59.4
2023-03-17 15:44:31	58.6	79.5	69.8	59.3	59.1	83.8	59.0	59.0
2023-03-17 15:44:32	58.7	88.5	73.5	58.9	59.1	91.4	58.8	58.8
2023-03-17 15:44:33	58.4	86.6	74.3	58.7	58.9	90.9	58.6	58.6
2023-03-17 15:44:34	60.0	92.0	78.4	59.8	62.6	97.0	58.7	58.7
2023-03-17 15:44:35	60.0	92.1	77.7	60.4	63.6	97.6	60.0	60.0
2023-03-17 15:44:36	60.3	93.4	80.3	60.4	62.4	96.2	60.1	60.1
2023-03-17 15:44:37	59.9	91.7	77.0	60.1	60.8	93.3	59.9	59.9
2023-03-17 15:44:38	60.8	87.3	73.3	60.6	61.3	89.8	60.3	60.3
2023-03-17 15:44:39	60.3	87.5	75.5	60.6	60.9	91.1	60.4	60.4
2023-03-17 15:44:40	61.3	96.7	82.1	61.1	62.5	101.8	60.9	60.9
2023-03-17 15:44:41	60.1	92.3	78.8	60.9	61.4	99.9	60.7	60.7
2023-03-17 15:44:42	58.8	86.7	72.6	60.3	59.5	92.6	59.8	59.8
2023-03-17 15:44:43	59.8	82.6	70.4	59.7	60.5	87.4	59.5	59.5
2023-03-17 15:44:44	59.4	80.4	69.7	59.7	60.5	85.2	59.7	59.7
2023-03-17 15:44:45	58.7	81.8	70.0	59.5	59.3	83.5	59.2	59.2
2023-03-17 15:44:46	58.8	87.9	73.5	59.0	59.2	89.5	58.9	58.9
2023-03-17 15:44:47	59.1	86.8	72.8	59.1	59.4	93.2	58.9	58.9
2023-03-17 15:44:48	59.6	89.7	78.4	59.4	60.3	94.5	59.3	59.3
2023-03-17 15:44:49	59.0	80.5	70.2	59.4	59.6	84.7	59.3	59.3
2023-03-17 15:44:50	59.3	82.4	71.4	59.3	59.8	87.3	59.3	59.3
2023-03-17 15:44:51	59.3	83.4	71.7	59.4	59.7	86.0	59.3	59.3
2023-03-17 15:44:52	59.6	87.9	75.4	59.5	60.1	91.1	59.4	59.4
2023-03-17 15:44:53	59.8	88.5	74.9	59.7	60.3	94.9	59.6	59.6
2023-03-17 15:44:54	60.4	88.2	76.4	60.2	60.9	91.2	60.0	60.0
2023-03-17 15:44:55	60.1	83.3	73.0	60.3	60.7	88.1	60.2	60.2
2023-03-17 15:44:56	60.1	89.9	76.9	60.2	60.6	94.3	60.1	60.1
2023-03-17 15:44:57	60.1	91.5	76.2	60.2	61.2	96.6	60.1	60.1
2023-03-17 15:44:58	62.5	101.7	82.8	62.3	66.9	100.7	60.3	60.3
2023-03-17 15:44:59	64.4	99.9	84.0	63.9	68.7	102.3	63.4	63.4
2023-03-17 15:45:00	66.6	101.5	86.6	65.7	69.1	104.1	65.3	65.3
2023-03-17 15:45:01	62.7	95.1	81.8	65.3	64.7	96.1	64.6	64.6
2023-03-17 15:45:02	62.5	96.6	81.5	63.8	65.6	97.8	63.4	63.4

2023-03-17 15:45:03	61.1	89.9	79.5	62.9	62.5	95.3	62.3	62.3
2023-03-17 15:45:04	65.4	97.4	85.3	64.4	67.8	102.6	63.6	63.7
2023-03-17 15:45:05	64.6	96.2	83.3	64.9	66.9	99.2	64.6	64.6
2023-03-17 15:45:06	62.8	93.5	81.0	64.4	64.6	95.6	63.7	63.8
2023-03-17 15:45:07	63.6	93.3	82.6	64.0	66.0	98.3	63.7	63.7
2023-03-17 15:45:08	64.2	92.4	81.8	64.3	65.9	96.7	63.9	63.9
2023-03-17 15:45:09	61.0	85.4	73.0	63.7	61.9	88.0	62.9	62.9
2023-03-17 15:45:10	64.1	92.8	81.5	63.7	66.7	100.7	62.7	62.7
2023-03-17 15:45:11	66.4	98.2	87.5	65.6	69.1	105.0	65.3	65.3
2023-03-17 15:45:12	63.0	93.9	81.1	65.3	64.9	99.1	64.6	64.6
2023-03-17 15:45:13	64.7	97.4	84.3	65.1	66.9	102.7	64.6	64.6
2023-03-17 15:45:14	63.5	95.7	82.9	64.4	65.2	100.8	63.8	63.9
2023-03-17 15:45:15	65.8	98.6	86.9	65.5	68.4	105.4	64.3	64.3
2023-03-17 15:45:16	62.1	93.4	80.9	65.5	66.5	96.5	64.6	64.6
2023-03-17 15:45:17	64.6	100.3	85.7	64.5	67.2	105.6	63.8	63.8
2023-03-17 15:45:18	66.1	99.7	85.4	65.7	67.8	102.3	64.9	64.9
2023-03-17 15:45:19	68.5	102.4	87.3	67.6	71.2	104.6	67.1	67.1
2023-03-17 15:45:20	67.3	99.0	86.8	67.9	70.1	101.3	67.5	67.5
2023-03-17 15:45:21	63.7	96.3	83.3	67.3	66.2	101.1	66.4	66.4
2023-03-17 15:45:22	61.4	93.0	78.7	65.3	62.6	97.9	64.3	64.3
2023-03-17 15:45:23	62.1	90.0	79.0	63.3	62.7	96.2	62.9	62.9
2023-03-17 15:45:24	61.6	86.4	74.7	62.6	62.1	88.6	62.3	62.3
2023-03-17 15:45:25	61.5	84.9	72.5	62.0	62.0	89.9	61.9	61.9
2023-03-17 15:45:26	60.7	83.2	70.5	61.7	61.8	86.5	61.5	61.5
2023-03-17 15:45:27	60.8	81.2	70.6	61.1	61.3	87.4	61.0	61.0
2023-03-17 15:45:28	60.4	83.3	71.5	60.8	60.8	88.5	60.7	60.7
2023-03-17 15:45:29	60.7	83.9	72.7	60.8	61.2	89.0	60.6	60.6
2023-03-17 15:45:30	60.5	83.3	71.6	60.7	61.0	90.2	60.5	60.5
2023-03-17 15:45:31	60.6	87.2	74.8	60.7	61.2	95.1	60.6	60.6
2023-03-17 15:45:32	61.2	86.3	75.0	61.1	62.3	90.2	60.7	60.7
2023-03-17 15:45:33	62.3	91.4	80.7	62.0	63.5	94.6	61.7	61.7
2023-03-17 15:45:34	61.9	94.2	79.3	62.1	63.1	95.9	62.0	62.0
2023-03-17 15:45:35	61.0	90.6	77.8	61.8	61.7	91.7	61.5	61.5
2023-03-17 15:45:36	63.7	98.2	84.2	63.3	66.3	102.1	62.0	62.0
2023-03-17 15:45:37	61.9	92.0	79.1	63.3	64.5	93.7	62.7	62.7

2023-03-17 15:45:38	65.8	100.1	84.2	65.5	69.8	100.1	63.1	63.1
2023-03-17 15:45:39	68.2	101.0	88.7	67.7	71.7	106.8	67.2	67.2
2023-03-17 15:45:40	66.2	96.8	84.6	67.1	67.4	102.5	66.7	66.7
2023-03-17 15:45:41	64.7	93.8	81.1	66.4	66.1	97.1	65.8	65.8
2023-03-17 15:45:42	65.8	93.8	82.7	65.9	66.7	96.6	65.7	65.7
2023-03-17 15:45:43	64.9	95.9	82.3	65.7	66.2	99.3	65.4	65.4
2023-03-17 15:45:44	62.4	90.8	79.7	65.2	64.2	94.3	64.4	64.4
2023-03-17 15:45:45	60.8	89.4	78.2	63.5	61.6	93.7	62.7	62.7
2023-03-17 15:45:46	62.9	89.1	77.3	62.9	65.0	93.1	62.4	62.4
2023-03-17 15:45:47	60.9	91.0	76.4	62.6	63.0	92.9	62.0	62.0
2023-03-17 15:45:48	61.9	93.6	81.0	61.9	63.2	98.2	61.7	61.7
2023-03-17 15:45:49	62.0	89.3	75.6	62.1	63.1	90.9	61.9	61.9
2023-03-17 15:45:50	62.7	90.1	77.9	62.4	63.2	94.1	62.3	62.3
2023-03-17 15:45:51	61.8	87.8	74.8	62.5	62.9	90.0	62.3	62.3
2023-03-17 15:45:52	61.7	88.2	77.7	61.9	62.6	90.8	61.8	61.8
2023-03-17 15:45:53	61.5	87.8	73.6	61.8	62.2	89.8	61.6	61.6
2023-03-17 15:45:54	61.7	90.6	77.8	61.8	62.3	92.4	61.7	61.7
2023-03-17 15:45:55	62.0	89.2	76.2	62.0	62.6	92.1	61.9	61.9
2023-03-17 15:45:56	61.3	87.6	76.1	61.9	62.3	93.1	61.7	61.7
2023-03-17 15:45:57	61.1	90.1	78.2	61.6	62.0	92.7	61.4	61.4
2023-03-17 15:45:58	62.5	87.7	74.3	62.3	64.5	90.4	61.3	61.4
2023-03-17 15:45:59	62.5	86.5	74.4	62.8	63.8	91.7	62.5	62.5
2023-03-17 15:46:00	61.2	80.0	68.6	62.2	62.7	84.4	61.8	61.8
2023-03-17 15:46:01	61.4	81.9	68.9	62.0	62.8	86.7	61.7	61.7
2023-03-17 15:46:02	62.7	84.9	72.6	62.4	64.5	89.3	62.0	62.0
2023-03-17 15:46:03	62.1	89.9	75.7	62.5	63.4	92.3	62.3	62.3
2023-03-17 15:46:04	62.0	87.0	76.2	62.1	63.0	91.8	61.9	61.9
2023-03-17 15:46:05	64.2	90.2	76.3	63.5	64.9	94.2	63.1	63.1
2023-03-17 15:46:06	62.0	88.6	75.5	63.5	64.0	91.6	63.1	63.1
2023-03-17 15:46:07	61.0	83.6	72.5	62.5	61.6	87.6	62.0	62.0
2023-03-17 15:46:08	63.5	87.3	75.5	63.1	65.0	90.7	62.1	62.1
2023-03-17 15:46:09	65.6	86.7	75.7	64.9	66.3	88.3	64.1	64.1
2023-03-17 15:46:10	68.8	89.1	78.1	67.9	69.7	89.5	66.5	66.5
2023-03-17 15:46:11	68.9	89.0	79.2	68.7	70.2	91.5	68.2	68.2
2023-03-17 15:46:12	66.7	88.2	78.7	68.7	69.6	90.7	68.2	68.2

2023-03-17 15:46:13	66.8	90.4	80.0	67.4	68.0	93.2	67.1	67.1
2023-03-17 15:46:14	65.9	90.6	79.2	67.2	67.4	97.9	66.9	66.9
2023-03-17 15:46:15	64.7	94.4	79.7	66.2	66.1	97.2	65.8	65.8
2023-03-17 15:46:16	68.6	90.6	79.2	67.5	69.8	91.9	67.0	67.0
2023-03-17 15:46:17	66.9	89.2	76.6	67.9	69.4	93.1	67.4	67.4
2023-03-17 15:46:18	69.3	90.8	79.9	68.7	71.7	96.4	67.8	67.9
2023-03-17 15:46:19	69.4	91.5	80.6	69.6	71.3	95.8	69.2	69.2
2023-03-17 15:46:20	68.4	89.9	78.1	69.0	69.3	91.4	68.9	68.9
2023-03-17 15:46:21	67.2	89.7	77.4	68.5	68.2	91.1	68.1	68.1
2023-03-17 15:46:22	66.8	88.2	77.4	67.8	68.3	90.5	67.5	67.5
2023-03-17 15:46:23	67.1	88.5	76.1	67.4	68.7	89.1	67.1	67.1
2023-03-17 15:46:24	65.9	85.8	74.8	67.0	66.7	87.9	66.6	66.6
2023-03-17 15:46:25	64.1	85.3	74.0	66.4	66.9	87.0	65.7	65.8
2023-03-17 15:46:26	63.3	85.2	75.1	64.9	65.0	88.8	64.6	64.6
2023-03-17 15:46:27	65.0	86.0	76.5	64.7	65.7	88.3	64.2	64.2
2023-03-17 15:46:28	64.4	86.8	76.4	64.7	65.6	87.7	64.5	64.5
2023-03-17 15:46:29	64.9	88.0	77.8	65.0	66.2	89.7	64.8	64.8
2023-03-17 15:46:30	65.3	88.0	79.5	65.2	66.1	89.0	65.0	65.0
2023-03-17 15:46:31	62.9	85.0	74.8	65.0	64.6	87.0	64.3	64.3
2023-03-17 15:46:32	62.1	85.0	74.5	63.8	62.9	85.8	63.2	63.2
2023-03-17 15:46:33	62.6	85.3	75.7	62.8	63.7	87.3	62.6	62.6
2023-03-17 15:46:34	63.3	85.6	75.9	63.1	63.9	86.5	63.0	63.0
2023-03-17 15:46:35	62.5	83.4	73.8	63.1	63.3	87.5	62.9	62.9
2023-03-17 15:46:36	63.6	85.6	74.4	63.3	64.2	87.7	63.2	63.2
2023-03-17 15:46:37	62.5	84.1	73.1	63.2	63.0	87.1	63.0	63.0
2023-03-17 15:46:38	62.3	83.8	73.2	62.8	62.8	85.5	62.7	62.7
2023-03-17 15:46:39	61.8	81.7	71.4	62.4	62.2	84.8	62.2	62.2
2023-03-17 15:46:40	61.9	83.3	71.6	62.0	62.3	84.9	61.9	61.9
2023-03-17 15:46:41	62.3	84.3	72.7	62.2	62.7	84.9	62.1	62.1
2023-03-17 15:46:42	61.7	82.4	70.9	62.3	62.7	85.2	62.1	62.1
2023-03-17 15:46:43	61.6	82.2	71.1	61.8	62.1	86.2	61.7	61.7
2023-03-17 15:46:44	61.1	84.3	70.9	61.7	62.2	85.8	61.5	61.5
2023-03-17 15:46:45	60.9	82.9	71.3	61.2	61.3	86.3	61.1	61.1
2023-03-17 15:46:46	60.9	82.2	71.4	61.1	61.3	86.2	61.0	61.0
2023-03-17 15:46:47	60.7	81.4	69.9	61.0	61.4	87.0	60.9	60.9

	2023-03-17 15:46:48	60.7	81.0	69.9	60.8	61.3	84.0	60.7	60.7
	2023-03-17 15:46:49	61.2	82.9	69.6	61.1	61.8	83.7	60.9	60.9
	2023-03-17 15:46:50	61.3	80.5	69.8	61.2	61.8	84.9	61.2	61.2
	2023-03-17 15:46:51	61.2	80.9	70.1	61.2	61.5	83.9	61.2	61.2
	2023-03-17 15:46:52	61.2	80.1	69.5	61.3	61.7	82.9	61.2	61.2
	2023-03-17 15:46:53	60.2	79.8	68.4	61.1	60.8	83.9	60.8	60.8
	2023-03-17 15:46:54	60.1	80.1	69.1	60.5	60.5	84.5	60.3	60.3
	2023-03-17 15:46:55	60.3	82.2	70.0	60.4	60.8	85.0	60.3	60.3
	2023-03-17 15:46:56	60.9	81.0	69.9	60.8	61.6	84.2	60.5	60.5
	2023-03-17 15:46:57	60.6	82.1	69.6	60.9	61.4	85.0	60.8	60.8
	2023-03-17 15:46:58	61.1	82.3	71.5	61.0	61.6	83.9	60.7	60.7
	2023-03-17 15:46:59	61.3	84.6	73.1	61.3	62.0	86.3	61.1	61.1
	2023-03-17 15:47:00	61.6	84.5	74.3	61.5	62.2	86.8	61.3	61.3
	2023-03-17 15:47:01	61.5	87.3	73.6	61.6	62.0	87.9	61.5	61.5
	2023-03-17 15:47:02	61.6	83.9	73.6	61.8	62.5	87.3	61.6	61.6
	2023-03-17 15:47:03	62.5	87.7	76.8	62.4	64.1	89.1	62.0	62.0
	2023-03-17 15:47:04	62.0	87.4	77.1	62.2	62.7	90.0	62.1	62.1
	2023-03-17 15:47:05	63.3	88.9	75.1	62.9	63.9	89.6	62.5	62.5
	2023-03-17 15:47:06	63.7	90.0	78.5	63.4	64.3	92.4	63.1	63.1
	2023-03-17 15:47:07	64.5	87.8	75.4	64.2	65.3	88.2	63.8	63.8
	2023-03-17 15:47:08	64.0	82.5	71.3	64.3	64.8	87.1	64.2	64.2
	2023-03-17 15:47:09	63.5	82.3	70.6	63.9	64.2	86.0	63.8	63.8
	2023-03-17 15:47:10	62.4	82.0	70.7	63.7	63.7	86.0	63.4	63.4
	2023-03-17 15:47:11	61.5	83.0	70.6	62.9	61.9	85.5	62.4	62.4
	2023-03-17 15:47:12	61.0	84.6	71.8	62.1	61.6	85.8	61.7	61.7
	2023-03-17 15:47:13	61.2	83.4	71.7	61.5	61.6	88.0	61.3	61.3
Stop	2023-03-17 15:47:14								

Spartan 730 Summary

Measurement Notes

User	Sapphos Environmental, Inc.
Location	15. NW TCSP / SFRs
Job Description	Diamond Bar Initial Study Noise Measurements
Note	2203-011

Virtual Dosimeters

	1	2	3	4
	Diamond Bar	OSHA-PEL		
Dose	0.0%	0.0%		
Projected Dose	0.0%	0.0%		
L_{avg}	--- dB	--- dB		
TWA(8)	--- dB	--- dB		
Projected TWA(8)	--- dB	--- dB		
Criterion Level	86.0 dB	90.0 dB		
Threshold Level	75.0 dB	90.0 dB		
Exchange Rate	5.0 dB	5.0 dB		
LEP'd/Lex,8h	42.0 dB	42.0 dB		
Projected LEP'd/Lex,8h	58.9 dB	57.1 dB		
Shift Time	12.0 hours	8.0 hours		

Overall Measurement

Start Time	2023-03-17 15:49:17	
Stop Time	2023-03-17 16:04:17	
Run Time	00:15:00	
Pre-Calibration Deviation (Cal Lvl)	1.26 dB (114.0 dB)	2023-03-16 12:11:52
Pre-Sensitivity	-44.0 dB	
Post-Calibration Deviation (Cal Lvl)	---(---)	---
Post-Sensitivity	---	
Motion Percentage	0.0%	
LA_{eq}	57.1 dB	
LAI_{eq}	59.7 dB	
LC_{peak}	93.9 dB	2023-03-17 15:57:14
LAS_{max}	69.7 dB	2023-03-17 15:57:15

LAF_{max}	73.6 dB	2023-03-17 15:57:14
Overload Count	0	
Overload Duration	00:00:00	

Meter General Information

Serial Number	10381
Model	730
Hardware Version	A
Firmware Version	1.111
Sensitivity (dB re. 1V/Pa)	-44.0 dB
Manufacturer	Larson Davis

Any Data

	A		C		Z	
$L\omega_{eq}$	57.1 dB		70.4 dB		75.1 dB	
$L\omega_{peak}$	84.7 dB	15:52:04	93.9 dB	15:57:14	94.5 dB	15:52:40
$L\omega S_{min}$	54.6 dB	15:51:51	67.1 dB	16:02:55	71.3 dB	16:02:43
$L\omega S_{max}$	69.7 dB	15:57:15	84.2 dB	15:57:14	84.6 dB	15:57:14
$L\omega F_{min}$	54.1 dB	15:51:51	65.1 dB	15:52:18	68.3 dB	15:50:52
$L\omega F_{max}$	73.6 dB	15:57:14	88.0 dB	15:57:14	88.2 dB	15:57:14
$L\omega I_{min}$	55.4 dB	15:51:51	69.7 dB	16:02:21	74.4 dB	15:50:51
$L\omega I_{max}$	74.9 dB	15:57:14	89.4 dB	15:57:14	89.6 dB	15:57:14

ω represents frequency weighting (A, C or Z)

SEL	86.6 dB
E (Pa^2s)	0.2 Pa^2s
E8 (Pa^2s)	6.0 Pa^2s
E40 (Pa^2s)	29.8 Pa^2s
E (Pa^2h)	0.0 Pa^2h
E8 (Pa^2h)	0.0 Pa^2h
E40 (Pa^2h)	0.0 Pa^2h

LC_{eq} - LA_{eq}	13.3 dB

	Count	Duration
LAS > 75 dB	0	0
LAS > 86 dB	0	0
LCPk > 80 dB	36	795
LCPk > 81 dB	63	622
LCPk > 86 dB	4	24

Spartan 730 Settings

System Settings

User Defined Name	Spartan 730
Language	English
Decimal Character	Period (.)
Auto Off Time	Enabled
Calibration Level (dB)	114

Measurement Settings

Virtual Dosimeters	**1**	**2**	**3**	**4**
Enable	Enabled	Enabled	Disabled	Disabled
Mode	DOSE	DOSE	DOSE	DOSE
Title	Diamond Bar	OSHA-PEL	CUSTOM3	CUSTOM4
Frequency Weighting	A	A	A	A
Time Weighting	SLOW	SLOW	SLOW	SLOW
Peak Weighting	C	C	C	C
Exchange Rate	5 dB	5 dB	3 dB	3 dB
Threshold	75.0 dB	90.0 dB	80.0 dB	80.0 dB
Criterion Level	86.0 dB	90.0 dB	85.0 dB	85.0 dB
Shift Time	12 hours	8 hours	8 hours	8 hours

	1	**2**
Alarm	Disabled	Disabled
Alarm LED Indicator	Disabled	Disabled
Alarm Source	LAeq	LAeq
Alarm Action Level	75.0 dB	81.0 dB
Alarm Limit Level	81.0 dB	86.0 dB

Time History	Enabled
Time History Period	1 s
OBA	Enabled
Event Sound Record Enable	Enabled
Sound Record Trigger Source	LAeq
Sound Record Trigger Level	86.0 dB
Sound Record Minimum Interval	120 seconds

Exceedance Settings

Frequency Weighting	A
Time Weighting	SLOW
Peak Weighting	C
Exceedance Threshold (SPL1)	75.0 dB
Exceedance Threshold (SPL2)	86.0 dB
Peak Exceedance Threshold (Peak1)	80.0 dB
Peak Exceedance Threshold (Peak2)	81.0 dB
Peak Exceedance Threshold (Peak3)	86.0 dB

Timer Settings

Timer Mode	Timed Stop
Timer Start Date	2019-08-21 00:00:00
Timer Stop Date	2024-08-20 05:03:50
Timer 1 Start Time	06:00:00
Timer 1 Stop Time	10:00:00
Timer 2 Enable	Enabled
Timer 2 Start Time	15:00:00
Timer 2 Stop Time	18:00:00
Timer 3 Enable	Disabled
Timer 3 Start Time	18:00:00
Timer 3 Stop Time	23:00:00
Timed Stop Duration	00:15:00
Daily Timer Merge	Enabled

Spartan 730 Session Log

Date/Time	Record Type	Cause	Sound Record
2023/03/17 15:49:17	Run	Remote	
2023/03/17 16:04:17	Stop	Timer	

Spartan 730 OBA Summary

Metrics	32	63	125	250	500	1000	2000	4000	8000	Hz
OBA LZeq	69.0	64.4	63.8	57.7	53.7	52.0	46.9	45.0	44.6	dB
OBA LZSmax	75.4	74.2	84.1	70.0	61.9	59.9	57.2	58.6	50.4	dB
OBA LZSmin	65.1	60.5	57.4	54.0	51.0	49.8	44.4	41.3	44.1	dB

Record Type	Date/Time	LAeq	LCpeak	LCeq	LASMax	LAFMax	LZpeak	TWA3	TWA5
Start	2023-03-17 15:49:17	56.7	80.7	70.2	56.7	57.0	84.1	56.6	56.6
	2023-03-17 15:49:18	56.9	82.9	71.8	56.8	57.2	87.6	56.7	56.7
	2023-03-17 15:49:19	57.1	82.6	70.9	57.0	57.3	85.6	56.9	56.9
	2023-03-17 15:49:20	57.6	82.3	71.7	57.5	58.2	87.6	57.1	57.1
	2023-03-17 15:49:21	58.2	83.8	71.7	58.0	58.6	86.6	57.7	57.7
	2023-03-17 15:49:22	58.7	84.4	72.4	58.6	60.4	88.2	58.1	58.1
	2023-03-17 15:49:23	58.5	84.0	73.6	58.6	60.1	88.5	58.5	58.5
	2023-03-17 15:49:24	58.9	87.4	75.3	58.8	59.4	90.7	58.7	58.7
	2023-03-17 15:49:25	58.4	86.1	74.3	58.9	59.5	89.8	58.7	58.7
	2023-03-17 15:49:26	58.0	82.7	72.9	58.4	58.5	87.3	58.3	58.3
	2023-03-17 15:49:27	57.9	83.4	72.8	58.1	58.4	86.3	58.1	58.1
	2023-03-17 15:49:28	58.2	82.4	72.7	58.3	58.9	86.6	58.1	58.1
	2023-03-17 15:49:29	58.2	82.4	71.9	58.2	58.5	85.2	58.1	58.1
	2023-03-17 15:49:30	58.0	82.9	72.5	58.3	59.3	88.2	58.1	58.1
	2023-03-17 15:49:31	57.3	82.1	72.1	58.0	57.7	86.5	57.8	57.8
	2023-03-17 15:49:32	57.6	80.3	69.9	57.7	58.0	84.2	57.6	57.6
	2023-03-17 15:49:33	58.2	80.1	70.0	58.0	58.7	85.0	57.9	57.9
	2023-03-17 15:49:34	57.8	81.8	69.3	58.0	58.2	83.9	57.9	57.9
	2023-03-17 15:49:35	57.8	80.0	69.7	57.9	58.4	84.0	57.8	57.8
	2023-03-17 15:49:36	57.8	79.9	69.5	57.9	58.2	83.5	57.8	57.8
	2023-03-17 15:49:37	57.6	84.8	69.7	57.9	58.4	85.4	57.8	57.8
	2023-03-17 15:49:38	58.2	80.2	69.8	58.1	59.3	83.5	58.0	58.0
	2023-03-17 15:49:39	56.8	80.4	69.5	57.9	57.5	84.1	57.5	57.5
	2023-03-17 15:49:40	57.4	81.7	70.1	57.4	58.0	84.4	57.2	57.2
	2023-03-17 15:49:41	58.5	81.5	71.5	58.4	60.1	85.2	57.7	57.7
	2023-03-17 15:49:42	56.6	82.5	70.8	58.3	58.7	85.1	57.8	57.8
	2023-03-17 15:49:43	57.4	81.6	71.1	57.5	58.3	87.9	57.4	57.4
	2023-03-17 15:49:44	56.8	82.8	71.1	57.3	57.2	86.6	57.1	57.1
	2023-03-17 15:49:45	57.7	80.7	69.8	57.5	58.3	84.5	57.3	57.3
	2023-03-17 15:49:46	59.2	83.2	70.4	58.7	60.2	88.0	58.1	58.2
	2023-03-17 15:49:47	57.4	79.7	69.6	58.7	59.3	84.2	58.3	58.3
	2023-03-17 15:49:48	57.6	80.2	69.6	57.9	58.1	86.8	57.8	57.8
	2023-03-17 15:49:49	57.9	80.4	69.0	58.0	59.6	84.2	57.8	57.8
	2023-03-17 15:49:50	56.8	79.8	68.5	57.8	57.7	82.7	57.5	57.5

2023-03-17 15:49:51	56.4	81.1	69.7	57.2	56.8	86.1	56.9	56.9
2023-03-17 15:49:52	56.1	78.7	68.3	56.7	56.4	82.9	56.5	56.5
2023-03-17 15:49:53	56.3	79.1	67.9	56.4	56.9	81.5	56.2	56.2
2023-03-17 15:49:54	55.7	77.7	67.6	56.3	56.3	81.2	56.1	56.1
2023-03-17 15:49:55	55.7	80.2	68.4	55.9	56.0	84.0	55.8	55.8
2023-03-17 15:49:56	55.2	78.5	67.8	55.8	56.0	83.3	55.6	55.6
2023-03-17 15:49:57	55.3	80.1	69.0	55.5	55.7	84.3	55.4	55.4
2023-03-17 15:49:58	56.4	78.1	68.2	56.2	57.4	83.7	55.6	55.6
2023-03-17 15:49:59	56.1	78.5	67.6	56.3	57.1	83.9	56.2	56.2
2023-03-17 15:50:00	56.2	79.7	68.0	56.2	56.5	83.4	56.2	56.2
2023-03-17 15:50:01	56.0	79.7	68.5	56.2	56.4	83.8	56.1	56.1
2023-03-17 15:50:02	55.8	80.5	69.0	56.1	56.6	85.6	55.9	55.9
2023-03-17 15:50:03	55.6	78.6	68.3	56.0	56.3	83.1	55.8	55.8
2023-03-17 15:50:04	55.3	79.3	68.0	55.8	56.0	82.4	55.6	55.6
2023-03-17 15:50:05	55.2	78.3	68.1	55.5	55.6	82.7	55.4	55.4
2023-03-17 15:50:06	55.3	78.8	67.9	55.5	56.0	81.5	55.4	55.4
2023-03-17 15:50:07	55.4	78.8	68.3	55.4	55.8	84.5	55.2	55.2
2023-03-17 15:50:08	55.5	78.9	67.7	55.6	56.1	83.5	55.5	55.5
2023-03-17 15:50:09	55.5	79.7	68.4	55.5	55.8	83.0	55.5	55.5
2023-03-17 15:50:10	56.1	78.3	68.6	56.0	57.0	82.7	55.6	55.6
2023-03-17 15:50:11	56.2	79.7	68.8	56.2	56.6	84.1	56.0	56.0
2023-03-17 15:50:12	56.8	81.2	69.3	56.6	57.3	85.6	56.4	56.4
2023-03-17 15:50:13	62.4	83.1	70.2	62.0	67.5	85.1	58.1	58.3
2023-03-17 15:50:14	58.2	81.9	69.9	61.8	64.8	86.2	60.9	61.0
2023-03-17 15:50:15	56.4	79.6	68.8	59.7	57.3	83.6	58.8	58.8
2023-03-17 15:50:16	58.4	81.8	71.3	58.3	59.6	86.1	58.1	58.1
2023-03-17 15:50:17	61.4	84.7	71.2	60.7	63.8	87.5	60.1	60.1
2023-03-17 15:50:18	58.6	80.5	70.1	60.1	59.3	85.2	59.7	59.7
2023-03-17 15:50:19	57.4	82.9	70.0	59.2	58.2	85.8	58.6	58.6
2023-03-17 15:50:20	57.4	80.9	70.1	58.2	57.9	83.5	57.9	57.9
2023-03-17 15:50:21	57.5	82.6	70.7	57.8	58.2	84.9	57.7	57.7
2023-03-17 15:50:22	57.4	79.3	69.0	57.6	58.1	83.8	57.5	57.5
2023-03-17 15:50:23	56.6	79.1	67.9	57.4	57.1	82.0	57.1	57.1
2023-03-17 15:50:24	56.8	78.8	68.8	57.1	57.5	83.3	56.9	56.9
2023-03-17 15:50:25	56.0	78.3	67.4	56.8	56.5	83.7	56.5	56.5

2023-03-17 15:50:26	56.7	77.7	67.9	56.6	57.4	81.8	56.4	56.4
2023-03-17 15:50:27	56.5	78.9	67.6	56.6	57.0	82.2	56.6	56.6
2023-03-17 15:50:28	58.0	79.9	68.9	57.5	58.3	82.9	57.1	57.1
2023-03-17 15:50:29	58.7	80.8	70.0	58.4	59.4	84.2	57.9	57.9
2023-03-17 15:50:30	58.5	80.8	69.8	58.6	59.5	84.8	58.5	58.5
2023-03-17 15:50:31	56.9	78.6	68.7	58.4	57.6	83.6	57.9	57.9
2023-03-17 15:50:32	56.5	79.8	67.2	57.5	57.4	82.0	57.2	57.2
2023-03-17 15:50:33	56.4	79.5	68.8	56.9	56.7	82.9	56.7	56.7
2023-03-17 15:50:34	56.6	79.4	67.8	56.8	57.4	82.4	56.6	56.6
2023-03-17 15:50:35	56.8	79.0	68.5	56.8	57.3	82.8	56.7	56.7
2023-03-17 15:50:36	56.9	79.0	68.5	56.9	57.5	85.6	56.8	56.8
2023-03-17 15:50:37	56.9	79.3	68.3	57.0	57.4	83.0	56.9	56.9
2023-03-17 15:50:38	55.9	80.7	68.0	56.9	56.7	83.4	56.5	56.5
2023-03-17 15:50:39	55.5	78.1	67.2	56.3	56.1	81.1	56.0	56.0
2023-03-17 15:50:40	58.0	79.2	68.9	57.5	59.5	83.2	56.7	56.7
2023-03-17 15:50:41	56.7	79.9	69.2	57.4	57.2	83.3	57.2	57.2
2023-03-17 15:50:42	57.8	80.0	68.1	57.8	60.7	81.5	57.2	57.2
2023-03-17 15:50:43	57.2	80.6	68.7	57.5	57.5	82.5	57.4	57.4
2023-03-17 15:50:44	56.9	79.8	67.8	57.3	57.4	82.9	57.2	57.2
2023-03-17 15:50:45	56.4	80.3	68.6	57.0	56.8	82.4	56.8	56.8
2023-03-17 15:50:46	56.7	80.7	68.9	56.7	57.2	84.1	56.7	56.7
2023-03-17 15:50:47	57.3	78.5	67.9	57.1	57.7	80.5	56.9	56.9
2023-03-17 15:50:48	57.6	79.6	68.3	57.7	58.9	82.9	57.4	57.4
2023-03-17 15:50:49	57.1	80.0	68.0	57.2	57.8	82.4	57.1	57.1
2023-03-17 15:50:50	56.8	79.3	68.1	57.3	58.1	81.8	57.1	57.1
2023-03-17 15:50:51	57.0	79.9	68.4	57.1	57.6	83.7	57.0	57.0
2023-03-17 15:50:52	56.8	77.9	67.9	57.0	57.3	82.4	56.9	56.9
2023-03-17 15:50:53	56.9	79.2	67.7	56.9	57.6	83.3	56.8	56.8
2023-03-17 15:50:54	56.7	79.3	68.6	57.0	57.6	84.2	56.9	56.9
2023-03-17 15:50:55	57.2	81.1	69.6	57.1	57.8	83.2	56.9	56.9
2023-03-17 15:50:56	57.0	80.6	70.1	57.1	57.7	85.7	57.1	57.1
2023-03-17 15:50:57	57.9	82.0	72.2	57.7	59.7	87.9	57.4	57.4
2023-03-17 15:50:58	58.5	83.4	72.5	58.3	59.2	89.4	58.0	58.0
2023-03-17 15:50:59	59.5	82.1	70.7	59.1	60.2	85.5	58.7	58.7
2023-03-17 15:51:00	58.8	83.6	70.9	59.2	59.7	86.7	59.0	59.0

2023-03-17 15:51:01	61.7	82.9	71.4	61.0	63.0	86.4	60.0	60.0
2023-03-17 15:51:02	59.5	81.8	69.9	61.0	62.0	85.9	60.6	60.6
2023-03-17 15:51:03	57.5	81.4	69.7	59.9	58.3	83.8	59.1	59.1
2023-03-17 15:51:04	56.6	81.4	69.8	58.6	57.8	84.3	57.9	57.9
2023-03-17 15:51:05	57.5	82.2	70.3	57.5	58.0	83.8	57.5	57.5
2023-03-17 15:51:06	56.8	81.1	70.2	57.5	57.3	85.9	57.3	57.3
2023-03-17 15:51:07	56.9	78.1	68.3	57.0	57.2	83.9	56.9	56.9
2023-03-17 15:51:08	56.6	80.0	68.6	57.0	57.2	86.6	56.9	56.9
2023-03-17 15:51:09	58.2	80.8	70.7	58.2	61.1	86.0	56.8	56.8
2023-03-17 15:51:10	58.6	80.1	69.4	59.4	63.1	85.0	58.7	58.7
2023-03-17 15:51:11	56.9	79.1	68.2	58.0	57.6	84.0	57.6	57.6
2023-03-17 15:51:12	57.0	80.9	69.4	57.5	57.9	83.9	57.3	57.3
2023-03-17 15:51:13	57.1	81.1	68.8	57.2	58.3	83.5	57.0	57.0
2023-03-17 15:51:14	57.2	79.6	69.1	57.4	58.2	83.4	57.3	57.3
2023-03-17 15:51:15	56.7	80.7	68.9	57.1	57.2	85.7	57.0	57.0
2023-03-17 15:51:16	57.2	79.9	68.6	57.2	58.0	82.1	57.0	57.0
2023-03-17 15:51:17	57.0	78.3	67.8	57.2	57.7	82.5	57.1	57.1
2023-03-17 15:51:18	56.4	79.0	68.8	57.1	56.7	82.8	56.8	56.8
2023-03-17 15:51:19	56.6	80.4	69.1	56.7	57.0	84.3	56.6	56.6
2023-03-17 15:51:20	57.7	81.1	70.0	57.5	58.5	85.7	56.9	56.9
2023-03-17 15:51:21	58.5	81.1	70.1	58.2	59.4	84.3	57.9	57.9
2023-03-17 15:51:22	58.4	82.5	69.8	58.5	59.3	84.8	58.3	58.3
2023-03-17 15:51:23	58.1	82.8	71.1	58.4	60.1	88.2	58.0	58.0
2023-03-17 15:51:24	59.0	83.0	72.2	58.9	59.9	85.9	58.6	58.6
2023-03-17 15:51:25	57.7	81.6	70.1	58.7	58.6	83.6	58.4	58.4
2023-03-17 15:51:26	58.1	81.4	70.6	58.4	59.1	85.5	58.2	58.2
2023-03-17 15:51:27	58.6	82.1	72.1	58.5	59.5	85.3	58.1	58.1
2023-03-17 15:51:28	57.1	82.2	70.8	58.5	59.0	85.9	58.0	58.0
2023-03-17 15:51:29	56.8	81.6	69.6	57.6	57.8	84.6	57.4	57.4
2023-03-17 15:51:30	56.5	81.2	70.4	57.0	57.0	86.3	56.8	56.8
2023-03-17 15:51:31	56.1	79.2	68.8	56.7	56.6	84.9	56.4	56.4
2023-03-17 15:51:32	56.6	80.0	69.0	56.5	57.0	86.2	56.5	56.5
2023-03-17 15:51:33	55.8	79.7	68.4	56.5	56.5	84.2	56.3	56.3
2023-03-17 15:51:34	56.4	79.1	69.0	56.3	57.2	84.9	56.2	56.2
2023-03-17 15:51:35	56.7	80.3	68.8	56.7	58.0	83.6	56.5	56.5

2023-03-17 15:51:36	56.1	80.1	69.7	56.6	56.9	85.3	56.5	56.5
2023-03-17 15:51:37	55.7	80.2	69.7	56.3	56.2	87.0	56.1	56.1
2023-03-17 15:51:38	55.6	81.7	69.7	56.0	56.2	84.7	55.8	55.8
2023-03-17 15:51:39	55.5	79.1	69.0	55.7	55.8	83.2	55.6	55.6
2023-03-17 15:51:40	55.7	78.3	68.0	55.7	56.3	84.3	55.6	55.6
2023-03-17 15:51:41	55.5	79.5	69.3	55.8	56.4	84.6	55.7	55.7
2023-03-17 15:51:42	56.3	81.6	69.0	56.2	57.7	83.2	55.7	55.7
2023-03-17 15:51:43	56.4	79.4	69.8	56.4	57.4	84.3	56.3	56.3
2023-03-17 15:51:44	55.3	79.2	68.2	56.2	56.0	85.2	55.9	55.9
2023-03-17 15:51:45	55.3	81.1	68.7	55.7	55.8	83.4	55.5	55.5
2023-03-17 15:51:46	55.9	78.2	68.6	55.7	56.3	84.5	55.6	55.6
2023-03-17 15:51:47	55.5	78.5	68.1	55.8	56.1	82.6	55.7	55.7
2023-03-17 15:51:48	55.0	79.0	69.1	55.6	55.7	84.2	55.4	55.4
2023-03-17 15:51:49	54.9	81.3	68.2	55.2	55.3	84.8	55.1	55.1
2023-03-17 15:51:50	54.8	79.5	68.3	55.1	55.4	84.3	55.0	55.0
2023-03-17 15:51:51	54.7	78.0	68.1	54.9	55.4	83.9	54.8	54.8
2023-03-17 15:51:52	55.1	78.0	67.9	55.0	55.5	84.8	54.9	54.9
2023-03-17 15:51:53	54.9	79.8	69.0	55.0	55.3	84.6	55.0	55.0
2023-03-17 15:51:54	54.8	81.0	70.5	54.9	55.1	85.3	54.8	54.8
2023-03-17 15:51:55	54.8	83.9	70.7	54.9	55.1	88.3	54.8	54.8
2023-03-17 15:51:56	55.4	82.8	71.4	55.1	55.8	88.1	55.0	55.0
2023-03-17 15:51:57	55.1	78.9	69.0	55.2	55.4	83.9	55.1	55.1
2023-03-17 15:51:58	55.6	80.3	68.7	55.5	56.3	85.1	55.2	55.2
2023-03-17 15:51:59	55.9	79.5	70.4	55.8	56.4	85.7	55.6	55.6
2023-03-17 15:52:00	55.6	79.8	68.9	55.8	56.2	83.9	55.7	55.7
2023-03-17 15:52:01	56.1	80.8	70.2	56.0	56.6	86.2	55.8	55.8
2023-03-17 15:52:02	56.3	79.2	68.9	56.2	56.7	85.5	56.1	56.1
2023-03-17 15:52:03	56.1	80.6	69.5	56.2	56.5	84.6	56.1	56.1
2023-03-17 15:52:04	57.3	82.2	69.7	57.3	61.2	85.2	56.5	56.5
2023-03-17 15:52:05	55.5	81.3	70.2	57.0	56.7	85.1	56.6	56.6
2023-03-17 15:52:06	55.9	82.3	71.8	56.1	57.1	87.9	55.9	55.9
2023-03-17 15:52:07	55.4	80.9	70.4	56.1	57.0	86.2	55.9	55.9
2023-03-17 15:52:08	55.3	80.6	69.6	55.6	55.6	83.7	55.5	55.5
2023-03-17 15:52:09	55.3	79.1	68.6	55.4	55.8	83.8	55.3	55.3
2023-03-17 15:52:10	55.3	79.1	68.2	55.5	56.0	82.9	55.3	55.3

2023-03-17 15:52:11	55.6	81.2	69.2	55.5	56.1	82.8	55.5	55.5
2023-03-17 15:52:12	55.0	81.0	68.6	55.5	55.7	85.8	55.3	55.3
2023-03-17 15:52:13	55.1	78.8	68.9	55.2	55.5	83.6	55.2	55.2
2023-03-17 15:52:14	55.4	81.5	69.2	55.3	55.8	82.7	55.3	55.3
2023-03-17 15:52:15	55.1	79.6	68.6	55.3	55.4	83.4	55.2	55.2
2023-03-17 15:52:16	54.9	79.5	67.5	55.2	55.2	81.2	55.1	55.1
2023-03-17 15:52:17	55.3	79.8	68.4	55.2	55.6	82.5	55.1	55.1
2023-03-17 15:52:18	55.1	79.6	67.9	55.3	55.5	82.2	55.2	55.2
2023-03-17 15:52:19	55.1	79.7	68.9	55.2	55.4	85.5	55.1	55.1
2023-03-17 15:52:20	55.0	78.2	68.6	55.2	55.5	82.3	55.1	55.1
2023-03-17 15:52:21	55.2	78.5	68.4	55.2	55.6	83.2	55.1	55.1
2023-03-17 15:52:22	55.4	81.6	68.0	55.4	55.8	83.0	55.3	55.3
2023-03-17 15:52:23	55.3	78.0	68.1	55.4	55.7	82.6	55.3	55.3
2023-03-17 15:52:24	55.3	77.8	67.0	55.5	56.1	81.7	55.3	55.3
2023-03-17 15:52:25	55.8	79.6	69.2	55.6	56.2	83.6	55.4	55.4
2023-03-17 15:52:26	56.1	79.4	68.9	56.0	56.6	83.3	55.9	55.9
2023-03-17 15:52:27	56.3	79.2	68.3	56.2	56.9	85.0	56.0	56.0
2023-03-17 15:52:28	56.0	80.7	68.5	56.2	56.7	85.1	56.1	56.1
2023-03-17 15:52:29	55.5	79.5	68.9	56.1	56.3	84.3	55.9	55.9
2023-03-17 15:52:30	55.6	79.2	68.4	55.6	56.2	83.0	55.6	55.6
2023-03-17 15:52:31	55.7	79.6	68.5	55.7	56.1	83.1	55.6	55.6
2023-03-17 15:52:32	55.3	79.3	68.6	55.7	55.7	82.9	55.6	55.6
2023-03-17 15:52:33	55.0	79.2	68.0	55.5	55.5	84.7	55.3	55.3
2023-03-17 15:52:34	55.9	80.0	68.9	55.7	56.5	84.6	55.4	55.4
2023-03-17 15:52:35	55.4	81.6	69.1	55.7	55.9	85.1	55.6	55.6
2023-03-17 15:52:36	55.3	80.6	70.2	55.5	55.7	86.0	55.4	55.4
2023-03-17 15:52:37	55.9	80.9	70.2	55.7	56.2	87.1	55.6	55.6
2023-03-17 15:52:38	55.7	81.9	69.6	55.8	56.3	86.2	55.8	55.8
2023-03-17 15:52:39	55.6	83.4	72.9	55.7	56.3	89.0	55.6	55.6
2023-03-17 15:52:40	55.7	88.3	74.0	55.7	56.5	94.5	55.6	55.6
2023-03-17 15:52:41	55.2	83.4	72.2	55.8	56.5	90.9	55.6	55.6
2023-03-17 15:52:42	55.4	86.3	72.4	55.4	56.0	87.2	55.3	55.3
2023-03-17 15:52:43	55.8	83.3	72.6	55.7	56.2	90.0	55.6	55.6
2023-03-17 15:52:44	55.4	84.1	70.8	55.7	55.8	88.9	55.5	55.5
2023-03-17 15:52:45	55.9	87.1	74.1	55.8	56.7	92.8	55.7	55.7

2023-03-17 15:52:46	55.6	87.9	74.3	55.7	56.2	90.5	55.6	55.6
2023-03-17 15:52:47	55.5	82.9	71.8	55.7	55.9	91.5	55.6	55.6
2023-03-17 15:52:48	55.3	79.0	68.6	55.5	55.6	83.8	55.4	55.4
2023-03-17 15:52:49	55.7	82.6	71.7	55.6	56.3	87.8	55.4	55.4
2023-03-17 15:52:50	55.9	84.4	72.9	55.8	56.3	89.1	55.7	55.7
2023-03-17 15:52:51	56.1	83.8	71.3	56.1	56.6	86.0	55.9	55.9
2023-03-17 15:52:52	56.3	79.8	69.6	56.3	56.9	85.7	56.2	56.2
2023-03-17 15:52:53	55.5	79.8	69.4	56.2	56.3	84.9	55.9	55.9
2023-03-17 15:52:54	55.4	79.0	68.4	55.8	55.8	83.1	55.6	55.6
2023-03-17 15:52:55	55.7	81.8	69.9	55.7	56.7	86.2	55.6	55.6
2023-03-17 15:52:56	55.9	82.5	70.3	55.9	56.6	85.9	55.7	55.7
2023-03-17 15:52:57	56.0	80.4	69.3	56.2	57.7	87.0	56.0	56.0
2023-03-17 15:52:58	56.0	88.6	72.6	55.9	56.3	91.6	55.8	55.8
2023-03-17 15:52:59	56.3	80.7	69.3	56.3	57.8	85.2	56.1	56.1
2023-03-17 15:53:00	56.4	79.3	68.5	56.4	56.8	84.9	56.2	56.2
2023-03-17 15:53:01	56.9	80.6	69.4	56.7	57.3	84.1	56.5	56.5
2023-03-17 15:53:02	57.1	79.9	69.4	57.0	57.6	87.1	56.8	56.8
2023-03-17 15:53:03	56.4	79.4	68.8	57.0	57.3	83.8	56.7	56.7
2023-03-17 15:53:04	55.8	81.5	69.8	56.7	57.0	85.4	56.4	56.4
2023-03-17 15:53:05	55.6	80.0	69.3	56.2	56.3	83.6	56.0	56.0
2023-03-17 15:53:06	55.1	79.6	69.2	55.7	55.7	85.6	55.5	55.5
2023-03-17 15:53:07	55.0	80.4	69.6	55.4	55.7	86.0	55.3	55.3
2023-03-17 15:53:08	55.9	81.4	71.4	55.8	56.7	85.4	55.3	55.3
2023-03-17 15:53:09	56.3	82.6	72.0	56.1	57.0	84.9	55.9	55.9
2023-03-17 15:53:10	55.6	82.3	70.3	56.1	56.4	86.3	56.0	56.0
2023-03-17 15:53:11	55.3	80.0	68.4	55.7	55.6	84.6	55.6	55.6
2023-03-17 15:53:12	55.4	79.8	69.0	55.5	55.7	84.7	55.4	55.4
2023-03-17 15:53:13	55.1	80.7	68.9	55.5	55.7	86.2	55.4	55.4
2023-03-17 15:53:14	55.6	80.1	68.6	55.5	55.9	84.0	55.3	55.3
2023-03-17 15:53:15	55.8	79.6	67.8	55.7	56.4	83.5	55.6	55.6
2023-03-17 15:53:16	56.1	81.0	69.5	56.0	56.5	84.0	55.9	55.9
2023-03-17 15:53:17	55.8	81.4	68.9	56.0	56.2	83.4	55.9	55.9
2023-03-17 15:53:18	55.9	80.4	68.3	55.9	56.3	83.4	55.8	55.8
2023-03-17 15:53:19	58.1	80.6	69.4	57.6	59.6	84.4	56.7	56.7
2023-03-17 15:53:20	58.3	81.7	71.3	58.2	59.8	85.2	58.0	58.0

2023-03-17 15:53:21	57.8	83.0	72.7	57.9	58.3	85.1	57.8	57.8
2023-03-17 15:53:22	57.0	83.4	71.3	57.8	57.8	85.0	57.5	57.5
2023-03-17 15:53:23	58.3	82.8	72.1	58.2	59.7	86.1	57.6	57.6
2023-03-17 15:53:24	58.6	84.2	73.2	58.5	59.4	86.3	58.4	58.4
2023-03-17 15:53:25	59.9	83.5	72.7	59.6	61.0	85.5	58.9	58.9
2023-03-17 15:53:26	62.6	83.8	73.6	61.8	63.3	86.0	60.8	60.8
2023-03-17 15:53:27	62.0	85.0	74.2	62.5	63.6	86.6	62.2	62.2
2023-03-17 15:53:28	57.6	79.5	68.9	61.6	58.5	82.5	60.5	60.5
2023-03-17 15:53:29	56.6	81.5	70.5	59.5	57.2	87.0	58.6	58.6
2023-03-17 15:53:30	57.4	81.1	70.2	57.9	57.9	84.9	57.7	57.7
2023-03-17 15:53:31	57.5	79.9	69.9	57.8	58.3	85.8	57.7	57.7
2023-03-17 15:53:32	56.3	81.1	69.9	57.5	57.0	84.5	57.1	57.1
2023-03-17 15:53:33	56.0	79.2	69.4	56.7	56.4	84.0	56.4	56.4
2023-03-17 15:53:34	56.2	79.7	69.4	56.3	56.6	82.6	56.2	56.2
2023-03-17 15:53:35	56.5	80.2	69.7	56.5	57.1	83.5	56.4	56.4
2023-03-17 15:53:36	56.3	80.7	69.9	56.5	56.8	83.3	56.4	56.4
2023-03-17 15:53:37	56.6	80.3	69.7	56.6	57.0	84.4	56.5	56.5
2023-03-17 15:53:38	57.0	82.6	71.4	56.9	57.5	86.0	56.8	56.8
2023-03-17 15:53:39	56.8	81.2	71.4	56.9	57.2	85.0	56.8	56.8
2023-03-17 15:53:40	55.9	82.1	71.4	56.8	57.1	86.8	56.5	56.5
2023-03-17 15:53:41	56.2	80.7	70.4	56.3	57.0	85.2	56.2	56.2
2023-03-17 15:53:42	56.2	80.8	70.5	56.2	56.5	84.1	56.2	56.2
2023-03-17 15:53:43	56.8	80.9	70.6	56.7	57.4	84.8	56.4	56.4
2023-03-17 15:53:44	57.3	79.4	69.4	57.1	58.0	83.6	56.9	56.9
2023-03-17 15:53:45	56.6	79.3	67.9	57.1	57.3	82.9	57.0	57.0
2023-03-17 15:53:46	56.4	80.7	68.7	56.8	56.7	84.0	56.6	56.6
2023-03-17 15:53:47	56.3	79.1	68.2	56.6	56.8	82.6	56.4	56.4
2023-03-17 15:53:48	56.6	81.5	69.0	56.6	57.2	83.7	56.5	56.5
2023-03-17 15:53:49	56.0	79.7	68.8	56.5	56.7	84.3	56.4	56.4
2023-03-17 15:53:50	55.5	78.5	67.5	56.1	55.8	81.3	55.9	55.9
2023-03-17 15:53:51	55.9	80.0	69.6	55.9	56.4	83.1	55.8	55.8
2023-03-17 15:53:52	56.4	81.1	69.2	56.2	57.0	84.4	56.1	56.1
2023-03-17 15:53:53	56.3	79.4	68.6	56.3	56.6	81.9	56.2	56.2
2023-03-17 15:53:54	56.5	80.1	69.1	56.5	56.9	84.3	56.4	56.4
2023-03-17 15:53:55	56.7	79.2	69.9	56.7	57.4	84.7	56.6	56.6

2023-03-17 15:53:56	56.1	80.8	68.7	56.5	56.6	84.6	56.3	56.3
2023-03-17 15:53:57	55.7	79.5	68.8	56.2	56.0	83.3	56.1	56.1
2023-03-17 15:53:58	55.8	83.9	70.5	55.9	56.2	87.3	55.9	55.9
2023-03-17 15:53:59	55.4	80.0	70.1	55.9	56.0	85.1	55.7	55.7
2023-03-17 15:54:00	54.9	81.6	69.3	55.5	55.2	87.3	55.3	55.3
2023-03-17 15:54:01	55.1	79.8	69.8	55.2	55.5	85.3	55.1	55.1
2023-03-17 15:54:02	55.0	79.9	69.4	55.1	55.7	84.6	55.0	55.0
2023-03-17 15:54:03	55.7	79.7	68.8	55.5	56.0	84.0	55.3	55.3
2023-03-17 15:54:04	55.4	78.0	68.3	55.5	55.8	83.1	55.4	55.4
2023-03-17 15:54:05	55.1	80.0	69.6	55.4	55.5	84.4	55.3	55.3
2023-03-17 15:54:06	55.3	79.6	67.9	55.3	55.7	82.8	55.3	55.3
2023-03-17 15:54:07	55.0	79.5	69.2	55.2	55.3	83.7	55.1	55.1
2023-03-17 15:54:08	54.5	78.2	67.5	55.1	54.9	81.8	54.9	54.9
2023-03-17 15:54:09	54.7	79.5	68.8	54.8	55.0	84.2	54.7	54.7
2023-03-17 15:54:10	56.1	82.9	72.1	55.9	57.5	85.1	55.1	55.1
2023-03-17 15:54:11	56.4	83.7	72.6	56.3	57.5	86.9	56.1	56.1
2023-03-17 15:54:12	56.5	82.3	71.9	56.5	57.2	84.9	56.3	56.3
2023-03-17 15:54:13	56.0	80.8	70.8	56.3	56.8	85.7	56.2	56.2
2023-03-17 15:54:14	56.6	80.8	70.7	56.6	57.6	84.2	56.4	56.4
2023-03-17 15:54:15	55.7	81.9	70.0	56.4	56.7	84.8	56.1	56.1
2023-03-17 15:54:16	56.2	81.8	71.2	56.2	57.0	85.9	56.2	56.2
2023-03-17 15:54:17	56.1	82.3	72.4	56.2	56.5	83.8	56.2	56.2
2023-03-17 15:54:18	55.9	83.0	71.2	56.1	56.4	85.7	56.0	56.0
2023-03-17 15:54:19	57.1	83.8	75.7	56.7	57.5	88.2	56.5	56.5
2023-03-17 15:54:20	57.3	83.3	75.0	57.1	57.6	86.7	56.9	56.9
2023-03-17 15:54:21	56.3	82.4	73.0	57.3	57.8	87.3	56.9	56.9
2023-03-17 15:54:22	55.3	80.5	70.2	56.4	55.6	84.6	56.0	56.0
2023-03-17 15:54:23	56.1	79.6	69.3	56.0	56.6	83.9	55.8	55.8
2023-03-17 15:54:24	56.3	79.3	69.9	56.2	56.8	84.1	56.1	56.1
2023-03-17 15:54:25	55.3	81.1	69.3	56.2	55.9	84.3	55.9	55.9
2023-03-17 15:54:26	55.3	79.6	69.4	55.6	55.8	84.8	55.5	55.5
2023-03-17 15:54:27	54.8	79.8	70.3	55.5	55.6	85.7	55.3	55.3
2023-03-17 15:54:28	54.7	81.4	69.1	55.1	55.1	84.9	55.0	55.0
2023-03-17 15:54:29	55.2	80.4	70.1	55.1	55.8	86.5	54.9	54.9
2023-03-17 15:54:30	56.2	79.6	69.2	55.8	56.5	84.1	55.5	55.6

2023-03-17 15:54:31	55.5	79.4	69.1	55.8	56.0	88.3	55.7	55.7
2023-03-17 15:54:32	55.1	79.6	68.7	55.7	55.9	83.9	55.4	55.4
2023-03-17 15:54:33	55.1	81.9	70.3	55.3	55.6	89.6	55.2	55.3
2023-03-17 15:54:34	55.3	81.1	70.0	55.3	55.9	85.2	55.3	55.3
2023-03-17 15:54:35	55.0	82.9	71.1	55.2	55.4	86.5	55.2	55.2
2023-03-17 15:54:36	55.1	78.9	68.7	55.2	55.4	83.2	55.1	55.1
2023-03-17 15:54:37	54.8	79.9	70.2	55.1	55.2	87.0	55.0	55.0
2023-03-17 15:54:38	55.2	79.2	69.0	55.2	55.7	84.4	55.0	55.0
2023-03-17 15:54:39	55.8	80.3	70.0	55.6	56.0	84.7	55.4	55.4
2023-03-17 15:54:40	55.9	81.3	70.0	55.8	56.3	86.2	55.7	55.7
2023-03-17 15:54:41	56.9	83.5	70.9	56.6	57.3	86.8	56.2	56.2
2023-03-17 15:54:42	57.9	82.3	70.9	57.4	58.2	86.2	57.1	57.1
2023-03-17 15:54:43	58.0	85.3	73.0	57.8	58.4	88.6	57.7	57.7
2023-03-17 15:54:44	56.9	83.1	72.0	57.8	57.8	88.5	57.5	57.5
2023-03-17 15:54:45	56.3	81.5	70.3	57.2	56.8	86.6	56.9	56.9
2023-03-17 15:54:46	55.7	82.2	69.5	56.6	56.1	85.0	56.3	56.3
2023-03-17 15:54:47	55.9	83.6	71.2	56.2	56.3	87.3	56.0	56.0
2023-03-17 15:54:48	55.6	81.3	70.4	56.0	56.0	88.2	55.8	55.8
2023-03-17 15:54:49	55.9	81.6	70.1	55.9	56.2	86.7	55.8	55.8
2023-03-17 15:54:50	56.1	81.6	71.7	56.2	57.2	87.8	56.1	56.1
2023-03-17 15:54:51	55.8	81.1	71.1	56.0	56.2	88.8	55.9	55.9
2023-03-17 15:54:52	56.2	82.6	71.2	56.1	56.6	89.2	56.0	56.0
2023-03-17 15:54:53	56.0	83.8	72.6	56.2	56.5	91.6	56.1	56.1
2023-03-17 15:54:54	55.6	83.2	72.5	56.0	55.8	91.3	55.8	55.8
2023-03-17 15:54:55	55.2	82.9	71.1	55.7	55.8	88.9	55.6	55.6
2023-03-17 15:54:56	55.7	80.6	70.2	55.6	56.3	85.4	55.4	55.4
2023-03-17 15:54:57	55.6	81.0	69.7	55.8	56.6	84.6	55.7	55.7
2023-03-17 15:54:58	55.1	82.1	72.0	55.5	55.5	85.5	55.4	55.4
2023-03-17 15:54:59	55.3	79.2	69.6	55.3	55.5	84.3	55.3	55.3
2023-03-17 15:55:00	55.5	81.5	70.3	55.5	56.1	84.5	55.3	55.3
2023-03-17 15:55:01	55.6	79.7	69.1	55.6	56.1	83.2	55.6	55.6
2023-03-17 15:55:02	55.4	77.8	67.8	55.6	55.9	82.8	55.5	55.5
2023-03-17 15:55:03	55.1	78.3	68.8	55.5	55.7	82.4	55.3	55.3
2023-03-17 15:55:04	54.7	78.1	67.1	55.2	55.0	84.0	55.0	55.0
2023-03-17 15:55:05	55.1	81.3	69.7	55.1	55.6	86.3	54.9	54.9

2023-03-17 15:55:06	55.2	78.5	69.3	55.1	55.6	85.0	55.1	55.1
2023-03-17 15:55:07	55.5	80.2	69.0	55.4	56.2	84.1	55.2	55.2
2023-03-17 15:55:08	55.5	80.1	68.5	55.5	56.1	84.3	55.4	55.4
2023-03-17 15:55:09	55.8	80.8	70.1	55.7	56.2	85.8	55.6	55.6
2023-03-17 15:55:10	55.6	81.0	69.7	55.7	56.1	85.1	55.6	55.6
2023-03-17 15:55:11	55.9	80.6	69.5	55.9	56.6	86.8	55.8	55.8
2023-03-17 15:55:12	55.7	79.8	69.3	55.8	56.1	84.1	55.8	55.8
2023-03-17 15:55:13	55.8	80.4	69.9	55.8	56.3	86.7	55.7	55.7
2023-03-17 15:55:14	55.5	80.6	70.1	55.8	56.2	84.1	55.7	55.7
2023-03-17 15:55:15	55.6	79.9	69.0	55.6	55.9	83.7	55.6	55.6
2023-03-17 15:55:16	55.7	80.6	69.0	55.7	56.0	84.4	55.7	55.7
2023-03-17 15:55:17	55.6	79.4	69.2	55.8	56.3	82.0	55.7	55.7
2023-03-17 15:55:18	56.0	81.1	70.4	55.8	56.6	86.4	55.7	55.7
2023-03-17 15:55:19	55.8	81.2	70.1	55.9	56.4	85.4	55.8	55.8
2023-03-17 15:55:20	55.8	81.0	69.6	55.8	56.2	83.4	55.8	55.8
2023-03-17 15:55:21	55.7	80.4	70.1	55.8	56.1	85.0	55.8	55.8
2023-03-17 15:55:22	55.9	80.8	69.8	55.9	56.2	84.3	55.8	55.8
2023-03-17 15:55:23	56.0	82.9	70.8	56.0	56.4	85.7	55.9	55.9
2023-03-17 15:55:24	56.2	82.8	71.1	56.2	56.6	85.7	56.0	56.0
2023-03-17 15:55:25	56.3	80.8	70.6	56.3	56.6	86.5	56.2	56.2
2023-03-17 15:55:26	56.9	80.0	69.8	56.7	57.3	86.9	56.5	56.5
2023-03-17 15:55:27	57.6	81.0	70.4	57.4	58.8	85.1	56.9	56.9
2023-03-17 15:55:28	58.7	83.4	71.8	58.3	59.1	86.9	57.9	57.9
2023-03-17 15:55:29	58.4	82.3	71.5	58.5	59.0	86.4	58.4	58.4
2023-03-17 15:55:30	57.3	79.9	70.6	58.3	58.4	84.7	57.9	57.9
2023-03-17 15:55:31	56.7	81.2	70.8	57.7	57.7	85.2	57.4	57.4
2023-03-17 15:55:32	56.3	83.3	71.5	57.0	56.5	86.5	56.7	56.7
2023-03-17 15:55:33	57.1	82.4	72.5	56.9	57.6	87.6	56.7	56.7
2023-03-17 15:55:34	57.8	83.1	71.6	57.5	58.6	85.4	57.3	57.4
2023-03-17 15:55:35	56.9	83.1	72.3	57.4	57.4	85.6	57.1	57.1
2023-03-17 15:55:36	55.9	81.2	71.6	57.1	57.3	87.0	56.8	56.8
2023-03-17 15:55:37	55.7	82.2	70.4	56.4	56.0	87.8	56.2	56.2
2023-03-17 15:55:38	56.1	82.2	71.6	56.1	56.5	88.4	55.9	55.9
2023-03-17 15:55:39	55.7	83.6	71.8	56.1	56.4	86.8	56.0	56.0
2023-03-17 15:55:40	55.4	82.2	71.5	55.8	55.7	86.0	55.6	55.6

2023-03-17 15:55:41	55.4	81.2	71.3	55.6	55.7	85.9	55.5	55.5
2023-03-17 15:55:42	56.1	82.0	71.7	56.0	56.8	86.8	55.7	55.7
2023-03-17 15:55:43	56.0	81.2	71.4	56.2	56.9	85.1	56.1	56.1
2023-03-17 15:55:44	55.9	81.9	71.9	56.0	56.4	85.3	55.9	55.9
2023-03-17 15:55:45	55.4	83.3	72.0	56.0	56.0	86.2	55.8	55.8
2023-03-17 15:55:46	55.0	82.3	70.7	55.6	55.6	86.6	55.4	55.4
2023-03-17 15:55:47	55.1	79.2	68.7	55.2	55.7	83.9	55.1	55.1
2023-03-17 15:55:48	56.1	83.4	73.3	55.8	56.5	86.0	55.5	55.5
2023-03-17 15:55:49	55.7	83.1	72.1	55.9	56.3	86.6	55.8	55.8
2023-03-17 15:55:50	55.0	80.4	70.1	55.8	55.8	86.1	55.5	55.5
2023-03-17 15:55:51	55.4	81.1	70.6	55.4	55.8	86.5	55.3	55.3
2023-03-17 15:55:52	55.6	80.8	69.4	55.6	56.0	84.6	55.5	55.5
2023-03-17 15:55:53	55.6	82.6	70.1	55.6	55.8	86.3	55.5	55.5
2023-03-17 15:55:54	55.6	79.0	68.7	55.6	56.0	83.4	55.6	55.6
2023-03-17 15:55:55	55.6	80.2	68.5	55.6	56.0	84.2	55.6	55.6
2023-03-17 15:55:56	55.4	82.5	71.1	55.6	55.7	88.6	55.5	55.5
2023-03-17 15:55:57	55.0	80.9	70.2	55.5	55.5	86.4	55.3	55.3
2023-03-17 15:55:58	55.1	80.5	69.6	55.2	55.8	85.5	55.1	55.1
2023-03-17 15:55:59	55.7	80.5	70.8	55.5	56.0	85.3	55.4	55.4
2023-03-17 15:56:00	56.2	80.2	69.6	56.0	56.7	82.9	55.8	55.8
2023-03-17 15:56:01	56.1	81.5	69.9	56.1	56.6	82.9	56.1	56.1
2023-03-17 15:56:02	55.9	81.3	70.1	56.0	56.5	84.7	55.9	55.9
2023-03-17 15:56:03	56.1	81.1	70.6	56.1	56.7	84.6	56.1	56.1
2023-03-17 15:56:04	55.9	81.3	70.5	56.2	56.6	85.7	56.1	56.1
2023-03-17 15:56:05	55.9	82.3	70.5	56.0	56.4	88.0	55.9	55.9
2023-03-17 15:56:06	55.8	82.6	70.5	56.0	56.2	85.8	55.9	55.9
2023-03-17 15:56:07	55.9	82.7	70.6	55.9	56.1	88.1	55.8	55.8
2023-03-17 15:56:08	55.6	80.1	69.4	55.9	56.1	83.2	55.8	55.8
2023-03-17 15:56:09	55.9	82.2	70.2	55.9	56.5	85.4	55.7	55.7
2023-03-17 15:56:10	55.4	79.9	68.8	55.8	55.8	84.1	55.7	55.7
2023-03-17 15:56:11	55.0	82.5	71.4	55.5	55.5	86.4	55.3	55.3
2023-03-17 15:56:12	55.1	82.4	72.8	55.3	55.5	86.7	55.2	55.2
2023-03-17 15:56:13	55.2	81.4	70.9	55.3	55.5	84.6	55.2	55.2
2023-03-17 15:56:14	55.3	80.0	69.3	55.3	55.5	84.7	55.2	55.2
2023-03-17 15:56:15	55.2	80.6	70.2	55.3	55.8	85.1	55.2	55.2

2023-03-17 15:56:16	55.1	81.9	68.6	55.2	55.6	83.4	55.2	55.2
2023-03-17 15:56:17	55.2	79.8	69.5	55.2	55.5	84.7	55.1	55.1
2023-03-17 15:56:18	55.3	79.4	69.9	55.3	55.7	85.1	55.2	55.2
2023-03-17 15:56:19	56.0	80.0	68.6	55.7	56.5	84.2	55.5	55.5
2023-03-17 15:56:20	55.4	78.8	69.4	55.7	55.9	84.2	55.6	55.6
2023-03-17 15:56:21	55.2	82.0	70.4	55.5	55.6	86.2	55.4	55.4
2023-03-17 15:56:22	55.5	80.7	70.0	55.4	55.9	84.8	55.4	55.4
2023-03-17 15:56:23	58.2	81.0	69.0	57.9	61.9	85.2	56.2	56.3
2023-03-17 15:56:24	55.1	79.8	70.5	57.6	57.7	85.6	56.8	56.9
2023-03-17 15:56:25	55.6	81.0	71.0	56.3	56.5	85.0	56.1	56.1
2023-03-17 15:56:26	57.8	82.5	70.4	57.6	61.2	84.7	56.5	56.6
2023-03-17 15:56:27	55.6	80.8	70.7	57.2	56.3	86.4	56.6	56.6
2023-03-17 15:56:28	56.3	81.7	70.6	56.3	56.8	85.8	56.3	56.3
2023-03-17 15:56:29	58.0	83.7	71.7	58.0	61.6	85.3	57.2	57.2
2023-03-17 15:56:30	55.5	81.9	71.6	57.3	56.3	86.5	56.7	56.7
2023-03-17 15:56:31	55.3	84.3	72.2	56.3	56.0	87.9	56.0	56.0
2023-03-17 15:56:32	55.4	81.8	71.0	55.6	56.6	86.1	55.4	55.4
2023-03-17 15:56:33	55.7	82.4	72.1	55.7	56.5	86.5	55.6	55.6
2023-03-17 15:56:34	56.1	81.7	71.2	56.0	56.6	85.2	55.8	55.8
2023-03-17 15:56:35	56.0	84.6	72.9	56.1	56.7	88.0	56.0	56.0
2023-03-17 15:56:36	57.4	84.7	72.6	57.4	60.5	88.9	56.6	56.6
2023-03-17 15:56:37	55.4	80.1	70.7	56.9	56.3	85.3	56.4	56.4
2023-03-17 15:56:38	55.2	81.4	70.4	56.0	55.5	85.3	55.7	55.7
2023-03-17 15:56:39	55.4	80.0	69.8	55.5	56.0	85.1	55.5	55.5
2023-03-17 15:56:40	55.4	80.7	70.3	55.5	56.3	84.1	55.4	55.4
2023-03-17 15:56:41	55.0	80.0	68.6	55.5	55.6	85.0	55.3	55.3
2023-03-17 15:56:42	54.8	81.9	70.9	55.2	55.5	87.3	55.0	55.0
2023-03-17 15:56:43	54.9	80.6	71.0	54.9	55.3	84.7	54.9	54.9
2023-03-17 15:56:44	55.2	80.3	70.3	55.1	56.1	83.6	54.9	54.9
2023-03-17 15:56:45	58.0	80.7	70.8	57.2	58.9	85.6	56.3	56.3
2023-03-17 15:56:46	59.0	80.7	70.9	58.4	60.6	85.9	58.1	58.1
2023-03-17 15:56:47	56.6	80.6	69.7	58.4	59.2	84.1	57.9	57.9
2023-03-17 15:56:48	55.4	82.6	70.3	57.1	55.9	85.9	56.6	56.6
2023-03-17 15:56:49	54.9	80.3	69.8	56.1	55.4	83.5	55.7	55.7
2023-03-17 15:56:50	56.9	81.4	70.4	56.9	60.3	85.4	55.4	55.4

2023-03-17 15:56:51	59.8	81.4	70.2	59.0	61.5	85.1	58.3	58.3
2023-03-17 15:56:52	58.8	81.3	70.0	59.3	61.0	83.7	59.0	59.0
2023-03-17 15:56:53	55.4	82.1	72.3	58.7	56.5	86.8	57.8	57.8
2023-03-17 15:56:54	55.3	80.1	69.2	56.8	55.7	83.6	56.4	56.4
2023-03-17 15:56:55	55.3	79.6	69.6	55.9	55.7	83.3	55.7	55.7
2023-03-17 15:56:56	56.2	80.4	69.8	56.2	58.1	85.2	55.5	55.5
2023-03-17 15:56:57	59.2	81.6	71.4	58.5	61.0	84.8	57.3	57.4
2023-03-17 15:56:58	60.4	82.9	71.4	60.0	62.0	87.2	59.4	59.4
2023-03-17 15:56:59	55.7	81.7	71.1	59.6	58.5	86.2	58.5	58.5
2023-03-17 15:57:00	57.0	81.6	70.5	57.5	58.5	86.1	57.2	57.2
2023-03-17 15:57:01	58.1	81.9	71.0	58.0	59.2	85.1	57.6	57.6
2023-03-17 15:57:02	59.8	81.4	70.2	59.4	61.7	86.7	58.8	58.9
2023-03-17 15:57:03	56.2	80.6	70.6	59.0	58.4	84.5	58.2	58.2
2023-03-17 15:57:04	55.8	81.4	70.1	57.5	56.5	83.3	57.0	57.0
2023-03-17 15:57:05	54.9	82.3	71.6	56.4	55.4	88.7	55.9	56.0
2023-03-17 15:57:06	54.7	79.8	69.4	55.5	55.0	84.7	55.2	55.2
2023-03-17 15:57:07	55.0	82.1	70.9	55.1	55.4	86.4	55.0	55.0
2023-03-17 15:57:08	55.4	81.7	70.4	55.3	55.8	84.9	55.2	55.2
2023-03-17 15:57:09	55.3	82.5	70.4	55.3	55.6	85.8	55.3	55.3
2023-03-17 15:57:10	56.1	80.7	69.8	55.9	57.0	83.8	55.5	55.5
2023-03-17 15:57:11	57.5	82.6	71.8	57.1	58.6	86.3	56.5	56.6
2023-03-17 15:57:12	61.0	85.4	75.0	60.1	62.7	88.1	58.6	58.7
2023-03-17 15:57:13	66.8	90.0	81.4	65.3	69.4	90.6	64.1	64.2
2023-03-17 15:57:14	70.6	93.9	85.3	69.7	73.6	94.3	67.1	67.2
2023-03-17 15:57:15	66.0	89.3	79.5	69.7	71.7	90.3	68.8	68.8
2023-03-17 15:57:16	62.0	86.1	76.0	67.5	62.8	87.9	66.1	66.1
2023-03-17 15:57:17	65.9	89.3	79.7	65.6	67.2	90.7	65.3	65.3
2023-03-17 15:57:18	64.1	88.3	76.9	66.1	67.8	90.3	65.5	65.5
2023-03-17 15:57:19	60.7	85.6	73.2	64.2	62.0	86.0	63.2	63.2
2023-03-17 15:57:20	61.9	83.8	72.3	62.4	62.6	86.5	62.1	62.1
2023-03-17 15:57:21	60.0	82.5	72.2	62.2	62.6	85.0	61.5	61.5
2023-03-17 15:57:22	58.2	81.8	71.4	60.8	59.6	85.1	60.1	60.1
2023-03-17 15:57:23	62.5	84.8	72.6	62.0	64.3	86.5	60.2	60.3
2023-03-17 15:57:24	60.6	83.1	71.2	62.1	64.4	84.6	61.6	61.6
2023-03-17 15:57:25	59.3	80.2	69.2	61.0	61.1	84.8	60.5	60.5

2023-03-17 15:57:26	56.3	82.0	69.3	60.0	59.0	84.7	58.9	59.0
2023-03-17 15:57:27	56.9	81.1	70.9	57.9	57.7	84.8	57.6	57.6
2023-03-17 15:57:28	56.5	79.2	68.5	57.3	56.9	82.9	57.0	57.0
2023-03-17 15:57:29	56.7	79.5	68.3	56.8	57.2	84.2	56.7	56.7
2023-03-17 15:57:30	57.9	79.9	68.9	57.8	60.1	83.7	57.0	57.0
2023-03-17 15:57:31	58.6	78.4	67.7	58.4	60.2	81.5	57.9	57.9
2023-03-17 15:57:32	58.4	81.0	68.8	58.8	60.3	84.0	58.5	58.5
2023-03-17 15:57:33	57.9	80.0	68.9	58.4	59.3	82.7	58.1	58.1
2023-03-17 15:57:34	58.3	80.5	69.0	58.3	59.4	84.8	58.2	58.2
2023-03-17 15:57:35	57.8	80.6	70.5	58.5	59.6	85.2	58.1	58.1
2023-03-17 15:57:36	58.0	81.7	69.6	58.1	59.0	84.6	58.0	58.0
2023-03-17 15:57:37	61.0	82.1	70.1	60.2	63.4	84.8	59.2	59.3
2023-03-17 15:57:38	61.6	81.7	71.2	61.3	62.9	84.7	60.5	60.5
2023-03-17 15:57:39	60.0	80.7	69.9	61.4	62.7	83.1	61.0	61.0
2023-03-17 15:57:40	60.9	84.0	72.9	61.1	63.3	84.9	60.6	60.6
2023-03-17 15:57:41	58.1	81.1	70.9	60.6	59.0	84.0	59.9	59.9
2023-03-17 15:57:42	58.8	81.7	71.1	59.2	61.4	85.6	58.9	58.9
2023-03-17 15:57:43	58.2	81.9	70.5	59.7	62.2	84.8	59.1	59.1
2023-03-17 15:57:44	56.3	81.6	69.2	58.3	57.0	83.8	57.7	57.7
2023-03-17 15:57:45	56.4	81.8	70.4	57.1	57.3	85.2	56.9	56.9
2023-03-17 15:57:46	56.0	80.2	69.1	56.7	56.4	84.8	56.4	56.4
2023-03-17 15:57:47	58.7	80.7	69.7	58.4	62.9	82.8	57.4	57.4
2023-03-17 15:57:48	56.6	81.5	70.1	57.9	57.2	84.1	57.4	57.4
2023-03-17 15:57:49	58.6	81.1	70.1	58.4	60.8	84.3	57.5	57.5
2023-03-17 15:57:50	59.1	81.1	70.2	59.0	61.3	84.4	58.8	58.8
2023-03-17 15:57:51	56.4	81.7	70.2	58.7	57.9	84.1	58.0	58.1
2023-03-17 15:57:52	56.4	80.2	69.3	57.3	57.0	84.7	57.0	57.0
2023-03-17 15:57:53	57.1	79.3	68.6	57.5	59.5	83.3	57.1	57.1
2023-03-17 15:57:54	56.3	78.7	67.2	56.7	57.5	82.0	56.5	56.5
2023-03-17 15:57:55	57.0	81.9	69.3	56.8	57.4	85.3	56.7	56.7
2023-03-17 15:57:56	59.3	80.7	70.0	59.1	63.4	84.4	57.9	57.9
2023-03-17 15:57:57	55.9	81.1	68.9	58.5	57.1	83.0	57.8	57.8
2023-03-17 15:57:58	56.3	80.8	70.5	57.0	57.2	84.3	56.7	56.7
2023-03-17 15:57:59	57.7	82.2	71.8	57.4	58.6	84.8	57.0	57.0
2023-03-17 15:58:00	59.0	82.2	71.0	58.9	62.8	84.7	57.6	57.6

2023-03-17 15:58:01	58.5	81.2	69.3	59.2	62.0	84.8	58.8	58.8
2023-03-17 15:58:02	60.0	81.7	70.8	59.5	61.5	84.7	59.1	59.1
2023-03-17 15:58:03	60.6	83.1	71.7	60.3	61.8	87.3	60.1	60.1
2023-03-17 15:58:04	57.1	80.6	70.5	60.1	59.3	84.6	59.3	59.3
2023-03-17 15:58:05	59.0	79.9	70.0	59.7	62.8	82.9	59.1	59.1
2023-03-17 15:58:06	57.2	80.3	69.9	58.3	58.0	83.9	57.9	57.9
2023-03-17 15:58:07	56.6	79.7	68.9	57.7	57.9	82.5	57.3	57.3
2023-03-17 15:58:08	59.1	80.9	70.1	58.8	62.3	85.6	57.6	57.7
2023-03-17 15:58:09	56.5	80.2	69.2	58.6	58.8	85.6	58.0	58.0
2023-03-17 15:58:10	57.0	80.1	69.3	57.4	57.7	84.7	57.3	57.3
2023-03-17 15:58:11	56.8	81.2	71.3	57.1	57.4	88.2	57.0	57.0
2023-03-17 15:58:12	57.1	83.0	72.0	57.2	58.1	86.5	57.1	57.1
2023-03-17 15:58:13	56.1	85.1	74.2	56.9	56.7	89.5	56.5	56.5
2023-03-17 15:58:14	58.6	82.3	73.0	57.9	61.1	88.0	57.4	57.4
2023-03-17 15:58:15	57.8	82.3	72.1	57.9	58.3	88.5	57.8	57.8
2023-03-17 15:58:16	57.0	80.9	70.8	57.7	57.5	85.6	57.5	57.5
2023-03-17 15:58:17	56.8	81.8	70.0	57.2	57.6	86.1	57.1	57.1
2023-03-17 15:58:18	58.4	78.6	68.9	58.2	60.9	85.2	57.6	57.6
2023-03-17 15:58:19	57.2	81.9	71.1	57.8	58.0	87.1	57.6	57.6
2023-03-17 15:58:20	57.4	81.2	70.2	57.5	58.0	83.7	57.5	57.5
2023-03-17 15:58:21	57.3	79.4	69.9	57.4	58.1	85.1	57.3	57.3
2023-03-17 15:58:22	57.4	80.3	69.8	57.5	58.0	84.8	57.3	57.3
2023-03-17 15:58:23	56.9	83.2	70.8	57.5	57.8	87.0	57.3	57.3
2023-03-17 15:58:24	57.4	81.6	69.5	57.5	58.5	85.8	57.3	57.3
2023-03-17 15:58:25	57.2	79.3	68.9	57.3	57.7	84.5	57.2	57.2
2023-03-17 15:58:26	56.2	78.7	68.8	57.1	56.9	84.3	56.9	56.9
2023-03-17 15:58:27	57.0	79.6	68.7	56.9	57.7	83.0	56.7	56.7
2023-03-17 15:58:28	56.7	79.2	68.8	56.9	57.5	84.1	56.8	56.8
2023-03-17 15:58:29	56.6	78.5	67.7	56.8	57.0	83.6	56.7	56.7
2023-03-17 15:58:30	56.1	79.1	68.0	56.7	57.1	82.3	56.5	56.5
2023-03-17 15:58:31	56.8	82.5	68.9	56.6	57.2	83.4	56.5	56.5
2023-03-17 15:58:32	55.8	80.3	68.7	56.7	57.1	84.4	56.3	56.3
2023-03-17 15:58:33	61.4	83.6	69.9	61.0	67.8	87.9	59.0	59.1
2023-03-17 15:58:34	59.2	82.3	71.1	60.5	61.8	86.9	60.0	60.0
2023-03-17 15:58:35	56.5	81.5	69.1	59.1	57.6	83.7	58.3	58.3

2023-03-17 15:58:36	55.9	81.7	69.9	57.6	56.8	86.2	57.0	57.0
2023-03-17 15:58:37	58.4	81.4	70.8	58.0	59.6	85.0	57.2	57.2
2023-03-17 15:58:38	58.6	80.8	69.2	58.5	59.7	86.0	58.4	58.4
2023-03-17 15:58:39	56.5	80.2	69.3	58.2	57.5	84.4	57.7	57.7
2023-03-17 15:58:40	58.3	79.5	70.1	57.9	59.0	85.1	57.7	57.7
2023-03-17 15:58:41	58.3	82.6	70.6	58.2	58.8	86.4	58.1	58.1
2023-03-17 15:58:42	57.9	81.3	70.4	58.1	59.1	85.8	57.9	57.9
2023-03-17 15:58:43	57.3	80.9	70.7	58.1	59.2	86.5	57.9	57.9
2023-03-17 15:58:44	57.5	81.5	70.9	57.7	59.1	86.4	57.3	57.3
2023-03-17 15:58:45	58.7	82.5	71.1	58.5	60.3	85.3	57.9	57.9
2023-03-17 15:58:46	60.0	84.2	73.0	59.6	61.6	88.4	59.1	59.1
2023-03-17 15:58:47	57.9	81.6	71.6	59.4	58.6	87.5	58.9	58.9
2023-03-17 15:58:48	58.5	82.1	72.6	58.7	59.2	87.6	58.6	58.6
2023-03-17 15:58:49	62.1	84.5	72.8	62.3	68.9	88.0	60.7	60.8
2023-03-17 15:58:50	57.3	85.3	72.4	60.5	58.6	87.1	59.5	59.5
2023-03-17 15:58:51	59.7	82.7	72.4	59.8	61.6	86.7	59.5	59.5
2023-03-17 15:58:52	58.2	85.4	73.4	59.1	59.8	90.6	58.7	58.7
2023-03-17 15:58:53	58.1	84.2	71.9	58.9	60.2	88.7	58.6	58.6
2023-03-17 15:58:54	56.6	81.6	70.0	58.3	57.8	87.1	57.8	57.8
2023-03-17 15:58:55	56.2	80.1	69.4	57.2	56.9	86.6	56.9	56.9
2023-03-17 15:58:56	56.7	80.6	70.3	56.8	57.4	85.7	56.7	56.7
2023-03-17 15:58:57	57.8	81.2	70.6	57.5	59.9	85.5	57.1	57.1
2023-03-17 15:58:58	57.8	83.1	70.8	57.9	59.6	84.5	57.6	57.6
2023-03-17 15:58:59	56.8	80.7	70.6	57.8	58.3	85.1	57.5	57.5
2023-03-17 15:59:00	56.0	80.8	69.0	57.1	56.6	85.4	56.7	56.7
2023-03-17 15:59:01	56.3	80.8	69.2	56.4	56.9	85.8	56.3	56.3
2023-03-17 15:59:02	56.9	81.5	71.1	56.7	57.6	85.6	56.5	56.5
2023-03-17 15:59:03	55.9	82.6	70.9	56.7	56.5	85.5	56.4	56.4
2023-03-17 15:59:04	55.6	80.0	69.5	56.2	56.2	84.3	55.9	55.9
2023-03-17 15:59:05	55.7	82.1	69.7	55.9	56.3	86.1	55.8	55.8
2023-03-17 15:59:06	55.6	80.6	69.8	55.7	56.0	87.0	55.6	55.6
2023-03-17 15:59:07	55.9	81.7	70.7	55.9	56.3	86.1	55.8	55.8
2023-03-17 15:59:08	55.7	80.9	70.0	55.8	56.3	84.7	55.8	55.8
2023-03-17 15:59:09	55.6	82.1	70.0	55.8	56.0	86.3	55.7	55.7
2023-03-17 15:59:10	55.9	81.2	70.8	55.9	56.5	85.6	55.8	55.8

2023-03-17 15:59:11	56.9	81.7	68.5	56.7	58.6	83.9	56.3	56.3
2023-03-17 15:59:12	56.2	81.3	69.1	56.8	58.1	85.2	56.5	56.5
2023-03-17 15:59:13	57.5	79.4	68.8	57.5	61.0	83.9	56.8	56.8
2023-03-17 15:59:14	56.5	78.5	67.9	57.1	59.1	83.1	56.8	56.8
2023-03-17 15:59:15	57.2	79.0	68.3	57.5	60.2	83.6	57.0	57.0
2023-03-17 15:59:16	55.0	78.4	69.3	56.9	56.9	84.1	56.3	56.3
2023-03-17 15:59:17	55.1	80.3	69.1	55.8	56.0	85.3	55.5	55.5
2023-03-17 15:59:18	55.9	78.6	68.1	55.8	56.5	82.3	55.6	55.6
2023-03-17 15:59:19	56.0	81.0	69.2	56.0	57.6	84.4	55.7	55.7
2023-03-17 15:59:20	57.0	80.2	69.7	57.1	60.0	84.5	56.7	56.7
2023-03-17 15:59:21	55.5	80.1	69.4	56.4	56.0	84.8	56.1	56.1
2023-03-17 15:59:22	55.2	78.1	67.9	55.9	55.7	82.3	55.6	55.6
2023-03-17 15:59:23	55.3	79.4	68.9	55.4	55.6	85.1	55.4	55.4
2023-03-17 15:59:24	55.2	79.4	68.5	55.3	55.6	83.0	55.3	55.3
2023-03-17 15:59:25	55.3	78.7	67.5	55.3	56.1	82.1	55.2	55.2
2023-03-17 15:59:26	56.1	79.0	68.5	55.8	56.5	83.7	55.6	55.6
2023-03-17 15:59:27	56.1	79.3	68.2	56.2	57.4	82.1	56.0	56.0
2023-03-17 15:59:28	55.6	81.4	68.6	55.9	56.2	83.2	55.8	55.8
2023-03-17 15:59:29	56.1	80.5	69.0	56.0	56.7	83.1	55.8	55.8
2023-03-17 15:59:30	55.8	78.6	68.6	56.0	56.2	83.1	55.9	55.9
2023-03-17 15:59:31	56.3	79.6	69.6	56.2	56.8	84.5	56.0	56.0
2023-03-17 15:59:32	57.8	80.1	69.0	57.5	59.9	85.0	56.6	56.6
2023-03-17 15:59:33	56.0	79.5	68.7	57.5	58.8	82.7	57.0	57.0
2023-03-17 15:59:34	55.7	80.9	68.7	56.6	56.0	84.6	56.3	56.3
2023-03-17 15:59:35	55.6	79.9	69.4	56.0	56.0	83.1	55.9	55.9
2023-03-17 15:59:36	55.6	80.3	69.0	55.8	56.0	86.4	55.7	55.7
2023-03-17 15:59:37	55.7	81.6	70.2	55.8	56.2	86.3	55.7	55.7
2023-03-17 15:59:38	55.8	80.6	69.3	55.8	56.0	84.3	55.7	55.7
2023-03-17 15:59:39	56.0	78.9	68.9	56.0	56.6	84.9	55.9	55.9
2023-03-17 15:59:40	56.2	79.4	67.8	56.1	56.5	83.3	56.0	56.0
2023-03-17 15:59:41	56.5	80.9	69.8	56.4	57.1	85.1	56.3	56.3
2023-03-17 15:59:42	56.0	83.1	70.2	56.4	56.6	86.1	56.2	56.2
2023-03-17 15:59:43	56.1	81.2	70.7	56.3	56.8	87.5	56.2	56.2
2023-03-17 15:59:44	56.0	80.7	70.3	56.1	56.6	86.1	56.0	56.0
2023-03-17 15:59:45	55.5	78.8	68.7	56.0	55.9	83.3	55.8	55.8

2023-03-17 15:59:46	55.9	80.1	68.8	55.9	56.3	86.2	55.8	55.8
2023-03-17 15:59:47	57.1	79.7	68.5	56.9	59.4	84.6	56.4	56.4
2023-03-17 15:59:48	55.4	82.8	69.8	56.6	56.1	88.6	56.2	56.2
2023-03-17 15:59:49	56.1	81.5	69.8	56.1	56.8	85.8	55.9	55.9
2023-03-17 15:59:50	57.0	79.4	69.4	56.8	57.6	83.5	56.4	56.4
2023-03-17 15:59:51	56.1	78.4	68.6	56.7	57.4	84.1	56.5	56.5
2023-03-17 15:59:52	56.5	81.0	69.3	56.5	57.0	86.5	56.3	56.3
2023-03-17 15:59:53	57.7	80.1	69.8	57.6	59.8	84.5	57.2	57.2
2023-03-17 15:59:54	61.5	83.5	69.2	61.4	67.9	85.6	59.5	59.6
2023-03-17 15:59:55	63.5	84.4	71.4	63.0	67.5	86.7	62.1	62.1
2023-03-17 15:59:56	56.7	83.3	71.0	62.1	59.7	85.9	60.8	60.8
2023-03-17 15:59:57	56.1	79.4	69.2	59.5	56.8	84.6	58.5	58.5
2023-03-17 15:59:58	56.7	82.1	71.6	57.7	57.1	88.6	57.3	57.3
2023-03-17 15:59:59	57.0	82.8	70.6	57.2	57.5	89.9	57.1	57.1
2023-03-17 16:00:00	57.1	82.6	70.9	57.1	57.7	87.9	57.1	57.1
2023-03-17 16:00:01	57.5	80.7	69.6	57.4	58.5	85.3	57.3	57.3
2023-03-17 16:00:02	56.6	82.1	69.8	57.4	57.3	85.0	57.2	57.2
2023-03-17 16:00:03	57.2	81.0	69.9	57.2	58.6	83.9	56.8	56.8
2023-03-17 16:00:04	57.8	82.4	71.2	57.6	58.6	87.1	57.5	57.5
2023-03-17 16:00:05	56.8	80.2	69.8	57.6	57.5	84.0	57.3	57.3
2023-03-17 16:00:06	56.8	80.6	70.0	57.0	57.2	85.5	56.9	56.9
2023-03-17 16:00:07	56.7	81.8	70.8	56.9	57.2	85.8	56.8	56.8
2023-03-17 16:00:08	57.1	82.0	70.4	57.1	57.5	85.5	57.0	57.0
2023-03-17 16:00:09	57.1	79.4	69.7	57.2	57.6	84.3	57.1	57.1
2023-03-17 16:00:10	56.8	82.1	70.5	57.1	57.3	85.5	56.9	56.9
2023-03-17 16:00:11	57.6	79.4	69.3	57.4	58.1	85.7	57.1	57.1
2023-03-17 16:00:12	57.5	79.8	69.6	57.5	58.0	84.8	57.5	57.5
2023-03-17 16:00:13	57.5	80.5	69.9	57.6	58.2	85.2	57.5	57.5
2023-03-17 16:00:14	56.8	82.8	70.5	57.4	57.7	85.7	57.2	57.2
2023-03-17 16:00:15	57.2	80.9	70.1	57.2	57.8	84.8	57.2	57.2
2023-03-17 16:00:16	56.9	81.5	69.6	57.1	57.5	88.1	57.0	57.0
2023-03-17 16:00:17	56.3	79.7	67.9	56.9	56.8	84.5	56.7	56.7
2023-03-17 16:00:18	56.4	81.2	69.1	56.6	56.9	86.2	56.5	56.5
2023-03-17 16:00:19	56.9	79.9	69.1	56.7	57.2	86.9	56.6	56.6
2023-03-17 16:00:20	56.9	81.6	69.2	56.8	57.2	83.1	56.8	56.8

2023-03-17 16:00:21	56.9	79.2	69.1	56.9	57.4	83.6	56.8	56.8
2023-03-17 16:00:22	57.0	80.4	69.4	57.0	57.5	86.0	56.9	56.9
2023-03-17 16:00:23	57.1	80.7	70.0	57.1	57.5	87.2	57.0	57.0
2023-03-17 16:00:24	56.9	80.3	70.3	57.2	57.6	85.1	57.0	57.0
2023-03-17 16:00:25	57.2	80.1	69.6	57.2	57.9	85.9	57.0	57.0
2023-03-17 16:00:26	57.1	81.3	70.0	57.2	57.7	83.3	57.1	57.1
2023-03-17 16:00:27	57.7	80.0	68.5	57.5	58.1	84.5	57.3	57.3
2023-03-17 16:00:28	57.1	78.7	67.4	57.5	57.8	83.8	57.4	57.4
2023-03-17 16:00:29	57.8	80.8	69.5	57.7	58.5	83.8	57.4	57.4
2023-03-17 16:00:30	57.6	80.6	69.7	57.7	58.1	85.0	57.6	57.6
2023-03-17 16:00:31	57.9	82.4	71.2	57.9	58.4	84.5	57.6	57.6
2023-03-17 16:00:32	57.7	80.8	70.0	57.9	58.5	85.9	57.8	57.8
2023-03-17 16:00:33	57.4	80.0	69.4	57.7	57.9	84.7	57.6	57.6
2023-03-17 16:00:34	57.5	80.1	69.2	57.6	58.1	85.3	57.4	57.4
2023-03-17 16:00:35	57.3	79.4	69.3	57.7	58.1	84.2	57.5	57.6
2023-03-17 16:00:36	57.1	81.0	70.9	57.3	57.5	85.9	57.2	57.2
2023-03-17 16:00:37	57.1	81.9	71.1	57.2	57.4	86.6	57.2	57.2
2023-03-17 16:00:38	56.6	80.3	69.1	57.1	57.1	87.6	56.9	56.9
2023-03-17 16:00:39	57.1	81.7	70.9	57.0	57.7	87.0	56.9	56.9
2023-03-17 16:00:40	57.1	81.8	70.9	57.2	57.7	85.2	57.0	57.0
2023-03-17 16:00:41	56.3	82.5	71.3	57.2	57.6	87.4	56.9	56.9
2023-03-17 16:00:42	56.4	81.2	70.0	56.6	56.6	85.5	56.5	56.5
2023-03-17 16:00:43	56.7	80.6	70.2	56.6	56.9	86.3	56.5	56.5
2023-03-17 16:00:44	56.6	81.3	70.2	56.7	57.1	84.9	56.6	56.6
2023-03-17 16:00:45	57.1	80.9	69.5	57.0	57.6	85.1	56.8	56.8
2023-03-17 16:00:46	56.8	81.1	70.7	57.0	57.5	86.3	56.9	56.9
2023-03-17 16:00:47	56.3	80.9	70.2	56.9	56.7	84.7	56.6	56.6
2023-03-17 16:00:48	56.1	80.1	70.0	56.5	56.6	85.3	56.3	56.3
2023-03-17 16:00:49	56.5	80.5	70.9	56.6	57.8	86.8	56.2	56.2
2023-03-17 16:00:50	56.4	82.2	70.7	56.6	57.1	87.2	56.5	56.5
2023-03-17 16:00:51	56.7	80.7	70.1	56.6	57.1	83.4	56.5	56.5
2023-03-17 16:00:52	56.6	81.1	70.9	56.7	57.2	85.2	56.7	56.7
2023-03-17 16:00:53	56.4	80.2	69.7	56.5	57.0	85.0	56.5	56.5
2023-03-17 16:00:54	56.5	81.7	70.3	56.5	56.8	85.5	56.4	56.4
2023-03-17 16:00:55	57.0	81.4	71.4	56.9	57.4	86.3	56.6	56.6

2023-03-17 16:00:56	57.0	81.2	70.5	57.0	57.4	87.7	56.9	56.9
2023-03-17 16:00:57	56.8	81.6	71.4	56.9	57.2	87.1	56.8	56.8
2023-03-17 16:00:58	56.2	81.0	70.3	56.9	57.1	85.0	56.7	56.7
2023-03-17 16:00:59	57.0	82.3	71.6	56.8	57.6	86.2	56.6	56.6
2023-03-17 16:01:00	56.9	80.1	69.1	57.0	57.5	85.0	56.9	56.9
2023-03-17 16:01:01	56.7	81.3	69.9	56.9	57.2	85.6	56.8	56.9
2023-03-17 16:01:02	55.9	78.1	69.0	56.7	56.3	84.1	56.4	56.5
2023-03-17 16:01:03	56.0	80.5	69.4	56.2	56.5	85.0	56.1	56.1
2023-03-17 16:01:04	55.9	78.6	68.5	56.1	56.6	83.4	56.0	56.0
2023-03-17 16:01:05	56.1	79.5	68.5	56.2	57.1	83.2	56.0	56.0
2023-03-17 16:01:06	56.1	79.2	69.5	56.1	56.6	84.6	56.0	56.0
2023-03-17 16:01:07	56.9	80.5	69.7	56.7	57.5	84.2	56.3	56.3
2023-03-17 16:01:08	58.4	81.2	71.1	57.8	59.3	84.6	57.3	57.3
2023-03-17 16:01:09	58.7	82.9	70.6	58.4	59.3	84.8	58.2	58.2
2023-03-17 16:01:10	58.9	81.1	69.7	58.8	60.7	83.8	58.5	58.5
2023-03-17 16:01:11	58.2	80.4	70.2	58.8	59.1	85.4	58.6	58.6
2023-03-17 16:01:12	58.7	81.6	70.1	58.7	59.9	84.3	58.4	58.4
2023-03-17 16:01:13	61.3	82.4	71.0	60.5	62.7	86.6	59.9	59.9
2023-03-17 16:01:14	60.0	81.0	69.8	60.6	61.4	83.6	60.4	60.4
2023-03-17 16:01:15	57.9	80.9	69.9	60.1	58.7	83.4	59.4	59.4
2023-03-17 16:01:16	58.5	82.0	69.8	58.9	59.1	84.6	58.7	58.7
2023-03-17 16:01:17	58.7	82.2	70.9	58.9	59.4	85.1	58.8	58.8
2023-03-17 16:01:18	57.5	80.6	70.8	58.6	58.1	86.3	58.3	58.3
2023-03-17 16:01:19	57.4	82.5	71.5	57.9	57.8	87.4	57.7	57.7
2023-03-17 16:01:20	57.6	81.0	70.8	57.7	58.0	86.8	57.6	57.6
2023-03-17 16:01:21	57.4	81.7	70.9	57.6	57.8	85.6	57.5	57.5
2023-03-17 16:01:22	57.3	81.0	70.5	57.5	57.9	85.6	57.4	57.4
2023-03-17 16:01:23	57.9	82.5	71.8	57.7	58.5	86.0	57.5	57.5
2023-03-17 16:01:24	58.0	84.2	74.6	58.0	58.7	88.3	57.8	57.8
2023-03-17 16:01:25	58.5	84.4	74.9	58.4	59.2	87.2	58.2	58.2
2023-03-17 16:01:26	57.5	84.6	72.7	58.1	58.0	86.7	57.9	57.9
2023-03-17 16:01:27	57.6	83.3	72.5	57.8	58.1	86.9	57.7	57.7
2023-03-17 16:01:28	57.2	82.5	71.7	57.7	58.1	86.9	57.5	57.5
2023-03-17 16:01:29	57.7	82.5	72.5	57.6	58.0	86.5	57.5	57.5
2023-03-17 16:01:30	57.0	80.7	70.0	57.6	57.5	83.9	57.4	57.4

2023-03-17 16:01:31	56.5	79.7	69.4	57.2	56.9	85.5	57.0	57.0
2023-03-17 16:01:32	56.8	83.5	70.1	56.8	57.1	86.6	56.8	56.8
2023-03-17 16:01:33	57.0	79.3	69.3	57.0	57.9	83.6	56.8	56.8
2023-03-17 16:01:34	57.7	81.5	69.7	57.5	58.3	83.3	57.3	57.3
2023-03-17 16:01:35	56.9	79.5	69.7	57.4	57.7	83.4	57.2	57.2
2023-03-17 16:01:36	56.6	80.2	69.4	57.2	57.7	85.1	57.0	57.0
2023-03-17 16:01:37	56.1	79.3	69.3	56.8	56.5	84.4	56.5	56.5
2023-03-17 16:01:38	56.4	81.2	69.6	56.4	56.6	85.5	56.4	56.4
2023-03-17 16:01:39	56.5	79.8	69.3	56.5	56.7	84.1	56.4	56.4
2023-03-17 16:01:40	57.3	80.7	68.8	57.1	58.0	82.5	56.8	56.8
2023-03-17 16:01:41	56.9	81.0	68.9	57.0	57.3	83.5	57.0	57.0
2023-03-17 16:01:42	56.6	78.9	68.7	57.0	57.0	83.3	56.8	56.8
2023-03-17 16:01:43	57.0	81.2	69.5	57.0	57.5	85.1	56.8	56.8
2023-03-17 16:01:44	57.2	82.4	70.2	57.1	57.7	87.9	57.0	57.0
2023-03-17 16:01:45	56.4	80.5	69.1	57.1	57.2	84.2	56.9	56.9
2023-03-17 16:01:46	56.6	79.4	68.1	56.6	57.0	82.0	56.6	56.6
2023-03-17 16:01:47	56.5	79.9	68.9	56.7	57.0	83.8	56.6	56.6
2023-03-17 16:01:48	56.7	78.5	68.3	56.7	57.0	85.2	56.6	56.6
2023-03-17 16:01:49	56.6	79.3	68.8	56.6	57.0	86.0	56.6	56.6
2023-03-17 16:01:50	56.6	79.9	69.4	56.7	57.0	83.1	56.6	56.6
2023-03-17 16:01:51	56.8	81.9	68.9	56.8	57.1	85.7	56.7	56.7
2023-03-17 16:01:52	56.8	78.5	67.9	56.9	57.3	82.4	56.8	56.8
2023-03-17 16:01:53	56.4	79.8	68.6	56.7	56.7	83.8	56.6	56.6
2023-03-17 16:01:54	56.8	80.5	70.1	56.7	57.1	85.0	56.6	56.6
2023-03-17 16:01:55	57.2	80.5	70.3	57.0	57.6	86.5	56.9	56.9
2023-03-17 16:01:56	57.4	79.8	69.3	57.3	58.2	85.4	57.2	57.2
2023-03-17 16:01:57	57.0	80.4	69.3	57.3	57.4	84.7	57.1	57.1
2023-03-17 16:01:58	56.9	81.5	71.1	57.1	57.2	84.8	57.0	57.0
2023-03-17 16:01:59	56.7	79.2	68.6	57.0	57.5	83.1	56.9	56.9
2023-03-17 16:02:00	56.8	78.4	67.7	56.8	57.2	81.5	56.7	56.7
2023-03-17 16:02:01	56.7	79.3	68.4	56.8	57.1	84.2	56.8	56.8
2023-03-17 16:02:02	56.5	78.4	68.7	56.7	56.8	83.1	56.6	56.6
2023-03-17 16:02:03	56.6	80.9	68.4	56.6	56.8	84.7	56.6	56.6
2023-03-17 16:02:04	56.7	80.5	68.3	56.7	57.4	82.6	56.6	56.6
2023-03-17 16:02:05	56.8	79.7	68.8	56.8	57.4	83.7	56.7	56.7

2023-03-17 16:02:06	56.6	79.2	68.1	56.9	57.2	84.4	56.8	56.8
2023-03-17 16:02:07	56.5	80.0	69.8	56.8	57.2	85.5	56.7	56.7
2023-03-17 16:02:08	55.8	79.2	68.2	56.5	56.3	83.2	56.2	56.2
2023-03-17 16:02:09	55.4	79.2	68.6	56.0	55.8	83.3	55.8	55.8
2023-03-17 16:02:10	55.9	80.4	68.8	55.8	56.1	83.4	55.8	55.8
2023-03-17 16:02:11	55.6	79.0	68.7	55.9	56.4	82.8	55.8	55.8
2023-03-17 16:02:12	55.8	79.6	69.0	55.8	56.3	85.6	55.7	55.7
2023-03-17 16:02:13	57.0	81.1	68.9	56.6	57.9	84.5	56.3	56.3
2023-03-17 16:02:14	55.8	80.0	68.0	56.6	56.5	82.2	56.3	56.3
2023-03-17 16:02:15	55.4	80.7	69.0	56.1	55.8	86.6	55.9	55.9
2023-03-17 16:02:16	55.5	78.3	67.9	55.6	55.8	83.4	55.6	55.6
2023-03-17 16:02:17	55.0	77.7	67.1	55.6	55.6	82.5	55.4	55.4
2023-03-17 16:02:18	55.2	79.1	67.5	55.3	55.6	83.7	55.2	55.2
2023-03-17 16:02:19	55.3	79.5	68.1	55.3	55.8	83.5	55.2	55.2
2023-03-17 16:02:20	55.2	78.1	67.8	55.2	55.5	82.4	55.2	55.2
2023-03-17 16:02:21	55.2	77.1	67.3	55.2	55.5	85.3	55.2	55.2
2023-03-17 16:02:22	55.6	77.9	67.1	55.5	56.1	81.8	55.3	55.3
2023-03-17 16:02:23	55.6	79.8	69.2	55.6	56.0	84.9	55.5	55.5
2023-03-17 16:02:24	55.6	78.5	68.5	55.7	56.0	82.4	55.6	55.6
2023-03-17 16:02:25	55.7	79.9	69.5	55.7	56.2	85.8	55.6	55.6
2023-03-17 16:02:26	55.7	80.6	69.2	55.7	55.9	87.7	55.7	55.7
2023-03-17 16:02:27	55.9	79.5	68.6	55.8	56.2	84.2	55.7	55.7
2023-03-17 16:02:28	56.2	78.6	67.9	56.1	56.6	84.3	56.0	56.0
2023-03-17 16:02:29	55.8	79.1	68.6	56.1	56.3	84.5	56.0	56.0
2023-03-17 16:02:30	56.0	79.1	68.2	56.0	56.5	84.8	55.9	55.9
2023-03-17 16:02:31	55.6	80.4	68.9	56.0	56.2	86.9	55.9	55.9
2023-03-17 16:02:32	55.3	79.6	68.9	55.7	55.6	86.0	55.6	55.6
2023-03-17 16:02:33	55.7	80.1	68.8	55.6	56.1	84.6	55.5	55.5
2023-03-17 16:02:34	55.3	78.8	68.5	55.5	55.6	84.2	55.4	55.4
2023-03-17 16:02:35	55.8	80.1	69.3	55.7	56.1	85.0	55.6	55.6
2023-03-17 16:02:36	55.5	79.3	68.0	55.7	55.9	83.3	55.6	55.6
2023-03-17 16:02:37	55.4	78.7	67.9	55.6	55.8	83.3	55.5	55.5
2023-03-17 16:02:38	55.8	79.5	68.5	55.8	56.2	81.9	55.6	55.6
2023-03-17 16:02:39	55.8	79.2	68.3	55.8	56.2	82.3	55.7	55.7
2023-03-17 16:02:40	55.8	78.2	67.8	55.9	56.2	83.8	55.8	55.8

2023-03-17 16:02:41	55.6	79.2	67.8	55.8	56.0	83.0	55.7	55.7
2023-03-17 16:02:42	56.4	79.1	67.9	56.3	57.8	82.3	55.9	55.9
2023-03-17 16:02:43	55.0	79.2	67.1	56.2	56.4	81.9	55.8	55.8
2023-03-17 16:02:44	55.0	79.4	68.9	55.5	55.3	85.5	55.3	55.3
2023-03-17 16:02:45	55.3	78.9	69.2	55.3	55.7	83.7	55.3	55.3
2023-03-17 16:02:46	55.3	79.9	68.3	55.4	55.8	82.5	55.3	55.3
2023-03-17 16:02:47	55.4	80.3	68.5	55.3	55.7	81.9	55.3	55.3
2023-03-17 16:02:48	55.5	78.4	68.4	55.5	55.9	83.6	55.4	55.4
2023-03-17 16:02:49	55.5	79.4	68.9	55.5	55.9	84.6	55.5	55.5
2023-03-17 16:02:50	55.7	79.9	68.4	55.7	56.1	83.3	55.5	55.5
2023-03-17 16:02:51	55.8	81.1	68.7	55.8	56.4	84.5	55.7	55.7
2023-03-17 16:02:52	55.6	79.9	68.1	55.7	56.0	82.0	55.7	55.7
2023-03-17 16:02:53	55.3	78.3	67.7	55.7	55.8	83.7	55.5	55.5
2023-03-17 16:02:54	55.3	79.2	67.2	55.5	55.7	83.2	55.4	55.4
2023-03-17 16:02:55	55.7	79.4	67.3	55.5	55.9	83.6	55.4	55.4
2023-03-17 16:02:56	55.5	80.7	68.5	55.6	56.0	86.2	55.5	55.5
2023-03-17 16:02:57	55.9	79.6	68.1	55.9	56.9	82.4	55.7	55.7
2023-03-17 16:02:58	55.5	79.3	68.5	55.7	55.7	83.3	55.6	55.6
2023-03-17 16:02:59	55.5	79.9	68.7	55.6	55.9	83.6	55.5	55.5
2023-03-17 16:03:00	56.2	78.2	67.7	56.1	57.0	81.7	55.7	55.7
2023-03-17 16:03:01	56.5	81.7	69.0	56.4	57.3	84.1	56.2	56.2
2023-03-17 16:03:02	57.2	84.8	71.2	56.9	58.5	88.6	56.7	56.7
2023-03-17 16:03:03	57.6	81.0	68.9	57.5	58.7	81.6	57.3	57.3
2023-03-17 16:03:04	57.7	80.1	68.8	57.8	58.8	83.2	57.6	57.6
2023-03-17 16:03:05	56.7	79.9	68.9	57.4	57.2	83.2	57.1	57.1
2023-03-17 16:03:06	55.9	79.2	67.5	57.0	56.8	82.4	56.6	56.6
2023-03-17 16:03:07	56.9	78.6	68.3	56.8	57.6	82.7	56.5	56.5
2023-03-17 16:03:08	56.9	80.3	68.1	56.9	57.6	83.9	56.8	56.8
2023-03-17 16:03:09	58.5	81.5	69.5	58.1	59.4	83.1	57.5	57.5
2023-03-17 16:03:10	57.7	80.6	70.6	58.0	58.8	84.7	57.8	57.8
2023-03-17 16:03:11	57.8	80.5	70.0	58.0	58.6	83.1	57.9	57.9
2023-03-17 16:03:12	58.5	82.8	70.3	58.4	59.7	83.8	58.1	58.1
2023-03-17 16:03:13	58.1	81.5	70.4	58.3	58.8	84.9	58.1	58.1
2023-03-17 16:03:14	61.1	84.1	73.5	60.5	62.9	86.7	59.1	59.2
2023-03-17 16:03:15	59.0	81.5	70.4	60.5	62.2	83.9	60.0	60.0

2023-03-17 16:03:16	58.2	81.3	69.4	59.8	60.4	84.3	59.3	59.3
2023-03-17 16:03:17	57.9	82.1	69.6	58.5	58.9	83.4	58.4	58.4
2023-03-17 16:03:18	56.9	80.3	69.5	58.1	57.4	85.2	57.7	57.7
2023-03-17 16:03:19	57.0	80.9	69.3	57.3	57.4	83.0	57.2	57.2
2023-03-17 16:03:20	56.8	79.4	68.6	57.2	57.4	83.3	57.0	57.0
2023-03-17 16:03:21	58.5	83.3	69.7	58.1	59.3	84.7	57.5	57.5
2023-03-17 16:03:22	58.4	80.5	69.3	58.3	59.0	84.2	58.2	58.2
2023-03-17 16:03:23	59.4	81.7	70.2	59.1	60.1	85.0	58.8	58.8
2023-03-17 16:03:24	57.2	80.3	69.5	59.0	58.8	83.5	58.4	58.4
2023-03-17 16:03:25	57.9	81.0	70.0	58.0	58.6	83.2	57.9	57.9
2023-03-17 16:03:26	57.2	80.5	70.7	58.0	58.3	85.7	57.8	57.8
2023-03-17 16:03:27	56.7	83.3	70.8	57.4	57.2	86.3	57.1	57.1
2023-03-17 16:03:28	56.0	80.9	69.8	57.0	56.7	84.5	56.7	56.7
2023-03-17 16:03:29	57.5	80.6	69.4	57.6	61.1	84.2	56.3	56.3
2023-03-17 16:03:30	58.3	82.2	68.9	59.1	63.9	84.6	58.3	58.3
2023-03-17 16:03:31	56.3	82.3	70.7	57.5	57.9	87.4	56.9	57.0
2023-03-17 16:03:32	56.1	80.4	69.4	57.0	58.1	83.9	56.7	56.7
2023-03-17 16:03:33	55.6	80.0	69.2	56.4	56.3	83.1	56.1	56.1
2023-03-17 16:03:34	55.5	80.1	69.8	55.9	55.9	83.4	55.7	55.8
2023-03-17 16:03:35	55.2	80.6	70.1	55.7	55.8	85.9	55.5	55.5
2023-03-17 16:03:36	55.6	80.2	70.1	55.5	56.1	84.3	55.4	55.4
2023-03-17 16:03:37	56.1	83.0	71.3	56.0	56.5	86.1	55.7	55.7
2023-03-17 16:03:38	56.8	81.1	71.1	56.6	58.0	85.4	56.2	56.2
2023-03-17 16:03:39	55.8	80.5	70.2	56.6	57.7	85.1	56.3	56.3
2023-03-17 16:03:40	56.1	81.3	70.9	56.1	56.4	84.8	56.1	56.1
2023-03-17 16:03:41	56.3	81.0	70.9	56.3	57.0	84.4	56.1	56.1
2023-03-17 16:03:42	56.2	81.5	70.9	56.4	57.0	86.3	56.3	56.3
2023-03-17 16:03:43	57.3	83.4	71.5	57.0	58.6	85.1	56.6	56.6
2023-03-17 16:03:44	57.0	81.7	71.2	57.1	57.5	86.8	57.0	57.0
2023-03-17 16:03:45	58.3	82.2	71.2	57.9	59.2	84.8	57.5	57.5
2023-03-17 16:03:46	56.4	82.9	71.1	57.9	58.7	86.6	57.4	57.5
2023-03-17 16:03:47	57.5	82.1	71.2	57.4	58.4	85.0	57.2	57.2
2023-03-17 16:03:48	56.6	80.5	70.1	57.3	57.0	84.5	57.1	57.1
2023-03-17 16:03:49	56.5	80.7	70.3	56.8	56.8	84.1	56.7	56.7
2023-03-17 16:03:50	56.6	82.9	71.7	56.6	57.0	86.7	56.5	56.5

	2023-03-17 16:03:51	56.9	82.5	70.8	56.8	57.4	87.6	56.7	56.7
	2023-03-17 16:03:52	56.2	81.8	71.5	56.8	57.0	86.7	56.6	56.7
	2023-03-17 16:03:53	55.5	80.7	71.1	56.3	56.0	86.1	56.1	56.1
	2023-03-17 16:03:54	55.6	79.9	69.9	55.8	56.0	84.7	55.7	55.7
	2023-03-17 16:03:55	55.6	80.3	69.4	55.7	56.2	83.9	55.6	55.6
	2023-03-17 16:03:56	56.9	80.6	71.6	56.4	57.2	85.5	56.2	56.2
	2023-03-17 16:03:57	58.2	82.3	71.5	57.7	59.6	85.3	57.2	57.2
	2023-03-17 16:03:58	56.7	81.4	70.4	57.6	57.5	83.6	57.3	57.3
	2023-03-17 16:03:59	56.3	79.7	69.3	57.0	56.8	83.3	56.8	56.8
	2023-03-17 16:04:00	58.2	80.3	69.4	58.0	60.9	85.6	56.9	57.0
	2023-03-17 16:04:01	56.5	80.7	69.9	57.9	58.5	83.6	57.4	57.4
	2023-03-17 16:04:02	56.6	81.2	70.0	57.0	57.2	85.1	56.9	56.9
	2023-03-17 16:04:03	56.6	80.1	70.4	56.8	57.1	84.2	56.7	56.7
	2023-03-17 16:04:04	57.0	83.2	71.0	57.0	57.8	85.3	56.7	56.7
	2023-03-17 16:04:05	57.0	81.2	70.8	57.0	57.3	85.9	56.9	56.9
	2023-03-17 16:04:06	57.5	80.8	69.7	57.4	58.1	83.0	57.1	57.1
	2023-03-17 16:04:07	57.6	81.4	70.6	57.5	58.3	84.2	57.4	57.4
	2023-03-17 16:04:08	59.6	81.3	71.3	59.1	60.7	85.5	58.3	58.3
	2023-03-17 16:04:09	61.2	81.6	72.0	60.6	62.7	85.8	60.1	60.1
	2023-03-17 16:04:10	57.9	81.5	70.1	60.4	60.1	84.6	59.7	59.7
	2023-03-17 16:04:11	57.3	81.3	70.5	59.0	58.1	85.0	58.4	58.4
	2023-03-17 16:04:12	57.4	82.4	71.2	58.0	58.1	85.6	57.7	57.7
	2023-03-17 16:04:13	57.9	82.2	71.5	57.9	58.4	86.5	57.8	57.8
	2023-03-17 16:04:14	58.1	82.2	72.1	58.0	58.5	85.5	57.9	57.9
	2023-03-17 16:04:15	57.1	83.3	70.5	58.0	58.3	85.5	57.7	57.7
	2023-03-17 16:04:16	56.4	79.8	69.4	57.5	57.1	83.4	57.1	57.2
Stop	2023-03-17 16:04:17								

Appendix B

Resolution No. 2020-30

RESOLUTION NO. 2020-30

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DIAMOND BAR, CALIFORNIA, ADOPTING "VEHICLE MILES TRAVELED" THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF ANALYZING TRANSPORTATION IMPACTS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

A. RECITALS

1. WHEREAS, on April 18, 1989, the City of Diamond Bar was established as a duly organized municipal corporation of the State of California.

2. WHEREAS, on July 25, 1995, the City of Diamond Bar adopted its General Plan incorporating all State mandated elements, and portions of the General Plan have been updated from time to time.

3. WHEREAS, on December 17, 2019, the City of Diamond Bar adopted its comprehensive update of the General Plan ("General Plan 2040").

4. WHEREAS, the California Environmental Quality Act Guidelines ("CEQA Guidelines") encourage public agencies to develop and publish generally applicable "thresholds of significance" to be used in determining the significance of a project's environmental effects.

5. WHEREAS, CEQA Guidelines Section 15064.7(a) defines a threshold of significance as "an identifiable quantitative, qualitative or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant".

6. WHEREAS, CEQA Guidelines Section 15064.7(b) requires that thresholds of significance must be adopted by ordinance, resolution, rule, or regulations, developed through a public review process, and be supported by substantial evidence.

7. WHEREAS, pursuant to CEQA Guidelines Section 15064.7(c), when adopting thresholds of significance, a public agency may consider thresholds of significance adopted or recommended by other public agencies provided that the decision of the agency is supported by substantial evidence.

8. WHEREAS, Senate Bill 743, enacted in 2013 and codified in Public Resources Code Section 21099, required changes to the CEQA Guidelines regarding the criteria for determining the significance of transportation impacts of projects.

9. WHEREAS, in 2018, the Governor's Office of Planning and Research ("OPR") proposed, and the California Natural Resources Agency certified and adopted, new CEQA Guidelines Section 15064.3 that identifies vehicle miles traveled ("VMT") – meaning the amount and distance of automobile travel attributable to a project – as the most appropriate metric to evaluate a project's transportation impacts.

10. WHEREAS, as a result, automobile delay, as measured by "level of service" and

other similar metrics, generally no longer constitutes a significant environmental effect under CEQA.

11. WHEREAS, CEQA Guidelines Section 15064.3 goes into effect on July 1, 2020, though public agencies may elect to be governed by this section immediately.

12. WHEREAS, the City of Diamond Bar, following a public review process consisting of staff presentations before the Planning Commission, wishes to recommend adopting the VMT thresholds of significance for determining the significance of transportation impacts to the City Council.

13. WHEREAS, on May 26, 2020, at a regularly scheduled meeting, the Planning Commission reviewed and considered the City of Diamond Bar's proposed VMT thresholds of significance for determining the significance of transportation impacts and recommends adoption to the City Council.

14. WHEREAS, on July 21, 2020, at a regularly scheduled meeting, the City Council reviewed and considered the City of Diamond Bar's proposed VMT thresholds of significance for determining the significance of transportation impacts.

B. RESOLUTION

NOW, THEREFORE, it is found, determined and resolved by the City Council of the City of Diamond Bar as follows:

1. This City Council hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon the facts and evidence presented during the City Council meeting regarding the City's proposed VMT thresholds of significance for determining the significance of transportation impacts, including documentary evidence provided by City staff, the City Council hereby finds as follows:

   (a) The new CEQA VMT transportation impact thresholds are consistent with the City's General Plan 2040's numerous goals and policies adopted December 17, 2019, including, but not limited to, the following:

      (i) Land Use & Economic Development Element

      - *Goals: LU-G-4, LU-G-9, LU-G-12, LU-G-13, LU-G-14, LU-G-19, LU-G-26, ED-G-2, ED-G-5*
      - *Policies: LU-P-3, LU-P-4, LU-P-7, LU-P-14, LU-P-15, LU-P-21, LU-P-26, LU-P-28, LU-P-29, LU-P-31, LU-P-32, LU-P-33, LU-P-35, LU-P-41, LU-P-45, LU-P-49, LU-P-51, ED-P-9, ED-P-9*

      (ii) Community Character & Placemaking Element

      - *Goals: CC-G-14, CC-G-17*
      - *Policies: CC-P-23, CC-P-25, CC-P-26, CC-P-56, CC-P-58, CC-P-59, CC-P-64*

(iii) Circulation Element

- *Goals: CR-G-1, CR-G-2, CR-G-3, CR-G-4, CR-G-5, CR-G-6, CR-G-8*
- *Policies: CR-P-3, CR-P-4, CR-P-5, CR-P-7, CR-P-12, CR-P-16, CR-P-24, CR-P-25, CR-P- 54*

(iv) Resource Conservation Element

- *Goal: RC-G-14*
- *Policy: RC-P-35*

(v) Community Health & Sustainability Element

- *Goal: CHS-G-2*
- *Policies: CHS-P-4, CHS-P-5, CHS-P-6, CHS-P-33*

(b) The new CEQA VMT transportation thresholds has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The adoption of new local CEQA thresholds of significance for transportation impacts will not have a significant environmental impact and are exempt from the CEQA pursuant to Section 15308 of Title 14 of the California Code of Regulations because the two actions are undertaken by the City for the protection of the environment. The revised CEQA thresholds will be compliant with a State mandate (SB 743) and will be used in a regulatory process (CEQA process) that involves procedures for the protection of the environment. Accordingly, the City Council will consider the recommendation to find the Resolution exempt from the environmental review requirements of CEQA pursuant to Section 15308 of Title 14 of the California Code of Regulations.

3. Based on the findings and conclusions set forth above, the City Council adopts the VMT thresholds of significance as Exhibit A.

The City Council shall:

(a) Certify as to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 21st day of July, 2020.

Steve Tye, Mayor

ATTEST:

I, Kristina Santana, City Clerk of the City of Diamond Bar, do hereby certify that the foregoing Resolution was passed, approved and adopted at a regular meeting of the City Council of the City of Diamond Bar held on the 21st day of July, 2020, by the following vote:

AYES:	COUNCIL MEMBERS:	Chou, Low, Mahlke, MPT/Lyons, M/Tye
NOES:	COUNCIL MEMBERS:	None
ABSENT:	COUNCIL MEMBERS:	None
ABSTAIN:	COUNCIL MEMBERS:	None

Kristina Santana, City Clerk

EXHIBIT:

Exhibit A: Table 1: Significance Thresholds for Transportation

City of Diamond Bar

Exhibit A

VMT Baselines and Thresholds of Significance

Consistent with State CEQA guidelines section 15064.3, the City of Diamond Bar has adopted the project baselines and thresholds of significance set forth in Table 1 to guide in determining when a project will have a significant transportation impact.

Table 1

Project Type	Thresholds
Land Use Plan	1) Project Impact: A significant impact would occur if the VMT rate for the plan would exceed 15% below the applicable baseline VMT rate. 2) Cumulative Project Effect: A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.
Land Use Project	1) Project Impact: A significant impact would occur if the VMT rate for the project would exceed 15% below the applicable baseline VMT rate. 2) Cumulative Project Effect: A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.
Retail Project (over 50,000 square feet)	1) Project Impact: A significant impact would occur if the VMT rate for the project would exceed 15% below the applicable baseline VMT. 2) Cumulative Project Effect: A significant impact would occur if the project increases total VMT in the study area compared to baseline conditions.
Transportation Project	A significant impact would occur if the project causes a net increase in total regional VMT compared to baseline conditions, opening year no project conditions, or cumulative no project conditions.
All Land Use and Transportation Projects	A significant impact would occur if the project is inconsistent with the RTP/SCS.

Note: Baseline VMT rate is defined as the City of Diamond Bar average VMT per service population (City employment and residents).

Appendix C

Scoping Period Comments

STATE OF CALIFORNIA Gavin Newsom, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION

ACTING CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Vacant

COMMISSIONER
Vacant

COMMISSIONER
Vacant

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

June 13, 2023

Grace Lee
City of Diamond Bar
21819 Copley Dr.
Diamond Bar, CA 91765

Re: 2018051066, Diamond Bar Town Center Specific Plan, Los Angeles County

Dear Ms. Lee:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

Laura Male

From: Grace Lee <GLee@DiamondBarCA.Gov>
Sent: Wednesday, June 14, 2023 2:38 PM
To: Laura Male; Neal Payton
Cc: Greg Gubman
Subject: FW: CEQA - NOP
Attachments: CEQA.pdf

Hi Laura,

See the email below from CDFW.

Best Regards,

Grace S. Lee | Senior Planner
City of Diamond Bar | Planning Division
909.839.7032

-----Original Message-----
From: Wildlife CEQA <CEQA@wildlife.ca.gov>
Sent: Wednesday, June 14, 2023 12:18 PM
To: Grace Lee <GLee@DiamondBarCA.Gov>
Subject: CEQA - NOP

CAUTION: This message originated outside of our City of Diamond Bar network.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Grace,

California Department of Fish and Wildlife's (CDFW) Habitat Conservation Planning Branch in Sacramento received the attached document on June 13, 2023. CDFW's South Coast Region (Region 5) conducts project review for projects located in Los Angeles County. CDFW Sacramento does not conduct project review for local projects.

CDFW most commonly becomes aware of projects through the Office of Planning and Research's CEQANet portal, so generally we don't need to be sent CEQA notices or documents. However, we respectfully request that the City of Diamond Bar update your contact list and send any future CEQA documents or notices directly to our Region 5 office.

https://wildlife.ca.gov/Regions/5

Kindly,

Lance Salisbury
Senior Environmental Scientist (Supervisor) Environmental Review and Permitting Program - Sacramento

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
Norma E. García-González, Director Alina Bokde, Chief Deputy Director

June 22, 2023

Ms. Grace S. Lee
Senior Planner
City of Diamond Bar
21810 Copley Drive
Diamond Bar, California 91765

Dear Ms. Lee:

NOTICE OF PREPARATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT DIAMOND BAR TOWN CENTER SPECIFIC PLAN

Thank you for the opportunity to review the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) and the Initial Study (IS) for the Diamond Bar Town Center Specific Plan (Proposed Project). Our understanding is that the Proposed Project would serve as both a policy and regulatory document to guide the transformation of the Town Center area from a neighborhood commercial area into a pedestrian-oriented, mixed-use district. The Proposed Project would allow for a maximum buildout of 2,055 housing units, 150 hotel rooms, 40,000 square feet of public open space, and 415,000 square feet of commercial space including retail, dining, entertainment, office, community, and cultural uses.

The Los Angeles County Department of Parks and Recreation (DPR) offers the following comments on the IS:

Potential Impacts on Parks and Recreation Resources

DPR owns and operates the Diamond Bar Golf Course (DBGC), which is a public golf course located at 22751 Golden Springs Dr, Diamond Bar, CA 91765. Given the scope and scale of the Proposed Project, we concur that it may result in potentially significant impacts to parks and recreation resources in the City, including DBGC, as indicated on page 88 (Public Services – Parks) and page 90 (Recreation) of the IS.

Los Angeles County Parks Needs Assessments

To assist the City with analyses on the potential impacts to parks and recreation resources in the Draft SEIR, we offer the following resources:

- **2016 Los Angeles Countywide Parks Needs Assessment (PNA)**:

  Adopted by the Los Angeles County Board of Supervisors on July 5, 2016, the PNA is a comprehensive study of the diverse park and recreation needs in cities and unincorporated communities across the county. Prepared by DPR, the PNA gathered data to determine the scope, scale, and location of park need in Los Angeles County. Since its completion in 2016, the PNA has been invaluable in informing planning, decision-making, and resource allocation for parks and recreation. The Proposed Project is located within the City of Diamond Bar Study Area. The parks profile for this Study Area is available at:

  https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_157.pdf

- **2022 Los Angeles Countywide Parks Needs Assessment Plus (PNA+):**

  Adopted by the Board of Supervisors on December 6, 2022, the PNA+ complements and offers new information not previously included in the 2016 PNA. Specifically, PNA+ includes data about access to regional parks, open space, trails, beaches and lakes, and local parks in rural areas, as well as mapping and analyses related to population vulnerability, environmental benefits, environmental burdens, and priority areas for environmental conservation, environmental restoration, regional recreation, and rural recreation. Please refer to Appendix A which contains a specific report for the East San Gabriel Valley Area that includes the City of Diamond Bar:

  https://lacountyparkneeds.org/wp-content/uploads/2023/03/AppA_RegionalProfiles_EastSanGabrielValley_Dec2022.pdf

Thank you for including DPR in the review of the NOP and IS. We look forward to reviewing the Draft SEIR when it becomes available. Should you have any questions, please contact Ms. Jui Ing Chien, Park Planner, of my staff at (626) 588-5317 or by email at jchien@parks.lacounty.gov.

Sincerely,

Sean Woods
Chief of Planning

SW:CL:JIC:ev

Laura Male

Subject: FW: New town center

From: Gary T. Panton <panton@mindspring.com>
Sent: Monday, June 26, 2023 10:28 AM
To: Grace Lee <GLee@DiamondBarCA.Gov>
Subject: New town center

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Are you people nuts? 2,000 housing units? You are muts.

Sent from Mail for Windows

SKYE PATRICK
Library Director

LA COUNTY LIBRARY

June 28, 2023

Grace S. Lee, Senior Planner
City of Diamond Bar
21810 Copley Drive
Diamond Bar, CA 91765

COMMENTS FOR THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE DIAMOND BAR TOWN CENTER SPECIFIC PLAN

Dear Grace S. Lee:

This is to provide comments regarding the Diamond Bar Town Center Specific Plan which would serve to guide the transformation of the Town Center including the proposed development of up to 2,055 housing units, 150 hotel rooms, 40,000 square feet of public open space and 415,000 square feet of commercial space. Attached is a report of LA County Library's analysis and projected impact to services.

If you have any questions or need additional information, please contact Elsa Muñoz at (562) 940-8450 or EMunoz@library.lacounty.gov.

Very best,

Skye Patrick
County Librarian

SP:YP:GR:EM

Attachment

c: Grace Reyes, Administrative Deputy, LA County Library
Jesse Walker-Lanz, Assistant Director, Public Services, LA County Library
Ting Fanti, Departmental Finance Manager, Budget and Fiscal Services, LA County Library

https://lacounty.sharepoint.com/sites/publiclibrary/docs/staffservices/Documents/EIR/Diamond Bar General Plan/Diamond Bar Town Center Specific Plan response.doc

LA COUNTY LIBRARY
COMMENTS FOR DIAMOND BAR TOWN CENTER SPECIFIC PLAN

The project area is being serviced by the Diamond Bar Library, located at 21800 Copley Dr., CA 91765, which is 2.0 miles from the project site. Walnut Library, located at 21155 La Puente Rd., Walnut, CA 91789, is 3.4 miles from the project site and is the next closest library.

Diamond Bar Library has a facility size of 18,245 square feet, a collection of 59,527 books and other library materials, and 35 public access computers (as of June 30, 2022). The library serves the residents of the City of Diamond Bar, a population of 54,865. LA County Library service level guidelines entail a minimum of 0.50 gross square foot of library facility space per capita, 3.0 items (books and other library materials) per capita for regional libraries and 2.75 items per capita for community libraries, and 1.0 public access computer per 1,000 people served.

Diamond Bar Library is a community library and based on these guidelines does not currently meet the minimum requirements for the population of this service area. The current deficiency is 9,188 sq. ft. of facility space, 91,352 collection items, and 20 public access computers.

The proposed project involves the development of up to 2,050 housing units, with an estimated population increase of 6,165. This project will have a significant impact on library services since it will create a demand for additional materials, equipment, and facility space, and will affect the library's capacity to serve the residents of the area.

We estimate the total increased service cost related to the proposed project to be approximately $3.8M which is illustrated by the following chart:

Diamond Bar Town Center Specific Plan	Impact Per Capita (population of 6,165)	Estimated Costs	Total Costs
a. Building	3,083	$1,000 sq. ft.	$3,083,000
b. Land (4:1 land to building ratio)	12,332	$20 (Library Planning Area 4)	$246,640
c. Collections	16,954	$28	$474,712
d. Public Access Computers	6	$1,800	$10,800
Total			$3,815,152

In efforts to minimize the impact of residential projects on library services LA County Library collects a one-time Library Facilities Mitigation Fee (Developer Fee) at the time building permits are requested for all new residential dwellings located within the unincorporated areas of the County served by the LA County Library. The current Developer Fees are as follows, by Library Planning Area, these fees are subject to a CPI increase effective July 1:

FY 2022-23 Library Facilities Mitigation Fee Schedule

Planning Area	Fee per Dwelling Unit
Area 1 - Santa Clarita Valley	$1,096
Area 2 - Antelope Valley	$1,061
Area 3 - West San Gabriel Valley	$1,108
Area 4 - East San Gabriel Valley	$1,094
Area 5 – Southeast	$1,097
Area 6 – Southwest	$1,105
Area 7 - Santa Monica Mountains	$1,099

The proposed project is within the Library's Planning Area 4 – East San Gabriel Valley, with a potential Library Fee of $1,094 per dwelling unit or $2,248,170 ($1,094 x 2,055 dwelling units). Since the Project is within the City of Diamond Bar, the County has no authority to collect a Library Fee associated with the development.

LA County Library also collects an annual special tax which is levied on parcels within 10 cities (Cudahy, Culver City, Duarte, El Monte, La Cañada Flintridge, Lakewood, Lomita, Lynwood, Maywood, and West Hollywood) and unincorporated areas serviced by LA County Library. The Special Tax Rate for FY 2022-23 is $33.20 per parcel. The project is not subject to a Special Tax.

The proposed commercial component will also impact the library if the people who work, but do not live, in the area use local library services throughout their day, therefore adding to the amount of resources that will be needed.

There are no mitigation factors for the impact that this project will have on library services since it is not subject to Library Mitigation Fees or Special Tax. The Library proposes discussions with City representative and developers regarding mitigation efforts and support for the continued enhancement and delivery of library services to the residents of the City of Diamond Bar.

Laura Male

From: Grace Lee <GLee@DiamondBarCA.Gov>
Sent: Thursday, June 29, 2023 8:31 AM
To: Neal Payton; Laura Male; Betina Sason
Cc: Greg Gubman
Subject: FW: Comment Form-Diamond Bar Town Center Specific Plan-from Gerry Dunning

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning,

We received a comment from Gerry Dunning below.

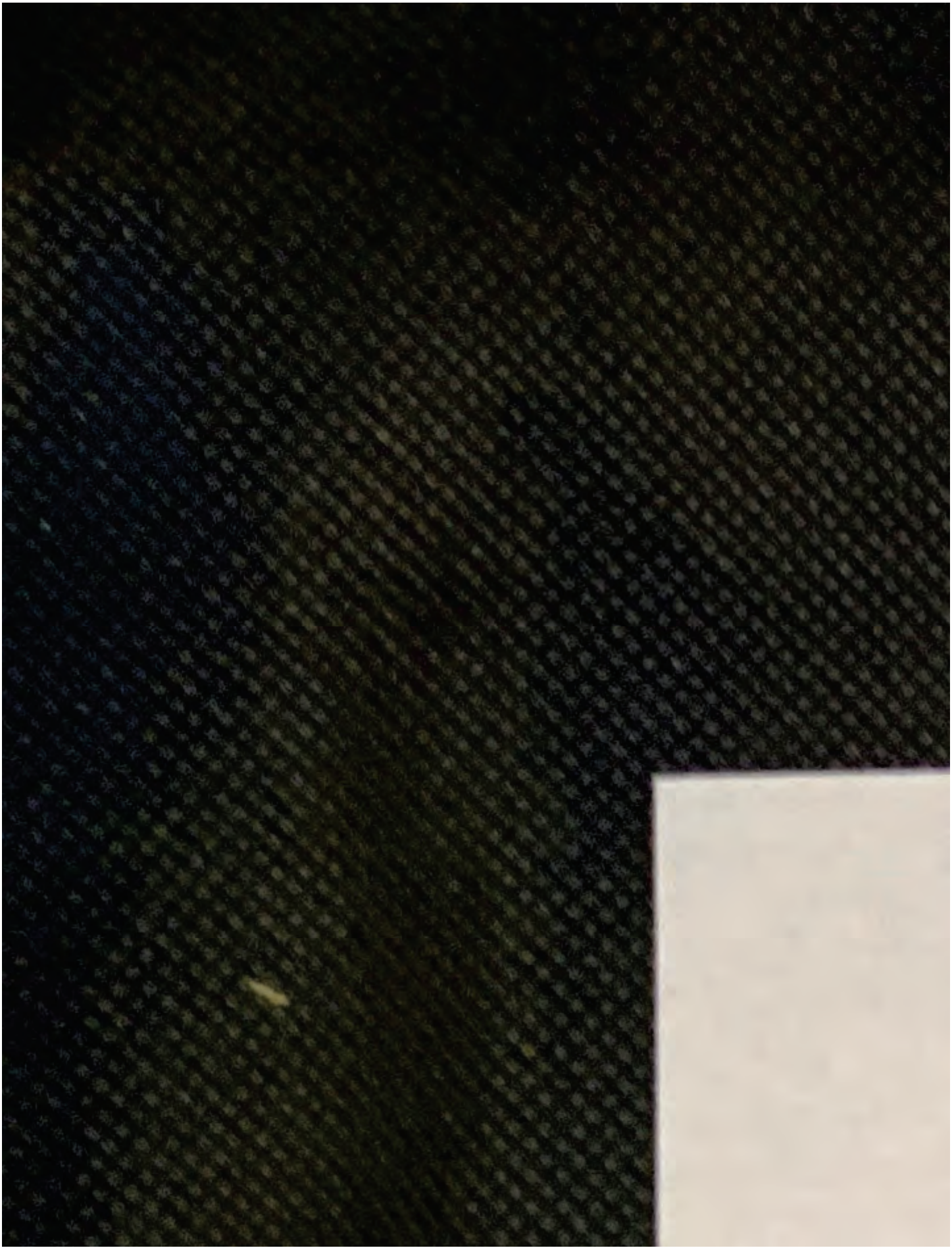
Grace S. Lee | Senior Planner
City of Diamond Bar | Planning Division
909.839.7032

From: Gerry Dunning <carealtorgerry@aol.com>
Sent: Wednesday, June 28, 2023 6:52 PM
To: Grace Lee <GLee@DiamondBarCA.Gov>
Subject: Comment Form-Diamond Bar Town Center Specific Plan-from Gerry Dunning

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Grace:
Bellow are my comments on the Diamond Bar Town Center Specific Plan.
Gerry Dunning



Sent from my iPad

CITY OF DIAMOND BAR CALIFORNIA

COMMENT FORM
Diamond Bar Town Center Specific Plan

Please use this form to make comments regarding the Diamond Bar Town Center Specific Plan project and the Initial Study / Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SIR) to the 2019 certified Diamond Bar General Plan Update and Climate Action Plan EIR (State Clearinghouse No. 2018051066). The City of Diamond Bar (City) is soliciting comments from agencies and the public. You may submit your comments at this public meeting or by mail to the City (contact information below). Written comments will be accepted until **July 5, 2023.**

Name: GERRY DUNNING

Organization (if applicable): N/A

Address: 1679 South DIAMOND BAR BLVD

City/State/ZIP: DIAMOND BAR, CA 91765

E-mail address: CAREALTORGERRY@AOL.COM

Communication preference: ☒ email ☐ mail or ☐ please do not add to project contact list

Comments: MY CONCERNS FOCUS ON TRAFFIC GOING THROUGH THE PROPOSED TOWNCENTER ON DIAMOND BAR BLVD. AND HOW THE FREEWAY TRAFFIC WILL BE IMPACTED BY POTENTIAL "ROAD DIET" ON DIAMOND BAR BLVD. I HOPE THE IMPACT OF TRAFFIC ON AND OFF THE 57 AND 60 FREEWAYS IS CONSIDERED!

Send Comments to:
City of Diamond Bar
Attn: Ms. Grace S. Lee, Senior Planner
21810 Copley Drive
Diamond Bar, CA 91765
Phone: (909) 839-7032

or

E-mail: GLee@DiamondBarCa.Gov
Subject: "Diamond Bar Town Center Specific Plan Initial Study Comments"

Laura Male

From: Grace Lee <GLee@DiamondBarCA.Gov>
Sent: Monday, July 3, 2023 7:47 PM
To: Laura Male; Neal Payton; Betina Sason
Cc: Greg Gubman
Subject: FW: "Diamond Bar Town Center Specific Plan Initial Study Comments"

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Laura,

We received an email from the representative of the Tranquil Gardens project (triangular shaped property at the end of Gentle Springs Lane). See below.

Grace S. Lee | Planning Manager
City of Diamond Bar | Planning Division
909.839.7032

-----Original Message-----
From: David Gutierrez <platinumconnectionsllc@gmail.com>
Sent: Monday, July 3, 2023 6:11 PM
To: Grace Lee <GLee@DiamondBarCA.Gov>
Cc: Eric Chen <echen@cda-arc.com>
Subject: "Diamond Bar Town Center Specific Plan Initial Study Comments"

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Dear Ms. Lee,

I would like to thank you for the opportunity to provide comments respective to the proposed Diamond Bar Town Center Specific Plan. The comments here-in are written on behalf of the property owner of the triangular parcel at the end of Gentle Springs Lane, that is bounded by So. Prospector Road, Best Western, and Fall Creek Private Community (APN 871-700-8189).

It is our understanding that the DBTCSP proposes both a pedestrian and vehicular access on South Prospector Road that would connect to the end of Gentle Springs Lane. Considering that this connection would require partial utilization of our property, the property owner, as well as the development team are categorically OPPOSED to any suggestion or consideration to use the above described property to facilitate any use related to establishing a pedestrian or vehicular passageway. Certainly a number of issues can be cited related to the legality of such a taking of private property, not to mention liability, maintenance and safety concerns.

Going forward, it is our recommendation that a focused traffic study be performed to further evaluate the potential impacts of adding additional traffic onto S. Prospector Road that would potentially create added congestion at the intersection of Golden Spring Drive. What is of equal concern, is the potential of added traffic northbound on S. Prospector Road that would impact the residential neighborhood to the northwest.

Additionally, the study should include the value of creating a pedestrian corridor that would ultimately require the closest residents (N/W of the town center) to walk at least 0.25 mi. to/from the Town Center. Of utmost concern are safety issues related to traversing the 60 Fwy through the tunnel.

At the meeting held on June 5th, there was some discussion suggesting an alternative vehicular/pedestrian route that would connect S. Prospector Road to the rear of the Best Western parking lot. As this alternative plan could also involve our property, we would request that we, as well as all of the steak holders be given the opportunity to review any subsequent plans to provide input.

On behalf of ownership, as well as the development team , I thank you for providing an opportunity to share our position and recommendations. I look forward to an future updates.

Respectfully,
David R. Gutierrez
Platinum Connections, LLC
Consultant for the Development Team

SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Transportation
Tim Sandoval, Pomona

July 5, 2023

Grace S. Lee, Senior Planner
City of Diamond Bar
21810 Copley Drive
Diamond Bar, CA 91765
Phone: (909) 839-7032
E-mail: glee@diamondbarca.gov

Subject: SCAG Comments on the Notice of Preparation of a Supplemental Environmental Impact Report for the Diamond Bar Town Center Specific Plan [SCAG NO. IGR10898]

Dear Grace S. Lee:

Thank you for submitting the Notice of Preparation of a Supplemental Environmental Impact Report for the Diamond Bar Town Center Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.[1]

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is the authorized regional agency for Intergovernmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Supplemental Environmental Impact Report for the Diamond Bar Town Center Specific Plan in Los Angeles County. The proposed project includes a Specific Plan that would allow an additional 805 housing units, 53 hotel rooms, 40,000 square feet (SF) of open space, and a decrease of 95,000 SF of commercial space on a 45-acre site.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the IGR Program, attn.: Ryan Bañuelos, Associate Regional Planner, at (213) 630-1532 or IGR@scag.ca.gov. Thank you.

Sincerely,



Frank Wen, Ph.D.
Manager, Planning Strategy Department

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2020 RTP/SCS (Connect SoCal) for the purpose of determining consistency for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE DIAMOND BAR TOWN CENTER SPECIFIC PLAN [SCAG NO. IGR10898]

CONSISTENCY WITH CONNECT SOCAL

SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with Connect SoCal.

CONNECT SOCAL GOALS

The SCAG Regional Council fully adopted Connect SoCal in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

SCAG CONNECT SOCAL GOALS	
Goal #1:	*Encourage regional economic prosperity and global competitiveness*
Goal #2:	*Improve mobility, accessibility, reliability and travel safety for people and goods*
Goal #3:	*Enhance the preservation, security, and resilience of the regional transportation system*
Goal #4:	*Increase person and goods movement and travel choices within the transportation system*
Goal #5:	*Reduce greenhouse gas emissions and improve air quality*
Goal #6:	*Support healthy and equitable communities*
Goal #7:	*Adapt to a changing climate and support an integrated regional development pattern and transportation network*
Goal #8:	*Leverage new transportation technologies and data-driven solutions that result in more efficient travel*
Goal #9:	*Encourage development of diverse housing types in areas that are supported by multiple transportation options*
Goal #10:	*Promote conservation of natural and agricultural lands and restoration of habitats*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCAL GOALS		
	Goal	Analysis
Goal #1:	*Encourage regional economic prosperity and global competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
Goal #2:	*Improve mobility, accessibility, reliability and travel safety for people and goods*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

Connect SoCal Strategies

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. Of particular note are multiple strategies included in Chapter 3 of Connect SoCal intended to support implementation of the regional Sustainable Communities Strategy (SCS) framed within the context of focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a Green Region. To view Connect SoCal and the accompanying technical reports, please visit the Connect SoCal webpage. Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG's 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal's Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect

SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the Connect SoCal Demographics and Growth Forecast Technical Report. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts				Adopted City of Diamond Bar Forecasts			
	Year 2020	**Year 2030**	**Year 2035**	**Year 2045**	**Year 2020**	**Year 2030**	**Year 2035**	**Year 2045**
Population	19,517,731	20,821,171	21,443,006	22,503,899	58,793	61,143	62,313	64,663
Households	6,333,458	6,902,821	7,170,110	7,633,451	19,389	20,579	21,180	22,370
Employment	8,695,427	9,303,627	9,566,384	10,048,822	15,497	17,217	17,900	19,620

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG's Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the PEIR webpage and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
GLee@DiamondBarCa.Gov
Grace S. Lee, Senior Planner
City of Diamond Bar
21810 Copley Drive
Diamond Bar, CA 91765

July 5, 2023

Notice of Preparation of a Supplemental Environmental Impact Report (SEIR) for the Diamond Bar Town Center Specific Plan (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Supplemental Environmental Impact Report (SEIR). Please send a copy of the SEIR upon its completion and public release directly to South Coast AQMD as copies of the SEIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[1] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod[2] land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds[3] and localized significance thresholds (LSTs)[4] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA ***operational*** thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment[5].

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants and include schools, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. The Proposed Project will include, among others, 2,055 residential units and is located in close proximity 500 feet of State Route 60 and 57, and to facilitate the purpose of an SEIR as an informational document, it is recommended that the Lead Agency perform a mobile source health risk assessment[5] to disclose the potential health risks[6].

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[7] is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory[8].

The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[9] includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,[10] South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,[11] and Southern California Association of

[5] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.
[6] *Ibid*.
[7] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: http://www.arb.ca.gov/ch/handbook.pdf.
[8] CARB's technical advisory can be found at: https://www.arb.ca.gov/ch/landuse.htm.
[9] South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.
[10] https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook
[11] South Coast AQMD's 2022 Air Quality Management Plan can be found at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan (Chapter 4 - Control Strategy and Implementation).

Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.[12].

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the SEIR may include the following:

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

Health Risk Reduction Strategies

Many strategies are available to reduce exposures, including, but are not limited to, building filtration systems with MERV 13 or better, or in some cases, MERV 15 or better is recommended; building design, orientation, location; vegetation barriers or landscaping screening, etc. Enhanced filtration units are capable of reducing exposures. However, enhanced filtration systems have limitations. For example, in a study that South Coast AQMD conducted to investigate filters[13], a cost burden is expected to be within the range of $120 to $240 per year to replace each filter panel. The initial start-up cost could substantially increase if an HVAC system needs to be installed and if standalone filter units are required. Installation costs may vary and include costs for conducting site assessments and obtaining permits and approvals before filters can be installed. Other costs may include filter life monitoring, annual maintenance, and training for conducting maintenance and reporting. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy consumption that the Lead Agency should evaluate in the SEIR. It is typically assumed that the filters operate 100 percent of the time while residents are indoors, and the environmental analysis does not generally account for the times when the residents have their windows or doors open or are in common space areas of the project. These filters have no ability to filter out any toxic gases. Furthermore, when used filters are replaced, replacement has the potential to result in emissions from the transportation of used filters at disposal sites and generate solid waste that the Lead Agency should evaluate in the SEIR. Therefore, the presumed

[12] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

[13] This study evaluated filters rated MERV 13 or better. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf. Also see 2012 Peer Review Journal article by South Coast AQMD: https://onlinelibrary.wiley.com/doi/10.1111/ina.12013.

effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to diesel particulate matter emissions.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at swang1@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW
LAC230606-10
Control Number

MARIO DEL Moyo

OBJECTIONS TO THE DIAMOND BAR TOWN CENTER PROJECT

June 8th 2023

1. The building of 3 level condominiums behind 213 El Vado rd. residence

2. Losing my back yard privacy to 3 level condos on my back yard

3. Traffic and parking congestion on El Vado street and all adjacent streets
   Concerned patrons will not park in parking structure and will park in existing neighborhood
4. Blockage of sun on my $40,000 plus Solar System on the West side of 213 resince, due to 3 story condos on the west side

5. An increase of crime due to over populated area, where alcohol and other drugs will be comsumed
   Concerned about Safety

Potentially up to 10,000 additional resident and patrons

Believes the community does undersized Wants open space w/o residents or commerce

→ Why are the buildings 6 floors

→ concern about 2000+ units

→ concern about Road diet (narrowing down is fine, getting rid of lanes concerning)

→ the gated community next to Prospectors
↳ there can not be a road built between the gated community and our site

→ lower income housing need (appreciated)

→ are there significant changes to existing buildings and uses

→ Supports building up more than 6 stories

→ Issue of the access road (should there be one?) v from prospectors
↳ speed of traffic is a concern

2203-011 Scoping mtg.

Neal / Bettina
PD 8th.
20230608 1/2

→ More retail type of shops will bring more people

→ more open space for staying longer and can linger

→ ~~better~~ retail and open spaces for socializing

- (+) interest in performing arts center
- (+) preference for design providing visual shielding from parking lots (+)
- concern ~~big~~ high density residential development would ~~excaba~~ exacerbate ratio of parks and open space per resident
- resident concerns in city include recreation, traffic, and natural open space
- What can we do to mitigate for the need for more open space and recreation opportunities in the city?
- Like project's community open spaces
- Natural landscaping should be considered (eg. California native oak trees) (+)(+)
- Green buildings (LEED)

AESTH/PS/REC 2203-011 Scoping mtg. 6/8/23 LAM 1/1

WVWD enough water supply ~~a~~ w/ proposed development?
↳ address in SIR/WSA

Lorbeer MS & residents are sensitive receptors to noise levels during construction.

Make sure not built on fault — concern for residential buildings dur. EQ.

Proposed residential density is too high

RJB 20230608

2203-011 Scoping meeting - Noise, Utilities, Hydrology

++

Opposed to road diet

- already grid lock, will make it worse w/ less lanes
- 60 fwy is problem
- school drop off / pick up (Lorbeer) causes traffic along DBB
- Caltrans won't chg. lights
- one lane is for fwy; so road diet would leave only one for thru traffic
- smaller lanes OK; fewer lanes not OK

RJB
20230608

2203-011 Scoping Meeting Gibson Transpo Stn. 1/1

- Believes that the project will generate congestion that will cause existing residents to leave the City of Diamond Bar for shopping + dining, as occurs in the existing condition

- Does not believe existing residents will use new commercial and retail land uses

- Concerned that there is insufficient parking for commercial and retail uses

- Likes the inclusion of very low, low, and moderate cost residential units

- Believes City of Industry would be better place for housing

- Believes community supports open space in town center but not residential, commercial, or retail uses
- Assumes 3 people per unit
- More comfortable with lower density ≈ 1350 RHNA

mc2
6/8/2023

2203-011 Scoping mtg.

- Concerned about the economic analysis to maintain distribution of very low, low, and moderate rate housing
- Concerned that ~~Burlesque~~ specific plan is an incompatible adjacent use for adjacent single-family residential land uses on El Vado Road
- 3-Story Condominiums will compromise privacy of residents on El Vado Road
- Concerned that Specific Plan patrons will not use designated parking areas within Specific Plan area and ~~use~~ parking will overflow into existing adjacent ~~Sou~~ single-family residential neighborhoods.
- Concerned that height of development buildings will compromise/decrease solar generation ~~fro~~ for adjacent residents that have rooftop solar ~~pa~~
- Believes That commercial and retail development that includes the sale of alcohol will increase crime in adjacent residential communities
- Believes that the plan as proposed will result in 14,000 additional people in the City of Diamond Bar Based on assumption of 3 people per residential unit

MGZ 6/8/23 2/2

220301 Scoping mtg.

Appendix D

Tribal Consultation Letters

City of Diamond Bar

21810 Copley Drive | Diamond Bar, CA 91765-4178
909-839-7000 | Fax 909-861-3117
www.DiamondBarCA.gov

Chia Yu Teng
Mayor
District 4

Steve Tye
Mayor Pro Tem
District 1

Andrew Chou
Council Member
District 3

Stan Liu
Council Member
District 5

Ruth M. Low
Council Member
District 2

VIA CERTIFIED MAIL AND EMAIL TO *GTTribalcouncil@aol.com*

July 9, 2025

Anthony Morales
Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Assembly Bill 52, pursuant to Public Resources Code (PRC) §§ 21080.3.1.

Dear Chairperson Morales:

On June 7, 2022, the City of Diamond Bar sent the Gabrieleno/Tongva San Gabriel Band of Mission Indians a notice of consultation opportunity for the above referenced project under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

Although your Tribal government did not respond to the SB 18 notice, the City is now initiating a separate consultation opportunity pursuant to Assembly Bill 52, prior to the release of the Draft Supplemental Environmental Impact Report. As was the case when the City provided notice under Senate Bill 18, no individual development projects or ground-disturbing activities are currently proposed as part of the Specific Plan. However, consistent with CEQA and PRC § 21080.3.1, the City is extending this formal invitation to consult regarding potential impacts to tribal cultural resources.

The City is preparing the Diamond Bar Town Center Specific Plan, consistent with Government Code § 65450 et seq., to guide the development of the Diamond Bar Town Center Mixed Use Land Use Designation. This designation was established with the adoption of the Diamond Bar General Plan 2040 on December 17, 2019.

The Specific Plan Area encompasses approximately 45 acres of existing suburban commercial district along both sides of Diamond Bar Boulevard, generally bounded on the south by Golden Springs Drive, and the State Route (SR) 60 Freeway at the northern SR-57/SR-60 interchange to the north. It includes approximately 37 existing parcels with

23 unique property owners. The Specific Plan Area appears on the U.S. Geological Survey (USGS) 7.5-minute series San Dimas topographic quadrangle (see enclosed Project Location Map).

The Specific Plan will function as both a policy and regulatory document, aiming to transform the existing area from a nondescript suburban-style commercial area into a vibrant, pedestrian-oriented, mixed-use district. This was initiated through the Diamond Bar General Plan 2040, as updated to include the 6th Cycle Housing Element. The General Plan and its supporting documents are available online at:

https://www.diamondbarca.gov/961/General-Plan-2040

The General Plan 2040 was evaluated in a certified Program Environmental Impact Report (EIR; SCH #2018051066) prepared in accordance with the California Environmental Quality Act (CEQA). The EIR included a program-level analysis of the Town Center Specific Plan Area. A Supplemental EIR is currently being prepared to determine whether the Specific Plan may result in new or more severe environmental impacts beyond those previously disclosed, including any impacts to tribal cultural resources.

In accordance with PRC § 21080.3.1(b), your Tribe has 30 days from the receipt of this letter to either request or decline consultation on this project. Please send your written response to the City of Diamond Bar no later than **Friday, August 8, 2025**, to the contact below.

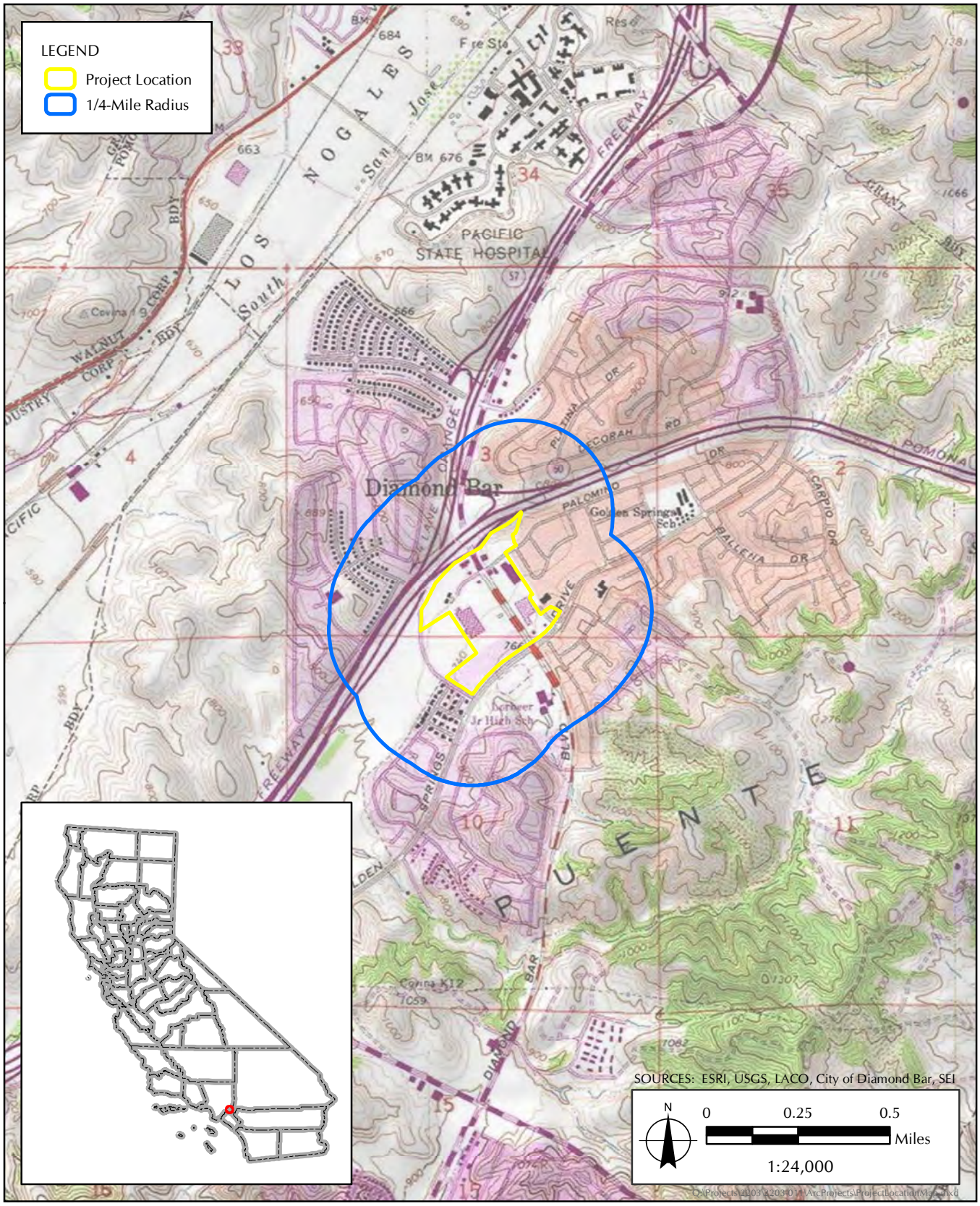
Lead Agency Point of Contact: Grace S. Lee, Planning Manager
City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7032
GLee@diamondbarca.gov

We appreciate your continued engagement and look forward to your response.

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map



ATTACHMENT

Project Location Map

City of Diamond Bar

21810 Copley Drive | Diamond Bar, CA 91765-4178
909-839-7000 | Fax 909-861-3117
www.DiamondBarCA.gov

Chia Yu Teng
Mayor
District 4

Steve Tye
Mayor Pro Tem
District 1

Andrew Chou
Council Member
District 3

Stan Liu
Council Member
District 5

Ruth M. Low
Council Member
District 2

VIA CERTIFIED MAIL AND EMAIL TO *admin@gabrielenoindians.org*

July 9, 2025

Andrew Salas
Chairperson
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Assembly Bill 52, pursuant to Public Resources Code (PRC) §§ 21080.3.1.

Dear Chairperson Salas:

On June 7, 2022, the City of Diamond Bar sent the Kizh Nation Tribal government a notice of opportunity to consult on the above-referenced project pursuant to Senate Bill 18 (Public Resources Code §§ 5097.9 and 5097.993). In response, the City received a letter dated June 10, 2022, indicating that the Tribal government concurred with the proposed Specific Plan, and further requested formal consultation only in the event of ground-disturbing activities associated with future development projects within the Plan Area.

The City is now initiating a separate consultation opportunity pursuant to Assembly Bill 52, prior to the release of the Draft Supplemental Environmental Impact Report. As was the case when the City provided notice under Senate Bill 18, no individual development projects or ground-disturbing activities are currently proposed as part of the Specific Plan. However, consistent with CEQA and PRC §21080.3.1, the City is extending this formal invitation to consult regarding potential impacts to tribal cultural resources.

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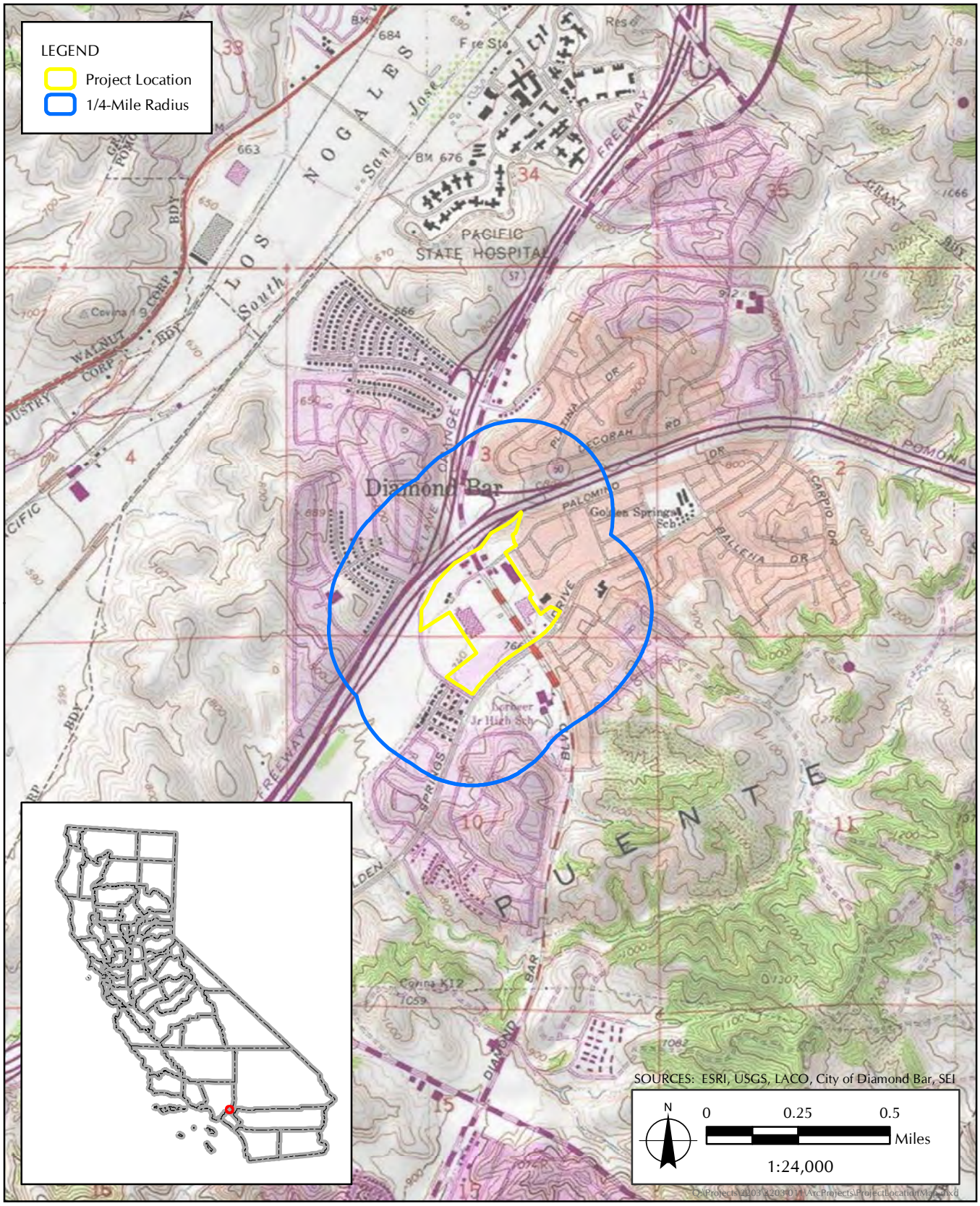
Lead Agency Point of Contact: Grace S. Lee, Planning Manager
City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7032
GLee@diamondbarca.gov

We appreciate your continued engagement and look forward to your response.

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map



ATTACHMENT

Project Location Map

CITY OF DIAMOND BAR CALIFORNIA

City of Diamond Bar

21810 Copley Drive | Diamond Bar, CA 91765-4178
909-839-7000 | Fax 909-861-3117
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Andrew Chou
Council Member
District 3

Stan Liu
Council Member
District 5

Ruth M. Low
Council Member
District 2

VIA CERTIFIED MAIL AND EMAIL TO *ivivanco@soboba-msn.gov*

July 9, 2025

Isaiah Vivanco
Chairperson
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Assembly Bill 52, pursuant to Public Resources Code (PRC) §§ 21080.3.1.

Dear Chairperson Vivanco:

On June 7, 2022, the City of Diamond Bar sent the Soboba Band of Luiseño Indians notice of consultation opportunity for the above referenced project under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

Although your Tribal government did not respond to the SB 18 notice, the City is now initiating a separate consultation opportunity pursuant to Assembly Bill 52, prior to the release of the Draft Supplemental Environmental Impact Report. As was the case when the City provided notice under Senate Bill 18, no individual development projects or ground-disturbing activities are currently proposed as part of the Specific Plan. However, consistent with CEQA and PRC § 21080.3.1, the City is extending this formal invitation to consult regarding potential impacts to tribal cultural resources.

The City is preparing the Diamond Bar Town Center Specific Plan, consistent with Government Code § 65450 et seq., to guide the development of the Diamond Bar Town Center Mixed Use Land Use Designation. This designation was established with the adoption of the Diamond Bar General Plan 2040 on December 17, 2019.

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The Specific Plan will function as both a policy and regulatory document, aiming to transform the existing area from a nondescript suburban-style commercial area into a vibrant, pedestrian-oriented, mixed-use district. This was initiated through the Diamond Bar General Plan 2040, as updated to include the 6th Cycle Housing Element. The General Plan and its supporting documents are available online at:

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In accordance with PRC § 21080.3.1(b), your Tribe has 30 days from the receipt of this letter to either request or decline consultation on this project. Please send your written response to the City of Diamond Bar no later than **Friday, August 8, 2025**, to the contact below.

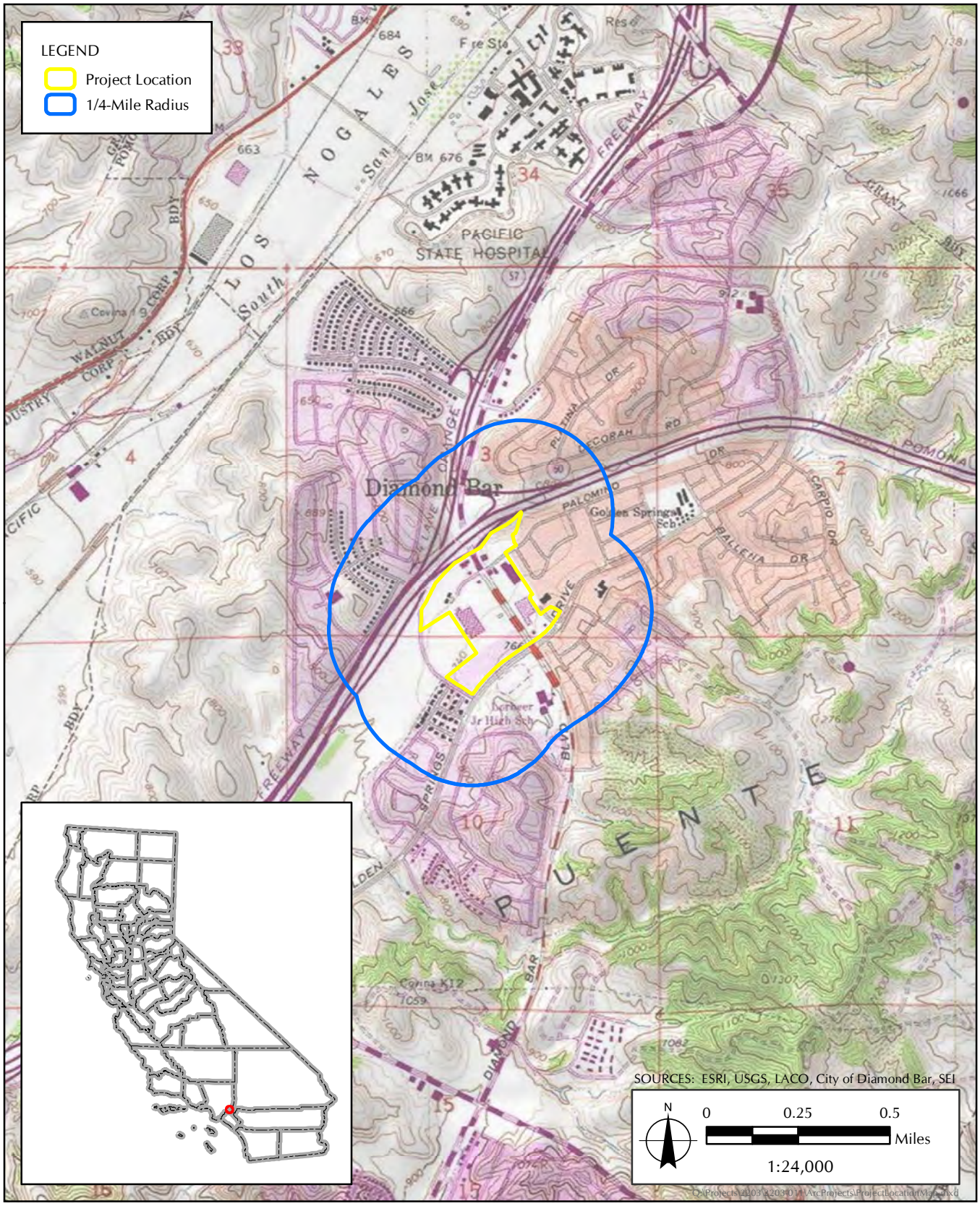
Lead Agency Point of Contact: Grace S. Lee, Planning Manager
City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7032
GLee@diamondbarca.gov

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map

cc: Joseph Ontiveros, Cultural Resources Department, Soboba Band of Luiseño Indians, P.O. Box 487, San Jacinto, CA 92581



ATTACHMENT

Project Location Map

Paulette Franco

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Thursday, July 10, 2025 12:11 PM
To: Grace Lee
Subject: Re: AB52 Notification for Diamond Bar Town Center Specific Plan

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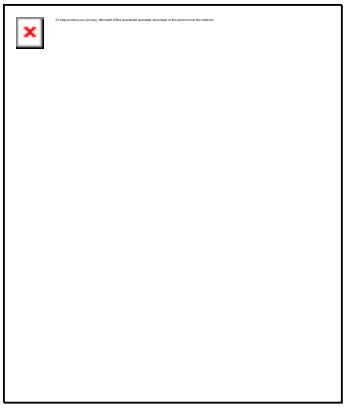
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Hello Grace

Thank you for your email. As there are currently no planned ground disturbances, we have no concerns at this time. We kindly request that you notify us in advance when any ground-disturbing activities are scheduled to occur so that we can set up a time to discuss the project.

Best regards,
Brandy Salas

Tribal Administrative Coordinator
Gabrieleño Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



The region where Gabrieleño culture thrived for more than twelve thousand years encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing herds of livestock. The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area. That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived.

On Wed, Jul 9, 2025 at 5:11 PM Grace Lee <GLee@diamondbarca.gov> wrote:

Dear Chairperson Salas,

On June 7, 2022, the City of Diamond Bar sent the Kizh Nation Tribal government with a notice of opportunity to consult on the Town Center Specific Plan pursuant to Senate Bill 18. In response, the City received a letter dated June 10, 2022, indicating that the Tribal government concurred with the proposed Specific Plan, and further requested formal consultation only in the event of ground-disturbing activities associated with future development projects within the Plan area. I'm including the SB 18 Notice of Consultation along with your attachments to this email.

The City is now initiating a separate consultation opportunity pursuant to Assembly Bill 52, prior to the release of the Draft Supplemental Environmental Impact Report. As was the case when the City provided notice under SB 18, no individual development projects or ground-disturbing activities are currently proposed as part of the Specific Plan. However, consistent with CEQA and PRC §21080.3.1, the City is extending this formal invitation to consult regarding potential impacts to tribal cultural resources.

Details of the Specific Plan are included in the AB 52 Notice of Consultation letter attached to this email, and a hard copy of the letter is being sent via Certified Mail today.

In accordance with PRC § 21080.3.1(b), your Tribe has 30 days from the receipt of this letter to either request or decline consultation on this project. Please send your written response to the City of Diamond Bar no later than **Friday, August 8, 2025**, to the contact below.

Sincerely,

Grace S. Lee | Planning Manager
City of Diamond Bar | Planning Division
21810 Copley Drive, Diamond Bar, CA 91765
t (909) 839-7032 | (909) 839-7000 main | f (909) 861-3117
glee@diamondbarca.gov | www.DiamondBarCA.gov

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Don't wait in line ... Make an appointment
phone
video
in person
www.diamondbarca.gov/appointment

Paulette Franco

From: Joseph Ontiveros <jontiveros@soboba-nsn.gov>
Sent: Wednesday, July 9, 2025 5:36 PM
To: Grace Lee; Isaiah Vivanco
Cc: Greg Gubman
Subject: RE: AB52 Notification for Diamond Bar Town Center Specific Plan

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Greetings,

Thank you for contacting us regarding the aforementioned project. Upon our review, it is our request to defer to Mr. Anthony Morales, of the San Gabriel Band of Mission Indians.

Sincerely,

JOSEPH ONTIVEROS
TRIBAL HISTORIC PRESERVATION OFFICER
(951) 654-5544 Ext. 4137
(951) 663-5279 Cell
jontiveros@soboba-nsn.gov

CULTURAL RESOURCE
23906 Soboba Rd. San Jacinto, CA 92583

www.soboba-nsn.gov

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From: Grace Lee <GLee@DiamondBarCA.Gov>
Sent: Wednesday, July 9, 2025 5:15 PM
To: Isaiah Vivanco <ivivanco@soboba-nsn.gov>
Cc: Joseph Ontiveros <jontiveros@soboba-nsn.gov>; Greg Gubman <GGubman@DiamondBarCA.Gov>
Subject: FW: AB52 Notification for Diamond Bar Town Center Specific Plan

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Chairperson Vivanco,

On June 7, 2022, the City of Diamond Bar sent the Soboba Band of Luiseno Indians with a notice of opportunity to consult on the Town Center Specific Plan under Senate Bill 18. Although your Tribal government did not respond to the SB 18 notice, the City is now initiating a separate consultation

opportunity pursuant to Assembly Bill 52, prior to the release of the Draft Supplemental Environmental Impact Report. As was the case when the City provided notice under SB 18, no individual development projects or ground-disturbing activities are currently proposed as part of the Specific Plan. However, consistent with CEQA and PRC §21080.3.1, the City is extending this formal invitation to consult regarding potential impacts to tribal cultural resources.

Details of the Specific Plan are included in the AB 52 Notice of Consultation letter attached to this email, and a hard copy of the letter is being sent via Certified Mail today.

In accordance with PRC § 21080.3.1(b), your Tribe has 30 days from the receipt of this letter to either request or decline consultation on this project. Please send your written response to the City of Diamond Bar no later than **Friday, August 8, 2025**, to the contact below.

Sincerely,

Grace S. Lee | Planning Manager
City of Diamond Bar | Planning Division
21810 Copley Drive, Diamond Bar, CA 91765
t (909) 839-7032 | (909) 839-7000 main | f (909) 861-3117
glee@diamondbarca.gov | www.DiamondBarCA.gov

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CITY OF DIAMOND BAR CALIFORNIA

June 7, 2022

VIA USPS CERTIFIED MAIL AND FIRST CLASS MAIL

Michael Mirelez
Cultural Resources Coordinator
Torres Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

mmirelez@tmdci.org

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

Dear Mr. Mirelez:

The City of Diamond Bar is seeking to develop the Diamond Bar Town Center Specific Plan consistent with Government Code § 65450 et seq. to guide the development of the Diamond Bar Town Center Mixed Use Land Use Designation that was established with the adoption of the Diamond Bar General Plan 2040 on December 17, 2019, for the City of Diamond Bar, Los Angeles County, California (see Attachment, *Project Location Map*). The Specific Plan Area is approximately 45 acres of existing suburban style commercial district uses located along both sides of Diamond Bar Boulevard, generally bounded on the south by Golden Springs Drive and on the north by the State Route (SR) 60 Freeway at the northern SR-57/SR-60 interchange. The Specific Plan Area includes approximately 37 existing parcels with 23 unique property owners. The Specific Plan Area appears on the U.S. Geological Survey (USGS) 7.5-minute series San Dimas topographic quadrangle.

The Specific Plan would serve as both a policy and regulatory document to guide the transformation of the Town Center area from a nondescript suburban-style neighborhood commercial area into a vibrant, pedestrian-oriented, mixed-use district that serves the community, adding to the identity and quality of life in Diamond Bar. The vision to create a Diamond Bar Town Center was conceived with the adoption of the Diamond Bar General Plan 2040 in December 2019. A copy of the Diamond Bar General Plan 2040, including the 6th Cycle Housing Element, can be found at https://www.diamondbarca.gov/961/General-Plan-2040. The adoption of the General Plan 2040 was accompanied by the preparation and certification of an Environmental Impact Report (EIR; SCH #2018051066) in accordance with

Ruth M. Low *Mayor* | **Andrew Chou** *Mayor Pro Tem* | **Stan Liu** *Council Member* | **Nancy A. Lyons** *Council Member* | **Steve Tye** *Council Member*

the California Environmental Quality Act (CEQA). This EIR is a program-level analysis of the potential environmental impacts associated with the General Plan 2040 and Climate Action Plan, of which this Town Center Specific Plan Area is included. Supplemental environmental analysis will be conducted to evaluate whether there would be any new significant impacts or substantially more adverse impacts caused by adoption of the Diamond Bar Town Center Specific Plan than have already been evaluated in the General Plan Program EIR, as amended by an addendum to the EIR when the Diamond Bar 2021-2029 Housing Element Update was adopted on November 2, 2021.

In accordance with PRC §§ 5097.9 and 5097.993, you have 90 days from the receipt of this letter to request or decline consultation in writing for this project. Please send your written response to the City of Diamond Bar before September 5, 2022, to the contact below.

Lead Agency Point of Contact: Greg Gubman, Community Development Director

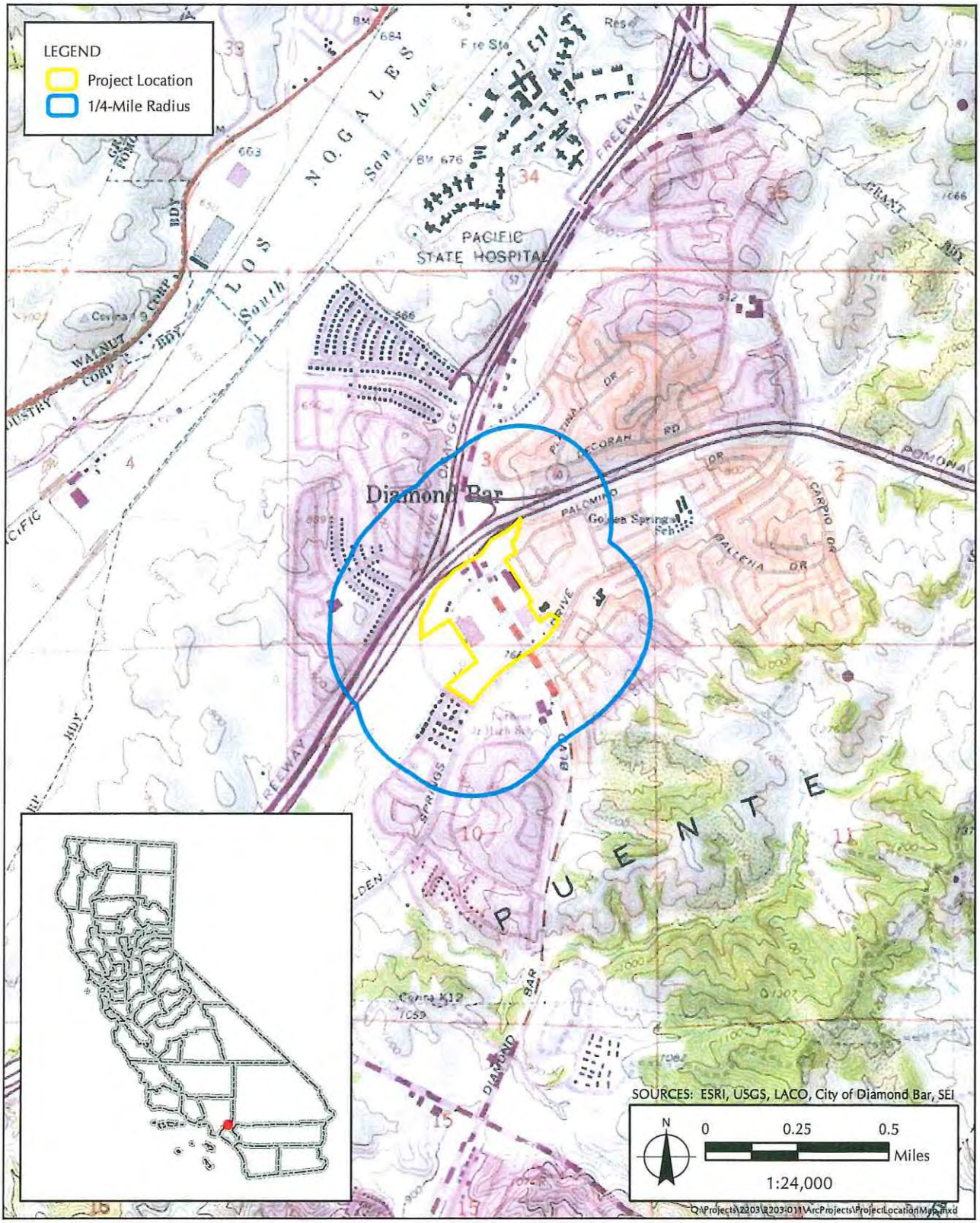
City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7031
ggubman@diamondbarca.gov

Very Respectfully,

Greg Gubman Digitally signed by Greg Gubman DN: C=US, E=ggubman@diamondbarca.gov, O="City of Diamond Bar, CA", OU=Community Development Director, CN=Greg Gubman Date: 2022.06.07 08:09:42-07'00'

Greg Gubman
Community Development Director

Enclosure: Project Location Map



ATTACHMENT

Project Location Map

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1. Article Addressed to:

Michael Mirelez, Cultural Res Coord
Torres Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

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2. Article Number *(Transfer from service label)*

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Sent To Michael Mirelez, Cultural Res Coord
Torres Martinez Desert Cahuilla Indians

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City, Stat Thermal, CA 92274

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June 7, 2022

VIA USPS CERTIFIED MAIL AND FIRST CLASS MAIL

Andrew Salas
Chairperson
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723

admin@gabrielenoindians.org

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

Dear Chairperson Salas:

The City of Diamond Bar is seeking to develop the Diamond Bar Town Center Specific Plan consistent with Government Code § 65450 et seq. to guide the development of the Diamond Bar Town Center Mixed Use Land Use Designation that was established with the adoption of the Diamond Bar General Plan 2040 on December 17, 2019, for the City of Diamond Bar, Los Angeles County, California (see Attachment, *Project Location Map*). The Specific Plan Area is approximately 45 acres of existing suburban style commercial district uses located along both sides of Diamond Bar Boulevard, generally bounded on the south by Golden Springs Drive and on the north by the State Route (SR) 60 Freeway at the northern SR-57/SR-60 interchange. The Specific Plan Area includes approximately 37 existing parcels with 23 unique property owners. The Specific Plan Area appears on the U.S. Geological Survey (USGS) 7.5-minute series San Dimas topographic quadrangle.

The Specific Plan would serve as both a policy and regulatory document to guide the transformation of the Town Center area from a nondescript suburban-style neighborhood commercial area into a vibrant, pedestrian-oriented, mixed-use district that serves the community, adding to the identity and quality of life in Diamond Bar. The vision to create a Diamond Bar Town Center was conceived with the adoption of the Diamond Bar General Plan 2040 in December 2019. A copy of the Diamond Bar General Plan 2040, including the 6th Cycle Housing Element, can be found at https://www.diamondbarca.gov/961/General-Plan-2040. The adoption of the General Plan 2040 was accompanied by the preparation and certification of an Environmental Impact Report (EIR; SCH #2018051066) in accordance with

Ruth M. Low *Mayor* | **Andrew Chou** *Mayor Pro Tem* | **Stan Liu** *Council Member* | **Nancy A. Lyons** *Council Member* | **Steve Tye** *Council Member*

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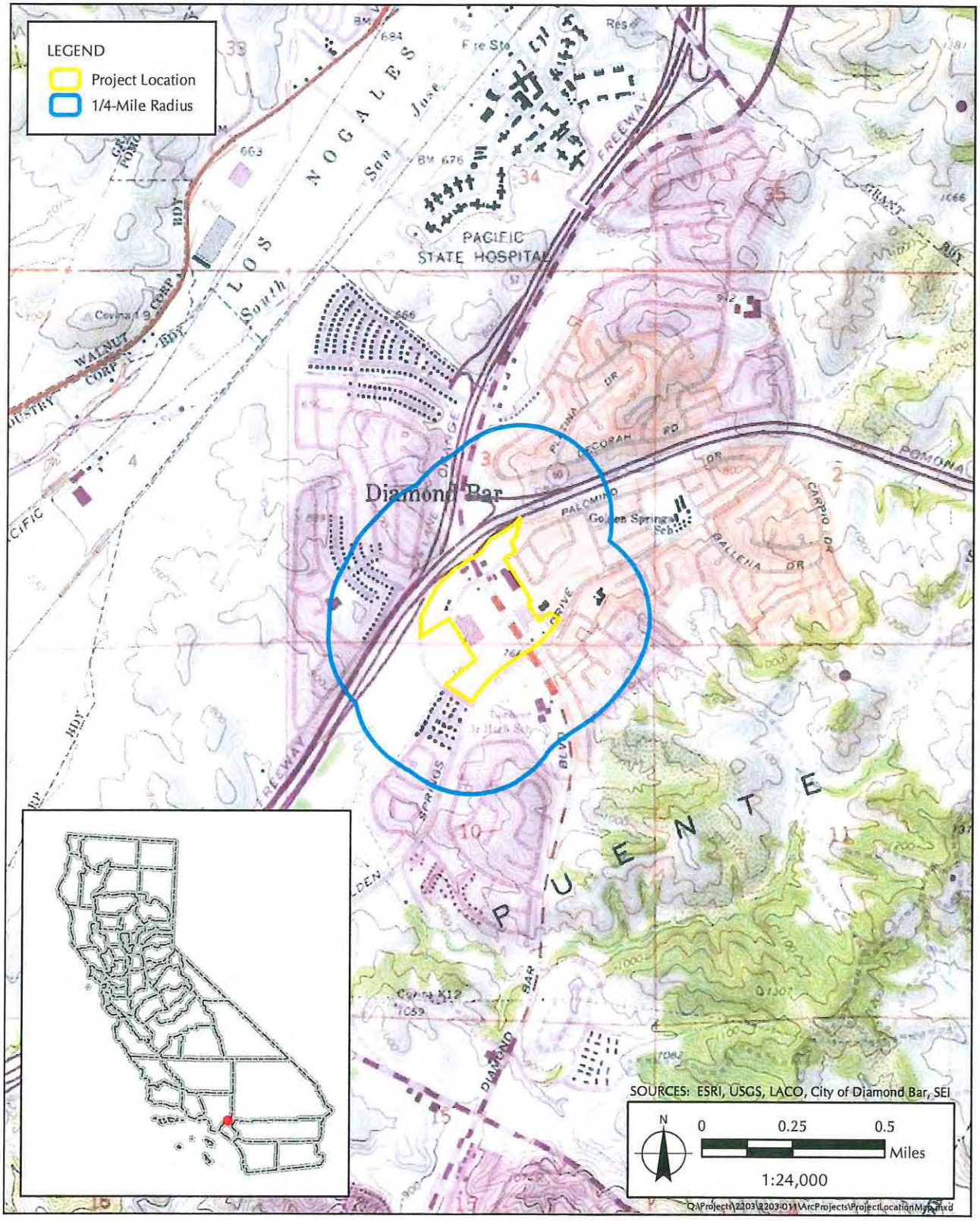
Lead Agency Point of Contact: Greg Gubman, Community Development Director

City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7031
ggubman@diamondbarca.gov

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map



ATTACHMENT

Project Location Map

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1. Article Addressed to:

Andrew Salas, Chairman
Gabrieleno Band of Mission
Indians – Kizh Nation
P.O. Box 393
Covina, CA 9172

9590 9402 4876 9032 3148 41

2. Article Number *(Transfer from service label)*
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Andrew Salas, Chairman
Gabrieleno Band of Mission
Indians – Kizh Nation
P.O. Box 393
Covina, CA 9172

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CITY OF
DIAMOND BAR
CALIFORNIA

VIA USPS CERTIFIED MAIL AND FIRST CLASS MAIL

June 7, 2022

Anthony Morales
Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778
GTTribalcouncil@aol.com

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

Dear Mr. Morales:

The City of Diamond Bar is seeking to develop the Diamond Bar Town Center Specific Plan consistent with Government Code § 65450 et seq. to guide the development of the Diamond Bar Town Center Mixed Use Land Use Designation that was established with the adoption of the Diamond Bar General Plan 2040 on December 17, 2019, for the City of Diamond Bar, Los Angeles County, California (see Attachment, *Project Location Map*). The Specific Plan Area is approximately 45 acres of existing suburban style commercial district uses located along both sides of Diamond Bar Boulevard, generally bounded on the south by Golden Springs Drive and on the north by the State Route (SR) 60 Freeway at the northern SR-57/SR-60 interchange. The Specific Plan Area includes approximately 37 existing parcels with 23 unique property owners. The Specific Plan Area appears on the U.S. Geological Survey (USGS) 7.5-minute series San Dimas topographic quadrangle.

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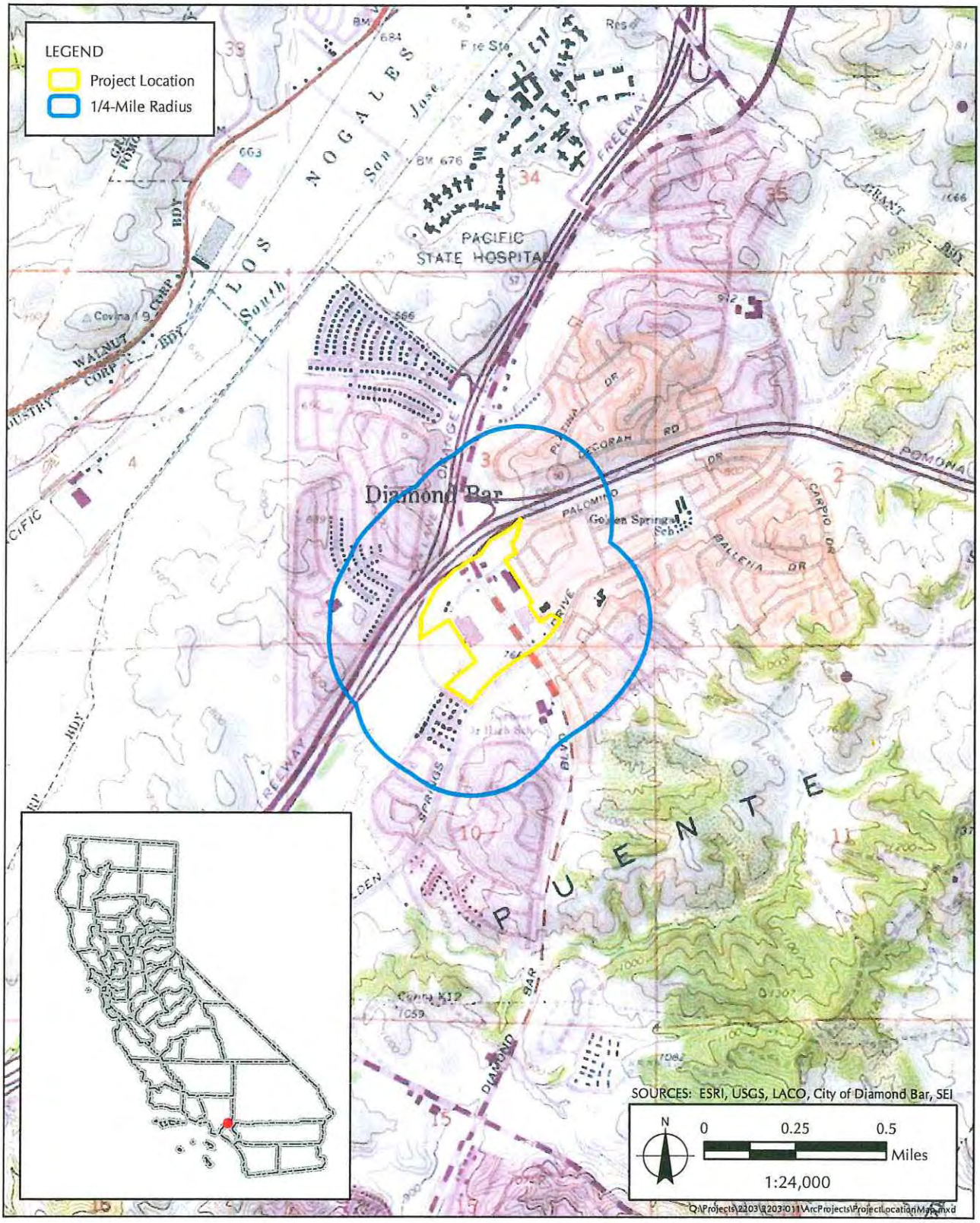
Lead Agency Point of Contact: Greg Gubman, Community Development Director

City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7031
ggubman@diamondbarca.gov

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map



ATTACHMENT

Project Location Map

SENDER: *COMPLETE THIS SECTION*

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1. Article Addressed to:

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel
Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

9590 9402 4876 9032 3148 58

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City,

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel
Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

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June 7, 2022

VIA USPS CERTIFIED MAIL AND FIRST CLASS MAIL

Robert Dorame
Chairperson
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

gtongva@gmail.com

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

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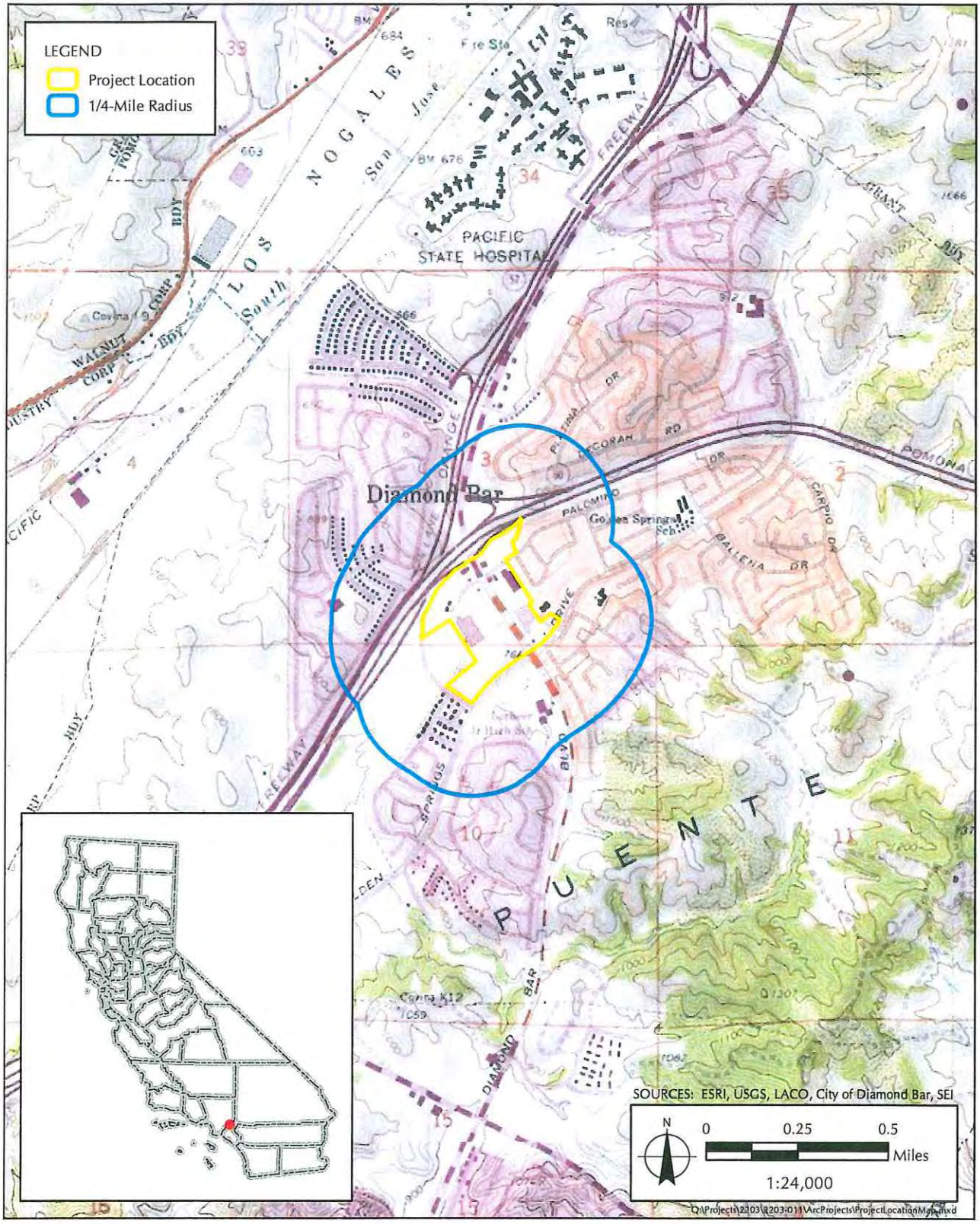
Lead Agency Point of Contact: Greg Gubman, Community Development Director

City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7031
ggubman@diamondbarca.gov

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map



ATTACHMENT

Project Location Map

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Robert Dorame, Chairperson
Gabrielino Tongva Indians of
California Tribal Council
P.O. Box 490
Bellflower, CA 9070

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1. Article Addressed to:

Robert Dorame, Chairperson
Gabrielino Tongva Indians of
California Tribal Council
P.O. Box 490
Bellflower, CA 9070



9590 9402 4876 9032 3148 65

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CITY OF
DIAMOND BAR
CALIFORNIA

June 7, 2022

VIA USPS CERTIFIED MAIL AND FIRST CLASS MAIL

Sandonne Goad
Chairperson
Gabrielino/Tongva Nation
106 ½ Judge John Aiso St., #231
Los Angeles, CA 90012

sgoad@gabrielino-tongva.com

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

Dear Ms. Goad:

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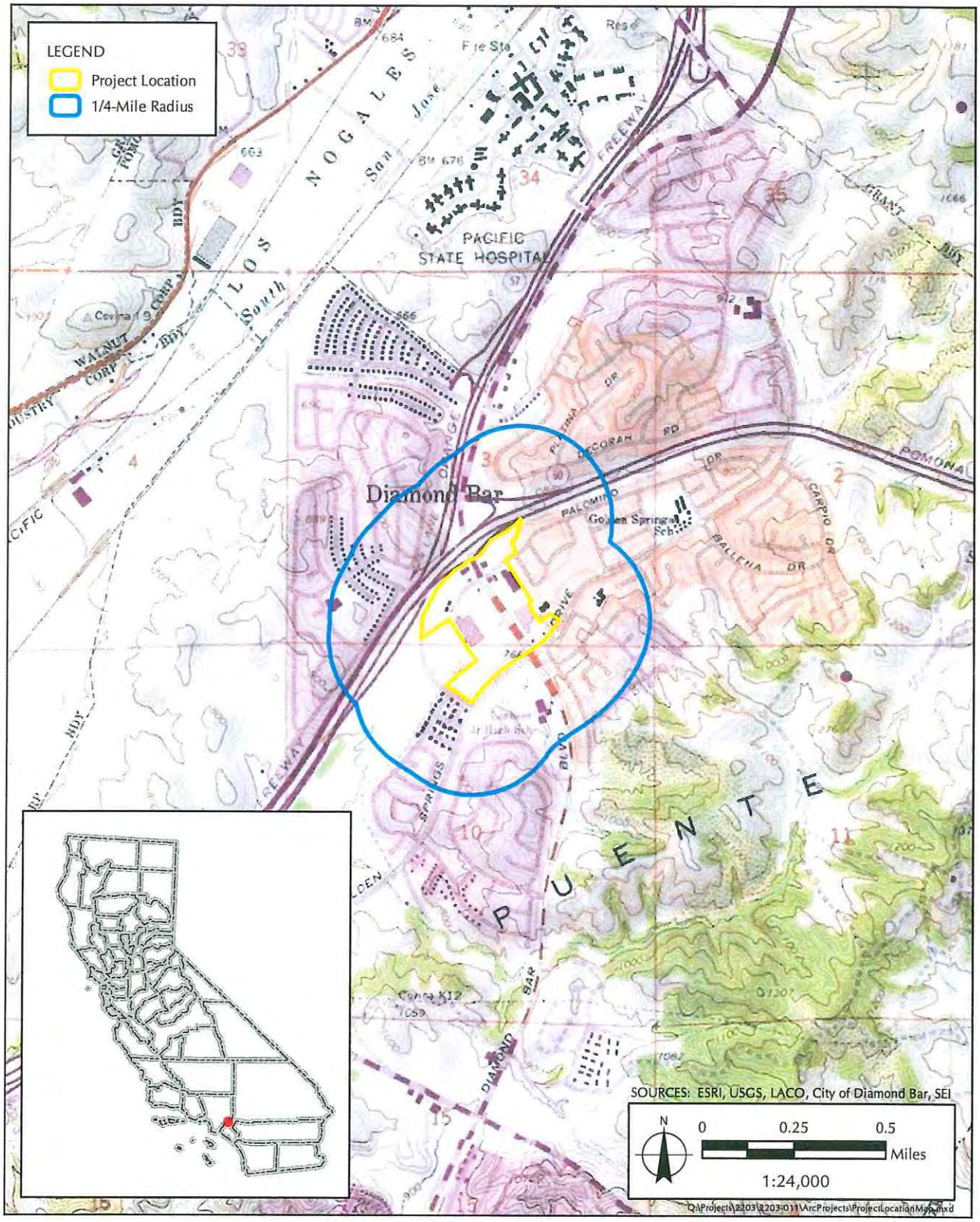
Lead Agency Point of Contact: Greg Gubman, Community Development Director

City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7031
ggubman@diamondbarca.gov

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map



ATTACHMENT

Project Location Map

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Sandonne Goad, Chairperson
Gabrielino/Tongva Nation
106 ½ Judge John Aiso St., #231
Los Angeles, CA 90012

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Sandonne Goad, Chairperson
Gabrielino/Tongva Nation
106 ½ Judge John Aiso St., #231
Los Angeles, CA 90012

9590 9402 4876 9032 3149 19

2. Article Number *(Transfer from service label)*

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CITY OF
DIAMOND BAR
CALIFORNIA

June 7, 2022

VIA USPS CERTIFIED MAIL AND FIRST CLASS MAIL

Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307

roadkingcharles@aol.com

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

Dear Mr. Alvarez:

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Ruth M. Low *Mayor* | **Andrew Chou** *Mayor Pro Tem* | **Stan Liu** *Council Member* | **Nancy A. Lyons** *Council Member* | **Steve Tye** *Council Member*

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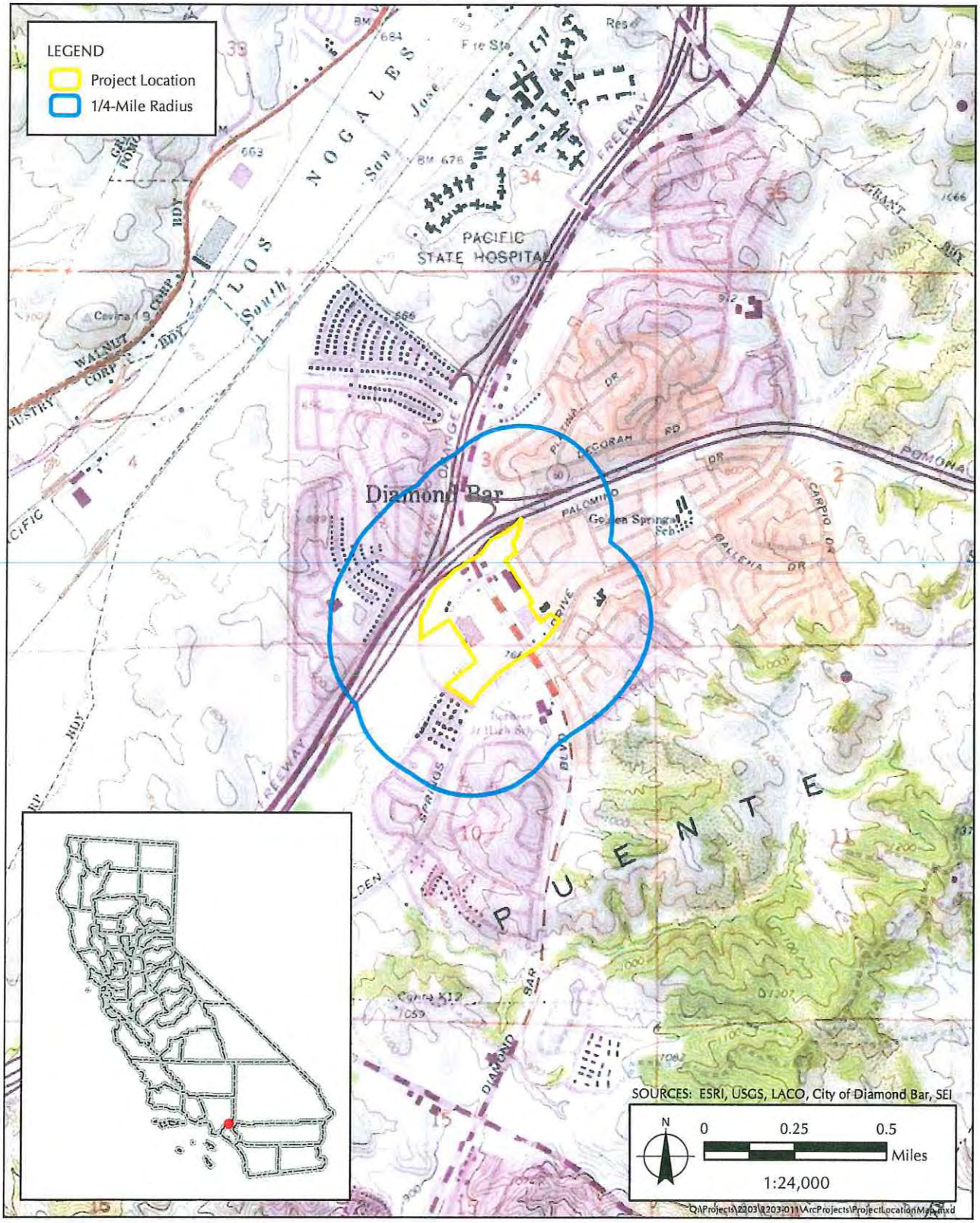
Lead Agency Point of Contact: Greg Gubman, Community Development Director

City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7031
ggubman@diamondbarca.gov

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map

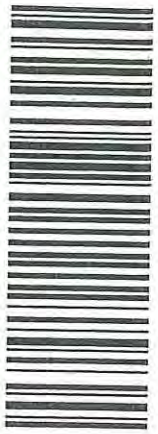


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Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307

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Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307



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June 7, 2022

VIA USPS CERTIFIED MAIL AND FIRST CLASS MAIL

Lovina Redner
Tribal Chair
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539

lsaul@santarosacahuilla-nsn.gov

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

Dear Ms. Redner:

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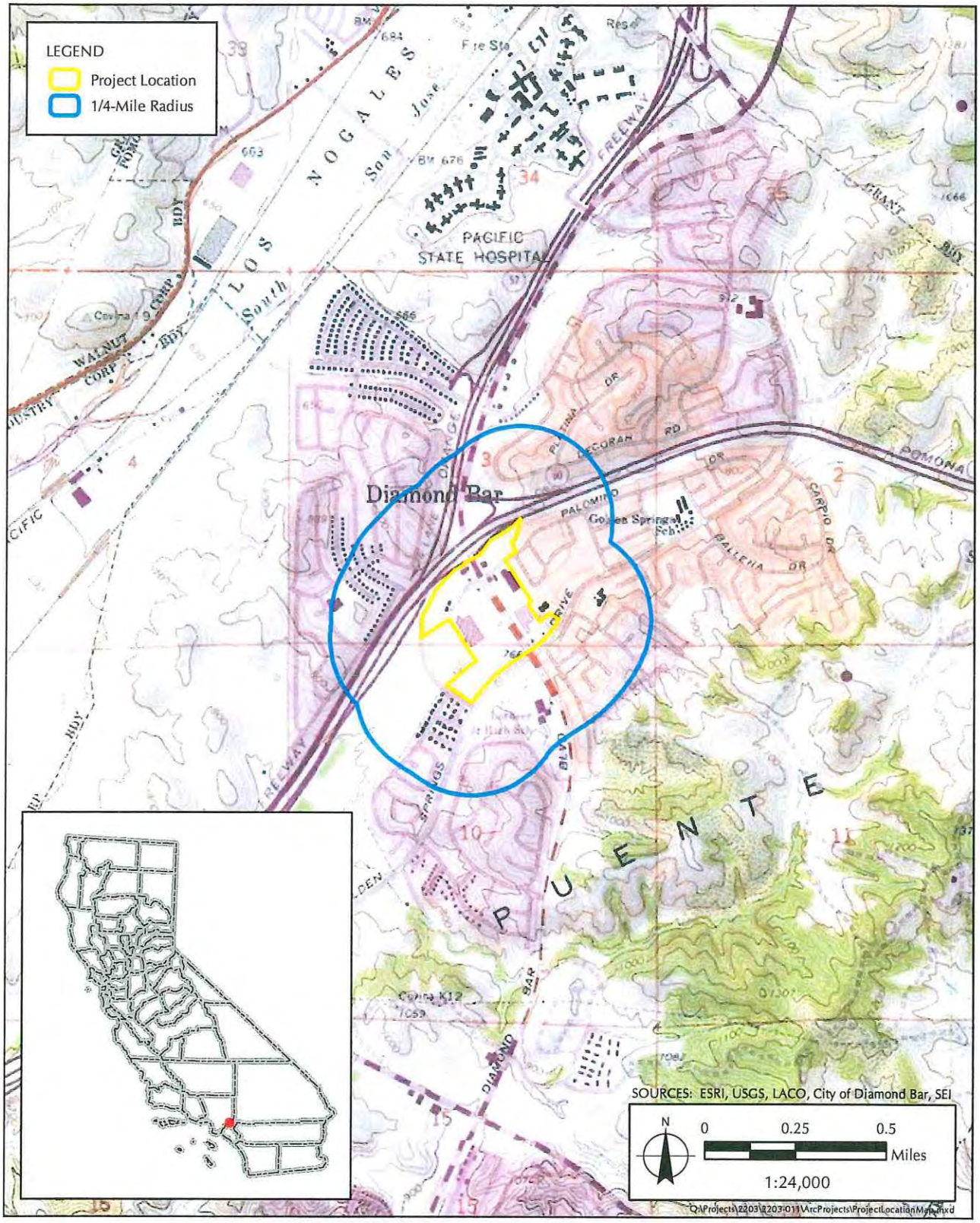
Lead Agency Point of Contact: Greg Gubman, Community Development Director

City of Diamond Bar
21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7031
ggubman@diamondbarca.gov

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map



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Project Location Map

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Lovina Redner, Tribal Chair
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539

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Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
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CITY OF DIAMOND BAR CALIFORNIA

June 7, 2022

VIA USPS CERTIFIED MAIL AND FIRST CLASS MAIL

Scott Cozart
Chairperson
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92583
jontiveros@soboba-nsn.gov

RE: Notice of Consultation Opportunity for the **Diamond Bar Town Center Specific Plan**, Tribal Cultural Resources under Senate Bill 18, pursuant to Public Resources Code (PRC) §§ 5097.9 and 5097.993.

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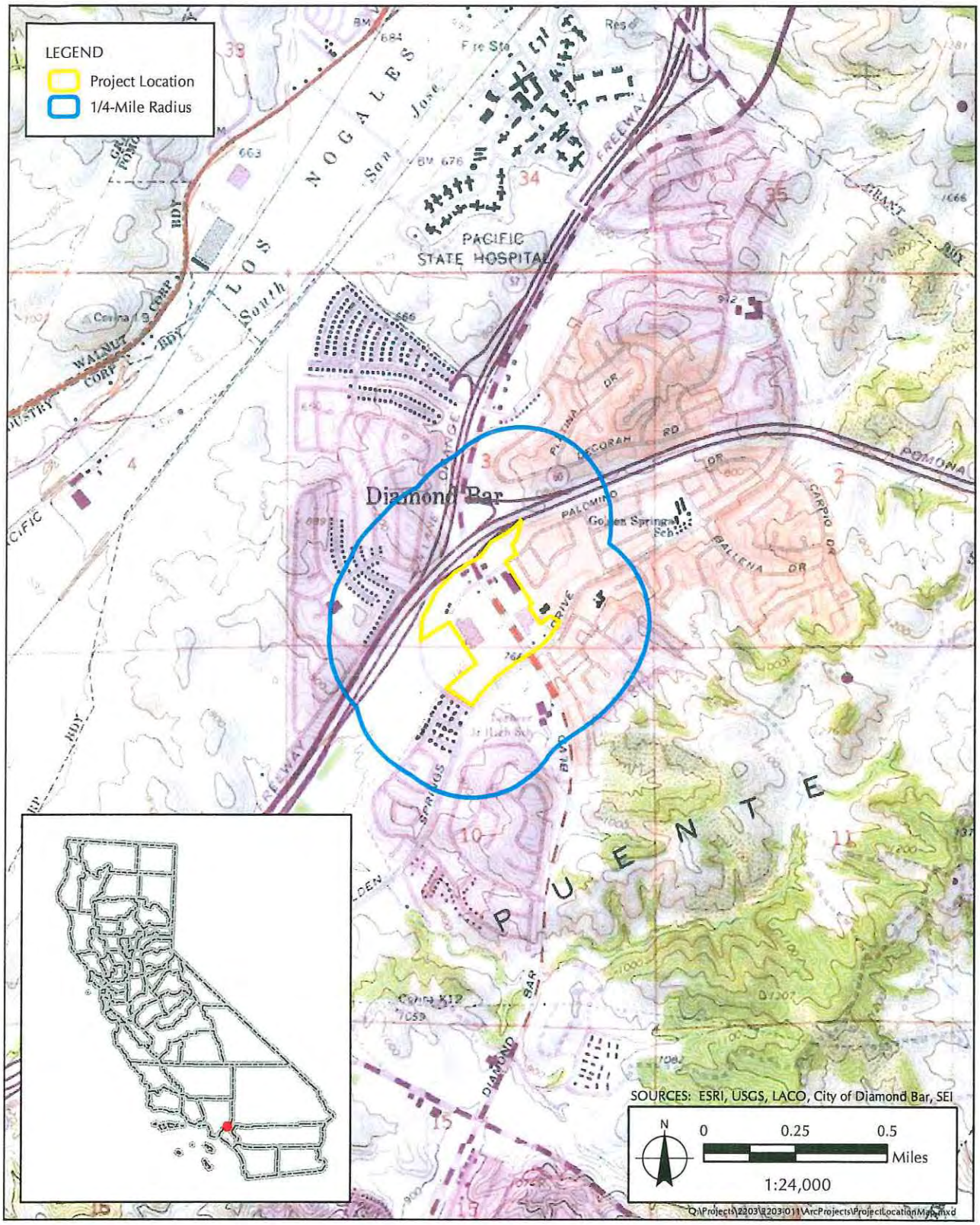
Lead Agency Point of Contact: Greg Gubman, Community Development Director

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21810 Copley Drive, Diamond Bar, CA 91765
(909) 839-7031
ggubman@diamondbarca.gov

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map



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Scott Cozart, Chairperson
Soboba Band of Luiseno Indians
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San Jacinto, CA 92583

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San Jacinto, CA 92583

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CITY OF DIAMOND BAR CALIFORNIA

VIA USPS CERTIFIED MAIL AND FIRST CLASS MAIL

June 7, 2022

Joseph Ontiveros
Cultural Resources Department
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92583

jontiveros@soboba-nsn.gov

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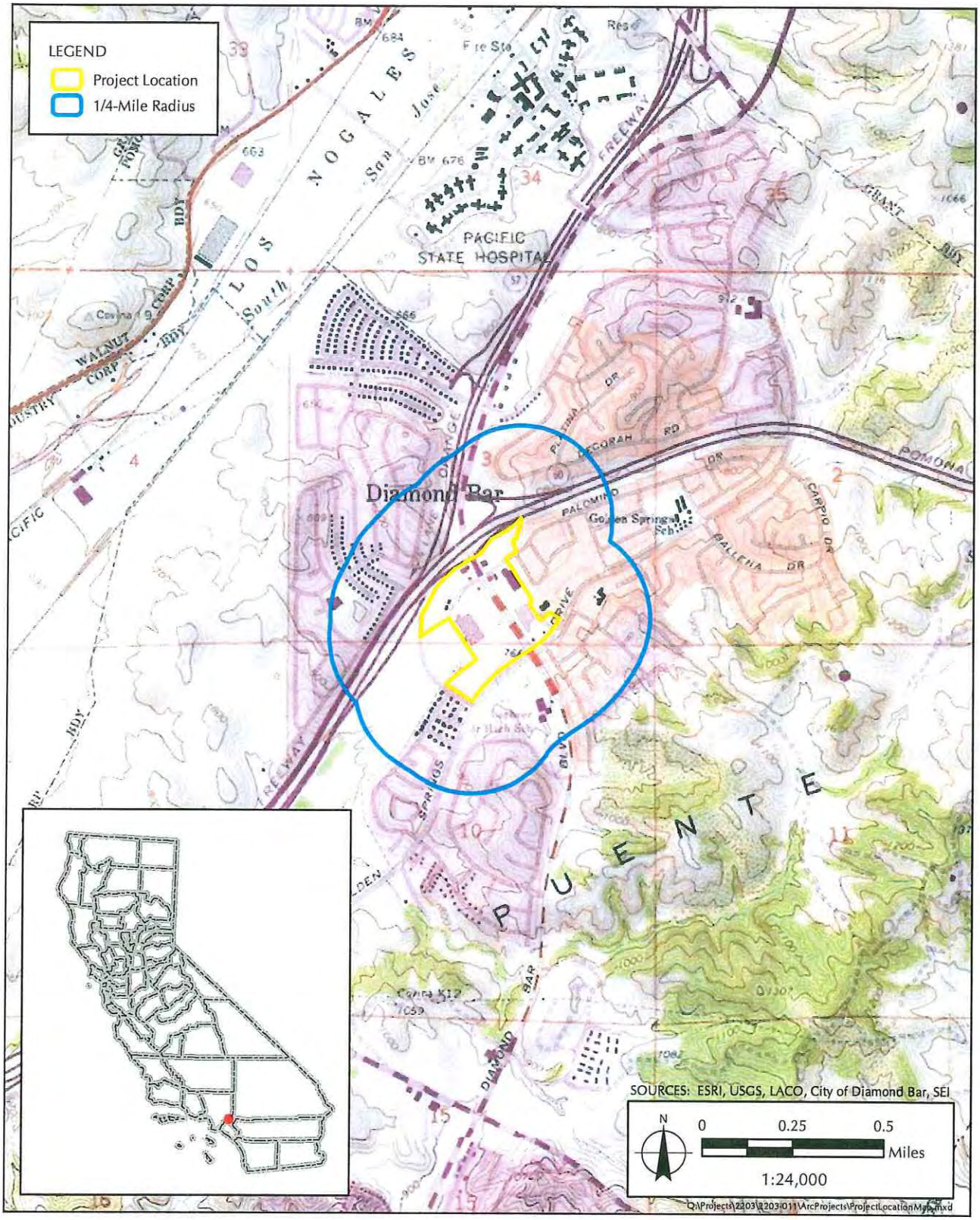
Lead Agency Point of Contact: Greg Gubman, Community Development Director

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ggubman@diamondbarca.gov

Very Respectfully,

Greg Gubman
Community Development Director

Enclosure: Project Location Map



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Project Location Map

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Cultural Resources Department
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92583

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Cultural Resources Department
Soboba Band of Luiseno Indians
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San Jacinto, CA 92583

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Appendix E

CalEEMod Analysis

Diamond Bar Town Center Specific Plan Custom Report

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4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Diamond Bar Town Center Specific Plan
Construction Start Date	7/1/2025
Operational Year	2041
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	18.8
Location	34.02044778031801, -117.81097401278097
County	Los Angeles-South Coast
City	Diamond Bar
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5026
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
City Park	1.00	Acre	0.92	0.00	0.00	0.00	—	—

Apartments High Rise	705	Dwelling Unit	11.4	676,800	0.00	—	2,087	—
Hotel	103	Room	3.43	33,475	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-3	Use Local Construction Contractors
Construction	C-4*	Use Local and Sustainable Building Materials
Transportation	T-23	Community-Based Travel Planning
Energy	E-2	Require Energy Efficient Appliances
Energy	E-12-A	Install Alternative Type of Water Heater in Place of Gas Storage Tank Heater in Residences
Energy	E-12-B	Install Electric Space Heater in Place of Natural Gas Heaters in Residences
Energy	E-13	Install Electric Ranges in Place of Gas Ranges
Energy	E-15	Require All-Electric Development
Area Sources	AS-1	Use Low-VOC Cleaning Supplies
Area Sources	LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment
Area Sources	AS-2	Use Low-VOC Paints

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.02	3.39	31.7	48.0	0.06	1.37	19.9	21.3	1.26	10.2	11.4	—	11,986	11,986	0.50	0.63	30.7	12,216
Mit.	4.00	3.37	31.7	30.6	0.06	1.37	19.7	21.1	1.26	10.1	11.4	—	6,893	6,893	0.34	0.47	13.3	7,055
% Reduced	1%	< 0.5%	< 0.5%	36%	—	—	1%	1%	—	< 0.5%	< 0.5%	—	42%	42%	31%	25%	57%	42%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.00	3.41	30.2	45.3	0.06	1.25	9.50	10.7	1.15	3.72	4.87	—	11,801	11,801	0.52	0.64	0.87	12,005
Mit.	3.95	3.33	30.1	29.0	0.06	1.25	9.28	10.5	1.15	3.67	4.82	—	6,879	6,879	0.36	0.48	0.37	7,032
% Reduced	1%	3%	< 0.5%	36%	—	—	2%	2%	—	1%	1%	—	42%	42%	30%	24%	58%	41%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.10	2.61	13.1	38.1	0.04	0.38	6.38	6.72	0.34	1.91	2.25	—	10,044	10,044	0.43	0.54	11.4	10,226
Mit.	2.70	2.34	11.7	22.0	0.04	0.38	3.79	4.16	0.34	1.72	2.06	—	5,847	5,847	0.30	0.40	4.91	5,980
% Reduced	13%	10%	10%	42%	—	—	41%	38%	—	10%	8%	—	42%	42%	31%	25%	57%	42%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.57	0.48	2.39	6.95	0.01	0.07	1.16	1.23	0.06	0.35	0.41	—	1,663	1,663	0.07	0.09	1.88	1,693
Mit.	0.49	0.43	2.14	4.01	0.01	0.07	0.69	0.76	0.06	0.31	0.38	—	968	968	0.05	0.07	0.81	990
% Reduced	13%	10%	10%	42%	—	—	41%	38%	—	10%	8%	—	42%	42%	31%	25%	57%	42%

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.02	3.39	31.7	31.4	0.06	1.37	19.9	21.3	1.26	10.2	11.4	—	6,964	6,964	0.28	0.06	1.14	6,991
2026	3.63	3.07	14.7	48.0	0.04	0.42	7.51	7.93	0.37	1.79	2.16	—	11,986	11,986	0.50	0.63	30.7	12,216
2027	3.49	2.96	13.9	45.5	0.04	0.35	7.51	7.87	0.33	1.79	2.12	—	11,801	11,801	0.50	0.61	28.0	12,023
2028	3.38	2.83	13.2	43.6	0.04	0.32	7.51	7.83	0.29	1.79	2.08	—	11,620	11,620	0.25	0.61	25.5	11,833
2029	3.28	2.73	12.6	41.6	0.04	0.29	7.51	7.80	0.27	1.79	2.06	—	11,440	11,440	0.25	0.61	23.1	11,650
2030	2.94	2.64	12.0	39.8	0.04	0.28	7.51	7.79	0.26	1.79	2.05	—	11,262	11,262	0.25	0.59	20.9	11,465
2031	2.84	2.32	11.6	38.1	0.04	0.26	7.51	7.77	0.24	1.79	2.03	—	11,088	11,088	0.24	0.38	18.8	11,224
2032	2.74	2.24	11.1	36.6	0.04	0.24	7.51	7.75	0.22	1.79	2.01	—	10,925	10,925	0.24	0.36	16.9	11,055
2033	2.67	2.18	10.8	35.3	0.04	0.22	7.51	7.73	0.21	1.79	1.99	—	10,768	10,768	0.24	0.36	15.3	10,896
2034	2.37	2.11	10.3	34.1	0.04	0.21	7.51	7.72	0.20	1.79	1.98	—	10,623	10,623	0.22	0.34	13.7	10,743
2035	2.31	2.06	10.1	33.0	0.04	0.20	7.51	7.71	0.18	1.79	1.97	—	10,490	10,490	0.21	0.34	10.0	10,606
2036	2.27	2.02	9.80	31.9	0.04	0.19	7.51	7.70	0.17	1.79	1.96	—	10,372	10,372	0.21	0.32	8.64	10,482
2037	2.21	1.96	9.62	31.1	0.04	0.18	7.51	7.69	0.16	1.79	1.95	—	10,264	10,264	0.21	0.32	7.38	10,372
2038	2.16	1.92	9.47	30.5	0.04	0.17	7.51	7.68	0.16	1.79	1.95	—	10,176	10,176	0.20	0.30	6.32	10,277
2039	2.12	1.89	9.10	29.9	0.04	0.16	7.51	7.67	0.15	1.79	1.94	—	10,090	10,090	0.20	0.30	5.37	10,191
2040	0.61	0.51	5.29	10.2	0.01	0.11	0.20	0.30	0.10	0.05	0.14	—	1,682	1,682	0.06	0.01	0.11	1,687
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.00	3.41	30.2	45.3	0.06	1.25	9.50	10.7	1.15	3.72	4.87	—	11,801	11,801	0.52	0.64	0.87	12,005
2026	3.63	3.05	15.0	43.1	0.04	0.42	7.51	7.93	0.37	1.79	2.16	—	11,620	11,620	0.51	0.63	0.80	11,820
2027	3.47	2.92	14.4	40.8	0.04	0.35	7.51	7.87	0.33	1.79	2.12	—	11,443	11,443	0.29	0.61	0.73	11,632
2028	3.36	2.82	13.6	39.2	0.04	0.32	7.51	7.83	0.29	1.79	2.08	—	11,268	11,268	0.26	0.61	0.66	11,457
2029	3.04	2.71	12.9	37.4	0.04	0.29	7.51	7.80	0.27	1.79	2.06	—	11,095	11,095	0.26	0.61	0.60	11,283
2030	2.92	2.61	12.4	35.8	0.04	0.28	7.51	7.79	0.26	1.79	2.05	—	10,923	10,923	0.25	0.59	0.54	11,105
2031	2.81	2.31	12.0	34.4	0.04	0.26	7.51	7.77	0.24	1.79	2.03	—	10,755	10,755	0.25	0.59	0.49	10,937
2032	2.72	2.23	11.4	33.1	0.04	0.24	7.51	7.75	0.22	1.79	2.01	—	10,597	10,597	0.25	0.36	0.44	10,710

2033	2.64	2.15	10.9	32.0	0.04	0.22	7.51	7.73	0.21	1.79	1.99	—	10,445	10,445	0.24	0.36	0.39	10,558
2034	2.35	2.09	10.7	30.9	0.04	0.21	7.51	7.72	0.20	1.79	1.98	—	10,304	10,304	0.22	0.34	0.36	10,411
2035	2.30	2.04	10.4	30.1	0.04	0.20	7.51	7.71	0.18	1.79	1.97	—	10,174	10,174	0.22	0.34	0.26	10,281
2036	2.26	2.01	9.92	29.2	0.04	0.19	7.51	7.70	0.17	1.79	1.96	—	10,060	10,060	0.22	0.32	0.22	10,161
2037	2.20	1.97	9.73	28.3	0.04	0.18	7.51	7.69	0.16	1.79	1.95	—	9,955	9,955	0.21	0.32	0.19	10,056
2038	2.16	1.92	9.57	27.7	0.04	0.17	7.51	7.68	0.16	1.79	1.95	—	9,868	9,868	0.20	0.30	0.16	9,964
2039	2.12	1.88	9.41	27.2	0.04	0.16	7.51	7.67	0.15	1.79	1.94	—	9,785	9,785	0.20	0.30	0.14	9,880
2040	0.61	0.51	5.30	10.1	0.01	0.11	1.36	1.37	0.10	0.32	0.32	—	1,673	1,673	0.06	0.01	0.02	1,679
2041	0.30	0.24	0.87	3.76	< 0.005	< 0.005	1.36	1.37	< 0.005	0.32	0.32	—	1,257	1,257	0.01	0.01	0.02	1,260
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.55	1.31	9.69	14.4	0.02	0.38	4.60	4.98	0.34	1.91	2.25	—	3,301	3,301	0.14	0.11	2.37	3,340
2026	3.10	2.61	13.1	38.1	0.04	0.36	6.36	6.72	0.31	1.51	1.83	—	10,044	10,044	0.43	0.54	11.4	10,226
2027	2.97	2.50	12.4	36.1	0.04	0.30	6.36	6.66	0.28	1.51	1.80	—	9,891	9,891	0.25	0.52	10.4	10,063
2028	2.88	2.41	11.7	34.6	0.04	0.27	6.38	6.65	0.25	1.52	1.77	—	9,766	9,766	0.23	0.52	9.47	9,937
2029	2.59	2.31	11.1	33.0	0.04	0.25	6.36	6.61	0.23	1.51	1.75	—	9,589	9,589	0.23	0.52	8.57	9,758
2030	2.49	2.23	10.6	31.7	0.04	0.24	6.36	6.60	0.22	1.51	1.74	—	9,441	9,441	0.22	0.50	7.72	9,604
2031	2.42	1.98	10.3	30.3	0.04	0.22	6.36	6.58	0.21	1.51	1.72	—	9,295	9,295	0.21	0.50	6.98	9,457
2032	2.34	1.91	9.80	29.3	0.04	0.21	6.38	6.59	0.19	1.52	1.71	—	9,184	9,184	0.21	0.49	6.29	9,341
2033	2.27	1.85	9.53	28.3	0.04	0.19	6.36	6.55	0.18	1.51	1.69	—	9,027	9,027	0.20	0.31	5.64	9,129
2034	2.01	1.78	9.14	27.2	0.04	0.18	6.36	6.54	0.17	1.51	1.68	—	8,905	8,905	0.19	0.29	5.07	9,002
2035	1.97	1.75	8.92	26.4	0.04	0.17	6.36	6.53	0.16	1.51	1.67	—	8,793	8,793	0.19	0.29	3.70	8,888
2036	1.94	1.72	8.52	25.8	0.04	0.16	6.38	6.54	0.15	1.52	1.67	—	8,718	8,718	0.19	0.28	3.20	8,808
2037	1.89	1.68	8.33	24.9	0.04	0.15	6.36	6.51	0.14	1.51	1.65	—	8,604	8,604	0.18	0.28	2.73	8,693
2038	1.85	1.64	8.20	24.4	0.04	0.15	6.36	6.51	0.14	1.51	1.65	—	8,529	8,529	0.18	0.26	2.33	8,613
2039	0.69	0.61	3.05	9.05	0.01	0.05	2.40	2.46	0.05	0.57	0.62	—	3,197	3,197	0.07	0.10	0.75	3,229
2040	0.21	0.18	1.67	3.42	< 0.005	0.03	0.19	0.22	0.03	0.04	0.07	—	624	624	0.02	< 0.005	0.05	625
2041	0.01	0.01	0.04	0.16	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	53.8	53.8	< 0.005	< 0.005	0.01	54.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	0.28	0.24	1.77	2.63	< 0.005	0.07	0.84	0.91	0.06	0.35	0.41	—	546	546	0.02	0.02	0.39	553
2026	0.57	0.48	2.39	6.95	0.01	0.06	1.16	1.23	0.06	0.28	0.33	—	1,663	1,663	0.07	0.09	1.88	1,693
2027	0.54	0.46	2.26	6.59	0.01	0.06	1.16	1.22	0.05	0.28	0.33	—	1,637	1,637	0.04	0.09	1.72	1,666
2028	0.53	0.44	2.13	6.32	0.01	0.05	1.16	1.21	0.05	0.28	0.32	—	1,617	1,617	0.04	0.09	1.57	1,645
2029	0.47	0.42	2.02	6.03	0.01	0.05	1.16	1.21	0.04	0.28	0.32	—	1,588	1,588	0.04	0.09	1.42	1,616
2030	0.46	0.41	1.94	5.78	0.01	0.04	1.16	1.20	0.04	0.28	0.32	—	1,563	1,563	0.04	0.08	1.28	1,590
2031	0.44	0.36	1.87	5.54	0.01	0.04	1.16	1.20	0.04	0.28	0.31	—	1,539	1,539	0.04	0.08	1.16	1,566
2032	0.43	0.35	1.79	5.34	0.01	0.04	1.16	1.20	0.04	0.28	0.31	—	1,520	1,520	0.04	0.08	1.04	1,547
2033	0.41	0.34	1.74	5.16	0.01	0.03	1.16	1.20	0.03	0.28	0.31	—	1,495	1,495	0.03	0.05	0.93	1,511
2034	0.37	0.33	1.67	4.96	0.01	0.03	1.16	1.19	0.03	0.28	0.31	—	1,474	1,474	0.03	0.05	0.84	1,490
2035	0.36	0.32	1.63	4.82	0.01	0.03	1.16	1.19	0.03	0.28	0.31	—	1,456	1,456	0.03	0.05	0.61	1,472
2036	0.35	0.31	1.55	4.70	0.01	0.03	1.16	1.19	0.03	0.28	0.30	—	1,443	1,443	0.03	0.05	0.53	1,458
2037	0.34	0.31	1.52	4.55	0.01	0.03	1.16	1.19	0.03	0.28	0.30	—	1,424	1,424	0.03	0.05	0.45	1,439
2038	0.34	0.30	1.50	4.46	0.01	0.03	1.16	1.19	0.02	0.28	0.30	—	1,412	1,412	0.03	0.04	0.39	1,426
2039	0.13	0.11	0.56	1.65	< 0.005	0.01	0.44	0.45	0.01	0.10	0.11	—	529	529	0.01	0.02	0.12	535
2040	0.04	0.03	0.30	0.62	< 0.005	0.01	0.03	0.04	0.01	0.01	0.01	—	103	103	< 0.005	< 0.005	0.01	104
2041	< 0.005	< 0.005	0.01	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	8.91	8.91	< 0.005	< 0.005	< 0.005	8.93

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.00	3.37	31.7	30.6	0.06	1.37	19.7	21.1	1.26	10.1	11.4	—	6,740	6,740	0.28	0.06	0.31	6,764
2026	3.16	2.76	13.4	26.1	0.04	0.42	2.53	2.95	0.37	0.62	0.99	—	6,893	6,893	0.34	0.47	13.3	7,055
2027	3.03	2.65	12.8	25.2	0.04	0.35	2.53	2.89	0.33	0.62	0.95	—	6,806	6,806	0.34	0.45	12.3	6,962
2028	2.91	2.52	12.2	24.5	0.04	0.32	2.53	2.85	0.29	0.62	0.92	—	6,714	6,714	0.25	0.45	11.4	6,866
2029	2.81	2.42	11.6	23.7	0.04	0.29	2.53	2.83	0.27	0.62	0.89	—	6,617	6,617	0.25	0.45	10.4	6,768

2030	2.63	2.33	11.3	23.1	0.04	0.28	2.53	2.81	0.26	0.62	0.88	—	6,517	6,517	0.25	0.43	9.61	6,662
2031	2.53	2.17	10.9	22.4	0.04	0.26	2.53	2.80	0.24	0.62	0.87	—	6,414	6,414	0.24	0.38	8.83	6,541
2032	2.43	2.09	10.5	21.8	0.04	0.24	2.53	2.78	0.22	0.62	0.85	—	6,315	6,315	0.24	0.36	8.11	6,436
2033	2.36	2.02	10.2	21.3	0.04	0.22	2.53	2.76	0.21	0.62	0.83	—	6,219	6,219	0.24	0.36	7.48	6,339
2034	2.21	1.95	9.87	20.9	0.04	0.21	2.53	2.75	0.20	0.62	0.82	—	6,127	6,127	0.22	0.34	6.90	6,241
2035	2.16	1.90	9.62	20.4	0.04	0.20	2.53	2.73	0.18	0.62	0.81	—	6,041	6,041	0.21	0.34	4.14	6,151
2036	2.11	1.86	9.33	20.0	0.04	0.19	2.53	2.72	0.17	0.62	0.80	—	5,962	5,962	0.21	0.32	3.53	6,067
2037	2.05	1.80	9.16	19.6	0.04	0.18	2.53	2.71	0.16	0.62	0.79	—	5,891	5,891	0.21	0.32	2.99	5,995
2038	2.01	1.76	9.01	19.3	0.04	0.17	2.53	2.70	0.16	0.62	0.78	—	5,830	5,830	0.20	0.30	2.52	5,928
2039	1.96	1.73	8.79	19.1	0.04	0.16	2.53	2.70	0.15	0.62	0.78	—	5,773	5,773	0.20	0.30	2.11	5,870
2040	0.60	0.51	5.28	9.91	0.01	0.11	0.05	0.16	0.10	0.01	0.11	—	1,558	1,558	0.06	0.01	0.03	1,564
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.95	3.33	30.1	29.0	0.06	1.25	9.28	10.5	1.15	3.67	4.82	—	6,879	6,879	0.36	0.48	0.37	7,032
2026	3.16	2.74	13.6	25.4	0.04	0.42	2.53	2.95	0.37	0.62	0.99	—	6,796	6,796	0.35	0.47	0.34	6,945
2027	3.00	2.61	13.0	24.5	0.04	0.35	2.53	2.89	0.33	0.62	0.95	—	6,711	6,711	0.29	0.45	0.32	6,853
2028	2.90	2.51	12.4	23.8	0.04	0.32	2.53	2.85	0.29	0.62	0.92	—	6,621	6,621	0.26	0.45	0.29	6,762
2029	2.72	2.40	11.8	23.1	0.04	0.29	2.53	2.83	0.27	0.62	0.89	—	6,525	6,525	0.26	0.45	0.27	6,667
2030	2.61	2.30	11.4	22.5	0.04	0.28	2.53	2.81	0.26	0.62	0.88	—	6,428	6,428	0.25	0.43	0.25	6,563
2031	2.50	2.15	11.1	21.9	0.04	0.26	2.53	2.80	0.24	0.62	0.87	—	6,326	6,326	0.25	0.43	0.23	6,462
2032	2.41	2.07	10.6	21.3	0.04	0.24	2.53	2.78	0.22	0.62	0.85	—	6,228	6,228	0.25	0.36	0.21	6,341
2033	2.33	2.00	10.3	20.8	0.04	0.22	2.53	2.76	0.21	0.62	0.83	—	6,133	6,133	0.24	0.36	0.19	6,246
2034	2.20	1.94	10.0	20.4	0.04	0.21	2.53	2.75	0.20	0.62	0.82	—	6,043	6,043	0.22	0.34	0.18	6,149
2035	2.14	1.89	9.80	20.0	0.04	0.20	2.53	2.73	0.18	0.62	0.81	—	5,957	5,957	0.22	0.34	0.11	6,064
2036	2.11	1.86	9.45	19.6	0.04	0.19	2.53	2.72	0.17	0.62	0.80	—	5,880	5,880	0.22	0.32	0.09	5,981
2037	2.05	1.81	9.26	19.2	0.04	0.18	2.53	2.71	0.16	0.62	0.79	—	5,809	5,809	0.21	0.32	0.08	5,910
2038	2.01	1.77	9.11	18.9	0.04	0.17	2.53	2.70	0.16	0.62	0.78	—	5,748	5,748	0.20	0.30	0.07	5,844
2039	1.96	1.73	8.95	18.6	0.04	0.16	2.53	2.70	0.15	0.62	0.78	—	5,692	5,692	0.20	0.30	0.05	5,788

2040	0.60	0.51	5.29	9.90	0.01	0.11	0.37	0.37	0.10	0.09	0.11	—	1,556	1,556	0.06	0.01	0.01	1,562
2041	0.27	0.24	0.81	2.12	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.09	—	448	448	0.01	0.01	< 0.005	450
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.45	1.23	9.40	11.1	0.02	0.38	3.79	4.16	0.34	1.72	2.06	—	2,471	2,471	0.11	0.09	0.99	2,500
2026	2.70	2.34	11.7	22.0	0.04	0.36	2.15	2.50	0.31	0.53	0.84	—	5,847	5,847	0.30	0.40	4.91	5,980
2027	2.57	2.24	11.2	21.2	0.04	0.30	2.15	2.45	0.28	0.53	0.81	—	5,774	5,774	0.25	0.39	4.54	5,900
2028	2.48	2.15	10.6	20.6	0.04	0.27	2.15	2.43	0.25	0.53	0.78	—	5,712	5,712	0.23	0.39	4.21	5,837
2029	2.33	2.05	10.1	20.0	0.04	0.25	2.15	2.40	0.23	0.53	0.76	—	5,614	5,614	0.23	0.39	3.87	5,739
2030	2.23	1.96	9.81	19.4	0.04	0.24	2.15	2.39	0.22	0.53	0.75	—	5,530	5,530	0.22	0.37	3.55	5,649
2031	2.15	1.85	9.47	18.9	0.04	0.22	2.15	2.37	0.21	0.53	0.74	—	5,443	5,443	0.21	0.37	3.27	5,562
2032	2.08	1.77	9.13	18.5	0.04	0.21	2.15	2.36	0.19	0.53	0.72	—	5,373	5,373	0.21	0.36	3.01	5,487
2033	2.00	1.71	8.86	18.0	0.04	0.19	2.15	2.34	0.18	0.53	0.70	—	5,277	5,277	0.20	0.31	2.76	5,376
2034	1.87	1.65	8.61	17.6	0.04	0.18	2.15	2.33	0.17	0.53	0.70	—	5,199	5,199	0.19	0.29	2.56	5,292
2035	1.84	1.62	8.38	17.2	0.04	0.17	2.15	2.32	0.16	0.53	0.69	—	5,125	5,125	0.19	0.29	1.53	5,218
2036	1.81	1.59	8.12	16.9	0.04	0.16	2.15	2.31	0.15	0.53	0.68	—	5,072	5,072	0.19	0.28	1.31	5,161
2037	1.76	1.54	7.93	16.6	0.04	0.15	2.15	2.30	0.14	0.53	0.67	—	4,998	4,998	0.18	0.28	1.10	5,086
2038	1.72	1.51	7.80	16.3	0.04	0.15	2.15	2.29	0.14	0.53	0.66	—	4,946	4,946	0.18	0.26	0.93	5,028
2039	0.64	0.56	2.90	6.08	0.01	0.05	0.81	0.86	0.05	0.20	0.25	—	1,852	1,852	0.07	0.10	0.29	1,883
2040	0.21	0.18	1.66	3.17	< 0.005	0.03	0.05	0.08	0.03	0.01	0.04	—	509	509	0.02	< 0.005	0.01	510
2041	0.01	0.01	0.03	0.09	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	19.1	19.1	< 0.005	< 0.005	< 0.005	19.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.26	0.22	1.72	2.02	< 0.005	0.07	0.69	0.76	0.06	0.31	0.38	—	409	409	0.02	0.01	0.16	414
2026	0.49	0.43	2.14	4.01	0.01	0.06	0.39	0.46	0.06	0.10	0.15	—	968	968	0.05	0.07	0.81	990
2027	0.47	0.41	2.04	3.87	0.01	0.06	0.39	0.45	0.05	0.10	0.15	—	956	956	0.04	0.06	0.75	977
2028	0.45	0.39	1.94	3.77	0.01	0.05	0.39	0.44	0.05	0.10	0.14	—	946	946	0.04	0.06	0.70	966
2029	0.42	0.37	1.85	3.65	0.01	0.05	0.39	0.44	0.04	0.10	0.14	—	929	929	0.04	0.06	0.64	950
2030	0.41	0.36	1.79	3.55	0.01	0.04	0.39	0.44	0.04	0.10	0.14	—	916	916	0.04	0.06	0.59	935
2031	0.39	0.34	1.73	3.45	0.01	0.04	0.39	0.43	0.04	0.10	0.13	—	901	901	0.04	0.06	0.54	921

2032	0.38	0.32	1.67	3.37	0.01	0.04	0.39	0.43	0.04	0.10	0.13	—	890	890	0.04	0.06	0.50	909
2033	0.37	0.31	1.62	3.29	0.01	0.03	0.39	0.43	0.03	0.10	0.13	—	874	874	0.03	0.05	0.46	890
2034	0.34	0.30	1.57	3.21	0.01	0.03	0.39	0.42	0.03	0.10	0.13	—	861	861	0.03	0.05	0.42	876
2035	0.34	0.30	1.53	3.15	0.01	0.03	0.39	0.42	0.03	0.10	0.13	—	849	849	0.03	0.05	0.25	864
2036	0.33	0.29	1.48	3.09	0.01	0.03	0.39	0.42	0.03	0.10	0.12	—	840	840	0.03	0.05	0.22	854
2037	0.32	0.28	1.45	3.02	0.01	0.03	0.39	0.42	0.03	0.10	0.12	—	827	827	0.03	0.05	0.18	842
2038	0.31	0.28	1.42	2.98	0.01	0.03	0.39	0.42	0.02	0.10	0.12	—	819	819	0.03	0.04	0.15	832
2039	0.12	0.10	0.53	1.11	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	307	307	0.01	0.02	0.05	312
2040	0.04	0.03	0.30	0.58	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	84.2	84.2	< 0.005	< 0.005	< 0.005	84.5
2041	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.16	3.16	< 0.005	< 0.005	< 0.005	3.18

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	234	212	23.2	487	1.17	50.6	26.8	77.4	49.7	6.81	56.5	6,970	45,019	51,989	57.9	1.29	68.8	53,890
Mit.	228	207	20.7	442	1.15	50.4	26.2	76.6	49.5	6.65	56.2	6,970	41,866	48,836	57.7	1.26	68.5	50,723
% Reduced	2%	2%	11%	9%	2%	< 0.5%	2%	1%	< 0.5%	2%	1%	—	7%	6%	< 0.5%	2%	< 0.5%	6%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	230	209	23.4	438	1.16	50.6	26.8	77.4	49.7	6.81	56.5	6,970	43,881	50,852	57.9	1.33	57.5	52,754
Mit.	228	207	21.3	435	1.14	50.4	26.2	76.6	49.5	6.65	56.2	6,970	40,836	47,806	57.7	1.30	57.5	49,694
% Reduced	1%	1%	9%	1%	2%	< 0.5%	2%	1%	< 0.5%	2%	1%	—	7%	6%	< 0.5%	2%	< 0.5%	6%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	41.8	39.2	9.78	131	0.30	3.73	25.3	29.1	3.66	6.44	10.1	819	31,451	32,270	39.6	1.07	62.0	33,640
Mit.	37.5	35.2	7.40	99.8	0.28	3.56	24.8	28.3	3.49	6.29	9.78	819	28,366	29,185	39.3	1.04	61.9	30,541
% Reduced	10%	10%	24%	24%	6%	5%	2%	3%	5%	2%	3%	—	10%	10%	1%	2%	< 0.5%	9%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.62	7.16	1.79	23.9	0.06	0.68	4.62	5.31	0.67	1.17	1.84	136	5,207	5,343	6.55	0.18	10.3	5,569
Mit.	6.84	6.43	1.35	18.2	0.05	0.65	4.52	5.17	0.64	1.15	1.78	136	4,696	4,832	6.51	0.17	10.2	5,056
% Reduced	10%	10%	24%	24%	6%	5%	2%	3%	5%	2%	3%	—	10%	10%	1%	2%	< 0.5%	9%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	10.2	9.24	5.98	85.4	0.24	0.10	26.8	26.9	0.09	6.81	6.90	—	24,732	24,732	0.87	0.87	11.6	25,026
Area	223	203	15.0	400	0.92	50.4	—	50.4	49.4	—	49.4	6,604	12,731	19,334	19.7	0.24	—	19,898
Energy	0.26	0.13	2.24	1.06	0.01	0.18	—	0.18	0.18	—	0.18	—	7,269	7,269	0.53	0.04	—	7,293
Water	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525
Waste	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Total	234	212	23.2	487	1.17	50.6	26.8	77.4	49.7	6.81	56.5	6,970	45,019	51,989	57.9	1.29	68.8	53,890
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	10.1	9.22	6.53	78.1	0.23	0.10	26.8	26.9	0.09	6.81	6.90	—	23,708	23,708	0.90	0.91	0.30	24,003
Area	219	199	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785
Energy	0.26	0.13	2.24	1.06	0.01	0.18	—	0.18	0.18	—	0.18	—	7,269	7,269	0.53	0.04	—	7,293
Water	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525

Waste	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Total	230	209	23.4	438	1.16	50.6	26.8	77.4	49.7	6.81	56.5	6,970	43,881	50,852	57.9	1.33	57.5	52,754
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.62	8.74	6.28	76.8	0.23	0.09	25.3	25.4	0.09	6.44	6.52	—	22,954	22,954	0.86	0.88	4.80	23,242
Area	31.9	30.4	1.26	53.1	0.06	3.46	—	3.46	3.40	—	3.40	452	942	1,394	1.35	0.02	—	1,433
Energy	0.26	0.13	2.24	1.06	0.01	0.18	—	0.18	0.18	—	0.18	—	7,269	7,269	0.53	0.04	—	7,293
Water	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525
Waste	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Total	41.8	39.2	9.78	131	0.30	3.73	25.3	29.1	3.66	6.44	10.1	819	31,451	32,270	39.6	1.07	62.0	33,640
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.76	1.59	1.15	14.0	0.04	0.02	4.62	4.64	0.02	1.17	1.19	—	3,800	3,800	0.14	0.15	0.80	3,848
Area	5.82	5.54	0.23	9.69	0.01	0.63	—	0.63	0.62	—	0.62	74.9	156	231	0.22	< 0.005	—	237
Energy	0.05	0.02	0.41	0.19	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,203	1,203	0.09	0.01	—	1,208
Water	—	—	—	—	—	—	—	—	—	—	—	9.17	47.5	56.6	0.94	0.02	—	87.0
Waste	—	—	—	—	—	—	—	—	—	—	—	51.6	0.00	51.6	5.15	0.00	—	180
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.47	9.47
Total	7.62	7.16	1.79	23.9	0.06	0.68	4.62	5.31	0.67	1.17	1.84	136	5,207	5,343	6.55	0.18	10.3	5,569

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.93	9.03	5.84	83.4	0.24	0.10	26.2	26.3	0.09	6.65	6.74	—	24,169	24,169	0.85	0.85	11.4	24,455
Area	218	198	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785

Energy	0.03	0.01	0.26	0.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	4,793	4,793	0.31	0.03	—	4,811
Water	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525
Waste	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Total	228	207	20.7	442	1.15	50.4	26.2	76.6	49.5	6.65	56.2	6,970	41,866	48,836	57.7	1.26	68.5	50,723
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.91	9.01	6.38	76.3	0.23	0.10	26.2	26.3	0.09	6.65	6.74	—	23,168	23,168	0.88	0.89	0.29	23,456
Area	218	198	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785
Energy	0.03	0.01	0.26	0.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	4,764	4,764	0.30	0.03	—	4,781
Water	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525
Waste	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Total	228	207	21.3	435	1.14	50.4	26.2	76.6	49.5	6.65	56.2	6,970	40,836	47,806	57.7	1.30	57.5	49,694
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.40	8.54	6.14	75.0	0.22	0.09	24.8	24.8	0.09	6.29	6.38	—	22,431	22,431	0.84	0.86	4.69	22,712
Area	28.0	26.7	1.00	24.6	0.06	3.45	—	3.45	3.38	—	3.38	452	864	1,317	1.35	0.02	—	1,355
Energy	0.03	0.01	0.26	0.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	4,784	4,784	0.30	0.03	—	4,801
Water	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525
Waste	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Total	37.5	35.2	7.40	99.8	0.28	3.56	24.8	28.3	3.49	6.29	9.78	819	28,366	29,185	39.3	1.04	61.9	30,541
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.72	1.56	1.12	13.7	0.04	0.02	4.52	4.54	0.02	1.15	1.16	—	3,714	3,714	0.14	0.14	0.78	3,760
Area	5.12	4.87	0.18	4.48	0.01	0.63	—	0.63	0.62	—	0.62	74.9	143	218	0.22	< 0.005	—	224
Energy	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	792	792	0.05	0.01	—	795
Water	—	—	—	—	—	—	—	—	—	—	—	9.17	47.5	56.6	0.94	0.02	—	87.0

Waste	—	—	—	—	—	—	—	—	—	—	—	51.6	0.00	51.6	5.15	0.00	—	180
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.47	9.47
Total	6.84	6.43	1.35	18.2	0.05	0.65	4.52	5.17	0.64	1.15	1.78	136	4,696	4,832	6.51	0.17	10.2	5,056

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	0.40	3.81	3.64	0.01	0.16	—	0.16	0.15	—	0.15	—	638	638	0.03	0.01	—	641

Dust From Material Movement	—	—	—	—	—	—	2.37	2.37	—	1.22	1.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.70	0.66	< 0.005	0.03	—	0.03	0.03	—	0.03	—	106	106	< 0.005	< 0.005	—	106
Dust From Material Movement	—	—	—	—	—	—	0.43	0.43	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.08	1.22	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	242	242	0.01	0.01	0.89	246
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.1	28.1	< 0.005	< 0.005	0.05	28.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.65	4.65	< 0.005	< 0.005	0.01	4.71

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	0.40	3.81	3.64	0.01	0.16	—	0.16	0.15	—	0.15	—	638	638	0.03	0.01	—	641
Dust From Material Movement	—	—	—	—	—	—	2.37	2.37	—	1.22	1.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.70	0.66	< 0.005	0.03	—	0.03	0.03	—	0.03	—	106	106	< 0.005	< 0.005	—	106
Dust From Material Movement	—	—	—	—	—	—	0.43	0.43	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.03	0.43	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	67.6	67.6	0.01	< 0.005	0.24	68.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.85	7.85	< 0.005	< 0.005	0.01	7.99
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.30	1.30	< 0.005	< 0.005	< 0.005	1.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.87	3.25	30.1	28.5	0.06	1.25	—	1.25	1.15	—	1.15	—	6,653	6,653	0.27	0.05	—	6,675
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.87	3.25	30.1	28.5	0.06	1.25	—	1.25	1.15	—	1.15	—	6,653	6,653	0.27	0.05	—	6,675
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.36	3.30	3.13	0.01	0.14	—	0.14	0.13	—	0.13	—	729	729	0.03	0.01	—	732

Dust From Material Movement	—	—	—	—	—	—	1.01	1.01	—	0.40	0.40	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.60	0.57	< 0.005	0.03	—	0.03	0.02	—	0.02	—	121	121	< 0.005	< 0.005	—	121
Dust From Material Movement	—	—	—	—	—	—	0.18	0.18	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.10	1.57	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	311	311	0.01	0.01	1.14	316
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.11	1.33	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	295	295	0.01	0.01	0.03	299
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.8	32.8	< 0.005	< 0.005	0.05	33.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.43	5.43	< 0.005	< 0.005	0.01	5.50
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.87	3.25	30.1	28.5	0.06	1.25	—	1.25	1.15	—	1.15	—	6,653	6,653	0.27	0.05	—	6,675
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.87	3.25	30.1	28.5	0.06	1.25	—	1.25	1.15	—	1.15	—	6,653	6,653	0.27	0.05	—	6,675
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.36	3.30	3.13	0.01	0.14	—	0.14	0.13	—	0.13	—	729	729	0.03	0.01	—	732
Dust From Material Movement	—	—	—	—	—	—	1.01	1.01	—	0.40	0.40	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.60	0.57	< 0.005	0.03	—	0.03	0.02	—	0.02	—	121	121	< 0.005	< 0.005	—	121
Dust From Material Movement	—	—	—	—	—	—	0.18	0.18	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.04	0.55	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	86.9	86.9	0.01	< 0.005	0.31	88.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.04	0.51	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	82.6	82.6	0.01	< 0.005	0.01	84.1

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.18	9.18	< 0.005	< 0.005	0.01	9.34
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.52	1.52	< 0.005	< 0.005	< 0.005	1.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.21	0.18	1.64	2.05	< 0.005	0.07	—	0.07	0.06	—	0.06	—	377	377	0.02	< 0.005	—	379
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.37	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.5	62.5	< 0.005	< 0.005	—	62.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.47	2.21	2.51	30.8	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,837	6,837	0.32	0.26	0.68	6,922
Vendor	0.18	0.07	3.04	1.44	0.02	0.04	0.69	0.73	0.02	0.19	0.21	—	2,566	2,566	0.11	0.36	0.18	2,676
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39	0.35	0.43	5.08	0.00	0.00	1.06	1.06	0.00	0.25	0.25	—	1,092	1,092	0.05	0.04	1.80	1,106
Vendor	0.03	0.01	0.48	0.22	< 0.005	0.01	0.11	0.11	< 0.005	0.03	0.03	—	404	404	0.02	0.06	0.48	421
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.93	0.00	0.00	0.19	0.19	0.00	0.05	0.05	—	181	181	0.01	0.01	0.30	183
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	66.8	66.8	< 0.005	0.01	0.08	69.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.64	2.05	< 0.005	0.07	—	0.07	0.06	—	0.06	—	377	377	0.02	< 0.005	—	379
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.37	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.5	62.5	< 0.005	< 0.005	—	62.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.85	1.75	0.95	11.8	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,915	1,915	0.16	0.10	0.19	1,950
Vendor	0.18	0.07	3.04	1.44	0.02	0.04	0.69	0.73	0.02	0.19	0.21	—	2,566	2,566	0.11	0.36	0.18	2,676
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.27	0.16	1.91	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	306	306	0.03	0.01	0.49	311
Vendor	0.03	0.01	0.48	0.22	< 0.005	0.01	0.11	0.11	< 0.005	0.03	0.03	—	404	404	0.02	0.06	0.48	421
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.35	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	50.6	50.6	< 0.005	< 0.005	0.08	51.5
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	66.8	66.8	< 0.005	0.01	0.08	69.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	1.10	0.92	8.45	11.1	0.02	0.32	—	0.32	0.30	—	0.30	—	2,055	2,055	0.08	0.02	—	2,062
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.20	0.17	1.54	2.03	< 0.005	0.06	—	0.06	0.05	—	0.05	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.17	1.92	2.02	33.7	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	7,068	7,068	0.29	0.25	23.9	7,173
Vendor	0.18	0.08	2.78	1.34	0.02	0.04	0.69	0.73	0.02	0.19	0.21	—	2,521	2,521	0.10	0.36	6.81	2,637
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.17	1.91	2.27	28.8	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,700	6,700	0.30	0.25	0.62	6,782
Vendor	0.18	0.07	2.91	1.38	0.02	0.04	0.69	0.73	0.02	0.19	0.21	—	2,522	2,522	0.10	0.36	0.18	2,632
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	1.85	1.63	2.12	25.8	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	5,828	5,828	0.26	0.21	8.87	5,906
Vendor	0.15	0.06	2.51	1.17	0.02	0.03	0.59	0.62	0.02	0.16	0.18	—	2,161	2,161	0.09	0.31	2.52	2,258
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.30	0.39	4.71	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	965	965	0.04	0.04	1.47	978
Vendor	0.03	0.01	0.46	0.21	< 0.005	0.01	0.11	0.11	< 0.005	0.03	0.03	—	358	358	0.01	0.05	0.42	374
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	1.10	0.92	8.45	11.1	0.02	0.32	—	0.32	0.30	—	0.30	—	2,055	2,055	0.08	0.02	—	2,062
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.54	2.03	< 0.005	0.06	—	0.06	0.05	—	0.05	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.70	1.61	0.78	11.8	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,975	1,975	0.14	0.09	6.46	2,012
Vendor	0.18	0.08	2.78	1.34	0.02	0.04	0.69	0.73	0.02	0.19	0.21	—	2,521	2,521	0.10	0.36	6.81	2,637
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.70	1.60	0.87	11.1	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,876	1,876	0.15	0.09	0.17	1,908
Vendor	0.18	0.07	2.91	1.38	0.02	0.04	0.69	0.73	0.02	0.19	0.21	—	2,522	2,522	0.10	0.36	0.18	2,632
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.45	1.36	0.79	9.69	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,631	1,631	0.13	0.08	2.40	1,660
Vendor	0.15	0.06	2.51	1.17	0.02	0.03	0.59	0.62	0.02	0.16	0.18	—	2,161	2,161	0.09	0.31	2.52	2,258
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.25	0.14	1.77	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	270	270	0.02	0.01	0.40	275
Vendor	0.03	0.01	0.46	0.21	< 0.005	0.01	0.11	0.11	< 0.005	0.03	0.03	—	358	358	0.01	0.05	0.42	374

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	8.05	11.1	0.02	0.29	—	0.29	0.27	—	0.27	—	2,055	2,055	0.08	0.02	—	2,062
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.19	0.16	1.47	2.02	< 0.005	0.05	—	0.05	0.05	—	0.05	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.10	1.85	1.80	31.3	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,933	6,933	0.29	0.25	21.6	7,035
Vendor	0.16	0.08	2.66	1.27	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,472	2,472	0.10	0.34	6.45	2,583
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.08	1.82	2.25	26.5	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,572	6,572	0.09	0.25	0.56	6,649
Vendor	0.16	0.07	2.77	1.30	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,473	2,473	0.10	0.34	0.17	2,578
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.78	1.56	1.93	23.9	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	5,717	5,717	0.08	0.21	7.98	5,790
Vendor	0.14	0.06	2.39	1.10	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	2,119	2,119	0.09	0.29	2.38	2,211
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.35	4.36	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	946	946	0.01	0.04	1.32	959
Vendor	0.03	0.01	0.44	0.20	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	351	351	0.01	0.05	0.39	366
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	8.05	11.1	0.02	0.29	—	0.29	0.27	—	0.27	—	2,055	2,055	0.08	0.02	—	2,062
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.47	2.02	< 0.005	0.05	—	0.05	0.05	—	0.05	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.63	1.54	0.71	11.0	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,937	1,937	0.14	0.09	5.84	1,973
Vendor	0.16	0.08	2.66	1.27	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,472	2,472	0.10	0.34	6.45	2,583
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.61	1.51	0.85	10.2	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,840	1,840	0.09	0.09	0.15	1,870
Vendor	0.16	0.07	2.77	1.30	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,473	2,473	0.10	0.34	0.17	2,578
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.38	1.29	0.73	9.01	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,600	1,600	0.08	0.08	2.16	1,627
Vendor	0.14	0.06	2.39	1.10	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	2,119	2,119	0.09	0.29	2.38	2,211
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.24	0.13	1.64	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	265	265	0.01	0.01	0.36	269
Vendor	0.03	0.01	0.44	0.20	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	351	351	0.01	0.05	0.39	366
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.02	0.85	7.67	11.1	0.02	0.26	—	0.26	0.24	—	0.24	—	2,061	2,061	0.08	0.02	—	2,068
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.40	2.03	< 0.005	0.05	—	0.05	0.04	—	0.04	—	341	341	0.01	< 0.005	—	342
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.03	1.78	1.78	29.4	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,808	6,808	0.07	0.25	19.4	6,903
Vendor	0.16	0.06	2.54	1.22	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,414	2,414	0.09	0.34	6.11	2,524
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.02	1.77	2.02	25.0	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,455	6,455	0.08	0.25	0.50	6,531
Vendor	0.16	0.05	2.65	1.23	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,416	2,416	0.09	0.34	0.16	2,520
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.72	1.51	1.73	22.5	0.00	0.00	5.79	5.79	0.00	1.36	1.36	—	5,630	5,630	0.07	0.21	7.22	5,702
Vendor	0.14	0.05	2.29	1.05	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	2,076	2,076	0.07	0.29	2.26	2,167
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.28	0.32	4.10	0.00	0.00	1.06	1.06	0.00	0.25	0.25	—	932	932	0.01	0.04	1.19	944
Vendor	0.03	0.01	0.42	0.19	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	344	344	0.01	0.05	0.37	359
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	1.02	0.85	7.67	11.1	0.02	0.26	—	0.26	0.24	—	0.24	—	2,061	2,061	0.08	0.02	—	2,068
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.19	0.16	1.40	2.03	< 0.005	0.05	—	0.05	0.04	—	0.04	—	341	341	0.01	< 0.005	—	342
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.56	1.47	0.69	10.3	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,902	1,902	0.07	0.09	5.25	1,936
Vendor	0.16	0.06	2.54	1.22	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,414	2,414	0.09	0.34	6.11	2,524
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.55	1.46	0.78	9.65	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,807	1,807	0.08	0.09	0.14	1,837
Vendor	0.16	0.05	2.65	1.23	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,416	2,416	0.09	0.34	0.16	2,520
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	1.32	1.25	0.66	8.47	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,575	1,575	0.07	0.08	1.95	1,603
Vendor	0.14	0.05	2.29	1.05	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	2,076	2,076	0.07	0.29	2.26	2,167
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.23	0.12	1.55	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	261	261	0.01	0.01	0.32	265
Vendor	0.03	0.01	0.42	0.19	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	344	344	0.01	0.05	0.37	359
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.99	0.83	7.36	11.1	0.02	0.24	—	0.24	0.22	—	0.22	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.34	2.02	< 0.005	0.04	—	0.04	0.04	—	0.04	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.96	1.71	1.55	27.5	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,692	6,692	0.07	0.25	17.4	6,785
Vendor	0.16	0.06	2.42	1.16	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,350	2,350	0.08	0.34	5.75	2,459
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.73	1.69	1.79	23.3	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,346	6,346	0.08	0.25	0.45	6,422
Vendor	0.16	0.05	2.53	1.19	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,352	2,352	0.08	0.34	0.15	2,456
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.47	1.44	1.53	20.9	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	5,520	5,520	0.07	0.21	6.44	5,591
Vendor	0.14	0.05	2.18	1.01	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	2,015	2,015	0.07	0.29	2.13	2,106
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.26	0.28	3.82	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	914	914	0.01	0.04	1.07	926
Vendor	0.02	0.01	0.40	0.18	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	334	334	0.01	0.05	0.35	349

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Building Construction (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.36	11.1	0.02	0.24	—	0.24	0.22	—	0.22	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.18	0.15	1.34	2.02	< 0.005	0.04	—	0.04	0.04	—	0.04	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.50	1.40	0.62	9.66	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,869	1,869	0.07	0.09	4.70	1,903
Vendor	0.16	0.06	2.42	1.16	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,350	2,350	0.08	0.34	5.75	2,459
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.41	1.38	0.70	9.00	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,777	1,777	0.08	0.09	0.12	1,806
Vendor	0.16	0.05	2.53	1.19	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,352	2,352	0.08	0.34	0.15	2,456
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.20	1.17	0.60	7.91	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,544	1,544	0.07	0.08	1.74	1,571
Vendor	0.14	0.05	2.18	1.01	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	2,015	2,015	0.07	0.29	2.13	2,106
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.21	0.11	1.44	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	256	256	0.01	0.01	0.29	260
Vendor	0.02	0.01	0.40	0.18	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	334	334	0.01	0.05	0.35	349
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.81	7.19	11.0	0.02	0.22	—	0.22	0.21	—	0.21	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.31	2.02	< 0.005	0.04	—	0.04	0.04	—	0.04	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.68	1.64	1.33	25.8	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,584	6,584	0.07	0.25	15.5	6,675
Vendor	0.14	0.05	2.31	1.12	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,281	2,281	0.08	0.32	5.43	2,385
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.66	1.62	1.56	21.8	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,244	6,244	0.07	0.25	0.40	6,319
Vendor	0.14	0.05	2.42	1.15	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,283	2,283	0.08	0.32	0.14	2,381
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.41	1.38	1.34	19.7	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	5,430	5,430	0.06	0.21	5.71	5,501
Vendor	0.12	0.04	2.07	0.97	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,956	1,956	0.07	0.28	2.01	2,042
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.25	0.24	3.59	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	899	899	0.01	0.04	0.95	911
Vendor	0.02	0.01	0.38	0.18	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	324	324	0.01	0.05	0.33	338
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Building Construction (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.81	7.19	11.0	0.02	0.22	—	0.22	0.21	—	0.21	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.31	2.02	< 0.005	0.04	—	0.04	0.04	—	0.04	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.37	1.33	0.55	9.07	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,839	1,839	0.07	0.09	4.18	1,872
Vendor	0.14	0.05	2.31	1.12	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,281	2,281	0.08	0.32	5.43	2,385
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.35	1.31	0.63	8.43	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,748	1,748	0.07	0.09	0.11	1,777
Vendor	0.14	0.05	2.42	1.15	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,283	2,283	0.08	0.32	0.14	2,381
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.14	1.11	0.54	7.42	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,519	1,519	0.06	0.08	1.54	1,546
Vendor	0.12	0.04	2.07	0.97	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,956	1,956	0.07	0.28	2.01	2,042
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.20	0.10	1.35	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	252	252	0.01	0.01	0.26	256
Vendor	0.02	0.01	0.38	0.18	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	324	324	0.01	0.05	0.33	338
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	0.79	6.96	11.0	0.02	0.21	—	0.21	0.19	—	0.19	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.27	2.01	< 0.005	0.04	—	0.04	0.04	—	0.04	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.60	1.35	1.32	24.2	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,484	6,484	0.06	0.03	13.7	6,510
Vendor	0.14	0.05	2.21	1.08	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,207	2,207	0.08	0.32	5.12	2,310
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.58	1.34	1.55	20.5	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,150	6,150	0.07	0.25	0.36	6,225
Vendor	0.14	0.05	2.32	1.09	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,208	2,208	0.08	0.32	0.13	2,306
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	1.36	1.15	1.32	18.4	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	5,348	5,348	0.06	0.21	5.09	5,418
Vendor	0.12	0.04	1.99	0.94	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,892	1,892	0.07	0.28	1.89	1,978
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.21	0.24	3.36	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	886	886	0.01	0.04	0.84	897
Vendor	0.02	0.01	0.36	0.17	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	313	313	0.01	0.05	0.31	327
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Building Construction (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.94	0.79	6.96	11.0	0.02	0.21	—	0.21	0.19	—	0.19	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.27	2.01	< 0.005	0.04	—	0.04	0.04	—	0.04	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.29	1.20	0.54	8.50	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,811	1,811	0.06	0.03	3.71	1,826
Vendor	0.14	0.05	2.21	1.08	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,207	2,207	0.08	0.32	5.12	2,310
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.27	1.18	0.62	7.92	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,721	1,721	0.07	0.09	0.10	1,750
Vendor	0.14	0.05	2.32	1.09	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,208	2,208	0.08	0.32	0.13	2,306
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.09	1.02	0.52	6.94	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,496	1,496	0.06	0.08	1.37	1,522
Vendor	0.12	0.04	1.99	0.94	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,892	1,892	0.07	0.28	1.89	1,978
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.19	0.10	1.27	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	248	248	0.01	0.01	0.23	252
Vendor	0.02	0.01	0.36	0.17	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	313	313	0.01	0.05	0.31	327

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.19. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	0.77	6.76	11.0	0.02	0.19	—	0.19	0.18	—	0.18	—	2,060	2,060	0.08	0.02	—	2,067
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.17	0.14	1.23	2.01	< 0.005	0.04	—	0.04	0.03	—	0.03	—	341	341	0.01	< 0.005	—	342
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.53	1.29	1.09	22.7	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,396	6,396	0.06	0.03	12.1	6,420
Vendor	0.14	0.05	2.13	1.04	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,132	2,132	0.08	0.30	4.84	2,229
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.52	1.28	1.33	19.2	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,067	6,067	0.07	0.03	0.31	6,079
Vendor	0.14	0.05	2.22	1.07	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,134	2,134	0.08	0.30	0.13	2,226
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.30	1.09	1.13	17.4	0.00	0.00	5.79	5.79	0.00	1.36	1.36	—	5,291	5,291	0.06	0.21	4.50	5,360
Vendor	0.12	0.04	1.90	0.91	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,833	1,833	0.07	0.26	1.79	1,914
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.20	0.21	3.17	0.00	0.00	1.06	1.06	0.00	0.25	0.25	—	876	876	0.01	0.04	0.74	887
Vendor	0.02	0.01	0.35	0.17	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	303	303	0.01	0.04	0.30	317
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.20. Building Construction (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	0.77	6.76	11.0	0.02	0.19	—	0.19	0.18	—	0.18	—	2,060	2,060	0.08	0.02	—	2,067
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.23	2.01	< 0.005	0.04	—	0.04	0.03	—	0.03	—	341	341	0.01	< 0.005	—	342
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.22	1.14	0.47	7.99	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,786	1,786	0.06	0.03	3.27	1,801
Vendor	0.14	0.05	2.13	1.04	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,132	2,132	0.08	0.30	4.84	2,229
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.21	1.13	0.55	7.44	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,698	1,698	0.07	0.03	0.08	1,710
Vendor	0.14	0.05	2.22	1.07	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,134	2,134	0.08	0.30	0.13	2,226
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.04	0.96	0.46	6.55	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,480	1,480	0.06	0.08	1.22	1,506
Vendor	0.12	0.04	1.90	0.91	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,833	1,833	0.07	0.26	1.79	1,914
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.08	1.20	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	245	245	0.01	0.01	0.20	249
Vendor	0.02	0.01	0.35	0.17	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	303	303	0.01	0.04	0.30	317
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.21. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90	0.75	6.57	11.0	0.02	0.17	—	0.17	0.16	—	0.16	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.20	2.00	< 0.005	0.03	—	0.03	0.03	—	0.03	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.48	1.25	1.08	21.5	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,312	6,312	0.06	0.03	10.6	6,334
Vendor	0.14	0.05	2.04	1.00	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,060	2,060	0.08	0.30	4.60	2,157
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.46	1.22	1.10	18.2	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	5,987	5,987	0.06	0.03	0.28	5,999
Vendor	0.14	0.05	2.13	1.03	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,061	2,061	0.08	0.30	0.12	2,154
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.25	1.05	1.13	16.4	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	5,207	5,207	0.05	0.03	3.94	5,221
Vendor	0.12	0.04	1.83	0.87	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,766	1,766	0.07	0.26	1.70	1,847
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.19	0.21	3.00	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	862	862	0.01	< 0.005	0.65	864
Vendor	0.02	0.01	0.33	0.16	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	292	292	0.01	0.04	0.28	306
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.22. Building Construction (2033) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90	0.75	6.57	11.0	0.02	0.17	—	0.17	0.16	—	0.16	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.20	2.00	< 0.005	0.03	—	0.03	0.03	—	0.03	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.17	1.09	0.46	7.57	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,762	1,762	0.06	0.03	2.88	1,777
Vendor	0.14	0.05	2.04	1.00	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,060	2,060	0.08	0.30	4.60	2,157
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.15	1.07	0.48	7.04	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,675	1,675	0.06	0.03	0.07	1,687
Vendor	0.14	0.05	2.13	1.03	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	2,061	2,061	0.08	0.30	0.12	2,154
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.99	0.92	0.46	6.20	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,456	1,456	0.05	0.03	1.06	1,467
Vendor	0.12	0.04	1.83	0.87	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,766	1,766	0.07	0.26	1.70	1,847
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.17	0.08	1.13	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	241	241	0.01	< 0.005	0.18	243
Vendor	0.02	0.01	0.33	0.16	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	292	292	0.01	0.04	0.28	306
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.23. Building Construction (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.88	0.74	6.45	10.9	0.02	0.16	—	0.16	0.15	—	0.15	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.18	2.00	< 0.005	0.03	—	0.03	0.03	—	0.03	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.21	1.19	0.86	20.3	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,237	6,237	0.06	0.03	9.28	6,258
Vendor	0.12	0.05	1.96	0.96	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,989	1,989	0.06	0.29	4.39	2,080
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.20	1.18	1.09	17.2	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	5,917	5,917	0.06	0.03	0.24	5,929
Vendor	0.12	0.05	2.05	0.99	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,990	1,990	0.06	0.29	0.11	2,077
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.02	1.00	0.94	15.4	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	5,146	5,146	0.05	0.03	3.44	5,159
Vendor	0.10	0.04	1.76	0.84	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,705	1,705	0.06	0.24	1.63	1,781
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	0.17	2.81	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	852	852	0.01	< 0.005	0.57	854
Vendor	0.02	0.01	0.32	0.15	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	282	282	0.01	0.04	0.27	295

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.24. Building Construction (2034) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.74	6.45	10.9	0.02	0.16	—	0.16	0.15	—	0.15	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.16	0.14	1.18	2.00	< 0.005	0.03	—	0.03	0.03	—	0.03	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.06	1.04	0.39	7.14	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,742	1,742	0.06	0.03	2.51	1,756
Vendor	0.12	0.05	1.96	0.96	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,989	1,989	0.06	0.29	4.39	2,080
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.05	1.02	0.47	6.64	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,655	1,655	0.06	0.03	0.07	1,667
Vendor	0.12	0.05	2.05	0.99	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,990	1,990	0.06	0.29	0.11	2,077
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.89	0.87	0.40	5.82	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,439	1,439	0.05	0.03	0.93	1,450
Vendor	0.10	0.04	1.76	0.84	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,705	1,705	0.06	0.24	1.63	1,781
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.16	0.07	1.06	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	238	238	0.01	< 0.005	0.15	240
Vendor	0.02	0.01	0.32	0.15	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	282	282	0.01	0.04	0.27	295
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.25. Building Construction (2035) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.87	0.73	6.29	10.9	0.02	0.15	—	0.15	0.14	—	0.14	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.13	1.15	1.98	< 0.005	0.03	—	0.03	0.03	—	0.03	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.18	1.16	0.86	19.4	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,172	6,172	0.05	0.03	8.06	6,191
Vendor	0.12	0.05	1.90	0.94	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,921	1,921	0.06	0.29	1.96	2,010
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.17	1.14	1.09	16.4	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	5,855	5,855	0.06	0.03	0.21	5,866
Vendor	0.12	0.05	1.99	0.96	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,923	1,923	0.06	0.29	0.05	2,009
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.00	0.98	0.93	14.7	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	5,092	5,092	0.05	0.03	2.97	5,105
Vendor	0.10	0.04	1.70	0.82	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,647	1,647	0.05	0.24	0.72	1,722
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.18	0.17	2.69	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	843	843	0.01	< 0.005	0.49	845
Vendor	0.02	0.01	0.31	0.15	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	273	273	0.01	0.04	0.12	285
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.26. Building Construction (2035) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.87	0.73	6.29	10.9	0.02	0.15	—	0.15	0.14	—	0.14	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.13	1.15	1.98	< 0.005	0.03	—	0.03	0.03	—	0.03	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.02	1.00	0.39	6.80	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,723	1,723	0.05	0.03	2.18	1,737
Vendor	0.12	0.05	1.90	0.94	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,921	1,921	0.06	0.29	1.96	2,010
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.01	0.99	0.47	6.33	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,638	1,638	0.06	0.03	0.06	1,650
Vendor	0.12	0.05	1.99	0.96	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,923	1,923	0.06	0.29	0.05	2,009
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.87	0.85	0.39	5.55	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,424	1,424	0.05	0.03	0.80	1,434
Vendor	0.10	0.04	1.70	0.82	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,647	1,647	0.05	0.24	0.72	1,722
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.15	0.07	1.01	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	236	236	0.01	< 0.005	0.13	237
Vendor	0.02	0.01	0.31	0.15	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	273	273	0.01	0.04	0.12	285
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.27. Building Construction (2036) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.85	0.71	6.12	10.8	0.02	0.14	—	0.14	0.13	—	0.13	—	2,060	2,060	0.08	0.02	—	2,067
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.16	0.13	1.12	1.98	< 0.005	0.03	—	0.03	0.02	—	0.02	—	341	341	0.01	< 0.005	—	342
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.16	1.13	0.85	18.4	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,118	6,118	0.05	0.03	7.00	6,136
Vendor	0.12	0.05	1.83	0.92	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,858	1,858	0.06	0.27	1.64	1,941
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.16	1.13	0.87	15.7	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	5,804	5,804	0.06	0.03	0.18	5,816
Vendor	0.12	0.05	1.93	0.94	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,860	1,860	0.06	0.27	0.04	1,941
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.98	0.96	0.75	14.1	0.00	0.00	5.79	5.79	0.00	1.36	1.36	—	5,061	5,061	0.05	0.03	2.59	5,074
Vendor	0.10	0.04	1.65	0.80	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,597	1,597	0.05	0.23	0.61	1,668
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.18	0.14	2.58	0.00	0.00	1.06	1.06	0.00	0.25	0.25	—	838	838	0.01	< 0.005	0.43	840
Vendor	0.02	0.01	0.30	0.15	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	264	264	0.01	0.04	0.10	276
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.28. Building Construction (2036) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.85	0.71	6.12	10.8	0.02	0.14	—	0.14	0.13	—	0.13	—	2,060	2,060	0.08	0.02	—	2,067
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.13	1.12	1.98	< 0.005	0.03	—	0.03	0.02	—	0.02	—	341	341	0.01	< 0.005	—	342
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.00	0.98	0.38	6.46	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,708	1,708	0.05	0.03	1.89	1,721
Vendor	0.12	0.05	1.83	0.92	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,858	1,858	0.06	0.27	1.64	1,941
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.00	0.98	0.40	6.03	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,623	1,623	0.06	0.03	0.05	1,635
Vendor	0.12	0.05	1.93	0.94	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,860	1,860	0.06	0.27	0.04	1,941
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.85	0.83	0.35	5.31	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,415	1,415	0.05	0.03	0.70	1,426
Vendor	0.10	0.04	1.65	0.80	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,597	1,597	0.05	0.23	0.61	1,668
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.15	0.06	0.97	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	234	234	0.01	< 0.005	0.12	236
Vendor	0.02	0.01	0.30	0.15	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	264	264	0.01	0.04	0.10	276

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.29. Building Construction (2037) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.84	0.70	5.99	10.7	0.02	0.14	—	0.14	0.12	—	0.12	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.15	0.13	1.09	1.96	< 0.005	0.02	—	0.02	0.02	—	0.02	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.11	1.09	0.85	17.7	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,066	6,066	0.05	0.03	6.02	6,083
Vendor	0.12	0.05	1.79	0.90	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,801	1,801	0.06	0.27	1.36	1,884
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.11	1.10	0.86	14.9	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	5,755	5,755	0.05	0.03	0.16	5,766
Vendor	0.12	0.05	1.88	0.92	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,803	1,803	0.06	0.27	0.04	1,884
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.95	0.93	0.73	13.4	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	5,004	5,004	0.04	0.03	2.23	5,016
Vendor	0.10	0.04	1.61	0.78	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,545	1,545	0.05	0.23	0.50	1,615
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.17	0.13	2.45	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	829	829	0.01	< 0.005	0.37	831
Vendor	0.02	0.01	0.29	0.14	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	256	256	0.01	0.04	0.08	267
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.30. Building Construction (2037) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.84	0.70	5.99	10.7	0.02	0.14	—	0.14	0.12	—	0.12	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.09	1.96	< 0.005	0.02	—	0.02	0.02	—	0.02	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.95	0.93	0.38	6.21	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,693	1,693	0.05	0.03	1.63	1,706
Vendor	0.12	0.05	1.79	0.90	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,801	1,801	0.06	0.27	1.36	1,884
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.95	0.94	0.39	5.75	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,610	1,610	0.05	0.03	0.04	1,621
Vendor	0.12	0.05	1.88	0.92	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,803	1,803	0.06	0.27	0.04	1,884
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.82	0.80	0.34	5.06	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,399	1,399	0.04	0.03	0.60	1,409
Vendor	0.10	0.04	1.61	0.78	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,545	1,545	0.05	0.23	0.50	1,615
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.15	0.06	0.92	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	232	232	0.01	< 0.005	0.10	233
Vendor	0.02	0.01	0.29	0.14	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	256	256	0.01	0.04	0.08	267
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.31. Building Construction (2038) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.97	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	0.70	5.91	10.7	0.02	0.13	—	0.13	0.12	—	0.12	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.08	1.95	< 0.005	0.02	—	0.02	0.02	—	0.02	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.08	1.05	0.83	17.2	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	6,028	6,028	0.05	0.03	5.20	6,045
Vendor	0.12	0.05	1.75	0.86	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,750	1,750	0.06	0.25	1.11	1,827
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.08	1.06	0.86	14.4	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	5,719	5,719	0.05	0.03	0.13	5,731
Vendor	0.12	0.05	1.82	0.89	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,752	1,752	0.06	0.25	0.03	1,828
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.92	0.90	0.73	13.0	0.00	0.00	5.77	5.77	0.00	1.35	1.35	—	4,974	4,974	0.04	0.03	1.92	4,985
Vendor	0.10	0.04	1.56	0.75	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,501	1,501	0.05	0.21	0.41	1,566
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.13	2.37	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	823	823	0.01	< 0.005	0.32	825
Vendor	0.02	0.01	0.28	0.14	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	249	249	0.01	0.04	0.07	259
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.32. Building Construction (2038) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.97	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	0.70	5.91	10.7	0.02	0.13	—	0.13	0.12	—	0.12	—	2,054	2,054	0.08	0.02	—	2,061
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.08	1.95	< 0.005	0.02	—	0.02	0.02	—	0.02	—	340	340	0.01	< 0.005	—	341
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.92	0.90	0.37	6.01	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,682	1,682	0.05	0.03	1.41	1,695
Vendor	0.12	0.05	1.75	0.86	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,750	1,750	0.06	0.25	1.11	1,827
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.92	0.91	0.39	5.54	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,599	1,599	0.05	0.03	0.04	1,611
Vendor	0.12	0.05	1.82	0.89	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,752	1,752	0.06	0.25	0.03	1,828
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.79	0.77	0.34	4.89	0.00	0.00	1.56	1.56	0.00	0.37	0.37	—	1,390	1,390	0.04	0.03	0.52	1,400
Vendor	0.10	0.04	1.56	0.75	0.02	0.02	0.59	0.60	0.02	0.16	0.18	—	1,501	1,501	0.05	0.21	0.41	1,566
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.14	0.06	0.89	0.00	0.00	0.28	0.28	0.00	0.07	0.07	—	230	230	0.01	< 0.005	0.09	232
Vendor	0.02	0.01	0.28	0.14	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	249	249	0.01	0.04	0.07	259
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.33. Building Construction (2039) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.31	0.26	2.20	4.02	0.01	0.05	—	0.05	0.04	—	0.04	—	777	777	0.03	0.01	—	779
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.40	0.73	< 0.005	0.01	—	0.01	0.01	—	0.01	—	129	129	0.01	< 0.005	—	129
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.04	1.03	0.62	16.7	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	5,988	5,988	0.05	0.03	4.47	6,004
Vendor	0.12	0.05	1.70	0.84	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,705	1,705	0.06	0.25	0.90	1,782
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.04	1.03	0.86	13.9	0.00	0.00	6.82	6.82	0.00	1.60	1.60	—	5,681	5,681	0.05	0.03	0.12	5,692
Vendor	0.11	0.05	1.78	0.87	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,707	1,707	0.06	0.25	0.02	1,783
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.33	0.27	4.75	0.00	0.00	2.18	2.18	0.00	0.51	0.51	—	1,868	1,868	0.01	0.01	0.62	1,872
Vendor	0.04	0.02	0.58	0.28	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	553	553	0.02	0.08	0.13	577
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.05	0.87	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	309	309	< 0.005	< 0.005	0.10	310
Vendor	0.01	< 0.005	0.11	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	91.5	91.5	< 0.005	0.01	0.02	95.6

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.34. Building Construction (2039) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.20	4.02	0.01	0.05	—	0.05	0.04	—	0.04	—	777	777	0.03	0.01	—	779
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.06	0.05	0.40	0.73	< 0.005	0.01	—	0.01	0.01	—	0.01	—	129	129	0.01	< 0.005	—	129
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.89	0.87	0.31	5.83	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,671	1,671	0.05	0.03	1.21	1,684
Vendor	0.12	0.05	1.70	0.84	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,705	1,705	0.06	0.25	0.90	1,782
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.89	0.87	0.39	5.35	0.00	0.00	1.84	1.84	0.00	0.43	0.43	—	1,589	1,589	0.05	0.03	0.03	1,600
Vendor	0.11	0.05	1.78	0.87	0.02	0.02	0.69	0.71	0.02	0.19	0.21	—	1,707	1,707	0.06	0.25	0.02	1,783
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.28	0.12	1.79	0.00	0.00	0.59	0.59	0.00	0.14	0.14	—	522	522	0.01	0.01	0.17	526
Vendor	0.04	0.02	0.58	0.28	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	553	553	0.02	0.08	0.13	577
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.02	0.33	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	86.4	86.4	< 0.005	< 0.005	0.03	87.1
Vendor	0.01	< 0.005	0.11	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	91.5	91.5	< 0.005	0.01	0.02	95.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.35. Paving (2040) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.27	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.27	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.15	1.58	2.91	< 0.005	0.03	—	0.03	0.03	—	0.03	—	451	451	0.02	< 0.005	—	453
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.29	0.53	< 0.005	0.01	—	0.01	0.01	—	0.01	—	74.7	74.7	< 0.005	< 0.005	—	74.9
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.47	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	171	171	< 0.005	< 0.005	0.11	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.39	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	162	162	< 0.005	< 0.005	< 0.005	163
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	49.2	49.2	< 0.005	< 0.005	0.01	49.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.15	8.15	< 0.005	< 0.005	< 0.005	8.16
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.36. Paving (2040) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.27	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	0.49	5.27	9.75	0.01	0.11	—	0.11	0.10	—	0.10	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.15	1.58	2.91	< 0.005	0.03	—	0.03	0.03	—	0.03	—	451	451	0.02	< 0.005	—	453
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.29	0.53	< 0.005	0.01	—	0.01	0.01	—	0.01	—	74.7	74.7	< 0.005	< 0.005	—	74.9
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.16	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	47.8	47.8	< 0.005	< 0.005	0.03	48.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.15	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	45.4	45.4	< 0.005	< 0.005	< 0.005	45.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.05	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	13.7	13.7	< 0.005	< 0.005	< 0.005	13.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.28	2.28	< 0.005	< 0.005	< 0.005	2.29
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.37. Architectural Coating (2040) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.9	12.9	< 0.005	< 0.005	—	12.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.13	2.13	< 0.005	< 0.005	—	2.14
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.19	0.17	2.72	0.00	0.00	1.36	1.36	0.00	0.32	0.32	—	1,129	1,129	0.01	0.01	0.02	1,132
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.28	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	110	110	< 0.005	< 0.005	0.03	111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	18.3	18.3	< 0.005	< 0.005	0.01	18.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.38. Architectural Coating (2040) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.9	12.9	< 0.005	< 0.005	—	12.9

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.13	2.13	< 0.005	< 0.005	—	2.14
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.08	1.04	0.00	0.00	0.37	0.37	0.00	0.09	0.09	—	316	316	0.01	0.01	0.01	318
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.10	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	30.8	30.8	< 0.005	< 0.005	0.01	31.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.10	5.10	< 0.005	< 0.005	< 0.005	5.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.39. Architectural Coating (2041) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.64	5.64	< 0.005	< 0.005	—	5.66
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.93	0.93	< 0.005	< 0.005	—	0.94
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.15	0.13	2.67	0.00	0.00	1.36	1.36	0.00	0.32	0.32	—	1,124	1,124	0.01	0.01	0.02	1,126

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	48.2	48.2	< 0.005	< 0.005	0.01	48.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.98	7.98	< 0.005	< 0.005	< 0.005	8.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.40. Architectural Coating (2041) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	< 0.005	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.64	5.64	< 0.005	< 0.005	—	5.66
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.93	0.93	< 0.005	< 0.005	—	0.94
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.15	0.06	1.02	0.00	0.00	0.37	0.37	0.00	0.09	0.09	—	314	314	0.01	0.01	< 0.005	316
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.04	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	< 0.005	13.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	2.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	0.01	< 0.005	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	14.1	14.1	< 0.005	< 0.005	0.01	14.2
Apartments High Rise	7.96	7.24	4.66	66.3	0.19	0.08	20.8	20.8	0.07	5.28	5.35	—	19,181	19,181	0.68	0.68	9.01	19,409
Hotel	2.19	1.99	1.32	19.0	0.05	0.02	6.01	6.03	0.02	1.53	1.55	—	5,538	5,538	0.19	0.19	2.61	5,603
Total	10.2	9.24	5.98	85.4	0.24	0.10	26.8	26.9	0.09	6.81	6.90	—	24,732	24,732	0.87	0.87	11.6	25,026
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	0.01	< 0.005	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	< 0.005	13.7
Apartments High Rise	7.95	7.23	5.09	60.8	0.18	0.08	20.8	20.8	0.07	5.28	5.35	—	18,387	18,387	0.70	0.71	0.23	18,616
Hotel	2.19	1.98	1.44	17.3	0.05	0.02	6.01	6.03	0.02	1.53	1.55	—	5,308	5,308	0.20	0.20	0.07	5,373
Total	10.1	9.22	6.53	78.1	0.23	0.10	26.8	26.9	0.09	6.81	6.90	—	23,708	23,708	0.90	0.91	0.30	24,003
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.19	1.19	< 0.005	< 0.005	< 0.005	1.20

Apartments High Rise	1.38	1.25	0.89	10.9	0.03	0.01	3.59	3.60	0.01	0.91	0.92	—	2,949	2,949	0.11	0.11	0.62	2,986
Hotel	0.38	0.34	0.25	3.10	0.01	< 0.005	1.04	1.04	< 0.005	0.26	0.27	—	850	850	0.03	0.03	0.18	860
Total	1.76	1.59	1.15	14.0	0.04	0.02	4.62	4.64	0.02	1.17	1.19	—	3,800	3,800	0.14	0.15	0.80	3,848

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	< 0.005	< 0.005	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.01	13.9
Apartments High Rise	7.78	7.08	4.55	64.8	0.18	0.07	20.3	20.4	0.07	5.16	5.23	—	18,743	18,743	0.67	0.66	8.81	18,967
Hotel	2.14	1.94	1.29	18.5	0.05	0.02	5.87	5.89	0.02	1.49	1.51	—	5,411	5,411	0.19	0.19	2.55	5,475
Total	9.93	9.03	5.84	83.4	0.24	0.10	26.2	26.3	0.09	6.65	6.74	—	24,169	24,169	0.85	0.85	11.4	24,455
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	< 0.005	< 0.005	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	13.2	13.2	< 0.005	< 0.005	< 0.005	13.4
Apartments High Rise	7.76	7.06	4.97	59.4	0.18	0.07	20.3	20.4	0.07	5.16	5.23	—	17,968	17,968	0.69	0.69	0.23	18,192
Hotel	2.14	1.94	1.40	16.9	0.05	0.02	5.87	5.89	0.02	1.49	1.51	—	5,187	5,187	0.19	0.20	0.07	5,251
Total	9.91	9.01	6.38	76.3	0.23	0.10	26.2	26.3	0.09	6.65	6.74	—	23,168	23,168	0.88	0.89	0.29	23,456
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.16	1.16	< 0.005	< 0.005	< 0.005	1.17
Apartments High Rise	1.34	1.22	0.87	10.7	0.03	0.01	3.51	3.52	0.01	0.89	0.90	—	2,882	2,882	0.11	0.11	0.60	2,918
Hotel	0.37	0.33	0.25	3.03	0.01	< 0.005	1.01	1.02	< 0.005	0.26	0.26	—	830	830	0.03	0.03	0.17	841
Total	1.72	1.56	1.12	13.7	0.04	0.02	4.52	4.54	0.02	1.15	1.16	—	3,714	3,714	0.14	0.14	0.78	3,760

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,767	3,767	0.23	0.03	—	3,781
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	683	683	0.04	0.01	—	685
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,449	4,449	0.28	0.03	—	4,466
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,767	3,767	0.23	0.03	—	3,781

Hotel	—	—	—	—	—	—	—	—	—	—	—	—	683	683	0.04	0.01	—	685
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,449	4,449	0.28	0.03	—	4,466
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	624	624	0.04	< 0.005	—	626
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	113	113	0.01	< 0.005	—	113
Total	—	—	—	—	—	—	—	—	—	—	—	—	737	737	0.05	0.01	—	739

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,799	3,799	0.24	0.03	—	3,813
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	684	684	0.04	0.01	—	687
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,483	4,483	0.28	0.03	—	4,500
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,771	3,771	0.23	0.03	—	3,785
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	683	683	0.04	0.01	—	685
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,454	4,454	0.28	0.03	—	4,471
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	628	628	0.04	< 0.005	—	630
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	113	113	0.01	< 0.005	—	114
Total	—	—	—	—	—	—	—	—	—	—	—	—	741	741	0.05	0.01	—	744

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	0.23	0.12	1.98	0.84	0.01	0.16	—	0.16	0.16	—	0.16	—	2,510	2,510	0.22	< 0.005	—	2,516
Hotel	0.03	0.01	0.26	0.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	310	310	0.03	< 0.005	—	311
Total	0.26	0.13	2.24	1.06	0.01	0.18	—	0.18	0.18	—	0.18	—	2,819	2,819	0.25	0.01	—	2,827
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	0.23	0.12	1.98	0.84	0.01	0.16	—	0.16	0.16	—	0.16	—	2,510	2,510	0.22	< 0.005	—	2,516
Hotel	0.03	0.01	0.26	0.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	310	310	0.03	< 0.005	—	311
Total	0.26	0.13	2.24	1.06	0.01	0.18	—	0.18	0.18	—	0.18	—	2,819	2,819	0.25	0.01	—	2,827
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	0.04	0.02	0.36	0.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	415	415	0.04	< 0.005	—	417
Hotel	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.3	51.3	< 0.005	< 0.005	—	51.4
Total	0.05	0.02	0.41	0.19	< 0.005	0.03	—	0.03	0.03	—	0.03	—	467	467	0.04	< 0.005	—	468

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	0.03	0.01	0.26	0.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	310	310	0.03	< 0.005	—	311
Total	0.03	0.01	0.26	0.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	310	310	0.03	< 0.005	—	311

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	0.03	0.01	0.26	0.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	310	310	0.03	< 0.005	—	311
Total	0.03	0.01	0.26	0.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	310	310	0.03	< 0.005	—	311
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.3	51.3	< 0.005	< 0.005	—	51.4
Total	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	51.3	51.3	< 0.005	< 0.005	—	51.4

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	204	184	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785
Consumer Products	15.2	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	3.93	3.71	0.38	41.7	< 0.005	0.02	—	0.02	0.02	—	0.02	—	113	113	< 0.005	< 0.005	—	113
Total	223	203	15.0	400	0.92	50.4	—	50.4	49.4	—	49.4	6,604	12,731	19,334	19.7	0.24	—	19,898
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	204	184	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785
Consumer Products	15.2	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	219	199	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	2.55	2.30	0.18	4.48	0.01	0.63	—	0.63	0.62	—	0.62	74.9	143	218	0.22	< 0.005	—	224
Consumer Products	2.77	2.77	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.49	0.46	0.05	5.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.8	12.8	< 0.005	< 0.005	—	12.9
Total	5.82	5.54	0.23	9.69	0.01	0.63	—	0.63	0.62	—	0.62	74.9	156	231	0.22	< 0.005	—	237

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	204	184	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785

Consumer Products	14.1	14.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	218	198	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	204	184	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785
Consumer Products	14.1	14.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	218	198	14.6	359	0.91	50.3	—	50.3	49.4	—	49.4	6,604	12,618	19,221	19.7	0.24	—	19,785
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	2.55	2.30	0.18	4.48	0.01	0.63	—	0.63	0.62	—	0.62	74.9	143	218	0.22	< 0.005	—	224
Consumer Products	2.57	2.57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.12	4.87	0.18	4.48	0.01	0.63	—	0.63	0.62	—	0.62	74.9	143	218	0.22	< 0.005	—	224

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Apartments	—	—	—	—	—	—	—	—	—	—	—	50.4	261	311	5.18	0.12	—	478
Hotel	—	—	—	—	—	—	—	—	—	—	—	5.01	25.9	30.9	0.51	0.01	—	47.5
Total	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	50.4	261	311	5.18	0.12	—	478
Hotel	—	—	—	—	—	—	—	—	—	—	—	5.01	25.9	30.9	0.51	0.01	—	47.5
Total	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	8.34	43.2	51.5	0.86	0.02	—	79.1
Hotel	—	—	—	—	—	—	—	—	—	—	—	0.83	4.29	5.12	0.09	< 0.005	—	7.86
Total	—	—	—	—	—	—	—	—	—	—	—	9.17	47.5	56.6	0.94	0.02	—	87.0

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	50.4	261	311	5.18	0.12	—	478
Hotel	—	—	—	—	—	—	—	—	—	—	—	5.01	25.9	30.9	0.51	0.01	—	47.5
Total	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	50.4	261	311	5.18	0.12	—	478
Hotel	—	—	—	—	—	—	—	—	—	—	—	5.01	25.9	30.9	0.51	0.01	—	47.5
Total	—	—	—	—	—	—	—	—	—	—	—	55.4	287	342	5.69	0.14	—	525
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	8.34	43.2	51.5	0.86	0.02	—	79.1
Hotel	—	—	—	—	—	—	—	—	—	—	—	0.83	4.29	5.12	0.09	< 0.005	—	7.86
Total	—	—	—	—	—	—	—	—	—	—	—	9.17	47.5	56.6	0.94	0.02	—	87.0

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	< 0.005	0.00	—	0.16
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	281	0.00	281	28.1	0.00	—	983
Hotel	—	—	—	—	—	—	—	—	—	—	—	30.4	0.00	30.4	3.04	0.00	—	106
Total	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	< 0.005	0.00	—	0.16
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	281	0.00	281	28.1	0.00	—	983
Hotel	—	—	—	—	—	—	—	—	—	—	—	30.4	0.00	30.4	3.04	0.00	—	106
Total	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.01	0.00	0.01	< 0.005	0.00	—	0.03
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	46.5	0.00	46.5	4.65	0.00	—	163
Hotel	—	—	—	—	—	—	—	—	—	—	—	5.03	0.00	5.03	0.50	0.00	—	17.6
Total	—	—	—	—	—	—	—	—	—	—	—	51.6	0.00	51.6	5.15	0.00	—	180

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	< 0.005	0.00	—	0.16
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	281	0.00	281	28.1	0.00	—	983
Hotel	—	—	—	—	—	—	—	—	—	—	—	30.4	0.00	30.4	3.04	0.00	—	106
Total	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	< 0.005	0.00	—	0.16
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	281	0.00	281	28.1	0.00	—	983
Hotel	—	—	—	—	—	—	—	—	—	—	—	30.4	0.00	30.4	3.04	0.00	—	106
Total	—	—	—	—	—	—	—	—	—	—	—	311	0.00	311	31.1	0.00	—	1,090
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.01	0.00	0.01	< 0.005	0.00	—	0.03
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	46.5	0.00	46.5	4.65	0.00	—	163
Hotel	—	—	—	—	—	—	—	—	—	—	—	5.03	0.00	5.03	0.50	0.00	—	17.6
Total	—	—	—	—	—	—	—	—	—	—	—	51.6	0.00	51.6	5.15	0.00	—	180

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.85	4.85
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	52.3	52.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.85	4.85
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	52.3	52.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.66	8.66
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.47	9.47

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.85	4.85
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	52.3	52.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.85	4.85
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	52.3	52.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57.2	57.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.80	0.80
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.66	8.66
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.47	9.47

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	7/1/2025	8/20/2025	6.00	44.0	—
Grading	Grading	8/31/2025	10/16/2025	6.00	40.0	—
Building Construction	Building Construction	10/26/2025	5/18/2039	6.00	4,245	—
Paving	Paving	6/21/2040	10/25/2040	6.00	109	—
Architectural Coating	Architectural Coating	11/21/2040	1/18/2041	6.00	51.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Dumpers/Tenders	Diesel	Average	1.00	7.00	16.0	0.38
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42

Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Dumpers/Tenders	Diesel	Average	1.00	7.00	16.0	0.38
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	22.5	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	522	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	80.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	104	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	5.00	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	22.5	5.00	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	522	5.00	LDA,LDT1,LDT2
Building Construction	Vendor	80.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	5.00	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	104	5.00	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	66.0	0.00	—
Grading	—	—	120	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	0.00	0%
Apartments High Rise	—	0%
Hotel	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O

2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005
2030	0.00	532	0.03	< 0.005
2031	0.00	532	0.03	< 0.005
2032	0.00	532	0.03	< 0.005
2033	0.00	532	0.03	< 0.005
2034	0.00	532	0.03	< 0.005
2035	0.00	532	0.03	< 0.005
2036	0.00	532	0.03	< 0.005
2037	0.00	532	0.03	< 0.005
2038	0.00	532	0.03	< 0.005
2040	0.00	532	0.03	< 0.005
2041	0.00	532	0.03	< 0.005
2039	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	0.78	1.96	2.19	420	7.67	19.3	21.5	4,128
Apartments High Rise	3,137	3,194	2,531	1,116,423	28,767	29,284	23,208	10,237,136
Hotel	861	844	613	300,438	8,469	8,297	6,027	2,954,845

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	0.76	1.92	2.14	410	7.50	18.8	21.0	4,034
Apartments High Rise	3,066	3,121	2,473	1,090,968	28,111	28,617	22,679	10,003,730
Hotel	841	824	599	293,588	8,276	8,107	5,890	2,887,475

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	35
Gas Fireplaces	599
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	71
Conventional Wood Stoves	0
Catalytic Wood Stoves	35
Non-Catalytic Wood Stoves	35
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	35
Gas Fireplaces	599
Propane Fireplaces	0

Electric Fireplaces	0
No Fireplaces	71
Conventional Wood Stoves	0
Catalytic Wood Stoves	35
Non-Catalytic Wood Stoves	35
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
—	—	—	—	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	532	0.0330	0.0040	0.00

Apartments High Rise	2,584,413	532	0.0330	0.0040	7,830,324
Hotel	468,439	532	0.0330	0.0040	966,480

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	532	0.0330	0.0040	0.00
Apartments High Rise	2,587,353	532	0.0330	0.0040	0.00
Hotel	468,439	532	0.0330	0.0040	966,480

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	0.00
Apartments High Rise	26,278,029	0.00
Hotel	2,612,777	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	0.00
Apartments High Rise	26,278,029	0.00
Hotel	2,612,777	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
City Park	0.09	—
Apartments High Rise	521	—
Hotel	56.4	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
City Park	0.09	—
Apartments High Rise	521	—
Hotel	56.4	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Apartments High Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments High Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0

Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Apartments High Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments High Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	18.2	annual days of extreme heat
Extreme Precipitation	6.10	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	2.73	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	68.1
AQ-PM	90.2
AQ-DPM	80.6
Drinking Water	51.1
Lead Risk Housing	8.53
Pesticides	0.00
Toxic Releases	77.5
Traffic	96.4
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	63.4
Haz Waste Facilities/Generators	51.7
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	21.5
Cardio-vascular	32.7
Low Birth Weights	35.8
Socioeconomic Factor Indicators	—

Education	16.2
Housing	33.7
Linguistic	84.7
Poverty	35.9
Unemployment	89.2

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	73.97664571
Employed	57.44899269
Median HI	57.73129732
Education	—
Bachelor's or higher	78.22404722
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	95.6242782
Active commuting	34.83895804
Social	—
2-parent households	84.44758116
Voting	32.29821635
Neighborhood	—
Alcohol availability	58.51405107
Park access	81.35506224
Retail density	28.69241627
Supermarket access	61.5167458

Tree canopy	59.43795714
Housing	—
Homeownership	59.77158989
Housing habitability	75.69613756
Low-inc homeowner severe housing cost burden	47.40151418
Low-inc renter severe housing cost burden	81.25240601
Uncrowded housing	77.4541255
Health Outcomes	—
Insured adults	60.00256641
Arthritis	0.0
Asthma ER Admissions	84.9
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	81.8
Cognitively Disabled	72.6
Physically Disabled	74.5
Heart Attack ER Admissions	51.9
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—

Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	78.7
Elderly	50.9
English Speaking	27.8
Foreign-born	79.1
Outdoor Workers	70.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	83.5
Traffic Density	95.1
Traffic Access	67.5
Other Indices	—
Hardship	18.9
Other Decision Support	—
2016 Voting	36.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	48.0
Healthy Places Index Score for Project Location (b)	74.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Assuming: - Incorporated Open Space is 0.918 acres (roughly 40,000 SF). - Average hotel size in the U.S. is 325 Square Feet for a standard room. Source: https://www.viqal.com/blog/does-hotel-room-size-matter#:~:text=North%20America%3A%20In%20t - CalEEMod default of 960 Square Feet per Dwelling Unit.
Construction: Construction Phases	Based on an estimated construction scenario.
Construction: Off-Road Equipment	Based on estimated construction scenario.
Operations: Architectural Coatings	No architectural coating anticipated for Open Space.

Diamond Bar GPU - 2040 Buildout Emissions Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Diamond Bar GPU - 2040 Buildout Emissions
Operational Year	2040
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	18.8
Location	34.00525731166293, -117.82238185921982
County	Los Angeles-South Coast
City	Diamond Bar
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5031
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	142	Dwelling Unit	46.1	276,900	1,663,226	—	420	—

Apartments Mid Rise	3,122	Dwelling Unit	82.2	2,997,120	0.00	—	9,241	—
General Office Building	520	1000sqft	11.9	519,892	0.00	—	—	—
User Defined Recreational	50.0	User Defined Unit	0.00	693,409	0.00	—	—	—
User Defined Industrial	850	User Defined Unit	19.5	849,868	0.00	—	—	—
Strip Mall	607	1000sqft	13.9	607,283	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,264	1,153	175	3,307	8.26	236	433	669	232	110	342	32,978	520,609	553,587	350	16.1	248	567,385
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,226	1,117	181	2,877	8.08	236	433	669	231	110	341	32,978	502,957	535,936	351	16.7	34.2	549,708
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	358	335	112	1,464	3.86	18.8	390	409	18.3	99.2	117	4,499	419,479	423,978	264	14.5	115	435,020
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	65.3	61.2	20.4	267	0.70	3.42	71.2	74.7	3.35	18.1	21.4	745	69,450	70,194	43.8	2.40	19.1	72,022

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	139	125	90.1	1,337	3.92	1.58	433	435	1.48	110	112	—	399,878	399,878	13.2	13.4	220	404,419
Area	1,123	1,027	70.4	1,962	4.25	233	—	233	229	—	229	30,574	59,390	89,964	91.2	1.12	—	92,576
Energy	1.68	0.84	14.6	8.10	0.09	1.16	—	1.16	1.16	—	1.16	—	58,550	58,550	4.11	0.34	—	58,753
Water	—	—	—	—	—	—	—	—	—	—	—	496	2,791	3,287	51.1	1.23	—	4,931
Waste	—	—	—	—	—	—	—	—	—	—	—	1,908	0.00	1,908	191	0.00	—	6,677
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.5	28.5
Total	1,264	1,153	175	3,307	8.26	236	433	669	232	110	342	32,978	520,609	553,587	350	16.1	248	567,385
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	139	124	98.4	1,209	3.76	1.58	433	435	1.48	110	112	—	383,200	383,200	13.5	14.0	5.70	387,719
Area	1,085	992	67.7	1,660	4.23	233	—	233	229	—	229	30,574	58,417	88,991	91.2	1.11	—	91,600
Energy	1.68	0.84	14.6	8.10	0.09	1.16	—	1.16	1.16	—	1.16	—	58,550	58,550	4.11	0.34	—	58,753
Water	—	—	—	—	—	—	—	—	—	—	—	496	2,791	3,287	51.1	1.23	—	4,931
Waste	—	—	—	—	—	—	—	—	—	—	—	1,908	0.00	1,908	191	0.00	—	6,677
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.5	28.5
Total	1,226	1,117	181	2,877	8.08	236	433	669	231	110	341	32,978	502,957	535,936	351	16.7	34.2	549,708
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	126	113	90.5	1,136	3.47	1.44	390	392	1.35	99.2	101	—	353,472	353,472	12.2	12.8	86.6	357,688
Area	230	222	6.48	321	0.30	16.2	—	16.2	15.8	—	15.8	2,094	4,667	6,762	6.27	0.08	—	6,943
Energy	1.68	0.84	14.6	8.10	0.09	1.16	—	1.16	1.16	—	1.16	—	58,550	58,550	4.11	0.34	—	58,753
Water	—	—	—	—	—	—	—	—	—	—	—	496	2,791	3,287	51.1	1.23	—	4,931
Waste	—	—	—	—	—	—	—	—	—	—	—	1,908	0.00	1,908	191	0.00	—	6,677

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.5	28.5
Total	358	335	112	1,464	3.86	18.8	390	409	18.3	99.2	117	4,499	419,479	423,978	264	14.5	115	435,020
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	23.0	20.5	16.5	207	0.63	0.26	71.2	71.5	0.25	18.1	18.3	—	58,521	58,521	2.03	2.12	14.3	59,219
Area	42.0	40.5	1.18	58.5	0.05	2.95	—	2.95	2.89	—	2.89	347	773	1,119	1.04	0.01	—	1,149
Energy	0.31	0.15	2.67	1.48	0.02	0.21	—	0.21	0.21	—	0.21	—	9,694	9,694	0.68	0.06	—	9,727
Water	—	—	—	—	—	—	—	—	—	—	—	82.2	462	544	8.46	0.20	—	816
Waste	—	—	—	—	—	—	—	—	—	—	—	316	0.00	316	31.6	0.00	—	1,105
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.72	4.72
Total	65.3	61.2	20.4	267	0.70	3.42	71.2	74.7	3.35	18.1	21.4	745	69,450	70,194	43.8	2.40	19.1	72,022

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	3.67	3.30	2.32	34.0	0.10	0.04	10.9	11.0	0.04	2.78	2.81	—	10,096	10,096	0.34	0.34	5.55	10,212
Apartments Mid Rise	46.0	41.3	29.0	427	1.24	0.50	137	137	0.47	34.8	35.3	—	126,571	126,571	4.25	4.29	69.5	128,026
General Office Building	14.2	12.7	9.30	139	0.41	0.16	45.2	45.4	0.15	11.5	11.6	—	41,679	41,679	1.36	1.39	22.9	42,149

User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	75.5	67.5	49.4	738	2.17	0.88	240	241	0.82	61.0	61.8	—	221,532	221,532	7.23	7.37	122	224,032
Total	139	125	90.1	1,337	3.92	1.58	433	435	1.48	110	112	—	399,878	399,878	13.2	13.4	220	404,419
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	3.65	3.29	2.53	30.8	0.09	0.04	10.9	11.0	0.04	2.78	2.81	—	9,675	9,675	0.35	0.36	0.14	9,791
Apartments Mid Rise	45.8	41.2	31.7	387	1.19	0.50	137	137	0.47	34.8	35.3	—	121,300	121,300	4.35	4.49	1.80	122,750
General Office Building	14.2	12.7	10.2	125	0.39	0.16	45.2	45.4	0.15	11.5	11.6	—	39,939	39,939	1.39	1.45	0.59	40,407
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	75.3	67.3	54.0	666	2.08	0.88	240	241	0.82	61.0	61.8	—	212,285	212,285	7.37	7.72	3.16	214,771
Total	139	124	98.4	1,209	3.76	1.58	433	435	1.48	110	112	—	383,200	383,200	13.5	14.0	5.70	387,719
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.65	0.58	0.45	5.67	0.02	0.01	1.93	1.93	0.01	0.49	0.50	—	1,584	1,584	0.06	0.06	0.39	1,604
Apartments Mid Rise	7.88	7.08	5.55	69.1	0.21	0.09	23.5	23.6	0.08	5.97	6.05	—	19,314	19,314	0.68	0.71	4.73	19,547

General Office Building	1.94	1.73	1.42	17.8	0.05	0.02	6.17	6.19	0.02	1.57	1.59	—	5,064	5,064	0.17	0.18	1.24	5,124
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	12.5	11.1	9.10	115	0.35	0.15	39.7	39.8	0.14	10.1	10.2	—	32,559	32,559	1.11	1.17	7.98	32,944
Total	23.0	20.5	16.5	207	0.63	0.26	71.2	71.5	0.25	18.1	18.3	—	58,521	58,521	2.03	2.12	14.3	59,219

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,427	1,427	0.09	0.01	—	1,432
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	16,681	16,681	1.03	0.13	—	16,744
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	13,503	13,503	0.84	0.10	—	13,554
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	8,693	8,693	0.54	0.07	—	8,726
Total	—	—	—	—	—	—	—	—	—	—	—	—	40,304	40,304	2.50	0.30	—	40,456
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,427	1,427	0.09	0.01	—	1,432
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	16,681	16,681	1.03	0.13	—	16,744
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	13,503	13,503	0.84	0.10	—	13,554
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	8,693	8,693	0.54	0.07	—	8,726
Total	—	—	—	—	—	—	—	—	—	—	—	—	40,304	40,304	2.50	0.30	—	40,456
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	236	236	0.01	< 0.005	—	237
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	2,762	2,762	0.17	0.02	—	2,772
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,236	2,236	0.14	0.02	—	2,244

User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	1,439	1,439	0.09	0.01	—	1,445
Total	—	—	—	—	—	—	—	—	—	—	—	—	6,673	6,673	0.41	0.05	—	6,698

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.16	0.08	1.37	0.58	0.01	0.11	—	0.11	0.11	—	0.11	—	1,745	1,745	0.15	< 0.005	—	1,749
Apartments Mid Rise	1.02	0.51	8.76	3.73	0.06	0.71	—	0.71	0.71	—	0.71	—	11,113	11,113	0.98	0.02	—	11,144
General Office Building	0.39	0.19	3.54	2.97	0.02	0.27	—	0.27	0.27	—	0.27	—	4,223	4,223	0.37	0.01	—	4,235
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	0.11	0.05	0.98	0.82	0.01	0.07	—	0.07	0.07	—	0.07	—	1,165	1,165	0.10	< 0.005	—	1,168
Total	1.68	0.84	14.6	8.10	0.09	1.16	—	1.16	1.16	—	1.16	—	18,246	18,246	1.61	0.03	—	18,297

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.16	0.08	1.37	0.58	0.01	0.11	—	0.11	0.11	—	0.11	—	1,745	1,745	0.15	< 0.005	—	1,749
Apartments Mid Rise	1.02	0.51	8.76	3.73	0.06	0.71	—	0.71	0.71	—	0.71	—	11,113	11,113	0.98	0.02	—	11,144
General Office Building	0.39	0.19	3.54	2.97	0.02	0.27	—	0.27	0.27	—	0.27	—	4,223	4,223	0.37	0.01	—	4,235
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	0.11	0.05	0.98	0.82	0.01	0.07	—	0.07	0.07	—	0.07	—	1,165	1,165	0.10	< 0.005	—	1,168
Total	1.68	0.84	14.6	8.10	0.09	1.16	—	1.16	1.16	—	1.16	—	18,246	18,246	1.61	0.03	—	18,297
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.03	0.01	0.25	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	289	289	0.03	< 0.005	—	290
Apartments Mid Rise	0.19	0.09	1.60	0.68	0.01	0.13	—	0.13	0.13	—	0.13	—	1,840	1,840	0.16	< 0.005	—	1,845
General Office Building	0.07	0.04	0.65	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	699	699	0.06	< 0.005	—	701
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Strip Mall	0.02	0.01	0.18	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	193	193	0.02	< 0.005	—	193
Total	0.31	0.15	2.67	1.48	0.02	0.21	—	0.21	0.21	—	0.21	—	3,021	3,021	0.27	0.01	—	3,029

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	945	853	67.7	1,660	4.23	233	—	233	229	—	229	30,574	58,417	88,991	91.2	1.11	—	91,600
Consumer Products	127	127	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	12.4	12.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	37.7	35.2	2.69	302	0.01	0.29	—	0.29	0.22	—	0.22	—	973	973	0.04	0.01	—	976
Total	1,123	1,027	70.4	1,962	4.25	233	—	233	229	—	229	30,574	59,390	89,964	91.2	1.12	—	92,576
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	945	853	67.7	1,660	4.23	233	—	233	229	—	229	30,574	58,417	88,991	91.2	1.11	—	91,600
Consumer Products	127	127	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	12.4	12.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1,085	992	67.7	1,660	4.23	233	—	233	229	—	229	30,574	58,417	88,991	91.2	1.11	—	91,600
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	11.8	10.7	0.85	20.7	0.05	2.91	—	2.91	2.86	—	2.86	347	662	1,009	1.03	0.01	—	1,039
Consumer Products	23.2	23.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.26	2.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.71	4.40	0.34	37.8	< 0.005	0.04	—	0.04	0.03	—	0.03	—	110	110	< 0.005	< 0.005	—	111
Total	42.0	40.5	1.18	58.5	0.05	2.95	—	2.95	2.89	—	2.89	347	773	1,119	1.04	0.01	—	1,149

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	10.1	273	283	1.06	0.03	—	318
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	223	1,155	1,378	22.9	0.55	—	2,115

General Office Building	—	—	—	—	—	—	—	—	—	—	—	177	917	1,094	18.2	0.44	—	1,680
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	86.2	446	533	8.87	0.21	—	818
Total	—	—	—	—	—	—	—	—	—	—	—	496	2,791	3,287	51.1	1.23	—	4,931
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	10.1	273	283	1.06	0.03	—	318
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	223	1,155	1,378	22.9	0.55	—	2,115
General Office Building	—	—	—	—	—	—	—	—	—	—	—	177	917	1,094	18.2	0.44	—	1,680
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	86.2	446	533	8.87	0.21	—	818
Total	—	—	—	—	—	—	—	—	—	—	—	496	2,791	3,287	51.1	1.23	—	4,931
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1.68	45.2	46.9	0.17	< 0.005	—	52.6

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	36.9	191	228	3.80	0.09	—	350
General Office Building	—	—	—	—	—	—	—	—	—	—	—	29.3	152	181	3.02	0.07	—	278
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	14.3	73.9	88.2	1.47	0.04	—	135
Total	—	—	—	—	—	—	—	—	—	—	—	82.2	462	544	8.46	0.20	—	816

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	60.1	0.00	60.1	6.00	0.00	—	210
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1,244	0.00	1,244	124	0.00	—	4,353
General Office Building	—	—	—	—	—	—	—	—	—	—	—	261	0.00	261	26.0	0.00	—	912

User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	344	0.00	344	34.3	0.00	—	1,202
Total	—	—	—	—	—	—	—	—	—	—	—	1,908	0.00	1,908	191	0.00	—	6,677
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	60.1	0.00	60.1	6.00	0.00	—	210
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1,244	0.00	1,244	124	0.00	—	4,353
General Office Building	—	—	—	—	—	—	—	—	—	—	—	261	0.00	261	26.0	0.00	—	912
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	344	0.00	344	34.3	0.00	—	1,202
Total	—	—	—	—	—	—	—	—	—	—	—	1,908	0.00	1,908	191	0.00	—	6,677
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	9.94	0.00	9.94	0.99	0.00	—	34.8
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	206	0.00	206	20.6	0.00	—	721

General Office Building	—	—	—	—	—	—	—	—	—	—	—	43.1	0.00	43.1	4.31	0.00	—	151
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Total	—	—	—	—	—	—	—	—	—	—	—	316	0.00	316	31.6	0.00	—	1,105

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.98	1.98
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21.5	21.5
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.26	1.26
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.78	3.78
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.5	28.5

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.98	1.98
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21.5	21.5
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.26	1.26
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.78	3.78
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.5	28.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.33	0.33
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.55	3.55
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.21	0.21
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.63	0.63
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.72	4.72

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	1,340	1,355	1,214	483,426	15,243	15,405	13,806	5,497,317
Apartments Mid Rise	16,984	15,329	12,769	5,892,998	193,131	174,315	145,204	67,012,724
General Office Building	5,064	1,149	364	1,399,078	63,719	14,458	4,579	17,605,210
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	26,915	25,530	12,407	8,995,210	338,681	321,257	156,120	113,190,694

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	7
Gas Fireplaces	121
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	14
Conventional Wood Stoves	0
Catalytic Wood Stoves	7
Non-Catalytic Wood Stoves	7
Pellet Wood Stoves	0
Apartments Mid Rise	—

Wood Fireplaces	156
Gas Fireplaces	2654
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	312
Conventional Wood Stoves	0
Catalytic Wood Stoves	156
Non-Catalytic Wood Stoves	156
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
6629890.5	2,209,964	4,005,678	1,335,226	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	979,111	532	0.0330	0.0040	5,443,619
Apartments Mid Rise	11,444,734	532	0.0330	0.0040	34,675,564
General Office Building	9,264,624	532	0.0330	0.0040	13,177,426

User Defined Recreational	0.00	532	0.0330	0.0040	0.00
User Defined Industrial	0.00	532	0.0330	0.0040	0.00
Strip Mall	5,964,349	532	0.0330	0.0040	3,635,769

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	5,292,880	28,509,619
Apartments Mid Rise	116,368,804	0.00
General Office Building	92,402,354	0.00
User Defined Recreational	0.00	0.00
User Defined Industrial	0.00	0.00
Strip Mall	44,982,983	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	111	—
Apartments Mid Rise	2,309	—
General Office Building	483	—
User Defined Recreational	0.00	—
User Defined Industrial	0.00	—
Strip Mall	638	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	17.3	annual days of extreme heat
Extreme Precipitation	6.05	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	3.41	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	65.7
AQ-PM	89.1
AQ-DPM	46.0

Drinking Water	51.1
Lead Risk Housing	21.0
Pesticides	0.00
Toxic Releases	78.9
Traffic	95.6
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	59.6
Haz Waste Facilities/Generators	61.6
Impaired Water Bodies	0.00
Solid Waste	35.7
Sensitive Population	—
Asthma	21.5
Cardio-vascular	32.7
Low Birth Weights	52.5
Socioeconomic Factor Indicators	—
Education	12.0
Housing	32.7
Linguistic	88.6
Poverty	22.5
Unemployment	83.2

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	68.61285769
Employed	44.86077249

Median HI	76.91518029
Education	—
Bachelor's or higher	84.01129219
High school enrollment	100
Preschool enrollment	86.9626588
Transportation	—
Auto Access	60.64416784
Active commuting	52.62414988
Social	—
2-parent households	31.39997434
Voting	23.40562043
Neighborhood	—
Alcohol availability	64.14731169
Park access	42.96163223
Retail density	16.23251636
Supermarket access	41.39612473
Tree canopy	81.61170281
Housing	—
Homeownership	73.73283716
Housing habitability	66.21326832
Low-inc homeowner severe housing cost burden	39.98460157
Low-inc renter severe housing cost burden	29.35968177
Uncrowded housing	81.14974978
Health Outcomes	—
Insured adults	55.13922751
Arthritis	0.0
Asthma ER Admissions	84.9
High Blood Pressure	0.0

Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	73.4
Cognitively Disabled	56.3
Physically Disabled	65.4
Heart Attack ER Admissions	51.9
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	92.4
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.6
SLR Inundation Area	0.0
Children	76.4
Elderly	32.8
English Speaking	25.3
Foreign-born	92.7
Outdoor Workers	98.2
Climate Change Adaptive Capacity	—

Impervious Surface Cover	81.2
Traffic Density	93.7
Traffic Access	54.2
Other Indices	—
Hardship	27.8
Other Decision Support	—
2016 Voting	31.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	49.0
Healthy Places Index Score for Project Location (b)	66.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

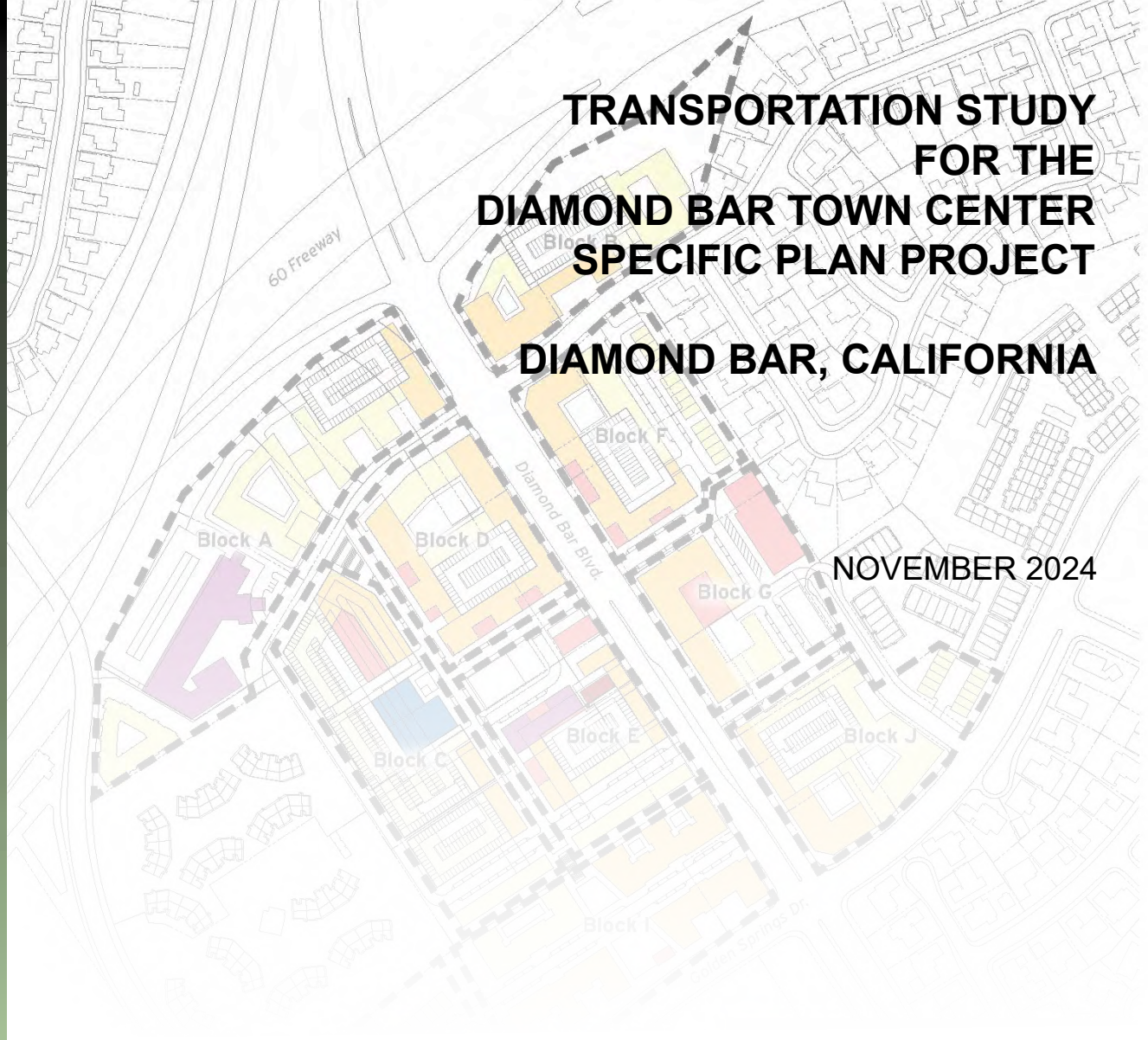
Screen	Justification
Land Use	Based on Certified EIR assumptions.

Appendix F

Transportation Study

TRANSPORTATION STUDY FOR THE DIAMOND BAR TOWN CENTER SPECIFIC PLAN PROJECT

DIAMOND BAR, CALIFORNIA



NOVEMBER 2024

PREPARED FOR

CITY OF DIAMOND BAR

PREPARED BY

Gibson transportation consulting, inc.

TRANSPORTATION STUDY
FOR THE
DIAMOND BAR TOWN CENTER
SPECIFIC PLAN PROJECT

DIAMOND BAR, CALIFORNIA

November 2024

Prepared for:

CITY OF DIAMOND BAR

Prepared by:

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Ref: J2000

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Chapter 1
Introduction

This report documents the transportation study conducted for the proposed Diamond Bar Town Center Specific Plan (Specific Plan or Project). The assumptions, methodologies, and impact criteria are consistent with *City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (City of Diamond Bar, September 2020) (City Guidelines). The transportation study includes the assessment of potential transportation impacts based on vehicle miles traveled (VMT), as required under the California Environmental Quality Act (CEQA), as well as the Project's effects on level of service (LOS) at surrounding facilities.

PROJECT LOCATION

The Specific Plan area (Project Site) comprises 35 parcels on approximately 45 acres within the City of Diamond Bar (City), as shown in Figure 1. The Project Site is currently zoned for Regional Commercial, Community Commercial, or Neighborhood Commercial land uses, but is designated in *Diamond Bar General Plan 2040* (2019) (General Plan) as Town Center Mixed Use, the purpose of which is to encourage a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses, in addition to offices, professional services, and residential uses[1].

The Project Site is centered around Diamond Bar Boulevard, a six-lane thoroughfare with on-street striped bike lanes, left-turn lanes, and a landscaped median that bisects the Project Site. Golden Springs Drive forms the southern border of the Project Site and State Route 60 (SR 60) forms the northern border. The Project Site is bordered by residential uses to the east and west, including a neighborhood of single-family homes on the east and a condominium community on the west. An aerial map of the Project vicinity is provided in Figure 2.

[1] General Plan page 2-12.

PROJECT DESCRIPTION

The Project Site is currently developed with approximately 510,000 square feet (sf) of commercial space primarily comprising retail, dining, and medical office, as well as 97 hotel rooms. The existing uses are offset from the street by large areas of surface parking, utilize a variety of disjointed vehicular access points, and do not provide cohesive pedestrian pathways. Under the General Plan, the Project Site may be developed with up to 30 residential units per acre (a total of 1,350 units) and a total of approximately 2.94 million sf of residential and commercial development.

The Project seeks to improve the Project Site by creating a vibrant, pedestrian-oriented, mixed-use district that serves the community. It proposes to provide a cohesive district with a variety of land uses, a range of housing types and affordability levels, a sense of "place" with great public spaces, and a walkable neighborhood that can support a vehicle-optional lifestyle.

Specific Plan Development Density

The Specific Plan proposes to amend the General Plan and City Zoning Map to permit up to 2,055 residential units (an increase of 705 units over the current General Plan allowance), 200 hotel rooms, 40,000 sf of public open space, and 446,000 sf of commercial space, including retail, dining, and entertainment uses. Up to 50,000 sf of the commercial space may serve as a community building or cultural center and up to 100,000 sf may be used for office[2]. The Project land use program is summarized in Table 1.

Buildout of the Specific Plan would necessarily occur over time by the various property owners in response to market conditions. Development would be required to conform to design standards and guidelines set forth by the Specific Plan and would include new consolidated driveways and privately owned accessways between developments, potentially including private streets. The Project would also likely incorporate structured parking in one or more consolidated locations. Figure 3 shows a conceptual Project Site plan that represents one possible configuration resulting from buildout of the Specific Plan.

[2] For the purposes of the analyses presented in this report, this space was assumed to be shopping center, a general commercial use that generates more trips than a community building or office building.

Diamond Bar Boulevard Road Diet

The Project proposes to implement a Road Diet to narrow Diamond Bar Boulevard between Gentle Springs Land / Palomino Drive and Golden Springs Drive by reducing lane widths to 11 feet for travel lanes and 10 feet for turn pockets and removing the landscaped center median adjacent to left-turn lanes. The Road Diet would also remove the rightmost travel lane in each direction and implement right-turn lanes approaching driveways. The Road Diet would reduce pedestrian crossing distances and increase space within the existing public right-of-way. Taking advantage of the additional space, the existing Class II bicycle lanes (on-street bicycle lanes that are not protected from vehicular traffic) on Diamond Bar Boulevard would be upgraded to Class IV protected bicycle lanes (bikeways that are physically separated from vehicle traffic and are exclusively for bicycle use) within this stretch of the road. Space may also be used for wider sidewalks, bus turnouts, and additional landscaping. Figure 4 shows the existing configuration and proposed Road Diet configuration of Diamond Bar Boulevard adjacent to the Project Site.

Alternative Land Use Programs

The analysis in this report contemplates three Project Alternatives. Alternatives 1 and 2 propose less program density (fewer residential units and hotel rooms and less commercial space) as compared to the Project. Alternative 3 proposes the same development density as the Project but would not remove travel lanes as part of the Road Diet (existing lanes and the median may still be narrowed). These three Project Alternatives are summarized in Table 1 alongside the existing Project Site land use density and proposed Project density.

TRANSPORTATION ANALYSES

There are two broad categories of transportation analysis required by the City Guidelines. The first category relates to potential transportation impacts under CEQA, which if found to be significant, would require that any feasible mitigation measures be implemented to reduce the impact below the threshold of significance. VMT analysis relates to the average distance traveled by automobile per Project resident or employee on a daily basis as it compares to area-wide

averages. The active transportation and public transit analysis relates to the Project's consistency with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

The other category of analysis, LOS analysis, reviews traffic operating conditions at key intersections in the vicinity of the Project Site. Although this analysis is explicitly required by the City Guidelines, LOS effects do not constitute an environmental impact pursuant to CEQA under Senate Bill 743 (Steinberg, 2013; effective 2020). Therefore, this analysis is not used in CEQA documentation, and any intersection deficiencies identified through this analysis do not result in mandatory mitigation measures under CEQA. However, the City Guidelines identify conditions under which intersections should be improved, as further discussed in Chapter 5. The LOS analysis was conducted for a hypothetical Opening Year condition, assumed to be Year 2030, and a long-range Buildout condition, assumed to be Year 2040, consistent with the General Plan buildout assumption. For these future conditions, traffic conditions with the Project were compared to traffic conditions with buildout of the currently permitted density under the General Plan.

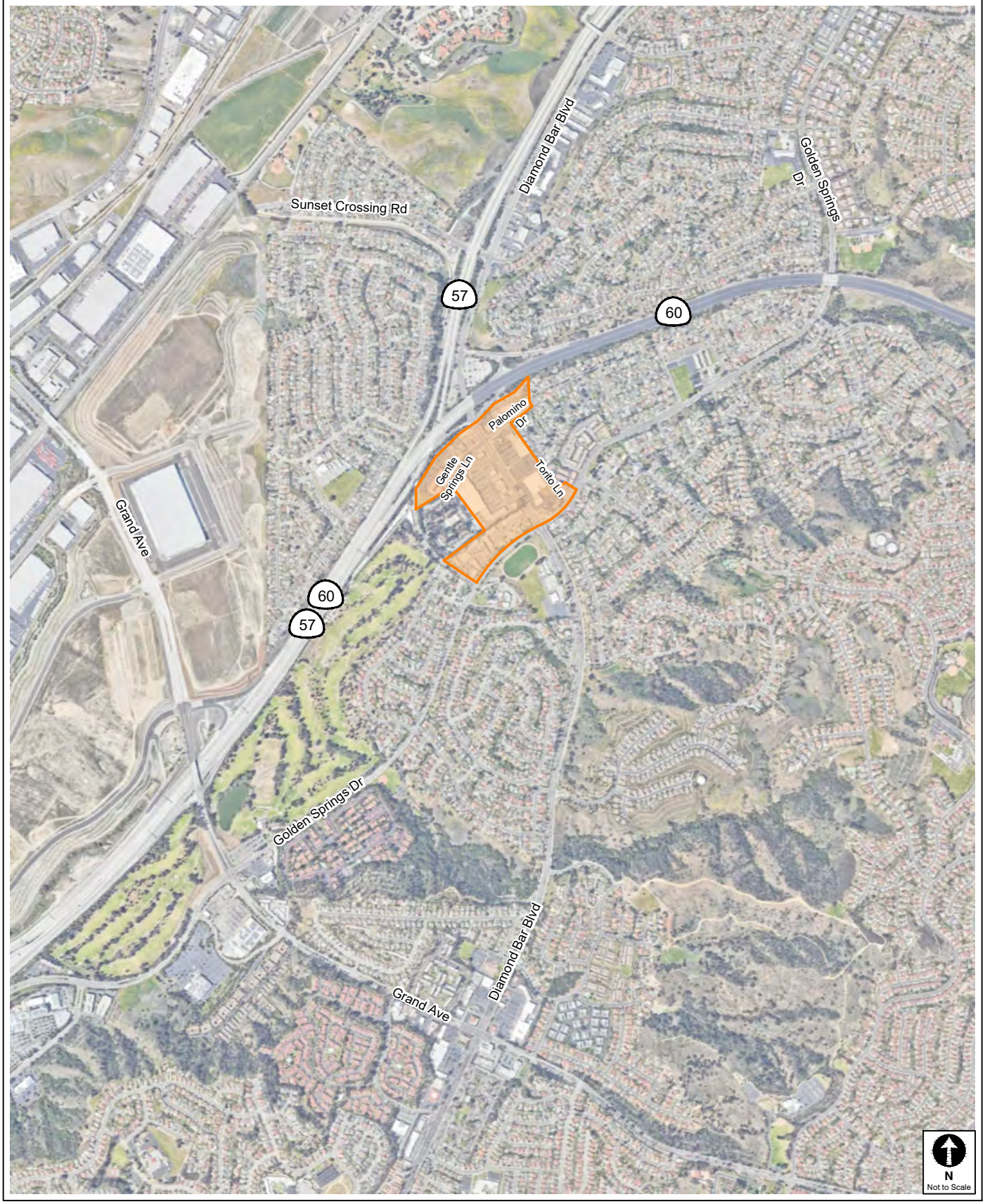
ORGANIZATION OF REPORT

This report is divided into seven chapters, including this introduction. Chapter 2 summarizes the Project setting, including existing transportation facilities and future developments that may affect traffic conditions in the Project vicinity. Chapter 3 presents the Project's VMT analysis and proposed mitigation program. Chapter 4 presents an active transportation and public transit analysis for the Project. Chapter 5 forecasts future traffic conditions without and with the Project and includes the Project LOS analysis. Chapter 6 reviews Project access, circulation, and parking. Chapter 7 presents CEQA and non-CEQA analysis for the Project Alternatives. The Appendices provide supporting information and additional details supporting the technical analyses.



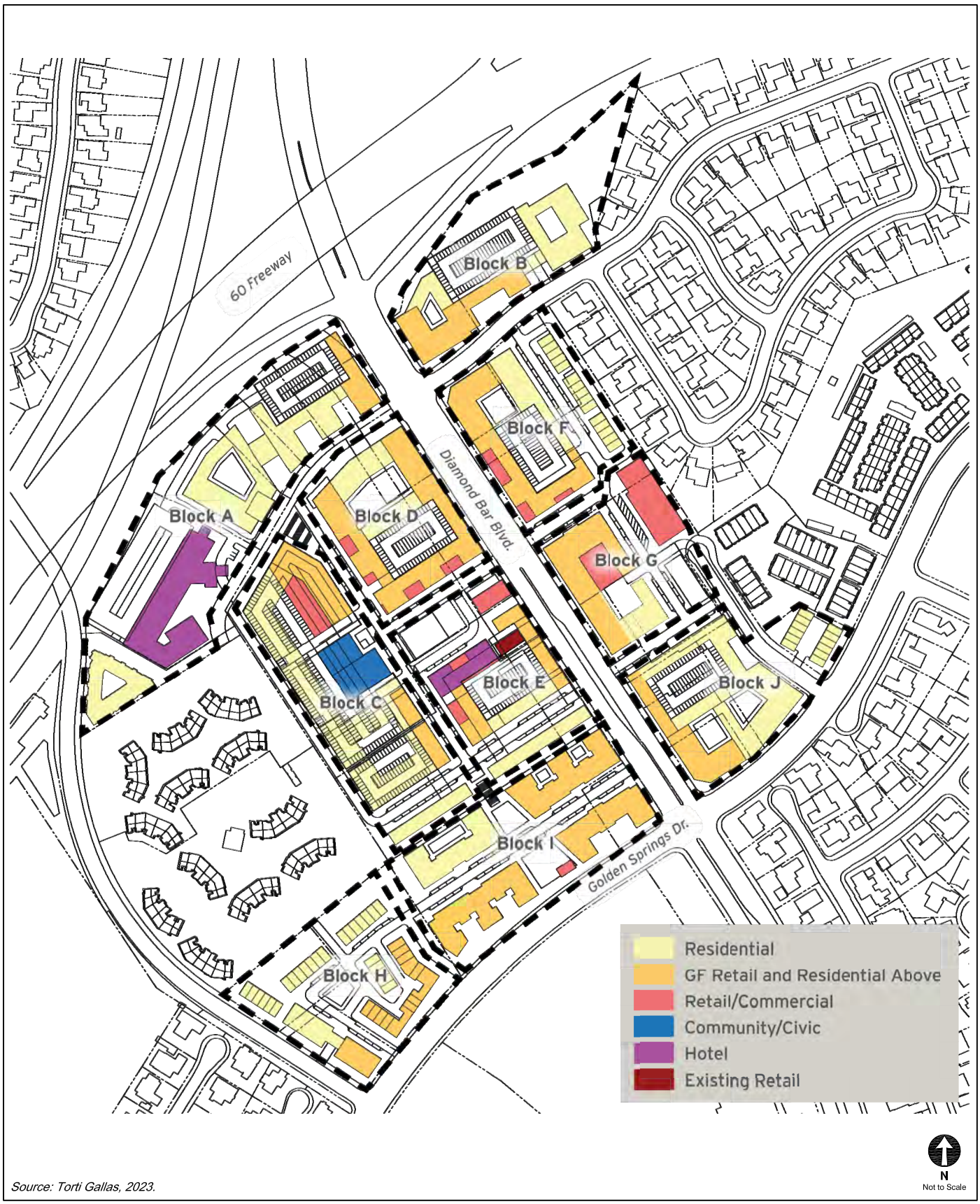
SPECIFIC PLAN AREA

FIGURE 1



PROJECT VICINITY

FIGURE 2

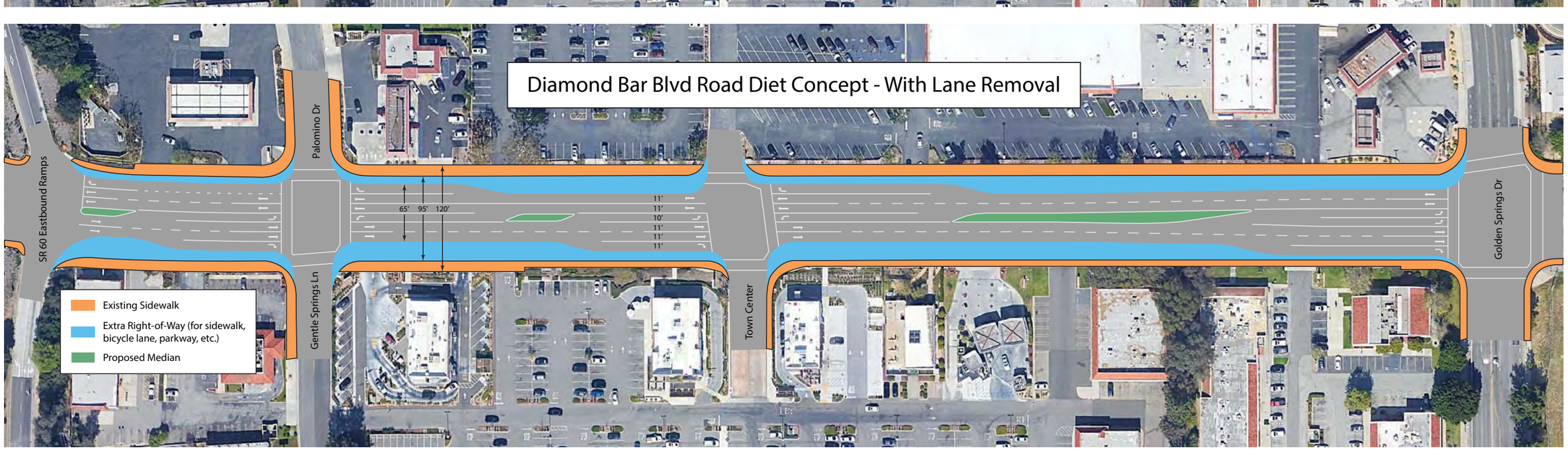


Source: Torti Gallas, 2023.

CONCEPTUAL PROJECT SITE PLAN

FIGURE 3





DIAMOND BAR BOULEVARD ROAD DIET CONCEPT

FIGURE 4

TABLE 1
PROJECT LAND USE SUMMARY

Land Use	Existing Conditions [a]	No Project (Approved Town Center Development) [b]	Proposed Project	Project Alternatives		
				Alternative 1	Alternative 2	Alternative 3
				Medium Density	Low Density	High Density, No Lane Removal
Multi-Family Housing Units	0	1,350	2,055	1,677	1,350	2,055
Hotel Rooms	97	97	200	175	150	200
Commercial Leasable Space (square feet)	510,000	510,000	446,000	426,000	411,000	446,000
Open Space (square feet)	0	0	40,000	40,000	40,000	40,000
Road Diet [c]	No	No	Yes	Yes	Yes	Yes, without lane removal

Notes:

[a] Existing commercial space includes approximately 475,500 sf of retail / restaurant / service space as well as multiple gas stations and a child-care center (approximately 510,000 sf of total commercial space). For analysis purposes, only the retail / restaurant / service space was assumed to generate existing trips to and from the Project Site.

[b] The approved Town Center development density from the General Plan permits approximately 1,350 dwelling units (30 units per acre) and approximately 2.940 million square feet of total development, inclusive of residential and commercial uses. For the purposes of this analysis, only the existing developed hotel and commercial space was assumed under the No Project scenario.

[c] The Road Diet includes the removal of one through lane in each direction on Diamond Bar Boulevard between Gentle Springs Lane / Palomino Drive and Golden Springs Drive, except as noted for Alternative 3.

Chapter 2
Project Setting

This chapter presents a comprehensive summary of the area surrounding the Project Site. It describes key streets, freeway ramps, transit routes, and bicycle and pedestrian infrastructure within the Study Area.

EXISTING STREET SYSTEM

Freeways

Two freeways, State Route 57 (SR 57) and SR 60, provide high-capacity inter-regional access to the Study Area. SR 57 runs north and south between Santa Ana and San Dimas, providing regional access between Orange County and the foothill communities. SR 60 runs east and west between Los Angeles and Beaumont, providing a major east-west corridor for commuters and freight. The two freeways combine along an approximately 2.0-mile section known as the 57 / 60 Confluence Area. The northeastern terminus of the 57 / 60 Confluence Area occurs adjacent to the Project Site, while the southwestern terminus is located approximately 2.0 miles to the southwest. Each freeway separately provides eight to 10 lanes, while the 57 / 60 Confluence Area provides 14 lanes (including high-occupancy vehicle lanes).

City Streets

The existing street system in the Study Area includes Major Arterials, Boulevards, Collectors, and Local Streets as classified in the General Plan:

- Major Arterials carry the majority of traffic traveling through the City and are designed to both move vehicles into and through the City and to serve adjacent commercial land uses. They provide access to freeways and major activity centers, and typically include

sidewalks and may include protected bicycle lanes. They are designed to accommodate a capacity of 30,000 to 45,000 vehicles per day.

- Boulevards are arterial streets designed to connect major destinations within the City. They are meant to provide wide sidewalks and attractive trees and landscaping. They provide consolidated access to adjacent commercial and residential uses while balancing road width with sidewalk and bicycle facilities to meet the needs of motorists, bicyclists, and pedestrians. Like Major Arterials, Boulevards are designed to accommodate a capacity of 30,000 to 45,000 vehicles per day.

- Collectors are intended to carry traffic between the arterial street network and Local Streets or directly from driveways. Collectors are typically two- or four-lane roadways with sidewalks and bicycle facilities. They are designed to accommodate up to 20,000 vehicles per day.

- Local Streets are designed to only serve adjacent land uses. They are not intended to serve through traffic traveling from one location to another. They often provide on-street parking for the neighborhood, along with sidewalks, and may include shared bicycle facilities. Local Streets are intended to carry fewer than 2,500 vehicles per day and 200-300 vehicles per hour during peak periods.

The following key streets serve the Study Area:

- Diamond Bar Boulevard – Diamond Bar Boulevard is a designated Boulevard traveling north and south, generally parallel to SR 57, through the length of the City. There are three distinct segments of Diamond Bar Boulevard within the Study Area. North of the SR 60 ramps, it provides four lanes, a landscaped median, and Class II bicycle lanes. Between the SR 60 ramps and Golden Springs Drive (adjacent to the Project Site), it provides six lanes, a landscaped median, and Class II bicycle lanes. South of Golden Springs Drive, it provides five lanes (three northbound and two southbound), a landscaped median, and Class II bicycle lanes. No parking is allowed on Diamond Bar Boulevard.

- Golden Springs Drive – Golden Springs Drive is a designated Boulevard traveling east and west, generally parallel to SR 60, through the width of the City. It provides four lanes, a two-way left-turn median, and Class II bicycle lanes through the Study Area.

- Grand Avenue – Grand Avenue is a designated Major Arterial traveling east and west across the middle portion of the City, except for an approximately 2,000-foot section between Montefino Avenue and Cleghorn Drive (including the intersection with Diamond Bar Boulevard), which is a designated Boulevard. It provides access to the 57 / 60 Confluence Area via a full set of on- and off-ramps north of Golden Springs Drive.

- Sunset Crossing Road – Sunset Crossing Road is a designated Collector traveling east and west across the northeastern portion of the City. It provides access to the SR 57 southbound ramps near its intersection with Diamond Bar Boulevard and connects to Golden Springs Drive to the east. West of the SR 57 southbound ramps, it provides two lanes, a landscaped median, and on-street parking. Between the SR 57 southbound ramps and Diamond Bar Boulevard, it provides four lanes and a two-way left-turn median. East of Diamond Bar Boulevard, it provides two lanes, on-street parking, and speed humps for traffic calming.

- Prospectors Road – Prospectors Road is a designated Collector traveling north and south between Golden Springs Drive and Sunset Crossing Road. It travels through a residential neighborhood and provides two lanes and on-street parking. South of Sunset Crossing Road, it provides speed humps for traffic calming.

- Gentle Springs Lane / Palomino Drive – Gentle Springs Lane (west of Diamond Bar Boulevard) and Palomino Drive (east of Diamond Bar Boulevard) is a Local Street. Gentle Springs Lane provides local access to the northwest portion of the Project Site. Palomino Drive provides local access to the northeast portion of the Project Site and continues into the residential neighborhood to the east. Both provide two lanes and on-street parking.

- Torito Lane – Torito Lane is a Local Street that provides access to the southeast portion of the Project Site. It connects to Golden Springs Lane and provides two lanes and on-street parking.

EXISTING PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

Pedestrian Facilities

There are pedestrian sidewalks throughout the Study Area except for portions of Gentle Springs Lane, which are missing sidewalks in front of certain parcels on both the north and south sides of the street. The sidewalks are generally in good condition, but they vary in width even along continuous stretches of the same roadways. On Diamond Bar Boulevard adjacent to the Project Site, the sidewalk is only eight feet wide on the west side of the street, which is substantially less width than a typical sidewalk for a major arterial street through a commercial zone (which are typically 12 to 15 feet or more).

Bicycle Facilities

There are existing Class II bicycle lanes on Diamond Bar Boulevard and Golden Springs Drive through the Study Area. The lanes on Diamond Bar Boulevard vary in width depending on the available roadway width, from as narrow as approximately 4.5 feet wide adjacent to the Project Site to approximately 10 feet approaching Sunset Crossing Road.

Public Transit Facilities

There is limited public transit within the Study Area provided by Foothill Transit. There is also a California Department of Transportation (Caltrans) Park & Ride Lot on Diamond Bar Boulevard immediately north of SR 60, though there are not currently any commuter buses operating on SR 60 using this lot. In addition to the bus routes described below, Metrolink operates the Riverside Line train between Los Angeles Union Station and downtown Riverside, with a stop in the City of Industry approximately 2.0 miles southwest of the Project Site on Brea Canyon Road (3.3 miles away via Golden Springs Drive and Brea Canyon Road). The following Foothill Transit bus lines travel through the Study Area:

- Line 286 provides regional transportation between Pomona, Diamond Bar, and Brea. It travels on Diamond Bar Boulevard through the Study Area, with stops at Sunset Crossing Road, the SR 60 westbound ramps and Park & Ride Lot, Golden Springs Drive, and several other stops further south, including at Grand Avenue. It travels once per hour in each direction during the day on weekdays and weekends.

- Line 482 provides subregional transportation between Pomona, Diamond Bar, and Rowland Heights. It travels on Diamond Bar Boulevard and Golden Springs Drive through the Study Area, with stops at Sunset Crossing Road, the SR 60 westbound ramps and Park & Ride Lot, the existing Project Site driveway on Diamond Bar Boulevard, Golden Springs Drive, Prospectors Road, and several other stops further south, including the Diamond Bar Civic Center. It also provides access to the Metrolink station in the City of Industry, thereby allowing one-transfer connections between the Project Site and downtown Los Angeles. Line 482 travels each direction approximately every 30 minutes on weekdays and weekends, with periods of increased 20-minute frequency during peak times.

- Line 853 provides subregional transportation between Diamond Bar, Chino Hills, and Phillips Ranch. It travels on Golden Springs Drive through the Study Area with stops at Diamond Bar Boulevard, Prospectors Road, and several other locations to the south and north. It provides access to the Diamond Bar Civic Center south of Grand Avenue. It has a limited schedule in which it travels three times per day in each direction, including northbound twice in the morning and once in the afternoon and southbound once in the morning and twice in the afternoon.

In addition to public bus service, the City's Diamond Ride program provides subsidized private cab rides for seniors and disabled residents. The City also sells discounted transit passes to City residents for Foothill Transit and the Los Angeles County Metropolitan Transportation Authority (Metro).

SURROUNDING LAND USES

There are several sensitive land uses in the immediate vicinity of the Project Site:

- Fall Creek Private Community is a gated condominium complex immediately west of the Project Site along Prospectors Road. It contains approximately 144 residential units. Primary access is provided from Prospectors Road, with a secondary access gate at the west end of Gentle Springs Lane.

- There are condominium buildings east of Torito Lane along the north side of Golden Springs Drive. One 34-unit complex is ungated and accessed from Torito Lane. The Village at Diamond Bar, a complex of approximately 150 units, has gated vehicular access from Golden Springs Drive.

- Lorbeer Middle School, part of the Pomona Unified School District, is located on the southwest corner of Diamond Bar Boulevard & Golden Springs Drive. Vehicular access to this school is via Diamond Bar Boulevard, and parent drop-off and pick-up activity occurs along the west side of Diamond Bar Boulevard, south of Golden Springs Drive.

- Mt. Calvary Lutheran Church and School is located on the south side of Golden Springs Drive west of Lorbeer Middle School. This school serves children from pre-school through 8th grade. Vehicular access is from Golden Springs Drive west of Prospectors Road.

- There are neighborhoods of single-family homes adjacent to the Project Site, including immediately east of the Project Site (accessed from Palomino Drive), to the southwest across Prospectors Road (accessed from Golden Springs Drive), and to the southeast (accessed from Golden Springs Drive).

FUTURE CONDITIONS

General Plan Buildout of Project Site

The Project Site is identified in the General Plan as the Town Center, a focus area "where major land use changes are planned to take place as part of a strategy to provide walkable mixed-use activity centers…The Town Center would serve as a center of activity for residents of Diamond Bar, providing entertainment and retail opportunities and community gathering spaces in a pleasant, walkable environment."[3] The General Plan, as modified by the Housing Element Update adopted August 11, 2022, identifies a maximum floor area ratio (FAR), the ratio between a building's total floor area and the total area of the site, a measure of development intensity, of 1.5

[3] General Plan, page 2-7.

and a maximum residential density of 30.0 dwelling units per acre. This would allow for up to 2,940,300 sf of development (including residential and commercial development) and up to 1,350 residential units.

The analysis in this report assumes a future baseline condition in which the Project Site is developed with 1,350 residential units and all existing commercial development (approximately 510,000 sf, which is less than the commercial development currently permitted by the General Plan).

Bicycle Facilities

The General Plan identifies bicycle facilities proposed for development to expand transportation options for residents and provide health and environmental benefits. Within the Study Area, the General Plan proposes the following facilities:

- Class IV protected bicycle lanes are proposed on Diamond Bar Boulevard, Golden Springs Drive, and Grand Avenue.
- Class III bicycle routes (routes shared with vehicles, typically on low-volume, low-speed streets) are proposed on Prospectors Road north of the 57 / 60 Confluence Area and on sunset Crossing Road east of Prospectors Road.

These facilities have not been designed in detail, nor are they funded or programmed for implementation. However, their inclusion in the General Plan serves as a guide as redevelopment occurs and opportunities for implementation arise.

Diamond Bar Boulevard Streetscape Project

The Diamond Bar Boulevard Streetscape Project (DBB Streetscape Project) is a plan by the City to improve the character and aesthetics of Diamond Bar Boulevard between SR 60 and Golden Springs Drive (i.e., through the Project Site). It includes landscaping improvements, colored concrete pavers in crosswalks, and lighting and decorative improvements. The DBB Streetscape Project proposes to narrow lanes on Diamond Bar Boulevard, increase the width of the

landscaped median, and implement Class IV protected bicycle lanes in a widened sidewalk and landscaping area in accordance with the bicycle proposal in the General Plan described above.

Plans for the DBB Streetscape Project are complete, but funding is not yet available. The DBB Streetscape Project conflicts with the Project's proposed Road Diet, which seeks to minimize the width of the center median and remove one travel lane in each direction in order to shorten pedestrian crossing distances and provide more space for pedestrians, bicyclists, and street amenities.

SR 57 / 60 Interchange Improvement Project

The SR 57 / 60 Interchange Improvement Project (57 / 60 IIP) is a multi-jurisdictional effort to reduce congestion and improve safety through the 57 / 60 Confluence Area. A joint venture between the City, Caltrans, Metro, San Gabriel Valley Council of Governments (SGVCOG), and the City of Industry, the 57 / 60 IIP would:

- Construct an eastbound on-ramp bypass lane from SR 60
- Construct a new eastbound general-purpose lane
- Reconfigure the Grand Avenue westbound on-ramp and the eastbound on- and off-ramps
- Widen Grand Avenue and reconstruct the Grand Avenue bridge overcrossing
- Construct an eastbound SR 60 off-ramp bypass from the northbound SR 57 split
- Reconstruct the eastbound SR 60 Diamond Bar Boulevard on-ramp
- Construct a second left-turn lane from Diamond Bar Boulevard to the SR 60 eastbound on-ramp

The 57 / 60 IIP is currently under construction and is anticipated to be complete in Year 2028. Therefore, changes to the configuration of the intersection of Diamond Bar Boulevard & the SR 60 eastbound ramps were accounted for in the analysis of future traffic conditions in this report. While this project has the potential to reduce cut-through traffic on Diamond Bar Boulevard by reducing congestion through the 57 / 60 Confluence Area, future traffic volume estimates were not reduced from the Southern California Association of Governments (SCAG) travel demand forecasting model forecasts on which they were based.

Grand Avenue and Golden Springs Drive Improvement Project

The City is currently constructing improvements to the intersection of Grand Avenue and Golden Springs Drive as a secondary component of the 57 / 60 IIP. These improvements include:

- Construction of one additional northbound and southbound lane on Grand Avenue
- Construction of a westbound right-turn lane from Golden Springs Drive
- Widened sidewalks for Americans with Disabilities Act (ADA) accessibility
- New streetlights and streetscape elements
- Widening of Golden Springs Drive between Copley Drive and Racquet Club Drive
- Reconstruction of a golf cart tunnel under Grand Avenue for the Diamond Bar Golf Course

These improvements are expected to be completed in Year 2024 and, therefore, the changes to the configuration of the intersection of Golden Springs Drive & Grand Avenue were accounted for in the analysis of future traffic conditions in this report.

San Gabriel Valley Transit Feasibility Study

SGVCOG and Metro jointly prepared a feasibility study for enhanced transit service in the San Gabriel Valley (*San Gabriel Valley Council of Governments Transit Feasibility Study Draft Conceptual Engineering Report*, October 2023) (Transit Feasibility Study). The Transit Feasibility Study explored route options for a potential new east-west Bus Rapid Transit (BRT) service and a new north-south BRT service. It examined ridership estimates, cost estimates, right-of-way constraints, and lane configurations, and included extensive public outreach and input from the public and affected jurisdictions. One of the east-west route options, identified as Concept 5, would travel on Golden Springs Drive through the Study Area and would likely require the conversion of two general purpose lanes to exclusive BRT lanes. However, the Transit Feasibility Study concluded that Concept 5 would have reduced ridership compared to an alternative that uses Valley Boulevard and Grand Avenue north of the Study Area and north of the City and recommended against it. One of the north-south route options would utilize a portion of Diamond Bar Boulevard south of the Study Area, but the Transit Feasibility Study recommended an alternative route further west.

The recommended routes from the Transit Feasibility Study would bring the BRT within approximately 3.0 miles of the Project Site (the nearest point would be the intersection of Valley Boulevard and Grand Avenue, which is approximately 1.7 miles north of Golden Springs Drive where it crosses Grand Avenue). While this increased transit service may improve regional connectivity, it would not directly affect traffic conditions in the Study Area and, therefore, no change was made to traffic assumptions in this analysis as a result of the Transit Feasibility Study.

Chapter 3
Project VMT Analysis

This chapter presents an analysis of potential VMT impacts for the Project in accordance with the City Guidelines. The City Guidelines identify a process for VMT analysis that starts by comparing the Project against a series of screening criteria and, should the Project require detailed VMT analysis, conducting that analysis and identifying mitigation measures to address significant impacts.

VMT SCREENING

The City Guidelines identify three types of screening, any of which would preclude a development project from being required to conduct detailed VMT analysis: Transit Priority Area (TPA) screening, Low VMT Area screening, and Project Type screening. As summarized below, the Project does not meet any of these screening criteria and, therefore, a detailed VMT analysis is required.

TPA Screening

Projects that are located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. A TPA is defined as a half-mile area around an existing major transit stop or an existing stop along a high-quality transit corridor, per Public Resources Code (PRC) Section 21099(a)(7). A major transit stop is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (PRC Section 21064.3). A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (PRC Section 21155). The bus service in the Study Area, summarized in Chapter 2, does not meet the frequency requirements for either a major transit

stop, nor a high-quality transit corridor. Therefore, the Project does not meet the TPA screening criteria.

Low VMT Area Screening

Residential and office projects located within a low-VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. The 2016 SCAG travel demand forecasting model (2016 SCAG Model), based on *2016-2040 Regional Transportation Plan / Sustainable Communities Strategy* (SCAG, adopted April 7, 2016), was used to measure VMT for individual traffic analysis zones (TAZs) within the City. These were incorporated into the SGVCOG VMT Evaluation Tool, which provides basic VMT metrics throughout the San Gabriel Valley. The results of that tool, provided in Appendix A for reference, showed that the Project is not in a low VMT area, and therefore it does not meet that screening criteria.

Project Type Screening

Certain project types have been identified as having the presumption of a less than significant impact. The City Guidelines provide a full list, which generally includes local-serving community uses, affordable and senior housing, small commercial spaces less than 50,000 sf (which are assumed to be local-serving), and small projects generating fewer than 110 daily vehicle trips. While the Project proposes to include some community-serving uses such as a potential civic building and open space, the remainder of the Project does not meet the project type screening criteria.

VMT ANALYSIS

The City Guidelines recommend that VMT analysis for a land use project be conducted using the latest SCAG traffic model to estimate the Project-generated VMT for the Project TAZ or TAZs and the Project effect on VMT. The most recent SCAG model is the 2020 activity-based model (2020 SCAG Model) based on *Connect SoCal: The 2020-2045 Regional Transportation Plan /*

Sustainable Communities Strategy of the Southern California Association of Governments (SCAG, adopted September 3, 2020). The 2020 SCAG Model is calibrated to existing traffic conditions during the "Baseline" year of 2019 and forecast for a "Cumulative" traffic condition in Year 2045. The Cumulative conditions include all anticipated local and regional growth based on socioeconomic forecasts of housing units, jobs, and population in each TAZ.

As further detailed below, the Project VMT analysis used both the 2020 SCAG Model and the 2016 SCAG Model to fully evaluate potential Project impacts.

Analysis Methodology

The City Guidelines suggest that VMT analysis be conducted under Baseline conditions, with and without the land use project, and Cumulative conditions, with and without the land use project. In order to conduct the analysis, the 2020 SCAG Model was run for Baseline No Project conditions, Cumulative No Project conditions, and Cumulative With Project conditions. These model runs provide output in the form of VMT per service population, which accounts for VMT from all vehicle types. The service population is the sum of the employee and resident populations as calculated by the 2020 SCAG Model.

The Road Diet, if considered independently from the land use components of the Project, is classified as a transportation project. The City Guidelines do not provide any guidance, nor any thresholds of significance, for the analysis of transportation projects. However, *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California Governor's Office of Planning and Research, December 2018) (Technical Advisory) states that transportation projects that reduce roadway capacity by removing travel lanes generally reduce VMT and can be presumed to cause a less-than-significant impact, and no transportation analysis is needed under CEQA. Therefore, the Road Diet as a stand-alone improvement can be considered to have a less-than-significant impact on VMT and also can be assumed not to worsen a VMT impact resulting from the land use component of the Project.

The 2020 SCAG Model analysis did not include modifications to Diamond Bar Boulevard to account for the Road Diet. Nonetheless, additional Project VMT analysis was conducted using the 2016 SCAG Model both with and without the Road Diet lane reductions. This analysis, which

is summarized in Appendix B, indicated negligible differences in VMT results between conditions with and without the Road Diet using the 2016 SCAG Model. Therefore, the VMT analysis using the 2020 SCAG Model is considered applicable to the Project both with and without the Road Diet.

City Impact Thresholds

The City Guidelines identify three thresholds of significance for VMT impacts:

1. The Baseline project-generated VMT per service population exceeds 15% below the City of Diamond Bar Baseline VMT per service population; or,
2. The Cumulative project-generated VMT per service population exceeds 15% below the City of Diamond Bar Baseline VMT per service population; or,
3. The Cumulative link-level boundary Citywide VMT per service population increases under the With Project condition compared to the No Project condition.

Analysis Results

A summary of the 2020 SCAG Model results is provided in Appendix B. As previously noted, these results are considered applicable to the Project both with and without the Road Diet. Table 2 summarizes the impact threshold and results of the analysis based on Project-generated VMT per service population. As shown, the Baseline VMT per service population is 34.76 vehicle miles per person. The City's impact threshold is set at 15% less, or 29.55 vehicle miles per person.

The Baseline Project-generated VMT per service population is 35.42, which exceeds the impact threshold of 29.55 by 19.9%. The Cumulative Project-generated VMT per service population is 35.41, which exceeds the impact threshold by 19.8%. Therefore, prior to mitigation, there would be significant impacts on the basis of Project-generated VMT per capita under both Baseline and Cumulative conditions.

Table 3 summarizes the impact threshold and results of the analysis based on the Cumulative link-level boundary Citywide VMT per service population. As shown, the Cumulative No Project

VMT per service population is 31.64. Under Cumulative With Project conditions, the VMT per service population would be 30.03, which is approximately 5.1% less than the Cumulative No Project condition. Therefore, prior to mitigation, the Project would not result in a significant impact on the basis of Cumulative link-level boundary Citywide VMT per service population.

MITIGATION MEASURES

The City Guidelines identify three mitigation strategies for significant VMT impacts:

1. Modify the Project's built environment characteristics to reduce VMT generated by the Project.
2. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the Project.
3. Participate in a VMT fee program and/or VMT mitigation exchange / banking program (if available) to reduce VMT from the Project or other land uses to achieve acceptable levels.

The Project's built environment characteristics (i.e., the mix of land uses and the Project's location) are already designed such that they minimize VMT. In accordance with recommendations from City Guidelines Appendix D (VMT Reduction Strategies), provided in Appendix C, the Project would increase residential density, increase development diversity, and provide affordable housing, all of which contribute to reductions in VMT. The Project's location adjacent to two regional freeways serves to minimize trip length, and the proximity to public transit service also helps to reduce automobile trips. These features are generally captured in the 2020 SCAG Model and, therefore, their effects on VMT are already accounted for in the VMT calculations and significant impact conclusions presented above.

There are no VMT fee or exchange programs in the vicinity that may be used to offset Project VMT.

TDM Program

Therefore, the Project would implement a TDM Program to reduce Project VMT as much as feasible based on the recommendations in the VMT Reduction Strategies. The following TDM measures would be implemented as part of the Project's TDM Program:

- Increased Bicycle Access: Through the Road Diet, the Project would incorporate Class IV protected bicycle lanes on Diamond Bar Boulevard between Gentle Springs Lane / Palomino Drive and Golden Springs Drive to upgrade the existing Class II bicycle lanes. This improvement from unprotected to protected bicycle lanes reduces stress for bicyclists and, therefore, encourages bicycles as a mode choice. The VMT Reduction Strategies report a change in bicycle mode share and, thus, a decrease in VMT, proportional to the decrease in distance to an existing bicycle facility. Because the extents of the proposed Class IV protected bicycle lanes would be entirely within the boundaries of the Project Site, this feature is not expected to materially change Project bicycle usage and, therefore, is assumed not to reduce VMT.

- Bike Facilities: The Project would include secure bicycle parking for residents and employees per City requirements. Additional employee bicycle facilities such as lockers and showers may not be practical for such a large Project Site that would likely be developed over time by multiple property owners. There are a limited number of destinations within biking distance of the Project Site, especially given the topography of the vicinity (i.e., it is a hilly area). Therefore, it is conservatively assumed that there would be no material reduction in VMT as a result of this feature.

- First-Mile / Last-Mile Space: The Project will dedicate space in a central location for first-mile / last-mile solutions such as bike share, scooter share, or a future mode. This feature has the potential to serve medium-distance trips to larger transit hubs, such as the City of Industry Metrolink Station, located approximately 3.3 miles away. As with the provision of other bicycle facilities above, it is conservatively assumed there would be no material reduction in VMT as a result of this feature.

- Improved Pedestrian Network: This measure relates to the development of new connections within the Project Site and connecting to other areas. As shown in the conceptual Project Site plan shown in Figure 3, the Project would improve pedestrian connectivity within the Project Site such as between the portion of the site fronting Golden Springs Drive and the portion of the site fronting Diamond Bar Boulevard, which is currently blocked by buildings, landscaping, and a grade change. It would improve pedestrian connectivity to the surrounding areas, including by providing a connection to Prospectors Road and the residential neighborhood it serves. These features enhance walkability and accessibility and, therefore, tend to reduce vehicular travel. Based on Table 3 of the VMT Reduction Strategies, this feature reduces residential and employment VMT by up to 2%, though given the suburban residential density in the surrounding vicinity and the lack of nearby commercial destinations, this feature is only assumed to reduce VMT by 1%.

- Car Sharing Program: The Project would provide on-site parking spaces for car sharing services such as ZipCar or GetAround. Such programs allow residents to forego car

ownership but still have a vehicle available for certain types of trips where walking, bicycling, carpooling, or transit aren't reasonable options. Based on the VMT Reduction Strategies, this feature could reduce VMT by 32.8% multiplied by the percentage of residents and employees eligible and expected to participate. Conservatively assuming 2% of the residents and 1% of employees participate (consistent with the expected participation rate from the VMT Reduction Strategies), this would result in a VMT reduction of approximately 0.66% for residential VMT and 0.33% for employee VMT.

- Commute Trip Reduction Marketing & Education: This strategy requires the Project to implement a marketing campaign for Project employees and visitors encouraging the use of transit, shared rides, and active modes to reduce VMT. Based on the VMT Reduction Strategies, this feature could reduce VMT by 4% multiplied by the percentage of employees eligible. Conservatively assuming 50% of employees are eligible, this would result in a VMT reduction of approximately 2% for employee VMT. While the VMT Reduction Strategies only target this campaign at employees, the Project would also promote TDM strategies to Project Site residents for all types of trips.

- Employee Parking Cash-out: This strategy requires the Project to charge employers for employee parking and for employers to reimburse employees for the cost of that parking if they don't park a car at work. This provides a direct monetary benefit to the employee for choosing alternative travel modes and has been shown to reduce VMT. Based on the VMT Reduction Strategies, this feature could reduce VMT by 3.7% multiplied by the percentage of employees eligible. Conservatively assuming 50% of employees are eligible, this would result in a VMT reduction of approximately 1.9% for employee VMT.

- Unbundled Residential Parking: This strategy requires parking to be leased to residents separate from their residential unit leases. This makes the cost of automobile storage transparent to residents, provides a direct monetary benefit to living without owning a vehicle, and reduces VMT by encouraging alternate modes of transportation. To ensure effectiveness, this strategy would require pairing with the implementation of a residential parking permit program in nearby residential neighborhoods to avoid shifting Project resident parking into those neighborhoods. Based on the VMT Reduction Strategies, this feature could reduce VMT by the percent change in vehicle cost[4] times an elasticity factor of 0.4 times an adjustment factor of 0.85. Conservatively assuming $100 per month for parking, this would result in residential VMT reduction of approximately 4.6%.

In addition to the programs summarized above to be implemented by the Project, the City operates or advertises several other programs that would help to reduce Project trips and VMT:

- Ride Sharing Program: The City provides a link on its transportation web page (www.diamondbarca.gov/487/transportation) to the RideMatch service operated by Metro (www.ridematch.info). RideMatch is a county-wide carpool matching registry to help employees identify other employees with similar commutes. Based on the VMT Reduction Strategies, this feature could reduce VMT by 54.5% multiplied by the percentage of employees eligible and expected to participate. Conservatively assuming 2% of the employees participate (consistent with the expected participation rate from the VMT

[4] This is calculated as [the monthly parking cost] / [$8,849 / 12].

Reduction Strategies), this would result in a VMT reduction of approximately 1.09% for employee VMT.

- Diamond Ride: The City's Diamond Ride program provides subsidized private cab rides for seniors and disabled residents. Eligible residents enrolled in the program can use the service up to 30 times per month to take trips within the City and to key nearby destinations (including medical destinations) at low fixed rates. Trips outside the prescribed service areas can also be taken at a fixed cost per mile. While this program is similar to a car-sharing program as described in the VMT Reduction Strategies, because it is targeted at residents who are generally unable to drive on their own, it is assumed not to reduce VMT.

- Discounted Transit Passes: The City sells transit passes to City residents for Foothill Transit and Metro services at a 20% discount from the standard prices. Based on the VMT Reduction Strategies, this feature could reduce VMT proportional to the fare subsidy (20%) and transit mode share[5]. Based on this formula, this measure would result in a VMT reduction of approximately 0.09% for resident VMT.

Mitigation Implementation and Monitoring

The Project would be responsible for developing a mitigation implementation and monitoring program as it is built out. Certain elements of the TDM program, such as the provision of bicycle facilities and the improved pedestrian network, are physical features that will necessarily be designed as the Project is built out. The parking pricing features, including employee cash-out and unbundled residential parking, rely on the development of parking structures with controlled parking replacing the freely available surface parking serving the existing commercial uses. Therefore, those features cannot be effectively implemented until the Project Site has been sufficiently transformed by the Specific Plan.

The Project Site is made up of many individual parcels (with individual landowners), all of which may be redeveloped in accordance with the Specific Plan at different times. Therefore, in order to implement the mitigation program, it is recommended that a TDM coordinator position be created to oversee implementation and produce annual monitoring reports of the mitigation program. This coordinator position would eventually be funded through fees paid by the developers for common area maintenance and management. In the interim, prior to full implementation of the mitigation program, a limited coordinator role could be fulfilled by a City employee.

[5] The full formula is: % VMT reduction = % vehicle mode share / [1 - % transit mode share] x 0.43 x % fare subsidy x % transit mode share. For the purpose of this calculation, it is assumed that Project resident and employee transit mode share would be 1% and vehicle mode share would be 98%, resulting in a VMT reduction of 0.09%.

Upon full implementation of the mitigation program, annual reports should be prepared by the TDM coordinator describing the TDM programs implemented under the mitigation program and the utilization of those programs. These reports would be submitted to the City for review to ensure that the mitigation obligations described above are fulfilled.

Mitigation Effectiveness

Effectiveness as a Percentage of Total VMT. Table 4 summarizes the conservatively estimated reductions in resident and employee VMT from each of the TDM measures individually in the mitigation program summarized above. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (California Air Pollution Control Officers Association, December 2021) (CAPCOA Handbook) provides a process for calculating the cumulative effects of a series of TDM measures. In the CAPCOA Handbook, measures are grouped into categories ("subsectors") and geographic impact levels ("scales"). It provides a formula for calculating the combined VMT reduction for measures within a given subsector and identifies subsector maximum reductions. Further, it identifies mutual exclusivity between related TDM measures to avoid double counting the effects. Lastly, it states that reductions from measures in the Project / Site scale (measures that directly affect the Project) may not be combined with reductions from measures in the Plan / Community scale (measures that affect a broader area).

The methods from the CAPCOA Handbook were applied to the TDM measures to calculate the overall effectiveness at reducing VMT, as summarized Table 5. The seven TDM measures with quantified effects come from three subsectors. Two measures are part of the Neighborhood Design subsector, which reduces VMT at the Plan / Community scale. One measure, unbundled residential parking, is part of the Parking Pricing / Management subsector and the remaining four measures are part of the Trip Reduction Programs subsector, both of which reduce VMT at the Project / Site scale. None of these seven measures are mutually exclusive with regard to their VMT effectiveness.

As shown in Table 5, the VMT reduction at the Plan / Community scale is 1.65% for residents and 1.33% for employees. The VMT reduction at the Project / Site scale is 4.69% for residents and

4.91% for employees. Therefore, the overall VMT reduction from the TDM measures is 4.69% for residents and 4.91% for employees.

Total VMT Reduction. In order to determine the total reduction in VMT resulting from the TDM measures described above, it was necessary to determine the amount of VMT generated by Project residents and employees separately. The 2020 SCAG Model analysis did not separately report the two types of VMT. Therefore, the SGVCOG VMT Evaluation Tool was used to approximate the ratio of residential VMT per service population to employee VMT per service population. The SGVCOG VMT Evaluation Tool, which is based on the 2016 SCAG Model, reported home-based VMT per capita of 19.2 and work-based VMT per employee of 17.2 for the TAZ encompassing the majority of the Project Site as shown in Appendix A. Therefore, the ratio of residential VMT per service population to employee VMT per service population was calculated as 19.2:17.2, or 1.116:1 (R-E VMT Ratio). Using the R-E VMT Ratio and the total VMT and service population information from the 2020 SCAG Model reported in Table 2, the total resident VMT and employee VMT can be calculated using a basic 2-variable system of equations.

Equation 1:

$$\frac{\frac{VMTr}{SPr}}{\frac{VMTe}{SPe}} = \text{R-E VMT Ratio} = 1.116$$

Equation 2:

$$VMTr + VMTe = \text{Total VMT}$$

Table 6 summarizes these calculations for both the Baseline Project-generated VMT and Cumulative Project-generated VMT. As shown, of the 759,988 Baseline Project-generated VMT, 682,575 VMT are attributable to Project residents and 77,413 VMT are attributable to Project employees. The TDM program would reduce resident VMT by 31,984 and employee VMT by 3,801 for a total VMT reduction of 35,785. With this reduction, the Baseline Project-generated VMT would be 724,203, or 33.75 VMT per service population. This remains above the significant impact threshold of 29.55 VMT per service population and, therefore, the Project would have a significant and unavoidable impact with respect to Baseline Project-generated VMT per service population.

As shown in Table 6, of the 655,812 Cumulative Project-generated VMT, 602,630 VMT are attributable to Project residents and 53,182 VMT are attributable to Project employees. The TDM program would reduce resident VMT by 28,238 and employee VMT by 2,611 for a total VMT

reduction of 30,850. With this reduction, the Cumulative Project-generated VMT would be 624,962, or 33.74 VMT per service population. This remains above the significant impact threshold of 29.55 VMT per service population and, therefore, the Project would have a significant and unavoidable impact with respect to Cumulative Project-generated VMT per service population.

TABLE 2
VMT ANALYSIS
PROJECT-GENERATED VMT PER SERVICE POPULATION

Description	Total Daily VMT	Service Population			VMT per Service Population
		Residents	Employees	Total	
Baseline (No Project) VMT per Service Population [a]	2,926,563	61,114	23,082	84,196	34.76
Significant Impact Threshold [b]					***29.55***
Baseline Project-generated VMT per Service Population	759,988	19,044	2,411	21,455	35.42
Significant Impact					**YES**
Threshold Exceedance					19.9%
Cumulative Project-generated VMT per Service Population	655,812	16,861	1,661	18,522	35.41
Significant Impact					**YES**
Threshold Exceedance					19.8%

Notes:

VMT: Vehicle Miles Traveled.

[a] Based on SCAG Model Baseline No Project analysis. See Appendix B.

[b] 15% below the Baseline Citywide VMT per Service Population.

TABLE 3
VMT ANALYSIS
CITYWIDE VMT PER SERVICE POPULATION

Description	**Average Daily VMT**	**Service Population**	**Link-Level Boundary City-Wide VMT per Service Population**
Cumulative No Project Conditions [a] *(Significant Impact Threshold)*	2,983,347	94,279	31.64
Cumulative With Project Conditions	3,007,417	100,142	30.03
Significant Impact			**NO**
Threshold Exceedance			-5.1%

Notes:

VMT: Vehicle Miles Traveled.

[a] Based on SCAG model Cumulative No Project analysis. See Appendix B.

TABLE 4
INDIVIDUAL EFFECTIVENESS OF TDM MEASURES

TDM Program Feature	Percent Reduction in VMT per Capita [a]	
	Residents	Employees
Project Mitigation Measures		
Increased Bicycle Access	n/a	n/a
Provide Bike Facilities	n/a	n/a
First-Mile / Last-Mile Space	n/a	n/a
Improved Pedestrian Network	1.00%	1.00%
Car Sharing Program	0.66%	0.33%
Commute Trip Reduction Marketing & Education	n/a	2.00%
Employee Parking Cash-Out	n/a	1.90%
Unbundled Residential Parking	4.60%	n/a
City Programs		
Ride Sharing Program	n/a	1.09%
Discounted Transit Passes	0.09%	n/a

Notes:

VMT: Vehicle Miles Traveled; TDM: Transportation Demand Management.

[a] All VMT reduction factors estimated based on conservative assumptions and data from Appendix D, VMT Reduction Strategies, of the City Guidelines (provided as Appendix C to this report).

TABLE 5
OVERALL TDM PROGRAM EFFECTIVENESS

TDM Measure with Quantified VMT Reduction	Percent Reduction in VMT per Capita [a]	
	Residents	**Employees**
Plan / Community Scale Measures [b]		
Neighborhood Design Subsector		
Improved Pedestrian Network	1.00%	1.00%
Car Sharing Program	0.66%	0.33%
[d] ***Neighborhood Design Subsector Total Reduction***	***1.65%***	***1.33%***
Plan / Community Scale Total Reduction	**1.65%**	**1.33%**
Project / Site Scale Measures [c]		
Parking Pricing / Management Subsector		
Unbundled Residential Parking	4.60%	n/a
Parking Pricing / Management Subsector Total Reduction	***4.60%***	***0.00%***
Trip Reduction Programs Subsector		
Commute Trip Reduction Marketing & Education	n/a	2.00%
Employee Parking Cash-Out	n/a	1.90%
Ride Sharing Program	n/a	1.09%
Discounted Transit Passes	0.09%	n/a
[d] ***Trip Reduction Programs Subsector Total Reduction***	***0.09%***	***4.91%***
[e] **Project / Site Scale Total Reduction**	**4.69%**	**4.91%**
[f] **Overall Total Reduction**	**4.69%**	**4.91%**

Notes:

VMT: Vehicle Miles Traveled; TDM: Transportation Demand Management; GHG: Greenhouse Gas.

CAPCOA Handbook: *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (California Air Pollution Control Officers Association (CAPCOA), December 2021).

[a] See Table 4.

[b] TDM measures at the Plan / Community Scale are defined in the CAPCOA Handbook as those which reduce VMT and emissions at the scale of a neighborhood, corridor, or municipality. The maximum reduction in GHG (which is generally correlated with VMT reduction) combined for measures in the Neighborhood Design subsector is 10%.

[c] TDM measures at the Project / Site Scale are defined in the CAPCOA Handbook as those which reduce VMT and emissions at the scale of a parcel, employer, or development project. The maximum reduction in GHG / VMT combined is 45% for measures in the Trip Reduction Program subsector and 35% for measures in the Parking Pricing / Management subsector.

[d] The Subsector Total Reduction is calculated as: Reduction = 1 - (1 - A) * (1 - B) * (1 - C), where A, B, and C represent the stand-alone reduction for each measure.

[e] The Scale Total Reduction is calculated as: Reduction = 1 - (1 - A) * (1 - B), where A and B represent the stand-alone reduction for each scale.

[f] According to the CAPCOA Handbook, the GHG / VMT reduction effects of different transportation Scales cannot be combined. Therefore, the higher estimated reduction associated with the Project / Site Scale is estimated to be the overall reduction.

TABLE 6
PROJECT-GENERATED VMT PER SERVICE POPULATION, AFTER MITIGATION

Description	Baseline Project-Generated VMT			Cumulative Project-Generated VMT		
	Residential	Employment	Total	Residential	Employment	Total
Total VMT [a]			759,988			655,812
Service Population [a]	19,044	2,411	21,455	16,861	1,661	18,522
Ratio of Residents to Employees			7.90			10.15
Total VMT by Population Type [b]	682,575	77,413	759,988	602,630	53,182	655,812
TDM Program: VMT Reduction by Percent [c]	4.69%	4.91%		4.69%	4.91%	
Total VMT Reduction	(31,984)	(3,801)	(35,785)	(28,238)	(2,611)	(30,850)
Remaining Total VMT	650,590	73,613	724,203	574,392	50,571	624,962
Remaining VMT per Service Population			33.75			33.74
Significant Impact Threshold [a]			***29.55***			***29.55***
Remaining Significant Impact After TDM			**YES**			**YES**

Notes:

VMT: Vehicle Miles Traveled; TDM: Transportation Demand Management.

[a] See Table 2.

[b] Calculated using Equations 1 and 2 from Chapter 3.

[c] See Table 5.

Chapter 4
Active Transportation and Public Transit Analysis

This chapter presents the CEQA active transportation and public transit analysis required by the City Guidelines according to the following criteria:

> *A significant impact occurs if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance of such facilities.*

This chapter, therefore, evaluates the Project's consistency with adopted policies, plans or programs regarding active transportation or public transit facilities. Such policies, plans, or programs are found primarily in the General Plan. Other documents were reviewed, including *City of Diamond Bar Citywide Design Guidelines* (June 1998), the Diamond Bar Boulevard Complete Streets Plan, *Diamond Bar Climate Action Plan 2040* (December 17, 2019), and the SCAG Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), known as *Connect SoCal* (September 3, 2020). However, those documents either did not provide any specific applicable guidance on bicycle or pedestrian facilities, or the policies, plans, or programs within them were already covered more directly by the General Plan policies enumerated below, and therefore the discussion below focuses on the General Plan.

While the Project actively supports or implements many of the policies in the General Plan relating to public transit, pedestrian, and bicycle facilities, especially those pertaining to development of the Town Center focus area, this is not a requirement for finding no conflict. Rather, the Project was determined not to conflict with a particular policy, plan, or program if it is generally in conformance and does not obstruct the implementation of that policy.

PUBLIC TRANSIT

Table 7 summarizes the General Plan goals and policies that relate to public transit. They each fall into one or more of three broad categories:

- Relating to the land use mix, density, design, or location of the Project (General Plan Goal LU-G-4 and Policies RC-P-35, CHS-P-33, and CHS-P-40)
- Relating to accessibility and connections to transit services (General Plan Goal CR-G-13 and Policies LU-P-31, LU-P-41, CR-P-3, CR-P-46, RC-P-36, and CHS-P-4)
- Relating to programs and measures to increase transit service and promote transit use (General Plan Policies CR-P-24, CR-P-25, CR-P-47, CR-P-48, CR-P-49, CR-P-51, CR-P-52, and RC-P-35)

The Project's consistency with each of those policies, plans, and programs is summarized below. In general, the Project's direct potential effect on public transit includes requiring the minor relocations of existing public bus stops on Diamond Bar Boulevard adjacent to the Project site, providing bus stop enhancements such as improved benches and shelters adjacent to the Project site, and incorporation of TDM measures to encourage and promote transit use.

Project Land Use Mix, Density, Design, and Location

The Specific Plan envisions a high-density, mixed-use district with residential and commercial uses in accordance with the General Plan's designation of the Project Site as the Town Center focus area. It will also be designed to be walkable, with pleasant urban landscaping and open spaces. This type of development encourages people to interact with the street, which in turn helps to encourage the use of transit service. Even without any residential development, there are already three bus lines with stops adjacent to the Project Site, and the Project has the potential to bring about additional transit routes or frequency to the area by increasing demand. The Project also proposes, through the Road Diet, to reduce the amount of Diamond Bar Boulevard devoted to vehicular traffic by narrowing lanes and the center median, which would increase the amount of space devoted to alternative modes, including space that could be used for enhanced bus shelters. The Project does not inhibit existing transit service around the Project Site.

Accessibility and Connections to Transit Services

There are numerous goals and policies in the General Plan related to promoting, supporting, and enhancing connections to public transit service within the City. Many of these goals and policies are intended for implementation by the City and/or transit agencies rather than by any individual development project (even a major specific plan project like the Project). However, the Project is designed to improve accessibility and connections to transit services through locating high-density housing adjacent to Diamond Bar Boulevard (as opposed to the deep setbacks for surface parking lots in the existing Project Site configuration), providing a walkable district that encourages interaction with the street, and by providing bicycle parking and space for first-mile / last-mile solutions as described in Chapter 3. The Project would not close off any existing connections and would directly improve pedestrian connectivity between the southwestern portion of the Project Site and the western portion where an existing significant grade differential provides no pedestrian throughput.

Increased Transit Service and Promotion

As discussed in Chapter 3, the Project proposes several TDM measures designed to encourage and promote transit usage and could lead to an increase in transit service routes and/or frequency. By increasing bicycle and pedestrian connectivity, providing bicycle facilities (including the Class IV bicycle lane upgrade on Diamond Bar Boulevard as part of the Road Diet), and providing space for first-mile / last-mile space, the Project's TDM program will make it easier for Project residents, employees, and visitors to connect to the Project Site using public transit. Additionally, the TDM program includes a marketing and education campaign for employees and visitors to encourage transit usage. Lastly, features that provide financial incentives to avoid car usage, including employee parking cash-out and unbundled residential parking, would help to encourage transit usage. The Project does not discourage or impede any existing or potential future transit service, and with the implementation of the transportation improvements proposed in Chapter 5 would substantially reduce delay at key intersections along Diamond Bar Boulevard.

PEDESTRIANS AND BICYCLISTS

Table 8 summarizes the General Plan goals and policies that relate to pedestrians and bicyclists. They each fall into one or more of five broad categories:

- Relating to the provision of a safe and comfortable pedestrian and bicycle environment (General Plan Goals CR-G-2, CR-G-12, CC-G-12, and CHS-G-1 and Policies CR-P-4, CR-P-14, CR-P-34, CR-P-35, CR-P-36, CR-P-39, CR-P-40, CR-P-43, CR-P-44, LU-G-23, LU-P-40, CC-P-7, CHS-P-6, AND CHS-P-8)
- Relating to the provision of fine-grained pedestrian and bicycle connections (General Plan Goals CR-G-3 and CC-G-5 and Policies CR-P-3, CR-P-32, LU-G-13, CC-P-44, and CHS-P-4)
- Relating to the promotion of walkability and cycling through thoughtful design (General Plan Goals CR-G-4, CR-G-5, CC-G-2, LU-G-14, and LU-G-16 and Policies CR-P-1, CR-P-2, CR-P-12, LU-P-9, LU-P-17, LU-P-37, CC-P-9, CC-P-21, and CC-P-45)
- Relating to development of pedestrian and bicycle infrastructure (General Plan Goals CR-G-11 and CC-G-13 and Policies CR-P-30, CR-P-33, CR-P-34, CR-P-35, CR-P-37, CR-P-45, CC-P-4, CC-P-20, CC-P-51, and CHS-P-5)
- Relating to encouraging pedestrian and bicycle modes (Policies CR-P-25 and CR-P-38)

The Project's consistency with each of those policies, plans, and programs is summarized below. In general, the Project creates a dense mixed-use district designed for walkability, improves the public realm, and proposes to upgrade the Class II bicycle lanes on Diamond Bar Boulevard to Class IV protected bicycle lanes between Gentle Springs Land / Palomino Drive and Golden Springs Drive through the Road Diet. It specifically fulfills various General Plan objectives for the Town Center focus area in creating a safe and comfortable pedestrian environment with improved connections to the surrounding communities.

Provision of a Safe and Comfortable Pedestrian and Bicycle Environment

Numerous General Plan goals and policies relate to provision of a safe and comfortable pedestrian environment, particularly within the Town Center focus area (i.e., the Project Site). The Specific Plan envisions a high-density, mixed-use district with residential and commercial uses alongside each other along with open space, landscaping, sidewalks, and exclusive pedestrian pathways and connections within and on the periphery of the Project Site. The Project also

includes the Road Diet to narrow lanes on Diamond Bar Boulevard, shorten the crossing distance for pedestrians and provide additional right-of-way that could be allocated to widened sidewalks in addition to the upgrade to Class IV protected bicycle lanes. The Project would enhance crosswalks and sidewalks along the periphery of the Project Site and along Diamond Bar Boulevard through the Project Site. The Project would not conflict with or preclude implementation of any of the goals or policies related to providing a safe and comfortable environment for pedestrians and bicyclists.

Provision of Pedestrian and Bicycle Connections

The Project would improve pedestrian connectivity within the Project Site through the development of a network of internal pedestrian- and bicycle-friendly roads, including a "Main Street" west of and parallel to Diamond Bar Boulevard. It would also provide internal connections between the portion of the Project Site fronting Golden Springs Drive and the portion fronting Diamond Bar Boulevard, which is currently blocked by buildings, landscaping, and a grade change. The Project would also improve pedestrian connectivity to the surrounding areas, such as by creating a connection to Prospectors Road and the residential neighborhood to which it provides access. These connections could also be used by cyclists. The Project would not conflict with any of the goals or policies related to enhancing connections for pedestrians and bicyclists.

Promotion of Walkability and Cycling Through Design

Several of the General Plan goals and policies encourage building, roadway, and landscape design that promotes walkable and bikeable neighborhoods. The Project proposes residential and commercial uses alongside each other to invite pedestrian engagement, with all parking in parking structures hidden from street view by buildings. Active street frontages with landscaping and street furniture, wide sidewalks and dedicated pedestrian pathways, and readily available short-term and long-term bicycle parking would help to encourage active travel modes and reduce automobile reliance. The Project would not conflict with any goal or policy related to promoting walkability and cycling through design.

Development of Pedestrian and Bicycle Infrastructure

As described above, the Project creates a new network of internal pedestrian connections, both as sidewalks adjacent to private streets and as dedicated pedestrian pathways. It also creates new pedestrian connections to the surrounding communities and, with the Road Diet, proposes to upgrade the existing Class II bicycle lanes on Diamond Bar Boulevard to Class IV protected bicycle lanes between Gentle Springs Land / Palomino Drive and Golden Springs Drive. The Project would provide readily available short-term and long-term bicycle parking at multiple locations around the Project Site. The Project would not conflict with any goal or policy related to developing pedestrian and bicycle infrastructure.

Encouraging Pedestrian and Bicycle Modes

As described in Chapter 3, the Project would develop a TDM program that includes several measures to encourage walking and cycling as alternatives to automobile travel. One such measure includes a marketing and education campaign to specifically highlight the alternative travel modes available to residents and employees at the Project Site and to explain the benefits of such modes. The effects of the other TDM measures – such as increased bicycle access and an improved pedestrian network – are discussed above. The Project would not conflict with goals or policies related to encouraging walking and cycling.

TABLE 7
GENERAL PLAN CONSISTENCY - PUBLIC TRANSIT

Policy, Plan, Goal, or Program
Project Land Use Mix, Density, Design, and Location
Goal LU-G-4 Locate new residential growth in or adjacent to mixed-use centers and transit stations to support regional and statewide efforts to encourage sustainable land use planning and smart growth principles.
Policy RC-P-35 Promote transit-oriented, walkable, compact development patterns, the provision of non-polluting transportation alternatives, and transportation demand management measures to reduce total vehicle miles traveled.
Policy CHS-P-33 Encourage land uses to reduce VMT, prioritizing infill development and incorporating vertical and horizontal mixed-use development, public transit, and active transportation facilities where appropriate, recognizing that the transportation sector is the largest source of GHG emissions in Diamond Bar and in California more broadly.
Policy CHS-P-40 Require the inclusion, where feasible, of provisions for energy-efficient modes of transportation and fixed facilities that establish public transit, bicycle, and pedestrian modes as safe, efficient, and desirable alternatives.
Accessibility and Connections to Transit Services
Goal CR-G-13 Support the availability, efficiency, and effectiveness of public transit service.
Policy LU-P-31 Promote convenient, attractive, and safe pedestrian, bicycle, and transit connections between the Transit-Oriented Mixed-Use Neighborhood and surrounding neighborhoods and other destinations within Diamond Bar such as schools, the Town Center, and parks.
Policy LU-P-41 Maximize accessibility for transit, automobiles, cyclists, and pedestrians to the Town Center from surrounding neighborhoods, the Metrolink station, and other Diamond Bar destinations.
Policy CR-P-3 Plan for and provide new connections within the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use areas to create finer grained, pedestrian-scaled circulation networks that support the development of connected and accessible neighborhoods. Connections should facilitate the use of alternatives to single-occupancy vehicles, such as walking, bicycling, and transit by improving the safety and accessibility of those modes.

Notes:

Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

TABLE 7 (CONT'D)
GENERAL PLAN CONSISTENCY - PUBLIC TRANSIT

Policy, Plan, Goal, or Program
Policy CR-P-46 Where feasible, integrate transit nodes and connections with adjacent existing and proposed developments and destinations—such as employment centers, commercial centers, major attractions, and public pedestrian spaces—to make them more accessible to transit users.
Policy RC-P-36 Promote expansion of all forms of mass transit to employment, entertainment, and other major destinations in Los Angeles, Riverside, Orange, and San Bernardino counties. Support public transit providers in efforts to increase funding for transit improvements to supplement other means of travel.
Policy CHS-P-4 Remove barriers and improve multi-modal mobility throughout the city for all community members by supporting transit, pedestrian, and bicycle connections between residential neighborhoods and major destinations, including parks, civic facilities, school campuses, other educational institutions, employment centers, shopping destinations, parks, and recreation areas, where appropriate.
Increased Transit Service and Promotion
Policy CR-P-24 As opportunities arise, coordinate with local, regional, and State agencies to encourage and support programs that reduce vehicle miles traveled, such as preferential carpool and car share parking, parking pricing, on-site childcare, flexible work schedules, subsidized transit passes, and ridesharing.
Policy CR-P-25 Encourage participation in transportation demand programs, such as those promoting walking, cycling, and transit, through the use of City publications and public displays in order to decrease use of single occupancy vehicles.
Policy CR-P-47 As opportunities arise, coordinate with Foothill Transit, Metrolink, and other transit providers to incorporate real-time information systems at transit stops so that passengers will know when their vehicle is expected to arrive.
Policy CR-P-48 As opportunities arise, work with Foothill Transit to maintain and improve bus stops and shelters, as well as identify areas where service can be improved or expanded to increase system use.
Policy CR-P-49 Create additional pedestrian, bus, and bikeway connections to the Metrolink station to address first- and last-mile connectivity and make it easier to travel between the station and surrounding neighborhoods.

Notes:

Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

TABLE 7 (CONT'D)
GENERAL PLAN CONSISTENCY - PUBLIC TRANSIT

Policy, Plan, Goal, or Program
Policy CR-P-51 Support, where feasible, privately funded local transit systems that are accessible for seniors, youths, and individuals with disabilities, to ensure that all community members have the ability to travel while decreasing congestion.
Policy CR-P-52 In areas or on routes between destinations that have been determined to be infeasible for public transit providers to serve, explore the use of programs that subsidize the use of TNCs, alternative transit services, or the City's Diamond Ride program, particularly for populations with special needs, such as seniors, youths, or persons with disabilities, until such a time as mass transit becomes more feasible.
Policy RC-P-35 Promote transit-oriented, walkable, compact development patterns, the provision of non-polluting transportation alternatives, and transportation demand management measures to reduce total vehicle miles traveled.

Notes:

Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

TABLE 8
GENERAL PLAN CONSISTENCY - PEDESTRIAN AND BICYCLE CIRCULATION

Policy, Plan, Goal, or Program
Provide a Safe and Comfortable Pedestrian and Bicycle Environment
Goal CR-G-2 Maintain a street classification system that considers the broad role of streets as corridors for movement but also reflects a Complete Streets concept that enables safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, including neighborhood schools.
Goal CR-G-12 Improve safety and accessibility for pedestrians and cyclists.
Goal CC-G-12 Establish an inviting and comfortable public realm that encourages pedestrian activity in the Town Center focus area.
Goal CHS-G-1 Achieve more walkable, livable neighborhoods by expanding the multi-modal transportation system and creating a safe, pedestrian-oriented environment.
Policy CR-P-4 Develop traffic calming strategies for Diamond Bar Boulevard between Temple Avenue and Golden Springs Drive in order to provide a safe and comfortable pedestrian-friendly environment along and through the Neighborhood Mixed Use and Town Center Mixed Use areas.
Policy CR-P-14 Prioritize pedestrian movement and safety—through wider sidewalks, more frequent pedestrian crossings, sidewalk bulbouts, median pedestrian refuges, etc.—rather than LOS in Community Character Priority Areas, which are designated for higher density mixed-use development in the General Plan.
Policy CR-P-34 As opportunities arise, collaborate with neighboring jurisdictions and colleges such as Cal Poly Pomona and Mt. San Antonio College to establish a safe and efficient bicycle route between Diamond Bar and these institutions.
Policy CR-P-35 Develop bicycle and pedestrian facility standards for pavement design, signage, and roadway and intersection striping for each functional roadway classification, so streets are accessible by all users and modes.
Policy CR-P-36 Where appropriate, plant street trees and provide landscaping along major pedestrian and bicycle routes to provide shade and barriers between cyclists and motorists, as well as enhance aesthetics.

Notes:

Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

TABLE 8 (CONT'D)
GENERAL PLAN CONSISTENCY - PEDESTRIAN AND BICYCLE CIRCULATION

Policy, Plan, Goal, or Program
Policy CR-P-39 Ensure a safe environment for pedestrians and cyclists while allowing for local traffic to access freeways in the Neighborhood Mixed-Use area through the following strategies: a. Widening sidewalks, providing planting strips between sidewalks and streets and providing pedestrian amenities such as shade trees and street furniture along Diamond Bar Boulevard; b. Implementing traffic calming measures such as reduced vehicle speeds, striping and signage along Diamond Bar Boulevard. c. Buffering bike lanes across Diamond Bar Boulevard; d. Enhancing pedestrian crossings of the intersection of Diamond Bar Boulevard and Sunset Crossing Road, at Diamond Bar Boulevard and Highland Valley Road, and at Diamond Bar Boulevard and the SR-60 on/off-ramps; and, e. Incorporating multi-use pathways internal to new development and connecting to existing development.
Policy CR-P-40 Provide for a vibrant Town Center that encourages pedestrian activity and comfort within the Town Center Mixed Use area while accommodating through traffic along Diamond Bar Boulevard through the following strategies: a. Establishing a new pedestrian-oriented main street or pedestrian pathway in the Town Center; b. Enhancing the pedestrian experience along Diamond Bar Boulevard within the Town Center area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, pedestrian-scaled lighting, and landscape buffers; c. Buffering bike lanes along Diamond Bar Boulevard; d. Improving crosswalks at the intersection of Diamond Bar Boulevard and Palomino Drive, at Diamond Bar Boulevard and Golden Springs Drive, and where Diamond Bar Boulevard intersections with the driveway to the Town Center; and, e. Strengthening cyclist and pedestrian connections between the Town Center area and nearby schools to provide safe and convenient routes to the Town Center for students by identifying barriers such as safety hazards and gaps in the bicycle and pedestrian networks and implementing improvements to address those barriers.
Policy CR-P-43 When planning capital improvement programs, ensure that projects incorporate measures that strengthen the protection of cyclists in bike lanes by implementing improvements such as increasing visibility of lane markings and signage, increasing bike lane widths, raising lanes, designing safer intersection crossings and turns, and buffering lanes from traffic wherever feasible, prioritizing bicycle lanes along arterials.

Notes:

Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

TABLE 8 (CONT'D)
GENERAL PLAN CONSISTENCY - PEDESTRIAN AND BICYCLE CIRCULATION

Policy, Plan, Goal, or Program
Policy CR-P-44 Enhance bicycle and pedestrian safety and comfort where feasible through means such as: a. Introducing bicycle- and pedestrian-level street lighting to improve safety at night; b. Furnishing intersections with crosswalks on all legs of the intersection; c. Improving pedestrian safety with intersection design features such as improved signal timing, sidewalk bulb-outs, pedestrian refuge islands with "noses" that extend past the crosswalks, advance vehicle stop bars, high visibility crosswalk striping, or decorative paving; d. Improving bicycle safety with intersection design features such as bicycle detection and signalization, painted bike boxes, and intersection crossing markings; e. Widening sidewalks, providing planting strips between sidewalks and streets, and providing pedestrian amenities such as shade trees and street furniture; and, f. Implementing traffic calming measures to reduce vehicle speeds and congestion.
Policy LU-G-23 Ensure an inviting and comfortable public realm to encourage pedestrian activity in the Town Center area.
Policy LU-P-40 Study, as necessary, the implementation of safe pedestrian connectivity between the north and south sections of the Town Center Mixed-Use project site and at Lorbeer Middle School.
Policy CC-P-7 Ensure that new development provides an integrated pattern of roadways, bicycle routes and paths, and pedestrian connections within and between neighborhoods that are safe, comfortable, and accessible sidewalks for people of all ages and abilities.
Policy CHS-P-6 Support efforts to improve the conditions for youth walking and bicycling in the areas surrounding schools.
Provide Pedestrian and Bicycle Connections
Goal CR-G-3 Strive to achieve a finer grained network of streets and pedestrian/bicycle connections as development occurs, especially in focus areas such as the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use Areas.
Goal CC-G-5 Provide an expanded pedestrian and bicycle infrastructure network to improve connectivity throughout the city where topography and technology permit.

Notes:
Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

TABLE 8 (CONT'D)
GENERAL PLAN CONSISTENCY - PEDESTRIAN AND BICYCLE CIRCULATION

Policy, Plan, Goal, or Program
Policy CR-P-3 Plan for and provide new connections within the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use areas to create finer grained, pedestrian-scaled circulation networks that support the development of connected and accessible neighborhoods. Connections should facilitate the use of alternatives to single-occupancy vehicles, such as walking, bicycling and transit by improving the safety and accessibility of those models.
Policy CR-P-32 Promote pedestrian and bicycle connectivity in existing residential neighborhoods, utility easements, and/or flood control channels, including connections through cul-de-sacs to other streets or community facilities where feasible.
Policy LU-G-13 Maximize multi-modal accessibility to and connectivity within mixed-use areas.
Policy CC-P-44 As the Town Center redevelops, enhance pedestrian connectivity throughout the district through the incorporation of a new "Main Street" within the western portion of the focus area that is off of or set back from Diamond Bar Boulevard.
Policy CHS-P-4 Remove barriers and improve multi-modal mobility throughout the City for all community members by supporting transit, pedestrian, and bicycle connections between residential neighborhoods and major destinations, including parks, civic facilities, school campuses, other educational institutions, employment centers, shopping destinations, parks, and recreation areas, where appropriate.
Policy CHS-P-8 Foster greater connectivity between neighborhoods and uses by reducing physical barriers and implementing strategies that improve comfort and safety, such as improved visibility, lighting, and walkability.
Promote Walkability and Cycling Through Design
Goal CR-G-4 Design roadways serving pedestrian-oriented mixed-use areas to promote neighborhood interaction, pedestrian comfort and walkability, and commercial patronage.
Goal CR-G-5 Develop neighborhood streets and alleys that encourage walking, biking, and outdoor activity through engineering and urban design principles that reduce the potential for speeding and cut-through traffic, which may include traffic calming measures.

Notes:
Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

TABLE 8 (CONT'D)
GENERAL PLAN CONSISTENCY - PEDESTRIAN AND BICYCLE CIRCULATION

Policy, Plan, Goal, or Program
Goal CC-G-2 Encourage development within mixed-use areas that is inviting to pedestrians, promotes community interaction and activity, and contributes to an engaging street environment.
Goal CC-G-2 Encourage development within mixed-use areas that is inviting to pedestrians, promotes community interaction and activity, and contributes to an engaging street environment.
Goal LU-G-14 Foster development of nodes or clusters of mixed-use centers to promote city and neighborhood identity, improve accessibility to stores, parks, natural open spaces, and services, and promote walkable, pedestrian-scaled retail and dining destinations.
Goal LU-G-16 Create a well-designed, pedestrian-friendly, mixed-use neighborhood that encourages community interaction and healthy lifestyles while reducing reliance on automobiles.
Policy CR-P-1 When redesigning streets, plan for the needs of different modes by incorporating elements such as shade for pedestrians, safe pedestrian-friendly crossings / intersections, lighting at the pedestrian scale, bike lanes, signage visible to relevant modes, transit amenities, etc.
Policy CR-P-2 Promote new street designs and efforts to retrofit existing streets in residential neighborhoods to minimize traffic volumes and/or speed as appropriate without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices.
Policy CR-P-12 Balance meeting LOS standards with the need to reduce VMT through maintaining and supporting multi-modal connectivity such as transit, bicycling, walking, and by encouraging infill development with a pedestrian-friendly urban design character.
Policy LU-P-9 Incorporate architectural and landscape design features in new development that creates more pedestrian-friendly neighborhoods, such as orientation to the street; set-back, or detached garages; tree-lined streets; and landscaped parkways between streets and sidewalks.
Policy LU-P-17 Promote site designs that create active street frontages and introduce pedestrian-scaled street networks and street designs.
Policy LU-P-37 Utilize buildings and streetscapes to define the public realm and encourage pedestrian activity and comfort.

Notes:

Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

TABLE 8 (CONT'D)
GENERAL PLAN CONSISTENCY - PEDESTRIAN AND BICYCLE CIRCULATION

Policy, Plan, Goal, or Program
Policy CC-P-9 Encourage pedestrian orientation in mixed-use development using a variety of site planning and architectural strategies, such as locating and orienting buildings to street frontages, plazas, or pedestrian paseos; providing visual transparency through fenestration; entries and arcades close to the street edge and sidewalk; and/or incorporating porches, patios, or outdoor spaces that overlook or interact with front yards or sidewalks.
Policy CC-P-21 Site plans should be designed to create pedestrian-oriented neighborhoods that follow these guidelines: a. Buildings should be oriented to the street; b. Garages and parking areas should be screened and/or located at the side or rear of properties wherever possible; and, c. Landscaping, sidewalk conditions, and other streetscape elements should be improved during rehabilitation and new construction.
Policy CC-P-45 The design of new development should be pedestrian-oriented, with the majority of building frontages located at the new street edge and with entrances located along the roadway or along pedestrian pathways or public spaces.
Develop Pedestrian and Bicycle Infrastructure
Goal CR-G-11 Expand and strengthen existing pedestrian and cyclist network and facilities.
Goal CC-G-13 Establish a new pedestrian-oriented "Main Street" within the Town Center focus area lined with retail uses.
Policy CR-P-30 Use Figure 4-2: Proposed Bicycle Network as the overall guide for undertaking bikeway and pedestrian improvements in the community, with the Parks and Recreation Master Plan providing a more detailed implementation strategy.
Policy CR-P-33 Ensure that new development integrates with Diamond Bar's bicycle and pedestrian networks by requiring developers to provide sidewalks and bicycle infrastructure on local streets.
Policy CR-P-34 As opportunities arise, collaborate with neighboring jurisdictions and colleges such as Cal Poly Pomona and Mt. San Antonio College to establish a safe and efficient bicycle route between Diamond Bar and these institutions.

Notes:

Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

TABLE 8 (CONT'D)
GENERAL PLAN CONSISTENCY - PEDESTRIAN AND BICYCLE CIRCULATION

Policy, Plan, Goal, or Program
Policy CR-P-35 Develop bicycle and pedestrian facility standards for pavement design, signage, and roadway and intersection striping for each functional roadway classification, so streets are accessible by all users and modes.
Policy CR-P-37 Ensure that secure and convenient bicycle parking is available at major destinations such as the Town Center, commercial centers, transit stops, schools, parks, multi-family housing, and large employers.
Policy CR-P-45 Routinely review pedestrian and cyclist collision data for type, location, severity, and cause, and develop strategies to prevent these collisions.
Policy CC-P-4 Continue to support community identity with streetscape improvements and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include seating, bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widened and improved crosswalks, and city-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.
Policy CC-P-20 Create pedestrian- and bicycle-only pathways to enhance neighborhood interconnectivity where street connections are limited due to existing cul-de-sac or dead-end conditions, grade separation, property ownership, or topographical challenges.
Policy CC-P-51 Enhance the pedestrian experience along Diamond Bar Boulevard within the Town Center area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, pedestrian-scaled lighting, and landscape buffers.
Policy CHS-P-5 As opportunities and resources become available, implement street design features that facilitate walking and biking in both new and established areas. Require a minimum standard of these features for all new developments.
Encourage Pedestrian and Bicycle Modes
Policy CR-P-25 Encourage participation in transportation demand programs, such as those promoting walking, cycling, and transit, through the use of City publications and public displays in order to decrease use of single occupancy vehicles.
Policy CR-P-38 If warranted by demand, study the feasibility of implementing a bike share program to connect neighborhoods and major destinations, such as the Transit-Oriented, Neighborhood, Town Center, and Community Core Overlay mixed-use areas; local schools and colleges; parks; and commercial centers.

Notes:

Policies, Plans, Goals, and Programs from Diamond Bar General Plan 2040 (City of Diamond Bar, 2019).

Chapter 5
Level of Service Analysis

A non-CEQA transportation assessment was conducted using LOS methodologies to assess the effects of the Project on traffic operating conditions at key locations. This chapter summarizes the current and forecasted future conditions, without and with the Project. This chapter also contains a summary of vehicle queuing at freeway off-ramps.

ANALYSIS LOCATIONS AND METHODOLOGY

A total of nine intersections were chosen in consultation with City staff for detailed analysis:

1. Diamond Bar Boulevard & Sunset Crossing Road
2. Diamond Bar Boulevard & SR 60 Westbound Ramps
3. Diamond Bar Boulevard & SR 60 Eastbound Ramps
4. Diamond Bar Boulevard & Gentle Springs Lane / Palomino Drive
5. Diamond Bar Boulevard & Town Center Driveway
6. Diamond Bar Boulevard & Golden Springs Drive
7. Diamond Bar Boulevard & Grand Avenue
8. Golden Springs Drive & Prospectors Road
9. Golden Springs Drive & Grand Avenue

These intersections provide local access to the Project Site, including access between key freeways and the Project Site.

LOS Analysis Methodology

The City Guidelines identify LOS analysis requirements for a development project. Project traffic on surrounding intersections must be estimated and added to existing and forecasted future traffic

volumes at those intersections. The intersections are analyzed using the Highway Capacity Manual (HCM) methodology[6] to determine vehicle delay and LOS. The HCM methodology incorporates a variety of signal and traffic volume factors to comprehensively evaluate operating conditions.

LOS is a measure of congestion ranging from LOS A, which represents nearly free-flow conditions, to LOS F, which represents failing conditions. Descriptions of each LOS grade, along with the associated average vehicle delay through signalized intersections, are provided in Table 9. The City Guidelines establish LOS D or better as an acceptable condition for City intersections, in accordance with the General Plan. Intersections operating at LOS E or F are considered deficient. However, Table 4-1 of the General Plan also notes, "One service level deviation [i.e., LOS E conditions] may be permitted for projects that support other goals from the General Plan including transit, active transportation, and economic development consistent with goal CR-G-7 and policies CR-P12, CR-P-14, and CR-P-16." Additionally, the General Plan identifies several exceptions to the LOS standards, including Intersection #3, Diamond Bar Boulevard & SR 60 Eastbound Ramps, which may operate at LOS F.

Based on the City Guidelines, signalized intersections should be improved if any of the following thresholds are met:

- If an intersection operates at LOS D or better without the project but degrades to LOS E or F with the addition of Project traffic, improvements are required to bring the intersection back to at least LOS D
- If an intersection operates at LOS E or F without the project, improvements are required to maintain the overall level of delay identified prior to the addition of project traffic

Analysis Scenarios

The LOS analysis was conducted for a series of scenarios. Broadly, these scenarios include three analysis years and conditions with and without the addition of the Project. Existing Conditions are

[6] *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) was used at all locations to assess LOS. However, a proposed improved condition at Intersection #6, Diamond Bar Boulevard & Golden Springs Drive, was analyzed using *Highway Capacity Manual 2000* (Transportation Research Board, 2000) methodology because the particular configuration of the intersection is not supported by the HCM 6th Edition methodology.

based on Year 2023[7] when the Project's Initial Study[8] was released. Opening Year Conditions are based on Year 2030 and represent the earliest potential completion of the Project. Buildout Conditions are based on Year 2040 and represent a long-term outlook consistent with the General Plan horizon year. The Opening Year Conditions and Buildout Conditions without the Project assume buildout of the Project Site according to current zoning, which allows up to 1,350 residential units and 2,940,300 sf of total development. These were compared to Opening Year Conditions and Buildout Conditions with the Project.

EXISTING CONDITIONS LEVELS OF SERVICE

Peak period traffic counts were conducted at the nine study intersections in May 2022 at a time when local schools were in session and are provided in Appendix D. The busiest hour of vehicular traffic at each location during the morning and afternoon peak commuter periods was identified as the peak hour. These existing traffic counts were also used as the basis for forecasting future traffic volumes under Opening Year and Buildout conditions. The existing peak hour traffic counts at each intersection are shown in Figure 5 and the results of the LOS analysis are shown in Table 10. As shown, six of the study intersections operate within City standards (i.e., LOS D or better) during both peak hours. Three locations currently operate at LOS E during the afternoon peak hour. LOS worksheets are provided in Appendix E.

FUTURE TRAFFIC FORECASTS

Future traffic forecasts were estimated for Opening Year and Buildout Conditions with and without Project traffic.

[7] The traffic counts used in this analysis were collected in May 2022. However, they were considered to represent Existing Conditions in Year 2023 for analysis purposes.

[8] *Diamond Bar Town Center Specific Plan*, Sapphos Environmental, Inc., June 2023

Future Traffic Volumes without the Project

Future traffic volume forecasts include three sources of change: traffic generated or shifted as a result of other developments or projects in the vicinity that are expected to be completed in the future ("related projects"), general growth from smaller developments or future developments that aren't yet proposed, and traffic generated by development of residential uses at the Project Site consistent with current zoning. Each is described below.

Related Project Traffic. There are not currently any planned land use development projects in the vicinity that would measurably affect traffic conditions. However, the 57 / 60 Confluence Project is designed to reduce congestion on the freeway and could result in a reduction in cut-through traffic using Golden Springs Drive and Diamond Bar Boulevard as a bypass to avoid freeway traffic. Nonetheless, in order to maintain a conservative analysis, no reduction in traffic was assumed resulting from completion of the 57 / 60 Confluence Project.

General Growth. The SCAG model was used to estimate long-term traffic growth on City streets within the Study Area. These growth estimates were based on the difference between Cumulative peak period traffic volume forecasts and Baseline peak period traffic forecasts on several key corridors, including on Diamond Bar Boulevard and Golden Springs Road. The total traffic growth forecast over that period was approximately 0.05% growth per year on average. An average annual growth rate of 0.05% was, therefore, applied to the Opening Year (Year 2030, for a total growth of 0.40% from Year 2022) and Buildout (Year 2040, for a total growth of 0.90% from Year 2022) conditions. While the traffic growth forecast is lower than the General Plan's forecast growth in housing and population, much of the City's anticipated growth in housing units (3,750 units between years 2016 and 2040 according to Table 2-3 in the General Plan) would take place at the Project Site and is separately accounted for in the traffic growth forecasts as described below.

Current Zoning. As described previously, the General Plan currently allows 1,350 housing units to be developed at the Project Site. Traffic from these units was assumed as part of the future baseline in this report. The trips generated by the housing units were estimated using published rates from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) and are summarized in Table 11. As shown, 1,350 residential units would generate approximately 6,129 daily trips, including 500 during the morning peak hour and 527 during the afternoon peak hour. These trips were distributed through the Study Area based on the distribution pattern shown

in Figure 6, which is based on a Select Zone Analysis from the SCAG model that shows the traffic distribution pattern used by a particular TAZ.

Future Traffic Forecasts. The future traffic forecasts are the sum of the existing traffic volumes and the three sources of growth described above. The Opening Year Without Project Conditions traffic forecasts are shown in Figure 7 and the Buildout Year Without Project Conditions traffic forecasts are shown in Figure 8. Collectively, the Opening Year Without Project Conditions forecasts represent approximately 7.6% total growth over Existing Conditions and the Buildout Year Without Project Conditions forecasts represent approximately 8.2% total growth over Existing Conditions.[9]

Project Traffic

Project traffic to and from the Project Site was estimated using the same methods as the traffic for the current zoning described above.

Project Trip Generation. The trip generation estimates were based on three Project land uses: multi-family housing, hotel, and shopping center, the latter of which is typically used for non-specific leasable commercial space such as the Project would provide (and is currently developed at the Project Site) and can include retail, restaurant, and office space. The estimates include an assumption that 30% of the commercial trips would be made by pass-by traffic (i.e., customers who were already driving past the Project Site for another purpose rather than making a dedicated trip to the Project Site). Additionally, they include a credit for removal of the trips generated by the commercial uses (including the hotel) at the Project Site today and the residential uses proposed under the current zoning.

Table 12 summarizes the net new trip generation estimates for the Project. As shown, the Project represents a net increase of approximately 5,302 daily trips compared to the current zoning allowance. On a peak hour basis, the Project represents a net increase of approximately 457 morning peak hour trips and 440 afternoon peak hour trips compared to the current zoning allowance.

[9] These percentages are calculated by summing the total morning and afternoon peak hour traffic volumes at all movements for each of the nine study intersections and comparing the results between existing and future conditions.

Project Trip Distribution. The distribution pattern identified by the SCAG model, shown in Figure 6, was assumed in this analysis for Project traffic. It should be noted that all Project traffic accessing the Project Site via Diamond Bar Boulevard (as opposed to using Gentle Springs Lane, Palomino Drive, Golden Springs Drive, or Torito Lane) was assumed to use a single signalized driveway intersection (Intersection #5). The Project may incorporate one or more additional driveways on Diamond Bar Boulevard, but to conservatively analyze the worst-case LOS a single driveway was assumed to serve all access.

Gross Project traffic at the study intersections is shown in Figure 9 based on the trip generation estimates from Table 12 and the distribution pattern from Figure 6. Figure 10 shows the traffic that would be removed from the Study Area by removing the existing commercial uses and the 1,350 residential units permitted under the current zoning. Figure 11 shows the net new Project traffic at the study intersections[10]. The traffic volumes into and out of the Project Site at Intersection #5 are the gross volumes from Figure 9.

Road Diet Traffic Shifts. Additionally, the SCAG model was used to estimate the change in traffic resulting from the reduction of travel lanes on Diamond Bar Boulevard as part of the Road Diet. This lane reduction was found to result in an approximately 15% reduction in through traffic in each direction on Diamond Bar Boulevard adjacent to the Project Site. Based on the existing traffic counts from Figure 5, this is approximately 170 trips in each direction during the morning peak hour and approximately 200 northbound trips and 140 southbound trips during the afternoon peak hour. For analysis scenarios that included lane reductions on Diamond Bar Boulevard (including the Project and Alternatives 1 and 2), these trips were rerouted to alternative roadways, including Golden State Drive and the freeways, in accordance with the SCAG model. Figure 12 shows the net change in peak hour traffic at the study intersections due to the removal of lanes as part of the Road Diet.

Future With Project Traffic Volumes. Opening Year With Project Conditions peak hour traffic volumes are shown in Figure 13, consisting of the sum of the Opening Year Without Project Conditions traffic volumes from Figure 7, the net Project traffic forecasts from Figure 11, and the net Road Diet traffic forecasts from Figure 12. Buildout with Project Conditions peak hour traffic volumes are shown in Figure 14.

[10] The traffic volumes into and out of the Project Site at Intersection #5 are the gross volumes from Figure 9 rather than based on the net difference between the volumes from Figures 9 and 10.

FUTURE CONDITIONS LEVELS OF SERVICE

The future traffic volume forecasts, with and without Project traffic, were analyzed using the HCM methodology to determine LOS and identify the effects of the Project. It should be noted that the Project is assumed to align the Project Site driveways across Diamond Bar Boulevard at Intersection #5 and, with this alignment, the lane configuration on each driveway would be changed from a shared through and left-turn lane and an exclusive right-turn lane to an exclusive left-turn lane and a shared through and right-turn lane, which is a more common configuration.

Opening Year Conditions (Year 2030)

Table 13 summarizes the LOS results under Opening Year Without Project Conditions and Opening Year With Project Conditions. As shown, seven of the study intersections are forecast to operate within City standards (i.e., LOS D or better) during both peak hours. Two locations are forecast to operate at LOS E during the afternoon peak hour, with and without Project traffic:

- Intersection #6, Diamond Bar Boulevard & Golden Springs Drive
- Intersection #9, Diamond Bar Boulevard & Grand Avenue

The Project would result in a decrease in the forecast delay at both of these intersections as a result of the anticipated reduction in through traffic on Diamond Bar Boulevard resulting from the Road Diet, though they would remain at LOS E.

Buildout Conditions (Year 2040)

Table 14 summarizes the LOS results under Buildout Without Project Conditions and Buildout With Project Conditions. As shown, seven of the study intersections are forecast to operate within City standards (i.e., LOS D or better) during both peak hours. Just as under Opening Year Conditions, two locations are forecast to operate at LOS E during the afternoon peak hour, with and without Project traffic. The Project would result in a decrease in the forecast delay at both of these intersections as a result of the anticipated reduction in through traffic on Diamond Bar Boulevard resulting from the Road Diet, though they would remain at LOS E.

PROPOSED INTERSECTION IMPROVEMENTS

Based on the City Guidelines summarized earlier in this chapter, the Project is not required to make any intersection improvements. However, in consultation with City staff, the Project proposes to improve Intersection #6, Diamond Bar Boulevard & Golden Springs Drive, to provide a second eastbound left-turn lane to serve traffic turning from Golden Springs Drive onto Diamond Bar Boulevard toward SR 60. The proposed improvement involves widening and restriping the eastbound approach to provide a second eastbound left-turn lane and an exclusive eastbound right-turn lane. Currently, the eastbound approach has a single left-turn lane, an exclusive through lane, and a shared through / right-turn lane. With the modification, the eastbound approach would provide one exclusive left-turn lane, one shared through / left-turn lane, one exclusive through lane, and one exclusive right-turn lane. In order for the shared left-turn lane to operate safely, it would be necessary to modify the signal phasing settings to provide a split phase across Diamond Bar Boulevard (i.e., stopping all westbound traffic while eastbound traffic has a green light and vice versa). The eastbound right-turn lane would require acquisition of right-of-way from the corner of the Lorbeer Middle School property. A conceptual graphic of this improvement is provided in Appendix F.

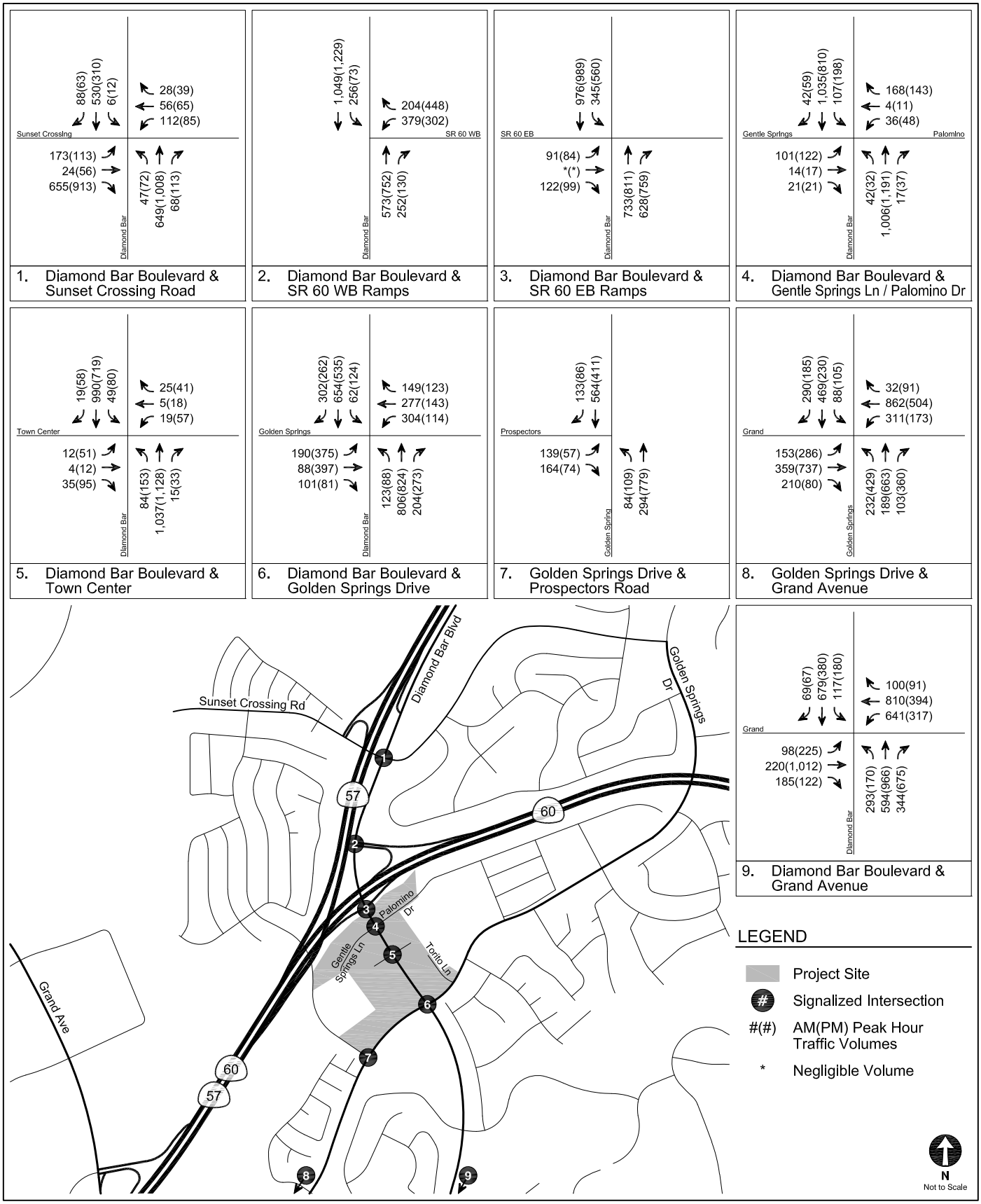
Table 15 summarizes the operation of Intersection #6 with implementation of the improvement described above. As shown, it would improve to LOS D under both Opening Year Conditions and Buildout Conditions.

FREEWAY OFF-RAMP QUEUING

The HCM analysis methodology used for LOS analysis also estimates vehicle queue lengths at intersections. Queue lengths are reported in vehicles per lane based on the 95th percentile queue, which is the longest queue that would be experienced 95% of the time. Caltrans requires reporting on off-ramp queues in order to ensure that they do not extend back to the mainline, where stopped vehicles would be a safety hazard.

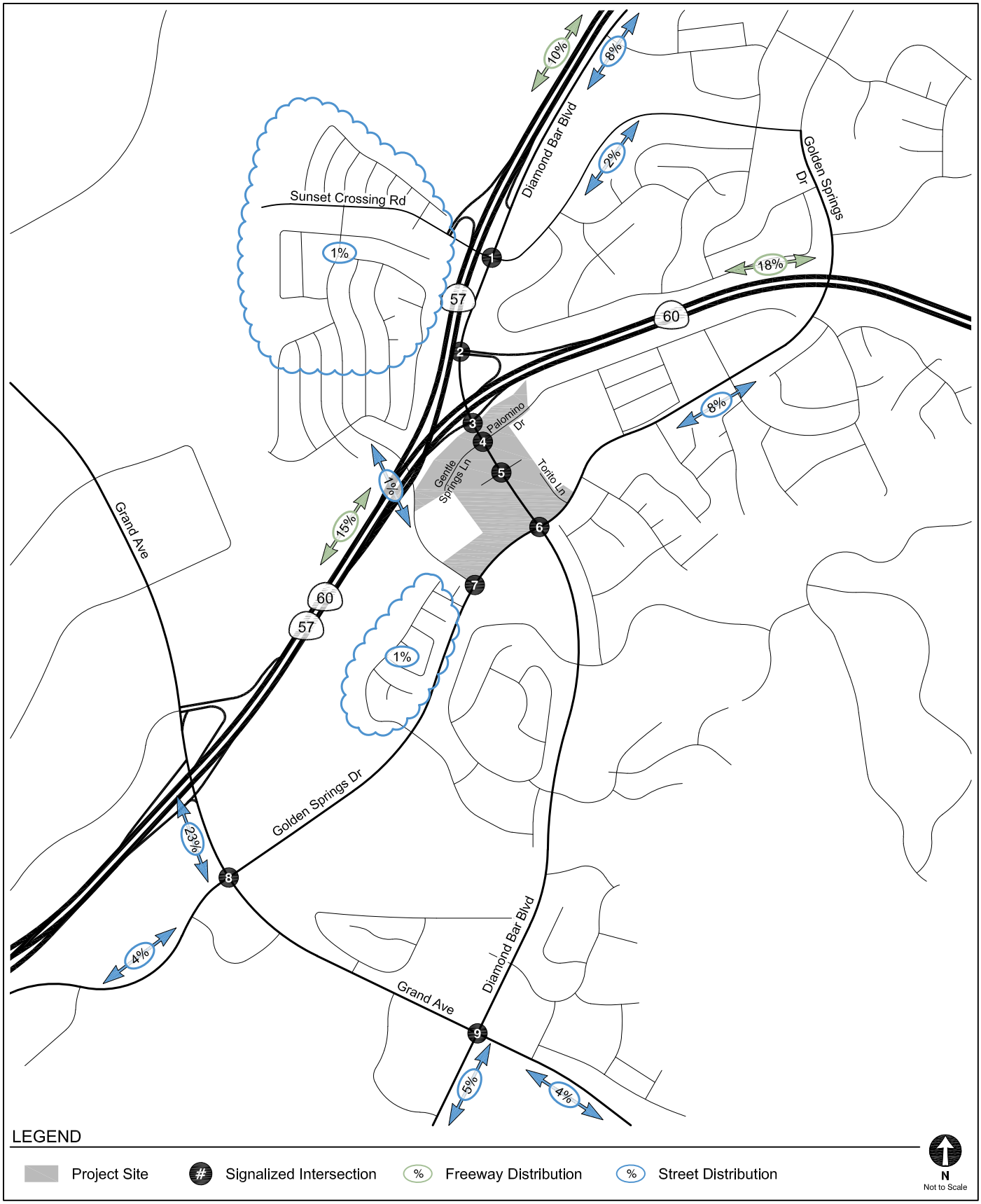
Intersections #2 and #3 include the westbound and eastbound off-ramps from SR 60, respectively. The 95th percentile queues are reported in the HCM worksheets provided in Appendix E. Table 16 summarizes the queue lengths, converted from number of vehicles to feet based on an average

of 25 feet per vehicle. As shown in Table 16, none of the queues approach the backs of the turn lanes, let alone approach the mainline lanes of SR 60, under any of the analyzed scenarios. Therefore, there would be no Project safety impacts associated with off-ramp queuing.



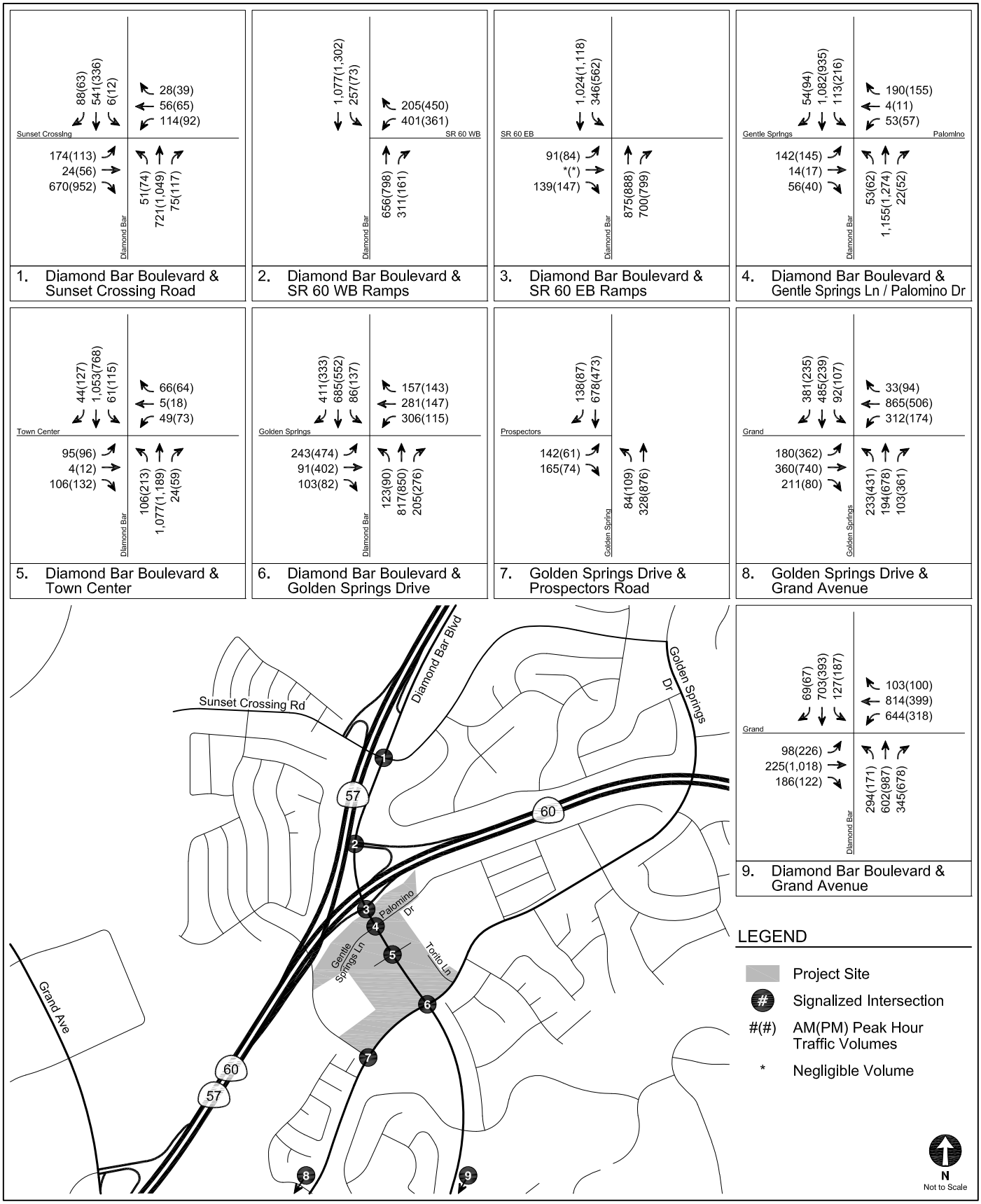
EXISTING CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 5



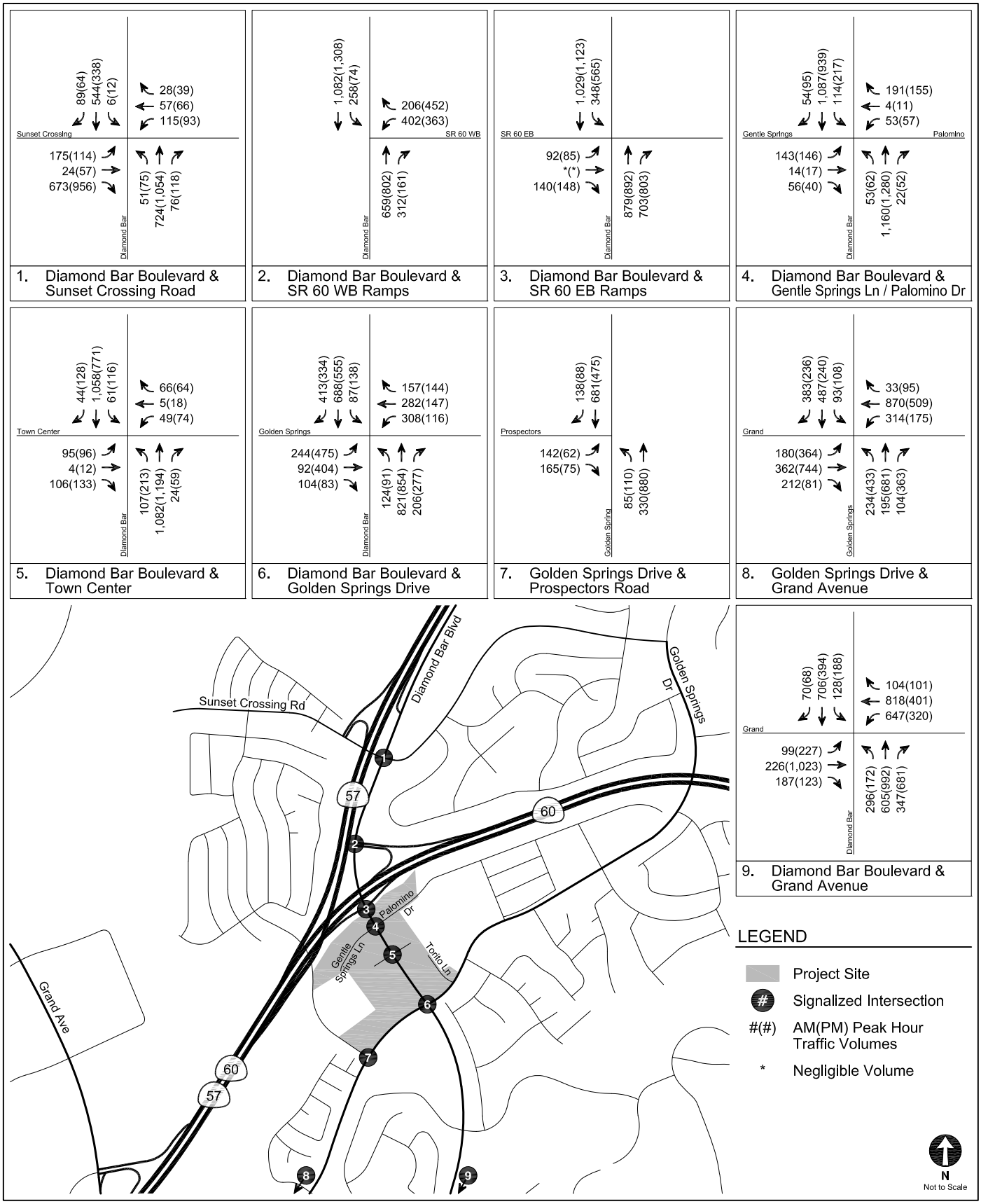
PROJECT SITE TRIP DISTRIBUTION

FIGURE 6



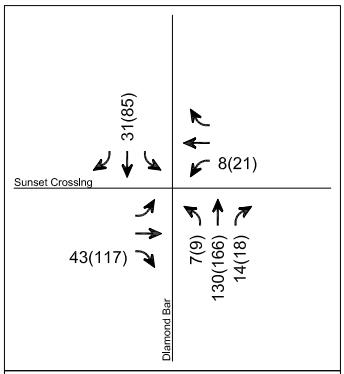
OPENING YEAR WITHOUT PROJECT CONDITIONS (YEAR 2030)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 7

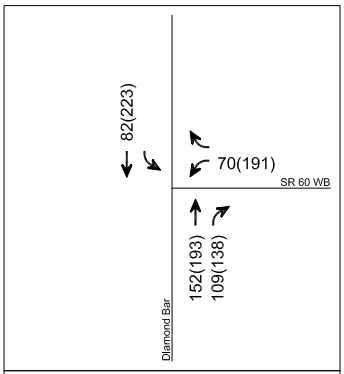


BUILDOUT WITHOUT PROJECT CONDITIONS (YEAR 2040)
PEAK HOUR TRAFFIC VOLUMES

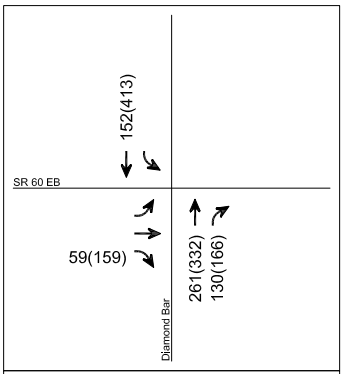
FIGURE 8



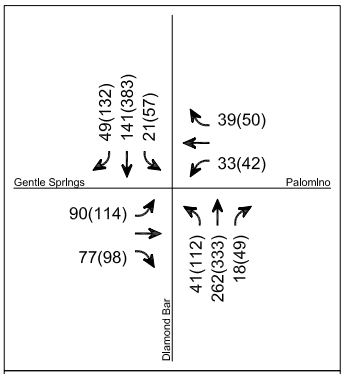
1. Diamond Bar Boulevard & Sunset Crossing Road



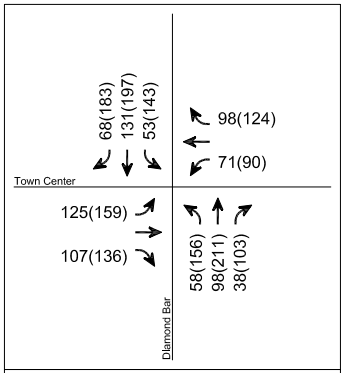
2. Diamond Bar Boulevard & SR 60 WB Ramps



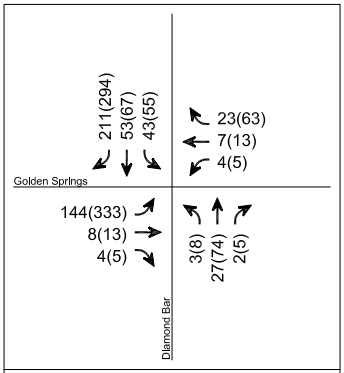
3. Diamond Bar Boulevard & SR 60 EB Ramps



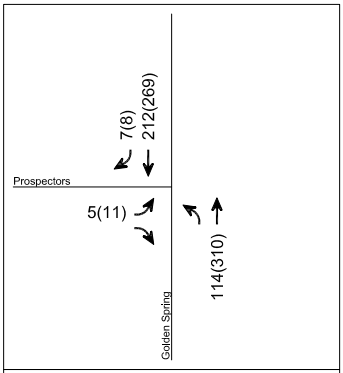
4. Diamond Bar Boulevard & Gentle Springs Ln / Palomino Dr



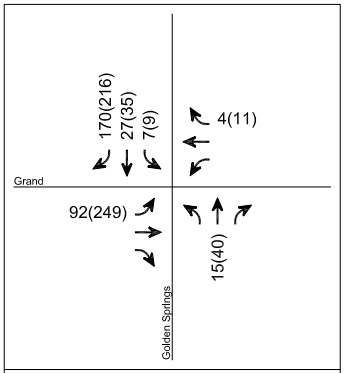
5. Diamond Bar Boulevard & Town Center



6. Diamond Bar Boulevard & Golden Springs Drive

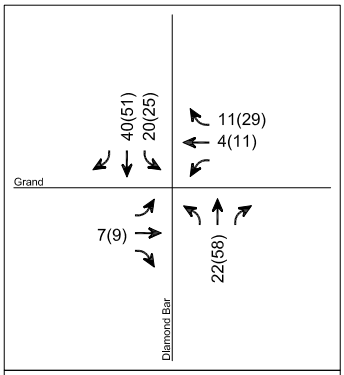


7. Golden Springs Drive & Prospectors Road



8. Golden Springs Drive & Grand Avenue





9. Diamond Bar Boulevard & Grand Avenue

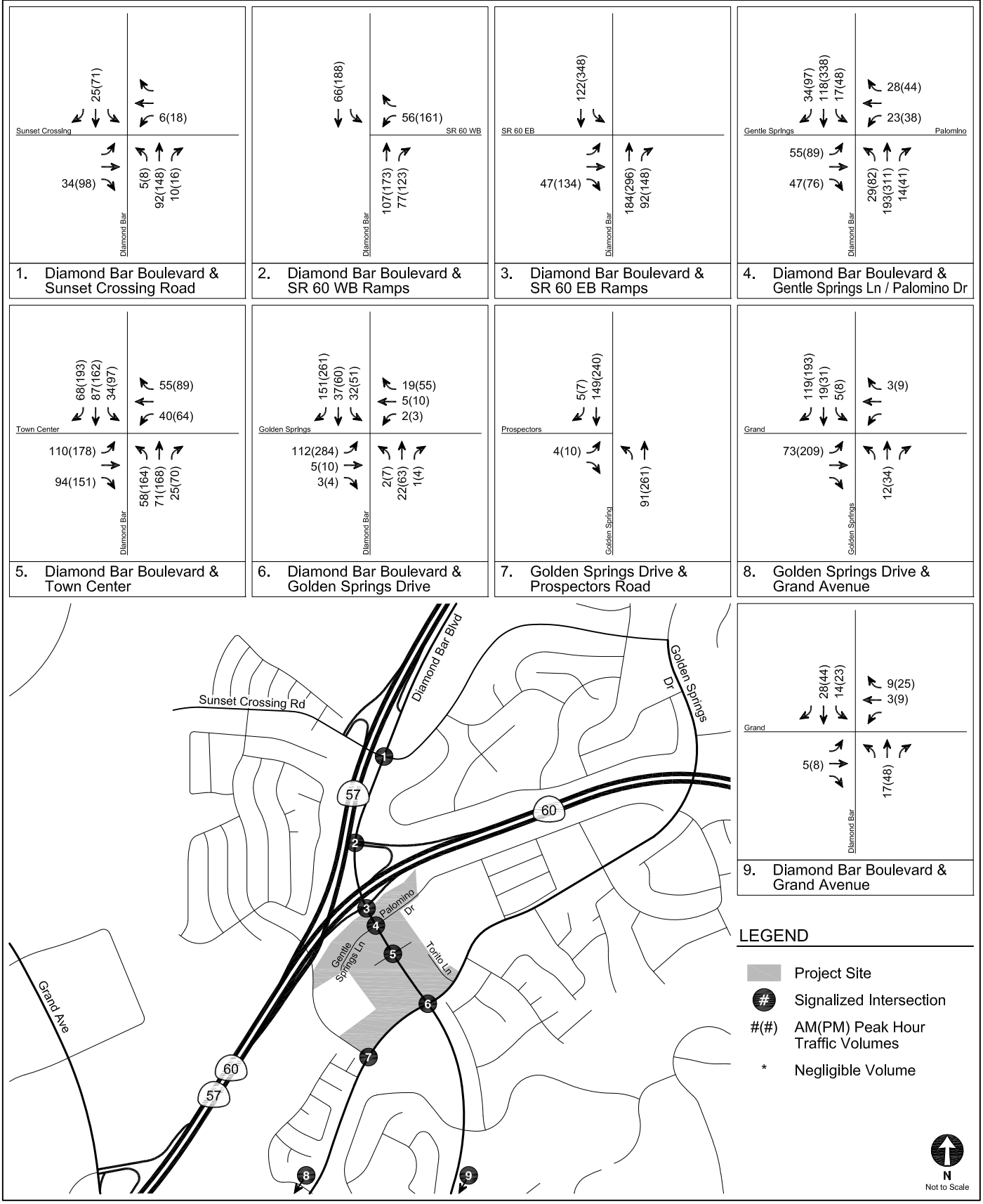
LEGEND

- Project Site
- # Signalized Intersection
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

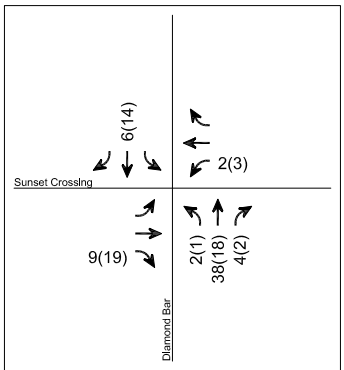
GROSS PROJECT
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9

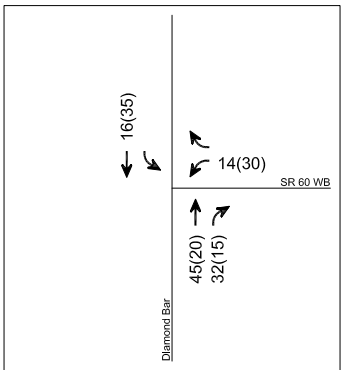


EXISTING AND APPROVED PROJECT
PEAK HOUR TRAFFIC VOLUMES (TO BE REMOVED)

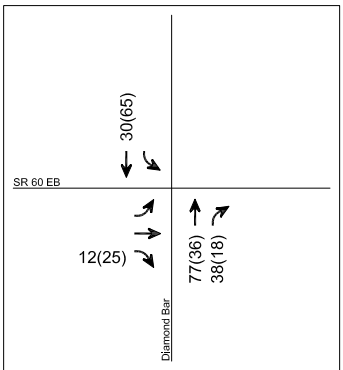
FIGURE 10



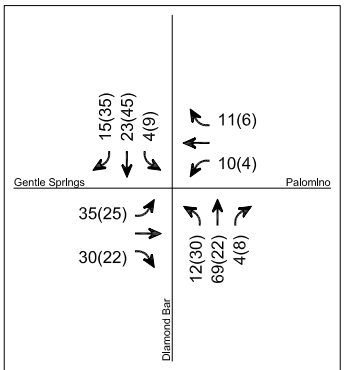
1. Diamond Bar Boulevard & Sunset Crossing Road



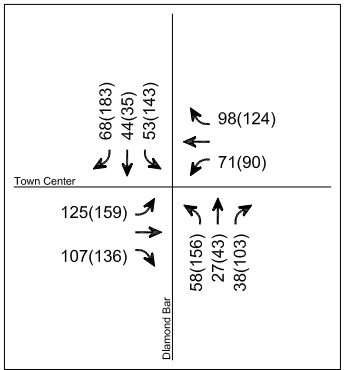
2. Diamond Bar Boulevard & SR 60 WB Ramps



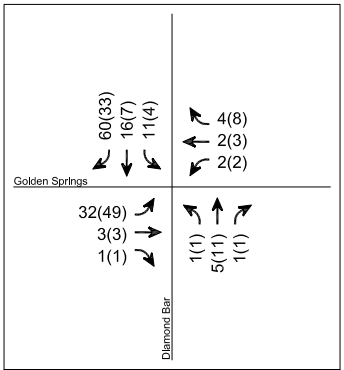
3. Diamond Bar Boulevard & SR 60 EB Ramps



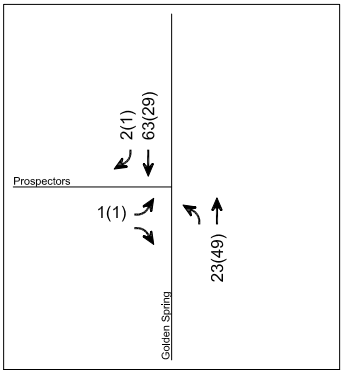
4. Diamond Bar Boulevard & Gentle Springs Ln / Palomino Dr



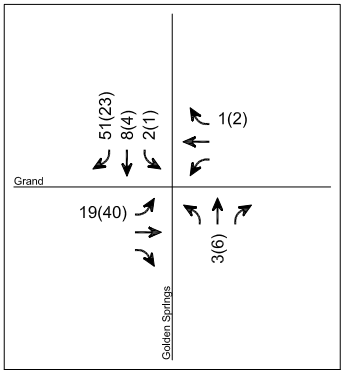
5. Diamond Bar Boulevard & Town Center



6. Diamond Bar Boulevard & Golden Springs Drive

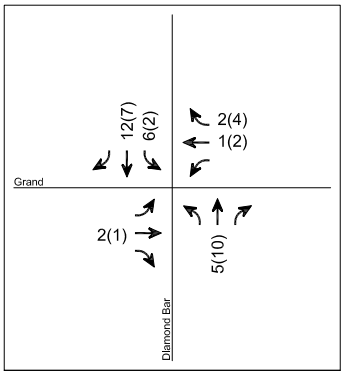


7. Golden Springs Drive & Prospectors Road



8. Golden Springs Drive & Grand Avenue





9. Diamond Bar Boulevard & Grand Avenue

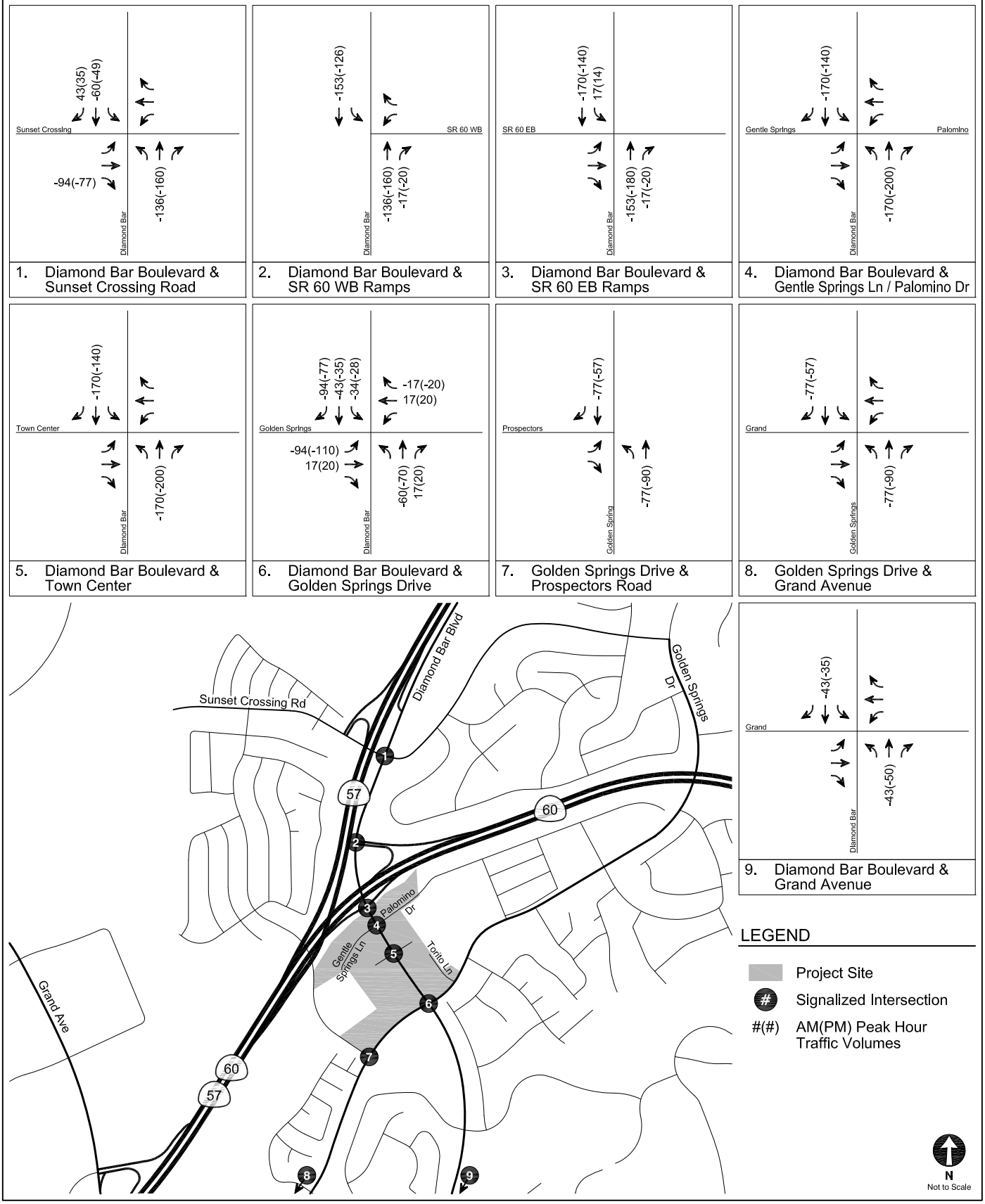
LEGEND

- Project Site
- # Signalized Intersection
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

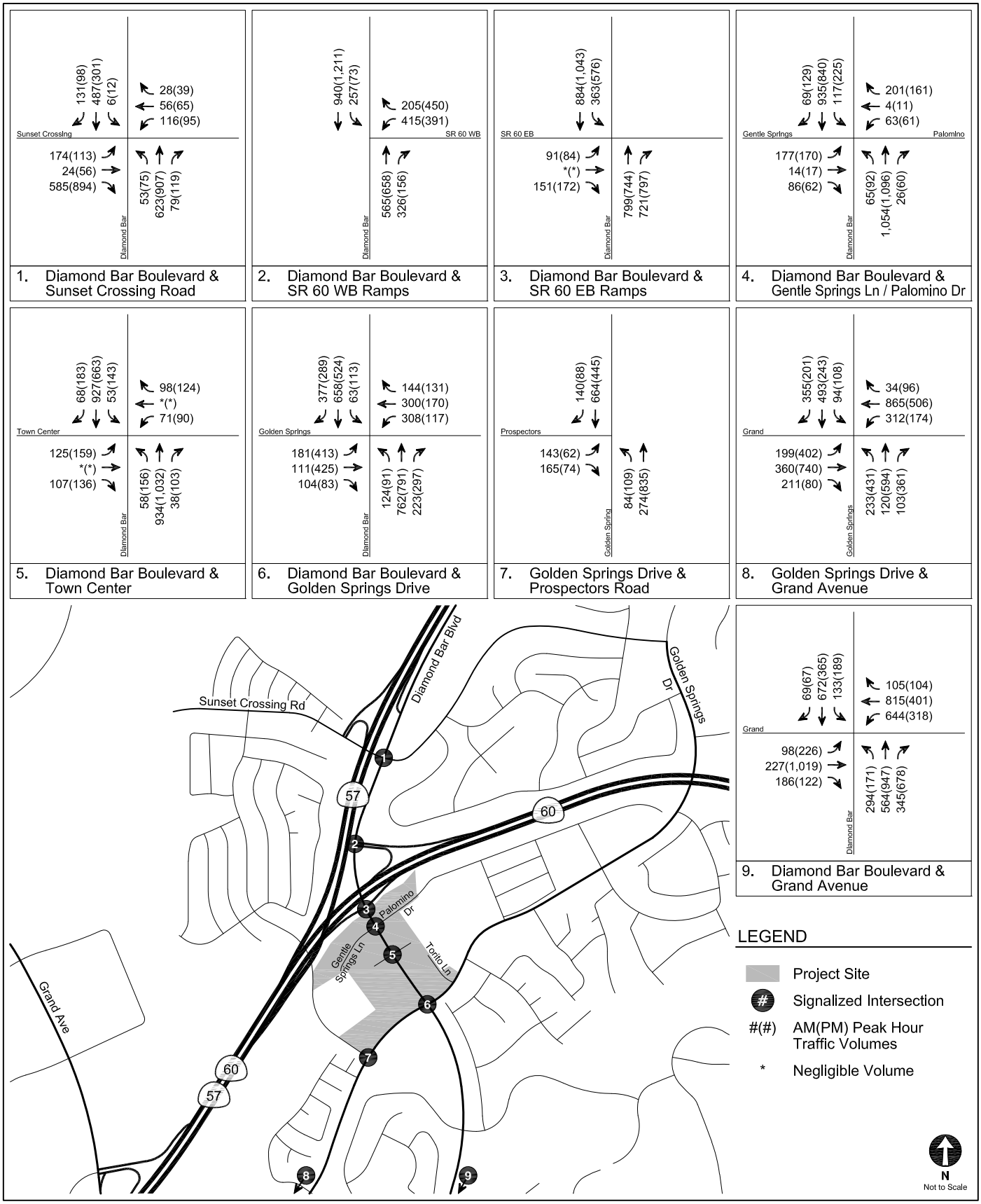
NET NEW PROJECT
PEAK HOUR TRAFFIC VOLUMES

FIGURE
11



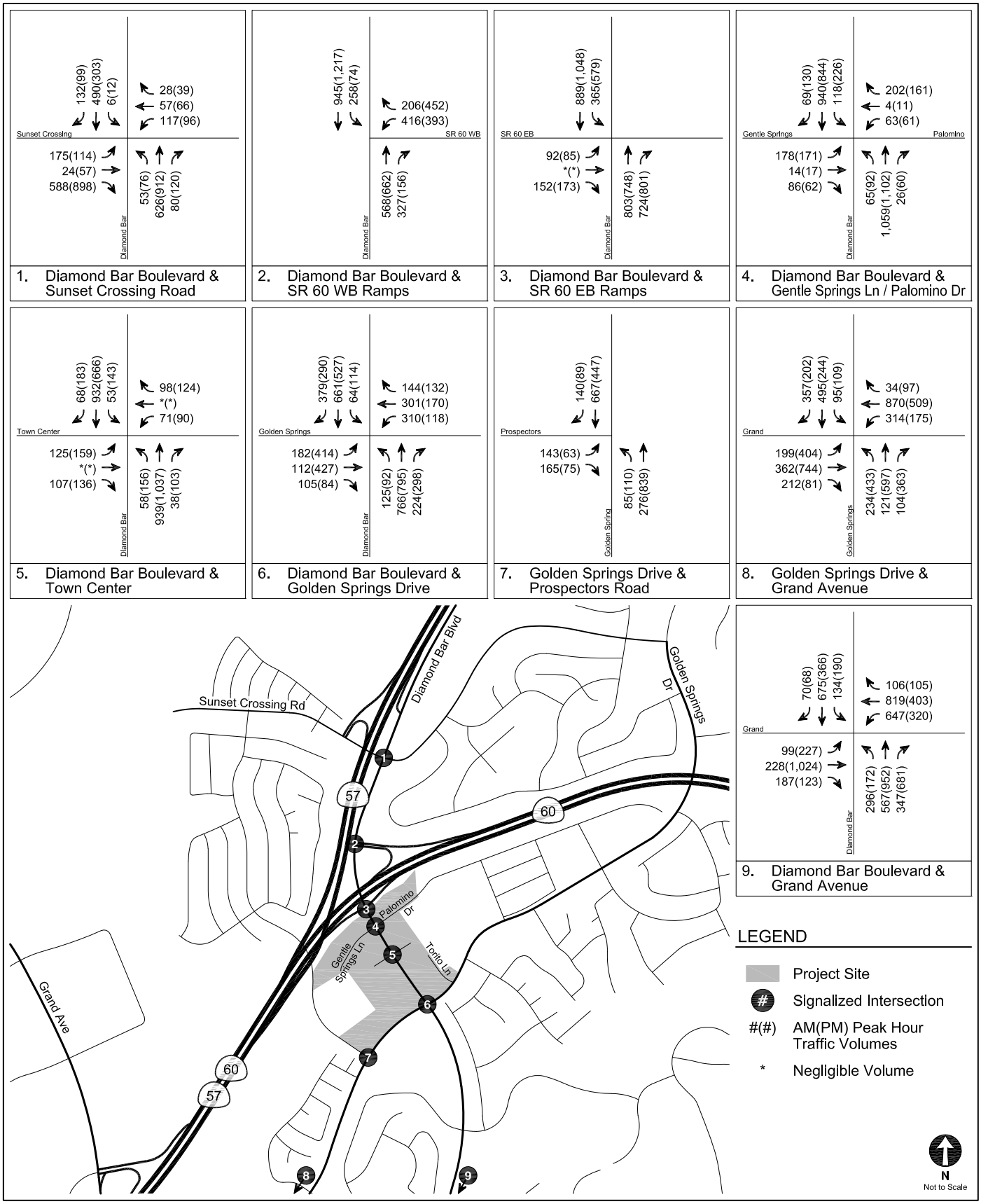
TRAFFIC EFFECTS OF ROAD DIET LANE REMOVALS
PEAK HOUR TRAFFIC VOLUMES

FIGURE 12



OPENING YEAR WITH PROJECT CONDITIONS (YEAR 2030)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 13



BUILDOUT WITH PROJECT CONDITIONS (YEAR 2040)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 14

TABLE 9
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Signalized Intersection Delay (seconds)
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80

Notes:

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

TABLE 10
EXISTING CONDITIONS
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing Conditions	
			Delay	LOS
1.	Diamond Bar Boulevard & Sunset Crossing Road	AM PM	29.7 35.3	C D
2.	Diamond Bar Boulevard & SR 60 WB Ramps	AM PM	27.7 28.1	C C
3.	Diamond Bar Boulevard & SR 60 EB Ramps	AM PM	27.7 60.1	C **E**
4.	Diamond Bar Boulevard & Gentle Springs Lane / Palomino Drive	AM PM	15.2 17.6	B B
5.	Diamond Bar Boulevard & Town Center	AM PM	9.6 24.8	A C
6.	Diamond Bar Boulevard & Golden Springs Drive	AM PM	42.4 55.2	D **E**
7.	Golden Springs Drive & Prospectors Road	AM PM	12.1 6.2	B A
8.	Golden Springs Drive & Grand Avenue	AM PM	52.4 49.5	D D
9.	Diamond Bar Boulevard & Grand Avenue	AM PM	53.1 75.3	D **E**

Notes:
LOS = Level of Service.
Delay is measured in average seconds per vehicle.

TABLE 11
PROJECT SITE EXISTING AND NO PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multifamily Housing (Mid-Rise)	221	per du	4.54	23%	77%	0.37	61%	39%	0.39
Hotel	310	per room	7.99	56%	44%	0.46	51%	49%	0.59
Shopping Center (>150k)	820	per ksf	37.01	62%	38%	0.84	48%	52%	3.40
Trip Generation Estimates									
Existing Uses [b]									
Hotel	310	97 rooms	775	25	20	45	29	28	57
Shopping Center (>150k)	820	475.5 ksf	17,598	247	152	399	776	841	1,617
Pass-by Credit - 30%			(5,279)	(74)	(46)	(120)	(233)	(252)	(485)
Total Existing			***13,094***	***198***	***126***	***324***	***572***	***617***	***1,189***
Additional No Project Buildout									
Multi-Family Housing	221	1,350 du	6,129	115	385	500	321	206	527
Total Project Site Buildout with Current Zoning [c]			**19,223**	**313**	**511**	**824**	**893**	**823**	**1,716**

Notes:

ksf = 1,000 square feet.

[a] Source: *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).

[b] See Table 1.

[c] The current zoning at the Project Site allows approximately 1,350 dwelling units (30 units per acre) and approximately 2.940 million square feet of total development, inclusive of residential and commercial uses. For the purposes of this trip generation estimate, the commercial uses are assumed to be unchanged from existing.

TABLE 12
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multifamily Housing (Mid-Rise)	221	per du	4.54	23%	77%	0.37	61%	39%	0.39
Hotel	310	per room	7.99	56%	44%	0.46	51%	49%	0.59
Shopping Center (>150k)	820	per ksf	37.01	62%	38%	0.84	48%	52%	3.40
Trip Generation Estimates									
Project [b]									
Multi-Family Housing	221	2,055 du	9,330	175	585	760	489	312	801
Hotel	310	200 rooms	1,598	52	40	92	60	58	118
Shopping Center (>150k)	820	446.0 ksf	16,506	233	142	375	728	788	1,516
Pass-by Credit - 30%			(4,952)	(70)	(43)	(113)	(218)	(237)	(455)
Total Project Buildout			**22,482**	**390**	**724**	**1,114**	**1,059**	**921**	**1,980**
Total Project Site Buildout with Current Zoning [c]			*19,223*	*313*	*511*	*824*	*893*	*823*	*1,716*
Net Increase in Trip Generation with Project			***3,259***	***77***	***213***	***290***	***166***	***98***	***264***

Notes:
ksf = 1,000 square feet.
[a] Source: *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).
[b] See Table 1.
[c] See Table 11.

TABLE 13
OPENING YEAR CONDITIONS
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Opening Year without Project Conditions		Opening Year with Project Conditions		
			Delay	LOS	Delay	LOS	Change in Delay
1.	Diamond Bar Boulevard & Sunset Crossing Road	AM PM	29.2 35.9	C D	28.3 34.0	C C	-0.9 -1.9
2.	Diamond Bar Boulevard & SR 60 WB Ramps	AM PM	28.5 27.9	C C	30.9 27.8	C C	2.4 -0.1
3.	Diamond Bar Boulevard & SR 60 EB Ramps	AM PM	20.2 28.1	C C	28.2 36.5	C D	8.0 8.4
4.	Diamond Bar Boulevard & Gentle Springs Lane / Palomino Drive	AM PM	19.5 19.9	B B	22.7 24.1	C C	3.2 4.2
5.	Diamond Bar Boulevard & Town Center	AM PM	25.0 40.2	C D	13.4 19.7	B B	-11.6 -20.5
6.	Diamond Bar Boulevard & Golden Springs Drive	AM PM	43.1 77.5	D **E**	40.8 61.7	D **E**	-2.3 -15.8
7.	Golden Springs Drive & Prospectors Road	AM PM	11.8 6.1	B A	12.1 6.1	B A	0.3 0.0
8.	Golden Springs Drive & Grand Avenue	AM PM	48.5 48.7	D D	50.1 49.5	D D	1.6 0.8
9.	Diamond Bar Boulevard & Grand Avenue	AM PM	52.4 70.8	D **E**	52.2 70.0	D **E**	-0.2 -0.8

Notes:

LOS = Level of Service.

Delay is measured in average seconds per vehicle.

TABLE 14
BUILDOUT CONDITIONS
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Buildout without Project Conditions		Buildout with Project Conditions		
			Delay	LOS	Delay	LOS	Change in Delay
1.	Diamond Bar Boulevard & Sunset Crossing Road	AM PM	29.3 36.2	C D	28.4 33.1	C C	-0.9 -3.1
2.	Diamond Bar Boulevard & SR 60 WB Ramps	AM PM	28.5 28.0	C C	29.7 27.7	C C	1.2 -0.3
3.	Diamond Bar Boulevard & SR 60 EB Ramps	AM PM	20.3 28.5	C C	28.4 36.9	C D	8.1 8.4
4.	Diamond Bar Boulevard & Gentle Springs Lane / Palomino Drive	AM PM	19.5 19.9	B B	23.0 24.2	C C	3.5 4.3
5.	Diamond Bar Boulevard & Town Center	AM PM	25.0 40.4	C D	13.4 19.7	B B	-11.6 -20.7
6.	Diamond Bar Boulevard & Golden Springs Drive	AM PM	43.5 77.7	D **E**	41.1 61.9	D **E**	-2.4 -15.8
7.	Golden Springs Drive & Prospectors Road	AM PM	11.7 6.1	B A	12.1 6.2	B A	0.4 0.1
8.	Golden Springs Drive & Grand Avenue	AM PM	48.6 48.8	D D	50.1 49.4	D D	1.5 0.6
9.	Diamond Bar Boulevard & Grand Avenue	AM PM	52.5 71.7	D **E**	52.2 70.7	D **E**	-0.3 -1.0

Notes:

LOS = Level of Service.

Delay is measured in average seconds per vehicle.

TABLE 15
PROJECT CONDITIONS WITH IMPROVEMENTS
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Without Project Conditions [a]		With Project Conditions [a]			With Project, With Improvements		
			Delay	LOS	Delay	LOS	Change in Delay	Delay	LOS	Change in Delay
Opening Year (Year 2030)										
6.	Diamond Bar Boulevard & Golden Springs Drive	AM PM	43.1 77.5	D **E**	40.8 61.7	D **E**	-2.3 -15.8	48.1 49.1	D D	5.0 -28.4
Buildout (Year 2040)										
6.	Diamond Bar Boulevard & Golden Springs Drive	AM PM	43.5 77.7	D **E**	41.1 61.9	D **E**	-2.4 -15.8	48.5 49.4	D D	5.0 -28.3

Notes:

LOS = Level of Service.

Delay is measured in average seconds per vehicle.

[a] See Tables 13 and 14.

TABLE 16
FREEWAY OFF-RAMP QUEUE LENGTHS

Intersection	Peak Hour	Existing Conditions	Opening Year Conditions		Buildout Year Conditions	
			Without Project	With Project	Without Project	With Project
2. SR 60 Westbound Off-ramp to Diamond Bar Boulevard						
Left-Turn Lane (960 feet) [a]	AM	413	423	440	423	440
	PM	265	315	348	315	348
Right-Turn Lane (960 feet) [a]	AM	205	200	198	200	198
	PM	498	480	485	483	480
3. SR 60 Eastbound Off-ramp to Diamond Bar Boulevard						
Left-Turn Lane (640 feet) [b]	AM	108	103	103	105	103
	PM	103	93	90	95	93
Shared Left/Through/Right Lane (640 feet) [b]	AM	160	175	195	178	195
	PM	130	190	223	193	225

Notes:

All queue lengths converted from vehicles per lane to feet at a rate of 25 feet per vehicle.

[a] The ramp provides an additional 650 feet of storage in a single lane between the divergence from the mainline and beginning of the turn lanes.

[b] The ramp provides an additional 210 feet of storage in a single lane between the divergence from the mainline and beginning of the turn lanes.

Chapter 6
Project Circulation, Access, and Parking

This chapter provides a review of Project access, circulation, and parking to ensure that the effects of Project traffic on the surrounding area are minimized.

PROJECT CIRCULATION

As shown in Figure 3, the Project proposes to develop the Project Site with a series of blocks divided by private streets. Most parking access, which is proposed to be located in above-grade parking structures hidden behind and within buildings, would be provided from these internal streets, though certain parking structures, such as ones that may be located north of Gentle Springs Lane and Palomino Drive, may have direct access to public streets. All parking controls would be designed to minimize vehicle stacking onto the adjacent public or private streets.

PROJECT ACCESS

The conceptual Project Site plan in Figure 3 shows one possible configuration of the Project Site. It shows multiple private streets providing internal circulation as described above. The primary Project access points would be one or two[11] signalized intersections on Diamond Bar Boulevard between Gentle Springs Lane / Palomino Drive and Golden Springs Drive. That stretch of Diamond Bar Boulevard is approximately 1,300 feet long, so on average there would be over 400 feet between signals if both access points were provided. Additional access points would be located on Gentle Springs Lane, Palomino Drive, Golden Springs Drive, and possibly Torito Lane and Prospectors Road. These locations would be stop-controlled or, possibly, controlled by a traffic circle in certain locations (such as along Gentle Springs Lane).

[11] As noted in Chapter 5, the LOS analysis conservatively assumes all access on this stretch of Diamond Bar Boulevard would share a single signalized intersection.

All private streets would connect to the public street system at standard intersections with common traffic controls (i.e., traffic signals or stop signs) that would be designed according to standard engineering design guidelines and practices and would be reviewed and approved by City staff. All would incorporate adequate signage and sight distance. Internal access points would similarly be designed to standards with City review and approval.

PEDESTRIAN ACCESS

The Project would include enhanced pedestrian sidewalks along public streets and improved pedestrian connections throughout the Project Site and to the surrounding area. The Project would improve pedestrian connectivity within the Project Site such as between the portion of the site fronting Golden Springs Drive and the portion of the site fronting Diamond Bar Boulevard, which is currently blocked by buildings, landscaping, and a grade change. It would improve pedestrian connectivity to the surrounding areas, including providing a connection to Prospectors Road and the residential neighborhood it serves.

PARKING REQUIREMENTS

The Project's parking requirements are dictated by the City Code of Ordinances (DBCO), or, if customized requirements are included, by the Specific Plan. The DBCO requirements are provided in Section 22.30.040. The precise Project parking requirement for residents depends on the number of residential units and the size of those units (i.e., the number of bedrooms). The requirement for hotels depends on the number of guest rooms, the number of employees, and what accessory uses are provided for guests. The requirement for the commercial space depends on the specific uses that are provided, as the DBCO provides specific requirements for many potential uses that could lease commercial space.

Because the Project Site is made up of many individual parcels (with individual landowners), all of which may be redeveloped in accordance with the Specific Plan at different times, and the Project proposes to construct multiple parking structures that individually may serve multiple parcels and uses, it is recommended that parking requirements for the Project be determined through the use of a shared parking analysis. A shared parking analysis quantifies the parking

demand for each land use over time – that is, for different hours of the day, days of the week (weekend vs. weekday), and months of the year to cover seasonal variation in parking demand. The individual demand profile for each use is summed to determine the overall Project Site peak demand, and the parking requirement is determined on that basis. Shared parking is permitted by DBCO Section 23.30.070.

Chapter 7
Project Alternatives

This chapter presents CEQA and LOS analysis for the three Project Alternatives identified in Chapter 1. Compared to the Project, Alternative 1 proposes 378 fewer residential units, 25 fewer hotel rooms, and 20,000 sf less commercial space. Alternative 2 proposes 705 fewer residential units, 50 fewer hotel rooms, and 35,000 sf less commercial space. Alternative 3 proposes the same land use program as the Project but would not remove travel lanes on Diamond Bar Boulevard as part of the Road Diet.

VMT ANALYSIS

As with the Project, none of the three Project Alternatives would screen out of VMT analysis. As described in Chapter 3, Project VMT is negligibly affected by the Road Diet. Therefore, Alternative 3, which has the same land use program as the Project but excludes the Road Diet, would have the same VMT analysis results as described in Tables 2 and 3 for the Project. Alternative 2 would result in a significant and unavoidable impact with respect to baseline and Cumulative project-generated VMT per service population, and the mitigation program described in Chapter 3 would be required.

Because Alternatives 1 and 2 include the same land uses and road configuration as the Project but with reduced densities, their VMT effects can be assessed qualitatively without additional runs of the SCAG model. The results of the Project VMT analysis provided in Tables 2 and 3 would likely be nominally worse (i.e., slightly higher VMT per service population) with the reduced densities from the Project Alternatives because higher density development tends to increase synergy between land uses in a mixed-use development, thus reducing VMT. Additionally, the effectiveness of TDM measures that depend on density, such as the ride sharing program, may be slightly lower. However, these minor variations in the numbers compared to the Project would not result in different VMT impact conclusions for Alternatives 1 and 2. They would be the same as those for the Project – namely, both Project Alternatives would have significant and

unavoidable impacts with respect to Baseline and Cumulative Project-generated VMT per service population. The same mitigation program as described in Chapter 3 for the Project would be needed.

ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

Each of the Project Alternatives proposes the same basic mix of land uses and the same design characteristics as the Project. With less development density than the Project, the Project Alternatives would result in fewer residents, employees, and visitors to the Project Site and, therefore, would generate moderately less transit, pedestrian, and bicycle activity. Nonetheless, neither of the Project Alternatives would conflict with any of the goals or policies reviewed for the Project in Chapter 4, and each would generally support the goals and policies in the same manner as identified for the Project.

LEVEL OF SERVICE ANALYSIS

The same non-CEQA LOS analysis was conducted for the Project Alternatives as was conducted for the Project, detailed in Chapter 5. Traffic forecasts were prepared for each of the Project Alternatives and they were analyzed using the HCM methodology.

Traffic Forecasts for Project Alternatives

Table 17 summarizes trip generation estimates prepared for each of the Project Alternatives using the same trip generation rates and credits as used in Chapter 5 for the Project. As shown, Alternative 1 would generate approximately 20,048 daily trips, 952 morning peak hour trips, and 1,771 afternoon peak hour trips. Alternative 2 would generate approximately 17,976 daily trips, 810 morning peak hour trips, and 1,594 afternoon peak hour trips. Alternative 3 would generate the same trips as the Project, but Alternative 3 does not include removal of travel lanes on Diamond Bar Boulevard and, therefore, the analysis of traffic conditions with Alternative 3 does not include the reductions in through traffic shown in Figure 12.

The gross trips for each Project Alternative (excluding the effects of the Road Diet, which are separately shown in Figure 12) were distributed through the street network using the pattern from Figure 6. Figures 15 through 17 show the gross peak hour trips at the study intersections for Alternatives 1 through 3, respectively.

These traffic volumes for the Project Alternatives were added to the Opening Year Without Project Conditions traffic volumes (Figure 7) and Buildout Without Project Conditions traffic volumes (Figure 8), along with removal of the trips from the existing and permitted uses at the Project Site (Figure 10). Figures 18 through 20 show the Opening Year with Project Alternatives traffic volumes for Alternatives 1 through 3, respectively. Figures 21 through 23 show the Buildout with Project Alternatives traffic volumes for Alternatives 1 through 3, respectively.

Opening Year Traffic Conditions (Year 2030)

Table 18 summarizes the LOS results under Opening Year Without Project Conditions and Opening Year With Alternatives Conditions for each of the Project Alternatives. As shown, Alternatives 1 and 2 result in equal delays or successively lower delays compared to the Project, as they are simply lower density versions of similar land use programs to the Project. As in the Opening Year With Project Conditions, Opening Year With Alternatives 1 and 2 Conditions would each result in LOS E with slight increases in delay (0.5 seconds or less) during the afternoon peak hour at Intersection #9, Diamond Bar Boulevard & Grand Avenue. As with the Project, no improvement is recommended for this location. At Intersection #6, Diamond Bar Boulevard & Golden Springs Drive, the reduction in density compared to the Project would cause the intersection to operate at LOS D during both peak hours and, again, no improvement would be required. However, the improvements proposed at Intersection #6, detailed in Chapter 5, would still be recommended to improve traffic flow and reduce congestion at key movements.

As shown in Table 18, Opening Year With Alternative 3 Conditions would produce worse delays than Opening Year With Project Conditions at almost all locations. Compared to Opening Year Without Project Conditions, Intersection #6 would worsen to LOS F conditions, while Intersection #9 would experience a slight increase in delay during the afternoon peak hour but remain at LOS E. The improvement proposed for Intersection #6 would be required rather than discretionary.

Buildout Traffic Conditions (Year 2040)

Table 19 summarizes the LOS results under Buildout Without Project Conditions and Buildout With Alternatives Conditions for each of the Project Alternatives. As shown, Alternatives 1 and 2 result in equal delays or successively lower delays, respectively, compared to the Project. As in the Buildout With Project Conditions, Buildout With Alternatives 1 and 2 Conditions would each result in LOS E with slight changes in delay during the afternoon peak hour at Intersection #9, Diamond Bar Boulevard & Grand Avenue. As with the Project, no improvement is recommended for this location. At Intersection #6, Diamond Bar Boulevard & Golden Springs Drive, the reduction in density compared to the Project would cause the intersection to operate at LOS D during both peak hours and, again, no improvement would be required. However, the improvements proposed at Intersection #6, detailed in Chapter 5, would still be recommended to improve traffic flow and reduce congestion at key movements.

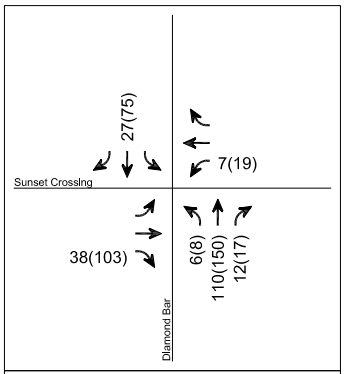
As shown in Table 19, Buildout With Alternative 3 Conditions would produce worse delays than Buildout With Project Conditions at almost all locations. Compared to Buildout Without Project Conditions, Intersection #6 would worsen to LOS F conditions, while Intersection #9 would experience a slight increase in delay during the afternoon peak hour but remain at LOS E. The improvement proposed for Intersection #6 would be required rather than discretionary.

INTERSECTION IMPROVEMENTS

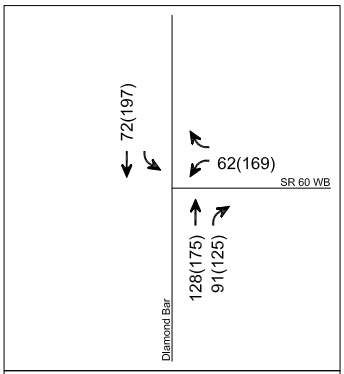
As noted above, the improvement proposed to reduce traffic effects of the Project for Intersection #6, Diamond Bar Boulevard & Golden Springs Drive, would also be necessary to reduce the traffic effects of Alternative 3 under both Opening Year and Buildout Conditions. In consultation with City staff, this improvement would be installed with the Project under any Project Alternative. Table 20 summarizes the results of the LOS analysis for each Project Alternative with the improvement implemented. As shown, the improvement would improve Intersection #6 to LOS D during the afternoon peak hour (while maintaining LOS D during the morning peak hour) under all analysis scenarios.

FREEWAY OFF-RAMP QUEUING

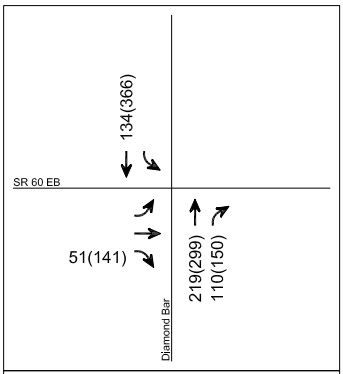
A freeway ramp queuing analysis for Intersections #2 and #3 is presented in Table 21 for the three Project Alternatives. The results indicate that none of the queues would approach the backs of the turn lanes, let alone the mainline lanes of SR 60, under any of the analyzed scenarios. Therefore, as with the Project, there would similarly be no safety impact associated with off-ramp queueing from the Project Alternatives.



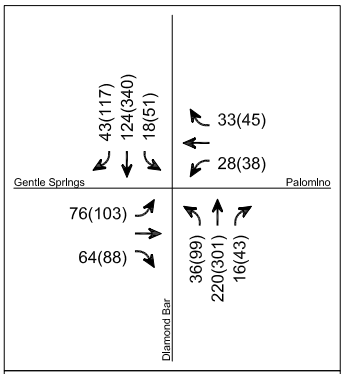
1. Diamond Bar Boulevard & Sunset Crossing Road



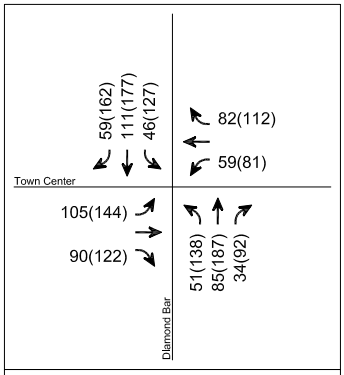
2. Diamond Bar Boulevard & SR 60 WB Ramps



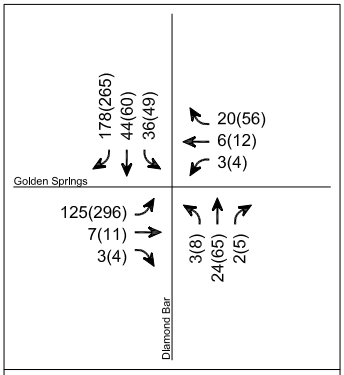
3. Diamond Bar Boulevard & SR 60 EB Ramps



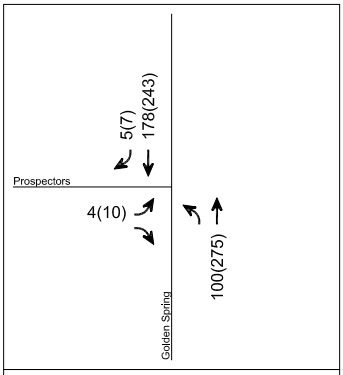
4. Diamond Bar Boulevard & Gentle Springs Ln / Palomino Dr



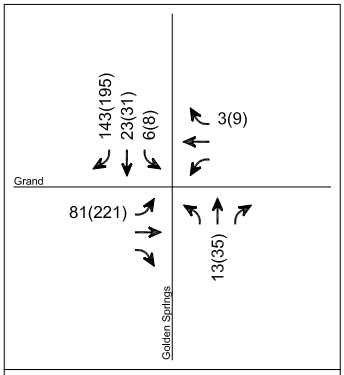
5. Diamond Bar Boulevard & Town Center



6. Diamond Bar Boulevard & Golden Springs Drive

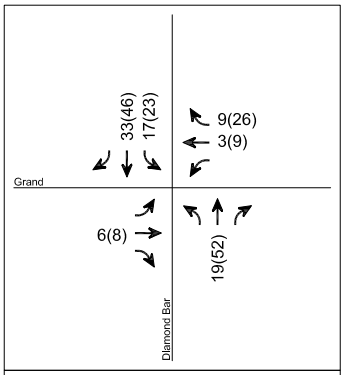


7. Golden Springs Drive & Prospectors Road



8. Golden Springs Drive & Grand Avenue





9. Diamond Bar Boulevard & Grand Avenue

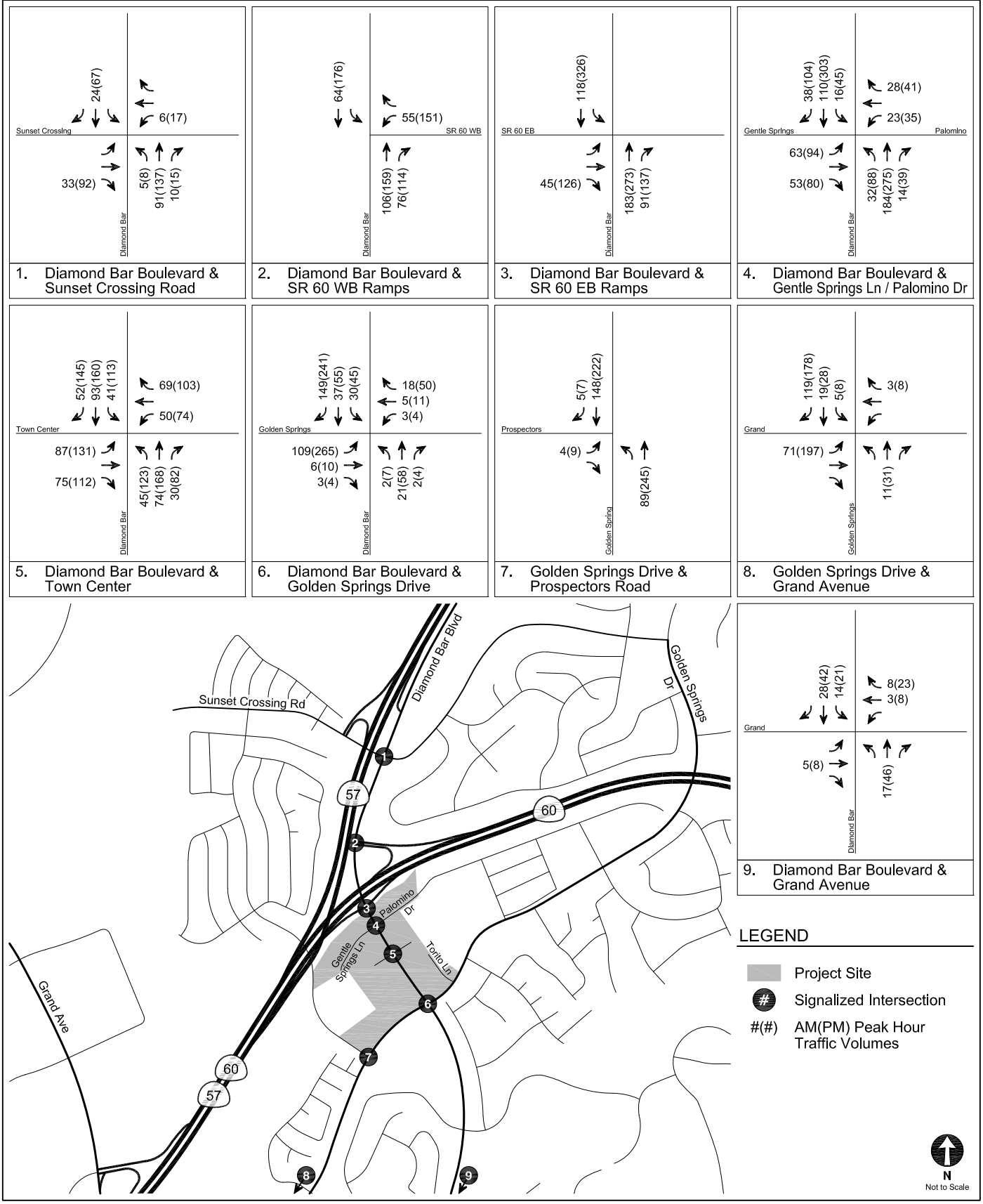
LEGEND

- Project Site
- # Signalized Intersection
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

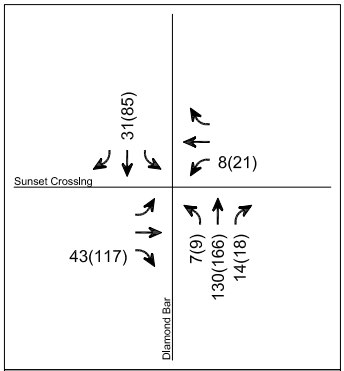
GROSS ALTERNATIVE 1
PEAK HOUR TRAFFIC VOLUMES

FIGURE 15

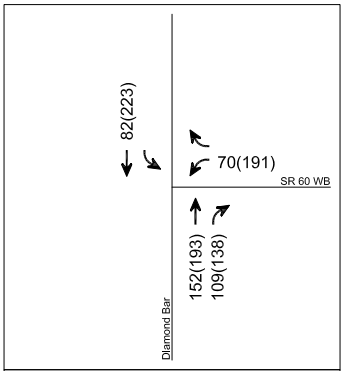


GROSS ALTERNATIVE 2
PEAK HOUR TRAFFIC VOLUMES

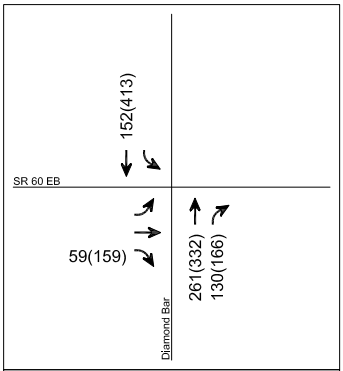
FIGURE 16



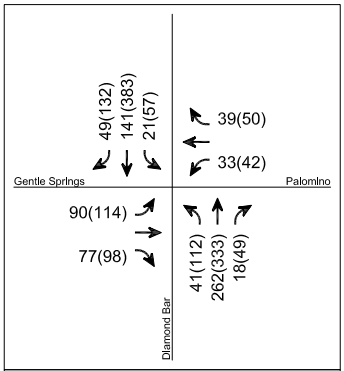
1. Diamond Bar Boulevard & Sunset Crossing Road



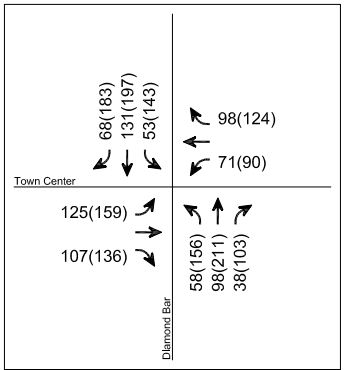
2. Diamond Bar Boulevard & SR 60 WB Ramps



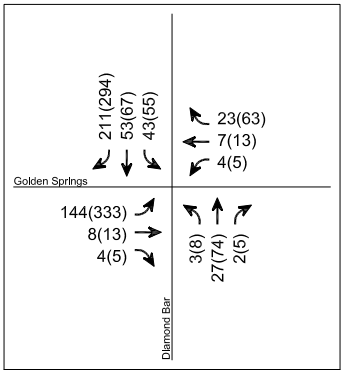
3. Diamond Bar Boulevard & SR 60 EB Ramps



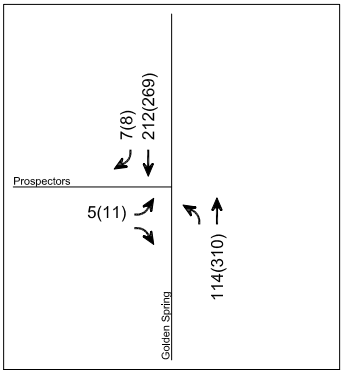
4. Diamond Bar Boulevard & Gentle Springs Ln / Palomino Dr



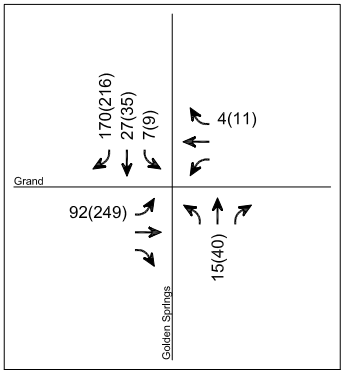
5. Diamond Bar Boulevard & Town Center



6. Diamond Bar Boulevard & Golden Springs Drive

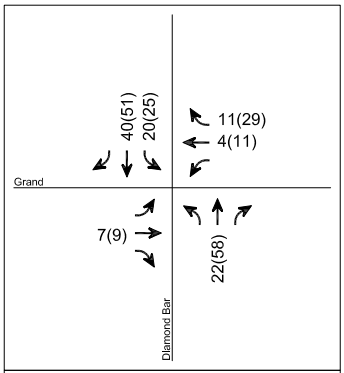


7. Golden Springs Drive & Prospectors Road



8. Golden Springs Drive & Grand Avenue





9. Diamond Bar Boulevard & Grand Avenue

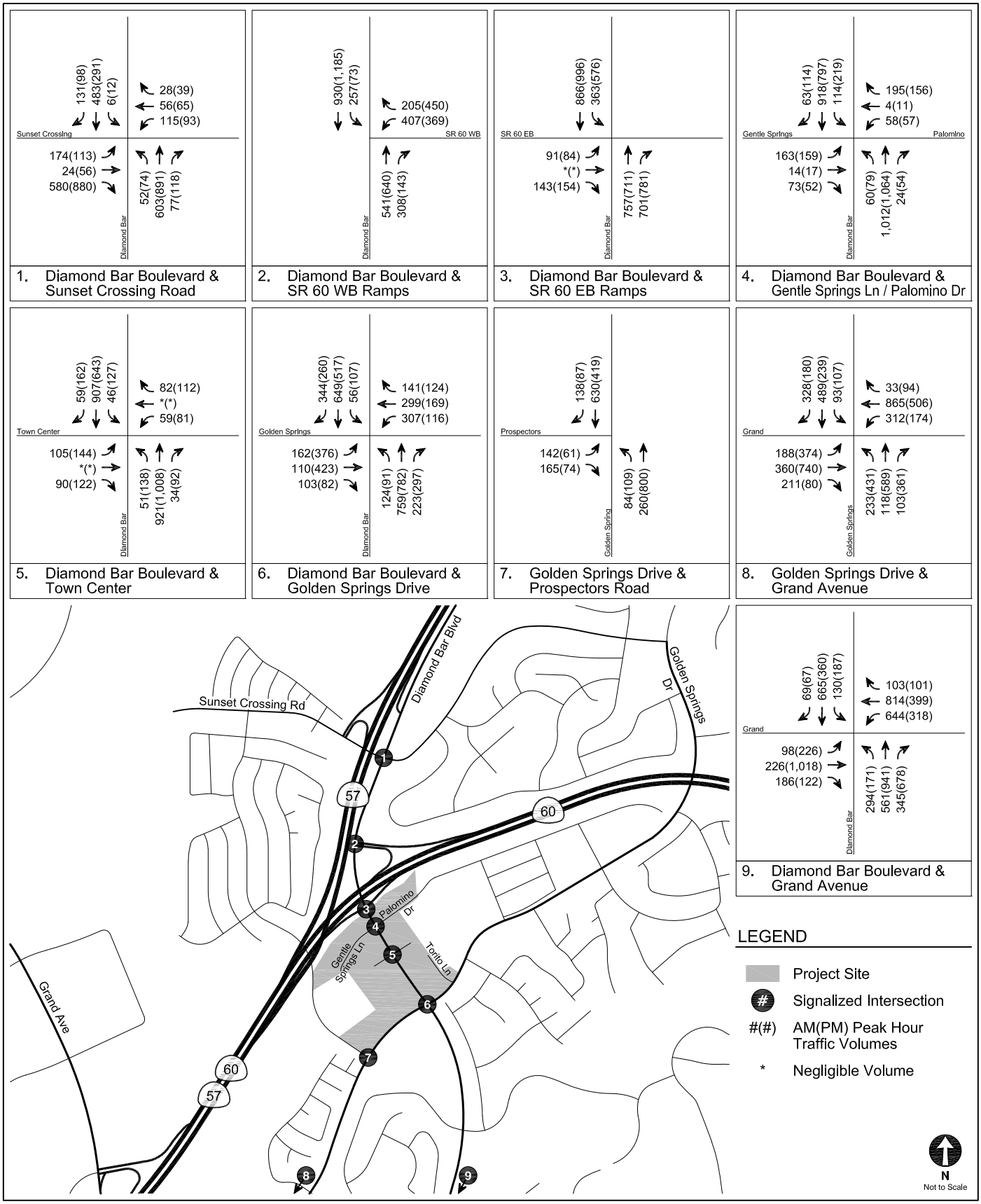
LEGEND

- Project Site
- # Signalized Intersection
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

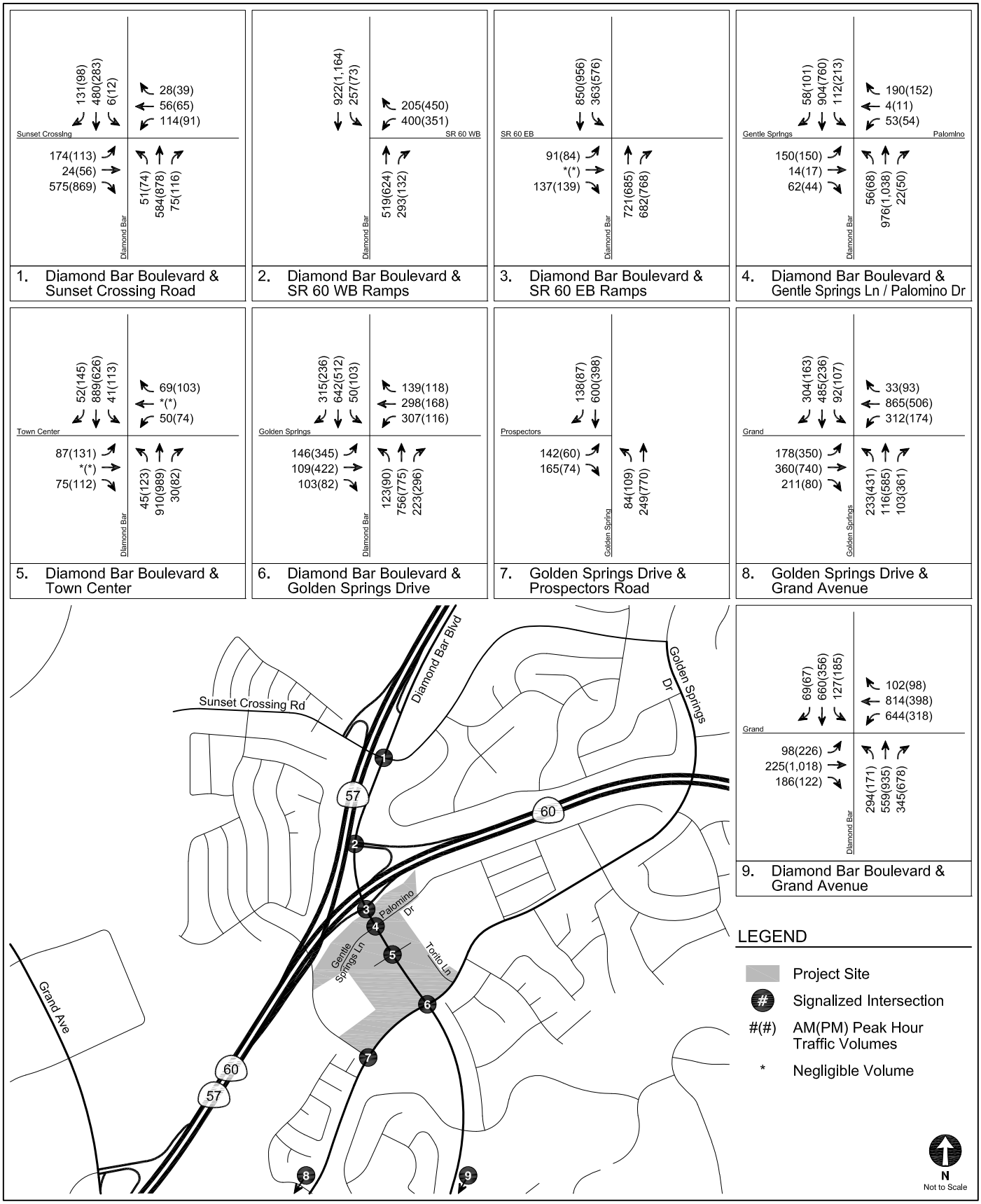
GROSS ALTERNATIVE 3
PEAK HOUR TRAFFIC VOLUMES

FIGURE 17



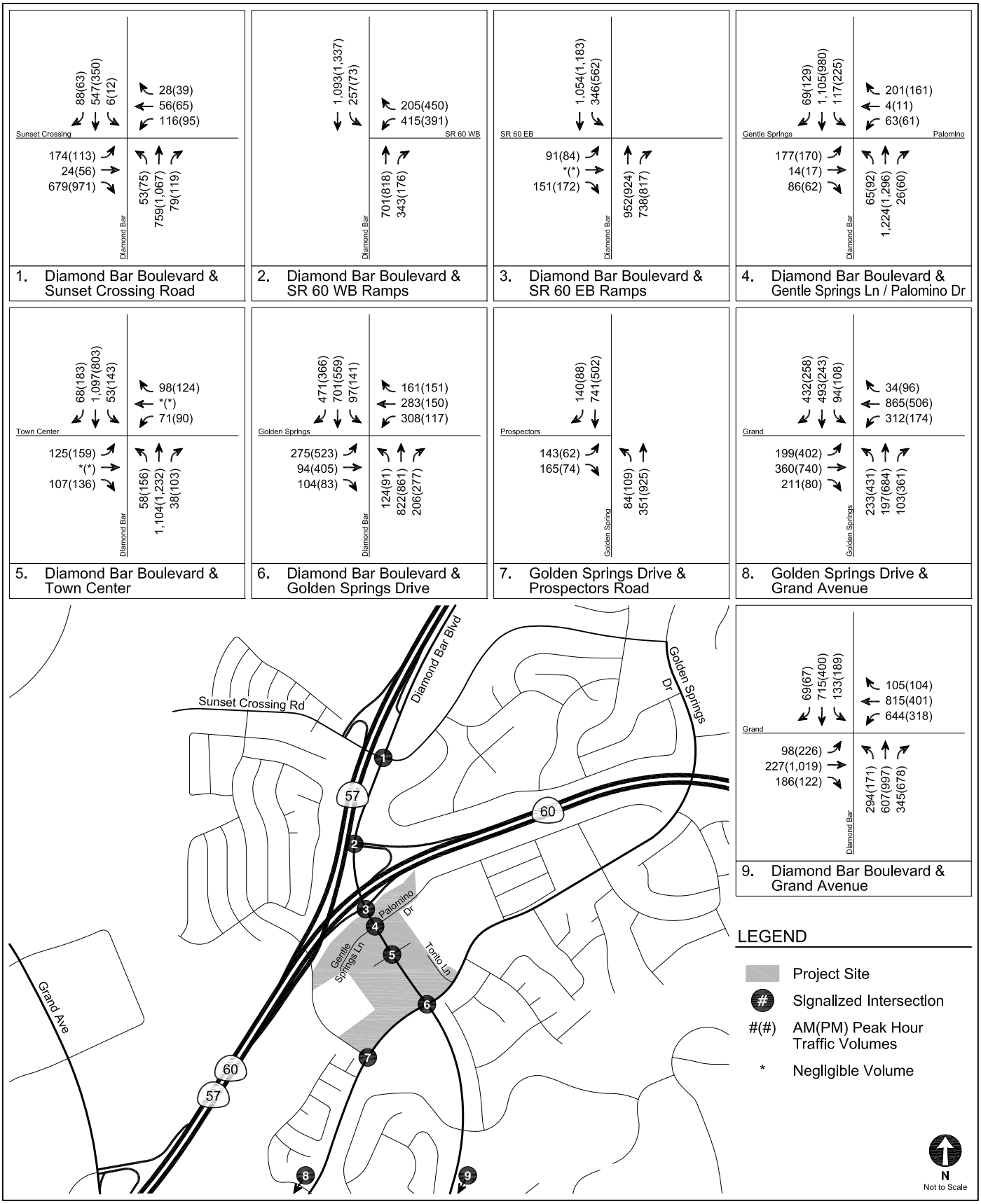
OPENING YEAR WITH ALTERNATIVE 1 (YEAR 2030)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 18



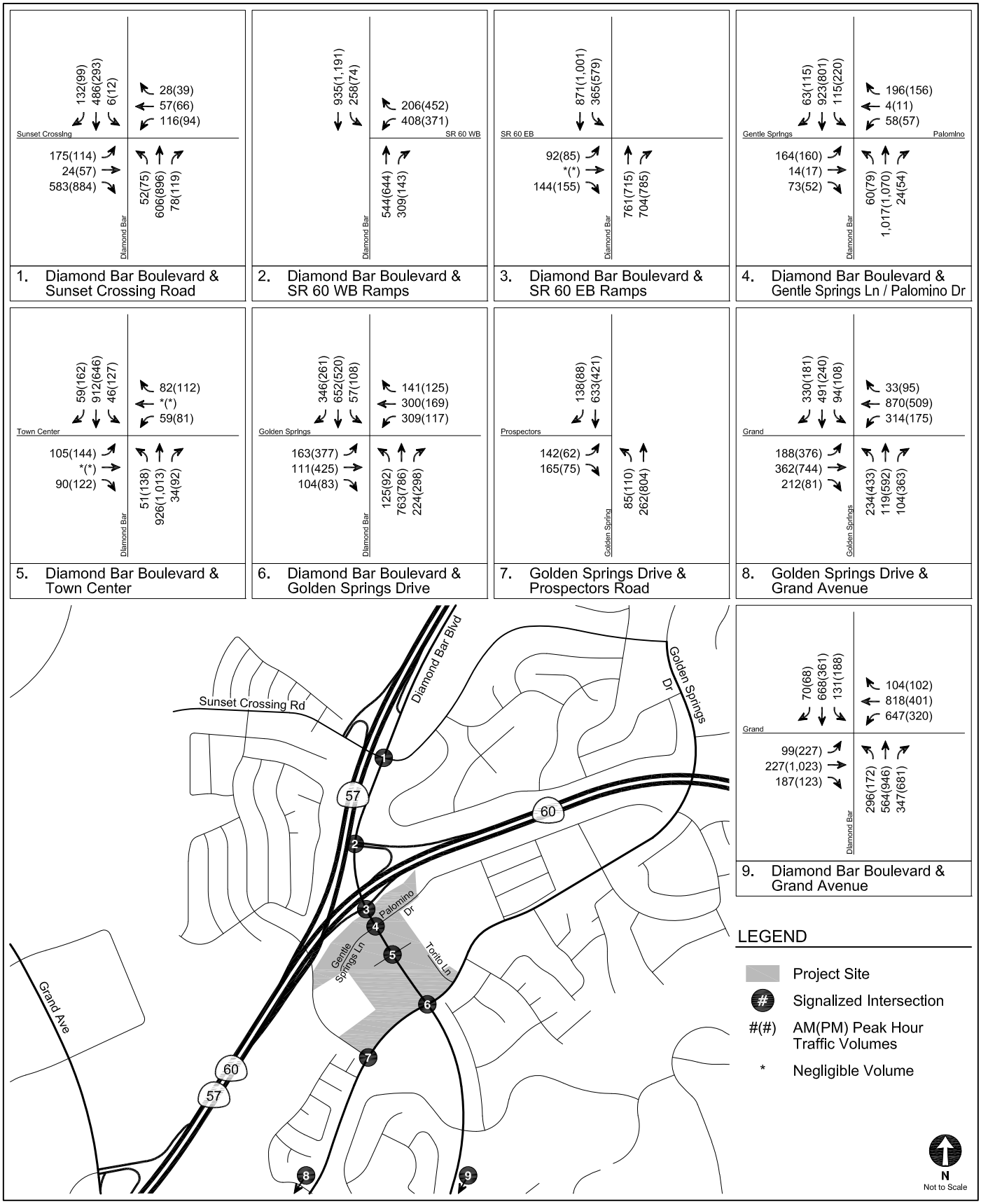
OPENING YEAR WITH ALTERNATIVE 2 (YEAR 2030)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 19



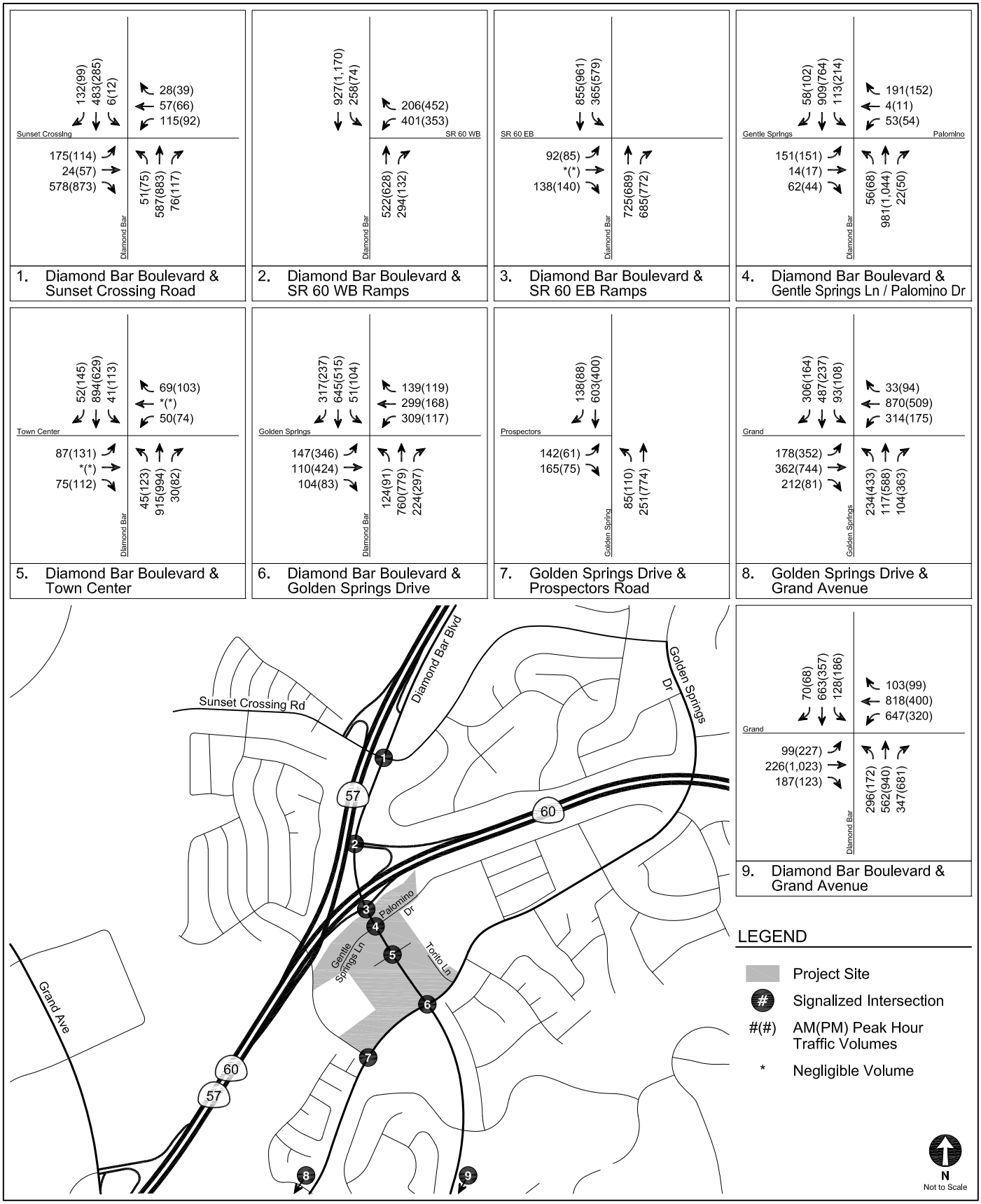
OPENING YEAR WITH ALTERNATIVE 3 (YEAR 2030)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 20



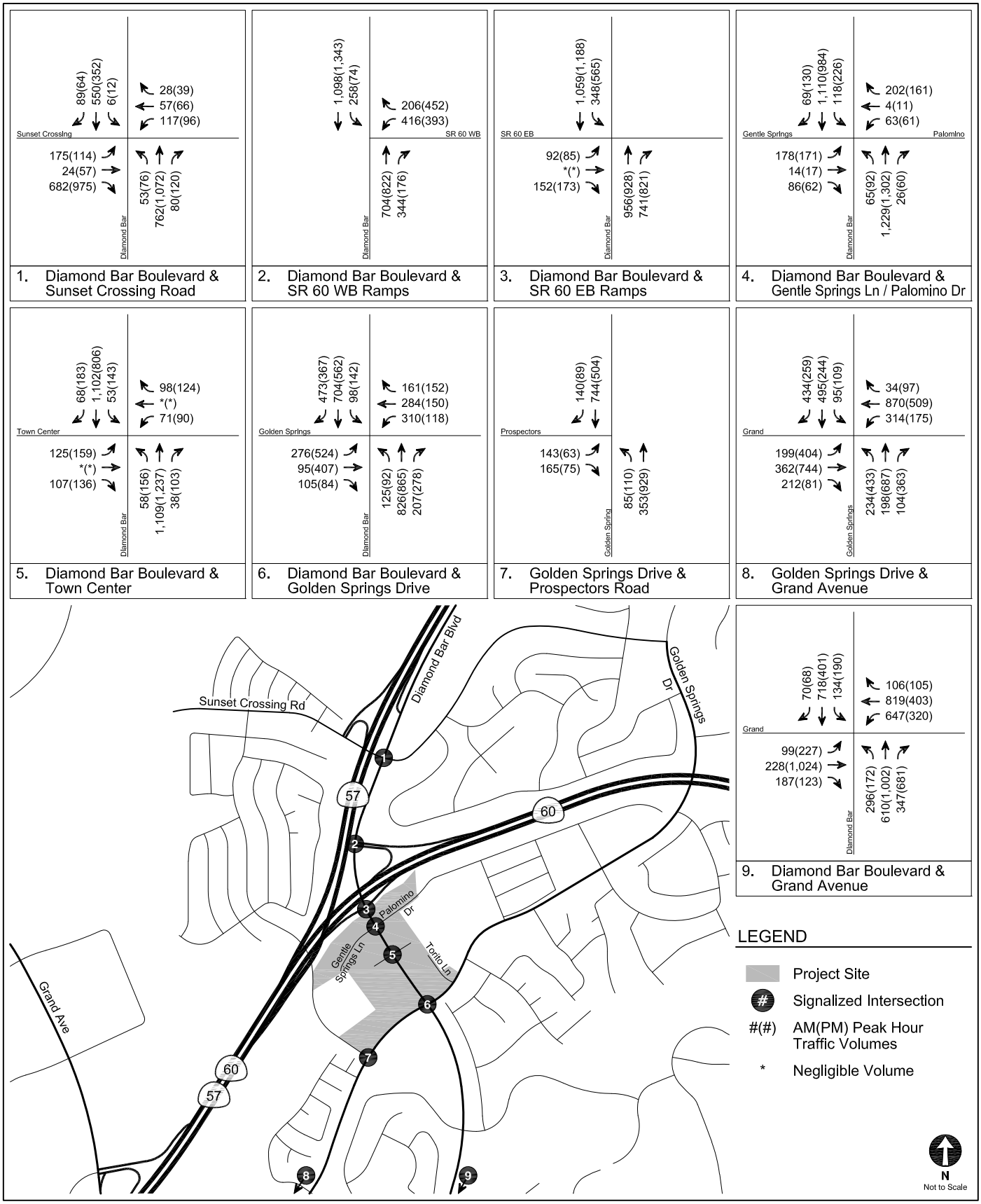
BUILDOUT WITH ALTERNATIVE 1 (YEAR 2040)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 21



BUILDOUT WITH ALTERNATIVE 2 (YEAR 2040)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 22



BUILDOUT WITH ALTERNATIVE 3 (YEAR 2040)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 23

TABLE 17
PROJECT ALTERNATIVES TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multifamily Housing (Mid-Rise)	221	per du	4.54	23%	77%	0.37	61%	39%	0.39
Hotel	310	per room	7.99	56%	44%	0.46	51%	49%	0.59
Shopping Center (>150k)	820	per ksf	37.01	62%	38%	0.84	48%	52%	3.40
Trip Generation Estimates									
Alternative 1 - Medium Density [b]									
Multi-Family Housing	221	1,677 du	7,614	143	477	620	399	255	654
Hotel	310	175 rooms	1,398	45	36	81	53	50	103
Shopping Center (>150k)	820	426.0 ksf	15,766	222	136	358	695	753	1,448
Pass-by Credit - 30%			(4,730)	(66)	(41)	(107)	(208)	(226)	(434)
Total Alternative 1			**20,048**	**344**	**608**	**952**	**939**	**832**	**1,771**
Alternative 2 - Low-Density [b]									
Multi-Family Housing	221	1,350 du	6,129	115	385	500	321	206	527
Hotel	310	150 rooms	1,199	39	30	69	45	44	89
Shopping Center (>150k)	820	411.0 ksf	15,211	214	131	345	671	726	1,397
Pass-by Credit - 30%			(4,563)	(64)	(40)	(104)	(201)	(218)	(419)
Total Alternative 2			**17,976**	**304**	**506**	**810**	**836**	**758**	**1,594**
Alternative 3 - High Density, No Lane Removal [b]									
Multi-Family Housing	221	2,055 du	9,330	175	585	760	489	312	801
Hotel	310	200 rooms	1,598	52	40	92	60	58	118
Shopping Center (>150k)	820	446.0 ksf	16,506	233	142	375	728	788	1,516
Pass-by Credit - 30%			(4,952)	(70)	(43)	(113)	(218)	(237)	(455)
Total Alternative 3			**22,482**	**390**	**724**	**1,114**	**1,059**	**921**	**1,980**

Notes:
ksf = 1,000 square feet.
[a] Source: *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).
[b] See Table 1.

TABLE 18
OPENING YEAR CONDITIONS WITH PROJECT ALTERNATIVES
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Opening Year without Project Conditions [a]		Opening Year with Alternative 1 Conditions			Opening Year with Alternative 2 Conditions			Opening Year with Alternative 3 Conditions		
			Delay	LOS	Delay	LOS	Change in Delay	Delay	LOS	Change in Delay	Delay	LOS	Change in Delay
1.	Diamond Bar Boulevard & Sunset Crossing Road	AM	29.2	C	28.3	C	-0.9	28.3	C	-0.9	29.3	C	0.1
		PM	35.9	D	33.1	C	-2.8	32.6	C	-3.3	39.4	D	3.5
2.	Diamond Bar Boulevard & SR 60 WB Ramps	AM	28.5	C	29.2	C	0.7	30.0	C	1.5	31.0	C	2.5
		PM	27.9	C	27.5	C	-0.4	28.3	C	0.4	28.5	C	0.6
3.	Diamond Bar Boulevard & SR 60 EB Ramps	AM	20.2	C	27.7	C	7.5	27.1	C	6.9	28.0	C	7.8
		PM	28.1	C	34.4	C	6.3	33.0	C	4.9	37.5	D	9.4
4.	Diamond Bar Boulevard & Gentle Springs Lane / Palomino Drive	AM	19.5	B	21.6	C	2.1	21.1	C	1.6	21.6	C	2.1
		PM	19.9	B	22.6	C	2.7	21.3	C	1.4	23.0	C	3.1
5.	Diamond Bar Boulevard & Town Center	AM	25.0	C	12.1	B	-12.9	11.1	B	-13.9	12.3	B	-12.7
		PM	40.2	D	18.4	B	-21.8	17.4	B	-22.8	18.6	B	-21.6
6.	Diamond Bar Boulevard & Golden Springs Drive	AM	43.1	D	40.3	D	-2.8	40.1	D	-3.0	45.0	D	1.9
		PM	77.5	**E**	53.1	D	-24.4	46.6	D	-30.9	92.3	**F**	14.8
7.	Golden Springs Drive & Prospectors Road	AM	11.8	B	12.2	B	0.4	12.3	B	0.5	11.7	B	-0.1
		PM	6.1	A	6.2	A	0.1	6.2	A	0.1	6.0	A	-0.1
8.	Golden Springs Drive & Grand Avenue	AM	48.5	D	50.0	D	1.5	49.6	D	1.1	49.4	D	0.9
		PM	48.7	D	49.0	D	0.3	48.7	D	0.0	49.0	D	0.3
9.	Diamond Bar Boulevard & Grand Avenue	AM	52.4	D	52.2	D	-0.2	52.2	D	-0.2	52.4	D	0.0
		PM	70.8	**E**	69.8	**E**	-1.0	69.7	**E**	-1.1	71.3	**E**	0.5

Notes:

LOS = Level of Service.

Delay is measured in average seconds per vehicle.

[a] See Table 13.

TABLE 19
BUILDOUT CONDITIONS WITH PROJECT ALTERNATIVES
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Buildout without Project Conditions [a]		Buildout with Alternative 1 Conditions			Buildout with Alternative 2 Conditions			Buildout with Alternative 3 Conditions		
			Delay	LOS	Delay	LOS	Change in Delay	Delay	LOS	Change in Delay	Delay	LOS	Change in Delay
1.	Diamond Bar Boulevard & Sunset Crossing Road	AM PM	29.3 36.2	C D	28.4 33.3	C C	-0.9 -2.9	28.4 32.8	C C	-0.9 -3.4	29.4 37.4	C D	0.1 1.2
2.	Diamond Bar Boulevard & SR 60 WB Ramps	AM PM	28.5 28.0	C C	30.4 27.7	C C	1.9 -0.3	30.1 28.4	C C	1.6 0.4	29.7 28.4	C C	1.2 0.4
3.	Diamond Bar Boulevard & SR 60 EB Ramps	AM PM	20.3 28.5	C C	27.8 34.7	C C	7.5 6.2	27.3 33.4	C C	7.0 4.9	28.1 35.3	C D	7.8 6.8
4.	Diamond Bar Boulevard & Gentle Springs Lane / Palomino Drive	AM PM	19.5 19.9	B B	21.6 22.7	C C	2.1 2.8	21.1 21.4	C C	1.6 1.5	21.9 23.1	C C	2.4 3.2
5.	Diamond Bar Boulevard & Town Center	AM PM	25.0 40.4	C D	12.1 18.4	B B	-12.9 -22.0	11.0 17.4	B B	-14.0 -23.0	12.3 18.6	B B	-12.7 -21.8
6.	Diamond Bar Boulevard & Golden Springs Drive	AM PM	43.5 77.7	D **E**	40.7 53.3	D D	-2.8 -24.4	40.5 46.8	D D	-3.0 -30.9	45.5 92.4	D **F**	2.0 14.7
7.	Golden Springs Drive & Prospectors Road	AM PM	11.7 6.1	B A	12.2 6.2	B A	0.5 0.1	12.3 6.3	B A	0.6 0.2	11.7 6.1	B A	0.0 0.0
8.	Golden Springs Drive & Grand Avenue	AM PM	48.6 48.8	D D	50.0 49.2	D D	1.4 0.4	49.7 48.8	D D	1.1 0.0	49.4 49.0	D D	0.8 0.2
9.	Diamond Bar Boulevard & Grand Avenue	AM PM	52.5 71.7	D **E**	52.3 70.5	D **E**	-0.2 -1.2	52.3 70.1	D **E**	-0.2 -1.6	52.4 72.0	D **E**	-0.1 0.3

Notes:

LOS = Level of Service.

Delay is measured in average seconds per vehicle.

[a] See Table 14.

TABLE 20
INTERSECTION #6 CONDITIONS WITH IMPROVEMENTS
DIAMOND BAR BOULEVARD & GOLDEN SPRINGS DRIVE

Intersection	Peak Hour	Without Project Conditions [a]		With Alternative Conditions [a]			With Alternative, With Improvements		
		Delay	LOS	Delay	LOS	Change in Delay	Delay	LOS	Change in Delay
Opening Year (Year 2030)									
Alternative 1 Conditions	AM	43.1	D	40.3	D	-2.8	46.7	D	3.6
Medium Density	PM	77.5	**E**	53.1	D	-24.4	48.2	D	-29.3
Alternative 2 Conditions	AM	43.1	D	40.1	D	-3.0	46.4	D	3.3
Low Density	PM	77.5	**E**	46.6	D	-30.9	47.5	D	-30.0
Alternative 3 Conditions	AM	43.1	D	45.0	D	1.9	52.0	D	8.9
High Density, No Road Diet	PM	77.5	**E**	92.3	**F**	14.8	52.1	D	-25.4
Buildout (Year 2040)									
Alternative 1 Conditions	AM	43.5	D	40.7	D	-2.8	46.9	D	3.4
Medium Density	PM	77.7	**E**	53.3	D	-24.4	48.3	D	-29.4
Alternative 2 Conditions	AM	43.5	D	40.5	D	-3.0	46.7	D	3.2
Low Density	PM	77.7	**E**	46.8	D	-30.9	47.6	D	-30.1
Alternative 3 Conditions	AM	43.5	D	45.5	D	2.0	52.8	D	9.3
High Density, No Road Diet	PM	77.7	**E**	92.4	**F**	14.7	52.4	D	-25.3

Notes:

LOS = Level of Service.

Delay is measured in average seconds per vehicle.

[a] See Tables 18 and 19.

TABLE 21
FREEWAY OFF-RAMP QUEUE LENGTHS WITH PROJECT ALTERNATIVES

Intersection	Peak Hour	Opening Year Conditions		Buildout Year Conditions	
		Without Project	With Project	Without Project	With Project
Alternative 1					
2. SR 60 Westbound Off-ramp to Diamond Bar Boulevard					
Left-Turn Lane (960 feet) [a]	AM PM	423 315	430 323	423 315	430 325
Right-Turn Lane (960 feet) [a]	AM PM	200 480	198 485	200 483	200 488
3. SR 60 Eastbound Off-ramp to Diamond Bar Boulevard					
Left-Turn Lane (640 feet) [b]	AM PM	103 93	103 93	105 95	103 93
Shared Left/Through/Right Lane (640 feet) [b]	AM PM	175 190	183 198	178 193	185 200
Alternative 2					
2. SR 60 Westbound Off-ramp to Diamond Bar Boulevard					
Left-Turn Lane (960 feet) [a]	AM PM	423 315	423 305	423 315	425 308
Right-Turn Lane (960 feet) [a]	AM PM	200 480	200 485	200 483	200 488
3. SR 60 Eastbound Off-ramp to Diamond Bar Boulevard					
Left-Turn Lane (640 feet) [b]	AM PM	103 93	103 95	105 95	105 95
Shared Left/Through/Right Lane (640 feet) [b]	AM PM	175 190	173 175	178 193	173 178
Alternative 3					
2. SR 60 Westbound Off-ramp to Diamond Bar Boulevard					
Left-Turn Lane (960 feet) [a]	AM PM	423 315	440 348	423 315	440 348
Right-Turn Lane (960 feet) [a]	AM PM	200 480	198 485	200 483	198 480
3. SR 60 Eastbound Off-ramp to Diamond Bar Boulevard					
Left-Turn Lane (640 feet) [b]	AM PM	103 93	103 90	105 95	103 93
Shared Left/Through/Right Lane (640 feet) [b]	AM PM	175 190	195 223	178 193	195 225

Notes:

All queue lengths converted from vehicles per lane to feet at a rate of 25 feet per vehicle.

[a] The ramp provides an additional 650 feet of storage in a single lane between the divergence from the mainline and beginning of the turn lanes.

[b] The ramp provides an additional 210 feet of storage in a single lane between the divergence from the mainline and beginning of the turn lanes.

Appendix A

San Gabriel Valley Council of Governments
VMT Evaluation Tool Output

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: October 12, 2023, 11:11:24 AM

Project Name: DBTC

Project Description: Diamond Bar Town Center Specific Plan Project

Project Location

jurisdiction: Diamond Bar

Inside a TPA? No (Fail)

apn	TAZ	8281-010-027	22406200	8281-010-047	22406200
8281-010-049	22406200	8281-010-050	22406200	8281-010-051	22406200
8281-010-054	22406200	8281-010-057	22406200	8281-010-060	22406200
8281-010-061	22406200	8281-010-062	22406200	8717-008-185	22399100
8717-008-186	22399100	8717-008-187	22399100	8717-008-188	22399100
8717-008-189	22399100	8717-008-902	22399100	8717-008-903	22399100
8281-024-052	22406200	8281-024-053	22406200	8717-008-001	22399100
8717-008-002	22399100	8717-008-003	22399100	8717-008-004	22399100
8717-008-005	22399100	8717-008-006	22399100	8717-008-010	22399100
8717-008-019	22399100	8717-008-020	22399100	8717-008-026	22399100
8717-008-027	22399100	8717-008-028	22399100	8717-008-029	22399100



Analysis Details

Data Version: SCAG Regional Travel Demand Model 2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2040

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

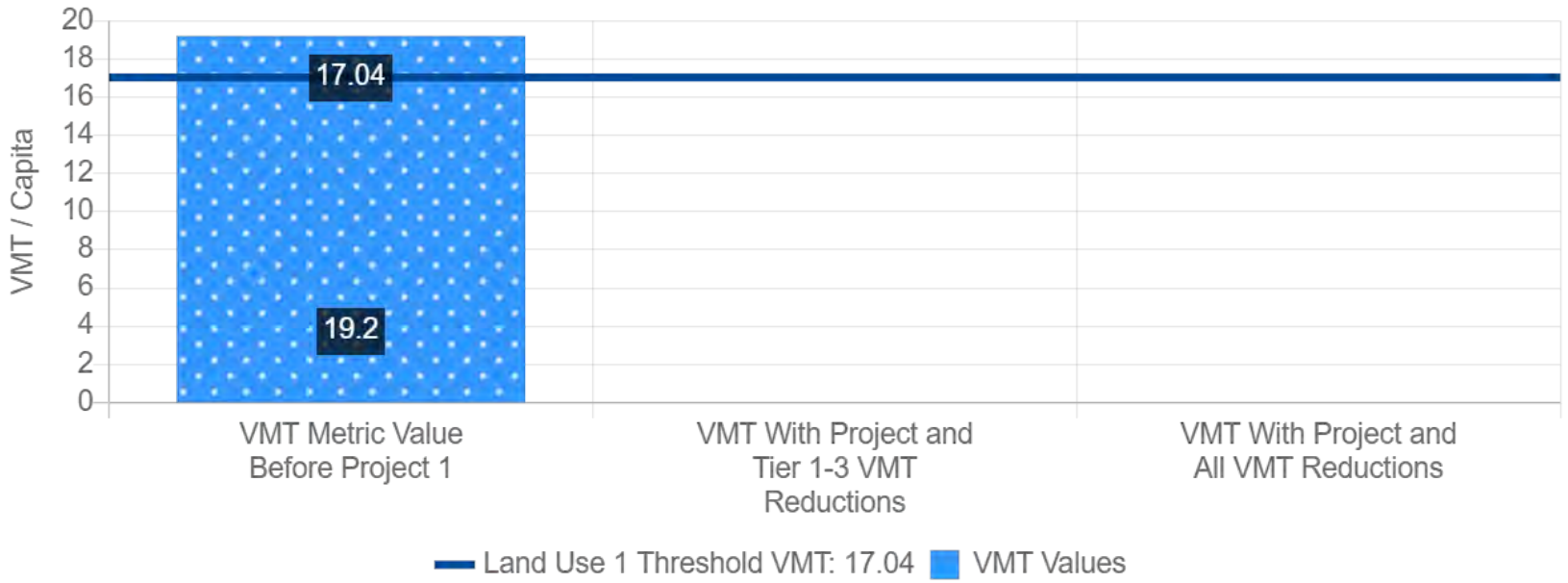
Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	20.05
TAZ:	22399100
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	19.2	null	null
Low VMT Screening Analysis	No (Fail)	null	null



Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Without Project 1:	Home-based Work VMT per Worker
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	18.37
TAZ:	22406200
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	17.2	null	null
Low VMT Screening Analysis	No (Fail)	null	null

Appendix B

VMT Analysis Summary

2020 SCAG Model Results

Origin-Destination VMT Data

SCAG 2020 Activity-Based Model

Analysis prepared by Iteris, Inc.
March, 2024

2019 Baseline

Daily Total VMT for All Vehicle Trips	
Auto	2,760,610
Truck	165,953
Total	2,926,563
Population	61,114
Employment	23,082
Service Population	84,196
VMT per Service Population	34.76
15 percent below existing (85%)	29.55

Daily Total VMT for All Vehicle Trips - Project Zones Only	
Auto	437,301
Truck	6,660
Total	443,960
Population	10,805
Employment	1,662
Service Population	12,467
VMT per Service Population	35.61

2019 Build

Daily Total VMT for All Vehicle Trips	
Auto	3,064,084
Truck	167,228
Total	3,231,311
Population	69,353
Employment	23,831
Service Population	93,184
VMT per Service Population	34.68

Daily Total VMT for All Vehicle Trips - Project Zones Only	
Auto	751,927
Truck	8,060
Total	759,988
Population	19,044
Employment	2,411
Service Population	21,455
VMT per Service Population	35.42
Above Threshold	19.9%

2045 No Build

Daily Total VMT for All Vehicle Trips	
Auto	2,883,683
Truck	192,439
Total	3,076,122
Population	66,882
Employment	27,397
Service Population	94,279
VMT per Service Population	32.63

Daily Total VMT for All Vehicle Trips - Project Zones Only	
Auto	422,007
Truck	7,355
Total	429,362
Population	10,997
Employment	1,662
Service Population	12,659
VMT per Service Population	33.92

2045 Build

Daily Total VMT for All Vehicle Trips	
Auto	3,094,769
Truck	193,806
Total	3,288,575
Population	72,746
Employment	27,396
Service Population	100,142
VMT per Service Population	32.84

Daily Total VMT for All Vehicle Trips - Project Zones Only	
Auto	646,939
Truck	8,873
Total	655,812
Population	16,861
Employment	1,661
Service Population	18,522
VMT per Service Population	35.41
Above Threshold	19.8%

Link-Level VMT Data

SCAG 2020 Activity-Based Model

Analysis prepared by Iteris, Inc.

March, 2024

2019 Baseline

20R19PL_FRTP_1945

Total Vehicle Miles Traveled (VMT) by Facility Classification (Auto + Truck)

Functional Classification	AM Peak Period 6 AM to 9 AM	Midday Period 9 AM to 3 PM	PM Peak Period 3 PM to 7 PM	Evening Period 7 PM to 9 PM	Nighttime Period 9 PM to 6 AM	Average Daily
Total	675,924	886,042	982,738	161,063	403,175	3,108,942
				Service Population		84,196
				VMT/Service Population		36.93

2019 Build

20R19PL_FRTP_1945_Build

Total Vehicle Miles Traveled (VMT) by Facility Classification (Auto + Truck)

Functional Classification	AM Peak Period 6 AM to 9 AM	Midday Period 9 AM to 3 PM	PM Peak Period 3 PM to 7 PM	Evening Period 7 PM to 9 PM	Nighttime Period 9 PM to 6 AM	Average Daily
Total	682,028	902,786	989,365	163,247	404,209	3,141,635
				Service Population		93,184
				VMT/Service Population		33.71
				Decrease compared to No Build		**-8.7%**

2045 Baseline

20R45PL_FRTP_1935-use

Total Vehicle Miles Traveled (VMT) by Facility Classification (Auto + Truck)

Functional Classification	AM Peak Period 6 AM to 9 AM	Midday Period 9 AM to 3 PM	PM Peak Period 3 PM to 7 PM	Evening Period 7 PM to 9 PM	Nighttime Period 9 PM to 6 AM	Average Daily
Total	636,256	829,794	951,417	159,181	406,699	2,983,347
				Service Population		94,279
				VMT/Service Population		31.64

2045 Build

20R45PL_FRTP_1935-use_Build

Total Vehicle Miles Traveled (VMT) by Facility Classification (Auto + Truck)

Functional Classification	AM Peak Period 6 AM to 9 AM	Midday Period 9 AM to 3 PM	PM Peak Period 3 PM to 7 PM	Evening Period 7 PM to 9 PM	Nighttime Period 9 PM to 6 AM	Average Daily
Total	640,737	840,280	956,898	161,905	407,598	3,007,417
				Service Population		100,142
				VMT/Service Population		30.03
				Decrease compared to No Build		**-5.1%**

2016 SCAG Model Results

(Compares Results With and Without Road Diet)

TECHNICAL MEMORANDUM

To:
Gibson Transportation Consulting

From: Jin Eo, AICP
Iteris, Inc.
1700 Carnegie Ave., Suite 100
Santa Ana, VA 92705

Date: October 16, 2023

RE: Diamond Bar Town Center
VMT Modeling Summary

INTRODUCTION

This memorandum presents Iteris' transportation assessment of a mixed-used development in the City of Diamond Bar. The project site currently contains multiple commercial/retail buildings, some of which will be replaced by residential other lanes uses.

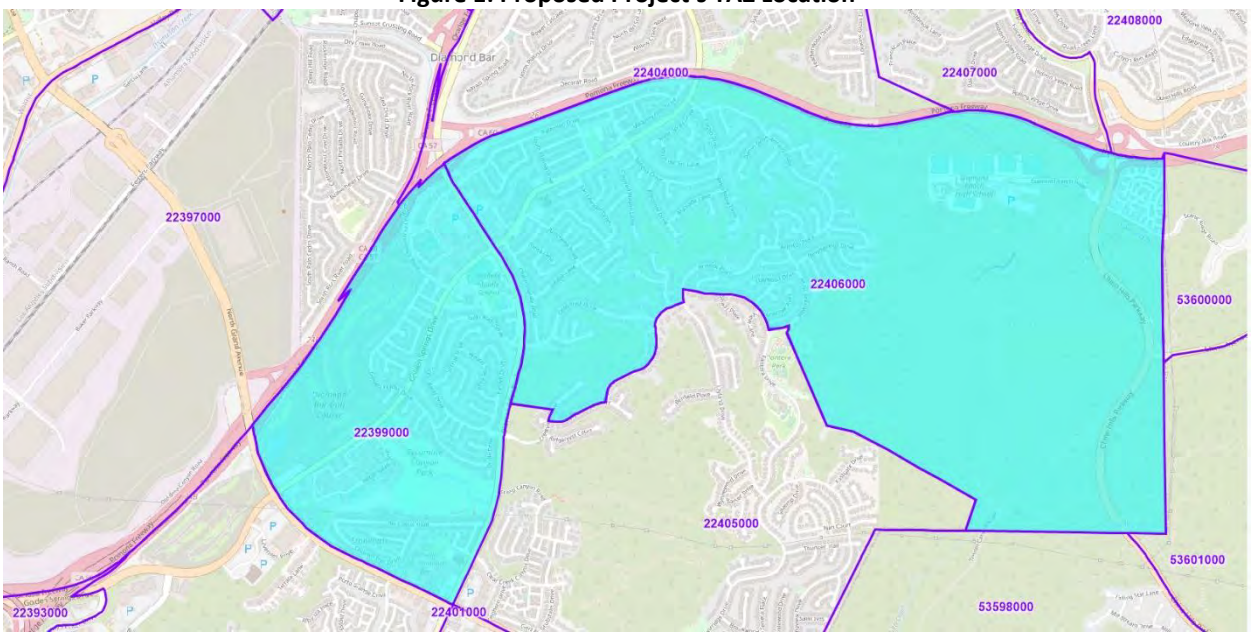
The proposed project is located at the eastern and western side of Diamond Bar Boulevard from the Pomona Freeway to Golden Springs Drive, and consists of the land uses shown in **Table 1**:

Table 1: Land Use Conversion Factors

Land Use Removal/Addition	Land Use Type	Unit	Quantity			# of Employees/Population
			Existing	Proposed	Delta	
Remove	Retail/Commercial	Sq ft.	475,500	446,000	-29,000	-67 employees
	Gas Stations	Pumps	38	0	-38	-35 employees
	Day Care Center	Sq ft.	5,500	0	-5,500	-17 employees
Add	Multi-Family Residential	Units	0	2,055	2,055	+5,724 population
	Hotel	Rooms	97	200	103	+103 employees

Figure 1 illustrates the location of the proposed project as part of the Southern California Association of Governments (SCAG) regional model. Within the model, the project is within Tier 1 Transportation Analysis Zones (TAZ) 22406000 and 22399000.

Figure 1: Proposed Project's TAZ Location



METHODOLOGY

Iteris utilized the SCAG 2016 RTP/SCS regional travel demand model to generate VMT statistics. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives and is also used as a metric to ultimately assess the transportation environmental impacts of a project.

For the purposes of this analysis, the 2040 base year scenario was utilized. Three project scenarios were executed. The project scenarios are:

- Future Year 2040 Without Project – Current SCAG model
- Future Year 2040 With Project Land Use and Road Diet (reduction of number of lanes from 6 to 4 lanes along Diamond Bar Boulevard between the Pomona Freeway and Golden Springs Drive)
- Future Year 2040 With Project Land Use Only

For the With Project scenarios, project land use inputs were added to and removed from the Without Project scenario, which includes the current SCAG model socio-economic data (SED) – No SED or network edits were made in the Without Project scenario.

LAND USE SUMMARY

The model uses socioeconomic data (in terms of number of employees) from land use inputs to compute trip generation. To generate VMT results, land use conversion rates were applied to all non-residential project land uses. **Table 2** summarizes the conversion rates used for different types of land uses. This conversion rate changed square footage to number of employees for use in the model inputs, and was calculated to match the project total estimate of reduction of 15 employees.

Table 2: Land Use Conversion Factors

Land Use Category	Model Land Use Category	Conversion Rate
Residential	Households (MFDU)	None
Hotel	10% Retail Employment 90% Other Service Employment	1 Employee per room
Retail/Commercial	90% Retail Employment 10% Other Service Employment	2.25 Employees per tsf
Gas Station	50% Retail Employment 50% Transportation Employment	0.93 Employee per gas pump
Day Care	Education Employment	3 Employees per tsf

tsf = thousand square feet

Table 2 summarizes the results of the conversion factors for each land use. The table also summarizes the land use input that was used for each model scenario. As a note, the SCAG model maintains thirteen (13) categories of employment, and this project modified education, retail, transportation, and other service employment, which is summarized in the right four columns in **Table 3**.

Table 3: Model Land Use Inputs at Project TAZs Level

Model Scenario	Total Households and Employment Change						Project Specific Employment by Category			
	Multi-Family Units	Change in Total Multi-Family Units	Percent Change in Multi-Family Units	Total Employment	Change in Total Employment	Percent Change in Total Employment	Retail Employment	Transportation Employment	Education Employment	Other Service Employment
Future 2040 (No Project)	1,620	0	0%	2,971	0	0%	423	49	840	74
Future With Project	3,675	2,055	126%	2,956	-15	-0.5	356	31	824	160

VMT RESULTS

The proposed project consists of commercial and residential use, thus the VMT will be reported as Work-Based VMT per Employee and Home-Based VMT per Resident calculated as such:

$$WorkBased\ VMT\ per\ Employee = \frac{Total\ WorkBased\ VMT}{Total\ Number\ of\ Employees}$$

$$HomeBased\ VMT\ per\ Resident = \frac{Total\ HomeBased\ VMT}{Total\ Number\ of\ Residents}$$

From the model scenario outputs, the following metrics were produced (for this Project analysis only):

- Project TAZs (22406000 and 22399000) daily residential VMT per capita;
- Citywide daily residential VMT per capita;
- Project TAZs daily employment VMT per employee;
- Citywide daily employment VMT per employee;
- Project TAZs daily total VMT per service population; and
- Citywide daily total VMT per service population.

Table 4 summarizes the VMT Results.

Table 4: VMT Results

Model Scenario	Population		Employees		Residential VMT per Capita		Employment VMT per Employee		Total VMT per Service Population	
	Project TAZs	Citywide	Project TAZs	Citywide	Project TAZs	Citywide	Project TAZs	Citywide	Project TAZs	Citywide
Existing (2021)	10,875	48,263	2,568	12,864	23.62	23.85	27.48	29.06	24.4	24.9
2040 Without Project	12,000	52,826	2,971	14,433	22.01	22.21	24.17	25.59	22.4	22.9
2040 With Project Land Use Only	17,724	58,550	2,956	14,418	22.87	22.46	24.79	25.47	23.14	23.056
2040 With Project Land Use and Road Diet					22.85	22.47	24.78	25.48	23.13	23.062

The addition of project land use without road diet increases the residential VMT per capita by approximately 4% at the project TAZ level and 1% at the citywide level. Additionally, the project land use without road diet increases the employment VMT per employee by approximately 2.6% at the project TAZ level and 0.5% at the citywide level. With the road diet, the VMT per capita and per employee show similar patterns when compared with the no project scenario. However, when compared with the land use only scenario, the road diet slightly decreased the VMT per capita and per employee at the project level and marginally increased the VMT per capita and employee at the citywide level.

The total VMT per service population shows similar patterns as the residential VMT per capita for all four scenarios. VMT per capita, employment, and service population in all the 2040 scenarios are lower than in existing conditions.

Appendix C

VMT Reduction Strategies

(Appendix D to
City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment)

1. SGVCOG VMT Reduction Calculations

This section describes the SCGCOG VMT Evaluation Tool's approach to calculating the effectiveness of VMT reduction strategies that are built into the tool. While a long list of potential VMT reduction measures are made available to users, care must be taken by the analyst to understand and carefully consider the research supporting each VMT reduction measure to determine the efficacy of the potential VMT mitigation.

1.1 Neighborhood Place Types

Based on empirical research that used quantitative methods to classify the census tracts of California into neighborhood place types, a place type is assigned to each parcel in the SGVCOG.[1] These place types, described in **Table 1**, categorize the neighborhood surrounding specific parcels in terms of density, general accessibility and access to transit, and land use. These factors have been shown to have a substantial effect on a location's ability to support low-VMT travel. To reflect this, the place types are used to identify maximum potential VMT reductions for projects, based on research studies. Where supported by research, the neighborhood place types are also used to identify the effectiveness of specific VMT reduction strategies.

Table 1. Neighborhood Place Types

Neighborhood Place Types	Description
Central City Urban	Very high density, excellent accessibility, high public transit access, low single-family homes, older high-value housing stock
Urban High Transit Use	High density, good accessibility, high public transit access, low single-family homes, middle-aged and older housing stock
Urban Low Transit Use	Good accessibility, low vacancy, middle-aged housing stock
Suburb with Multifamily Housing	Average on most indicators, low single-family homes, and relatively lower housing values
Suburb with Single-Family Homes	Low density and accessibility, low vacancy, high newer single-family homes, and relatively higher housing values
Rural in Urbanized Area	Slightly better accessibility than the truly "rural" tracts, more likely to have multifamily housing
Rural	Very low access, high vacancy, high newer single-family homes with lower housing values (mainly outside population centers of any kind)

Notes: Neighborhood place type coding used in script: 1) Urban Low Transit Use, 2) Suburb with Multifamily Housing, 3) Central City Urban, 4) Rural, 5) Suburb with Single Family Homes, 6) Urban High Transit Use, and 7) Rural in Urbanized Area.

[1] Neighborhood types from Salon, Deborah. February 2014. Quantifying the effect of local government actions on VMT. California Air Resources Board and the California Environmental Protection Agency.

1.2 VMT Reduction Strategies

Each strategy for the four different VMT mitigation categories is supported by evidence from a previous literature review prepared by Fehr & Peers, and from our work in VMT reduction strategies. This documentation also includes rural in Urbanized Area and Rural neighborhood place types.[2] The mitigation categories (or tiers) are:

- Tier 1: Project Characteristics
- Tier 2: Multimodal Infrastructure
- Tier 3: Parking
- Tier 4: Transportation Demand Management (TDM) Programs

Strategies and their corresponding evidence and calculations in the tool are described below. (Shortened versions of these descriptions are presented in the tooltips (information buttons) within the tool itself.) Matrices of reductions and elasticities are provided below for each of the four strategy categories (**Table 2** to **Table 5**). Strategy names are listed in the order in which they appear in the tool.

1.2.1 Standards of Evidence

While a long list of potential VMT reduction measures are made available to users of the SGVCOG VMT Evaluation Tool, care must be taken by the analyst to understand what VMT reduction strategies may have already been captured in the SCAG travel model to avoid double counting. Furthermore, the analyst should carefully consider the research supporting each VMT reduction measure to determine the efficacy of the potential VMT mitigation. For example, the analyst may consider whether the supporting studies were based on a statistical model (such as a regression analysis, logit model, etc.) or another type of study, such as a synthesis of available research or a model that provides inferential support for a VMT reduction. The analyst may also look at the geographic location(s) and setting(s) covered in the study or studies that support a VMT reduction.

1.2.2 Tier 1: Project Characteristics

This category is composed of strategies that change land use characteristics, such as density, mix of uses, and housing affordability. These strategies reduce VMT by increasing access to amenities or by attracting residents who generate lower VMT than the average household. Reductions and elasticities for the four strategies are in **Table 2**.

[2] These neighborhood place types were added for completeness and allows reductions similar to suburban with single family neighborhood place type to provide flexibility in testing VMT reductions in rural settings. Many VMT reduction measures are not as effective in rural settings and the analyst should consider available research and supplement that research with local data on VMT reductions in rural settings when evaluating VMT reductions in a rural setting.

1.2.2.1 PC 01 Increase Residential Density

Increased residential density, measured in dwelling units per existing residential acreage in a given area, affects the distances people travel and provides greater options for the mode of travel they choose. This measure provides a foundation for implementing other measures that would benefit from increased densities. This strategy applies to residential land uses only.

This study used a large sample of data from Chicago, Los Angeles, and San Francisco metropolitan areas to model the relationship between the VMT and urban design variables.[3] The study found that households per residential acre (Hh/RA) provided the greatest explanatory power for VMT variation across an area. VMT per household is estimated as a function of the ratio of households to residential acreage in the Traffic Analysis Zone (TAZ) or the half-mile buffer around a parcel under the existing condition and under the with project condition. The VMT reduction is based on the estimated change in calculated VMT per household without the project and with the project.

$$\%\, VMT\ reduction = \frac{\left(\frac{VMT}{Hh}\ with\ project - \frac{VMT}{Hh} without\ project\right)}{\frac{VMT}{Hh} without\ project}$$

The study's VMT per household equation for the Los Angeles metropolitan area is shown below. Data from the Los Angeles metropolitan area was incorporated into the SGVCOG VMT Evaluation Tool as shown below.

$$\frac{VMT}{Hh} = 19749\left(\frac{4.814 + \frac{Hh}{RA}}{4.814 + 7.140}\right)^{-0.639}$$

1.2.2.2 PC 02 Increase Development Diversity (and PC 05)

Increasing the amount of space dedicated to a less common or nonexistent use in the area surrounding the land use development project leads to a reduction in VMT. Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. For example, when residential areas are in the same neighborhood as retail and office buildings, residents do not need to travel outside of the neighborhood to run errands and may be able to live and work in the same neighborhood. This strategy applies to residential and employment land uses.

The land use diversity of the TAZ or half-mile buffer around a parcel is measured using an activity mix index. The activity mix index is a proportion of the number of people in the TAZ or parcel buffer participating as residents or employees in retail, office, industrial and other jobs to the number of possible land uses on the TAZ or parcel buffer. The activity mix index for the TAZ or

[3] Holtzclaw, et al. 2002. "Location Efficiency: Neighborhood and Socioeconomic Characteristics Determine Auto Ownership and Use – Studies in Chicago, Los Angeles, and San Francisco." Transportation Planning and Technology, Vol. 25, pp. 1–27.

parcel buffer without the development is compared with the activity mix with the development to estimate the VMT reduction accomplished by improving the mix of activities in the neighborhood.

The elasticities of per capita VMT and VMT per worker by neighborhood place type with respect to the activity mix index are estimated based on the empirical research supporting the strategy.[4] The study used multiple statistical modeling methods to estimate the effect of land use variables on VMT by neighborhood place type, using data from travel surveys conducted between 2001 and 2009. PC 05 is the Employment portion of strategy PC 02, which is not shown explicitly in the tool but is activated when the user selects strategy PC 02 for a project that includes employment land uses.

$$Activity\ Mix\ Index = \sum_{i=1}^{N} \frac{p_i \times \ln(p_i)}{\ln(N)}$$

$$p_i = proportion\ of\ people\ (residents\ and\ employees)\ engaged\ in\ activity\ i\ in\ the\ parcel$$
$$N = number\ of\ possible\ land\ use\ in\ the\ parcel$$
$$\%\ Change\ in\ VMT\ per\ capita = elasticity\ by\ place\ type\ and\ development\ use \times \%\ \Delta\ in\ activity\ mix\ index$$

1.2.2.3 PC 03 Affordable Housing

This strategy encourages building a greater percentage of affordable and below market rate (BMR) housing to allow for lower income families to live at the project. Research has shown that households with incomes at or below 80 percent of the regional median income make fewer trips by automobile than households with higher incomes, resulting in lower per capita VMT in some jurisdictions. BMR housing can also provide opportunities for lower income families to live closer to job centers and to use transit for their commutes. This strategy applies to residential land uses only.

This VMT reduction is based on a study that used data from the 2010-2012 California Household Travel Survey (CHTS) to determine a relationship between VMT and low-income households. The study reported the estimated VMT reductions of three lower income household groups when compared to the VMT of median family income (MFI) households.[5] The research that is available is based on the behavior of lower incomes households but not on the behavior of lower income households living in BMR housing. The reductions by income group are listed below.

$$Extremely\ Low\ Income\ (Household\ earns\ less\ than\ 30\%\ of\ MFI) = -32.5\%$$
$$Very\ Low\ Income\ (Household\ earns\ between\ 30\%\ and\ 50\%\ of\ MFI) = -25.2\%$$
$$Low\ Income\ (Household\ earns\ between\ 50\%\ and\ 80\%\ of\ MFI) = -10.2\%$$

[4] Salon, Deborah. 2013. Quantifying the effect of local government actions on VMT. California Air Resources Board and the California Environmental Protection Agency.

[5] Newmark, G. and Haas, P. 2015. Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy. The California Housing Partnership.

1.2.2.4 PC 04 Increase Employment Density

Like increasing residential density, increasing employment density affects the distances people commute and provides greater options for the modes of travel they choose. Employment density is measured as the ratio of the number of employees to the net commercial and industrial acreage in a given area. Employment includes office, retail, industrial, and other employment. This strategy applies to employment land uses only.

The study used to support this strategy reported VMT decreases in lower density locations, such as suburban places, with an increase in employment density.[6] The study is based on results from a linear regression model of cross-sectional data collected from Austin's Capital Area Metropolitan Planning Organization to determine the differences in VMT associated with employment density.

For suburban neighborhood place types (suburban with multifamily home and single-family homes), a 0.03 percent reduction in VMT was observed for a 1 percent increase in employment density. In higher-density locations (urban neighborhood place types), VMT was observed to increase in response to employment density. This increase could be related to the replacement of housing with employment uses in an already job-rich environment.

$$\%\, VMT\ Reduction\ (for\ suburban\ place\ types) = -0.03 \times \%\ change\ in\ employment\ density$$

[6] Zhou, B. and K. M. Kockelman. 2008. Self-selection in home choice: use of treatment effects in evaluating relationship between built environment and travel behavior. Transportation Research Record: Journal of the Transportation Research Board, 2077(1): 54-61. Cited in Circella, Giovanni et al. 2014. Impacts of Employment Density on Passenger Vehicle Use and Greenhouse Gas Emissions (Policy Brief and Technical Background Document). California Air Resources Board and the California Environmental Protection Agency.

Table 2. Project Characteristics Strategy Elasticities and Reductions

Strategy ID	Strategy	Development Input	Type of Elasticity or Reduction[1]	Neighborhood Place Type						
				Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
PC 01	Increase Residential Density	Project Density (Dwelling Units)	% change in VMT / % change in household density	See strategy methods for reduction.						
PC 02	Increase Development Diversity (Residential and Employment)	Land Use Types (Dwelling Units and 1,000 square feet)	% change in residential VMT / % change in the activity mix index	-0.191	0	0	-0.0325	0	0	0
PC 05			% change in employment VMT / % change in the activity mix index	-0.14	-0.144	0	-0.0329	0	0	0
PC 03	Affordable Housing	BMR Units by income type	VMT / capita	Extremely Low Income (Household earns less than 30% of MFI) = -32.5% Very Low Income (Household earns between 30% and 50% of MFI) = -25.2% Low Income (Household earns between 50% and 80% of MFI) = -10.2%						
PC 04	Increase Employment Density	Project Density (Jobs)	% change in VMT / % change in employment density	0.074	0.074	-0.03	-0.03	-0.03	-0.03	-0.03

Note:
1. Elasticities are expressed as a decimal less than 1 while reductions are expressed as a percentage or a constant.

1.2.3 Tier 2: Multimodal Infrastructure

These strategies require project developers to provide funding for and/or construct improvements to the surrounding transportation network that encourage the use of biking, walking, and transit instead of driving. Reductions and elasticities for the five strategies are in **Table 3**.

1.2.3.1 MI 01 Increase Bike Access

This strategy requires the project developer to provide funding for or construct bicycle facilities that close gaps in the bicycle network and/or lower the level of traffic stress on the existing bicycle network (e.g., construct a barrier or buffer for an existing bike lane). Improving bike access to project sites encourages people to bike instead of drive, thus reducing VMT. This strategy only applies to bicycle facilities that provide a dedicated lane for bicyclists or a completely separated right-of-way for bicycles and pedestrians. This includes the construction of or improvements to Class I (trail), Class II (bike lane), and Class IV (protected bike lane) bikeways. This measure would not be applicable if the resulting gap between the project and the external bikeway exceeds 1/3 mile. This strategy applies to residential and employment land uses,

The research supporting this reduction used a large sample of travel data within the city limits of Montreal to investigate the link between bicycle infrastructure accessibility and cycling modal share.[7] The study reports a 3.71 percent increase in bicycle mode share for a 1 percent decrease in distance to cycling infrastructure for the urban with low transit neighborhood place type. The same study reports different elasticities for urban (central city urban and urban high transit) and suburban (suburban multifamily housing and single-family homes) neighborhood place types. These elasticities are shown in **Table 3**.

$$\%\ change\ in\ bike\ mode\ share = 0.371\ \times \%\ change\ in\ distance\ to\ cycling\ infrastructure$$

The shift from vehicle trips to bicycle trips is expected to occur for vehicle trips that are of bikeable length. Thus, the actual VMT reduction is prorated by the ratio of the average bicycle trip length to the average vehicle trip length. Average trip lengths are derived from California Household Travel Survey (CHTS) data.

$$\%\ VMT\ Reduction = \frac{(\%\ change\ in\ bike\ mode\ share \times average\ trip\ length\ by\ bicycle)}{(vehicle\ mode\ share\ for\ TAZ \times average\ trip\ length\ by\ vehicle)}$$

[7] Zahabi, S., Chang, A., Miranda-Moreno, L., and Patterson, Z. 2016. Exploring the link between the neighborhood typologies, bicycle infrastructure and commuting cycling over time and the potential impact on commuter GHG emissions. *Transportation Research Part D: Transport and Environment. 47*:89–103.

1.2.3.2 MI 02 Improve Connectivity – Network Connectivity/Design Improvements

Building a new street connection and/or connecting cul-de-sacs to provide pedestrian and bicycle access enhances walkability, connectivity, and street accessibility within a neighborhood. VMT reductions are based on the change to intersection densities within a quarter mile buffer of the project and on internal connections within the project site. Intersection density is a calculated as the number of intersections per square mile within a quarter mile buffer around the project site. The user can estimate existing intersection density manually or using Geographic Information System (GIS) software. The strategy applies to residential and employment land uses.

The study synthesized the results of nine studies to determine the effect of intersection and street density on VMT reductions.[8] The study reports a -0.12 elasticity of VMT reduction with respect to a one percent increase in intersection density. This reduction only applies to suburban neighborhood place types, as the relative improvement to pedestrian accessibility is greater in suburban areas than in urban areas that already have dense street networks.

$$\%\, VMT\ Reduction = -0.12 \times \%\, increase\ of\ intersection\ density$$

1.2.3.3 MI 03 Increase Transit Accessibility

Building the project within a proximity to a transit station or stop with high-quality service enhances access to transit which facilities the use of transit for people traveling to/from the project site. Facilitating transit use results in a mode shift from driving to transit and thereby reduces VMT. In the SGVCOG VMT Evaluation Tool, this strategy is applied by taking the distance between the project site and the closest transit stop without project improvements and the distance to the closest transit stop with project improvements and applying an elasticity factor; therefore, the project can reduce its VMT by relocating a transit stop closer to the site. Proposed changes to transit stop locations should be negotiated with the Lead Agency and the applicable transit operator. The strategy applies to residential and employment land uses.

The study supporting this strategy provides results on the effect of urban form, including distance to transit, on VMT through modeling data from the 1990 National Personal Transportation Survey data.[9] The associated reduction in VMT with the reduction in distance to transit (elasticity) is reported as -0.08.

$$\%\, VMT\ Reduction = -0.08 \times \%\, change\ in\ distance\ to\ nearest\ transit\ stop$$

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[8] Ewing, R., and Cervero, R. 2010. Travel and the Built Environment - A Meta-Analysis. *Journal of the American Planning Association.*

[9] Bento, A.M., Cropper, M.L., Mobarak, A.M., and Vinha, K. 2003. The Impact of Urban Spatial Structure on Travel Demand in The United States. World Bank policy research working paper, 3007.

1.2.3.4 MI 04 Traffic Calming

This strategy requires the project design to include pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood. Providing traffic calming measures encourages people to walk or bike instead of using a vehicle, resulting in decreased VMT. VMT reductions are based on whether the project will be providing at a minimum median refuges, bulb-outs, and/or other pedestrian crossing enhancements beyond the frontage of the development. This strategy applies to residential and employment land uses.

The study supporting this strategy quantified the effects of traffic calming on VMT by comparing the change in VMT in suburban and urban neighborhood place types with same pedestrian environment conditions with and without traffic calming improvements.[9] The study found that traffic calming improvements yield higher VMT reductions in suburban places than in urban places, as the relative reduction in traffic speeds is greater in suburban areas than in urban areas where traffic already tends to move slowly. If the project provides traffic calming improvements beyond the project site frontage, the reduction from the evidence is applied based on the neighborhood place type of the project site. These reductions are shown in **Table 3**.

$$\%\, VMT\ Reduction = \ rate\ based\ on\ placetype$$

1.2.3.5 MI 05 Pedestrian Networks

This strategy requires the project design to include pedestrian improvements both on-site and in the surrounding neighborhood. Providing a pedestrian accessible network encourages people to walk instead of drive, thereby reducing VMT. The pedestrian improvements include but are not limited to buffered sidewalks on both sides of the street, marked or signalized pedestrian crossings at intersections (enhanced crosswalks), lighting, and curb ramps. This strategy applies to both residential and employment land uses.

The study supporting this strategy quantified the effects of the pedestrian environment on VMT by comparing the change in VMT in suburban and urban neighborhood place types with same pedestrian environment conditions with and without pedestrian improvements.[10] The study found that pedestrian improvements yield higher VMT reductions in suburban places than in urban places, since suburban places tend to have less developed pedestrian networks to begin with. If the project provides pedestrian network improvements beyond the project site frontage, the reduction is then applied based on neighborhood place type of the project site. These reductions are shown in **Table 3**.

$$\%\, VMT\ Reduction = \ rate\ based\ on\ placetype$$

[10] Cambridge Systematics. 2009. *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions – Technical Appendices.* Prepared for the Urban Land Institute.

Table 3. Multimodal Infrastructure Strategy Elasticities and Reductions

Strategy ID	Strategy	Development Input	Type of Elasticity or Reduction[1]	Neighborhood Place Type						
				Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
MI 01	Bike Access Improvements	Distance to nearest existing bicycle facility	% change in bicycle mode share / % decrease in distance to cycling infrastructure	-0.371	-0.371	-0.371	-0.371	-0.371	-0.371	-0.371
MI 02	Improve Connectivity (Network Connectivity/ Design Improvements)	Intersection Density	% change in VMT / % change in intersection density	-0.12	-0.12	-0.12	-0.12	-0.12	-0.12	-0.12
MI 03	Increase Transit Accessibility	Distance to closest transit stop	% change in VMT / % reduction in distance to transit	-0.08	-0.08	-0.08	-0.08	-0.08	-0.08	-0.08
MI 04	Traffic Calming Measures	Binary Answer	VMT / capita VMT/worker	-0.6%	-0.6%	-2%	-2%	-2%	-2%	-2%
MI 05	Pedestrian Networks	Binary Answer	VMT / capita VMT/worker	-0.6%	-0.6%	-2%	-2%	-2%	-2%	-2%

Note:
1. Elasticities are expressed as a decimal less than 1 while reductions are expressed as a percentage or a constant.

1.2.4 Tier 3: Parking

Strategies in this category reduce automobile parking supply, making driving less attractive, and provide high-quality bicycle parking, making biking more attractive. Reductions and elasticities for the two strategies are in **Table 4**.

1.2.4.1 PK 01 Limit Parking Supply

This strategy would require the development to decrease parking supply at the project site to rates lower than those documented in the Institute of Transportation Engineers (ITE) Parking Generation manual or to those documented by the municipal code if that is what the jurisdiction has chosen. Decreasing parking supply encourages employees to choose an alternative transportation mode for their commutes. This measure only applies if street parking is not free or unrestricted during typical working hours. Surrounding street parking must be metered, have time limits during typical working hours, and/or be available to residential parking permit (RPP) holders only. The strategy applies to employment land uses only.

VMT reductions for this strategy are based on the project's parking supply compared to the minimum parking supply requirement from municipal or ITE code. The parking supply reduction is limited to 25 percent from minimum required by municipal code. The strategy uses an equation derived from the URBEMIS model parking mitigation component. The URBEMIS model is used to calculate air quality impacts for development projects based on VMT reduction and other emissions reduction approaches.[11]

$$\%\ VMT\ Reduction = \%\ Reduction\ of\ parking\ supply\ from\ minimum\ required\ by\ municipal\ or\ ITE\ code \times 0.5$$

1.2.4.2 PK 02 Provide Bike Facilities

This strategy requires the project developer to provide and maintain facilities for bicycle users at the project site. Providing end of trip facilities encourages people to bike instead of drive, thereby reducing VMT. Examples of end of trip facilities include bike parking, bicycle lockers, showers, and personal lockers. The extent of the VMT reduction is based on whether the project provides only secure bike parking or secure bike parking and additional facilities. This strategy applies to employment land uses only and overlaps with the TP 05 Commute Trip Reduction Program strategy.

The VMT reduction for this strategy is based on evidence from a study that examined the effects of bicycle infrastructure on the probability of cycling to work using a multivariable regression analysis of 2010 travel survey data collected by the Metropolitan Washington Council of

[11] Nelson\Nygaard. 2005. *Crediting Low-Traffic Developments: Adjusting Site-Level Vehicle Trip Generation Using URBEMIS.*

Governments.[12] From a final sample of 4,711 households, the study determined that employees are 1.78 times more likely to commute by bicycle when secure bicycle parking is provided than when it is not, and that employees are 4.86 times more likely to commute by bicycle when bicycle parking and additional end of trip facilities are provided than when they are not. These odds ratios are multiplied by the existing bicycle mode share of the TAZ or half-mile buffer around a parcel to determine the new bicycle mode share for the TAZ or parcel buffer.

The shift from vehicle trips to bicycle trips is expected to occur for vehicle trips that are of bikeable length. Thus, the actual VMT reduction is prorated by the ratio of the average bicycle trip length to the average vehicle trip length. Average trip lengths are derived from California Household Travel Survey (CHTS) data.

$$\%\, VMT\ Reduction = \frac{(\%\ change\ in\ bike\ mode\ share \times average\ trip\ length\ by\ bicycle)}{(vehicle\ mode\ share\ for\ TAZ \times average\ trip\ length\ by\ vehicle)}$$

[12] Buehler, R. 2012. Determinants of bicycle commuting in the Washington, DC region: The role of bicycle parking, cyclist showers, and free car parking at work. *Transportation Research Part D, 17*: 525-531.

Table 4. Parking Strategy Elasticities and Reductions

Strategy ID	Strategy	Development Input	Type of Elasticity or Reduction	Neighborhood Place Type						
				Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
PK 01	Limit Parking Supply	Total Employee Parking Spaces	Maximum VMT / worker reduction	-12.5%	-12.5%	-12.5%	-12.5%	-12.5%	-12.5%	-12.5%
PK 02	Provide Bike Facilities	Binary Answer	bicycle commuters when bicycle parking is available / bicycle commuters when bicycle parking is not available	1.78	1.78	1.78	1.78	1.78	1.78	1.78
			bicycle commuters when bicycle end trip facilities are available / bicycle commuters when bicycle end trip facilities are not available	4.86	4.86	4.86	4.86	4.86	4.86	4.86

Note:
1. Elasticities are expressed as a decimal less than 1 while reductions are expressed as a percentage or a constant.

1.2.5 Tier 4: TDM Programs

Included in this category are programmatic strategies that reduce VMT by providing alternatives to driving alone, as well as incentives, such as ride sharing programs, transit subsidies, and shuttle services. These strategies would be implemented on an ongoing basis once the project is occupied. Reductions and elasticities for the 18 strategies are in **Table 6**.

1.2.5.1 TP 01 School Pool Programs

The strategy would require the organization of a program that matches families in carpools for school pick-up and drop-off. The program would be open to all families in the development. Organizing a School Pool Program helps match parents who transport students to schools without a bussing program, including private schools, charter schools, and neighborhood schools where students cannot walk or bike. School pools reduce the total number of vehicle trips traveling to and from schools, thereby reducing VMT. This strategy is supported by evidence from 2012 California Household Travel Survey where 2.3% of the home-based VMT is generated by home-based K-12 school trips. According to American Community Survey (ACS 2017), about 27.85% of the households have kids in K-12 school.

$$\%\, VMT\ Reduction = 8.25\% \times \%\ of\ households\ expected\ to\ participate$$

1.2.5.2 TP 02 Bike Sharing Programs

This strategy requires the project developer to dedicate space for or provide subsidies to a bike sharing system, ideally one with high penetration in a larger area, such as Bay Wheels. Bike share substitutes for some driving trips and provides a first/last-mile connection for transit users, reducing auto trips and thereby reducing VMT. This reduction only applies if a bike share station is eventually built on site. This strategy applies to residential and employment land uses.

This strategy is supported by a study that reported the effects of a pilot bicycle share system on bicycle usage in London.[13] Online surveys of existing customers were used to assess mode shifts due to bike share use. The study reported that 6 percent of users shifted from driving to using bike share for work or school trips.

The shift from vehicle trips to bicycle trips is expected to occur for vehicle trips that are of bikeable length. Thus, the actual VMT reduction is prorated by the ratio of the average bicycle trip length to the average vehicle trip length. Average trip lengths are derived from California Household Travel Survey (CHTS) data.

[13] Noland, R.B., and Ishaque, M.M. 2006. Smart bicycles in an urban area: Evaluation of a pilot scheme in London. *J. Public Transportation. 9* (5), 71–95.

$$\%\ VMT\ Reduction = \frac{(-6\%\ change\ in\ bike\ mode\ share \times average\ trip\ length\ by\ bicycle)}{(vehicle\ mode\ share\ for\ TAZ \times average\ trip\ length\ by\ vehicle)}$$

1.2.5.3 TP 03 Car Sharing Programs

The strategy requires the project to provide subsidies and promotions, as well as dedicated parking spaces, for car sharing services such as ZipCar, Car2Go, and/or GetAround. Supporting a car sharing program allows people to have on-demand access to a shared fleet of vehicles. Car sharing helps support the use of walking, biking, carpooling, and transit by providing access to vehicles for occasional trips and a guaranteed ride home option, allowing for overall reductions in auto use which results in reduced VMT. This strategy applies to residential and employment land uses.

Evidence supporting this strategy is from a study that examined the impact of car sharing on household VMT in the Bay Area.[14] Travel diary surveys were collected from 527 members and 45 non-members at five points between 2001 and 2005. Members reported reducing their household VMT by 32.8 percent. The expected participation rate of 2 percent is derived from report by UCLA documenting commuting characteristics of faculty, staff, and students.[15]

$$\%\ VMT\ Reduction = 32.8\% \times \%\ expected\ participation\ \times \%\ eligible\ residents/employees$$

1.2.5.4 TP 04 Commute Trip Reduction (CTR) Marketing and Education

This strategy requires implementing a marketing campaign, targeting all project employees and visitors, that encourages the use of transit, shared rides, and active modes and thereby reducing VMT. Marketing strategies may include new employee orientation on alternative commute options, event promotions, and publications. The strategy applies to employment land uses only. This strategy overlaps with the TP 05 Implement Commute Trip Reduction Program and TP 18 Voluntary Travel Behavior Change Program strategies.

The strategy is based on a study that synthesizes evidence from four studies on the link between TDM strategies and travel behavior.[16] The study documents 82 case studies of employer and institutional TDM programs from different locations in the US. Programs that primarily offered commute trip reduction marketing/education yielded an average 4 percent reduction of commute vehicle trips. This strategy assumes a 1:1 ratio of vehicle trips to vehicle miles traveled.

$$\%\ VMT\ Reduction = 4\%\ \times 1(vehicle\ trip\ to\ VMT\ ratio) \times \%\ employees\ eligible$$

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[14] Cervero, R., Golub, A., and Nee, B. 2007. City CarShare: Longer-term travel demand and car ownership impacts. *Transportation Research Record, 1992:* 70-80.

[15] UCLA Transportation. *2011 State of the Commute Report.*

[16] Transit Cooperative Research Program. 2010. *TCRP 95 Traveler Response to Transportation System Changes – Chapter 19 Employer and Institutional TDM Strategies.*

1.2.5.5 TP 05 Implement Commute Trip Reduction (CTR) Program

This strategy requires providing a comprehensive program to reduce the number of drive-alone commute trips to the project and to actively monitor and react to changes in mode share. The program includes encouraging and assisting employees to use an alternative commute mode. Tools may include carpooling encouragement, ride share assistance, flexible/alternative work schedules, vanpool assistance, bicycle end of trip facilities, and other measures. The strategy applies to employment land uses only. This strategy overlaps with the PK02 Provide Bike Facilities, TP04 Commute Trip Reduction Marketing and Education, TP08 Telecommuting and Alternative Work Schedules, TP13 Ride-Sharing Programs, TP15 Behavioral Intervention, TP17 Vanpool Incentives, and TP18 Voluntary Travel Behavior Change Program strategies.

The strategy's evidence is from research that used a multivariable model to estimate the effects of TDM measures on VMT for various neighborhood place types.[17] VMT reductions by neighborhood place type are shown in **Table 6**.

$$\%\, VMT\ Reduction = reduction\ of\ commute\ vehicle\ miles\ by\ place\ type \times \%\, employees\ eligible$$

1.2.5.6 TP 06 Employee Parking Cash-Out

This strategy requires project employers to offer employee parking "cash-out," which gives employees the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the employer would otherwise pay for the parking space. Providing an alternative to subsidized/free parking encourages commuters to travel via walking, biking, carpooling, and transit, thereby reducing VMT. This strategy applies to employment land uses only and overlaps with the TP10 Price Workplace Parking strategy.

The strategy is supported by a study that used a multivariable model to estimate the effects of TDM measures, such as providing a parking "cash-out," on VMT for various neighborhood place types.[18] The strategy is less effective in suburban and low transit neighborhood place types than in urban and high transit neighborhood place types. The VMT reductions by neighborhood place type are shown in **Table 6**.

$$\%\, VMT\ Reduction = \%\, reduction\ of\ commute\ VMT\ by\ place\ type \times \%\, employees\ eligible$$

[17] Cambridge Systematics. 2009. *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions – Technical Appendices.* Prepared for the Urban Land Institute.
[18] Cambridge Systematics. 2009. *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions – Technical Appendices.* Prepared for the Urban Land Institute.

1.2.5.7 TP 07 Subsidized Transit Program

This strategy requires project employers or building operators to provide either partially or fully subsidized transit passes for all project affiliates (employees and/or residents). Providing subsidies for transit use encourages people to use transit rather than driving, thereby reducing VMT.

The VMT reduction for this strategy is based on a study that synthesizes five studies documenting the effects of transit service strategies on transit ridership.[19]

$$\%\,VMT\ Reduction = \frac{\%\ vehicle\ mode\ share}{1 - \%\ transit\ mode\ share} \times 0.43 \times \%\ fare\ subsidy \times \%\ transit\ mode\ share$$

1.2.5.8 TP 08 Telecommuting and Alternative Work Schedules

This strategy requires project employers to allow and encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. This strategy applies to employment land uses only and overlaps with the TP05 Implement Commute Trip Reduction Program strategy.

The VMT reduction for this strategy is based on a study that uses a multivariable model that provides the effects of specific TDM measures on VMT.[20] VMT reductions are quantified for telecommuting 1.5 days a week, a 9/80 schedule, and a 4/40 schedule. The VMT reductions for the different telecommuting and alternative work schedule approaches are shown in **Table 6**.

$$\%\,VMT\ Reduction = reduction\ based\ on\ type\ of\ alternative\ schedule \times \%\ employees\ eligible$$

1.2.5.9 TP 09 Free Door-to-Door Transit Fleet

This strategy requires project employers to provide direct shuttle service to the project site from areas with high concentrations of employees. This strategy reduces drive-alone commute trips, thereby reducing VMT. This strategy applies to employment land uses only and overlaps with the TP13 Ride-Sharing Program and TP17 Vanpool Incentives strategies.

The VMT reduction for this strategy is based on a study from San Francisco Municipal Transportation Agency (SFMTA).[21] The commuter Shuttle Pilot Program Evaluation Report reported that 47 percent of users would have driven if the shuttle were not available. The evidence is used to estimate the shift from vehicle commuting to shuttle commuting, thereby

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[19] Handy, Susan et al. 2013. Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions. California Air Resources Board and the California Environmental Protection Agency.
[20] Cambridge Systematics. 2009. Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions – Technical Appendices. Prepared for the Urban Land Institute.
[21] SFMTA. 2015. Commuter Shuttle Pilot Program Evaluation Report.

reducing vehicle commute trips. Assuming a one-to-one adjustment factor for commuter trips to commute miles the operating shuttle service could achieve about 47% reduction in commute VMT.

$$\%\ VMT\ Reduction = 47\% \times \%\ participating\ employees$$

1.2.5.10 TP 10 Price Workplace Parking

This strategy would require commuters to pay for parking on-site. This strategy provides a disincentive to driving and encourages commuters to use other modes, thereby reducing VMT. The strategy applies to employment land uses only and overlaps with the TP 06 Employee Parking Cash-Out strategy.

The VMT reduction for this strategy is based on a study that used a multivariable model to determine the effects of TDM measures on VMT, and on a synthesis of research documenting the effects of annual vehicle costs on VMT.[22,23] Pricing on-site workplace parking contributes to annual vehicle operating costs, which reduces driving and thus reduces VMT. The parking charges documented in the research have been updated to 2017 dollars. **Table 5** documents the VMT reductions by neighborhood place type and parking charge. Users should select the daily parking fee closest to the per-day cost to commuters, whether it is paid on a daily, monthly, or annual basis.

$$\%\ VMT\ Reduction = \%\ reduction\ from\ Table\ 5\ \times\ \%\ employees\ subject\ to\ priced\ parking$$

[22] Cambridge Systematics. 2009. Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions – Technical Appendices. Prepared for the Urban Land Institute.

[23] Todd Litman. 2017. *Understanding Transport Demands and Elasticities.* Victoria Transport Policy Institute (VTPI). http://www.vtpi.org/elasticities.pdf. Accessed July 2017.

Table 5. VMT Reduction by Daily Parking Fee and Neighborhood Place Type

Daily Parking Fee	Place Type						
	Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
$1.14	6.9%	6.9%	0.9%	0.9%	0.9%	0.9%	0.9%
$2.28	12.5%	12.5%	1.9%	1.9%	1.9%	1.9%	1.9%
$3.42	16.8%	16.8%	2.7%	2.7%	2.7%	2.7%	2.7%
$4.56	17.8%	17.8%	3.0%	3.0%	3.0%	3.0%	3.0%
$5.70	18.8%	18.8%	3.2%	3.2%	3.2%	3.2%	3.2%
$6.85	19.8%	19.8%	3.5%	3.5%	3.5%	3.5%	3.5%

1.2.5.11 TP 11 Alternative Transportation Benefits

This strategy requires the project employers to provide general commute benefits to employees, which may include financial subsidies or pre-tax deductions for transit, carpooling, and vanpooling activities.

The strategy's evidence is from a study that contains several case studies on the influence of commuter benefits on employee travel.[24] The one most fitting for this category is that travel impacts are affected by the magnitude of the benefit and the quality of travel options available. Mode shifts tend to be greatest if current transit use is low. In New York City, where transit commute rates are already high, transit benefits only increased transit use 16% to 23%, while in Philadelphia, transit commuting increased 32% (Schwenk, 1995). Similarly, only 30% of employees who received transit benefits who work in San Francisco increased their transit use, while 44% of those in other parts of the region commuted by transit more (Oram Associates, 1995). The 44% figure was used in the SGVCOG VMT Evaluation Tool and an assumption was made of a one-to-one relationship between increased transit use and reduced commute VMT.

$$\%\ VMT\ Reduction = 44\%\ reduction\ in\ commute\ VMT \times \%\ of\ employees\ eligible\ for\ benefits$$

1.2.5.12 TP 12 Neighborhood Schools

This strategy requires the project to contribute to the development of a neighborhood school that would serve families living in the development. Neighborhood schools primarily serve the neighborhoods immediately surrounding the school and allow students to walk or bike to school,

[24] Litman, Todd. 2017. *Understanding Transport Demands and Elasticities.* Victoria Transport Policy Institute (VTPI). http://www.vtpi.org/elasticities.pdf. Accessed July 2017.

reducing the use of automobiles for drop-off and pick-up trips and thereby reducing VMT. This strategy applies to residential land uses only.

The strategy's evidence is from a study that investigated the effects of school choice on walkability and mode choice for schools in St. Paul, Minnesota.[25] The study reported a 78 percent decrease in vehicle miles traveled by households traveling to a neighborhood school compared to a citywide school. This reduction only affects home-based school VMT, which makes up 2.3% of all home-based VMT per the California Household Travel Survey. The decrease in VMT is estimated by multiplying the decrease in VMT for school trips by the share of home-based VMT made up by school trips and by the user's estimate of total households with school-aged children in the project.

$$\%\, VMT\ reduction = 77.7\% \times 2.3\% \times percent\ of households\ with\ school\ aged\ children\ living\ in\ project$$

1.2.5.13 TP 13 Ride-Sharing Programs

This strategy would require project employers or building operators to organize a carpool matching program for individuals who have similar commute patterns. This strategy encourages the use of carpooling, reducing the number of vehicle trips and thereby reducing VMT. The strategy applies to employment land uses only. This strategy overlaps with three strategies: TP05 Implement Commute Trip Reduction Program, TP09 Free Door-to-Door Transit Fleet, and TP17 Vanpool Incentives.

The effect of ride-sharing programs on VMT is derived from a study by United States Environmental Protection Agency.[26] The study found that ride-sharing programs had an average occupancy of 2.2 people per car and could achieve a 54.5% VMT reduction. This assumed reduction is multiplied by the expected participation rate, which typically ranges between 2% and 10%.

$$\%\, VMT\ Reduction = 54.5\%\ reduction\ in\ commute\ VMT \times expected\ participation\ rate$$

1.2.5.14 TP 14 Transit Service Expansion

This strategy requires the project developer to subsidize transit service through fees and other contributions to the transit provider, thereby improving transit service to the project, resulting in increased use of transit and reduced VMT. The VMT reduction is based on the contribution's effect on transit frequency and the number of routes affected by the contribution. This strategy

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[25] Wilson, Elizabeth J., Ryan Wilson, and Kevin J. Krizek. 2007. "The Implications of School Choice on Travel Behavior and Environmental Emissions." *Transportation Research Part D: Transport and Environment. 12.7*: 506-518.

[26] United States Environmental Protection Agency. 2005. Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters.

differs from TP07 Subsidized or Discounted Transit Program in that subsidies are provided to the public transit agency, not to transit riders. This strategy applies to both residential and employment land uses. Proposed changes to transit service should be negotiated with the Lead Agency and the applicable transit operator.

A synthesis of research documenting the effects of transit service strategies on transit ridership and VMT found that a 1 percent increase in service frequency leads to a ridership increase of 0.5 percent.[27] The user-input change in transit frequency is multiplied by this elasticity, and the route contribution proxy.

The route contribution proxy is an adjustment factor to account for the share of transit ridership increases that reflect ridership shifting from other lines. It is determined by the percentage of routes affected by the improvement. If less than half are affected, 50 percent of riders are assumed to come from other lines. If more than half are affected, 15 percent are assumed to come from other lines.[25]

The resulting increase in ridership is multiplied by the existing transit mode share for the TAZ or half-mile buffer around the parcel and an adjustment factor prorating VMT to transit trips (0.67)[28] to yield the percent VMT reduction.

$$\%\, VMT\ Reduction = 0.5 \times 0.67 \times \%\, change\ in\ frequency \times route\ contribution\ proxy \times existing\ transit\ mode\ share$$

$Route\ Contribution\ Proxy = 50\%\ (when\ less\ than\ 50\%\ of\ the\ routes\ are\ improved)$;

$85\%\ (when\ more\ than\ or\ equal\ to\ 50\%\ of\ the\ routes\ are\ improved)$

1.2.5.15 TP 15 Behavioral Intervention

This strategy requires project to provide intensive one-on-one counseling and encouragement, along with subsidies, to encourage individuals to use non-drive alone modes. Implementing this program encourages the use of transit, shared ride modes, bicycling, walking, and telecommuting, reducing drive-alone trips and thereby reducing VMT. This strategy applies to residential and employment land uses. This strategy overlaps with TP04 Commute Trip Reduction Marketing and Education, TP05 Implement Commute Trip Reduction Program, and TP18 Voluntary Travel Behavior Program.

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[27] Handy, Susan et al. 2013. Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions. California Air Resources Board and the California Environmental Protection Agency.

[28] California Air Pollution Control Officers Association (CAPCOA). 2010. Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhous Gas Mitigation Measures.

The strategy is based on the study that analyzed the effects of a targeted behavioral intervention treatment (UCLA Transportation Guide) on travel behavior of incoming graduate students in UCLA. The study included 3,166 admitted students, half of whom received the guide and half of whom where in the control group.[29] The treatment guide provides detailed information on how to use alternative modes of transportation to access campus. Students in the treatment group drove 23.6 miles per week on average compared to 33.6 miles for the control group, representing an approximately 30% decrease. The study noted that the treatment was only effective among students who moved within the past six months and was also only effective among students who have automobile resources.

$$\%\, VMT\ Reduction = 30\%\, reduction \times percent\ individuals\ participating/eligible$$

1.2.5.16 TP 16 Unbundle Parking Costs from Property Cost (On Site Parking)

The strategy requires project developers or building operators to unbundle the cost of parking spaces from the price of the property. Residents must rent or purchase parking spaces separately from their residential units. This increases the cost of auto ownership, thereby discouraging auto ownership and use, which reduces VMT. Surrounding streets must have parking restrictions in place, such as metered parking, time limits restricting overnight parking, and residential parking permits (RPP) for which project residents are not eligible. This strategy applies to residential land uses only.

The -0.4 elasticity of vehicle ownership with respect to vehicle costs is derived from a study that provides inferential support on the effect of vehicle costs on vehicle ownership.[30] Charging for parking separately increases the cost of vehicle ownership, which makes owning a car less attractive, thus reducing automobile use and VMT. The estimated reduction in vehicle ownership is estimated by multiplying the percent change in vehicle cost (based on monthly parking fees and the cost of vehicle ownership) by the elasticity of demand. The average base vehicle ownership cost is $8,849, as reported by the American Automobile Association in 2018.[31] Since reducing vehicle ownership does not eliminate driving or use of taxis and ride-hailing apps, the reduction in vehicle ownership is multiplied by 85 percent to produce the percent VMT reduction generated by this strategy.[32]

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[29] Brown, Anne, et al. 2016. The Right Time and Place to Change Travel Behavior: An Experimental Study.
[30] Litman, Todd. 2009. Parking Requirement Impacts on Housing Affordability. Victoria Transport Policy Institute.
[31] American Automobile Association. August 2018. *Your Driving Costs*. http://newsroom.aaa.com/tag/driving-cost-per-mile/. Accessed October 2018.
[32] California Air Pollution Control Officers Association (CAPCOA). Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhous Gas Mitigation Measures. 2010

$$\%\ VMT\ Reduction = Change\ in\ vehicle\ cost \times elasticity \times A$$

$$Where: Change\ in\ vehicle\ cost\ =\ (monthly\ parking\ cost)/(\$8{,}849/12))$$

$$A\ =\ Adjustment\ from\ Vehicle\ Ownership\ to\ VMT\ =\ 0.85$$

1.2.5.17 TP 17 Vanpool Incentives

The strategy requires project employers or building operators to provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips and thereby reducing VMT. This strategy applies to employment land uses only. This strategy overlaps with the TP05 Implement Commute Trip Reduction Program, TP09 Free Door-to-Door Transit Fleet, and TP13 Ride-Sharing Program strategies.

The strategy's evidence is from a study that used 1999 survey data from the Commute Trip Reduction Program of the Puget Sound region to analyze the relationship of demand for vanpool services to fare changes using a conditional discrete choice model.[33] The study found a -0.73 elasticity of vanpool demand in response to a change in fares (or costs to driver). This elasticity is multiplied by the percent reduction in vanpool fare as well as the percent of employees who are expected to participate in vanpooling, An adjustment factor of 82.1% is applied to adjust the vanpool demand to VMT, reflecting an average occupancy of 5.6 commuters per vanpool including the driver.[34]

$$\begin{aligned}\%\ VMT\ Reduction \\ &= elasticity\ \times \%\ reduction\ of\ vanpool\ fare \times\ 82.1\% \\ &\times \%\ employees\ expected\ to\ participate\end{aligned}$$

[33] Concas, S. Winters, F. 2005. Fare Pricing Elasticity, Subsidies and The Demand for Vanpool Services. Via Victoria Transport Policy Institute. *Online TDM Encyclopedia*. http://www.vtpi.org/tdm/. Accessed July 2017.
[34] Way to Go program Annual Report, Denver Regional Council of Governments, 2015.

1.2.5.18 TP 18 Voluntary Travel Behavior Change Program

This strategy requires project employers or building operators to administer a program that targets individual attitudes and behaviors towards travel and provides tools for individuals to analyze and alter their travel behavior. Voluntary Travel Behavior Change programs include communication campaigns, marketing and promotions, and travel feedback programs, such as travel diaries or feedback on calories burned from activities and travel. This strategy encourages the use of shared ride modes, transit, walking, and biking, thereby reducing VMT. This strategy applies to residential and employment land uses. This strategy overlaps with the TP04 Commute Trip Reduction Marketing/Education, TP05 Implement Commute Trip Reduction Program, and TP15 Behavioral Intervention strategies.

The VMT reduction is based on a synthesis of research that reviewed five studies reporting the impact of Voluntary Travel Behavior Change programs on VMT.[35] A 4% reduction in VMT, which represents a lower-end figure from the range of VMT reductions among the United States examples in the study, is used in the calculation for this strategy.

$$\%\, VMT\ Reduction = 4\% \times \%\, of\ residents\ or\ employees\ expected\ to\ participate$$

[35] Spears, Steven et al. 2013. Policy Brief on the Impacts of Voluntary Travel Behavior Change Programs Based on a Review of the Empirical Literature. California Air Resources Board and the California Environmental Protection Agency.

Table 6. TDM Program Strategy Elasticities and Reductions

Strategy ID	Strategy	Development Input	Type of Elasticity or Reduction[1]	Neighborhood Place Type						
				Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
TP 01	School Pool Programs	Binary Input	VMT / participating household	-8.25%	-8.25%	-8.25%	-8.25%	-8.25%	-8.25%	-8.25%
TP 02	Bike Sharing Programs	Binary Input	Percent change in bicycle trips	-6%	-6%	-6%	-6%	-6%	-6%	-6%
TP 03	Car Sharing Programs	Percent of eligible residents or employees	VMT / member	-32.8%	-32.8%	-32.8%	-32.8%	-32.8%	-32.8%	-32.8%
TP 04	Commute Trip Reduction (CTR) Marketing and Education	Percent of eligible employees	VMT / worker	-4%	-4%	-4%	-4%	-4%	-4%	-4%
TP 05	Implement Commute Trip Reduction Program	Percent of eligible employees	VMT / worker	5.2%	5.2%	5.2%	5.2%	5.2%	5.2%	5.2%
TP 06	Employee Parking Cash-Out	Percent of eligible employees	VMT / worker	7.7%	7.7%	3.7%	3.7%	3.7%	3.7%	3.7%
TP 07	Subsidized Transit Program	Percent of Transit Subsidy	VMT / worker	-43%	-43%	-43%	-43%	-43%	-43%	-43%
TP 08	Telecommuting and Alternative Work Schedules	Alternative Work Schedule and Percent of eligible employees	VMT / worker	Telecommuting 1.5 days per week: -0.22 4/40 schedule: -0.15 9/80 schedule: -0.07						
TP 09	Free Door-to-Door Transit Fleet	Percent of eligible employees	VMT / worker	47%	47%	47%	47%	47%	47%	47%

Strategy ID	Strategy	Development Input	Type of Elasticity or Reduction[1]	Neighborhood Place Type						
				Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
TP 10	Price Workplace Parking	Percent of eligible employees and parking fee	VMT / worker	Varies based on price of parking. See strategy method, Table 5.						
TP 11	Alternative Transportation Benefits	Percent of reduction in commute VMT Percent of eligible employees	VMT / worker	44%	44%	44%	44%	44%	44%	44%
TP 12	Neighborhood Schools	Type of school serving project and percent of households with school aged children	VMT / household	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%
TP 13	Ride-Sharing Programs	Percent of eligible employees	VMT / worker	54.5%	54.5%	54.5%	54.5%	54.5%	54.5%	54.5%
TP 14	Transit Service Expansion	Percent of increase in transit frequency and Percent of routes affected by upgrade	% change in transit ridership / % change in frequency	0.5	0.5	0.5	0.5	0.5	0.5	0.5
TP 15	Behavioral Intervention	Percent individuals participating / eligible	VMT / worker	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Strategy ID	Strategy	Development Input	Type of Elasticity or Reduction[1]	Neighborhood Place Type						
				Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
TP 16	Unbundle Parking Costs from Property Cost (On Site Parking)	Monthly Parking Costs	% change in vehicle ownership / % change in annual vehicle cost	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
TP 17	Vanpool Incentives	Percent of employer subsidized vanpool costs and percent of eligible employees	% change in vanpool demand / % change in vanpool costs	-0.73	-0.73	-0.73	-0.73	-0.73	-0.73	-0.73
TP 18	Voluntary Travel Behavior Change Program	Percent of eligible employees	VMT / worker	4%	4%	4%	4%	4%	4%	4%

Note:
1. Elasticities are expressed as a decimal less than 1 while reductions are expressed as a percentage or a constant.

1.2.6 Category, Cross Category, and Global Maxima

To provide reasonable estimates of VMT reduction effectiveness, maximum VMT reductions are set for the category, cross-category, and global levels. These maxima ensure that 1) strategies that target travel behavior in similar ways are not over-counted and 2) combined reductions are reasonable given a project's context (neighborhood place type). The maxima applied in the SGVCOG VMT Evaluation Tool are derived from the 2010 CAPCOA Quantifying Greenhouse Gas Mitigation Measures report.[36]

1.2.6.1 Category Maxima

Each category has a maximum allowable per capita VMT or per worker VMT reduction for the combination of measures in the category. The maxima vary depending on the project's neighborhood place type. (Neighborhood place type definitions and assignments to specific parcels are informed by research, as summarized in Section 1.1 and **Table 1**.)

The effects of multiple measures within a category are combined using multiplicative dampening, which reduces the effect of individual strategies as new strategies are added. Since multiple measures may affect the same user populations, this approach is used to ensure that reductions are not over-counted. For example, a transit-related measure and a bicycle-related measure may target the same person, but that person cannot switch from driving to both using transit and bicycling. As a result, the overall per capita VMT that can be affected by added strategies is lower than for any strategy implemented on its own. The equation for multiplicative dampening is shown below:

$$Combined\ Reduction\ within\ a\ Category = 1 - \prod_{i=1}^{K}(1 - Reduction_i)$$

$$where\ \ Reduction_i = \ Per\ Capita\ VMT\ Reduction\ for\ Measure\ i\ in\ the\ Category$$

Per capita and per worker VMT reductions should be multiplied using the above multiplicative dampening equation across all mitigation measures in that category up to the maxima shown in **Table 7**.

[36] California Air Pollution Control Officers Association (CAPCOA). Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures. 2010.

Table 7. Project Characteristics Maxima

Category	Neighborhood Place Type						
	Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
Project Characteristics	65%	30%	30%	10%	10%	10%	10%
Multimodal Infrastructure	15%	15%	15%	15%	15%	15%	15%
Parking	20%	20%	20%	20%	20%	20%	20%
Program	25%	25%	25%	25%	25%	25%	25%

1.2.6.2 Physical Cross-Category Maxima

A cross-category maximum is provided for the combination of project characteristics, multimodal infrastructure, and parking strategies. Like the method used for the category maxima, the effect of multiple categories is combined using multiplicative dampening to ensure that reductions are not over-counted.

$$Combined\ Reduction\ of\ All\ Physical\ Measures = 1 - \prod_{i=1}^{K}(1 - Reduction_i)$$

$$where\ \ Reduction_i = \ Per\ Capita\ VMT\ Reduction\ for\ Category\ i$$

The development's per capita VMT and per worker VMT reduction across these three categories should be capped at the levels shown in **Table 8**.

Table 8. Physical Cross-Category Maxima

Cross-Category Maximum	Neighborhood Place Type						
	Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
Per Capita / Employee VMT Reduction	70%	35%	35%	15%	15%	15%	15%

1.2.6.3 Programmatic Cross-Category Maxima

For the programmatic measures, per capita and per employment VMT reductions are capped to a 25 percent maximum.

1.2.6.4 Global Maxima

Across physical and programmatic categories, per capita and per worker VMT reductions are capped to maxima based on neighborhood place type, as shown in **Table 9**. Like the category maximums, the physical and programmatic categories are combined using multiplicative dampening to ensure reductions are not double counted. The reductions are calculated as noted below.

$$Combined\ Reduction\ of\ All\ Categories = 1 - \prod_{i=1}^{K}(1 - Reduction_i)$$

Table 9. Global Maxima

Cross-Category Maximum	Neighborhood Place Type						
	Central City Urban	Urban High Transit	Urban Low Transit	Suburb w/ Multifamily Housing	Suburb w/ Single Family Homes	Rural in Urbanized Area	Rural
Per Capita / Employee VMT Reduction	75%	40%	40%	20%	20%	20%	20%

2. VMT Reduction Strategies Dependencies

As noted in the descriptions of the individual VMT reduction strategies in Section 1.2, a number of reduction strategies overlap with each other. For instance, a strategy may consist of a basket of measures which may overlap with some of the measures in another strategy. Therefore, the SGVCOG VMT Evaluation Tool logic has been coded to reflect these dependencies, so that if one measure is chosen, other overlapping measures are not allowed. The dependencies in the tool are summarized below and are shown in the SGVCOG VMT Evaluation Tool by greying out certain reductions so that they cannot be selected.

If this strategy is chosen…	This strategy is not allowed…
PK 02 Provide Bike Facilities	• TP 05 Implement CTR Program
TP 04 CTR Marketing and Education	• TP 05 Implement CTR Program • TP 15 Travel behavior Change • TP 18 Voluntary Travel Behavior Change Program
TP 05 Implement CTR Program	• PK 02 Provide Bike Facilities • TP 04 CTR Marketing and Education • TP 08 Telecommuting and Alternative Work Schedules • TP 13 Ride-Sharing Programs • TP 15 Behavioral Intervention • TP 17 Vanpool Incentives • TP 18 Voluntary Travel Behavior Change Program
TP 06 Employee Parking Cash-Out	• TP 10 Price Workplace Parking
TP 07 Subsidized Transit Program	• TP 11 Alternative Transportation Benefits
TP 08 Telecommuting and Alternative Work Schedules	• TP 05 Implement CTR Program
TP 09 Free Door-to-Door Transit Fleet	• TP 13 Ride-Sharing Programs • TP 17 Vanpool Incentives
TP 10 Price Workplace Parking	• TP 06 Employee Parking Cash-Out
TP 11 Alternative Transportation Benefits	• TP 07 Subsidized Transit Program

If this strategy is chosen…	This strategy is not allowed…
TP 13 Ride-Sharing Programs	• TP 05 Implement CTR Program • TP 09 Free Door-to-Door Transit Fleet • TP 17 Vanpool Incentives
TP 15 Behavioral Intervention	• TP 04 CTR Marketing and Education • TP 05 Implement CTR Program • TP 18 Voluntary Travel Behavior Change Program
TP 17 Vanpool Incentives	• TP 05 Implement CTR Program • TP 09 Free Door-to-Door Transit Fleet • TP 13 Ride-Sharing Programs
TP 18 Voluntary Travel Behavior Change Program	• TP 04 CTR Marketing and Education • TP 05 Implement CTR Program • TP 15 Behavioral Intervention

Appendix D

Traffic Counts

Turning Movement Count Report AM

Location ID: 1
North/South: Diamond Bar Blvd
East/West: Sunset Crossing Rd

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	7	137	0	3	14	32	8	72	4	103	6	16	402
7:15	18	136	2	6	5	29	9	121	5	140	0	35	506
7:30	15	140	2	6	22	36	12	173	7	146	4	33	596
7:45	38	178	1	8	19	25	20	181	19	201	9	50	749
8:00	17	76	1	8	10	22	27	174	16	168	11	55	585
8:15	9	66	0	11	12	22	11	162	12	96	7	26	434
8:30	10	74	1	7	11	21	12	166	3	75	7	24	411
8:45	6	60	3	6	9	21	13	153	12	110	4	31	428
9:00	4	67	1	11	11	13	22	127	11	112	5	30	414
9:15	3	74	2	5	9	17	17	115	1	109	3	17	372
9:30	8	64	1	2	5	20	10	143	3	108	3	27	394
9:45	8	76	2	6	7	19	10	109	12	124	3	22	398

Total Volume:	143	1148	16	79	134	277	171	1696	105	1492	62	366	5689
Approach %	11%	88%	1%	16%	27%	57%	9%	86%	5%	78%	3%	19%	

Peak Hr Begin:	7:15												
PHV	88	530	6	28	56	112	68	649	47	655	24	173	2436
PHF	0.719			0.766			0.868			0.819			0.813

Turning Movement Count Report PM

Location ID: 1
North/South: Diamond Bar Blvd
East/West: Sunset Crossing Rd

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	14	67	4	7	10	23	21	233	17	196	11	37	640
15:15	13	76	5	10	17	16	32	239	13	178	12	21	632
15:30	18	67	4	3	14	16	35	211	16	199	12	27	622
15:45	9	62	4	9	11	18	18	289	13	179	5	19	636
16:00	12	69	4	10	11	22	18	246	11	201	16	26	646
16:15	16	77	1	9	12	24	21	207	20	203	7	26	623
16:30	12	82	1	10	12	21	18	254	10	181	17	21	639
16:45	12	80	1	12	17	15	27	228	27	214	13	18	664
17:00	13	84	4	7	12	27	34	299	12	220	15	35	762
17:15	23	65	5	14	18	16	24	265	17	243	17	31	738
17:30	15	81	2	6	18	27	28	216	16	236	11	29	685
17:45	12	73	3	11	11	14	16	239	20	208	8	23	638
18:00	14	88	1	7	19	17	31	232	17	198	14	27	665
18:15	8	70	5	8	17	25	24	204	20	145	11	21	558
18:30	17	54	3	5	12	16	21	168	7	172	7	16	498
18:45	6	53	2	4	11	21	27	162	26	146	13	19	490

Total Volume:	214	1148	49	132	222	318	395	3692	262	3119	189	396	10136
Approach %	15%	81%	3%	20%	33%	47%	9%	85%	6%	84%	5%	11%	

Peak Hr Begin:	16:45												
PHV	63	310	12	39	65	85	113	1008	72	913	56	113	2849
PHF	0.953			0.926			0.864			0.930			0.935

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	1	0	4	0	3	0	0	1
7:30	2	0	0	1	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	1	0	0	0
8:45	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	1	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	0
15:30	7	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	1	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	4	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	1	1	0	1	0	0	0	0
18:15	0	1	0	0	0	0	0	0
18:30	0	0	1	1	0	0	0	0
18:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 2
North/South: Diamond Bar Blvd
East/West: SR 60 WB Ramps

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	182	76	19	0	61	67	63	0	0	0	0	468
7:15	0	214	95	42	0	83	66	107	0	0	0	0	607
7:30	0	260	70	57	0	103	67	120	0	0	0	0	677
7:45	0	341	58	61	0	129	56	167	0	0	0	0	812
8:00	0	234	33	44	0	64	63	179	0	0	0	0	617
8:15	0	160	22	50	0	60	49	144	0	0	0	0	485
8:30	0	143	29	41	0	52	38	133	0	0	0	0	436
8:45	0	153	43	51	0	64	57	120	0	0	0	0	488
9:00	0	148	32	50	0	50	41	105	0	0	0	0	426
9:15	0	137	65	31	0	41	41	113	0	0	0	0	428
9:30	0	151	49	32	0	51	35	114	0	0	0	0	432
9:45	0	157	59	40	0	48	45	99	0	0	0	0	448
Total Volume:	0	2280	631	518	0	806	625	1464	0	0	0	0	6324
Approach %	0%	78%	22%	39%	0%	61%	30%	70%	0%	0%	0%	0%	
Peak Hr Begin:	7:15												
PHV	0	1049	256	204	0	379	252	573	0	0	0	0	2713
PHF	0.818			0.767			0.852			0.000			0.835

Turning Movement Count Report PM

Location ID: 2
North/South: Diamond Bar Blvd
East/West: SR 60 WB Ramps

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	271	19	65	0	78	34	216	0	0	0	0	683
15:15	0	258	20	99	0	57	29	185	0	0	0	0	648
15:30	0	272	14	93	0	92	22	190	0	0	0	0	683
15:45	0	251	11	121	0	63	28	203	0	0	0	0	677
16:00	0	279	16	108	0	70	35	153	0	0	0	0	661
16:15	0	298	12	79	0	88	35	176	0	0	0	0	688
16:30	0	267	27	85	0	71	34	196	0	0	0	0	680
16:45	0	275	23	107	0	52	42	169	0	0	0	0	668
17:00	0	321	17	125	0	71	33	223	0	0	0	0	790
17:15	0	292	9	133	0	78	32	186	0	0	0	0	730
17:30	0	337	29	91	0	67	34	164	0	0	0	0	722
17:45	0	279	18	99	0	86	31	179	0	0	0	0	692
18:00	0	298	18	132	0	85	41	154	0	0	0	0	728
18:15	0	223	18	83	0	72	39	161	0	0	0	0	596
18:30	0	233	10	59	0	57	28	147	0	0	0	0	534
18:45	0	210	10	40	0	47	28	187	0	0	0	0	522

Total Volume:	0	4364	271	1519	0	1134	525	2889	0	0	0	0	10702
Approach %	0%	94%	6%	57%	0%	43%	15%	85%	0%	0%	0%	0%	

Peak Hr Begin:	17:00												
PHV	0	1229	73	448	0	302	130	752	0	0	0	0	2934
PHF	0.889			0.889			0.861			0.000			0.928

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	0	0	1	0	0	0	0	0
7:30	0	0	1	0	0	0	0	0
7:45	0	0	3	0	0	0	0	0
8:00	0	0	1	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0
8:45	0	0	1	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	1	0	0	0	0	0
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	3	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	2	0	0	0	0	0
18:30	0	0	1	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 3
North/South: Diamond Bar Blvd
East/West: SR 60 EB Ramps

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	216	18	0	0	0	73	104	0	15	0	13	439
7:15	0	250	29	0	0	0	90	140	0	26	0	11	546
7:30	0	282	52	0	0	0	126	174	0	25	0	21	680
7:45	0	349	109	0	0	0	179	182	0	27	0	17	863
8:00	0	187	127	0	0	0	192	209	0	40	0	31	786
8:15	0	158	57	0	0	0	131	168	0	30	0	22	566
8:30	0	166	27	0	0	0	94	136	0	31	0	26	480
8:45	0	187	21	0	0	0	88	152	0	39	0	23	510
9:00	0	187	21	0	0	0	68	118	0	29	1	26	450
9:15	0	158	19	0	0	0	60	137	0	24	0	16	414
9:30	0	166	19	0	0	0	68	123	0	17	0	22	415
9:45	0	175	25	0	0	0	71	120	0	29	0	21	441

Total Volume:	0	2481	524	0	0	0	1240	1763	0	332	1	249	6590
Approach %	0%	83%	17%	0%	0%	0%	41%	59%	0%	57%	0%	43%	

Peak Hr Begin:	7:30												
PHV	0	976	345	0	0	0	628	733	0	122	0	91	2895
PHF	0.721			0.000			0.849			0.750			0.839

Turning Movement Count Report PM

Location ID: 3
North/South: Diamond Bar Blvd
East/West: SR 60 EB Ramps

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	229	126	0	0	0	206	231	0	26	0	21	839
15:15	0	173	146	0	0	0	191	197	0	24	0	19	750
15:30	0	203	157	0	0	0	154	197	0	22	0	12	745
15:45	0	182	146	0	0	0	151	216	0	16	0	14	725
16:00	0	192	143	0	0	0	145	162	0	23	0	19	684
16:15	0	246	136	0	0	0	164	199	0	32	0	9	786
16:30	0	207	140	0	0	0	191	203	0	21	0	22	784
16:45	0	198	123	0	0	0	197	189	0	14	0	27	748
17:00	0	250	150	0	0	0	189	230	0	17	0	25	861
17:15	0	229	138	0	0	0	185	211	0	28	1	16	808
17:30	0	277	138	0	0	0	198	182	0	25	0	19	839
17:45	0	233	134	0	0	0	187	188	0	28	0	24	794
18:00	0	223	147	0	0	0	167	166	0	23	2	29	757
18:15	0	178	131	0	0	0	133	177	0	23	0	19	661
18:30	0	163	132	0	0	0	131	153	0	29	0	17	625
18:45	0	144	123	0	0	0	171	192	0	42	0	24	696
Total Volume:	0	3327	2210	0	0	0	2760	3093	0	393	3	316	12102
Approach %	0%	60%	40%	0%	0%	0%	47%	53%	0%	55%	0%	44%	
Peak Hr Begin:	17:00												
PHV	0	989	560	0	0	0	759	811	0	98	1	84	3302
PHF	0.933			0.000			0.937			0.880			0.959

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	1	0
7:15	0	0	0	0	0	0	1	1
7:30	0	0	0	0	0	0	1	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	2	0
8:15	0	0	0	0	0	0	1	0
8:30	0	0	0	0	0	0	2	0
8:45	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Diamond Bar Blvd
East/West: Gentle Springs Ln / Palomino Dr
Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	5	204	18	24	3	7	0	127	6	12	1	20	427
7:15	8	241	26	27	1	8	6	186	7	7	1	15	533
7:30	8	281	15	32	1	10	5	236	4	4	5	28	629
7:45	10	328	41	56	0	11	3	279	17	4	1	23	773
8:00	16	185	25	53	2	7	3	305	14	6	7	35	658
8:15	5	163	17	33	0	6	12	236	12	5	4	20	513
8:30	10	170	14	20	1	13	7	185	7	9	4	19	459
8:45	15	189	22	31	0	10	7	186	19	4	3	22	508
9:00	8	184	19	25	0	7	7	134	11	6	5	19	425
9:15	8	148	17	19	0	15	7	158	14	7	2	26	421
9:30	4	160	22	19	0	8	7	155	15	11	1	17	419
9:45	8	177	23	29	0	12	8	137	11	7	0	18	430
Total Volume:	105	2430	259	368	8	114	72	2324	137	82	34	262	6195
Approach %	4%	87%	9%	75%	2%	23%	3%	92%	5%	22%	9%	69%	
Peak Hr Begin:	7:15												
PHV	42	1035	107	168	4	36	17	1006	42	21	14	101	2593
PHF	0.781			0.776			0.827			0.708			0.839

Turning Movement Count Report PM

Location ID: 4
North/South: Diamond Bar Blvd
East/West: Gentle Springs Ln / Palomino Dr
Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	16	189	40	54	5	6	5	310	9	13	1	44	692
15:15	6	168	27	43	2	9	0	293	11	4	5	34	602
15:30	7	180	36	28	1	14	13	279	15	9	4	28	614
15:45	10	158	27	36	1	16	9	301	11	4	1	24	598
16:00	13	157	47	29	3	12	8	240	11	3	2	24	549
16:15	16	208	48	25	2	12	7	286	10	5	2	24	645
16:30	21	171	34	35	3	9	0	306	10	8	3	28	628
16:45	11	159	41	33	2	13	2	298	13	2	5	35	614
17:00	16	185	55	37	1	7	6	306	7	2	4	39	665
17:15	19	185	51	33	1	12	20	299	11	5	3	28	667
17:30	14	239	45	39	3	14	3	287	5	8	5	34	696
17:45	10	201	47	34	6	15	8	299	9	6	5	21	661
18:00	5	186	52	43	4	22	5	239	11	7	6	26	606
18:15	14	146	35	22	5	12	11	252	11	8	8	34	558
18:30	11	162	20	34	3	22	10	223	10	8	0	29	532
18:45	20	141	28	21	3	6	5	298	17	9	4	24	576

Total Volume:	209	2835	633	546	45	201	112	4516	171	101	58	476	9903
Approach %	6%	77%	17%	69%	6%	25%	2%	94%	4%	16%	9%	75%	

Peak Hr Begin:	17:00												
PHV	59	810	198	143	11	48	37	1191	32	21	17	122	2689
PHF	0.895			0.902			0.955			0.851			0.966

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	1	0
7:15	0	0	0	2	0	1	1	0
7:30	0	0	0	0	2	0	1	0
7:45	0	1	1	0	0	0	0	0
8:00	0	0	0	0	1	0	1	0
8:15	0	0	0	0	1	0	1	0
8:30	0	0	0	0	0	0	2	0
8:45	0	0	0	0	2	0	1	0
9:00	0	0	0	0	2	0	0	0
9:15	0	0	0	0	2	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	1	0	0	0
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	5	0	0	0
15:15	0	0	0	0	2	0	1	0
15:30	0	0	0	0	3	0	0	0
15:45	0	0	1	0	1	0	0	0
16:00	0	0	0	0	1	0	0	0
16:15	0	0	0	0	3	1	0	0
16:30	2	0	1	0	3	0	0	0
16:45	0	0	0	0	1	0	2	0
17:00	1	0	1	0	0	1	0	0
17:15	0	0	0	0	1	0	0	0
17:30	0	0	0	0	1	0	0	0
17:45	1	0	0	0	1	0	0	0
18:00	0	0	0	0	2	1	0	0
18:15	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	1	0	1	0	0	0

Turning Movement Count Report AM

Location ID: 5
North/South: Diamond Bar Blvd
East/West: Town Center Access

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	5	218	5	5	2	2	0	124	10	9	0	3	383
7:15	1	244	13	3	0	3	1	189	15	9	1	2	481
7:30	3	269	11	11	0	5	3	234	18	5	2	2	563
7:45	8	299	10	5	3	5	3	315	16	7	0	3	674
8:00	7	178	15	6	2	6	8	299	35	14	1	5	576
8:15	9	158	13	6	2	15	6	240	19	8	2	3	481
8:30	4	169	10	3	0	6	2	180	23	7	0	5	409
8:45	13	178	15	7	2	2	1	198	24	5	3	9	457
9:00	9	181	12	5	2	3	5	144	29	9	0	3	402
9:15	5	155	19	10	0	9	5	153	27	13	1	5	402
9:30	8	158	6	6	4	11	6	164	28	14	3	5	413
9:45	7	156	13	4	1	6	5	149	32	9	2	8	392

Total Volume:	79	2363	142	71	18	73	45	2389	276	109	15	53	5633
Approach %	3%	91%	5%	44%	11%	45%	2%	88%	10%	62%	8%	30%	

Peak Hr Begin:	7:15												
PHV	19	990	49	25	5	19	15	1037	84	35	4	12	2294
PHF	0.834			0.766			0.830			0.638			0.851

Turning Movement Count Report PM

Location ID: 5
North/South: Diamond Bar Blvd
East/West: Town Center Access

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	181	20	11	4	12	7	272	49	23	4	13	606
15:15	6	144	18	8	5	15	7	255	41	28	1	14	542
15:30	10	174	13	10	3	17	16	313	38	20	2	13	629
15:45	11	163	10	10	3	12	8	272	40	17	4	16	566
16:00	6	128	12	12	5	16	1	241	41	19	1	16	498
16:15	13	179	21	9	1	8	7	295	40	14	2	13	602
16:30	9	160	22	10	3	15	7	302	34	29	2	18	611
16:45	8	143	13	10	3	17	5	299	33	29	2	13	575
17:00	17	172	11	7	6	10	10	282	37	21	2	18	593
17:15	17	151	25	7	3	14	5	311	38	21	3	5	600
17:30	9	201	31	19	6	13	7	277	41	28	3	13	648
17:45	15	195	13	8	3	20	11	258	37	25	4	15	604
18:00	12	186	15	11	0	8	8	246	42	23	3	16	570
18:15	10	147	18	5	10	18	4	240	30	23	2	20	527
18:30	13	142	14	8	4	8	2	220	45	18	4	4	482
18:45	15	131	16	9	4	9	3	309	39	18	2	17	572
Total Volume:	181	2597	272	154	63	212	108	4392	625	356	41	224	9225
Approach %	6%	85%	9%	36%	15%	49%	2%	86%	12%	57%	7%	36%	
Peak Hr Begin:	17:00												
PHV	58	719	80	41	18	57	33	1128	153	95	12	51	2445
PHF	0.889			0.763			0.928			0.898			0.943

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	1	0	4	0
7:15	0	0	1	1	0	0	1	0
7:30	0	0	0	0	0	0	5	0
7:45	0	0	2	0	2	0	0	0
8:00	0	0	0	0	1	0	0	0
8:15	0	0	1	0	1	0	1	0
8:30	0	0	0	0	0	0	1	0
8:45	0	0	0	0	0	0	0	0
9:00	0	0	1	0	2	0	2	0
9:15	0	0	0	0	5	0	2	0
9:30	0	0	2	0	2	0	3	0
9:45	0	0	0	0	0	0	0	0
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	1	1	1	0
15:15	0	0	6	1	2	0	2	0
15:30	0	0	0	0	1	0	4	1
15:45	0	0	1	0	0	0	0	0
16:00	0	0	0	0	3	0	2	0
16:15	0	0	0	0	0	0	1	0
16:30	0	0	0	0	2	0	2	0
16:45	0	0	0	0	2	0	3	0
17:00	0	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	2	0	0	0	1	0
17:45	0	0	1	0	0	0	1	0
18:00	0	0	0	0	2	0	0	0
18:15	0	0	0	0	0	0	1	0
18:30	0	0	0	0	4	0	1	0
18:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 6
North/South: Diamond Bar Blvd
East/West: Golden Springs Dr

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	67	157	5	27	37	73	10	96	13	9	10	26	530
7:15	72	164	13	29	50	78	21	152	16	9	10	31	645
7:30	70	194	10	36	81	78	45	172	26	24	16	26	778
7:45	80	171	13	39	93	106	77	243	44	42	39	70	1017
8:00	80	125	26	45	53	42	61	239	37	26	23	63	820
8:15	61	105	24	31	41	33	22	133	33	15	29	54	581
8:30	57	86	25	31	48	41	15	144	24	22	18	55	566
8:45	75	90	21	43	50	21	18	123	18	12	32	40	543
9:00	66	96	23	32	29	21	24	106	11	12	15	36	471
9:15	76	82	17	37	43	28	21	110	17	14	17	44	506
9:30	70	108	14	39	40	23	17	108	24	12	25	45	525
9:45	58	103	16	32	35	28	17	121	16	10	26	42	504

Total Volume:	832	1481	207	421	600	572	348	1747	279	207	260	532	7486
Approach %	33%	59%	8%	26%	38%	36%	15%	74%	12%	21%	26%	53%	

Peak Hr Begin:	7:15												
PHV	302	654	62	149	277	304	204	806	123	101	88	190	3260
PHF	0.929			0.767			0.778			0.627			0.801

Turning Movement Count Report PM

Location ID: 6
North/South: Diamond Bar Blvd
East/West: Golden Springs Dr

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	58	122	48	47	30	34	71	200	9	26	78	126	849
15:15	50	121	38	19	22	26	64	191	20	19	78	94	742
15:30	55	112	45	27	33	25	85	244	20	18	95	100	859
15:45	64	110	41	28	28	35	60	188	18	16	64	104	756
16:00	54	91	18	27	23	34	72	184	16	22	83	73	697
16:15	55	119	39	31	26	26	71	240	25	19	91	99	841
16:30	54	107	44	37	40	36	66	244	16	12	70	89	815
16:45	62	108	30	18	23	26	72	198	28	27	92	89	773
17:00	64	115	20	25	52	25	78	218	23	15	104	90	829
17:15	57	138	27	31	33	24	84	248	26	21	83	98	870
17:30	79	132	34	40	33	41	59	188	13	26	110	104	859
17:45	62	150	43	27	25	24	52	170	26	19	100	83	781
18:00	65	107	42	29	37	24	52	192	14	24	75	94	755
18:15	52	130	44	32	37	22	58	193	14	19	68	62	731
18:30	48	103	42	23	16	30	61	162	21	7	65	76	654
18:45	30	98	31	38	20	17	56	253	22	24	58	86	733

Total Volume:	909	1863	586	479	478	449	1061	3313	311	314	1314	1467	12544
Approach %	27%	55%	17%	34%	34%	32%	23%	71%	7%	10%	42%	47%	

Peak Hr Begin:	17:00												
PHV	262	535	124	123	143	114	273	824	88	81	397	375	3339
PHF	0.903			0.833			0.828			0.889			0.959

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	1	1	0	2	0	0	3	0
7:15	3	0	2	0	2	0	11	0
7:30	6	0	4	0	4	0	7	0
7:45	5	0	3	0	4	0	12	0
8:00	1	0	1	0	1	0	12	0
8:15	1	0	1	0	1	0	2	0
8:30	1	0	0	0	1	0	1	0
8:45	6	0	1	0	0	0	0	0
9:00	2	0	0	0	0	0	0	0
9:15	2	0	1	0	0	0	2	0
9:30	1	0	0	0	0	0	1	0
9:45	1	0	1	0	0	0	0	0
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	1	0	1	0	0	0	6	0
15:15	8	0	1	0	1	0	5	0
15:30	4	0	2	0	1	0	1	0
15:45	1	1	0	0	0	0	1	0
16:00	1	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	2	0
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	1	0
17:00	0	1	0	0	0	0	0	0
17:15	2	0	0	0	0	0	1	0
17:30	1	0	1	0	2	0	0	0
17:45	2	0	1	0	0	0	1	0
18:00	0	0	0	0	0	0	0	0
18:15	1	0	3	0	1	0	0	0
18:30	1	0	1	0	0	0	0	0
18:45	0	0	0	0	1	0	0	0

Turning Movement Count Report AM

Location ID: 7
North/South: Golden Springs Dr
East/West: Prospectors Rd

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	106	0	0	0	0	0	38	15	28	0	8	204
7:15	14	123	0	0	0	0	0	36	10	45	0	16	244
7:30	30	153	0	0	0	0	0	43	18	58	0	30	332
7:45	43	170	0	0	0	0	0	104	32	53	0	47	449
8:00	39	129	0	0	0	0	0	67	19	28	0	43	325
8:15	21	112	0	0	0	0	0	80	15	25	0	19	272
8:30	11	114	0	0	0	0	0	63	21	18	0	16	243
8:45	9	124	0	0	0	0	0	61	17	22	0	19	252
9:00	9	93	0	0	0	0	0	54	12	23	0	17	208
9:15	17	113	0	0	0	0	0	58	12	20	0	10	230
9:30	9	123	0	0	0	0	0	67	13	22	0	6	240
9:45	13	91	0	0	0	0	0	85	14	20	0	7	230
Total Volume:	224	1451	0	0	0	0	0	756	198	362	0	238	3229
Approach %	13%	87%	0%	0%	0%	0%	0%	79%	21%	60%	0%	40%	
Peak Hr Begin:	7:30												
PHV	133	564	0	0	0	0	0	294	84	164	0	139	1378
PHF	0.818			0.000			0.695			0.758			0.767

Turning Movement Count Report PM

Location ID: 7
North/South: Golden Springs Dr
East/West: Prospectors Rd
Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	15	86	0	0	0	0	0	175	23	29	0	38	366
15:15	14	71	0	0	0	0	0	170	36	21	0	15	327
15:30	26	78	0	0	0	0	0	193	29	13	0	15	354
15:45	26	73	0	0	0	0	0	157	31	20	0	16	323
16:00	24	65	0	0	0	0	0	175	26	16	0	16	322
16:15	30	69	0	0	0	0	0	172	30	14	0	14	329
16:30	20	81	0	0	0	0	0	163	22	27	0	14	327
16:45	30	81	0	0	0	0	0	176	24	17	0	17	345
17:00	27	113	0	0	0	0	0	191	20	22	0	14	387
17:15	16	108	0	0	0	0	0	196	31	14	0	14	379
17:30	13	109	0	0	0	0	0	216	34	21	0	12	405
17:45	23	81	0	0	0	0	0	166	37	3	0	15	325
18:00	23	84	0	0	0	0	0	161	30	29	0	21	348
18:15	17	90	0	0	0	0	0	147	22	14	0	9	299
18:30	17	63	0	0	0	0	0	146	29	14	0	11	280
18:45	13	60	0	0	0	0	0	154	21	18	0	12	278
Total Volume:	334	1312	0	0	0	0	0	2758	445	292	0	253	5394
Approach %	20%	80%	0%	0%	0%	0%	0%	86%	14%	54%	0%	46%	

Peak Hr Begin:	16:45												
PHV	86	411	0	0	0	0	0	779	109	74	0	57	1516
PHF	0.888			0.000			0.888			0.910			

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	1	0	0	0
7:15	2	0	0	0	0	0	1	0
7:30	0	0	0	0	0	0	5	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	2	0	1	0
8:15	0	0	0	0	1	0	4	0
8:30	0	0	0	0	0	0	4	0
8:45	0	0	0	0	0	0	2	0
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	4	0
9:30	2	0	0	0	0	0	1	0
9:45	0	0	0	0	0	0	0	0
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	1	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	2	0
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	2	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	1	0
18:00	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	2	0
18:30	4	0	0	0	0	0	2	0
18:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 8
North/South: Golden Springs Dr
East/West: Grand Ave

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	57	108	21	4	167	71	16	21	37	24	57	22	605
7:15	61	93	24	4	181	57	10	21	38	36	99	19	643
7:30	77	152	23	4	193	82	19	34	61	36	90	32	803
7:45	79	129	23	9	231	67	26	60	62	56	91	38	871
8:00	81	98	23	9	192	74	31	39	55	60	85	45	792
8:15	53	90	19	10	246	88	27	56	54	58	93	38	832
8:30	53	89	16	12	171	90	31	49	51	72	115	26	775
8:45	60	106	16	9	139	86	29	45	54	54	89	34	721
9:00	47	84	14	1	136	49	34	39	43	37	74	35	593
9:15	44	73	18	10	165	76	31	41	55	40	117	21	691
9:30	54	84	22	7	176	65	19	38	55	35	85	28	668
9:45	31	79	26	11	180	74	32	67	63	24	84	42	713
Total Volume:	697	1185	245	90	2177	879	305	510	628	532	1079	380	8707
Approach %	33%	56%	12%	3%	69%	28%	21%	35%	44%	27%	54%	19%	
Peak Hr Begin:	7:30												
PHV	290	469	88	32	862	311	103	189	232	210	359	153	3298
PHF	0.840			0.876			0.885			0.950			0.947

Turning Movement Count Report PM

Location ID: 8
North/South: Golden Springs Dr
East/West: Grand Ave

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	41	63	19	9	126	33	62	151	103	26	147	72	852
15:15	44	64	13	22	134	33	64	117	129	30	174	47	871
15:30	41	50	23	20	115	57	72	165	113	20	150	59	885
15:45	40	43	21	18	118	47	62	140	129	33	181	45	877
16:00	40	44	15	14	84	50	66	141	118	17	174	55	818
16:15	37	39	17	12	156	28	79	189	118	13	160	50	898
16:30	37	58	20	2	121	34	65	137	118	16	162	39	809
16:45	62	56	22	10	153	34	68	160	115	17	152	55	904
17:00	54	43	17	13	127	36	60	152	124	28	195	62	911
17:15	46	72	26	36	110	52	81	179	91	10	184	84	971
17:30	36	53	22	25	109	42	95	170	112	23	199	63	949
17:45	44	55	29	17	144	37	98	172	107	24	198	63	988
18:00	59	50	28	13	141	42	86	142	119	23	156	76	935
18:15	39	43	29	20	146	39	74	127	135	12	189	45	898
18:30	42	47	13	13	105	33	54	135	113	25	182	54	816
18:45	37	41	28	19	146	20	52	99	78	35	176	57	788

Total Volume:	699	821	342	263	2035	617	1138	2376	1822	352	2779	926	14170
Approach %	38%	44%	18%	9%	70%	21%	21%	45%	34%	9%	68%	23%	

Peak Hr Begin:	17:15												
PHV	185	230	105	91	504	173	360	663	429	80	737	286	3843
PHF	0.903			0.970			0.963			0.968			0.972

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	1	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	1	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	0	0	1	1	0	0	0	0
8:45	0	0	2	0	1	0	0	0
9:00	0	0	3	0	0	0	0	0
9:15	0	0	0	0	1	0	0	0
9:30	0	0	1	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	1	0	0	0	0
15:15	0	0	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	3	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	0
16:45	0	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	2	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	1	0	0	0
18:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 9
North/South: Diamond Bar Blvd
East/West: Grand Ave

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	12	226	19	12	184	160	53	63	44	42	36	8	859
7:15	10	229	15	19	167	194	54	123	36	54	37	15	953
7:30	14	202	25	26	256	180	64	106	67	49	62	16	1067
7:45	20	129	25	29	204	169	106	165	97	51	54	34	1083
8:00	25	119	52	26	183	98	120	200	93	31	67	33	1047
8:15	22	106	31	38	223	86	76	141	96	18	74	31	942
8:30	20	92	39	28	173	135	43	80	46	18	72	36	782
8:45	21	89	24	33	169	93	51	94	35	29	55	44	737
9:00	18	77	31	19	175	75	54	92	32	24	59	26	682
9:15	20	94	32	27	154	101	53	90	56	25	67	43	762
9:30	21	81	34	24	151	89	52	78	42	19	69	42	702
9:45	24	75	22	18	147	71	50	82	36	20	71	37	653
Total Volume:	227	1519	349	299	2186	1451	776	1314	680	380	723	365	10269
Approach %	11%	73%	17%	8%	56%	37%	28%	47%	25%	26%	49%	25%	
Peak Hr Begin:	7:15												
PHV	69	679	117	100	810	641	344	594	293	185	220	98	4150
PHF	0.851			0.839			0.745			0.905			0.958

Turning Movement Count Report PM

Location ID: 9
North/South: Diamond Bar Blvd
East/West: Grand Ave

Date: 05/19/22
City: Diamond Bar, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	18	118	28	28	86	89	99	265	60	35	212	52	1090
15:15	13	99	37	23	101	79	115	227	43	37	176	43	993
15:30	20	88	35	29	112	103	143	226	50	37	155	59	1057
15:45	13	84	45	17	88	71	162	292	53	31	218	63	1137
16:00	14	91	38	20	113	74	142	220	42	27	180	38	999
16:15	15	76	41	25	114	84	166	292	53	36	217	54	1173
16:30	19	92	52	31	80	68	193	288	66	39	181	57	1166
16:45	13	98	41	28	106	80	180	247	62	37	154	62	1108
17:00	18	83	48	25	94	78	179	250	42	32	235	54	1138
17:15	15	100	41	18	114	75	158	251	38	34	230	63	1137
17:30	21	94	45	24	90	87	186	252	34	36	289	57	1215
17:45	13	103	46	24	96	77	152	213	56	20	258	51	1109
18:00	14	105	52	24	111	86	144	195	40	27	201	43	1042
18:15	22	82	37	22	115	88	152	251	47	28	216	64	1124
18:30	16	84	33	26	80	63	130	262	67	25	218	34	1038
18:45	13	63	35	24	89	52	113	228	54	30	167	50	918

Total Volume:	257	1460	654	388	1589	1254	2414	3959	807	511	3307	844	17444
Approach %	11%	62%	28%	12%	49%	39%	34%	55%	11%	11%	71%	18%	

Peak Hr Begin:	17:00												
PHV	67	380	180	91	394	317	675	966	170	122	1012	225	4599
PHF	0.968			0.969			0.959			0.889			0.946

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	2	1	3	0	2	0
7:15	2	0	1	0	0	0	1	1
7:30	0	0	0	0	0	0	1	0
7:45	0	1	1	0	1	0	0	0
8:00	0	1	0	1	0	0	0	0
8:15	3	0	1	0	0	0	1	0
8:30	0	0	0	0	1	0	0	0
8:45	2	1	1	0	0	0	1	0
9:00	2	0	0	0	1	0	1	0
9:15	3	0	3	1	1	0	0	0
9:30	3	1	3	0	0	0	0	0
9:45	1	0	1	0	0	0	0	0
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	1	0	0	1	0	1	0
15:15	1	0	0	2	1	0	2	0
15:30	0	0	1	0	1	0	0	0
15:45	1	0	1	0	4	0	0	0
16:00	1	0	3	0	3	0	1	0
16:15	0	1	1	1	3	0	1	0
16:30	2	0	3	0	3	0	0	0
16:45	1	0	0	0	2	0	1	0
17:00	3	0	2	1	1	0	0	0
17:15	0	0	2	0	0	0	2	0
17:30	0	0	0	0	1	0	2	0
17:45	2	0	6	0	0	0	0	1
18:00	3	0	2	0	0	0	0	0
18:15	5	0	3	0	1	0	0	0
18:30	1	0	1	0	0	0	0	0
18:45	5	0	3	0	0	0	2	0

Appendix E

Level of Service Worksheets

Existing Conditions

(Year 2023)

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

11/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	24	655	112	56	28	47	649	68	6	530	88
Future Volume (veh/h)	173	24	655	112	56	28	47	649	68	6	530	88
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	0	729	122	61	30	51	705	74	7	576	96
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	0	919	152	253	124	66	1652	737	13	1545	689
Arrive On Green	0.12	0.00	0.25	0.09	0.21	0.21	0.04	0.46	0.46	0.01	0.43	0.43
Sat Flow, veh/h	1781	0	3170	1781	1184	582	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	188	0	729	122	0	91	51	705	74	7	576	96
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1766	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.3	0.0	21.2	6.7	0.0	4.3	2.8	13.2	2.6	0.4	10.9	3.6
Cycle Q Clear(g_c), s	10.3	0.0	21.2	6.7	0.0	4.3	2.8	13.2	2.6	0.4	10.9	3.6
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	0	919	152	0	377	66	1652	737	13	1545	689
V/C Ratio(X)	0.85	0.00	0.79	0.80	0.00	0.24	0.77	0.43	0.10	0.56	0.37	0.14
Avail Cap(c_a), veh/h	303	0	1100	232	0	477	232	1652	737	71	1545	689
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	32.7	44.9	0.0	32.6	47.7	17.9	15.0	49.5	19.1	17.0
Incr Delay (d2), s/veh	14.9	0.0	3.4	11.1	0.0	0.3	17.3	0.8	0.3	33.2	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(95%),veh/ln	9.2	0.0	13.2	6.1	0.0	3.3	2.8	9.3	1.8	0.5	8.1	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.0	36.2	56.0	0.0	32.9	65.0	18.7	15.3	82.7	19.7	17.4
LnGrp LOS	E	A	D	E	A	C	E	B	B	F	B	B
Approach Vol, veh/h		917			213			830			679	
Approach Delay, s/veh		40.6			46.1			21.2			20.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	52.5	12.5	30.3	7.7	49.5	16.5	26.3
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	13.0	24.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.4	15.2	8.7	23.2	4.8	12.9	12.3	6.3
Green Ext Time (p_c), s	0.0	4.9	0.1	2.1	0.0	3.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

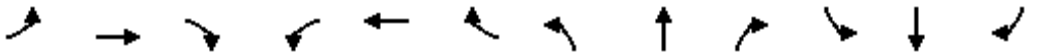
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	379	204	573	252	256	1049
Future Volume (veh/h)	379	204	573	252	256	1049
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	412	222	623	274	278	1140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	462	412	1521	678	316	2311
Arrive On Green	0.26	0.26	0.14	0.14	0.18	0.65
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	412	222	623	274	278	1140
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	22.3	12.1	16.0	15.7	15.2	16.5
Cycle Q Clear(g_c), s	22.3	12.1	16.0	15.7	15.2	16.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	462	412	1521	678	316	2311
V/C Ratio(X)	0.89	0.54	0.41	0.40	0.88	0.49
Avail Cap(c_a), veh/h	623	555	1521	678	460	2311
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	35.7	31.9	31.4	31.3	40.1	9.0
Incr Delay (d2), s/veh	12.0	1.1	0.7	1.6	12.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.5	8.2	12.0	11.0	12.2	10.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.6	33.0	32.2	32.9	52.9	9.8
LnGrp LOS	D	C	C	C	D	A
Approach Vol, veh/h	634		897			1418
Approach Delay, s/veh	42.5		32.4			18.2
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	22.2	47.3			69.5	30.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	25.8	25.7			56.0	35.0
Max Q Clear Time (g_c+I1), s	17.2	18.0			18.5	24.3
Green Ext Time (p_c), s	0.5	3.2			10.8	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C



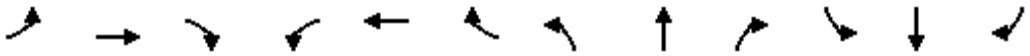
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	0	122	0	0	0	0	733	628	345	976	0
Future Volume (veh/h)	91	0	122	0	0	0	0	733	628	345	976	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	99	0	133				0	797	683	375	1061	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	192	0	171				0	1867	833	413	2851	0
Arrive On Green	0.11	0.00	0.11				0.00	0.17	0.17	0.23	0.80	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	99	0	133				0	797	683	375	1061	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	5.3	0.0	8.2				0.0	20.0	41.5	20.5	8.4	0.0
Cycle Q Clear(g_c), s	5.3	0.0	8.2				0.0	20.0	41.5	20.5	8.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	192	0	171				0	1867	833	413	2851	0
V/C Ratio(X)	0.52	0.00	0.78				0.00	0.43	0.82	0.91	0.37	0.00
Avail Cap(c_a), veh/h	321	0	285				0	1867	833	525	2851	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.93	0.93	0.77	0.77	0.00
Uniform Delay (d), s/veh	42.2	0.0	43.5				0.0	27.9	36.8	37.4	2.8	0.0
Incr Delay (d2), s/veh	2.1	0.0	7.5				0.0	0.7	8.3	13.7	0.3	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
%ile BackOfQ(95%),veh/ln	4.3	0.0	6.4				0.0	14.6	26.4	15.0	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	0.0	50.9				0.0	28.6	45.1	51.0	3.1	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		232						1480			1436	
Approach Delay, s/veh		48.1						36.2			15.6	
Approach LOS		D						D			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	27.7	57.0		15.3		84.7
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	29.5	39.0		18.0		73.0
Max Q Clear Time (g_c+I1), s	22.5	43.5		10.2		10.4
Green Ext Time (p_c), s	0.7	0.0		0.6		10.5

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

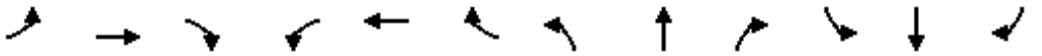
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	14	21	36	4	168	42	1006	17	107	1035	42
Future Volume (veh/h)	101	14	21	36	4	168	42	1006	17	107	1035	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	15	23	39	4	183	46	1093	18	116	1125	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	28	28	80	20	245	59	3103	51	147	3266	133
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	1.00	1.00	0.06	0.43	0.43
Sat Flow, veh/h	697	155	157	211	112	1375	1781	5174	85	1781	5032	206
Grp Volume(v), veh/h	148	0	0	226	0	0	46	719	392	116	761	410
Grp Sat Flow(s),veh/h/ln	1008	0	0	1698	0	0	1781	1702	1855	1781	1702	1833
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	6.4	14.9	14.9
Cycle Q Clear(g_c), s	15.0	0.0	0.0	12.5	0.0	0.0	2.5	0.0	0.0	6.4	14.9	14.9
Prop In Lane	0.74		0.16	0.17		0.81	1.00		0.05	1.00		0.11
Lane Grp Cap(c), veh/h	242	0	0	344	0	0	59	2042	1113	147	2210	1190
V/C Ratio(X)	0.61	0.00	0.00	0.66	0.00	0.00	0.79	0.35	0.35	0.79	0.34	0.34
Avail Cap(c_a), veh/h	452	0	0	595	0	0	125	2042	1113	267	2210	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.97	0.97	0.97	0.94	0.94	0.94
Uniform Delay (d), s/veh	40.1	0.0	0.0	39.0	0.0	0.0	46.4	0.0	0.0	46.4	14.1	14.1
Incr Delay (d2), s/veh	2.5	0.0	0.0	2.1	0.0	0.0	19.6	0.5	0.9	8.7	0.4	0.7
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(95%),veh/ln	6.6	0.0	0.0	9.2	0.0	0.0	2.5	0.2	0.5	5.8	10.3	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	0.0	0.0	41.2	0.0	0.0	66.0	0.5	0.9	55.1	14.5	14.9
LnGrp LOS	D	A	A	D	A	A	E	A	A	E	B	B
Approach Vol, veh/h		148			226			1157			1287	
Approach Delay, s/veh		42.6			41.2			3.2			18.3	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	66.0		21.8	7.3	70.9		21.8				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	15.0	37.0		34.0	7.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	8.4	2.0		17.0	4.5	16.9		14.5				
Green Ext Time (p_c), s	0.1	9.2		0.7	0.0	9.3		1.3				

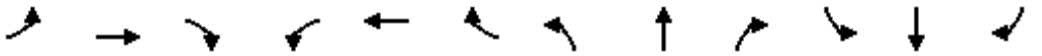
Intersection Summary			
HCM 6th Ctrl Delay		15.2	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	4	35	19	5	25	84	1037	15	49	990	19
Future Volume (veh/h)	12	4	35	19	5	25	84	1037	15	49	990	19
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	4	38	21	5	27	91	1127	16	53	1076	21
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	13	292	74	11	292	117	3256	46	68	3094	60
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.63	0.63	0.08	1.00	1.00
Sat Flow, veh/h	34	73	1585	48	60	1585	1781	5188	74	1781	5156	101
Grp Volume(v), veh/h	17	0	38	26	0	27	91	739	404	53	710	387
Grp Sat Flow(s),veh/h/ln	106	0	1585	108	0	1585	1781	1702	1857	1781	1702	1852
Q Serve(g_s), s	0.4	0.0	2.0	0.8	0.0	1.4	5.0	10.3	10.3	2.9	0.0	0.0
Cycle Q Clear(g_c), s	18.2	0.0	2.0	18.4	0.0	1.4	5.0	10.3	10.3	2.9	0.0	0.0
Prop In Lane	0.76		1.00	0.81		1.00	1.00		0.04	1.00		0.05
Lane Grp Cap(c), veh/h	83	0	292	85	0	292	117	2137	1166	68	2043	1112
V/C Ratio(X)	0.20	0.00	0.13	0.31	0.00	0.09	0.78	0.35	0.35	0.78	0.35	0.35
Avail Cap(c_a), veh/h	209	0	428	209	0	428	267	2137	1166	178	2043	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	37.6	0.0	34.1	43.6	0.0	33.9	46.0	8.9	8.9	45.8	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.2	2.0	0.0	0.1	10.5	0.4	0.8	16.3	0.4	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(95%),veh/ln	0.8	0.0	1.4	1.2	0.0	1.0	4.6	6.6	7.4	2.8	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	34.3	45.6	0.0	34.0	56.5	9.3	9.7	62.1	0.4	0.8
LnGrp LOS	D	A	C	D	A	C	E	A	A	E	A	A
Approach Vol, veh/h		55			53			1234			1150	
Approach Delay, s/veh		35.7			39.7			12.9			3.4	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	68.2		23.9	10.6	65.5		23.9				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	48.0		27.0	15.0	43.0		27.0				
Max Q Clear Time (g_c+I1), s	4.9	12.3		20.2	7.0	2.0		20.4				
Green Ext Time (p_c), s	0.0	9.6		0.1	0.1	9.4		0.1				

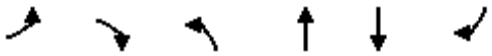
Intersection Summary			
HCM 6th Ctrl Delay		9.6	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	88	101	304	277	149	123	806	204	62	654	302
Future Volume (veh/h)	190	88	101	304	277	149	123	806	204	62	654	302
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	96	110	330	301	162	134	876	222	67	711	328
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	268	239	285	397	208	160	1680	424	263	1419	846
Arrive On Green	0.13	0.15	0.15	0.16	0.18	0.18	0.09	0.41	0.41	0.08	0.40	0.40
Sat Flow, veh/h	1781	1777	1585	1781	2252	1182	1781	4065	1025	3456	3554	1585
Grp Volume(v), veh/h	207	96	110	330	236	227	134	733	365	67	711	328
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1658	1781	1702	1686	1728	1777	1585
Q Serve(g_s), s	11.4	4.9	6.3	16.0	12.6	13.1	7.4	16.1	16.2	1.8	15.0	12.2
Cycle Q Clear(g_c), s	11.4	4.9	6.3	16.0	12.6	13.1	7.4	16.1	16.2	1.8	15.0	12.2
Prop In Lane	1.00		1.00	1.00		0.71	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	239	268	239	285	313	292	160	1407	697	263	1419	846
V/C Ratio(X)	0.87	0.36	0.46	1.16	0.75	0.78	0.84	0.52	0.52	0.26	0.50	0.39
Avail Cap(c_a), veh/h	267	533	476	285	551	514	160	1407	697	311	1419	846
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	38.1	38.8	42.0	39.1	39.3	44.8	21.9	22.0	43.5	22.5	13.7
Incr Delay (d2), s/veh	22.3	0.8	1.4	103.0	3.7	4.5	30.2	1.4	2.8	0.5	1.3	1.3
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(95%),veh/ln	10.6	3.9	4.6	23.0	9.7	9.5	8.1	10.7	11.1	1.4	10.5	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	38.9	40.1	145.0	42.8	43.8	74.9	23.3	24.8	44.0	23.8	15.0
LnGrp LOS	E	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		413			793			1232			1106	
Approach Delay, s/veh		52.2			85.6			29.4			22.4	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	47.3	20.0	21.1	13.0	45.9	17.4	23.6
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	15.0	31.0
Max Q Clear Time (g_c+I1), s	3.8	18.2	18.0	8.3	9.4	17.0	13.4	15.1
Green Ext Time (p_c), s	0.1	3.8	0.0	1.1	0.0	3.7	0.1	2.5

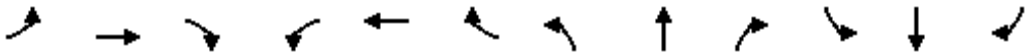
Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	139	164	84	294	564	133
Future Volume (veh/h)	139	164	84	294	564	133
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	178	91	320	613	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	262	234	540	2537	1745	412
Arrive On Green	0.15	0.15	0.05	0.71	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	2946	673
Grp Volume(v), veh/h	151	178	91	320	381	377
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1749
Q Serve(g_s), s	5.7	7.8	1.2	2.0	7.6	7.7
Cycle Q Clear(g_c), s	5.7	7.8	1.2	2.0	7.6	7.7
Prop In Lane	1.00	1.00	1.00			0.39
Lane Grp Cap(c), veh/h	262	234	540	2537	1087	1070
V/C Ratio(X)	0.58	0.76	0.17	0.13	0.35	0.35
Avail Cap(c_a), veh/h	569	506	630	2537	1087	1070
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.84
Uniform Delay (d), s/veh	28.6	29.5	4.5	3.2	6.9	6.9
Incr Delay (d2), s/veh	2.0	5.1	0.1	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	11.2	0.6	1.0	4.7	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.6	34.6	4.6	3.3	7.7	7.7
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	329			411	758	
Approach Delay, s/veh	32.7			3.6	7.7	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.4		14.6	7.4	50.0
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	7.0	28.0
Max Q Clear Time (g_c+I1), s		4.0		9.8	3.2	9.7
Green Ext Time (p_c), s		2.3		0.9	0.1	4.7

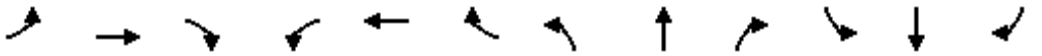
Intersection Summary		
HCM 6th Ctrl Delay	12.1	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	359	210	311	862	32	232	189	103	88	469	290
Future Volume (veh/h)	153	359	210	311	862	32	232	189	103	88	469	290
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	390	228	338	937	35	252	205	112	96	510	315
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	886	535	394	1052	39	304	1534	1522	118	865	533
Arrive On Green	0.06	0.25	0.25	0.11	0.30	0.30	0.09	0.43	0.43	0.07	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	3493	130	3456	3554	2790	1781	2112	1301
Grp Volume(v), veh/h	166	390	228	338	477	495	252	205	112	96	429	396
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1847	1728	1777	1395	1781	1777	1636
Q Serve(g_s), s	6.8	13.3	16.0	13.8	36.9	36.9	10.3	5.0	2.7	7.7	27.0	27.1
Cycle Q Clear(g_c), s	6.8	13.3	16.0	13.8	36.9	36.9	10.3	5.0	2.7	7.7	27.0	27.1
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	215	886	535	394	535	556	304	1534	1522	118	728	671
V/C Ratio(X)	0.77	0.44	0.43	0.86	0.89	0.89	0.83	0.13	0.07	0.81	0.59	0.59
Avail Cap(c_a), veh/h	288	987	580	504	605	628	408	1534	1522	193	728	671
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	66.5	45.6	36.9	62.7	48.1	48.1	64.6	24.7	15.5	66.4	33.1	33.1
Incr Delay (d2), s/veh	8.8	0.3	0.5	11.4	14.2	13.8	10.1	0.2	0.1	12.5	3.5	3.8
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(95%),veh/ln	5.9	10.0	10.5	11.0	25.5	26.3	8.7	4.0	1.6	7.0	18.2	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	45.9	37.5	74.1	62.3	61.9	74.7	24.9	15.6	78.9	36.5	36.9
LnGrp LOS	E	D	D	E	E	E	E	C	B	E	D	D
Approach Vol, veh/h		784			1310			569			921	
Approach Delay, s/veh		49.7			65.2			45.1			41.1	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	68.2	20.4	41.9	16.7	65.0	12.9	49.4
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	15.6	47.4	21.0	40.0	17.0	46.0	12.0	49.0
Max Q Clear Time (g_c+I1), s	9.7	7.0	15.8	18.0	12.3	29.1	8.8	38.9
Green Ext Time (p_c), s	0.1	1.9	0.6	3.4	0.4	5.1	0.1	4.5

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	220	185	641	810	100	293	594	344	117	679	69
Future Volume (veh/h)	98	220	185	641	810	100	293	594	344	117	679	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	239	201	697	880	109	318	697	340	127	738	75
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	454	202	767	1132	505	372	1026	435	724	1398	624
Arrive On Green	0.04	0.13	0.13	0.22	0.32	0.32	0.10	0.27	0.27	0.21	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	107	239	201	697	880	109	318	697	340	127	738	75
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.4	9.1	14.6	28.3	32.3	4.1	12.6	23.9	28.5	4.3	22.9	4.3
Cycle Q Clear(g_c), s	4.4	9.1	14.6	28.3	32.3	4.1	12.6	23.9	28.5	4.3	22.9	4.3
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	154	454	202	767	1132	505	372	1026	435	724	1398	624
V/C Ratio(X)	0.69	0.53	0.99	0.91	0.78	0.22	0.86	0.68	0.78	0.18	0.53	0.12
Avail Cap(c_a), veh/h	192	716	319	888	1431	638	445	1026	435	724	1398	624
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	67.8	58.7	40.2	54.6	44.4	11.7	63.4	46.6	48.3	46.7	33.4	27.8
Incr Delay (d2), s/veh	7.6	1.0	39.4	12.0	2.1	0.2	13.2	3.6	13.1	0.1	0.4	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(95%),veh/ln	3.8	7.5	12.6	19.7	20.9	5.0	10.6	17.3	18.8	3.4	15.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	59.7	79.7	66.7	46.6	11.9	76.6	50.2	61.4	46.8	33.8	27.9
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		547			1686			1355			940	
Approach Delay, s/veh		70.1			52.6			59.2			35.1	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.2	45.5	37.9	24.4	19.0	62.7	10.4	51.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 40	37.0	* 29	18.0	40.0	8.0	58.0
Max Q Clear Time (g_c+I1), s	6.3	30.5	30.3	16.6	14.6	24.9	6.4	34.3
Green Ext Time (p_c), s	0.3	4.0	1.6	1.8	0.4	4.8	0.0	7.1

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

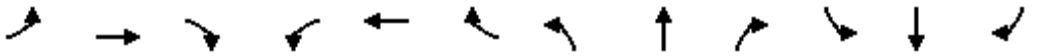
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

11/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	56	913	85	65	39	72	1008	113	12	310	63
Future Volume (veh/h)	113	56	913	85	65	39	72	1008	113	12	310	63
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	0	1033	92	71	42	78	1096	123	13	337	68
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	0	1100	117	298	176	102	1572	701	22	1412	630
Arrive On Green	0.09	0.00	0.29	0.07	0.27	0.27	0.06	0.44	0.44	0.01	0.40	0.40
Sat Flow, veh/h	1781	0	3170	1781	1101	652	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	123	0	1033	92	0	113	78	1096	123	13	337	68
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1753	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.8	0.0	29.0	5.1	0.0	5.0	4.3	24.9	4.7	0.7	6.3	2.7
Cycle Q Clear(g_c), s	6.8	0.0	29.0	5.1	0.0	5.0	4.3	24.9	4.7	0.7	6.3	2.7
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	0	1100	117	0	474	102	1572	701	22	1412	630
V/C Ratio(X)	0.81	0.00	0.94	0.79	0.00	0.24	0.77	0.70	0.18	0.60	0.24	0.11
Avail Cap(c_a), veh/h	178	0	1100	143	0	474	356	1572	701	71	1412	630
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	31.6	46.0	0.0	28.5	46.5	22.5	16.9	49.2	20.1	19.0
Incr Delay (d2), s/veh	20.9	0.0	14.8	20.9	0.0	0.3	11.4	2.6	0.5	24.0	0.4	0.3
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(95%),veh/ln	6.9	0.0	20.1	5.2	0.0	3.8	4.0	15.9	3.2	0.8	4.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	0.0	46.4	66.9	0.0	28.7	57.9	25.1	17.4	73.2	20.5	19.3
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	C	B
Approach Vol, veh/h		1156			205			1297			418	
Approach Delay, s/veh		48.5			45.9			26.3			21.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	50.2	10.6	34.0	9.7	45.7	12.5	32.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	40.0	8.0	29.0	20.0	24.0	10.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	26.9	7.1	31.0	6.3	8.3	8.8	7.0
Green Ext Time (p_c), s	0.0	6.7	0.0	0.0	0.1	2.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

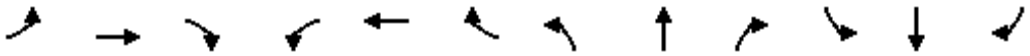
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	302	448	752	130	73	1229
Future Volume (veh/h)	302	448	752	130	73	1229
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	328	487	817	141	79	1336
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	593	527	1689	753	102	2052
Arrive On Green	0.33	0.33	0.16	0.16	0.06	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	328	487	817	141	79	1336
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	15.1	29.6	21.0	7.7	4.4	25.5
Cycle Q Clear(g_c), s	15.1	29.6	21.0	7.7	4.4	25.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	593	527	1689	753	102	2052
V/C Ratio(X)	0.55	0.92	0.48	0.19	0.78	0.65
Avail Cap(c_a), veh/h	668	594	1689	753	187	2052
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.69	0.69	1.00	1.00
Uniform Delay (d), s/veh	27.3	32.1	31.0	25.4	46.5	14.3
Incr Delay (d2), s/veh	0.8	19.0	0.7	0.4	11.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	19.9	14.4	5.6	4.1	15.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.1	51.2	31.7	25.8	58.4	15.9
LnGrp LOS	C	D	C	C	E	B
Approach Vol, veh/h	815		958			1415
Approach Delay, s/veh	41.9		30.8			18.3
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.2	52.0			62.2	37.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	38.5			53.5	37.5
Max Q Clear Time (g_c+I1), s	6.4	23.0			27.5	31.6
Green Ext Time (p_c), s	0.0	5.6			11.8	1.7

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



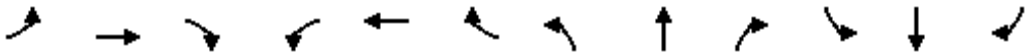
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	99	0	0	0	0	811	759	560	989	0
Future Volume (veh/h)	84	0	99	0	0	0	0	811	759	560	989	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking 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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	91	0	108				0	882	825	609	1075	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	163	0	145				0	1522	679	615	2908	0
Arrive On Green	0.09	0.00	0.09				0.00	0.14	0.14	0.23	0.55	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	91	0	108				0	882	825	609	1075	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	4.9	0.0	6.6				0.0	23.2	42.8	34.1	17.1	0.0
Cycle Q Clear(g_c), s	4.9	0.0	6.6				0.0	23.2	42.8	34.1	17.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	163	0	145				0	1522	679	615	2908	0
V/C Ratio(X)	0.56	0.00	0.74				0.00	0.58	1.21	0.99	0.37	0.00
Avail Cap(c_a), veh/h	321	0	285				0	1522	679	615	2908	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.82	0.82	0.76	0.76	0.00
Uniform Delay (d), s/veh	43.5	0.0	44.3				0.0	34.5	42.9	38.3	8.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	7.3				0.0	1.3	107.7	29.3	0.3	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
%ile BackOfQ(95%),veh/ln	4.1	0.0	5.2				0.0	16.3	54.5	26.8	11.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	0.0	51.6				0.0	35.8	150.7	67.6	8.2	0.0
LnGrp LOS	D	A	D				A	D	F	E	A	A
Approach Vol, veh/h		199						1707			1684	
Approach Delay, s/veh		49.2						91.3			29.7	
Approach LOS		D						F			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	39.0	47.3		13.7		86.3
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	34.5	34.0		18.0		73.0
Max Q Clear Time (g_c+I1), s	36.1	44.8		8.6		19.1
Green Ext Time (p_c), s	0.0	0.0		0.6		10.6

Intersection Summary	
HCM 6th Ctrl Delay	60.1
HCM 6th LOS	E

Notes

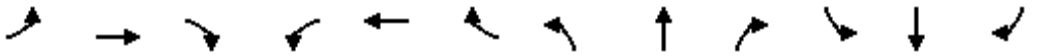
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	17	21	48	11	143	32	1191	37	198	810	59
Future Volume (veh/h)	122	17	21	48	11	143	32	1191	37	198	810	59
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	18	23	52	12	155	35	1295	40	215	880	64
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	30	27	104	35	228	44	2684	83	254	3136	227
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.05	1.00	1.00	0.05	0.21	0.21
Sat Flow, veh/h	782	157	143	311	185	1201	1781	5089	157	1781	4859	352
Grp Volume(v), veh/h	174	0	0	219	0	0	35	866	469	215	616	328
Grp Sat Flow(s),veh/h/ln	1083	0	0	1696	0	0	1781	1702	1842	1781	1702	1807
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	12.0	15.1	15.2
Cycle Q Clear(g_c), s	16.2	0.0	0.0	11.9	0.0	0.0	1.9	0.0	0.0	12.0	15.1	15.2
Prop In Lane	0.76		0.13	0.24		0.71	1.00		0.09	1.00		0.19
Lane Grp Cap(c), veh/h	269	0	0	366	0	0	44	1796	972	254	2197	1166
V/C Ratio(X)	0.65	0.00	0.00	0.60	0.00	0.00	0.79	0.48	0.48	0.85	0.28	0.28
Avail Cap(c_a), veh/h	426	0	0	552	0	0	107	1796	972	374	2197	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.94	0.94	0.94	0.93	0.93	0.93
Uniform Delay (d), s/veh	39.7	0.0	0.0	37.7	0.0	0.0	47.3	0.0	0.0	46.5	19.9	19.9
Incr Delay (d2), s/veh	2.6	0.0	0.0	1.6	0.0	0.0	24.6	0.9	1.6	10.4	0.3	0.6
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(95%),veh/ln	7.7	0.0	0.0	8.8	0.0	0.0	2.1	0.4	0.8	10.5	11.1	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	0.0	39.3	0.0	0.0	71.9	0.9	1.6	57.0	20.2	20.5
LnGrp LOS	D	A	A	D	A	A	E	A	A	E	C	C
Approach Vol, veh/h		174			219			1370			1159	
Approach Delay, s/veh		42.3			39.3			2.9			27.1	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.3	58.8		23.0	6.5	70.5		23.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	21.0	34.0		31.0	6.0	49.0		31.0				
Max Q Clear Time (g_c+I1), s	14.0	2.0		18.2	3.9	17.2		13.9				
Green Ext Time (p_c), s	0.3	11.6		0.8	0.0	7.4		1.2				

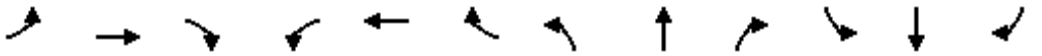
Intersection Summary			
HCM 6th Ctrl Delay		17.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	12	95	57	18	41	153	1128	33	80	719	58
Future Volume (veh/h)	51	12	95	57	18	41	153	1128	33	80	719	58
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	13	103	62	20	45	166	1226	36	87	782	63
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	9	460	63	12	460	202	2538	75	111	2153	173
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.11	0.50	0.50	0.12	0.89	0.89
Sat Flow, veh/h	0	30	1585	0	42	1585	1781	5098	150	1781	4818	386
Grp Volume(v), veh/h	68	0	103	82	0	45	166	819	443	87	551	294
Grp Sat Flow(s),veh/h/ln	31	0	1585	42	0	1585	1781	1702	1843	1781	1702	1801
Q Serve(g_s), s	0.0	0.0	4.9	0.0	0.0	2.1	9.1	15.9	15.9	4.7	2.5	2.6
Cycle Q Clear(g_c), s	29.0	0.0	4.9	29.0	0.0	2.1	9.1	15.9	15.9	4.7	2.5	2.6
Prop In Lane	0.81		1.00	0.76		1.00	1.00		0.08	1.00		0.21
Lane Grp Cap(c), veh/h	74	0	460	75	0	460	202	1695	918	111	1521	805
V/C Ratio(X)	0.92	0.00	0.22	1.09	0.00	0.10	0.82	0.48	0.48	0.79	0.36	0.36
Avail Cap(c_a), veh/h	74	0	460	75	0	460	392	1695	918	232	1521	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	46.3	0.0	27.0	45.4	0.0	25.9	43.4	16.6	16.6	43.1	3.1	3.1
Incr Delay (d2), s/veh	77.4	0.0	0.2	130.1	0.0	0.1	8.2	1.0	1.8	11.1	0.6	1.2
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(95%),veh/ln	5.9	0.0	3.4	8.3	0.0	1.4	7.9	10.3	11.2	4.2	1.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.6	0.0	27.2	175.5	0.0	26.0	51.5	17.6	18.4	54.2	3.7	4.3
LnGrp LOS	F	A	C	F	A	C	D	B	B	D	A	A
Approach Vol, veh/h		171			127			1428			932	
Approach Delay, s/veh		65.5			122.5			21.8			8.6	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	55.8		34.0	15.3	50.7		34.0				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0		29.0	22.0	34.0		29.0				
Max Q Clear Time (g_c+I1), s	6.7	17.9		31.0	11.1	4.6		31.0				
Green Ext Time (p_c), s	0.1	9.8		0.0	0.3	6.3		0.0				

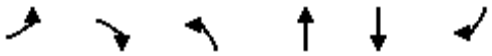
Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	397	81	114	143	123	88	824	273	124	535	262
Future Volume (veh/h)	375	397	81	114	143	123	88	824	273	124	535	262
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	408	432	88	124	155	134	96	896	297	135	582	285
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	656	133	155	280	226	149	1526	504	304	1444	898
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2945	595	1781	1870	1506	1781	3795	1253	3456	3554	1585
Grp Volume(v), veh/h	408	259	261	124	147	142	96	803	390	135	582	285
Grp Sat Flow(s),veh/h/ln	1781	1777	1763	1781	1777	1599	1781	1702	1645	1728	1777	1585
Q Serve(g_s), s	16.0	13.3	13.5	6.8	7.7	8.3	5.2	18.5	18.6	3.7	11.6	9.5
Cycle Q Clear(g_c), s	16.0	13.3	13.5	6.8	7.7	8.3	5.2	18.5	18.6	3.7	11.6	9.5
Prop In Lane	1.00		0.34	1.00		0.94	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	393	155	267	240	149	1369	661	304	1444	898
V/C Ratio(X)	1.43	0.65	0.66	0.80	0.55	0.59	0.64	0.59	0.59	0.44	0.40	0.32
Avail Cap(c_a), veh/h	285	586	582	232	533	480	160	1369	661	311	1444	898
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.4	35.4	44.8	39.4	39.7	44.4	23.4	23.4	43.3	21.1	11.5
Incr Delay (d2), s/veh	212.6	1.8	1.8	11.1	1.8	2.3	7.7	1.8	3.8	1.0	0.8	0.9
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(95%),veh/ln	36.7	9.8	9.8	6.3	6.2	6.1	4.7	12.1	12.3	2.9	8.5	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	254.6	37.1	37.3	55.9	41.1	42.0	52.1	25.2	27.2	44.3	21.9	12.4
LnGrp LOS	F	D	D	E	D	D	D	C	C	D	C	B
Approach Vol, veh/h		928			413			1289			1002	
Approach Delay, s/veh		132.8			45.9			27.8			22.2	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	46.2	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	5.7	20.6	8.8	15.5	7.2	13.6	18.0	10.3
Green Ext Time (p_c), s	0.1	2.9	0.1	3.0	0.0	3.8	0.0	1.6

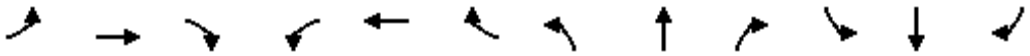
Intersection Summary	
HCM 6th Ctrl Delay	55.2
HCM 6th LOS	E



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	57	74	109	779	411	86
Future Volume (veh/h)	57	74	109	779	411	86
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	80	118	847	447	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	137	122	726	2787	1989	411
Arrive On Green	0.08	0.08	0.05	0.78	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3026	606
Grp Volume(v), veh/h	62	80	118	847	270	270
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1761
Q Serve(g_s), s	2.4	3.5	1.2	4.9	4.1	4.2
Cycle Q Clear(g_c), s	2.4	3.5	1.2	4.9	4.1	4.2
Prop In Lane	1.00	1.00	1.00			0.34
Lane Grp Cap(c), veh/h	137	122	726	2787	1205	1195
V/C Ratio(X)	0.45	0.66	0.16	0.30	0.22	0.23
Avail Cap(c_a), veh/h	594	528	859	2787	1205	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	31.8	32.3	2.6	2.2	4.4	4.4
Incr Delay (d2), s/veh	2.3	5.9	0.1	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	5.9	0.5	1.6	2.3	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.1	38.2	2.7	2.5	4.8	4.8
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	142			965	540	
Approach Delay, s/veh	36.4			2.5	4.8	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		9.5	7.6	54.8
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		38.0		24.0	9.0	25.0
Max Q Clear Time (g_c+I1), s		6.9		5.5	3.2	6.2
Green Ext Time (p_c), s		6.9		0.4	0.1	3.2

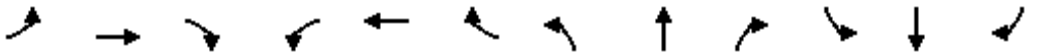
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	737	80	173	504	91	429	663	360	105	230	185
Future Volume (veh/h)	286	737	80	173	504	91	429	663	360	105	230	185
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	311	801	87	188	548	99	466	721	391	114	250	201
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	936	661	237	679	122	531	1606	1452	137	716	554
Arrive On Green	0.11	0.26	0.26	0.07	0.23	0.23	0.15	0.45	0.45	0.08	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	3456	3008	542	3456	3554	2790	1781	1907	1475
Grp Volume(v), veh/h	311	801	87	188	323	324	466	721	391	114	232	219
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1773	1728	1777	1395	1781	1777	1605
Q Serve(g_s), s	12.7	30.9	4.9	7.7	24.8	24.9	19.0	20.1	11.3	9.1	13.5	14.2
Cycle Q Clear(g_c), s	12.7	30.9	4.9	7.7	24.8	24.9	19.0	20.1	11.3	9.1	13.5	14.2
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	367	936	661	237	401	400	531	1606	1452	137	667	603
V/C Ratio(X)	0.85	0.86	0.13	0.79	0.81	0.81	0.88	0.45	0.27	0.83	0.35	0.36
Avail Cap(c_a), veh/h	504	1160	761	312	481	480	696	1606	1452	223	667	603
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	63.2	50.4	25.9	66.0	52.8	52.8	59.6	27.1	19.2	65.5	32.3	32.5
Incr Delay (d2), s/veh	9.5	5.4	0.1	9.9	8.2	8.5	9.9	0.9	0.5	12.9	1.4	1.7
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(95%),veh/ln	10.1	20.7	3.4	6.7	17.7	17.8	14.0	13.7	6.8	8.2	10.2	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.7	55.9	26.0	75.9	61.0	61.4	69.5	28.0	19.7	78.4	33.7	34.2
LnGrp LOS	E	E	C	E	E	E	E	C	B	E	C	C
Approach Vol, veh/h		1199			835			1578			565	
Approach Delay, s/veh		58.1			64.5			38.2			42.9	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	71.1	13.9	43.9	26.1	60.1	19.3	38.5
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.0	46.0	13.0	47.0	29.0	35.0	21.0	39.0
Max Q Clear Time (g_c+I1), s	11.1	22.1	9.7	32.9	21.0	16.2	14.7	26.9
Green Ext Time (p_c), s	0.1	7.2	0.2	5.1	1.1	2.7	0.6	3.2

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	1012	122	317	394	91	170	966	675	180	380	67
Future Volume (veh/h)	225	1012	122	317	394	91	170	966	675	180	380	67
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	1100	133	345	428	99	185	1259	595	196	413	73
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	1012	451	336	1102	492	236	1312	556	348	1418	632
Arrive On Green	0.09	0.28	0.28	0.10	0.31	0.31	0.07	0.35	0.35	0.10	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	245	1100	133	345	428	99	185	1259	595	196	413	73
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	10.0	41.0	7.6	14.0	13.6	4.9	7.4	47.4	50.5	7.8	11.4	4.2
Cycle Q Clear(g_c), s	10.0	41.0	7.6	14.0	13.6	4.9	7.4	47.4	50.5	7.8	11.4	4.2
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	296	1012	451	336	1102	492	236	1312	556	348	1418	632
V/C Ratio(X)	0.83	1.09	0.29	1.03	0.39	0.20	0.78	0.96	1.07	0.56	0.29	0.12
Avail Cap(c_a), veh/h	384	1012	451	336	1102	492	322	1312	556	444	1418	632
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	64.8	51.5	26.4	65.0	39.0	19.7	66.2	45.8	46.8	61.7	29.4	27.3
Incr Delay (d2), s/veh	11.0	55.0	0.4	56.2	0.2	0.2	8.4	16.9	58.4	1.4	0.1	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(95%),veh/ln	8.5	36.1	5.4	13.8	10.1	4.7	6.5	33.2	39.4	6.3	8.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.8	106.5	26.8	121.2	39.2	19.9	74.6	62.7	105.1	63.2	29.5	27.3
LnGrp LOS	E	F	C	F	D	B	E	E	F	E	C	C
Approach Vol, veh/h		1478			872			2039			682	
Approach Delay, s/veh		94.3			69.4			76.1			39.0	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	56.5	20.0	47.0	13.6	63.4	16.3	50.7
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 51	14.0	* 41	13.0	56.0	16.0	39.0
Max Q Clear Time (g_c+I1), s	9.8	52.5	16.0	43.0	9.4	13.4	12.0	15.6
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.2	3.3	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	75.3
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Opening Year Without Project Conditions

(Year 2030)

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

03/07/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	24	670	114	56	28	51	721	75	6	541	88
Future Volume (veh/h)	174	24	670	114	56	28	51	721	75	6	541	88
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	0	722	120	59	29	54	759	79	6	569	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	0	918	150	252	124	70	1668	744	11	1550	691
Arrive On Green	0.12	0.00	0.25	0.08	0.21	0.21	0.04	0.47	0.47	0.01	0.44	0.44
Sat Flow, veh/h	1781	0	3170	1781	1184	582	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	183	0	722	120	0	88	54	759	79	6	569	93
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1766	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	20.9	6.6	0.0	4.1	3.0	14.4	2.8	0.3	10.7	3.5
Cycle Q Clear(g_c), s	10.1	0.0	20.9	6.6	0.0	4.1	3.0	14.4	2.8	0.3	10.7	3.5
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	0	918	150	0	375	70	1668	744	11	1550	691
V/C Ratio(X)	0.84	0.00	0.79	0.80	0.00	0.23	0.77	0.46	0.11	0.55	0.37	0.13
Avail Cap(c_a), veh/h	303	0	1107	232	0	477	232	1668	744	71	1550	691
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	32.7	45.0	0.0	32.6	47.6	17.9	14.8	49.6	18.9	16.9
Incr Delay (d2), s/veh	14.1	0.0	3.2	10.6	0.0	0.3	16.3	0.9	0.3	36.6	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(95%),veh/ln	9.0	0.0	13.0	6.0	0.0	3.2	3.0	9.9	1.9	0.5	7.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	0.0	35.8	55.6	0.0	32.9	63.9	18.8	15.1	86.2	19.6	17.3
LnGrp LOS	E	A	D	E	A	C	E	B	B	F	B	B
Approach Vol, veh/h		905			208			892			668	
Approach Delay, s/veh		40.1			46.0			21.2			19.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	52.9	12.4	30.0	7.9	49.6	16.2	26.3
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	13.0	24.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	16.4	8.6	22.9	5.0	12.7	12.1	6.1
Green Ext Time (p_c), s	0.0	5.1	0.1	2.1	0.0	3.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

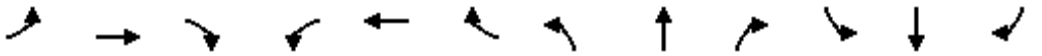
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	401	205	656	311	257	1077
Future Volume (veh/h)	401	205	656	311	257	1077
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	422	216	691	327	271	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	472	420	1516	676	309	2293
Arrive On Green	0.26	0.26	0.14	0.14	0.17	0.65
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	422	216	691	327	271	1134
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	22.8	11.6	17.9	19.0	14.8	16.6
Cycle Q Clear(g_c), s	22.8	11.6	17.9	19.0	14.8	16.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	472	420	1516	676	309	2293
V/C Ratio(X)	0.89	0.51	0.46	0.48	0.88	0.49
Avail Cap(c_a), veh/h	623	555	1516	676	460	2293
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	35.4	31.3	32.3	32.8	40.3	9.2
Incr Delay (d2), s/veh	12.6	1.0	0.9	2.2	12.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	8.0	13.2	13.0	11.9	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.0	32.3	33.2	35.0	52.4	10.0
LnGrp LOS	D	C	C	D	D	B
Approach Vol, veh/h	638		1018			1405
Approach Delay, s/veh	42.7		33.8			18.2
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.9	47.2			69.0	31.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	25.8	25.7			56.0	35.0
Max Q Clear Time (g_c+I1), s	16.8	21.0			18.6	24.8
Green Ext Time (p_c), s	0.5	2.4			10.7	1.7

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C



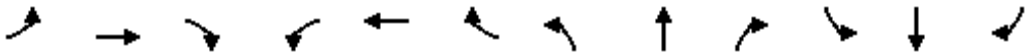
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	0	139	0	0	0	0	875	700	346	1024	0
Future Volume (veh/h)	91	0	139	0	0	0	0	875	700	346	1024	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	96	0	146				0	921	737	364	1078	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	206	0	183				0	2187	976	463	2823	0
Arrive On Green	0.12	0.00	0.12				0.00	0.41	0.41	0.13	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	96	0	146				0	921	737	364	1078	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.0	0.0	9.0				0.0	18.4	39.7	10.2	9.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	9.0				0.0	18.4	39.7	10.2	9.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	206	0	183				0	2187	976	463	2823	0
V/C Ratio(X)	0.47	0.00	0.80				0.00	0.42	0.76	0.79	0.38	0.00
Avail Cap(c_a), veh/h	321	0	285				0	2187	976	1019	2823	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.86	0.86	0.77	0.77	0.00
Uniform Delay (d), s/veh	41.3	0.0	43.1				0.0	16.7	23.0	41.9	3.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	8.2				0.0	0.5	4.7	2.3	0.3	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
%ile BackOfQ(95%),veh/ln	4.1	0.0	7.0				0.0	12.5	22.9	7.5	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	0.0	51.3				0.0	17.2	27.7	44.3	3.3	0.0
LnGrp LOS	D	A	D				A	B	C	D	A	A
Approach Vol, veh/h		242						1658			1442	
Approach Delay, s/veh		48.0						21.9			13.7	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.9	66.0		16.1		83.9						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	29.5	39.0		18.0		73.0						
Max Q Clear Time (g_c+I1), s	12.2	41.7		11.0		11.0						
Green Ext Time (p_c), s	1.2	0.0		0.6		10.7						

Intersection Summary			
HCM 6th Ctrl Delay			20.2
HCM 6th LOS			C

Notes

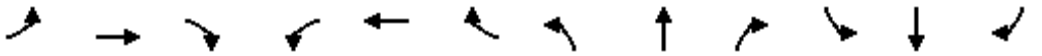
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	14	56	53	4	190	53	1155	22	113	1082	54
Future Volume (veh/h)	142	14	56	53	4	190	53	1155	22	113	1082	54
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	15	59	56	4	200	56	1216	23	119	1139	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	28	68	109	26	303	72	2779	53	151	2903	145
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.08	1.00	1.00	0.03	0.19	0.19
Sat Flow, veh/h	675	118	285	274	109	1277	1781	5159	98	1781	4980	249
Grp Volume(v), veh/h	223	0	0	260	0	0	56	802	437	119	778	418
Grp Sat Flow(s),veh/h/ln	1079	0	0	1661	0	0	1781	1702	1853	1781	1702	1826
Q Serve(g_s), s	6.6	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	6.6	20.0	20.0
Cycle Q Clear(g_c), s	20.7	0.0	0.0	14.0	0.0	0.0	3.1	0.0	0.0	6.6	20.0	20.0
Prop In Lane	0.67		0.26	0.22		0.77	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	316	0	0	437	0	0	72	1833	998	151	1984	1064
V/C Ratio(X)	0.71	0.00	0.00	0.59	0.00	0.00	0.78	0.44	0.44	0.79	0.39	0.39
Avail Cap(c_a), veh/h	449	0	0	594	0	0	125	1833	998	267	1984	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.93	0.93	0.93
Uniform Delay (d), s/veh	37.5	0.0	0.0	34.5	0.0	0.0	45.5	0.0	0.0	47.7	24.9	24.9
Incr Delay (d2), s/veh	2.9	0.0	0.0	1.3	0.0	0.0	15.9	0.7	1.3	8.3	0.5	1.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	0.0	0.0	9.7	0.0	0.0	2.9	0.3	0.7	6.1	14.0	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	0.0	0.0	35.8	0.0	0.0	61.4	0.7	1.3	56.0	25.5	25.9
LnGrp LOS	D	A	A	D	A	A	E	A	A	E	C	C
Approach Vol, veh/h		223			260			1295			1315	
Approach Delay, s/veh		40.4			35.8			3.6			28.4	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	59.9		27.7	8.0	64.3		27.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	15.0	37.0		34.0	7.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	8.6	2.0		22.7	5.1	22.0		16.0				
Green Ext Time (p_c), s	0.1	10.7		1.0	0.0	8.9		1.5				

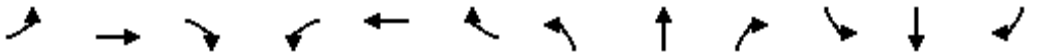
Intersection Summary			
HCM 6th Ctrl Delay		19.5	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	4	106	49	5	66	106	1077	24	61	1053	44
Future Volume (veh/h)	95	4	106	49	5	66	106	1077	24	61	1053	44
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	4	112	52	5	69	112	1134	25	64	1108	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1	428	69	4	428	141	2744	60	82	2517	104
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.08	0.53	0.53	0.09	1.00	1.00
Sat Flow, veh/h	0	6	1585	0	13	1585	1781	5141	113	1781	5028	209
Grp Volume(v), veh/h	104	0	112	57	0	69	112	751	408	64	750	404
Grp Sat Flow(s),veh/h/ln	6	0	1585	13	0	1585	1781	1702	1850	1781	1702	1833
Q Serve(g_s), s	0.0	0.0	5.6	0.0	0.0	3.3	6.2	13.2	13.2	3.5	0.0	0.0
Cycle Q Clear(g_c), s	27.0	0.0	5.6	27.0	0.0	3.3	6.2	13.2	13.2	3.5	0.0	0.0
Prop In Lane	0.96		1.00	0.91		1.00	1.00		0.06	1.00		0.11
Lane Grp Cap(c), veh/h	72	0	428	72	0	428	141	1817	988	82	1704	918
V/C Ratio(X)	1.44	0.00	0.26	0.79	0.00	0.16	0.79	0.41	0.41	0.78	0.44	0.44
Avail Cap(c_a), veh/h	72	0	428	72	0	428	267	1817	988	178	1704	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	49.4	0.0	28.7	48.3	0.0	27.9	45.2	13.9	13.9	44.9	0.0	0.0
Incr Delay (d2), s/veh	261.0	0.0	0.3	42.4	0.0	0.2	9.5	0.7	1.3	13.4	0.8	1.4
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(95%),veh/ln	12.6	0.0	3.8	4.1	0.0	2.3	5.6	8.7	9.5	3.2	0.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	310.5	0.0	29.0	90.7	0.0	28.0	54.7	14.6	15.2	58.3	0.8	1.4
LnGrp LOS	F	A	C	F	A	C	D	B	B	E	A	A
Approach Vol, veh/h		216			126			1271			1218	
Approach Delay, s/veh		164.5			56.4			18.4			4.0	
Approach LOS		F			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	59.4		32.0	11.9	56.1		32.0				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	48.0		27.0	15.0	43.0		27.0				
Max Q Clear Time (g_c+I1), s	5.5	15.2		29.0	8.2	2.0		29.0				
Green Ext Time (p_c), s	0.0	9.6		0.0	0.1	10.1		0.0				

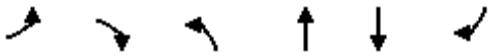
Intersection Summary												
HCM 6th Ctrl Delay			25.0									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	91	103	306	281	157	123	817	205	86	685	411
Future Volume (veh/h)	243	91	103	306	281	157	123	817	205	86	685	411
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	256	96	108	322	296	165	129	860	216	91	721	433
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	295	263	285	391	212	158	1594	398	286	1370	849
Arrive On Green	0.15	0.17	0.17	0.16	0.18	0.18	0.09	0.39	0.39	0.08	0.39	0.39
Sat Flow, veh/h	1781	1777	1585	1781	2223	1207	1781	4074	1017	3456	3554	1585
Grp Volume(v), veh/h	256	96	108	322	235	226	129	718	358	91	721	433
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1653	1781	1702	1687	1728	1777	1585
Q Serve(g_s), s	14.3	4.8	6.1	16.0	12.6	13.0	7.1	16.3	16.4	2.5	15.6	17.5
Cycle Q Clear(g_c), s	14.3	4.8	6.1	16.0	12.6	13.0	7.1	16.3	16.4	2.5	15.6	17.5
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	267	295	263	285	312	291	158	1332	660	286	1370	849
V/C Ratio(X)	0.96	0.33	0.41	1.13	0.75	0.78	0.82	0.54	0.54	0.32	0.53	0.51
Avail Cap(c_a), veh/h	267	533	476	285	551	512	160	1332	660	311	1370	849
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	36.8	37.3	42.0	39.1	39.3	44.8	23.5	23.5	43.2	23.7	14.8
Incr Delay (d2), s/veh	43.0	0.6	1.0	93.0	3.7	4.5	26.7	1.6	3.2	0.6	1.4	2.2
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(95%),veh/ln	14.4	3.8	4.4	21.7	9.7	9.5	7.7	10.9	11.3	1.9	10.9	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.2	37.4	38.3	135.0	42.8	43.8	71.5	25.0	26.7	43.8	25.1	17.0
LnGrp LOS	F	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		460			783			1205			1245	
Approach Delay, s/veh		64.2			81.0			30.5			23.7	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	45.1	20.0	22.6	12.9	44.6	19.0	23.6
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	15.0	31.0
Max Q Clear Time (g_c+I1), s	4.5	18.4	18.0	8.1	9.1	19.5	16.3	15.0
Green Ext Time (p_c), s	0.1	3.7	0.0	1.1	0.0	3.0	0.0	2.5

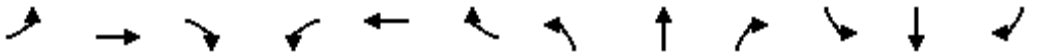
Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	165	84	328	678	138
Future Volume (veh/h)	142	165	84	328	678	138
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	174	88	345	714	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	229	498	2546	1809	367
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	3036	597
Grp Volume(v), veh/h	149	174	88	345	431	428
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1763
Q Serve(g_s), s	5.6	7.6	1.2	2.2	8.9	8.9
Cycle Q Clear(g_c), s	5.6	7.6	1.2	2.2	8.9	8.9
Prop In Lane	1.00	1.00	1.00			0.34
Lane Grp Cap(c), veh/h	258	229	498	2546	1092	1084
V/C Ratio(X)	0.58	0.76	0.18	0.14	0.39	0.39
Avail Cap(c_a), veh/h	569	506	589	2546	1092	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.81	0.81
Uniform Delay (d), s/veh	28.7	29.6	4.6	3.2	7.1	7.1
Incr Delay (d2), s/veh	2.0	5.1	0.2	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	11.0	0.6	1.0	5.4	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	34.7	4.8	3.3	7.9	7.9
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	323			433	859	
Approach Delay, s/veh	32.9			3.6	7.9	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.3
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	7.0	28.0
Max Q Clear Time (g_c+I1), s		4.2		9.6	3.2	10.9
Green Ext Time (p_c), s		2.4		0.8	0.1	5.3

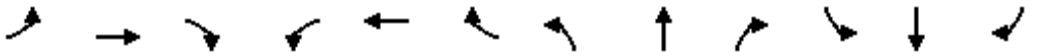
Intersection Summary		
HCM 6th Ctrl Delay	11.8	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	360	211	312	865	33	233	194	103	92	485	381
Future Volume (veh/h)	180	360	211	312	865	33	233	194	103	92	485	381
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	379	222	328	911	35	245	204	108	97	511	401
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	666	434	384	1161	45	298	1761	1693	119	1693	755
Arrive On Green	0.07	0.19	0.19	0.11	0.23	0.23	0.09	0.50	0.50	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5046	194	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	189	379	222	328	614	332	245	204	108	97	511	401
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1836	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	7.8	14.0	17.0	13.4	24.4	24.5	10.0	4.4	2.3	7.7	12.7	25.5
Cycle Q Clear(g_c), s	7.8	14.0	17.0	13.4	24.4	24.5	10.0	4.4	2.3	7.7	12.7	25.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	666	434	384	783	422	298	1761	1693	119	1693	755
V/C Ratio(X)	0.80	0.57	0.51	0.85	0.78	0.79	0.82	0.12	0.06	0.81	0.30	0.53
Avail Cap(c_a), veh/h	288	987	577	504	1158	625	408	1761	1693	193	1693	755
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	66.1	53.2	44.2	62.9	52.1	52.1	64.7	19.4	11.6	66.3	23.1	26.4
Incr Delay (d2), s/veh	12.1	0.8	0.9	10.7	2.2	4.0	9.4	0.1	0.1	12.7	0.5	2.7
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(95%),veh/ln	6.9	10.5	11.2	10.7	16.1	17.4	8.4	3.4	1.3	7.1	9.3	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.2	54.0	45.1	73.5	54.2	56.1	74.1	19.6	11.7	79.0	23.5	29.1
LnGrp LOS	E	D	D	E	D	E	E	B	B	E	C	C
Approach Vol, veh/h		790			1274			557			1009	
Approach Delay, s/veh		57.3			59.7			42.0			31.1	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	77.4	20.0	33.0	16.4	74.6	13.9	39.1
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	15.6	47.4	21.0	40.0	17.0	46.0	12.0	49.0
Max Q Clear Time (g_c+I1), s	9.7	6.4	15.4	19.0	12.0	14.7	9.8	26.5
Green Ext Time (p_c), s	0.1	1.8	0.6	3.2	0.4	1.7	0.1	6.6

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	225	186	644	814	103	294	602	345	127	703	69
Future Volume (veh/h)	98	225	186	644	814	103	294	602	345	127	703	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	237	196	678	857	108	309	680	332	134	740	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	445	199	749	1110	495	363	1026	435	749	1433	639
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.27	0.27	0.22	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	103	237	196	678	857	108	309	680	332	134	740	73
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.2	9.0	14.3	27.5	31.5	4.1	12.3	23.2	27.7	4.5	22.6	4.1
Cycle Q Clear(g_c), s	4.2	9.0	14.3	27.5	31.5	4.1	12.3	23.2	27.7	4.5	22.6	4.1
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	151	445	199	749	1110	495	363	1026	435	749	1433	639
V/C Ratio(X)	0.68	0.53	0.99	0.90	0.77	0.22	0.85	0.66	0.76	0.18	0.52	0.11
Avail Cap(c_a), veh/h	192	716	319	888	1431	638	445	1026	435	749	1433	639
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	67.9	59.0	40.6	54.9	44.8	11.6	63.6	46.3	48.0	45.9	32.4	26.9
Incr Delay (d2), s/veh	6.8	1.0	36.9	11.4	2.0	0.2	12.4	3.4	12.0	0.1	0.3	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(95%),veh/ln	3.6	7.4	12.2	19.1	20.4	5.0	10.3	16.9	18.2	3.6	15.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	60.0	77.6	66.3	46.8	11.8	76.0	49.7	60.0	46.0	32.7	27.0
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		536			1643			1321			947	
Approach Delay, s/veh		69.2			52.6			58.4			34.2	
Approach LOS		E			D			E			C	

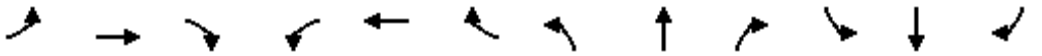
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	45.5	37.2	24.1	18.7	64.1	10.3	51.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 40	37.0	* 29	18.0	40.0	8.0	58.0
Max Q Clear Time (g_c+I1), s	6.5	29.7	29.5	16.3	14.3	24.6	6.2	33.5
Green Ext Time (p_c), s	0.3	4.1	1.7	1.8	0.4	4.8	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	56	952	92	65	39	74	1049	117	12	336	63
Future Volume (veh/h)	113	56	952	92	65	39	74	1049	117	12	336	63
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	0	1041	97	68	41	78	1104	123	13	354	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	0	1100	122	302	182	102	1560	696	22	1401	625
Arrive On Green	0.08	0.00	0.29	0.07	0.28	0.28	0.06	0.44	0.44	0.01	0.39	0.39
Sat Flow, veh/h	1781	0	3170	1781	1093	659	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	119	0	1041	97	0	109	78	1104	123	13	354	66
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1752	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	29.0	5.4	0.0	4.8	4.3	25.3	4.7	0.7	6.7	2.6
Cycle Q Clear(g_c), s	6.6	0.0	29.0	5.4	0.0	4.8	4.3	25.3	4.7	0.7	6.7	2.6
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	0	1100	122	0	483	102	1560	696	22	1401	625
V/C Ratio(X)	0.81	0.00	0.95	0.79	0.00	0.23	0.77	0.71	0.18	0.60	0.25	0.11
Avail Cap(c_a), veh/h	178	0	1100	143	0	483	356	1560	696	71	1401	625
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	31.7	45.9	0.0	28.0	46.5	22.8	17.1	49.2	20.4	19.1
Incr Delay (d2), s/veh	19.8	0.0	15.9	22.5	0.0	0.2	11.4	2.7	0.6	24.0	0.4	0.3
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(95%),veh/ln	6.7	0.0	20.4	5.6	0.0	3.7	4.0	16.1	3.2	0.8	5.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	0.0	47.6	68.4	0.0	28.2	57.9	25.6	17.6	73.2	20.8	19.5
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	C	B
Approach Vol, veh/h		1160			206			1305			433	
Approach Delay, s/veh		49.4			47.1			26.7			22.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	49.9	10.9	34.0	9.7	45.4	12.3	32.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	40.0	8.0	29.0	20.0	24.0	10.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	27.3	7.4	31.0	6.3	8.7	8.6	6.8
Green Ext Time (p_c), s	0.0	6.7	0.0	0.0	0.1	2.2	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D

Notes

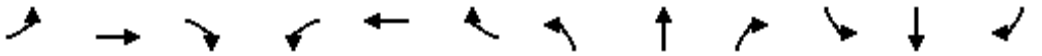
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	361	450	798	161	73	1302
Future Volume (veh/h)	361	450	798	161	73	1302
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	380	474	840	169	77	1371
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	581	517	1716	765	99	2074
Arrive On Green	0.33	0.33	0.16	0.16	0.06	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	380	474	840	169	77	1371
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	18.3	28.7	21.6	9.3	4.3	26.2
Cycle Q Clear(g_c), s	18.3	28.7	21.6	9.3	4.3	26.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	581	517	1716	765	99	2074
V/C Ratio(X)	0.65	0.92	0.49	0.22	0.78	0.66
Avail Cap(c_a), veh/h	668	594	1716	765	187	2074
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	28.8	32.4	30.8	25.6	46.6	14.1
Incr Delay (d2), s/veh	1.9	17.7	0.9	0.6	12.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	19.2	15.3	7.0	4.0	15.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.7	50.0	31.7	26.2	58.7	15.8
LnGrp LOS	C	D	C	C	E	B
Approach Vol, veh/h	854		1009			1448
Approach Delay, s/veh	41.4		30.7			18.1
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	52.8			62.9	37.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	38.5			53.5	37.5
Max Q Clear Time (g_c+I1), s	6.3	23.6			28.2	30.7
Green Ext Time (p_c), s	0.0	5.7			12.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C



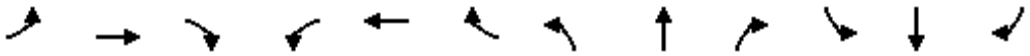
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	147	0	0	0	0	888	799	562	1118	0
Future Volume (veh/h)	84	0	147	0	0	0	0	888	799	562	1118	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	88	0	155				0	935	841	592	1177	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	216	0	192				0	1916	855	708	2804	0
Arrive On Green	0.12	0.00	0.12				0.00	0.36	0.36	0.20	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	88	0	155				0	935	841	592	1177	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.6	0.0	9.5				0.0	20.4	52.6	16.4	10.5	0.0
Cycle Q Clear(g_c), s	4.6	0.0	9.5				0.0	20.4	52.6	16.4	10.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	216	0	192				0	1916	855	708	2804	0
V/C Ratio(X)	0.41	0.00	0.81				0.00	0.49	0.98	0.84	0.42	0.00
Avail Cap(c_a), veh/h	321	0	285				0	1916	855	1192	2804	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.75	0.75	0.72	0.72	0.00
Uniform Delay (d), s/veh	40.6	0.0	42.8				0.0	21.2	31.5	38.2	3.3	0.0
Incr Delay (d2), s/veh	1.2	0.0	10.0				0.0	0.7	23.1	2.0	0.3	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
%ile BackOfQ(95%),veh/ln	3.7	0.0	7.6				0.0	13.4	33.4	10.8	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	52.8				0.0	21.9	54.6	40.1	3.7	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		243						1776			1769	
Approach Delay, s/veh		48.9						37.4			15.9	
Approach LOS		D						D			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.0	58.4		16.6		83.4						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	34.5	34.0		18.0		73.0						
Max Q Clear Time (g_c+I1), s	18.4	54.6		11.5		12.5						
Green Ext Time (p_c), s	2.0	0.0		0.6		12.4						

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

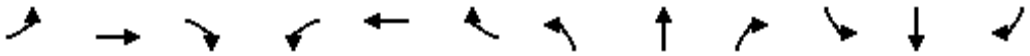
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	17	40	57	11	155	62	1274	52	216	935	94
Future Volume (veh/h)	145	17	40	57	11	155	62	1274	52	216	935	94
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	18	42	60	12	163	65	1341	55	227	984	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	28	48	119	39	256	83	2465	101	266	2796	281
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.98	0.98	0.05	0.20	0.20
Sat Flow, veh/h	761	129	219	336	177	1160	1781	5031	206	1781	4716	473
Grp Volume(v), veh/h	213	0	0	235	0	0	65	907	489	227	710	373
Grp Sat Flow(s),veh/h/ln	1109	0	0	1672	0	0	1781	1702	1833	1781	1702	1785
Q Serve(g_s), s	6.6	0.0	0.0	0.0	0.0	0.0	3.6	1.1	1.1	12.6	18.0	18.1
Cycle Q Clear(g_c), s	19.2	0.0	0.0	12.6	0.0	0.0	3.6	1.1	1.1	12.6	18.0	18.1
Prop In Lane	0.72		0.20	0.26		0.69	1.00		0.11	1.00		0.27
Lane Grp Cap(c), veh/h	306	0	0	414	0	0	83	1668	898	266	2019	1059
V/C Ratio(X)	0.70	0.00	0.00	0.57	0.00	0.00	0.78	0.54	0.54	0.85	0.35	0.35
Avail Cap(c_a), veh/h	424	0	0	550	0	0	107	1668	898	374	2019	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	0.92	0.92	0.92
Uniform Delay (d), s/veh	38.4	0.0	0.0	35.3	0.0	0.0	44.8	0.5	0.5	46.4	23.6	23.6
Incr Delay (d2), s/veh	2.9	0.0	0.0	1.2	0.0	0.0	22.2	1.2	2.1	11.7	0.4	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(95%),veh/ln	9.0	0.0	0.0	9.0	0.0	0.0	3.6	0.8	1.3	11.0	12.8	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	0.0	0.0	36.6	0.0	0.0	67.0	1.7	2.7	58.1	24.1	24.5
LnGrp LOS	D	A	A	D	A	A	E	A	A	E	C	C
Approach Vol, veh/h		213			235			1461			1310	
Approach Delay, s/veh		41.3			36.6			4.9			30.1	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	55.0		26.0	8.7	65.3		26.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	21.0	34.0		31.0	6.0	49.0		31.0				
Max Q Clear Time (g_c+I1), s	14.6	3.1		21.2	5.6	20.1		14.6				
Green Ext Time (p_c), s	0.3	12.2		0.9	0.0	8.6		1.3				

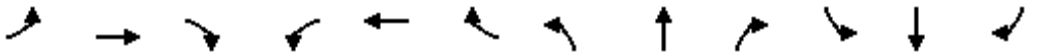
Intersection Summary			
HCM 6th Ctrl Delay		19.9	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	12	132	73	18	64	213	1189	59	115	768	127
Future Volume (veh/h)	96	12	132	73	18	64	213	1189	59	115	768	127
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	13	139	77	19	67	224	1252	62	121	808	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	5	460	65	9	460	261	2375	118	149	1827	301
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.15	0.48	0.48	0.17	0.83	0.83
Sat Flow, veh/h	0	17	1585	0	32	1585	1781	4983	247	1781	4416	727
Grp Volume(v), veh/h	114	0	139	96	0	67	224	855	459	121	622	320
Grp Sat Flow(s),veh/h/ln	17	0	1585	32	0	1585	1781	1702	1826	1781	1702	1739
Q Serve(g_s), s	0.0	0.0	6.8	0.0	0.0	3.1	12.3	17.6	17.6	6.5	5.0	5.0
Cycle Q Clear(g_c), s	29.0	0.0	6.8	29.0	0.0	3.1	12.3	17.6	17.6	6.5	5.0	5.0
Prop In Lane	0.89		1.00	0.80		1.00	1.00		0.14	1.00		0.42
Lane Grp Cap(c), veh/h	73	0	460	74	0	460	261	1622	870	149	1408	720
V/C Ratio(X)	1.57	0.00	0.30	1.30	0.00	0.15	0.86	0.53	0.53	0.81	0.44	0.45
Avail Cap(c_a), veh/h	73	0	460	74	0	460	392	1622	870	232	1408	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	48.1	0.0	27.6	46.4	0.0	26.3	41.7	18.3	18.3	40.9	5.5	5.5
Incr Delay (d2), s/veh	311.6	0.0	0.4	202.8	0.0	0.1	11.7	1.2	2.3	10.9	0.9	1.9
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(95%),veh/ln	14.6	0.0	4.7	10.8	0.0	2.2	10.3	11.2	12.2	5.6	2.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	359.7	0.0	28.0	249.2	0.0	26.5	53.4	19.5	20.6	51.8	6.4	7.3
LnGrp LOS	F	A	C	F	A	C	D	B	C	D	A	A
Approach Vol, veh/h		253			163			1538			1063	
Approach Delay, s/veh		177.5			157.6			24.8			11.9	
Approach LOS		F			F			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	53.6		34.0	18.6	47.4		34.0				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0		29.0	22.0	34.0		29.0				
Max Q Clear Time (g_c+I1), s	8.5	19.6		31.0	14.3	7.0		31.0				
Green Ext Time (p_c), s	0.1	10.0		0.0	0.4	7.1		0.0				

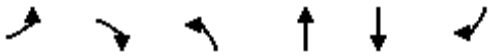
Intersection Summary												
HCM 6th Ctrl Delay			40.2									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	402	82	115	147	143	90	850	276	137	552	333
Future Volume (veh/h)	474	402	82	115	147	143	90	850	276	137	552	333
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	499	423	86	121	155	151	95	895	291	144	581	351
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	657	133	155	267	238	149	1533	496	305	1444	898
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2946	594	1781	1777	1585	1781	3816	1236	3456	3554	1585
Grp Volume(v), veh/h	499	254	255	121	155	151	95	798	388	144	581	351
Grp Sat Flow(s),veh/h/ln	1781	1777	1763	1781	1777	1585	1781	1702	1648	1728	1777	1585
Q Serve(g_s), s	16.0	12.9	13.1	6.7	8.1	9.0	5.2	18.3	18.4	4.0	11.6	12.3
Cycle Q Clear(g_c), s	16.0	12.9	13.1	6.7	8.1	9.0	5.2	18.3	18.4	4.0	11.6	12.3
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	393	155	267	238	149	1367	662	305	1444	898
V/C Ratio(X)	1.75	0.64	0.65	0.78	0.58	0.64	0.64	0.58	0.59	0.47	0.40	0.39
Avail Cap(c_a), veh/h	285	586	582	232	533	476	160	1367	662	311	1444	898
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)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.2	35.3	44.7	39.6	39.9	44.4	23.4	23.4	43.4	21.1	12.1
Incr Delay (d2), s/veh	351.3	1.6	1.7	9.6	2.0	2.8	7.4	1.8	3.8	1.1	0.8	1.3
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(95%),veh/ln	54.1	9.5	9.6	6.0	6.6	6.6	4.6	12.0	12.2	3.1	8.5	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	393.3	36.8	37.0	54.3	41.6	42.7	51.7	25.2	27.2	44.5	21.9	13.4
LnGrp LOS	F	D	D	D	D	D	D	C	C	D	C	B
Approach Vol, veh/h		1008			427			1281			1076	
Approach Delay, s/veh		213.4			45.6			27.8			22.1	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	46.2	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	6.0	20.4	8.7	15.1	7.2	14.3	18.0	11.0
Green Ext Time (p_c), s	0.1	3.0	0.1	2.9	0.0	3.9	0.0	1.7

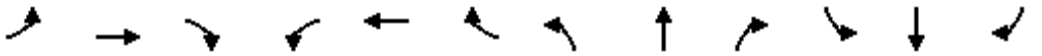
Intersection Summary	
HCM 6th Ctrl Delay	77.5
HCM 6th LOS	E



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	74	109	876	473	87
Future Volume (veh/h)	61	74	109	876	473	87
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	78	115	922	498	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	135	120	698	2791	2037	375
Arrive On Green	0.08	0.08	0.05	0.79	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3091	551
Grp Volume(v), veh/h	64	78	115	922	294	296
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1771
Q Serve(g_s), s	2.5	3.4	1.2	5.4	4.6	4.6
Cycle Q Clear(g_c), s	2.5	3.4	1.2	5.4	4.6	4.6
Prop In Lane	1.00	1.00	1.00			0.31
Lane Grp Cap(c), veh/h	135	120	698	2791	1208	1204
V/C Ratio(X)	0.47	0.65	0.16	0.33	0.24	0.25
Avail Cap(c_a), veh/h	594	528	831	2791	1208	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	31.9	32.3	2.6	2.2	4.4	4.4
Incr Delay (d2), s/veh	2.6	5.8	0.1	0.3	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	5.7	0.5	1.8	2.5	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	38.1	2.7	2.6	4.9	4.9
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	142			1037	590	
Approach Delay, s/veh	36.5			2.6	4.9	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		9.5	7.6	54.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		38.0		24.0	9.0	25.0
Max Q Clear Time (g_c+I1), s		7.4		5.4	3.2	6.6
Green Ext Time (p_c), s		7.7		0.4	0.1	3.5

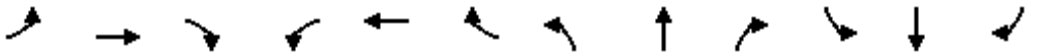
Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	362	740	80	174	506	94	431	678	361	107	239	235
Future Volume (veh/h)	362	740	80	174	506	94	431	678	361	107	239	235
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	381	779	84	183	533	99	454	714	380	113	252	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	915	646	232	864	157	519	1634	1471	136	1372	612
Arrive On Green	0.13	0.26	0.26	0.07	0.20	0.20	0.15	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	4341	791	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	381	779	84	183	416	216	454	714	380	113	252	247
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1728	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	15.6	30.0	4.8	7.5	16.0	16.5	18.5	19.6	10.7	9.0	6.7	16.3
Cycle Q Clear(g_c), s	15.6	30.0	4.8	7.5	16.0	16.5	18.5	19.6	10.7	9.0	6.7	16.3
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	915	646	232	678	344	519	1634	1471	136	1372	612
V/C Ratio(X)	0.88	0.85	0.13	0.79	0.61	0.63	0.87	0.44	0.26	0.83	0.18	0.40
Avail Cap(c_a), veh/h	504	1160	756	312	922	468	696	1634	1471	223	1372	612
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	61.9	50.8	26.7	66.1	52.6	52.8	59.8	26.3	18.6	65.6	29.2	32.1
Incr Delay (d2), s/veh	14.6	5.1	0.1	9.2	0.9	1.9	9.4	0.9	0.4	12.5	0.3	2.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	20.2	3.3	6.5	11.3	11.8	13.7	13.3	6.5	8.1	5.4	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	55.9	26.8	75.4	53.5	54.7	69.2	27.1	19.1	78.1	29.5	34.1
LnGrp LOS	E	E	C	E	D	D	E	C	B	E	C	C
Approach Vol, veh/h		1244			815			1548			612	
Approach Delay, s/veh		60.2			58.7			37.5			40.3	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	72.2	13.7	43.1	25.6	61.6	22.1	34.7
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.0	46.0	13.0	47.0	29.0	35.0	21.0	39.0
Max Q Clear Time (g_c+I1), s	11.0	21.6	9.5	32.0	20.5	8.7	17.6	18.5
Green Ext Time (p_c), s	0.1	7.1	0.2	5.1	1.1	0.7	0.5	4.1

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1018	122	318	399	100	171	987	678	187	393	67
Future Volume (veh/h)	226	1018	122	318	399	100	171	987	678	187	393	67
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	1072	128	335	420	105	180	1233	584	197	414	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	336	1109	495	231	1312	556	348	1423	635
Arrive On Green	0.08	0.28	0.28	0.10	0.31	0.31	0.06	0.35	0.35	0.10	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	238	1072	128	335	420	105	180	1233	584	197	414	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.3	14.0	13.3	5.1	7.2	46.0	50.5	7.8	11.4	4.0
Cycle Q Clear(g_c), s	9.8	41.0	7.3	14.0	13.3	5.1	7.2	46.0	50.5	7.8	11.4	4.0
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	290	1012	451	336	1109	495	231	1312	556	348	1423	635
V/C Ratio(X)	0.82	1.06	0.28	1.00	0.38	0.21	0.78	0.94	1.05	0.57	0.29	0.11
Avail Cap(c_a), veh/h	384	1012	451	336	1109	495	322	1312	556	444	1423	635
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	64.9	51.5	26.4	65.0	38.6	19.6	66.3	45.3	46.8	61.8	29.3	27.1
Incr Delay (d2), s/veh	10.3	45.4	0.3	48.3	0.2	0.2	7.8	14.1	52.1	1.4	0.1	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(95%),veh/ln	8.3	33.9	5.2	13.2	9.9	4.9	6.3	31.8	37.7	6.3	8.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	96.9	26.8	113.3	38.9	19.8	74.1	59.4	98.9	63.2	29.4	27.2
LnGrp LOS	E	F	C	F	D	B	E	E	F	E	C	C
Approach Vol, veh/h		1438			860			1997			682	
Approach Delay, s/veh		87.1			65.5			72.3			38.9	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	56.5	20.0	47.0	13.4	63.6	16.1	50.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 51	14.0	* 41	13.0	56.0	16.0	39.0
Max Q Clear Time (g_c+I1), s	9.8	52.5	16.0	43.0	9.2	13.4	11.8	15.3
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.2	3.3	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	70.8
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

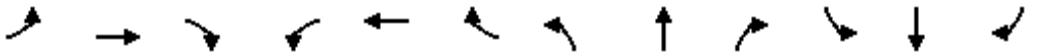
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Buildout Without Project Conditions

(Year 2040)

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

03/07/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	24	673	115	57	28	51	724	76	6	544	89
Future Volume (veh/h)	175	24	673	115	57	28	51	724	76	6	544	89
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	0	725	121	60	29	54	762	80	6	573	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	0	921	151	254	123	70	1663	742	11	1545	689
Arrive On Green	0.12	0.00	0.25	0.08	0.21	0.21	0.04	0.47	0.47	0.01	0.43	0.43
Sat Flow, veh/h	1781	0	3170	1781	1191	576	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	184	0	725	121	0	89	54	762	80	6	573	94
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1767	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	21.0	6.7	0.0	4.2	3.0	14.5	2.8	0.3	10.9	3.6
Cycle Q Clear(g_c), s	10.1	0.0	21.0	6.7	0.0	4.2	3.0	14.5	2.8	0.3	10.9	3.6
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	0	921	151	0	377	70	1663	742	11	1545	689
V/C Ratio(X)	0.84	0.00	0.79	0.80	0.00	0.24	0.77	0.46	0.11	0.55	0.37	0.14
Avail Cap(c_a), veh/h	303	0	1107	232	0	477	232	1663	742	71	1545	689
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	32.6	44.9	0.0	32.6	47.6	18.0	14.9	49.6	19.0	17.0
Incr Delay (d2), s/veh	14.3	0.0	3.2	10.9	0.0	0.3	16.3	0.9	0.3	36.6	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(95%),veh/ln	9.0	0.0	13.0	6.1	0.0	3.3	3.0	10.0	1.9	0.5	8.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	0.0	35.8	55.8	0.0	32.9	63.9	18.9	15.2	86.2	19.7	17.4
LnGrp LOS	E	A	D	E	A	C	E	B	B	F	B	B
Approach Vol, veh/h		909			210			896			673	
Approach Delay, s/veh		40.2			46.1			21.3			20.0	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	52.8	12.5	30.1	7.9	49.5	16.2	26.4
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	13.0	24.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	16.5	8.7	23.0	5.0	12.9	12.1	6.2
Green Ext Time (p_c), s	0.0	5.2	0.1	2.1	0.0	3.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

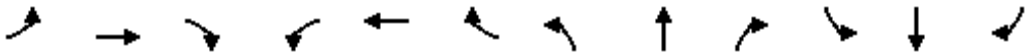
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	402	206	659	312	258	1082
Future Volume (veh/h)	402	206	659	312	258	1082
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	423	217	694	328	272	1139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	473	421	1512	674	310	2291
Arrive On Green	0.27	0.27	0.14	0.14	0.17	0.64
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	423	217	694	328	272	1139
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	22.9	11.7	17.9	19.1	14.9	16.8
Cycle Q Clear(g_c), s	22.9	11.7	17.9	19.1	14.9	16.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	473	421	1512	674	310	2291
V/C Ratio(X)	0.89	0.52	0.46	0.49	0.88	0.50
Avail Cap(c_a), veh/h	623	555	1512	674	460	2291
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	35.4	31.3	32.4	32.9	40.3	9.3
Incr Delay (d2), s/veh	12.7	1.0	0.9	2.3	12.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	8.0	13.3	13.0	12.0	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.1	32.2	33.3	35.1	52.5	10.1
LnGrp LOS	D	C	C	D	D	B
Approach Vol, veh/h	640		1022			1411
Approach Delay, s/veh	42.7		33.9			18.2
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.9	47.0			69.0	31.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	25.8	25.7			56.0	35.0
Max Q Clear Time (g_c+I1), s	16.9	21.1			18.8	24.9
Green Ext Time (p_c), s	0.5	2.4			10.8	1.7

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C



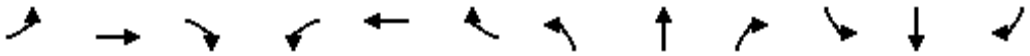
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	0	140	0	0	0	0	879	703	348	1029	0
Future Volume (veh/h)	92	0	140	0	0	0	0	879	703	348	1029	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	97	0	147				0	925	740	366	1083	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	207	0	184				0	2183	974	465	2820	0
Arrive On Green	0.12	0.00	0.12				0.00	0.41	0.41	0.13	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	97	0	147				0	925	740	366	1083	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.1	0.0	9.0				0.0	18.6	40.0	10.3	9.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	9.0				0.0	18.6	40.0	10.3	9.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	207	0	184				0	2183	974	465	2820	0
V/C Ratio(X)	0.47	0.00	0.80				0.00	0.42	0.76	0.79	0.38	0.00
Avail Cap(c_a), veh/h	321	0	285				0	2183	974	1019	2820	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.86	0.86	0.77	0.77	0.00
Uniform Delay (d), s/veh	41.3	0.0	43.0				0.0	16.8	23.1	41.9	3.1	0.0
Incr Delay (d2), s/veh	1.6	0.0	8.4				0.0	0.5	4.8	2.3	0.3	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
%ile BackOfQ(95%),veh/ln	4.2	0.0	7.1				0.0	12.6	23.1	7.5	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	0.0	51.5				0.0	17.3	27.9	44.2	3.4	0.0
LnGrp LOS	D	A	D				A	B	C	D	A	A
Approach Vol, veh/h		244						1665			1449	
Approach Delay, s/veh		48.1						22.0			13.7	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.9	65.9		16.1		83.9
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	29.5	39.0		18.0		73.0
Max Q Clear Time (g_c+I1), s	12.3	42.0		11.0		11.0
Green Ext Time (p_c), s	1.2	0.0		0.6		10.8

Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

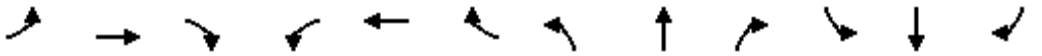
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	14	56	53	4	191	53	1160	22	114	1087	54
Future Volume (veh/h)	143	14	56	53	4	191	53	1160	22	114	1087	54
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	15	59	56	4	201	56	1221	23	120	1144	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	28	67	109	26	306	72	2764	52	152	2893	144
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.08	1.00	1.00	0.03	0.19	0.19
Sat Flow, veh/h	679	116	282	273	109	1280	1781	5160	97	1781	4982	248
Grp Volume(v), veh/h	225	0	0	261	0	0	56	805	439	120	782	419
Grp Sat Flow(s),veh/h/ln	1076	0	0	1662	0	0	1781	1702	1853	1781	1702	1826
Q Serve(g_s), s	6.8	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	6.7	20.1	20.1
Cycle Q Clear(g_c), s	20.9	0.0	0.0	14.0	0.0	0.0	3.1	0.0	0.0	6.7	20.1	20.1
Prop In Lane	0.67		0.26	0.21		0.77	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	318	0	0	441	0	0	72	1824	993	152	1977	1060
V/C Ratio(X)	0.71	0.00	0.00	0.59	0.00	0.00	0.78	0.44	0.44	0.79	0.40	0.40
Avail Cap(c_a), veh/h	448	0	0	595	0	0	125	1824	993	267	1977	1060
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.93	0.93	0.93
Uniform Delay (d), s/veh	37.5	0.0	0.0	34.3	0.0	0.0	45.5	0.0	0.0	47.7	25.1	25.1
Incr Delay (d2), s/veh	3.0	0.0	0.0	1.3	0.0	0.0	15.9	0.7	1.4	8.3	0.6	1.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	0.0	0.0	9.7	0.0	0.0	2.9	0.3	0.7	6.2	14.1	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	0.0	0.0	35.6	0.0	0.0	61.4	0.7	1.4	56.0	25.6	26.1
LnGrp LOS	D	A	A	D	A	A	E	A	A	E	C	C
Approach Vol, veh/h		225			261			1300			1321	
Approach Delay, s/veh		40.4			35.6			3.6			28.5	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	59.6		27.9	8.0	64.1		27.9				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	15.0	37.0		34.0	7.0	45.0		34.0				
Max Q Clear Time (g_c+I1), s	8.7	2.0		22.9	5.1	22.1		16.0				
Green Ext Time (p_c), s	0.1	10.8		1.0	0.0	8.9		1.5				

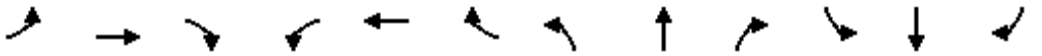
Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	4	106	49	5	66	107	1082	24	61	1058	44
Future Volume (veh/h)	95	4	106	49	5	66	107	1082	24	61	1058	44
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	4	112	52	5	69	113	1139	25	64	1114	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1	428	69	4	428	142	2745	60	82	2515	104
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.08	0.53	0.53	0.09	1.00	1.00
Sat Flow, veh/h	0	6	1585	0	13	1585	1781	5141	113	1781	5029	208
Grp Volume(v), veh/h	104	0	112	57	0	69	113	754	410	64	754	406
Grp Sat Flow(s),veh/h/ln	6	0	1585	13	0	1585	1781	1702	1850	1781	1702	1833
Q Serve(g_s), s	0.0	0.0	5.6	0.0	0.0	3.3	6.2	13.3	13.3	3.5	0.0	0.0
Cycle Q Clear(g_c), s	27.0	0.0	5.6	27.0	0.0	3.3	6.2	13.3	13.3	3.5	0.0	0.0
Prop In Lane	0.96		1.00	0.91		1.00	1.00		0.06	1.00		0.11
Lane Grp Cap(c), veh/h	72	0	428	72	0	428	142	1817	988	82	1702	917
V/C Ratio(X)	1.44	0.00	0.26	0.79	0.00	0.16	0.79	0.41	0.42	0.78	0.44	0.44
Avail Cap(c_a), veh/h	72	0	428	72	0	428	267	1817	988	178	1702	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	49.4	0.0	28.7	48.3	0.0	27.9	45.2	14.0	14.0	44.9	0.0	0.0
Incr Delay (d2), s/veh	261.0	0.0	0.3	42.4	0.0	0.2	9.5	0.7	1.3	13.2	0.8	1.4
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(95%),veh/ln	12.6	0.0	3.8	4.1	0.0	2.3	5.6	8.7	9.6	3.2	0.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	310.5	0.0	29.0	90.7	0.0	28.0	54.7	14.7	15.2	58.1	0.8	1.4
LnGrp LOS	F	A	C	F	A	C	D	B	B	E	A	A
Approach Vol, veh/h		216			126			1277			1224	
Approach Delay, s/veh		164.5			56.4			18.4			4.0	
Approach LOS		F			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	59.4		32.0	12.0	56.0		32.0				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	48.0		27.0	15.0	43.0		27.0				
Max Q Clear Time (g_c+I1), s	5.5	15.3		29.0	8.2	2.0		29.0				
Green Ext Time (p_c), s	0.0	9.7		0.0	0.1	10.2		0.0				

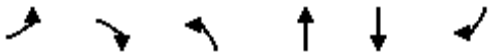
Intersection Summary			
HCM 6th Ctrl Delay		25.0	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	92	104	308	282	157	124	821	206	87	688	413
Future Volume (veh/h)	244	92	104	308	282	157	124	821	206	87	688	413
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	257	97	109	324	297	165	131	864	217	92	724	435
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	295	263	285	392	212	160	1592	398	287	1365	846
Arrive On Green	0.15	0.17	0.17	0.16	0.18	0.18	0.09	0.39	0.39	0.08	0.38	0.38
Sat Flow, veh/h	1781	1777	1585	1781	2226	1205	1781	4074	1018	3456	3554	1585
Grp Volume(v), veh/h	257	97	109	324	236	226	131	721	360	92	724	435
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1653	1781	1702	1687	1728	1777	1585
Q Serve(g_s), s	14.3	4.8	6.2	16.0	12.6	13.1	7.2	16.4	16.5	2.5	15.8	17.6
Cycle Q Clear(g_c), s	14.3	4.8	6.2	16.0	12.6	13.1	7.2	16.4	16.5	2.5	15.8	17.6
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	267	295	263	285	313	291	160	1330	659	287	1365	846
V/C Ratio(X)	0.96	0.33	0.41	1.14	0.75	0.78	0.82	0.54	0.55	0.32	0.53	0.51
Avail Cap(c_a), veh/h	267	533	476	285	551	513	160	1330	659	311	1365	846
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	36.8	37.3	42.0	39.1	39.3	44.7	23.5	23.6	43.2	23.8	15.0
Incr Delay (d2), s/veh	44.0	0.6	1.0	95.4	3.7	4.5	27.2	1.6	3.2	0.6	1.5	2.2
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(95%),veh/ln	14.5	3.8	4.4	22.0	9.7	9.5	7.8	11.0	11.4	2.0	11.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.2	37.4	38.4	137.4	42.8	43.8	71.9	25.1	26.8	43.8	25.3	17.2
LnGrp LOS	F	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		463			786			1212			1251	
Approach Delay, s/veh		64.7			82.1			30.7			23.8	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	45.1	20.0	22.6	13.0	44.4	19.0	23.6
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	15.0	31.0
Max Q Clear Time (g_c+I1), s	4.5	18.5	18.0	8.2	9.2	19.6	16.3	15.1
Green Ext Time (p_c), s	0.1	3.7	0.0	1.1	0.0	3.0	0.0	2.5

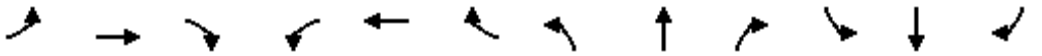
Intersection Summary	
HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	165	85	330	681	138
Future Volume (veh/h)	142	165	85	330	681	138
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	174	89	347	717	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	229	497	2546	1810	366
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	3038	595
Grp Volume(v), veh/h	149	174	89	347	432	430
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1763
Q Serve(g_s), s	5.6	7.6	1.2	2.2	8.9	8.9
Cycle Q Clear(g_c), s	5.6	7.6	1.2	2.2	8.9	8.9
Prop In Lane	1.00	1.00	1.00			0.34
Lane Grp Cap(c), veh/h	258	229	497	2546	1092	1084
V/C Ratio(X)	0.58	0.76	0.18	0.14	0.40	0.40
Avail Cap(c_a), veh/h	569	506	588	2546	1092	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.81	0.81
Uniform Delay (d), s/veh	28.7	29.6	4.6	3.2	7.1	7.1
Incr Delay (d2), s/veh	2.0	5.1	0.2	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	11.0	0.6	1.0	5.4	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	34.7	4.8	3.3	7.9	7.9
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	323			436	862	
Approach Delay, s/veh	32.9			3.6	7.9	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.3
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	7.0	28.0
Max Q Clear Time (g_c+I1), s		4.2		9.6	3.2	10.9
Green Ext Time (p_c), s		2.5		0.8	0.1	5.3

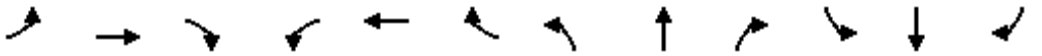
Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	362	212	314	870	33	234	195	104	93	487	383
Future Volume (veh/h)	180	362	212	314	870	33	234	195	104	93	487	383
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	381	223	331	916	35	246	205	109	98	513	403
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	667	434	387	1166	44	299	1755	1690	120	1688	753
Arrive On Green	0.07	0.19	0.19	0.11	0.23	0.23	0.09	0.49	0.49	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5047	193	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	189	381	223	331	617	334	246	205	109	98	513	403
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1836	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	7.8	14.0	17.1	13.5	24.5	24.6	10.1	4.5	2.3	7.8	12.8	25.8
Cycle Q Clear(g_c), s	7.8	14.0	17.1	13.5	24.5	24.6	10.1	4.5	2.3	7.8	12.8	25.8
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	667	434	387	786	424	299	1755	1690	120	1688	753
V/C Ratio(X)	0.80	0.57	0.51	0.86	0.78	0.79	0.82	0.12	0.06	0.82	0.30	0.54
Avail Cap(c_a), veh/h	288	987	577	504	1158	625	408	1755	1690	193	1688	753
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	66.1	53.2	44.1	62.8	52.0	52.0	64.7	19.6	11.6	66.3	23.2	26.6
Incr Delay (d2), s/veh	12.1	0.8	0.9	10.9	2.2	4.0	9.5	0.1	0.1	13.1	0.5	2.7
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(95%),veh/ln	6.9	10.5	11.2	10.8	16.1	17.5	8.5	3.5	1.3	7.2	9.4	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.2	54.0	45.1	73.7	54.2	56.1	74.2	19.7	11.7	79.3	23.7	29.3
LnGrp LOS	E	D	D	E	D	E	E	B	B	E	C	C
Approach Vol, veh/h		793			1282			560			1014	
Approach Delay, s/veh		57.3			59.7			42.1			31.3	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	77.1	20.1	33.0	16.4	74.4	13.9	39.3
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	15.6	47.4	21.0	40.0	17.0	46.0	12.0	49.0
Max Q Clear Time (g_c+I1), s	9.8	6.5	15.5	19.1	12.1	14.8	9.8	26.6
Green Ext Time (p_c), s	0.1	1.9	0.6	3.2	0.4	1.7	0.1	6.7

Intersection Summary	
HCM 6th Ctrl Delay	48.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	226	187	647	818	104	296	605	347	128	706	70
Future Volume (veh/h)	99	226	187	647	818	104	296	605	347	128	706	70
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	238	197	681	861	109	312	684	334	135	743	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	447	199	752	1114	497	366	1026	435	745	1426	636
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.27	0.27	0.22	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	104	238	197	681	861	109	312	684	334	135	743	74
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.3	9.0	14.3	27.7	31.6	4.1	12.4	23.4	27.9	4.6	22.8	4.2
Cycle Q Clear(g_c), s	4.3	9.0	14.3	27.7	31.6	4.1	12.4	23.4	27.9	4.6	22.8	4.2
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	151	447	199	752	1114	497	366	1026	435	745	1426	636
V/C Ratio(X)	0.69	0.53	0.99	0.91	0.77	0.22	0.85	0.67	0.77	0.18	0.52	0.12
Avail Cap(c_a), veh/h	192	716	319	888	1431	638	445	1026	435	745	1426	636
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	67.9	59.0	40.5	54.9	44.8	11.6	63.5	46.4	48.0	46.1	32.6	27.1
Incr Delay (d2), s/veh	7.0	1.0	37.5	11.5	2.0	0.2	12.7	3.4	12.3	0.1	0.3	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(95%),veh/ln	3.7	7.5	12.3	19.2	20.5	5.1	10.4	17.0	18.3	3.6	15.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	60.0	78.0	66.4	46.8	11.8	76.2	49.8	60.3	46.2	33.0	27.2
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		539			1651			1330			952	
Approach Delay, s/veh		69.4			52.6			58.7			34.4	
Approach LOS		E			D			E			C	

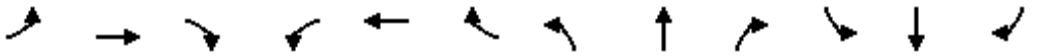
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.1	45.5	37.3	24.1	18.8	63.8	10.3	51.1
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 40	37.0	* 29	18.0	40.0	8.0	58.0
Max Q Clear Time (g_c+I1), s	6.6	29.9	29.7	16.3	14.4	24.8	6.3	33.6
Green Ext Time (p_c), s	0.3	4.1	1.7	1.8	0.4	4.8	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	57	956	93	66	39	75	1054	118	12	338	64
Future Volume (veh/h)	114	57	956	93	66	39	75	1054	118	12	338	64
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	0	1046	98	69	41	79	1109	124	13	356	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	0	1102	124	303	180	103	1558	695	22	1396	623
Arrive On Green	0.08	0.00	0.29	0.07	0.28	0.28	0.06	0.44	0.44	0.01	0.39	0.39
Sat Flow, veh/h	1781	0	3170	1781	1099	653	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	120	0	1046	98	0	110	79	1109	124	13	356	67
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1753	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	29.0	5.4	0.0	4.8	4.4	25.5	4.8	0.7	6.8	2.7
Cycle Q Clear(g_c), s	6.6	0.0	29.0	5.4	0.0	4.8	4.4	25.5	4.8	0.7	6.8	2.7
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	0	1102	124	0	484	103	1558	695	22	1396	623
V/C Ratio(X)	0.81	0.00	0.95	0.79	0.00	0.23	0.77	0.71	0.18	0.60	0.26	0.11
Avail Cap(c_a), veh/h	178	0	1102	143	0	484	356	1558	695	71	1396	623
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	31.7	45.8	0.0	28.0	46.5	22.9	17.1	49.2	20.5	19.2
Incr Delay (d2), s/veh	20.1	0.0	16.3	22.8	0.0	0.2	11.3	2.8	0.6	24.0	0.4	0.3
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(95%),veh/ln	6.7	0.0	20.6	5.7	0.0	3.7	4.0	16.2	3.3	0.8	5.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	48.0	68.6	0.0	28.2	57.7	25.7	17.7	73.2	20.9	19.6
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	C	B
Approach Vol, veh/h		1166			208			1312			436	
Approach Delay, s/veh		49.8			47.3			26.9			22.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	49.8	10.9	34.0	9.8	45.3	12.3	32.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	40.0	8.0	29.0	20.0	24.0	10.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	27.5	7.4	31.0	6.4	8.8	8.6	6.8
Green Ext Time (p_c), s	0.0	6.6	0.0	0.0	0.1	2.2	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

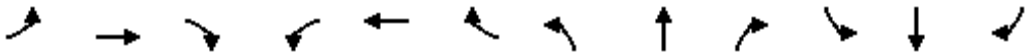
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	363	452	802	161	74	1308
Future Volume (veh/h)	363	452	802	161	74	1308
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	382	476	844	169	78	1377
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	584	519	1709	762	100	2070
Arrive On Green	0.33	0.33	0.16	0.16	0.06	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	382	476	844	169	78	1377
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	18.4	28.9	21.7	9.3	4.3	26.4
Cycle Q Clear(g_c), s	18.4	28.9	21.7	9.3	4.3	26.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	584	519	1709	762	100	2070
V/C Ratio(X)	0.65	0.92	0.49	0.22	0.78	0.67
Avail Cap(c_a), veh/h	668	594	1709	762	187	2070
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	28.8	32.3	30.9	25.7	46.6	14.2
Incr Delay (d2), s/veh	1.9	17.8	0.9	0.6	12.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	19.3	15.4	7.0	4.0	15.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.7	50.1	31.8	26.3	58.6	15.9
LnGrp LOS	C	D	C	C	E	B
Approach Vol, veh/h	858		1013			1455
Approach Delay, s/veh	41.5		30.9			18.2
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	52.6			62.7	37.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	38.5			53.5	37.5
Max Q Clear Time (g_c+I1), s	6.3	23.7			28.4	30.9
Green Ext Time (p_c), s	0.0	5.7			12.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



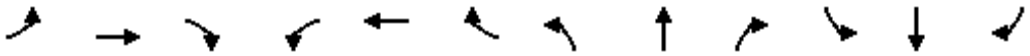
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	0	148	0	0	0	0	892	803	565	1123	0
Future Volume (veh/h)	85	0	148	0	0	0	0	892	803	565	1123	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	89	0	156				0	939	845	595	1182	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	217	0	193				0	1910	852	711	2801	0
Arrive On Green	0.12	0.00	0.12				0.00	0.36	0.36	0.21	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	89	0	156				0	939	845	595	1182	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.6	0.0	9.6				0.0	20.5	53.1	16.5	10.6	0.0
Cycle Q Clear(g_c), s	4.6	0.0	9.6				0.0	20.5	53.1	16.5	10.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	217	0	193				0	1910	852	711	2801	0
V/C Ratio(X)	0.41	0.00	0.81				0.00	0.49	0.99	0.84	0.42	0.00
Avail Cap(c_a), veh/h	321	0	285				0	1910	852	1192	2801	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.75	0.75	0.71	0.71	0.00
Uniform Delay (d), s/veh	40.6	0.0	42.8				0.0	21.4	31.8	38.1	3.4	0.0
Incr Delay (d2), s/veh	1.2	0.0	10.2				0.0	0.7	24.8	1.9	0.3	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
%ile BackOfQ(95%),veh/ln	3.8	0.0	7.7				0.0	13.5	34.0	10.8	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	53.0				0.0	22.0	56.5	40.1	3.7	0.0
LnGrp LOS	D	A	D				A	C	E	D	A	A
Approach Vol, veh/h		245						1784			1777	
Approach Delay, s/veh		48.9						38.4			15.9	
Approach LOS		D						D			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.1	58.3		16.7		83.3
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	34.5	34.0		18.0		73.0
Max Q Clear Time (g_c+I1), s	18.5	55.1		11.6		12.6
Green Ext Time (p_c), s	2.0	0.0		0.6		12.4

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

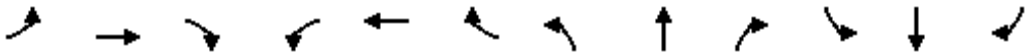
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	17	40	57	11	155	62	1280	52	217	939	95
Future Volume (veh/h)	146	17	40	57	11	155	62	1280	52	217	939	95
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	18	42	60	12	163	65	1347	55	228	988	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	28	48	119	39	257	83	2459	100	267	2791	282
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.98	0.98	0.05	0.20	0.20
Sat Flow, veh/h	763	128	218	336	177	1160	1781	5032	205	1781	4713	476
Grp Volume(v), veh/h	214	0	0	235	0	0	65	911	491	228	713	375
Grp Sat Flow(s),veh/h/ln	1109	0	0	1672	0	0	1781	1702	1833	1781	1702	1785
Q Serve(g_s), s	6.7	0.0	0.0	0.0	0.0	0.0	3.6	1.3	1.3	12.7	18.1	18.2
Cycle Q Clear(g_c), s	19.3	0.0	0.0	12.6	0.0	0.0	3.6	1.3	1.3	12.7	18.1	18.2
Prop In Lane	0.72		0.20	0.26		0.69	1.00		0.11	1.00		0.27
Lane Grp Cap(c), veh/h	307	0	0	415	0	0	83	1663	896	267	2016	1057
V/C Ratio(X)	0.70	0.00	0.00	0.57	0.00	0.00	0.78	0.55	0.55	0.85	0.35	0.35
Avail Cap(c_a), veh/h	423	0	0	551	0	0	107	1663	896	374	2016	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	0.91	0.91	0.91
Uniform Delay (d), s/veh	38.4	0.0	0.0	35.3	0.0	0.0	44.8	0.6	0.6	46.4	23.7	23.7
Incr Delay (d2), s/veh	3.0	0.0	0.0	1.2	0.0	0.0	22.2	1.2	2.2	11.7	0.4	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(95%),veh/ln	9.1	0.0	0.0	9.0	0.0	0.0	3.6	0.9	1.4	11.0	12.8	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	0.0	0.0	36.5	0.0	0.0	67.0	1.8	2.8	58.1	24.1	24.6
LnGrp LOS	D	A	A	D	A	A	E	A	A	E	C	C
Approach Vol, veh/h		214			235			1467			1316	
Approach Delay, s/veh		41.3			36.5			5.0			30.1	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	54.9		26.1	8.7	65.2		26.1				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	21.0	34.0		31.0	6.0	49.0		31.0				
Max Q Clear Time (g_c+I1), s	14.7	3.3		21.3	5.6	20.2		14.6				
Green Ext Time (p_c), s	0.3	12.2		0.9	0.0	8.6		1.3				

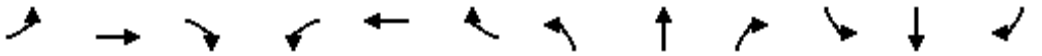
Intersection Summary												
HCM 6th Ctrl Delay			19.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	12	133	74	18	64	213	1194	59	116	771	128
Future Volume (veh/h)	96	12	133	74	18	64	213	1194	59	116	771	128
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	13	140	78	19	67	224	1257	62	122	812	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	5	460	65	9	460	261	2372	117	150	1826	302
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.15	0.48	0.48	0.17	0.83	0.83
Sat Flow, veh/h	0	17	1585	0	31	1585	1781	4984	246	1781	4414	729
Grp Volume(v), veh/h	114	0	140	97	0	67	224	858	461	122	625	322
Grp Sat Flow(s),veh/h/ln	17	0	1585	31	0	1585	1781	1702	1826	1781	1702	1739
Q Serve(g_s), s	0.0	0.0	6.9	0.0	0.0	3.1	12.3	17.7	17.7	6.6	5.0	5.1
Cycle Q Clear(g_c), s	29.0	0.0	6.9	29.0	0.0	3.1	12.3	17.7	17.7	6.6	5.0	5.1
Prop In Lane	0.89		1.00	0.80		1.00	1.00		0.13	1.00		0.42
Lane Grp Cap(c), veh/h	73	0	460	74	0	460	261	1620	869	150	1408	719
V/C Ratio(X)	1.57	0.00	0.30	1.31	0.00	0.15	0.86	0.53	0.53	0.81	0.44	0.45
Avail Cap(c_a), veh/h	73	0	460	74	0	460	392	1620	869	232	1408	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	48.1	0.0	27.6	46.5	0.0	26.3	41.7	18.4	18.4	40.8	5.5	5.5
Incr Delay (d2), s/veh	311.6	0.0	0.4	208.2	0.0	0.1	11.7	1.2	2.3	11.2	0.9	1.9
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(95%),veh/ln	14.6	0.0	4.7	11.0	0.0	2.2	10.3	11.3	12.3	5.6	2.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	359.7	0.0	28.0	254.6	0.0	26.5	53.4	19.6	20.7	52.0	6.4	7.4
LnGrp LOS	F	A	C	F	A	C	D	B	C	D	A	A
Approach Vol, veh/h		254			164			1543			1069	
Approach Delay, s/veh		176.9			161.4			24.8			11.9	
Approach LOS		F			F			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	53.6		34.0	18.6	47.4		34.0				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0		29.0	22.0	34.0		29.0				
Max Q Clear Time (g_c+I1), s	8.6	19.7		31.0	14.3	7.1		31.0				
Green Ext Time (p_c), s	0.1	10.0		0.0	0.4	7.2		0.0				

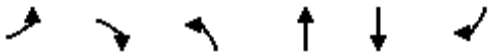
Intersection Summary												
HCM 6th Ctrl Delay			40.4									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	475	404	83	116	147	144	91	854	277	138	555	334
Future Volume (veh/h)	475	404	83	116	147	144	91	854	277	138	555	334
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	500	425	87	122	155	152	96	899	292	145	584	352
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	656	133	155	267	238	149	1533	496	305	1444	898
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2942	598	1781	1777	1585	1781	3817	1235	3456	3554	1585
Grp Volume(v), veh/h	500	255	257	122	155	152	96	801	390	145	584	352
Grp Sat Flow(s),veh/h/ln	1781	1777	1763	1781	1777	1585	1781	1702	1648	1728	1777	1585
Q Serve(g_s), s	16.0	13.0	13.2	6.7	8.1	9.0	5.2	18.4	18.5	4.0	11.7	12.4
Cycle Q Clear(g_c), s	16.0	13.0	13.2	6.7	8.1	9.0	5.2	18.4	18.5	4.0	11.7	12.4
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	393	155	267	238	149	1367	662	305	1444	898
V/C Ratio(X)	1.75	0.64	0.65	0.79	0.58	0.64	0.64	0.59	0.59	0.47	0.40	0.39
Avail Cap(c_a), veh/h	285	586	582	232	533	476	160	1367	662	311	1444	898
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)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.2	35.3	44.7	39.6	40.0	44.4	23.4	23.4	43.4	21.1	12.1
Incr Delay (d2), s/veh	352.9	1.7	1.7	10.1	2.0	2.8	7.7	1.8	3.8	1.1	0.8	1.3
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(95%),veh/ln	54.3	9.6	9.7	6.1	6.6	6.6	4.7	12.1	12.3	3.1	8.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	394.9	36.9	37.1	54.8	41.6	42.8	52.1	25.3	27.3	44.5	21.9	13.4
LnGrp LOS	F	D	D	D	D	D	D	C	C	D	C	B
Approach Vol, veh/h		1012			429			1287			1081	
Approach Delay, s/veh		213.8			45.8			27.9			22.2	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	46.2	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	6.0	20.5	8.7	15.2	7.2	14.4	18.0	11.0
Green Ext Time (p_c), s	0.1	2.9	0.1	2.9	0.0	3.9	0.0	1.7

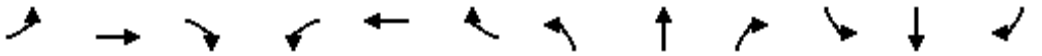
Intersection Summary	
HCM 6th Ctrl Delay	77.7
HCM 6th LOS	E



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	75	110	880	475	88
Future Volume (veh/h)	62	75	110	880	475	88
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	79	116	926	500	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	136	121	695	2788	2032	376
Arrive On Green	0.08	0.08	0.05	0.78	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3087	554
Grp Volume(v), veh/h	65	79	116	926	296	297
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1771
Q Serve(g_s), s	2.5	3.5	1.2	5.5	4.6	4.7
Cycle Q Clear(g_c), s	2.5	3.5	1.2	5.5	4.6	4.7
Prop In Lane	1.00	1.00	1.00			0.31
Lane Grp Cap(c), veh/h	136	121	695	2788	1206	1202
V/C Ratio(X)	0.48	0.65	0.17	0.33	0.25	0.25
Avail Cap(c_a), veh/h	594	528	829	2788	1206	1202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	31.9	32.3	2.6	2.3	4.5	4.5
Incr Delay (d2), s/veh	2.6	5.7	0.1	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	5.8	0.5	1.8	2.5	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.4	38.1	2.8	2.6	4.9	4.9
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	144			1042	593	
Approach Delay, s/veh	36.4			2.6	4.9	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		9.5	7.6	54.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		38.0		24.0	9.0	25.0
Max Q Clear Time (g_c+I1), s		7.5		5.5	3.2	6.7
Green Ext Time (p_c), s		7.7		0.4	0.1	3.5

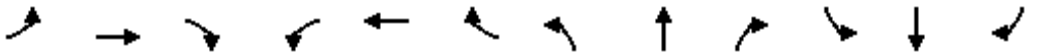
Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	744	81	175	509	95	433	681	363	108	240	236
Future Volume (veh/h)	364	744	81	175	509	95	433	681	363	108	240	236
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	383	783	85	184	536	100	456	717	382	114	253	248
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	919	649	233	867	159	521	1627	1466	137	1365	609
Arrive On Green	0.13	0.26	0.26	0.07	0.20	0.20	0.15	0.46	0.46	0.08	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	3456	4338	794	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	383	783	85	184	418	218	456	717	382	114	253	248
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1727	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	15.7	30.2	4.8	7.6	16.1	16.6	18.6	19.7	10.8	9.1	6.8	16.4
Cycle Q Clear(g_c), s	15.7	30.2	4.8	7.6	16.1	16.6	18.6	19.7	10.8	9.1	6.8	16.4
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	919	649	233	681	345	521	1627	1466	137	1365	609
V/C Ratio(X)	0.88	0.85	0.13	0.79	0.61	0.63	0.87	0.44	0.26	0.83	0.19	0.41
Avail Cap(c_a), veh/h	504	1160	756	312	922	468	696	1627	1466	223	1365	609
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	61.8	50.8	26.5	66.1	52.5	52.7	59.8	26.5	18.8	65.5	29.4	32.4
Incr Delay (d2), s/veh	14.7	5.1	0.1	9.3	0.9	1.9	9.5	0.9	0.4	12.9	0.3	2.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	20.3	3.4	6.6	11.4	11.9	13.7	13.5	6.6	8.2	5.4	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	55.9	26.6	75.5	53.4	54.6	69.3	27.4	19.2	78.4	29.7	34.4
LnGrp LOS	E	E	C	E	D	D	E	C	B	E	C	C
Approach Vol, veh/h		1251			820			1555			615	
Approach Delay, s/veh		60.2			58.7			37.7			40.6	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	71.9	13.7	43.2	25.7	61.3	22.2	34.8
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.0	46.0	13.0	47.0	29.0	35.0	21.0	39.0
Max Q Clear Time (g_c+I1), s	11.1	21.7	9.6	32.2	20.6	8.8	17.7	18.6
Green Ext Time (p_c), s	0.1	7.2	0.2	5.1	1.1	0.7	0.5	4.1

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	1023	123	320	401	101	172	992	681	188	394	68
Future Volume (veh/h)	227	1023	123	320	401	101	172	992	681	188	394	68
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	1077	129	337	422	106	181	1239	587	198	415	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	336	1108	494	232	1312	556	348	1422	634
Arrive On Green	0.08	0.28	0.28	0.10	0.31	0.31	0.07	0.35	0.35	0.10	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	239	1077	129	337	422	106	181	1239	587	198	415	72
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.4	14.0	13.4	5.2	7.2	46.3	50.5	7.9	11.4	4.1
Cycle Q Clear(g_c), s	9.8	41.0	7.4	14.0	13.4	5.2	7.2	46.3	50.5	7.9	11.4	4.1
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	290	1012	451	336	1108	494	232	1312	556	348	1422	634
V/C Ratio(X)	0.82	1.06	0.29	1.00	0.38	0.21	0.78	0.94	1.06	0.57	0.29	0.11
Avail Cap(c_a), veh/h	384	1012	451	336	1108	494	322	1312	556	444	1422	634
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	64.9	51.5	26.4	65.0	38.7	19.6	66.3	45.4	46.8	61.8	29.3	27.2
Incr Delay (d2), s/veh	10.4	47.1	0.3	49.9	0.2	0.2	7.9	14.7	53.8	1.5	0.1	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(95%),veh/ln	8.3	34.3	5.2	13.3	9.9	5.0	6.4	32.1	38.2	6.4	8.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	98.6	26.8	114.9	38.9	19.8	74.2	60.1	100.6	63.2	29.5	27.2
LnGrp LOS	E	F	C	F	D	B	E	E	F	E	C	C
Approach Vol, veh/h		1445			865			2007			685	
Approach Delay, s/veh		88.3			66.2			73.2			39.0	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	56.5	20.0	47.0	13.4	63.6	16.1	50.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 51	14.0	* 41	13.0	56.0	16.0	39.0
Max Q Clear Time (g_c+I1), s	9.9	52.5	16.0	43.0	9.2	13.4	11.8	15.4
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.2	3.3	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	71.7
HCM 6th LOS	E

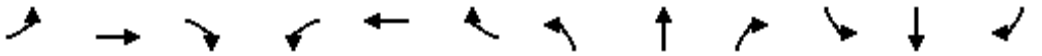
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Opening Year With Project Conditions

(Year 2030)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	24	585	116	56	28	53	623	79	6	487	131
Future Volume (veh/h)	174	24	585	116	56	28	53	623	79	6	487	131
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	0	633	122	59	29	56	656	83	6	513	138
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	0	840	152	222	109	73	1756	783	11	1633	729
Arrive On Green	0.12	0.00	0.22	0.09	0.19	0.19	0.04	0.49	0.49	0.01	0.46	0.46
Sat Flow, veh/h	1781	0	3170	1781	1184	582	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	183	0	633	122	0	88	56	656	83	6	513	138
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1766	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	18.3	6.7	0.0	4.3	3.1	11.5	2.8	0.3	9.1	5.2
Cycle Q Clear(g_c), s	10.1	0.0	18.3	6.7	0.0	4.3	3.1	11.5	2.8	0.3	9.1	5.2
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	0	840	152	0	332	73	1756	783	11	1633	729
V/C Ratio(X)	0.84	0.00	0.75	0.80	0.00	0.27	0.77	0.37	0.11	0.55	0.31	0.19
Avail Cap(c_a), veh/h	303	0	1112	232	0	477	232	1756	783	71	1633	729
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	33.7	44.9	0.0	34.7	47.5	15.7	13.5	49.6	17.1	16.0
Incr Delay (d2), s/veh	14.1	0.0	2.1	11.1	0.0	0.4	15.7	0.6	0.3	36.6	0.5	0.6
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(95%),veh/ln	9.0	0.0	11.6	6.1	0.0	3.4	3.0	8.2	1.9	0.5	6.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	0.0	35.8	56.0	0.0	35.1	63.2	16.3	13.8	86.2	17.6	16.6
LnGrp LOS	E	A	D	E	A	D	E	B	B	F	B	B
Approach Vol, veh/h		816			210			795			657	
Approach Delay, s/veh		40.6			47.3			19.3			18.0	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	55.4	12.5	27.4	8.1	52.0	16.2	23.8
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	13.0	24.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	13.5	8.7	20.3	5.1	11.1	12.1	6.3
Green Ext Time (p_c), s	0.0	4.7	0.1	2.1	0.1	3.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

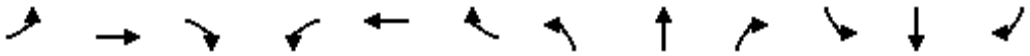
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	415	205	565	326	257	940
Future Volume (veh/h)	415	205	565	326	257	940
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	437	216	595	343	271	989
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	485	432	1492	665	308	2266
Arrive On Green	0.27	0.27	0.00	0.14	0.17	0.64
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	437	216	595	343	271	989
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	23.7	11.5	16.7	20.1	14.8	14.0
Cycle Q Clear(g_c), s	23.7	11.5	16.7	20.1	14.8	14.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	485	432	1492	665	308	2266
V/C Ratio(X)	0.90	0.50	0.40	0.52	0.88	0.44
Avail Cap(c_a), veh/h	615	547	1492	665	419	2266
HCM Platoon Ratio	1.00	1.00	0.00	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	35.1	30.6	37.4	33.6	40.4	9.1
Incr Delay (d2), s/veh	14.0	0.9	0.7	2.6	15.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	7.9	0.3	13.7	12.3	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.1	31.5	38.1	36.3	55.4	9.7
LnGrp LOS	D	C	D	D	E	A
Approach Vol, veh/h	653		938			1260
Approach Delay, s/veh	43.3		37.4			19.5
Approach LOS	D		D			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.8	46.5			68.3	31.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.5	28.5			56.5	34.5
Max Q Clear Time (g_c+I1), s	16.8	22.1			16.0	25.7
Green Ext Time (p_c), s	0.4	2.8			9.0	1.6

Intersection Summary		
HCM 6th Ctrl Delay		30.9
HCM 6th LOS		C



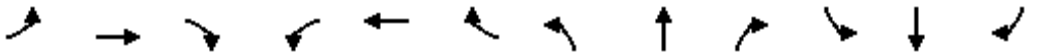
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	0	151	0	0	0	0	799	721	363	884	0
Future Volume (veh/h)	91	0	151	0	0	0	0	799	721	363	884	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	96	0	159				0	841	759	382	931	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	220	0	196				0	2159	963	462	2794	0
Arrive On Green	0.12	0.00	0.12				0.00	0.20	0.20	0.09	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	96	0	159				0	841	759	382	931	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.0	0.0	9.8				0.0	20.5	45.5	10.9	15.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	9.8				0.0	20.5	45.5	10.9	15.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	220	0	196				0	2159	963	462	2794	0
V/C Ratio(X)	0.44	0.00	0.81				0.00	0.39	0.79	0.83	0.33	0.00
Avail Cap(c_a), veh/h	322	0	287				0	2159	963	570	2794	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.63	0.63	0.80	0.80	0.00
Uniform Delay (d), s/veh	40.6	0.0	42.7				0.0	23.9	33.9	44.4	8.6	0.0
Incr Delay (d2), s/veh	1.4	0.0	10.5				0.0	0.3	4.2	6.6	0.3	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
%ile BackOfQ(95%),veh/ln	4.1	0.0	7.8				0.0	13.9	26.2	8.6	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	53.2				0.0	24.2	38.1	51.0	8.9	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		255						1600			1313	
Approach Delay, s/veh		48.9						30.8			21.1	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.9	65.2		16.9		83.1						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	16.5	51.9		18.1		72.9						
Max Q Clear Time (g_c+I1), s	12.9	47.5		11.8		17.0						
Green Ext Time (p_c), s	0.5	3.2		0.6		8.5						

Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									

Notes

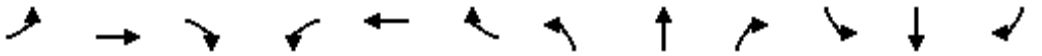
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	14	86	63	4	201	65	1054	26	117	935	69
Future Volume (veh/h)	177	14	86	63	4	201	65	1054	26	117	935	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	15	91	66	4	212	68	1109	27	123	984	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	24	102	133	31	362	87	1701	759	154	1835	819
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.96	0.96	0.03	0.17	0.17
Sat Flow, veh/h	685	81	347	299	106	1228	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	292	0	0	282	0	0	68	1109	27	123	984	73
Grp Sat Flow(s),veh/h/ln	1113	0	0	1634	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.4	0.0	0.0	0.0	0.0	0.0	3.7	3.5	0.1	6.9	25.3	3.9
Cycle Q Clear(g_c), s	25.9	0.0	0.0	14.5	0.0	0.0	3.7	3.5	0.1	6.9	25.3	3.9
Prop In Lane	0.64		0.31	0.23		0.75	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	0	0	526	0	0	87	1701	759	154	1835	819
V/C Ratio(X)	0.75	0.00	0.00	0.54	0.00	0.00	0.78	0.65	0.04	0.80	0.54	0.09
Avail Cap(c_a), veh/h	537	0	0	700	0	0	160	1701	759	232	1835	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.88	0.88	0.88	0.95	0.95	0.95
Uniform Delay (d), s/veh	34.9	0.0	0.0	30.0	0.0	0.0	44.6	1.2	1.1	47.7	30.5	21.7
Incr Delay (d2), s/veh	3.9	0.0	0.0	0.9	0.0	0.0	12.4	1.7	0.1	10.3	1.1	0.2
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(95%),veh/ln	11.6	0.0	0.0	9.8	0.0	0.0	3.4	1.7	0.1	6.5	17.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	0.0	30.9	0.0	0.0	57.0	2.9	1.2	58.0	31.6	21.9
LnGrp LOS	D	A	A	C	A	A	E	A	A	E	C	C
Approach Vol, veh/h		292			282			1204			1180	
Approach Delay, s/veh		38.9			30.9			5.9			33.8	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	53.9		33.5	8.9	57.6		33.5				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	13.0	32.0		41.0	9.0	36.0		41.0				
Max Q Clear Time (g_c+I1), s	8.9	5.5		27.9	5.7	27.3		16.5				
Green Ext Time (p_c), s	0.1	9.2		1.6	0.0	4.2		1.9				

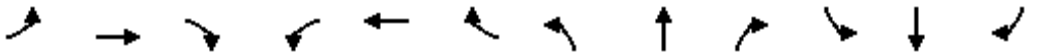
Intersection Summary			
HCM 6th Ctrl Delay		22.7	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	0	107	71	0	98	58	934	38	53	927	68
Future Volume (veh/h)	125	0	107	71	0	98	58	934	38	53	927	68
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	0	113	75	0	103	61	983	40	56	976	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	0	293	228	0	293	79	2221	991	72	2207	984
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.04	0.62	0.62	0.08	1.00	1.00
Sat Flow, veh/h	1291	0	1585	1280	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	132	0	113	75	0	103	61	983	40	56	976	72
Grp Sat Flow(s),veh/h/ln	1291	0	1585	1280	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.9	0.0	6.3	5.5	0.0	5.7	3.4	14.3	1.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	15.6	0.0	6.3	11.7	0.0	5.7	3.4	14.3	1.0	3.1	0.0	0.0
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	237	0	293	228	0	293	79	2221	991	72	2207	984
V/C Ratio(X)	0.56	0.00	0.39	0.33	0.00	0.35	0.77	0.44	0.04	0.78	0.44	0.07
Avail Cap(c_a), veh/h	399	0	491	389	0	491	196	2221	991	178	2207	984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	42.4	0.0	35.8	40.9	0.0	35.6	47.3	9.7	7.2	45.5	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.8	0.8	0.0	0.7	14.6	0.6	0.1	13.4	0.5	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(95%),veh/ln	5.9	0.0	4.4	3.2	0.0	4.0	3.3	9.1	0.6	2.8	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	0.0	36.6	41.8	0.0	36.3	61.9	10.4	7.3	58.9	0.5	0.1
LnGrp LOS	D	A	D	D	A	D	E	B	A	E	A	A
Approach Vol, veh/h		245			178			1084			1104	
Approach Delay, s/veh		40.8			38.6			13.1			3.5	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	68.5		23.5	8.4	68.1		23.5				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		31.0	11.0	43.0		31.0				
Max Q Clear Time (g_c+I1), s	5.1	16.3		17.6	5.4	2.0		13.7				
Green Ext Time (p_c), s	0.0	7.8		0.9	0.0	8.2		0.7				

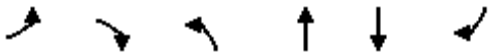
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	111	104	308	300	144	124	762	223	63	658	377
Future Volume (veh/h)	181	111	104	308	300	144	124	762	223	63	658	377
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	117	109	324	316	152	131	802	235	66	693	397
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	273	232	285	431	203	160	1627	473	261	1422	834
Arrive On Green	0.13	0.15	0.15	0.16	0.18	0.18	0.09	0.41	0.41	0.08	0.40	0.40
Sat Flow, veh/h	1781	1819	1549	1781	2345	1104	1781	3927	1142	3456	3554	1585
Grp Volume(v), veh/h	191	114	112	324	238	230	131	694	343	66	693	397
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1777	1672	1781	1702	1665	1728	1777	1585
Q Serve(g_s), s	10.5	5.8	6.4	16.0	12.6	13.0	7.2	15.0	15.2	1.8	14.5	15.8
Cycle Q Clear(g_c), s	10.5	5.8	6.4	16.0	12.6	13.0	7.2	15.0	15.2	1.8	14.5	15.8
Prop In Lane	1.00		0.97	1.00		0.66	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	224	267	239	285	327	308	160	1411	690	261	1422	834
V/C Ratio(X)	0.85	0.43	0.47	1.14	0.73	0.75	0.82	0.49	0.50	0.25	0.49	0.48
Avail Cap(c_a), veh/h	285	533	477	285	533	502	160	1411	690	311	1422	834
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	38.6	38.9	42.0	38.4	38.6	44.7	21.5	21.6	43.6	22.3	15.0
Incr Delay (d2), s/veh	17.2	1.1	1.4	95.4	3.1	3.6	27.2	1.2	2.5	0.5	1.2	1.9
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(95%),veh/ln	9.5	4.7	4.7	22.0	9.6	9.5	7.8	10.1	10.4	1.4	10.2	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	39.7	40.3	137.4	41.5	42.3	71.9	22.8	24.1	44.1	23.5	16.9
LnGrp LOS	E	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		417			792			1168			1156	
Approach Delay, s/veh		49.1			81.0			28.7			22.4	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	47.4	20.0	21.0	13.0	46.0	16.6	24.4
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	3.8	17.2	18.0	8.4	9.2	17.8	12.5	15.0
Green Ext Time (p_c), s	0.1	4.1	0.0	1.3	0.0	3.5	0.2	2.5

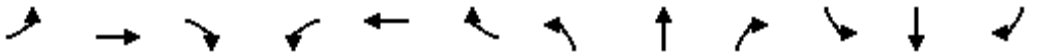
Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	165	84	274	664	140
Future Volume (veh/h)	143	165	84	274	664	140
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	174	88	288	699	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	230	503	2546	1797	378
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	3016	614
Grp Volume(v), veh/h	151	174	88	288	425	421
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1760
Q Serve(g_s), s	5.7	7.6	1.2	1.8	8.7	8.7
Cycle Q Clear(g_c), s	5.7	7.6	1.2	1.8	8.7	8.7
Prop In Lane	1.00	1.00	1.00			0.35
Lane Grp Cap(c), veh/h	258	230	503	2546	1092	1082
V/C Ratio(X)	0.59	0.76	0.17	0.11	0.39	0.39
Avail Cap(c_a), veh/h	569	506	580	2546	1092	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.83	0.83
Uniform Delay (d), s/veh	28.8	29.6	4.6	3.2	7.0	7.0
Incr Delay (d2), s/veh	2.1	5.1	0.2	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	11.0	0.6	0.8	5.3	5.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.9	34.7	4.8	3.2	7.9	7.9
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	325			376	846	
Approach Delay, s/veh	32.9			3.6	7.9	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.3
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	6.4	28.6
Max Q Clear Time (g_c+I1), s		3.8		9.6	3.2	10.7
Green Ext Time (p_c), s		2.0		0.8	0.0	5.3

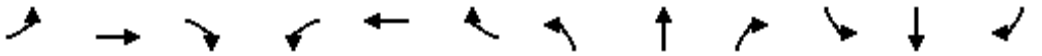
Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	360	211	312	865	34	233	120	103	94	493	355
Future Volume (veh/h)	199	360	211	312	865	34	233	120	103	94	493	355
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	379	222	328	911	36	245	126	108	99	519	374
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	655	429	386	1112	44	299	1767	1698	121	1702	759
Arrive On Green	0.08	0.18	0.18	0.11	0.22	0.22	0.09	0.50	0.50	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5040	199	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	209	379	222	328	615	332	245	126	108	99	519	374
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1835	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	8.6	14.0	17.1	13.4	24.7	24.8	10.0	2.7	2.3	7.9	12.8	23.2
Cycle Q Clear(g_c), s	8.6	14.0	17.1	13.4	24.7	24.8	10.0	2.7	2.3	7.9	12.8	23.2
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	655	429	386	751	405	299	1767	1698	121	1702	759
V/C Ratio(X)	0.80	0.58	0.52	0.85	0.82	0.82	0.82	0.07	0.06	0.82	0.31	0.49
Avail Cap(c_a), veh/h	360	790	489	528	922	497	432	1767	1698	210	1702	759
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	65.5	53.6	44.5	62.8	53.4	53.4	64.7	18.9	11.5	66.2	22.9	25.6
Incr Delay (d2), s/veh	8.8	0.8	1.0	9.5	4.9	8.8	8.0	0.1	0.1	12.3	0.5	2.3
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(95%),veh/ln	7.4	10.5	11.2	10.6	16.6	18.3	8.4	2.1	1.3	7.2	9.4	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	54.4	45.5	72.3	58.3	62.2	72.7	19.0	11.5	78.5	23.4	27.9
LnGrp LOS	E	D	D	E	E	E	E	B	B	E	C	C
Approach Vol, veh/h		810			1275			479			992	
Approach Delay, s/veh		57.1			62.9			44.8			30.6	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	77.6	20.1	32.5	16.4	75.0	14.8	37.8
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	17.0	53.0	22.0	32.0	18.0	52.0	15.0	39.0
Max Q Clear Time (g_c+I1), s	9.9	4.7	15.4	19.1	12.0	14.8	10.6	26.8
Green Ext Time (p_c), s	0.1	1.3	0.6	2.7	0.4	1.9	0.3	5.0

Intersection Summary	
HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	227	186	644	815	105	294	564	345	133	672	69
Future Volume (veh/h)	98	227	186	644	815	105	294	564	345	133	672	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	239	196	678	858	111	309	660	319	140	707	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	446	199	749	1111	495	363	1026	435	749	1433	639
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.27	0.27	0.22	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	103	239	196	678	858	111	309	660	319	140	707	73
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.2	9.1	14.3	27.5	31.5	4.2	12.3	22.4	26.3	4.8	21.3	4.1
Cycle Q Clear(g_c), s	4.2	9.1	14.3	27.5	31.5	4.2	12.3	22.4	26.3	4.8	21.3	4.1
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	151	446	199	749	1111	495	363	1026	435	749	1433	639
V/C Ratio(X)	0.68	0.54	0.99	0.90	0.77	0.22	0.85	0.64	0.73	0.19	0.49	0.11
Avail Cap(c_a), veh/h	192	716	319	888	1431	638	445	1026	435	749	1433	639
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	67.9	59.0	40.6	54.9	44.9	11.6	63.6	46.0	47.5	46.0	32.0	26.9
Incr Delay (d2), s/veh	6.8	1.0	36.8	11.4	2.0	0.2	12.4	3.1	10.5	0.1	0.3	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(95%),veh/ln	3.6	7.5	12.2	19.1	20.4	5.2	10.3	16.3	17.3	3.8	14.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	60.0	77.4	66.3	46.9	11.8	76.0	49.1	58.0	46.1	32.3	27.0
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		538			1647			1288			920	
Approach Delay, s/veh		69.2			52.5			57.8			34.0	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	45.5	37.2	24.1	18.7	64.0	10.3	51.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 40	37.0	* 29	18.0	40.0	8.0	58.0
Max Q Clear Time (g_c+I1), s	6.8	28.3	29.5	16.3	14.3	23.3	6.2	33.5
Green Ext Time (p_c), s	0.3	4.3	1.7	1.8	0.4	4.8	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

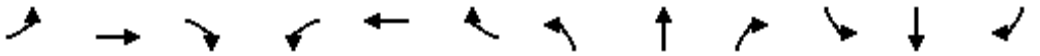
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	56	894	95	65	39	75	907	119	12	301	98
Future Volume (veh/h)	113	56	894	95	65	39	75	907	119	12	301	98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	0	980	100	68	41	79	955	125	13	317	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	0	1071	126	293	177	103	1589	709	22	1427	636
Arrive On Green	0.08	0.00	0.28	0.07	0.27	0.27	0.06	0.45	0.45	0.01	0.40	0.40
Sat Flow, veh/h	1781	0	3170	1781	1093	659	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	119	0	980	100	0	109	79	955	125	13	317	103
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1752	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	28.0	5.5	0.0	4.9	4.4	20.3	4.7	0.7	5.9	4.2
Cycle Q Clear(g_c), s	6.6	0.0	28.0	5.5	0.0	4.9	4.4	20.3	4.7	0.7	5.9	4.2
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	0	1071	126	0	470	103	1589	709	22	1427	636
V/C Ratio(X)	0.81	0.00	0.92	0.79	0.00	0.23	0.77	0.60	0.18	0.60	0.22	0.16
Avail Cap(c_a), veh/h	160	0	1071	143	0	473	374	1589	709	71	1427	636
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	31.7	45.8	0.0	28.6	46.4	20.9	16.6	49.2	19.7	19.2
Incr Delay (d2), s/veh	24.0	0.0	12.0	23.4	0.0	0.3	11.2	1.7	0.5	24.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	18.6	5.9	0.0	3.7	4.0	13.3	3.2	0.8	4.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	0.0	43.7	69.2	0.0	28.8	57.7	22.6	17.1	73.2	20.0	19.7
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	C	B
Approach Vol, veh/h		1099			209			1159			433	
Approach Delay, s/veh		46.5			48.1			24.4			21.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	50.7	11.1	33.0	9.8	46.2	12.3	31.8
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	41.0	8.0	28.0	21.0	24.0	9.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	22.3	7.5	30.0	6.4	7.9	8.6	6.9
Green Ext Time (p_c), s	0.0	7.2	0.0	0.0	0.1	2.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

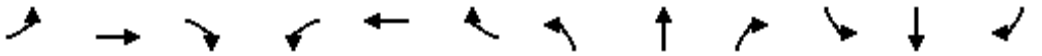
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	391	450	658	156	73	1211
Future Volume (veh/h)	391	450	658	156	73	1211
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	412	474	693	164	77	1275
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	580	516	1719	767	99	2077
Arrive On Green	0.33	0.33	0.16	0.16	0.06	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	412	474	693	164	77	1275
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	20.3	28.8	17.5	9.0	4.3	23.3
Cycle Q Clear(g_c), s	20.3	28.8	17.5	9.0	4.3	23.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	580	516	1719	767	99	2077
V/C Ratio(X)	0.71	0.92	0.40	0.21	0.78	0.61
Avail Cap(c_a), veh/h	650	579	1719	767	187	2077
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	29.6	32.4	29.1	25.5	46.6	13.5
Incr Delay (d2), s/veh	3.2	18.7	0.6	0.6	12.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.9	19.4	13.0	6.8	4.0	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.8	51.1	29.7	26.1	58.7	14.8
LnGrp LOS	C	D	C	C	E	B
Approach Vol, veh/h	886		857			1352
Approach Delay, s/veh	42.6		29.0			17.3
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	52.9			62.9	37.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	39.5			54.5	36.5
Max Q Clear Time (g_c+I1), s	6.3	19.5			25.3	30.8
Green Ext Time (p_c), s	0.0	5.3			11.7	1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C



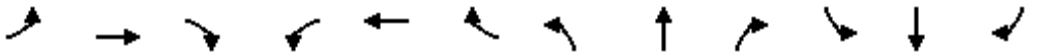
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	172	0	0	0	0	744	797	576	1043	0
Future Volume (veh/h)	84	0	172	0	0	0	0	744	797	576	1043	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	88	0	181				0	783	839	606	1098	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	244	0	217				0	1886	841	683	2748	0
Arrive On Green	0.14	0.00	0.14				0.00	0.18	0.18	0.13	0.52	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	88	0	181				0	783	839	606	1098	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.5	0.0	11.1				0.0	19.6	52.9	17.2	18.8	0.0
Cycle Q Clear(g_c), s	4.5	0.0	11.1				0.0	19.6	52.9	17.2	18.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	244	0	217				0	1886	841	683	2748	0
V/C Ratio(X)	0.36	0.00	0.83				0.00	0.42	1.00	0.89	0.40	0.00
Avail Cap(c_a), veh/h	321	0	285				0	1886	841	729	2748	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.52	0.52	0.73	0.73	0.00
Uniform Delay (d), s/veh	39.2	0.0	42.1				0.0	27.4	41.2	42.3	10.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	14.9				0.0	0.4	21.8	9.4	0.3	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
%ile BackOfQ(95%),veh/ln	3.6	0.0	8.9				0.0	13.0	33.6	12.6	12.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	57.0				0.0	27.8	63.0	51.7	10.3	0.0
LnGrp LOS	D	A	E				A	C	E	D	B	A
Approach Vol, veh/h		269						1622			1704	
Approach Delay, s/veh		51.4						46.0			25.0	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.3	57.6		18.2		81.8						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	21.1	47.4		18.0		73.0						
Max Q Clear Time (g_c+I1), s	19.2	54.9		13.1		20.8						
Green Ext Time (p_c), s	0.5	0.0		0.6		10.9						

Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									

Notes

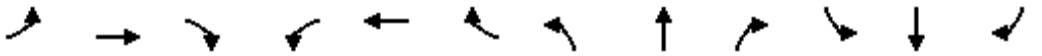
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	17	62	61	11	161	92	1096	60	225	840	129
Future Volume (veh/h)	170	17	62	61	11	161	92	1096	60	225	840	129
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	18	65	64	12	169	97	1154	63	237	884	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	25	73	133	45	293	122	1594	711	275	1899	847
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.14	0.90	0.90	0.05	0.18	0.18
Sat Flow, veh/h	757	99	282	339	173	1139	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	262	0	0	245	0	0	97	1154	63	237	884	136
Grp Sat Flow(s),veh/h/ln	1138	0	0	1651	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.0	0.0	5.3	9.5	0.4	13.2	22.3	7.3
Cycle Q Clear(g_c), s	22.8	0.0	0.0	12.8	0.0	0.0	5.3	9.5	0.4	13.2	22.3	7.3
Prop In Lane	0.68		0.25	0.26		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	0	0	470	0	0	122	1594	711	275	1899	847
V/C Ratio(X)	0.74	0.00	0.00	0.52	0.00	0.00	0.79	0.72	0.09	0.86	0.47	0.16
Avail Cap(c_a), veh/h	436	0	0	565	0	0	214	1594	711	338	1899	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.76	0.76	0.76	0.93	0.93	0.93
Uniform Delay (d), s/veh	36.8	0.0	0.0	32.3	0.0	0.0	42.5	3.3	2.9	46.4	28.4	22.2
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.9	0.0	0.0	8.6	2.2	0.2	16.1	0.8	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(95%),veh/ln	10.9	0.0	0.0	9.0	0.0	0.0	4.4	3.4	0.3	11.9	16.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	0.0	33.2	0.0	0.0	51.0	5.5	3.0	62.5	29.1	22.6
LnGrp LOS	D	A	A	C	A	A	D	A	A	E	C	C
Approach Vol, veh/h		262			245			1314			1257	
Approach Delay, s/veh		42.1			33.2			8.8			34.7	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.4	50.9		29.7	10.9	59.4		29.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	19.0	35.0		32.0	12.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	15.2	11.5		24.8	7.3	24.3		14.8				
Green Ext Time (p_c), s	0.2	9.0		0.9	0.1	5.4		1.4				

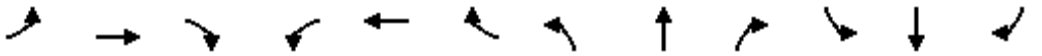
Intersection Summary			
HCM 6th Ctrl Delay		24.1	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	136	90	0	124	156	1032	103	143	663	183
Future Volume (veh/h)	159	0	136	90	0	124	156	1032	103	143	663	183
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	0	143	95	0	131	164	1086	108	151	698	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	0	358	258	0	358	198	1856	828	181	1823	813
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.11	0.52	0.52	0.20	1.00	1.00
Sat Flow, veh/h	1259	0	1585	1245	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	167	0	143	95	0	131	164	1086	108	151	698	193
Grp Sat Flow(s),veh/h/ln	1259	0	1585	1245	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.9	0.0	7.7	7.0	0.0	7.0	9.0	21.0	3.5	8.1	0.0	0.0
Cycle Q Clear(g_c), s	19.9	0.0	7.7	14.7	0.0	7.0	9.0	21.0	3.5	8.1	0.0	0.0
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	269	0	358	258	0	358	198	1856	828	181	1823	813
V/C Ratio(X)	0.62	0.00	0.40	0.37	0.00	0.37	0.83	0.59	0.13	0.83	0.38	0.24
Avail Cap(c_a), veh/h	337	0	444	325	0	444	303	1856	828	285	1823	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	41.0	0.0	32.9	39.2	0.0	32.6	43.5	16.4	12.2	39.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.7	0.9	0.0	0.6	10.9	1.4	0.3	10.0	0.5	0.6
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(95%),veh/ln	7.4	0.0	5.4	4.0	0.0	4.9	8.0	13.2	2.3	6.6	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	0.0	33.6	40.0	0.0	33.3	54.4	17.8	12.6	49.0	0.5	0.6
LnGrp LOS	D	A	C	D	A	C	D	B	B	D	A	A
Approach Vol, veh/h		310			226			1358			1042	
Approach Delay, s/veh		38.9			36.1			21.8			7.6	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	58.2		27.6	15.1	57.3		27.6				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	16.0	41.0		28.0	17.0	40.0		28.0				
Max Q Clear Time (g_c+I1), s	10.1	23.0		21.9	11.0	2.0		16.7				
Green Ext Time (p_c), s	0.2	7.2		0.7	0.2	4.2		0.8				

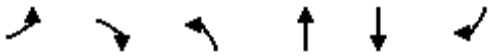
Intersection Summary			
HCM 6th Ctrl Delay		19.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	425	83	117	170	131	91	791	297	113	524	289
Future Volume (veh/h)	413	425	83	117	170	131	91	791	297	113	524	289
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	435	447	87	123	179	138	96	833	313	119	552	304
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	662	128	155	294	214	149	1476	552	300	1444	898
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2970	574	1781	1963	1428	1781	3661	1368	3456	3554	1585
Grp Volume(v), veh/h	435	266	268	123	161	156	96	774	372	119	552	304
Grp Sat Flow(s),veh/h/ln	1781	1777	1767	1781	1777	1613	1781	1702	1624	1728	1777	1585
Q Serve(g_s), s	16.0	13.7	13.9	6.8	8.5	9.1	5.2	17.6	17.7	3.3	10.9	10.3
Cycle Q Clear(g_c), s	16.0	13.7	13.9	6.8	8.5	9.1	5.2	17.6	17.7	3.3	10.9	10.3
Prop In Lane	1.00		0.32	1.00		0.88	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	394	155	267	242	149	1373	655	300	1444	898
V/C Ratio(X)	1.53	0.67	0.68	0.79	0.60	0.64	0.64	0.56	0.57	0.40	0.38	0.34
Avail Cap(c_a), veh/h	285	586	583	232	533	484	160	1373	655	311	1444	898
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.5	35.6	44.8	39.7	40.0	44.4	23.0	23.1	43.2	20.9	11.6
Incr Delay (d2), s/veh	253.3	1.9	2.0	10.6	2.2	2.9	7.7	1.7	3.5	0.9	0.8	1.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	41.8	10.0	10.1	6.2	6.9	6.8	4.7	11.6	11.7	2.6	8.1	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	295.3	37.4	37.6	55.4	41.9	42.9	52.1	24.7	26.6	44.0	21.6	12.7
LnGrp LOS	F	D	D	E	D	D	D	C	C	D	C	B
Approach Vol, veh/h		969			440			1242			975	
Approach Delay, s/veh		153.2			46.0			27.4			21.6	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	46.3	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	5.3	19.7	8.8	15.9	7.2	12.9	18.0	11.1
Green Ext Time (p_c), s	0.1	3.3	0.1	3.0	0.0	3.9	0.0	1.8

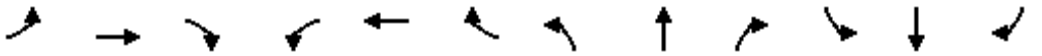
Intersection Summary	
HCM 6th Ctrl Delay	61.7
HCM 6th LOS	E



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	74	109	835	445	88
Future Volume (veh/h)	62	74	109	835	445	88
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	78	115	879	468	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	135	120	715	2791	2011	397
Arrive On Green	0.08	0.08	0.05	0.79	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3051	584
Grp Volume(v), veh/h	65	78	115	879	280	281
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1765
Q Serve(g_s), s	2.5	3.4	1.2	5.1	4.3	4.4
Cycle Q Clear(g_c), s	2.5	3.4	1.2	5.1	4.3	4.4
Prop In Lane	1.00	1.00	1.00			0.33
Lane Grp Cap(c), veh/h	135	120	715	2791	1208	1200
V/C Ratio(X)	0.48	0.65	0.16	0.31	0.23	0.23
Avail Cap(c_a), veh/h	569	506	823	2791	1208	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	31.9	32.3	2.6	2.2	4.4	4.4
Incr Delay (d2), s/veh	2.6	5.8	0.1	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	5.7	0.5	1.7	2.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.6	38.1	2.7	2.5	4.8	4.8
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	143			994	561	
Approach Delay, s/veh	36.5			2.5	4.8	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		9.5	7.6	54.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	8.0	27.0
Max Q Clear Time (g_c+I1), s		7.1		5.4	3.2	6.4
Green Ext Time (p_c), s		7.3		0.3	0.1	3.4

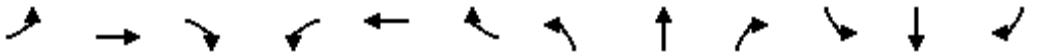
Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	402	740	80	174	506	96	431	594	361	108	243	201
Future Volume (veh/h)	402	740	80	174	506	96	431	594	361	108	243	201
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	423	779	84	183	533	101	454	625	380	114	256	212
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	486	903	641	233	783	146	519	1643	1478	138	1383	617
Arrive On Green	0.14	0.25	0.25	0.07	0.18	0.18	0.15	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	4326	804	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	423	779	84	183	417	217	454	625	380	114	256	212
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1726	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	17.3	30.2	4.8	7.5	16.5	16.9	18.5	16.5	10.7	9.1	6.8	13.6
Cycle Q Clear(g_c), s	17.3	30.2	4.8	7.5	16.5	16.9	18.5	16.5	10.7	9.1	6.8	13.6
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	486	903	641	233	616	312	519	1643	1478	138	1383	617
V/C Ratio(X)	0.87	0.86	0.13	0.78	0.68	0.69	0.87	0.38	0.26	0.83	0.19	0.34
Avail Cap(c_a), veh/h	648	1086	723	336	733	372	696	1643	1478	235	1383	617
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	60.6	51.3	27.0	66.1	55.0	55.2	59.8	25.3	18.4	65.5	29.0	31.0
Incr Delay (d2), s/veh	9.7	6.3	0.1	7.5	2.0	4.4	9.4	0.7	0.4	11.9	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(95%),veh/ln	13.0	20.4	3.4	6.4	11.7	12.4	13.7	11.6	6.5	8.1	5.5	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.3	57.6	27.1	73.6	57.0	59.6	69.2	25.9	18.9	77.4	29.2	32.5
LnGrp LOS	E	E	C	E	E	E	E	C	B	E	C	C
Approach Vol, veh/h		1286			817			1459			582	
Approach Delay, s/veh		59.8			61.4			37.6			39.9	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	72.6	13.7	42.6	25.6	62.0	24.2	32.1
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	19.0	47.0	14.0	44.0	29.0	37.0	27.0	31.0
Max Q Clear Time (g_c+I1), s	11.1	18.5	9.5	32.2	20.5	8.8	19.3	18.9
Green Ext Time (p_c), s	0.1	6.6	0.2	4.4	1.1	0.8	1.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1019	122	318	401	104	171	947	678	189	365	67
Future Volume (veh/h)	226	1019	122	318	401	104	171	947	678	189	365	67
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	1073	128	335	422	109	180	1212	570	199	384	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	312	1084	484	230	1338	567	348	1448	646
Arrive On Green	0.08	0.28	0.28	0.09	0.31	0.31	0.06	0.36	0.36	0.10	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	238	1073	128	335	422	109	180	1212	570	199	384	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.4	13.0	13.5	5.4	7.2	44.3	51.5	7.9	10.3	4.0
Cycle Q Clear(g_c), s	9.8	41.0	7.4	13.0	13.5	5.4	7.2	44.3	51.5	7.9	10.3	4.0
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	290	1012	451	312	1084	484	230	1338	567	348	1448	646
V/C Ratio(X)	0.82	1.06	0.28	1.07	0.39	0.23	0.78	0.91	1.01	0.57	0.27	0.11
Avail Cap(c_a), veh/h	384	1012	451	312	1084	484	297	1338	567	444	1448	646
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	64.9	51.5	26.5	65.5	39.5	20.2	66.3	43.9	46.3	61.8	28.3	26.5
Incr Delay (d2), s/veh	10.3	45.8	0.3	72.0	0.2	0.2	9.7	10.4	39.2	1.5	0.1	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(95%),veh/ln	8.3	34.0	5.2	14.1	10.0	5.2	6.5	30.1	34.8	6.4	8.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	97.3	26.8	137.5	39.7	20.4	76.1	54.4	85.4	63.3	28.4	26.5
LnGrp LOS	E	F	C	F	D	C	E	D	F	E	C	C
Approach Vol, veh/h		1439			866			1962			654	
Approach Delay, s/veh		87.3			75.1			65.4			38.8	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	57.5	19.0	47.0	13.3	64.7	16.1	49.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 52	13.0	* 41	12.0	58.0	16.0	38.0
Max Q Clear Time (g_c+I1), s	9.9	53.5	15.0	43.0	9.2	12.3	11.8	15.5
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.1	3.1	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	70.0
HCM 6th LOS	E

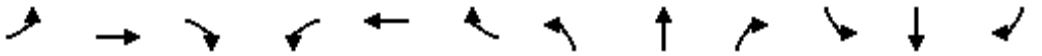
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Buildout With Project Conditions

(Year 2040)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	24	588	117	57	28	53	626	80	6	490	132
Future Volume (veh/h)	175	24	588	117	57	28	53	626	80	6	490	132
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	0	636	123	60	29	56	659	84	6	516	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	0	843	153	225	109	72	1751	781	11	1628	726
Arrive On Green	0.12	0.00	0.23	0.09	0.19	0.19	0.04	0.49	0.49	0.01	0.46	0.46
Sat Flow, veh/h	1781	0	3170	1781	1191	576	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	184	0	636	123	0	89	56	659	84	6	516	139
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1767	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	18.4	6.8	0.0	4.3	3.1	11.5	2.8	0.3	9.2	5.2
Cycle Q Clear(g_c), s	10.1	0.0	18.4	6.8	0.0	4.3	3.1	11.5	2.8	0.3	9.2	5.2
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	0	843	153	0	333	72	1751	781	11	1628	726
V/C Ratio(X)	0.84	0.00	0.75	0.80	0.00	0.27	0.77	0.38	0.11	0.55	0.32	0.19
Avail Cap(c_a), veh/h	303	0	1112	232	0	477	214	1751	781	71	1628	726
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	33.7	44.9	0.0	34.7	47.5	15.8	13.6	49.6	17.2	16.1
Incr Delay (d2), s/veh	14.3	0.0	2.1	11.3	0.0	0.4	15.8	0.6	0.3	36.6	0.5	0.6
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(95%),veh/ln	9.0	0.0	11.6	6.2	0.0	3.4	3.0	8.2	1.9	0.5	6.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	0.0	35.8	56.2	0.0	35.1	63.3	16.4	13.9	86.2	17.7	16.7
LnGrp LOS	E	A	D	E	A	D	E	B	B	F	B	B
Approach Vol, veh/h		820			212			799			661	
Approach Delay, s/veh		40.6			47.3			19.4			18.1	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	55.3	12.6	27.5	8.1	51.8	16.2	23.9
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	12.0	25.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	13.5	8.8	20.4	5.1	11.2	12.1	6.3
Green Ext Time (p_c), s	0.0	4.7	0.1	2.1	0.0	3.3	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

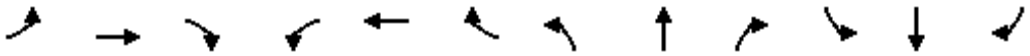
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	416	206	568	327	258	945
Future Volume (veh/h)	416	206	568	327	258	945
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	438	217	598	344	272	995
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	486	433	1488	664	309	2264
Arrive On Green	0.27	0.27	0.14	0.14	0.17	0.64
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	438	217	598	344	272	995
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	23.7	11.5	15.4	20.1	14.9	14.1
Cycle Q Clear(g_c), s	23.7	11.5	15.4	20.1	14.9	14.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	486	433	1488	664	309	2264
V/C Ratio(X)	0.90	0.50	0.40	0.52	0.88	0.44
Avail Cap(c_a), veh/h	615	547	1488	664	419	2264
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	35.0	30.6	31.7	33.7	40.3	9.2
Incr Delay (d2), s/veh	14.0	0.9	0.7	2.7	15.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	7.9	11.7	13.7	12.3	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.1	31.5	32.4	36.4	55.5	9.8
LnGrp LOS	D	C	C	D	E	A
Approach Vol, veh/h	655		942			1267
Approach Delay, s/veh	43.3		33.9			19.6
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.8	46.4			68.2	31.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.5	28.5			56.5	34.5
Max Q Clear Time (g_c+I1), s	16.9	22.1			16.1	25.7
Green Ext Time (p_c), s	0.4	2.8			9.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C



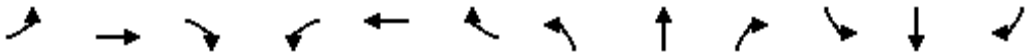
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	0	152	0	0	0	0	803	724	365	889	0
Future Volume (veh/h)	92	0	152	0	0	0	0	803	724	365	889	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	97	0	160				0	845	762	384	936	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	222	0	197				0	2155	961	464	2792	0
Arrive On Green	0.12	0.00	0.12				0.00	0.20	0.20	0.09	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	97	0	160				0	845	762	384	936	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.0	0.0	9.8				0.0	20.6	45.7	10.9	15.1	0.0
Cycle Q Clear(g_c), s	5.0	0.0	9.8				0.0	20.6	45.7	10.9	15.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	222	0	197				0	2155	961	464	2792	0
V/C Ratio(X)	0.44	0.00	0.81				0.00	0.39	0.79	0.83	0.34	0.00
Avail Cap(c_a), veh/h	322	0	287				0	2155	961	570	2792	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.63	0.63	0.79	0.79	0.00
Uniform Delay (d), s/veh	40.5	0.0	42.6				0.0	24.0	34.0	44.4	8.7	0.0
Incr Delay (d2), s/veh	1.4	0.0	10.7				0.0	0.3	4.3	6.6	0.3	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
%ile BackOfQ(95%),veh/ln	4.1	0.0	7.8				0.0	13.9	26.3	8.6	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	53.3				0.0	24.3	38.3	51.0	8.9	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		257						1607			1320	
Approach Delay, s/veh		49.0						31.0			21.2	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.9	65.1		16.9		83.1						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	16.5	51.9		18.1		72.9						
Max Q Clear Time (g_c+I1), s	12.9	47.7		11.8		17.1						
Green Ext Time (p_c), s	0.5	3.0		0.6		8.6						

Intersection Summary			
HCM 6th Ctrl Delay		28.4	
HCM 6th LOS		C	

Notes

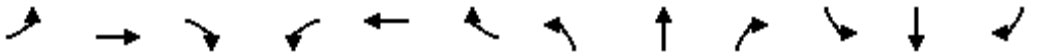
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑	↱	↰	↑↑	↱
Traffic Volume (veh/h)	178	14	86	63	4	202	65	1059	26	118	940	69
Future Volume (veh/h)	178	14	86	63	4	202	65	1059	26	118	940	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	15	91	66	4	213	68	1115	27	124	989	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	24	102	133	31	364	87	1697	757	155	1832	817
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.10	0.96	0.96	0.03	0.17	0.17
Sat Flow, veh/h	685	80	345	298	106	1231	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	293	0	0	283	0	0	68	1115	27	124	989	73
Grp Sat Flow(s),veh/h/ln	1110	0	0	1635	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.5	0.0	0.0	0.0	0.0	0.0	3.7	3.8	0.1	6.9	25.4	3.9
Cycle Q Clear(g_c), s	26.0	0.0	0.0	14.6	0.0	0.0	3.7	3.8	0.1	6.9	25.4	3.9
Prop In Lane	0.64		0.31	0.23		0.75	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	0	0	528	0	0	87	1697	757	155	1832	817
V/C Ratio(X)	0.76	0.00	0.00	0.54	0.00	0.00	0.78	0.66	0.04	0.80	0.54	0.09
Avail Cap(c_a), veh/h	523	0	0	685	0	0	160	1697	757	196	1832	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.88	0.88	0.88	0.95	0.95	0.95
Uniform Delay (d), s/veh	34.9	0.0	0.0	30.0	0.0	0.0	44.6	1.3	1.2	47.7	30.7	21.7
Incr Delay (d2), s/veh	4.3	0.0	0.0	0.8	0.0	0.0	12.4	1.8	0.1	16.0	1.1	0.2
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(95%),veh/ln	11.6	0.0	0.0	9.8	0.0	0.0	3.4	1.8	0.1	7.0	17.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	0.0	0.0	30.8	0.0	0.0	57.0	3.0	1.2	63.7	31.7	21.9
LnGrp LOS	D	A	A	C	A	A	E	A	A	E	C	C
Approach Vol, veh/h		293			283			1210			1186	
Approach Delay, s/veh		39.3			30.8			6.0			34.5	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	53.8		33.6	8.9	57.6		33.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	11.0	35.0		40.0	9.0	37.0		40.0				
Max Q Clear Time (g_c+I1), s	8.9	5.8		28.0	5.7	27.4		16.6				
Green Ext Time (p_c), s	0.1	9.5		1.5	0.0	4.5		1.9				

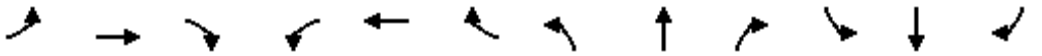
Intersection Summary			
HCM 6th Ctrl Delay		23.0	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	0	107	71	0	98	58	939	38	53	932	68
Future Volume (veh/h)	125	0	107	71	0	98	58	939	38	53	932	68
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	0	113	75	0	103	61	988	40	56	981	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	0	293	228	0	293	79	2221	991	72	2207	984
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.04	0.62	0.62	0.08	1.00	1.00
Sat Flow, veh/h	1291	0	1585	1280	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	132	0	113	75	0	103	61	988	40	56	981	72
Grp Sat Flow(s),veh/h/ln	1291	0	1585	1280	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.9	0.0	6.3	5.5	0.0	5.7	3.4	14.4	1.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	15.6	0.0	6.3	11.7	0.0	5.7	3.4	14.4	1.0	3.1	0.0	0.0
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	237	0	293	228	0	293	79	2221	991	72	2207	984
V/C Ratio(X)	0.56	0.00	0.39	0.33	0.00	0.35	0.77	0.44	0.04	0.78	0.44	0.07
Avail Cap(c_a), veh/h	399	0	491	389	0	491	196	2221	991	178	2207	984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	42.4	0.0	35.8	40.9	0.0	35.6	47.3	9.7	7.2	45.5	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.8	0.8	0.0	0.7	14.6	0.6	0.1	13.4	0.5	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(95%),veh/ln	5.9	0.0	4.4	3.2	0.0	4.0	3.3	9.2	0.6	2.8	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	0.0	36.6	41.8	0.0	36.3	61.9	10.4	7.3	58.9	0.5	0.1
LnGrp LOS	D	A	D	D	A	D	E	B	A	E	A	A
Approach Vol, veh/h		245			178			1089			1109	
Approach Delay, s/veh		40.8			38.6			13.2			3.4	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	68.5		23.5	8.4	68.1		23.5				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		31.0	11.0	43.0		31.0				
Max Q Clear Time (g_c+I1), s	5.1	16.4		17.6	5.4	2.0		13.7				
Green Ext Time (p_c), s	0.0	7.9		0.9	0.0	8.2		0.7				

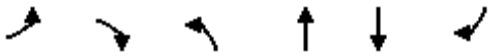
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	112	105	310	301	144	125	766	224	64	661	379
Future Volume (veh/h)	182	112	105	310	301	144	125	766	224	64	661	379
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	118	111	326	317	152	132	806	236	67	696	399
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	272	233	285	431	202	160	1626	472	263	1421	835
Arrive On Green	0.13	0.15	0.15	0.16	0.18	0.18	0.09	0.41	0.41	0.08	0.40	0.40
Sat Flow, veh/h	1781	1810	1557	1781	2348	1101	1781	3928	1141	3456	3554	1585
Grp Volume(v), veh/h	192	116	113	326	238	231	132	698	344	67	696	399
Grp Sat Flow(s),veh/h/ln	1781	1777	1590	1781	1777	1672	1781	1702	1665	1728	1777	1585
Q Serve(g_s), s	10.6	5.9	6.5	16.0	12.6	13.1	7.3	15.1	15.3	1.8	14.6	15.9
Cycle Q Clear(g_c), s	10.6	5.9	6.5	16.0	12.6	13.1	7.3	15.1	15.3	1.8	14.6	15.9
Prop In Lane	1.00		0.98	1.00		0.66	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	225	267	239	285	326	307	160	1409	689	263	1421	835
V/C Ratio(X)	0.85	0.43	0.48	1.14	0.73	0.75	0.82	0.50	0.50	0.26	0.49	0.48
Avail Cap(c_a), veh/h	285	533	477	285	533	502	160	1409	689	311	1421	835
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	38.6	38.9	42.0	38.5	38.7	44.7	21.6	21.6	43.5	22.4	15.0
Incr Delay (d2), s/veh	17.4	1.1	1.4	97.9	3.2	3.7	28.0	1.2	2.6	0.5	1.2	2.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	4.8	4.7	22.3	9.7	9.5	7.9	10.2	10.4	1.4	10.3	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	39.7	40.3	139.9	41.7	42.4	72.7	22.8	24.2	44.0	23.6	16.9
LnGrp LOS	E	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		421			795			1174			1162	
Approach Delay, s/veh		49.2			82.2			28.9			22.5	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	47.4	20.0	21.0	13.0	46.0	16.7	24.3
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	3.8	17.3	18.0	8.5	9.3	17.9	12.6	15.1
Green Ext Time (p_c), s	0.1	4.1	0.0	1.3	0.0	3.5	0.2	2.5

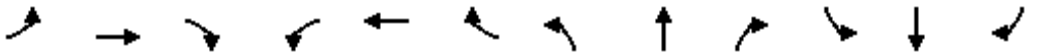
Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	165	85	276	667	140
Future Volume (veh/h)	143	165	85	276	667	140
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	174	89	291	702	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	230	502	2546	1798	376
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	3018	612
Grp Volume(v), veh/h	151	174	89	291	426	423
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1760
Q Serve(g_s), s	5.7	7.6	1.2	1.8	8.8	8.8
Cycle Q Clear(g_c), s	5.7	7.6	1.2	1.8	8.8	8.8
Prop In Lane	1.00	1.00	1.00			0.35
Lane Grp Cap(c), veh/h	258	230	502	2546	1092	1082
V/C Ratio(X)	0.59	0.76	0.18	0.11	0.39	0.39
Avail Cap(c_a), veh/h	569	506	578	2546	1092	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.82	0.82
Uniform Delay (d), s/veh	28.8	29.6	4.6	3.2	7.0	7.0
Incr Delay (d2), s/veh	2.1	5.1	0.2	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	11.0	0.6	0.9	5.3	5.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.9	34.7	4.8	3.2	7.9	7.9
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	325			380	849	
Approach Delay, s/veh	32.9			3.6	7.9	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.2
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	6.4	28.6
Max Q Clear Time (g_c+I1), s		3.8		9.6	3.2	10.8
Green Ext Time (p_c), s		2.0		0.8	0.0	5.3

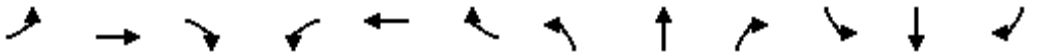
Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	362	212	314	870	34	234	121	104	95	495	357
Future Volume (veh/h)	199	362	212	314	870	34	234	121	104	95	495	357
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	381	223	331	916	36	246	127	109	100	521	376
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	653	429	390	1116	44	300	1761	1697	122	1697	757
Arrive On Green	0.08	0.18	0.18	0.11	0.22	0.22	0.09	0.50	0.50	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5041	198	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	209	381	223	331	618	334	246	127	109	100	521	376
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1835	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	8.6	14.1	17.2	13.5	24.9	24.9	10.1	2.7	2.3	8.0	12.9	23.4
Cycle Q Clear(g_c), s	8.6	14.1	17.2	13.5	24.9	24.9	10.1	2.7	2.3	8.0	12.9	23.4
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	653	429	390	754	406	300	1761	1697	122	1697	757
V/C Ratio(X)	0.80	0.58	0.52	0.85	0.82	0.82	0.82	0.07	0.06	0.82	0.31	0.50
Avail Cap(c_a), veh/h	360	765	479	552	922	497	432	1761	1697	210	1697	757
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	65.5	53.7	44.6	62.7	53.3	53.4	64.7	19.0	11.5	66.2	23.0	25.8
Incr Delay (d2), s/veh	8.8	0.8	1.0	8.6	5.0	8.9	8.1	0.1	0.1	12.3	0.5	2.3
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(95%),veh/ln	7.4	10.6	11.3	10.6	16.7	18.4	8.4	2.1	1.3	7.3	9.5	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	54.5	45.6	71.3	58.3	62.3	72.8	19.1	11.6	78.4	23.5	28.1
LnGrp LOS	E	D	D	E	E	E	E	B	B	E	C	C
Approach Vol, veh/h		813			1283			482			997	
Approach Delay, s/veh		57.2			62.7			44.8			30.7	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	77.4	20.2	32.5	16.5	74.8	14.8	37.9
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	17.0	53.0	23.0	31.0	18.0	52.0	15.0	39.0
Max Q Clear Time (g_c+I1), s	10.0	4.7	15.5	19.2	12.1	14.9	10.6	26.9
Green Ext Time (p_c), s	0.1	1.3	0.7	2.6	0.4	1.9	0.3	4.9

Intersection Summary	
HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	228	187	647	819	106	296	567	347	134	675	70
Future Volume (veh/h)	99	228	187	647	819	106	296	567	347	134	675	70
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	240	197	681	862	112	312	664	321	141	711	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	447	199	749	1111	496	366	1052	446	724	1428	637
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.28	0.28	0.21	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	104	240	197	681	862	112	312	664	321	141	711	74
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.3	9.1	14.3	27.7	31.7	4.3	12.4	22.3	26.3	4.8	21.5	4.2
Cycle Q Clear(g_c), s	4.3	9.1	14.3	27.7	31.7	4.3	12.4	22.3	26.3	4.8	21.5	4.2
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	151	447	199	749	1111	496	366	1052	446	724	1428	637
V/C Ratio(X)	0.69	0.54	0.99	0.91	0.78	0.23	0.85	0.63	0.72	0.19	0.50	0.12
Avail Cap(c_a), veh/h	192	716	319	864	1407	627	445	1052	446	724	1428	637
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	67.9	59.0	40.5	55.0	44.9	12.1	63.5	45.2	46.6	46.9	32.2	27.0
Incr Delay (d2), s/veh	7.0	1.0	37.3	12.3	2.2	0.2	12.7	2.9	9.6	0.1	0.3	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(95%),veh/ln	3.7	7.5	12.3	19.3	20.5	5.2	10.4	16.3	17.2	3.8	14.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	60.0	77.8	67.4	47.1	12.3	76.2	48.1	56.3	47.0	32.5	27.1
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		541			1655			1297			926	
Approach Delay, s/veh		69.4			53.1			56.9			34.3	
Approach LOS		E			D			E			C	

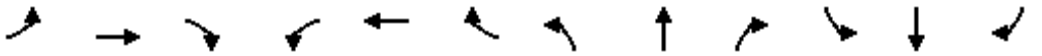
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.2	46.5	37.2	24.1	18.8	63.9	10.3	51.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 41	36.0	* 29	18.0	41.0	8.0	57.0
Max Q Clear Time (g_c+I1), s	6.8	28.3	29.7	16.3	14.4	23.5	6.3	33.7
Green Ext Time (p_c), s	0.3	4.6	1.5	1.8	0.4	4.9	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	57	898	96	66	39	76	912	120	12	303	99
Future Volume (veh/h)	114	57	898	96	66	39	76	912	120	12	303	99
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	0	985	101	69	41	80	960	126	13	319	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	0	1105	127	305	182	104	1551	692	22	1387	619
Arrive On Green	0.08	0.00	0.29	0.07	0.28	0.28	0.06	0.44	0.44	0.01	0.39	0.39
Sat Flow, veh/h	1781	0	3170	1781	1099	653	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	120	0	985	101	0	110	80	960	126	13	319	104
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1753	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	29.0	5.6	0.0	4.8	4.4	20.9	4.9	0.7	6.0	4.3
Cycle Q Clear(g_c), s	6.6	0.0	29.0	5.6	0.0	4.8	4.4	20.9	4.9	0.7	6.0	4.3
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	0	1105	127	0	487	104	1551	692	22	1387	619
V/C Ratio(X)	0.81	0.00	0.89	0.80	0.00	0.23	0.77	0.62	0.18	0.60	0.23	0.17
Avail Cap(c_a), veh/h	178	0	1105	143	0	487	356	1551	692	71	1387	619
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	30.8	45.7	0.0	27.8	46.4	21.7	17.2	49.2	20.4	19.9
Incr Delay (d2), s/veh	20.1	0.0	9.3	23.8	0.0	0.2	11.2	1.9	0.6	24.0	0.4	0.6
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(95%),veh/ln	6.7	0.0	18.0	5.9	0.0	3.7	4.1	13.7	3.3	0.8	4.6	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	40.1	69.5	0.0	28.1	57.6	23.6	17.8	73.2	20.8	20.5
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	C	C
Approach Vol, veh/h		1105			211			1166			436	
Approach Delay, s/veh		42.9			47.9			25.3			22.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	49.7	11.1	34.0	9.8	45.0	12.3	32.8
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	40.0	8.0	29.0	20.0	24.0	10.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	22.9	7.6	31.0	6.4	8.0	8.6	6.8
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.1	2.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

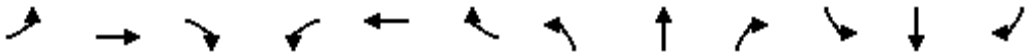
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	393	452	662	156	74	1217
Future Volume (veh/h)	393	452	662	156	74	1217
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	414	476	697	164	78	1281
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	584	520	1707	762	100	2068
Arrive On Green	0.33	0.33	0.16	0.16	0.06	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	414	476	697	164	78	1281
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	20.3	28.8	17.6	9.0	4.3	23.6
Cycle Q Clear(g_c), s	20.3	28.8	17.6	9.0	4.3	23.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	584	520	1707	762	100	2068
V/C Ratio(X)	0.71	0.92	0.41	0.22	0.78	0.62
Avail Cap(c_a), veh/h	668	594	1707	762	187	2068
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	29.4	32.3	29.3	25.7	46.6	13.7
Incr Delay (d2), s/veh	3.0	17.6	0.7	0.6	12.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.9	19.2	13.1	6.8	4.0	14.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	49.8	29.9	26.2	58.6	15.1
LnGrp LOS	C	D	C	C	E	B
Approach Vol, veh/h	890		861			1359
Approach Delay, s/veh	41.7		29.2			17.6
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	52.5			62.7	37.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	38.5			53.5	37.5
Max Q Clear Time (g_c+I1), s	6.3	19.6			25.6	30.8
Green Ext Time (p_c), s	0.0	5.3			11.5	2.0

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C



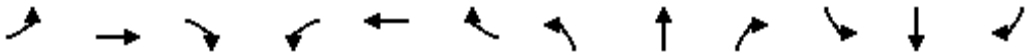
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	0	173	0	0	0	0	748	801	579	1048	0
Future Volume (veh/h)	85	0	173	0	0	0	0	748	801	579	1048	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	89	0	182				0	787	843	609	1103	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	245	0	218				0	1880	839	686	2746	0
Arrive On Green	0.14	0.00	0.14				0.00	0.17	0.17	0.13	0.52	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	89	0	182				0	787	843	609	1103	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.5	0.0	11.2				0.0	19.7	52.9	17.3	18.9	0.0
Cycle Q Clear(g_c), s	4.5	0.0	11.2				0.0	19.7	52.9	17.3	18.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	245	0	218				0	1880	839	686	2746	0
V/C Ratio(X)	0.36	0.00	0.84				0.00	0.42	1.01	0.89	0.40	0.00
Avail Cap(c_a), veh/h	321	0	285				0	1880	839	733	2746	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.51	0.51	0.73	0.73	0.00
Uniform Delay (d), s/veh	39.2	0.0	42.0				0.0	27.6	41.3	42.3	10.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	15.1				0.0	0.4	23.4	9.4	0.3	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
%ile BackOfQ(95%),veh/ln	3.7	0.0	9.0				0.0	13.0	34.1	12.6	12.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	57.1				0.0	27.9	64.7	51.7	10.4	0.0
LnGrp LOS	D	A	E				A	C	F	D	B	A
Approach Vol, veh/h		271						1630			1712	
Approach Delay, s/veh		51.5						46.9			25.1	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.3	57.4		18.2		81.8						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	21.2	47.3		18.0		73.0						
Max Q Clear Time (g_c+I1), s	19.3	54.9		13.2		20.9						
Green Ext Time (p_c), s	0.5	0.0		0.6		10.9						

Intersection Summary			
HCM 6th Ctrl Delay			36.9
HCM 6th LOS			D

Notes

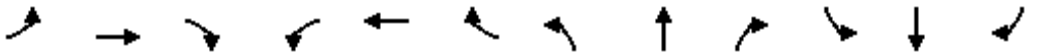
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	17	62	61	11	161	92	1102	60	226	844	130
Future Volume (veh/h)	171	17	62	61	11	161	92	1102	60	226	844	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	18	65	64	12	169	97	1160	63	238	888	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	25	73	133	45	294	122	1589	709	276	1896	846
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.14	0.89	0.89	0.05	0.18	0.18
Sat Flow, veh/h	759	98	281	339	174	1140	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	263	0	0	245	0	0	97	1160	63	238	888	137
Grp Sat Flow(s),veh/h/ln	1138	0	0	1652	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	0.0	0.0	0.0	0.0	5.3	9.9	0.5	13.3	22.4	7.3
Cycle Q Clear(g_c), s	22.9	0.0	0.0	12.8	0.0	0.0	5.3	9.9	0.5	13.3	22.4	7.3
Prop In Lane	0.68		0.25	0.26		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	0	0	472	0	0	122	1589	709	276	1896	846
V/C Ratio(X)	0.74	0.00	0.00	0.52	0.00	0.00	0.79	0.73	0.09	0.86	0.47	0.16
Avail Cap(c_a), veh/h	436	0	0	566	0	0	214	1589	709	338	1896	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.76	0.76	0.76	0.93	0.93	0.93
Uniform Delay (d), s/veh	36.8	0.0	0.0	32.3	0.0	0.0	42.5	3.4	2.9	46.4	28.5	22.2
Incr Delay (d2), s/veh	5.3	0.0	0.0	0.9	0.0	0.0	8.6	2.3	0.2	16.2	0.8	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(95%),veh/ln	10.9	0.0	0.0	9.0	0.0	0.0	4.4	3.6	0.3	11.9	16.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	0.0	33.2	0.0	0.0	51.0	5.7	3.1	62.6	29.2	22.6
LnGrp LOS	D	A	A	C	A	A	D	A	A	E	C	C
Approach Vol, veh/h		263			245			1320			1263	
Approach Delay, s/veh		42.1			33.2			8.9			34.8	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.5	50.7		29.8	10.9	59.3		29.8				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	19.0	35.0		32.0	12.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	15.3	11.9		24.9	7.3	24.4		14.8				
Green Ext Time (p_c), s	0.2	9.0		0.9	0.1	5.4		1.4				

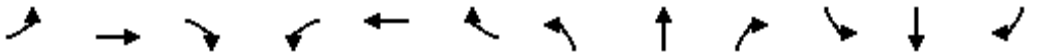
Intersection Summary			
HCM 6th Ctrl Delay		24.2	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	136	90	0	124	156	1037	103	143	666	183
Future Volume (veh/h)	159	0	136	90	0	124	156	1037	103	143	666	183
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	0	143	95	0	131	164	1092	108	151	701	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	0	358	258	0	358	198	1856	828	181	1823	813
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.11	0.52	0.52	0.20	1.00	1.00
Sat Flow, veh/h	1259	0	1585	1245	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	167	0	143	95	0	131	164	1092	108	151	701	193
Grp Sat Flow(s),veh/h/ln	1259	0	1585	1245	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.9	0.0	7.7	7.0	0.0	7.0	9.0	21.2	3.5	8.1	0.0	0.0
Cycle Q Clear(g_c), s	19.9	0.0	7.7	14.7	0.0	7.0	9.0	21.2	3.5	8.1	0.0	0.0
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	269	0	358	258	0	358	198	1856	828	181	1823	813
V/C Ratio(X)	0.62	0.00	0.40	0.37	0.00	0.37	0.83	0.59	0.13	0.83	0.38	0.24
Avail Cap(c_a), veh/h	337	0	444	325	0	444	303	1856	828	285	1823	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	41.0	0.0	32.9	39.2	0.0	32.6	43.5	16.5	12.2	39.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.7	0.9	0.0	0.6	10.9	1.4	0.3	10.0	0.5	0.6
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(95%),veh/ln	7.4	0.0	5.4	4.0	0.0	4.9	8.0	13.3	2.3	6.6	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	0.0	33.6	40.0	0.0	33.3	54.4	17.8	12.6	49.0	0.5	0.6
LnGrp LOS	D	A	C	D	A	C	D	B	B	D	A	A
Approach Vol, veh/h		310			226			1364			1045	
Approach Delay, s/veh		38.9			36.1			21.8			7.6	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	58.2		27.6	15.1	57.3		27.6				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	16.0	41.0		28.0	17.0	40.0		28.0				
Max Q Clear Time (g_c+I1), s	10.1	23.2		21.9	11.0	2.0		16.7				
Green Ext Time (p_c), s	0.2	7.2		0.7	0.2	4.2		0.8				

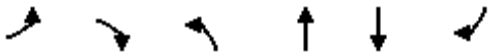
Intersection Summary												
HCM 6th Ctrl Delay			19.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	414	427	84	118	170	132	92	795	298	114	527	290
Future Volume (veh/h)	414	427	84	118	170	132	92	795	298	114	527	290
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	436	449	88	124	179	139	97	837	314	120	555	305
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	661	129	155	293	215	149	1477	551	300	1443	897
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2966	577	1781	1956	1433	1781	3662	1366	3456	3554	1585
Grp Volume(v), veh/h	436	268	269	124	162	156	97	778	373	120	555	305
Grp Sat Flow(s),veh/h/ln	1781	1777	1766	1781	1777	1612	1781	1702	1624	1728	1777	1585
Q Serve(g_s), s	16.0	13.8	14.0	6.8	8.5	9.1	5.3	17.7	17.8	3.3	11.0	10.3
Cycle Q Clear(g_c), s	16.0	13.8	14.0	6.8	8.5	9.1	5.3	17.7	17.8	3.3	11.0	10.3
Prop In Lane	1.00		0.33	1.00		0.89	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	394	155	267	242	149	1373	655	300	1443	897
V/C Ratio(X)	1.53	0.68	0.68	0.80	0.61	0.65	0.65	0.57	0.57	0.40	0.38	0.34
Avail Cap(c_a), veh/h	285	586	583	232	533	484	160	1373	655	311	1443	897
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.6	35.6	44.8	39.7	40.0	44.4	23.1	23.1	43.2	20.9	11.7
Incr Delay (d2), s/veh	254.8	1.9	2.0	11.1	2.2	2.9	8.1	1.7	3.6	0.9	0.8	1.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	42.0	10.1	10.2	6.3	6.9	6.8	4.8	11.6	11.7	2.6	8.2	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	296.8	37.5	37.6	55.9	42.0	42.9	52.4	24.8	26.7	44.1	21.7	12.7
LnGrp LOS	F	D	D	E	D	D	D	C	C	D	C	B
Approach Vol, veh/h		973			442			1248			980	
Approach Delay, s/veh		153.7			46.2			27.5			21.6	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	46.3	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	5.3	19.8	8.8	16.0	7.3	13.0	18.0	11.1
Green Ext Time (p_c), s	0.1	3.2	0.1	3.0	0.0	3.9	0.0	1.8

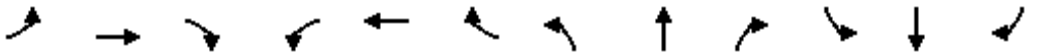
Intersection Summary	
HCM 6th Ctrl Delay	61.9
HCM 6th LOS	E



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	75	110	839	447	89
Future Volume (veh/h)	63	75	110	839	447	89
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	79	116	883	471	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	137	121	711	2788	2006	398
Arrive On Green	0.08	0.08	0.05	0.78	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3049	586
Grp Volume(v), veh/h	66	79	116	883	282	283
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1765
Q Serve(g_s), s	2.6	3.5	1.2	5.1	4.4	4.4
Cycle Q Clear(g_c), s	2.6	3.5	1.2	5.1	4.4	4.4
Prop In Lane	1.00	1.00	1.00			0.33
Lane Grp Cap(c), veh/h	137	121	711	2788	1206	1198
V/C Ratio(X)	0.48	0.65	0.16	0.32	0.23	0.24
Avail Cap(c_a), veh/h	569	506	845	2788	1206	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	31.9	32.3	2.6	2.2	4.4	4.4
Incr Delay (d2), s/veh	2.6	5.7	0.1	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	5.8	0.5	1.7	2.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	38.0	2.7	2.5	4.8	4.9
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	145			999	565	
Approach Delay, s/veh	36.4			2.5	4.8	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		9.5	7.6	54.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	9.0	26.0
Max Q Clear Time (g_c+I1), s		7.1		5.5	3.2	6.4
Green Ext Time (p_c), s		7.3		0.4	0.1	3.4

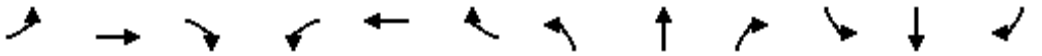
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	744	81	175	509	97	433	597	363	109	244	202
Future Volume (veh/h)	404	744	81	175	509	97	433	597	363	109	244	202
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	425	783	85	184	536	102	456	628	382	115	257	213
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	488	911	646	234	791	148	521	1632	1470	139	1372	612
Arrive On Green	0.14	0.26	0.26	0.07	0.18	0.18	0.15	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	4323	807	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	425	783	85	184	420	218	456	628	382	115	257	213
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1725	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	17.3	30.3	4.8	7.5	16.6	17.0	18.6	16.7	10.8	9.2	6.9	13.7
Cycle Q Clear(g_c), s	17.3	30.3	4.8	7.5	16.6	17.0	18.6	16.7	10.8	9.2	6.9	13.7
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	911	646	234	623	316	521	1632	1470	139	1372	612
V/C Ratio(X)	0.87	0.86	0.13	0.79	0.67	0.69	0.87	0.38	0.26	0.83	0.19	0.35
Avail Cap(c_a), veh/h	648	1111	734	336	756	383	696	1632	1470	235	1372	612
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	60.6	51.1	26.7	66.1	54.8	55.0	59.8	25.6	18.7	65.5	29.3	31.4
Incr Delay (d2), s/veh	9.8	5.9	0.1	7.6	1.8	4.0	9.5	0.7	0.4	11.9	0.3	1.6
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(95%),veh/ln	13.0	20.4	3.4	6.5	11.7	12.4	13.7	11.7	6.5	8.2	5.5	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	57.0	26.8	73.7	56.6	59.0	69.3	26.3	19.1	77.3	29.6	32.9
LnGrp LOS	E	E	C	E	E	E	E	C	B	E	C	C
Approach Vol, veh/h		1293			822			1466			585	
Approach Delay, s/veh		59.4			61.1			37.8			40.2	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	72.1	13.8	42.9	25.7	61.6	24.3	32.4
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	19.0	46.0	14.0	45.0	29.0	36.0	27.0	32.0
Max Q Clear Time (g_c+I1), s	11.2	18.7	9.5	32.3	20.6	8.9	19.3	19.0
Green Ext Time (p_c), s	0.1	6.6	0.2	4.7	1.1	0.8	1.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	1024	123	320	403	105	172	952	681	190	366	68
Future Volume (veh/h)	227	1024	123	320	403	105	172	952	681	190	366	68
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	1078	129	337	424	111	181	1218	573	200	385	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	312	1083	483	232	1338	567	348	1446	645
Arrive On Green	0.08	0.28	0.28	0.09	0.30	0.30	0.07	0.36	0.36	0.10	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	239	1078	129	337	424	111	181	1218	573	200	385	72
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.4	13.0	13.6	5.5	7.2	44.7	51.5	8.0	10.4	4.1
Cycle Q Clear(g_c), s	9.8	41.0	7.4	13.0	13.6	5.5	7.2	44.7	51.5	8.0	10.4	4.1
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	290	1012	451	312	1083	483	232	1338	567	348	1446	645
V/C Ratio(X)	0.82	1.07	0.29	1.08	0.39	0.23	0.78	0.91	1.01	0.57	0.27	0.11
Avail Cap(c_a), veh/h	384	1012	451	312	1083	483	322	1338	567	444	1446	645
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	64.9	51.5	26.4	65.5	39.5	20.2	66.3	44.1	46.3	61.8	28.4	26.5
Incr Delay (d2), s/veh	10.4	47.4	0.3	74.0	0.2	0.2	7.9	10.8	40.5	1.5	0.1	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(95%),veh/ln	8.3	34.4	5.2	14.3	10.1	5.3	6.4	30.4	35.2	6.5	8.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	98.9	26.8	139.5	39.7	20.5	74.2	54.8	86.8	63.3	28.5	26.6
LnGrp LOS	E	F	C	F	D	C	E	D	F	E	C	C
Approach Vol, veh/h		1446			872			1972			657	
Approach Delay, s/veh		88.6			75.8			65.9			38.9	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	57.5	19.0	47.0	13.4	64.6	16.1	49.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 52	13.0	* 41	13.0	57.0	16.0	38.0
Max Q Clear Time (g_c+I1), s	10.0	53.5	15.0	43.0	9.2	12.4	11.8	15.6
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.2	3.1	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	70.7
HCM 6th LOS	E

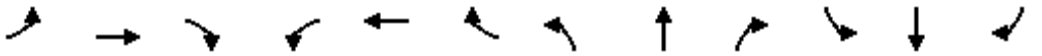
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Opening Year With Project With Improvements

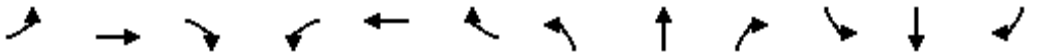
(Year 2030)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	111	104	308	300	144	124	762	223	63	658	377
Future Volume (vph)	181	111	104	308	300	144	124	762	223	63	658	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3318	1583	1770	3367		1770	4912		3433	3539	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3318	1583	1770	3367		1770	4912		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	191	117	109	324	316	152	131	802	235	66	693	397
RTOR Reduction (vph)	0	0	95	0	42	0	0	33	0	0	0	186
Lane Group Flow (vph)	101	207	14	324	426	0	131	1004	0	66	693	211
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	16.3	16.3	17.3	32.6	32.6		17.3	43.9		7.4	34.0	43.8
Effective Green, g (s)	16.3	16.3	17.3	32.6	32.6		17.3	43.9		7.4	34.0	43.8
Actuated g/C Ratio	0.12	0.12	0.13	0.24	0.24		0.13	0.32		0.05	0.25	0.32
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	192	397	201	424	807		225	1585		186	884	509
v/s Ratio Prot	c0.06	0.06	0.01	c0.18	0.13		c0.07	0.20		0.02	c0.20	c0.03
v/s Ratio Perm												0.10
v/c Ratio	0.53	0.52	0.07	0.76	0.53		0.58	0.63		0.35	0.78	0.41
Uniform Delay, d1	56.2	56.2	52.3	48.1	45.0		55.9	39.2		62.0	47.6	36.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.6	1.2	0.1	8.0	0.6		3.8	1.9		1.2	6.9	0.5
Delay (s)	58.8	57.4	52.4	56.1	45.6		59.7	41.1		63.2	54.5	36.6
Level of Service	E	E	D	E	D		E	D		E	D	D
Approach Delay (s)		56.4			49.9			43.2			48.8	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



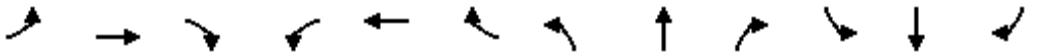
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	413	425	83	117	170	131	91	791	297	113	524	289
Future Volume (vph)	413	425	83	117	170	131	91	791	297	113	524	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.93		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3349	1583	1770	3308		1770	4877		3433	3539	1583
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3349	1583	1770	3308		1770	4877		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	435	447	87	123	179	138	96	833	313	119	552	304
RTOR Reduction (vph)	0	0	78	0	117	0	0	43	0	0	0	167
Lane Group Flow (vph)	287	595	9	123	200	0	96	1103	0	119	552	137
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	28.5	28.5	13.6	16.8	16.8		13.6	45.3		10.4	42.1	51.1
Effective Green, g (s)	28.5	28.5	13.6	16.8	16.8		13.6	45.3		10.4	42.1	51.1
Actuated g/C Ratio	0.21	0.21	0.10	0.12	0.12		0.10	0.33		0.08	0.31	0.38
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	337	701	158	218	408		177	1624		262	1095	594
v/s Ratio Prot	c0.18	0.18	0.01	c0.07	0.06		c0.05	c0.23		0.03	0.16	c0.02
v/s Ratio Perm												0.07
v/c Ratio	0.85	0.85	0.06	0.56	0.49		0.54	0.68		0.45	0.50	0.23
Uniform Delay, d1	51.7	51.7	55.4	56.2	55.6		58.2	39.1		60.1	38.4	29.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.3	9.4	0.1	3.3	0.9		3.4	2.3		1.3	1.7	0.2
Delay (s)	70.0	61.1	55.5	59.5	56.5		61.6	41.4		61.3	40.1	29.2
Level of Service	E	E	E	E	E		E	D		E	D	C
Approach Delay (s)		63.2			57.3			43.0			39.3	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Buildout With Project With Improvements

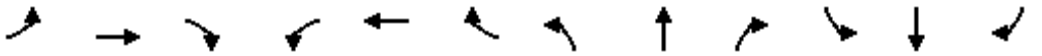
(Year 2040)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	112	105	310	301	144	125	766	224	64	661	379
Future Volume (vph)	182	112	105	310	301	144	125	766	224	64	661	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3318	1583	1770	3367		1770	4913		3433	3539	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3318	1583	1770	3367		1770	4913		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	192	118	111	326	317	152	132	806	236	67	696	399
RTOR Reduction (vph)	0	0	97	0	42	0	0	33	0	0	0	188
Lane Group Flow (vph)	102	208	14	326	427	0	132	1009	0	67	696	211
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4		8	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	16.7	16.7	16.7	32.7	32.7		17.2	43.5		7.2	33.5	43.4
Effective Green, g (s)	16.7	16.7	16.7	32.7	32.7		17.2	43.5		7.2	33.5	43.4
Actuated g/C Ratio	0.12	0.12	0.12	0.24	0.24		0.13	0.32		0.05	0.25	0.32
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	197	407	194	425	809		223	1571		181	871	505
v/s Ratio Prot	c0.06	0.06		c0.18	0.13		c0.07	0.21		0.02	c0.20	c0.03
v/s Ratio Perm			0.01									0.10
v/c Ratio	0.52	0.51	0.07	0.77	0.53		0.59	0.64		0.37	0.80	0.42
Uniform Delay, d1	55.9	55.8	52.8	48.1	44.9		56.1	39.6		62.2	48.1	36.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.3	1.1	0.2	8.1	0.6		4.2	2.0		1.3	7.6	0.6
Delay (s)	58.2	56.9	52.9	56.2	45.6		60.3	41.6		63.5	55.7	36.9
Level of Service	E	E	D	E	D		E	D		E	E	D
Approach Delay (s)		56.2			49.9			43.7			49.7	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	414	427	84	118	170	132	92	795	298	114	527	290
Future Volume (vph)	414	427	84	118	170	132	92	795	298	114	527	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.93		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3349	1583	1770	3307		1770	4877		3433	3539	1583
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3349	1583	1770	3307		1770	4877		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	436	449	88	124	179	139	97	837	314	120	555	305
RTOR Reduction (vph)	0	0	79	0	118	0	0	43	0	0	0	165
Lane Group Flow (vph)	288	597	9	124	200	0	97	1108	0	120	555	140
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	28.5	28.5	13.3	17.0	17.0		13.3	45.0		10.5	42.2	51.2
Effective Green, g (s)	28.5	28.5	13.3	17.0	17.0		13.3	45.0		10.5	42.2	51.2
Actuated g/C Ratio	0.21	0.21	0.10	0.12	0.12		0.10	0.33		0.08	0.31	0.38
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	337	701	154	221	413		173	1613		265	1098	595
v/s Ratio Prot	c0.18	0.18	0.01	c0.07	0.06		c0.05	c0.23		0.03	0.16	c0.02
v/s Ratio Perm												0.07
v/c Ratio	0.85	0.85	0.06	0.56	0.48		0.56	0.69		0.45	0.51	0.24
Uniform Delay, d1	51.8	51.7	55.7	56.0	55.4		58.6	39.4		60.0	38.4	29.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.6	9.8	0.2	3.2	0.9		4.1	2.4		1.2	1.7	0.2
Delay (s)	70.3	61.5	55.8	59.2	56.3		62.7	41.8		61.2	40.0	29.2
Level of Service	E	E	E	E	E		E	D		E	D	C
Approach Delay (s)		63.6			57.1			43.4			39.3	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	49.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Opening Year With Alternative 1 Conditions

(Year 2030)

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	24	580	115	56	28	52	603	77	6	483	131
Future Volume (veh/h)	174	24	580	115	56	28	52	603	77	6	483	131
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	0	628	121	59	29	55	635	81	6	508	138
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	0	834	151	220	108	71	1763	786	11	1643	733
Arrive On Green	0.12	0.00	0.22	0.08	0.19	0.19	0.04	0.50	0.50	0.01	0.46	0.46
Sat Flow, veh/h	1781	0	3170	1781	1184	582	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	183	0	628	121	0	88	55	635	81	6	508	138
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1766	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	18.2	6.7	0.0	4.3	3.1	11.0	2.7	0.3	9.0	5.1
Cycle Q Clear(g_c), s	10.1	0.0	18.2	6.7	0.0	4.3	3.1	11.0	2.7	0.3	9.0	5.1
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	0	834	151	0	328	71	1763	786	11	1643	733
V/C Ratio(X)	0.84	0.00	0.75	0.80	0.00	0.27	0.77	0.36	0.10	0.55	0.31	0.19
Avail Cap(c_a), veh/h	303	0	1109	232	0	477	214	1763	786	71	1643	733
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	33.9	44.9	0.0	34.9	47.6	15.5	13.4	49.6	16.9	15.8
Incr Delay (d2), s/veh	14.1	0.0	2.1	10.9	0.0	0.4	16.1	0.6	0.3	36.6	0.5	0.6
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(95%),veh/ln	9.0	0.0	11.5	6.1	0.0	3.4	3.0	7.9	1.8	0.5	6.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	0.0	35.9	55.8	0.0	35.3	63.6	16.0	13.6	86.2	17.4	16.4
LnGrp LOS	E	A	D	E	A	D	E	B	B	F	B	B
Approach Vol, veh/h		811			209			771			652	
Approach Delay, s/veh		40.7			47.2			19.2			17.8	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	55.6	12.5	27.3	8.0	52.2	16.2	23.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	12.0	25.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	13.0	8.7	20.2	5.1	11.0	12.1	6.3
Green Ext Time (p_c), s	0.0	4.6	0.1	2.1	0.0	3.3	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

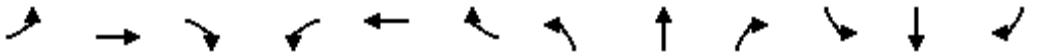
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	407	205	541	308	257	930
Future Volume (veh/h)	407	205	541	308	257	930
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	428	216	569	324	271	979
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	477	424	1509	673	308	2283
Arrive On Green	0.27	0.27	0.14	0.14	0.17	0.64
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	428	216	569	324	271	979
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	23.2	11.6	14.5	18.8	14.8	13.6
Cycle Q Clear(g_c), s	23.2	11.6	14.5	18.8	14.8	13.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	477	424	1509	673	308	2283
V/C Ratio(X)	0.90	0.51	0.38	0.48	0.88	0.43
Avail Cap(c_a), veh/h	615	547	1509	673	419	2283
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	35.3	31.0	31.0	32.8	40.4	8.8
Incr Delay (d2), s/veh	13.4	0.9	0.7	2.3	15.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.2	7.9	11.2	13.0	12.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.7	32.0	31.7	35.1	55.4	9.4
LnGrp LOS	D	C	C	D	E	A
Approach Vol, veh/h	644		893			1250
Approach Delay, s/veh	43.1		32.9			19.4
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.8	47.0			68.7	31.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.5	28.5			56.5	34.5
Max Q Clear Time (g_c+I1), s	16.8	20.8			15.6	25.2
Green Ext Time (p_c), s	0.4	3.1			8.9	1.6

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C



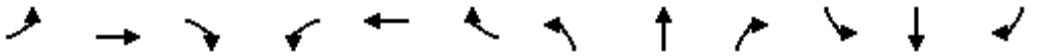
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	0	143	0	0	0	0	757	701	363	866	0
Future Volume (veh/h)	91	0	143	0	0	0	0	757	701	363	866	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	96	0	151				0	797	738	382	912	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	212	0	188				0	2173	969	465	2811	0
Arrive On Green	0.12	0.00	0.12				0.00	0.20	0.20	0.09	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	96	0	151				0	797	738	382	912	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.0	0.0	9.3				0.0	19.3	43.9	10.9	14.6	0.0
Cycle Q Clear(g_c), s	5.0	0.0	9.3				0.0	19.3	43.9	10.9	14.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	212	0	188				0	2173	969	465	2811	0
V/C Ratio(X)	0.45	0.00	0.80				0.00	0.37	0.76	0.82	0.32	0.00
Avail Cap(c_a), veh/h	322	0	287				0	2173	969	598	2811	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.72	0.72	0.80	0.80	0.00
Uniform Delay (d), s/veh	41.0	0.0	42.9				0.0	23.2	33.0	44.3	8.3	0.0
Incr Delay (d2), s/veh	1.5	0.0	9.0				0.0	0.3	4.1	5.8	0.2	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
%ile BackOfQ(95%),veh/ln	4.1	0.0	7.3				0.0	13.5	25.8	8.5	9.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	51.9				0.0	23.6	37.1	50.1	8.6	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		247						1535			1294	
Approach Delay, s/veh		48.3						30.1			20.8	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.0	65.7		16.4		83.6						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	17.3	51.1		18.1		72.9						
Max Q Clear Time (g_c+I1), s	12.9	45.9		11.3		16.6						
Green Ext Time (p_c), s	0.6	3.5		0.6		8.3						

Intersection Summary			
HCM 6th Ctrl Delay			27.7
HCM 6th LOS			C

Notes

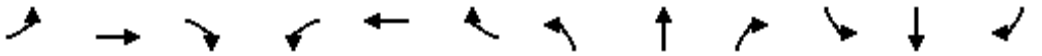
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	14	73	58	4	195	60	1012	24	114	918	63
Future Volume (veh/h)	163	14	73	58	4	195	60	1012	24	114	918	63
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	15	77	61	4	205	63	1065	25	120	966	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	25	87	122	30	338	81	1793	800	151	1934	862
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.09	1.00	1.00	0.03	0.18	0.18
Sat Flow, veh/h	688	93	322	287	109	1250	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	264	0	0	270	0	0	63	1065	25	120	966	66
Grp Sat Flow(s),veh/h/ln	1103	0	0	1646	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.6	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	6.7	24.5	3.5
Cycle Q Clear(g_c), s	23.7	0.0	0.0	14.2	0.0	0.0	3.5	0.0	0.0	6.7	24.5	3.5
Prop In Lane	0.65		0.29	0.23		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	358	0	0	490	0	0	81	1793	800	151	1934	862
V/C Ratio(X)	0.74	0.00	0.00	0.55	0.00	0.00	0.78	0.59	0.03	0.79	0.50	0.08
Avail Cap(c_a), veh/h	500	0	0	655	0	0	160	1793	800	232	1934	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.91	0.91	0.91	0.96	0.96	0.96
Uniform Delay (d), s/veh	36.1	0.0	0.0	31.8	0.0	0.0	45.0	0.0	0.0	47.7	28.8	20.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	1.0	0.0	0.0	13.6	1.3	0.1	9.8	0.9	0.2
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(95%),veh/ln	10.7	0.0	0.0	9.7	0.0	0.0	3.2	0.6	0.0	6.3	17.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	0.0	32.8	0.0	0.0	58.6	1.3	0.1	57.5	29.6	20.3
LnGrp LOS	D	A	A	C	A	A	E	A	A	E	C	C
Approach Vol, veh/h		264			270			1153			1152	
Approach Delay, s/veh		39.6			32.8			4.4			32.0	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	56.5		31.1	8.5	60.4		31.1				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	13.0	35.0		38.0	9.0	39.0		38.0				
Max Q Clear Time (g_c+I1), s	8.7	2.0		25.7	5.5	26.5		16.2				
Green Ext Time (p_c), s	0.1	9.3		1.3	0.0	5.3		1.7				

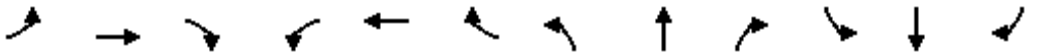
Intersection Summary			
HCM 6th Ctrl Delay		21.6	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	0	90	59	0	82	51	921	34	46	907	59
Future Volume (veh/h)	105	0	90	59	0	82	51	921	34	46	907	59
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	0	95	62	0	86	54	969	36	48	955	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	0	251	208	0	251	70	2336	1042	61	2320	1035
Arrive On Green	0.16	0.00	0.16	0.16	0.00	0.16	0.04	0.66	0.66	0.07	1.00	1.00
Sat Flow, veh/h	1311	0	1585	1301	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	111	0	95	62	0	86	54	969	36	48	955	62
Grp Sat Flow(s),veh/h/ln	1311	0	1585	1301	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.2	0.0	5.4	4.5	0.0	4.8	3.0	12.8	0.8	2.7	0.0	0.0
Cycle Q Clear(g_c), s	13.1	0.0	5.4	9.8	0.0	4.8	3.0	12.8	0.8	2.7	0.0	0.0
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	216	0	251	208	0	251	70	2336	1042	61	2320	1035
V/C Ratio(X)	0.51	0.00	0.38	0.30	0.00	0.34	0.77	0.41	0.03	0.78	0.41	0.06
Avail Cap(c_a), veh/h	415	0	491	405	0	491	178	2336	1042	160	2320	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	43.3	0.0	37.7	42.1	0.0	37.5	47.6	8.1	6.0	46.2	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.9	0.8	0.0	0.8	16.5	0.5	0.1	16.3	0.4	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(95%),veh/ln	5.0	0.0	3.8	2.7	0.0	3.5	3.0	8.1	0.5	2.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	0.0	38.6	42.9	0.0	38.3	64.1	8.6	6.1	62.4	0.4	0.1
LnGrp LOS	D	A	D	D	A	D	E	A	A	E	A	A
Approach Vol, veh/h		206			148			1059			1065	
Approach Delay, s/veh		42.2			40.2			11.4			3.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	71.7		20.8	7.9	71.3		20.8				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	45.0		31.0	10.0	44.0		31.0				
Max Q Clear Time (g_c+I1), s	4.7	14.8		15.1	5.0	2.0		11.8				
Green Ext Time (p_c), s	0.0	7.9		0.8	0.0	8.0		0.6				

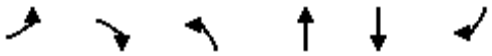
Intersection Summary			
HCM 6th Ctrl Delay		12.1	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	110	103	307	299	141	124	759	223	56	649	344
Future Volume (veh/h)	162	110	103	307	299	141	124	759	223	56	649	344
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	116	108	323	315	148	131	799	235	59	683	362
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	273	232	285	462	212	160	1638	478	251	1422	816
Arrive On Green	0.11	0.15	0.15	0.16	0.20	0.20	0.09	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	1781	1820	1548	1781	2365	1087	1781	3924	1145	3456	3554	1585
Grp Volume(v), veh/h	171	113	111	323	235	228	131	692	342	59	683	362
Grp Sat Flow(s),veh/h/ln	1781	1777	1592	1781	1777	1675	1781	1702	1664	1728	1777	1585
Q Serve(g_s), s	9.4	5.8	6.4	16.0	12.3	12.7	7.2	14.9	15.0	1.6	14.3	14.4
Cycle Q Clear(g_c), s	9.4	5.8	6.4	16.0	12.3	12.7	7.2	14.9	15.0	1.6	14.3	14.4
Prop In Lane	1.00		0.97	1.00		0.65	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	204	267	239	285	347	327	160	1421	695	251	1422	816
V/C Ratio(X)	0.84	0.42	0.46	1.13	0.68	0.70	0.82	0.49	0.49	0.24	0.48	0.44
Avail Cap(c_a), veh/h	285	533	477	285	533	502	160	1421	695	311	1422	816
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	38.6	38.8	42.0	37.3	37.5	44.7	21.3	21.3	43.8	22.3	15.2
Incr Delay (d2), s/veh	13.8	1.0	1.4	94.2	2.3	2.7	27.2	1.2	2.5	0.5	1.2	1.7
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(95%),veh/ln	8.5	4.6	4.6	21.9	9.3	9.2	7.8	10.0	10.3	1.3	10.1	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	39.6	40.2	136.2	39.6	40.2	71.9	22.5	23.8	44.2	23.4	17.0
LnGrp LOS	E	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		395			786			1165			1104	
Approach Delay, s/veh		47.4			79.5			28.4			22.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	47.7	20.0	21.0	13.0	46.0	15.5	25.5
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	3.6	17.0	18.0	8.4	9.2	16.4	11.4	14.7
Green Ext Time (p_c), s	0.0	4.1	0.0	1.2	0.0	3.9	0.2	2.5

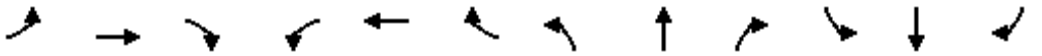
Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	165	84	260	630	138
Future Volume (veh/h)	142	165	84	260	630	138
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	174	88	274	663	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	229	520	2546	1783	389
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	2993	633
Grp Volume(v), veh/h	149	174	88	274	406	402
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1756
Q Serve(g_s), s	5.6	7.6	1.2	1.7	8.2	8.2
Cycle Q Clear(g_c), s	5.6	7.6	1.2	1.7	8.2	8.2
Prop In Lane	1.00	1.00	1.00			0.36
Lane Grp Cap(c), veh/h	258	229	520	2546	1092	1080
V/C Ratio(X)	0.58	0.76	0.17	0.11	0.37	0.37
Avail Cap(c_a), veh/h	569	506	594	2546	1092	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.84
Uniform Delay (d), s/veh	28.7	29.6	4.5	3.1	6.9	6.9
Incr Delay (d2), s/veh	2.0	5.1	0.2	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	11.0	0.6	0.8	5.0	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	34.7	4.7	3.2	7.7	7.8
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	323			362	808	
Approach Delay, s/veh	32.9			3.6	7.7	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.3
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	6.3	28.7
Max Q Clear Time (g_c+I1), s		3.7		9.6	3.2	10.2
Green Ext Time (p_c), s		1.9		0.8	0.0	5.1

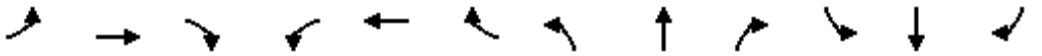
Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	360	211	312	865	33	233	118	103	93	489	328
Future Volume (veh/h)	188	360	211	312	865	33	233	118	103	93	489	328
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	379	222	328	911	35	245	124	108	98	515	345
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	644	424	386	1112	43	299	1779	1708	120	1713	764
Arrive On Green	0.07	0.18	0.18	0.11	0.22	0.22	0.09	0.50	0.50	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5046	194	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	198	379	222	328	614	332	245	124	108	98	515	345
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1836	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	8.1	14.1	17.2	13.4	24.7	24.8	10.0	2.6	2.2	7.8	12.6	20.8
Cycle Q Clear(g_c), s	8.1	14.1	17.2	13.4	24.7	24.8	10.0	2.6	2.2	7.8	12.6	20.8
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	644	424	386	750	405	299	1779	1708	120	1713	764
V/C Ratio(X)	0.79	0.59	0.52	0.85	0.82	0.82	0.82	0.07	0.06	0.81	0.30	0.45
Avail Cap(c_a), veh/h	384	814	500	528	922	497	432	1779	1708	223	1713	764
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	65.7	54.0	44.9	62.8	53.4	53.4	64.7	18.6	11.3	66.2	22.6	24.7
Incr Delay (d2), s/veh	6.2	0.9	1.0	9.5	4.9	8.8	8.0	0.1	0.1	12.3	0.5	1.9
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(95%),veh/ln	6.9	10.6	11.2	10.6	16.6	18.2	8.4	2.0	1.3	7.2	9.3	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.9	54.9	45.9	72.3	58.3	62.2	72.7	18.7	11.3	78.5	23.1	26.6
LnGrp LOS	E	D	D	E	E	E	E	B	B	E	C	C
Approach Vol, veh/h		799			1274			477			958	
Approach Delay, s/veh		56.6			62.9			44.8			30.0	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	78.1	20.1	32.1	16.4	75.4	14.4	37.7
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.0	51.0	22.0	33.0	18.0	51.0	16.0	39.0
Max Q Clear Time (g_c+I1), s	9.8	4.6	15.4	19.2	12.0	14.6	10.1	26.8
Green Ext Time (p_c), s	0.1	1.3	0.6	2.8	0.4	2.0	0.3	5.0

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	226	186	644	814	103	294	561	345	130	665	69
Future Volume (veh/h)	98	226	186	644	814	103	294	561	345	130	665	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	238	196	678	857	108	309	658	318	137	700	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	446	199	749	1111	495	363	1026	435	749	1433	639
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.27	0.27	0.22	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	103	238	196	678	857	108	309	658	318	137	700	73
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.2	9.0	14.3	27.5	31.5	4.1	12.3	22.3	26.2	4.7	21.1	4.1
Cycle Q Clear(g_c), s	4.2	9.0	14.3	27.5	31.5	4.1	12.3	22.3	26.2	4.7	21.1	4.1
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	151	446	199	749	1111	495	363	1026	435	749	1433	639
V/C Ratio(X)	0.68	0.53	0.99	0.90	0.77	0.22	0.85	0.64	0.73	0.18	0.49	0.11
Avail Cap(c_a), veh/h	192	716	319	888	1431	638	445	1026	435	749	1433	639
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	67.9	59.0	40.6	54.9	44.8	11.6	63.6	46.0	47.4	46.0	31.9	26.9
Incr Delay (d2), s/veh	6.8	1.0	36.9	11.4	2.0	0.2	12.4	3.1	10.4	0.1	0.3	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(95%),veh/ln	3.6	7.5	12.2	19.1	20.4	5.0	10.3	16.3	17.2	3.7	14.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	60.0	77.5	66.3	46.8	11.8	76.0	49.1	57.8	46.1	32.2	27.0
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		537			1643			1285			910	
Approach Delay, s/veh		69.2			52.6			57.7			33.9	
Approach LOS		E			D			E			C	

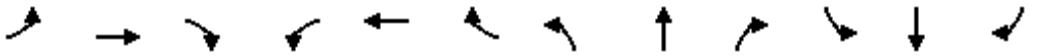
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	45.5	37.2	24.1	18.7	64.1	10.3	51.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 40	37.0	* 29	18.0	40.0	8.0	58.0
Max Q Clear Time (g_c+I1), s	6.7	28.2	29.5	16.3	14.3	23.1	6.2	33.5
Green Ext Time (p_c), s	0.3	4.3	1.7	1.8	0.4	4.7	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	56	880	93	65	39	74	891	118	12	291	98
Future Volume (veh/h)	113	56	880	93	65	39	74	891	118	12	291	98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	0	965	98	68	41	78	938	124	13	306	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	0	1069	124	291	176	102	1593	711	22	1433	639
Arrive On Green	0.08	0.00	0.28	0.07	0.27	0.27	0.06	0.45	0.45	0.01	0.40	0.40
Sat Flow, veh/h	1781	0	3170	1781	1093	659	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	119	0	965	98	0	109	78	938	124	13	306	103
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1752	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	28.0	5.4	0.0	4.9	4.3	19.8	4.7	0.7	5.6	4.1
Cycle Q Clear(g_c), s	6.6	0.0	28.0	5.4	0.0	4.9	4.3	19.8	4.7	0.7	5.6	4.1
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	0	1069	124	0	467	102	1593	711	22	1433	639
V/C Ratio(X)	0.81	0.00	0.90	0.79	0.00	0.23	0.77	0.59	0.17	0.60	0.21	0.16
Avail Cap(c_a), veh/h	178	0	1069	160	0	473	374	1593	711	71	1433	639
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	31.6	45.8	0.0	28.7	46.5	20.7	16.5	49.2	19.5	19.0
Incr Delay (d2), s/veh	19.8	0.0	10.7	18.0	0.0	0.3	11.3	1.6	0.5	24.0	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	18.1	5.4	0.0	3.7	4.0	13.0	3.2	0.8	4.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	0.0	42.3	63.8	0.0	28.9	57.8	22.3	17.0	73.2	19.8	19.6
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	B	B
Approach Vol, veh/h		1084			207			1140			422	
Approach Delay, s/veh		44.8			45.4			24.1			21.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	50.8	11.0	33.0	9.7	46.3	12.3	31.7
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	40.0	9.0	28.0	21.0	23.0	10.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	21.8	7.4	30.0	6.3	7.6	8.6	6.9
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.1	2.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

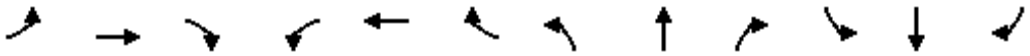
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	369	450	640	143	73	1185
Future Volume (veh/h)	369	450	640	143	73	1185
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	388	474	674	151	77	1247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	579	515	1720	767	99	2078
Arrive On Green	0.33	0.33	0.16	0.16	0.06	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	388	474	674	151	77	1247
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	18.8	28.8	17.0	8.3	4.3	22.4
Cycle Q Clear(g_c), s	18.8	28.8	17.0	8.3	4.3	22.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	579	515	1720	767	99	2078
V/C Ratio(X)	0.67	0.92	0.39	0.20	0.78	0.60
Avail Cap(c_a), veh/h	650	579	1720	767	187	2078
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	29.1	32.5	28.8	25.1	46.6	13.3
Incr Delay (d2), s/veh	2.3	18.8	0.6	0.5	12.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	19.4	12.7	6.2	4.0	13.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.4	51.3	29.4	25.7	58.7	14.6
LnGrp LOS	C	D	C	C	E	B
Approach Vol, veh/h	862		825			1324
Approach Delay, s/veh	42.3		28.7			17.1
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	52.9			63.0	37.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	39.5			54.5	36.5
Max Q Clear Time (g_c+I1), s	6.3	19.0			24.4	30.8
Green Ext Time (p_c), s	0.0	5.2			11.5	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C



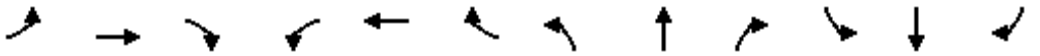
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	154	0	0	0	0	711	781	576	996	0
Future Volume (veh/h)	84	0	154	0	0	0	0	711	781	576	996	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	88	0	162				0	748	822	606	1048	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	223	0	199				0	1926	859	683	2788	0
Arrive On Green	0.13	0.00	0.13				0.00	0.18	0.18	0.13	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	88	0	162				0	748	822	606	1048	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.5	0.0	10.0				0.0	18.6	51.4	17.2	17.4	0.0
Cycle Q Clear(g_c), s	4.5	0.0	10.0				0.0	18.6	51.4	17.2	17.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	223	0	199				0	1926	859	683	2788	0
V/C Ratio(X)	0.39	0.00	0.81				0.00	0.39	0.96	0.89	0.38	0.00
Avail Cap(c_a), veh/h	322	0	287				0	1926	859	729	2788	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.60	0.60	0.76	0.76	0.00
Uniform Delay (d), s/veh	40.2	0.0	42.6				0.0	26.4	39.9	42.3	9.2	0.0
Incr Delay (d2), s/veh	1.1	0.0	11.2				0.0	0.4	15.5	9.8	0.3	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
%ile BackOfQ(95%),veh/ln	3.7	0.0	7.9				0.0	12.7	31.8	12.7	11.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	53.8				0.0	26.8	55.4	52.1	9.5	0.0
LnGrp LOS	D	A	D				A	C	E	D	A	A
Approach Vol, veh/h		250						1570			1654	
Approach Delay, s/veh		49.4						41.8			25.1	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.3	58.7		17.0		83.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	21.1	47.3		18.1		72.9						
Max Q Clear Time (g_c+I1), s	19.2	53.4		12.0		19.4						
Green Ext Time (p_c), s	0.5	0.0		0.6		10.1						

Intersection Summary			
HCM 6th Ctrl Delay		34.4	
HCM 6th LOS		C	

Notes

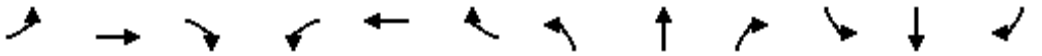
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	17	52	57	11	156	79	1064	54	219	797	114
Future Volume (veh/h)	159	17	52	57	11	156	79	1064	54	219	797	114
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	18	55	60	12	164	83	1120	57	231	839	120
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	27	62	124	43	277	105	1666	743	269	1992	889
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.12	0.94	0.94	0.05	0.19	0.19
Sat Flow, veh/h	763	112	260	328	178	1154	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	240	0	0	236	0	0	83	1120	57	231	839	120
Grp Sat Flow(s),veh/h/ln	1135	0	0	1660	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.5	0.0	0.0	0.0	0.0	0.0	4.5	5.3	0.2	12.9	20.9	6.3
Cycle Q Clear(g_c), s	21.0	0.0	0.0	12.5	0.0	0.0	4.5	5.3	0.2	12.9	20.9	6.3
Prop In Lane	0.70		0.23	0.25		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	0	0	444	0	0	105	1666	743	269	1992	889
V/C Ratio(X)	0.72	0.00	0.00	0.53	0.00	0.00	0.79	0.67	0.08	0.86	0.42	0.14
Avail Cap(c_a), veh/h	452	0	0	581	0	0	178	1666	743	338	1992	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.80	0.80	0.80	0.94	0.94	0.94
Uniform Delay (d), s/veh	37.5	0.0	0.0	33.6	0.0	0.0	43.5	1.8	1.7	46.5	26.4	20.5
Incr Delay (d2), s/veh	3.6	0.0	0.0	1.0	0.0	0.0	9.9	1.8	0.2	15.5	0.6	0.3
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(95%),veh/ln	9.9	0.0	0.0	8.8	0.0	0.0	3.9	2.2	0.2	11.6	15.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	0.0	34.6	0.0	0.0	53.4	3.6	1.8	61.9	27.0	20.8
LnGrp LOS	D	A	A	C	A	A	D	A	A	E	C	C
Approach Vol, veh/h		240			236			1260			1190	
Approach Delay, s/veh		41.1			34.6			6.8			33.2	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.1	52.9		28.0	9.9	62.1		28.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	19.0	34.0		33.0	10.0	43.0		33.0				
Max Q Clear Time (g_c+I1), s	14.9	7.3		23.0	6.5	22.9		14.5				
Green Ext Time (p_c), s	0.3	9.1		1.0	0.0	5.3		1.3				

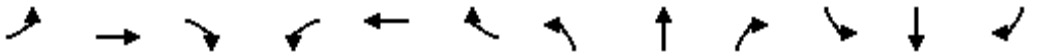
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	0	122	81	0	112	138	1008	92	127	643	162
Future Volume (veh/h)	144	0	122	81	0	112	138	1008	92	127	643	162
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	0	128	85	0	118	145	1061	97	134	677	171
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	0	330	247	0	330	178	1956	872	163	1927	860
Arrive On Green	0.21	0.00	0.21	0.21	0.00	0.21	0.10	0.55	0.55	0.18	1.00	1.00
Sat Flow, veh/h	1274	0	1585	1262	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	152	0	128	85	0	118	145	1061	97	134	677	171
Grp Sat Flow(s),veh/h/ln	1274	0	1585	1262	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.6	0.0	7.0	6.2	0.0	6.4	8.0	19.1	2.9	7.2	0.0	0.0
Cycle Q Clear(g_c), s	18.0	0.0	7.0	13.2	0.0	6.4	8.0	19.1	2.9	7.2	0.0	0.0
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	256	0	330	247	0	330	178	1956	872	163	1927	860
V/C Ratio(X)	0.59	0.00	0.39	0.34	0.00	0.36	0.82	0.54	0.11	0.82	0.35	0.20
Avail Cap(c_a), veh/h	360	0	460	350	0	460	285	1956	872	285	1927	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	41.6	0.0	34.1	39.8	0.0	33.9	44.1	14.4	10.8	40.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.7	0.8	0.0	0.7	9.3	1.1	0.3	8.8	0.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.0	4.9	3.6	0.0	4.5	7.1	12.1	1.9	5.9	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	0.0	34.9	40.6	0.0	34.5	53.4	15.5	11.0	48.9	0.5	0.5
LnGrp LOS	D	A	C	D	A	C	D	B	B	D	A	A
Approach Vol, veh/h		280			203			1303			982	
Approach Delay, s/veh		39.7			37.1			19.4			7.1	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	61.0		25.8	14.0	60.2		25.8				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	16.0	40.0		29.0	16.0	40.0		29.0				
Max Q Clear Time (g_c+I1), s	9.2	21.1		20.0	10.0	2.0		15.2				
Green Ext Time (p_c), s	0.2	7.2		0.8	0.2	4.1		0.8				

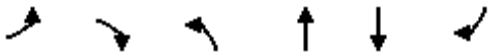
Intersection Summary			
HCM 6th Ctrl Delay		18.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	423	82	116	169	124	91	782	297	107	517	260
Future Volume (veh/h)	376	423	82	116	169	124	91	782	297	107	517	260
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	396	445	86	122	178	131	96	823	313	113	544	274
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	663	127	155	301	209	149	1473	557	298	1444	898
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2974	571	1781	2004	1393	1781	3647	1379	3456	3554	1585
Grp Volume(v), veh/h	396	265	266	122	157	152	96	768	368	113	544	274
Grp Sat Flow(s),veh/h/ln	1781	1777	1768	1781	1777	1620	1781	1702	1622	1728	1777	1585
Q Serve(g_s), s	16.0	13.6	13.8	6.7	8.2	8.8	5.2	17.4	17.5	3.1	10.7	9.1
Cycle Q Clear(g_c), s	16.0	13.6	13.8	6.7	8.2	8.8	5.2	17.4	17.5	3.1	10.7	9.1
Prop In Lane	1.00		0.32	1.00		0.86	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	394	155	267	243	149	1375	655	298	1444	898
V/C Ratio(X)	1.39	0.67	0.68	0.79	0.59	0.63	0.64	0.56	0.56	0.38	0.38	0.31
Avail Cap(c_a), veh/h	285	586	583	232	533	486	160	1375	655	311	1444	898
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.5	35.5	44.7	39.6	39.9	44.4	22.9	23.0	43.2	20.8	11.4
Incr Delay (d2), s/veh	194.7	1.9	1.9	10.1	2.1	2.6	7.7	1.6	3.5	0.8	0.8	0.9
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(95%),veh/ln	34.4	10.0	10.0	6.1	6.7	6.6	4.7	11.5	11.5	2.4	8.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	236.7	37.3	37.5	54.8	41.7	42.5	52.1	24.6	26.4	44.0	21.6	12.3
LnGrp LOS	F	D	D	D	D	D	D	C	C	D	C	B
Approach Vol, veh/h		927			431			1232			931	
Approach Delay, s/veh		122.6			45.7			27.3			21.5	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	46.4	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	5.1	19.5	8.7	15.8	7.2	12.7	18.0	10.8
Green Ext Time (p_c), s	0.1	3.4	0.1	3.0	0.0	3.8	0.0	1.7

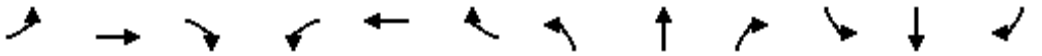
Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	74	109	800	419	87
Future Volume (veh/h)	61	74	109	800	419	87
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	78	115	842	441	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	135	120	731	2791	1993	413
Arrive On Green	0.08	0.08	0.05	0.79	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3024	607
Grp Volume(v), veh/h	64	78	115	842	266	267
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1761
Q Serve(g_s), s	2.5	3.4	1.2	4.8	4.1	4.1
Cycle Q Clear(g_c), s	2.5	3.4	1.2	4.8	4.1	4.1
Prop In Lane	1.00	1.00	1.00			0.34
Lane Grp Cap(c), veh/h	135	120	731	2791	1208	1197
V/C Ratio(X)	0.47	0.65	0.16	0.30	0.22	0.22
Avail Cap(c_a), veh/h	569	506	865	2791	1208	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	31.9	32.3	2.6	2.2	4.3	4.3
Incr Delay (d2), s/veh	2.6	5.8	0.1	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	5.7	0.5	1.6	2.2	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	38.2	2.7	2.5	4.7	4.8
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	142			957	533	
Approach Delay, s/veh	36.5			2.5	4.7	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.6		9.4	7.6	55.0
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	9.0	26.0
Max Q Clear Time (g_c+I1), s		6.8		5.4	3.2	6.1
Green Ext Time (p_c), s		6.9		0.3	0.1	3.2

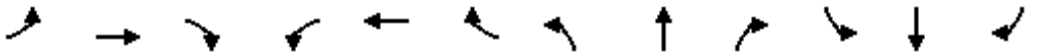
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	740	80	174	506	94	431	589	361	107	239	180
Future Volume (veh/h)	374	740	80	174	506	94	431	589	361	107	239	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	394	779	84	183	533	99	454	620	380	113	252	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	456	907	643	233	829	151	519	1640	1476	136	1379	615
Arrive On Green	0.13	0.26	0.26	0.07	0.19	0.19	0.15	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	4341	791	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	394	779	84	183	416	216	454	620	380	113	252	189
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1728	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	16.1	30.1	4.8	7.5	16.2	16.7	18.5	16.4	10.7	9.0	6.7	11.9
Cycle Q Clear(g_c), s	16.1	30.1	4.8	7.5	16.2	16.7	18.5	16.4	10.7	9.0	6.7	11.9
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	456	907	643	233	650	330	519	1640	1476	136	1379	615
V/C Ratio(X)	0.86	0.86	0.13	0.78	0.64	0.66	0.87	0.38	0.26	0.83	0.18	0.31
Avail Cap(c_a), veh/h	624	1111	734	336	780	396	696	1640	1476	235	1379	615
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	61.2	51.1	26.9	66.1	53.7	53.9	59.8	25.3	18.5	65.5	29.0	30.6
Incr Delay (d2), s/veh	9.2	5.9	0.1	7.5	1.3	2.9	9.4	0.7	0.4	11.9	0.3	1.3
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(95%),veh/ln	12.2	20.3	3.4	6.4	11.5	12.1	13.7	11.5	6.5	8.1	5.4	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	57.0	26.9	73.6	55.0	56.8	69.2	25.9	18.9	77.4	29.3	31.9
LnGrp LOS	E	E	C	E	D	E	E	C	B	E	C	C
Approach Vol, veh/h		1257			815			1454			554	
Approach Delay, s/veh		59.2			59.6			37.6			40.0	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	72.5	13.7	42.8	25.6	61.9	23.0	33.5
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	19.0	46.0	14.0	45.0	29.0	36.0	26.0	33.0
Max Q Clear Time (g_c+I1), s	11.0	18.4	9.5	32.1	20.5	8.7	18.1	18.7
Green Ext Time (p_c), s	0.1	6.5	0.2	4.7	1.1	0.8	0.9	3.6

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1018	122	318	399	101	171	941	678	187	360	67
Future Volume (veh/h)	226	1018	122	318	399	101	171	941	678	187	360	67
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	1072	128	335	420	106	180	1209	568	197	379	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	312	1084	484	230	1338	567	348	1448	646
Arrive On Green	0.08	0.28	0.28	0.09	0.31	0.31	0.06	0.36	0.36	0.10	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	238	1072	128	335	420	106	180	1209	568	197	379	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.4	13.0	13.4	5.3	7.2	44.2	51.5	7.8	10.2	4.0
Cycle Q Clear(g_c), s	9.8	41.0	7.4	13.0	13.4	5.3	7.2	44.2	51.5	7.8	10.2	4.0
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	290	1012	451	312	1084	484	230	1338	567	348	1448	646
V/C Ratio(X)	0.82	1.06	0.28	1.07	0.39	0.22	0.78	0.90	1.00	0.57	0.26	0.11
Avail Cap(c_a), veh/h	384	1012	451	312	1084	484	297	1338	567	444	1448	646
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	64.9	51.5	26.5	65.5	39.4	20.1	66.3	43.9	46.3	61.8	28.3	26.5
Incr Delay (d2), s/veh	10.3	45.4	0.3	72.0	0.2	0.2	9.7	10.2	38.3	1.4	0.1	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(95%),veh/ln	8.3	33.9	5.2	14.1	10.0	5.0	6.5	30.0	34.6	6.3	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	96.9	26.8	137.5	39.7	20.4	76.1	54.1	84.5	63.2	28.4	26.5
LnGrp LOS	E	F	C	F	D	C	E	D	F	E	C	C
Approach Vol, veh/h		1438			861			1957			647	
Approach Delay, s/veh		87.1			75.3			65.0			38.8	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	57.5	19.0	47.0	13.3	64.7	16.1	49.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 52	13.0	* 41	12.0	58.0	16.0	38.0
Max Q Clear Time (g_c+I1), s	9.8	53.5	15.0	43.0	9.2	12.2	11.8	15.4
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.1	3.0	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	69.8
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

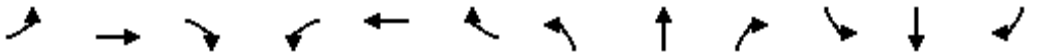
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Opening Year With Alternative 2 Conditions

(Year 2030)

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	24	575	114	56	28	51	584	75	6	480	131
Future Volume (veh/h)	174	24	575	114	56	28	51	584	75	6	480	131
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	0	622	120	59	29	54	615	79	6	505	138
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	0	826	150	217	107	70	1771	790	11	1654	738
Arrive On Green	0.12	0.00	0.22	0.08	0.18	0.18	0.04	0.50	0.50	0.01	0.47	0.47
Sat Flow, veh/h	1781	0	3170	1781	1184	582	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	183	0	622	120	0	88	54	615	79	6	505	138
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1766	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	18.0	6.6	0.0	4.3	3.0	10.5	2.6	0.3	8.9	5.1
Cycle Q Clear(g_c), s	10.1	0.0	18.0	6.6	0.0	4.3	3.0	10.5	2.6	0.3	8.9	5.1
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	0	826	150	0	324	70	1771	790	11	1654	738
V/C Ratio(X)	0.84	0.00	0.75	0.80	0.00	0.27	0.77	0.35	0.10	0.55	0.31	0.19
Avail Cap(c_a), veh/h	303	0	1107	232	0	477	232	1771	790	71	1654	738
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	34.0	45.0	0.0	35.1	47.6	15.2	13.2	49.6	16.7	15.7
Incr Delay (d2), s/veh	14.1	0.0	2.0	10.6	0.0	0.4	16.3	0.5	0.3	36.6	0.5	0.6
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(95%),veh/ln	9.0	0.0	11.4	6.0	0.0	3.4	3.0	7.6	1.7	0.5	6.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	0.0	36.1	55.6	0.0	35.5	63.9	15.7	13.5	86.2	17.1	16.2
LnGrp LOS	E	A	D	E	A	D	E	B	B	F	B	B
Approach Vol, veh/h		805			208			748			649	
Approach Delay, s/veh		40.8			47.1			19.0			17.6	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	55.8	12.4	27.1	7.9	52.5	16.2	23.4
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	13.0	24.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	12.5	8.6	20.0	5.0	10.9	12.1	6.3
Green Ext Time (p_c), s	0.0	4.5	0.1	2.1	0.0	3.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

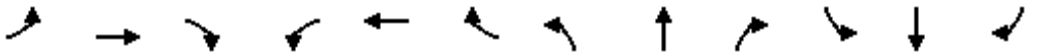
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	400	205	519	293	257	922
Future Volume (veh/h)	400	205	519	293	257	922
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	421	216	546	308	271	971
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	470	418	977	436	581	2296
Arrive On Green	0.26	0.26	0.09	0.09	0.33	0.65
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	421	216	546	308	271	971
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	22.8	11.6	14.7	18.9	12.1	13.3
Cycle Q Clear(g_c), s	22.8	11.6	14.7	18.9	12.1	13.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	470	418	977	436	581	2296
V/C Ratio(X)	0.90	0.52	0.56	0.71	0.47	0.42
Avail Cap(c_a), veh/h	615	547	977	436	581	2296
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	35.5	31.4	39.7	41.5	26.8	8.6
Incr Delay (d2), s/veh	13.0	1.0	2.2	8.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	8.0	11.6	13.8	8.9	8.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.5	32.3	41.8	50.3	27.4	9.2
LnGrp LOS	D	C	D	D	C	A
Approach Vol, veh/h	637		854			1242
Approach Delay, s/veh	43.0		44.9			13.2
Approach LOS	D		D			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	37.1	32.0			69.1	30.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	24.5	27.5			56.5	34.5
Max Q Clear Time (g_c+I1), s	14.1	20.9			15.3	24.8
Green Ext Time (p_c), s	0.6	2.6			8.8	1.6

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C



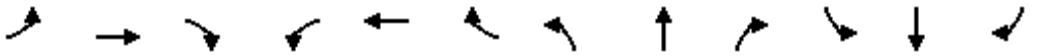
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	0	137	0	0	0	0	721	682	363	850	0
Future Volume (veh/h)	91	0	137	0	0	0	0	721	682	363	850	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	96	0	144				0	759	718	382	895	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	204	0	182				0	2188	976	466	2826	0
Arrive On Green	0.11	0.00	0.11				0.00	0.20	0.20	0.09	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	96	0	144				0	759	718	382	895	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.0	0.0	8.8				0.0	18.3	42.4	10.9	14.2	0.0
Cycle Q Clear(g_c), s	5.0	0.0	8.8				0.0	18.3	42.4	10.9	14.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	204	0	182				0	2188	976	466	2826	0
V/C Ratio(X)	0.47	0.00	0.79				0.00	0.35	0.74	0.82	0.32	0.00
Avail Cap(c_a), veh/h	326	0	290				0	2188	976	605	2826	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.77	0.77	0.81	0.81	0.00
Uniform Delay (d), s/veh	41.4	0.0	43.1				0.0	22.6	32.2	44.3	8.1	0.0
Incr Delay (d2), s/veh	1.7	0.0	7.6				0.0	0.3	3.8	5.6	0.2	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
%ile BackOfQ(95%),veh/ln	4.1	0.0	6.9				0.0	13.0	25.2	8.5	9.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	0.0	50.7				0.0	22.9	36.1	49.9	8.3	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		240						1477			1277	
Approach Delay, s/veh		47.6						29.3			20.8	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.0	66.1		16.0		84.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	17.5	50.7		18.3		72.7
Max Q Clear Time (g_c+I1), s	12.9	44.4		10.8		16.2
Green Ext Time (p_c), s	0.6	4.0		0.6		8.1

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

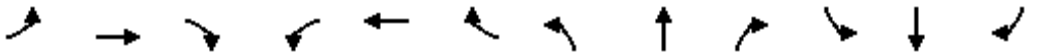
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	14	62	53	4	190	56	976	22	112	904	58
Future Volume (veh/h)	150	14	62	53	4	190	56	976	22	112	904	58
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	15	65	56	4	200	59	1027	23	118	952	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	27	74	111	28	317	76	1874	836	149	2020	901
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.08	1.00	1.00	0.03	0.19	0.19
Sat Flow, veh/h	687	108	299	272	111	1275	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	238	0	0	260	0	0	59	1027	23	118	952	61
Grp Sat Flow(s),veh/h/ln	1093	0	0	1657	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	6.6	23.9	3.2
Cycle Q Clear(g_c), s	21.7	0.0	0.0	13.8	0.0	0.0	3.2	0.0	0.0	6.6	23.9	3.2
Prop In Lane	0.66		0.27	0.22		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	0	0	456	0	0	76	1874	836	149	2020	901
V/C Ratio(X)	0.72	0.00	0.00	0.57	0.00	0.00	0.78	0.55	0.03	0.79	0.47	0.07
Avail Cap(c_a), veh/h	489	0	0	641	0	0	160	1874	836	232	2020	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	0.96	0.96	0.96
Uniform Delay (d), s/veh	37.0	0.0	0.0	33.4	0.0	0.0	45.3	0.0	0.0	47.8	27.2	18.8
Incr Delay (d2), s/veh	2.9	0.0	0.0	1.1	0.0	0.0	14.6	1.1	0.1	9.3	0.8	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(95%),veh/ln	9.8	0.0	0.0	9.6	0.0	0.0	3.0	0.5	0.0	6.2	17.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.0	0.0	34.6	0.0	0.0	59.8	1.1	0.1	57.1	28.0	19.0
LnGrp LOS	D	A	A	C	A	A	E	A	A	E	C	B
Approach Vol, veh/h		238			260			1109			1131	
Approach Delay, s/veh		39.9			34.6			4.2			30.5	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	58.7		28.9	8.2	62.8		28.9				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	13.0	36.0		37.0	9.0	40.0		37.0				
Max Q Clear Time (g_c+I1), s	8.6	2.0		23.7	5.2	25.9		15.8				
Green Ext Time (p_c), s	0.1	8.9		1.2	0.0	5.6		1.6				

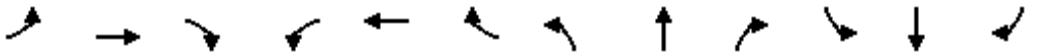
Intersection Summary			
HCM 6th Ctrl Delay		21.1	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	75	50	0	69	45	910	30	41	889	52
Future Volume (veh/h)	87	0	75	50	0	69	45	910	30	41	889	52
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	0	79	53	0	73	47	958	32	43	936	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	0	215	191	0	215	60	2430	1084	55	2418	1079
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.03	0.68	0.68	0.06	1.00	1.00
Sat Flow, veh/h	1327	0	1585	1320	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	92	0	79	53	0	73	47	958	32	43	936	55
Grp Sat Flow(s),veh/h/ln	1327	0	1585	1320	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.7	0.0	4.5	3.8	0.0	4.2	2.6	11.7	0.7	2.4	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	4.5	8.3	0.0	4.2	2.6	11.7	0.7	2.4	0.0	0.0
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	197	0	215	191	0	215	60	2430	1084	55	2418	1079
V/C Ratio(X)	0.47	0.00	0.37	0.28	0.00	0.34	0.78	0.39	0.03	0.79	0.39	0.05
Avail Cap(c_a), veh/h	441	0	507	434	0	507	178	2430	1084	160	2418	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	44.1	0.0	39.3	43.1	0.0	39.2	47.9	6.8	5.1	46.6	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	1.0	0.8	0.0	0.9	19.1	0.5	0.1	18.9	0.4	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(95%),veh/ln	4.1	0.0	3.3	2.3	0.0	3.0	2.7	7.3	0.4	2.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	0.0	40.4	43.9	0.0	40.1	67.0	7.3	5.2	65.5	0.4	0.1
LnGrp LOS	D	A	D	D	A	D	E	A	A	E	A	A
Approach Vol, veh/h		171			126			1037			1034	
Approach Delay, s/veh		43.3			41.7			10.0			3.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	74.4		18.6	7.4	74.0		18.6				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	44.0		32.0	10.0	43.0		32.0				
Max Q Clear Time (g_c+I1), s	4.4	13.7		12.9	4.6	2.0		10.3				
Green Ext Time (p_c), s	0.0	7.8		0.6	0.0	7.8		0.5				

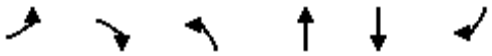
Intersection Summary			
HCM 6th Ctrl Delay		11.1	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	109	103	307	298	139	123	756	223	50	642	315
Future Volume (veh/h)	146	109	103	307	298	139	123	756	223	50	642	315
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	115	108	323	314	146	129	796	235	53	676	332
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	272	233	285	487	222	158	1649	483	240	1426	802
Arrive On Green	0.10	0.15	0.15	0.16	0.21	0.21	0.09	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	1781	1813	1554	1781	2373	1080	1781	3920	1148	3456	3554	1585
Grp Volume(v), veh/h	154	112	111	323	233	227	129	690	341	53	676	332
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1777	1676	1781	1702	1664	1728	1777	1585
Q Serve(g_s), s	8.5	5.7	6.3	16.0	12.0	12.4	7.1	14.7	14.9	1.4	14.1	13.1
Cycle Q Clear(g_c), s	8.5	5.7	6.3	16.0	12.0	12.4	7.1	14.7	14.9	1.4	14.1	13.1
Prop In Lane	1.00		0.98	1.00		0.64	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	187	267	239	285	365	344	158	1432	700	240	1426	802
V/C Ratio(X)	0.83	0.42	0.46	1.13	0.64	0.66	0.82	0.48	0.49	0.22	0.47	0.41
Avail Cap(c_a), veh/h	267	533	477	285	551	520	160	1432	700	311	1426	802
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	38.6	38.8	42.0	36.4	36.5	44.8	21.1	21.1	44.0	22.1	15.4
Incr Delay (d2), s/veh	12.9	1.0	1.4	94.2	1.9	2.2	26.7	1.2	2.4	0.5	1.1	1.6
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(95%),veh/ln	7.8	4.6	4.6	21.9	9.1	9.0	7.7	10.0	10.2	1.1	10.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	39.6	40.2	136.2	38.2	38.7	71.5	22.2	23.5	44.4	23.3	17.0
LnGrp LOS	E	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		377			783			1160			1061	
Approach Delay, s/veh		46.8			78.8			28.1			22.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	48.1	20.0	21.0	12.9	46.1	14.5	26.5
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	15.0	31.0
Max Q Clear Time (g_c+I1), s	3.4	16.9	18.0	8.3	9.1	16.1	10.5	14.4
Green Ext Time (p_c), s	0.0	4.2	0.0	1.2	0.0	3.9	0.1	2.6

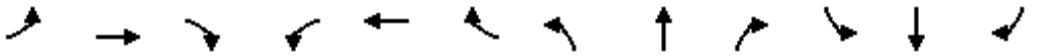
Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	165	84	249	600	138
Future Volume (veh/h)	142	165	84	249	600	138
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	174	88	262	632	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	229	533	2546	1765	404
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	2965	658
Grp Volume(v), veh/h	149	174	88	262	391	386
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1752
Q Serve(g_s), s	5.6	7.6	1.2	1.6	7.8	7.8
Cycle Q Clear(g_c), s	5.6	7.6	1.2	1.6	7.8	7.8
Prop In Lane	1.00	1.00	1.00			0.38
Lane Grp Cap(c), veh/h	258	229	533	2546	1092	1077
V/C Ratio(X)	0.58	0.76	0.17	0.10	0.36	0.36
Avail Cap(c_a), veh/h	569	506	605	2546	1092	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.85	0.85
Uniform Delay (d), s/veh	28.7	29.6	4.4	3.1	6.8	6.9
Incr Delay (d2), s/veh	2.0	5.1	0.1	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	11.0	0.6	0.8	4.8	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	34.7	4.6	3.2	7.6	7.6
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	323			350	777	
Approach Delay, s/veh	32.9			3.6	7.6	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.3
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	6.2	28.8
Max Q Clear Time (g_c+I1), s		3.6		9.6	3.2	9.8
Green Ext Time (p_c), s		1.8		0.8	0.0	4.9

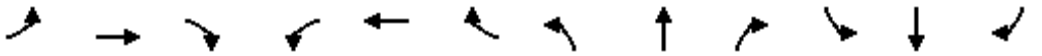
Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	360	211	312	865	33	233	116	103	92	485	304
Future Volume (veh/h)	178	360	211	312	865	33	233	116	103	92	485	304
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	379	222	328	911	35	245	122	108	97	511	320
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	640	422	387	1125	43	299	1784	1713	119	1715	765
Arrive On Green	0.07	0.18	0.18	0.11	0.22	0.22	0.09	0.50	0.50	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5046	194	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	187	379	222	328	614	332	245	122	108	97	511	320
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1836	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	7.7	14.1	17.2	13.4	24.6	24.7	10.0	2.5	2.2	7.7	12.5	18.8
Cycle Q Clear(g_c), s	7.7	14.1	17.2	13.4	24.6	24.7	10.0	2.5	2.2	7.7	12.5	18.8
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	640	422	387	759	409	299	1784	1713	119	1715	765
V/C Ratio(X)	0.79	0.59	0.53	0.85	0.81	0.81	0.82	0.07	0.06	0.81	0.30	0.42
Avail Cap(c_a), veh/h	360	814	500	552	969	523	432	1784	1713	223	1715	765
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	66.0	54.2	45.1	62.7	53.0	53.1	64.7	18.5	11.2	66.3	22.5	24.1
Incr Delay (d2), s/veh	6.4	0.9	1.0	8.4	4.1	7.4	8.0	0.1	0.1	12.3	0.4	1.7
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(95%),veh/ln	6.5	10.6	11.3	10.5	16.4	18.0	8.4	2.0	1.3	7.1	9.2	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	55.1	46.1	71.1	57.1	60.5	72.7	18.6	11.2	78.6	22.9	25.8
LnGrp LOS	E	E	D	E	E	E	E	B	B	E	C	C
Approach Vol, veh/h		788			1274			475			928	
Approach Delay, s/veh		56.6			61.6			44.8			29.8	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	78.3	20.1	31.9	16.4	75.5	13.9	38.1
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.0	50.0	23.0	33.0	18.0	50.0	15.0	41.0
Max Q Clear Time (g_c+I1), s	9.7	4.5	15.4	19.2	12.0	14.5	9.7	26.7
Green Ext Time (p_c), s	0.1	1.3	0.7	2.8	0.4	2.0	0.3	5.4

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	225	186	644	814	102	294	559	345	127	660	69
Future Volume (veh/h)	98	225	186	644	814	102	294	559	345	127	660	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	237	196	678	857	107	309	657	317	134	695	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	445	199	749	1110	495	363	1026	435	749	1433	639
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.27	0.27	0.22	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	103	237	196	678	857	107	309	657	317	134	695	73
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.2	9.0	14.3	27.5	31.5	4.0	12.3	22.3	26.1	4.5	20.9	4.1
Cycle Q Clear(g_c), s	4.2	9.0	14.3	27.5	31.5	4.0	12.3	22.3	26.1	4.5	20.9	4.1
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	151	445	199	749	1110	495	363	1026	435	749	1433	639
V/C Ratio(X)	0.68	0.53	0.99	0.90	0.77	0.22	0.85	0.64	0.73	0.18	0.49	0.11
Avail Cap(c_a), veh/h	192	716	319	888	1431	638	445	1026	435	749	1433	639
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	67.9	59.0	40.6	54.9	44.8	11.6	63.6	46.0	47.4	45.9	31.9	26.9
Incr Delay (d2), s/veh	6.8	1.0	36.9	11.4	2.0	0.2	12.4	3.1	10.3	0.1	0.3	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(95%),veh/ln	3.6	7.4	12.2	19.1	20.4	5.0	10.3	16.3	17.2	3.6	14.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	60.0	77.6	66.3	46.8	11.8	76.0	49.1	57.7	46.0	32.1	27.0
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		536			1642			1283			902	
Approach Delay, s/veh		69.2			52.6			57.7			33.8	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	45.5	37.2	24.1	18.7	64.1	10.3	51.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 40	37.0	* 29	18.0	40.0	8.0	58.0
Max Q Clear Time (g_c+I1), s	6.5	28.1	29.5	16.3	14.3	22.9	6.2	33.5
Green Ext Time (p_c), s	0.3	4.4	1.7	1.8	0.4	4.7	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

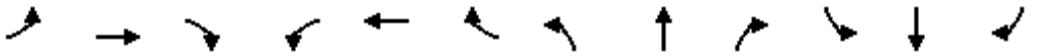
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	56	869	91	65	39	74	878	116	12	283	98
Future Volume (veh/h)	113	56	869	91	65	39	74	878	116	12	283	98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	0	954	96	68	41	78	924	122	13	298	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	0	1069	122	290	175	102	1598	713	22	1438	641
Arrive On Green	0.08	0.00	0.28	0.07	0.27	0.27	0.06	0.45	0.45	0.01	0.40	0.40
Sat Flow, veh/h	1781	0	3170	1781	1093	659	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	119	0	954	96	0	109	78	924	122	13	298	103
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1752	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	28.0	5.3	0.0	4.9	4.3	19.3	4.6	0.7	5.4	4.1
Cycle Q Clear(g_c), s	6.6	0.0	28.0	5.3	0.0	4.9	4.3	19.3	4.6	0.7	5.4	4.1
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	0	1069	122	0	465	102	1598	713	22	1438	641
V/C Ratio(X)	0.81	0.00	0.89	0.79	0.00	0.23	0.77	0.58	0.17	0.60	0.21	0.16
Avail Cap(c_a), veh/h	178	0	1069	160	0	473	374	1598	713	71	1438	641
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	31.4	45.9	0.0	28.8	46.5	20.5	16.4	49.2	19.3	19.0
Incr Delay (d2), s/veh	19.8	0.0	9.7	17.4	0.0	0.3	11.3	1.5	0.5	24.0	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	17.7	5.3	0.0	3.7	4.0	12.8	3.1	0.8	4.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	0.0	41.1	63.3	0.0	29.0	57.8	22.0	16.9	73.2	19.7	19.5
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	B	B
Approach Vol, veh/h		1073			205			1124			414	
Approach Delay, s/veh		43.8			45.1			23.9			21.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	51.0	10.8	33.0	9.7	46.5	12.3	31.5
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	40.0	9.0	28.0	21.0	23.0	10.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	21.3	7.3	30.0	6.3	7.4	8.6	6.9
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.1	2.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

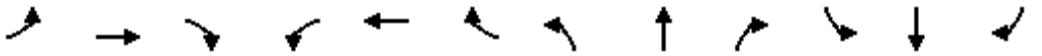
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	351	450	624	132	73	1164
Future Volume (veh/h)	351	450	624	132	73	1164
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	369	474	657	139	77	1225
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	579	515	1404	626	258	2079
Arrive On Green	0.32	0.32	0.13	0.13	0.15	0.59
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	369	474	657	139	77	1225
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	17.6	28.8	17.1	7.9	3.9	21.8
Cycle Q Clear(g_c), s	17.6	28.8	17.1	7.9	3.9	21.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	579	515	1404	626	258	2079
V/C Ratio(X)	0.64	0.92	0.47	0.22	0.30	0.59
Avail Cap(c_a), veh/h	650	579	1404	626	258	2079
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	28.7	32.5	33.8	29.7	38.2	13.1
Incr Delay (d2), s/veh	1.7	19.0	1.0	0.8	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	19.4	12.9	6.0	3.1	13.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.5	51.5	34.8	30.5	38.8	14.4
LnGrp LOS	C	D	C	C	D	B
Approach Vol, veh/h	843		796			1302
Approach Delay, s/veh	42.3		34.0			15.8
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	44.0			63.0	37.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	39.5			54.5	36.5
Max Q Clear Time (g_c+I1), s	5.9	19.1			23.8	30.8
Green Ext Time (p_c), s	0.1	5.0			11.3	1.7

Intersection Summary		
HCM 6th Ctrl Delay		28.3
HCM 6th LOS		C



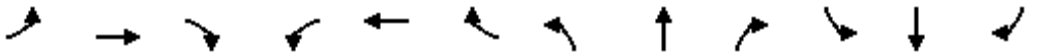
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	139	0	0	0	0	685	768	576	956	0
Future Volume (veh/h)	84	0	139	0	0	0	0	685	768	576	956	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	88	0	146				0	721	808	606	1006	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	206	0	183				0	1958	873	686	2823	0
Arrive On Green	0.12	0.00	0.12				0.00	0.18	0.18	0.13	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	88	0	146				0	721	808	606	1006	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.6	0.0	9.0				0.0	17.8	50.1	17.2	16.3	0.0
Cycle Q Clear(g_c), s	4.6	0.0	9.0				0.0	17.8	50.1	17.2	16.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	206	0	183				0	1958	873	686	2823	0
V/C Ratio(X)	0.43	0.00	0.80				0.00	0.37	0.93	0.88	0.36	0.00
Avail Cap(c_a), veh/h	322	0	287				0	1958	873	743	2823	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.66	0.66	0.77	0.77	0.00
Uniform Delay (d), s/veh	41.1	0.0	43.1				0.0	25.6	38.9	42.2	8.6	0.0
Incr Delay (d2), s/veh	1.4	0.0	8.1				0.0	0.4	12.3	9.3	0.3	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
%ile BackOfQ(95%),veh/ln	3.8	0.0	7.0				0.0	12.4	30.7	12.7	10.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	51.2				0.0	26.0	51.2	51.5	8.9	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		234						1529			1612	
Approach Delay, s/veh		48.0						39.3			24.9	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.3	59.6		16.1		83.9						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	21.5	46.9		18.1		72.9						
Max Q Clear Time (g_c+I1), s	19.2	52.1		11.0		18.3						
Green Ext Time (p_c), s	0.6	0.0		0.6		9.6						

Intersection Summary			
HCM 6th Ctrl Delay			33.0
HCM 6th LOS			C

Notes

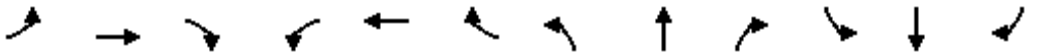
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	17	44	54	11	152	68	1038	50	213	760	101
Future Volume (veh/h)	150	17	44	54	11	152	68	1038	50	213	760	101
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	18	46	57	12	160	72	1093	53	224	800	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	28	53	117	41	263	92	1732	773	262	2071	924
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.10	0.97	0.97	0.05	0.19	0.19
Sat Flow, veh/h	771	123	234	321	182	1167	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	222	0	0	229	0	0	72	1093	53	224	800	106
Grp Sat Flow(s),veh/h/ln	1127	0	0	1670	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.4	0.0	0.0	0.0	0.0	0.0	3.9	2.0	0.1	12.5	19.6	5.5
Cycle Q Clear(g_c), s	19.6	0.0	0.0	12.2	0.0	0.0	3.9	2.0	0.1	12.5	19.6	5.5
Prop In Lane	0.71		0.21	0.25		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	0	0	422	0	0	92	1732	773	262	2071	924
V/C Ratio(X)	0.70	0.00	0.00	0.54	0.00	0.00	0.78	0.63	0.07	0.85	0.39	0.11
Avail Cap(c_a), veh/h	440	0	0	566	0	0	160	1732	773	338	2071	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.83	0.83	0.83	0.94	0.94	0.94
Uniform Delay (d), s/veh	38.2	0.0	0.0	34.7	0.0	0.0	44.3	0.7	0.6	46.5	24.8	19.1
Incr Delay (d2), s/veh	2.9	0.0	0.0	1.1	0.0	0.0	11.3	1.5	0.1	14.6	0.5	0.2
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(95%),veh/ln	9.3	0.0	0.0	8.8	0.0	0.0	3.5	1.2	0.1	11.2	14.3	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	0.0	35.8	0.0	0.0	55.6	2.1	0.8	61.1	25.3	19.3
LnGrp LOS	D	A	A	D	A	A	E	A	A	E	C	B
Approach Vol, veh/h		222			229			1218			1130	
Approach Delay, s/veh		41.1			35.8			5.2			31.8	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	54.7		26.5	9.2	64.3		26.5				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	19.0	35.0		32.0	9.0	45.0		32.0				
Max Q Clear Time (g_c+I1), s	14.5	4.0		21.6	5.9	21.6		14.2				
Green Ext Time (p_c), s	0.3	9.3		0.9	0.0	5.3		1.3				

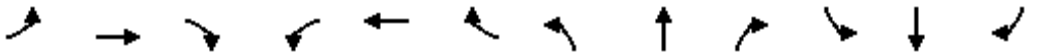
Intersection Summary			
HCM 6th Ctrl Delay		21.3	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	0	112	74	0	103	123	989	82	113	626	145
Future Volume (veh/h)	131	0	112	74	0	103	123	989	82	113	626	145
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	0	118	78	0	108	129	1041	86	119	659	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	0	304	233	0	304	160	2046	913	147	2020	901
Arrive On Green	0.19	0.00	0.19	0.19	0.00	0.19	0.09	0.58	0.58	0.17	1.00	1.00
Sat Flow, veh/h	1286	0	1585	1274	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	138	0	118	78	0	108	129	1041	86	119	659	153
Grp Sat Flow(s),veh/h/ln	1286	0	1585	1274	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.4	0.0	6.5	5.7	0.0	5.9	7.1	17.6	2.4	6.4	0.0	0.0
Cycle Q Clear(g_c), s	16.3	0.0	6.5	12.2	0.0	5.9	7.1	17.6	2.4	6.4	0.0	0.0
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	242	0	304	233	0	304	160	2046	913	147	2020	901
V/C Ratio(X)	0.57	0.00	0.39	0.33	0.00	0.36	0.80	0.51	0.09	0.81	0.33	0.17
Avail Cap(c_a), veh/h	369	0	460	359	0	460	285	2046	913	267	2020	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	42.2	0.0	35.3	40.6	0.0	35.1	44.6	12.7	9.5	41.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.8	0.8	0.0	0.7	9.0	0.9	0.2	9.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	4.6	3.3	0.0	4.2	6.3	11.1	1.6	5.4	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	0.0	36.1	41.5	0.0	35.8	53.7	13.6	9.7	50.3	0.4	0.4
LnGrp LOS	D	A	D	D	A	D	D	B	A	D	A	A
Approach Vol, veh/h		256			186			1256			931	
Approach Delay, s/veh		40.5			38.2			17.5			6.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	63.6		24.2	13.0	62.8		24.2				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	41.0		29.0	16.0	40.0		29.0				
Max Q Clear Time (g_c+I1), s	8.4	19.6		18.3	9.1	2.0		14.2				
Green Ext Time (p_c), s	0.1	7.4		0.8	0.2	4.1		0.7				

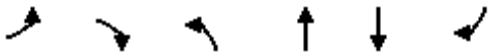
Intersection Summary			
HCM 6th Ctrl Delay		17.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	422	82	116	168	118	90	775	296	103	512	236
Future Volume (veh/h)	345	422	82	116	168	118	90	775	296	103	512	236
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	363	444	86	122	177	124	95	816	312	108	539	248
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	663	128	155	307	203	149	1473	560	296	1444	898
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2972	572	1781	2047	1356	1781	3642	1384	3456	3554	1585
Grp Volume(v), veh/h	363	264	266	122	152	149	95	762	366	108	539	248
Grp Sat Flow(s),veh/h/ln	1781	1777	1767	1781	1777	1626	1781	1702	1621	1728	1777	1585
Q Serve(g_s), s	16.0	13.6	13.8	6.7	8.0	8.6	5.2	17.2	17.3	3.0	10.6	8.0
Cycle Q Clear(g_c), s	16.0	13.6	13.8	6.7	8.0	8.6	5.2	17.2	17.3	3.0	10.6	8.0
Prop In Lane	1.00		0.32	1.00		0.83	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	394	155	267	244	149	1377	656	296	1444	898
V/C Ratio(X)	1.27	0.67	0.67	0.79	0.57	0.61	0.64	0.55	0.56	0.37	0.37	0.28
Avail Cap(c_a), veh/h	285	586	583	232	533	488	160	1377	656	311	1444	898
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)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.5	35.5	44.7	39.5	39.8	44.4	22.8	22.9	43.2	20.8	11.1
Incr Delay (d2), s/veh	147.0	1.9	2.0	10.1	1.9	2.5	7.4	1.6	3.4	0.8	0.7	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(95%),veh/ln	28.4	10.0	10.0	6.1	6.5	6.4	4.6	11.4	11.4	2.3	7.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	189.0	37.3	37.5	54.8	41.4	42.2	51.7	24.5	26.3	43.9	21.5	11.9
LnGrp LOS	F	D	D	D	D	D	D	C	C	D	C	B
Approach Vol, veh/h		893			423			1223			895	
Approach Delay, s/veh		99.0			45.6			27.1			21.6	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	46.4	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	5.0	19.3	8.7	15.8	7.2	12.6	18.0	10.6
Green Ext Time (p_c), s	0.1	3.4	0.1	3.0	0.0	3.7	0.0	1.7

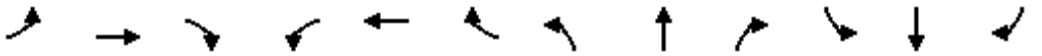
Intersection Summary	
HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	74	109	770	398	87
Future Volume (veh/h)	60	74	109	770	398	87
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	78	115	811	419	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	135	120	745	2791	1973	430
Arrive On Green	0.08	0.08	0.05	0.79	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	2995	632
Grp Volume(v), veh/h	63	78	115	811	255	256
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1757
Q Serve(g_s), s	2.4	3.4	1.2	4.6	3.9	3.9
Cycle Q Clear(g_c), s	2.4	3.4	1.2	4.6	3.9	3.9
Prop In Lane	1.00	1.00	1.00			0.36
Lane Grp Cap(c), veh/h	135	120	745	2791	1208	1194
V/C Ratio(X)	0.47	0.65	0.15	0.29	0.21	0.21
Avail Cap(c_a), veh/h	594	528	879	2791	1208	1194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	31.9	32.3	2.5	2.1	4.3	4.3
Incr Delay (d2), s/veh	2.5	5.8	0.1	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	5.7	0.5	1.5	2.1	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.4	38.2	2.6	2.4	4.7	4.7
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	141			926	511	
Approach Delay, s/veh	36.5			2.4	4.7	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.6		9.4	7.6	55.0
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		38.0		24.0	9.0	25.0
Max Q Clear Time (g_c+I1), s		6.6		5.4	3.2	5.9
Green Ext Time (p_c), s		6.6		0.3	0.1	3.0

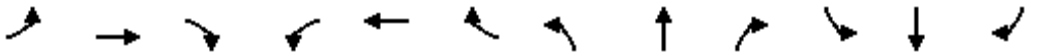
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	740	80	174	506	93	431	585	361	107	236	163
Future Volume (veh/h)	350	740	80	174	506	93	431	585	361	107	236	163
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	368	779	84	183	533	98	454	616	380	113	248	172
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	907	643	233	864	156	519	1640	1476	136	1379	615
Arrive On Green	0.12	0.26	0.26	0.07	0.20	0.20	0.15	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	4349	784	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	368	779	84	183	415	216	454	616	380	113	248	172
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1729	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	15.0	30.1	4.8	7.5	16.0	16.5	18.5	16.3	10.7	9.0	6.6	10.7
Cycle Q Clear(g_c), s	15.0	30.1	4.8	7.5	16.0	16.5	18.5	16.3	10.7	9.0	6.6	10.7
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	907	643	233	677	344	519	1640	1476	136	1379	615
V/C Ratio(X)	0.86	0.86	0.13	0.78	0.61	0.63	0.87	0.38	0.26	0.83	0.18	0.28
Avail Cap(c_a), veh/h	600	1111	734	336	804	408	696	1640	1476	235	1379	615
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	61.8	51.1	26.9	66.1	52.6	52.8	59.8	25.2	18.5	65.5	29.0	30.3
Incr Delay (d2), s/veh	8.8	5.9	0.1	7.5	1.0	2.3	9.4	0.7	0.4	11.9	0.3	1.1
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(95%),veh/ln	11.5	20.3	3.4	6.4	11.3	11.9	13.7	11.5	6.5	8.1	5.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	57.0	26.9	73.6	53.7	55.1	69.2	25.9	18.9	77.4	29.3	31.4
LnGrp LOS	E	E	C	E	D	E	E	C	B	E	C	C
Approach Vol, veh/h		1231			814			1450			533	
Approach Delay, s/veh		59.0			58.5			37.6			40.2	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	72.5	13.7	42.8	25.6	61.9	21.9	34.6
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	19.0	46.0	14.0	45.0	29.0	36.0	25.0	34.0
Max Q Clear Time (g_c+I1), s	11.0	18.3	9.5	32.1	20.5	8.6	17.0	18.5
Green Ext Time (p_c), s	0.1	6.5	0.2	4.7	1.1	0.9	0.8	3.7

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1018	122	318	398	98	171	935	678	185	356	67
Future Volume (veh/h)	226	1018	122	318	398	98	171	935	678	185	356	67
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	1072	128	335	419	103	180	1206	566	195	375	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	312	1084	484	230	1338	567	348	1448	646
Arrive On Green	0.08	0.28	0.28	0.09	0.31	0.31	0.06	0.36	0.36	0.10	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	238	1072	128	335	419	103	180	1206	566	195	375	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.4	13.0	13.4	5.1	7.2	44.0	51.4	7.7	10.1	4.0
Cycle Q Clear(g_c), s	9.8	41.0	7.4	13.0	13.4	5.1	7.2	44.0	51.4	7.7	10.1	4.0
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	290	1012	451	312	1084	484	230	1338	567	348	1448	646
V/C Ratio(X)	0.82	1.06	0.28	1.07	0.39	0.21	0.78	0.90	1.00	0.56	0.26	0.11
Avail Cap(c_a), veh/h	384	1012	451	312	1084	484	297	1338	567	444	1448	646
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	64.9	51.5	26.5	65.5	39.4	20.1	66.3	43.8	46.2	61.7	28.3	26.5
Incr Delay (d2), s/veh	10.3	45.4	0.3	72.0	0.2	0.2	9.7	10.0	37.4	1.4	0.1	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(95%),veh/ln	8.3	33.9	5.2	14.1	9.9	4.9	6.5	29.9	34.3	6.3	7.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	96.9	26.8	137.5	39.6	20.3	76.1	53.9	83.6	63.1	28.3	26.5
LnGrp LOS	E	F	C	F	D	C	E	D	F	E	C	C
Approach Vol, veh/h		1438			857			1952			641	
Approach Delay, s/veh		87.1			75.6			64.6			38.7	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	57.5	19.0	47.0	13.3	64.7	16.1	49.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 52	13.0	* 41	12.0	58.0	16.0	38.0
Max Q Clear Time (g_c+I1), s	9.7	53.4	15.0	43.0	9.2	12.1	11.8	15.4
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.1	3.0	0.3	3.1

Intersection Summary	
HCM 6th Ctrl Delay	69.7
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

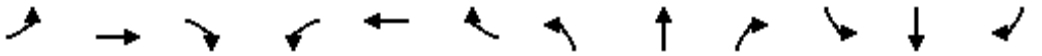
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Opening Year With Alternative 3 Conditions

(Year 2030)

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	24	679	116	56	28	53	759	79	6	547	88
Future Volume (veh/h)	174	24	679	116	56	28	53	759	79	6	547	88
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	0	732	122	59	29	56	799	83	6	576	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	0	931	152	256	126	73	1655	738	11	1532	683
Arrive On Green	0.12	0.00	0.25	0.09	0.22	0.22	0.04	0.47	0.47	0.01	0.43	0.43
Sat Flow, veh/h	1781	0	3170	1781	1184	582	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	183	0	732	122	0	88	56	799	83	6	576	93
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1766	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	21.2	6.7	0.0	4.1	3.1	15.5	3.0	0.3	11.0	3.5
Cycle Q Clear(g_c), s	10.1	0.0	21.2	6.7	0.0	4.1	3.1	15.5	3.0	0.3	11.0	3.5
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	0	931	152	0	382	73	1655	738	11	1532	683
V/C Ratio(X)	0.84	0.00	0.79	0.80	0.00	0.23	0.77	0.48	0.11	0.55	0.38	0.14
Avail Cap(c_a), veh/h	303	0	1112	232	0	477	232	1655	738	71	1532	683
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	32.4	44.9	0.0	32.3	47.5	18.4	15.1	49.6	19.3	17.2
Incr Delay (d2), s/veh	14.1	0.0	3.2	11.1	0.0	0.3	15.7	1.0	0.3	36.6	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(95%),veh/ln	9.0	0.0	13.1	6.1	0.0	3.2	3.0	10.6	2.0	0.5	8.1	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	0.0	35.6	56.0	0.0	32.6	63.2	19.4	15.4	86.2	20.0	17.6
LnGrp LOS	E	A	D	E	A	C	E	B	B	F	C	B
Approach Vol, veh/h		915			210			938			675	
Approach Delay, s/veh		39.9			46.2			21.7			20.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	52.6	12.5	30.3	8.1	49.1	16.2	26.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	13.0	24.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	17.5	8.7	23.2	5.1	13.0	12.1	6.1
Green Ext Time (p_c), s	0.0	5.3	0.1	2.1	0.1	3.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

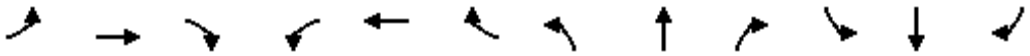
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	415	205	701	343	257	1093
Future Volume (veh/h)	415	205	701	343	257	1093
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	437	216	738	361	271	1151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	485	432	1492	665	308	2266
Arrive On Green	0.27	0.27	0.00	0.14	0.17	0.64
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	437	216	738	361	271	1151
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	23.7	11.5	20.8	21.2	14.8	17.4
Cycle Q Clear(g_c), s	23.7	11.5	20.8	21.2	14.8	17.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	485	432	1492	665	308	2266
V/C Ratio(X)	0.90	0.50	0.49	0.54	0.88	0.51
Avail Cap(c_a), veh/h	615	547	1492	665	419	2266
HCM Platoon Ratio	1.00	1.00	0.00	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.88	0.88	1.00	1.00
Uniform Delay (d), s/veh	35.1	30.6	39.4	34.1	40.4	9.7
Incr Delay (d2), s/veh	14.0	0.9	1.0	2.8	15.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	7.9	0.4	14.2	12.3	10.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.1	31.5	40.4	36.9	55.4	10.5
LnGrp LOS	D	C	D	D	E	B
Approach Vol, veh/h	653		1099			1422
Approach Delay, s/veh	43.3		39.3			19.1
Approach LOS	D		D			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.8	46.5			68.3	31.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.5	28.5			56.5	34.5
Max Q Clear Time (g_c+I1), s	16.8	23.2			19.4	25.7
Green Ext Time (p_c), s	0.4	2.9			11.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



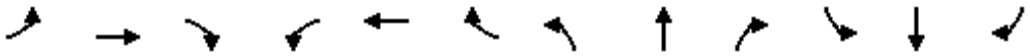
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	0	151	0	0	0	0	952	738	346	1054	0
Future Volume (veh/h)	91	0	151	0	0	0	0	952	738	346	1054	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	96	0	159				0	1002	777	364	1109	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	220	0	196				0	2176	971	445	2794	0
Arrive On Green	0.12	0.00	0.12				0.00	0.20	0.20	0.09	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	96	0	159				0	1002	777	364	1109	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.0	0.0	9.8				0.0	24.8	46.7	10.4	18.7	0.0
Cycle Q Clear(g_c), s	5.0	0.0	9.8				0.0	24.8	46.7	10.4	18.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	220	0	196				0	2176	971	445	2794	0
V/C Ratio(X)	0.44	0.00	0.81				0.00	0.46	0.80	0.82	0.40	0.00
Avail Cap(c_a), veh/h	322	0	287				0	2176	971	570	2794	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.78	0.78	0.75	0.75	0.00
Uniform Delay (d), s/veh	40.6	0.0	42.7				0.0	25.4	34.1	44.5	9.5	0.0
Incr Delay (d2), s/veh	1.4	0.0	10.5				0.0	0.5	5.5	5.5	0.3	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
%ile BackOfQ(95%),veh/ln	4.1	0.0	7.8				0.0	16.9	27.8	8.1	12.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	53.2				0.0	25.9	39.5	50.0	9.8	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		255						1779			1473	
Approach Delay, s/veh		48.9						31.9			19.7	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.4	65.7		16.9		83.1						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	16.5	51.9		18.1		72.9						
Max Q Clear Time (g_c+I1), s	12.4	48.7		11.8		20.7						
Green Ext Time (p_c), s	0.5	2.6		0.6		11.0						

Intersection Summary			
HCM 6th Ctrl Delay			28.0
HCM 6th LOS			C

Notes

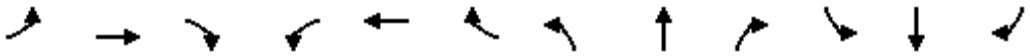
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	14	86	63	4	201	65	1224	26	117	1105	69
Future Volume (veh/h)	177	14	86	63	4	201	65	1224	26	117	1105	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	15	91	66	4	212	68	1288	27	123	1163	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	24	102	133	31	362	87	2464	52	154	2536	159
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.96	0.96	0.03	0.17	0.17
Sat Flow, veh/h	685	81	347	299	106	1228	1781	5147	108	1781	4911	308
Grp Volume(v), veh/h	292	0	0	282	0	0	68	852	463	123	806	430
Grp Sat Flow(s),veh/h/ln	1113	0	0	1634	0	0	1781	1702	1851	1781	1702	1815
Q Serve(g_s), s	11.4	0.0	0.0	0.0	0.0	0.0	3.7	2.1	2.1	6.9	21.3	21.3
Cycle Q Clear(g_c), s	25.9	0.0	0.0	14.5	0.0	0.0	3.7	2.1	2.1	6.9	21.3	21.3
Prop In Lane	0.64		0.31	0.23		0.75	1.00		0.06	1.00		0.17
Lane Grp Cap(c), veh/h	387	0	0	526	0	0	87	1629	886	154	1758	937
V/C Ratio(X)	0.75	0.00	0.00	0.54	0.00	0.00	0.78	0.52	0.52	0.80	0.46	0.46
Avail Cap(c_a), veh/h	537	0	0	700	0	0	160	1629	886	232	1758	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	0.93	0.93	0.93
Uniform Delay (d), s/veh	34.9	0.0	0.0	30.0	0.0	0.0	44.6	1.2	1.2	47.7	28.9	28.9
Incr Delay (d2), s/veh	3.9	0.0	0.0	0.9	0.0	0.0	12.9	1.1	2.0	10.1	0.8	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(95%),veh/ln	11.6	0.0	0.0	9.8	0.0	0.0	3.4	1.2	1.7	6.5	14.8	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	0.0	30.9	0.0	0.0	57.5	2.3	3.2	57.8	29.7	30.4
LnGrp LOS	D	A	A	C	A	A	E	A	A	E	C	C
Approach Vol, veh/h		292			282			1383			1359	
Approach Delay, s/veh		38.9			30.9			5.3			32.5	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	53.9		33.5	8.9	57.6		33.5				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	13.0	32.0		41.0	9.0	36.0		41.0				
Max Q Clear Time (g_c+I1), s	8.9	4.1		27.9	5.7	23.3		16.5				
Green Ext Time (p_c), s	0.1	10.8		1.6	0.0	6.6		1.9				

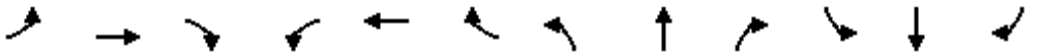
Intersection Summary			
HCM 6th Ctrl Delay		21.6	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	0	107	71	0	98	58	1104	38	53	1097	68
Future Volume (veh/h)	125	0	107	71	0	98	58	1104	38	53	1097	68
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	0	113	75	0	103	61	1162	40	56	1155	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	0	293	228	0	293	79	3168	109	72	3051	190
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.04	0.62	0.62	0.08	1.00	1.00
Sat Flow, veh/h	1291	0	1585	1280	0	1585	1781	5069	174	1781	4913	306
Grp Volume(v), veh/h	132	0	113	75	0	103	61	780	422	56	800	427
Grp Sat Flow(s),veh/h/ln	1291	0	1585	1280	0	1585	1781	1702	1839	1781	1702	1815
Q Serve(g_s), s	9.9	0.0	6.3	5.5	0.0	5.7	3.4	11.2	11.2	3.1	0.0	0.0
Cycle Q Clear(g_c), s	15.6	0.0	6.3	11.7	0.0	5.7	3.4	11.2	11.2	3.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.17
Lane Grp Cap(c), veh/h	237	0	293	228	0	293	79	2127	1149	72	2114	1127
V/C Ratio(X)	0.56	0.00	0.39	0.33	0.00	0.35	0.77	0.37	0.37	0.78	0.38	0.38
Avail Cap(c_a), veh/h	399	0	491	389	0	491	196	2127	1149	178	2114	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	42.4	0.0	35.8	40.9	0.0	35.6	47.3	9.1	9.1	45.5	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.8	0.8	0.0	0.7	14.6	0.5	0.9	14.3	0.4	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(95%),veh/ln	5.9	0.0	4.4	3.2	0.0	4.0	3.3	7.1	7.9	2.9	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	0.0	36.6	41.8	0.0	36.3	61.9	9.6	10.0	59.8	0.4	0.8
LnGrp LOS	D	A	D	D	A	D	E	A	B	E	A	A
Approach Vol, veh/h		245			178			1263			1283	
Approach Delay, s/veh		40.8			38.6			12.3			3.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	68.5		23.5	8.4	68.1		23.5				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		31.0	11.0	43.0		31.0				
Max Q Clear Time (g_c+I1), s	5.1	13.2		17.6	5.4	2.0		13.7				
Green Ext Time (p_c), s	0.0	9.9		0.9	0.0	11.1		0.7				

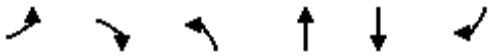
Intersection Summary			
HCM 6th Ctrl Delay		12.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	94	104	308	283	161	124	822	206	97	701	471
Future Volume (veh/h)	275	94	104	308	283	161	124	822	206	97	701	471
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	289	99	109	324	298	169	131	865	217	102	738	496
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	315	281	285	391	216	160	1541	384	293	1325	845
Arrive On Green	0.16	0.18	0.18	0.16	0.18	0.18	0.09	0.38	0.38	0.08	0.37	0.37
Sat Flow, veh/h	1781	1777	1585	1781	2208	1220	1781	4075	1017	3456	3554	1585
Grp Volume(v), veh/h	289	99	109	324	238	229	131	722	360	102	738	496
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1651	1781	1702	1687	1728	1777	1585
Q Serve(g_s), s	16.0	4.9	6.1	16.0	12.7	13.2	7.2	16.7	16.9	2.8	16.4	21.3
Cycle Q Clear(g_c), s	16.0	4.9	6.1	16.0	12.7	13.2	7.2	16.7	16.9	2.8	16.4	21.3
Prop In Lane	1.00		1.00	1.00		0.74	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	285	315	281	285	315	293	160	1287	638	293	1325	845
V/C Ratio(X)	1.01	0.31	0.39	1.14	0.76	0.78	0.82	0.56	0.56	0.35	0.56	0.59
Avail Cap(c_a), veh/h	285	533	476	285	533	495	160	1287	638	311	1325	845
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.8	36.3	42.0	39.1	39.3	44.7	24.5	24.6	43.2	24.8	15.9
Incr Delay (d2), s/veh	56.4	0.6	0.9	95.4	3.7	4.5	27.2	1.8	3.6	0.7	1.7	3.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.0	3.9	4.3	22.0	9.8	9.6	7.8	11.2	11.6	2.2	11.5	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.4	36.4	37.2	137.4	42.8	43.8	71.9	26.3	28.2	43.9	26.5	18.9
LnGrp LOS	F	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		497			791			1213			1336	
Approach Delay, s/veh		72.6			81.9			31.8			25.0	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	43.8	20.0	23.7	13.0	43.3	20.0	23.7
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	4.8	18.9	18.0	8.1	9.2	23.3	18.0	15.2
Green Ext Time (p_c), s	0.1	3.5	0.0	1.2	0.0	1.1	0.0	2.5

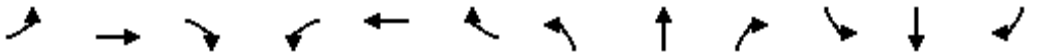
Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	165	84	351	741	140
Future Volume (veh/h)	143	165	84	351	741	140
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	174	88	369	780	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	230	471	2546	1834	346
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	3077	562
Grp Volume(v), veh/h	151	174	88	369	464	463
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1769
Q Serve(g_s), s	5.7	7.6	1.2	2.4	9.8	9.8
Cycle Q Clear(g_c), s	5.7	7.6	1.2	2.4	9.8	9.8
Prop In Lane	1.00	1.00	1.00			0.32
Lane Grp Cap(c), veh/h	258	230	471	2546	1092	1088
V/C Ratio(X)	0.59	0.76	0.19	0.14	0.43	0.43
Avail Cap(c_a), veh/h	569	506	547	2546	1092	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.78	0.78
Uniform Delay (d), s/veh	28.8	29.6	4.8	3.2	7.2	7.2
Incr Delay (d2), s/veh	2.1	5.1	0.2	0.1	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	11.0	0.6	1.1	6.0	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.9	34.7	5.0	3.4	8.2	8.2
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	325			457	927	
Approach Delay, s/veh	32.9			3.7	8.2	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.3
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	6.4	28.6
Max Q Clear Time (g_c+I1), s		4.4		9.6	3.2	11.8
Green Ext Time (p_c), s		2.6		0.8	0.0	5.7

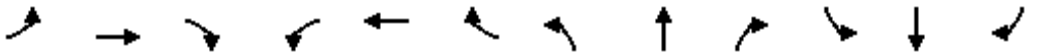
Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	360	211	312	865	34	233	197	103	94	493	432
Future Volume (veh/h)	199	360	211	312	865	34	233	197	103	94	493	432
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	379	222	328	911	36	245	207	108	99	519	455
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	655	429	386	1112	44	299	1767	1698	121	1702	759
Arrive On Green	0.08	0.18	0.18	0.11	0.22	0.22	0.09	0.50	0.50	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5040	199	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	209	379	222	328	615	332	245	207	108	99	519	455
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1835	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	8.6	14.0	17.1	13.4	24.7	24.8	10.0	4.5	2.3	7.9	12.8	30.2
Cycle Q Clear(g_c), s	8.6	14.0	17.1	13.4	24.7	24.8	10.0	4.5	2.3	7.9	12.8	30.2
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	655	429	386	751	405	299	1767	1698	121	1702	759
V/C Ratio(X)	0.80	0.58	0.52	0.85	0.82	0.82	0.82	0.12	0.06	0.82	0.31	0.60
Avail Cap(c_a), veh/h	360	790	489	528	922	497	432	1767	1698	210	1702	759
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	65.5	53.6	44.5	62.8	53.4	53.4	64.7	19.3	11.5	66.2	22.9	27.4
Incr Delay (d2), s/veh	8.8	0.8	1.0	9.5	4.9	8.8	8.0	0.1	0.1	12.3	0.5	3.5
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(95%),veh/ln	7.4	10.5	11.2	10.6	16.6	18.3	8.4	3.5	1.3	7.2	9.4	17.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	54.4	45.5	72.3	58.3	62.2	72.7	19.5	11.5	78.5	23.4	30.9
LnGrp LOS	E	D	D	E	E	E	E	B	B	E	C	C
Approach Vol, veh/h		810			1275			560			1073	
Approach Delay, s/veh		57.1			62.9			41.2			31.7	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	77.6	20.1	32.5	16.4	75.0	14.8	37.8
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	17.0	53.0	22.0	32.0	18.0	52.0	15.0	39.0
Max Q Clear Time (g_c+I1), s	9.9	6.5	15.4	19.1	12.0	14.8	10.6	26.8
Green Ext Time (p_c), s	0.1	1.9	0.6	2.7	0.4	1.6	0.3	5.0

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	227	186	644	815	105	294	607	345	133	715	69
Future Volume (veh/h)	98	227	186	644	815	105	294	607	345	133	715	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	239	196	678	858	111	309	682	334	140	753	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	446	199	749	1111	495	363	1026	435	749	1433	639
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.27	0.27	0.22	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	103	239	196	678	858	111	309	682	334	140	753	73
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.2	9.1	14.3	27.5	31.5	4.2	12.3	23.3	27.9	4.8	23.1	4.1
Cycle Q Clear(g_c), s	4.2	9.1	14.3	27.5	31.5	4.2	12.3	23.3	27.9	4.8	23.1	4.1
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	151	446	199	749	1111	495	363	1026	435	749	1433	639
V/C Ratio(X)	0.68	0.54	0.99	0.90	0.77	0.22	0.85	0.66	0.77	0.19	0.53	0.11
Avail Cap(c_a), veh/h	192	716	319	888	1431	638	445	1026	435	749	1433	639
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	67.9	59.0	40.6	54.9	44.9	11.6	63.6	46.4	48.0	46.0	32.5	26.9
Incr Delay (d2), s/veh	6.8	1.0	36.8	11.4	2.0	0.2	12.4	3.4	12.3	0.1	0.4	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(95%),veh/ln	3.6	7.5	12.2	19.1	20.4	5.2	10.3	16.9	18.3	3.8	15.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	60.0	77.4	66.3	46.9	11.8	76.0	49.8	60.3	46.1	32.9	27.0
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		538			1647			1325			966	
Approach Delay, s/veh		69.2			52.5			58.6			34.4	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	45.5	37.2	24.1	18.7	64.0	10.3	51.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 40	37.0	* 29	18.0	40.0	8.0	58.0
Max Q Clear Time (g_c+I1), s	6.8	29.9	29.5	16.3	14.3	25.1	6.2	33.5
Green Ext Time (p_c), s	0.3	4.1	1.7	1.8	0.4	4.8	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

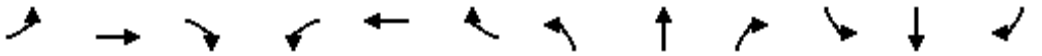
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	56	971	95	65	39	75	1067	119	12	350	63
Future Volume (veh/h)	113	56	971	95	65	39	75	1067	119	12	350	63
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	0	1061	100	68	41	79	1123	125	13	368	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	0	1071	126	293	177	103	1589	709	22	1427	636
Arrive On Green	0.08	0.00	0.28	0.07	0.27	0.27	0.06	0.45	0.45	0.01	0.40	0.40
Sat Flow, veh/h	1781	0	3170	1781	1093	659	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	119	0	1061	100	0	109	79	1123	125	13	368	66
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1752	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	28.0	5.5	0.0	4.9	4.4	25.5	4.7	0.7	6.9	2.6
Cycle Q Clear(g_c), s	6.6	0.0	28.0	5.5	0.0	4.9	4.4	25.5	4.7	0.7	6.9	2.6
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	0	1071	126	0	470	103	1589	709	22	1427	636
V/C Ratio(X)	0.81	0.00	0.99	0.79	0.00	0.23	0.77	0.71	0.18	0.60	0.26	0.10
Avail Cap(c_a), veh/h	160	0	1071	143	0	473	374	1589	709	71	1427	636
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	33.0	45.8	0.0	28.6	46.4	22.3	16.6	49.2	20.0	18.7
Incr Delay (d2), s/veh	24.0	0.0	25.2	23.4	0.0	0.3	11.2	2.7	0.5	24.0	0.4	0.3
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(95%),veh/ln	7.0	0.0	22.7	5.9	0.0	3.7	4.0	16.2	3.2	0.8	5.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	0.0	58.1	69.2	0.0	28.8	57.7	25.0	17.1	73.2	20.4	19.0
LnGrp LOS	E	A	E	E	A	C	E	C	B	E	C	B
Approach Vol, veh/h		1180			209			1327			447	
Approach Delay, s/veh		59.2			48.1			26.2			21.7	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	50.7	11.1	33.0	9.8	46.2	12.3	31.8
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	41.0	8.0	28.0	21.0	24.0	9.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	27.5	7.5	30.0	6.4	8.9	8.6	6.9
Green Ext Time (p_c), s	0.0	7.0	0.0	0.0	0.1	2.3	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

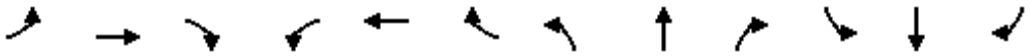
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	391	450	818	176	73	1337
Future Volume (veh/h)	391	450	818	176	73	1337
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	412	474	861	185	77	1407
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	580	516	1719	767	99	2077
Arrive On Green	0.33	0.33	0.16	0.16	0.06	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	412	474	861	185	77	1407
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	20.3	28.8	22.1	10.2	4.3	27.2
Cycle Q Clear(g_c), s	20.3	28.8	22.1	10.2	4.3	27.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	580	516	1719	767	99	2077
V/C Ratio(X)	0.71	0.92	0.50	0.24	0.78	0.68
Avail Cap(c_a), veh/h	650	579	1719	767	187	2077
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	29.6	32.4	31.0	26.0	46.6	14.3
Incr Delay (d2), s/veh	3.2	18.7	0.9	0.6	12.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.9	19.4	15.7	7.6	4.0	15.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.8	51.1	31.9	26.6	58.7	16.1
LnGrp LOS	C	D	C	C	E	B
Approach Vol, veh/h	886		1046			1484
Approach Delay, s/veh	42.6		31.0			18.3
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	52.9			62.9	37.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	39.5			54.5	36.5
Max Q Clear Time (g_c+I1), s	6.3	24.1			29.2	30.8
Green Ext Time (p_c), s	0.0	6.0			12.4	1.8

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C



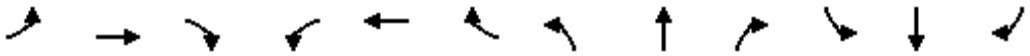
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	172	0	0	0	0	924	817	562	1183	0
Future Volume (veh/h)	84	0	172	0	0	0	0	924	817	562	1183	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	88	0	181				0	973	860	592	1245	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	244	0	217				0	1897	846	671	2748	0
Arrive On Green	0.14	0.00	0.14				0.00	0.18	0.18	0.13	0.52	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	88	0	181				0	973	860	592	1245	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.5	0.0	11.1				0.0	24.8	53.4	16.8	22.1	0.0
Cycle Q Clear(g_c), s	4.5	0.0	11.1				0.0	24.8	53.4	16.8	22.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	244	0	217				0	1897	846	671	2748	0
V/C Ratio(X)	0.36	0.00	0.83				0.00	0.51	1.02	0.88	0.45	0.00
Avail Cap(c_a), veh/h	321	0	285				0	1897	846	729	2748	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.68	0.68	0.68	0.68	0.00
Uniform Delay (d), s/veh	39.2	0.0	42.1				0.0	29.4	41.2	42.4	10.8	0.0
Incr Delay (d2), s/veh	0.9	0.0	14.9				0.0	0.7	29.6	8.3	0.4	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
%ile BackOfQ(95%),veh/ln	3.6	0.0	8.9				0.0	16.6	37.4	12.1	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	57.0				0.0	30.1	70.8	50.7	11.2	0.0
LnGrp LOS	D	A	E				A	C	F	D	B	A
Approach Vol, veh/h		269						1833			1837	
Approach Delay, s/veh		51.4						49.2			23.9	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.9	57.9		18.2		81.8
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.1	47.4		18.0		73.0
Max Q Clear Time (g_c+I1), s	18.8	55.4		13.1		24.1
Green Ext Time (p_c), s	0.6	0.0		0.6		13.1

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

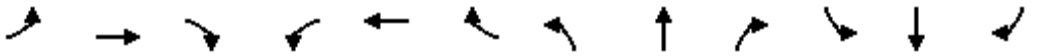
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	17	62	61	11	161	92	1296	60	225	980	129
Future Volume (veh/h)	170	17	62	61	11	161	92	1296	60	225	980	129
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	18	65	64	12	169	97	1364	63	237	1032	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	25	73	133	45	293	122	2244	104	275	2440	321
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.14	0.90	0.90	0.05	0.18	0.18
Sat Flow, veh/h	757	99	282	339	173	1139	1781	5002	231	1781	4566	601
Grp Volume(v), veh/h	262	0	0	245	0	0	97	928	499	237	769	399
Grp Sat Flow(s),veh/h/ln	1138	0	0	1651	0	0	1781	1702	1829	1781	1702	1762
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.0	0.0	5.3	6.2	6.2	13.2	20.1	20.2
Cycle Q Clear(g_c), s	22.8	0.0	0.0	12.8	0.0	0.0	5.3	6.2	6.2	13.2	20.1	20.2
Prop In Lane	0.68		0.25	0.26		0.69	1.00		0.13	1.00		0.34
Lane Grp Cap(c), veh/h	353	0	0	470	0	0	122	1527	820	275	1819	942
V/C Ratio(X)	0.74	0.00	0.00	0.52	0.00	0.00	0.79	0.61	0.61	0.86	0.42	0.42
Avail Cap(c_a), veh/h	436	0	0	565	0	0	214	1527	820	338	1819	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.81	0.81	0.81	0.90	0.90	0.90
Uniform Delay (d), s/veh	36.8	0.0	0.0	32.3	0.0	0.0	42.5	3.2	3.2	46.4	27.5	27.5
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.9	0.0	0.0	9.1	1.5	2.7	15.6	0.7	1.3
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(95%),veh/ln	10.9	0.0	0.0	9.0	0.0	0.0	4.5	2.6	3.3	11.8	14.0	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	0.0	33.2	0.0	0.0	51.5	4.6	5.9	62.0	28.1	28.7
LnGrp LOS	D	A	A	C	A	A	D	A	A	E	C	C
Approach Vol, veh/h		262			245			1524			1405	
Approach Delay, s/veh		42.1			33.2			8.0			34.0	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.4	50.9		29.7	10.9	59.4		29.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	19.0	35.0		32.0	12.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	15.2	8.2		24.8	7.3	22.2		14.8				
Green Ext Time (p_c), s	0.2	11.8		0.9	0.1	8.1		1.4				

Intersection Summary			
HCM 6th Ctrl Delay		23.0	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	136	90	0	124	156	1232	103	143	803	183
Future Volume (veh/h)	159	0	136	90	0	124	156	1232	103	143	803	183
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	0	143	95	0	131	164	1297	108	151	845	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	0	358	258	0	358	198	2509	209	181	2134	484
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.11	0.52	0.52	0.20	1.00	1.00
Sat Flow, veh/h	1259	0	1585	1245	0	1585	1781	4803	400	1781	4160	944
Grp Volume(v), veh/h	167	0	143	95	0	131	164	919	486	151	690	348
Grp Sat Flow(s),veh/h/ln	1259	0	1585	1245	0	1585	1781	1702	1798	1781	1702	1700
Q Serve(g_s), s	12.9	0.0	7.7	7.0	0.0	7.0	9.0	17.7	17.7	8.1	0.0	0.0
Cycle Q Clear(g_c), s	19.9	0.0	7.7	14.7	0.0	7.0	9.0	17.7	17.7	8.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.56
Lane Grp Cap(c), veh/h	269	0	358	258	0	358	198	1778	939	181	1746	872
V/C Ratio(X)	0.62	0.00	0.40	0.37	0.00	0.37	0.83	0.52	0.52	0.83	0.40	0.40
Avail Cap(c_a), veh/h	337	0	444	325	0	444	303	1778	939	285	1746	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	41.0	0.0	32.9	39.2	0.0	32.6	43.5	15.6	15.6	39.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.7	0.9	0.0	0.6	10.9	1.1	2.0	10.3	0.6	1.2
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(95%),veh/ln	7.4	0.0	5.4	4.0	0.0	4.9	8.0	11.1	11.9	6.7	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	0.0	33.6	40.0	0.0	33.3	54.4	16.7	17.7	49.3	0.6	1.2
LnGrp LOS	D	A	C	D	A	C	D	B	B	D	A	A
Approach Vol, veh/h		310			226			1569			1189	
Approach Delay, s/veh		38.9			36.1			20.9			7.0	
Approach LOS		D			D			C			A	

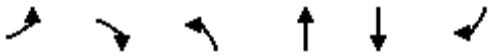
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	58.2		27.6	15.1	57.3		27.6				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	16.0	41.0		28.0	17.0	40.0		28.0				
Max Q Clear Time (g_c+I1), s	10.1	19.7		21.9	11.0	2.0		16.7				
Green Ext Time (p_c), s	0.2	10.4		0.7	0.2	8.8		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		18.6	
HCM 6th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	523	405	83	117	150	151	91	861	277	141	559	366
Future Volume (veh/h)	523	405	83	117	150	151	91	861	277	141	559	366
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	551	426	87	123	158	159	96	906	292	148	588	385
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	656	133	155	267	238	149	1536	493	306	1444	898
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2943	596	1781	1777	1585	1781	3825	1229	3456	3554	1585
Grp Volume(v), veh/h	551	256	257	123	158	159	96	806	392	148	588	385
Grp Sat Flow(s),veh/h/ln	1781	1777	1763	1781	1777	1585	1781	1702	1649	1728	1777	1585
Q Serve(g_s), s	16.0	13.1	13.3	6.8	8.3	9.5	5.2	18.6	18.7	4.1	11.8	13.9
Cycle Q Clear(g_c), s	16.0	13.1	13.3	6.8	8.3	9.5	5.2	18.6	18.7	4.1	11.8	13.9
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	393	155	267	238	149	1367	662	306	1444	898
V/C Ratio(X)	1.93	0.65	0.65	0.79	0.59	0.67	0.64	0.59	0.59	0.48	0.41	0.43
Avail Cap(c_a), veh/h	285	586	582	232	533	476	160	1367	662	311	1444	898
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)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.3	35.3	44.8	39.7	40.2	44.4	23.5	23.5	43.4	21.1	12.4
Incr Delay (d2), s/veh	432.1	1.7	1.8	10.6	2.1	3.2	7.7	1.9	3.9	1.2	0.9	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(95%),veh/ln	64.2	9.6	9.7	6.2	6.7	7.0	4.7	12.1	12.4	3.2	8.6	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	474.1	37.0	37.1	55.4	41.8	43.4	52.1	25.3	27.4	44.6	22.0	13.9
LnGrp LOS	F	D	D	E	D	D	D	C	C	D	C	B
Approach Vol, veh/h		1064			440			1294			1121	
Approach Delay, s/veh		263.3			46.1			27.9			22.2	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	46.1	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	6.1	20.7	8.8	15.3	7.2	15.9	18.0	11.5
Green Ext Time (p_c), s	0.1	2.9	0.1	2.9	0.0	3.7	0.0	1.8

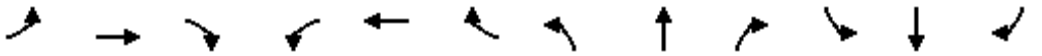
Intersection Summary	
HCM 6th Ctrl Delay	92.3
HCM 6th LOS	F



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	74	109	925	502	88
Future Volume (veh/h)	62	74	109	925	502	88
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	78	115	974	528	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	135	120	680	2791	2054	360
Arrive On Green	0.08	0.08	0.05	0.79	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3115	530
Grp Volume(v), veh/h	65	78	115	974	310	311
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1775
Q Serve(g_s), s	2.5	3.4	1.2	5.8	4.9	4.9
Cycle Q Clear(g_c), s	2.5	3.4	1.2	5.8	4.9	4.9
Prop In Lane	1.00	1.00	1.00			0.30
Lane Grp Cap(c), veh/h	135	120	680	2791	1208	1207
V/C Ratio(X)	0.48	0.65	0.17	0.35	0.26	0.26
Avail Cap(c_a), veh/h	569	506	789	2791	1208	1207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.92
Uniform Delay (d), s/veh	31.9	32.3	2.6	2.3	4.5	4.5
Incr Delay (d2), s/veh	2.6	5.8	0.1	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	5.7	0.5	1.9	2.7	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.6	38.1	2.8	2.6	4.9	5.0
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	143			1089	621	
Approach Delay, s/veh	36.5			2.6	4.9	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		9.5	7.6	54.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	8.0	27.0
Max Q Clear Time (g_c+I1), s		7.8		5.4	3.2	6.9
Green Ext Time (p_c), s		8.3		0.3	0.1	3.8

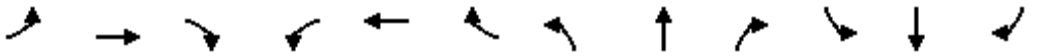
Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	402	740	80	174	506	96	431	684	361	108	243	258
Future Volume (veh/h)	402	740	80	174	506	96	431	684	361	108	243	258
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	423	779	84	183	533	101	454	720	380	114	256	272
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	486	903	641	233	783	146	519	1643	1478	138	1383	617
Arrive On Green	0.14	0.25	0.25	0.07	0.18	0.18	0.15	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	4326	804	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	423	779	84	183	417	217	454	720	380	114	256	272
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1726	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	17.3	30.2	4.8	7.5	16.5	16.9	18.5	19.7	10.7	9.1	6.8	18.2
Cycle Q Clear(g_c), s	17.3	30.2	4.8	7.5	16.5	16.9	18.5	19.7	10.7	9.1	6.8	18.2
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	486	903	641	233	616	312	519	1643	1478	138	1383	617
V/C Ratio(X)	0.87	0.86	0.13	0.78	0.68	0.69	0.87	0.44	0.26	0.83	0.19	0.44
Avail Cap(c_a), veh/h	648	1086	723	336	733	372	696	1643	1478	235	1383	617
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	60.6	51.3	27.0	66.1	55.0	55.2	59.8	26.1	18.4	65.5	29.0	32.4
Incr Delay (d2), s/veh	9.7	6.3	0.1	7.5	2.0	4.4	9.4	0.9	0.4	11.9	0.3	2.3
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(95%),veh/ln	13.0	20.4	3.4	6.4	11.7	12.4	13.7	13.4	6.5	8.1	5.5	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.3	57.6	27.1	73.6	57.0	59.6	69.2	27.0	18.9	77.4	29.2	34.7
LnGrp LOS	E	E	C	E	E	E	E	C	B	E	C	C
Approach Vol, veh/h		1286			817			1554			642	
Approach Delay, s/veh		59.8			61.4			37.3			40.1	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	72.6	13.7	42.6	25.6	62.0	24.2	32.1
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	19.0	47.0	14.0	44.0	29.0	37.0	27.0	31.0
Max Q Clear Time (g_c+I1), s	11.1	21.7	9.5	32.2	20.5	8.8	19.3	18.9
Green Ext Time (p_c), s	0.1	7.3	0.2	4.4	1.1	0.7	1.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1019	122	318	401	104	171	997	678	189	400	67
Future Volume (veh/h)	226	1019	122	318	401	104	171	997	678	189	400	67
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	1073	128	335	422	109	180	1238	588	199	421	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	312	1084	484	230	1338	567	348	1448	646
Arrive On Green	0.08	0.28	0.28	0.09	0.31	0.31	0.06	0.36	0.36	0.10	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	238	1073	128	335	422	109	180	1238	588	199	421	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.4	13.0	13.5	5.4	7.2	45.8	51.5	7.9	11.5	4.0
Cycle Q Clear(g_c), s	9.8	41.0	7.4	13.0	13.5	5.4	7.2	45.8	51.5	7.9	11.5	4.0
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	290	1012	451	312	1084	484	230	1338	567	348	1448	646
V/C Ratio(X)	0.82	1.06	0.28	1.07	0.39	0.23	0.78	0.93	1.04	0.57	0.29	0.11
Avail Cap(c_a), veh/h	384	1012	451	312	1084	484	297	1338	567	444	1448	646
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	64.9	51.5	26.5	65.5	39.5	20.2	66.3	44.4	46.3	61.8	28.7	26.5
Incr Delay (d2), s/veh	10.3	45.8	0.3	72.0	0.2	0.2	9.7	12.2	47.8	1.5	0.1	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(95%),veh/ln	8.3	34.0	5.2	14.1	10.0	5.2	6.5	31.3	37.2	6.4	8.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	97.3	26.8	137.5	39.7	20.4	76.1	56.6	94.0	63.3	28.8	26.5
LnGrp LOS	E	F	C	F	D	C	E	E	F	E	C	C
Approach Vol, veh/h		1439			866			2006			691	
Approach Delay, s/veh		87.3			75.1			69.3			38.5	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	57.5	19.0	47.0	13.3	64.7	16.1	49.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 52	13.0	* 41	12.0	58.0	16.0	38.0
Max Q Clear Time (g_c+I1), s	9.9	53.5	15.0	43.0	9.2	13.5	11.8	15.5
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.1	3.4	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	71.3
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

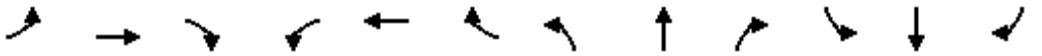
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Buildout With Alternative 1 Conditions

(Year 2040)

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	24	583	116	57	28	52	606	78	6	486	132
Future Volume (veh/h)	175	24	583	116	57	28	52	606	78	6	486	132
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	0	631	122	60	29	55	638	82	6	512	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	0	837	152	222	108	71	1758	784	11	1638	730
Arrive On Green	0.12	0.00	0.22	0.09	0.19	0.19	0.04	0.49	0.49	0.01	0.46	0.46
Sat Flow, veh/h	1781	0	3170	1781	1191	576	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	184	0	631	122	0	89	55	638	82	6	512	139
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1767	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	18.3	6.7	0.0	4.3	3.1	11.1	2.8	0.3	9.1	5.2
Cycle Q Clear(g_c), s	10.1	0.0	18.3	6.7	0.0	4.3	3.1	11.1	2.8	0.3	9.1	5.2
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	0	837	152	0	330	71	1758	784	11	1638	730
V/C Ratio(X)	0.84	0.00	0.75	0.80	0.00	0.27	0.77	0.36	0.10	0.55	0.31	0.19
Avail Cap(c_a), veh/h	303	0	1110	232	0	477	232	1758	784	71	1638	730
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	33.8	44.9	0.0	34.8	47.5	15.6	13.5	49.6	17.0	15.9
Incr Delay (d2), s/veh	14.3	0.0	2.1	11.1	0.0	0.4	16.0	0.6	0.3	36.6	0.5	0.6
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(95%),veh/ln	9.0	0.0	11.5	6.1	0.0	3.4	3.0	7.9	1.8	0.5	6.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	0.0	35.9	56.0	0.0	35.3	63.5	16.1	13.7	86.2	17.5	16.5
LnGrp LOS	E	A	D	E	A	D	E	B	B	F	B	B
Approach Vol, veh/h		815			211			775			657	
Approach Delay, s/veh		40.7			47.3			19.3			17.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	55.5	12.5	27.4	8.0	52.1	16.2	23.7
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	13.0	24.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	13.1	8.7	20.3	5.1	11.1	12.1	6.3
Green Ext Time (p_c), s	0.0	4.6	0.1	2.1	0.0	3.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

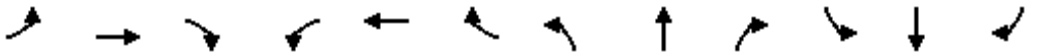
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	408	206	544	309	258	935
Future Volume (veh/h)	408	206	544	309	258	935
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	217	573	325	272	984
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	478	425	1013	452	555	2281
Arrive On Green	0.27	0.27	0.09	0.09	0.31	0.64
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	429	217	573	325	272	984
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	23.2	11.6	15.4	19.9	12.4	13.7
Cycle Q Clear(g_c), s	23.2	11.6	15.4	19.9	12.4	13.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	478	425	1013	452	555	2281
V/C Ratio(X)	0.90	0.51	0.57	0.72	0.49	0.43
Avail Cap(c_a), veh/h	615	547	1013	452	555	2281
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	35.3	31.0	39.4	41.4	28.0	8.9
Incr Delay (d2), s/veh	13.5	0.9	2.1	8.9	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.2	8.0	12.0	14.4	9.1	8.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.7	32.0	41.5	50.3	28.6	9.5
LnGrp LOS	D	C	D	D	C	A
Approach Vol, veh/h	646		898			1256
Approach Delay, s/veh	43.1		44.7			13.6
Approach LOS	D		D			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	35.7	33.0			68.7	31.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.5	28.5			56.5	34.5
Max Q Clear Time (g_c+I1), s	14.4	21.9			15.7	25.2
Green Ext Time (p_c), s	0.5	2.8			8.9	1.6

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



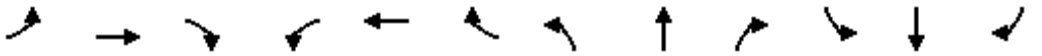
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	0	144	0	0	0	0	761	704	365	871	0
Future Volume (veh/h)	92	0	144	0	0	0	0	761	704	365	871	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	97	0	152				0	801	741	384	917	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	213	0	189				0	2169	968	467	2809	0
Arrive On Green	0.12	0.00	0.12				0.00	0.20	0.20	0.09	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	97	0	152				0	801	741	384	917	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.1	0.0	9.3				0.0	19.4	44.1	10.9	14.7	0.0
Cycle Q Clear(g_c), s	5.1	0.0	9.3				0.0	19.4	44.1	10.9	14.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	213	0	189				0	2169	968	467	2809	0
V/C Ratio(X)	0.46	0.00	0.80				0.00	0.37	0.77	0.82	0.33	0.00
Avail Cap(c_a), veh/h	322	0	287				0	2169	968	598	2809	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.71	0.71	0.80	0.80	0.00
Uniform Delay (d), s/veh	41.0	0.0	42.9				0.0	23.3	33.2	44.3	8.4	0.0
Incr Delay (d2), s/veh	1.5	0.0	9.2				0.0	0.3	4.2	5.8	0.2	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
%ile BackOfQ(95%),veh/ln	4.1	0.0	7.4				0.0	13.5	25.9	8.6	10.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	52.1				0.0	23.7	37.3	50.1	8.6	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		249						1542			1301	
Approach Delay, s/veh		48.4						30.2			20.9	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.0	65.5		16.4		83.6
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	17.3	51.1		18.1		72.9
Max Q Clear Time (g_c+I1), s	12.9	46.1		11.3		16.7
Green Ext Time (p_c), s	0.6	3.4		0.6		8.4

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

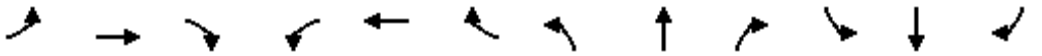
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	14	73	58	4	196	60	1017	24	115	923	63
Future Volume (veh/h)	164	14	73	58	4	196	60	1017	24	115	923	63
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	15	77	61	4	206	63	1071	25	121	972	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	25	87	122	30	340	81	1786	797	152	1929	860
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.09	1.00	1.00	0.03	0.18	0.18
Sat Flow, veh/h	689	92	320	286	109	1252	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	265	0	0	271	0	0	63	1071	25	121	972	66
Grp Sat Flow(s),veh/h/ln	1101	0	0	1648	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.7	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	6.8	24.7	3.5
Cycle Q Clear(g_c), s	23.9	0.0	0.0	14.2	0.0	0.0	3.5	0.0	0.0	6.8	24.7	3.5
Prop In Lane	0.65		0.29	0.23		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	359	0	0	492	0	0	81	1786	797	152	1929	860
V/C Ratio(X)	0.74	0.00	0.00	0.55	0.00	0.00	0.78	0.60	0.03	0.80	0.50	0.08
Avail Cap(c_a), veh/h	499	0	0	656	0	0	160	1786	797	232	1929	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	0.96	0.96	0.96
Uniform Delay (d), s/veh	36.0	0.0	0.0	31.7	0.0	0.0	45.0	0.0	0.0	47.7	28.9	20.2
Incr Delay (d2), s/veh	3.6	0.0	0.0	1.0	0.0	0.0	13.5	1.3	0.1	10.0	0.9	0.2
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(95%),veh/ln	10.7	0.0	0.0	9.7	0.0	0.0	3.2	0.6	0.0	6.4	17.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	0.0	32.7	0.0	0.0	58.5	1.3	0.1	57.7	29.8	20.4
LnGrp LOS	D	A	A	C	A	A	E	A	A	E	C	C
Approach Vol, veh/h		265			271			1159			1159	
Approach Delay, s/veh		39.6			32.7			4.4			32.2	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	56.3		31.2	8.5	60.3		31.2				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	13.0	35.0		38.0	9.0	39.0		38.0				
Max Q Clear Time (g_c+I1), s	8.8	2.0		25.9	5.5	26.7		16.2				
Green Ext Time (p_c), s	0.1	9.4		1.3	0.0	5.3		1.7				

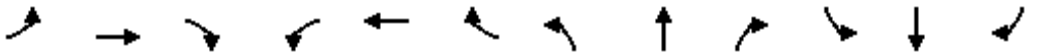
Intersection Summary			
HCM 6th Ctrl Delay		21.6	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	0	90	59	0	82	51	926	34	46	912	59
Future Volume (veh/h)	105	0	90	59	0	82	51	926	34	46	912	59
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	0	95	62	0	86	54	975	36	48	960	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	0	251	208	0	251	70	2336	1042	61	2320	1035
Arrive On Green	0.16	0.00	0.16	0.16	0.00	0.16	0.04	0.66	0.66	0.07	1.00	1.00
Sat Flow, veh/h	1311	0	1585	1301	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	111	0	95	62	0	86	54	975	36	48	960	62
Grp Sat Flow(s),veh/h/ln	1311	0	1585	1301	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.2	0.0	5.4	4.5	0.0	4.8	3.0	13.0	0.8	2.7	0.0	0.0
Cycle Q Clear(g_c), s	13.1	0.0	5.4	9.8	0.0	4.8	3.0	13.0	0.8	2.7	0.0	0.0
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	216	0	251	208	0	251	70	2336	1042	61	2320	1035
V/C Ratio(X)	0.51	0.00	0.38	0.30	0.00	0.34	0.77	0.42	0.03	0.78	0.41	0.06
Avail Cap(c_a), veh/h	415	0	491	405	0	491	178	2336	1042	160	2320	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	43.3	0.0	37.7	42.1	0.0	37.5	47.6	8.1	6.0	46.2	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.9	0.8	0.0	0.8	16.5	0.6	0.1	16.3	0.5	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(95%),veh/ln	5.0	0.0	3.8	2.7	0.0	3.5	3.0	8.2	0.5	2.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	0.0	38.6	42.9	0.0	38.3	64.1	8.6	6.1	62.4	0.5	0.1
LnGrp LOS	D	A	D	D	A	D	E	A	A	E	A	A
Approach Vol, veh/h		206			148			1065			1070	
Approach Delay, s/veh		42.2			40.2			11.4			3.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	71.7		20.8	7.9	71.3		20.8				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	45.0		31.0	10.0	44.0		31.0				
Max Q Clear Time (g_c+I1), s	4.7	15.0		15.1	5.0	2.0		11.8				
Green Ext Time (p_c), s	0.0	8.0		0.8	0.0	8.1		0.6				

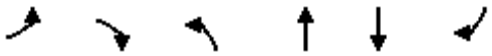
Intersection Summary			
HCM 6th Ctrl Delay		12.1	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	111	104	309	300	141	125	763	224	57	652	346
Future Volume (veh/h)	163	111	104	309	300	141	125	763	224	57	652	346
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	117	109	325	316	148	132	803	236	60	686	364
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	273	232	285	461	211	160	1636	477	252	1421	817
Arrive On Green	0.12	0.15	0.15	0.16	0.19	0.19	0.09	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	1781	1819	1549	1781	2367	1085	1781	3924	1144	3456	3554	1585
Grp Volume(v), veh/h	172	114	112	325	235	229	132	696	343	60	686	364
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1777	1675	1781	1702	1664	1728	1777	1585
Q Serve(g_s), s	9.5	5.8	6.4	16.0	12.3	12.7	7.3	15.0	15.1	1.6	14.4	14.4
Cycle Q Clear(g_c), s	9.5	5.8	6.4	16.0	12.3	12.7	7.3	15.0	15.1	1.6	14.4	14.4
Prop In Lane	1.00		0.97	1.00		0.65	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	205	267	239	285	346	326	160	1419	694	252	1421	817
V/C Ratio(X)	0.84	0.43	0.47	1.14	0.68	0.70	0.82	0.49	0.49	0.24	0.48	0.45
Avail Cap(c_a), veh/h	285	533	477	285	533	503	160	1419	694	311	1421	817
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	38.6	38.9	42.0	37.4	37.6	44.7	21.4	21.4	43.7	22.3	15.2
Incr Delay (d2), s/veh	14.0	1.1	1.4	96.7	2.4	2.7	28.0	1.2	2.5	0.5	1.2	1.8
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(95%),veh/ln	8.5	4.7	4.7	22.2	9.4	9.2	7.9	10.1	10.3	1.3	10.1	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	39.7	40.3	138.7	39.7	40.3	72.7	22.6	23.9	44.2	23.5	17.0
LnGrp LOS	E	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		398			789			1171			1110	
Approach Delay, s/veh		47.5			80.7			28.6			22.5	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	47.7	20.0	21.0	13.0	46.0	15.5	25.5
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	3.6	17.1	18.0	8.4	9.3	16.4	11.5	14.7
Green Ext Time (p_c), s	0.0	4.1	0.0	1.3	0.0	3.9	0.2	2.5

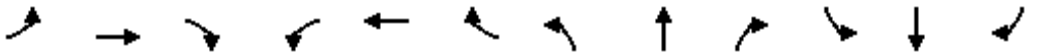
Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	165	85	262	633	138
Future Volume (veh/h)	142	165	85	262	633	138
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	174	89	276	666	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	229	518	2546	1784	388
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	2996	631
Grp Volume(v), veh/h	149	174	89	276	407	404
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1757
Q Serve(g_s), s	5.6	7.6	1.2	1.7	8.3	8.3
Cycle Q Clear(g_c), s	5.6	7.6	1.2	1.7	8.3	8.3
Prop In Lane	1.00	1.00	1.00			0.36
Lane Grp Cap(c), veh/h	258	229	518	2546	1092	1080
V/C Ratio(X)	0.58	0.76	0.17	0.11	0.37	0.37
Avail Cap(c_a), veh/h	569	506	592	2546	1092	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.84
Uniform Delay (d), s/veh	28.7	29.6	4.5	3.1	6.9	6.9
Incr Delay (d2), s/veh	2.0	5.1	0.2	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	11.0	0.6	0.8	5.0	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	34.7	4.7	3.2	7.8	7.8
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	323			365	811	
Approach Delay, s/veh	32.9			3.6	7.8	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.3
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	6.3	28.7
Max Q Clear Time (g_c+I1), s		3.7		9.6	3.2	10.3
Green Ext Time (p_c), s		1.9		0.8	0.0	5.1

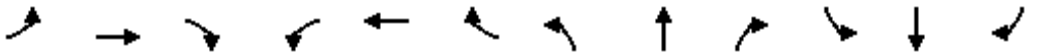
Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	362	212	314	870	33	234	119	104	94	491	330
Future Volume (veh/h)	188	362	212	314	870	33	234	119	104	94	491	330
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	381	223	331	916	35	246	125	109	99	517	347
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	643	424	390	1117	43	300	1774	1707	122	1708	762
Arrive On Green	0.07	0.18	0.18	0.11	0.22	0.22	0.09	0.50	0.50	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5047	193	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	198	381	223	331	617	334	246	125	109	99	517	347
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1836	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	8.1	14.2	17.3	13.5	24.8	24.9	10.1	2.6	2.3	7.9	12.7	21.0
Cycle Q Clear(g_c), s	8.1	14.2	17.3	13.5	24.8	24.9	10.1	2.6	2.3	7.9	12.7	21.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	643	424	390	753	406	300	1774	1707	122	1708	762
V/C Ratio(X)	0.79	0.59	0.53	0.85	0.82	0.82	0.82	0.07	0.06	0.81	0.30	0.46
Avail Cap(c_a), veh/h	384	790	490	552	922	497	432	1774	1707	223	1708	762
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	65.7	54.1	45.0	62.7	53.3	53.4	64.7	18.7	11.3	66.2	22.7	24.9
Incr Delay (d2), s/veh	6.2	0.9	1.0	8.6	4.9	8.9	8.1	0.1	0.1	12.2	0.5	2.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	10.6	11.3	10.6	16.7	18.3	8.4	2.0	1.3	7.2	9.4	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.9	55.0	46.0	71.3	58.3	62.3	72.8	18.8	11.3	78.4	23.2	26.8
LnGrp LOS	E	D	D	E	E	E	E	B	B	E	C	C
Approach Vol, veh/h		802			1282			480			963	
Approach Delay, s/veh		56.7			62.7			44.8			30.2	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	77.9	20.2	32.0	16.5	75.2	14.4	37.9
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.0	51.0	23.0	32.0	18.0	51.0	16.0	39.0
Max Q Clear Time (g_c+I1), s	9.9	4.6	15.5	19.3	12.1	14.7	10.1	26.9
Green Ext Time (p_c), s	0.1	1.3	0.7	2.7	0.4	2.0	0.3	4.9

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	227	187	647	818	104	296	564	347	131	668	70
Future Volume (veh/h)	99	227	187	647	818	104	296	564	347	131	668	70
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	239	197	681	861	109	312	662	320	138	703	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	447	199	749	1111	496	366	1052	446	724	1428	637
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.28	0.28	0.21	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	104	239	197	681	861	109	312	662	320	138	703	74
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.3	9.1	14.3	27.7	31.7	4.2	12.4	22.3	26.2	4.7	21.2	4.2
Cycle Q Clear(g_c), s	4.3	9.1	14.3	27.7	31.7	4.2	12.4	22.3	26.2	4.7	21.2	4.2
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	151	447	199	749	1111	496	366	1052	446	724	1428	637
V/C Ratio(X)	0.69	0.53	0.99	0.91	0.78	0.22	0.85	0.63	0.72	0.19	0.49	0.12
Avail Cap(c_a), veh/h	192	716	319	864	1407	627	445	1052	446	724	1428	637
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	67.9	59.0	40.5	55.0	44.9	12.0	63.5	45.2	46.6	46.9	32.1	27.0
Incr Delay (d2), s/veh	7.0	1.0	37.4	12.3	2.1	0.2	12.7	2.9	9.6	0.1	0.3	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(95%),veh/ln	3.7	7.5	12.3	19.3	20.5	5.1	10.4	16.2	17.1	3.7	14.3	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	60.0	77.9	67.4	47.0	12.3	76.2	48.0	56.2	47.0	32.4	27.1
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		540			1651			1294			915	
Approach Delay, s/veh		69.4			53.1			56.8			34.1	
Approach LOS		E			D			E			C	

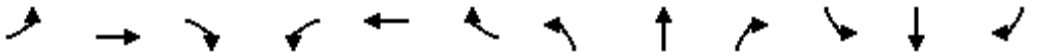
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.2	46.5	37.2	24.1	18.8	63.9	10.3	51.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 41	36.0	* 29	18.0	41.0	8.0	57.0
Max Q Clear Time (g_c+I1), s	6.7	28.2	29.7	16.3	14.4	23.2	6.3	33.7
Green Ext Time (p_c), s	0.3	4.6	1.5	1.8	0.4	4.9	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	57	884	94	66	39	75	896	119	12	293	99
Future Volume (veh/h)	114	57	884	94	66	39	75	896	119	12	293	99
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	0	971	99	69	41	79	943	125	13	308	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	0	1071	125	293	174	103	1591	710	22	1429	637
Arrive On Green	0.08	0.00	0.28	0.07	0.27	0.27	0.06	0.45	0.45	0.01	0.40	0.40
Sat Flow, veh/h	1781	0	3170	1781	1099	653	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	120	0	971	99	0	110	79	943	125	13	308	104
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1753	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	28.0	5.5	0.0	4.9	4.4	20.0	4.7	0.7	5.7	4.2
Cycle Q Clear(g_c), s	6.6	0.0	28.0	5.5	0.0	4.9	4.4	20.0	4.7	0.7	5.7	4.2
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	0	1071	125	0	468	103	1591	710	22	1429	637
V/C Ratio(X)	0.81	0.00	0.91	0.79	0.00	0.24	0.77	0.59	0.18	0.60	0.22	0.16
Avail Cap(c_a), veh/h	178	0	1071	160	0	473	374	1591	710	71	1429	637
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	31.6	45.8	0.0	28.7	46.4	20.8	16.6	49.2	19.6	19.1
Incr Delay (d2), s/veh	20.1	0.0	11.0	18.3	0.0	0.3	11.2	1.6	0.5	24.0	0.3	0.6
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(95%),veh/ln	6.7	0.0	18.3	5.5	0.0	3.8	4.0	13.1	3.2	0.8	4.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	42.7	64.1	0.0	28.9	57.7	22.4	17.1	73.2	19.9	19.7
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	B	B
Approach Vol, veh/h		1091			209			1147			425	
Approach Delay, s/veh		45.1			45.6			24.2			21.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	50.8	11.0	33.0	9.8	46.2	12.3	31.7
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	40.0	9.0	28.0	21.0	23.0	10.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	22.0	7.5	30.0	6.4	7.7	8.6	6.9
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.1	2.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

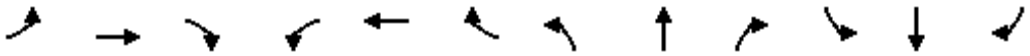
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	371	452	644	143	74	1191
Future Volume (veh/h)	371	452	644	143	74	1191
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	391	476	678	151	78	1254
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	581	517	1714	764	100	2074
Arrive On Green	0.33	0.33	0.16	0.16	0.06	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	391	476	678	151	78	1254
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	18.9	28.9	17.1	8.3	4.3	22.7
Cycle Q Clear(g_c), s	18.9	28.9	17.1	8.3	4.3	22.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	581	517	1714	764	100	2074
V/C Ratio(X)	0.67	0.92	0.40	0.20	0.78	0.60
Avail Cap(c_a), veh/h	650	579	1714	764	187	2074
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	29.1	32.4	29.0	25.2	46.6	13.4
Incr Delay (d2), s/veh	2.3	19.0	0.6	0.5	12.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	19.5	12.8	6.2	4.0	13.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.4	51.4	29.6	25.8	58.6	14.7
LnGrp LOS	C	D	C	C	E	B
Approach Vol, veh/h	867		829			1332
Approach Delay, s/veh	42.4		28.9			17.3
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	52.7			62.9	37.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	39.5			54.5	36.5
Max Q Clear Time (g_c+I1), s	6.3	19.1			24.7	30.9
Green Ext Time (p_c), s	0.0	5.2			11.5	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	0	155	0	0	0	0	715	785	579	1001	0
Future Volume (veh/h)	85	0	155	0	0	0	0	715	785	579	1001	0
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	89	0	163				0	753	826	609	1054	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	224	0	200				0	1919	856	688	2786	0
Arrive On Green	0.13	0.00	0.13				0.00	0.18	0.18	0.13	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	89	0	163				0	753	826	609	1054	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.6	0.0	10.0				0.0	18.7	51.7	17.3	17.6	0.0
Cycle Q Clear(g_c), s	4.6	0.0	10.0				0.0	18.7	51.7	17.3	17.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	224	0	200				0	1919	856	688	2786	0
V/C Ratio(X)	0.40	0.00	0.82				0.00	0.39	0.97	0.89	0.38	0.00
Avail Cap(c_a), veh/h	321	0	285				0	1919	856	743	2786	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.60	0.60	0.75	0.75	0.00
Uniform Delay (d), s/veh	40.2	0.0	42.6				0.0	26.6	40.2	42.2	9.3	0.0
Incr Delay (d2), s/veh	1.1	0.0	11.5				0.0	0.4	16.9	9.2	0.3	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
%ile BackOfQ(95%),veh/ln	3.7	0.0	8.0				0.0	12.8	32.3	12.7	11.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	0.0	54.1				0.0	27.0	57.0	51.4	9.6	0.0
LnGrp LOS	D	A	D				A	C	E	D	A	A
Approach Vol, veh/h		252						1579			1663	
Approach Delay, s/veh		49.6						42.7			24.9	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.4	58.5		17.1		82.9
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.5	47.0		18.0		73.0
Max Q Clear Time (g_c+I1), s	19.3	53.7		12.0		19.6
Green Ext Time (p_c), s	0.6	0.0		0.6		10.2

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

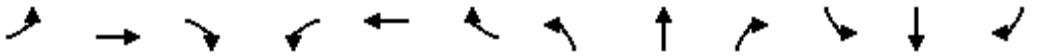
Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	17	52	57	11	156	79	1070	54	220	801	115
Future Volume (veh/h)	160	17	52	57	11	156	79	1070	54	220	801	115
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	18	55	60	12	164	83	1126	57	232	843	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	27	62	124	43	278	105	1663	742	270	1991	888
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.12	0.94	0.94	0.05	0.18	0.18
Sat Flow, veh/h	765	110	259	328	178	1155	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	241	0	0	236	0	0	83	1126	57	232	843	121
Grp Sat Flow(s),veh/h/ln	1134	0	0	1661	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.7	0.0	0.0	0.0	0.0	0.0	4.5	5.5	0.2	12.9	21.0	6.4
Cycle Q Clear(g_c), s	21.1	0.0	0.0	12.4	0.0	0.0	4.5	5.5	0.2	12.9	21.0	6.4
Prop In Lane	0.70		0.23	0.25		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	0	0	445	0	0	105	1663	742	270	1991	888
V/C Ratio(X)	0.72	0.00	0.00	0.53	0.00	0.00	0.79	0.68	0.08	0.86	0.42	0.14
Avail Cap(c_a), veh/h	438	0	0	566	0	0	178	1663	742	338	1991	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.80	0.80	0.80	0.94	0.94	0.94
Uniform Delay (d), s/veh	37.5	0.0	0.0	33.6	0.0	0.0	43.5	1.9	1.7	46.4	26.5	20.5
Incr Delay (d2), s/veh	4.0	0.0	0.0	1.0	0.0	0.0	9.9	1.8	0.2	15.6	0.6	0.3
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(95%),veh/ln	10.0	0.0	0.0	8.8	0.0	0.0	3.9	2.3	0.2	11.6	15.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	0.0	34.6	0.0	0.0	53.4	3.7	1.9	62.0	27.1	20.8
LnGrp LOS	D	A	A	C	A	A	D	A	A	E	C	C
Approach Vol, veh/h		241			236			1266			1196	
Approach Delay, s/veh		41.5			34.6			6.9			33.2	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.2	52.8		28.0	9.9	62.0		28.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	19.0	35.0		32.0	10.0	44.0		32.0				
Max Q Clear Time (g_c+I1), s	14.9	7.5		23.1	6.5	23.0		14.4				
Green Ext Time (p_c), s	0.2	9.3		1.0	0.0	5.4		1.3				

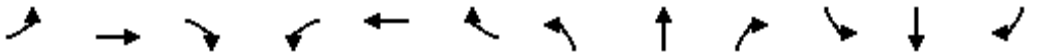
Intersection Summary			
HCM 6th Ctrl Delay		22.7	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	0	122	81	0	112	138	1013	92	127	646	162
Future Volume (veh/h)	144	0	122	81	0	112	138	1013	92	127	646	162
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	0	128	85	0	118	145	1066	97	134	680	171
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	0	330	247	0	330	178	1956	872	163	1927	860
Arrive On Green	0.21	0.00	0.21	0.21	0.00	0.21	0.10	0.55	0.55	0.18	1.00	1.00
Sat Flow, veh/h	1274	0	1585	1262	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	152	0	128	85	0	118	145	1066	97	134	680	171
Grp Sat Flow(s),veh/h/ln	1274	0	1585	1262	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.6	0.0	7.0	6.2	0.0	6.4	8.0	19.3	2.9	7.2	0.0	0.0
Cycle Q Clear(g_c), s	18.0	0.0	7.0	13.2	0.0	6.4	8.0	19.3	2.9	7.2	0.0	0.0
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	256	0	330	247	0	330	178	1956	872	163	1927	860
V/C Ratio(X)	0.59	0.00	0.39	0.34	0.00	0.36	0.82	0.55	0.11	0.82	0.35	0.20
Avail Cap(c_a), veh/h	360	0	460	350	0	460	285	1956	872	285	1927	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	41.6	0.0	34.1	39.8	0.0	33.9	44.1	14.4	10.8	40.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.7	0.8	0.0	0.7	9.3	1.1	0.3	8.7	0.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.0	4.9	3.6	0.0	4.5	7.1	12.1	1.9	5.9	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	0.0	34.9	40.6	0.0	34.5	53.4	15.5	11.0	48.8	0.5	0.5
LnGrp LOS	D	A	C	D	A	C	D	B	B	D	A	A
Approach Vol, veh/h		280			203			1308			985	
Approach Delay, s/veh		39.7			37.1			19.4			7.0	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	61.0		25.8	14.0	60.2		25.8				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	16.0	40.0		29.0	16.0	40.0		29.0				
Max Q Clear Time (g_c+I1), s	9.2	21.3		20.0	10.0	2.0		15.2				
Green Ext Time (p_c), s	0.2	7.2		0.8	0.2	4.1		0.8				

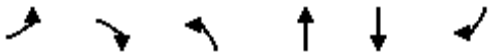
Intersection Summary			
HCM 6th Ctrl Delay		18.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	425	83	117	169	125	92	786	298	108	520	261
Future Volume (veh/h)	377	425	83	117	169	125	92	786	298	108	520	261
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	397	447	87	123	178	132	97	827	314	114	547	275
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	662	128	155	300	210	149	1473	556	298	1443	897
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2970	574	1781	1997	1399	1781	3649	1377	3456	3554	1585
Grp Volume(v), veh/h	397	266	268	123	157	153	97	771	370	114	547	275
Grp Sat Flow(s),veh/h/ln	1781	1777	1767	1781	1777	1619	1781	1702	1622	1728	1777	1585
Q Serve(g_s), s	16.0	13.7	13.9	6.8	8.3	8.9	5.3	17.5	17.6	3.1	10.8	9.1
Cycle Q Clear(g_c), s	16.0	13.7	13.9	6.8	8.3	8.9	5.3	17.5	17.6	3.1	10.8	9.1
Prop In Lane	1.00		0.32	1.00		0.86	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	394	155	267	243	149	1375	655	298	1443	897
V/C Ratio(X)	1.39	0.67	0.68	0.79	0.59	0.63	0.65	0.56	0.56	0.38	0.38	0.31
Avail Cap(c_a), veh/h	285	586	583	232	533	486	160	1375	655	311	1443	897
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.5	35.6	44.8	39.6	39.9	44.4	23.0	23.0	43.2	20.8	11.4
Incr Delay (d2), s/veh	196.2	1.9	2.0	10.6	2.1	2.7	8.1	1.7	3.5	0.8	0.8	0.9
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(95%),veh/ln	34.6	10.0	10.1	6.2	6.7	6.6	4.8	11.5	11.6	2.4	8.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	238.2	37.4	37.6	55.4	41.7	42.6	52.4	24.6	26.5	44.0	21.6	12.3
LnGrp LOS	F	D	D	E	D	D	D	C	C	D	C	B
Approach Vol, veh/h		931			433			1238			936	
Approach Delay, s/veh		123.1			45.9			27.4			21.6	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	46.4	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	5.1	19.6	8.8	15.9	7.3	12.8	18.0	10.9
Green Ext Time (p_c), s	0.1	3.3	0.1	3.0	0.0	3.8	0.0	1.7

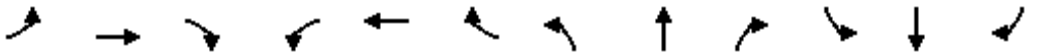
Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	75	110	804	421	88
Future Volume (veh/h)	62	75	110	804	421	88
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	79	116	846	443	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	136	121	729	2788	1987	414
Arrive On Green	0.08	0.08	0.05	0.78	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3021	610
Grp Volume(v), veh/h	65	79	116	846	268	268
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1761
Q Serve(g_s), s	2.5	3.5	1.2	4.8	4.1	4.2
Cycle Q Clear(g_c), s	2.5	3.5	1.2	4.8	4.1	4.2
Prop In Lane	1.00	1.00	1.00			0.35
Lane Grp Cap(c), veh/h	136	121	729	2788	1206	1195
V/C Ratio(X)	0.48	0.65	0.16	0.30	0.22	0.22
Avail Cap(c_a), veh/h	569	506	862	2788	1206	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	31.9	32.3	2.6	2.2	4.4	4.4
Incr Delay (d2), s/veh	2.6	5.8	0.1	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	5.8	0.5	1.6	2.2	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.4	38.1	2.7	2.5	4.8	4.8
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	144			962	536	
Approach Delay, s/veh	36.4			2.5	4.8	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		9.5	7.6	54.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	9.0	26.0
Max Q Clear Time (g_c+I1), s		6.8		5.5	3.2	6.2
Green Ext Time (p_c), s		7.0		0.3	0.1	3.2

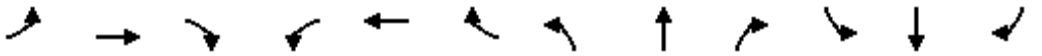
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	744	81	175	509	95	433	592	363	108	240	181
Future Volume (veh/h)	376	744	81	175	509	95	433	592	363	108	240	181
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	396	783	85	184	536	100	456	623	382	114	253	191
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	458	911	646	233	830	152	521	1635	1472	137	1373	612
Arrive On Green	0.13	0.26	0.26	0.07	0.19	0.19	0.15	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	4338	794	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	396	783	85	184	418	218	456	623	382	114	253	191
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1727	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	16.2	30.3	4.8	7.6	16.3	16.8	18.6	16.5	10.8	9.1	6.8	12.1
Cycle Q Clear(g_c), s	16.2	30.3	4.8	7.6	16.3	16.8	18.6	16.5	10.8	9.1	6.8	12.1
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	911	646	233	652	331	521	1635	1472	137	1373	612
V/C Ratio(X)	0.86	0.86	0.13	0.79	0.64	0.66	0.87	0.38	0.26	0.83	0.18	0.31
Avail Cap(c_a), veh/h	624	1111	734	312	756	384	696	1635	1472	223	1373	612
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	61.2	51.1	26.7	66.1	53.7	53.9	59.8	25.5	18.6	65.5	29.2	30.8
Incr Delay (d2), s/veh	9.3	5.9	0.1	9.3	1.5	3.3	9.5	0.7	0.4	12.9	0.3	1.3
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(95%),veh/ln	12.3	20.4	3.4	6.6	11.5	12.2	13.7	11.6	6.5	8.2	5.4	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	57.0	26.8	75.5	55.1	57.1	69.3	26.1	19.0	78.4	29.5	32.2
LnGrp LOS	E	E	C	E	E	E	E	C	B	E	C	C
Approach Vol, veh/h		1264			820			1461			558	
Approach Delay, s/veh		59.2			60.2			37.8			40.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	72.2	13.7	42.9	25.7	61.6	23.1	33.6
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.0	48.0	13.0	45.0	29.0	37.0	26.0	32.0
Max Q Clear Time (g_c+I1), s	11.1	18.5	9.6	32.3	20.6	8.8	18.2	18.8
Green Ext Time (p_c), s	0.1	6.6	0.2	4.7	1.1	0.8	0.9	3.4

Intersection Summary	
HCM 6th Ctrl Delay	49.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	1023	123	320	401	102	172	946	681	188	361	68
Future Volume (veh/h)	227	1023	123	320	401	102	172	946	681	188	361	68
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	1077	129	337	422	107	181	1215	571	198	380	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	312	1083	483	232	1338	567	348	1446	645
Arrive On Green	0.08	0.28	0.28	0.09	0.30	0.30	0.07	0.36	0.36	0.10	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	239	1077	129	337	422	107	181	1215	571	198	380	72
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.4	13.0	13.5	5.3	7.2	44.5	51.5	7.9	10.2	4.1
Cycle Q Clear(g_c), s	9.8	41.0	7.4	13.0	13.5	5.3	7.2	44.5	51.5	7.9	10.2	4.1
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	290	1012	451	312	1083	483	232	1338	567	348	1446	645
V/C Ratio(X)	0.82	1.06	0.29	1.08	0.39	0.22	0.78	0.91	1.01	0.57	0.26	0.11
Avail Cap(c_a), veh/h	384	1012	451	312	1083	483	322	1338	567	444	1446	645
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	64.9	51.5	26.4	65.5	39.5	20.2	66.3	44.0	46.3	61.8	28.4	26.5
Incr Delay (d2), s/veh	10.4	47.1	0.3	74.0	0.2	0.2	7.9	10.6	39.6	1.5	0.1	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(95%),veh/ln	8.3	34.3	5.2	14.3	10.0	5.1	6.4	30.2	35.0	6.4	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	98.6	26.8	139.5	39.7	20.4	74.2	54.6	85.9	63.2	28.4	26.6
LnGrp LOS	E	F	C	F	D	C	E	D	F	E	C	C
Approach Vol, veh/h		1445			866			1967			650	
Approach Delay, s/veh		88.3			76.2			65.5			38.8	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	57.5	19.0	47.0	13.4	64.6	16.1	49.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 52	13.0	* 41	13.0	57.0	16.0	38.0
Max Q Clear Time (g_c+I1), s	9.9	53.5	15.0	43.0	9.2	12.2	11.8	15.5
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.2	3.0	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

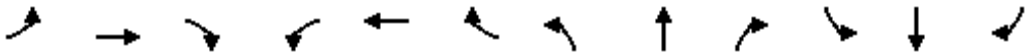
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Buildout With Alternative 2 Conditions

(Year 2040)

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	24	578	115	57	28	51	587	76	6	483	132
Future Volume (veh/h)	175	24	578	115	57	28	51	587	76	6	483	132
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	0	625	121	60	29	54	618	80	6	508	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	0	829	151	220	106	70	1766	788	11	1648	735
Arrive On Green	0.12	0.00	0.22	0.08	0.18	0.18	0.04	0.50	0.50	0.01	0.46	0.46
Sat Flow, veh/h	1781	0	3170	1781	1191	576	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	184	0	625	121	0	89	54	618	80	6	508	139
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1767	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	18.1	6.7	0.0	4.3	3.0	10.6	2.7	0.3	8.9	5.2
Cycle Q Clear(g_c), s	10.1	0.0	18.1	6.7	0.0	4.3	3.0	10.6	2.7	0.3	8.9	5.2
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	0	829	151	0	326	70	1766	788	11	1648	735
V/C Ratio(X)	0.84	0.00	0.75	0.80	0.00	0.27	0.77	0.35	0.10	0.55	0.31	0.19
Avail Cap(c_a), veh/h	303	0	1107	232	0	477	232	1766	788	71	1648	735
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	34.0	44.9	0.0	35.0	47.6	15.3	13.3	49.6	16.8	15.8
Incr Delay (d2), s/veh	14.3	0.0	2.1	10.9	0.0	0.4	16.3	0.5	0.3	36.6	0.5	0.6
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(95%),veh/ln	9.0	0.0	11.5	6.1	0.0	3.4	3.0	7.7	1.8	0.5	6.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	0.0	36.0	55.8	0.0	35.5	63.9	15.9	13.6	86.2	17.3	16.3
LnGrp LOS	E	A	D	E	A	D	E	B	B	F	B	B
Approach Vol, veh/h		809			210			752			653	
Approach Delay, s/veh		40.9			47.2			19.1			17.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	55.7	12.5	27.2	7.9	52.4	16.2	23.4
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	13.0	24.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	12.6	8.7	20.1	5.0	10.9	12.1	6.3
Green Ext Time (p_c), s	0.0	4.5	0.1	2.1	0.0	3.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

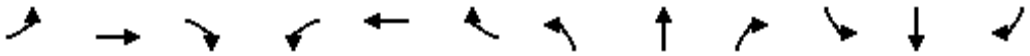
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	401	206	522	294	258	927
Future Volume (veh/h)	401	206	522	294	258	927
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	422	217	549	309	272	976
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	471	419	977	436	580	2294
Arrive On Green	0.26	0.26	0.09	0.09	0.33	0.65
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	422	217	549	309	272	976
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	22.8	11.7	14.8	18.9	12.2	13.4
Cycle Q Clear(g_c), s	22.8	11.7	14.8	18.9	12.2	13.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	471	419	977	436	580	2294
V/C Ratio(X)	0.90	0.52	0.56	0.71	0.47	0.43
Avail Cap(c_a), veh/h	615	547	977	436	580	2294
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	35.4	31.3	39.7	41.6	26.9	8.7
Incr Delay (d2), s/veh	13.0	1.0	2.2	8.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.0	8.0	11.6	13.9	8.9	8.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.5	32.3	41.9	50.3	27.4	9.2
LnGrp LOS	D	C	D	D	C	A
Approach Vol, veh/h	639		858			1248
Approach Delay, s/veh	43.0		44.9			13.2
Approach LOS	D		D			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	37.0	32.0			69.0	31.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	24.5	27.5			56.5	34.5
Max Q Clear Time (g_c+I1), s	14.2	20.9			15.4	24.8
Green Ext Time (p_c), s	0.6	2.6			8.8	1.6

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	0	138	0	0	0	0	725	685	365	855	0
Future Volume (veh/h)	92	0	138	0	0	0	0	725	685	365	855	0
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	97	0	145				0	763	721	384	900	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	205	0	183				0	2183	974	468	2824	0
Arrive On Green	0.12	0.00	0.12				0.00	0.20	0.20	0.09	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	97	0	145				0	763	721	384	900	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.1	0.0	8.9				0.0	18.4	42.7	10.9	14.3	0.0
Cycle Q Clear(g_c), s	5.1	0.0	8.9				0.0	18.4	42.7	10.9	14.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	205	0	183				0	2183	974	468	2824	0
V/C Ratio(X)	0.47	0.00	0.79				0.00	0.35	0.74	0.82	0.32	0.00
Avail Cap(c_a), veh/h	326	0	290				0	2183	974	605	2824	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.77	0.77	0.81	0.81	0.00
Uniform Delay (d), s/veh	41.4	0.0	43.1				0.0	22.7	32.4	44.3	8.1	0.0
Incr Delay (d2), s/veh	1.7	0.0	7.6				0.0	0.3	3.9	5.7	0.2	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
%ile BackOfQ(95%),veh/ln	4.2	0.0	6.9				0.0	13.1	25.3	8.6	9.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	0.0	50.6				0.0	23.1	36.3	50.0	8.4	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		242						1484			1284	
Approach Delay, s/veh		47.6						29.5			20.8	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.0	65.9		16.0		84.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	17.5	50.7		18.3		72.7
Max Q Clear Time (g_c+I1), s	12.9	44.7		10.9		16.3
Green Ext Time (p_c), s	0.6	3.9		0.6		8.1

Intersection Summary		
HCM 6th Ctrl Delay		27.3
HCM 6th LOS		C

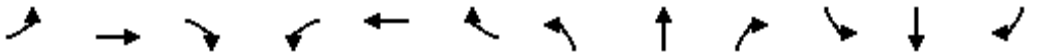
Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	14	62	53	4	191	56	981	22	113	909	58
Future Volume (veh/h)	151	14	62	53	4	191	56	981	22	113	909	58
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	15	65	56	4	201	59	1033	23	119	957	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	27	74	112	28	320	76	1867	833	150	2016	899
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.08	1.00	1.00	0.03	0.19	0.19
Sat Flow, veh/h	688	107	297	271	110	1277	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	239	0	0	261	0	0	59	1033	23	119	957	61
Grp Sat Flow(s),veh/h/ln	1091	0	0	1658	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.9	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	6.6	24.0	3.2
Cycle Q Clear(g_c), s	21.8	0.0	0.0	13.9	0.0	0.0	3.2	0.0	0.0	6.6	24.0	3.2
Prop In Lane	0.67		0.27	0.21		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	0	0	459	0	0	76	1867	833	150	2016	899
V/C Ratio(X)	0.72	0.00	0.00	0.57	0.00	0.00	0.78	0.55	0.03	0.79	0.47	0.07
Avail Cap(c_a), veh/h	488	0	0	641	0	0	160	1867	833	232	2016	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	0.96	0.96	0.96
Uniform Delay (d), s/veh	36.9	0.0	0.0	33.3	0.0	0.0	45.3	0.0	0.0	47.7	27.4	18.9
Incr Delay (d2), s/veh	2.9	0.0	0.0	1.1	0.0	0.0	14.6	1.1	0.1	9.5	0.8	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(95%),veh/ln	9.8	0.0	0.0	9.6	0.0	0.0	3.0	0.5	0.0	6.2	17.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	0.0	0.0	34.5	0.0	0.0	59.8	1.1	0.1	57.3	28.1	19.0
LnGrp LOS	D	A	A	C	A	A	E	A	A	E	C	B
Approach Vol, veh/h		239			261			1115			1137	
Approach Delay, s/veh		39.8			34.5			4.2			30.7	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	58.5		29.0	8.2	62.7		29.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	13.0	36.0		37.0	9.0	40.0		37.0				
Max Q Clear Time (g_c+I1), s	8.6	2.0		23.8	5.2	26.0		15.9				
Green Ext Time (p_c), s	0.1	9.0		1.2	0.0	5.6		1.6				

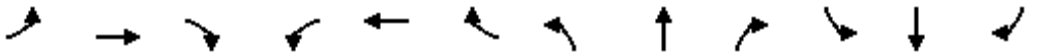
Intersection Summary												
HCM 6th Ctrl Delay			21.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	75	50	0	69	45	915	30	41	894	52
Future Volume (veh/h)	87	0	75	50	0	69	45	915	30	41	894	52
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	0	79	53	0	73	47	963	32	43	941	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	0	215	191	0	215	60	2430	1084	55	2418	1079
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.03	0.68	0.68	0.06	1.00	1.00
Sat Flow, veh/h	1327	0	1585	1320	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	92	0	79	53	0	73	47	963	32	43	941	55
Grp Sat Flow(s),veh/h/ln	1327	0	1585	1320	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.7	0.0	4.5	3.8	0.0	4.2	2.6	11.8	0.7	2.4	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	4.5	8.3	0.0	4.2	2.6	11.8	0.7	2.4	0.0	0.0
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	197	0	215	191	0	215	60	2430	1084	55	2418	1079
V/C Ratio(X)	0.47	0.00	0.37	0.28	0.00	0.34	0.78	0.40	0.03	0.79	0.39	0.05
Avail Cap(c_a), veh/h	441	0	507	434	0	507	178	2430	1084	160	2418	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	44.1	0.0	39.3	43.1	0.0	39.2	47.9	6.9	5.1	46.6	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	1.0	0.8	0.0	0.9	19.1	0.5	0.1	18.7	0.4	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(95%),veh/ln	4.1	0.0	3.3	2.3	0.0	3.0	2.7	7.3	0.4	2.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	0.0	40.4	43.9	0.0	40.1	67.0	7.3	5.2	65.3	0.4	0.1
LnGrp LOS	D	A	D	D	A	D	E	A	A	E	A	A
Approach Vol, veh/h		171			126			1042			1039	
Approach Delay, s/veh		43.3			41.7			10.0			3.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	74.4		18.6	7.4	74.0		18.6				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	44.0		32.0	10.0	43.0		32.0				
Max Q Clear Time (g_c+I1), s	4.4	13.8		12.9	4.6	2.0		10.3				
Green Ext Time (p_c), s	0.0	7.9		0.6	0.0	7.9		0.5				

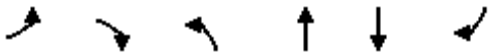
Intersection Summary			
HCM 6th Ctrl Delay		11.0	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	110	104	309	299	139	124	760	224	51	645	317
Future Volume (veh/h)	147	110	104	309	299	139	124	760	224	51	645	317
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	116	109	325	315	146	131	800	236	54	679	334
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	272	233	285	486	221	160	1647	482	242	1422	801
Arrive On Green	0.11	0.15	0.15	0.16	0.20	0.20	0.09	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	1781	1812	1555	1781	2376	1077	1781	3921	1147	3456	3554	1585
Grp Volume(v), veh/h	155	114	111	325	234	227	131	694	342	54	679	334
Grp Sat Flow(s),veh/h/ln	1781	1777	1590	1781	1777	1676	1781	1702	1664	1728	1777	1585
Q Serve(g_s), s	8.5	5.8	6.4	16.0	12.1	12.5	7.2	14.8	15.0	1.5	14.2	13.2
Cycle Q Clear(g_c), s	8.5	5.8	6.4	16.0	12.1	12.5	7.2	14.8	15.0	1.5	14.2	13.2
Prop In Lane	1.00		0.98	1.00		0.64	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	188	267	239	285	364	343	160	1430	699	242	1422	801
V/C Ratio(X)	0.83	0.43	0.47	1.14	0.64	0.66	0.82	0.49	0.49	0.22	0.48	0.42
Avail Cap(c_a), veh/h	267	533	477	285	551	520	160	1430	699	311	1422	801
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	38.6	38.8	42.0	36.4	36.6	44.7	21.1	21.2	43.9	22.2	15.5
Incr Delay (d2), s/veh	13.1	1.1	1.4	96.7	1.9	2.2	27.2	1.2	2.4	0.5	1.2	1.6
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(95%),veh/ln	7.8	4.7	4.6	22.2	9.2	9.0	7.8	10.0	10.2	1.2	10.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	39.6	40.2	138.7	38.3	38.8	71.9	22.3	23.6	44.4	23.4	17.1
LnGrp LOS	E	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		380			786			1167			1067	
Approach Delay, s/veh		46.9			79.9			28.3			22.5	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	48.0	20.0	21.0	13.0	46.0	14.5	26.5
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	15.0	31.0
Max Q Clear Time (g_c+I1), s	3.5	17.0	18.0	8.4	9.2	16.2	10.5	14.5
Green Ext Time (p_c), s	0.0	4.1	0.0	1.3	0.0	3.9	0.1	2.6

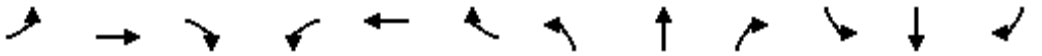
Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	165	85	251	603	138
Future Volume (veh/h)	142	165	85	251	603	138
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	174	89	264	635	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	229	532	2546	1767	403
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	2968	655
Grp Volume(v), veh/h	149	174	89	264	392	388
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1752
Q Serve(g_s), s	5.6	7.6	1.2	1.6	7.9	7.9
Cycle Q Clear(g_c), s	5.6	7.6	1.2	1.6	7.9	7.9
Prop In Lane	1.00	1.00	1.00			0.37
Lane Grp Cap(c), veh/h	258	229	532	2546	1092	1077
V/C Ratio(X)	0.58	0.76	0.17	0.10	0.36	0.36
Avail Cap(c_a), veh/h	569	506	603	2546	1092	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.85	0.85
Uniform Delay (d), s/veh	28.7	29.6	4.5	3.1	6.9	6.9
Incr Delay (d2), s/veh	2.0	5.1	0.1	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	11.0	0.6	0.8	4.8	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	34.7	4.6	3.2	7.6	7.7
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	323			353	780	
Approach Delay, s/veh	32.9			3.6	7.7	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.3
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	6.2	28.8
Max Q Clear Time (g_c+I1), s		3.6		9.6	3.2	9.9
Green Ext Time (p_c), s		1.8		0.8	0.0	4.9

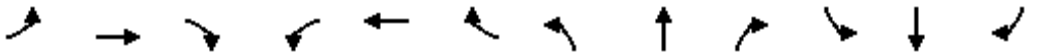
Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	362	212	314	870	33	234	117	104	93	487	306
Future Volume (veh/h)	178	362	212	314	870	33	234	117	104	93	487	306
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	381	223	331	916	35	246	123	109	98	513	322
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	640	423	390	1130	43	300	1779	1711	120	1711	763
Arrive On Green	0.07	0.18	0.18	0.11	0.22	0.22	0.09	0.50	0.50	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5047	193	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	187	381	223	331	617	334	246	123	109	98	513	322
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1836	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	7.7	14.2	17.3	13.5	24.8	24.8	10.1	2.6	2.3	7.8	12.6	19.0
Cycle Q Clear(g_c), s	7.7	14.2	17.3	13.5	24.8	24.8	10.1	2.6	2.3	7.8	12.6	19.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	640	423	390	762	411	300	1779	1711	120	1711	763
V/C Ratio(X)	0.79	0.60	0.53	0.85	0.81	0.81	0.82	0.07	0.06	0.81	0.30	0.42
Avail Cap(c_a), veh/h	360	814	501	552	969	523	432	1779	1711	223	1711	763
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	66.0	54.2	45.0	62.7	53.0	53.0	64.7	18.6	11.2	66.2	22.6	24.3
Incr Delay (d2), s/veh	6.4	0.9	1.0	8.6	4.1	7.5	8.1	0.1	0.1	12.3	0.4	1.7
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(95%),veh/ln	6.5	10.6	11.3	10.6	16.5	18.1	8.4	2.0	1.3	7.2	9.3	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	55.1	46.1	71.3	57.1	60.5	72.8	18.7	11.3	78.5	23.1	26.0
LnGrp LOS	E	E	D	E	E	E	E	B	B	E	C	C
Approach Vol, veh/h		791			1282			478			933	
Approach Delay, s/veh		56.6			61.6			44.8			29.9	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	78.1	20.2	31.9	16.5	75.3	13.9	38.2
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.0	50.0	23.0	33.0	18.0	50.0	15.0	41.0
Max Q Clear Time (g_c+I1), s	9.8	4.6	15.5	19.3	12.1	14.6	9.7	26.8
Green Ext Time (p_c), s	0.1	1.3	0.7	2.8	0.4	2.0	0.3	5.4

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	226	187	647	818	103	296	562	347	128	663	70
Future Volume (veh/h)	99	226	187	647	818	103	296	562	347	128	663	70
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	238	197	681	861	108	312	661	319	135	698	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	447	199	749	1111	495	366	1052	446	724	1429	637
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.28	0.28	0.21	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	104	238	197	681	861	108	312	661	319	135	698	74
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.3	9.0	14.3	27.7	31.7	4.2	12.4	22.2	26.1	4.6	21.0	4.2
Cycle Q Clear(g_c), s	4.3	9.0	14.3	27.7	31.7	4.2	12.4	22.2	26.1	4.6	21.0	4.2
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	151	447	199	749	1111	495	366	1052	446	724	1429	637
V/C Ratio(X)	0.69	0.53	0.99	0.91	0.78	0.22	0.85	0.63	0.72	0.19	0.49	0.12
Avail Cap(c_a), veh/h	192	716	319	864	1407	627	445	1052	446	724	1429	637
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	67.9	59.0	40.5	55.0	44.9	12.0	63.5	45.2	46.6	46.8	32.0	27.0
Incr Delay (d2), s/veh	7.0	1.0	37.5	12.3	2.1	0.2	12.7	2.8	9.5	0.1	0.3	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(95%),veh/ln	3.7	7.5	12.3	19.3	20.5	5.0	10.4	16.2	17.1	3.7	14.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	60.0	78.0	67.4	47.0	12.2	76.2	48.0	56.0	46.9	32.3	27.1
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		539			1650			1292			907	
Approach Delay, s/veh		69.4			53.1			56.8			34.1	
Approach LOS		E			D			E			C	

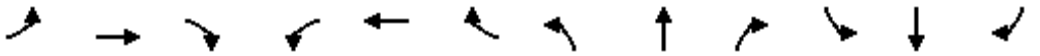
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.2	46.5	37.2	24.1	18.8	63.9	10.3	51.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 41	36.0	* 29	18.0	41.0	8.0	57.0
Max Q Clear Time (g_c+I1), s	6.6	28.1	29.7	16.3	14.4	23.0	6.3	33.7
Green Ext Time (p_c), s	0.3	4.6	1.5	1.8	0.4	4.8	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	57	873	92	66	39	75	883	117	12	285	99
Future Volume (veh/h)	114	57	873	92	66	39	75	883	117	12	285	99
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	0	959	97	69	41	79	929	123	13	300	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	0	1071	123	292	173	103	1595	712	22	1433	639
Arrive On Green	0.08	0.00	0.28	0.07	0.27	0.27	0.06	0.45	0.45	0.01	0.40	0.40
Sat Flow, veh/h	1781	0	3170	1781	1099	653	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	120	0	959	97	0	110	79	929	123	13	300	104
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1753	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	28.0	5.4	0.0	4.9	4.4	19.5	4.6	0.7	5.5	4.2
Cycle Q Clear(g_c), s	6.6	0.0	28.0	5.4	0.0	4.9	4.4	19.5	4.6	0.7	5.5	4.2
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	0	1071	123	0	465	103	1595	712	22	1433	639
V/C Ratio(X)	0.81	0.00	0.90	0.79	0.00	0.24	0.77	0.58	0.17	0.60	0.21	0.16
Avail Cap(c_a), veh/h	178	0	1071	160	0	473	374	1595	712	71	1433	639
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	31.4	45.8	0.0	28.8	46.4	20.6	16.5	49.2	19.4	19.1
Incr Delay (d2), s/veh	20.1	0.0	9.9	17.7	0.0	0.3	11.2	1.6	0.5	24.0	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	17.9	5.3	0.0	3.8	4.0	12.9	3.2	0.8	4.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	41.4	63.5	0.0	29.0	57.7	22.1	17.0	73.2	19.8	19.6
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	B	B
Approach Vol, veh/h		1079			207			1131			417	
Approach Delay, s/veh		44.0			45.2			24.0			21.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	50.9	10.9	33.0	9.8	46.3	12.3	31.5
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	40.0	9.0	28.0	21.0	23.0	10.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	21.5	7.4	30.0	6.4	7.5	8.6	6.9
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.1	2.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Notes

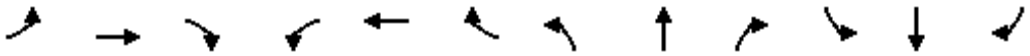
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	353	452	628	132	74	1170
Future Volume (veh/h)	353	452	628	132	74	1170
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	372	476	661	139	78	1232
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	581	517	1404	626	257	2075
Arrive On Green	0.33	0.33	0.13	0.13	0.14	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	372	476	661	139	78	1232
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	17.8	28.9	17.2	7.9	3.9	22.1
Cycle Q Clear(g_c), s	17.8	28.9	17.2	7.9	3.9	22.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	581	517	1404	626	257	2075
V/C Ratio(X)	0.64	0.92	0.47	0.22	0.30	0.59
Avail Cap(c_a), veh/h	650	579	1404	626	257	2075
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	28.7	32.5	33.8	29.7	38.3	13.2
Incr Delay (d2), s/veh	1.8	19.1	1.1	0.8	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	19.5	13.0	6.0	3.2	13.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.5	51.6	34.9	30.5	39.0	14.5
LnGrp LOS	C	D	C	C	D	B
Approach Vol, veh/h	848		800			1310
Approach Delay, s/veh	42.3		34.1			16.0
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.9	44.0			62.9	37.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	39.5			54.5	36.5
Max Q Clear Time (g_c+I1), s	5.9	19.2			24.1	30.9
Green Ext Time (p_c), s	0.1	5.0			11.3	1.7

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	0	140	0	0	0	0	689	772	579	961	0
Future Volume (veh/h)	85	0	140	0	0	0	0	689	772	579	961	0
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	89	0	147				0	725	813	609	1012	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	207	0	184				0	1953	871	688	2821	0
Arrive On Green	0.12	0.00	0.12				0.00	0.18	0.18	0.13	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	89	0	147				0	725	813	609	1012	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.6	0.0	9.0				0.0	17.9	50.5	17.3	16.5	0.0
Cycle Q Clear(g_c), s	4.6	0.0	9.0				0.0	17.9	50.5	17.3	16.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	207	0	184				0	1953	871	688	2821	0
V/C Ratio(X)	0.43	0.00	0.80				0.00	0.37	0.93	0.89	0.36	0.00
Avail Cap(c_a), veh/h	322	0	287				0	1953	871	743	2821	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.66	0.66	0.77	0.77	0.00
Uniform Delay (d), s/veh	41.1	0.0	43.0				0.0	25.8	39.1	42.2	8.7	0.0
Incr Delay (d2), s/veh	1.4	0.0	8.3				0.0	0.4	13.2	9.4	0.3	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
%ile BackOfQ(95%),veh/ln	3.8	0.0	7.1				0.0	12.5	31.2	12.7	10.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	51.4				0.0	26.1	52.3	51.6	9.0	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		236						1538			1621	
Approach Delay, s/veh		48.0						40.0			25.0	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.4	59.5		16.1		83.9						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	21.5	46.9		18.1		72.9						
Max Q Clear Time (g_c+I1), s	19.3	52.5		11.0		18.5						
Green Ext Time (p_c), s	0.6	0.0		0.6		9.6						

Intersection Summary			
HCM 6th Ctrl Delay			33.4
HCM 6th LOS			C

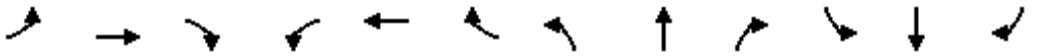
Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	17	44	54	11	152	68	1044	50	214	764	102
Future Volume (veh/h)	151	17	44	54	11	152	68	1044	50	214	764	102
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	18	46	57	12	160	72	1099	53	225	804	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	27	53	118	41	264	92	1727	770	263	2068	923
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.10	0.97	0.97	0.05	0.19	0.19
Sat Flow, veh/h	773	121	233	321	182	1167	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	223	0	0	229	0	0	72	1099	53	225	804	107
Grp Sat Flow(s),veh/h/ln	1127	0	0	1671	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.5	0.0	0.0	0.0	0.0	0.0	3.9	2.3	0.1	12.5	19.8	5.6
Cycle Q Clear(g_c), s	19.7	0.0	0.0	12.2	0.0	0.0	3.9	2.3	0.1	12.5	19.8	5.6
Prop In Lane	0.71		0.21	0.25		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	0	0	423	0	0	92	1727	770	263	2068	923
V/C Ratio(X)	0.70	0.00	0.00	0.54	0.00	0.00	0.78	0.64	0.07	0.86	0.39	0.12
Avail Cap(c_a), veh/h	440	0	0	566	0	0	160	1727	770	338	2068	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.83	0.83	0.83	0.94	0.94	0.94
Uniform Delay (d), s/veh	38.1	0.0	0.0	34.7	0.0	0.0	44.3	0.8	0.7	46.5	24.9	19.1
Incr Delay (d2), s/veh	3.0	0.0	0.0	1.1	0.0	0.0	11.3	1.5	0.1	14.7	0.5	0.2
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(95%),veh/ln	9.3	0.0	0.0	8.7	0.0	0.0	3.5	1.3	0.1	11.3	14.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	0.0	35.7	0.0	0.0	55.6	2.2	0.9	61.2	25.4	19.4
LnGrp LOS	D	A	A	D	A	A	E	A	A	E	C	B
Approach Vol, veh/h		223			229			1224			1136	
Approach Delay, s/veh		41.1			35.7			5.3			31.9	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.8	54.6		26.6	9.2	64.2		26.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	19.0	35.0		32.0	9.0	45.0		32.0				
Max Q Clear Time (g_c+I1), s	14.5	4.3		21.7	5.9	21.8		14.2				
Green Ext Time (p_c), s	0.3	9.3		0.9	0.0	5.3		1.3				

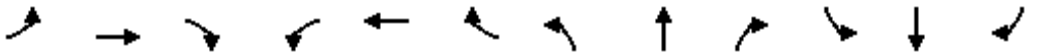
Intersection Summary			
HCM 6th Ctrl Delay		21.4	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	0	112	74	0	103	123	994	82	113	629	145
Future Volume (veh/h)	131	0	112	74	0	103	123	994	82	113	629	145
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	0	118	78	0	108	129	1046	86	119	662	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	0	304	233	0	304	160	2046	913	147	2020	901
Arrive On Green	0.19	0.00	0.19	0.19	0.00	0.19	0.09	0.58	0.58	0.17	1.00	1.00
Sat Flow, veh/h	1286	0	1585	1274	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	138	0	118	78	0	108	129	1046	86	119	662	153
Grp Sat Flow(s),veh/h/ln	1286	0	1585	1274	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.4	0.0	6.5	5.7	0.0	5.9	7.1	17.7	2.4	6.4	0.0	0.0
Cycle Q Clear(g_c), s	16.3	0.0	6.5	12.2	0.0	5.9	7.1	17.7	2.4	6.4	0.0	0.0
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	242	0	304	233	0	304	160	2046	913	147	2020	901
V/C Ratio(X)	0.57	0.00	0.39	0.33	0.00	0.36	0.80	0.51	0.09	0.81	0.33	0.17
Avail Cap(c_a), veh/h	369	0	460	359	0	460	285	2046	913	267	2020	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	42.2	0.0	35.3	40.6	0.0	35.1	44.6	12.7	9.5	41.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.8	0.8	0.0	0.7	9.0	0.9	0.2	9.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	4.6	3.3	0.0	4.2	6.3	11.2	1.6	5.4	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	0.0	36.1	41.5	0.0	35.8	53.7	13.7	9.7	50.2	0.4	0.4
LnGrp LOS	D	A	D	D	A	D	D	B	A	D	A	A
Approach Vol, veh/h		256			186			1261			934	
Approach Delay, s/veh		40.5			38.2			17.5			6.7	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	63.6		24.2	13.0	62.8		24.2				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	41.0		29.0	16.0	40.0		29.0				
Max Q Clear Time (g_c+I1), s	8.4	19.7		18.3	9.1	2.0		14.2				
Green Ext Time (p_c), s	0.1	7.5		0.8	0.2	4.1		0.7				

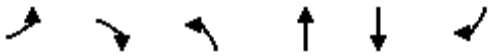
Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	346	424	83	117	168	119	91	779	297	104	515	237
Future Volume (veh/h)	346	424	83	117	168	119	91	779	297	104	515	237
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	364	446	87	123	177	125	96	820	313	109	542	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	662	128	155	306	204	149	1473	559	296	1444	898
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2969	575	1781	2040	1362	1781	3644	1382	3456	3554	1585
Grp Volume(v), veh/h	364	266	267	123	153	149	96	766	367	109	542	249
Grp Sat Flow(s),veh/h/ln	1781	1777	1767	1781	1777	1625	1781	1702	1622	1728	1777	1585
Q Serve(g_s), s	16.0	13.7	13.8	6.8	8.0	8.6	5.2	17.3	17.4	3.0	10.7	8.1
Cycle Q Clear(g_c), s	16.0	13.7	13.8	6.8	8.0	8.6	5.2	17.3	17.4	3.0	10.7	8.1
Prop In Lane	1.00		0.33	1.00		0.84	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	394	155	267	244	149	1376	656	296	1444	898
V/C Ratio(X)	1.28	0.67	0.68	0.79	0.57	0.61	0.64	0.56	0.56	0.37	0.38	0.28
Avail Cap(c_a), veh/h	285	586	583	232	533	488	160	1376	656	311	1444	898
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)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.5	35.6	44.8	39.5	39.8	44.4	22.9	22.9	43.2	20.8	11.2
Incr Delay (d2), s/veh	148.4	1.9	2.0	10.6	1.9	2.5	7.7	1.6	3.4	0.8	0.7	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(95%),veh/ln	28.6	10.0	10.1	6.2	6.5	6.4	4.7	11.4	11.5	2.3	8.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.4	37.4	37.6	55.4	41.5	42.3	52.1	24.5	26.4	43.9	21.5	11.9
LnGrp LOS	F	D	D	E	D	D	D	C	C	D	C	B
Approach Vol, veh/h		897			425			1229			900	
Approach Delay, s/veh		99.6			45.8			27.2			21.6	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	46.4	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	5.0	19.4	8.8	15.8	7.2	12.7	18.0	10.6
Green Ext Time (p_c), s	0.1	3.4	0.1	3.0	0.0	3.7	0.0	1.7

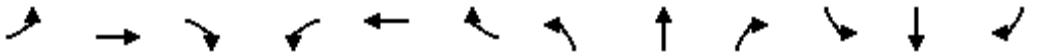
Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	75	110	774	400	88
Future Volume (veh/h)	61	75	110	774	400	88
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	79	116	815	421	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	136	121	742	2788	1968	431
Arrive On Green	0.08	0.08	0.05	0.78	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	2992	635
Grp Volume(v), veh/h	64	79	116	815	257	257
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1756
Q Serve(g_s), s	2.5	3.5	1.2	4.6	3.9	4.0
Cycle Q Clear(g_c), s	2.5	3.5	1.2	4.6	3.9	4.0
Prop In Lane	1.00	1.00	1.00			0.36
Lane Grp Cap(c), veh/h	136	121	742	2788	1206	1192
V/C Ratio(X)	0.47	0.65	0.16	0.29	0.21	0.22
Avail Cap(c_a), veh/h	594	528	876	2788	1206	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	31.8	32.3	2.6	2.2	4.3	4.3
Incr Delay (d2), s/veh	2.5	5.8	0.1	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	5.8	0.5	1.6	2.1	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.3	38.1	2.7	2.4	4.7	4.7
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	143			931	514	
Approach Delay, s/veh	36.4			2.5	4.7	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		9.5	7.6	54.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		38.0		24.0	9.0	25.0
Max Q Clear Time (g_c+I1), s		6.6		5.5	3.2	6.0
Green Ext Time (p_c), s		6.6		0.4	0.1	3.0

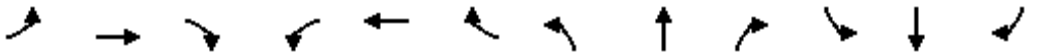
Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	744	81	175	509	94	433	588	363	108	237	164
Future Volume (veh/h)	352	744	81	175	509	94	433	588	363	108	237	164
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	371	783	85	184	536	99	456	619	382	114	249	173
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	911	646	234	866	157	521	1634	1472	138	1372	612
Arrive On Green	0.12	0.26	0.26	0.07	0.20	0.20	0.15	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	4345	787	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	371	783	85	184	418	217	456	619	382	114	249	173
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1729	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	15.2	30.3	4.8	7.5	16.1	16.6	18.6	16.4	10.8	9.1	6.7	10.8
Cycle Q Clear(g_c), s	15.2	30.3	4.8	7.5	16.1	16.6	18.6	16.4	10.8	9.1	6.7	10.8
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	911	646	234	678	344	521	1634	1472	138	1372	612
V/C Ratio(X)	0.86	0.86	0.13	0.79	0.62	0.63	0.87	0.38	0.26	0.83	0.18	0.28
Avail Cap(c_a), veh/h	600	1111	734	336	804	408	696	1634	1472	235	1372	612
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	61.8	51.1	26.7	66.1	52.6	52.8	59.8	25.5	18.6	65.5	29.2	30.5
Incr Delay (d2), s/veh	8.9	5.9	0.1	7.6	1.0	2.4	9.5	0.7	0.4	11.9	0.3	1.2
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(95%),veh/ln	11.6	20.4	3.4	6.5	11.4	12.0	13.7	11.6	6.5	8.1	5.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	57.0	26.8	73.7	53.7	55.2	69.3	26.1	19.1	77.4	29.5	31.6
LnGrp LOS	E	E	C	E	D	E	E	C	B	E	C	C
Approach Vol, veh/h		1239			819			1457			536	
Approach Delay, s/veh		59.0			58.6			37.8			40.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	72.2	13.8	42.9	25.7	61.6	22.0	34.7
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	19.0	46.0	14.0	45.0	29.0	36.0	25.0	34.0
Max Q Clear Time (g_c+I1), s	11.1	18.4	9.5	32.3	20.6	8.7	17.2	18.6
Green Ext Time (p_c), s	0.1	6.5	0.2	4.7	1.1	0.9	0.8	3.7

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	1023	123	320	400	99	172	940	681	186	357	68
Future Volume (veh/h)	227	1023	123	320	400	99	172	940	681	186	357	68
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	1077	129	337	421	104	181	1212	569	196	376	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	336	1108	494	232	1312	556	348	1422	634
Arrive On Green	0.08	0.28	0.28	0.10	0.31	0.31	0.07	0.35	0.35	0.10	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	239	1077	129	337	421	104	181	1212	569	196	376	72
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.4	14.0	13.3	5.1	7.2	44.8	50.5	7.8	10.2	4.1
Cycle Q Clear(g_c), s	9.8	41.0	7.4	14.0	13.3	5.1	7.2	44.8	50.5	7.8	10.2	4.1
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	290	1012	451	336	1108	494	232	1312	556	348	1422	634
V/C Ratio(X)	0.82	1.06	0.29	1.00	0.38	0.21	0.78	0.92	1.02	0.56	0.26	0.11
Avail Cap(c_a), veh/h	384	1012	451	336	1108	494	322	1312	556	444	1422	634
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	64.9	51.5	26.4	65.0	38.7	19.6	66.3	44.9	46.8	61.7	29.0	27.2
Incr Delay (d2), s/veh	10.4	47.1	0.3	49.9	0.2	0.2	7.9	12.3	44.3	1.4	0.1	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(95%),veh/ln	8.3	34.3	5.2	13.3	9.9	4.9	6.4	30.8	35.6	6.3	7.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	98.6	26.8	114.9	38.9	19.8	74.2	57.2	91.1	63.2	29.1	27.2
LnGrp LOS	E	F	C	F	D	B	E	E	F	E	C	C
Approach Vol, veh/h		1445			862			1962			644	
Approach Delay, s/veh		88.3			66.3			68.6			39.2	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	56.5	20.0	47.0	13.4	63.6	16.1	50.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 51	14.0	* 41	13.0	56.0	16.0	39.0
Max Q Clear Time (g_c+I1), s	9.8	52.5	16.0	43.0	9.2	12.2	11.8	15.3
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.2	3.0	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	70.1
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

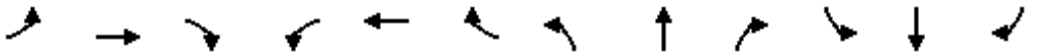
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Buildout With Alternative 3 Conditions

(Year 2040)

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	24	682	117	57	28	53	762	80	6	550	89
Future Volume (veh/h)	175	24	682	117	57	28	53	762	80	6	550	89
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	0	735	123	60	29	56	802	84	6	579	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	0	933	153	259	125	72	1650	736	11	1527	681
Arrive On Green	0.12	0.00	0.25	0.09	0.22	0.22	0.04	0.46	0.46	0.01	0.43	0.43
Sat Flow, veh/h	1781	0	3170	1781	1191	576	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	184	0	735	123	0	89	56	802	84	6	579	94
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1767	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	21.3	6.8	0.0	4.2	3.1	15.6	3.0	0.3	11.1	3.6
Cycle Q Clear(g_c), s	10.1	0.0	21.3	6.8	0.0	4.2	3.1	15.6	3.0	0.3	11.1	3.6
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	0	933	153	0	384	72	1650	736	11	1527	681
V/C Ratio(X)	0.84	0.00	0.79	0.80	0.00	0.23	0.77	0.49	0.11	0.55	0.38	0.14
Avail Cap(c_a), veh/h	303	0	1112	232	0	477	214	1650	736	71	1527	681
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	32.4	44.9	0.0	32.3	47.5	18.5	15.2	49.6	19.4	17.3
Incr Delay (d2), s/veh	14.3	0.0	3.2	11.3	0.0	0.3	15.8	1.0	0.3	36.6	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(95%),veh/ln	9.0	0.0	13.2	6.2	0.0	3.2	3.0	10.6	2.0	0.5	8.2	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	0.0	35.6	56.2	0.0	32.6	63.3	19.6	15.5	86.2	20.2	17.7
LnGrp LOS	E	A	D	E	A	C	E	B	B	F	C	B
Approach Vol, veh/h		919			212			942			679	
Approach Delay, s/veh		40.0			46.3			21.8			20.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	52.4	12.6	30.4	8.1	49.0	16.2	26.7
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	33.0	13.0	31.0	12.0	25.0	17.0	27.0
Max Q Clear Time (g_c+I1), s	2.3	17.6	8.8	23.3	5.1	13.1	12.1	6.2
Green Ext Time (p_c), s	0.0	5.3	0.1	2.1	0.0	3.3	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

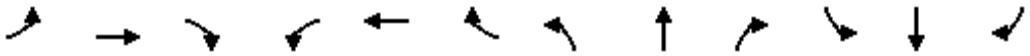
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	416	206	704	344	258	1098
Future Volume (veh/h)	416	206	704	344	258	1098
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	438	217	741	362	272	1156
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	486	433	1488	664	309	2264
Arrive On Green	0.27	0.27	0.14	0.14	0.17	0.64
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	438	217	741	362	272	1156
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	23.7	11.5	19.3	21.3	14.9	17.5
Cycle Q Clear(g_c), s	23.7	11.5	19.3	21.3	14.9	17.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	486	433	1488	664	309	2264
V/C Ratio(X)	0.90	0.50	0.50	0.55	0.88	0.51
Avail Cap(c_a), veh/h	615	547	1488	664	419	2264
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.88	0.88	1.00	1.00
Uniform Delay (d), s/veh	35.0	30.6	33.4	34.2	40.3	9.8
Incr Delay (d2), s/veh	14.0	0.9	1.1	2.8	15.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	7.9	14.1	14.3	12.3	10.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.1	31.5	34.4	37.1	55.5	10.6
LnGrp LOS	D	C	C	D	E	B
Approach Vol, veh/h	655		1103			1428
Approach Delay, s/veh	43.3		35.3			19.1
Approach LOS	D		D			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.8	46.4			68.2	31.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.5	28.5			56.5	34.5
Max Q Clear Time (g_c+I1), s	16.9	23.3			19.5	25.7
Green Ext Time (p_c), s	0.4	2.8			11.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C



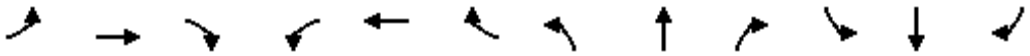
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	0	152	0	0	0	0	956	741	348	1059	0
Future Volume (veh/h)	92	0	152	0	0	0	0	956	741	348	1059	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	97	0	160				0	1006	780	366	1115	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	222	0	197				0	2172	969	447	2792	0
Arrive On Green	0.12	0.00	0.12				0.00	0.20	0.20	0.09	0.53	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	97	0	160				0	1006	780	366	1115	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	5.0	0.0	9.8				0.0	24.9	46.9	10.4	18.8	0.0
Cycle Q Clear(g_c), s	5.0	0.0	9.8				0.0	24.9	46.9	10.4	18.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	222	0	197				0	2172	969	447	2792	0
V/C Ratio(X)	0.44	0.00	0.81				0.00	0.46	0.81	0.82	0.40	0.00
Avail Cap(c_a), veh/h	322	0	287				0	2172	969	570	2792	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.78	0.78	0.75	0.75	0.00
Uniform Delay (d), s/veh	40.5	0.0	42.6				0.0	25.5	34.2	44.5	9.5	0.0
Incr Delay (d2), s/veh	1.4	0.0	10.7				0.0	0.6	5.6	5.6	0.3	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
%ile BackOfQ(95%),veh/ln	4.1	0.0	7.8				0.0	17.0	28.0	8.1	12.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	53.3				0.0	26.0	39.9	50.1	9.9	0.0
LnGrp LOS	D	A	D				A	C	D	D	A	A
Approach Vol, veh/h		257						1786			1481	
Approach Delay, s/veh		49.0						32.1			19.8	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.4	65.6		16.9		83.1						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	16.5	51.9		18.1		72.9						
Max Q Clear Time (g_c+I1), s	12.4	48.9		11.8		20.8						
Green Ext Time (p_c), s	0.5	2.4		0.6		11.1						

Intersection Summary												
HCM 6th Ctrl Delay			28.1									
HCM 6th LOS			C									

Notes

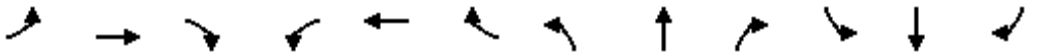
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	14	86	63	4	202	65	1229	26	118	1110	69
Future Volume (veh/h)	178	14	86	63	4	202	65	1229	26	118	1110	69
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	15	91	66	4	213	68	1294	27	124	1168	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	24	102	133	31	364	87	2459	51	155	2533	158
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.10	0.96	0.96	0.03	0.17	0.17
Sat Flow, veh/h	685	80	345	298	106	1231	1781	5148	107	1781	4912	307
Grp Volume(v), veh/h	293	0	0	283	0	0	68	856	465	124	809	432
Grp Sat Flow(s),veh/h/ln	1110	0	0	1635	0	0	1781	1702	1851	1781	1702	1815
Q Serve(g_s), s	11.5	0.0	0.0	0.0	0.0	0.0	3.7	2.3	2.3	6.9	21.4	21.4
Cycle Q Clear(g_c), s	26.0	0.0	0.0	14.6	0.0	0.0	3.7	2.3	2.3	6.9	21.4	21.4
Prop In Lane	0.64		0.31	0.23		0.75	1.00		0.06	1.00		0.17
Lane Grp Cap(c), veh/h	387	0	0	528	0	0	87	1626	884	155	1755	936
V/C Ratio(X)	0.76	0.00	0.00	0.54	0.00	0.00	0.78	0.53	0.53	0.80	0.46	0.46
Avail Cap(c_a), veh/h	523	0	0	685	0	0	160	1626	884	196	1755	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	0.93	0.93	0.93
Uniform Delay (d), s/veh	34.9	0.0	0.0	30.0	0.0	0.0	44.6	1.2	1.2	47.7	29.0	29.0
Incr Delay (d2), s/veh	4.3	0.0	0.0	0.8	0.0	0.0	12.9	1.1	2.1	15.7	0.8	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(95%),veh/ln	11.6	0.0	0.0	9.8	0.0	0.0	3.4	1.2	1.8	7.0	14.9	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	0.0	0.0	30.8	0.0	0.0	57.5	2.3	3.3	63.4	29.8	30.5
LnGrp LOS	D	A	A	C	A	A	E	A	A	E	C	C
Approach Vol, veh/h		293			283			1389			1365	
Approach Delay, s/veh		39.3			30.8			5.4			33.1	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	53.8		33.6	8.9	57.6		33.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	11.0	35.0		40.0	9.0	37.0		40.0				
Max Q Clear Time (g_c+I1), s	8.9	4.3		28.0	5.7	23.4		16.6				
Green Ext Time (p_c), s	0.1	11.2		1.5	0.0	7.0		1.9				

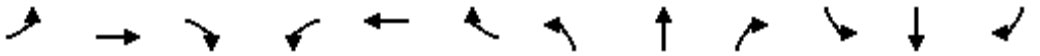
Intersection Summary			
HCM 6th Ctrl Delay		21.9	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	0	107	71	0	98	58	1109	38	53	1102	68
Future Volume (veh/h)	125	0	107	71	0	98	58	1109	38	53	1102	68
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	0	113	75	0	103	61	1167	40	56	1160	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	0	293	228	0	293	79	3168	109	72	3052	189
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.04	0.62	0.62	0.08	1.00	1.00
Sat Flow, veh/h	1291	0	1585	1280	0	1585	1781	5069	174	1781	4915	305
Grp Volume(v), veh/h	132	0	113	75	0	103	61	783	424	56	803	429
Grp Sat Flow(s),veh/h/ln	1291	0	1585	1280	0	1585	1781	1702	1839	1781	1702	1815
Q Serve(g_s), s	9.9	0.0	6.3	5.5	0.0	5.7	3.4	11.2	11.2	3.1	0.0	0.0
Cycle Q Clear(g_c), s	15.6	0.0	6.3	11.7	0.0	5.7	3.4	11.2	11.2	3.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.17
Lane Grp Cap(c), veh/h	237	0	293	228	0	293	79	2127	1149	72	2114	1127
V/C Ratio(X)	0.56	0.00	0.39	0.33	0.00	0.35	0.77	0.37	0.37	0.78	0.38	0.38
Avail Cap(c_a), veh/h	399	0	491	389	0	491	196	2127	1149	178	2114	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	42.4	0.0	35.8	40.9	0.0	35.6	47.3	9.1	9.1	45.5	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.8	0.8	0.0	0.7	14.6	0.5	0.9	14.3	0.4	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(95%),veh/ln	5.9	0.0	4.4	3.2	0.0	4.0	3.3	7.2	7.9	2.9	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	0.0	36.6	41.8	0.0	36.3	61.9	9.6	10.0	59.8	0.4	0.8
LnGrp LOS	D	A	D	D	A	D	E	A	B	E	A	A
Approach Vol, veh/h		245			178			1268			1288	
Approach Delay, s/veh		40.8			38.6			12.3			3.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	68.5		23.5	8.4	68.1		23.5				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		31.0	11.0	43.0		31.0				
Max Q Clear Time (g_c+I1), s	5.1	13.2		17.6	5.4	2.0		13.7				
Green Ext Time (p_c), s	0.0	10.0		0.9	0.0	11.1		0.7				

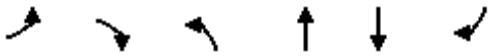
Intersection Summary			
HCM 6th Ctrl Delay		12.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	95	105	310	284	161	125	826	207	98	704	473
Future Volume (veh/h)	276	95	105	310	284	161	125	826	207	98	704	473
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	291	100	111	326	299	169	132	869	218	103	741	498
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	315	281	285	392	216	160	1539	384	293	1324	844
Arrive On Green	0.16	0.18	0.18	0.16	0.18	0.18	0.09	0.38	0.38	0.08	0.37	0.37
Sat Flow, veh/h	1781	1777	1585	1781	2210	1218	1781	4075	1017	3456	3554	1585
Grp Volume(v), veh/h	291	100	111	326	239	229	132	725	362	103	741	498
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1651	1781	1702	1687	1728	1777	1585
Q Serve(g_s), s	16.0	4.9	6.2	16.0	12.8	13.3	7.3	16.8	17.0	2.8	16.5	21.4
Cycle Q Clear(g_c), s	16.0	4.9	6.2	16.0	12.8	13.3	7.3	16.8	17.0	2.8	16.5	21.4
Prop In Lane	1.00		1.00	1.00		0.74	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	285	315	281	285	315	293	160	1285	637	293	1324	844
V/C Ratio(X)	1.02	0.32	0.39	1.14	0.76	0.78	0.82	0.56	0.57	0.35	0.56	0.59
Avail Cap(c_a), veh/h	285	533	476	285	533	495	160	1285	637	311	1324	844
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)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.8	36.4	42.0	39.1	39.3	44.7	24.6	24.7	43.2	24.9	15.9
Incr Delay (d2), s/veh	58.0	0.6	0.9	97.9	3.7	4.5	28.0	1.8	3.6	0.7	1.7	3.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.2	3.9	4.4	22.3	9.8	9.6	7.9	11.3	11.7	2.2	11.5	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.0	36.4	37.2	139.9	42.8	43.8	72.7	26.4	28.3	43.9	26.6	19.0
LnGrp LOS	F	D	D	F	D	D	E	C	C	D	C	B
Approach Vol, veh/h		502			794			1219			1342	
Approach Delay, s/veh		73.5			83.0			32.0			25.1	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	43.8	20.0	23.8	13.0	43.2	20.0	23.8
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	16.0	30.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	4.8	19.0	18.0	8.2	9.3	23.4	18.0	15.3
Green Ext Time (p_c), s	0.1	3.5	0.0	1.2	0.0	1.1	0.0	2.5

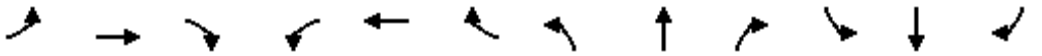
Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	165	85	353	744	140
Future Volume (veh/h)	143	165	85	353	744	140
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	174	89	372	783	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	230	470	2546	1835	344
Arrive On Green	0.14	0.14	0.05	0.72	0.61	0.61
Sat Flow, veh/h	1781	1585	1781	3647	3079	561
Grp Volume(v), veh/h	151	174	89	372	466	464
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1769
Q Serve(g_s), s	5.7	7.6	1.2	2.4	9.9	9.9
Cycle Q Clear(g_c), s	5.7	7.6	1.2	2.4	9.9	9.9
Prop In Lane	1.00	1.00	1.00			0.32
Lane Grp Cap(c), veh/h	258	230	470	2546	1092	1087
V/C Ratio(X)	0.59	0.76	0.19	0.15	0.43	0.43
Avail Cap(c_a), veh/h	569	506	546	2546	1092	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.78	0.78
Uniform Delay (d), s/veh	28.8	29.6	4.8	3.2	7.2	7.2
Incr Delay (d2), s/veh	2.1	5.1	0.2	0.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	11.0	0.6	1.1	6.0	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.9	34.7	5.0	3.4	8.2	8.2
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	325			461	930	
Approach Delay, s/veh	32.9			3.7	8.2	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.6		14.4	7.3	50.2
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	6.4	28.6
Max Q Clear Time (g_c+I1), s		4.4		9.6	3.2	11.9
Green Ext Time (p_c), s		2.7		0.8	0.0	5.7

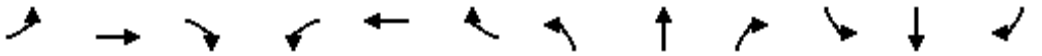
Intersection Summary		
HCM 6th Ctrl Delay	11.7	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	362	212	314	870	34	234	198	104	95	495	434
Future Volume (veh/h)	199	362	212	314	870	34	234	198	104	95	495	434
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	381	223	331	916	36	246	208	109	100	521	457
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	653	429	390	1116	44	300	1761	1697	122	1697	757
Arrive On Green	0.08	0.18	0.18	0.11	0.22	0.22	0.09	0.50	0.50	0.07	0.48	0.48
Sat Flow, veh/h	3456	3554	1585	3456	5041	198	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	209	381	223	331	618	334	246	208	109	100	521	457
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1835	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	8.6	14.1	17.2	13.5	24.9	24.9	10.1	4.5	2.3	8.0	12.9	30.5
Cycle Q Clear(g_c), s	8.6	14.1	17.2	13.5	24.9	24.9	10.1	4.5	2.3	8.0	12.9	30.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	653	429	390	754	406	300	1761	1697	122	1697	757
V/C Ratio(X)	0.80	0.58	0.52	0.85	0.82	0.82	0.82	0.12	0.06	0.82	0.31	0.60
Avail Cap(c_a), veh/h	360	765	479	552	922	497	432	1761	1697	210	1697	757
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	65.5	53.7	44.6	62.7	53.3	53.4	64.7	19.5	11.5	66.2	23.0	27.6
Incr Delay (d2), s/veh	8.8	0.8	1.0	8.6	5.0	8.9	8.1	0.1	0.1	12.3	0.5	3.5
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(95%),veh/ln	7.4	10.6	11.3	10.6	16.7	18.4	8.4	3.5	1.3	7.3	9.5	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	54.5	45.6	71.3	58.3	62.3	72.8	19.6	11.6	78.4	23.5	31.2
LnGrp LOS	E	D	D	E	E	E	E	B	B	E	C	C
Approach Vol, veh/h		813			1283			563			1078	
Approach Delay, s/veh		57.2			62.7			41.3			31.8	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	77.4	20.2	32.5	16.5	74.8	14.8	37.9
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	17.0	53.0	23.0	31.0	18.0	52.0	15.0	39.0
Max Q Clear Time (g_c+I1), s	10.0	6.5	15.5	19.2	12.1	14.9	10.6	26.9
Green Ext Time (p_c), s	0.1	1.9	0.7	2.6	0.4	1.6	0.3	4.9

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	228	187	647	819	106	296	610	347	134	718	70
Future Volume (veh/h)	99	228	187	647	819	106	296	610	347	134	718	70
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	240	197	681	862	112	312	686	336	141	756	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	447	199	749	1111	496	366	1052	446	724	1428	637
Arrive On Green	0.04	0.13	0.13	0.22	0.31	0.31	0.10	0.28	0.28	0.21	0.40	0.40
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	104	240	197	681	862	112	312	686	336	141	756	74
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	4.3	9.1	14.3	27.7	31.7	4.3	12.4	23.2	27.8	4.8	23.3	4.2
Cycle Q Clear(g_c), s	4.3	9.1	14.3	27.7	31.7	4.3	12.4	23.2	27.8	4.8	23.3	4.2
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	151	447	199	749	1111	496	366	1052	446	724	1428	637
V/C Ratio(X)	0.69	0.54	0.99	0.91	0.78	0.23	0.85	0.65	0.75	0.19	0.53	0.12
Avail Cap(c_a), veh/h	192	716	319	864	1407	627	445	1052	446	724	1428	637
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	67.9	59.0	40.5	55.0	44.9	12.1	63.5	45.5	47.2	46.9	32.7	27.0
Incr Delay (d2), s/veh	7.0	1.0	37.3	12.3	2.2	0.2	12.7	3.1	11.2	0.1	0.4	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(95%),veh/ln	3.7	7.5	12.3	19.3	20.5	5.2	10.4	16.8	18.2	3.8	15.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	60.0	77.8	67.4	47.1	12.3	76.2	48.7	58.4	47.0	33.1	27.1
LnGrp LOS	E	E	E	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		541			1655			1334			971	
Approach Delay, s/veh		69.4			53.1			57.6			34.7	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.2	46.5	37.2	24.1	18.8	63.9	10.3	51.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 41	36.0	* 29	18.0	41.0	8.0	57.0
Max Q Clear Time (g_c+I1), s	6.8	29.8	29.7	16.3	14.4	25.3	6.3	33.7
Green Ext Time (p_c), s	0.3	4.4	1.5	1.8	0.4	5.0	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

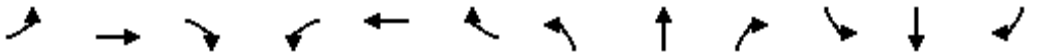
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Diamond Bar Blvd & Sunset Crossing Rd

10/31/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	57	975	96	66	39	76	1072	120	12	352	64
Future Volume (veh/h)	114	57	975	96	66	39	76	1072	120	12	352	64
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	0	1066	101	69	41	80	1128	126	13	371	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	0	1105	127	305	182	104	1551	692	22	1387	619
Arrive On Green	0.08	0.00	0.29	0.07	0.28	0.28	0.06	0.44	0.44	0.01	0.39	0.39
Sat Flow, veh/h	1781	0	3170	1781	1099	653	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	120	0	1066	101	0	110	80	1128	126	13	371	67
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1753	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	0.0	29.0	5.6	0.0	4.8	4.4	26.2	4.9	0.7	7.1	2.7
Cycle Q Clear(g_c), s	6.6	0.0	29.0	5.6	0.0	4.8	4.4	26.2	4.9	0.7	7.1	2.7
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	0	1105	127	0	487	104	1551	692	22	1387	619
V/C Ratio(X)	0.81	0.00	0.97	0.80	0.00	0.23	0.77	0.73	0.18	0.60	0.27	0.11
Avail Cap(c_a), veh/h	178	0	1105	143	0	487	356	1551	692	71	1387	619
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	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	32.0	45.7	0.0	27.8	46.4	23.3	17.2	49.2	20.8	19.4
Incr Delay (d2), s/veh	20.1	0.0	19.2	23.8	0.0	0.2	11.2	3.0	0.6	24.0	0.5	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(95%),veh/ln	6.7	0.0	21.5	5.9	0.0	3.7	4.1	16.7	3.3	0.8	5.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	51.1	69.5	0.0	28.1	57.6	26.3	17.8	73.2	21.2	19.8
LnGrp LOS	E	A	D	E	A	C	E	C	B	E	C	B
Approach Vol, veh/h		1186			211			1334			451	
Approach Delay, s/veh		52.6			47.9			27.4			22.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	49.7	11.1	34.0	9.8	45.0	12.3	32.8
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	4.0	40.0	8.0	29.0	20.0	24.0	10.0	27.0
Max Q Clear Time (g_c+I1), s	2.7	28.2	7.6	31.0	6.4	9.1	8.6	6.8
Green Ext Time (p_c), s	0.0	6.5	0.0	0.0	0.1	2.3	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

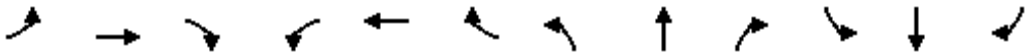
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	393	452	822	176	74	1343
Future Volume (veh/h)	393	452	822	176	74	1343
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	414	476	865	185	78	1414
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	584	520	1707	762	100	2068
Arrive On Green	0.33	0.33	0.16	0.16	0.06	0.58
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	414	476	865	185	78	1414
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	20.3	28.8	22.3	10.2	4.3	27.6
Cycle Q Clear(g_c), s	20.3	28.8	22.3	10.2	4.3	27.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	584	520	1707	762	100	2068
V/C Ratio(X)	0.71	0.92	0.51	0.24	0.78	0.68
Avail Cap(c_a), veh/h	668	594	1707	762	187	2068
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	29.4	32.3	31.2	26.2	46.6	14.5
Incr Delay (d2), s/veh	3.0	17.6	0.9	0.6	12.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.9	19.2	15.7	7.6	4.0	16.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	49.8	32.1	26.8	58.6	16.4
LnGrp LOS	C	D	C	C	E	B
Approach Vol, veh/h	890		1050			1492
Approach Delay, s/veh	41.7		31.2			18.6
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	52.5			62.7	37.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	38.5			53.5	37.5
Max Q Clear Time (g_c+I1), s	6.3	24.3			29.6	30.8
Green Ext Time (p_c), s	0.0	5.8			12.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C



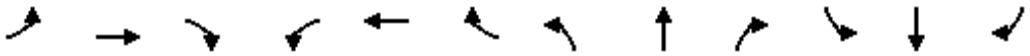
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	0	173	0	0	0	0	928	821	565	1188	0
Future Volume (veh/h)	85	0	173	0	0	0	0	928	821	565	1188	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
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	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	89	0	182				0	977	864	595	1251	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	245	0	218				0	1896	846	670	2746	0
Arrive On Green	0.14	0.00	0.14				0.00	0.18	0.18	0.19	0.77	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	3456	3647	0
Grp Volume(v), veh/h	89	0	182				0	977	864	595	1251	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1728	1777	0
Q Serve(g_s), s	4.5	0.0	11.2				0.0	24.9	53.4	16.8	12.4	0.0
Cycle Q Clear(g_c), s	4.5	0.0	11.2				0.0	24.9	53.4	16.8	12.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	245	0	218				0	1896	846	670	2746	0
V/C Ratio(X)	0.36	0.00	0.84				0.00	0.52	1.02	0.89	0.46	0.00
Avail Cap(c_a), veh/h	321	0	285				0	1896	846	733	2746	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.67	0.67	0.67	0.67	0.00
Uniform Delay (d), s/veh	39.2	0.0	42.0				0.0	29.5	41.2	39.2	4.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	15.1				0.0	0.7	30.9	8.6	0.4	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
%ile BackOfQ(95%),veh/ln	3.7	0.0	9.0				0.0	16.6	37.8	11.6	6.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	57.1				0.0	30.1	72.1	47.8	4.4	0.0
LnGrp LOS	D	A	E				A	C	F	D	A	A
Approach Vol, veh/h		271						1841			1846	
Approach Delay, s/veh		51.5						49.8			18.4	
Approach LOS		D						D			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.9	57.9		18.2		81.8
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.2	47.3		18.0		73.0
Max Q Clear Time (g_c+I1), s	18.8	55.4		13.2		14.4
Green Ext Time (p_c), s	0.6	0.0		0.6		13.6

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

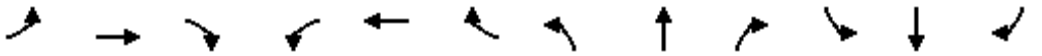
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	17	62	61	11	161	92	1302	60	226	984	130
Future Volume (veh/h)	171	17	62	61	11	161	92	1302	60	226	984	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	18	65	64	12	169	97	1371	63	238	1036	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	25	73	133	45	294	122	2237	103	276	2435	321
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.14	0.89	0.89	0.05	0.18	0.18
Sat Flow, veh/h	759	98	281	339	174	1140	1781	5003	230	1781	4564	602
Grp Volume(v), veh/h	263	0	0	245	0	0	97	933	501	238	772	401
Grp Sat Flow(s),veh/h/ln	1138	0	0	1652	0	0	1781	1702	1829	1781	1702	1762
Q Serve(g_s), s	10.1	0.0	0.0	0.0	0.0	0.0	5.3	6.4	6.4	13.3	20.2	20.3
Cycle Q Clear(g_c), s	22.9	0.0	0.0	12.8	0.0	0.0	5.3	6.4	6.4	13.3	20.2	20.3
Prop In Lane	0.68		0.25	0.26		0.69	1.00		0.13	1.00		0.34
Lane Grp Cap(c), veh/h	354	0	0	472	0	0	122	1522	818	276	1816	940
V/C Ratio(X)	0.74	0.00	0.00	0.52	0.00	0.00	0.79	0.61	0.61	0.86	0.43	0.43
Avail Cap(c_a), veh/h	436	0	0	566	0	0	214	1522	818	338	1816	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.81	0.81	0.81	0.90	0.90	0.90
Uniform Delay (d), s/veh	36.8	0.0	0.0	32.3	0.0	0.0	42.5	3.3	3.3	46.4	27.5	27.6
Incr Delay (d2), s/veh	5.3	0.0	0.0	0.9	0.0	0.0	9.1	1.5	2.8	15.7	0.7	1.3
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(95%),veh/ln	10.9	0.0	0.0	9.0	0.0	0.0	4.5	2.7	3.4	11.8	14.1	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	0.0	33.2	0.0	0.0	51.5	4.8	6.0	62.1	28.2	28.8
LnGrp LOS	D	A	A	C	A	A	D	A	A	E	C	C
Approach Vol, veh/h		263			245			1531			1411	
Approach Delay, s/veh		42.1			33.2			8.1			34.1	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.5	50.7		29.8	10.9	59.3		29.8				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	19.0	35.0		32.0	12.0	42.0		32.0				
Max Q Clear Time (g_c+I1), s	15.3	8.4		24.9	7.3	22.3		14.8				
Green Ext Time (p_c), s	0.2	11.8		0.9	0.1	8.2		1.4				

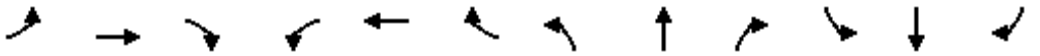
Intersection Summary												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	136	90	0	124	156	1237	103	143	806	183
Future Volume (veh/h)	159	0	136	90	0	124	156	1237	103	143	806	183
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	0	143	95	0	131	164	1302	108	151	848	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	0	358	258	0	358	198	2510	208	181	2135	483
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.11	0.52	0.52	0.20	1.00	1.00
Sat Flow, veh/h	1259	0	1585	1245	0	1585	1781	4804	398	1781	4163	942
Grp Volume(v), veh/h	167	0	143	95	0	131	164	923	487	151	692	349
Grp Sat Flow(s),veh/h/ln	1259	0	1585	1245	0	1585	1781	1702	1799	1781	1702	1701
Q Serve(g_s), s	12.9	0.0	7.7	7.0	0.0	7.0	9.0	17.8	17.8	8.1	0.0	0.0
Cycle Q Clear(g_c), s	19.9	0.0	7.7	14.7	0.0	7.0	9.0	17.8	17.8	8.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.55
Lane Grp Cap(c), veh/h	269	0	358	258	0	358	198	1778	940	181	1746	872
V/C Ratio(X)	0.62	0.00	0.40	0.37	0.00	0.37	0.83	0.52	0.52	0.83	0.40	0.40
Avail Cap(c_a), veh/h	337	0	444	325	0	444	303	1778	940	285	1746	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	41.0	0.0	32.9	39.2	0.0	32.6	43.5	15.6	15.6	39.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.7	0.9	0.0	0.6	10.9	1.1	2.0	10.2	0.6	1.2
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(95%),veh/ln	7.4	0.0	5.4	4.0	0.0	4.9	8.0	11.1	12.0	6.7	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	0.0	33.6	40.0	0.0	33.3	54.4	16.7	17.7	49.2	0.6	1.2
LnGrp LOS	D	A	C	D	A	C	D	B	B	D	A	A
Approach Vol, veh/h		310			226			1574			1192	
Approach Delay, s/veh		38.9			36.1			21.0			6.9	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	58.2		27.6	15.1	57.3		27.6				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	16.0	41.0		28.0	17.0	40.0		28.0				
Max Q Clear Time (g_c+I1), s	10.1	19.8		21.9	11.0	2.0		16.7				
Green Ext Time (p_c), s	0.2	10.4		0.7	0.2	8.8		0.8				

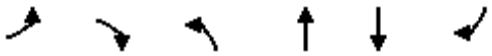
Intersection Summary			
HCM 6th Ctrl Delay		18.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	524	407	84	118	150	152	92	865	278	142	562	367
Future Volume (veh/h)	524	407	84	118	150	152	92	865	278	142	562	367
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	552	428	88	124	158	160	97	911	293	149	592	386
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	655	134	155	267	238	149	1536	492	306	1443	897
Arrive On Green	0.16	0.22	0.22	0.09	0.15	0.15	0.08	0.40	0.40	0.09	0.41	0.41
Sat Flow, veh/h	1781	2940	600	1781	1777	1585	1781	3827	1227	3456	3554	1585
Grp Volume(v), veh/h	552	257	259	124	158	160	97	810	394	149	592	386
Grp Sat Flow(s),veh/h/ln	1781	1777	1762	1781	1777	1585	1781	1702	1650	1728	1777	1585
Q Serve(g_s), s	16.0	13.2	13.4	6.8	8.3	9.5	5.3	18.7	18.8	4.1	11.9	14.0
Cycle Q Clear(g_c), s	16.0	13.2	13.4	6.8	8.3	9.5	5.3	18.7	18.8	4.1	11.9	14.0
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	285	396	393	155	267	238	149	1367	662	306	1443	897
V/C Ratio(X)	1.94	0.65	0.66	0.80	0.59	0.67	0.65	0.59	0.59	0.49	0.41	0.43
Avail Cap(c_a), veh/h	285	586	582	232	533	476	160	1367	662	311	1443	897
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)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	35.3	35.4	44.8	39.7	40.2	44.4	23.5	23.5	43.4	21.2	12.4
Incr Delay (d2), s/veh	433.6	1.7	1.8	11.1	2.1	3.3	8.1	1.9	3.9	1.2	0.9	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(95%),veh/ln	64.4	9.7	9.7	6.3	6.7	7.0	4.8	12.2	12.4	3.2	8.7	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	475.6	37.0	37.2	55.9	41.8	43.5	52.4	25.4	27.4	44.6	22.0	14.0
LnGrp LOS	F	D	D	E	D	D	D	C	C	D	C	B
Approach Vol, veh/h		1068			442			1301			1127	
Approach Delay, s/veh		263.8			46.4			28.0			22.2	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	46.1	12.7	28.3	12.4	46.6	20.0	21.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	13.0	33.0	9.0	25.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	6.1	20.8	8.8	15.4	7.3	16.0	18.0	11.5
Green Ext Time (p_c), s	0.1	2.8	0.1	2.9	0.0	3.7	0.0	1.8

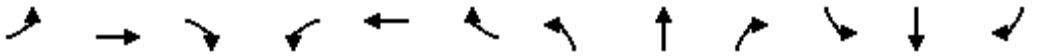
Intersection Summary	
HCM 6th Ctrl Delay	92.4
HCM 6th LOS	F



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	75	110	929	504	89
Future Volume (veh/h)	63	75	110	929	504	89
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	79	116	978	531	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	137	121	677	2788	2049	361
Arrive On Green	0.08	0.08	0.05	0.78	0.68	0.68
Sat Flow, veh/h	1781	1585	1781	3647	3113	532
Grp Volume(v), veh/h	66	79	116	978	312	313
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1775
Q Serve(g_s), s	2.6	3.5	1.2	5.9	4.9	5.0
Cycle Q Clear(g_c), s	2.6	3.5	1.2	5.9	4.9	5.0
Prop In Lane	1.00	1.00	1.00			0.30
Lane Grp Cap(c), veh/h	137	121	677	2788	1206	1205
V/C Ratio(X)	0.48	0.65	0.17	0.35	0.26	0.26
Avail Cap(c_a), veh/h	569	506	811	2788	1206	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.92
Uniform Delay (d), s/veh	31.9	32.3	2.7	2.3	4.5	4.5
Incr Delay (d2), s/veh	2.6	5.7	0.1	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	5.8	0.5	2.0	2.7	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	38.0	2.8	2.7	5.0	5.0
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	145			1094	625	
Approach Delay, s/veh	36.4			2.7	5.0	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.5		9.5	7.6	54.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		39.0		23.0	9.0	26.0
Max Q Clear Time (g_c+I1), s		7.9		5.5	3.2	7.0
Green Ext Time (p_c), s		8.3		0.4	0.1	3.8

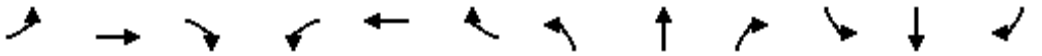
Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	744	81	175	509	97	433	687	363	109	244	259
Future Volume (veh/h)	404	744	81	175	509	97	433	687	363	109	244	259
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	425	783	85	184	536	102	456	723	382	115	257	273
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	488	911	646	234	791	148	521	1632	1470	139	1372	612
Arrive On Green	0.14	0.26	0.26	0.07	0.18	0.18	0.15	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	4323	807	3456	3554	2790	1781	3554	1585
Grp Volume(v), veh/h	425	783	85	184	420	218	456	723	382	115	257	273
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1702	1725	1728	1777	1395	1781	1777	1585
Q Serve(g_s), s	17.3	30.3	4.8	7.5	16.6	17.0	18.6	19.9	10.8	9.2	6.9	18.4
Cycle Q Clear(g_c), s	17.3	30.3	4.8	7.5	16.6	17.0	18.6	19.9	10.8	9.2	6.9	18.4
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	911	646	234	623	316	521	1632	1470	139	1372	612
V/C Ratio(X)	0.87	0.86	0.13	0.79	0.67	0.69	0.87	0.44	0.26	0.83	0.19	0.45
Avail Cap(c_a), veh/h	648	1111	734	336	756	383	696	1632	1470	235	1372	612
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	60.6	51.1	26.7	66.1	54.8	55.0	59.8	26.4	18.7	65.5	29.3	32.8
Incr Delay (d2), s/veh	9.8	5.9	0.1	7.6	1.8	4.0	9.5	0.9	0.4	11.9	0.3	2.3
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(95%),veh/ln	13.0	20.4	3.4	6.5	11.7	12.4	13.7	13.5	6.5	8.2	5.5	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	57.0	26.8	73.7	56.6	59.0	69.3	27.3	19.1	77.3	29.6	35.1
LnGrp LOS	E	E	C	E	E	E	E	C	B	E	C	D
Approach Vol, veh/h		1293			822			1561			645	
Approach Delay, s/veh		59.4			61.1			37.6			40.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	72.1	13.8	42.9	25.7	61.6	24.3	32.4
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	19.0	46.0	14.0	45.0	29.0	36.0	27.0	32.0
Max Q Clear Time (g_c+I1), s	11.2	21.9	9.5	32.3	20.6	8.9	19.3	19.0
Green Ext Time (p_c), s	0.1	7.2	0.2	4.7	1.1	0.7	1.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	1024	123	320	403	105	172	1002	681	190	401	68
Future Volume (veh/h)	227	1024	123	320	403	105	172	1002	681	190	401	68
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	1078	129	337	424	111	181	1244	591	200	422	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1012	451	312	1083	483	232	1338	567	348	1446	645
Arrive On Green	0.08	0.28	0.28	0.09	0.30	0.30	0.07	0.36	0.36	0.10	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3563	3741	1585	3456	3554	1585
Grp Volume(v), veh/h	239	1078	129	337	424	111	181	1244	591	200	422	72
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1870	1585	1728	1777	1585
Q Serve(g_s), s	9.8	41.0	7.4	13.0	13.6	5.5	7.2	46.1	51.5	8.0	11.5	4.1
Cycle Q Clear(g_c), s	9.8	41.0	7.4	13.0	13.6	5.5	7.2	46.1	51.5	8.0	11.5	4.1
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	290	1012	451	312	1083	483	232	1338	567	348	1446	645
V/C Ratio(X)	0.82	1.07	0.29	1.08	0.39	0.23	0.78	0.93	1.04	0.57	0.29	0.11
Avail Cap(c_a), veh/h	384	1012	451	312	1083	483	322	1338	567	444	1446	645
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	64.9	51.5	26.4	65.5	39.5	20.2	66.3	44.5	46.3	61.8	28.7	26.5
Incr Delay (d2), s/veh	10.4	47.4	0.3	74.0	0.2	0.2	7.9	12.7	49.3	1.5	0.1	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(95%),veh/ln	8.3	34.4	5.2	14.3	10.1	5.3	6.4	31.6	37.7	6.5	8.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	98.9	26.8	139.5	39.7	20.5	74.2	57.2	95.6	63.3	28.8	26.6
LnGrp LOS	E	F	C	F	D	C	E	E	F	E	C	C
Approach Vol, veh/h		1446			872			2016			694	
Approach Delay, s/veh		88.6			75.8			70.0			38.5	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	57.5	19.0	47.0	13.4	64.6	16.1	49.9
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	18.5	* 52	13.0	* 41	13.0	57.0	16.0	38.0
Max Q Clear Time (g_c+I1), s	10.0	53.5	15.0	43.0	9.2	13.5	11.8	15.6
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.2	3.4	0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	72.0
HCM 6th LOS	E

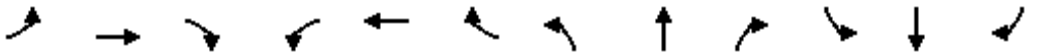
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Opening Year With Alternative 1 With Improvements

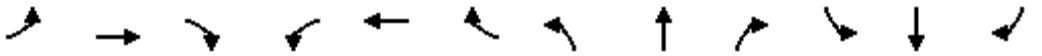
(Year 2030)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	110	103	307	299	141	124	759	223	56	649	344
Future Volume (vph)	162	110	103	307	299	141	124	759	223	56	649	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3324	1583	1770	3370		1770	4912		3433	3539	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3324	1583	1770	3370		1770	4912		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	171	116	108	323	315	148	131	799	235	59	683	362
RTOR Reduction (vph)	0	0	95	0	40	0	0	34	0	0	0	168
Lane Group Flow (vph)	94	193	13	323	423	0	131	1000	0	59	683	194
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	15.8	15.8	15.8	32.0	32.0		15.8	45.5		7.2	36.9	46.4
Effective Green, g (s)	15.8	15.8	15.8	32.0	32.0		15.8	45.5		7.2	36.9	46.4
Actuated g/C Ratio	0.12	0.12	0.12	0.24	0.24		0.12	0.33		0.05	0.27	0.34
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	187	386	183	416	792		205	1643		181	960	540
v/s Ratio Prot	c0.06	0.06	0.01	c0.18	0.13		c0.07	0.20		0.02	c0.19	c0.03
v/s Ratio Perm												0.10
v/c Ratio	0.50	0.50	0.07	0.78	0.53		0.64	0.61		0.33	0.71	0.36
Uniform Delay, d1	56.4	56.4	53.5	48.7	45.5		57.4	37.8		62.1	44.7	33.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.1	1.0	0.2	8.8	0.7		6.4	1.7		1.1	4.5	0.4
Delay (s)	58.5	57.4	53.7	57.5	46.2		63.8	39.5		63.1	49.2	34.0
Level of Service	E	E	D	E	D		E	D		E	D	C
Approach Delay (s)		56.7			50.8			42.2			45.0	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



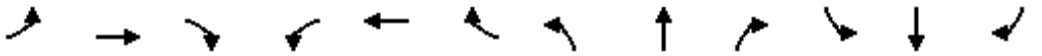
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	376	423	82	116	169	124	91	782	297	107	517	260
Future Volume (vph)	376	423	82	116	169	124	91	782	297	107	517	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3354	1583	1770	3314		1770	4875		3433	3539	1583
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3354	1583	1770	3314		1770	4875		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	396	445	86	122	178	131	96	823	313	113	544	274
RTOR Reduction (vph)	0	0	78	0	111	0	0	44	0	0	0	150
Lane Group Flow (vph)	273	568	8	122	198	0	96	1092	0	113	544	124
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	28.0	28.0	13.3	16.8	16.8		13.3	45.9		10.3	42.9	51.9
Effective Green, g (s)	28.0	28.0	13.3	16.8	16.8		13.3	45.9		10.3	42.9	51.9
Actuated g/C Ratio	0.21	0.21	0.10	0.12	0.12		0.10	0.34		0.08	0.32	0.38
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	331	690	154	218	409		173	1645		259	1116	604
v/s Ratio Prot	c0.17	0.17	0.01	c0.07	0.06		c0.05	c0.22		0.03	0.15	c0.01
v/s Ratio Perm												0.06
v/c Ratio	0.82	0.82	0.05	0.56	0.48		0.55	0.66		0.44	0.49	0.21
Uniform Delay, d1	51.7	51.6	55.6	56.1	55.6		58.5	38.5		60.1	37.7	28.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	15.3	7.9	0.1	3.1	0.9		3.8	2.1		1.2	1.5	0.2
Delay (s)	66.9	59.5	55.8	59.2	56.5		62.3	40.6		61.3	39.2	28.4
Level of Service	E	E	E	E	E		E	D		E	D	C
Approach Delay (s)		61.3			57.2			42.3			38.7	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Opening Year With Alternative 2 With Improvements

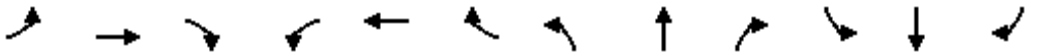
(Year 2030)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	109	103	307	298	139	123	756	223	50	642	315
Future Volume (vph)	146	109	103	307	298	139	123	756	223	50	642	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3329	1583	1770	3371		1770	4911		3433	3539	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3329	1583	1770	3371		1770	4911		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	154	115	108	323	314	146	129	796	235	53	676	332
RTOR Reduction (vph)	0	0	96	0	40	0	0	34	0	0	0	155
Lane Group Flow (vph)	88	181	12	323	420	0	129	997	0	53	676	177
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	15.6	15.6	15.6	32.2	32.2		15.6	45.6		7.2	37.2	46.6
Effective Green, g (s)	15.6	15.6	15.6	32.2	32.2		15.6	45.6		7.2	37.2	46.6
Actuated g/C Ratio	0.11	0.11	0.11	0.24	0.24		0.11	0.34		0.05	0.27	0.34
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	184	381	181	419	798		203	1646		181	968	542
v/s Ratio Prot	c0.05	0.05	0.01	c0.18	0.12		c0.07	0.20		0.02	c0.19	c0.02
v/s Ratio Perm												0.09
v/c Ratio	0.48	0.48	0.07	0.77	0.53		0.64	0.61		0.29	0.70	0.33
Uniform Delay, d1	56.4	56.4	53.7	48.5	45.3		57.5	37.7		62.0	44.4	33.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.0	0.9	0.2	8.5	0.6		6.4	1.7		0.9	4.2	0.4
Delay (s)	58.3	57.3	53.9	57.0	45.9		63.9	39.4		62.9	48.5	33.4
Level of Service	E	E	D	E	D		E	D		E	D	C
Approach Delay (s)		56.6			50.5			42.1			44.5	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



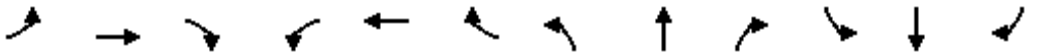
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	422	82	116	168	118	90	775	296	103	512	236
Future Volume (vph)	345	422	82	116	168	118	90	775	296	103	512	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3359	1583	1770	3321		1770	4874		3433	3539	1583
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3359	1583	1770	3321		1770	4874		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	363	444	86	122	177	124	95	816	312	108	539	248
RTOR Reduction (vph)	0	0	78	0	105	0	0	43	0	0	0	136
Lane Group Flow (vph)	261	546	8	122	196	0	95	1085	0	108	539	112
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	27.6	27.6	13.1	16.8	16.8		13.1	46.5		10.1	43.5	52.5
Effective Green, g (s)	27.6	27.6	13.1	16.8	16.8		13.1	46.5		10.1	43.5	52.5
Actuated g/C Ratio	0.20	0.20	0.10	0.12	0.12		0.10	0.34		0.07	0.32	0.39
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	326	681	152	218	410		170	1666		254	1131	611
v/s Ratio Prot	0.16	c0.16	0.01	c0.07	0.06		c0.05	c0.22		0.03	0.15	c0.01
v/s Ratio Perm												0.06
v/c Ratio	0.80	0.80	0.05	0.56	0.48		0.56	0.65		0.43	0.48	0.18
Uniform Delay, d1	51.6	51.6	55.8	56.1	55.5		58.7	37.9		60.2	37.1	27.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.1	6.8	0.2	3.1	0.9		3.9	2.0		1.1	1.4	0.1
Delay (s)	64.7	58.4	56.0	59.2	56.4		62.6	39.9		61.3	38.6	27.7
Level of Service	E	E	E	E	E		E	D		E	D	C
Approach Delay (s)		60.0			57.2			41.6			38.3	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Opening Year With Alternative 3 With Improvements

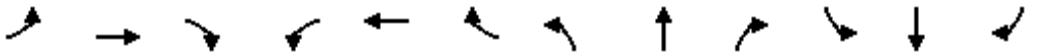
(Year 2030)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	94	104	308	283	161	124	822	206	97	701	471
Future Volume (vph)	275	94	104	308	283	161	124	822	206	97	701	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3292	1583	1770	3347		1770	4932		3433	3539	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3292	1583	1770	3347		1770	4932		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	289	99	109	324	298	169	131	865	217	102	738	496
RTOR Reduction (vph)	0	0	96	0	58	0	0	28	0	0	0	218
Lane Group Flow (vph)	144	244	13	324	409	0	131	1054	0	102	738	278
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	18.5	18.5	16.3	31.0	31.0		16.3	39.6		9.4	32.7	44.2
Effective Green, g (s)	18.5	18.5	16.3	31.0	31.0		16.3	39.6		9.4	32.7	44.2
Actuated g/C Ratio	0.14	0.14	0.12	0.23	0.23		0.12	0.29		0.07	0.24	0.33
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	219	447	189	403	762		212	1436		237	850	514
v/s Ratio Prot	c0.09	0.07	0.01	c0.18	0.12		c0.07	0.21		0.03	c0.21	c0.05
v/s Ratio Perm												0.13
v/c Ratio	0.66	0.55	0.07	0.80	0.54		0.62	0.73		0.43	0.87	0.54
Uniform Delay, d1	55.7	54.8	53.1	49.6	46.2		56.9	43.5		60.7	49.6	37.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.9	1.4	0.2	11.1	0.7		5.3	3.4		1.3	11.7	1.2
Delay (s)	62.7	56.2	53.3	60.7	46.9		62.2	46.8		62.0	61.2	38.8
Level of Service	E	E	D	E	D		E	D		E	E	D
Approach Delay (s)		57.4			52.6			48.5			53.0	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	52.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



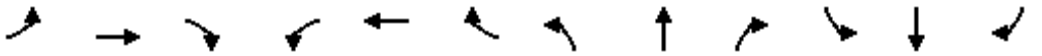
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	523	405	83	117	150	151	91	861	277	141	559	366
Future Volume (vph)	523	405	83	117	150	151	91	861	277	141	559	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.92		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3332	1583	1770	3273		1770	4899		3433	3539	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3332	1583	1770	3273		1770	4899		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	551	426	87	123	158	159	96	906	292	148	588	385
RTOR Reduction (vph)	0	0	78	0	139	0	0	38	0	0	0	201
Lane Group Flow (vph)	320	657	9	123	178	0	96	1160	0	148	588	184
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	29.6	29.6	13.6	16.8	16.8		13.6	43.2		11.4	41.0	50.0
Effective Green, g (s)	29.6	29.6	13.6	16.8	16.8		13.6	43.2		11.4	41.0	50.0
Actuated g/C Ratio	0.22	0.22	0.10	0.12	0.12		0.10	0.32		0.08	0.30	0.37
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	350	725	158	218	404		177	1556		287	1066	581
v/s Ratio Prot	c0.20	0.20	0.01	c0.07	0.05		c0.05	c0.24		0.04	0.17	c0.02
v/s Ratio Perm												0.10
v/c Ratio	0.91	0.91	0.06	0.56	0.44		0.54	0.75		0.52	0.55	0.32
Uniform Delay, d1	52.0	51.8	55.4	56.2	55.2		58.2	41.5		59.7	39.8	30.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	27.4	14.9	0.1	3.3	0.8		3.4	3.3		1.6	2.1	0.3
Delay (s)	79.4	66.7	55.5	59.5	56.0		61.6	44.8		61.2	41.9	31.1
Level of Service	E	E	E	E	E		E	D		E	D	C
Approach Delay (s)		69.6			57.0			46.0			40.7	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	52.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Buildout With Alternative 1 With Improvements

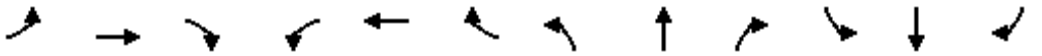
(Year 2040)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	111	104	309	300	141	125	763	224	57	652	346
Future Volume (vph)	163	111	104	309	300	141	125	763	224	57	652	346
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3324	1583	1770	3370		1770	4912		3433	3539	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3324	1583	1770	3370		1770	4912		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	172	117	109	325	316	148	132	803	236	60	686	364
RTOR Reduction (vph)	0	0	96	0	40	0	0	34	0	0	0	168
Lane Group Flow (vph)	95	194	13	325	424	0	132	1005	0	60	686	196
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	15.8	15.8	15.8	32.2	32.2		15.8	45.3		7.2	36.7	46.2
Effective Green, g (s)	15.8	15.8	15.8	32.2	32.2		15.8	45.3		7.2	36.7	46.2
Actuated g/C Ratio	0.12	0.12	0.12	0.24	0.24		0.12	0.33		0.05	0.27	0.34
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	187	386	183	419	797		205	1636		181	955	537
v/s Ratio Prot	c0.06	0.06	0.01	c0.18	0.13		c0.07	0.20		0.02	c0.19	c0.03
v/s Ratio Perm												0.10
v/c Ratio	0.51	0.50	0.07	0.78	0.53		0.64	0.61		0.33	0.72	0.36
Uniform Delay, d1	56.4	56.4	53.5	48.5	45.3		57.4	38.0		62.1	45.0	33.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	1.0	0.2	8.7	0.7		6.8	1.7		1.1	4.6	0.4
Delay (s)	58.6	57.4	53.7	57.2	46.0		64.2	39.8		63.2	49.6	34.3
Level of Service	E	E	D	E	D		E	D		E	D	C
Approach Delay (s)		56.7			50.6			42.5			45.3	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	46.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



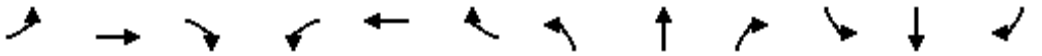
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	377	425	83	117	169	125	92	786	298	108	520	261
Future Volume (vph)	377	425	83	117	169	125	92	786	298	108	520	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3354	1583	1770	3313		1770	4875		3433	3539	1583
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3354	1583	1770	3313		1770	4875		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	397	447	87	123	178	132	97	827	314	114	547	275
RTOR Reduction (vph)	0	0	78	0	112	0	0	44	0	0	0	149
Lane Group Flow (vph)	274	570	9	123	198	0	97	1097	0	114	547	126
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	28.0	28.0	13.3	16.8	16.8		13.3	45.9		10.3	42.9	51.9
Effective Green, g (s)	28.0	28.0	13.3	16.8	16.8		13.3	45.9		10.3	42.9	51.9
Actuated g/C Ratio	0.21	0.21	0.10	0.12	0.12		0.10	0.34		0.08	0.32	0.38
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	331	690	154	218	409		173	1645		259	1116	604
v/s Ratio Prot	c0.17	0.17	0.01	c0.07	0.06		c0.05	c0.23		0.03	0.15	c0.01
v/s Ratio Perm												0.07
v/c Ratio	0.83	0.83	0.06	0.56	0.48		0.56	0.67		0.44	0.49	0.21
Uniform Delay, d1	51.7	51.7	55.7	56.2	55.6		58.6	38.5		60.1	37.7	28.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	15.5	8.0	0.2	3.3	0.9		4.1	2.2		1.2	1.5	0.2
Delay (s)	67.2	59.7	55.8	59.5	56.5		62.7	40.7		61.3	39.2	28.4
Level of Service	E	E	E	E	E		E	D		E	D	C
Approach Delay (s)		61.5			57.3			42.4			38.7	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Buildout With Alternative 2 With Improvements

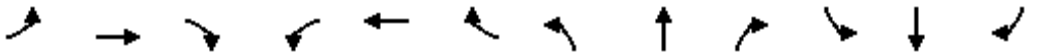
(Year 2040)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	110	104	309	299	139	124	760	224	51	645	317
Future Volume (vph)	147	110	104	309	299	139	124	760	224	51	645	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3329	1583	1770	3371		1770	4912		3433	3539	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3329	1583	1770	3371		1770	4912		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	155	116	109	325	315	146	131	800	236	54	679	334
RTOR Reduction (vph)	0	0	96	0	39	0	0	34	0	0	0	156
Lane Group Flow (vph)	88	183	13	325	422	0	131	1002	0	54	679	178
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	15.6	15.6	15.9	32.4	32.4		15.9	45.4		7.2	36.7	46.1
Effective Green, g (s)	15.6	15.6	15.9	32.4	32.4		15.9	45.4		7.2	36.7	46.1
Actuated g/C Ratio	0.11	0.11	0.12	0.24	0.24		0.12	0.33		0.05	0.27	0.34
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	184	381	185	421	803		206	1639		181	955	536
v/s Ratio Prot	0.05	c0.05	0.01	c0.18	0.13		c0.07	0.20		0.02	c0.19	c0.02
v/s Ratio Perm												0.09
v/c Ratio	0.48	0.48	0.07	0.77	0.53		0.64	0.61		0.30	0.71	0.33
Uniform Delay, d1	56.4	56.4	53.5	48.4	45.1		57.3	37.9		62.0	44.9	33.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.0	1.0	0.2	8.5	0.6		6.3	1.7		0.9	4.5	0.4
Delay (s)	58.3	57.4	53.6	56.9	45.7		63.6	39.6		62.9	49.3	33.8
Level of Service	E	E	D	E	D		E	D		E	D	C
Approach Delay (s)		56.5			50.3			42.3			45.2	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



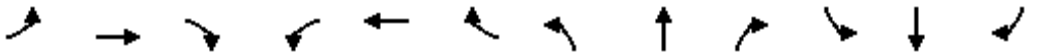
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	346	424	83	117	168	119	91	779	297	104	515	237
Future Volume (vph)	346	424	83	117	168	119	91	779	297	104	515	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3359	1583	1770	3319		1770	4875		3433	3539	1583
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3359	1583	1770	3319		1770	4875		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	364	446	87	123	177	125	96	820	313	109	542	249
RTOR Reduction (vph)	0	0	78	0	106	0	0	44	0	0	0	136
Lane Group Flow (vph)	262	548	9	123	196	0	96	1089	0	109	542	113
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	27.7	27.7	13.3	16.8	16.8		13.3	46.3		10.2	43.2	52.2
Effective Green, g (s)	27.7	27.7	13.3	16.8	16.8		13.3	46.3		10.2	43.2	52.2
Actuated g/C Ratio	0.20	0.20	0.10	0.12	0.12		0.10	0.34		0.07	0.32	0.38
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	327	684	154	218	409		173	1659		257	1124	607
v/s Ratio Prot	0.16	c0.16	0.01	c0.07	0.06		c0.05	c0.22		0.03	0.15	c0.01
v/s Ratio Perm												0.06
v/c Ratio	0.80	0.80	0.06	0.56	0.48		0.55	0.66		0.42	0.48	0.19
Uniform Delay, d1	51.5	51.5	55.7	56.2	55.5		58.5	38.1		60.1	37.4	27.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.2	6.7	0.2	3.3	0.9		3.8	2.0		1.1	1.5	0.1
Delay (s)	64.7	58.2	55.8	59.5	56.4		62.3	40.1		61.2	38.9	28.0
Level of Service	E	E	E	E	E		E	D		E	D	C
Approach Delay (s)		59.9			57.3			41.9			38.6	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Buildout With Alternative 3 With Improvements

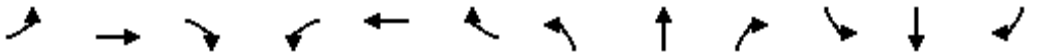
(Year 2040)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	276	95	105	310	284	161	125	826	207	98	704	473
Future Volume (vph)	276	95	105	310	284	161	125	826	207	98	704	473
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3292	1583	1770	3348		1770	4932		3433	3539	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3292	1583	1770	3348		1770	4932		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	291	100	111	326	299	169	132	869	218	103	741	498
RTOR Reduction (vph)	0	0	95	0	58	0	0	28	0	0	0	219
Lane Group Flow (vph)	145	246	16	326	410	0	132	1059	0	103	741	279
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4		8	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	19.1	19.1	19.1	30.9	30.9		16.2	38.9		9.4	32.1	43.8
Effective Green, g (s)	19.1	19.1	19.1	30.9	30.9		16.2	38.9		9.4	32.1	43.8
Actuated g/C Ratio	0.14	0.14	0.14	0.23	0.23		0.12	0.29		0.07	0.24	0.32
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	226	462	222	402	760		210	1410		237	835	509
v/s Ratio Prot	c0.09	0.07		c0.18	0.12		c0.07	0.21		0.03	c0.21	c0.05
v/s Ratio Perm			0.01									0.13
v/c Ratio	0.64	0.53	0.07	0.81	0.54		0.63	0.75		0.43	0.89	0.55
Uniform Delay, d1	55.2	54.3	50.7	49.8	46.3		57.0	44.1		60.7	50.2	38.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.1	1.2	0.1	11.7	0.7		5.8	3.7		1.3	13.4	1.2
Delay (s)	61.3	55.5	50.9	61.5	47.0		62.8	47.9		62.0	63.6	39.2
Level of Service	E	E	D	E	D		E	D		E	E	D
Approach Delay (s)		56.2			53.0			49.5			54.4	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	52.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	524	407	84	118	150	152	92	865	278	142	562	367
Future Volume (vph)	524	407	84	118	150	152	92	865	278	142	562	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.92		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1610	3332	1583	1770	3272		1770	4900		3433	3539	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1610	3332	1583	1770	3272		1770	4900		3433	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	552	428	88	124	158	160	97	911	293	149	592	386
RTOR Reduction (vph)	0	0	79	0	140	0	0	38	0	0	0	198
Lane Group Flow (vph)	320	660	9	124	178	0	97	1166	0	149	592	188
Turn Type	Split	NA	Over	Split	NA		Prot	NA		Prot	NA	custom
Protected Phases	4	4	5	8	8		5	2		1	6	7
Permitted Phases												6
Actuated Green, G (s)	29.6	29.6	13.3	17.0	17.0		13.3	43.0		11.4	41.1	50.1
Effective Green, g (s)	29.6	29.6	13.3	17.0	17.0		13.3	43.0		11.4	41.1	50.1
Actuated g/C Ratio	0.22	0.22	0.10	0.12	0.12		0.10	0.32		0.08	0.30	0.37
Clearance Time (s)	6.0	6.0	4.0	6.0	6.0		4.0	6.0		4.0	6.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	350	725	154	221	409		173	1549		287	1069	583
v/s Ratio Prot	c0.20	0.20	0.01	c0.07	0.05		c0.05	c0.24		0.04	0.17	c0.02
v/s Ratio Perm												0.10
v/c Ratio	0.91	0.91	0.06	0.56	0.44		0.56	0.75		0.52	0.55	0.32
Uniform Delay, d1	52.0	51.9	55.7	56.0	55.1		58.6	41.7		59.7	39.8	30.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	27.4	15.6	0.2	3.2	0.7		4.1	3.4		1.6	2.1	0.3
Delay (s)	79.4	67.5	55.8	59.2	55.8		62.7	45.2		61.3	41.8	31.1
Level of Service	E	E	E	E	E		E	D		E	D	C
Approach Delay (s)		70.1			56.8			46.5			40.7	
Approach LOS		E			E			D			D	

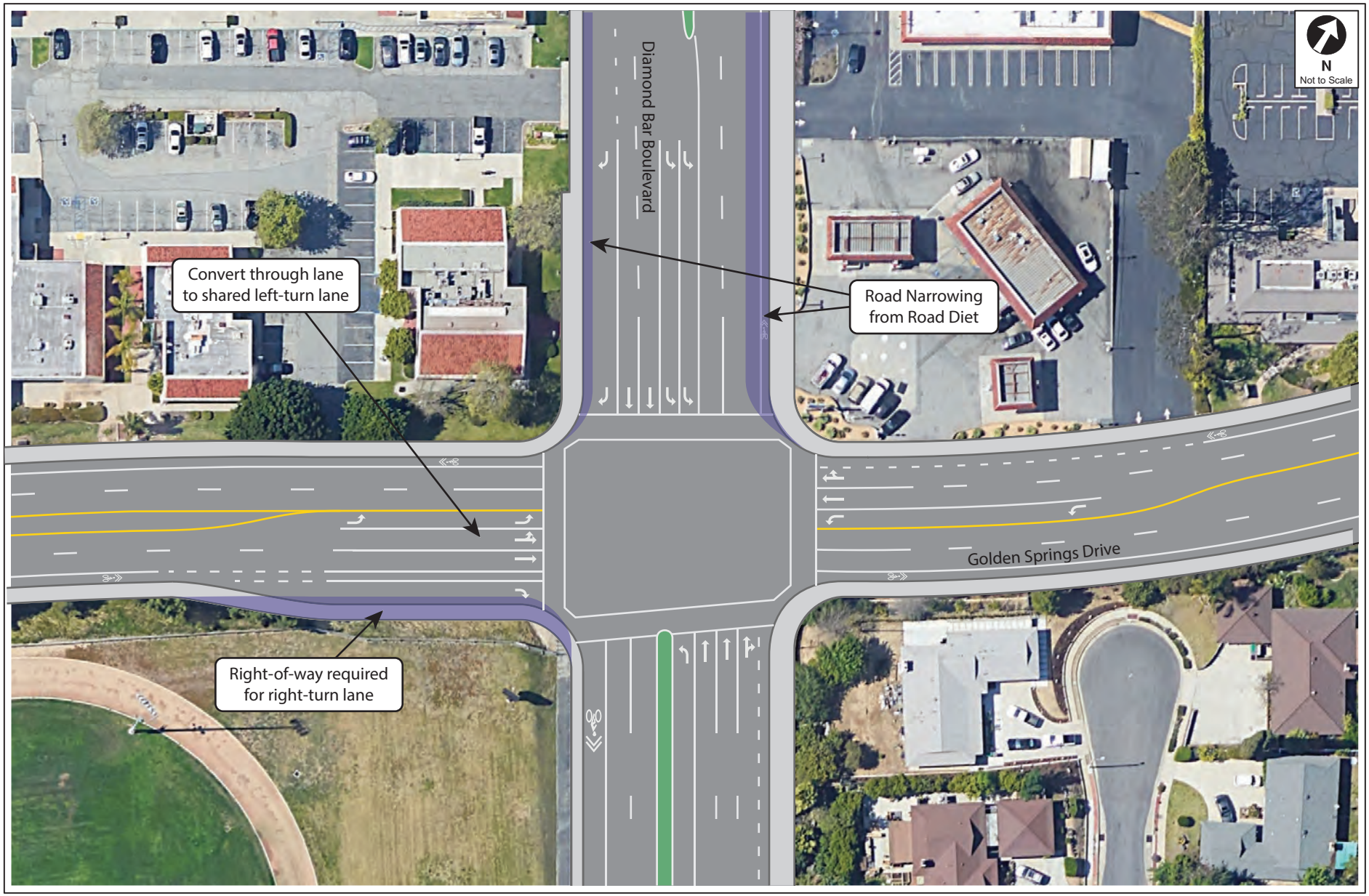
Intersection Summary			
HCM 2000 Control Delay	52.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Appendix F

Proposed Intersection Improvement

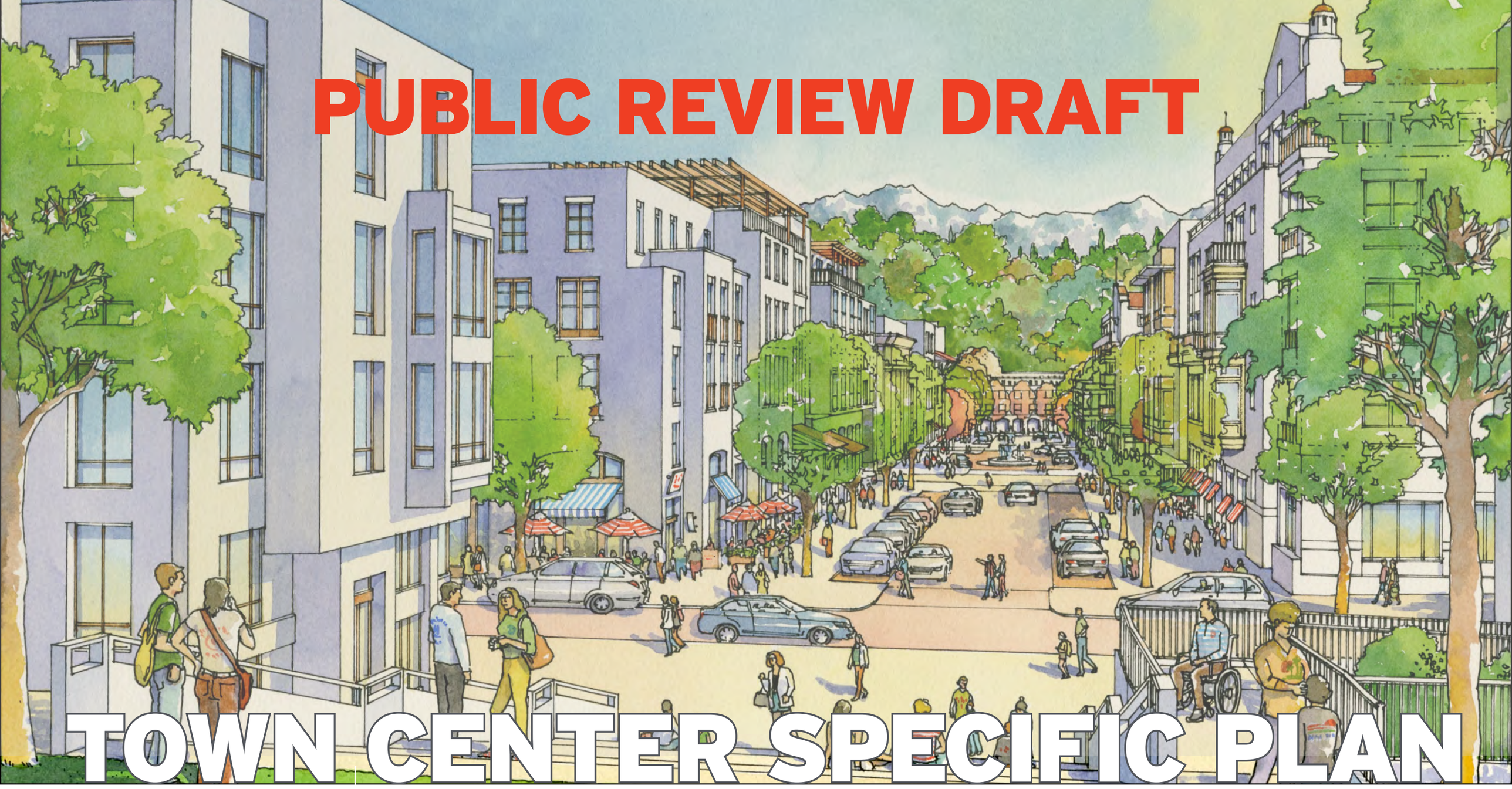
Gibson
transportation consulting, inc.



DIAMOND BAR BOULEVARD & GOLDEN SPRINGS DRIVE - DUAL EASTBOUND LEFT WITH RIGHT-TURN LANE (CONCEPTUAL PLAN)

Appendix G

Diamond Bar Town Center Specific Plan



PUBLIC REVIEW DRAFT

TOWN CENTER SPECIFIC PLAN

October 22, 2024

TORTI GALLAS + PARTNERS

CITY OF DIAMOND BAR CALIFORNIA

Diamond Bar, California

CITY OF DIAMOND BAR CALIFORNIA

PREPARED FOR:

CITY OF DIAMOND BAR, CALIFORNIA

BY:

TORTI GALLAS + PARTNERS, INC.

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Introduction

1 Overview

The Town Center Specific Plan (TCSP) tells the story of a Place, both a Vision for that place and a road map for its creation. The vision is for a vibrant, joyful and pedestrian friendly Downtown for the City of Diamond Bar on 45 acres of land spread over 37 separate parcels. These parcels center on Diamond Bar Boulevard just south of the SR-60 Pomona Freeway.

Diamond Bar's character is suburban in nature, reflecting the timing of its creation, in the latter portion of the 20th century. This character is responsible in part for the City's tremendous appeal to residents, both existing and prospective. However, this suburban pattern results in the absence of a truly urban, and social center, which according to feedback received during the process of updating the City's General Plan, was something highly desired by participants in the process of its creation. Therefore, anticipating continued growth in population over the next 20 years, and the corresponding need for additional housing, the City aims through the TCSP to create new residences, and public spaces in a mixed-use format to complement its commercial offerings and to create a new Downtown for Diamond Bar. In addition, it wants to accomplish this goal in a manner that will allow the Downtown to evolve over time, ultimately becoming the center of cultural, social and economic activity in the City.

The TCSP encompasses the dreams of the participants in the process of its creation. These dreams have inspired and guided the design, which in turn is informed by a vision of how this place will live, and how it may change. Not only does this document describe the physical aspects of the Place or WHAT is proposed to be built, but it also describes the thinking behind this proposal, or WHY this design is proposed in this manner. To that end, sprinkled throughout the first two chapters are a series of insights from Christopher Alexander, whose book, A Pattern Language, is one of, if not the most influential books on placemaking ever published, and whose observations, particularly his admonition to make joyful places, also inspired this TCSP.

1.1 Specific Plan Organization

The Specific Plan is organized into the following chapters:

Chapter 1: Introduction

This chapter describes the Specific Plan's organization; purpose; goals and policies; authority; relationship to other plans; the Specific Plan Area and scope of development and boundaries; local physical conditions and development limitations; and the public participation process that resulted in the Specific Plan.

Chapter 2: Site, Form and Character

This chapter describes the Specific Plan vision and the designated sub-areas. This chapter also describes the Objective Design Standard approach of the Specific Plan.

Chapter 3: Public Realm

This chapter establishes standards and guidelines for the public realm, including standards and guidelines for the thoroughfare networks and types, bicycle networks and facilities, Open Space networks and types, landscape, and streetscape.

Chapter 4: Infrastructure

This chapter provides an overview of the major utility infrastructure improvements needed at buildout of the Specific Plan Area and the public facilities planned to be available.

Chapter 5: Land Use, Density and Intensity Standards

This chapter identifies allowable uses for each block area as well as the permitted base density for each use and housing density bonuses that can be earned by utilizing applicable incentives.

Chapter 6: Objective Design Standards

This chapter identifies the plans that regulate private development in the Specific Plan Area and identifies land use standards, urban standards, and architectural standards that govern private development. This chapter identifies the Maximum Allowable Development in the Specific Plan Area. It also provides conceptual design guidelines.

Chapter 7: Implementation

This chapter addresses the actions that are necessary to implement the Specific Plan by both the City of Diamond Bar and private developers to achieve the goals of the Specific Plan. It includes a phasing plan and other implementation actions.

Chapter 8: Glossary of Terms

This document uses a variety of terms that are specific to the standards and guidelines presented herein. Throughout this Plan these terms are Capitalized to identify them.

1.2 Specific Plan Authority

California State Law authorizes cities to prepare and adopt Specific Plans in accordance with Government Code Sections 65450-65457.

This Specific Plan is a regulatory plan that provides the vision, zoning standards and objective design standards, infrastructure design, and implementation procedures for all land within the Plan Area. Subsequent tract or parcel maps, development agreements, local public works projects, zoning text or map amendments, and any action requiring ministerial or discretionary approval related to the Town Center South must be consistent with the TCSP. California Code Section 65302.4 authorizes the General Plan, and the zoning ordinances that implement the General Plan, to express community intentions regarding urban form and design. This means that the TCSP may be used to express those intentions and that it may also provide the zoning and standards for implementation.

1.3 Specific Plan Hierarchy

This Specific Plan should be interpreted with the following concepts in mind when making subsequent Specific Plan consistency conclusions and implementation decisions. Specific plans attempt to balance a range of competing interests. An agency, therefore, has the discretion to approve a project even though the project is not perfectly consistent with all of a specific plan's policies. (Sierra Club v. County of Napa (2004) 121 Cal.App.4th 1490.)

This Specific Plan includes:

- "Standards" are established rules for objective measures to which development must substantially conform, subject to deviations as provided in Chapter 6, Implementation. "Standards" are identified in this Specific Plan by use of the terms "will" or "shall."
- "Guidelines" are recommended practices specific to non-residential buildings that allow greater discretion in their interpretation, implementation, or use. Development in the Specific Plan Area should not be materially inconsistent with Specific Plan Guidelines. "Guidelines" are identified in this Specific Plan by use of the terms "should" or "may." In the event of a conflict between the Guidelines and State Housing Law, State Housing Law shall prevail.
- "Conceptual" examples depict one possible design that would substantially conform to the Standards and would be materially consistent with the Guidelines, but are not determinative. The Conceptual examples included in this Specific Plan, including graphic depictions and renderings are Conceptual, including without limitation the location, configuration, and massing buildings, the location and configuration of Streets other than Designated Thoroughfares, the placement and size of Open Space areas, and configuration of public facilities. Features depicted in greyscale on exhibits and renderings within the Specific Plan are Conceptual.
- "Illustrative" examples illustrate a real world example that would substantially conform to the Standards and would be materially consistent with the Guidelines, but are not determinative. The illustrative examples included in this Specific Plan, including photos, are illustrative with respect to all elements depicted therein, including buildings, building location, alignment of streets, placement of Open Space areas and configuration of public facilities.

1.4 Plan Purpose

The purpose of the Town Center Specific Plan is to implement the City of Diamond Bar's General Plan 2040 on the approximately 45-acre Specific Plan Area referred to as the Town Center Mixed Use area.

The Specific Plan is a tool authorized by State law that enables a jurisdiction to define a specific vision for the future development of a specified planning area. The Specific Plan contains unique and customized development Standards and Guidelines that enable the City of Diamond Bar to shape the streets and public spaces, and property owners to develop their properties according to the vision of the Specific Plan and consistent with the General Plan. For the Town Center area, the Specific Plan guides public and private investment and construction in a coordinated and integrated way.

The resulting Specific Plan is based upon a "new urbanist" paradigm, characterized by pedestrian amenities, a flexible mix of uses, networked thoroughfares and well-designed public spaces.

Accordingly, the primary purposes of this Specific Plan are to define:

- A Vision for the future of the Town Center that builds upon the goals and policies of the City's General Plan by providing new opportunities to live, work, and shop in the City of Diamond Bar.
- Goals and Policies that work in tandem with and refine those of the General Plan 2040.
- Form-based development standards and guidelines, that are customized to deliver development consistent with the community's vision for its future.
- Implementation recommendations so that private developers and City and regional officials have a clear understanding of the future context of the Specific Plan Area.

1.5 Plan Goals

The Specific Plan has been created to achieve the following Planning Goals:

Goal 1: Implement the community vision, goals and policies of the General Plan, which established the Town Center Mixed Use land use designation to "foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar's residents to shop, dine, and gather."

Goal 2: Make the Town Center a complete neighborhood with a sense of place, that takes advantage of its location, to provide residents and visitors a unique experience.

Goal 3: Ensure that the physical design and programming of the Town Center supports health, wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development.

Goal 4: Allow for car-Lite / car-Optional living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated thus furthering progress toward the City's climate action goals.

Goal 5: Provide great public spaces, and small parks with regenerative landscapes to support the goal of environmental sustainability.

Goal 6: Include a mix of uses, and urban housing types at a range of affordability levels, so as to implement the 6th Cycle Housing Element (Chapter 9 of the General Plan) and to fulfill Diamond Bar's commitment to provide affordable housing opportunities by rezoning the TCSP project area to facilitate the development of a portion of Diamond Bar's Regional Housing Needs Assessment (RHNA) allocation, including the production of housing that will be affordable to lower-income households.

Goal 7: Provide flexibility for the future – particularly for retail and commercial space – so as to adapt to changes in lifestyle and market conditions that are likely to occur throughout the lifespan of the plan.

Goal 8: Facilitate the development of the Town Center in phases or increments so as to recognize the multiple owners in the Plan Area and the expectation that these owners will likely have different time frames for redevelopment.



Figure 1-1 - The Town Center will be a vibrant, pedestrian oriented place



Figure 1-2 - The Town Center will be a lively hub for diverse activities

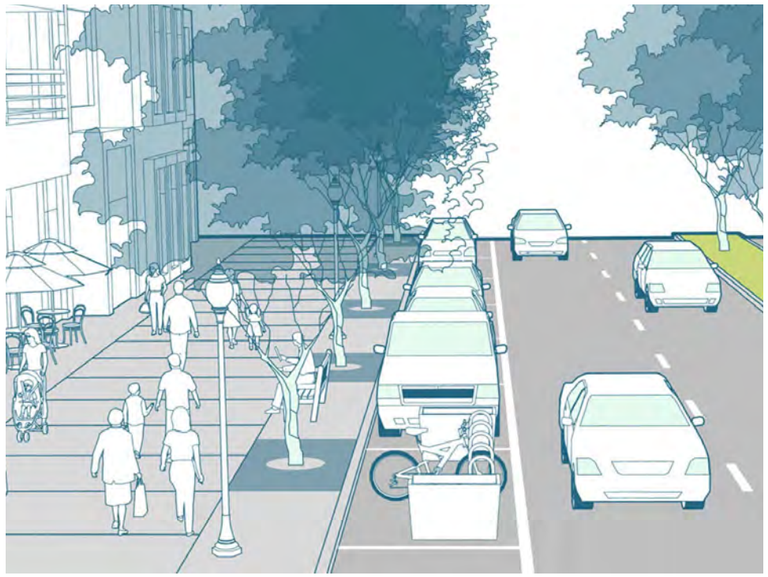


Figure 1-3 - The Town Center will be utilizing a "complete streets" policy



Figure 1-4 - Existing view of the San Gabriel mountains has the potential for opening a view corridor

1.6 Plan Policies

The Specific Plan is intended to:

Policy 1: Make walking a Desirable Choice by utilizing a "complete streets" policy to ensure that all forms of mobility are considered; and that safety for pedestrians and bicyclists is considered alongside safety for vehicle occupants. Among other things:

- Provide a continuous pedestrian network that connects buildings to each other, to the street, and to transit facilities.
- Provide street trees for shade
- Pedestrian scaled street lighting

Policy 2: Enhance the Sidewalks as Public Spaces:

- Create a "village" feel on key pedestrian corridors
- Expand seating areas and gathering spaces in the public right-of-way

Policy 3: Design and implement a "Road Diet" or narrowing of Diamond Bar Boulevard

- Reduce the crossing distance across Diamond Bar Boulevard
- Add Crosswalks at intersections

Policy 4: Provide an incentive to construct mixed-use and multi-family housing through a set of Objective Design Standards so that compliant proposals can be approved, providing certainty of design review approval and a more concrete approvals process timeline. These Standards address street design, Land Use, Building Types, Frontage Types, architectural qualities, building massing and orientation, parking, fencing, lighting, and signage, among other components. These Standards:

- Elevate and improve architectural variety, integrity, and quality.
- Create human-scale patterns, such as building entrances, landscaping and materials, that contribute to pedestrian-oriented and interesting streetscapes.
- Humanize the overall mass and bulk of large multi-family and mixed-use buildings.
- Animate building edges on the ground floor to create an inviting public realm with frequent windows, entries, and outdoor areas and dining (where appropriate) along the street to provide visual interest and promote a pedestrian-friendly environment.
- Orient building façades to frame the streets and other public spaces with sufficient building enclosure particularly on the first two floors

Policy 5: Ensure pedestrian-friendly design through intersection density that averages no less than 235 intersections per square mile, recognizing that intersection density (or block size) directly impacts walkability. See subsection 1.9.4.

Policy 6: Provide for a variety of Building and Land Use Types within close proximity to one another, including types that may not yet exist in the area, such as Live/Work or "Maker Spaces."

Policy 7: Minimize the extent of surface parking lots and garage doors visible from the public space network.

Policy 8: Provide a view corridor looking North towards the San Gabriel Mountains.

1.7 Relationship to Other Plans

Diamond Bar General Plan 2040

The City's General Plan calls for the transformation of the Plan Area from a suburban style, auto-oriented neighborhood commercial area into a vibrant, pedestrian-oriented, mixed-use district that serves the community.

Specifically, the General Plan states that during the process of updating the General Plan, residents "...expressed a desire for greater access to dining, entertainment, and retail establishments within the City. More specifically, community input indicated a desire for the concentration of these new establishments within a walkable area resembling a more traditional downtown" It was also noted that "...the City lacks a clear community focal point – a role commonly played by a vibrant downtown. The Town Center focus area is proposed along Diamond Bar Boulevard, between SR-60 and Golden Springs Drive, to build on the success of recent commercial redevelopment in that area. The Town Center would serve as a center of activity for residents of Diamond Bar, providing entertainment and retail opportunities and community gathering spaces in a pleasant, walkable environment.

To support this Vision, the General Plan's Land Use and Economic Development chapter includes the following Goals:

LU-G-22 "Promote and support the commercial area on both sides of Diamond Bar Boulevard from Golden Springs Drive to SR-60 as a vibrant, pedestrian-oriented Town Center that serves as Diamond Bar's primary specialty retail and dining destination and is accessible to all Diamond Bar residents"

LU-G-23 "Ensure an inviting and comfortable public realm to encourage pedestrian activity in the Town Center area"

The TCSP implements these goals of the General Plan.

Housing Element

Under State Planning Law, the Housing Element is a required component of the General Plan. The Housing Element focuses on establishing City policies and programs to address the housing needs of current and future Diamond Bar residents. The Housing Element must be updated every eight years, and must be certified by the State Department of Housing and Community Development (HCD). This Specific Plan was adopted during the time that the HCD-Certified, 2021-2029 (or "6th Cycle") Housing Element Update was in effect.

One of the most significant issues that must be addressed in the Housing Element is how the City will accommodate its share of regional housing needs. The Regional Housing Needs Assessment ("RHNA") is the process established in State law by which future housing needs are determined for each jurisdiction. On March 4, 2021, the Southern California Association of Governments ("SCAG") adopted the final 6th Cycle RHNA plan, which assigned 2,521 dwelling units to Diamond Bar, distributed among the following household income categories:

2021-2029 RHNA Allocation – Diamond Bar

Extremely Low + Very Low	Low	Moderate	Above Moderate	Total
844	434	437	806	2,521

Source: SCAG, 3/4/2021

Program H-8 of the Housing Element commits the City to rezone three mixed-use focus areas, including the Town Center, to allow residential development at a minimum density of 30 dwelling units per acre to achieve this total. For the Town Center, this means that the rezoning process must allow for at least 1,350 dwelling units within its boundaries. This Specific Plan implements the Housing Element by upzoning the properties in the Plan Area to permit residential development at a maximum base residential density of 30 dwelling units per acre and providing incentives for the production of housing units that will be affordable to lower and moderate income households in the Town Center, including housing that will be affordable to lower-income households.

Development Code

Title 22 of the Diamond Bar City Code ("Development Code") prescribes standards, rules and procedures for all development within the City. The TCSP sets forth land use and development regulations for the Diamond Bar's Town Center area and will be incorporated by reference in the Development Code. Where there is conflict with the Development Code, the Specific Plan shall prevail. Where the Specific Plan is silent, the Development Code shall apply.

Technical Assistance Panel

In 2021, the City engaged the Los Angeles Chapter of the Urban Land Institute (ULI-LA) to assemble a Technical Assistance Panel (TAP) comprised of planning, architecture, development, economics and land use law practitioners to gain a better understanding of the market possibilities, implementation strategies, and design framework to consider as an initial step to implement the policies of the General Plan 2040 for the Town Center Focus Area.

The TAP convened during the week of April 12-16, 2021, where the panelists were able to perform reconnaissance and data analysis, and present some initial recommendations about the opportunities for the project area. The TAP presented its findings and recommendations at a Special Joint Planning Commission/City Council meeting on April 16, 2021 which was open to the public. Below are some of the TAP's key recommendations:

- An increase in the residential densities over that currently allowed by the General Plan 2040 is needed to encourage new housing options that are affordable at a mix of income levels, and to help drive demand for new restaurants and retail.
- An urban framework with urban-sized blocks, residential density with a priority on pedestrian movement in and around the focus area is envisioned to create a successful Town Center environment.
- Deliberate design choices can take advantage of the natural topography of the site by creating pedestrian-only plazas and paseos lined with retail and restaurants to activate the space offering dramatic views of the San Gabriel mountains.
- Adoption of a Specific Plan would provide the certainty to incentivize investment and create flexibility to ensure financial feasibility for future development.
- The first phase of development is likely to occur on properties in the southwestern portion of the area along Golden Springs Drive where property owners have expressed their willingness and desire to make the needed investment in support of the General Plan 2040 vision for the Town Center Focus area.
- Implementation will take significant effort and time. A wide range of development incentives, funding options, public investment and administrative processes will be need to be considered and created that focus on achievable short-, mid- and long-term timeframes.

A copy of the Diamond Bar Town Center TAP Report can be found at https://www.diamondbarca.gov/1065/Town-Center-Development

Climate Action Plan

Beginning in 2006, the State Legislature and Office of the Governor passed a series of laws and Executive Orders collectively mandating that California reduce its greenhouse gas (GHG) emissions to 80 percent below 1990 levels by 2050. SB 97 further requires that GHG emissions be analyzed as part of the environmental review process pursuant to the California Environmental Quality Act (CEQA). To reach these targeted reductions, the California Air Resources Board (CARB) recommends that local governments reduce per capita GHG emissions to 6 metric tons carbon dioxide equivalent (MTCO2e) per year by 2030, and 2 MTCO2e by 2050.

A Climate Action Plan (CAP) is a comprehensive inventory of specific activities a public agency should undertake to reduce greenhouse gas (GHG) emissions that originate within its jurisdiction. The City of Diamond Bar prepared its CAP concurrently with the 2019 General Plan Update process to document how it will be able to reduce its GHG emissions in compliance with State mandates and goals.

The Diamond Bar CAP applies broadly accepted climate science methodologies to estimate the City's per capita MTCO2e emissions for the General Plan's horizon year of 2040. Because current regulations only set forth 2030 and 2050 targets, the Diamond Bar CAP interpolates 4 MTCO2e to be the target for 2040.

The CAP finds that with the Policies set forth in the General Plan Update, Diamond Bar will meet its mandated GHG reduction targets without being subject to additional GHG reduction measures. Examples of such policies include those promoting compact, mixed-use development in Town Center and other mixed-use focus areas, and facilitating other modes of transportation through such means as expanding the City's bikeway network and accommodating electric vehicle infrastructure.

1.8 Setting

The City of Diamond Bar is located in the southeast corner of the San Gabriel Valley in eastern Los Angeles County approximately 27 miles from Downtown Los Angeles. A city of 56,000 residents, Diamond Bar is widely known and respected for its beautiful neighborhoods and excellent public schools.

Regional access is provided by both the SR-60 Freeway and the SR-57 Freeways. Major thoroughfares providing access to the Town Center area include Diamond Bar Boulevard, and Golden Springs Drive.

The TCSP Area (Plan Area) is centered around Diamond Bar Boulevard (which extends over 1,800 feet), generally bounded on the south by Golden Springs Drive (1,600 feet extent) and on the north by the SR-60 Freeway. It is within view of the San Gabriel Mountains (approximately 7 miles from the foot of the mountain range). The potential to open a view corridor looking toward the mountains is apparent.

The entire Plan Area is approximately 45 acres (net of public thoroughfares). Bounded on the west by the Fall Creek private condominium community, and the north by the SR-60 Freeway, it is bounded on the east by a neighborhood of single-family homes. The southern boundary of the site is Golden Springs Drive with Lorbeer Middle School and Mount Calvary Lutheran Church and School are to the south of the Plan area.

The Plan Area is composed of approximately 37 individual parcels with 23 unique property owners within a suburban style commercial district. It is bisected by Diamond Bar Boulevard, a seven-lane thoroughfare. This thoroughfare is also accompanied by painted bike lanes.

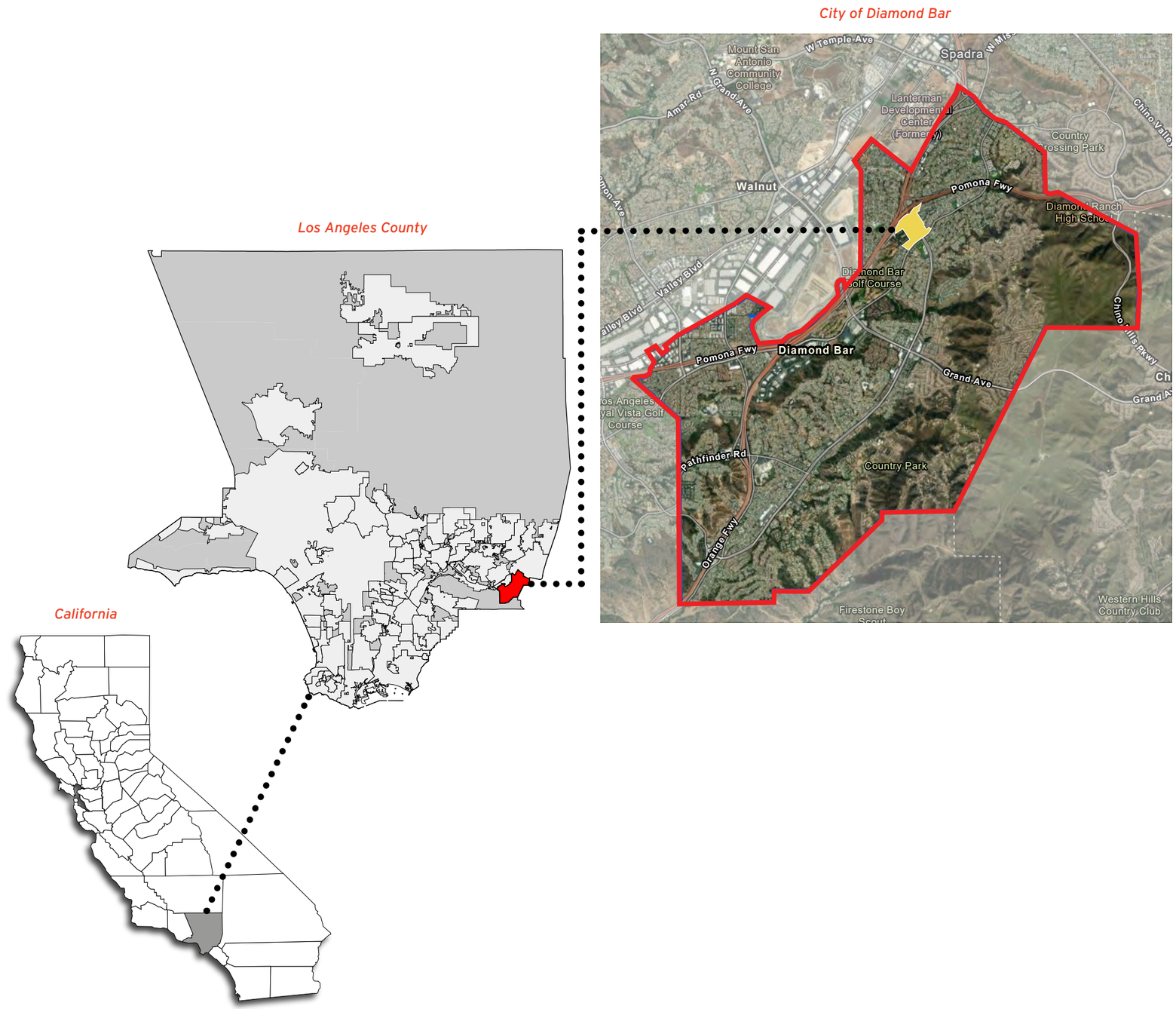


Figure 1-5 - City of Diamond Bar - Specific Plan Regional Context



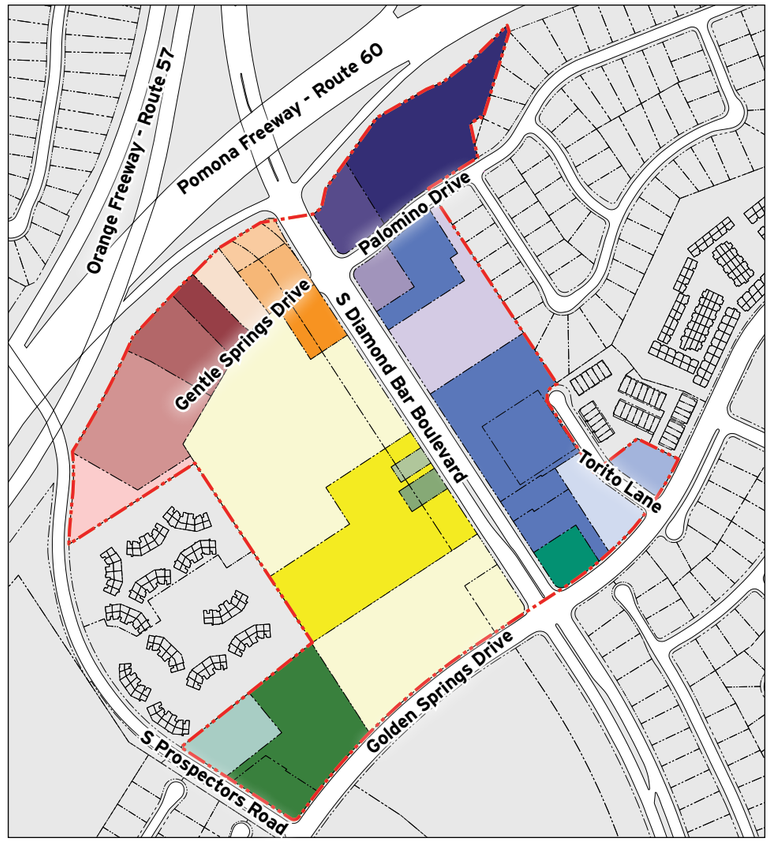


Figure 1-7 - Parcel Ownership Diagram

LEGEND: Ownership as of 09/01/2024

- Tranquil Garden LLC
- Ratan Hospitality LLC
- Akbar and Nida Ali
- Rotondi & Greiman Family Trust
- CLK Diamond Palace, LLC
- Live Stock Equipment Leasing
- Weil Robert C TR
- Franchise Realty Interstate Corp
- Diamond Springs LLC (Charles Co)
- Vincent Glen LLC (Charles Co)
- Phoenix Gluck LP
- Walnut Valley Water Dist
- Golden State Enterprises
- Chang Chin Intl. Investment LLC
- Rukhsana Omar
- Diamond Bar Petroleum Inc
- Village Medical Square LLC
- Harvest Eagle LLC
- 300 South Diamond Bar Blvd LLC
- Alta Diamond Bar LLC
- Anabi Real Estate Development LLC
- H and S Energy LLC
- AP Diamond Bar LLC

Figure 1-6 - Specific Plan Area (at left)



Figure 1-8 - View looking North West (Blocks West of Diamond Bar Boulevard)



Figure 1-9 - View looking West (Blocks West of Diamond Bar Boulevard)



Figure 1-10 - View looking North West (Blocks East of Diamond Bar Boulevard)



Figure 1-11 - View looking East (Blocks East of Diamond Bar Boulevard)

1.9 Local Physical Conditions

1.9.1 Specific Area Elevation Map

An analysis of the Specific Plan Area, Figure 1-12, reveals a gradual elevational change from approximately 718 ft above sea level (asl) at South Prospectors Road and the SR-60 Freeway at the northwestern tip of the Specific Plan Area to approximately 778 ft asl at Golden Springs Drive and Torito Lane in the southeast.

1.9.2 Specific Plan Area Slope Map

The majority of the Specific Plan Area has a slope between 1% and 6%, depicted as green in Figure 1-13. For reference, a maximum slope of 5% is considered suitable for accessible ramps (terracing required for steeper slopes). This means the Specific Plan Area has been engineered and currently is relatively flat and developable for the intended development. However, as a result of this engineering, two areas of steep slopes were created, making connectivity across the site in a north/south direction, difficult to achieve. These steep areas are apparent in the orange and red areas.

The topography impacts drainage of the site, with storm water drainage sheet flowing from the southeast corner of the site towards the northwest corner.

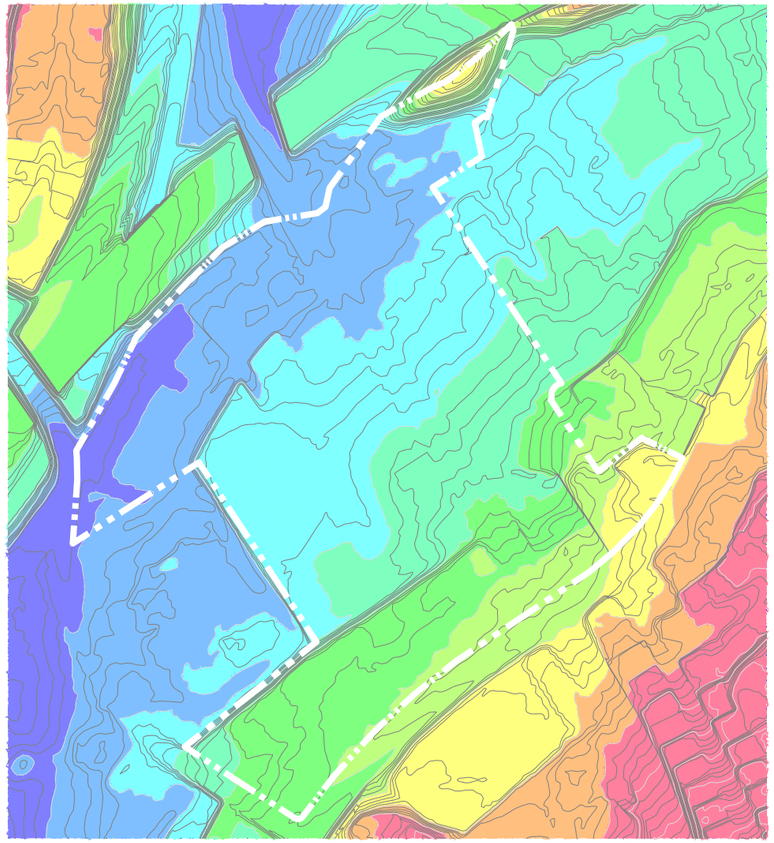


Figure 1-12 - Specific Area Elevation Map



Figure 1-13 - Specific Area Slope Map

1.9.3 Pedestrian Network including sidewalks, trails, and stair sequences

A survey of the sidewalk infrastructure of the plan area is provided with Figure 1-14. See Chapter 4: Infrastructure for more detail. The survey evaluated the sidewalk infrastructure in the Plan area based on the following criteria:

- Sidewalks should be sufficiently sized to allow at least two pedestrians to pass each other, with additional width on streets of with large volumes of traffic, such as Diamond Bar Boulevard and Golden Springs Drive. This width is consistent and not interrupted by utilities, such as lighting fixtures, utility poles or electrical transformers.
- Sidewalks should have shade from street trees, which also assists in providing a buffer from fast moving traffic. Additional landscape is a plus.
- Sidewalks should be framed on one side by buildings, with architectural detail sufficient to engage the eye at the speed of 3 miles/hour.
- Pedestrian oriented signage should be provided at a height easily visible to a pedestrian and meant to be read at a speed of 3 miles/hour.
- Sidewalk surfaces should be in good repair and of durable material.
- Amenities such as pedestrian scaled lighting, benches, and other street furniture should be provided.

A "good" sidewalk condition is one that meets many, but not all these criteria. Typically, such sidewalks are well used because they are joyful places to walk, while a "medium" grade reflects the existence of a sidewalk lacking most of these criteria. In such conditions, the few folks found to be walking usually have little choice. A "poor" grade reflects the lack of any sidewalk at all. The survey found only one side of one block with relatively good sidewalk conditions.

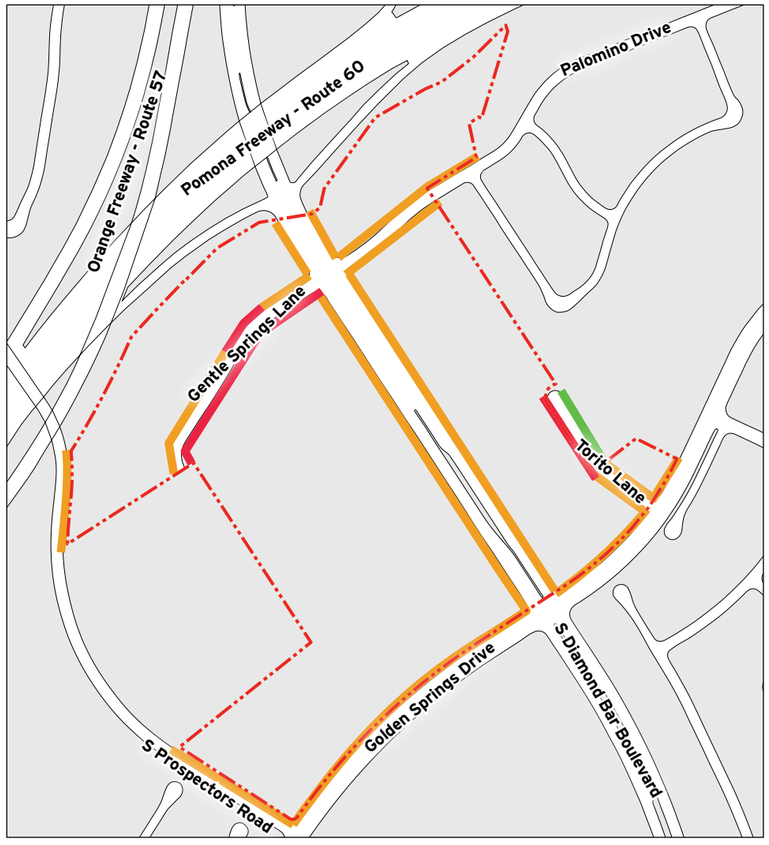


Figure 1-14 - Existing Sidewalk Conditions



Figure 1-15 - Existing sidewalk conditions along Torito Lane



Figure 1-16 - Existing sidewalk conditions along Gentle Springs

Regional access to the Specific Plan Area is provided by the Pomona Freeway (State Route 60). Primary local access is through Diamond Bar Blvd. and Golden Springs Drive. Additionally, Prospectors Road, Gentle Springs Lane/Palomino Drive, and Torito Lane provide secondary access to the Specific Plan Area. See Figure 1-17.

Diamond Bar Boulevard, which bisects the Plan Area is a seven-lane thoroughfare that seems to "unzip' the Plan Area, separating one side from another, and making it difficult for a pedestrian to cross. This thoroughfare is also accompanied by painted bike lanes. However, these are seldom used, as they are narrow, unprotected and split between the road surface and the gutter pan.

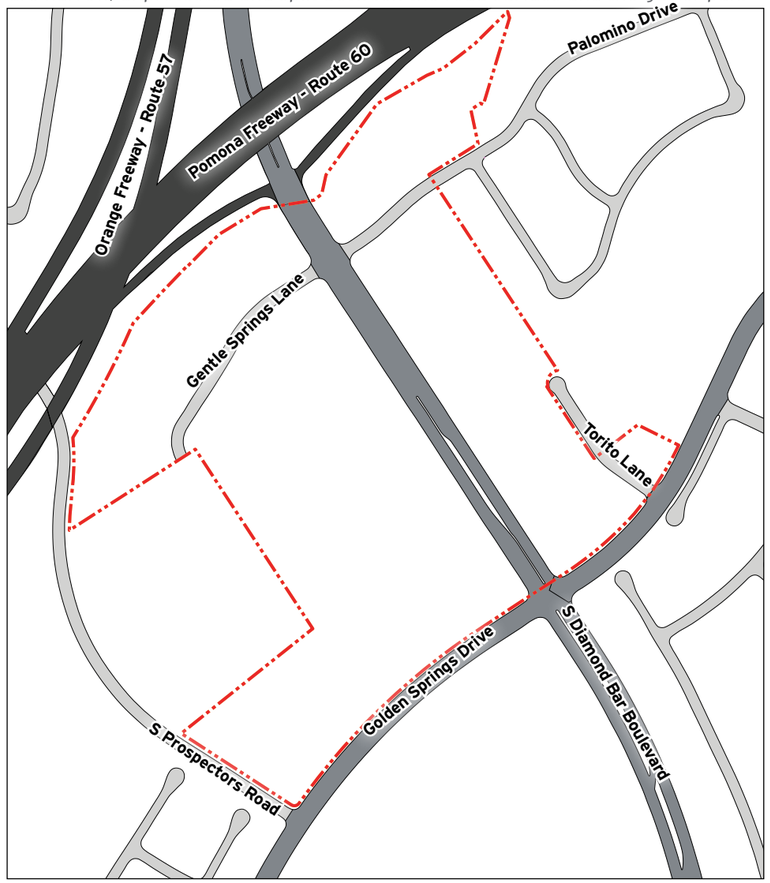


Figure 1-17 - Existing Mobility Network

LEGEND

- Specific Plan Boundary
- Highway
- Arterial
- Collector

Shown on Figure 1-18, are the different bus routes that currently serve the Specific Plan Area. While there are bus routes along both, Diamond Bar Blvd. and Golden Springs Drive, the only bus stops currently located within the Specific Plan Area are located along Diamond Bar Blvd.

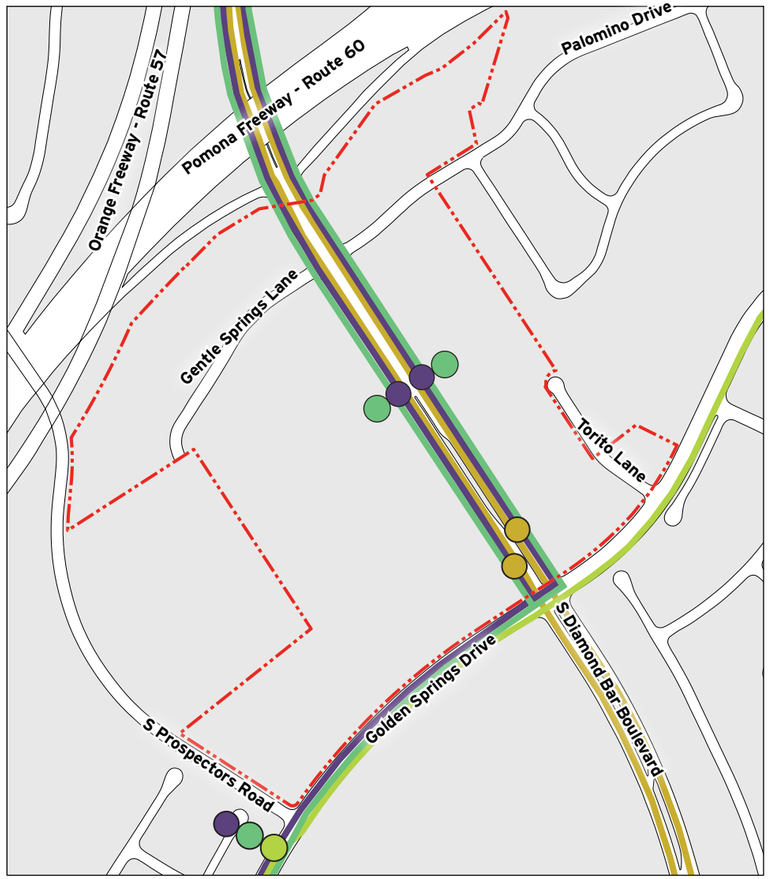


Figure 1-18 - Existing Transit Network

LEGEND

- Specific Plan Boundary
- Bus Stops

286 - Pomona Transit Center - Diamond Bar - Brea Mall	Every 60 mins.
482 - Pomona Transit Center - Rowland Heights - Puente Hills Mall	Every 30 mins.
853 - Diamond Bar - Diamond Ranch	Every 10 mins.
854 - Diamond Bar - Diamond Ranch	Every 8 mins.

As seen on Figure 1-19, this diagram shows the existing bicycle network and already proposed improvements that have been planned separately from the Specific Plan, but have not yet been implemented, and need to be revised to reflect the preferred land use plan and public realm improvements. Currently, both Diamond Bar Blvd. and Golden Springs Drive have Class II bike lanes that are being proposed to be changed into Class IV bike lanes.

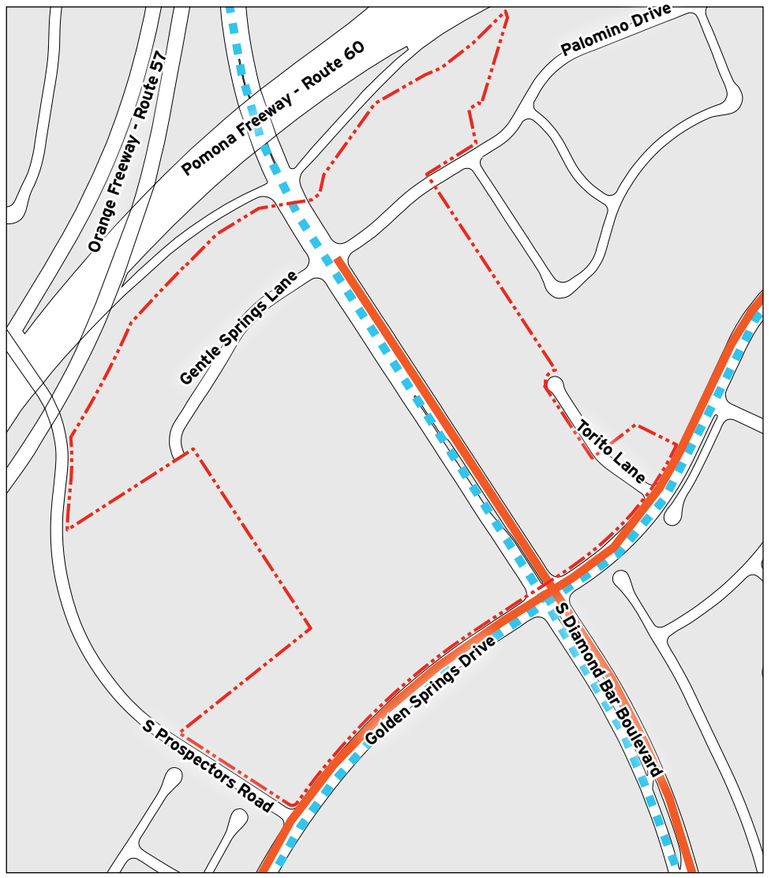


Figure 1-19 - Existing Bike Network

LEGEND

- Specific Plan
- Existing Class II Bike Lane
- Proposed Class IV Bike Lane

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1.9.4 Existing Block Structure and Intersection Density

The local street network within the Plan Area is minimal, because it was designed to support suburban style shopping centers which require large areas of surface parking. As a result, the existing block sizes are large with few intersections. This pattern contributes to the area's perception of it bring unfriendly to pedestrians, achieving at present a walk score of 67 (out of 100). By contrast, the nearby community of Downtown Monrovia has a walkscore of 89, Downtown pasadena has 90, and Claremont Village has 92. These are all considered walkers' paradises.

Research has shown that one of the key elements of pedestrian friendly intersection density is an objective method of assessing and predicting the walkability of a community. High intersection density often corresponds to a more walkable and therefore health-promoting environment. Research also indicates that higher street intersection density has environmental benefits. People living in neighborhoods with higher street intersection density tend to drive less and walk and take transit more. The decision to walk is more often influenced by intersection density than street connectivity. In addition, higher street intersection density is associated with less per capita air pollution from vehicle emissions, which benefits human health and the mitigation of climate change. Finally, additional studies of medium-sized cities in California provided a correlation between cities (or areas of cities) exhibiting higher intersection density and fewer vehicular related fatalities



Figure 1-20 - Existing Block Structure



Figure 1-21 - Existing wide intersection



Figure 1-22 - Existing wide street crossing

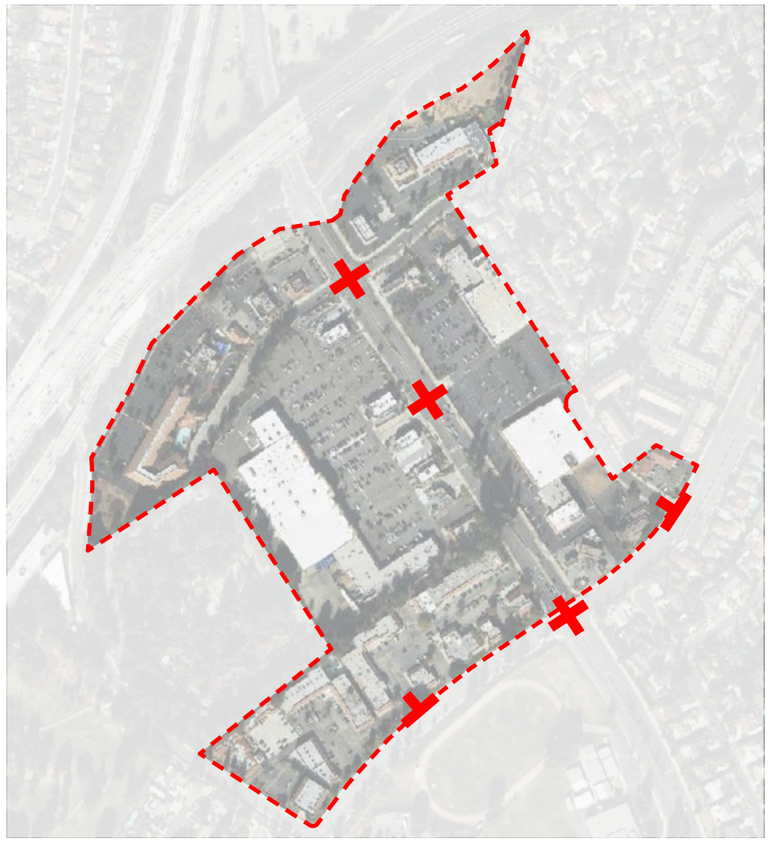


Figure 1-23 - Diamond Bar Intersection Ratio: 65 intersections/sq. mile

The Plan Area has 65 intersections per square mile. A walkable neighborhood should have at least 150 intersections per square mile at a minimum. Many of the Southern California area's more treasured neighborhoods approach and sometimes exceed 250 intersections per square mile. Figures 1-24 through 1-27 show the patterns of many of Diamond Bar's admired neighboring communities, which all demonstrate an intersection density greater than 150/sq mile.



Figure 1-24 - Downtown Pasadena: 352 intersections/sq. mile



Figure 1-25 - Downtown Monrovia: 287 intersections/sq. mile



Figure 1-26 - Downtown Chino Hills: 156 intersections/sq. mile



Figure 1-27 - Downtown Claremont: 261 intersections/sq. mile

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Figure 1-28 - Existing surface parking lot

1.9.5 Existing Parking Conditions and how they impact the Pedestrian Environment

Occupying 41.6% of the Plan Area, surface parking is currently the dominant land use in what is destined to become Downtown Diamond Bar. While parking is a necessary requirement in all but the most urban and transit friendly areas, empirical evidence has shown that the most walkable areas have no more than 10% of their land area devoted to surface parking (parking lots). Indeed, the existence of such large surface parking lots is anathema to the goal of the TCSP, which is to make a walkable urban place. This is true for several reasons:

1. The parking lots in the Plan Area have the effect of creating physical barriers that disrupt pedestrian connectivity. Most people simply don't enjoy walking through fields of parked cars. Moreover, their sheer size creates longer walking distances between destinations. This discourages pedestrians, as they likely perceive the area as less walkable or inconvenient.
2. Walkable urbanism thrives on density, where buildings and activities are close together, promoting a vibrant and interconnected community. The Town Center's surface parking lots occupy significant space but do not contribute to the desired density.
3. The large expanses of asphalt with few landscaping features detracts from the overall attractiveness and livability of the Plan Area.
4. The lack of active uses or eyes on the street typically associated with buildings with windows reduces the perceived safety of the area, potentially deterring pedestrians.
5. The Plan Area's large surface parking lots represent a substantial reservoir of impervious surface, which leads to stormwater runoff issues and water pollution.

In the following diagrams we see that such an enormous proportion of land devoted to surface parking is not inevitable, as admired communities nearby devote considerably less of a percentage of their land to storing the automobile.



Figure 1-29 - Diamond Bar Surface Parking Ratio: 41.6% (266 acres/sq. mile)

LEGEND
- Specific Plan Boundary
- Surface Parking Lot

Empirical evidence has shown that the most walkable areas have no more than 10% of their land area devoted to surface parking (parking lots). In the adjacent diagrams we see that Diamond Bar has 41.6% (266 acres per square mile), while nearby communities range from 5 to 31%.



Figure 1-30 - Downtown Pasadena. Surface Parking ratio: 5.3% (34 acres/sq. mile)



Figure 1-31 - Downtown Monrovia. Surface Parking ratio: 13.6% (87 acres/sq. mile)



Figure 1-32 - Downtown Chino Hills. Surface Parking ratio: 31.7% (203 acres/sq. mile)



Figure 1-33 - Downtown Claremont. Surface Parking ratio: 15.8% (101 acres/sq. mile)

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1.9.6 Existing Buildings

Most of the Specific Plan Area is currently developed with car-oriented buildings serving retail or storefront office uses. As is the norm for this type of development, they were constructed for their value as commodities, with no lasting value beyond their ability to generate rent. As the buildings age, and new retail centers are developed in other locations, offering additional amenities, these buildings' commodity value diminishes, making them ripe for replacement, see Figure 1-34.

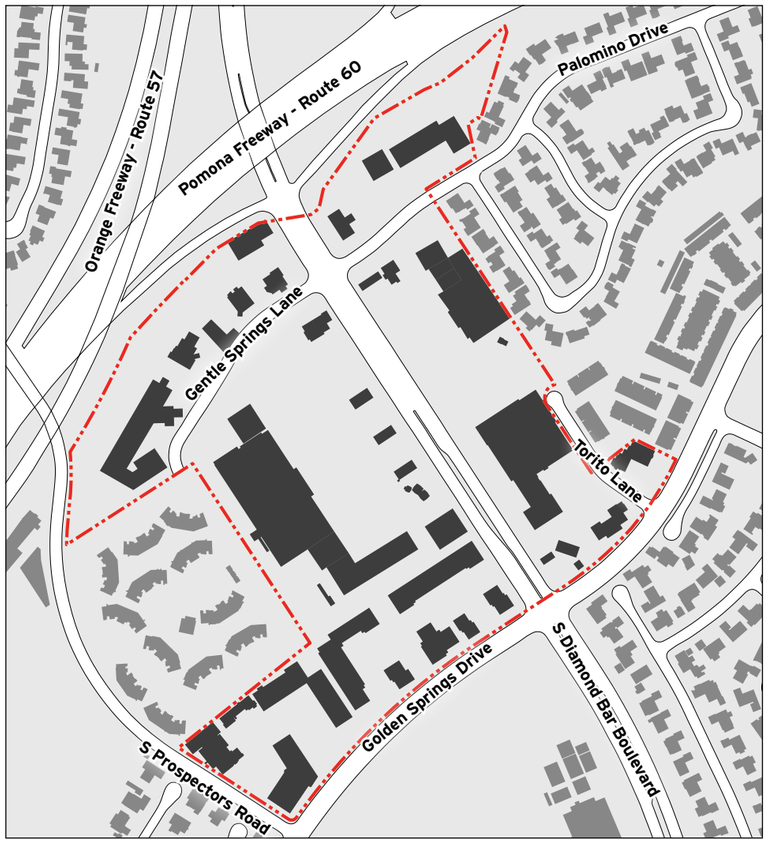


Figure 1-34 - Existing Buildings

1.9.7 Existing Utilities

Throughout the development of what is now the Town Center site, a patchwork of utility systems has been installed to serve the Specific Plan Area (see Figure 1-35). A pump station that serves the Walnut Valley Water District is located within the site area and it can be built around to allow for new development.

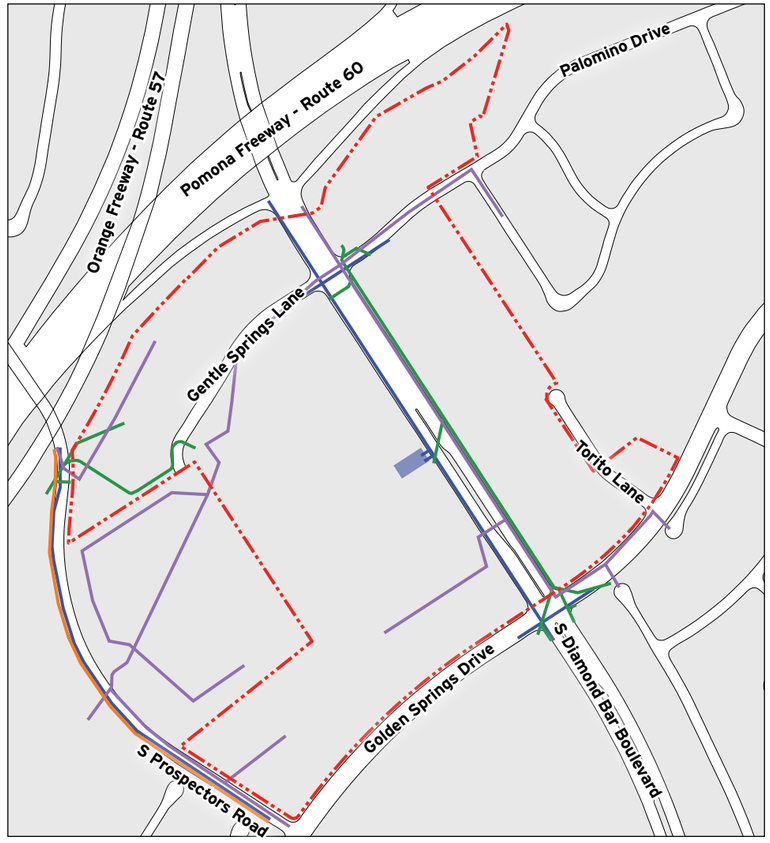


Figure 1-35 - Existing Utilities

1.9.8 Existing Parks and Amenities

As shown in Figure 1-38, with 152 acres of park land (not including non-park open space), Diamond Bar has 2.6 acres per 1,000 residents, which in comparison to nearby communities sits in between Pasadena and Claremont.

The area within a 1.5-mile radius of the Site Area (generally a 30-minute walk or 9-minute bike ride) includes a variety of amenities including five schools, five shopping centers, and six parks, sporting facilities or public open spaces. While there are several bicycle facilities in the immediate area, the roadway system is predominantly developed for car travel.



Figure 1-36 - Diamond Bar Center (7 in Figure 1-38)



Figure 1-37 - Pantera Park's playground (3 in Figure 1-38)

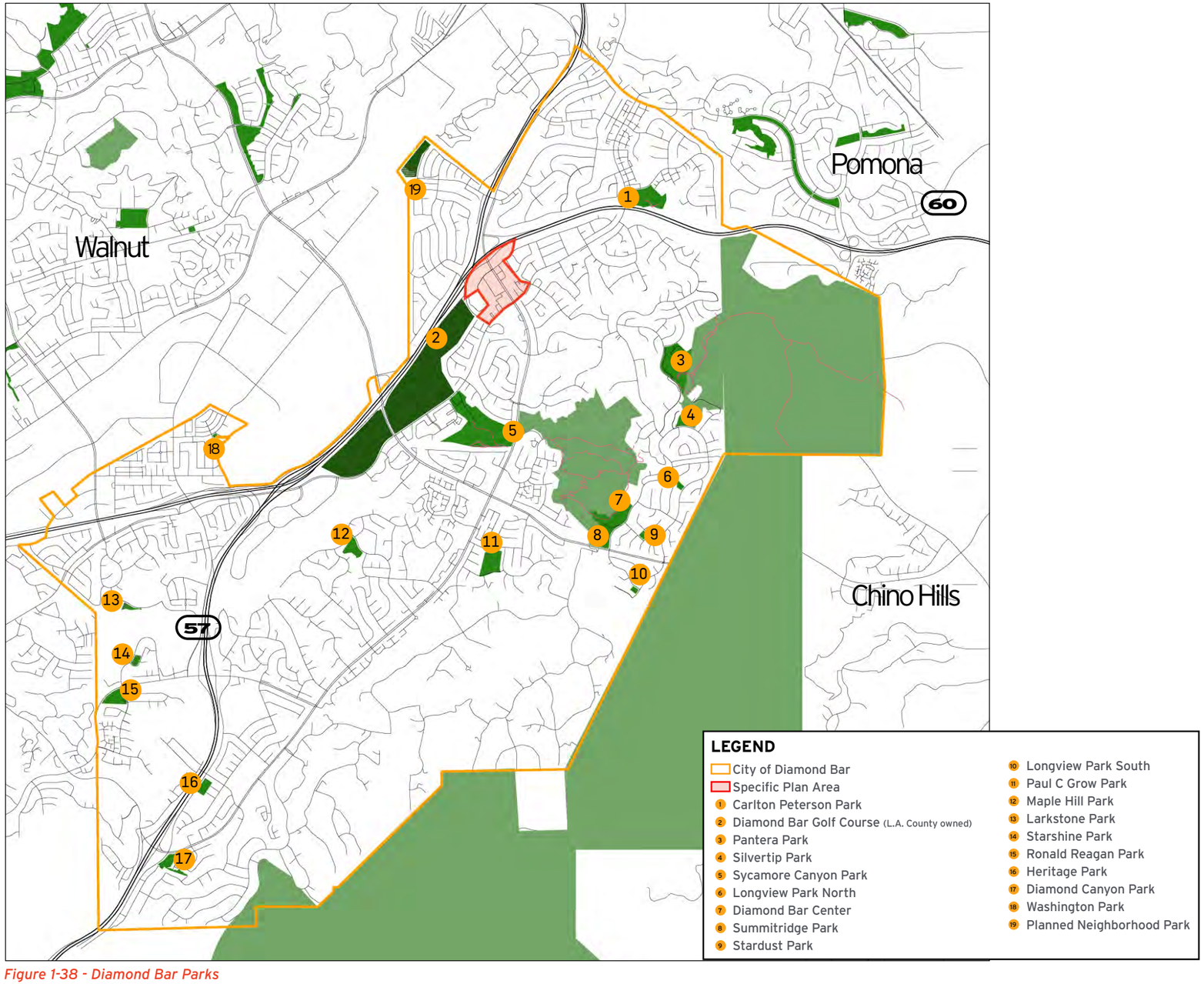


Figure 1-38 - Diamond Bar Parks

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Figure 1-39 - Study Area Amenities

1.10 Public Participation

This Specific Plan is a result of a community-based process that involved various forums for public participation. Community input from residents and local stakeholders coalesced into the driving vision for this Specific Plan.

1.10.1 Community Workshop

The first community meeting was held on July 21, 2022, at the Diamond Bar Center Grand Ballroom to introduce the public to the Diamond Bar Town Center Specific Plan and the process. After opening remarks by project team leaders, attendees were invited to share their vision for the Town Center area.

1.10.2 Design Charrette

A five-day design workshop or charrette was held from August 22 through August 26, 2022, in the Windmill Community Room at Diamond Bar City Hall. The event was kicked off with a Monday night presentation that introduced the Specific Plan and charrette process. Throughout the week, designers and project team members collaborated with members of the public to develop a framework that appropriately reflects the community's vision for the Specific Plan Area. Stakeholder meetings also took place during the week to comprehensively address the various interests of local agencies, institutions, and community organizations. The Friday night presentation at the end of the week presented the group with a conceptual site plan that would guide the evolution of this Specific Plan.



Figure 1-40 - Word cloud from Community Workshop feedback



Community Engagement

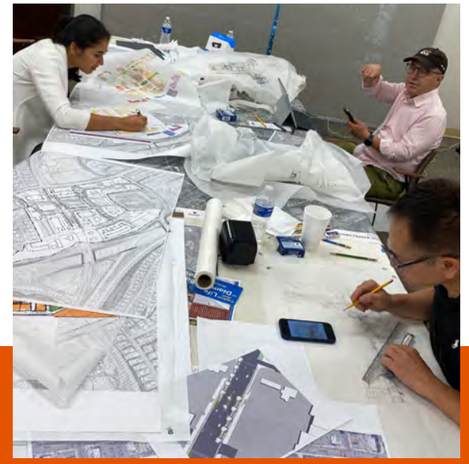
Public workshops, periodic meetings, and a project website were a few of the ways that the public was encouraged to share their thoughts. Community comments were actively referenced by the project team throught the process.



Figure 1-41 - Community Workshop Photos









Community-Based Vision

The participating public directly interacted and influenced the vision and design of the draft Plan. The conceptual sketches (below) drawn in situ with extensive community input at the charrette guided the evolution of this Specific Plan.



Figure 1-42 - Charette Photos & Plan Alternatives





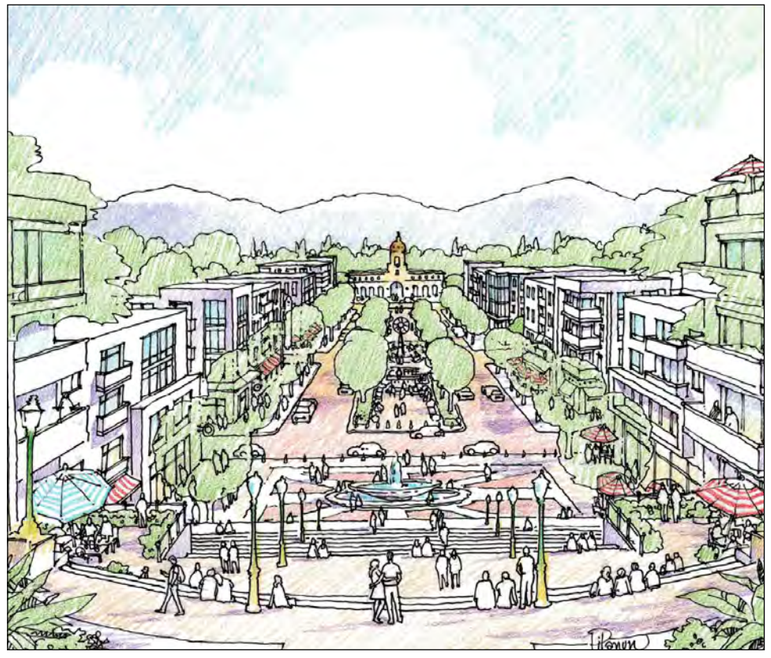




Figure 1-43 - Charrette Renderings

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1.10.3 Community Presentation

The second community meeting was held on March 22, 2023 at the Diamond Bar Center Grand Ballroom to update the public on progress made at developing the TCSP since the charrette. After a description on all the factors that led to the draft plan, the public was invited to ask questions, and offered comments, which were noted, and factored into the final plan.

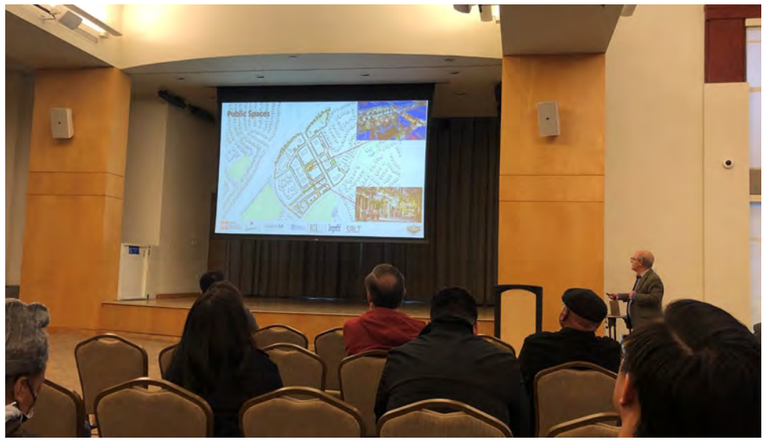


Figure 1-44 - Community Presentation



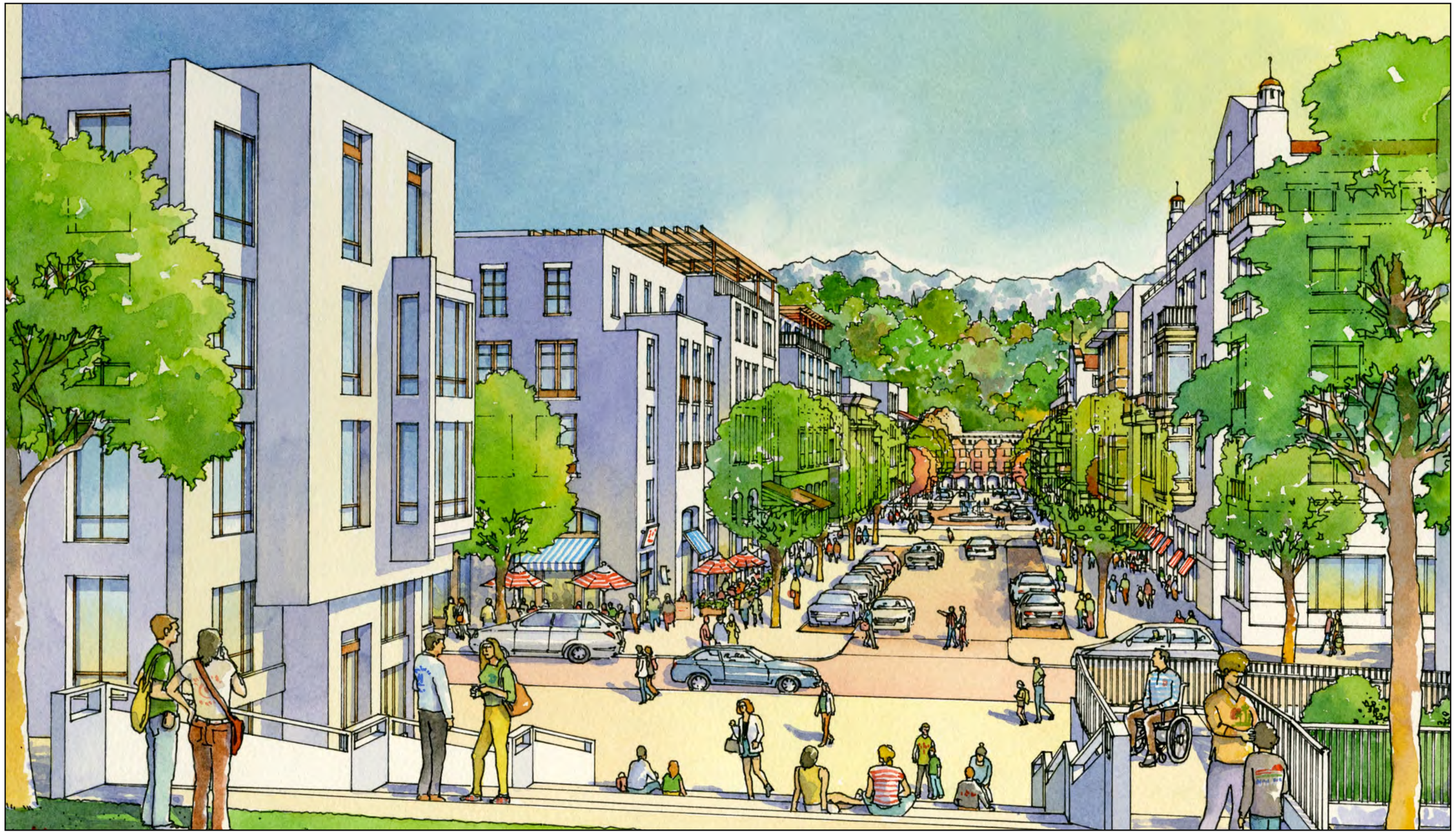


Figure 2-1 - Illustrative Rendering of Specific Plan

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Site, Form and Character

2 Vision and Plan

The Town Center Specific Plan is intended to realize the vision of a high density, urban scale, mixed-use development that will be a regional and community-wide destination in the heart of the city as expressed in the *General Plan 2040*, adopted in December 2019. The project is intended to create a vibrant public realm with a high intensity mix of uses to include retail, office, hotel, civic, and residential uses, and a bustling active environment during both day and evening hours. Numerous new public spaces, both hardscaped squares and landscaped greener park spaces, will be located throughout the Plan area to provide a variety of environments that will serve residents and downtown visitors alike. Figure 2-1 illustrates the envisioned public realm and character of this Plan.

2.1 Constraints and Opportunities

2.1.1 Constraints

While the disparate land ownership of 37 parcels among 23 separate owners (see Figure 1-7) presents the greatest obstacle to redevelopment, other physical characteristics must also be overcome.

Among them is the impediment presented by Diamond Bar Boulevard itself. Owing to its width and speed of traffic, it is difficult and uninviting for a pedestrian to cross. The boulevard seems to unzip the Town Center Area, creating two halves.

The topography is also challenging. When the site was originally graded to create the retail center, land was cut and filled, creating two 'rifts' across the site, making connectivity between the high and low portions of the Plan Area difficult at best.

The connectivity between the Plan Area and the adjoining areas also presents challenges, particularly from the north with the Pomona Freeway cutting the neighborhoods to the north off from the site, allowing a single access from Diamond Bar Boulevard, despite the fact that another site entrance off of Prospectors Road is also possible, though it is currently blocked by fencing.

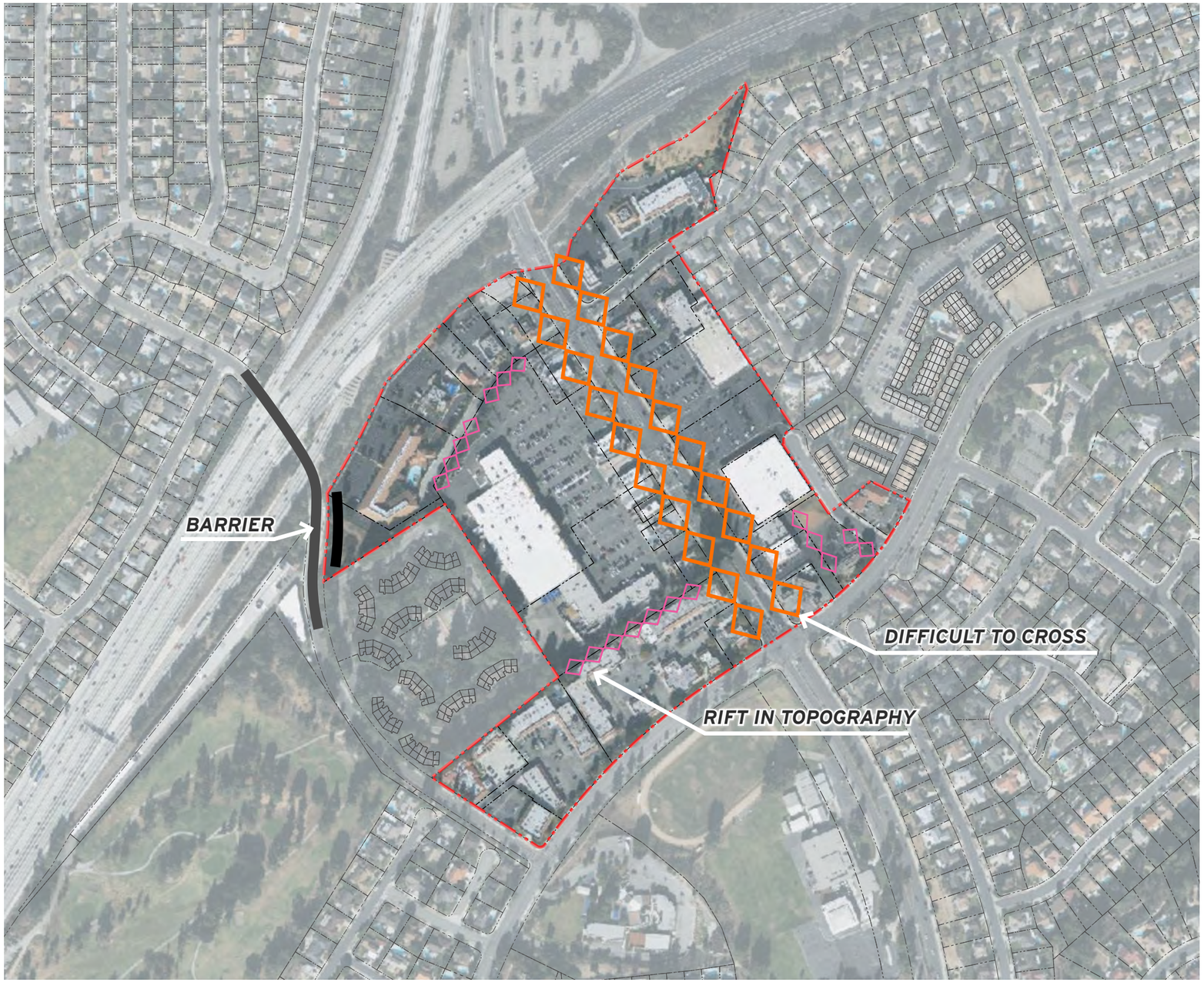


Figure 2-2 - Constraints Diagram

2.1.2 Opportunities

Figure 2-4 provides a diagram of opportunities for the site, including the introduction of a street grid, allowing for multiple ways into and through the plan area, and multiple places for a pedestrian to cross Diamond Bar Blvd. This street network can, in part, follow existing drive aisles in the parking lots. The introduction of the grid, will provide a more pedestrian friendly network overall by increasing the amount of intersections per square mile (See Section 1.9.4). Additional pedestrian access to the Plan area can be also be provided from Prospectors Road.

Other opportunities include a vantage point providing beautiful views of the San Gabriel Mountains, as well as a staircase and ramp allowing pedestrian access from the top of the site, to adjoining parcels below. A "road diet" (see Section 2.3.3), along Diamond Bar Boulevard, to accommodate widened sidewalks, as well as enhanced crosswalks would make it easier for pedestrians to cross, and while making it feel safer to walk and bike along the length of the boulevard within the Plan Area.*

The introduction of the street grid must also be accompanied by the provision of generous and well-designed sidewalks and streetscapes. These will be located along the main public spaces of the Town Center area. Such sidewalks should be bounded by articulated street walls to provide a feeling of spatial enclosure. The landscape should provide shade and street furniture, lighting and signage, and should be scaled to the pedestrian and encourage lingering.



Figure 2-3 - View of State Street in Santa Barbara, CA



Figure 2-4 - Opportunities Diagram

*Because Diamond Bar Boulevard is a disaster route, speed bumps and humps will not be allowed. Any enhancement to the crosswalk will be done at the same grade.

2.2 The Evolution of the Plan

The images on these pages, illustrate at the most conceptual level, the evolution of the plan ideas for the Town Center. Viewed sequentially, they represent a layering of ideas, beginning with the existing conditions and then adding, a new street/staircase that navigates the elevation change and takes advantage of the mountain view. The addition of more connections and public spaces follow until the framework of the master plan is formed.

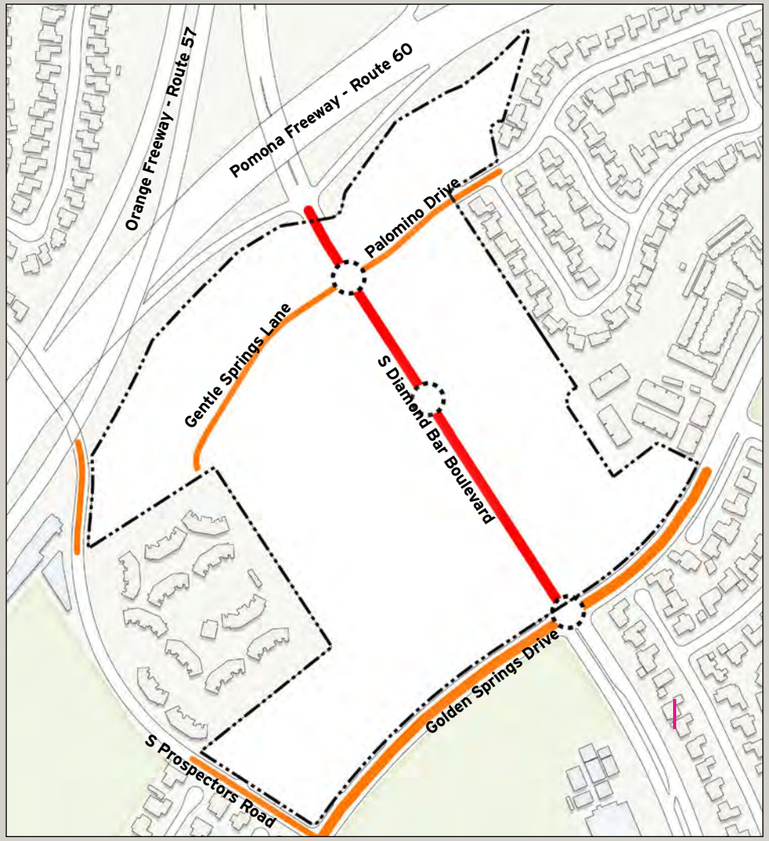


Figure 2-5 - Existing Street Fabric

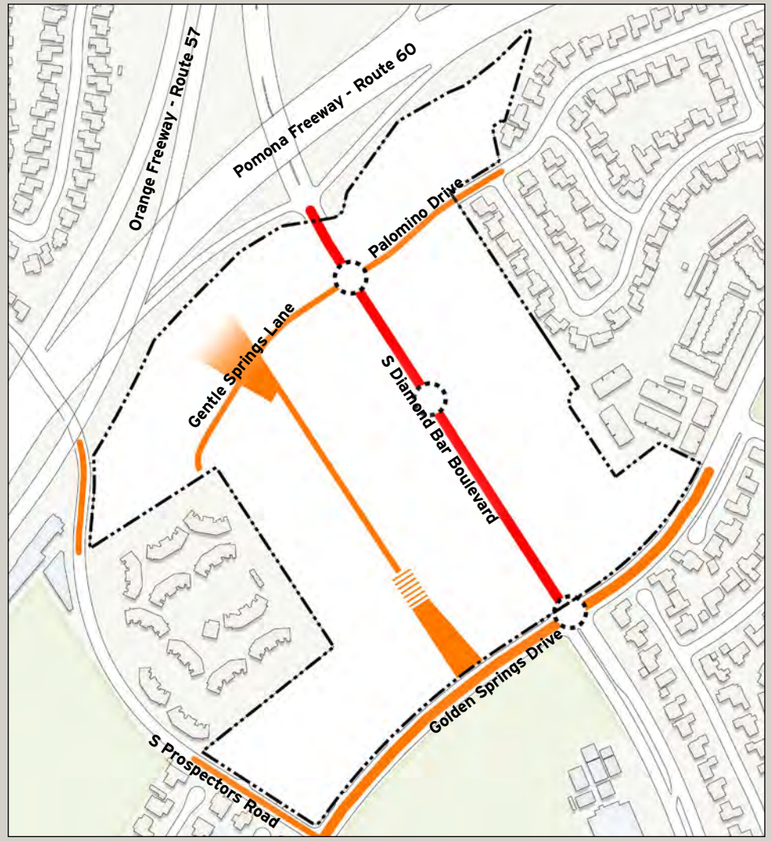


Figure 2-6 - The View Street

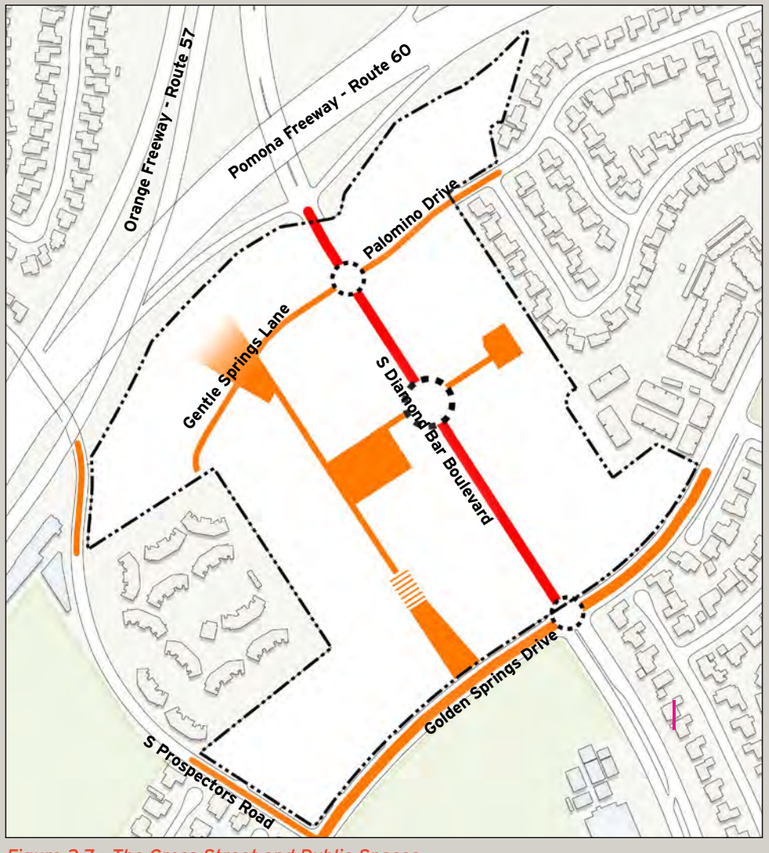


Figure 2-7 - The Cross Street and Public Spaces

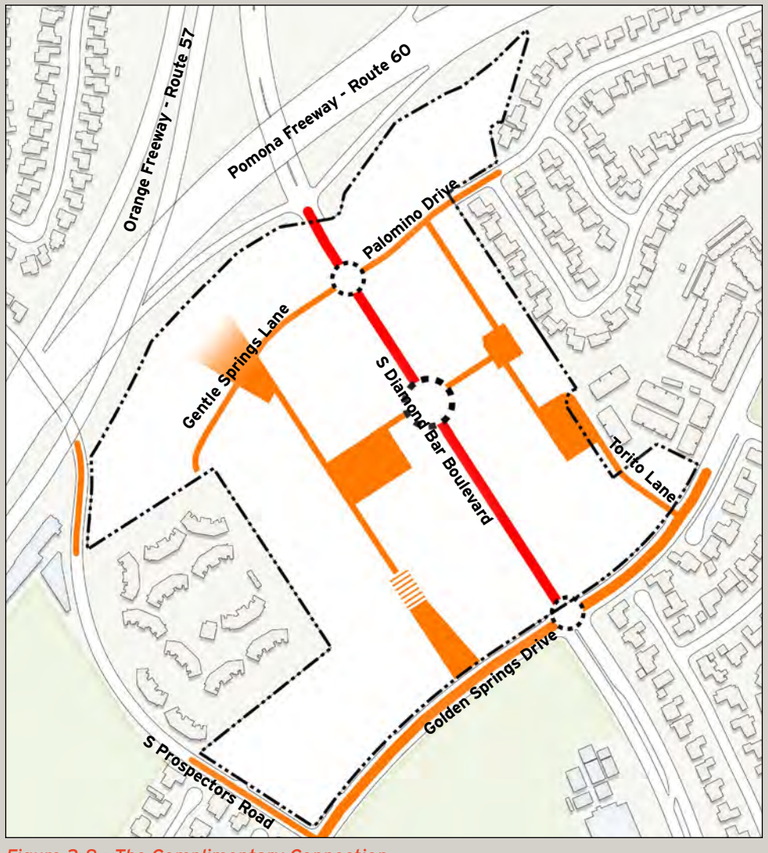


Figure 2-8 - The Complimentary Connection

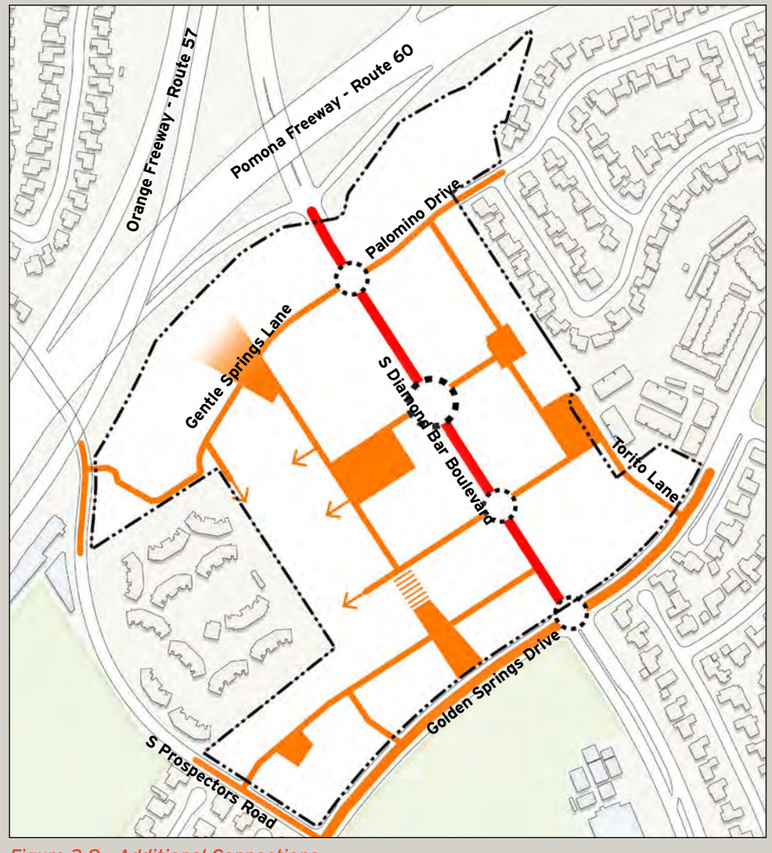


Figure 2-9 - Additional Connections

2.3 Conceptual Plan

Envisioned as a walkable, mixed-use community that serves the needs of residents and visitors alike, the TCSP is crafted to reflect the aspiration of the City's residents for a pedestrian friendly Town Center as expressed in the *Diamond Bar General Plan 2040* and capitalizes on the Site Area's unique locational advantages:

- Excellent Visibility and Access located adjacent to two major freeways (SR 57 & SR 60) and along local major arterials Diamond Bar Boulevard and Golden Springs Drive.
- Strong Demographics with household incomes exceeding the averages in Los Angeles County and San Gabriel Valley.
- Great demand for retail and multi-family housing opportunities.

Recognizing the complex land ownership patterns of the site, the Conceptual Specific Plan (Figure 2-10), provides a preferred framework of Streets and Public spaces. However, the exact location of some of these streets and spaces are conceptual and subject to change consistent with the Objective Standards of this Specific Plan for flexibility and development feasibility. Indeed, the Specific plan provides several alternatives for key public spaces, and building sites.

The plan takes Diamond Bar Boulevard as a starting point and reimagines it as a more urban boulevard meaning it not only provides a way to get THROUGH the Town Center Specific Plan Area, but a way to go TO the Plan Area. The roadway is calmed by narrowing the lane widths resulting in slightly slower speeds, but not reduction in traffic capacity. As the central spine of the Plan Area, it is conceived as a 'Complete Street' i.e., not just a place for motor vehicles, but also a safe and enjoyable corridor for bicyclists and pedestrians, drawing patrons into the businesses along its length and along the perpendicular center street midway along the route. More detail on the plan for Diamond Bar Boulevard is provided in Section 3.4.1.1.

The re-making of Diamond Bar Blvd as described above is one of eight components of the Downtown Plan. Other components include the development of north south streets flanking Diamond Bar Boulevard extending through the site and linked to one another by a set of cross streets. These include both existing (Golden Springs Drive to the south and Gentle Springs Lane/ Palomino Drive to the north) and proposed, including a new central street. At the intersection of the central street with the north-south streets, a public square (on the west side) and plaza (on the east) mark key public spaces, and provide opportunities for public facilities and amenities (See Figure 2-12 – Eight Components of the Plan Diagram). The overall effect is to create a pedestrian-oriented, walkable, amenity rich 'downtown' that provides a framework for enriching experiences. Public greens, plazas and diverse building types enliven the streetscape contributing to the creation of an engaging sense of place. Figure 2-10 provides a conceptual buildout under this Specific Plan pursuant to the Objective Design Standards contained in Chapter 6.

A detailed description of the eight plan components follows.



Figure 2-10 - Conceptual Specific Plan

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Figure 2-11 - Illustrative rendering of the New Town Square

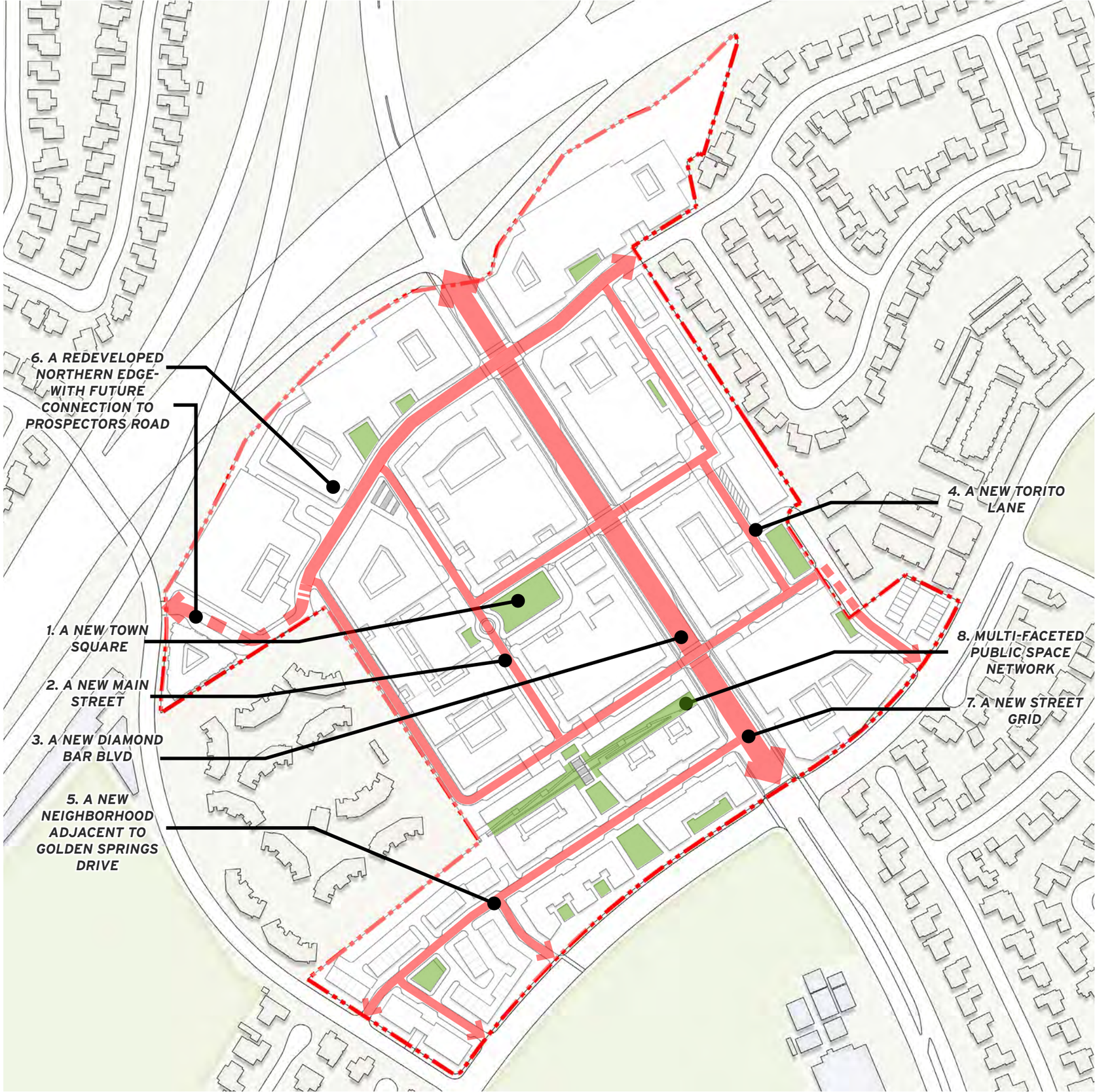


Figure 2-12 - The eight components of the Plan

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Figure 2-13 - Illustrative rendering of the New Town Square

1. A New Town Square

Anchoring the central area of the west side of the Plan Area is a public green, visible from Diamond Bar Boulevard. The ULI TAP described what a new civic space might be like. It "*could have a variety of programming, outdoor festivals to match the season, and retail and restaurants, with authentic food to serve the diverse ethnicities of the city, lining the [edge]....multi-family residential units [and/or a boutique hotel] would be located on the floors above the plaza. The mix of all these elements and the dynamic created by densities of population and attractions would create a civic space.*"

This ensemble provides a foreground for a possible public facility, such as a cultural center, library, theater, or even a privately owned structure, that accommodates public events. The placement of a public facility in this general vicinity is critical to the overall plan, but the opportunity presented by this arrangement is important to consider. Recognizing the lack of a dedicated youth/teen center to host activities after school and an exclusive senior center, these uses may be appropriate to include in this public facility. Such facility may be mixed with other uses, such as retail, office or even housing above.

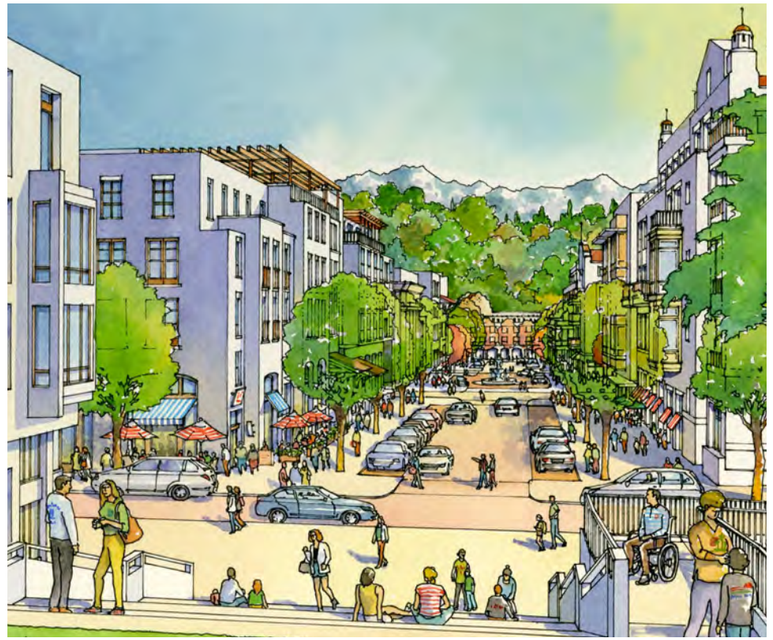


Figure 2-14 - Proposed Design for "Main Street"

2. A New "Main Street"

A north-south street, roughly in line with the existing parking lot drive aisle, is proposed to flank Diamond Bar Boulevard on the west side of the site. The design of this street, with two lanes of vehicle traffic, parallel parking and 18' wide sidewalks is such that is has the potential of becoming the City's "Main Street." And coupled with the stair and ramp sequence that continues its path to the south, it will provide a dramatic view to the San Gabriel mountains particularly from the south side of the site at Golden Springs Drive. At the northern end of the route is another stair sequence, to supplement the street connection at Gentle Springs Lane. Along the route from staircase to staircase, this new Main Street, passes by a fountain or significant public art piece at the place where the Public Green and potential site for a civic building, described in Section 1 above, meet this street. The fountain will slow cars at that spot, facilitating the linkage between this civic ensemble. Careful placement of parking access will allow the street to be partially closed to traffic for special events, a farmers' market and the like. The primary building mass along this street will be no taller than 5 stories along the building frontage, so as to maximize views of the San Gabriel mountains along the axis.



Figure 2-15 - New Diamond Bar Boulevard

3. A New Diamond Bar Boulevard

The Specific Plan proposes to reduce the number of through lanes on Diamond Bar Boulevard between Gentle Springs Lane/Palomino Drive and Golden Springs Drive. This "road diet" would consist of eliminating one through lane in each direction (from three to two), eliminating the center median, and narrowing the remaining lanes. The direct benefits of a road diet include shorter pedestrian crossing distances and freeing up existing public right-of-way for alternative use such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping. Wider sidewalks are further ensured with a required 10' building setback along the length of the Boulevard, to provide for outdoor café or seating space. Exclusive right-turn pockets could be provided at each intersection where currently right-turns are made from shared through lanes. As an indirect benefit, a road diet calms traffic, as the narrower lanes and overall roadway discourage speeding. The road diet would not substantially reduce traffic capacity, as Diamond Bar Boulevard already provides only two lanes north of SR-60 and south of Golden Springs Drive, and all left- and right-turn capacity would be retained. However, by calming traffic, it could reduce the amount of cut-through traffic using Diamond Bar Boulevard to bypass the SR-57 / SR-60 confluence area.



Figure 2-16 - Rockville Town Center, MD



Figure 2-17 - Rendering of Claremont Village, CA

4. A New Torito Lane

Flanking Diamond Bar Boulevard on the eastern side of the Plan area is another new north-south connecting street, essentially an extension of Torito Lane, which currently begins at Golden Springs Drive, and terminates in a cul-de-sac (with an informal connection to an existing parking area). The Specific Plan imagines an extension of this street around a new neighborhood green crossing, then extending through a new public plaza, then along a street lined with residential uses and finally connecting with Palomino Drive to the north. Although continuous, Torito Lane is not envisioned as a straight line through the site area, but rather as an episodic route punctuated by a park and a plaza. Given the street's length and location, it serves the greatest variety of building types and uses in all of the Town Center area to ensure a rich and vibrant urban experience.

5. A new Neighborhood adjacent to Golden Springs Drive

One of the larger parcels in the Plan area is along Golden Springs Drive, on the west side of Diamond Bar Boulevard. Given the topography of the Plan Area, this site is elevated and somewhat detached from adjacent parcels to the north, so a key element in creating the Town Center will be integrating this site with the whole, so it does not appear as an apartment complex, but rather as a component of a larger neighborhood. At the same time, taking advantage of the mountain views from this site and making them available to everyone is a critical consideration.

The ULI TAP proposal for the Town Center, identified this site along with several adjacent sites as within Phase 1 for the Plan Area, owing to the apparent interest of the parcel owner to redevelop, and their support of the General Plan 2040. The TAP suggested *"prioritiz[ing] the pedestrian experience by orienting development around a central paseo—a pedestrian-only walkway with active street frontages and enhanced public space for programming, community gathering, and pedestrian circulation. Similar to a town square with community-serving retail, the paseo would serve as a community destination and focal point, accentuated with expansive views of the San Gabriel Mountains to the north."*

Combining this recommendation with a strategy to move through the site, the Specific Plan provides for a public, accessible grand staircase that will connect Golden Springs Drive through this site to the New Main street to the north.

Inspired by the Spanish Steps in Rome, as well as other great urban staircases, it is imagined not only as a way to physically connect the upper and lower portions of the site, but as a place in and of itself.

The strategy for this area of the site also calls for an east-west street linking Diamond Bar Boulevard with Prospectors Road, with a gradual reduction of height and density to the west portion of the site, to transition to the single-family neighborhood beyond.



Figure 2-18 - Illustrative photo of the potential Redeveloped Northern Edge

6. The Redeveloped Northern Edge

The north side of Gentle Springs Lane (which is a private street created through easements across private property) is comprised of a series of smaller sites; as such, any buildout will likely result from the ability of a developer to assemble multiple parcels. The plan illustrated in Figure 2-10 is one possibility among many. However, several key elements are critical to achieving the goals of the plan:

- A connection allowing to move from Prospectors Road to the west into the Town Center Area, via Gentle Springs Lane, is important, providing significantly enhanced connectivity to other neighborhoods of Diamond Bar. This access, will need to be made through an easement allowing a right-to-use, if not an outright dedication of land at such time as the hotel site on Gentle Springs Lane is redeveloped.
- Any building on axis with the new Main Street, should be no taller than five stories within the 'view cone' identified in the regulating plan, so that the view of the San Gabriel Mountains is not disturbed.
- The building face opposite the stair case (where the New Main Street, meets Gentle Springs), should be designed to acknowledge its position as the terminus of an important axis. This site could serve as an alternative or an additional location for a public building (such as a library), or a private building with public uses.



Figure 2-19 - Old Town Pasadena, CA

7. A new Street Grid

Intersection density is an objective method of assessing and predicting the walkability of a community. High intersection density often corresponds to a more walkable and, therefore, health-promoting environment. Research indicates that higher street intersection density has environmental benefits. People living in neighborhoods with higher street intersection density tend to drive less, and walk and take transit more. The decision to walk is more often influenced by intersection density than street connectivity. In addition, higher street intersection density is associated with less per capita air pollution from vehicle emissions, which benefits human health and the mitigation of climate change. Finally, additional studies of medium-sized cities in California provided a correlation between cities (or areas of cities) exhibiting higher intersection density and fewer vehicular related fatalities.

The TCSP provides a vehicular intersection density of 284 intersections / square mile, and an overall intersection density (including pedestrian-only intersections) of 398 intersections/square mile, a considerable improvement over the existing condition of 65 intersections/square mile (See Figure 1-21).



Figure 2-20 - Old Town Pasadena, CA

8. Multi-Faceted Public Space Network

While the fine grain of parcel ownership will mean that the buildout of the Town Center will occur incrementally, each new development should be viewed as a fragment of a larger whole. That means individual developments should be conceived as parts of or entire city blocks (not as projects on their own) forming publicly accessible parks and plazas. For the purposes of this Specific Plan, "public space" refers to publicly accessible space, and does not imply or confer actual ownership. Therefore, visual, and actual spatial sequences, such as the north-south axis referred herein as the "Main Street," should be publicly accessible for at least 18 hours a day.

2.3.1 Land Use Plan

The TCSP allows for some flexibility as to land use and it assumes many of the individual parcels will host more than one activity. For example, along many of the streets, apartments may sit above ground floor shops or restaurants. This drawing is an illustration of how the site may be built out and utilized. Solid colors depict a single use, while striped areas indicate a ground floor with one use, and upper floors with another. Along the north-south "Main Street" as well as the east-west central street, ground floor retail will be required, but elsewhere for the most part, developers will have flexibility. Importantly, because market conditions at the time of this Plan's preparation suggest no market for it, offices are not indicated in this drawing, however, it will still be a permitted land use throughout most of the site.

2.3.2 Intersection Density and Surface Parking Diagram

As indicated in Section 1.9.4, research has shown that one of the key elements of pedestrian friendly design is block-size – generally speaking, the smaller the better. One way to ensure small block size is by ensuring a robust density of street intersections. Indeed, intersection density is an objective method of assessing and predicting the walkability of a community. 150 intersections per square mile is considered the minimal density to achieve a walkable environment. While the existing intersection density is 65/ square mile, (See Figure 1-21) TCSP plan will achieve 284 intersections / square mile when built out (See Figure 2-21)

Another goal suggested in Section 1.9.5 is for the Plan Area to have at buildout, no more than 10% of its available land area devoted to surface parking (parking lots), which is significantly less than the 41.6% at present. The TCSP is designed to achieve that with only 5.4% of the land area devoted to surface parking.



Figure 2-21 - Land Use Plan

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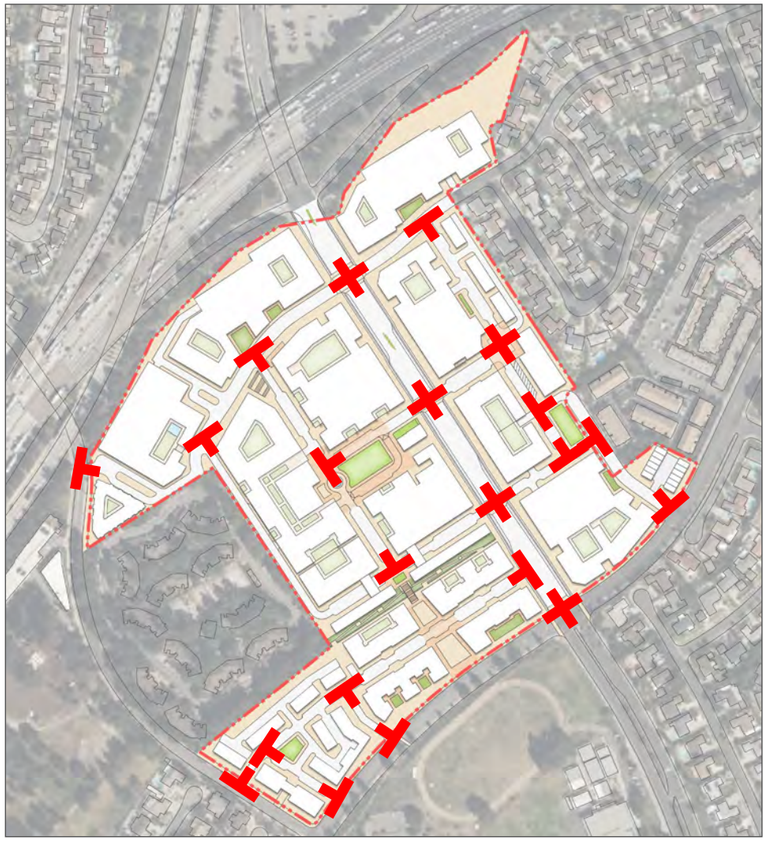


Figure 2-22 - Intersection Ratio: 284 intersections/sq. mile



Figure 2-23 - Surface Parking Ratio: 1.9% (12.23 acres/sq. mile)



Figure 2-24 - Aerial View from South East



Figure 2-25 - Aerial View from South West

2.3.3 Figure Ground

This conceptual diagram illustrates how the physical environment of the Specific Plan Area may develop by depicting built structures such as buildings (i.e. "figures") against the white background of the ground plane. The conceptual size, location, and number of figures--and their relationship to each other--reveal that the Town Center will be decidedly urban in character as demonstrated by the compact configuration of the figures (building intensity) and their various forms (building diversity) thus fostering the development of a walkable and mixed-use community.

2.3.4 Conceptual Reverse Figure Ground Plan

This conceptual diagram flips the emphasis of the Conceptual Figure Ground Plan Diagram by highlighting the areas between the built forms (figures) created by their disposition. The public and semi-public spaces define the urban network by creating a sequence of outdoor rooms and corridors that are bounded and characterized by the built forms that envelop them. The diagram illustrates the role that the thoroughfares and Public Spaces play in shaping and connecting the public realm.

2.3.5 Public Space

The Conceptual Public Space Plan Diagram peels a layer off the Conceptual Reverse Figure Ground diagram (Figure 2-27) and focuses solely on the Public Spaces of the urban sequence. While the thoroughfares (corridors) are also public spaces, the designated Public Spaces particularly serve as community gathering spaces and neighborhood living rooms, highly influencing the character and utility of the public realm.



Figure 2-26 - Figure Ground Plan



Figure 2-27 - Reverse Figure Ground Plan



Figure 2-28 - Conceptual Public Space Plan

2.4 Parking Strategy

As indicated in Chapter 1, surface parking lots are an anathema to walkable urban places. That means that the necessary parking is for the most part to be placed in structures, either above or below ground, and screened from view. Figure 2-29 identifies a strategy for parking locations accompanied by the following policy prescriptions.

1. **Create a "Park Once" environment.** This consists of a fine-grained mix of land uses, a network of small blocks, pedestrian-friendly streets, and destinations within easy walking distance of one another. This permits a single parking space to serve multiple destinations, enabling visitors to park and walk to dinner and a movie, employees to park for the day and walk to take care of errands before, after, or during their workday, and residents to walk or bike for the daily necessities of life.

   Rather than park each use within its own site, a Park Once system recognizes that residential uses must be parked within the same block as the residences they are serving, but parking for non-residential uses may be dispersed in structures throughout the site, but located within walking distance of the main destinations. Most people are willing to walk limited distances – usually about two to three blocks for visitors and, for employees, somewhat farther – provided the environment provides attractive, pedestrian- friendly ground floors; a mix of land uses that are active during both day and evening; safe, well-lit sidewalks and protection from the rain; and streets that are calm and easy to cross.

   The advantages of a Park Once environment include:

   - A reduction in the total number of parking spaces that would otherwise be needed by the same uses in conventional, stand-alone developments – the cumulative parking ratio for non-residential parking is substantially reduced compared to what it would have been if projects were parked individually within their project site;
   - Since Park Once is accommodated in shared facilities, instead of many tenant specific dispersed facilities, land is used more efficiently and the cost of parking is reduced. Parking is used to its maximum rather than left empty within individual sites;
   - Traffic flows more efficiently due to fewer curb cuts, reduced turning movements, and fewer car movements. Additional benefits include fewer traffic accidents and lower emissions.
   - Reduced storm-water runoff and associated pollutant loads and "heat island" effects created by large expanses of asphalt.

2. **Shared Parking.** Parking is assumed to be shared by multiple uses and tenants reflecting the fact various uses have different demands at different times of the day. This also recognizes that garages maybe used by residents as well as customers of the businesses. Security issues are assuaged by creating "nested parking" i.e. secure facilities for residents, above the first or second floor of the garage.
3. **Screen the parking from view.** The garage locations shown in this diagram are either mid-block and 'wrapped' by buildings or they sit under the proposed buildings, either in subterranean garages or as podiums screened by two levels of residences or a level of retail.
4. Additional on-street parking is provided for convenience and is an important component in making small shops viable. However, use of this on-street parking should be limited to a specified period of time, which can be done utilizing parking meters or other forms of enforcement.
5. Townhouses have integral parking accessed from a rear alley.

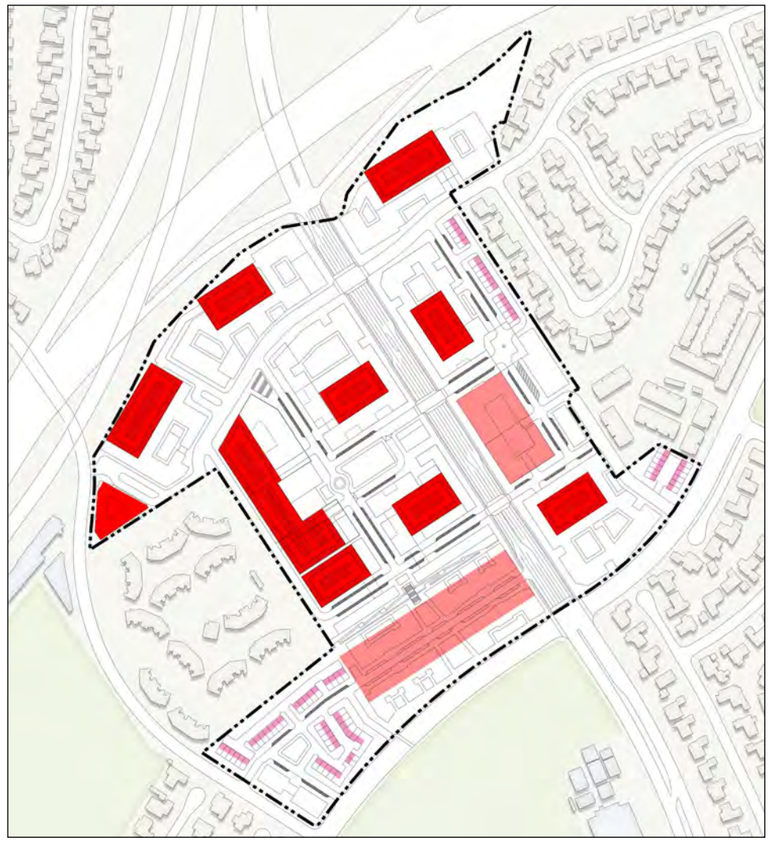


Figure 2-29 - Parking Types

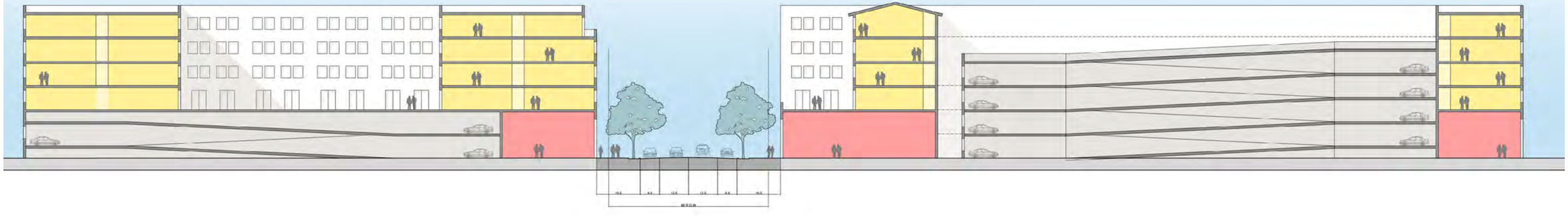


Figure 2-30 - Illustration of parking strategies in Wrap and Podium style buildings



Figure 2-31 - Detailed aerial view of the New Collector Street and Town Square



Figure 2-32 - View looking to the New Collector Street

2.5 Transit Strategy

The TCSP is designed to create a transit-oriented corridor along Diamond Bar Boulevard with a major stop at the central street for the 482-bus, which has 30-minute headways and connections to the City of Industry Transit Center, to the southwest and the Pomona Transit Center to the northeast, both of which have Metrolink service on the Riverside line to LA's Union Station and Riverside. The 286 bus also provides service to the Pomona Transit Center with hourly service. To focus pedestrian energy at this central location, and to facilitate transfers, the stop for the 286 which is also located on Diamond Bar Boulevard, but further south, should be moved to be collocated with the 482 and the bus shelters currently in place moved accordingly (see Figure 2-33). Continuing to stop in that location will be the 854-bus stops twice daily service in the morning.

Along Golden Springs Drive, there are stops for the 854, 853 (also a limited-service route), and 482-bus routes. However, these stops are west of the Plan Area. To maximize the potential for transit service to Downtown Diamond Bar, these stops should be moved east even though it reduces the distance between this stop and the ones on Diamond Bar Boulevard as this will ensure easy pedestrian access to several points of entry, thereby enhancing the appeal of transit for visitors and residents of the Town Center. Bus stops should be relocated at the appropriate time in the buildout of the Town Center and bus shelters should be added to these locations as well.

While the city's bus shelters provide seating and shade, enhancements related to passenger information are warranted. Clear and accurate information such as real-time arrival data (to the extent available), maps, and other relevant information should be considered. The design should ensure that this information is easily visible and accessible to all passengers.

In mid-2025, the Metro extension of the L-line is scheduled to be completed to the North Pomona Metrolink station. This station on the San Bernardino line, is currently not serviced directly from Diamond Bar. It requires a transfer. However, with the coming of the L-line, this station will take on much greater regional significance. The City should work with Foothill Transit to extend existing 286 bus service to the North Pomona station, (or alternatively, it could extend the 291-bus south to Downtown Diamond Bar) and increase its frequency to 30-minute headways, which would greatly enhance the Downtown's transit accessibility to additional job and cultural centers such as Pasadena and Claremont.



Figure 2-33 - Proposed Transit Strategy



Figure 2-34 - Diamond Bar Boulevard New Bus Stops



Figure 2-35 - Diamond Bar Boulevard New Bus Stops

2.6 Objective Design Standards

In lieu of traditional zoning standards, the Specific Plan utilizes Objective Design Standards, which provides a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Using the Objective Design Standards provided in the Specific Plan, developers are able to realize different urban contexts with the functions and intensities appropriate to their locations within their sub-area.

Pursuant to the Objective Design Standards, the primary elements that will define the character of the Town Center Specific Plan Area and of each sub-area are: Thoroughfare (Street) Types, Frontage Types, Building Types and Public Space Types. Allowable land-uses enjoy flexibility within limits described in this Specific Plan. In addition to these elements, the Specific Plan provides Standards for buildings, façades, lighting, signage, service areas, and landscaping.



Figure 2-36 - Bathesda Row, MD



Figure 2-37 - Pearl Street Mall, CO

Walkable Urbanism (Illustrative)

Appropriate landscaping, activated ground-floors and human-scaled architecture enhance the pedestrian experience and public realm.



Figure 2-38 - Proposed Streetscape for East 185th Street, Cleveland, OH

Thoroughfare Types (Section 3.4):

Thoroughfares are the principal structuring devices of urbanism. They are the matrix of mobility, accommodating both pedestrians and various forms of transportation. Thoroughfares are also a major part of the public realm, typically occupying between 20 - 40% of the urbanized land area. Perhaps most importantly, the street and road network subdivides the land into blocks, fundamentally determining the urban development pattern of the town and the types of buildings that can be accommodated. For all these reasons, roads and streets have an enormous effect on community and the character is as important as the capacity to move vehicles.



Figure 2-39 - Townhouses, Claremont, CA

Building Types (Section 6.5):

The character of a place is substantially defined by the position of the building on its site, the configuration of the building, and also its function. The building's position and configuration together determine type (eg. Townhouse, Courtyard, etc.) which supports the intended uses and defines the degree of urban life. Building typology is an essential element of urbanism.



Figure 2-40 - Tanner Market, Pasadena, CA

Frontage Types (Section 6.7):

A Frontage is the privately held area between the façade of a building and the lot line. The variables of Frontage are the dimensional depth of the front yard and various architectural elements (eg. fences, stoops, etc.) that define the transition from the public realm of the street and the private realm of the building. The combination of the private frontage, the public streetscape, and the capacity of the thoroughfare defines the character of the public realm.

2.7 Fiscal Impact

The Fiscal Impact Analysis evaluates the impact of the proposed TCSP buildout on the City's General Fund. It incorporates potential revenue generations and subtracts potential increases in government expenditures.

Estimated Incremental Revenue: The fiscal impact analysis for the TCSP area examined the potential impact on revenue generation, including taxes, fees, assessments, or other sources of income. It estimated how the project or policy might affect the government's revenue streams, considering factors such as increased property values, economic activity, or changes in tax rates. Considering these sources, the analysis estimated approximately $3.25 million in additional revenues in 2022 dollars (see Figure 2-41).

Estimated Incremental Costs: The analysis also evaluated the potential increase in government expenditures resulting from the proposed project or policy. It considered additional costs associated with infrastructure development, public services (such as police and fire), maintenance, operations, and ongoing programmatic expenses. The resulting analysis assume an increase of $1.29 million in additional costs in 2022 dollars (see Figure 2-41)

Net Fiscal Impact: Subtracting the estimated incremental costs to provide services for this increased level of development from the estimated incremental revenue generated by the development results in a net positive revenue impact to the City of approximately $1.96 million in $2022. This estimated income can be used to guarantee bonds issued by the city through a CFD or EIFD (see Section Figure 2-41).

DETAILED FISCAL IMPACT

RCLCO REAL ESTATE CONSULTING

REVENUES FROM SALES TAX AND PROPERTY TAX ACCOUNT FOR THE LARGEST SOURCES OF ANNUAL REVENUES TO THE CITY OF DIAMOND BAR'S GENERAL FUND

- RCLCO's development program recommendation is expected to general $3.25M in General Fund revenue, primarily driven by sales taxes and property taxes.
- In the RCLCO Recommendation, approximately $1.29M of annual expenditures are required by the General Fund to support the residents and employees, with the recommended program featuring 2,055 residential units and over 445,000 square feet of commercial and retail space.

Stabilized Annual Fiscal Impacts (2022 $)
Subject Site; November 2022

	EXISTING USE	LOWER RESIDENTIAL DENSITY	MIDPOINT	HIGHER RESIDENTIAL DENSITY (RCLCO RECOMMENDATION)
PROGRAM				
Residential Units	-	1,350	1,677	2,055
Ground-Floor Retail SF	-	90,000	105,000	125,000
Free Standing Retail SF	455,618	321,300	321,300	321,300
Hotel Keys	97	97	97	97
Total Gross SF	**509,842**	**2,017,352**	**2,441,375**	**2,924,254**
ANNUAL REVENUES				
Sales Tax	$672,800	$1,025,700	$1,063,100	$1,113,000
Property Tax	$142,100	$881,200	$1,050,400	$1,242,200
Transient Occupancy Tax	$371,800	$520,500	$520,500	$520,500
Other Revenues	$56,700	$263,800	$316,600	$377,700
Total General Fund Revenues	**$1,243,400**	**$2,691,200**	**$2,950,600**	**$3,253,400**
ANNUAL EXPENDITURES				
Administration & Support	$37,500	$174,300	$209,100	$249,600
Public Safety	$66,000	$306,800	$368,200	$439,400
Community Development	$18,200	$84,700	$101,600	$121,300
Parks & Recreation	$31,100	$144,700	$173,700	$207,300
Public Works	$41,100	$191,100	$229,300	$273,700
Total General Fund Expenditures	**$193,900**	**$901,600**	**$1,081,900**	**$1,291,300**
ANNUAL NET FISCAL IMPACT	**$1,049,500**	**$1,789,600**	**$1,868,700**	**$1,962,100**

Source: RCLCO

Figure 2-41 - Detailed Fiscal Impact

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3

Public Realm

People and placemaking are at the heart of Downtown Diamond Bar's Public Realm strategy. Composed of two major elements, a grid of public and privately-owned rights-of-way and a public open space network, the Public Realm provides not only a means to organize the built environment but a placemaking tool that promotes walking, gathering, and community interaction. While residents and visitors may get to Downtown Diamond Bar by many different means, once they arrive there, everyone becomes a pedestrian. This fact informs the design strategy for both the overall planning of the public realm, as well as the composition of the public spaces themselves: their proportions and their detail.

This Chapter sets forth the Regulatory Framework that will guide the implementation of the Public Realm as the Downtown Center develops over time.

3.1 Purpose and Applicability

In order to effectively implement the community's vision for Diamond Bar's Town Center, these Public Realm Standards ensure that the Public Realm serves the needs of the various functions required of an enjoyable, efficient, and resilient public realm network. Composed of public and private rights of way (streets), front yard setbacks, and public open spaces, the Public Realm provides a unified 'complete streets' approach to mobility while also providing the communal social setting of urban life. Together, these features not only provide mobility and recreation, but when properly designed, also nurture local **economies, healthy lifestyles, and community cohesion.**

As described in Chapter 5, all future developments will be responsible for contributing to the Public Realm improvements outlined herein. The sections of this Chapter (3.2/Objectives, 3.3/Networks, 3.4/Typologies and 3.5/Standards 3.4) reinforce the goals of the TCSP and serve as the requirements for future decision making as new developments and infrastructure improvements are contemplated.

3.2 Public Realm Sustainability Objectives

Ensuring environmental sustainability, health and wellbeing in Downtown Diamond Bar's streetscapes and public spaces is a crucial aspect helping the City progress towards meeting the greenhouse gas reduction targets of its Climate Action Plan. The Public Realm encompasses a wide range of elements, including the streets themselves, as well as the accompanying sidewalks, public spaces, landscaping, and street furniture. By integrating environmentally friendly practices into the design and maintenance of the Plan area's Public Realm, it is possible to significantly reduce carbon emissions and create a more livable and resilient downtown. This is a multifaceted endeavor that requires a holistic approach incorporating sustainable mobility options, green infrastructure, renewable energy integration, and sustainable materials to create streetscapes and public spaces that minimize carbon emissions, enhance the quality of life for residents, and contribute to a more sustainable and resilient urban environment.

Here are some key considerations and strategies for achieving carbon neutrality in Downtown Diamond Bar:

1. Sustainable Mobility: Encouraging sustainable modes of transportation such as walking, cycling, and public transit.
2. Green Infrastructure: Integrating green infrastructure into streetscapes is essential for carbon neutrality. Incorporating trees, plants, and green spaces helps sequester carbon dioxide and improve air quality. Planting native, drought-tolerant vegetation reduces the need for irrigation and maintenance.
3. Efficient and Renewable Energy Integration: Downtown Diamond Bar's streetscapes should incorporate energy-efficient lighting, such as LEDs and motion sensors, that significantly reduce energy consumption. Smart lighting controls that adjust lighting levels based on natural light conditions or pedestrian activity further enhance energy efficiency. Renewable energy technologies to reduce carbon emissions should also be integrated into the streetscapes to the extent practicable. Solar powered streetlights for example, should be accompanied by charging stations for electric vehicles.
4. Sustainable Materials and Construction: Choosing sustainable materials for streetscape construction is crucial for achieving carbon neutrality. Opting for recycled or locally sourced materials reduces the carbon footprint associated with transportation and extraction. Implementing low-impact development techniques, such as permeable pavements and rain gardens, helps manage stormwater runoff and minimize the burden on traditional drainage systems.

3.2.1 Planning Principles

1. Make "complete streets" in which all users of the public rights-of-way are considered equal constituents.
2. Create a network of parks of various sizes and a diverse range of programming types distributed throughout the downtown to allow for relaxing, recreating and gathering at multiple scales.
3. Foster multimodal connectivity between key destinations and activity areas, civic spaces, and transit through clearly-marked connections and wayfinding and the use of technologies that assist in parking access and transit ridership.
4. Ensure that bicycle and pedestrian mobility throughout downtown is safe, connected, and easy to navigate.
5. Design streets to foster an active, engaging pedestrian environment.
6. Facilitate connections to surrounding neighborhoods and developments with enhanced crossings and street connections.
7. Ensure the street network maximizes internal connections and circulation options, and that block sizes support the urban form and character of the downtown.
8. Utilize street tree canopies and roadside landscaping to connect parks and key destinations with cool, comfortable green corridors.
9. Design public spaces and streetscapes to reduce the carbon footprint through materials selection.
10. Use green infrastructure such as bioswales to manage stormwater.
11. Ensure that public spaces (e.g., plazas, paseos, pocket park) are available within comfortable walking distance (less than 660 feet) of all new development within the TCSP area to make this network easily accessible to residents and visitors.
12. Ensure adequate visibility, lighting, and furnishings to create safe, comfortable and welcoming outdoor spaces.
13. Ensure that a majority of plantings are made up of California native plants, supplemented with drought-tolerant, climate-appropriate plants. This palette will minimize water needs, provide habitat for local fauna, and build a place-based landscape aesthetic.

3.3 Public Realm Network

The concept of a Public Realm Network, comprised of both "Complete Streets" and Public Spaces, is a defining feature of the TCSP as it provides a continuous and connected system that unites plazas, parks, and complete streets into a cohesive public realm structure. The network offers residents, employees and visitors access to a full range of park-like benefits, offering shade, native planting, and safe and comfortable mobility options. Figure 3-4 lays out a framework for the future Public Realm Network. The Network is comprised of both existing streets as well as all new street types, and a variety of new open spaces both large and small.

Cross-sections along with more specific information about each of the individual street types and a description for each of the proposed Public Spaces are provided in the Typologies Section 3.4

3.3.1 Complete Streets

This plan emphasizes a "complete streets" approach in the design of the plan's street network, prioritizing safety and accessibility for all users regardless of their age, abilities, or mode of transportation. Complete streets are designed to accommodate pedestrians, bicyclists and public transit users in addition to vehicular traffic.

The layout of Downtown Diamond Bar recalls the grid-like patterns of traditional towns, in which a tightly woven grid of streets provides multiple routes to any destination. This traditional pattern (as evidenced in nearby places like Monrovia and Claremont, among others) not only provides enhanced connectivity within the Plan area, it also ensures that no one street gets so wide as to be unwelcoming to pedestrians. In fact, each street within the downtown has been considered not only for its vehicle carrying capacity, but also for its ability to promote walking and biking. Upon completion of the plan for Downtown Diamond Bar, the number of intersections per square mile will have increased to 284 (up from the current total of 65). See Figure 2-22.

Accordingly, the plan proposes a simple approach to pedestrian and bicycle movement: that all streets shall be safely accessible to both. For pedestrians, the street designs will allow for short crossing distances across travel lanes, and short distances between crosswalks. Crosswalks, key street crossings, and intersections will be designed with an emphasis on increased visibility and sight-lines, as well as frequency of crossing locations. The narrower vehicle lanes–painted with sharrows–will encourage a slower, bicycle-friendly speed of travel, while existing boulevards and avenues will be equipped with Class II bicycle lanes.

Logistical considerations for emergency and delivery vehicles are included in the plan. Minimum street widths will allow for passenger vehicles to safely pull over to the side of streets, allowing passage of emergency vehicles. These widths will also accommodate the requirements for curbside management activities such as, stopped delivery vehicles, with additional designated loading zones and rideshare pickup areas. Circulation routes can be marked along streets, where appropriate, for larger delivery vehicles.



Figure 3-1 - Complete Street, Bloomington



Figure 3-2 - University Village, Seattle, WA



Figure 3-3 - Santana Row, San Jose, CA

3.3.2 Public Spaces

The public spaces are a defining feature of the plan. The collection of public spaces is designed to encourage and support a high level of community interaction. These spaces will comprise a wide variety of spaces in terms of scale, character, and functionality. The multitude of public spaces will attract a diverse range of users and span the spectrum of what an urban, outdoor experience can provide, both enhancing the urban condition and offering respite from it.

In addition to the public spaces within the new Downtown area, the City of Diamond Bar has many nearby parks that offer a range of recreational opportunities and environmental settings. Carlton Peterson Park, Pantera Park and, Sycamore Canyon Park are just a few examples of parks within 1.5 miles that offer a range of activities from playgrounds, baseball diamonds, picnic tables, and hiking trails. Sycamore and Pantera Parks are also wonderful examples of park areas that have retained a portion of their original habitat. Sycamore Canyon Park offers examples of Oak and Walnut woodlands, while Pantera Park showcases Venturan Coastal Sage Scrub.

Working within the plan's objective to establish open spaces within a 2-2.5 minute (approx. 528'-660') walk of each residence and business, future new development will need to incorporate and implement appropriate location, scale and typology of public space elements and amenities consistent with the Public Realm Network (Figure 3-4).



Figure 3-4 - Public Realm Network

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3.4 Public Realm Typologies

3.4.1 Street Typologies

The street design strategy anticipates that a mix of uses will line the streets, though it does not prescribe or predict exactly what uses those will be. Instead, it provides positive, human-scaled environments, the success of which is largely independent of the uses fronting a particular street. Street design will also contribute to Downtown Diamond Bar's identity as a decidedly urban space. Wide sidewalks provide ample space for pedestrian activity; curb extensions ease roadway crossings; street trees and landscaping enhance Downtown's beauty while providing shade; and dedicated amenity zones, streetlights, ample seating, and other street furniture ensure functionality of the street environments. See Section 3.5 for detailed standards for the various street components.

This section depicts the variety of street types (including Font Yard Setbacks) and Street Crossing Enhancements within the Specific Plan Area. Figure 3-7 provides a key to the individual street types. Collectively the streets are designed to accommodate the expected volumes of traffic associated with new development in the Downtown Diamond Bar; the streets' posted speeds are also their design speed so that the built infrastructure itself contributes to the safety and efficiency of the network.

Any streets not identified in Figure 3-7 are not fixed and shall conform to the requirements of one of the two local street types. Any alleys not identified in Figure 3-7 are not fixed and shall conform to the requirements for alleys.

The following pages provide cross sections and detailed information for the five street typologies. The first three typologies represent modifications to existing streets whereas the final two typologies are new local street types that are intended to introduce a finer grained network of mobility within the TCSP area.

A. Street Crossing Enhancements

To further support the pedestrian mobility goals of the plan locations for additional traffic, crosswalks and signalized pedestrian crossings are established. Figure 3-6 identifies locations that will require a new traffic signal in the future. This will help to distribute vehicular traffic to multiple east-west streets and calm traffic on Diamond Bar Boulevard making it easier for pedestrians to cross. Figure 3-6 also indicates locations for new crosswalks on existing streets that are part of the ensemble of improvements.

These crosswalks are supplemented by High-Intensity Activated crossWalK Beacons, or HAWK Beacons, a traffic control device that stops road traffic to allow for protected pedestrian crossings. Figure 3-6 includes proposed locations for HAWK Beacons. One of these is proposed on Golden Springs Drive, west of Diamond Bar Boulevard; however, its precise location will be coordinated with the relocated bus stops so that there is a seamless connection between transit riders and the Downtown area.

The purpose of HAWK beacons is to provide a safer way for pedestrians to cross busy streets, especially in areas where a traditional traffic signal or crosswalk may not be feasible or necessary. They have been shown to improve pedestrian safety and provide a safer and more accessible transportation environment for everyone. HAWK beacons are often used in areas with high pedestrian traffic, such as near schools or parks, and are known for their effectiveness in reducing pedestrian-vehicle crashes. When a pedestrian presses the button to activate the beacon, a series of flashing yellow lights alerts drivers to slow down and stop if necessary. This allows pedestrians to cross the street safely and efficiently.



Figure 3-5 - HAWK Beacon

B. Front Yard Setbacks

When considering the design of public streets, it is important to recognize that the design of front yard setbacks significantly contributes to the success of the overall street design. The setback area, which, depending upon the street types varies from 5' to 15', expands the overall space dedicated for pedestrian mobility, landscaping, and community interactions. Hence, the street types encompass the dimension of front setbacks as well as the character of the setbacks themselves. Private development shall adhere to this section's provisions for front setbacks.

The front yard setback for each street typology varies based upon the intended uses and activity levels anticipated for each street. In some instances, a wider sidewalk will enable seating and other amenities that enhance and further activate the public realm. In other situations, the additional setback will allow for a greater amount of landscaping and therefore contribute to a calmer street environment.



Figure 3-6 - New Traffic Signal and HAWK Beacon Locations

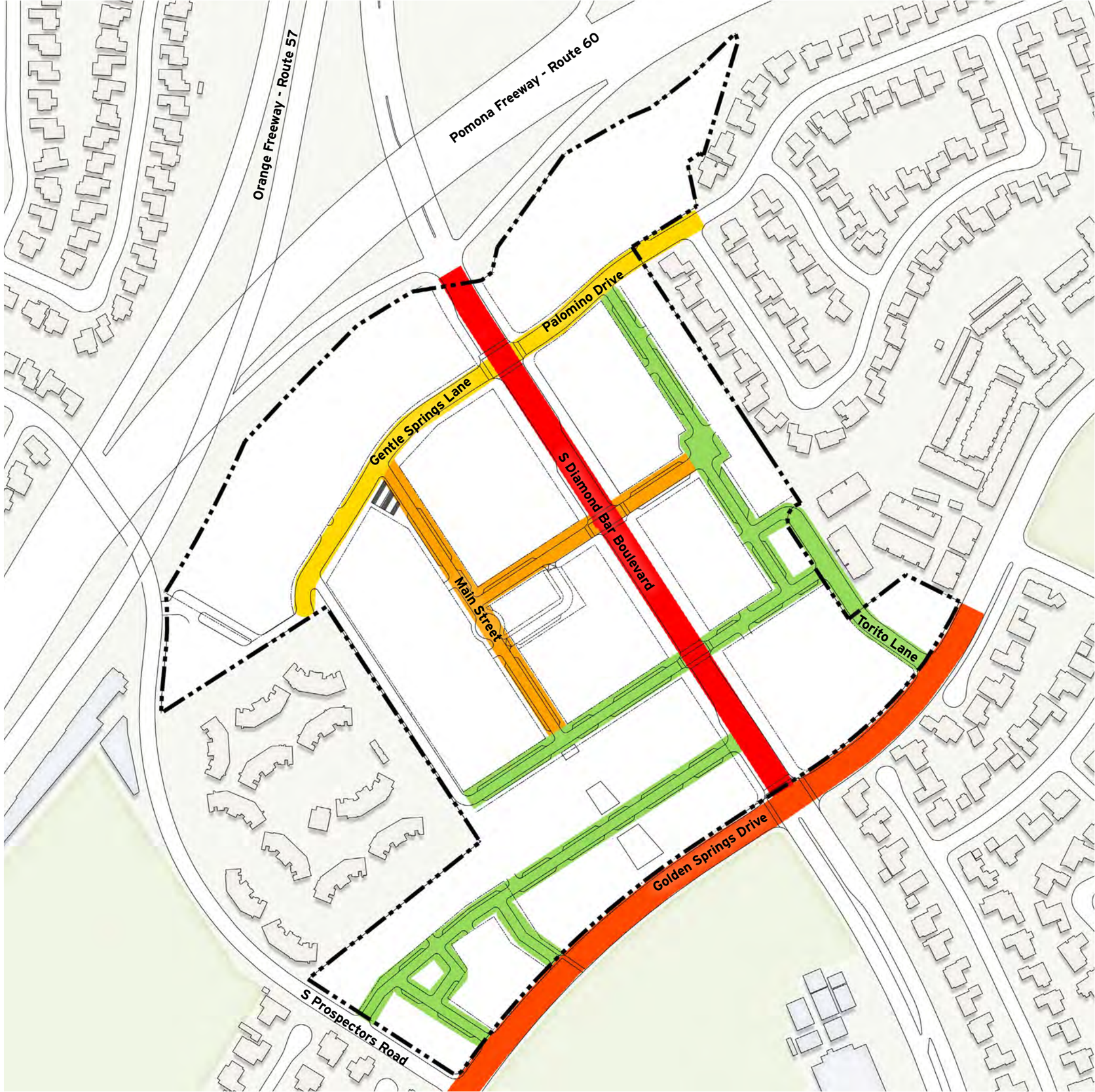


Figure 3-7 - Street Typology Diagram

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3.4.1.1 Diamond Bar Boulevard Existing

As the city's main thoroughfare, Diamond Bar Boulevard bisects the Town Center Specific Plan Area and separates the two halves from each other. With a dimension of 95' from curb-to-curb, it feels uncomfortable for pedestrians to cross. Sidewalks are narrow and are interrupted occasionally by impediments such as utility poles (see Figure 3-9). There is little shade. Moreover, while there are painted bike lanes, they are narrow, unprotected from vehicular traffic, and straddle the gutter pan, making them feel uncomfortable to all but the most experienced riders.



Figure 3-9 - Narrow sidewalks interrupted by utility poles



Figure 3-8 - Existing Plan for Diamond Bar Boulevard

3.4.1.1.A Diamond Bar Boulevard Short-Term



Figure 3-10 - Conceptual rendering of New Diamond Bar Boulevard

As proposed, Diamond Bar Boulevard will anchor the downtown's public realm. Maintaining up to six lanes of through traffic, the primary function of the boulevard will be to continue to conduct through-traffic in and out of the downtown area. Equally as important will be the boulevard's ability to accommodate pedestrian circulation along the downtown's main axis as well as across the boulevard to fully connect the public realm and public space network.

However, as part of the City's Complete Streets Initiative, the TCSP proposes changes to the lane widths of this thoroughfare to reduce the pedestrian crossing distance to enhance safety. A study published by the Johns Hopkins University Bloomberg School of Public Health is worth noting. JHU-2023-Narrowing-Travel-Lanes-Report.pdf It found that:

- Narrower lanes did not increase the risk of accidents. When comparing 9- and 11-foot lanes, the study found no evidence of increased car crashes. Yet, increasing to 12-foot lanes did increase the risk of crashes, most likely due to drivers increasing their speed and driving more carelessly when they have room to make mistakes.



Figure 3-11 - Plan view for Diamond Bar Boulevard -- Short-term

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- Speed limit plays a key role in travel width safety. In lanes at 20-25 mph speeds, lane width did not affect safety. However, in lanes at 30-35 mph speeds, wider lanes resulted in significantly higher number of crashes than 9-foot lanes.
- Narrower lanes help address critical environmental issues. They accommodate more users in less space, use less asphalt pavement, with less land consumption and smaller impervious surface areas.
- Narrowing travel lanes could positively impact the economy. This includes raising property values, boosting business operation along streets and developing new design projects.



Figure 3-12 - Re-configured Diamond Bar Boulevard street section



Diamond Bar Boulevard's existing right-of-way is anticipated to be adjusted as follows (see Figures 3-11 and 3-12):

- Lane width shall be reduced from each lane being 12' as it is now to 10-feet on four of the lanes and 12 feet adjacent to the curb.
- The center median/turn lane width shall be reduced from 16' to 10'
- Add a 5' planted buffer/bioswale to protect bicycle lane.
- Add a protected 5' bicycle lane.
- Minimum 12' sidewalk space within the right-of-way (plus additional space in the required setbacks).

New 10' front yard setbacks shall be provided bringing the total width of the sidewalk in front of commercial spaces (as measured from curb to building face) to 22 feet.

Curb radii at all intersections should be no greater than 20.'

A new east west street has been added to the plan area, roughly midway between Golden Springs Drive, and the new "Central Street" (where the existing shopping center entrances are currently located). The new street should meet Golden Springs Drive in a full intersection with a traffic signal. This will require a full median break. By adding this street, the block size along Diamond Bar Boulevard will be reduced from approximately 850-feet in length, to blocks approximating 400-feet in length and will be consistent with the Diamond Bar General Plan 2040 (see General Plan Policy: *CC-P-18 As large vacant or underutilized sites are developed or redeveloped, maximize multi[1] modal accessibility with fine-grained street networks and walkable block sizes. Generally limit new block sizes to a maximum of about 400 feet in length. Mid-block plazas or alleys may be considered if the intent is to ensure fine-grained patterns where pedestrian access can be accommodated in intervals no more than 400 feet apart.*")

3.4.1.1.B Diamond Bar Boulevard Long-Term



Figure 3-13 - Conceptual rendering of New Diamond Bar Boulevard - Long Term

In the future, if the City should determine that the curb-lane in each direction is not necessary for the efficient movement of vehicles, the City may choose to convert the curb lane to a right-turn only lane for part of each block returning the rest of the lane to either a larger planting area or a parking lane.

Figures 3-11 through 3-14 illustrate how the roadway could be reconfigured to implement a "road diet" along Diamond Bar Boulevard.

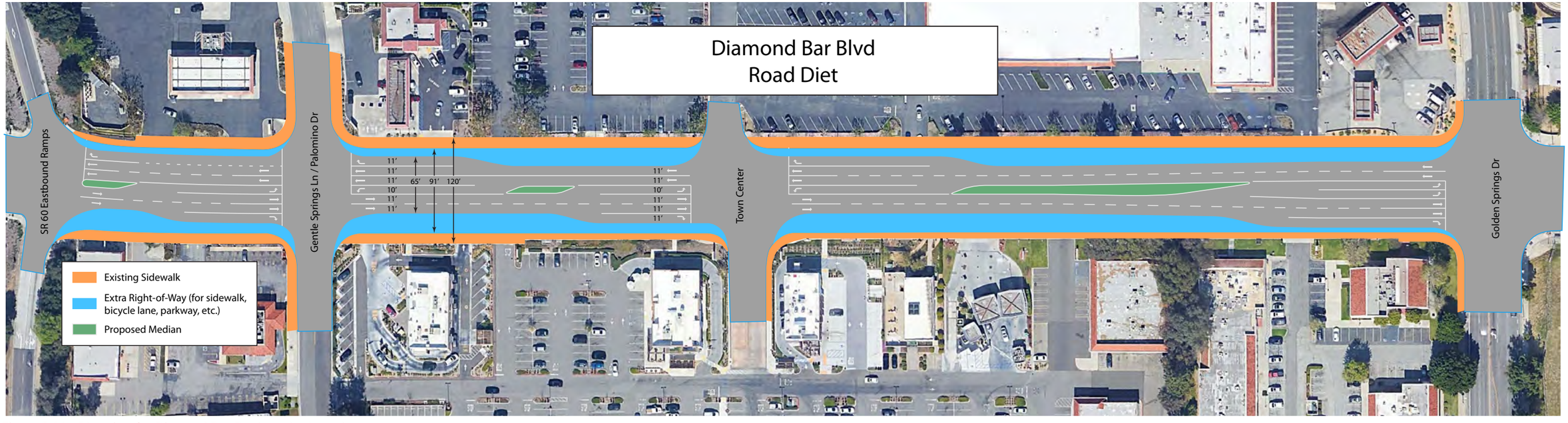


Figure 3-14 - Plan view for Diamond Bar Boulevard -- Long-term

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Figure 3-15 - Re-configured Diamond Bar Boulevard street section - Long Term



These illustrations show the following adjustments for future consideration:

- The right-most lane in each direction is converted to a right-turn only lane for part of each block.
- The remaining portion of each curb lane would be converted to parallel parking or to enhanced greenspace.

3.4.1.2 Golden Springs Drive

Golden Springs Drive will be the TCSP area's second largest street after Diamond Bar Boulevard. Golden Springs Drive will provide vehicular access into the downtown area via turns onto Diamond Bar Boulevard. Golden Springs Drive will provide pedestrian access directly into the promenade, and the central axis of the TCSP's open space network.



Figure 3-16 - Re-configured Golden Springs Drive street section



The portion of the existing right-of-way of Golden Springs Drive located west of Diamond Bar Boulevard shall be adjusted as follows:

- The right-most lane in the eastbound direction shall be converted to a right-turn only lane.
- Lane width shall be reduced from 12 feet to 11 feet.
- The center median/turn lane width shall be reduced to 10'
- Add a protected 5' bicycle lane on both directions.

New 20' to 30' front yard setbacks shall be provided.

Curb radii at all intersections shall be no greater than 20.'

3.4.1.3 Palomino Drive & Gentle Springs Lane

Palomino Drive and Gentle Springs Lane, two existing streets along a single axis bifurcated by Diamond Bar Boulevard, will be redesigned to accommodate the downtown's neighborhood feel. The travel lane width in each direction will be decreased to allow for street parking (a single row of parallel parking on either side of the street) and an expanded sidewalk for increased pedestrian flow. Palomino and Gentle Springs will also provide direct pedestrian access to pocket parks and other public space.



Figure 3-17 - Re-configured Palomino Drive / Gentle Springs Lane street section



Palomino Drive and Gentle Spring Lane's existing ROW shall be adjusted as follows:

- Lane width shall be no more than 10' in either direction, for a total width of 24' of vehicular travel.
- Sidewalk width shall be no less than 10' within the Right-of-Way.
- Street trees shall be placed within the sidewalk space at a regular interval of at least one per every 50'.
- There shall be an 8' parking lane on each side of the street.

Landscaped 5' to 10' front yard setbacks shall be provided.

Curb radii at all intersections shall be no greater than 20.'

3.4.1.4 New Collector Street

This new collector street will serve a mix of residential and commercial uses. The mix of uses is expected to generate a slightly higher traffic and pedestrian volume than the Local Street (See Section 3.4.1.5) and therefore has a slightly wider right-of-way dimension. Nonetheless, each street will have only a single lane of vehicular travel in either direction, and may have curb bump-outs at intersections and crossings to increase pedestrian safety and neighborhood feel.





Figure 3-18 - New Collector Street Section. A roundabout is the central feature of the intersection of the two new Collector Streets.

The Collector Street shall have a 66' ROW which shall be divided as follows:

- Lane width shall be no more than 10 feet in either direction, for a total width of 20 feet of vehicular travel.
- Sidewalk width shall be no less than 15 feet.
- Tree wells shall be set in 2' from the curb to facilitate entering/exiting from parked vehicles.
- There shall be an 8' parking lane on each side of the street.
- Bump outs shall be provided at each intersection.

5' to 8' front yard setbacks shall be provided.

Curb radii at all intersections shall be no greater than 20.'

3.4.1.5 New Local Street

The new local street shall include one lane in each direction along with a parking lane on each side. To support the predominantly residential uses that will line this new street type, an additional amount of landscaping shall be required. The additional parkway plantings, landscaped bump-outs, and front yard landscaping shall enhance the pedestrian experience.



Figure 3-19 - New Local Street Section



The Local Street shall have a 60' ROW which shall be divided as follows:

- Lane width shall be no more than 10 feet in either direction, for a total width of 20 feet of vehicular travel.
- Sidewalk width shall be no less than 12 feet.
- A landscaped parkway of at least 5' in width shall be included within the sidewalk area.
- There shall be an 8' parking lane on each side of the street.
- Landscaped bump-outs shall be provided at each intersection.

Landscaped 5' to 10' front yard setbacks shall be provided.

Curb radii at all intersections shall be no greater than 20.'

3.4.2 Public Space Typologies

The public space network is designed to provide a high level of habitat and recreation space throughout the Downtown. This network will comprise a wide variety of spaces in terms of scale, character, and functionality. The multitude of open spaces will attract a diverse range of users and span the spectrum of what an urban outdoor experience can provide, both enhancing and offering respite from the urban condition.

The public space network is categorized into seven typologies; town square, plazas, paseos, grand stair, promenade, linear park, and pocket parks. The Town Square and Plazas will offer the largest scale spaces, centered around community and openness, and encouraging gathering and activity. Paseos and Pocket Parks will provide intimate settings for daily uses, ranging from urban

and social spaces to places for quiet and solitude. The Grand Stair, Promenade, and Linear Park are proposed in order to transform the difficult topographical changes in the center of the TCSP area from a liability to a destination.

The location of each public space typology is shown in Figure 3-20 and in Figures 6-5, 6-6, 6-7, and 6-8. The location of a public space typology may be adjusted administratively by the City Council or Director, without amending this Specific Plan, provided the following findings can be made:

1. The adjustment will not detrimentally impact the cohesiveness and functionality of the Public Realm Network.
2. Notice has been given, in advance, to the owner(s) of each parcel affected by the adjustment, and the owner(s) have been provided with a reasonable opportunity to comment.
3. The amount of public space required to be provided on a parcel is not increased, unless requested or agreed to by the owner(s) of the parcel.
4. The adjustment in location of the public space is not inconsistent with a pending development application.
5. The adjustment will not reduce the residential development capacity of a parcel.

Administrative adjustments to location of the Town Square, Grand Stair, Linear Park, and Promenade may only be made by the City Council. Adjustments to the locations of other public space typologies may be made by the Director. Director shall update and publish updated Figures following each such administrative adjustment showing the adjusted location of the public space.



Figure 3-20 - Public Space Typology Plan

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3.4.2.1 Town Square

A central lawn and square in the heart of downtown will provide the plan's largest and most accommodating public space. The lawn will host a wide range of users, both active and passive, for daily use as well as for organized gatherings. A hardscape perimeter will allow for regular events such as farmers' markets and food trucks, while the interior lawn space will accommodate flexible recreation from sunbathing and picnicking to frisbee and yoga. The lawn may be enclosed on two sides by two-lane streets to maintain vehicular access throughout the plan, but the central location of the lawn will keep the space continuously activated by pedestrian flow from other areas of the downtown.

Standards

- Lawn element will be roughly square, with a minimum area of ¾ acre.
- Pedestrian hardscape perimeter shall be between 20 and 40 feet wide.
- The square shall be equipped with the necessary infrastructure to enable regular events and closures of the surrounding streets, including bollards and outdoor electrical hookups.



Figure 3-21 - Town Square at Westpost at National Landing, Arlington, VA

3.4.2.2 Plazas

Plazas are enclosed by building frontages on all sides, and will reclaim public space for pedestrian use from otherwise predominantly vehicular intersections. With an expanded public realm into the street space, plazas will allow for flexible and continuous activation of street corners with amenities such as café seating and outdoor dining. The intersection may be intermittently closed to traffic, allowing for the entirety of the right of way to be used for events such as farmers' markets, festivals, etc.

Standards

- Plaza sizes are determined by the street grid and building setback on surrounding streets.
- Specialty paving may be considered for pedestrian and vehicular surfaces to demarcate Plazas from the surrounding urban fabric.
- Plazas shall be equipped with the necessary infrastructure to enable regular events and street closures, such as bollards and outdoor electrical hookups.



Figure 3-22 - Mercado Plaza, Downtown Palm Springs, CA

3.4.2.3 Paseos

Paseos are narrow pedestrian-only passages typically enclosed on both sides by building and/or architectural features. The primary function of paseos is to increase pedestrian connectivity between streets and blocks of the plan. Offering an intimate scale and isolated from vehicular traffic, paseos themselves become destinations removed from the business of the downtown area. Paseos may contain landscaping and seating to encourage park-like use from passersby.

Standards

- Overall paseo width shall be between 20 and 30 feet wide. Buildings framing the paseo shall not be greater than three times in elevation height than the width of the paseo.
- Paseos shall always connect two public streets or public spaces, and must be at the same elevation as the public sidewalk.
- No security fences or gates shall block access to paseos during established hours.



Figure 3-23 - Paseo at Bathesda Row, MD

3.4.2.4 Grand Stair

The dramatic topographic change within the downtown provides an opportunity for a grand stair as a central element of the public space strategy. In connecting the two ends of the public space central axis, the grand stair will itself be a vibrant destination. Views of the downtown will encourage movement between and activation of the downtown's major public spaces. Seating and other amenities will encourage pause and a moment of respite. As part of the public right-of-way, the grand stair will be universally designed with an ADA-compliant ramp and a fully accessible path of travel.

Standards

- There shall be a minimum 5-foot-wide landing after every 20 linear feet of stairs
- Overall stair width shall be no less than 25 feet.
- The grand stair shall connect on both ends to public space or right-of-way



Figure 3-24 - Grand Stair in Downtown Los Angeles, CA

3.4.2.5 Promenade

At the southeastern edge of the plan, the promenade will offer additional flexible public space. At the top of the grand stair, the promenade will be circulation focused and primarily a hardscaped area. The promenade will be bisected by a single two-lane street, creating two smaller plaza-like spaces. These may accommodate informal town gatherings as well as pedestrian travel to and from the grand stair. The promenade will be enclosed by building frontages on two sides, with each portion of the promenade connecting to additional streets and/or public space.

Standards

- Promenades shall be rectangular, with approximately 40% of the overall area reserved for plaza-like public space.
- Promenade perimeters must allow for direct circulation and shall be no less than 10 feet wide.
- Promenades shall be fully accessible, and must meet adjacent sidewalk or public space elevations.



Figure 3-25 - Promenade at Charlottesville, VA

3.4.2.6 Linear Park

The Linear Park will provide the plan's most naturalized and ecologically rich area. The linear park will transect nearly the entire width of the plan, divided evenly by the grand stair and the downtown's central public space axis. The park will be designed to be fully accessible and accommodating to all ages and abilities. A diversity of plant material and naturalized conditions will foster a connection between the urban environment of the downtown and its greater geographic context within the region. The relative narrowness of the park will invoke a spatial sense of the city's surrounding canyons. Planted areas and subtle grade changes throughout the park site site can be used to divert stormwater into a series of bioswales and retention ponds, further emphasizing the importance of synchronicity between urban spaces and their natural surroundings.

Standards

- A fully accessible path of travel shall be maintained throughout the park.
- The park shall be a primarily planted area with minimal hardscape
- The park shall be equipped with signage to explain visible plant and wildlife species as well as ecological processes such as stormwater capture.



Figure 3-26 - Linear Park Diagram

3.4.2.7 Pocket Parks

Pocket parks interspersed within the downtown area will offer a variety of easily accessible spaces to meet the daily needs of urban life. The relatively small size of these parks allows for them to be easily incorporated into the surrounding flow of the plan area, and to offer–throughout the plan–the diversity of outdoor experiences essential to urban living. The character and feel of each pocket park should vary according to the park's location within the larger area and in relation to its surrounding building types. Pocket Parks can be active, passive, or gathering parks.

Standards

- Paths of travel within the parks must meet adjacent sidewalk elevations.
- Furnishings and amenities for each park shall reflect the park's intended character and usage. This may require allowing for additional infrastructure such as outdoor electrical hookups.

A. Active Parks

Active parks can cater to different demographics depending on their neighborhood context. Parks near family housing should provide appropriate amenities, such as playgrounds, splash pads, and picnic areas. Parks closer to smaller-scale or senior housing may prioritize fitness equipment, sports amenities such as a half basketball court, and open lawn space.

B. Passive Parks

Passive parks are more focused on opportunities for seating and relaxation. Parks adjacent to retail and office space may feature café style seating or a water feature, while parks in a more residential area may prioritize fixed benches and ornamental planting for a traditional parklike experience of nature embedded in the city.

C. Gathering Parks

Gathering parks offer opportunities for more community-based programming in pocket parks. Examples include grills or shelters that can be rented for events, community gardens, and flexible lawn areas.



Figure 3-27 - Playgrounds should have shaded play structure, fixed benches, mature trees, and a flexible lawn

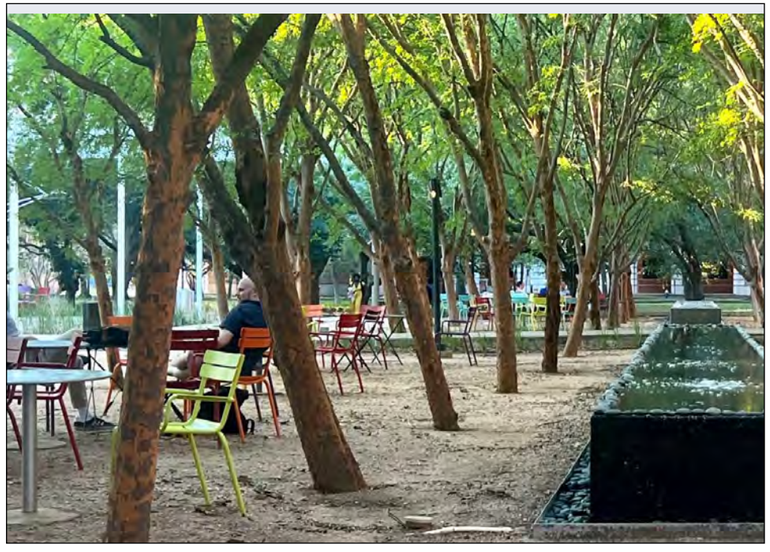


Figure 3-28 - Passive Parks enhances a narrow spaces with planting, seating and a water features



Figure 3-29 - Community Gardens usually provide both rented and/or communal garden plots, as well as community composting, fruit trees, and workshops in a small footprint surrounded by other park amenities.

3.5 Public Realm General Standards

While the street and public space typologies lay out the dimensional and functional requirements for the Plan's Public Realm, this section establishes a variety of standards from hardscape, to furnishings, stormwater, and landscaping that are applicable to all aspects of the public realm including public right-of-way, front yard setbacks, and public space areas, except where noted. Many of these standards directly contribute to the carbon reduction goals outlined at the beginning of this chapter.

Figure 3-32 offers an illustrative example of how shifting either the ratio of hardscape to landscape and/or how altering the selected hardscape material can contribute to the implementation of a carbon neutral strategy. For the purposes of the illustrative example, some assumptions were made, such as using a consistent 30' tree spacing, and including a constant dimension of 18' from back of curb to building face, though ground floor uses varied suggesting differing materials directly in front of the buildings.



Figure 3-30 - Santa Barbara Downtown, CA



Figure 3-31 - Public Realm, NYC

3.5.1 Hardscape Materials

The selection of hardscape materials and finishes within the public right of way should be made in consultation with City staff.

- It is preferable if a minimum of 25% of materials shall EITHER be regionally sourced* and/or include salvaged materials or materials with minimum 25% recycled content
- Use paving materials with a Solar Reflectance (SR) Value of at least 0.33 at installation OR a three-year aged SR value of at least 0.28
- Ensure that hardscape surfaces are cleaned at least every two years to maintain reflectivity
- If using wood, ensure that it does not come from a threatened tree species and/or use wood approved by a recognized third-party sustainable forestry management certification program.
- Consider the carbon impact of a product when selecting hardscape materials.

* Regionally sourced, meaning from within 50 miles of the project site for boulders, rocks and aggregate or within 500 miles of the project site for other hardscape materials

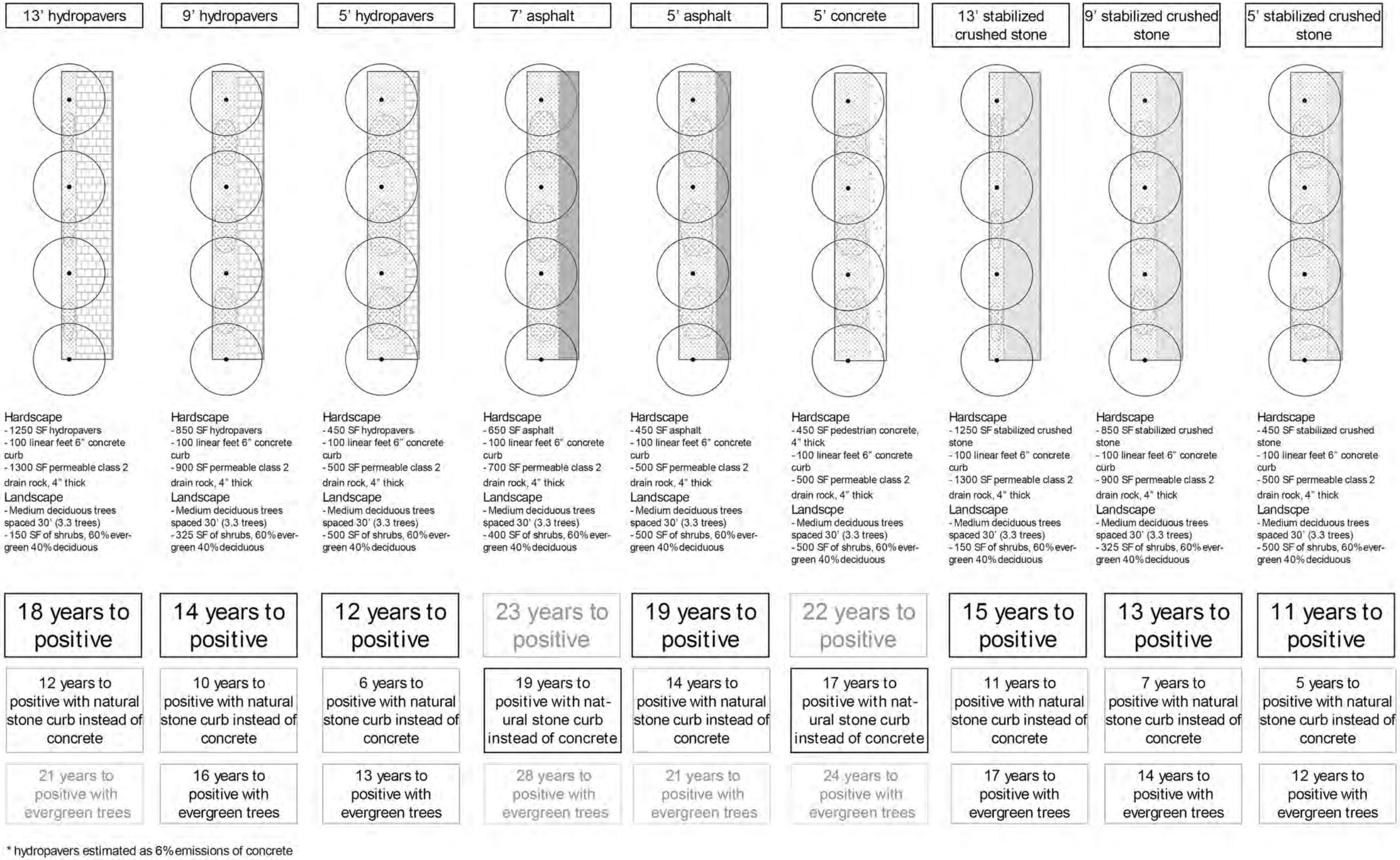


Figure 3-32 - Hardscape Materials and Carbon Neutrality

3.5.2 Lighting

A. Purpose

Street lighting in the TCSP will be existing at two-scales: 1) Roadway lighting primarily provides lighting for vehicles, while 2) Pedestrian lighting improves visibility of pedestrians walking along and across the street and enhances security.

Pedestrian scaled street lighting is directed toward the sidewalk, positioned lower than roadway lighting (luminaires are mount 12 to 14 feet above the sidewalk), and is more closely spaced than Roadway lighting. This lighting should be considered when calculating the maintained foot candles and uniformity of roadway lighting.

B. Location

- Roadway lighting is currently in use on Diamond Bar Boulevard and Golden Springs Drive, and may be retained to allow for adequate vehicle illumination.
- Pedestrian scale street lighting should be added to Diamond Bar Boulevard, Golden Springs Drive, and other new and reconfigured streets to ensure that lighting is appropriate for both vehicles and pedestrians. Pedestrian Scaled luminaires should be at or approximate a consistent 50-foot spacing.
- Intersection street lighting should be placed downstream of the curb ramps, perpendicular to the curb. Following FHWA guidance, luminaires should be located at least 10 feet from the crosswalk and positioned to light the side of the pedestrian facing the approaching vehicle.
- Lighting of public stairways shall be prioritized. A lighting diagram study that indicates actual lighting intensity shall be provided.

C. Configuration

- Crosswalks should follow Illuminating Engineering Society of North America (IESNA) intersection guidance to illuminate pedestrians in the crosswalk to vehicles. Crosswalk lighting should provide color contrast from standard roadway lighting.
- Pedestrian lighting can be used alone or in combination with roadway-scale lighting in high activity areas to encourage nighttime use. Pedestrian lighting can be located on the same pole as roadway lighting to reduce the number of poles within the land-scape/furniture zone.
- Pedestrian scaled lighting shall be utilized along internal streets of the TCSP area.
- Pedestrian ways not adjacent to the roadway may require lighting as determined by the Traffic Engineer.
- Bollards may be used in public space pathways or paseos.
- Landscape lighting may be used in public spaces.
- Where feasible, lighting should be placed on the approach side of a mid-block pedestrian crossing (near side) to enhance visibility of pedestrians.

D. Design

- The selection of roadway or pedestrian scale lighting, within the public realm shall be in consultation with City staff.
- Roadway lighting levels shall meet City Standards
- All street lighting, where feasible, shall be solar powered. Where not feasible, lighting shall be energy-efficient.
- In general, providing sidewalks with a minimum luminance of 0.5 fc allows pedestrians to detect obstacles, stay visually oriented, and recognize faces from a distance of 13 feet, a minimum distance that brings comfort with regard to normal social contact. For high activity areas, higher values may be considered.
- Preliminary targets for pedestrian light levels for each street type are shown in Lighting Table 3-1. These levels refer to light directed on pedestrian zones such as sidewalks, shared public ways, public stairways, and other pedestrian paths. Light levels are measured in foot candles (fc), which refers to the distance (in feet) that is illuminated away from the source of light, measured in lumens per square foot. Suggested light levels are consistent with ANSI/IES RP-8-00 American National Standard Practice for Roadway Lighting.

Table 3-1: Pedestrian Lighting Levels

Streetscape Type	Light Level
Diamond Bar and Golden Springs	1 fc
Mixed-Use	0.5 fc
Residential	0.3 - 0.4 fc
Alleys and Paseos	0.3 fc

- Pedestrian lighting should be consistent throughout a block and minimize variance between bright and dark areas.
- All lighting shall be Dark Sky compliant: Fixtures must be fully shielded and emit no light above the horizontal plane. There shall be no sag or drop lenses, side light panels, uplight panels, etc. Approved fixtures shall employ warm-toned (3000K and lower) white light sources or may employ amber light sources of filtered LED light sources.

3.5.3 Amenities

Amenities such as seating, waste receptacles, bike racks, bollards, and similar devices significantly enhance the usability and enjoyment of the public realm. The standards and guidelines in this section are applicable to the sidewalk amenity area as well as all public space types. Sidewalk amenity areas are located either adjacent to the street curb and/or abutting the adjacent uses. This subdivision of the overall sidewalk area into amenity and pedestrian areas allows for a consistent and ADA compliant public accessible pathway.

A consistent design language and material palette in street furniture selections enhance the sense of identity throughout the downtown area. Selections should be made in consultation with City staff. Amenities selected for public space areas may have their own signature identity and again selections should be made in consultation with City staff.

All amenities shall be:

- Graffiti-resistant
- Easily maintained
- Durable-able to withstand sun and heat.

Seating Areas

A. Purpose. Seating areas are furnished areas that allow pedestrians to rest, casually interact with others, or enjoy their surroundings. Various seating areas with ample seating should be located throughout the Plan area.

B. Furniture. Seating areas should include one or more benches. Wherever possible, trash receptacles should be located in close proximity to or within seating areas.

C. Location. Seating areas should be located outside the primary walk areas either in line with landscape planters or in curb extension areas.

D. Configuration. Seating placed in line with landscape planters or tree wells should face the sidewalk; where multiple benches are provided, benches may face each other. Seating in curb extension areas should be separated from traffic lanes with a landscape planter or a raised barrier. Generally seats should not face traffic or parking lanes. Trash receptacles in seating areas should be located conveniently to both seating and the sidewalk.

Bike Parking Areas

A. Purpose. Bike rack areas are a point of transition from bicycle to pedestrian movement. Bike racks should provide a visible and therefore safe place for temporary bicycle parking.

B. Furniture. Bike rack areas as well as more secure bike parking areas should include a number of bike racks for safe attachments of bikes.

C. Location. Bike rack areas should be located in line with landscape planters or in curb extensions. Secure parking should be located in concert with other storage or parking services or areas, such as in a parking garage. Locations should be chosen that are convenient to various destinations within the Plan area.

D. Configuration. Bike racks should be positioned to provide maneuvering room and with sufficient clearance to traffic lanes, parked cars, and sidewalks. Wherever possible, bike racks should be placed perpendicular to the street to maximize bike storage space. Where less space is available, bike racks can be mounted at an angle or parallel to traffic lanes. In curb extensions, landscape planters or similar buffers should separate bike racks from moving traffic.

Trash Receptacle Areas

A. Purpose. Well-placed trash receptacle areas reduce the amount of litter discarded in streets.

B. Furniture. Wherever possible both a general waste and a recycling bin should be provided.

C. Location. Locations near intersections, seating areas, and areas with high volumes of foot traffic are preferable.

D. Configuration. Trash receptacle areas should be located convenient to pedestrian traffic just outside the main walk area

Furniture as Public Art

The integration of public art into the street furniture is highly encouraged. For public art elements, there shall be flexibility in regard to the design language, materials, textures, shapes, and colors.

3.5.4 Outdoor Dining

Outdoor dining may be regulated by State and City licensing requirements and codes, depending on the type of beverages served and location. This section provides additional guidelines for outdoor dining areas located in the public realm. These standards supplement the provisions of the street type standards of this chapter.

A. Purpose

Outdoor dining areas allow patrons of restaurants, cafés, or similar establishments to enjoy the outdoor environment. These guidelines ensure that the design of outdoor dining areas supports the overall vision for the downtown.

B. Design

The proposed design materials and colors used for chairs, tables, lighting and other fixtures including umbrellas and awnings shall be submitted to the Planning Division for review and approval, and determined on a project-by-project basis.

C. Furniture

Furniture shall be of durable materials that withstand the effects of weathering. Powder-coated or vinyl-coated metal furniture is encouraged; the use of light-weight plastics and wood (other than teak) are not permitted.

D. Dining Area Enclosures

When provided, outdoor dining enclosures should complement the overall building and streetscape design. Enclosures should be designed as semi-permanent barriers and be removable, as by use of recessed sleeves and posts or by wheels which can be locked into place. Enclosures should be easy to clean and maintain.

The maximum height of opaque enclosures shall be three foot six inches, measured from the adjacent sidewalk. Transparent wind-screen attachments may extend the enclosure height by two additional feet. Connections or elements between dining area enclosures and overhead awnings or similar structures are not permitted.

Where State licensing does not require dining area enclosures and the establishment limits outdoor seating to a single row of tables and seat abutting the wall of the establishment, no barrier shall be required.

E. Umbrellas

The use of removable umbrellas in outdoor dining areas is permitted. Umbrellas shall maintain a minimum clearance of seven feet above the adjacent floor level.



Figure 3-33 - Example of outdoor lighting



Figure 3-34 - Seating Area Illustrative Photo

3.5.5 Stormwater/Low Impact Development (LID)

A. Purpose

Increasingly unpredictable weather patterns exacerbated by the effects of urbanization and impervious surfaces have made the on-site management of precipitation a necessary and important feature of urban development.

B. Design

All projects in the Specific Plan area must retain the precipitation volume from the 85th percentile precipitation event through on-site infiltration, evapotranspiration, and reuse, and comply with all Diamond Bar LID regulations. Strategies should be implemented to reduce precipitation runoff volumes, peak flows, and pollutant discharges, and to increase evapotranspiration, filtration, and infiltration. Where feasible, all projects should attempt to satisfy their stormwater requirements through green infrastructure instead of gray infrastructure. For more information about LID strategies proposed for the Town Center area, refer to section 4.3 in Chapter 4.



Figure 3-35 - Curb cuts allow water to flow from a parking lot into a planted bioswale

3.5.6 Irrigation

A. Purpose

To maintain a verdant urban landscape and shade canopy while minimizing water usage.

B. Design

Need for supplemental irrigation can be reduced through careful plant selection (see section 3.5.7). All irrigation systems shall comply with Diamond Bar's Water efficient landscape regulations (DBCC Chapters 8.14 and 22.26), which implement the state's Model Water Efficient Landscape Ordinance (MWELO). Irrigation systems shall be high-efficiency, with climate-based controllers that avoid overwatering after precipitation events. Evaluate the possibility of using graywater, captured rainwater, HVAC blowdown, or condensate water for irrigation, or the availability of municipal recycled non-potable water.



Figure 3-36 - Stormwater planters located on a street with on-street parking

3.5.7 Landscaping

A. Purpose

Given the arid climate coupled with desire for shade throughout the summer months, the careful selection of landscaping in the TCSP area is linked to the vitality and sustainability of the local natural environment. The appropriate incorporation of plants as detailed below will ensure the mutual health of the natural and built environments.

The Plan's landscaping strategy takes its lead from the historic ecology and geomorphology of the area. The rich biodiversity of the region includes such diverse natural communities as California Live Oak woodlands, coastal cactus, sage scrub, chaparral and grassland that contribute to the area as one of 36 global diversity hotspots within the California Floristic Province.

B. Design

Landscape designers can distill aesthetic and functional qualities from these regional ecologies to weave into the urban public spaces envisioned in this plan. A primary guiding principle of plant selection is "right plant, right place," meaning that plants should be chosen that are able to thrive in the specific climactic conditions, programmatic uses, and maintenance regimes of the location in which they are planted.

Because plants native to this region have evolved over time to thrive in regional conditions and support native fauna, this plan requires use of 75% California native plants. These plants should, however, be chosen with extra care given to understanding microclimates, the urban heat island, and the ramifications of a changing climate. For these reasons, it may be appropriate to select from plants native to the Mojave and Sonoran deserts in the American Southwest and Mexican states of Sonora, Chihuahua, and Baja California. Additional plants from other Mediterranean climate regions may be used to supplement native palettes.

Notwithstanding the requirement for 75% California native plants, the Town Square and other public spaces may utilize turf.

Street trees should be planted at the rate of one 15-gallon tree for every 30 feet of Street Frontage for all streets identified in the plan. However, the installed tree spacing may be varied to accommodate site conditions or design considerations.

The planting of street trees should include the installation of root barriers, per the requirements of the City Engineer, so as to ensure health tree growth without damage to the public infrastructure.

Street trees should be adequately supported when planted. The supports should be maintained until the trees are capable of withstanding the force of wind on their own and removed before damage could potentially occur to the tree trunk.

Street trees and other landscape within the public right-of-way should follow the Visibility/Sight Distance recommendations of the NACTO Urban Street Design Guide.





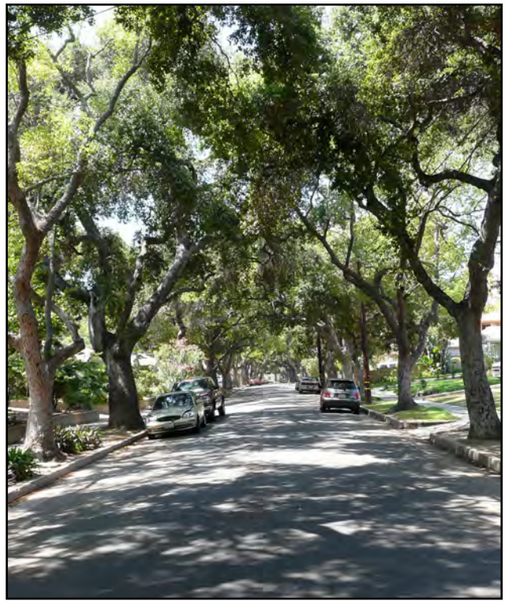




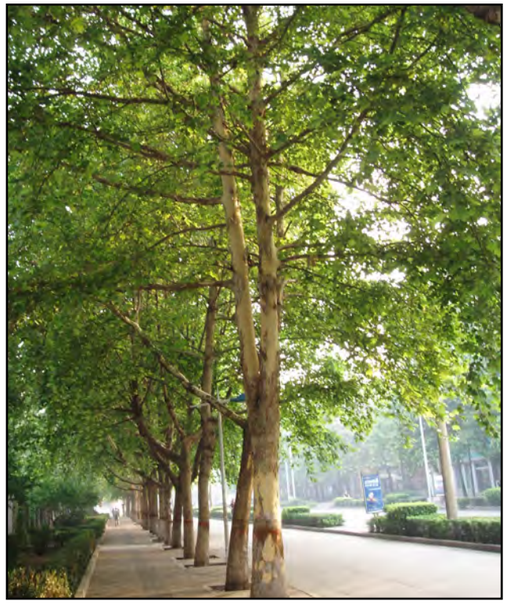
Figure 3-37 - Arid Climate Landscaping Illustrative Photos (four photos at right)

Sample Palette: Native Street Trees

This palette provides an example of native plants suitable for use as street trees. It is NOT an exhaustive plant list, but rather a visual palette of California native trees (including cultivars) that can be successful in urban streets.



Quercus agrifolia
Coast Live Oak



Platanus racemosa
Western Sycamore



Lyonothamnus floribundus ssp. Asplenifolius
Catalina Ironwood



Chilopsis linearis 'Art's Seedless'
Art's Seedless Desert Willow



Parkinsonia 'Desert Museum'
'Desert Museum' Palo Verde



Prosopis x Phoenix
Thornless South American Mesquite

Figure 3-38 - Native Street Trees (six photos at right)

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Sample Palette: Native Large Shrubs and Cacti

This palette provides an example of large native shrubs suitable for use as foundation plantings in a park landscape or naturalized landscape areas. It is NOT an exhaustive plant list, but rather a visual palette of California native shrubs (including cultivars) that can be planted successfully in urban, park, and restoration areas.



Arctostaphylos glauca
Bigberry manzanita



Artemisia californica
California sagebrush



Baccharis pilularis
Coyote brush



Ceanothus 'Ray Hartman'
Ray Hartman wild lilac



Fremontodendron 'California Glory'
Flannel bush



Heteromeles arbutifolia
Toyon



Opuntia ficus-indica 'Burbank Spineless'
Burbank Spineless Prickly Pear



Rhus integrifolia
Lemonade berry



Salvia clevelandii
Cleveland Sage

Figure 3-39 - Native Large Shrubs and Cacti (nine photos at right)

Sample Palette: Native Small Shrubs

This palette provides an example of native plants suitable for use in planted parkways, parks, and naturalized areas. It is NOT an exhaustive plant list, but rather a visual palette of California native plants (including cultivars) that can be successful in urban park, and restoration plantings.



Artemisia californica 'Canyon Gray'
Canyon Gray California Sagebrush



Baccharis pilularis 'Pozo Surf'
Pozo Surf Coyote Brush



Encelia californica
Bush Sunflower



Encelia farinosa
Brittlebush



Eriogonum grande var.. rubescens
Red-flowered Buckwheat



Galvezia juncea
Baja Bush-Snapdragon



Isocoma menziesii
Menzies' Goldenbush



Lupinus albifrons
Silver Bush Lupine



Salvia mellifera
Black Sage

Figure 3-40 - Native Small Shrubs (nine photos at right)

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Sample Palette: Native Groundcovers, Grasses and Perennials

This palette provides an example of native grasses, perennials, and groundcovers suitable for use in parkway plantings, parks, and naturalized areas. It is NOT an exhaustive plant list, but rather a visual palette of California native plants (including cultivars) that can be planted successfully in urban, park, and restoration plantings.



Achillea millefolium
Common Yarrow



Asclepias fascicularis
Narrow Leaf Milkweed



Bouteloua gracilis 'Blonde Ambition'
Blonde Ambition Blue Grama



Ceanothus griseus horizantalis 'Yankee Point'
Yankee Point Ceanothus



Eriogonum fasciculatum 'Warriner Lytle'
Warriner Lytle Buckwheat



Eriophyllum confertiflorum
Golden Yarrow



Muhlenbergia rigens
Deergrass



Sisyrinchium bellum
Blue Eyed Grass



Solidago velutina ssp. californica
California Goldenrod

Figure 3-41 - Native Groundcovers, Grasses and Perennials (nine photos at right)

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4

Infrastructure

4 Introduction

The build-out of the Diamond Bar Town Center Specific Plan Area requires provision of new and upgraded utility infrastructure to meet the needs of Specific Plan Area residents and businesses. Improvements include water, sewer, storm drain, and streetscape infrastructure as well associated connections necessary to serve Diamond Bar Town Center buildings. New utility lines constructed within the Diamond Bar Town Center Specific Plan Area will be placed underground in public street rights-of-way or within easements and will be publicly owned or owned in common. Any new utility lines and utility easements shall comply with Section 21.30.110 and Section 12.04.1520 of the Development Code regarding the requirements to underground all utilities.

Conceptual locations for infrastructure improvements are identified on the exhibits in this section. Changes to the proposed infrastructure location or service providers may be implemented, if approved by the appropriate jurisdiction, without amending the Specific Plan.

4.1 Existing Streetscape Conditions

Figure 4-1 summarizes the existing conditions and site observations showing deficiencies in stormwater management, public right of way uses, and roadway conditions within the site area. This macro analysis was supplemented by a more detailed survey of existing sidewalk conditions, resulting these additional observations:

- Truncated domes, a requirement of the Americans with Disabilities Act (ADA) are typically missing at the curb ramps in the public right-of-way along South Diamond Bar Boulevard. The exception is on south-east corner of South Diamond Bar Boulevard and Palomino Drive, where the curb ramp might have been upgraded to current standards as part of the private property site improvements.
- While Palomino Drive is acknowledged to have sidewalks, there is noticeable disrepair, with damaged and cracked sidewalks.

The detailed Existing Conditions described below are compared to the location of the blocks proposed in the Specific Plan (see Figure 4-2 for block naming).

A. Sewer

Golden Springs Drive includes:

- An 8-inch VCP sanitary sewer line (varying slope, roughly 3.5%) that runs for about 430 feet until it reaches the intersection with Diamond Bar Boulevard.
  - Flow directed west towards the intersection.
  - Denoted as sewer main line "J2" and directly serves Blocks 5-C and 5-D.

Diamond Bar Boulevard includes:

- A 15-inch VCP sanitary sewer line (varying slope, starting with 4% slope in the south and transitions to 1% at the most north point of the line). The line runs the entire length of Diamond Bar Blvd and continues north and south away from the site.
  - The serviceable length of line is about 1,470 feet.
  - Flow is directed northward.
  - From South to North, the line is denoted as line "J1", "E1", "D1", and "B2" and serves Blocks 2-C, 2-D, 4-A, 4-B, 4-C, 5-A, 5-B, 5-C and 5-D.
- An 8-inch VCP sanitary sewer lateral which extends connects to the main line in Diamond Bar Blvd in the southern region of the site (between Block 3-B and Block 5-C). It runs from about 610 feet in Block 3-B to Diamond Bar Blvd.
  - From west to east, slope varies, starting with 0.6% slope, reaching 3.64%, and then goes back down to 1.0% before connected to the line in Diamond Bar Blvd.
  - Flow is directed eastward.
  - The line is denoted as line "E2" and serves Blocks 2-B, 2-E, and 3-B.

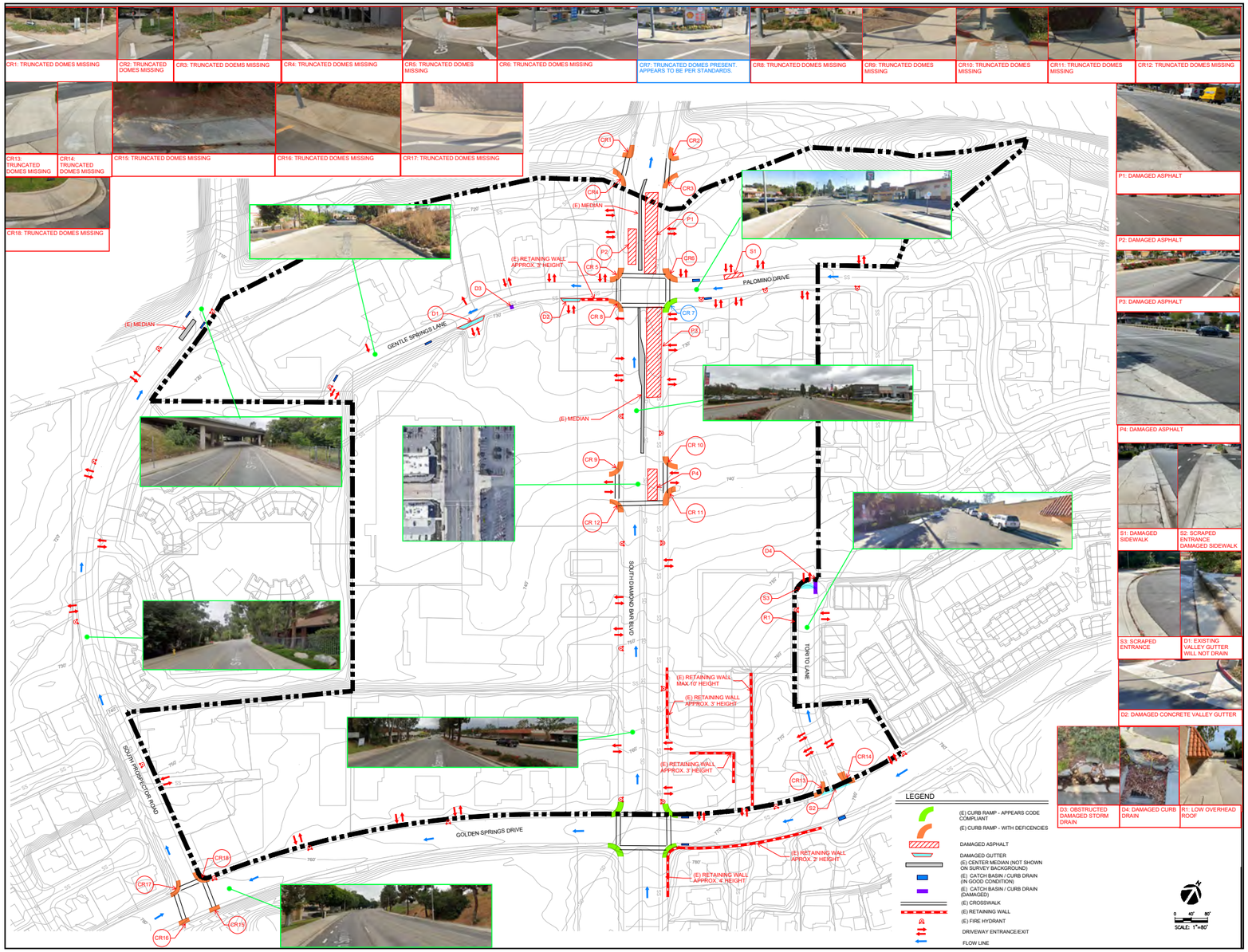


Figure 4-1 - Site Observations and Existing Conditions

Gentle Springs Lane

- There exists a 12-inch VCP sanitary sewer line with a varying slope, roughly 0.22%. The entire line runs from Diamond Bar Blvd and travels diagonally, bisecting the private community to the west and connecting to the line in South Prospector's Road. The serviceable part of the line runs about 870 feet total and transitions from under the parking lot in Block 2-A to under Gentle Springs Lane until it connects to the main in Diamond Bar Blvd.
  - The flow is directed eastward.
  - The line is denoted as line "C1" and "D2" and serves Block 2-A and 2-C.

Palomino Drive

- There exists a 15-inch VCP sanitary sewer line with varying slope, starting with 1.0% and increasing to 2.36% before it connects to the main sewer line in Diamond Bar Blvd. The serviceable length of line to the project is about 530 feet.
  - Flow is directed westward.
  - The line is denoted as line "B1" and serves Blocks 4-A, 4-B, and 4-C.

South Prospectors Road

- There exists an 8-inch VCP sanitary sewer line with a 1.0% for the segment which services the project site. The serviceable length of the line is about 260 feet.
  - The Flow is directed westward initially and eventually connects to the same line in Gentle Springs Lane.
  - The line is denoted as line "H1" and serves Block 3-A.

B. Water

Golden Springs Drive includes:

- A 14-inch domestic water line that runs the full length of the throughfare between South Prospector's Road and Diamond Bar Boulevard and continues on past the project site in both directions.
  - It flows westward.
  - There are four fire hydrants located along the span as shown in the Domestic Water Exhibit (See Figure 4-7)

Diamond Bar Boulevard

- There are two domestic water lines within Diamond Bar Boulevard as described below:
  - A 27-inch domestic water line that runs the full length of Diamond Bar Boulevard and continues further in the north and south direction.
    - The flow is directed northward.
    - There are three fire hydrants along this line as shown in the Domestic Water Exhibit (See Figure 4-7)
  - An 8-inch domestic water line which connects to the water line found in Golden Springs Drive and terminates at a fire hydrant servicing the existing building in Block 4-B.
    - About halfway along its span, the water line transitions to a 6-inch water line.
    - The flow is directed northward.
    - There are four fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7)

Gentle Springs Lane

- There are two domestic water lines located in Gentle Springs Lane as described below:
  - An 8-inch domestic water line runs from the intersection of Gentle Springs Lane and Diamond Bar Boulevard and terminates at the northeast corner of Block 2-A
    - The flow is directed eastward.
    - There are three fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7).
  - A 12-inch domestic water line runs from the intersection of Gentle Springs Lane and Diamond Bar Boulevard and eventually connects to the water line in South Prospector's Road
    - There are two fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7)

Palomino Drive

- There is a 12-inch domestic water line in Palomino Drive. This line runs the full length of the thoroughfare and continues in both directions and connects to the water line in Gentle Springs Lane
  - The flow is directed westward.
  - There are two fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7).

South Prospectors Road

- There is a 12-inch domestic water line in South Prospector's Road. This line runs the full length of the road, continuing northward and terminating south at the water line found in Golden Springs Drive.
  - The flow is directed northward.
  - There are five fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7)

C. Storm

Golden Springs Drive

- Two storm drain lines, flowing northward toward South Diamond Bar Boulevard, splinter off the main line in South Diamond Bar Boulevard which each have their own catch basins as noted below:
  - A 48" RCP storm drain line which continues southward beyond the vicinity of the project limits and forks off, eventually terminating near the project site about 100' after the fork. There are two catch basins on the fork: #2390029 and #2390027
  - A 350' 24" RCP storm drain line which terminates about 200 feet southeast of the project site. This includes: Four Catch Basins: #2390036, #2390034, #2390033, and #2390032
  - An 18" RCP storm drain line forks from the 24" storm drain line which terminates about 130' below the project limits after branching off. It includes two catch basins: #2390028 and #2390035 (this catch basin is linked to a small 15" lateral

Diamond Bar Boulevard

- A 54" RCP storm drain line flows northward.
  - The storm drain line has a lateral which connects to the region of Block 2-D
  - Another lateral connects to the region of Block 2-C and terminates with catch basin #2390045
  - A single catch basin #2390046 exists at the northern end of South Diamond Bar Boulevard.

Gentle Springs Lane

- There is a 36" CMP storm drain line located on the west side of Gentle Springs Lane which connects to the storm drain line in South Prospector's Road.
  - The line has two catch basins as noted below:
  - Catch basin #2390050 which is within the southern portion of Block 1-B
  - Catch basin #2390049 which terminates the storm drain line at the northwest side of Block 2-A

Palomino Drive

- The storm drain line located in Palomino Drive is really a storm drain lateral connecting to two existing catch basins as noted below:
  - The flow continues north past the project site.
  - Catch basins #2390047 and #2390048 are about 135' from the center of the intersection of Palomino Drive and South Diamond Bar Boulevard.

South Prospectors Road

- A 36" CMP storm drain line exists in South Prospector's Road towards the northwest end of the project site and eventually becomes a 24" RCP storm drain line which continues down South Prospector's Road about 305' and terminates with catch basin #2390006

4.2 Streetscape Improvements

The project proposes a roadway concept which aims to emphasize walking and biking along the main boulevard as opposed to an increased number of vehicles travelling on the street daily. The roadway strategy proposed includes dedicating portions of the Diamond Bar Boulevard roadway width to bicycle lanes and parkways. The proposed narrowing of the existing roadway lanes aims to provide safer conditions for pedestrians crossing the street. The concept proposes medians of 2 to 12 feet within the boulevard as well to act as a barrier between two directions of traffic.



Figure 4-2 - Site Development Regions

Based on the existing conditions and site observations showing deficiencies in stormwater management, public right of way uses, and roadway conditions, there are opportunities for streetscape improvements, which could be implemented prior to the future development plans of the site as listed in Table 4-1. The table was developed by keeping in mind the location of these more immediate potential improvements relative to the future larger scale on-site and off-site developments tied to the Diamond Bar Town Center Specific Plan. Relative cost considerations are also summarized in the Table 4-1 to highlight the most reasonable and beneficial improvements to the site.

Civil engineering analyses and detailed designs will be required to support these improvements and ensure adequate stormwater runoff and retention facilities are provided.

See Figure 4-1 – Site Observations and Existing Conditions for reference and location of the deficiencies observed.

Table 4-1: Opportunities for Streetscape Improvements

Item #	Potential Immediate Improvements	Would the improvement be impacted by the Diamond Bar Blvd. Project?	Is the improvement of relative high cost?
1	Addition of truncated domes at existing curb ramps where missing along **Diamond Bar Boulevard** (11 curb ramp locations)	Yes	No
2	Addition of truncated domes at existing curb ramps where missing at the intersection of **Torito Lane and Golden Springs Drive** (two curb ramp locations)	No	No
3	Addition of truncated domes at existing curb ramps where missing at the intersection of **South Prospectors Road and Golden Springs Drive** (4 curb ramp locations)	No	No
4	Addition of sidewalk on the north side of **Gentle Springs Lane** west of Diamond Bar boulevard (approximately 100 linear feet)	No	Yes
5	Addition of sidewalk on the south side of **Gentle Springs Lane** west of Diamond Bar boulevard (approximately 600 linear feet)	No	Yes
6	Repair of the damaged curb drain on the south side of **Gentle Springs Lane** approximately 320 feet west of Diamond Bar Boulevard centerline.	No	No
7	Repair of concrete longitudinal gutter running across the driveway on the south side of **Gentle Springs Lane** (approximately 230 feet west of Diamond Bar Boulevard centerline)	No	No
8	Repair of existing curb drain at the **Torito Lane** north end cul-de-sac	No	No
9	Mitigate the roof overhang encroachment into the public right of way and sidewalk width on the west side of **Torito Lane** by the cul-de-sac.	No	Yes
10	Repair of concrete longitudinal gutter running across the driveway on the south side of **Gentle Springs Lane** (approximately 230 feet west of Diamond Bar Boulevard centerline)	No	No
11	Repair of the damaged sidewalk on the north side of **Palomino Drive** (approximately 210 feet east of the Diamond Bar Boulevard centerline)	No	No
12	Addition of tree wells within the existing sidewalks along **Palomino Drive, Gentle Springs Lane, Torito Lane and Golden Springs Drive**	No	No
13	Addition of trees within the existing median along **Diamond Bar boulevard** (first median south of Gentle Springs Lane)	Yes	No
14	Asphalt mill and overlay on the north end of **Diamond Bar Boulevard**	Yes	No

4.3 Utility Upgrades and Improvements

The following figures 4-3, 4-4, and 4-5 below summarize the anticipated utility relocation and upgrades required to support the Specific Plan. For a more detailed description of the relocation and upgrades required, see Figures 4-6, 4-7, 4-8 and 4-9 over the next few pages.



Figure 4-3 - Summary of Proposed Conditions for Sanitary Sewer Line



Figure 4-4 - Summary of Proposed Conditions for Domestic Water Line



Figure 4-5 - Summary of Proposed Conditions for Storm Drain Line

A. Sewer Capacity Analysis

Sanitary Sewer Study Methodology

This study evaluates the sewer capacities within the Diamond Bar sewer system which will be serving the Diamond Bar Town Center development. Analysis will determine the need or lack thereof for additional sewer system improvements and upgrades based on the peak sewer flow from the site.

Note that ownership of the sewer system including pump stations in Diamond Bar remains a point of discussion between LA County and the City and a final resolution of this issue has not been made. Budgetary implications/impacts are unknown at this time.

The existing city sewer system within and around the region of the project in Diamond Bar is comprised of numerous sewer lines of varying sizes, slopes, and materials. Figure 4-6 breaks down the site into tributary areas that are considered "blocks" where the number of blocks is sixteen (Block 1-A, 1-B, 2-A, 2-B, 2-C, 2-D, 2-E, 3-A, 3-B, 4-A, 4-B, 4-C, 5-A, 5-B, 5-C, 5-D). The sewer lines which are believed to best serve a specific block are labelled according to the block they are serving. It is important to note that some blocks will end up discharging into the same sewer lines and because of this, not every block has its own dedicated sewer line name.

Based on the proposed land uses for the high-density scenario, these values were used to calculate the blocks' proposed discharge into the sewer system. Occupancy types for each block were broken down into Residential, Commercial/ Office/ Community, and Hotel, where the estimated daily sewerage flow rates were extracted from the Los Angeles County table for Sewer Generation Rates. While each category for sewerage generation for each block is the same, the developments within each block will vary, so a conservative estimation of sewerage generation was used. The tabulation of each block's proposed sewerage generation resulted in a single value for daily flow into the sewer system. These values can be used to determine if any additional improvements to the sewer system are necessary. Furthermore, the calculated daily sewerage generations for each block were subdivided based on which segment of sewer line it would be entering. The intent is to provide an understanding of how the discharge would flow through the system until it eventually meets together in a sewer line north of the site that runs through Diamond Bar Blvd. It is important to note that redevelopment of the land within the project boundary will occur incrementally, and full buildout will likely take several years.

While it is anticipated that the existing sewer infrastructure can support the proposed project based on the limited project contributions to the full flow capacity of the existing sewer lines (within 10% as shown on Tables 4-2 & 4-3: Proposed Sewer Flow Study), the proposed sewer flows calculated will need to be compared with the estimated existing sewer flows that would be provided by the Los Angeles County Department of Public Works (LACDPW) during the design phase.

Pumping rates for the relevant existing sewage pump stations would also need to be analyzed to ensure the pump stations have capacity to accommodate the flows from the proposed Diamond Bar Specific Plan development. LACDPW input regarding any potential emergency storage deficiency at all potential pump station sites serving the project would also need to be provided.

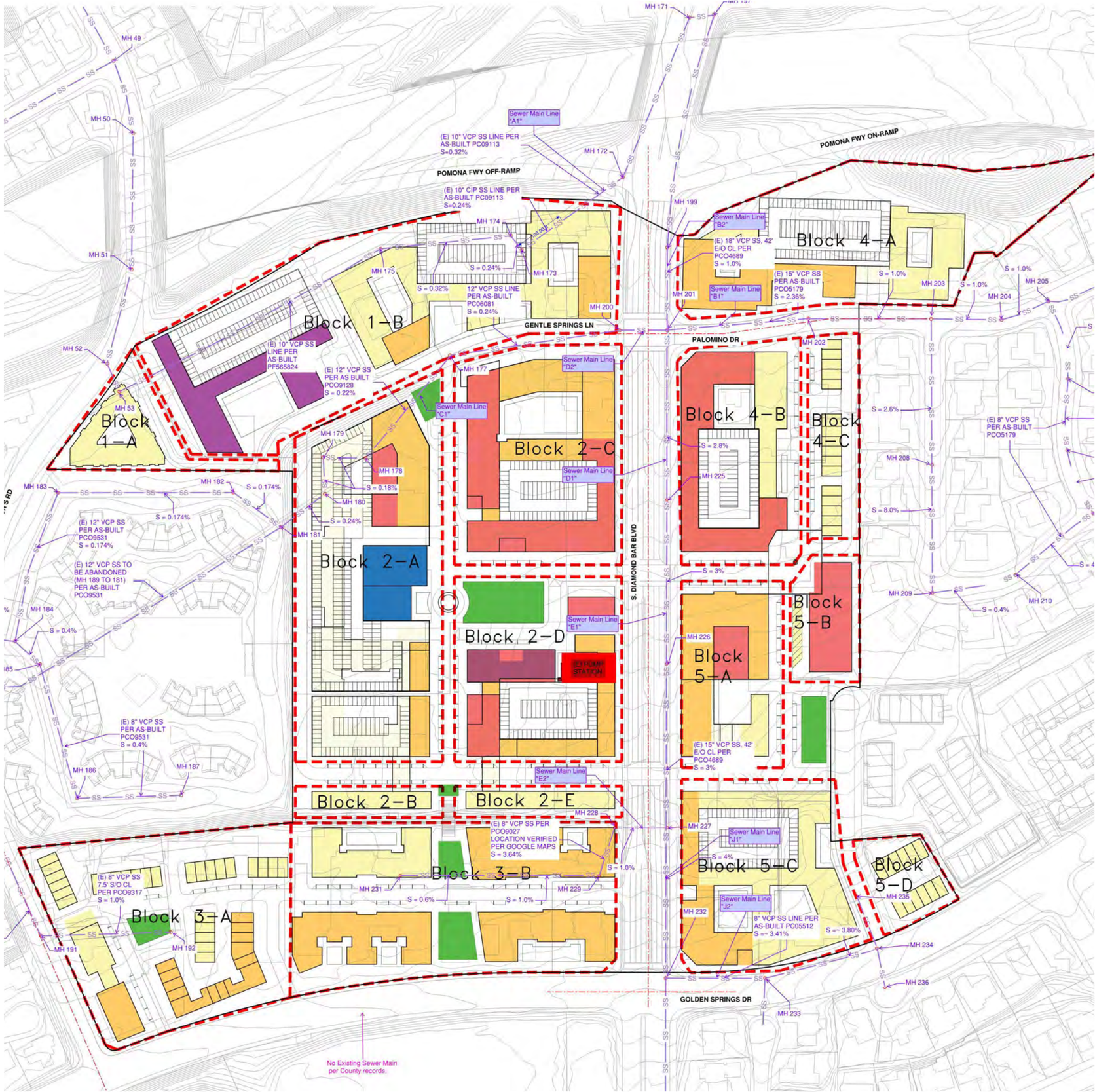


Figure 4-6 - Sanitary Sewer Exhibit

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Table 4-2: Sewer Discharge per Block - Proposed Specific Plan Conditions							
Tributary Area	**Occupancy**	**Quantity discharging into pipe**	**Units**	**Estimated Average Daily Sewerage Flow Rate (GPD/Unit)**	**Estimated Average Sewerage Flow per Occupancy Type (GPD)**	**Total Flow to Sewer Line (GDP)**	**Total Flow to Sewer Line (cfs)**
Block 1-A, 1-B	Residential	291	units	160	46,560	60,670	0.094
	Commercial/Office/Community	10.0	KGSF	150	1,500		
	Hotel	97	keys	130	12,610		
Block 4-A	Residential	160	units	160	25,620	28,600	0.044
	Commercial/Office/Community	20.0	KGSF	150	3,000		
	Hotel	0	keys	130	0		
Block 2-A	Residential	230	units	160	36,800	47,600	0.074
	Commercial/Office/Community	72.0	KGSF	150	10,800		
	Hotel	0	keys	130	0		
Block 2-C	Residential	207	units	160	33,120	40,620	0.063
	Commercial/Office/Community	50.0	KGSF	150	7,500		
	Hotel	0	keys	130	0		
Block 2-D	Residential	152	units	160	24,320	38,390	0.059
	Commercial/Office/Community	34.0	KGSF	150	5,100		
	Hotel	69	keys	130	8,970		
Block 4-B, 4-C	Residential	187	units	160	29,920	35,920	0.056
	Commercial/Office/Community	40.0	KGSF	150	6,000		
	Hotel	0	keys	130	0		
Block 5-A, 5-B	Residential	158	units	160	25,280	34,280	0.053
	Commercial/Office/Community	60.0	KGSF	150	9,000		
	Hotel	0	keys	130	0		
Block 3-A	Residential	174	units	160	27,840	30,840	0.048
	Commercial/Office/Community	20.0	KGSF	150	3,000		
	Hotel	0	keys	130	0		
Block 3-B, 2-B, 2-E	Residential	356	units	160	56,960	66,860	0.103
	Commercial/Office/Community	66.0	KGSF	150	9,900		
	Hotel	0	keys	130	0		
Block 5-C	Residential	123	units	160	19,680	22,830	0.035
	Commercial/Office/Community	21.0	KGSF	150	3,150		
	Hotel	0	keys	130	0		
Block 5-D	Residential	18	units	160	2,880	2,880	0.004
	Commercial/Office/Community	0.0	KGSF	150	0		
	Hotel	0	keys	130	0		
							Total=
						409,490	Grand Total=

Table 4-3: Sewer Discharge - Proposed Specific Plan Conditions												
Sewer Main Line	**Location**	**Size (in)**	**Material**	**Slope (%)**	**Pipe Diameter (in)**	**Upstream MH**	**Downstream MH**	**Receives Discharge From?**	**Total Flow to Sewer Line (cfs)**	**Normal Depth of Flow (in)**	**Calculated Full Flow Capacity (cfs)**	**Project Contribution to Full Flow Capacity**
A1	North side at Pomona Freeway Off-Ramp & S Diamond Bar Boulevard	10	VCP	0.32	10	173	172	Block 1-A + Block 1-B	0.094	1.85	1.15	8.17%
B2	Diamond Bar Boulevard	18	VCP	1.00	18	201	199	Block 4-A + Block 2-A + Block 2-C + Block 2-D + Block 4-B + Block 4-C + Block 5-A + Block 5-B + Block 3-A + Block 2-B + Block 2-E + Block 3-B + Block 5-C + Block 5-D	0.539	2.91	9.75	5.53%
B1	Palomino Drive	15	VCP	2.36	15	202	201	Block 4-A (25%) + Block 4-B (33%) + Block 4-C	0.042	0.63	9.21	0.46%
C1	Parking Lot (Runs close to Gentle Springs Lane)	12	VCP	0.22	12	178	177	Block 2-A + Block 3-A	0.122	2.46	1.55	7.87%
D1	Diamond Bar Boulevard	15	VCP	2.80	15	225	201	Block 2-C (66%) + Block 2-D + Block 4-B (66%) + Block 5-A + Block 5-B + Block 2-B + Block 3-B + Block 2-E+ Block 5-C + Block 5-D	0.321	1.80	10.04	3.20%
D2	Gentle Springs Lane at Diamond Bar Boulevard	12	VCP	0.24	12	200	201	Block 2-A + Block 3-A + Block 2-C (33%)	0.143	2.60	1.62	8.83%
E1	Diamond Bar Boulevard	15	VCP	3.00	15	226	225	Block 2-D + Block 5-A + Block 5-B + Block 2-B + Block 3-B + Block 2-E+ Block 5-C + Block 5-D	0.254	1.52	10.39	2.44%
E2	Lateral along Diamond Bar Boulevard	8	VCP	1.00	8	228	227	Block 2-B + Block 3-B + Block 2-E	0.103	1.46	1.12	9.20%
H1	Parking Lot & Prospectors Road Intersection	8	VCP	6.80	8	192	191	Block 3-A	0.048	0.54	2.93	1.64%
J1	Diamond Bar Boulevard	15	VCP	4.00	15	232	227	Block 5-C + Block 5-D	0.039	0.77	12.00	0.33%
J2	Golden Springs Drive	8	VCP	3.41	8	233	232	Block 5-C (25%) + Block 5-D	0.013	0.49	2.07	0.63%
Note: All sewer lines will receive upstream flow (excess flow from outside the site) except for lines C1, D2, E2, and H1.												

B. Water Capacity Analysis

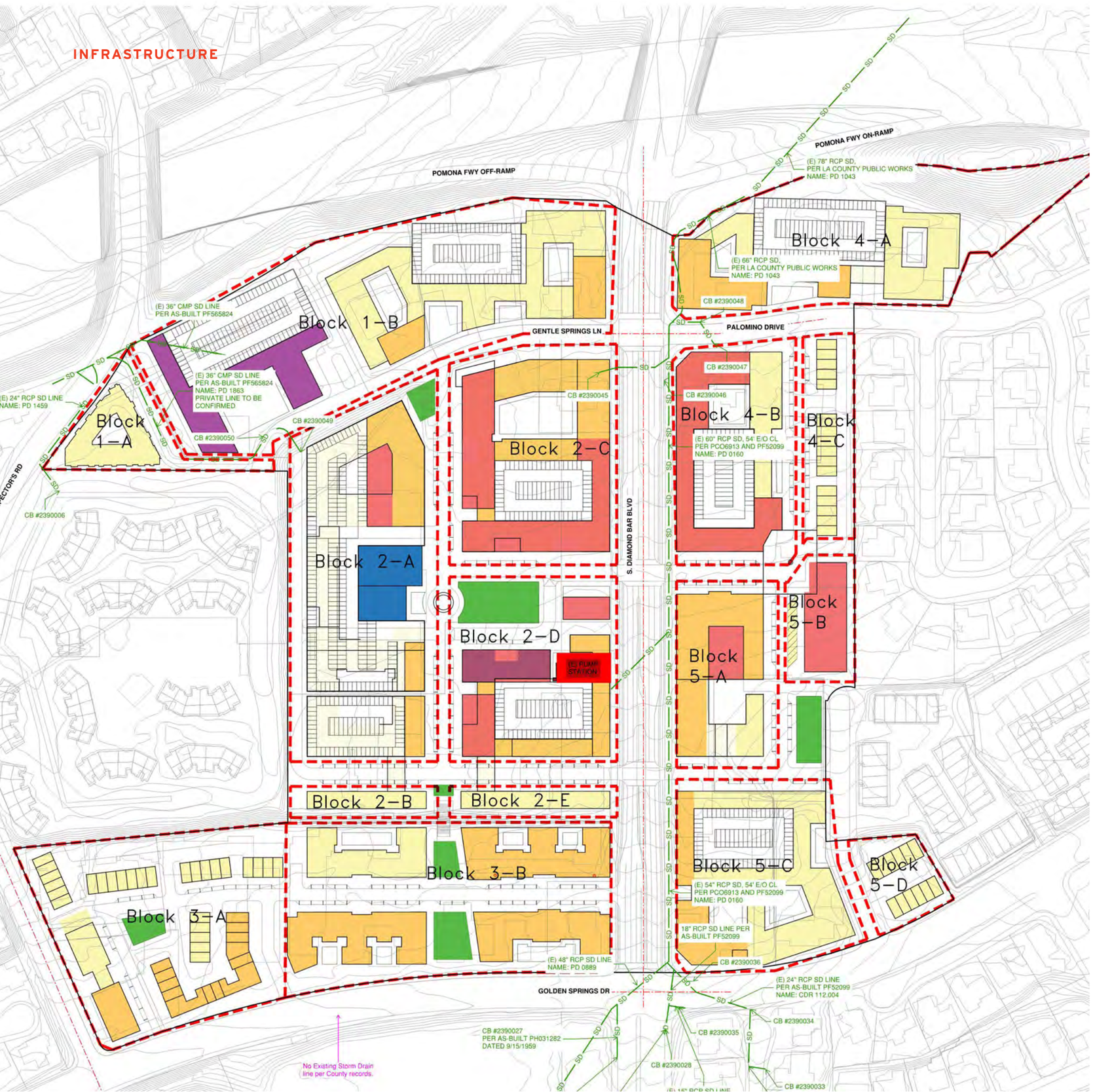
To determine whether the proposed project can be served by the existing water supply and distribution infrastructure, a Water Availability Request application needs to be submitted to the Water purveyor for them to perform flow tests and hydraulic analysis of their water system to determine if adequate domestic and fire water flows and pressures are available surrounding the Project Site.

The Water Purveyor's approach typically consists of analyzing their water system infrastructure and model near the Project Site. Based on the results, they determine whether they can meet the Project water demands based on existing infrastructure.

Outside entities cannot perform the same analysis the Water Purveyor would perform as access to their water system model and testing capacities is not available to the public. However, it is commonly assumed that the proposed daily domestic water demand equals the proposed sewage generated by new buildings plus the irrigation water demand. The proposed water demands are shown on the Domestic Water Exhibit (Figure 4-7).

While it is anticipated that the existing water infrastructure can support the proposed project, it is recommended this be confirmed through direct communication with the Water Purveyor during the project design stage. The Domestic Water Exhibit shown in Figure 4-7 has been sent to the Walnut Valley Water District. Any response received by KPFF will be reflected in a revised iteration of this document.

Figure 4-7 - Domestic Water Exhibit



C. Storm Capacity Analysis

Existing conditions of the site show that the current development is nearly 100% impervious. The proposed development on site would roughly amount to the same percentage of imperviousness and potentially less with the addition of landscaping areas. Based on this and with the understanding that LID Best Management Practices (BMPs) will be implemented throughout the project site area, it is anticipated that the proposed storm drainage flows would be, at worst, the same as the existing development storm drain flows, and therefore the proposed project would not negatively impact the existing storm drainage infrastructure.

D. Utility Relocation and Upgrades Summary

Sewer

1. Sewer main relocation along Gentle Springs
   - Demolition of 662 LF of existing 12" VCP pipe
   - Construction of 530 LF of 12" VCP pipe
   - Demolition of sewer manholes #178,179, and 180
   - Relocation of sewer manhole #181
2. Sewer main relocation along S. Prospector's Road
   - Demolition of 122 LF of existing 10" VCP pipe
   - Construction of 85 LF of 10" VCP pipe
   - Relocation of sewer manhole #53
3. Sewer main relocation along S. Prospector's Road
   - Demolition of 300 LF of existing 8" VCP pipe
   - Construction of 300 LF of 8" VCP pipe
   - Relocation of sewer manhole #191
4. Sewer main relocation south of Pomona Freeway Off-Ramp and north of Block 1-B
   - Demolition of 722 LF of existing 10" VCP pipe and 100 LF of existing 10" CIP pipe
   - Construction of 795 LF of 10" VCP pipe
   - Demolition of sewer manhole #173
   - Relocation of sewer manhole #174 and 175

Figure 4-8 - Storm Drain Exhibit

5. Sewer main relocation within Block 3-B and connecting to the sewer main in South Diamond Bar Boulevard
   - Demolition of 603 LF of existing 8" VCP pipe
   - Construction of 563 LF of 8" VCP pipe
   - Demolition of sewer manhole #228
   - Relocation of sewer manhole #231 and 229

Storm Drain

6. Storm Drain relocation along S. Diamond Bar Boulevard
   - Demolition of 222 LF of existing 66" Storm Drain
   - Construction of 212 LF of 66" Storm Drain

Water

7. Domestic Water Main relocation within Block 3-A
   - Demolition of 577 LF of existing 6" ACP pipe
   - Construction of 679 LF of 6" ACP pipe
   - Relocation of fire hydrant #199203
8. Domestic Water Main relocation within Block 2-B and 2-E
   - Demolition of 365 LF of 8" ACP pipe
   - Relocation of 365 LF of 8" ACP pipe
   - Relocation of fire hydrant #198409
9. Domestic Water Main relocation within Block 3-B
   - Demolition of 461 LF of 8" ACP pipe
   - Relocation of 461 LF of 8" ACP pipe
   - Relocation of fire hydrant #199210
10. Domestic Water Main relocation which spans length of Diamond Bar Boulevard and terminates at Block 4-B
   - Demolition of 429 LF of 8" ACP pipe and 608 LF of 6" ACP pipe
   - Relocation of 429 LF of 8" ACP pipe and 608 LF of 6" ACP pipe
   - Fire hydrants along this line are proposed to remain in place
11. Domestic Water Main relocation within Block 4-B and 4-C
   - Demolition of 458 LF of 8" ACP pipe
   - Relocation of 494 LF of 8" ACP pipe
   - Relocation of fire hydrant #198416

Figure 4-9 - Utility Improvement Exhibit

4.4 Storm Drainage and Low Impact Development (LID)

The project will need to comply with the County of Los Angeles Low Impact Development (LID) Requirements for Designated Projects.

All Designated Projects must retain 100 percent of the SWQDv on-site through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so. To meet these requirements, Designated Projects must :

- Conduct site assessment and identify design considerations, including determining the feasibility of on-site infiltration (Section 4 and Section 7.3 of L.A. County LID Standards Manual)
- Apply site-specific source control measures (Section 5 of LID Standards Manual)
- Calculate the Stormwater Quality Design Volume (Section 6 of LID Standards Manual)
- Implement stormwater quality control measures (Section 7 of LID Standards Manual)
- Implement alternative compliance measures, if necessary (Section 7 of LID Standards Manual)
- Implement hydromodification requirements, if necessary (Section 8 of LID Standards Manual)
- Develop a Maintenance Plan, if necessary (Section 9 of LID Standards Manual)

Compliance with these LID requirements will need to be achieved for all new private development project.

Within the public right-of-way including Diamond Bar Boulevard, the primary street within the project limit of work, which bisects the site along its North-South axis, the installation of green street infrastructure such as curb extensions with biofiltration planters should be explored. They would help capture the roadway and sidewalks stormwater runoff, which would be treated through percolation.

Figure 4-10 shows potential types and locations of LID infrastructure that would facilitate the infiltration, capture and reuse, or biofiltration of stormwater on-site and off-site. The LID system most suited for each site will depend on the site-specific geotechnical investigations and recommendations at the time of design. Provided that soils are conducive, deep infiltration using deep drywells can be very effective LID systems. In the event of infiltration infeasibility due to the soils or project conditions, the feasibility of capture and reuse systems (typically restricted to on-site projects) can be analyzed based on the project water demands, including the irrigation needs. If the project proposed water demand is too low to allow the installation of a capture system, the design will need to include some type of biofiltration systems. Figure 4-10 shows some details of the various LID systems that could potentially be implemented within the project area.

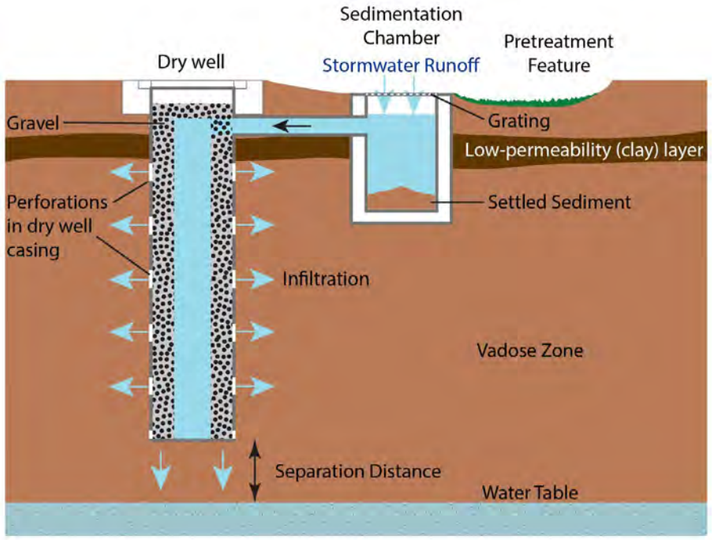


Figure 4-10 - Potential LID Strategies

**Exact system appropriate to each site will need to be confirmed based on site specific geotechnical investigations and recommendations.*

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On-site Deep Infiltration Drywell Precedents





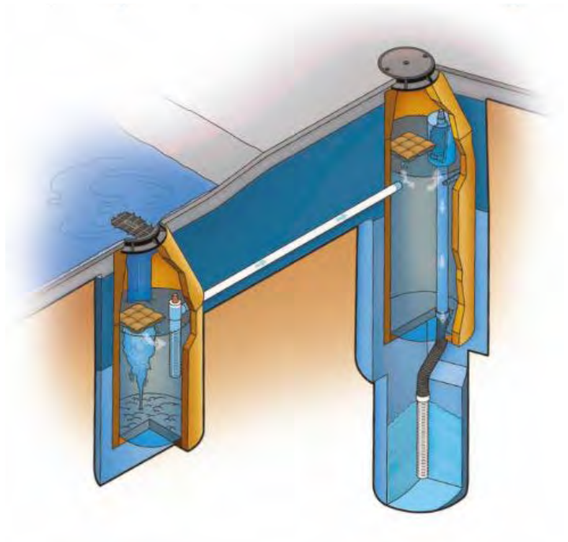
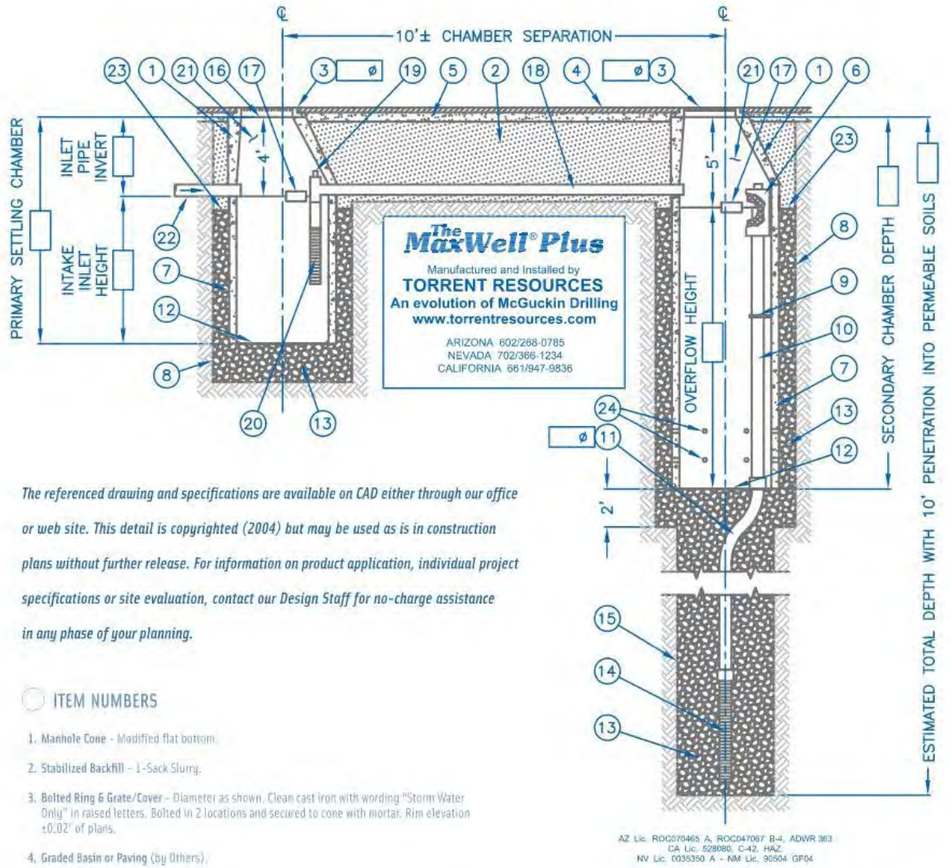


Figure 4-11 - Drywell precedents and details

The MaxWell® Plus Drainage System Detail And Specifications



The referenced drawing and specifications are available on CAD either through our office or web site. This detail is copyrighted (2004) but may be used as is in construction plans without further release. For information on product application, individual project specifications or site evaluation, contact our Design Staff for no-charge assistance in any phase of your planning.

ITEM NUMBERS

1. **Manhole Cone** - Modified flat bottom.
2. **Stabilized Backfill** – 1-Sack Slurry.
3. **Bolted Ring & Grate/Cover** – Diameter as shown. Clean cast iron with wording "Storm Water Only" in raised letters. Bolted in 2 locations and secured to cone with mortar. Rim elevation ±0.02' of plans.
4. **Graded Basin or Paving** (by Others).
5. **Compacted Base Material** (by Others).
6. **PureFlo® Debris Shield** – Rolled 16 Ga. steel X 24" length with vented anti-siphon and internal .265" Max. SWO flattened expanded steel screen X 12" length. **Fusion bonded epoxy coated.**
7. **Pre-cast Liner** - 4000 PSI concrete 48" ID. X 54" OD. **Center in hole** and align sections to **maximize bearing surface.**
8. **Min. 6' Ø Drilled Shaft.**
9. **Support Bracket** - Formed 12 Ga. steel. **Fusion bonded epoxy coated.**
10. **Overflow Pipe** – Sch. 40 PVC mated to drainage pipe at base seal.
11. **Drainage Pipe** - ADS highway grade with TRI-A coupler. **Suspend pipe** during backfill operations to prevent buckling or breakage. Diameter as noted.
12. **Base Seal** – Geotextile or concrete slurry.
13. **Rock** - Washed, sized between 3/8" and 1-1/2" to **best complement soil conditions.**
14. **FloFast® Drainage Screen** – Sch. 40 PVC 0.120" slotted well screen with 32 slots per row/ft. Diameter varies 120" overall length with TRI-B coupler.
15. **Min. 4' Ø Shaft** – Drilled to **maintain permeability** of drainage soils.
16. **Fabric Seal** – U.V. Resistant Geotextile – **To be removed by customer** at project completion.
17. **Absorbent** – Hydrophobic Petrochemical Sponge. Min 128 oz. capacity.
18. **Connector Pipe** – 4" Ø Sch. 40 PVC.
19. **Anti-Siphon Vent** with flow regulator.
20. **Intake Screen** – Sch. 40 PVC 0.120" modified slotted well screen with 32 slots per row/ft. 48" overall length with TRI-E end cap.
21. **Freeboard Depth Varies** with inlet pipe elevation. Increase primary/secondary settling chamber depths as needed to maintain all inlet pipe elevations above connector pipe overflow.
22. **Optional Inlet Pipe** (by Others).
23. **Moisture Membrane** – 6 mil. Plastic. Place securely against eccentric cone and hole sidewall. Used in lieu of slurry in landscaped areas.
24. **Eight - (8) perforations per foot,** 2 row minimum.

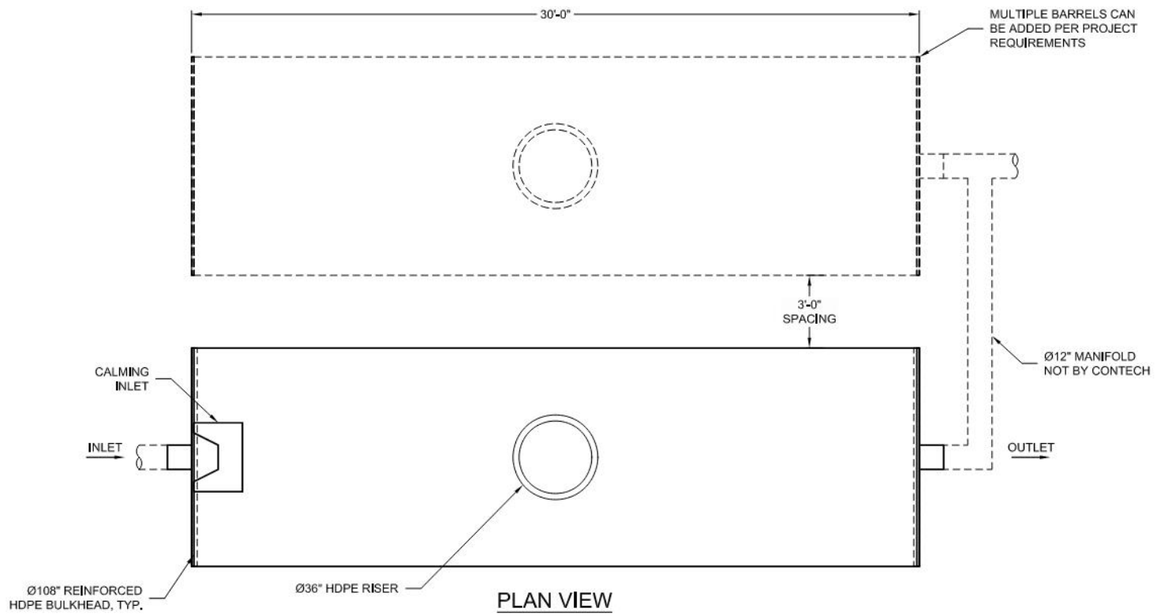
Figure 4-12 - The MaxWell Plus drainage system details

On-site Capture & Reuse System Precedents









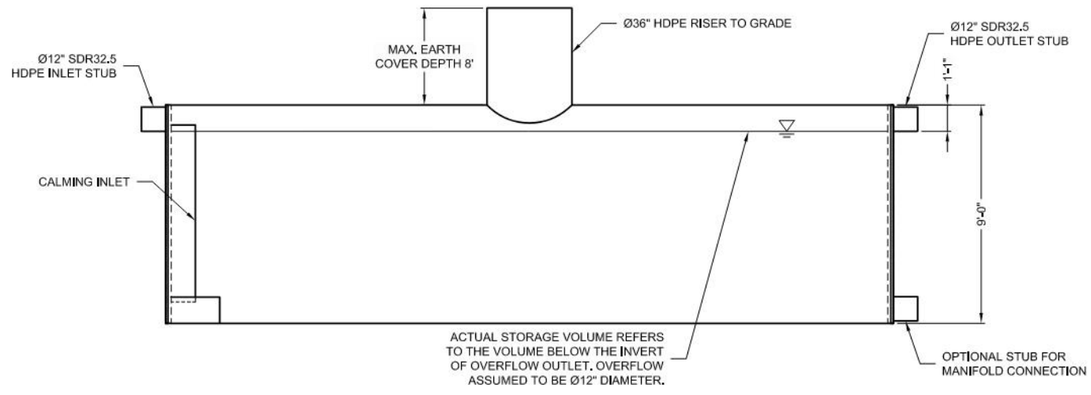


Figure 4-13 - Capture and reuse precedents and details

Green Street Infrastructure / Bioswale at Bulb Out Precedents

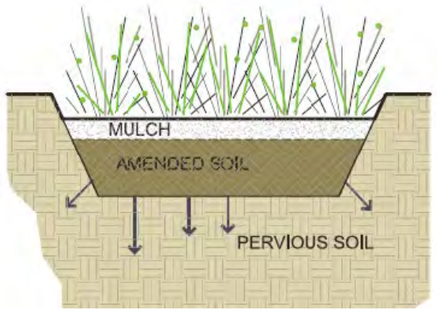








Figure 4-14 - Bioswale at bulb out precedents and details

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5

Land Use, Density and Intensity Standards

5.1 Purpose and Applicability

Land use and development within the Plan Area is subject to conformance with the permitted uses and allowable densities as outlined in this chapter. The permitted land uses and allowable densities are informed by the Vision, Character and Specific Plan policies described in Chapters 1 and 2. These elements work together to create a use-compatible, visually distinct and vibrant community while retaining appropriate design flexibility at the project level. The intent is to provide a clear and concise set of regulations and standards that builders, developers, property owners and City staff can rely on to implement development within the Plan Area in an efficient manner.

The permitted uses and allowable densities and intensities are applicable to buildings that were newly constructed following the adoption of this Specific Plan.

This chapter provides for permitted residential uses and allowable and required residential densities consistent with the General Plan Housing Element and State law. It also provides alternative incentives for property owners that satisfy certain land-use objectives to achieve higher residential densities that may exceed those that would otherwise be permitted pursuant to Section 22.18.010 of the Development Code (Affordable housing incentives / density bonus provisions) and California Government Code Section 65915-65918 (“State Density Bonus Law” or “SDBL”) in return for satisfying certain land use objectives.

5.2 Sub-Area Plans and Land Use Standards

Development in the Specific Plan Area shall conform to the applicable Land Use standards and permit requirements within the applicable Sub-area per Section 5.2.1 Sub-Area Plan.

Every 100% residential or mixed-use project with less than 15,000 square feet of commercial floor area shall have a residential density of no fewer than 30 dwelling units per acre. All other projects shall have a residential density of no fewer than 20 units per acre.

5.2.1 Sub-Area Plan

The Sub-Area Plan (Figure 5-1) identifies four (4) sub-areas, which are all intended as walkable with a diverse mix of Building Types and uses.

The Sub-Area Plan divides the Town Center Specific Plan into four (4) Sub-Areas, each with moderately different allowable land uses and intensities. Land Use Standards are identified in Section 5.2.2 Building Type Standards are identified in Section 6.5. The base residential density in all Sub-areas is 30 du/ac. Developers may achieve higher densities through density bonuses pursuant to Section 22.18.010 of the Development Code and SDBL, or through the TCSP Inclusionary Incentive Program described in Section 5.3 (Density Incentives).

5.2.1.1 Sub-Area 1

This area is zoned for lowest intensity of development and includes properties in the northwest corner of the site, adjacent to the freeway, and small parcels in the southeast corner of the site, along Torito Lane and in the southwest corner of the site along S. Prospectors Road. The total allowable gross FAR is 1.0.

5.2.1.2 Sub-Area 2

This area is zoned for medium intensity of development, and includes sites between the freeway to the north and Gentle Springs Drive/Palomino Drive to the south. Allowable land uses have been calibrated to account for its freeway adjacency. The total allowable gross FAR is 2.0.

5.2.1.3 Sub-Area 3

This area is zoned for medium intensity development and includes sites along Golden Springs Drive east of Diamond Bar Boulevard as well along the southwest corner of the site. Allowable land uses have been calibrated to account for adjacency to single family neighborhoods the Lorbeer Middle School and the Mount Cavalry Church and School. The total allowable gross FAR is 2.0.

5.2.1.4 Sub-Area 4

This area has the highest intensity of development and constitutes the majority of the site, more or less central to the Town Center. These areas are zoned to achieve the highest intensity of development, because they are expected to make the most contributions to the urban design of the Town Center. The total allowable gross FAR is 2.5.

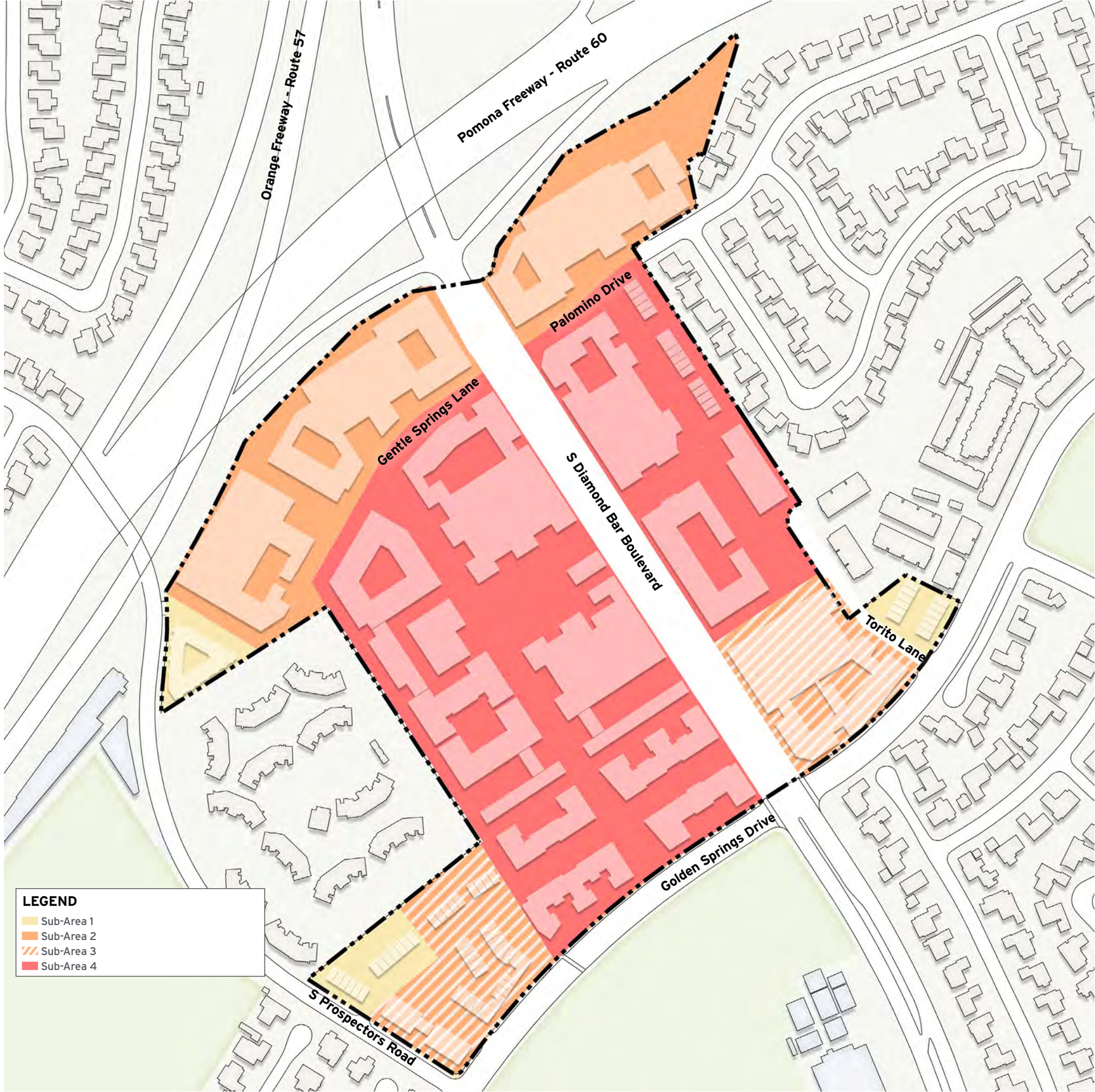


Figure 5-1 - Sub-Areas Plan

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5.2.2 Land Use Standards

The Land Use Standards for each Sub-Area are described in this section. In addition to the Allowable Land Uses, the primary elements that will define the character of the Town Center Specific Plan Area are Building Types, Frontage Types, and Public Space types. Allowable land uses enjoy flexibility within limits described in this Specific Plan. The Land Use Standards will be reviewed periodically by the City to ensure a balanced mix of uses and building types.

All uses in the Town Center Specific Plan Area shall contribute to the mixed-use character envisioned for Town Center. Permitted Uses identified in Table 5-1 are allowed by right. Uses that require a Conditional Use Permit may be approved by the Director, provided that the applicant demonstrates that the intended use is not detrimental to the vision of the Plan, and the findings offset forth in Development Code Section 22.58.040 are made.

The Director may determine that a use not expressly listed below may be allowed as a permitted or conditional use, or not allowed, subject to the findings of DBCC Section 22.04.020 (h).

1. Specialty Food Retail, including, but not limited to the following: grocery/drug stores (under 15,000 sf); coffee/tea; candy; gourmet foods; ice cream; pastry/desserts; yogurt/dairy; doughnuts/bakery; beer, wine and spirits with ancillary tasting.
2. Specialty Goods Retail, including but not limited to the following: cooking supplies/culinary; general housewares; decorator/art and design centers; specialty hardware; specialty gardening supplies; antiques and other previously used items; high-quality goods; party supplies; lamps and lighting; household accessories; stationery; books and magazines; records/recorded music; musical instruments sales, service and repair.
3. Quality Goods and Ancillary Services, including but not limited to the following: small crafts; art supplies; picture framing; specialty furniture; clothing/shoe stores; thrift/consignment stores; electronics and computers; cameras/photography service and supplies; sporting goods; outdoor/sports clothing and supplies; toys/games; cards/gifts; jewelry/watches; florists.
4. Personal Services (excluding massage), not exceeding 850 sf Gross Floor Area, including but not limited to the following: dry-cleaning; shoe repair; seamstress; tailor; barber and beauty shops.
5. Business Services, not exceeding 850 sf Gross Floor Area, including but not limited to the following: photocopying services; printing services; shipping and delivery services.
6. Medical, Dental, Optometry and Veterinary Offices.
7. Eating Establishments, including but not limited to: restaurants, fast casual, food halls, outdoor dining, fast food without drive-thrus. May include beer, wine and distilled spirits, as well as ancillary entertainment uses, in conjunction with prepared food service availability.
8. Direct-to-Consumer Goods Making, including the following and similar uses: bakery; craft brewery and distillery; luthiers in conjunction with retail musical instrument sales.
9. Large Format Retail (over 15,000 sf), including but not limited to the following: supermarkets, large pharmacies & drugstores, furniture stores, department stores, and cinemas. No individual use may exceed 40,000 sf, although two or more users may occupy a single building so long as no individual use exceeds 40,000 sf.
10. Civic and Cultural Facilities, including but not limited to libraries; public recreation facilities; museums; art galleries; auditoriums; police and fire stations; government offices.
11. Child Care Facilities.
12. Health and Exercise Clubs.
13. Lodging or similar establishments engaged in the provision of temporary or travel accommodation on a less than monthly basis, including bed and breakfasts, hotels, and inns, excluding short-term rentals (Prohibited Citywide).
14. Bars and Nightclubs, including establishments providing entertainment, dancing, or alcohol not clearly ancillary to food service.
15. Bank Institutions.
16. Professional Offices.
17. Residential, including townhouses, multi-family housing for rent or sale, student housing, senior housing, etc.
18. Live/Work, including the following: an integrated workspace within a residence; ground-floor office space with residential living spaces above.
19. On-Site Real-Estate Sales and Leasing Office, for the residential units within the TCSP Project Area, and located within the same building as the residential units.
20. Makerspace, including but not limited to: collaborative workspaces, coworking spaces, and art and dance studios.
21. Massage Establishments (also see Development Code Section 5.08.070).
22. Eyeglass and Sunglass Retail Sales, including ancillary optometry exam office space not exceeding 200 square feet of partitioned floor area.

Key	
Permitted	P
Conditional Use Permit	CUP
Not Permitted	NP

Table 5-1: Permitted Uses

Land Use	Ground Floor Uses				Upper Floor Uses			
	Sub-Area				Sub-Area			
	1	2	3	4	1	2	3	4
1	P	P	P	P	NP	P	P	P
2	P	P	P	P	NP	P	P	P
3	P	P	P	P	NP	P	P	P
4	P	P	P	P	NP	P	P	P
5	P	P	P	P	P	P	P	P
6	NP	NP	NP	NP	NP	P	P	P
7	P	P	P	P	NP	P	P	P
8	P	P	P	P	NP	P	P	P
9	NP	P	NP	P	NP	P	NP	P
10	NP	P	P	P	NP	P	P	P
11	P	NP	NP	NP	NP	CUP	CUP	CUP
12	NP	NP	NP	NP	NP	CUP	CUP	CUP
13	NP	CUP	CUP	P	NP	CUP	CUP	P
14	NP	CUP	CUP	CUP	NP	CUP	NP	CUP
15	NP	NP	CUP	NP	NP	P	P	P
16	NP	NP	NP	NP	P	P	P	P
17	P	P	P	P	P	P	P	P
18	P	NP	P	NP	P	P	P	P
19	P	P	P	P	P	P	P	P
20	P	P	P	P	NP	P	P	P
21	NP	CUP	CUP	CUP	NP	CUP	CUP	CUP
22	P	P	P	P	NP	P	P	P

5.2.3 Nonconforming Uses

A legally-established use within the TCSP boundaries that has been rendered nonconforming as a result of the Specific Plan's adoption may be reestablished within the TCSP boundaries provided that tenant space is available in a structure that existed prior to the adoption of the TCSP and the off-street parking requirements set forth under Development Code Chapter 22.30 can be met on the property to which the use is proposed to be relocated.

5.3 Density Incentives

California Density Bonus Law (Government Code Sections 65915-65918) grants developers the right to density bonuses, as well as concessions from development standards and other incentives, to make the production of affordable housing economically feasible. Development Code Section 22.18.010 establishes the local procedures to implement State Density Bonus Law. The State and local density bonus regulations are collectively referred to as "Density Bonus Law," or "DBL."

Diamond Bar encourages the development of affordable housing in the Town Center to provide rental and homeownership opportunities to young households, those who wish to downsize and remain in Diamond Bar, and to those members of the workforce for whom housing prices in Diamond Bar are out of reach. This Section provides developers with an alternative to Density Bonus Law that not only incentivizes the production of affordable housing, but also endeavors to increase residual land values of developments that are required to incorporate public spaces and other civic amenities.

5.3.1 DENSITY INCENTIVE CRITERIA FOR THE TOWN CENTER

1. The maximum base residential density throughout the Town Center is 30 du/ac. A developer may increase a project's density through either Density Bonus Law or by applying the TCSP Inclusionary Incentive Program Standards. The TCSP Inclusionary Incentive Program and DBL standards are mutually exclusive: an applicant may design their project using either the Inclusionary Incentive Program or DBL, but not both.
2. Where very low-, low-, and/or moderate-income units are provided, the record owner(s) of the property shall enter into an affordable housing regulatory agreement with City pursuant to Development Code Section 22.18.030.
3. The Inclusionary Standards are based on a point system. Each point ("Inclusionary Point" or "IP") is worth a 10% increase from the base density. Points are earned by providing affordable housing, consolidating parcels, and/or by providing commercial square footage. Blocks 2-D and 2-E are also eligible for 3 Inclusionary Points if a minimum 50-room hotel is developed on the block.
4. Point values vary from block to block, taking factors into account such as the amount of public open space required on a block. Generally, blocks on which public open space is required will also be eligible for more Inclusionary Points than blocks where public open space is not required. The sum of Inclusionary Points is used to derive the Inclusionary Factor for each project.
5. Points are awarded on a per-project basis, not per block, and only for new construction. Existing commercial square footage has an IP value of zero.
6. Inclusionary Points are not divisible or proratable. If 10,000 square feet of commercial floor area is worth 1 IP on a given block, no Inclusionary Points will be awarded if less than 10,000 square feet is provided. Likewise, providing 12,000 square feet of commercial floor area is not worth 1.2 IPs. IP benchmarks are set forth in the Inclusionary Standards.
7. The "Inclusionary Density" (ID, measured as du/ac) is derived using the following formula: ***ID = 30 + 3(IP)***. For example, the ID for a project that qualifies for 5 Inclusionary Points is calculated as follows:

   ID = 30 + 3(5)

   = 30 + 15

   = 45

8. Density transfers. Density transfers among certain blocks may be allowed when a master or phased project is proposed, subject to approval of a development agreement. Densities may only be transferred internally among the following groups of blocks:
   - 2-A, 2-B, 2-C, 2-D, 2-E, 3-B
   - 4-B, 4-C, 5-A, 5-B, 5-C



Figure 5-2 - Block Nomenclature Diagram

5.3.2 Block Criteria & Requirements

All Inclusionary Bonus calculations resulting in fractions are rounded up to the next whole number (e.g., a calculation of 100.1 units is rounded up to 101 units).

*A. Inclusionary Points Performance Standards - All Blocks**

Inclusionary Points are earned in accordance with Table 5-2 by providing rental and/or for-sale units that are restricted to very low income, low income and moderate-income households.

Table 5-2: Inclusionary Points Performance Standards (All Blocks)

Affordable Unit Percentage**	Very Low-Income Inclusionary Points	Low-Income Inclusionary Points	Moderate-Income Inclusionary Points
5%	2.0	1	-
6%	2.25	1.2	-
7%	2.5	1.4	-
8%	2.75	1.6	-
9%	3.0	1.8	-
10%	3.25	2.0	0.5
11%	3.5	2.15	0.6
12%	3.875	2.3	0.7
13%	4.25	2.45	0.8
14%	4.625	2.6	0.9
15%	5	2.75	1
16%	5	2.9	1.1
17%	5	3.05	1.2
18%	5	3.2	1.3
19%	5	3.35	1.4
20%	5	3.5	1.5
21%	5	3.875	1.6
22%	5	4.25	1.7
23%	5	4.625	1.8
24%	5	5	1.9
25%	5	5	2
26%	5	5	2.1
27%	5	5	2.2
28%	5	5	2.3
29%	5	5	2.4
30%	5	5	2.5
31%	5	5	2.6
32%	5	5	2.7
33%	5	5	2.8
34%	5	5	2.9
35%	5	5	3
36%	5	5	3.1
37%	5	5	3.2
38%	5	5	3.3
39%	5	5	3.4
40%	5	5	3.5
41%	5	5	3.875
42%	5	5	4.25
43%	5	5	4.625
44%-99%	5	5	5
100%***	8	8	8

*All Inclusionary Bonus calculations resulting in fractions are rounded up to the next whole number (e.g., a calculation of 100.1 units is rounded up to 101 units).
**Affordable unit percentage is calculated excluding units added by the Inclusionary Bonus.
***Applies when 100% of the total units (other than manager's units) are restricted to very low, lower and moderate income (maximum 20% moderate).

B. Inclusionary Points Performance Standards - Block Specific

1. Provided that the resulting development would not restrict more than 50% of the total units to very low income, low income and/or moderate-income households, additional Inclusionary Points shall be earned in accordance with Table 5-3 when an applicant proposes to construct a development that conforms to the performance standards of Table 5-2, agrees to include additional rental or for-sale units affordable to very low or moderate-income households, and meets any of the following requirements:
   a. The residential component of the mixed-use development provides exactly 15% of the total units to Very Low-Income households; or
   b. The residential component of the mixed-use development provides exactly 24% of the total units to Lower-Income households; or
   c. The residential component of the mixed-use development provides exactly 44% of the total units to Moderate-Income households
2. The City shall award additional Inclusionary Points for a development that meets the requirements of subsection B.1, calculated as follows:

Table 5-3: Compounded Inclusionary Point Values

Affordable Unit Percentage Increase	Additional Very Low-Income Inclusionary Points	Additional Moderate-Income Inclusionary Points
5%	2.0	2.0
6%	2.375	2.25
7%	2.75	2.5
8%	3.125	2.75
9%	3.5	3.0
10%	3.25	3.25
11%	3.875	3.5
12%	3.875	3.875
13%	3.875	4.25
14%	3.875	4.625
15%	3.875	5

C. Additional BlocK-Specific Inclusionary Point Opportunities

Block-specific Inclusionary Point criteria are shown in Table 5-4.

Table 5-4: Inclusionary Points Performance Standards (Block Specific)

Block	Additional	IP Value
1-A, 1-B	Minimum 2-acre project area	1
	Per every 20,000 sf of commercial floor area	1
4-A	Minimum 4-acre project area	1
	Per every 20,000 sf of commercial floor area	1
2-A, 2-B	Minimum 2-acre project area	1
	First 36,000 sf of commercial floor area	1
	Each additional 36,000 sf of commercial floor area	2
2-C	Minimum 3-acre project area	1
	First 25,000 sf of commercial floor area	2
	Each additional 25,000 sf of commercial floor area	4
2-D, 2-E	Minimum 2-acre project area	1
	First 20,000 of commercial floor area.	1
	Each additional 7,000 of commercial floor area	1
4-B, 4-C	Minimum 4-acre project area	1
	First 20,000 sf of commercial floor area	1
	Next 20,000 sf of commercial floor area	3
5-A, 5-B	Minimum 3-acre project area	1
	First 30,000 sf of commercial floor area	1
	Each additional 30,000 sf of commercial floor area	2
3-A	Minimum 4-acre project area	1
	Each 20,000 sf of commercial floor area	2
3-B	Minimum 4.7-acre project area	1
	First 33,000 sf of commercial floor area	2
	Each additional 33,000 sf of commercial floor area	4
5-C	Minimum 2.5-acre project area	1
	First 15,000 sf of commercial floor area	1
	Each additional 6,000 sf of commercial floor area	1
5-D	No additional Inclusionary Points available.	N/A

6

Objective Design Standards

The Objective Design Standards provides local control over the design of future multifamily housing and mixed-use development within the adopted Town Center Specific Plan. These standards enable the City of Diamond Bar to ensure that the vision it has for Downtown Diamond Bar is achieved in built form, while complying with state housing laws designed to expedite housing production. Objective design standards are defined in California Government Code sections 65913.4 and 66300(a)(7) as standards that:

... involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal.

These objective design standards will ensure that new development exhibits a high standard of urban design, architecture, and landscaping, while addressing the uniqueness of the various places within the Town Center area. Apply universally throughout the TCSP area.

This chapter is organized as follows:

6.1 Purpose and Intent

6.2 Applicability

6.3 Administration of the Objective Design Standards

6.4 Block Development Regulating Plan and Standards

6.5 Building Type Standards

6.6 Building Massing and Articulation Standards

6.7 Frontage Type Standards

6.8 Landscape Standards

6.9 Grading Standards

6.10 On-Site Lighting

6.11 Vehicular Parking

6.12 Loading Areas

6.13 Bicycle Standards

6.14 Service and Utilities

6.15 Sign Standards

6.16 Architectural Styles Standards

6.1 Purpose and Intent

The objective design standards that follow are applicable to applicants submitting proposals for multifamily housing or mixed-use development within the TCSP area. They are also applicable to commercial development including hotels and commercial buildings (including stand-alone office and retail buildings). They are not applicable to civic buildings (such as libraries, cultural or civic centers, or city offices). Their purpose is to set the minimum design standards required to assure that new development contributes to the "sense of place" described in Chapter 2 of this Specific Plan document. For a design standard to be considered "objective" it must be either measurable or verifiable with no "gray area" for interpretation and therefore requiring no discretion.

The objective design standards are to be utilized during the city development review process. All projects will be evaluated and analyzed on their adherence to the objective design standards through a design review process that includes a mandatory checklist of applicable objective design standards.

To satisfy the design review requirements, a project must demonstrate how it is in substantial compliance with the applicable objective design standards therefore qualifying the project for a streamlined permitting process. The project's facades must comply with one of the Architectural Styles described in Section 6.16 if it is to receive expedited review.

The following Statements of Intent are established here to meet the TCSP set of goals (Sections 1.5 & 1.6 - Goals and Policies) and state mandates consistent with the aspirations of the community:

- Comply with state mandates to implement new objective design standards for eligible multifamily housing and mixed-use development projects located within the Town Center area.
- Ensure projects eligible for a streamlined review process pursuant to California Government Code Section 65913.4 comply with these objective design standards.
- Build an eclectic and diverse downtown that evolves over time.
- Ensure building placement and Frontage along the Street reflects the intended character the Plan Area
- Maintain a consistent Street Frontage or "street wall" throughout the Sub-Areas.
- Create architectural variation along a Block Front through diversity of massing, articulation, and architectural detailing.
- Create a built environment that emphasizes pedestrian scale and variety by activating ground-floor Frontages, using ample Fenestration, Awnings, and frequent building entries.
- Ensure that Streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level.
- Provide off-street parking in surface lots or garages at the rear of buildings so that parking does not dominate the built environment.
- Provide design details and illustrations that are prescriptive and objective.

6.2 Applicability

The following sections provide objective design standards required for use in the review of "developments" governed by California Government Code Section 65913.4 (Streamlined Ministerial Approval Process) and "housing development projects" as governed by California Government Code Section 65589.5 (Housing Accountability Act). These sections detail the review process required by these state provisions for all housing and mixed-use development and required by the City of Diamond Bar for all other buildings such as retail or office buildings except civic structures. These Objective Design Standards shall apply to all projects within the TCSP including those that contain no multi-family housing.

6.3 Administration of the Objective Design Standards

6.3.1 Adjustment Process

A project applicant may request one (1) adjustment to the applicable design standards provided in this chapter. The intent of this provision is to allow the application of an alternative design approach that meets or exceeds the qualitative design intent of the design standard to be adjusted, not to provide relief from such standard solely for the purpose of reducing costs or undermining the purpose and intent of this Chapter. The adjustment process set forth herein shall apply only to the standards in this Chapter.

The request must be made in writing as part of the application for the proposed project. The written justification for an adjustment must contain the following:

- The design standard(s) that is being requested to be waived; and
- How the request meets the adjustment findings listed below.

6.3.2 Adjustment Findings

The Planning Commission will consider the request and information provided and make findings to approve or deny the request. An adjustment shall be granted only if all the following findings are made:

1. The proposed project meets the intent of the design standard under consideration, or a similar design standard is implemented in substitution.
2. The project meets the allowed density with the proposed adjustment.
3. The proposed project is consistent with the distinctive architectural style selected.

6.3.3 Other Applicable Objective Standards

Eligible projects must comply with all applicable regulatory documents (including but not limited to the TCSP, Diamond Bar Municipal Code, etc.) for topics on which this document is silent.

6.3.4 Conflicting Standards

Where a standard exists for the same topic, in this Chapter and another applicable City regulatory document, the standards in this Chapter shall prevail.

6.3.5 Streamlined Permitting Review Process

All project applicants requested to process their eligible projects through the city's streamlined permitting review process, are required to submit a complete streamlined permitting review application. Required documents are provided by the City of Diamond Bar Planning Division.

6.4 Block Development Regulating Plan and Standards

The Block Development Regulating Plan provides the framework for developing each block within the Plan area. In order ro respond to a number of unique confitions throughout the TCSP area, Standards for each development block and every *block front* are provided.

6.4.1 Block Development Regulating Plan

The Specific Plan area is subdivided into sixteen (16) development blocks in five (5) geographic groups, as shown in Figure 6-1. Section 6.4 identifies development standards for each block. All new development must adhere to the standards presented on these pages. Standards for public outdoor space blocks are covered in Section 3.4.2.



Figure 6-1 - Block Development Groups Diagram

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6.4.2 Explanation of Standards

Development in the Specific Plan Area shall conform to the applicable Block Development Standards per Section 6.4 Block Development Regulating Plan and Standards. The Block Development Standards identify the permitted Building Types, Frontage Types, and additional standards per block. The block development standards cover the following:

A. Block Intent Statement

This statement describes the development intent for the respective block group and points out specific design opportunities.

B. Street & Alley Connections

Street and Alley Connections standards indicate required streets or alleys with flexibility as to exact location. Generalized locations are indicated in the individual block development diagrams. Final alignments shall be approved through the development review process. Where possible, entrances to alleys shall align across streets.

C. Maximum Building Height

While Maximum Building Heights are generally defined in the Building Type Standards, this section provides additional limitations along certain block frontages.

D. Block Frontage Standards

Build-to lines are measured from the proposed Right-Of-Way (ROW) line at street frontages. On private streets, the Build-to line shall be measured from the theoretical ROW line. In cases where the Build-to lines are expressed as a range, building fronts may be placed anywhere between that range. Where a Build-to line is specified as a single dimension, the building front may be placed within twelve-inches behind the build-to line. For additional clarity, build-to are presented in the block diagram and in the block frontage standards table.

Minimum Frontage Occupancy is the minimum percentage of a blockfront at which a building frontage is set either at or within twelve inches of the Build-to Line (when expressed as a single number) or within the range specified by the Block Development Standards.

As shown in Figure 6-2, the Minimum Frontage Occupancy shall be measured as a linear distance parallel to the property line. The remaining frontage length may be set behind the build-to or setback lines or may be left unoccupied.

Service and Access Point standards regulate curb cut locations for each block front.

E. Permitted Building Types and Minimum Number of Building Types Per Block

This standard provides a table of permitted building types for each development block. Furthermore, certain blocks require development to utilize two or more different building types.

F. Public Space Standards

As outlined in Chapter 2: Site, Form and Character, and illustrated in Figure 3-20, a multi-faceted public space network is one of the eight integral components of the Town Center Specific Plan. Section 3.4.2, Public Space Typologies, defines the function and identifying features of the seven types of public spaces that will inhabit the Town Center. These spaces are necessary to fulfill the Specific Plan's Goals (Section 1.5), Policies (Section 1.6), Public Realm Planning Principles (Section 3.2.1), and Public Space dedication requirements (Section 7.5.D).

The public space polygons and associated acreages in Figure 3-20 and Figures 6-7 through 6-8 are designated as no-build areas. Applicants are required to construct the public space areas, or the portions thereof that fall within the parcels owned or controlled by the applicant, in accordance with Sections 3.4.2, 3.5, and 7.5.D. Construction of these public spaces shall occur concurrently with the development of the parcels on which they are located, unless an alternative construction schedule is approved by the City through a development agreement or other contractual agreement.

In accordance with General Plan Policy PF-P-8, individual residential and mixed-use projects shall dedicate parkland and/or pay fees to the City for park and recreation purposes at a ratio of 5.0 acres of parkland/ recreational space per 1,000 residents. The public spaces required in this chapter qualify toward fulfilling this requirement. The calculation for determining the total amount of parkland required for each project is set forth under DBCC Section 21.32.040.

G. Permitted Frontage Types

The permitted frontage types table outlines which frontage types are permitted at the ground floor of each block front. Developments must also comply with the permitted frontage types of the selected building type.

Figure 6-3 explains the elements of the Block Development Standards provided for each block group.

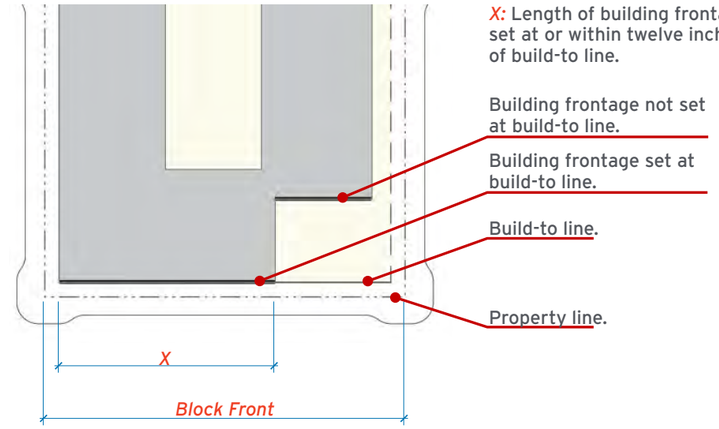


Figure 6-2 - Minimum Building Frontage Occupancy
This diagram illustrates the relationship between the building frontage and the build-to line. The block front standards require a minimum length of the building frontage to be set at or within twelve inches of the build-to line (X). The remainder of the building frontage may be set any distance behind the build-to line.

The minimum building frontage occupancy varies by block front and is regulated by the Block Standards.

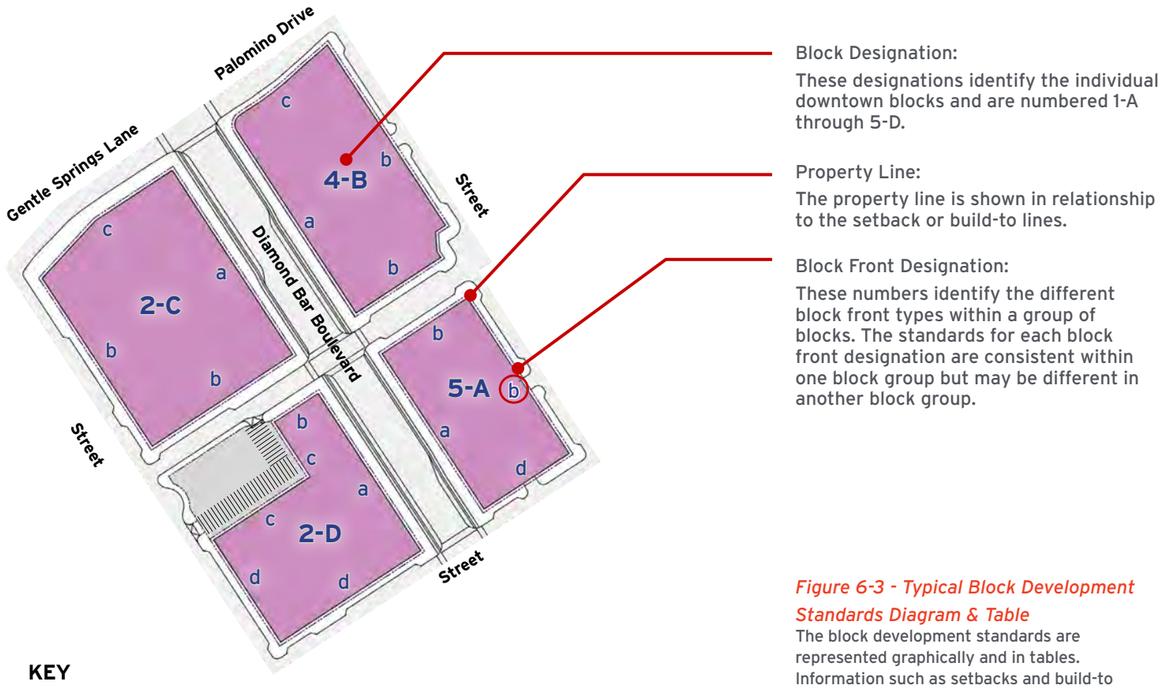


Figure 6-3 - Typical Block Development Standards Diagram & Table
The block development standards are represented graphically and in tables. Information such as setbacks and build-to lines can be found in both the plan graphic and the table. Other standards, such as frontage occupancy requirements, are only presented in tabular form.
Block designations (alphabetical letter and number) and frontage designations (lower case alphabetical letters) link the plan elements to the tables.

6.4.3 Block Group 1

A. Block Intent Statement

Blocks on this Northern Edge site back onto the SR-60 and front onto the private street of Gentle Springs Lane. Block 1-B terminates the view corridor along the New Main Street and development located here will acknowledge and encourage the view to the mountains. Ground-floors are to have active frontages.

A connection from S. Prospectors Road to Gentle Springs Lane shall be made, at such times as Block 1-B is redeveloped.

B. Street & Alley Connections

Developments may provide streets, alleys or privare driveways on each block. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.





Figure 6-4 - Group 1 Block Development Diagram

D. Block Frontage Standards

Table 6-1.1: Block Frontage Standards	Group 1 Block Front			
	a	b	c	d
Build-To Line (from R.O.W.)	10'	5' - 8'	NR	0' - 5'
Minimum Frontage Occupancy %	80	65	NR	NR
Service & Access Points	NP	P-3	NR	P-1

Table key:
NP - not permitted or none permitted;
NR - not regulated;
P-1 - permitted with a limit of one per blockfront;
P-2 - permitted with a limit of four per blockfront;
P-3 - on an as need basis, individual parcels might require fire lane access.

E. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-1.2: Permitted Building Types	Group 1 Block	
	1-A	1-B
Town House		X
Flex/Loft Building	X	X
Walk-Up Building	X	X
Courtyard Building	X	X
Urban Block Building	X	X
Liner Building with Garage	X	X
Urban Anchor Building		X
Urban Supermarket		X
Minimum Number of Types	1	3

Table key:
X - permitted.

F. Public Space Standars

Table 6-1.3: Public Open Space Requirement	
Block	Public Open Space Requirement
1-A, 1-B	Not required

G. Permitted Frontage Types

Table 6-1.4: Permitted Frontage Types	Group 1 Block Front			
	a	b	c	d
Storefront	X	X	NR	
Storefront Terrace	X	X		
Dooryard		X		X
Stoop		X		
Residential Terrace	X	X		X
Forecourt		X		
Urban Frontage	X	X		X
Exposed Garage				

Table key:
X - permitted;
NR - not regulated - meaning there are no requirements regarding frontages in this location.

6.4.4 Block Group 2

A. Block Intent Statement

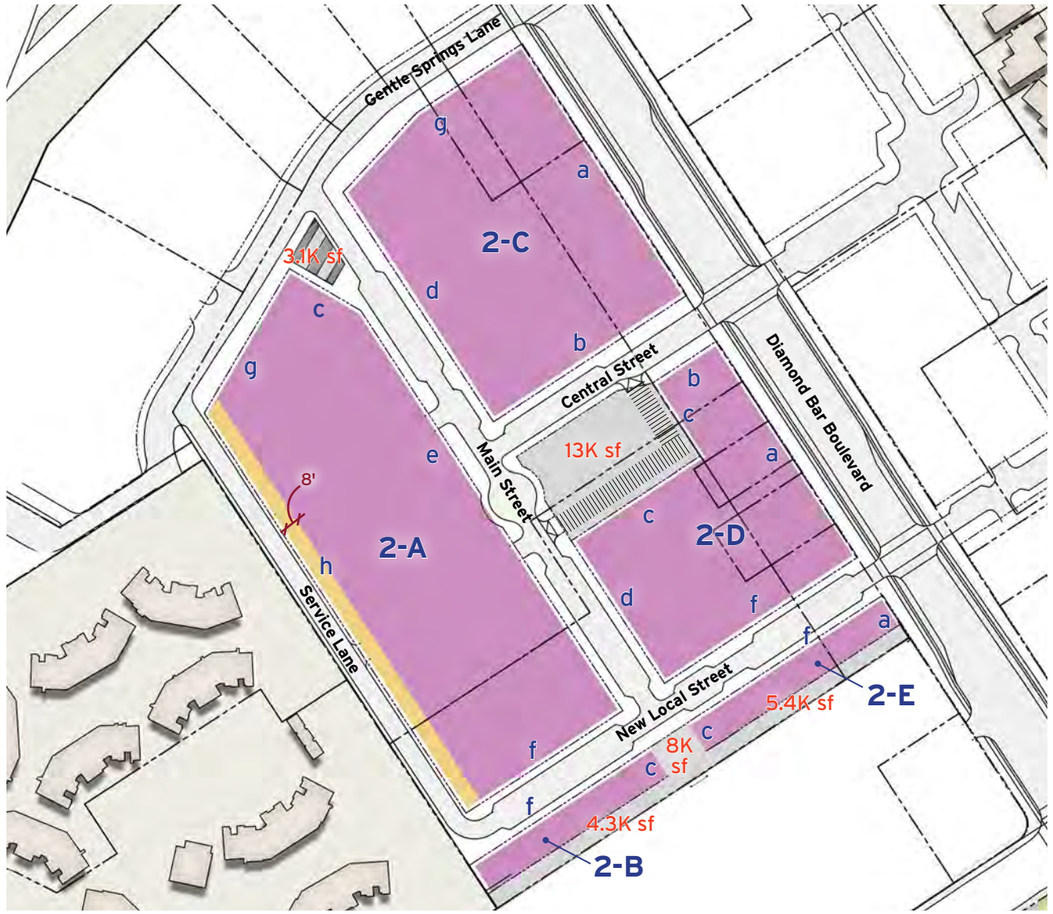
This block group is the active core of the Plan area and straddles the New Main Street. The blocks can accommodate a mix of different uses while ground-floor retail lines New Main Street and Diamond Bar Boulevard. The new downtown's Public Square, sits between blocks 2-A, 2-C and 2-D. Buildings on this blocks house ground-floor retail that activates and frames this urban square. Likewise, development leading to this public space along the New Main Street and fronting the square shall provide active frontages and uses. Another public space - including a public staircase with accessible ramps will sit between blocks 2-B and 2-E.

B. Street & Alley Connections

Developments may provide streets or alleys on each block. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.



KEY

- Developable Area
- Public Space Dedication
- Maximum Height within 8' of building front for at least 60% of frontage is 57'
- #-X Block Designation
- x Block Front Designation
- Property Line
- Build-to Line (minimum distance shown)
- Alley, suggested location



Figure 6-5 - Group 2 Block Development Diagram

D. Block Frontage Standards

Table 6-2.1: Block Frontage Standards	Group 2 Block Front							
	a	b	c	d	e	f	g	h
Build-To Line (from R.O.W.)	10'	5' - 8'	0'	5' - 8'	5' - 8'	5' - 10'	5' - 10'	NR
Minimum Frontage Occupancy %	80	90	70	80	80	80	70	
Service & Access Points	NP	NP	NP	P-1	P-3	P-1	P-2	

Table key:
NP - not permitted or none permitted;
NR - not regulated;
P-1 - permitted with a limit of one per blockfront;
P-2 - permitted with a limit of two per blockfront;
P-3 - on an as need basis, individual parcels might require fire lane access.

E. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-2.2: Permitted Building Types	Group 2 Block				
	2-A	2-B	2-C	2-D	2-E
Town House	X	X			X
Flex/Loft Building	X	X	X	X	X
Walk-Up Building		X			X
Courtyard Building			X	X	
Urban Block Building	X		X	X	
Liner Building with Garage	X		X	X	
Urban Anchor Building	X		X	X	
Urban Supermarket	X		X	X	
Minimum Number of Types	3	1	2	2	1

Table key:
X - permitted.

F. Public Space Standards

Table 6-2.3: Public Open Space Requirement	
Block	Public Open Space Requirement
2-A, 2-B	3,100 s.f. at Gentle Springs intersection, plus 8,300 s.f. for portion of Grand Stair and Linear Park
2-C	Not required
2-D, 2-E	13,000 sf Town Square, plus 9,400 sf for portion of Grand Stair and Linear Park

G. Permitted Frontage Types

Table 6-2.4: Permitted Frontage Types	Group 2 Block Front							
	a	b	c	d	e	f	g	h
Storefront	X	X		X	X	X	X	NR
Storefront Terrace	X	X		X	X	X	X	
Dooryard						X	X	
Stoop	X			X	X	X	X	
Residential Terrace	X			X	X	X	X	
Forecourt		X	X					
Urban Frontage	X	X	X	X	X			
Exposed Garage							X	

Table key:
X - permitted;
NR - not regulated - meaning there are no requirements regarding frontages in this location.

6.4.5 Block Group 3

A. Block Intent Statement

Blocks on this southern Edge site front Golden Springs Drive along and enjoy the site's highest elevation. From this site, it will be possible to view down the new Main Street, in Block Group 2 towards a view of the San Gabriel Mountains in the distance. Block 3-B provides for a required public space (paseo, park or street) aligned with the new Main Street, and connects to it via a public staircase. A required vehicular or pedestrian connection (or some combination of the extends from Diamond Bar Boulevard though both halves of Block 3-B and continues to 3-A and ultimately to Prospectors Drive. Building fronts along the northern and western edges of 3-A are at lower scale than the rest of the block group in order to transition to residential areas beyond.

B. Street & Alley Connections

Developments may provide streets or alleys on each block. Alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.





Figure 6-6 - Group 3 Block Development Diagram

D. Block Frontage Standards

Table 6-3.1: Block Frontage Standards	Group 3 Block Front					
	a	b	c	d	e	f
Build-To Line (from R.O.W.)	10'	5' - 8'	7' - 10'	NR	0' - 5'	NR
Minimum Frontage Occupancy %	70	70	80	80	60	NR
Service & Access Points	P-1	P-2	P-1	P-2	NP	NP

Table key:
NP – not permitted or none permitted;
NR - not regulated;
P-1 – permitted with a limit of one per blockfront;
P-2 – permitted with a limit of two per blockfront.

E. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-3.2: Permitted Building Types	Group 3 Block	
	3-A	3-B
Town House	X	
Flex/Loft Building	X	X
Walk-Up Building	X	
Courtyard Building	X	X
Urban Block Building	X	X
Liner Building with Garage	X	X
Urban Anchor Building		
Urban Supermarket		
Minimum Number of Types	2	3

Table key:
X – permitted.

F. Public Space Standars

Table 6-3.3: Public Open Space Requirement	
Block	Public Open Space Requirement
3-A	3,600 sf Pocket Park
3-B	6,800 sf pocket park + 5,000 sf of promenade and portion of Grand Stair

G. Permitted Frontage Types

Table 6-3.4: Permitted Frontage Types	Group 3 Block Front					
	a	b	c	d	e	f
Storefront	X	X				NR
Storefront Terrace	X	X				
Dooryard		X	X	X	X	
Stoop		X	X	X	X	
Residential Terrace		X	X	X	X	
Forecourt		X	X	X	X	
Urban Frontage	X	X	X	X	X	

Table key:
X – permitted;
NR - not regulated - meaning there are no requirements regarding frontages in this location.

6.4.6 Block Group 4

A. Block Intent Statement

Block Group 4 sits east of Diamond Bar Boulevard and stretches from the CA-60 freeway, across Palomino Drive to the new Main Street that runs east-west. This block-group's southern edge defines part of small plaza and includes a north-south street that connects this plaza with Palomino Drive. At the eastern edge of this block group, buildings will be reduced in height to transition to the single family neighborhood to the east.

B. Street & Alley Connections

Developments may provide streets or alleys on each block. Alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.

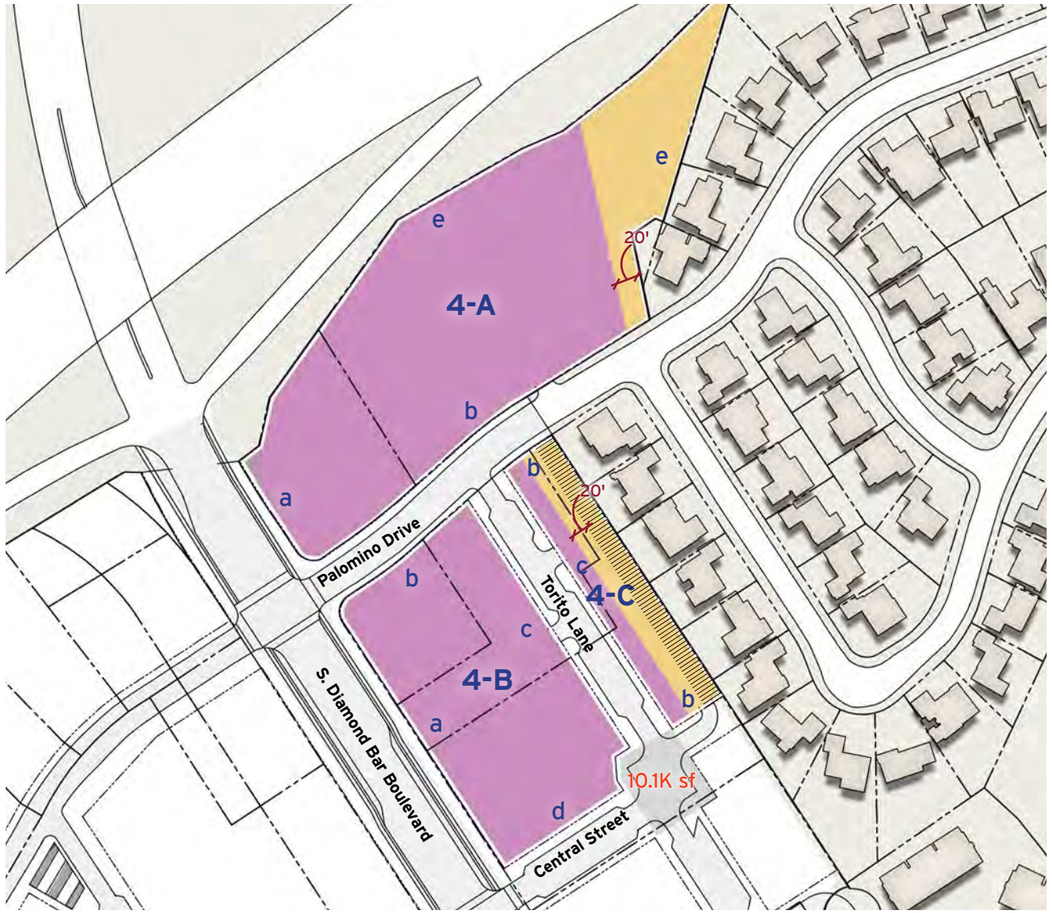




Figure 6-7 - Group 4 Block Development Diagram

D. Block Frontage Standards

Table 6-4.1: Block Frontage Standards	Group 4 Block Front				
	a	b	c	d	e
Build-To Line (from R.O.W.)	10'	5' - 8'	5' - 7'	5' - 8'	NR
Minimum Frontage Occupancy %	80	65	80	80	
Service & Access Points	NP	P-2	P-1	P-3	

Table key:
NP – not permitted or none permitted;
NR - not regulated;
P-1 – permitted with a limit of one per blockfront;
P-2 – permitted with a limit of four per blockfront;
P-3 – on an as need basis, individual parcels might require fire lane access.

E. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-4.2: Permitted Building Types	Group 4 Block		
	4-A	4-B	4-C
Town House	X	X	X
Flex/Loft Building	X	X	X
Walk-Up Building		X	X
Courtyard Building	X	X	
Urban Block Building	X	X	
Liner Building with Garage	X	X	
Urban Anchor Building	X	X	
Urban Supermarket	X	X	
Minimum Number of Types	3	2	1

Table key:
X – permitted.

F. Public Space Standars

Table 6-.3: Public Open Space Requirement	
Block	Public Open Space Requirement
4-A	Not required
4-B, 4-C	5,050 sf of the 10,100 sf Plaza

G. Permitted Frontage Types

Table 6-4.4: Permitted Frontage Types	Group 4 Block Front				
	a	b	c	d	e
Storefront	X	X	X	X	NR
Storefront Terrace	X	X		X	
Dooryard	X	X	X		
Stoop	X	X	X		
Residential Terrace	X	X	X		
Forecourt	X	X			
Urban Frontage	X	X		X	
Exposed Garage		X			

Table key:
X – permitted;
NR - not regulated - meaning there are no requirements regarding frontages in this location.

6.4.7 Block Group 5

A. Block Intent Statement

Block Group 5 incorporates the southeastern portion of the site. It sits along the eastern edge of Diamond Bar Boulevard and is bounded on the north by the new east-west Main street and on the south by Diamond Bar Boulevard. At the heart of this block group is a residential green space that is pin-wheel in its organization, surrounded by both new buildings as well as existing townhouses. This space's shape receives a new east west street, while allowing Torito Drive coming from the south to be re-directed northward inboard from the eastern boundary so that this street can be fronted on both sides.

B. Street & Alley Connections

Developments may provide streets or alleys on each block. Alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.



KEY

- Developable Area
- Public Space Dedication
- Maximum Height within 20' of building front is 36'
- #-X Block Designation
- x Block Front Designation
- Property Line
- Build-to Line (minimum distance shown)
- Alley, suggested location



Figure 6-8 - Group 5 Block Development Diagram

D. Block Frontage Standards

Table 6-5.1: Block Frontage Standards	Group 5 Block Front							
	a	b	c	d	e	f	g	h
Build-To Line (from R.O.W.)	10'	8' - 10'	5' - 7'	5' - 8'	5' - 8'	5' - 10'	0'	5' - 7'
Minimum Frontage Occupancy %	80	70	80	80	80	80	90	80
Service & Access Points	NP	P-2	P-1	NP	P-1	P-1	NP	NP

Table key:
NP – not permitted or none permitted;
P-1 – permitted with a limit of one per blockfront;
P-2 – permitted with a limit of four per blockfront.

D. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-5.2: Permitted Building Types	Group 5 Block			
	5-A	5-B	5-C	5-D
Town House	X	X	X	X
Flex/Loft Building	X	X	X	X
Walk-Up Building		X	X	X
Courtyard Building			X	
Urban Block Building	X		X	
Liner Building with Garage	X		X	
Urban Anchor Building	X	X	X	
Urban Supermarket	X	X	X	
Minimum of Types	2	1	2	1

Table key:
X – permitted.

F. Public Space Standars

Table 6-5.3: Public Open Space Requirement	
Block	Public Open Space Requirement
5-A, 5-B	5,050 sf of the 10,100 sf plaza + 6,700 sf pocket park
5-C	Not required
5-D	Not required

G. Permitted Frontage Types

Table 6-5.4: Permitted Frontage Types	Group 5 Block Front							
	a	b	c	d	e	f	g	h
Storefront	X	X	X	X	X	X	X	
Storefront Terrace	X	X		X	X	X	X	
Dooryard		X	X		X	X		X
Stoop		X	X	X	X	X		X
Residential Terrace		X	X		X	X		
Forecourt		X			X	X		
Urban Frontage	X	X		X	X	X	X	X

Table key:
X – permitted.

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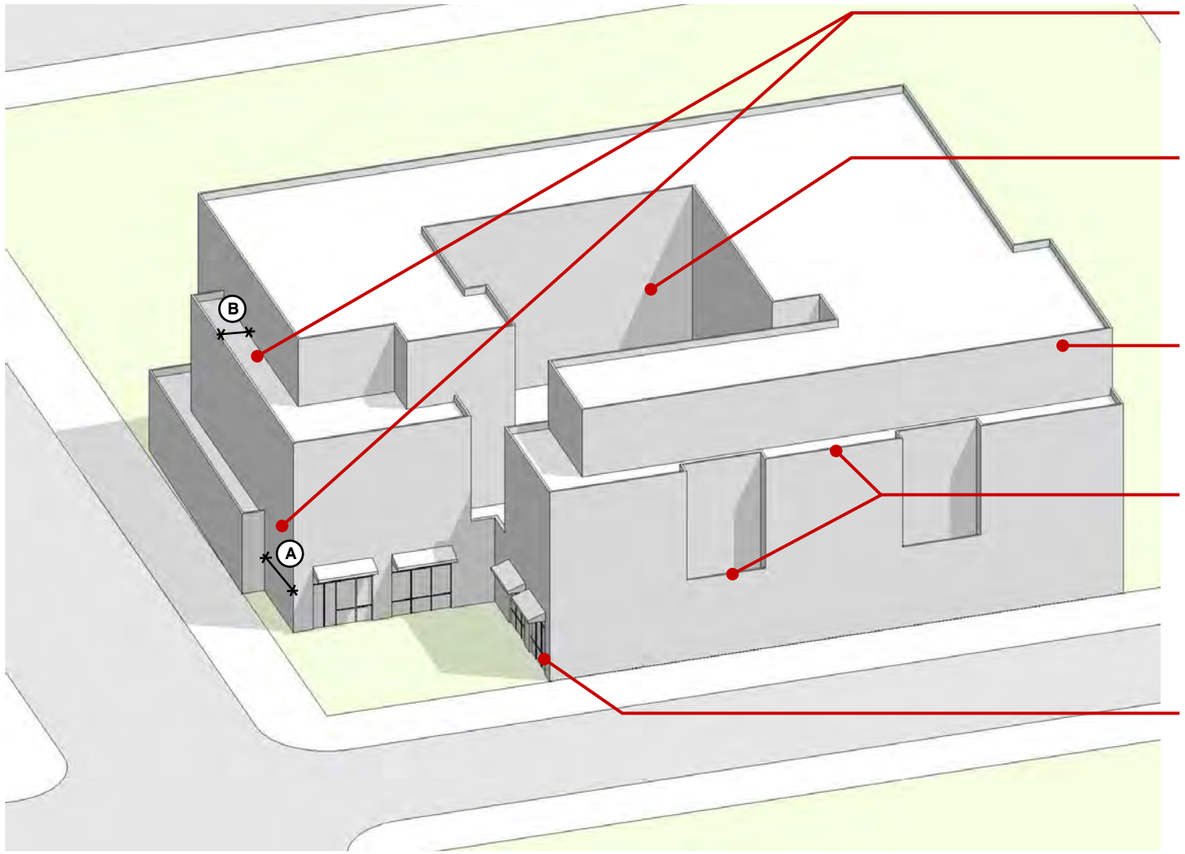
6.5 Building Type Standards

In order to provide for a variety of household types and to create a varied and complex urban environment, this Plan provides for a diversity of building types, from town houses, flex/lofts, walkups, and courtyard buildings to urban block buildings, and liner buildings with garages. Additional types address predominantly commercial types, which may also include housing above. Once a particular building type is selected, development must adhere to the type-specific standards. These include maximum facade width, pedestrian access, parking, outdoor space, landscape, frontage types, and building massing (see Figure 6-9).

These building type standards have been created to assure a variety of building configurations are developed and to ensure that all buildings are designed to encourage activation of the public realm and provide private outdoor spaces, such as gardens, courtyards, and porches for residents.

Where a project utilizes a building design that does not correspond with one of the building types included herein, the applicant will propose which of these building types is closest to the proposal submission, and subject to the approval of the Planning Commission, follow the corresponding requirements for that building type.

While there is flexibility within the choice of building types for each block, only certain building types are appropriate for a particular block given adjacent uses and other requirements. Each block's block development diagram specifies the allowable building types for each block, as well as the minimum number of different building types that are required for that block.



Plane Break:

The area of the building where the plane of the facade varies in depth, represents a plane break. Plane breaks can be horizontal (see (A) left) or vertical (see (B) left).

Green Space:

Each building type requires the lot area to be occupied by a certain percentage of green space area, which can be accommodated in a variety of ways, for instance through gardens, yards, patios, courtyards, etc. as described on each building type page.

Maximum Footprint per Story:

The floor area of upper stories shall be less than the area of the building footprint at grade as indicated by the maximum allowed footprint per story charts on each building type page.

Maximum Upper Level Building Frontage Occupancy:

Some building types have limitations on the percentage of the building front that can be occupied above 45 feet in height. A standard may limit upper levels to 80% of a frontage, requiring either a break in frontage or a setback of the building face by a minimum of 8 feet.

Frontage Type:

Each building has certain facade conditions that are called frontage types. Each frontage interacts differently with the street and therefore is appropriate for different areas and building types (see Section 6.7).

Figure 6-9 - Key Building Type Elements

6.5.1 Explanation of Standards

These standards are intended to avoid monotonous, block-like building designs in favor of more varied building designs with reduced bulk at the upper stories. The building type standards cover the following:

A. Intent Statement

This statement describes the development intent and typical characteristics for the respective building type.

B. Façade Width

Façade width standards regulate the maximum width of a building. However, this dimension may be exceeded if one of the following strategies is employed:

1. The building is designed to appear as two or more buildings, with distinct entries and for each apparent building, and such that the space between each building is at least 20 feet in width. These buildings may be connected above the ground floor via corridor "bridges" that are set back a minimum of 25' from the façade plane.
2. As an alternative to the 6.5.1.B.1, any four of the following techniques may be employed:
   - Provide a material change for the entire height of the building.
   - Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.
   - Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.
   - Provide a change in building height by at least 10 feet or one-story
   - Provide separate and additional primary entries from the street.
   - Provide a change in Architectural Style

C. Building Height and Massing

Height standards regulate the maximum building height. Building height shall be defined pursuant to the Development Code.

Some building types require horizontal or vertical plane breaks or both (see also Figure 6-9). Horizontal plane breaks shall not alleviate the minimum building frontage occupancy requirements from Section 6.4. Building façades facing build-to lines shall provide plane breaks in a manner such that the overall building frontage meets the minimum building frontage occupancy requirements (see Section 6.4). Plane breaks are only required at street-facing façades.

Furthermore, a maximum allowed footprint per story is presented for certain building types. The maximum allowable footprint per story limits the percentage of occupiable space per building story in relationship to the building's ground-floor footprint (see Figure 6-10). For example, a four-story building that limits the maximum allowable footprint of the fourth story to 60 percent may satisfy this requirement by providing stepbacks, decks, patios, building articulation, or similar massing strategies that assure that the fourth story occupies no more than 60 percent of the building. Balconies shall count toward the maximum allowable footprint unless there is at least 18 feet of vertical airspace between each balcony deck.

D. Maximum Upper-Level Frontage Occupancy

Certain building types have limitations on the percentage of the building frontage that can be occupied above 45 feet in height. These standards are included in order to provide more variety and visual interest at the upper levels. The upper level frontage occupancy is based on the ground-floor plan. Façade portions that are set back at least eight feet from the ground-floor building face are considered as not occupying the upper level frontage.

E. Frontage Types

This standard lists which frontage types are permitted for each building type. Developments must also comply with the permitted frontage type standards of the applicable block development standards.

F. Pedestrian Access and Entries

This standard regulates the location and orientation of building entries.

G. Parking

Building type parking standards provide parking design regulations that are specific to each building type.

H. Outdoor Space

Each building type requires a specific amount of outdoor space to be designated on site. Such outdoor space may either be private, only accessible to the occupants, or open to the general public. Outdoor space may be located at grade, atop a podium or at the rooftop unless the location is restricted by the selected building type. Regardless of location, the design of outdoor space shall maximize solar access. Setbacks less than 15 feet in depth shall not count towards fulfilling the required amount.

Required outdoor space can be shared between adjacent building types, as long as the cumulative minimum requirements for each type are satisfied (see Figure 6-11).

I. Landscape

The landscape standards regulate the design of outdoor space including the amount of outdoor space that is required to be planted with vegetation.

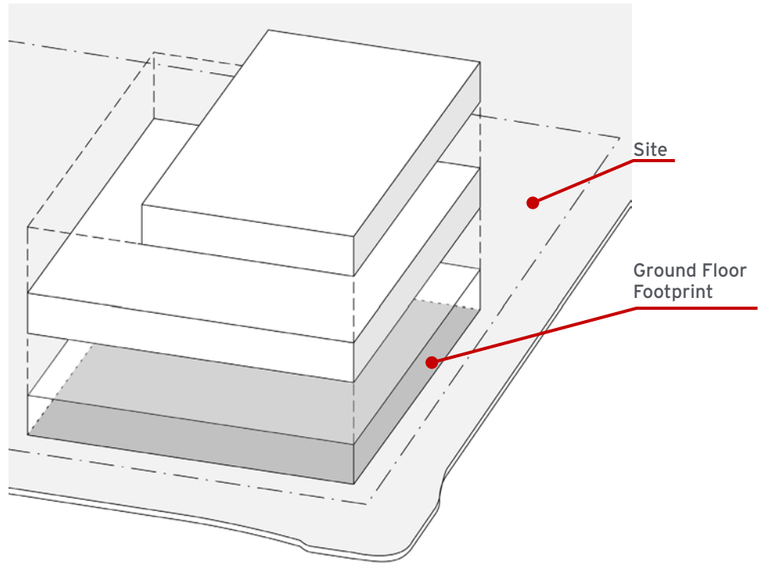


Figure 6-10 - Maximum Footprint per Story Diagram
The maximum footprint per story is computed based on the building's ground floor footprint, not the overall site area.

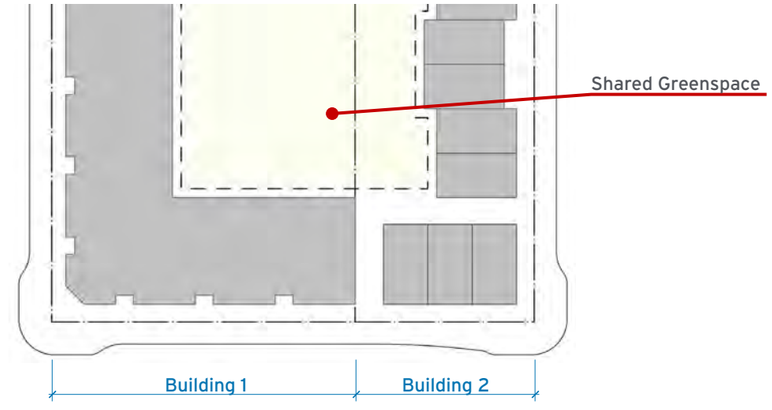


Figure 6-11 - Shared Outdoor Space Diagram
Adjacent buildings may combine the required outdoor spaces into one shared space provided the cumulative minimum requirements for each building is met.

6.5.2 Town House



Figure 6-12 - Town House Diagram
Houses with common walls line a street front.



Figure 6-13 - Town House Illustrative Photo

A. Intent Statement

A structure that consists of at least three primary residences with common walls, side by side along the building frontage. The structure has individual garages for each unit, accessed from an alley, or may have a shared structure with dedicated spaces. Town houses may also wrap the podium of a high-rise building type.

B. Façade Width

1. Maximum of 26 feet for each town house unit, except that the façade width of a town house on block corners may be up to 30 feet per frontage.
2. The maximum number of attached town houses allowed is 10 townhouses per façade string.

C. Building Height & Massing

1. Maximum height shall be 45 feet.
2. Façade strings shall have at least one encroachment per 100 linear feet, such as a porch, balcony, or plane break. The combined length of plane breaks shall occupy at least 10 percent of the façade length.
3. Building faces abutting side streets or yards shall provide at least one horizontal plane break of at least three feet, and one vertical plane break of at least two feet.
4. In a three-story building, a two-story town house can be stacked over a separate ground-floor unit.

D. Maximum Upper Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types: dooryard and stoop (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

The primary entrance shall be accessible directly from the street, through the frontage.

G. Parking

1. Garages shall accommodate no more than two cars and shall be integrated into the back of the town house, behind a habitable room.
2. Podium parking is permitted, in which case a unit may also be accessed from the parking area or internal building corridor, and no individual garage parking is required.
3. Above-ground garage structures shall be concealed from view along the street behind the town houses.

H. Outdoor Space

1. Amount required. At least 10 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: elevated terraces, patios, verandas, balconies, yards, decks, and roof gardens.
3. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof.

6.5.3 Flex/Loft Building



Figure 6-14 - Flex/Loft Building Diagram
Flex/Loft units arranged side by side.



Figure 6-15 - Flex/Loft Building Illustrative Photo

A. Intent Statement

An integrated residence and work space, occupied by a single unit. Often two or more such units shall be arranged side by side along the Principal Frontage that has been designed or structurally modified to accommodate joint residential and work occupancy. Flex/loft buildings may also wrap the podium of a high-rise building type.

B. Façade Width

1. The maximum of 30 feet for each flex/loft unit.
2. The maximum number of attached flex/loft units is 10 façade string.

C. Building Height & Massing

1. Maximum height shall be 50 feet.
2. Façade strings shall have at least one encroachment per 100 linear feet, such as a porch, balcony, or plane break. The combined length of plane breaks shall occupy at least 15 percent of the façade length.
3. Building faces abutting side streets or yards shall provide at least one horizontal plane break of at least three feet, and one vertical plane break of at least two feet.

D. Maximum Upper-Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types: storefront, storefront terrace, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

The primary entrance shall be accessible directly from the street, through the frontage, except that primary residential entries may be accessed through work space, through a paseo between units, or from the rear.

G. Parking

1. Individual garage parking may be integrated into the back of the flex/loft building but must be behind a habitable room.
2. Podium parking is permitted, in which case a unit may also be accessed from the parking area or internal building corridor, and no individual garage parking is required.
3. Above-ground garage structures shall be concealed from view along the street behind the flex/loft building.

H. Outdoor Space

1. Amount required. At least 15 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: elevated terraces, patios, verandas, balconies, yards, decks, and roof gardens.
3. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof.

6.5.4 Walk-Up Building



Figure 6-16 - Walk-Up Building Diagram
A grouping of units around a central stair entrance.



Figure 6-17 - Walk-Up Building Illustrative Photo

A. Intent Statement

A structure that consists of four to 12 dwelling units accessed from one common staircase accommodating up to four units per floor. The building may contain residential or commercial uses on the ground floor with residential uses above. The Walk-up may be repeated along a primary frontage or within a block subject to the massing requirements of the building type.

B. Façade Width

1. Maximum of 90 feet.

C. Building Height & Massing

1. The maximum height is three stories.
2. Upper stories may occupy the full ground floor footprint area.
3. Attic space may be occupied and not count as a story. Occupiable attic space shall not exceed 50% of the ground floor footprint area.
4. Building faces abutting side streets or yards shall provide at least one horizontal plane break of at least three feet, and one vertical plane break of at least two feet.
5. Where the building is repeated, each building shall front the primary street or the perimeter a block.
6. Repeated buildings shall be provided with different materials, colors and/or architectural styles, so as to not appear as a project.
7. No more than three Walkup Dwellings may be joined end-to-end. In such cases, no more than two adjoining structures may repeat the same facade.
8. Notwithstanding the sentence above, a fourth Walkup Dwelling containing no more than three units per floor may be added to the string if it appears to turn the corner.

D. Maximum Upper-Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types: storefront, storefront terrace, dooryard, and Residential Terrace. Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4). Buildings may be grouped to form a courtyard.

F. Pedestrian Access & Entries

1. All units shall be accessed from a common stair lobby. However, ground floor units may also be accessed from the primary street.
2. Primary pedestrian access to the common stair lobby shall be provided from the street. A second access may be provided from the rear.
3. Primary pedestrian access is not permitted from an alley.

G. Parking

1. Parking shall be accommodated as tuck-under in the rear of the building, at grade in the rear of the lot, in a common surface lot in the middle of the block, or against an alley. Connectivity to adjacent parking lots where present shall be required.
2. Surface lots that face an alley shall be screened from view from the side street by a garden wall, fence or hedge.
3. Services, utilities and trash container areas shall be located off the alley, where present.
4. Parking and services shall be accessed from an he alley where present.
5. Where an alley is not present, parking and services shall be accessed by a 12 ft wide, maximum, driveway (subject to approval by fire marshal) or by adjacent parking areas.
6. On a corner lot without access to an alley, parking and services shall be accessed from the side street, by a 20 ft wide, maximum, driveway.

H. Outdoor Space

1. Amount required. At least 15 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: elevated terraces, patios, verandas, balconies, yards, decks, and roof gardens.
3. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof.

6.5.5 Courtyard Building

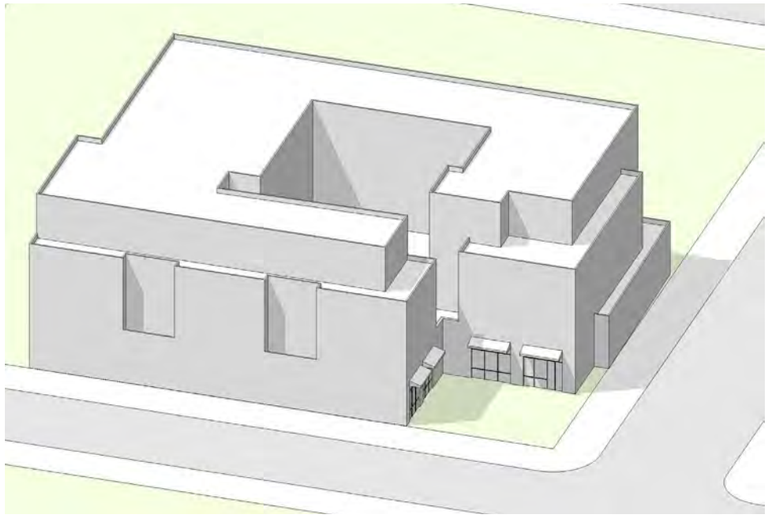


Figure 6-18 - Courtyard Building Diagram
A grouping of units around central courtyards.



Figure 6-19 - Courtyard Building Illustrative Photo
Courtyard view of a courtyard building.

A. Intent Statement

A grouping of townhouses, walkups, or other multi-family buildings arranged on a site around a central courtyard or series of courtyards at grade or above a parking podium. The building may contain residential or commercial uses, and parking is below ground or accommodated in up to two above-grade podium levels.

B. Façade Width

1. The maximum length of any portion of the façade that sits along a Build-to-Line shall not exceed 75'. Exceptions to this under the 6.5.1.B are not permitted.
2. The maximum length of the entire courtyard ensemble shall not exceed 225 feet. This includes the building mass plus the side of the courtyard that is open to the frontage line. Exceptions to this under the 6.5.1.B are not permitted.

C. Building Height & Massing

1. Maximum height shall be 65 feet.
2. The maximum allowed footprint per story shall be determined by the following table:

Table 6-6: Height in Stories	Maximum Allowed Footprint per Story			
	1-2	3	4	5
2	100%	-	-	-
3	100%	80%	-	-
4	100%	100%	80%	-
5	100%	100%	80%	80%

3. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper Level Frontage Occupancy

Portions of façades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary façade plane established on the ground floor.

E. Frontage Types

Permitted frontage types are: forecourt, storefront, storefront terrace, urban frontage, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. The internal courtyard shall be accessible from the street, through the frontage. Where the internal courtyard is located above the ground plane, a grand public stair integrating the character-defining features of the courtyard building's architectural style is required. Access may be gated.
2. The primary entrance to each ground-floor unit shall be directly from the street or courtyard. Entrances shall occur at a maximum interval of 60 feet.
3. Primary access to units above the ground floor shall be through a lobby accessed from the street or the courtyard.

G. Parking

1. Parking may be accommodated in up to two levels of above-ground podium, below ground, or both.
2. A liner of habitable space shall conceal above-ground podium parking garages from view.
3. Residential parking shall be separate from retail parking, except for any residential guest parking.

H. Outdoor Space

1. Amount required. At least 15 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, and courtyards.
3. Dimensions. The minimum courtyard dimension shall be 30 feet on one side for buildings. If the courtyard is surrounded by 3 or more sides or if the building is three or more stories, the minimum dimension on one side shall be 40 feet.
4. Encroachments. Encroachments into the outdoor space are permitted on all sides, provided that the minimum 30-foot dimension is maintained, exclusive of the encroachments.
5. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space. Communal outdoor spaces shall provide high quality amenity and be easily accessible for all residents.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof.

6.5.6 Urban Block Building



Figure 6-20 - Urban Block Building Diagram
A building type that can accommodate a variety of uses



Figure 6-21 - Urban Block Building Illustrative Photo

A. Intent Statement

A building designed for occupancy by retail, service, office, and/or residential uses on the ground floor, with upper floors also configured for office and/or residential uses, however two-story retail is permitted. Parking is usually accommodated below ground.

B. Façade Width

1. Maximum is 225 feet. Exceptions to this under the 6.5.1.B are permitted.
2. Blank walls (defined as having no active use, glazing or doorway) shall be limited to 20% or 40 feet of the Building Facade, whichever is less, along all required streets. This requirement is not applicable for facades along service or fire lanes and alleys.

C. Building Height & Massing

1. Maximum height shall be 75 feet.
2. The maximum allowed footprint per story shall be determined by the following table:

Table 6-7: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	>5
2-3	100%	-	-	-
4-5	100%	85%	75%	-
>5	100%	100%	85%	75%

3. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper-Level Frontage Occupancy

Portions of façades above 55 feet in height and greater than 150 feet in length shall occupy no more than 60% of the primary façade plane established on the ground floor

E. Frontage Types

Permitted frontage types are: forecourt, storefront, storefront terrace, urban frontage, stoop, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through: 1. an interior courtyard or 2. a lobby, which is accessed directly from the street.
2. Primary access to the ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. For urban block buildings in the retail core fronting Diamond Bar Boulevard and New Main Street see entrance standards in Section 6.6.3.
3. Primary retail entrances shall remain accessible and unlocked during regular business hours.

G. Parking

1. Parking may be accommodated in up to two levels of above-ground podium, below ground, or both.
2. A liner of habitable space shall conceal above-ground podium parking garages from view.

H. Outdoor Space

1. Amount required. At least 15 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof gardens.
3. Dimensions. Each outdoor space shall have a minimum dimension of 20 feet on each side.
4. Encroachments. Encroachments into the outdoor space are permitted on all sides, provided that the minimum 20-foot dimension is maintained, exclusive of the encroachments.
5. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination of thereof. Landscaping in pots or planters may be included in computing the total landscaped area.

6.5.7 Liner Building with Garage



Figure 6-22 - Liner Building with Garage Diagram
A building suitable for a variety of uses wraps a parking structure



Figure 6-23 - Liner Building with Garage Illustrative Photo
Street view of a liner building. The facade does not reveal the parking use behind.

A. Intent Statement

A building and garage ensemble where the building directly fronts the street and wraps around an above-ground garage. The building is designed for occupancy by a mixture of uses. The garage can either be attached to or detached from the building.

B. Façade Width

1. Maximum 175 feet. Exceptions to this under the 6.5.1.B are permitted.
2. Blank walls (defined as having no active use, glazing or doorway) shall be limited to 20% or 40 feet of the Building Facade, whichever is greater along all required streets. This requirement is not applicable for facades along service or fire lanes and alleys.

C. Building Height & Massing

1. The maximum height shall be 75 feet. The building shall be no less than 35 feet tall. The maximum garage height shall be 55 feet excluding shading devices or photo-voltaic panels.
2. The maximum allowed footprint per story shall be determined by the following table:

Table 6-8: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	>5
2-3	100%	-	-	-
4	100%	90%	-	-
5	100%	90%	75%	-
>5	100%	100%	85%	75%

3. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper-Level Frontage Occupancy

Portions of façades above 55 feet in height and greater than 150 feet in length shall occupy no more than 70% of the primary façade plane established on the ground floor.

E. Frontage Types

Permitted frontage types are forecourt, storefront, storefront terrace, urban frontage, stoop, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Primary access to the ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. For liner buildings in the retail core fronting Diamond Bar Boulevard and New Main Street see entrance standards in Section 6.6.3.
3. All retail spaces shall be accessed from a ground-floor, single-tenant entry along a street, courtyard, or Paseo.
4. Primary retail entrances shall remain accessible and unlocked during regular business hours.
5. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages.

G. Parking

N/A.

H. Outdoor Space

1. Amount required. At least 10 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof gardens.
3. Dimensions. Each outdoor space shall have a minimum dimension of 20 feet on each side.
4. Encroachments. Encroachments into the outdoor space are permitted on all sides, provided that the minimum 20-foot dimension is maintained, exclusive of the encroachments.
5. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination of thereof. Landscaping in pots or planters may be included in computing the total landscaped area.

6.5.8 Urban Anchor Building

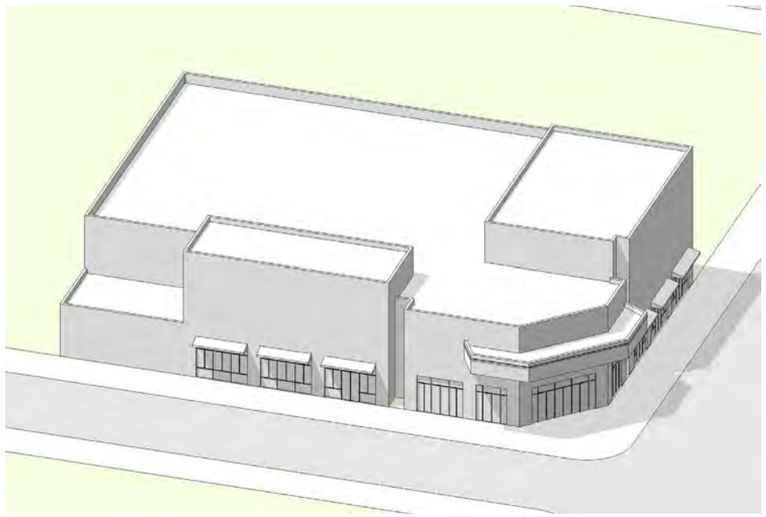


Figure 6-24 - Urban Anchor Building Diagram



Figure 6-25 - Urban Anchor Building Illustrative Photo

A. Intent Statement

The urban anchor building type accommodates the need for large-footprint anchor retailers or movie theaters while providing active uses at secondary frontages. Ground-floor storefronts or other liner uses avoid exposing blank walls on street fronts.

B. Façade Width

1. No limit, except that a maximum of 150 feet of the anchor use may be exposed to a building frontage line. Anchor buildings that are longer than 150 feet must be lined with other uses for the portion of the frontage exceeding 150 feet.
2. Blank walls (defined as having no active use, glazing or doorway) shall be limited to 20% or 40 feet of the Building Facade, whichever is greater along all required streets. This requirement is not applicable for facades along service or fire lanes and alleys.

C. Building Height & Massing

1. Maximum height shall be 65 feet.
2. Minimum height is 35 feet.
3. The maximum anchor floor plate is 60,000 sf. The City may grant an exception for cinemas, concert halls, or other live performance spaces.
4. The maximum allowed footprint per story shall be determined by the following table:

Table 6-9: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	
2-3	100%	-	-	
4	100%	90%	-	
5	100%	90%	75%	

5. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper Level Frontage Occupancy

Portions of façades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary façade plane established on the ground floor

E. Frontage Types

Permitted frontage types are: forecourt, storefront, storefront terrace, urban frontage, and stoop (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Primary access to the ground-floor space shall be directly from the street and shall occur at a maximum interval of 200 feet. Liner buildings shall be accessible directly from the street and shall occur at a maximum interval of 60 feet. All retail spaces shall be accessed from a ground-floor, single-tenant entry along a street, courtyard, or alley. For anchor buildings in the retail core fronting Diamond Bar Boulevard and New Main Street see entrance standards in Section 6.6.3.
3. Primary retail entrances shall remain accessible and unlocked during regular business hours.
4. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages.

G. Parking

1. Above-ground garages shall be concealed from view along the street for the first 21 feet of height through a liner of habitable space.
2. Above 21 feet, above-ground garages shall be screened from view along the street by habitable space or by landscaping, outdoor screens, or cladding.

H. Outdoor Space

Not required. None.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.

6.5.9 Urban Supermarket



Figure 6-26 - Urban Supermarket Diagram



Figure 6-27 - Urban Supermarket Illustrative Photo

A. Intent Statement

This building type provides additional flexibility for developments incorporating a supermarket use while ensuring compatibility with the new downtown's urban, mixed-use environment. Housing or office space may be built above.

B. Façade Width

1. Maximum 300 feet.
2. Blank walls (defined as having no active use, glazing or doorway) shall be limited to 20% or 40 feet of the Building Facade, whichever is less along all required streets. This requirement is not applicable for facades along service or fire lanes and alleys.

C. Building Height & Massing

1. Maximum height shall be 65 feet.
2. Minimum height is 35 feet.
3. The maximum supermarket floor plate is 65,000 sf.
4. The maximum allowed footprint per story shall be determined by the following table:

Table 6-10: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	
2-3	100%	-	-	
4	100%	90%	-	
5	100%	90%	75%	

5. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper-Level Frontage Occupancy

Portions of façades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary façade plane established on the ground floor

E. Frontage Types

Permitted frontage types are: forecourt, storefront, storefront terrace, urban frontage, stoop, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Primary access to the ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. A supermarket use may reduce the entry frequency to 150 feet on one block front. For urban supermarkets in the retail core fronting Diamond Bar Boulevard and New Main Street see entrance standards in Section 6.6.3.
3. All retail spaces shall be accessed from a ground-floor, single-tenant entry along a street, courtyard, or alley.
4. Primary retail entrances shall remain accessible and unlocked during regular business hours.
5. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages.

G. Parking

1. Above-ground garages shall be concealed from view along the street for the first 21 feet of height through a liner of habitable space.
2. Above 21 feet, above-ground garages shall be screened from view along the street by habitable space or by landscaping, outdoor screens, or cladding.

H. Outdoor Space

Amount required: None.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.

6.5.10 Exposed Garage Building



Figure 6-28 - Exposed Garage Building Diagram



Figure 6-29 - Exposed Garage Building Illustrative Photo

A. Intent Statement

A parking garage building type that fronts the street and provides space for active ground-floor uses along street frontages. Exposed garage levels are architecturally treated.

B. Façade Width

Maximum 200 feet may be exposed at frontage. Exceptions to this under the Section 6.5.1.B are not permitted.

C. Building Height & Massing

Maximum height shall be 55 feet.

D. Maximum Upper Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types are: storefront, storefront terrace, urban frontage. Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary access to each ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet.
2. Primary retail entrances shall remain accessible and unlocked during regular business hours.

G. Parking

1. All parking facades visible from a public right of way shall be architecturally treated. The total opening area shall not exceed 60 percent of the facade area and shall not be less than 40 percent of the facade area. Continuous ribbon openings are not permitted.
2. Along street frontages, habitable uses shall line the ground floor unless otherwise permitted in the block standards (see Section 6.4). Habitable spaces shall have a minimum depth of 20 feet measured perpendicular to the property line from the exterior face of the building facing the street to the back of the habitable space.

H. Outdoor Space

Not required. None.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.

6.6 Building Massing and Articulation Standards

6.6.1 Height Averaging

Up to thirty percent (30%) of the building footprint area may be one story/ten feet (10'-0") taller than the maximum height allowed in a given zone, provided as equal amount of building footprint area is one story/ten feet (10'-0") shorter than the maximum allowed height.

6.6.2 Base Middle and Top Articulation

1. Providing a substantial horizontal articulation of the façade at the top of the first story such as a cornice, belt course, or other such architectural element which is appropriate to the style of the building.
2. Provide articulation at the parapet (for buildings with flat roofs) or below the eve (for buildings with sloped roofs) that marks the top of the building with a cornice, color change, or material change.

6.6.3 Entrances

1. Primary Entrance. The primary entrance to buildings shall be in conformance with the requirements of the Building Type in Section 6.5.
2. Side or rear building entrances shall always be considered secondary in support of a Primary Entrance in conformance with the requirements of the applicable Building Type in Section 6.5.
3. Entrance Articulation. Special paving, lighting, and landscaping shall be included at primary entrances to clearly identify the entrance and to enhance the overall building design. The Planning Commission may, at its discretion, permit alternatives to this requirement.

6.6.4 Passageways

1. Width. Pedestrian passageways shall be no less than 15 feet wide.
2. Height where Covered. If pedestrian passageways are covered, they require a floor to ceiling height of at least two times their width, but no greater than three times their width.

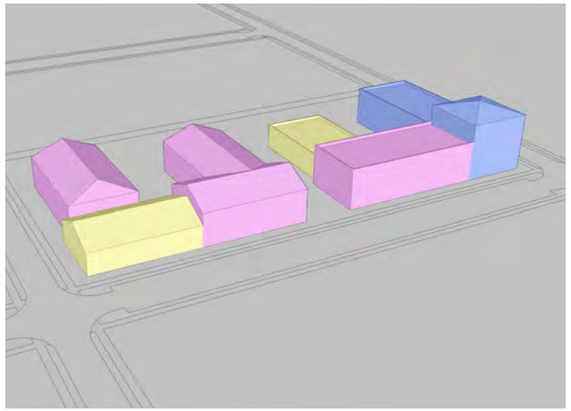


Figure 6-30 - Height Averaging Diagram



Figure 6-31 - Base Middle and Top Articulation

3. Design. Passageways shall be lighted and designed to be safe and inviting.

6.6.5 Windows

1. Design shall be according to the requirements of the Architectural Style in Section 6.16. Pop-in muntins are not permitted below the third floor.
2. Glazing. Highly reflective, mirrored, heavily tinted and opaque glazing are not permitted (except that opaque glazing may be used as spandrel glass). Window glazing must be transparent with clear or limited UV tint so as to provide views to and from the inside of the building and the street.

6.6.6 Private Outdoor Space

1. Design. Common Spaces shall be landscaped or hardscaped.
2. Amenities. Incorporate site furnishing such as benches, trash receptacles, bike racks, and lighting. Where canopy trees are not feasible, provide other forms of shade, such as pergolas, trellises, sun shades or arbors.
3. Lighting. Provide lower-height pedestrian lighting consistent with 6.10.9.
4. Drainage. Direct drainage from private outdoor spaces via underground systems or an alternative system that is integrated with the overall storm drainage system of the development.

6.6.7 Interior Courtyards

Required outdoor space may be accommodated in interior courtyards located on the ground plane or on a podium, as allowed by the relevant building type (see Section 6.5).

When provided, interior courtyards shall adhere to the following standards:

1. Design. Interior courtyards shall include ample seating and planting areas. Low walls and steps may be used as alternative forms of seating.
2. Shade Trees. Interior courtyard landscaping shall include shade trees or shading devices. At least one 3-inch caliper specimen tree is required per 1,000 SF of courtyard area.
3. Lighting. Lighting shall be provided that illuminates the courtyard, but does not negatively impact surrounding buildings, consistent with Section 6.6.13.



Figure 6-32 - Entrances (6.10.4)
A canopy, lighting, and a slight recess accentuate the primary entrance.



Figure 6-33 - Windows (6.10.5)
Windows are recessed from the exterior wall surface.



Figure 6-34 - Interior Courtyard (6.10.8)
Landscape and hardscape create intimate spaces in this courtyard.

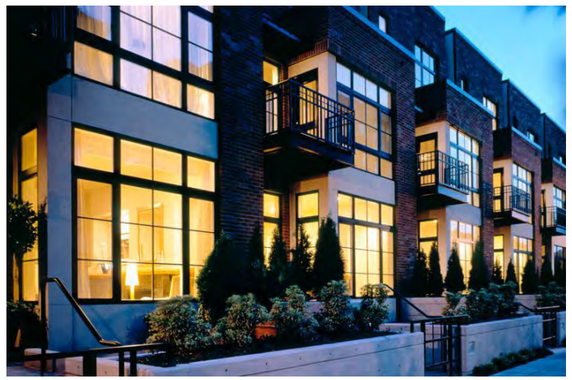


Figure 6-35 - Encroaching Habitable Space (6.6.8)
Illustrative image of encroaching bays and stoops.



Figure 6-36 - Projecting Canopies (6.6.8)
Canopies create a rhythm along the streetfront and accentuate the building entrances.

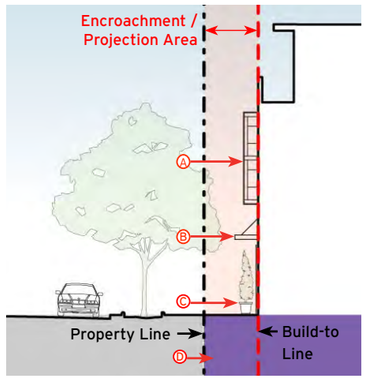


Figure 6-37 - Encroachment and Projections Diagram

A. Projecting habitable space
B. Projecting canopy
C. Encroaching street furniture
D. Subterranean parking (purple area)

**The encroachment/projection area will depend on whether there is optimal minimum clearance between the structure and dry utilities in the sidewalk.*

4. Dimensions. Minimum courtyard dimension shall be 30 feet on one side (exclusive of encroachments) unless indicated otherwise in the building types.
5. Blank Walls. Blank walls are not permitted inside the perimeter of the courtyard.

6.6.8 Encroachments and Projections

Projections into the public right-of-way in excess of what is permitted by this section require City approval.

The following are the permitted *encroachments* and *projections* into the front setbacks.

A. Awning and Canopy Encroachment and Projection Standards

1. Projection. May project up to the property line or 33 percent of the distance between the building face and the curb, whichever is less.
2. Support. Awnings and canopies shall be attached to the building. Support structures that connect to the ground are not permitted.
3. Clearance. Minimum vertical clearance for awnings and canopies is ten (10) feet if it is removable or retractable and twelve (12) feet if is fixed or permanent. Awnings shall not obscure storefront signs.
4. Materials. Canvas and high-quality fabric shall be used; vinyl or similar materials are not permitted.
5. Heights of awnings on a building shall be consistent along the facade or frontage line unless the building steps in relation to grade, in which case the heights of awnings shall be consistent with the head heights of the windows and doors they are shading.

B. Habitable Projecting or Encroaching Space Standards

1. Allowable Projection. Habitable projecting or encroaching spaces are a portion of the building enclosed by walls and a roof that extends beyond the building face (i.e. bay windows and other architectural projections). They may project up to three feet from the building face, but shall not extend beyond the property line.
2. Length Along Building Face. No individual habitable projecting or encroaching space may exceed 15 feet in horizontal length.
3. Clearance. Minimum vertical clearance of projecting spaces is twenty-one (21) feet from the adjacent sidewalk grade on storefront or storefront terrace frontages and ten (10) feet above other frontage types (see Section 6.7 for frontage types).

C. Non-Habitable Projecting or Encroaching Space Standards

1. Balconies. Non-habitable projecting or encroaching spaces are spaces used by occupants that are not enclosed by walls and a roof, such as balconies. They shall not extend more than eight (8) feet from the building face, or beyond the right-of-way line. Unless permitted by the Architectural style, projecting balconies shall be no less than six (6) feet in depth. Balconies shall be accessible from inside the building and shall not be completely enclosed.
2. Clearance. The minimum vertical clearance of non-habitable projecting or encroaching spaces is twenty-one (21) feet from the adjacent sidewalk grade above storefront or storefront café frontages and ten (10) feet above other frontage types (see Section 6.7).

D. Projecting Habitable and Non-Habitable Space Standards

1. Total Horizontal Length of Projecting Spaces. The total combined length of habitable and non-habitable projecting spaces along the building face shall not exceed 67 percent of the total length of the building face to which they are attached.
2. Total Horizontal Length of Encroaching Spaces. The total combined length of habitable and non-habitable encroaching spaces along the building face shall not exceed 50 percent of the total length of the building face to which they are attached.

E. Stoops

1. Encroachment. Stoops may encroach up to eight (8) feet from a building face, but shall not extend beyond the property line.

F. Outdoor Furnishing Zones

1. General. Outdoor furnishings such as seating or merchandise displays shall comply with Chapter 3: Public Realm.

G. Subterranean Parking in Front Setbacks

1. Location in Setbacks & Alleys. Subterranean parking may extend into the front setback, up to the property line (See Figure 6-37). Subterranean parking may also be located under alleys that are located within a development block if utilities servicing the block are not interrupted.



Figure 6-38 - Hedge Screening Service Area (6.10.12)
A hedge and other plantings effectively screens a service area from view.

6.6.9 Walls, Hedges, and Fences

Garden walls, retaining walls, hedges and fences may be used to define the edge between adjoining private properties. Walls, hedges, and fences facing the public street shall also comply with the frontage type standards (see Section 6.7).

1. Height. Fences and walls shall be a minimum of three (3') feet tall and a maximum six (6') feet tall, measured from the lowest side of the finished grade to the top of the wall except where a retaining wall is necessary to account for grade.
2. Location. Garden walls, retaining walls, hedges and fences shall be built at least 18 inches from the property line, to allow room for footings and planting.
3. At Storefronts. Walls and fences shall not be used at storefronts or storefront cafés, except that retaining walls shall be permitted in situations where they are necessary to accommodate grade changes.
4. Materials. Solid perimeter walls shall be constructed of masonry (brick, stone, or stucco) or ornamental metal. Retaining walls shall be constructed of masonry or finished concrete when visible from the street. Exposed concrete block and interlocking concrete pavers (such as keystone) are not permitted, except as retaining walls and then only when not visible from the street. Where there is a question as to the visibility of a wall from the Street, the Planning Commission will make the determination.
5. Plastic and Vinyl. No plastic or vinyl fencing shall be permitted forward of the build-to line, unless the material is a recycled plastic lumber (RPL).
6. Vegetation utilized as hedges adjacent to public sidewalks or paseos shall not be of the type that produces thorns or spines (e.g., blackberries, rose bushes, or cacti, among others).

6.7 Frontage Type Standards

A building's frontage is the interface between the public realm and private development. This Plan recognizes that the successful designof this interface significantly contributes to the realization of an active and engaging urban environment.

Buildings within the Plan area have ground-floor frontages that are human-scaled, provide visual interest, and access to ground-floor uses. This section provides a palette of prototypical frontage types that are permitted. Standards include dimensional criteria, criteria for openings, as well as criteria for the ground plane immediately adjacent to the frontage, such as minimum glazing (see Figure 6-39).

6.7.1 Explanation of Standards

A. Frontage Intent Statement

This statement describes the building-to-street relationship that each frontage type is meant to achieve.

B. Entries

These standards address entries at the block-fronts, not those that are internal to the site.

C. Dimensions

Specific dimensions of features like massing, entry height, openings, and setbacks are delineated here.

D. Paving and Landscaping

This standard addresses the area between the property line and building face.

E. Furnishing Zone

This standard addresses furnishing within front setbacks.

F. Additional Standards

These standards provide additional direction in shaping the appropriate building-to-street relationship. They address glazing at the ground floor, frontages, and entries.



Figure 6-39 - Minimum Frontage Glazing Diagram:
The frontage glazing area shall be measured from the finished floor to the bottom of ceiling of the ground floor.

6.7.2 Storefront



Figure 6-40 - Storefront Illustrative Section: Ground floor uses open directly to the sidewalk.



Figure 6-41 - Storefront Illustrative Photo

A. Intent Statement

Storefront frontages provide direct access to ground-floor spaces that are located adjacent to the sidewalk. Storefronts are typically associated with retail uses in addition to food and beverage but may accommodate other uses as permitted by the regulating plan (see Section 6.4). Where permitted, storefront frontages may provide outdoor seating areas or outdoor displays or both.

B. Entries

Entries shall be set at the adjacent sidewalk or within an alcove that is adjacent to a sidewalk.

C. Dimensions

Storefronts shall be between 12 to 25 feet high, measured from the finished floor to the bottom of ceiling of the storefront space. Storefront spaces shall be set no more than twelve inches above the adjacent sidewalk at the primary entrance.

D. Paving and Landscaping

The area between the property line and the building face shall be paved per Section 6.8.

E. Furnishing Zone

Where permitted, outdoor seating may be provided in front setbacks (see Section 6.7.9.D). Product displays (e.g. flowers, food, merchandise displays) are encouraged near storefront entries.

F. Additional Standards

See Section 6.7.9 Additional Frontage Standards.

6.7.3 Storefront Terrace



Figure 6-42 - Storefront Terrace Illustrative Section
Outdoor seating is located immediately adjacent to a ground-floor use.



Figure 6-43 - Storefront Terrace Illustrative Photo

A. Intent Statement

The Storefront Terrace building has an entry and outdoor space at a different elevation than the adjoining street and public sidewalk. This outdoor space may be used for dining and seating, or limited outdoor goods display. This type is differentiated from the Storefront which is at grade with the street/sidewalk. Its use is limited to sites where slopes are steep enough to require such solutions. Terraces may serve multiple storefronts.

B. Entries

Storefront Terraces may be accessed from the building or directly from the adjacent sidewalk.

C. Dimensions

1. Terraces may be raised up to 4 feet above the adjacent sidewalk.
2. Storefront Terrace frontages shall be between 12 to 25 feet high, measured from the finished floor to the bottom of ceiling of the storefront space.
3. Terraces shall be at least 7 feet deep.
4. Terraces may be recessed from the frontage line up to 8 feet.
5. The terrace frontage shall be designed to be subdivided into 30-foot bays for commercial leasing flexibility and functionality

D. Paving and Landscaping

N/A.

E. Furnishing Zone

1. Terraces shall be clearly delineated with permeable fencing, low walls or landscaping.
2. Product displays shall not abut the fence, wall or landscaping adjacent to the sidewalk.
3. Product displays shall not exceed 40% of the terrace floor area

F. Additional Standards

1. Terraces must be setback sufficiently from the curb to accommodate the pedestrian right-of-way and street trees.
2. Awnings, signs, etc. shall be located at least 10 feet above the terrace floor area
3. See Section 6.7.9 for Additional Storefront Details.

6.7.4 Dooryard



Figure 6-44 - Dooryard Illustrative Section
A small landscaped yard separates the building from the sidewalk. The building entry may be raised, but need not be.



Figure 6-45 - Dooryard Illustrative Photo

A. Intent Statement

Dooryard fronts are located in front setbacks and provide small landscaped and paved yards at building entrances. Dooryards are often enclosed by low walls, fences, or hedges.

B. Entries

1. Attached single-family buildings (row houses) should have primary entries accessible directly from the street.
2. Ground-floor units in multi-family buildings with corridors may have the primary entry from a corridor accessible from a common building lobby, directly from the sidewalk via a dooryard, or both.

C. Dimensions

Not applicable.

D. Paving and Landscaping

Dooryards should be planted with grass, shrubs, or other ground cover. Walks shall be paved. Low retaining walls, fences, or hedges may enclose a dooryard. Walls and hedges shall not exceed three feet in height measured from the adjacent sidewalk.

E. Furnishing Zone

Loose furniture is permitted in dooryards.

F. Additional Standards

Where block development standards permit dooryard frontages and stoop frontages, frontage elements of these frontage types may be combined.

6.7.5 Stoop



Figure 6-46 - Stoop Illustrative Section
The entry to a building is raised above the sidewalk.



Figure 6-47 - Stoop Illustrative Photo

A. Intent Statement

Stoops shall be at least four feet deep and four feet wide. The stoop entry shall not be raised more than three feet above the adjacent sidewalk unless a waiver is granted by the Planning Commission.

B. Entries

Entries fronting on public streets shall face the public sidewalk.

C. Dimensions

Stoops shall be at least four feet deep and four feet wide. The stoop entry shall not be raised more than three feet above the adjacent sidewalk unless a waiver is granted by the Director.

D. Paving and Landscaping

Dooryards shall be planted with shrubs, or other drought tolerant ground cover. Walks shall be paved. Low retaining walls, fences, or hedges may enclose a dooryard. Walls and hedges shall not exceed three feet in height measured from the adjacent sidewalk.

E. Furnishing Zone

None permitted.

F. Additional Standards

1. Awnings or canopies may cover stoops.
2. Where block development standards permit dooryard frontages and stoop frontages, frontage elements of these frontage types may be combined.

6.7.6 Residential Terrace



Figure 6-48 - Residential Terrace Illustrative Section
The building entry may or may not be raised above the sidewalk level.

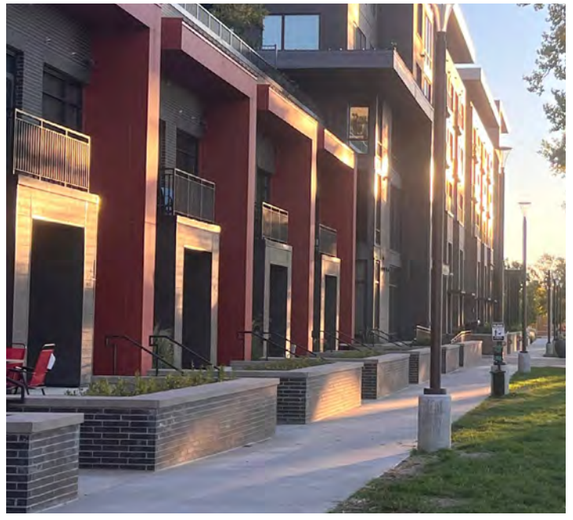


Figure 6-49 - Residential Terrace Illustrative Photo

A. Intent Statement

An elevated Terrace separates and sets back the facade from the sidewalk and Street. This type buffers residential use from urban sidewalks and removes the private yard from public Encroachment. Terraces are also useful to accommodate grade changes in the topography.

B. Entries

Terraces may be accessed from the building or directly from the adjacent sidewalk.

C. Dimensions

1. Terraces may be elevated up to 3 feet above the adjacent sidewalk.
2. The overall height of the perimeter wall or fence shall not exceed 4 feet above the sidewalk level.
3. Terraces shall be at least 7 feet deep.

D. Paving and Landscaping

1. Yards shall be landscaped with native or adaptive landscaping.
2. Walks shall be paved.

E. Furnishing Zone

Not permitted.

6.7.7 Forecourt



Figure 6-50 - Forecourt Illustrative Section
The building entry is located off a forecourt. The entry may or may not be raised above the sidewalk level.

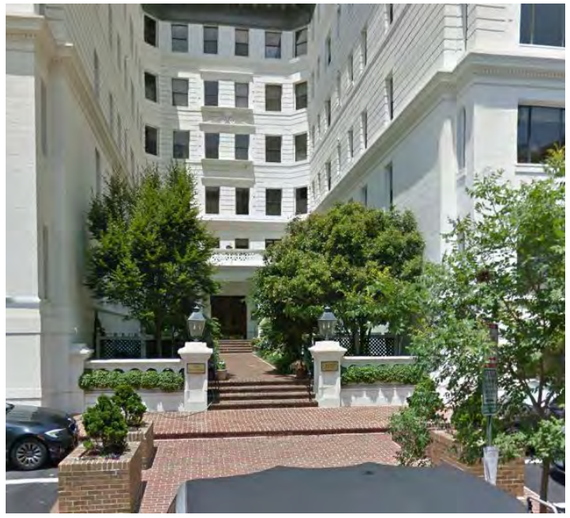


Figure 6-51 - Forecourt Illustrative Photo

A. Intent Statement

Forecourts are open areas located at primary building entrances. They may be designed as gardens or as paved courtyards. Frontages utilizing a forecourt must comply with minimum frontage occupancy standards (see Section 6.4).

B. Entries

The forecourt shall enter from the adjacent sidewalk. Building entries opening onto the forecourt shall be at the finished floor of the forecourt or may be raised up to three feet above the forecourt.

C. Dimensions

1. Forecourts shall be set at grade or may be elevated up to 18 inches above the adjacent sidewalk.
2. Depth of the forecourt shall be between 10 and 40 feet.
3. Width of the forecourt shall be between 20 to 40 feet.

D. Paving and Landscaping

Forecourts may be planted with grass, shrubs, or other ground cover or be paved. All walks shall be paved.

E. Furnishing Zone

Outdoor furniture is permitted in forecourts. High quality, durable fixed benches and planter pots are encouraged. Water features are permitted.

F. Additional Standards

1. Forecourts shall be open to the sky. Porches are not permitted.
2. Forecourts may be gated.

6.7.8 Urban Frontage



Figure 6-52 - Urban Frontage Illustrative Section
An urban frontage type for residential or commercial ground-floor uses.



Figure 6-53 - Urban Frontage Illustrative Photo

A. Intent Statement

An urban frontage is suitable for residential lobbies or commercial/office uses. It provides access to ground-floor uses, but is primarily characterized by windows facing the sidewalk. Unlike storefronts, there is no minimum ground floor height.

B. Entries

Urban frontages shall enter from the sidewalk. Entries shall be articulated by canopies or awnings.

C. Dimensions

Urban frontages shall be set at grade or may be elevated up to 12 inches above the adjacent sidewalk.

D. Paving and Landscaping

Urban frontages are characterized by hardscape and may include landscaping where permitted by the street standards (see Chapter 3).

E. Furnishing Zone

Where permitted, outdoor seating may be provided in front setbacks (see Section 6.7.9.D). Low growing landscape is also permitted to provide privacy for activities taking place in building's ground floor space.

6.7.9 Additional Storefront Design Standards

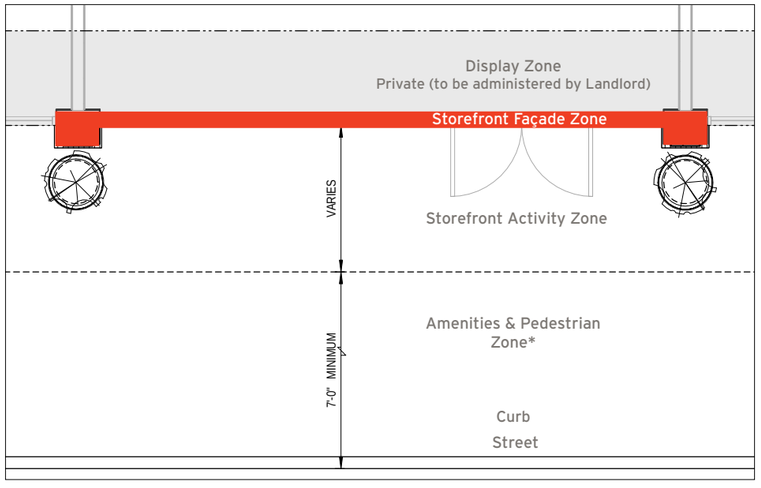
A. Applicability

These Storefront Design Standards apply to ground floor frontage where retail is required and/or intended. It includes criteria regarding storefront design, colors, materials, lighting, and signage required of the Developer and Tenant. To promote variety and creativity, all storefronts will be reviewed on an individual basis.

B. Organization

These guidelines are organized by separating components of the storefront into two categories, or Zones:

- The Storefront Façade Zone: The section of the building wall along the sidewalk related to retail/commercial).
- The Storefront Activity Zone: The space between the R.O.W. and the Storefronts.



This generalized plan of a storefront shows the storefront area separated into zones.

- The Storefront Façade Zone includes the elements of the building wall at the front of the store (the building wall structure, entrance/doors, storefront windows, awnings/canopies and external lighting elements)
- The Storefront Activity Zone, is where potted plants, outdoor restaurant seating, sidewalk sale retail and other elements would sit on the ground

* If the Amenities and Pedestrian Zone is less than 10'-0", tree grates, flush with the sidewalk, are expected to be used

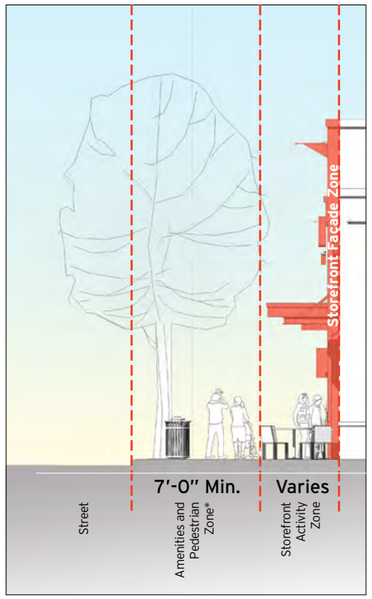


Figure 6-54 - This section diagram through the sidewalk shows the Storefront Activity Zone as the space between the storefront and a 7'-0" minimum zone reserved for pedestrian traffic and street amenities such as trees, trash receptacles, etc. The Tenant should use the Storefront Activity Zone for potted plants, café seating, and for any other object that promotes pedestrian interaction with the storefront.

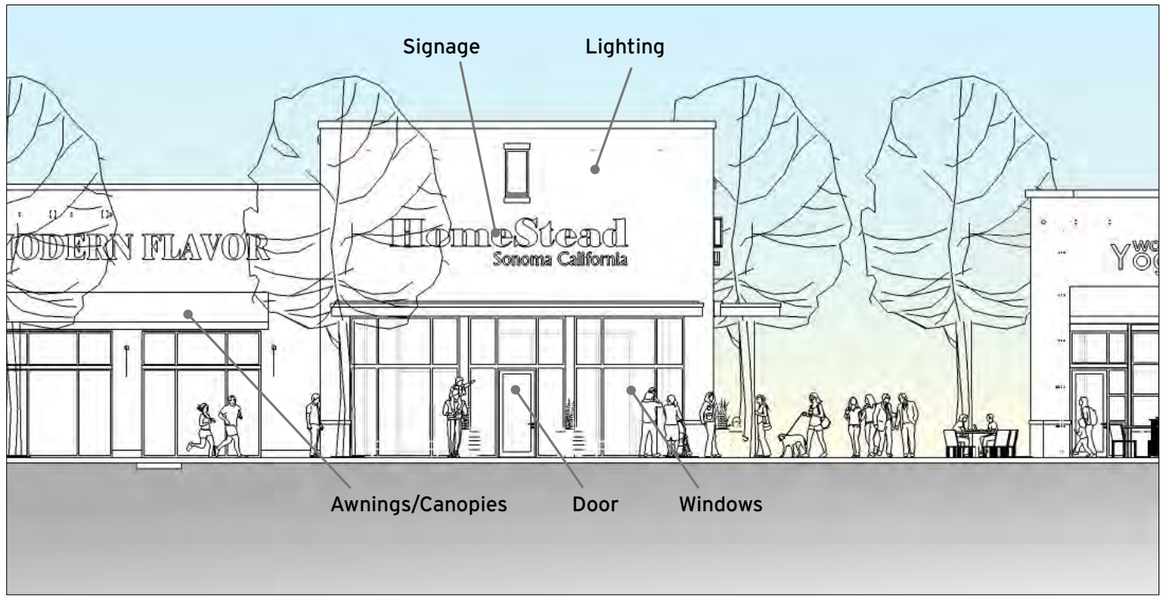


Figure 6-55 - This elevation diagram points out specific parts of the storefront where guidance will be provided in an effort to guarantee a high-quality retail environment.

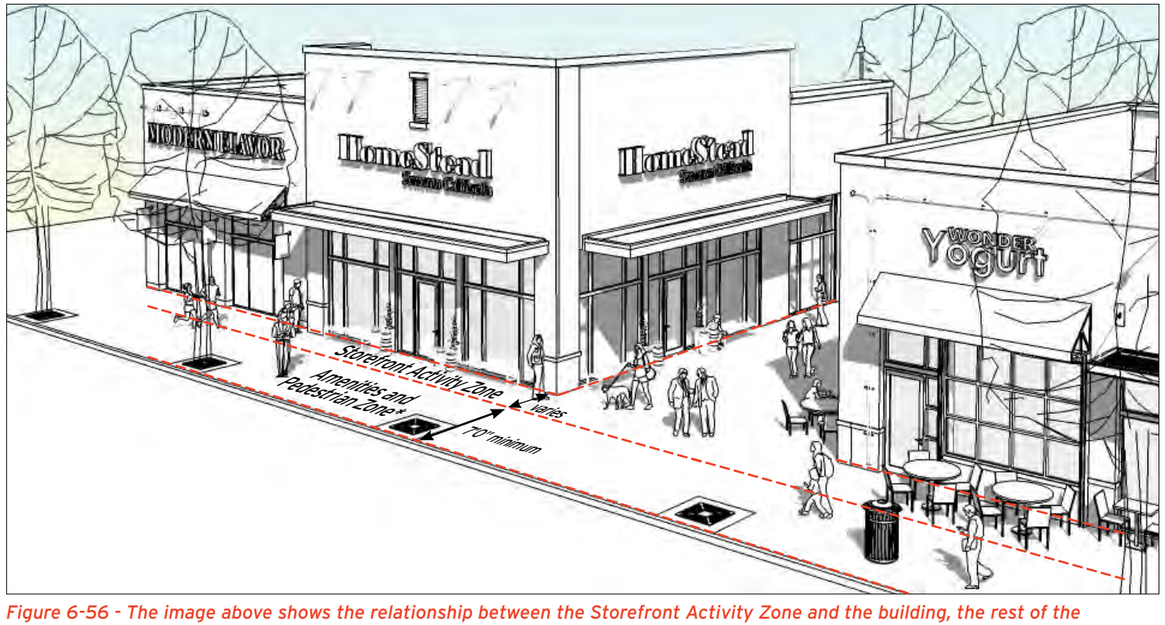


Figure 6-56 - The image above shows the relationship between the Storefront Activity Zone and the building, the rest of the sidewalk, and the street. Additionally, it highlights how the Storefront Activity Zone turns the corner and is an important part of secondary façades.

C. The Storefront: Façade Zone

The building façade will have opening(s) to the sidewalk that the developer or tenant will infill with a storefront. The piers, the building's primary structural elements around the storefront, are a part of the building façade.

1. Storefront Materials

The following materials are permitted:

- Wood: Stained or painted. Painted faux wood materials indistinguishable from wood can be substituted for wood.
- Glass: Clear or lightly tinted, beveled or stained accent glass, etc.
- Metal: Brass, clear anodized aluminum, painted metal, corrugated metal.
- Stone: Marble, granite, slate, limestone.
- Masonry: Decorative brick, tile, terra cotta, etc.
- Other materials may be utilized subject to approval by Planning Commission.

Regardless of the material used, the storefront should be primarily made of framing members such as mullions. Mullions must be designed with hierarchy, typically with thicker posts and expressed transom bars above the doors that extend through the entire storefront. Glass that decreases visibility into the storefront (reflective, mirrored, or colored glass) is generally prohibited.



Figure 6-57 - A successful Storefront Façade Zone creates an inviting retail threshold for the pedestrian

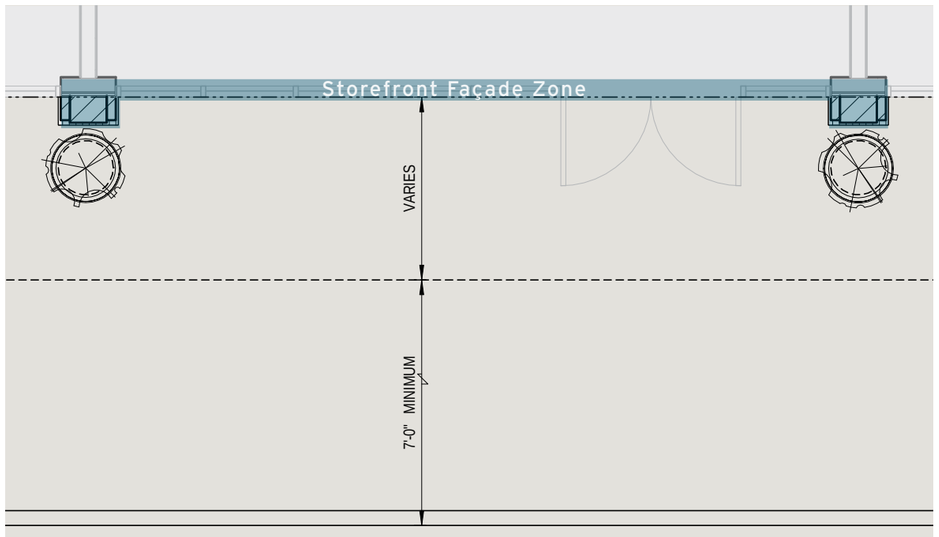


Figure 6-58 - Plan of a Storefront Façade Zone



Figure 6-59 - Stone, Masonry & Wood Storefront



Figure 6-60 - Masonry Storefront



Figure 6-61 - Wood Storefront













2. Entrance/Doors

Recessed doorways are encouraged because of their sheltering benefits, and for the dynamism they add to the pedestrian realm. The storefront plane can also move in and out along the sidewalk (up to 3' behind the lease line).

Doors shall be transparent, while being compatible with the design language of the rest of the storefront.

For restaurant tenants, the use of an open storefront system is permitted. Restaurants are allowed to use wider transparent doors, including a broader variety of doors: sliding, swinging, rolling, or tilting-up canopy doors, in order to further open the interior to the sidewalk. Maintaining clear views in and out of the space is a greater priority for restaurants.

Figure 6-62 - Illustrative Photos of Entrance/Doors (six at left)

3. Windows

Storefront windows have a unique function in the urban environment because they are a retailer's primary means of marketing to passing pedestrians and cars. The display of products and services adds visual variety, light, and color to the streetscape. Storefronts shall be at least 60% window, as measured horizontally at 4'-6" above grade.

Glass tinting or any other application that decreases visibility will require the Director's approval. Anything that will turn the storefront opaque is prohibited.

The 60% window requirement can be reduced for jewelry shops, or other businesses with significant security concerns, at the discretion of the Director.

Low-E rated glass should be used for energy conservation, as well as to minimize discoloration of merchandise.

4. Awnings and Canopies

See Section 6.6.8.













Figure 6-63 - Illustrative Photos of Windows, Awnings and Canopies (six at right)

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5. Storefront Lighting

Light fixtures used for Storefront Lighting should be appropriately scaled to the building façade. They are to be concealed or shielded with diffusers or refractors so as to avoid glare towards pedestrians, vehicles, building interiors or the sky.

Luminaries are to be frosted, translucent, or glare-free. Unshielded bulbs (in the form of "candles" inside a pendant or lantern type fixture, where approved, may have up to a maximum rating of 275 lumens each).

Fixtures used for illumination of architectural features shall not project direct lighting beyond intended elements. Visible bulbs, colored bulbs, blinking or flashing lights (except as used for seasonal ornamentation), floodlighting, neon lighting, high intensity discharge lighting, or fluorescent lighting, are all prohibited.

Gooseneck fixtures, sconces, pendants, lanterns or low-wattage accent spotlights that are traditionally styled or contemporary styled fixtures in traditional form are encouraged. Storefront façades and recessed doorways must be lit at all times.

Figure 6-64 - Illustrative Photos of Storefront Lighting (six at left)

D. The Storefront: Activity Zone

A Storefront's Activity Zone is an area of the sidewalk directly in front of the storefront that retailers are permitted to use for further marketing/ merchandising beyond the envelope of the building. Tenants can use this area to "beautify" their shop with flower boxes and add benches to encourage pedestrians to pause in front of the store. Restaurants are permitted to use this area for outdoor dining.

Semi-permanent objects such as ground signs and café seating are permitted in this area.

Storefront Bays are permitted to be built out into the Storefront Activity Zone. They should extend at least 9 inches from the building.

Potted plants in front of piers are permitted.



Figure 6-65 - The Storefront Activity Zone is the space closest to the store façade. There must be a 7'-0" minimum of space which allows for pedestrians, trees, trash receptacles, benches, etc.

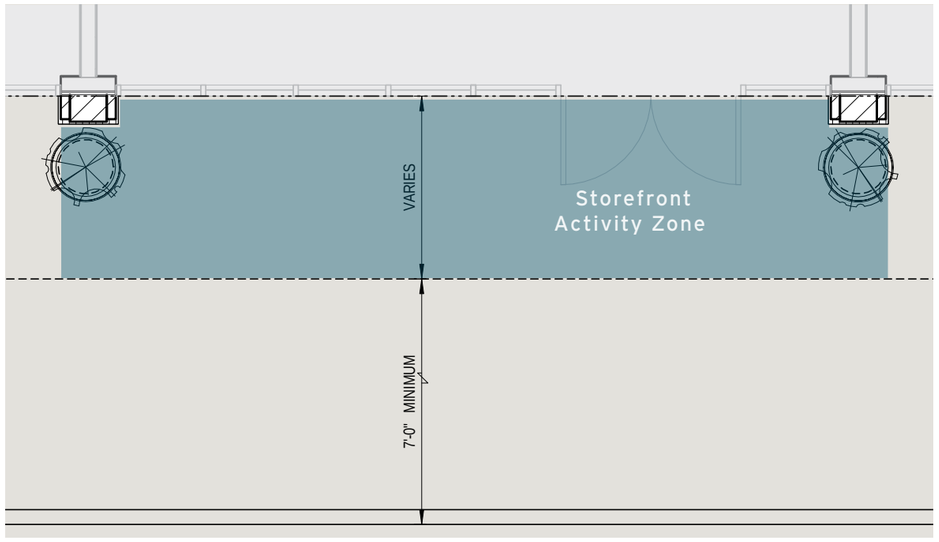


Figure 6-66 - Plan of a Storefront Activity Zone



Figure 6-67 - Ground signs, planters, and well-displayed merchandise create and inviting entrance



Figure 6-68 - Storefront Bays create a dynamic building façade and can vary in color or design for visual interest



Figure 6-69 - Planters, awnings and canopies enhance the pedestrian experience

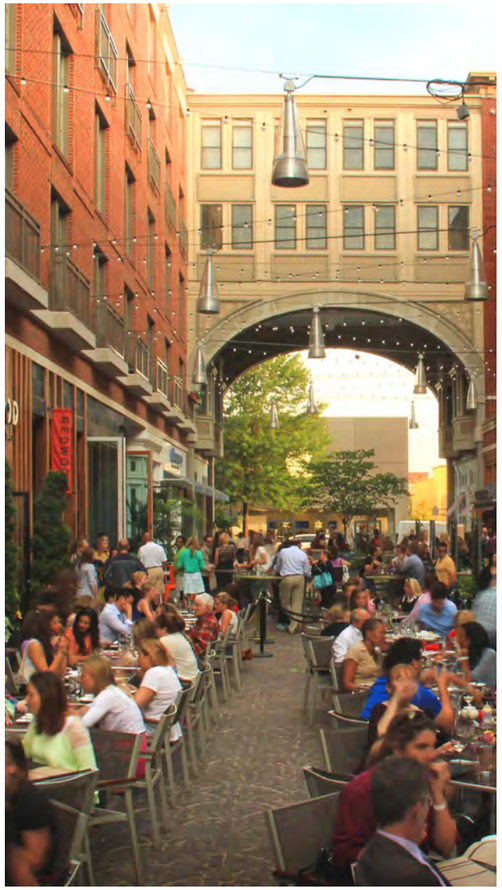


Figure 6-70 - The Sidewalk Seating Area can get larger if the sidewalk width can still accommodate diners as well as pedestrian traffic.



Figure 6-71 - Acceptable movable Restaurant Railings. Note the wide-open storefront to the interior of the restaurant in the background.





1. Restaurants

The Storefront Activity Zone is especially important to restaurants. Exterior seating and tables are permitted.

Restaurants are permitted to enhance their outdoor dining area with potted plants and foliage, and umbrellas. The use of a railing in conjunction with alcohol service is required. Only movable railing systems are permitted, though the posts can be installed in existing, flush sleeves mounted in the sidewalk. Exterior restaurant seating areas may have posts at their perimeter railing to support deeper protective awnings or canopies.

The use of added lighting or radiant heating elements are permitted. Exterior dining areas in this zone cannot be permanently enclosed and conditioned.

6.8 Landscape Standards

6.8.1 Purpose

The purpose of this section is to augment the physical design and appearance of TCSP area, provide shade, and accrue the social, healthful, and environmental benefits of urban landscape.

6.8.2 Landscaping Required

1. All parts of a parcel not devoted buildings, terraces, sidewalks, and vehicular access similar improvements, storage and utilities shall be landscaped in compliance with this section. For purposes of this chapter, landscaped area shall be defined under the "Landscaping Standards" definitions of Development Code Chapter 22.80.020, Article VI (Glossary).
2. In addition to the standards in Section 6.8, where a development project includes the construction of a new street or the improvement of an existing street, the requirements of Section 3.5, regarding the construction of streetscapes, including hardscapes and street trees shall also be met.
3. To conserve water, the installation of native, adapted and/or drought-tolerant landscape materials is required. Where projects are subject to Diamond Bar's Water Efficient Landscape Ordinance (Development Code Chapters 8.14 and 22.26), drought-tolerant and water-efficient landscaping and irrigation systems shall be installed in compliance with the provisions of the Development Code.
4. Safety requirements. Landscape materials shall be located so that at maturity they do not:
    a. Interfere with safe sight distances for bicycle, pedestrian, or vehicular traffic;
    b. Conflict with overhead lights, utility lines, or walkway lights; or
    c. Block bicycle or pedestrian ways.
5. Water features. Decorative water features: (e.g., fountains, ponds, waterfalls) shall have recirculating water systems.
6. Visual obstructions. Landscaping that is primarily intended or designed for fencing purposes within a required front Setback area shall not exceed the maximum height for fences and walls under Section 6.6.9.

6.8.3 Irrigation required:

1. All landscaped areas except those approved for maintenance with intentionally unirrigated native plants shall include an automatic irrigation system.
2. In all other situations, water-efficient irrigation standards are set forth in Development Code Chapters 8.14 and 22.26.

6.8.4 Maintenance:

1. Landscape Maintenance.
    a. All landscaping (e.g., ground cover, hedges, lawns, shrubs, and trees) shall be maintained in a healthful and thriving condition at all times, and free of weeds, debris, and deceased plants.
    b. Trees required by this section shall be maintained so that all branches over pedestrian walkways are six feet above the walkway grade and so that all branches over vehicular travel ways are 16 feet above the grade of the travel way. All pruning shall comply with the Standards of the National Arborist Association.
    c. Deceased plant materials must be removed and replaced within one month with the same species and size specified in the approved plans. Exceptions: Trees that die three or more years after installation or are structurally damaged shall be replaced by a minimum 24-inch box size container of the same species specified on the approved plans. Other types of plants that die three or more years after installation shall be replaced with a specimen two container sizes larger than that specified on the approved plans.
    d. All fences and walls which have been incorporated into an approved landscaping plan shall regularly be maintained in an attractive and safe manner.
2. Irrigation system maintenance.
    a. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions of this section.
    b. Regular maintenance shall include checking, adjusting, and repairing irrigation equipment; resetting automatic controllers; aerating and dethatching lawn areas; adding/replenishing mulch, fertilizer, and soil amendments; and mowing, pruning, trimming, and watering all landscaped areas.
    c. Water waste prohibited. Water waste in existing developments resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, Roadways, or structures is prohibited.

6.9 Grading Standards

The additional standards of this section apply to all development in the Plan area. They address the grading of sites, and the setting of ground floor elevations to ensure accessibility and a seamless connection between the streets and spaces of the plan area, and the ground floor of commercial offerings.

6.9.1 Site Grading

When setting buildings to grade, developers must assume streetscape grades, as designed in the 100% construction documents, as an existing condition. As a result, the finished floor elevations of buildings, must be set in accordance with the following criteria:

1. The finished floor elevation of primary building entrances and storefront entrances shall be set to meet existing (as designed) street grade. This may require the stepping of the building floor plate.
2. Cross and longitudinal slopes of up to 5% are allowed for private setback zones subject to ADA access requirements, however, areas abutting storefront frontages shall not exceed 2%.
3. If the methods of setting a project to grade listed in 6.9.1.1 and 6.9.1.2 are deemed to be unworkable by City Staff as a result of unique site conditions, the following grading strategies may be employed:
    - The cross slope of the tree zone may be increased to a maximum of 5%.
    - Sidewalk cross slope may be decreased to a minimum 1% provided that adequate drainage is demonstrated.
    - The longitudinal slope of the public sidewalk may be increased to exceed that of the adjacent public street by a maximum of 3%.
4. Steps, ramps, and retaining walls solely associated with building ingress and egress are prohibited between the sidewalk and a storefront frontage.

6.10 On-Site Lighting

1. Building Lighting. Lighting on buildings shall be oriented to pedestrians in terms of scale, design, and location.
2. Building lighting may include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes and low-level accent lighting to highlight architectural features and landscape elements.
3. Light Trespass. Lighting shall be arranged to focus on the property from which it originates or on adjoining sidewalks and alleys. All exterior lighting shall utilize full cut-off fixtures to limit light trespass onto off-site uses or light pollution into the night sky. The Director may approve other special-purpose fixtures (e.g. building uplighting) on an individual project basis.
4. Tube Lighting & Projected Light Displays. Any exposed tube lighting, such as neon, or projected light display on the exterior of a building, or any such lighting element or display which is visible from a public street or alley shall be subject to City review.
5. Alley Lighting. Alleys shall have lights mounted on outbuildings and/or above garage entries.
6. Lighting intensity shall not exceed 6.0 foot-candles at building entrances and shall average 1.0 across the rest of the site.
7. Conduit runs, junction boxes and other unfinished elements shall not be visible.
8. Tube Lighting & Projected Light Displays: Any exposed tube lighting, such as neon, or projected light display on the exterior of a building, or any such lighting element or display which is visible from a public street or alley shall be subject to review by the Planning Commission.
9. Maximum height. A freestanding outdoor light fixture shall be limited to a maximum height of 16 feet, measured from adjacent normal grade to the top of the fixture(s). The lamp housing shall be considered to be the highest portion of the light fixture.
10. Energy efficiency. Outdoor lighting shall utilize energy-efficient (LED or other lighting technology that is of equal or greater energy efficiency) fixtures and lamps with full cutoff luminaries.
11. Position of light fixtures. All lighting fixtures shall be properly directed, recessed, and fully shielded (e.g., downward and away from adjoining properties) to reduce light bleed and glare onto adjacent properties or public rights-of-way, by:

a. Ensuring that the light source (e.g., bulb, etc.) is not visible from off the site; and

b. Confining glare and reflections within the boundaries of the subject site to the maximum extent feasible.

12. Backlighting, Uplighting and Glare (BUG) rating. All outdoor light fixtures are subject to the BUG rating limits established by the California Energy Code (CALGreen 5.106.8) prior to the issuance of an electrical permit.

13. No blinking, flashing, or high intensity. No permanently installed lighting shall blink, flash, flutter, or be of unusually high intensity or brightness, or change light brightness, color, or intensity, as determined by the Building Department.

6.11 Vehicular Parking

The following parking and loading design standards shall apply to all parking provide in conjunction with new development in the Plan area.

Changes in use or tenancy, tenant improvements or minor modifications to existing buildings shall be subject to the requirements set forth in Development Code Chapter 22.30.

Parking areas and landscaping, driveways, service access and facilities shall not qualify as outdoor space.

6.11.1 Parking Required

1. The minimum number of vehicle parking spaces required shall be determined by the following table:

Table 6-11: Required Parking
(minimum number of parking spaces per square foot of parking area)

Residential		Visitor Spaces
Rowhouse	2/unit	.25/unit
Flat-Style ≤ 600 sf	1/unit	.5/unit
Flat-Style > 600≤ 900 sf	1.5/unit	.25/unit
Flat-Style >900 sf	2/unit	.25/unit
Administraive/Professional	1 per 350	
Retail/Service	1 per 350	
Restaurant		
Indoor	1 per 150	
Outdoor Seating	1 per 250	

Note: Visitor Spaces may be accommodated with on-street parking.

6.11.2 Parking Reductions

The following parking reductions may be permissible if approved by the approving body as part of a TCSP Development Permit or Master Development Permit. Reductions, which may be cumulative are deducted from the required parking minimums identified by use in Table 6-11. As part of any application for a reduction in required parking, applicants shall submit, to the satisfaction of the Director, a Parking Demand and Supply Study and a comprehensive Parking Management Plan which includes an overflow parking strategy, a contingency plan, and all transportation and parking demand strategies to be utilized.

a. Unbundling. A 15% reduction may be granted if the cost of parking is separated from the cost of leasing or purchasing the unit, space, or building.

b. Shared Parking. which includes review and approval by the Planning Commission, a reduction of up to 50% of the required parking may be granted for joint uses which have no substantial conflict in principal operating hours.

c. Car-sharing. For each dedicated car-share space, a reduction of 4 required spaces may be granted, up to a total of 10% of the total required.

6.11.3 Dimensions

Dimensional standards for parking areas and spaces shall default to the requirements in the D.B.M.C. except for the following.

a. 100 percent of the required parking spaces within structures may be designed for compact cars.

b. Compact parking stalls shall have minimum dimensions of 8 ½ feet by 18 feet. See standards specific to parking structures in drawings nos. 1063 and 1064.

6.11.4 Parking Location

1. Where parking structures are provided, they shall conform to the standards in the Building Type section 6.5 where applicable.

2. Surface parking lots not existing at the time of Plan's adoption are not permitted except as temporary parking lots (see Section 6.11.5).

3. At block fronts facing public streets, at-grade or above-ground parking that may be provided shall be screened by a habitable space no less than 20 feet deep, except when utilizing the exposed garage building type (see Section 6.5.10). Subterranean parking may extend to the property line (see Section 6.6.8.G).

6.11.5 Parking Access

1. To the extent parking is provided, it shall be accessed from a public or private alley when present. If no alley is present and parking access must be from the street, driveways shall not be located within 60 feet of an intersection, measured the distance perpendicular from the property line closest to the intersection. Driveways shall not be located at the terminus of a street.

2. In no case shall the total number of access driveways on a block front exceed the number specified in the service and access point standards for the applicable block development standards (see Section 6.4).

3. Pedestrian entrances to all parking shall be directly from the street, except that underground parking garages may be entered directly from a building.

6.11.6 Parking Structures

1. Bike parking, car-sharing parking, and other alternative ride vehicles shall be given priority placement within parking structures.

2. All parking structure exits shall maintain a clear sight triangle pursuant to Public Works Department standards to protect pedestrians from exiting vehicles. The triangle is placed with one point aligned with the driver's position. The opposite far edge of the triangle is then placed flush with the edge of the pedestrian pathway.

3. Pedestrian crossing signage shall be placed at all garage structure exits along with a stop bar set back from the edge of the pedestrian pathway.

4. All public and private parking garages shall provide a percentage of parking stalls with EV charging stations as well as EV Ready and EV Capable stalls in accordance with the edition of the California Green Building Code (CALGreen) that is in the effect at the time.

6.11.7 Temporary Parking Lots

1. Temporary parking lots are defined as parking lots that are in place for less than 24 months. Temporary parking lots shall be exempt from parking location and parking design and landscaping standards.

2. Temporary parking lots fronting any street designated on this plan shall provide a 20-foot deep landscape buffer at blockfronts facing any of these streets.

3. Temporary parking lots shall be paved.

4. Temporary parking lots need not comply with block development standards including minimum building frontage occupancy.

6.11.8 Driveways

1. The maximum width for a one-way driveway is 12 feet and for a two-way driveway is 22 feet, unless a greater width is required by the Los Angeles County Fire Department, or where needed to accommodate required turning radii.

6.12 Loading Areas

6.12.1 Service and loading areas shall be located away from public streets whenever possible. Entrances to loading areas shall be no more than 18 feet wide. Entrances fronting public streets shall be enclosed by an opaque gate covering the entire entrance. Such gates shall be of high-quality and durable materials that complement the architecture of the building. Loading areas must accommodate both trash and recycling.

6.12.2 On-street loading spaces will only be provided if off-street loading is not available. A vehicle may occupy a loading space for a maximum of 30 minutes whilst actively engaging in picking up or delivering goods.

6.12.3 Multifamily residential projects over 100 units shall designate space for moving truck loading and unloading.

6.13 Bicycle Standards

The following parking standards shall apply to all parking provided in the Plan area.

6.13.1 Required Bicycle Parking: The minimum number of bicycle parking spaces required shall be determined by the following table:

Table 6-12: Required Parking	Parking Space Requirement (% long-term/% short-term) *See notes below
Office, businesses, retail, and similar	1 space / 7,500 SF GFA (60/40)
Eating and drinking establishments	1 space / 3,500 SF GFA (0/100)
Residential	1 space / 2 units (80/20)
Hotel	1 space / 7,500 SF GFA (60/40)

5.13.2 Long-Term Bicycle Parking: Long-term bicycle parking offers a secure and weather protected place to park bicycles, for residents, employees and other visitors who generally stay at a site for several hours. 5% of long-term bicycle parking spaces must be designed to accommodate "oversized bicycles" or bicycles with attached trailers.

a. 90% of the multi-family bicycle parking shall be long-term.

b. 10% of hotel bicycle parking shall be long-term.

c. 10% of eating and drinking establishments bicycle parking shall be long-term.

d. 20% of office and bussinesses bicycle parking shall be long-term.

6.13.3 Short-Term Bicycle Parking: Short-term bicycle parking is intended to offer a convenient and accessible area to park bicycles for customers and other visitors.

a. 10% of the multi-family bicycle parking shall be short-term.

b. 90% of hotel bicycle parking shall be short-term.

c. 90% of eating and drinking establishments bicycle parking shall be short-term.

d. 80% of office and bussinesses bicycle parking shall be short-term.

6.14 Service and Utilities

Except where modified herein, all City Standards and Specifications shall be met on all properties and developments. All provisions of the Development Code must be met.

6.14.1. Curb Stops. Curb stops form the dividing point between public water service lines and private service lines. Curb stops shall be located inside of the hardscaped portion of the streetscape amenity zone. Locate service line (public and private portions) and curb stop to avoid conflicts with streetscape program (tree locations, street furniture, etc.).

6.14.2. Service Locations. Service functions, including retail loading and residential tenant move-in, shall be located along and accessed from alleys whenever present. When alleys are not present, service functions shall be placed within buildings and provisions for access shall be made.

6.14.3. Utility & Mechanical Location. Utility and mechanical functions, including transformers, shall be located inside of buildings unless there is adequate space to locate inside of setback areas located along alleys. Internal utility rooms must meet the layout and intent of the City's standard details for internal meter rooms. Meter rooms may be separate from or combined with the fire water entry room. Public access to utility and mechanical equipment shall be restricted. Mechanical Equipment shall vent to an alley or roof wherever possible.

6.14.4. Service, Utility and Mechanical Screening. Ground level service, utility, and mechanical equipment shall be located along alleys where feasible. Mechanical equipment that is not located along an alley, with the exception of gas meters servicing retail spaces, shall be fully screened from view or located entirely within a building. Retail gas meters shall be located in a manner to reduce their visual impact (i.e. setback from the building façade, screened by landscaping, etc.). Backflow preventers and free standpipes, along with utility box transformers shall be screened. All screening devices shall be compatible with the architecture, materials, and colors of adjacent buildings.

6.14.5. Trash Location and Capacity. Trash enclosures shall be located inside of the building in a room sized to adequately accommodate recycling bins and future composting needs. Trash enclosures shall be sized to accommodate a week's worth of refuse. If space exists outside of pedestrian and vehicular travel paths, the Director will consider locating dumpsters along alleyways. In such cases, dumpsters shall be fully screened from view in a manner that is aesthetically compatible with building architecture as determined by the Director. Enclosures shall be a minimum of six feet high and shall be enclosed by an opaque door.

6.14.6. Recycling Chutes. All multifamily buildings shall have chutes that allow residents to dispose of recycling from each habitable floor.

6.14.7. Rooftop Equipment. Roof-vent penetrations and mechanical equipment, excluding wireless communication facilities, must be located at least ten feet from any exterior building face. Rooftop mechanical equipment must be screened from view from all adjacent streets (based on an eye level perspective taken from the far edge of the right-of-way opposite the building). At the Director's discretion, a sight-line analysis may be required.

6.14.8. Grease Handling. Grease interceptors shall be located on private property in locations where the impact of odors is minimized. Grease interceptors shall be sized per City Standards and Specifications and shall be located to provide adequate cleaning on a monthly basis. Adequate space for waste grease storage shall be provided with sufficient capacity to meet the needs of the anticipated tenant mix. Grease interceptors shall vent to the roof of the building directed away from the street to reduce impacts from odors.

6.14.9. Public Utility Box Location. City staff shall coordinate the location of all public utility boxes (traffic signal boxes, transformers, etc.) to minimize negative impacts on the public realm and overall streetscape environment.

6.14.10. Live/Work Compatibility. In cases where residential or live/work units are envisioned as transitioning to commercial uses, the design of utility rooms shall be coordinated with City staff to reduce barriers to conversion in the future.

6.15 Sign Standards

6.15.1 Intent Statement

Sign Standards of the Diamond Bar Municipal Code regulates signs within the City of Diamond Bar. The standards of this Section provide supplemental regulations and special allowances to ensure the successful design of signs in a pedestrian-oriented downtown environment.

The standards intent is to enhance the pedestrian experience in the new downtown, prevent visual clutter, and promote successful sign design that contributes to new downtown's economic health.

6.15.2 Relationship to the Diamond Bar Municipal Code

All signs shall comply with Development Code Title 22 - (Development Code), Article III. Site Planning and General Development Standards, Chapter 22.36: Sign Standards, except as set forth for signs within the boundaries of the special sign districts as described below.



Figure 6-72 - Projecting Sign Illustrative Photo



Figure 6-73 - Projecting Blade Sign Illustrative Photo



Figure 6-74 - Sidewalk Sign Illustrative Photo

6.15.3 Sign Standards Specific to the TCSP

This Plan recognizes that the urban environment envisioned for the new downtown is unique within the context of Diamond Bar. In order to accommodate signs that are not appropriate for Diamond Bar as a whole but may be appropriate for portions of the new downtown, this Plan makes provisions for specific signage otherwise prohibited in the Development Code. In some cases, it also imposes additional standards to permitted signs and prohibits sign otherwise allowed. These special allowances, restrictions and supplemental regulations are defined below.

All provisions of the Development Code not specifically mentioned or differentiated in this section shall remain in effect.

A. Permitted Signs that would otherwise be prohibited by Development Code Section 22.36.080

The special sign district the following signs shall be permitted within the boundaries of the TCSP:

1. Projecting Signs projecting no more than four feet from the building face.
   a. Definition: A Projecting Sign means a sign that is structurally attached to and projects outward from a building face or wall.Limitation in Number. One double sided Projecting Sign is permitted per each ground-floor tenant to be located adjacent to the store Frontage.
   b. Maximum Area. Projecting Signs may not exceed 4 square feet in area.
   c. Restrictions, Additions, Clarifications and Exceptions. Light fixtures may be used for direct illumination of Projecting Signs.
   d. Additional Projecting Sign Requirements:
      - Shall have a vertical clearance of 12 feet from the ground.
      - Top of Projecting Signs shall be below the sill line of second-floor windows
      - Shall have a minimum spacing of 30 feet from other signs.
2. Projecting Blade Signs:
   a. Definition: A Blade Sign is a projecting sign that is taller than it is wide and extends beyond the height of the sign band. It may also extend beyond the height of the building to which it is directly attached. Blade signs can be many shapes and sizes and be either illuminated or non-illuminated.
   b. The design including size, shape and means of attachment of any and all Blade signs shall be subject to Planning Commission review and approval.
   c. Restrictions, Additions, Clarifications and Exceptions. Projecting Signs may be externally or internally illuminated. If internally illuminate, backgrounds shall be opaque so that lighting emanates from letters, logos, and accent elements only.
   d. Additional Blade sign requirements:
      - Shall have a vertical clearance of 12 feet from the ground.
      - Shall have a minimum spacing of 100 feet from other blade signs.
3. Sidewalk Signs
   a. Definition. A Sidewalk Sign is a sign that is not permanently affixed to a structure or the ground.
   b. Limitation in number. No more than one sidewalk sign every 30 feet. One double-sided sign is permitted per each ground-floor tenant to be located adjacent to the store Frontage.
   c. Maximum Area. Sidewalk Signs shall not exceed 8 square feet per face.
   d. Restrictions, Additions, Clarifications and Exceptions. Sidewalk Signs shall not:
      - Obstruct required ADA clearance.
      - Impede any line of sight for motorists at vehicular public right-of-way intersections, as recommended by the City Engineer.
      - Interfere with people exiting and entering parked cars.
      - Be located in any landscaped area.

B. Permitted Signs not expressly allowed under Development Code Section 22.36.080

1. Shingle signs.
   a. Definition: A Shingle Sign hangs from a projecting structure that is perpendicular to the face of the building. Shingle Signs may also be suspended from overhead building projections, such as balconies, canopies, eaves or arcades.
   b. Limitation in Number. One Sign per Street Frontage for each ground-floor tenant to be located adjacent to the store Frontage not to exceed two Frontages.
   c. Maximum Area. Shingle Signs may not exceed 4 square feet in area.



Figure 6-75 - Shingle Sign Illustrative Photo



Figure 6-76 - Pole Banner Illustrative Photo



Figure 6-77 - Back lit, Channel Letter Sign Illustrative Photo

d. Restrictions, Additions, Clarifications and Exceptions. Light fixtures may be used for direct illumination of Shingle Signs.

e. Additional Shingle sign requirements:

- Placement if suspended from balcony, canopy, soffit, eave or arcade.

2. Pole Banners

a. Definition: Pole Banners are signs made out of cloth, fabric or other lightweight material, which is attached at the top and bottom by permanent supports mounted to a building wall or light pole.

b. Limitation in Number. One Sign per 100' of building length, or one-sign per building length if the building to which they are attached are less than 100 feet in length. Two Pole Banners per light pole.

c. Maximum Area. Pole Banners shall not exceed 8 square feet.

d. Restrictions, Additions, Clarifications, and Exceptions: Pole Banners affixed to an exterior building Facade shall not extend above the roofline.

C. Prohibited Signs that would otherwise be permissible under Development Code Section 22.36.120(b) and 22.36.190(c)

- Monument signs.
- Freeway-oriented signs (excluding wall signs).

6.15.4 Supplemental Regulations

The following additional regulations and allowances apply to signs within the boundaries of the Town Center Specific Plan.

A. Wall Signs

1. Signs painted directly on buildings are not permitted.
2. Cabinet signs are not permitted.
3. Walls signs shall be comprised of individual channel letters with the exception of cabinet-style logos which are not to exceed nine square feet. Combinations of individual letters, cabinet logos, and taglines are permitted. The tagline must be secondary to the main sign. The height of the tagline may not exceed one quarter of the height of the individual letter sign.
4. Restrictions, Additions, Clarifications and Exceptions. Signs may be internally illuminated, back lit, or lit from the front by wall mounted fixtures. Independent fixtures may be used for direct illumination of signs. Wall signs shall be allowed for ground-floor tenants only. The placement of the first-floor sign band shall be directly above the storefront. The building name or the tenant name occupying the most floor area in a building may have one wall sign above the window band of the top floor.

6.16 Architectural Styles Standards

An architectural stylistic framework shall be the basis for establishing objective design standards for all development in the Town Center. This framework honors the San Gabriel Valley's existing architectural styles by providing a regulatory framework to continue its eclectic architectural tradition.

The following standards enable the significant characteristics of the following five architectural styles that have been identified as relevant. The styles are identified below. The five styles are the following:

- Main Street Commercial
- Spanish Revival
- Craftsman
- Art Deco
- Disciplined Modern

The above styles are described in terms that assist the user of these standards to understand their historic precedence and prepare contemporary designs in these historic styles. Each style is described, differentiated from the others, through eight criteria. These describe their prevalent language of composition, technique, materiality, and detail for the user to apply to new designs: massing, base, primary walls of upper floors, roof-wall transitions, roof, drainage, door and window openings, attached elements.

Applicants for development in the Town Center shall select and conform to one architectural style and one corresponding building type for each proposed building pursuant to the standards. If a development is proposing several buildings and/or building types, the applicant may provide different architecture style and building type combinations in the same development as permitted in the sub-district. Each style is described and differentiated from the others through eight building criteria as follows:

Additional styles may be proposed by project applicants, however the decision to permit these is at the discretion of the Planning Commission, taking into account the proposal's consistent definition and application of the eight criteria mentioned below:

1. Massing
2. Base and Ground Floor
3. Primary Walls of Upper Floors
4. Roof Wall Transitions
5. Roof
6. Drainage
7. Door and Window Opening
8. Attached Elements



Figure 6-78 - Main Street Commercial Style



Figure 6-79 - Spanish Revival Style



Figure 6-80 - Craftsman Style



Figure 6-81 - Art Deco Style

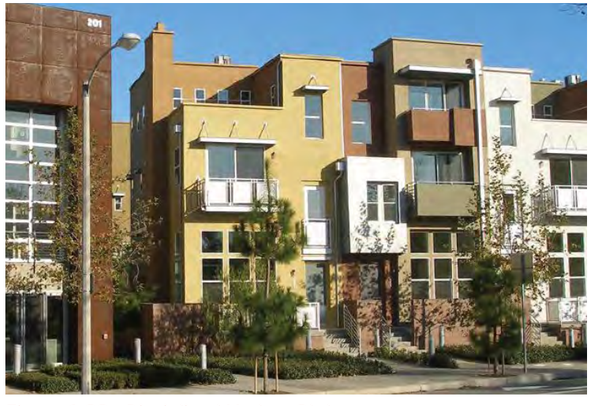


Figure 6-82 - Disciplined Modern Style

6.16.1 Main Street Commercial

The Main Street Commercial style is derived from the late nineteenth and early twentieth century mixed-use architecture that characterized the downtowns of small cities and towns throughout California. Buildings of this style are decorated rectangular masonry (or stucco) boxes in form and are mixed-use with commercial ground floors in terms of function.

Multi-story façades are typically divided into base, middle and top, or "tri-partite", with the ground floor taller than the shorter upper floor which is finished by a significant parapet. The ground floor has expansive glass interrupted by structural columns with transoms to allow light to penetrate deep into the interior. Upper-level windows are typically punched openings, often grouped in twos or threes by piers, pilasters, or other façade elements, creating a repetitive bay structure directly relating to the ground floor openings.



Figure 6-83 - Main Street Commercial Building in Denver, CO

1. Massing

A. Main Street Commercial buldings shall present frontages that are square or simple rectangles and as a single volume.

B. Notwithstanding this requirement, no greater than 10% of the total frontage may include deviations to the rectangular forms, through changes in height, setback or encroachment, or corner articulation.

2. Base

A. An explicit base level element shall ground the building up to two and half-feet (2'-6") maximum height, such as a bulkhead, footer, or sill.

B. The ground floor base shall provide a minimum of one (1) foot wide horizontal band of a different plane on the façade at the top of the first story, such as a cornice or lintel.

C. Exterior wall materials shall be applied as a horizontal band of brick, stone, cast concrete, stucco, terra cotta, or cementitious fiberboard

3. Primary Walls of Upper Floors

A. Upper floor walls shall be expressed as single-plane expanse of cast concrete brick, stucco and plaster materials, terra cotta or cementitious fiberboard siding. Notwithstanding that, nothing in this statement shall be interpreted as prohibiting the inclusion decorative detail on the surface or that is additive in nature.

B. Where present, attached building wall elements, such as awnings and balconies, shall encroach into the building's setbacks.

C. Window shutters shall not be allowed.

4. Roof-Wall Transitions

A. Exterior walls shall transition directly into roof parapets or into plaster molding or cornice line forms.

B. For buildings with flat roofs, exterior parapets shall be articulated as a continuation of the exterior wall. However, nothing in this requirement shall be construed as preventing the addition of cornices, entablature, or decorative profiles onto the surface of the parapet.

5. Roof

A. For buildings with pitched roofs greater than 6:12, roofs shall overhang the wall surfaces, by a minimum of two (2) feet.

6. Drainage

A. Where a rain drainage catchment is visible, (i.e., not embedded within the building's walls) it shall be conducted with a combination of gutters and downspouts fabricated either from untreated copper or painted metal to contrast with the building face.



Figure 6-84 - Examples of Main Street Commercial Style (ten at rigth)

7. Door and Window Openings

A. Ground floor fenestration shall conform with the requirements for storefronts or café frontages (see Section 6.7).

B. Transoms above doorways are required on the ground floor.

C. Upper floor windows and doors shall be geometrically square or rectilinear oriented with the longer dimension running vertically. Notwithstanding this, nothing in this requirement shall preclude the use of arches, or articulated lintels atop the openings.

D. Door and window openings shall be centered on the spaces between the pattern of ground floor columns and piers.

E. Windows on upper floors shall appear to be "punched" by recessing them from the surface by a minimum of 2". Where windows are arranged in groups of two or three, the entire group shall be recessed from the outer surface.

F. Door and window openings on the Upper Floors of Primary frontages shall constitute a minimum of 33% of the façade. This requirement may be reduced if windows and doors are recessed at least 4" from the surface of the façade.

G. Windows on the upper floors shall be double-hung or awning type unless the Planning Commission approves an alternative.

8. Attached Elements

A. Awnings, canopies, and upper floor balconies or bay windows are subject to encroachment requirements.

















Figure 6-85 - Examples of Main Street Commercial Style (ten at rigth)

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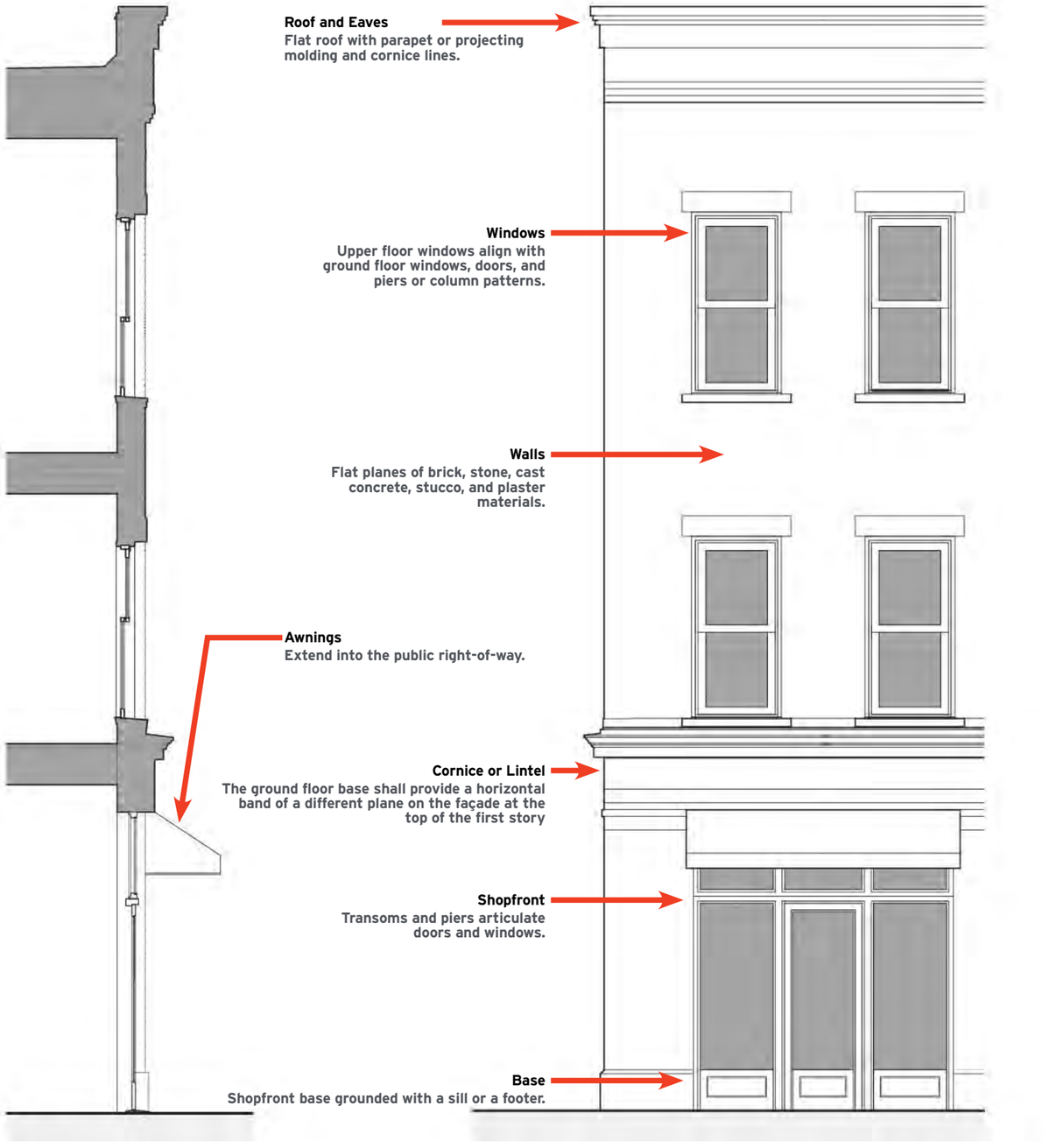


Figure 6-86 - Main Street Commercial Elements Diagram

6.16.2 Spanish Revival

Derived from the adobe structures of the Spanish Missions showcased in the California pavilion at the World's Columbian Exposition of 1893, and adopted by several railroad companies for their train stations and hotels, it quickly became a fixed style of California, widely used on both institutional and residential buildings. Walls often have significant depth, and any effort to emulate this character-defining feature, especially in features such as arcades, will help the authenticity of the language. The Mission style is a mature and complex architectural language. Its heritage is so extensive that when applied, it evokes a heightened sense of urbanity, and an intimate relationship with nature. Key characteristics of the style include white or light-colored stucco walls, sloped red tile roofs with exposed rafter ends, shaped parapets, and extensive balconies often with ornate metal rails. Building composition is flexible, with both asymmetrical, picturesque arrangements and ordered, symmetrical ones appropriate to the style. The use of arched openings, either unframed on windows, or in ground floor arcades at entries or adjacent to public space, is common. Building façade compositions can be symmetrical but are generally asymmetrical in terms of window size, location, and alignment.



Figure 6-87 - Spanish Revival Building in Rolling Hills Estates, CA

1. Massing

A. Volumetric composition shall be with a primary volume accounting for at least 60% of the frontage, but no more than 90% offset by a variety of lesser volumes.

B. Cantilevered rooms shall not be allowed on exterior walls facing primary or side streets.

2. Base and Ground Floor

A. While, not required, if an articulated base element is applied on the ground plane, such as a footer, it shall be no taller than three feet (3'-0") maximum height from grade.

B. Where utilized, the base element shall be one (1) of the following:

a. A horizontal band painted with the darkest accent color applied to the building façade.

b. A horizontal band painted the exact same color as the entire building façade.

c. A horizontal band of ceramic tile, plaster, stone or cast concrete materials

3. Primary Walls of Upper Floors

A. Primary Upper floor walls of the primary volume shall be expressed as a single-plane expanse of stucco or plaster surface, smooth or hand-troweled textures. Primary Walls of secondary volumes shall be surfaced in stucco or plaster unless discretionary approval by the Planning Commission is granted for an alternative material.

B. Notwithstanding the requirement for above, materials such as decorative tile, ornamental metal, stone, or terra cotta may recess within the wall, set flush with the surface of the wall or in the case of traditional moldings, be applied atop the surface. Stone or cast concrete materials shall not be allowed above the ground floor base element, except for attached chimneys, unless the material is a continuation of the identical material used below. .

4. Roof-Wall Transitions

A. Where parapets are used, they shall be articulated as an explicit exterior wall visual transition to the sky.

B. Exterior walls will transition into roof form by one of three devices:

a. a projected wooden eave with exposed wooden rafters,

b. a plaster molding or,

c. a tile cap.

C. Foam moldings are permitted only on the second (2nd) floor or above and shall not be used in occupied or high-use areas such as doorway trim or facing balconies.

5. Roof

A. Gabled or hipped roofs shall be low-pitched at a 3:12 minimum to 5/12 maximum ratio and finished in clay or concrete barrel tile.

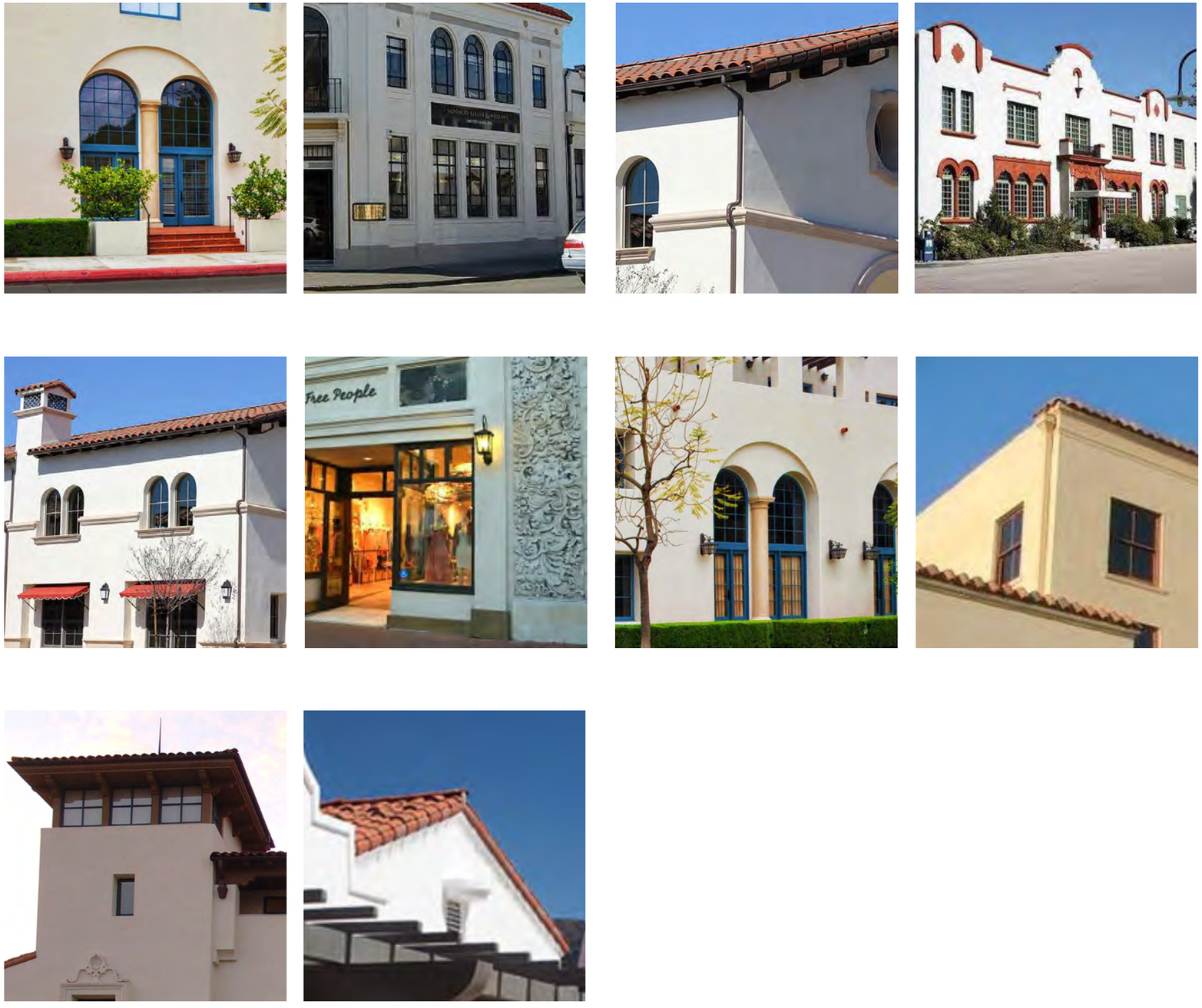


Figure 6-88 - Examples of Spanish Revival Style

B. Flat roofs are allowed and shall be articulated as an explicit exterior surface (tile may be multi-color randomly placed) visual transition to the sky. May be accessible and used as balconies or terraces.

C. Overhanging downslope eaves shall be a minimum of sixteen-inches (1'-4") wide supported by wooden rafter tails and exposed eaves or metal brackets.

6. Drainage

A. Rain drainage catchment shall be conducted with a combination of half-round gutters and round downspouts entirely in dark painted metal or untreated copper and shall be located within six inches of building corners.

7. Door and Window Openings

A. Window on Primary facades shall be punched openings with no surround and deep-set with a minimum two-inch (2") plaster return.

B. Window and opening compositions shall be square or vertically rectangle shaped.

C. There is high ratio of wall to window, meaning that the windows are read as "punched."

D. Shutters shall be the aggregate size of the associated opening.

E. Operable windows on upper floor shall be casement.

F. Sliding doors are not permitted unless they have a minimum stile width of four (4) inches.

G. Ground floor fenestration shall conform with the requirements for storefronts or café frontages (see Section 6.7).

H. Upper floor windows and doors shall be geometrically square or rectilinear oriented with the longer dimension running vertically. Notwithstanding this, nothing in this requirement shall preclude the use of arches, or articulated lintels atop the openings.

I. Door and window openings shall be centered on the spaces between the pattern of ground floor columns and piers.

J. Doors and Windows openings on upper floors shall appear to be "punched" by recessing them from the surface by a minimum of 2". Where windows are arranged in groups of two or three, the entire group shall be recessed from the outer surface.

K. Door and window openings in the Upper Floors of Primary Frontages shall constitute a minimun of 33% of the façade. This requirement may be reduced if the windows and doors are recessed a minimum of 4".

8. Attached Elements

A. All allowable urban frontages in the project area can be expressed in terms particular to this architecture.

B. Awnings, canopies, and upper floor balconies or bay windows are subject to encroachment requirements.

C. Balconies shall be supported by bracketing entirely in metal or exposed wood.

D. Minimum Transparency Not Required: Projecting balconies in the Spanish Colonial style are exempt from the minimum transparency requirements for balcony railings.

E. Bay windows shall be supported in wooden brackets or exposed joist extensions.



Figure 6-89 - Examples of Spanish Revival Style

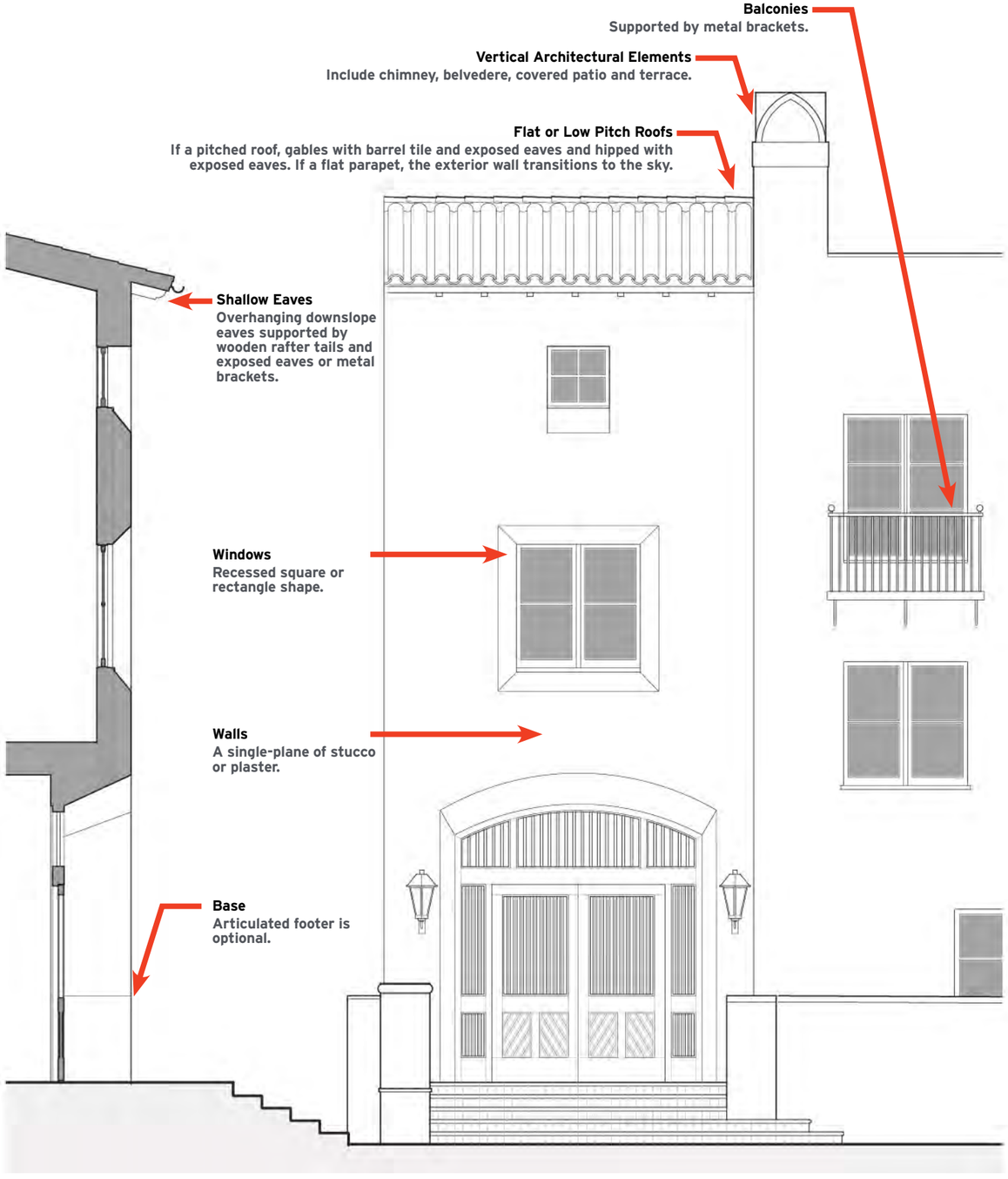


Figure 6-90 - Spanish Revival Elements Diagram

6.16.3 Craftsman

The English Arts and Crafts movement of the mid- to late-19th century inspired the Craftsman architecture of California. It was invented as a style of the handmade and earthy, a reaction to the repetitiveness and homogenization of the industrial culture emerging at the time. The Arts and Crafts movement became the expression of choice for an unadorned, popular, and natural architecture. Good examples of Craftsman buildings for larger scaled 3-5 story buildings can be found in historical hotels, California courtyard multifamily housing and mountain / national park resorts.

In its most simple form, it is a wood box surrounded by various attached elements, such as roof dormers or expressive downspouts. Walls are typically horizontally placed wood siding, shingles, or board-and-batten (often in a combination of two or three) with a foundation base and piers in stone, brick or stucco. A large gable roof shallow sloped roof with dormers to break up massing is typical. Dormers may have shed or flat roofs, gable ends. Rafter tails, decorative brackets, and porch columns are exposed, smooth, woodwork. Windows and doors are vertical in proportion, trimmed in wood. Roofs are clad in wood or shingles with broad overhangs and eaves.



Figure 6-91 - Craftsman Style Building - Fair Oaks Court, Pasadena, CA

1. Massing

A. Volumetric composition shall be with a primary volume accounting for at least 60% of the frontage, but no more than 90% offset by a variety of lesser volumes.

B. At least 70% of the top floor shall be subsumed in the roof with dormers. In buildings with varying heights, this requirement shall apply to the top floor in each section of the building.

C. A large gable roof with dormers to break up massing is typical. Dormers may have shed or flat roofs, or gable ends.

2. Base and Ground Floor

A. An explicit base element shall be applied at the ground plane, and it shall measure from be up to one-(1) to three-feet (3'-0") in height and expressed as horizontal band/layer pattern and made of brick, stone, stucco, or shingle materials.

B. Ground floor material shall be a masonry material such as stone, brick or stucco and the upper floors shall be clad in wood or shingle siding.

C. Piers are a minimum of 6"x6" if wood posts, and 18"x18" if stone or stucco.

3. Primary Walls of Upper Floors

A. Masonry materials, such as brick, stone or stucco shall not be allowed above the ground floor base element, except for attached chimneys.

B. Upper floor exterior walls shall be clad primarily (up to 90% of a vertical façade section) as single-plane expanse of wood, shingle, shake, or clapboard siding up to the roof line. with a secondary material utilized from 10-30% of any vertical section). Secondary materials can be defined by a change in color, a change in size or pattern of the shingles or shakes, or a completely different material.

C. The space between columns and piers shall be either square or vertically rectangle shape with a height to width proportion ratio of no more than 3:1.

D. Door and window openings shall be centered on the spaces between columns/piers below.

E. Piers are a minimum of 6"x6" if wood posts.

4. Roof-Wall Connections

A. Exterior walls shall transition into roof form by projected wooden eaves with exposed rafters.

B. Eaves shall have an overhang of at least three feet (3'-0").

5. Roof

A. Roofs must be designed with a pitched gable or hipped roof. Principal gables are between 3:12 and 6:12, and shed slopes shall be less than the principal slope (between 2:12 and 4:12).

B. Eaves shall be supported by wood bracket details and exposed wood rafters to support gable end roofs.

C. Dormers, if used, shall have shed or gable ends.

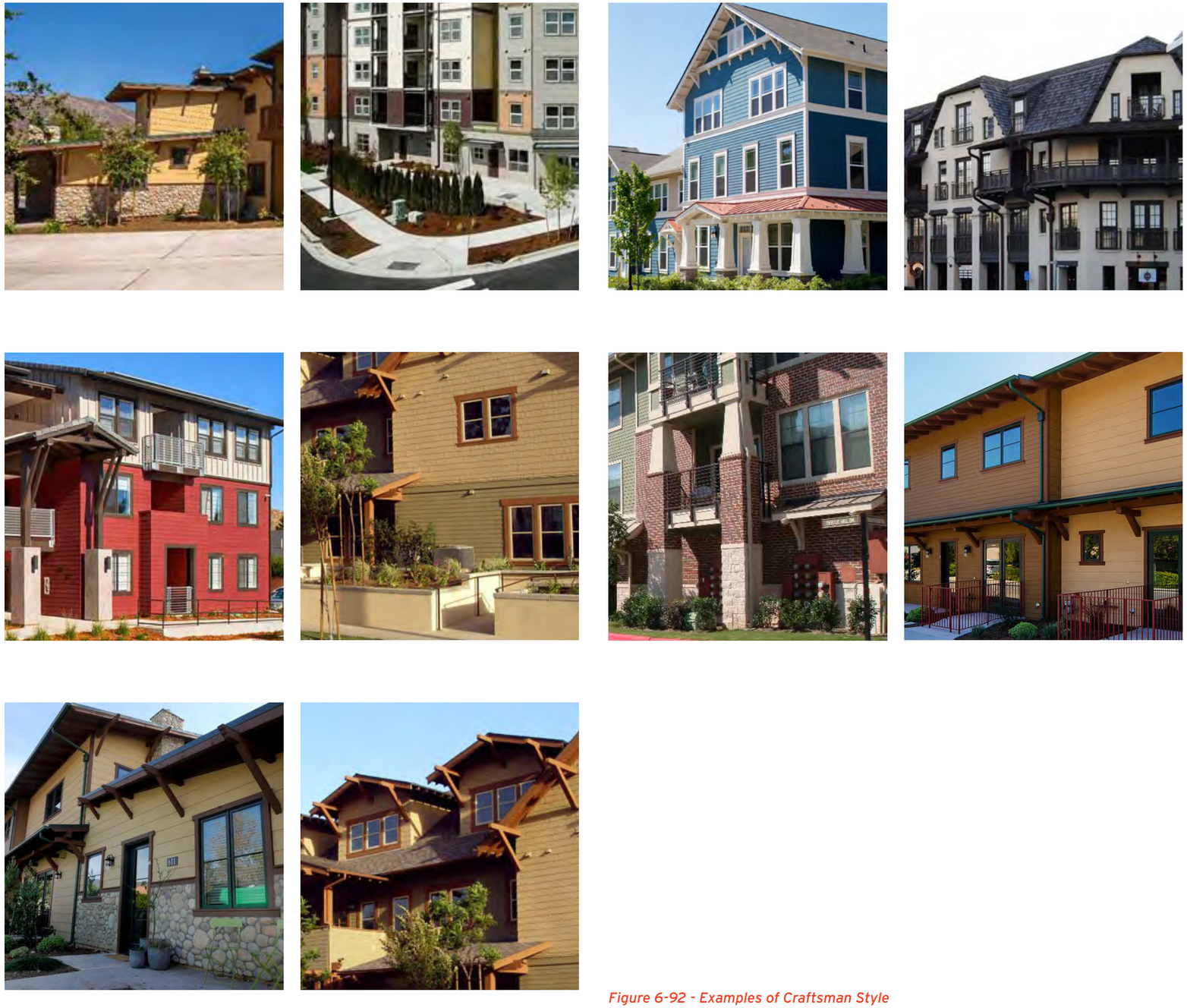


Figure 6-92 - Examples of Craftsman Style

6. Drainage

A. Rain drainage catchment shall be conducted with a combination of gutters and downspouts in entirely painted metal or untreated copper finishes.

7. Door and Window Openings

A. Window lites may be divided into equal increments or be divided on a portion of a window (such as the upper portion of a double-hung or casement window).

B. Primary entry doors on the ground floor shall be made of wood.

C. Window and opening compositions shall be either square and/or vertically rectangle shaped. However up to three windows may be grouped to form a horizontal opening.

D. One specialty window (neither square nor rectilinear) per vertical section, may be utilized.

E. Window shutters, if used, shall match the aggregate size and shape of the associated opening.

F. Door and window openings on the Upper Floors of Primary Frontages shall constitute a minimum of 25% of the façade.

8. Attached Elements

A. Porches, chimneys, and trellises can encroach beyond the primary exterior surface of buildings and into their setbacks.

B. Balconies and bay windows shall be supported by wood brackets, or tapered or square posts.

C. Trellis and other woodwork shall define ground floor outdoor patios areas.

D. Minimum Transparency Not Required: Projecting balconies in the Craftsman style are exempt from the minimum transparency requirements for balcony railings.

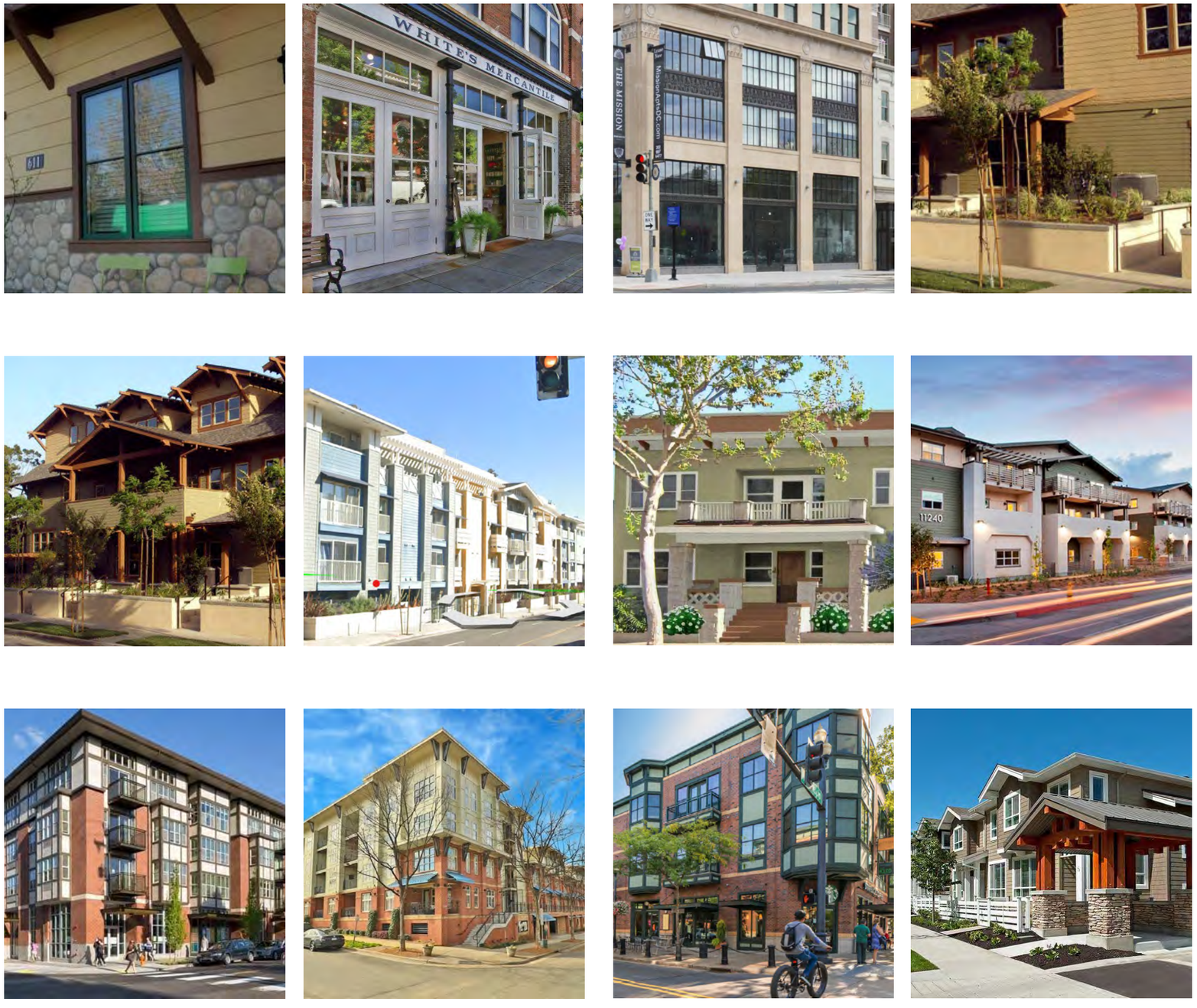


Figure 6-93 - Examples of Craftsman Style (twelve at right)

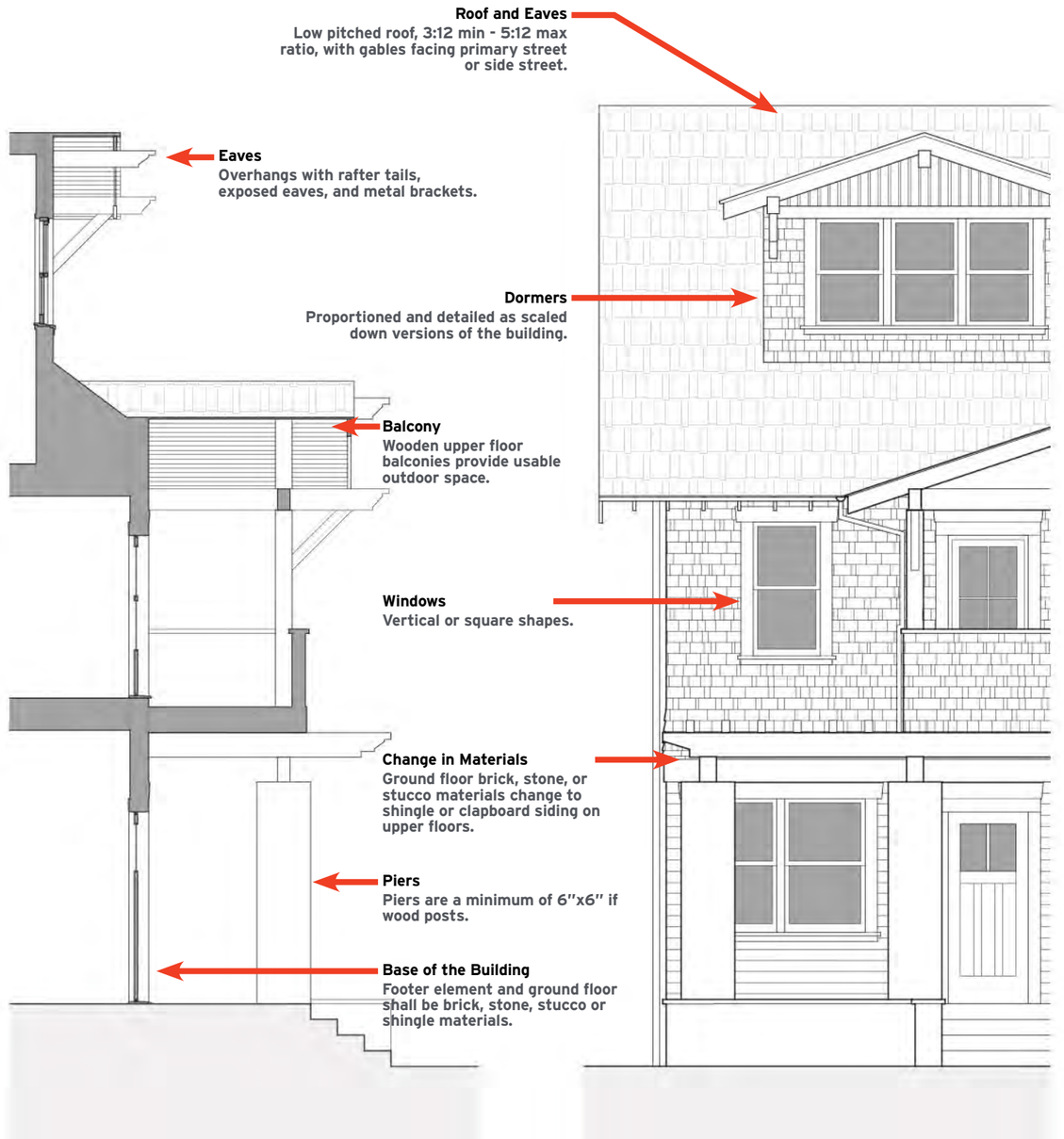


Figure 6-94 - Craftsman Elements Diagram

6.16.4 Art Deco

Art Deco emerged in the US in the 1920s and 30s, and was the first widely popular modern style, spreading through large cities and small towns alike. The style made a major impact on commercial, institutional, and large-scale residential buildings throughout California. The Art Deco style is characterized by volumes that step back at upper floors, long pilasters that run the entire height of the building, flat roofs, smooth lines, geometric shapes, and streamlined forms. Windows typically are located between the pilasters and, between floors, are often separated by decorated transom panels. Although towers may have roofs clad in metal.

Decorative features, such as infill panels, entry doors or canopies, incorporate strong geometric motifs, sometimes inspired by pre-Columbian architecture, and are often made of contrasting materials, such as metal or ceramic tile. The more exuberant versions of the style incorporate aggressive geometries of chevrons or ziggurats in façade design, while a more streamlined version, sometimes referred to as Arte Moderne, utilizes more sedate compositions with a horizontal emphasis.



Figure 6-95 - Art Deco Building in Fort Worth, TX

1. Massing

A. Maintain a symmetrical balance in at least 60% of the design's elements, with controlled asymmetry in no more than 40%.

B. Building façade sections shall have either a dominant vertical emphasis in detail or horizontal emphasis, but not both within the section of the façade.

C. Where tower elements are utilized, they shall rise above the roof cornice.

2. Base

A. Ground floor exterior walls shall be supported on a base composed of stone, cast concrete, brick, glazed terra cotta tile, stucco, or glazed ceramic tile (bathroom tile is not permitted).

B. The entire ground floor height may be articulated as the base of the building.

3. Primary Walls of Upper Floors

A. A primary facade plane shall account for 50% - 80% of the Upper Floor Facade. For the purposes of this calculation, windows and doors, which sit within two (2) inches from the surface of the façade are calculated as part of the primary façade plane. At least 10% of the façade shall sit on at least one additional façade plane (a secondary plane) projected out from or recessed in from the primary façade plane by a minimum of one (1) foot Balcony rails may be included as part of the secondary façade plane. There is no limit to the number of façade planes provided that the primary façade plane occupies at least 60% of the total façade.

B. Where pilasters running the entire height of the building are utilized, the combined surface of the outer edge of the pilasters may be included as part of the secondary façade plane.

C. Façades shall be composed of stucco, fiberboard, brick, or tile, however, included in those materials shall be both polished and matte finishes on separate elements, ensuring that each finish covers at least 15% of the design's total surface area.

D. Materials shall be used to give vertical or horizontal emphasis (but not both) through exaggerated piers or horizontal bands.

E. At least one geometric inlay using contrasting materials shall be utilized in each façade section.

4. Roof-Wall Connections

A. Exterior walls shall extend beyond the roof level and form a parapet that is configured in one of three ways:

a. pilasters that continue beyond height of interstitial walls,

b. walls that continue beyond height of the pilasters,

c. wall and pilaster that reach to same height.

B. Nothing in the requirement above shall preclude the use cornice lines, or the use of contrasting metal tile, or other inlaid materials as part of parapet.



Figure 6-96 - Examples of Art Deco Style

5. Roof

A. Except, by permission of the Planning Commission, roofs shall be flat with the exterior walls extending beyond the roofline to form parapet walls.

6. Drainage

A. Roof drainage shall be located within walls of the building itself and therefore not visible on the façade except that external scuppers and downspouts may be utilized on rear façades.

7. Doow and Window Openings

A. On the ground floor of mixed-use buildings, long, horizontal elements should be used in the design of the storefronts.

B. Individual windows shall be multi-paned, with a transom window above the main window.

C. Under each window, either as a sill or spandrel shall be a decorative area of at least one (1)-foot in height. This can be made of a contrasting material to the façades primary surface, or the primary surface but installed in a contrasting pattern.

D. Windows shall have vertical dimensions that are at least 1.5 times the width.

E. Notwithstanding the above requirement, up to three (3) windows may be grouped together within a larger frame.

F. Residential entry doors shall have large pane glazing or large panels with horizontal proportions. Doorways shall have a decorative surround.

G. Windows shall not cut into the pilasters.

H. Door and window openings on the Upper Floors of Primary Frontages shall constitue a minimum of 25% of the façade.

I. Windows on upper floors shall appear to be "punched" by recessing them from the surface by a minimum of 2". Where windows are arranged in groups of two or three, the entire group shall be recessed from the outer surface.

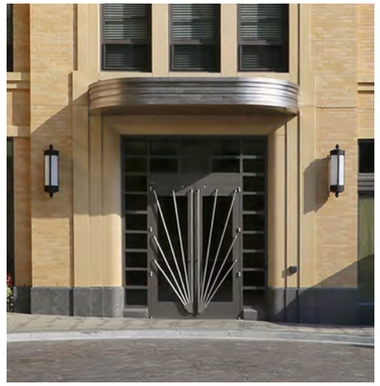
8. Attached Elements

A. For the ground floor of mixed-use buildings, a projecting canopy shall be provided over retail storefronts.

B. Awnings, canopies, and upper floor balconies or bay windows are subject to encroachment requirements.

C. Projecting balconies must project at least three (3) feet beyond the primary building face.

D. Balcony railings shall be constructed of metal, and must include a geometric pattern, covering no less than 50% of the total railing area. These could include geometric shapes, chevrons, zigzags or repeating linear elements.



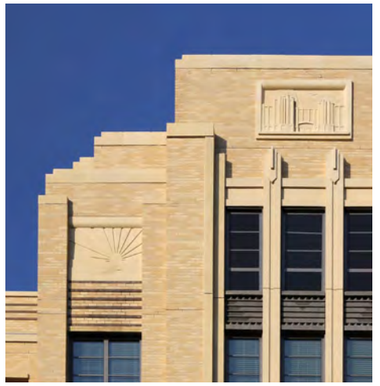




Figure 6-97 - Examples of Art Deco Style (five at right)

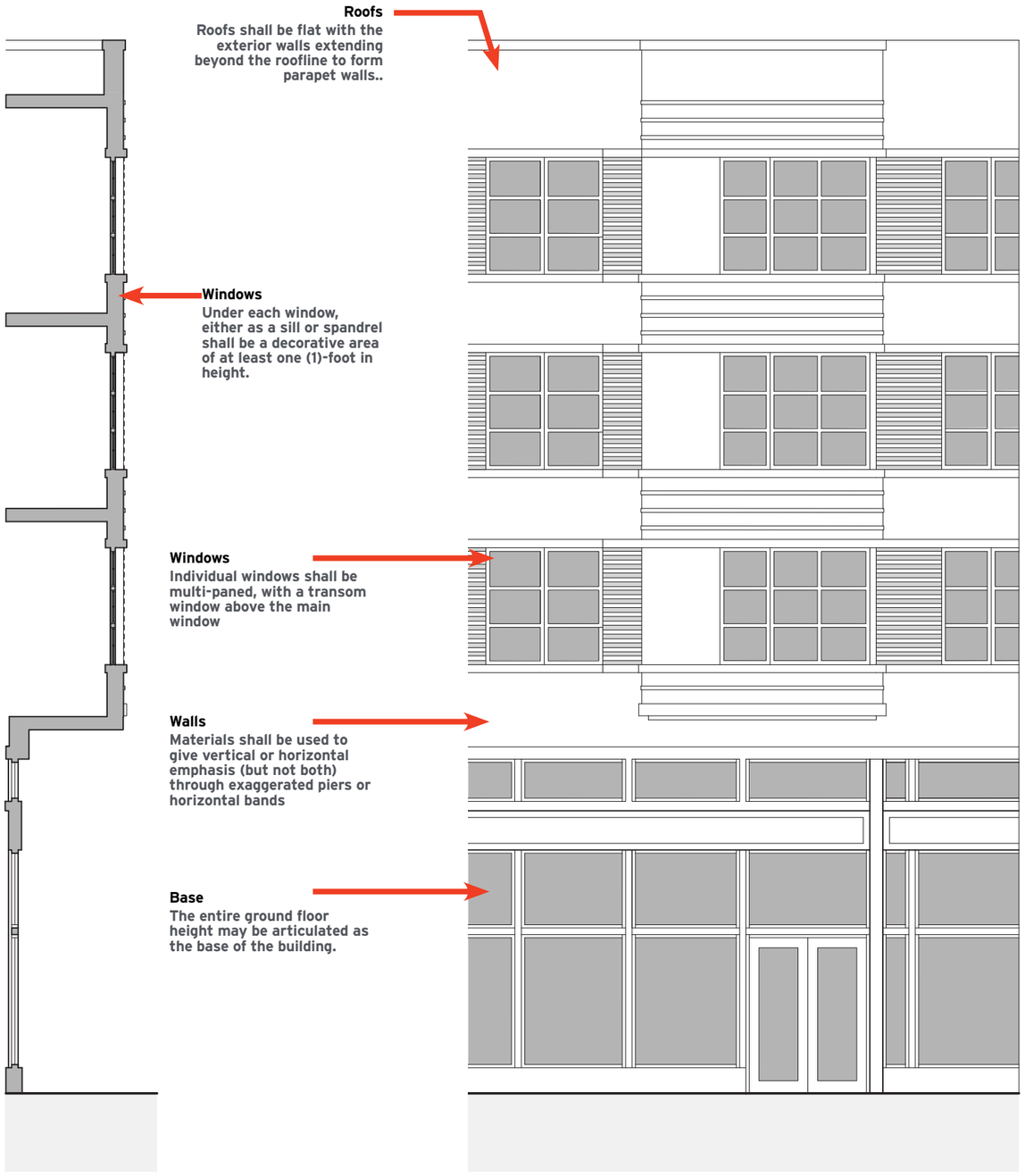


Figure 6-98 - Art Deco Elements Diagram

6.16.5 Disciplined Modern

The Disciplined Modern style refers to the streamlined Modernism that flourished in the middle of the last century, in Southern California and throughout the country. Influenced by the climate and products of industrial design, the style featured flat roofs, asymmetrical and streamlined building composition, repetitive building elements articulated as abstract planes or forms, and expanses of glass that allow integration between interior and exterior spaces. The use of industrial materials such as glass, concrete and fiberglass in combination with natural materials is common.

Given its abstract nature, the "Disciplined Modern" style relies heavily on the use of a "parti" or a set of major decisions about the overall organization of the building mass as a formative element. The process for buildings in this style shall begin with the parti, which shall include the following specific formal elements: an asymmetric composition with a horizontal emphasis balanced with vertical feature(s); a subdivision of the overall building form into discrete and distinguishable masses; the articulation of the exterior surface into planes with a visible layering of elements, and expanses of glass. Unique façade features may be highlighted with a bright or contrasting color. Despite its use of an abstract vocabulary, buildings shall be articulated with a human scale. A base and middle shall be established; a cap or attic story may be clearly articulated or implied through modest upper level adjustments such as a taller parapet.



Figure 6-99 - Disciplined Modern Building in Santa Monica, CA

1. Massing

A. Buildings shall be composed of layered volumes of differing heights and/or widths. These layered façade components shall be tied to a repetitive bay system (structural or otherwise), articulated with a changes in plane ("layered massing" of at least four (4) inches in depth. This layered massing shall appear to overlap other masses to create the appearance of depth on the façade The material palette and its application shall reinforce the repetitive bay system. Layered compositions that appear random and/or unorganized are not appropriate.

B. Nothing in the requirement shall preclude the use of exceptions to the repetitive bay system in order to identify special areas, such building entries, or to acknowledge local context.

2. Base

A. The Base shall be articulated as distinct from Upper Floors, either through changes in plane and/or changes in material, and percentage of transparency.

3. Primary Walls of Upper Floors

A. A primary facade plane shall account for 40% - 70% of the Upper Floor Facade. For the purposes of this calculation, windows and doors, which sit within two (2) inches from the surface of the façade are calculated as part of the primary façade plane. At least 30% of the façade shall sit on at least one additional façade plane (a secondary plane) projected out from or recessed in from the primary façade plane by a minimum of two (2) feet. Balcony rails may be included as part of the secondary façade plane. There is no limit to the number of façade planes provided that the primary façade plane occupies at least 40% of the total façade.

B. Façade Planes are expressed as expanses of wood, cementitious, or metal siding, plaster or stucco, metal panels, or cast concrete. These various materials may be used in conjunction with one another, for example to identify different façade planes.

C. For buildings or portions of buildings which are four (4) or more stories in height, it is necessary to provide articulation for the top story of the building. This may be accomplished by a color change, material change, the extension of a primary façade plane from behind a secondary plane, and/or a cornice/belt course at the bottom of the uppermost story. Other techniques may be approved by the Planning Commission on an individual basis.

4. Roof-Wall Connections

A. The building cap is where the side of the building meets the top. It shall incorporate the roof parapet or roofline. Building caps shall facilitate roof forms that are integral to the building's design on all sides of the structure.

B. The parapet of flat-roofed volumes may be articulated as an extension of the wall below or as a distinct railing.

5. Roof

A. Roofs may be sloped, barrel shaped, flat, or a combination thereof. Sloped roofs shall be clad in metal or tile.

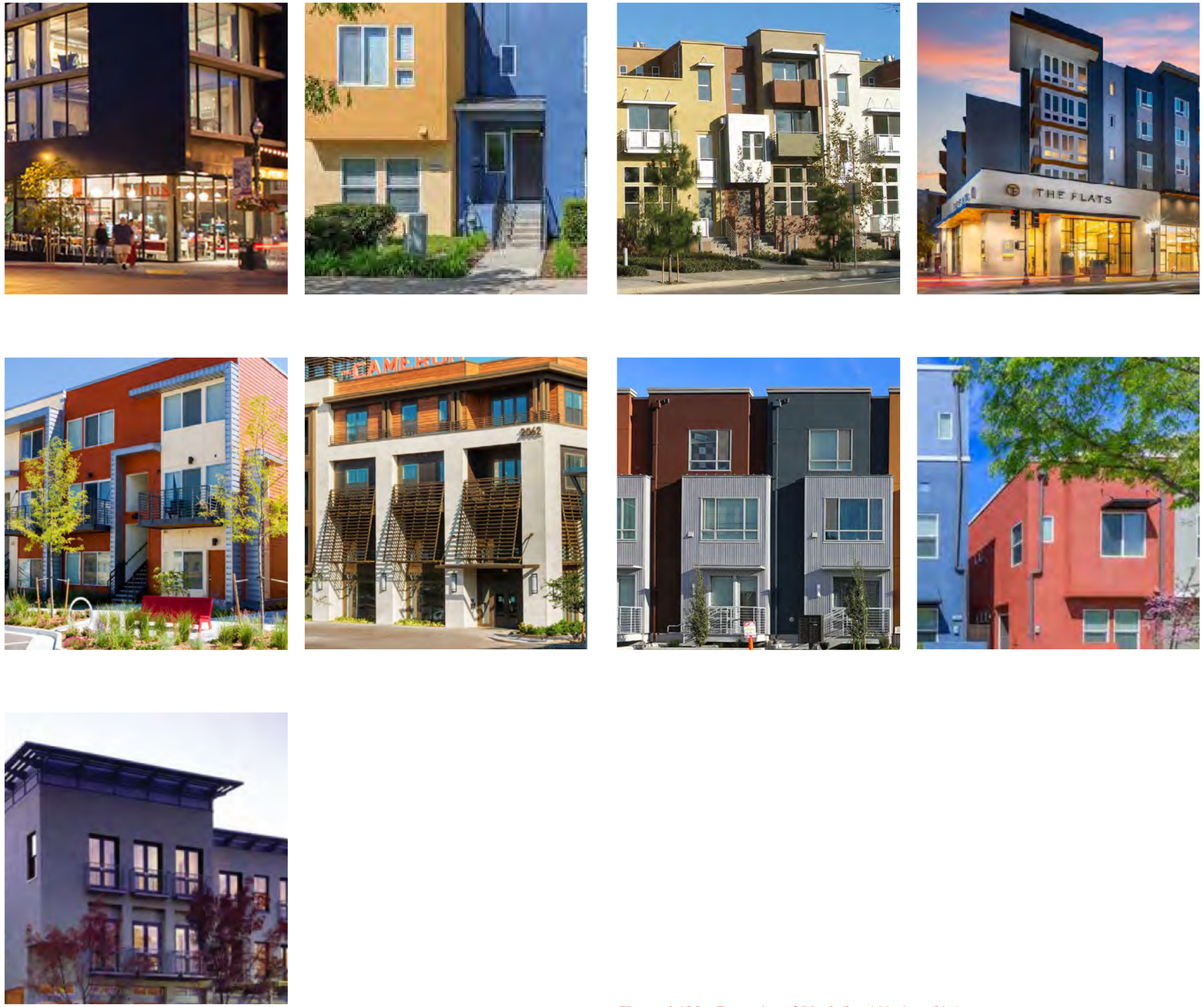


Figure 6-100 - Examples of Disciplined Modern Style

6. Drainage

A. Gutters visible to the primary façade are prohibited, unless utilized to articulate the repetitive bay compositional system.

B. Where downspouts and scuppers are visible on the primary façade they shall be made of painted metal or copper in rectangular or circular form.

7. Door and Window Openings

A. On the ground floor of mixed-use buildings, long, horizontal elements shall be used in the design of storefronts.

B. Primary doorways shall be located asymmetrically from the center of the building.

C. Windows and Doors on flat surfaces must be recessed at least two (2) inches to create a shadow line or have a projecting surround or a projecting rain screen assembly of at least four (4) inches beyond the window to create a shadow.

D. Door and window openings on the Upper Floors of Primary frontages shall constitute a minimum of 33% of the façade.

8. Attached Elements

A. A minimum of 10% of all windows and doors facing a Primary Façade shall have horizontally oriented, metal sun shades supported by metal brackets extending at least 18" from the outer face of the window or door. This requirement is waived where the windows are recessed at least four (4) inches from the outer wall (or rain screen). Attached Balconies may substitute for the attached sun shades.

B. Awnings, canopies, and upper floor balconies or bay windows are subject to encroachment requirements.

C. Projecting balconies must project at least three (3) feet beyond the primary building face.

D. Balcony railings shall be constructed of perforated metal or laminated glass. If the ground floor of mixed-use buildings is proud from the floors above, a projecting canopy shall be provided over retail storefronts. Projecting canopies are not required, where the ground floor is recessed from the floors above.

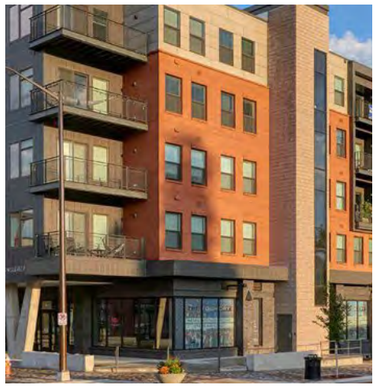
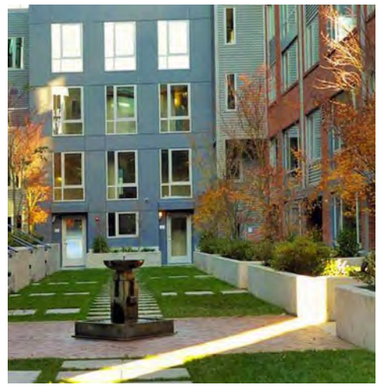








Figure 6-101 - Examples of Disciplined Modern Style (seven at right)

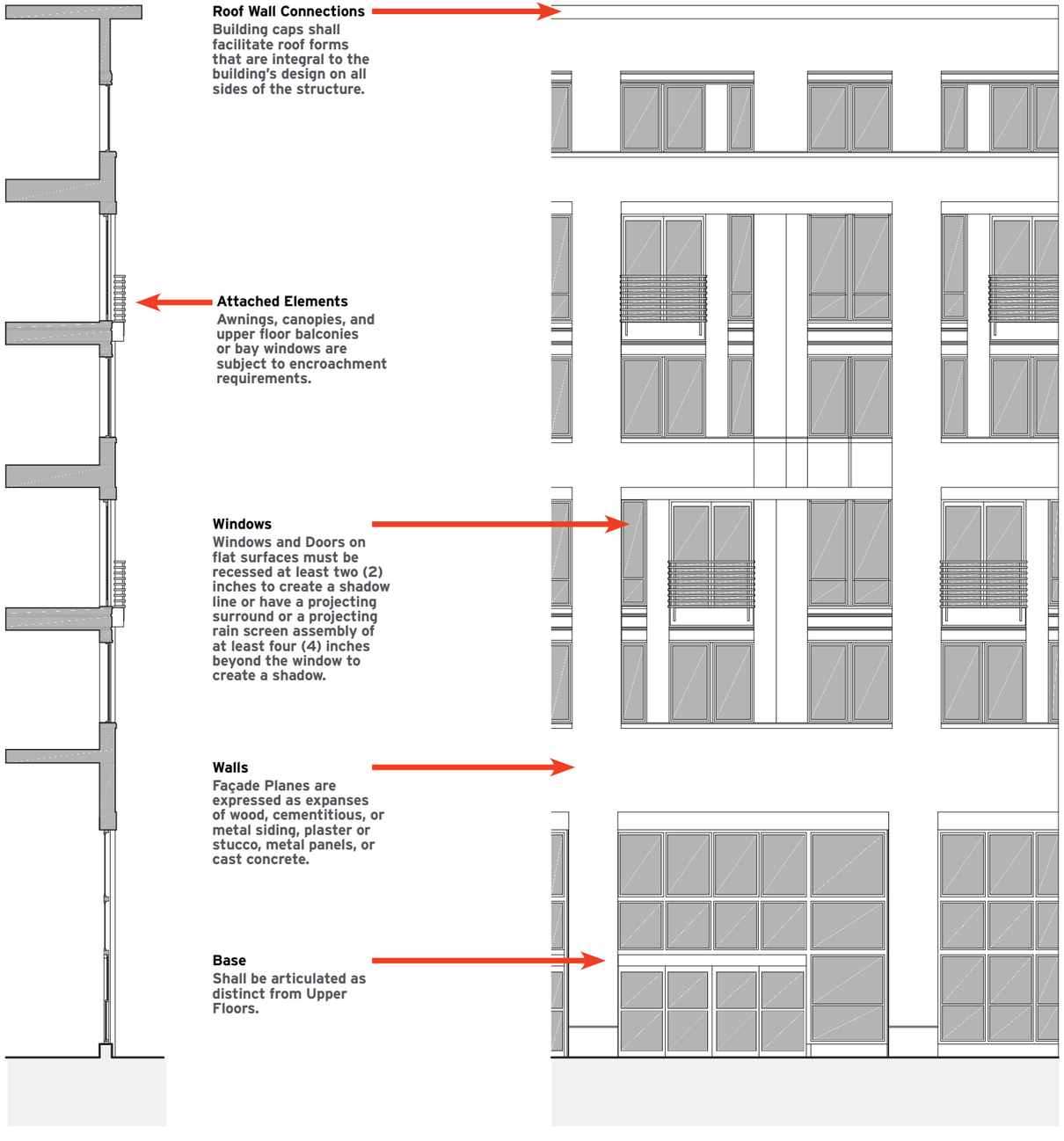


Figure 6-102 - Disciplined Modern Elements Diagram

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CITY OF DIAMOND BAR CALIFORNIA

Implementation

The Town Center Specific Plan is intended to guide and regulate development within the Plan Area. This chapter identifies a variety of techniques and strategies to implement the Specific Plan and help achieve the vision for the Town Center area. The ideas discussed in this chapter are not mandates, nor are they intended to be all-inclusive. It is recognized that flexibility to respond to various development proposals and market conditions will be needed over time. The most effective approach may ultimately prove to be a combination of several strategies, or some techniques that have yet to be identified or accepted by the development community. In any event, the successful implementation of the Specific Plan will require extraordinary efforts, cooperation, investment and creativity by the City, regional, state and federal agencies, property and business owners and the development community.

7.1 Implementation Objectives

The criteria and procedures described in this Chapter seek to:

- Provide for the phased transition of the existing shopping centers along Diamond Bar Boulevard between SR-60 and Golden Springs Drive into a vibrant pedestrian-oriented Town Center.
- Leverage existing and future transit to create a pedestrian-oriented, multimodal, transit village.
- Introduce high quality-of-life amenities that can be equitably shared with the Diamond Bar community.
- Ensure proportional distribution of public infrastructure and public space across each phase of development.
- Encourage the production of housing for all income levels in the Plan Area.
- Ensure a dynamic public realm beyond which is provided as mitigation of development impacts.
- Allow for reasonable flexibility in the planning.

7.2 Specific Plan Adoption and Required Actions

This Specific Plan has been prepared and adopted in a manner consistent with California Government Code section 65451, as well as all pertinent sections of the Diamond Bar City Code.

It is anticipated that the following approvals/actions among others may be required to implement the Specific Plan:

- Certification of the EIR
- Specific Plan Approval/Adoption
- General Plan Amendments
- Municipal Code and Zoning Map Amendments to rezone the Town Center to "Specific Plan."
- Funding agreements for Diamond Bar Boulevard improvements
- Engineering approvals for Diamond Bar Boulevard and other street improvements
- Development Application Approval(s) in accordance with the land use and development permit procedures set forth under Development Code Chapter 22.44
- Development Agreement(s), as set forth pursuant to Development Code Chapter 22.62
- Building Permits
- Grading Permits

7.3 Project Management

There are many tools available to incentivize new development within the Specific Plan area, two of which relate to process and include:

1. A clear and efficient project management process, and
2. A clear and expedited entitlement process.

Typically, there is considerable risk in a lengthy entitlement process. This TCSP and its accompanying SEIR mitigate this risk providing developers confidence that their proposed project will move forward efficiently, provided it conforms to the overall land use plan, Objective Design Standards, and other components of this Specific Plan.

Another step toward achieving certainty is to create a streamlined review process to expedite the review of development proposals. That could include identifying dedicated City staff members, empowered to ensure cross-department coordination. Through this effort, the City can also maintain consistency, commitment to project administration, and efficiency in project processing.

Development Code Chapter 22.44 identifies the City official or body responsible for reviewing and making decisions for all land use and development proposals, including those submitted in the area governed by the Town Center Specific Plan. Amendments to Chapter 22.44 will facilitate streamlined reviews of projects that that follow the applicable objective design standards. The City will also facilitate and manage all implementation phases of the Specific Plan. The direction and

management of development phasing shall include, but not be limited to, the following:

- Coordination of and implementation of short, medium, and long-term actions as identified under Section 7.4 Phasing
- Coordination of assemblage and/or subdivision of the site into developable parcels pursuant to the Regulating Plan of the Specific Plan timing, programming development of, and/or construction of roadway improvements as discussed elsewhere in this plan.
- Review of site planning, architecture, landscape, lighting, and signage proposals
- Timing and programming development of and/or construction of public spaces
- Timing, programming development of and/or facilitating construction of all utilities such as sewer, gas, water, electricity, cellular services, cable services; and
- Timing, programming development of and/or construction of public streets

7.4 Implementation Strategies

Given the size of the TCSP area, the complex existing property ownership and development patterns, and the varied time-length for the expiration of existing leases, the development of the Town Center will inevitably occur over time and in multiple phases. Moreover, the complexity of assembling sufficiently sized parcels and layering the requisite financing required for mixed-income housing and mixed-use development makes assigning or predicting the timeline of development extremely tenuous. Therefore, the implementation strategy is broken down by short-, medium- and long-term measures that can be taken by the City, paying attention to the tools the City of Diamond Bar has at its disposal.

The phased implementation of Downtown Diamond Bar calls for new projects to support and enable redevelopment within the TCSP Area. These projects range from affordable and market rate housing and mixed-use development to street and infrastructure improvements and public space development, all of which will be necessary to sustain such new development. Many of the projects in the Specific Plan such as the housing and retail development will be funded through private investment. However, there are also several capital improvements and programs that require at least partial public funding early in the process to stimulate private sector investment, such as for the transformation of Diamond Bar Boulevard into a Complete Street.

The challenge for the Diamond Bar Town Center is to realize the phased redevelopment as described in this TCSP while considering existing property boundaries and existing lease terms, topography, and the aspirations of existing property owners. The City of Diamond Bar will need to work with property owners to participate in the elements of the proposed redevelopment plan.

Short-Term (ST) Implementation

ST-1: Adoption of the TCSP and the General Plan Amendment: By approving the TCSP, and the General Plan Amendment, the City has established the legislative policies applicable to the Specific Plan Area. The plan is flexible enough to respond to changes in demand, yet with clear Objective Design Standards to provide an expedited and predictable approval process to provide certainty for all parties—property owners and developers, City officials, and the public.

ST-2: Creation of a BID to encourage promotion and programming of Downtown Diamond Bar. The City can start working toward the larger vision for the Town Center by encouraging existing property and business owners to establish a Business Improvement District (BID). That organization will be essential to refine the scope of the individual projects, anticipate future development and provide a framework for the on-going marketing, management and maintenance of the public and private improvements within the public realm.

The City already has a robust branding system—it will endeavor to work with the BID to create a complimentary branding and messaging system for the Focus Area and Town Center to promote the programming and improve community use of the site.

ST-3: Encourage short-term pop-ups in vacant storefronts. Vacancies in some of the existing storefronts provide opportunities to encourage pop-up or other interim uses. Such uses will require flexible and expedited permitting to allow temporary uses like experiential uses, art spaces, or a food truck business that's looking to experiment in a brick-and-mortar location. The City will consider expedited permitting and review for process for interim uses.

The TAP noted that working collaboratively, the City and the BID could immediately develop programming, beginning to create a sense of place and activate the existing underutilized areas in the TCSP area. Portions of parking lots could be cordoned off to make space for a farmers' market or a food truck night—all revolving around a theme of healthy living and local food experiences. The City already does outdoor movies at one of the local parks—similar activities could also take place on some of the existing, underused parking lots in the TCSP area.

ST-4: Diamond Bar Boulevard Complete Street: The City began contemplating the transformation of the portion of Diamond Bar Boulevard within the TCSP area into a "complete street" in 2017 and has managed to secure two major grants for construction, including approximately $3 million under the Measure M Multi-Year Subregional (MSP) Program in 2019, and about $4 million under California Transportation Commission's Active Transportation Program Cycle 6 Metropolitan Planning Organization (CTC ATP Cycle 6 MPO) in 2023. The process of producing the TCSP has resulted in slight modification to the original "complete streets" plan, and the City authorized final engineering drawings based on that modification in November 2023. It is expected that construction will begin in July 2024 and be completed one year later.

ST-5: Creation of Enhanced Infrastructure Financing District (EIFD): The EIFD is a financing tool available in California that allows municipalities to finance public infrastructure projects using tax increment financing, as well as incremental tax revenues from sales and use taxes and transient occupancy taxes. By utilizing an EIFD, cities in California can create a framework that incentivizes redevelopment by providing funding for infrastructure improvements and offering incentives to property owners and developers within the designated district. This can help stimulate economic redevelopment, attract private investment, and revitalize blighted or underutilized areas within the City. Diamond Bar is committed to pursuing the establishment of an EIFD, which will ultimately require approval by the Los Angeles County Board of Supervisors.

To use an EIFD the City of Diamond Bar would adopt a resolution or ordinance establishing the TCSP area as an EIFD to be governed by a board of directors. The City, in collaboration with the EIFD board, would develop a financing plan that outlines the proposed infrastructure improvements and how they will be financed. The plan may include projects such as proposed changes to Diamond Bar Boulevards, upgrades to Golden Springs Drive, new internal streets, public stairways and ramps, utility enhancements, including water and sewer upgrades, and or other public facilities. The plan would include details on revenue sources, anticipated costs, and the duration of the EIFD specifically for the Diamond Bar Town Center area.

After this, the City would proceed through the state prescribed legislative process, and assuming that the establishment of the EIFD is successful, tax increment financing comes into play. Tax increment financing captures a portion of the increase in property tax revenue generated within the EIFD. This captured revenue is then used to finance the infrastructure improvements outlined in the plan. The EIFD can then issue bonds backed by the anticipated tax increment revenue stream to generate immediate funding for the infrastructure projects. With the financing secured, the EIFD can initiate the planned infrastructure improvements and redevelopment projects within the TCSP area. Over the life of the EIFD, the City and the EIFD board would be responsible for monitoring the progress of the projects, managing the finances, and ensuring the EIFD operates effectively. Regular reporting and oversight are necessary to track the performance of the district and ensure compliance with applicable regulations.

ST-6: Creation of Community Facilities District (CFD): An alternative to the EIFD, the CFD, also known as Mello-Roos, is another financing mechanism available to the City of Diamond Bar to finance redevelopment in the TCSP area. Like the EIFD, use of a CFD would allow the City to raise funds for various purposes. However, unlike the EIFD, which obtains its revenues from property tax and/or sales-tax increment, the CFD is a self-imposed tax or assessment by the property owners themselves (over and above existing taxes), to finance a variety of community facilities, such as infrastructure, public facilities, affordable housing and other facilities or services related to redevelopment. This is another difference from EIFDs, which are to be used exclusively for infrastructure projects.

Formation and management/governance of the CFD is like an EIFD described above with the exception that CFDs are always formed by a vote of the property owners within the designated CFD area.

ST-7: Determination of Process for the Improvement of Gentle Springs Road: Gentle Springs Road is actually a private street created by a shared easement stretching across all of the properties along its path. In advance of any redevelopment along that street, the City will need to determine a process for upgrades that can occur incrementally, i.e., as individual sites are redeveloped. This applies to infrastructure, as well as sidewalks, lighting and street tree planting.

ST-8 Encourage Land Assemblage. Because many of the parcels within the TCSP area are too small for any significant redevelopment, while others occupy strategic locations making their inclusion within redevelopment essential, efforts to encourage land assemblage will be undertaken. The biggest incentive is built into this TCSP. As an alternative to utilizing the State Density Bonus Law (DBL) developers may apply the TCSP Inclusionary Incentive Program Standards described in Section 5.4. Within these standards are density bonuses for land assemblage. The financial advantages to be gained from being part of such an assemblage, either as a buyer or a seller, are substantial.

ST-9 Create a Streamlined Review Process for private development within the Specific Plan area. The inclusion of Objective Design Standards within the TCSP allows proposals for housing and mixed-use development to be subject to a streamlined review process. This will facilitate and speed up the approval and implementation of buildings within the Plan Area. As part of its efforts to codify the Citywide Objective Design Standards, the City will need to establish this approval process and assign dedicated staff to work on Specific Plan implementation once the entitlement processes for individual buildings begins.

ST-10 Work with Foothill Transit to make changes to one of its bus routes and to move and improve bus stops. In Section 2.5 of the TCSP, it is recommended that after completion of the L-line to the North Pomona station, that Bus #286 be extended there, and its frequency increased to 30-minute headways. In this section it is also recommended that certain adjustments be made to the location of existing bus stops. The City of Diamond Bar should begin meeting with Foothill Transit immediately after passage of the TCSP to coordinate and accomplish these objectives.

Medium Term (MT) Implementation

MT-1 Upgrade of Golden Springs Drive: The TCSP proposes the improvement of Golden Springs Drive Diamond Bar Boulevard by converting one-east bound through lane to a shared left turn lane and adding an east bound right-turn lane. Funding will need to be identified and right-of-way acquired to accomplish this. This funding could come from local or state grants, or an EIFD, among other sources.

MT-2 Upgrade of Existing and Construction of New Thoroughfares: The upgrade of existing thoroughfares Palomino Drive, Torito Lane, and Prospectors Road as well as the creation of new streets as shown in the TCSP including sidewalks and landscaping, within the Specific Plan Area will be constructed as private development occurs and will be maintained as City rights-of-way. Alleys and auto courts, including sidewalks, shall be privately owned, and maintained by one or more homeowners' associations.

MT-3 Continue to work with BID on programming. Establishing a Business Improvement District (BID) or similar entity is for the purposes of assisting with and management of programming activities in the TCSP area is Implementation Measure ST-2. In the medium term, the City should continue collaborating with the BID on additional on-site community programming and advancing the branding and messaging strategies, reviewing, and updating as needed to keep it fresh and responsive to community needs. For example, events such as farmers'

markets or movie nights can be incorporated into the public gathering spaces created in the new development. Events that prove successful in the parking lots before redevelopment occurs can continue after the new amenities take shape, activating the plaza space and new uses in the Town Center as soon as it opens to the public.

MT-4 Begin Redevelopment. The ULI-TAP identified the parcels along Golden Springs Road west of Diamond Bar Boulevard as likely to be the first to redevelop and even recommended prioritizing these sites. While this is not a requirement of the Specific Plan, it is important to note that for this area to be developed in a manner consistent with the vision of the plan, coordination between the property owners on the Phase 1 portion of the development will be necessary The public space development on the center of this site, and its connection with the proposed stair/ramp sequence will require decisions about how to achieve a village or community feel for that publicly accessible space.

Whatever area the TCSP ultimately redevelops first, the City should lay the groundwork for success by demonstrating the process in Phase 1 of the Town Center redevelopment. Other property owners will see the program and gain interest—but this is all with the understanding that the Diamond Bar Town Center vision might take decades to realize in full.

MT-5 Fine Grained Street Network Design: The hard work of creating the new, more urban street grid, with new east-west connections through the site, should also begin on this slightly longer timeframe. The funding for those new streets could be a prime use for revenue generated by an EIFD or CFD program.

MT-6 Support the development of Affordable Housing. In addition to the State DBL and/or the TCSP Inclusionary Incentive Program Standards discussed in ST-8, above, the use of other affordable housing incentives should be encouraged. Among them are Low Income Housing Tax Credits (LIHTCs), a federal tax incentive program commonly utilized by private developers of affordable housing. The LIHTC program is administered by the Internal Revenue Service (IRS) in collaboration with state housing finance agencies (HFAs), Including the California Housing Finance Agency (CalHFA). Additionally, State housing finance programs administered by the California Department of Housing and Community Development (HCD) provide crucial funding and resources to support the development, preservation, and rehabilitation of affordable housing, further enhancing the availability of housing for low- and moderate-income households. Each year, the IRS allocates a specific amount of tax credits to California based on population.

Long Term (LT) Implementation

LT-1 Determine the Necessity and Feasibility of Additional Financing Mechanisms. A facilities financing program may be necessary in order to successfully implement the improvements and programs proposed by the Specific Plan. Various options are available for financing the construction, operation and/or maintenance of capital and other improvements associated with project development. The appropriate financing mechanism for each improvement shall be tied to the phasing, established Conditions of Approval and Precise Plan of Design and/or other applicable approval. The following are some of the potential funding mechanisms for public improvements:

- Developer-paid impact fees
- Subdivision financing
- Reimbursement agreements
- Construction by project applicants
- Land reservation, offers of dedication, fee dedications and/or easements
- Owners Associations
- Landscape and Lighting District and other Maintenance Districts
- State and Federal Tax Credits
- Facilities Benefit Assessment
- Per unit utility hook-up charges
- Tax-Exempt Bonds
- Assessment Districts
- Public Utility Districts
- Transportation Improvement Districts

LT-2 Determine the Necessity and Feasibility of Additional Financing Mechanisms. A facilities financing program may be necessary in order to successfully implement the improvements and programs proposed by the Specific Plan. Various options are available for financing the construction, operation and/or maintenance of capital and other improvements associated with project development. The appropriate financing mechanism for each improvement shall be tied to the phasing.

LT-3 Continue to Build-Out Individual Projects within the Specific Plan area.

7.5. Implementation Requirements

A. Project-Specific Approvals.

Implementation of the TCSP will require subsequent City approval of subdivision maps and design review of sites specific development plans in accordance with the review process established by the City of Diamond Bar.

1. Subsequent Environmental Review. The Planning Division will review all proposed subdivisions, development projects and land uses for compliance with the California Environmental Quality Act (CEQA) and the certified TCSP Supplemental EIR and Mitigation Monitoring and Reporting Program (MMRP) to determine whether or not further environmental review is required. Most projects are anticipated to be eligible to "tier" off of the Supplemental EIR, and will thus require minimal, if any, further environmental review.
2. Subdivisions.
   a. All subdivisions and land assemblages shall be subject to the California Subdivision Map Act and shall follow the requirements and procedures set forth in Title 21 (Subdivisions) of the Diamond Bar Municipal Code.
   b. Subdivisions, lot line adjustments and parcel mergers may be approved concurrently or subsequent to other project approvals (e.g., Development Reviews, Conditional Use Permits, etc.). Conditions of approval shall set forth whether or not building permits and/or certificates of occupancy may be issued prior to the recordation of the underlying subdivisions or other parcel reconfigurations.
3. Development Review and Subsequent Construction. The Planning Division shall administer all land development proposals as set forth pursuant to Development Code Chapter 22.48 (Development Review). Project proponents shall be responsible for complying with applicable conditions of approval prior to obtaining grading and building permits.
4. Variances and Minor Variances. Variances and Minor Variances are adjustments from the development standards of the TCSP. Such adjustments may only be granted when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other conditions, the strict application of the TCSP development standards Code denies the property owner privileges enjoyed by other property owners in the same subarea of the Town Center or creates an unnecessary, and non-self-created, hardship or unreasonable regulation which makes it obviously impractical to require compliance with the development standards. Applications for Variances and Minor Variances shall be subject to all criteria set forth pursuant to Development Code Chapters 22.52 and 22.54.
5. Appeals. An appeal of any determination, decision, or requirement of City staff or the Planning Commission shall be in accordance with the appeal procedures provided in Development Code Chapter 22.74.
6. Business Licenses and Zoning Clearances. Prior to initiating a nonresidential land use, proponents shall first apply for and receive approval of a Business License in accordance with the requirements set forth under Development Code Title 5. Prior to issuing a Business License, the Planning Division shall

conduct a Zoning Clearance pursuant to Development Code Chapter 22.46. The Zoning Clearance process is undertaken to verify that the proposed use is permitted by right or that a Conditional Use Permit has been approved, as prescribed under TCSP Section 5.6. If the proposed use is not permitted by right or conditionally permitted in the location proposed, the use shall not be established. State law forbids the granting of variances to establish land uses that are prohibited by the underlying zoning regulations.

7. Conditional Use Permits. For conditionally permitted uses as prescribed under TCSP Section 5.6, proponents shall first apply for and receive approval of a Conditional Use Permit (CUP) as set forth under Development Code Chapter 22.58. CUP applications shall be scheduled for public hearings before the Planning Commission, and the Planning Commission shall approve or deny such applications. No conditionally permitted land use shall commence unless a CUP first approved by the Planning Commission (or City Council, if appealed), and all conditions of approval imposed as prerequisites to commencing the land use have been complied with.
8. Sign permits. Prior to the installation of temporary or permanent signs, proponents shall apply for and obtain approval of a Sign Permit in accordance with the processing requirements set forth pursuant to Development Code Chapter 22.36, subject to the Sign Standards of TCSP Section 6.15

B. Streets and Blocks.

1. Construction of Streets and Blocks. Developers of a parcel or parcels shall be responsible for building and funding the construction of internal streets, alleys, and pedestrian paseos. They may be either public or private.
    i. Multi-party use and maintenance agreements shall be required to ensure that privately-owned public realm improvements are properly maintained and terms of use of such spaces are clearly defined. Such agreements may be established under the auspices of a neighborhood or business association, or other legally-binding agreement or set of covenants.
    i. Arrangements shall be made to ensure that the California Vehicle Code applies to all private streets.

C. Utility Infrastructure.

1. Installation of Utilities on Diamond Bar Boulevard. The City of Diamond Bar will be responsible for building and funding the construction of utility infrastructure within and along Diamond Bar Boulevard necessary to support the new development per Chapter 4. The timing, funding and construction of such improvements shall be at the City's discretion, subject to the approval and appropriation of funding by the City Council.
2. Installation of all other Utilities. Developers shall be responsible for building and funding the construction of all other utility infrastructure necessary to support new development within the Plan Area per Chapter 4.

D. Public Space.

1. Land within the Plan Area shall be dedicated as public accessible spaces and/or as public easements as generally shown in Figure 3-20 Public Space Typology Plan; and specifically, as shown in Block Development Regulating Plans: Sections 6.4.2, 6.4.3, 6.4.4, 6.4.5, 6.4.6, and 6.4.7
2. Developers shall be responsible for building and funding the construction of new public spaces within Block Development Area where the parcel is located, as shown in Block Development Regulating Plans: Sections 6.4.2, 6.4.3, 6.4.4, 6.4.5, 6.4.6, and 6.4.7
3. The location of publicly accessible open spaces may be adjusted provided that the public space area and location is in the general area of the dedicated public spaces shown in Figure 3-20 Public Space Typology Plan; and specifically, as shown in Block Development Regulating Plans: Sections 6.4.3, 6.4.4, 6.4.5, 6.4.6, and 6.4.7.

E. Parking Management

As parking resources become scarce as the Plan Area's surface parking lots are replaced with buildings and public spaces, consider establishing a Transportation Improvement District (TID) that would be responsible for setting parking rates for both on-street and off-street parking areas, managing the use of curb space for Transportation Network Companies (TNC) such as Uber and Lyft, overseeing scooter and bike parking on sidewalks, and managing a universal parking valet program.

7.6 Specific Plan Administration

A. Interpretation

The development standards and regulations contained in this Specific Plan shall supersede the standards contained in the Diamond Bar Municipal Code. Whenever the provisions contained in the TCSP conflict with the Municipal Code, the provisions of the TCSP shall take precedence. If the TCSP does not provide a superseding counterpart to a provision in the Municipal Code, then the Municipal Code provision shall also apply to the TCSP. Any ambiguity concerning the content or application of the TCSP shall be resolved by the Community Development Director or designee. Such interpretations shall consider the stated goals and intent of the TCSP. If requested, the Planning Commission may review any administrative interpretation, subject to appeal to the City Council.

B. Amendments to the Specific Plan

Over time, various sections of the TCSP may be revised in response to requests from applicants or as state law, economic conditions, or City needs dictate. The policies and standards presented in the Specific Plan contain some degree of flexibility, but any Specific Plan amendments are to be made in accordance with Section 22.60.070 or the Development Code.

8

Glossary of Terms

This chapter provides definitions of terms and phrases used in this Specific Plan that are technical or that may not reflect common usage, and is intended to supplement the Development Code Definitions found in Chapter 22.80 of the Diamond Bar Municipal Code (Development Code). If a definition in this section conflicts with a definition found in the Development Code, these definitions shall control for the purposes of this Plan. If a word or phrase used in this Specific Plan is not defined in this section, or in the Development Code, the Director shall make a determination, giving deference to common usage and the context in which the term or phrase is used.

Words or phrases that are defined in this glossary are capitalized throughout this chapter.

A

Active Frontages
The front edge of a building or space that has frequently occurring windows and doors as opposed to blank walls, fences and garages. Active Frontages usually exhibit a vertical rhythm to the buildings, and articulation to building Façades. If ground floor uses are residential, an Active Frontage would include frequent entry doors and/or Stoops, as well as an articulation of the Frontage with proximate architectural or landscape detail to engage the eye of a pedestrian walking by. If the ground floor uses are commercial, one would expect to see shop windows and displays, frequent shop entries, and operable doors and windows to allow café seating to spill out onto the sidewalk.

Access Point
A point of entry on a Block Front providing access to parking or service facility areas.

Adjustment
A discretionary approval to implement an alternative to the Objective Design Standards in accordance with the process and findings of Section 6.3 of this Specific Plan.

Architectural Features
Building elements that are not integral to the building's massing, fenestration or frontage condition, but are added to serve a decorative or functional purpose. They include elevator overuns, stair towers, shade structures like pergolas or awnings, cornices, cupolas, projecting friezes entablatures or grills, photovoltaic panels, attached sculpture or other artwork, clock towers, turrets and the like. Occupiable spaces other than elevator overuns, stair towers or mechanical equipment spaces are not considered Architectural Features.

Architectural Style
The characteristic form and detail of buildings from a particular historical period or school of architecture.

Arterial Street
A high-capacity urban road that primarily delivers traffic from collector roads to freeways.

B

Base Density
The minimum allowable number of units per gross acre upon which Density Bonuses and Density Incentives are based. The Base Density in all Sub-Areas of the Specific Plan is 30.

Block
The primary bounded areas defined for the purpose of site organization, used to regulate the land uses, heights, and design requirements in the Specific Plan Standards.

Block Front
The plane of the edge of each side of a Block or section of a Block facing a public or private right-of-way or Public Space.

Block Front Designation
A term used in the block development standards to differentiate and identify each block front for the purpose of applying the development standards.

Build-to Line
A line, parallel to the property line, that must be occupied by a specified percentage of the building Façade. The Build-to Line is measured as a distance from the property line. For example, a five-foot Build-to Line would be located five feet from the property line within the parcel.

Building Face
The exterior wall of a building.

Building Front
A generally vertical building plane facing a specific direction or looking out upon something, typically a public right of way or public space.

Building Type
A structure category defined by its massing, entry location, disposition on the lot, and configuration, including frontage and height. It is occasionally defined by its function as well. There are nine Building Types permitted in the plan area: Town House, Flex/Loft, Walk-up, Courtyard, Urban Block, Liner with Garage, Exposed Garage, Urban Anchor, and Urban Supermarket.

C

City
Refers to the various Departments of the City of Diamond Bar, California.

Complete Streets
As defined in the General Plan 2040, Complete Streets are streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Conceptual
Examples depict one possible design that would substantially conform to the Standards, but are not determinative.

Courtyard Building
A low-density building type defined in Section 6.5.5.

Curb Radius (Radii)
The radius defined by two sidewalks on perpendicular Streets that come together at a corner.

D

Development Code
Diamond Bar Municipal Code, the Municipal Code of the City of Diamond Bar, California. Also known and may be cited as the Diamond Bar City Code ("DBCC").

Density
The number of dwelling units per gross acre. Gross lot area shall be used when calculating density.

Density Incentive
As prescribed in Section 5.4, a development feature or provision, which when incorporated into a development plan, will result in a specified increase in density above the Base Density. Density Incentives are available as an alternative to density bonus provisions of State Law (Government Code Sections 65915-65918, or "Density Bonus Law"), and may not be combined with the provisions of Density Bonus Law.

Development Agreement
A contract between the City and an applicant for a development project, in compliance with chapter 22.62 (Development Agreements) of the Development Code and Government Code § 65864 et seq. A development agreement is intended to provide assurance to the applicant that an approved project may proceed subject to the policies, rules, regulations, and conditions of approval applicable to the project at the time of approval, regardless of any changes to city policies, rules, and regulations after project approval. In return, the City may

be assured that the applicant will provide infrastructure and/or pay fees required by a new project.

Development Application
An application filed by the owner of the proposed project site, or other person with the written consent of the property owner, for a land use permit, adjustment, amendment, or other land use approval pertaining to development within the Specific Plan Area.

Dooryard
A frontage type as defined in Section 6.7.4.

Driveway
As defined in Section 6.11.6.

E

Encroachment
Any structural element (including architectural features) that extends from the Building Face into the public right-of-way or Setback. Permitted Encroachments are provided in Section 6.6.8.

Exposed Garage Building
A Building Type defined in Section 6.5.10.

F

Façade
A Building Face that is along a Frontage.

Façade String
A series of Town Houses or Flex/Loft units attached together in a single building.

Façade Width
The horizontal distance along a street or public way of a single building Façade.

Fenestration
The arrangement and design of windows and other openings on a building's Façade.

Flex/Loft Building
A low-density Building Type defined in Section 6.5.3.

Floor Area Ratio (FAR)
The ratio of floor area to Gross Lot Area. FAR restrictions are used to limit the maximum floor area allowed on a site (including all habitable structures on the site). The maximum floor area of all structures (measured from exterior wall to exterior wall) permitted on a site shall be determined by multiplying the floor area ratio (FAR) by the Gross Lot Area of the site (FAR x Lot Area = maximum allowable floor area). (Figure 6-1). The following shall be excluded from the total Floor Area:

- Garages: provided they are screened by habitable space of at least 20-feet in depth along all Public or Private Streets,
- Loading areas, and Trash enclosures,
- Elevator shafts, except that one floor shall be included as part of the floor area; and
- Transformer enclosures

Foot-Candle
A unit of illumination on a surface that is everywhere one foot from a uniform point source of one candela and equal to one lumen incident per square foot.

Forecourt
A Frontage Type as defined in Section 6.7.7.

Frontage
The extent of a building or of land along a public right-of-way or open space.

Frontage Occupancy
The minimum percentage of the Block Front that must contain a building. Frontage Occupancy requirements shall apply to the first three floors of a building. See Figure 6-2 in the Objective Design Standards Chapter.

Frontage Type
As defined in Section 6.7.

Front Yard
The area between the building and the front property line, typically landscaped or paved.

Furnishing Zone
A multi-purpose area that serves as a buffer between the pedestrian travel way and the vehicular travel way and parking on the street. It provides space for sidewalk appurtenances such as street trees, planting strips, street furniture, public art, sidewalk café seating, sign poles, temporary signage, signal and electrical cabinets, fire hydrants, bicycle racks and bus shelters.

G

Grand Stair
A type of Public Space as defined in Section 3.4.2.1 of the Public Realm Chapter.

Gross Lot Area
The total area included within the lot lines of a lot, exclusive of adjacent public street rights-of-way existing prior to the adoption of this Specific Plan; and inclusive of areas up to the center-line of adjacent private streets, public streets dedicated subsequent to the adoption of this Specific Plan, and areas allocated for public space.

Ground Plane
A horizontal plane of reference from which vertical measurements can be taken. Usually the ground plan refers to the adjacent grade at the sidewalk.

H

Habitable Encroaching Space
The portion of the building enclosed by walls and a roof that projects beyond the Building Face along the ground floor.

Habitable Projecting Space
The portion of the building enclosed by walls and a roof that projects beyond the Building Face and is raised a minimum of nine feet from the sidewalk, such as bay windows.

Habitable Space
Space in a structure that is occupiable and is used primarily for living, sleeping, eating, selling of goods, or cooking. Bathrooms, closets, halls, storage areas and utility spaces are not considered habitable spaces.

Hardscape
Non-living elements of landscaping that primarily consist of paving materials such as brick, stone, wood, and concrete.

Height
Per its definition under the Development Code Section 22.16.060, the maximum height shall be measured from the finished grade adjacent to any point at each exterior wall of the structure to the highest point of the roofline, above and parallel to the finished grade.

I

ID
See *Inclusionary Density*.

Illustrative
Examples that illustrate one possible design that would substantially conform to the Standards but are not determinative.

Inclusionary Density(or *ID*)
The permissible density resulting from the number of eligible Inclusionary Points, based on the following formula: ID = 30 + 3(IP).

Inclusionary Point(or *IP*)
A 10% increase from the Base Density. Inclusionary Points are earned as set forth in Section 5.4.2.

L

Landscaped Area
The entire parcel, less the building footprint, access drives, non-irrigated portions of parking lots, hardscapes (e.g., decks and patios) and other nonporous areas. Water features are included in the calculation of the landscaped area. Per definition in the Development Code Section 22.80.020.

Land Assemblage
A group of multiple contiguous parcels that are planned as a cohesive development.

Land Use Standards
The Standards that identify the allowable uses and additional Standards and permit requirements for each Sub-Area, see Section 5.2.2.

Linear Park
A type of Public Space as defined in Section 3.4.2.2 of the Public Realm Chapter.

Liner with Garage Building
A medium density Building Type defined in Section 6.5.7.

Lot Area, Gross
See "Gross Lot Area".

M

Makerspace
A collaborative workspace that provides a variety of resources to foster entrepreneurship and business startups.

Minimum Frontage Occupancy
(Also, Minimum Building Frontage Occupancy) is the minimum percentage of a block front at which a building frontage is set either at or within twelve inches of the build-to line or within the minimum and maximum setback lines, as required by the block development standards.

Maximum Upper-Level Frontage Occupancy
Certain building types have limitations on the percentage of the building frontage that can be occupied above 45 feet in height. The upper-level frontage occupancy is based on the ground-floor plan. Façade portions that are set back at least eight feet from the ground-floor building face are considered as not occupying the upper level frontage

N

Non-Habitable Encroaching Space
The portion of the building that extends beyond the Building Face along the ground floor, which is not enclosed by walls and a roof, such as a Stoop.

Non-Habitable Projecting Space
The portion of the building that extends beyond the Building Face, which is not enclosed by walls and a roof and raised a minimum of nine feet from the ground floor, such as a balcony.

Non-Habitable Space
The portion of a building which is not enclosed by walls and a roof, such as a Stoop, balcony, or roof deck.

O

Objective Design Standards
Objective design standards are defined in California Government Code sections 65913.4 and 66300(a)(7) as standards that "(i)nvolve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal." The Objective Design Standards pertaining to this Specific Plan are set forth in Chapter 6.

P

Paseo
A type of Public Space as defined in Section 3.4.2.3 of the Public Realm Chapter.

Plane Break
A vertical or horizontal offset in a Building Face used to create articulation and break up long wall planes.

Plaza
A type of Public Space as defined in Section 3.4.2.4 of the Public Realm Chapter.

Pocket Park
A type of Public Space as defined in Section 3.4.2.5 of the Public Realm Chapter.

Pop-Up
Store or other business that opens quickly in a temporary location and is intended to operate for only a short period of time.

Primary Entrance or Principal Entrance
The main point of access for pedestrians into a building.

Principal Frontage
The Frontage designated to bear the addresses of and Principal Entrances to the individual units of a Row House or Flex/Loft Building, or other building.

Private Street
See definition of Street, Private.

Projection
An architectural element or portion of the building that extends beyond the Building Face into the public right-of-way or Setback that is raised a minimum of nine feet from the sidewalk or open space.

Promenade
A type of Public Space as defined in Section 3.4.2.6 of the Public Realm Chapter.

Public Realm
Composed of public rights of way and private Front Yards, the public realm is the communal social setting of urban life. The term Public Realm is not intended to provide general public with any legal access rights to private property.

Public Space
Public outdoor space reserved for active and passive recreation.

Public Space Dedication
A Public Space that is fixed in its general location and type as described in the Public Realm Network and Block Development Groups Diagram.

Public Street
See definition of Street, Public

R

Regulating Plan
Plan that regulates development within the Specific Plan Area as defined in Section 4.3.

Residential Terrace
A Frontage Type as defined in Section 6.7.6.

Roadway
The area in the right-of-way as measured from curbface to curbface intended for vehicular travel, as well as bicycle travel, in designated areas.

S

Setback
The distance between the Lot Line and a building providing a transition between the public or semi-public domain and the private uses on the Lot.

Side Yard
The private (or semi-private) open space located on the sides of a Town House or Flex/Loft Building Type.

Sidewalk Dining Zone
A portion of the public sidewalk or private front yard dedicated to outdoor dining.

Sidewalk Grade
A level plane along the top of the sidewalk pavement.

Sign
Any display board, wall, object, or any other material or medium used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public. See Diamond Bar Municipal Code.

Specific Plan
The *Diamond Bar Town Center Specific Plan*. Also referred to as the *TCSP*.

Stoop
A Frontage Type as defined in Section 6.7.5.

Storefront
A Frontage Type as defined in Section 6.7.2.

Storefront Café
A Frontage Type as defined in Section 6.7.3.

Street
A public or private thoroughfare, which affords principal means of access to the abutting property. See Street Types in Section 3.4.

Street, Public
A public thoroughfare, which affords principal means of access to the abutting property.

Street, Private
A private thoroughfare, which affords principal means of access to the abutting property.

Sub-Area
A Sub-Area of the Town Center Specific as defined in Section 5.3

Subdivision
Per its definition under the Development Code, a Subdivision is the division, by any subdivider, of any unit or portion of land shown on the latest equalized Los Angeles County assessment roll as a unit or contiguous units, for the purpose of sale, lease or financing, whether immediate or future. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement or railroad rights-of-way.

Swale
A low or slightly depressed natural area for drainage.

T

TCSP
The acronym for the *Town Center Specific Plan*.

Town House
A low density Building Type defined in Section 6.5.2.

Town Square
A type of Public Space as defined in Section 3.4.2.7 of the Public Realm Chapter.

U

Urban Anchor Building
A Building Type defined in Section 6.5.8.

Urban Block Building
A medium density Building Type defined in Section 6.5.6.

Urban Frontage
A Frontage Type as defined in Section 6.7.8.

Urban Supermarket
A Building Type defined in Section 6.5.9.

W

Walk-Up Building
A low-density Building Type defined in Section 6.5.4.



TORTI GALLAS + PARTNERS

CITY OF DIAMOND BAR CALIFORNIA

Diamond Bar, California

Appendix H

Water Supply Assessment

WALNUT VALLEY WATER DISTRICT

WATER SUPPLY ASSESSMENT

DIAMOND BAR TOWN CENTER SPECIFIC PLAN PROJECT

DIAMOND BAR, CALIFORNIA

JULY 2025

Prepared for: Sapphos Environmental

Prepared by:

Stetson Engineers Inc

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LIST OF ACRONYMS

AFY	Acre-feet per year
BDCP	Bay Delta Conservation Plan
CEQA	California Environmental Quality Act
cfs	Cubic feet per second
CIC	Covina Irrigating Company
CVP	Central Valley Project
CVWC	Covina Valley Water Company
DCP	Drought Contingency Plan
DWR	Department of Water Resources
Eto	Reference Evapotranspiration
EWCP	Emergency Water Conservation Program
FY	Fiscal year
GPCD	Gallons per capita per day
GPD	Gallons per day
Gpm	Gallons per minute
IA	Irrigated Area
IE	Irrigation Efficiency
ITP	Incidental Take Permit
Main Basin	Main San Gabriel Basin
MGD	Million gallons per day
MWD	Metropolitan Water District of Southern California
NMFS	National Marine Fisheries Service
PEIR	Programmatic Environmental Impact Report
PF	Plant Factor
Project	Diamond Bar Town Center Specific Plan Project
RDA	Water Resource Development Assessment
SF	Square feet
SGVMWD	San Gabriel Valley Municipal Water District
SWP	State Water Project
taf/year	Thousand acre-feet per year
TVMWD	Three Valleys Municipal Water District
USFWS	U.S. Fish and Wildlife Service
USGVMWD	Upper San Gabriel Valley Municipal Water District
UWMP	Urban Water Management Plan
WSA	Water Supply Assessment
WSAP	Water Supply Allocation Plan
WSCP	Water Shortage Contingency Plan
WVWD	Walnut Valley Water District

EXECUTIVE SUMMARY

The proposed Diamond Bar Town Center Specific Plan (Project) is a long-range planning document that will govern the incremental redevelopment of an existing commercial area into a walkable, mixed-use downtown. The Project area consists of 45 acres located along Diamond Bar Boulevard between the 60 Freeway and Golden Springs Drive in the City of Diamond Bar, California (Project Area). Through its regulatory framework, the proposed Project seeks to facilitate a buildout scenario that includes the development of up to 2,055 residential dwelling units, 200 hotel rooms, 446,000 square feet of commercial space, and 40,000 square feet of open space. The proposed Project is located within the service area of Walnut Valley Water District (WVWD). The proposed Project will result in a net additional water demand during an average/normal year of up to 372 acre-feet per year (AFY) by Fiscal Year (FY) 2044-45. WVWD's estimated water demands including the Project are projected to be approximately 21,803 AFY by FY 2044-45.

WVWD'S water supply sources currently include treated and untreated, imported surface water purchased from Metropolitan Water District of Southern California through Three Valleys Municipal Water District. In addition, WVWD can also purchase potable groundwater supplies from the Main San Gabriel Basin and use recycled water supplies (from recycled water purchased from the Los Angeles County Sanitation Districts and from groundwater pumped from the Puente Basin and Spadra Basin). WVWD'S main source of water supply is treated imported surface water. Three Valleys Municipal Water District has documented that its supplies will be sufficient to meet demands, including water demands from WVWD, during five consecutive dry years and will be reliable for the next 20 years. Based on the demonstrated reliability of WVWD's combined water supply sources, sufficient water supplies can be reasonably concluded to be fully reliable and available to meet WVWD's existing demands and future demands through FY 2044-45, with the Project, including during single and multiple dry years (i.e. five-consecutive dry years).

1.0 INTRODUCTION

1.1 Project Description

The proposed Diamond Bar Town Center Specific Plan (Project) is a planning document that will govern the incremental redevelopment of an existing commercial area. The Project area consists of 45 acres located along Diamond Bar Boulevard between the 60 Freeway and Golden Springs Drive in the City of Diamond Bar, California (Project Area). Through its regulatory framework, the proposed Project seeks to facilitate a buildout scenario that includes the development of up to 2,055 residential dwelling units, 200 hotel rooms, 446,000 square feet of commercial space, and 40,000 square feet of open space. The proposed Project is located within the service area of Walnut Valley Water District (WVWD). The location of the proposed Project, the City of Diamond Bar, and WVWD's service area are provided in Figures 1 and 2.

The Project information used in this Water Supply Assessment (WSA) was based on data provided by Sapphos Environmental. The Project site is located within the following Assessor Parcel Numbers:

- 8281010027
- 8281010047
- 8281010049
- 8281010050
- 8281010051
- 8281010054
- 8281010057
- 8281010060
- 8281010061
- 8281010062
- 8281024052
- 8281024053
- 8717008001
- 8717008002
- 8717008003
- 8717008004
- 8717008005
- 8717008006
- 8717008010
- 8717008019
- 8717008020
- 8717008026
- 8717008027
- 8717008028
- 8717008029
- 8717008032
- 8717008033
- 8717008034
- 8717008038
- 8717008039
- 8717008185
- 8717008186
- 8717008187
- 8717008188
- 8717008189

1.2 Purpose and Scope of Assessment

The purpose of this WSA is to evaluate and confirm WVWD's ability to provide all public utility water services to the proposed Project. The reliability of future water supplies available to WVWD is based on WVWD's access to imported water supplies and local groundwater. This WSA evaluates all of WVWD's available water supply sources and projected water demands within its service area, including the Project area.

1.2 Water Supply Planning Provisions

Population growth in the State of California has resulted in additional water demand on water systems. The State legislature has enacted laws to ensure the increased demands are adequately addressed and a firm source of water supply is available prior to approval of certain new developments. The regulations include Senate Bill 610 (Costa) or California Water Code Division 6, Part 2.10, Sections 10910-10915 (Water Supply Planning to Support Existing and Planned Future Use) (California Water Code) which is briefly described below. The provisions of the California Water Code seek to promote more collaborative planning between local water suppliers, cities and counties and require detailed information regarding water availability to be provided to city and county land use planners prior to approval of certain specified large land use development projects.

This WSA was prepared pursuant to the requirements of the California Water Code for the approach, required information, and criteria to confirm WVWD has sufficient water supplies to meet the projected water demands of the Project, in addition to existing and other planned future uses. The Urban Water Management Plan (UWMP) is a foundational document for compliance with the California Water Code. The provisions of the California Water Code repeatedly identify the UWMP as a planning document that can be used by a water supplier to meet requirements included in the California Water Code. California Environmental Quality Act (CEQA) guidelines section 15083.5 contains similar provisions regarding consultation with water agencies for certain projects. WVWD's 2020 UWMP (June 2021), Metropolitan Water District of Southern California's (MWD) 2020 UWMP (June 2021), and Three Valleys Municipal Water District's (TVMWD) 2020 UWMP (June 2021), prepared pursuant to California Water Code Division 6, Part

2.55, Section 10608 (Sustainable Water Use and Demand Reduction) and California Water Code Division 6, Part 2.6, Sections 10608-10656 (Urban Water Management Planning) and the Water Conservation Act of 2009 (also known as SB X7-7), describe future water demands and future availability of the water supply sources used by WVWD and other retail water agencies operating within TVMWD's service area. These UWMP documents were used to prepare this WSA.

This WSA includes specific Project water demand estimates and available sources of water supply. WVWD will separately notify the Project developer of the specific water supply distribution system and infrastructure facilities required for WVWD to provide water utility service to the Project (including potable and/or recycled water infrastructure). Pursuant to information provided by WVWD, WVWD owns existing potable water pipelines within the proposed Project site, including 24 and 27-inch ductile iron pipe (DIP), 18-inch steel pipe, and 6, 8, and 12-inch asbestos cement (AC) pipeline.

1.2.1 California Water Code (Sections 10910-10915)

Existing law requires every urban water supplier to identify, as part of its UWMP, the existing and planned sources of water available to the supplier. Existing law prohibits an urban water supplier that fails to prepare or submit its UWMP to the Department of Water Resources (DWR) from receiving financial or drought assistance from the State until the plan is submitted.

Senate Bill 610 (Costa) amended California Water Code Sections 10910 through 10915 effective January 1, 2022 regarding land use and water supply availability. The California Water Code requires an urban water supplier to include in its UWMP a description of all water supply projects and programs that may be undertaken to meet total projected water use over the next 20 years. The California Water Code[1] requires a city or county that determines a project is subject to the CEQA to identify any public water system that may supply water for proposed developments and to request those public water systems to prepare a specific WSA, including for proposed residential developments of more than

[1] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=WAT&sectionNum=10912

500 dwelling units. If the water demands for the proposed developments have been accounted for in a recently adopted UWMP, the water supplier may incorporate information contained in that plan to satisfy certain requirements of a WSA. The California Water Code requires the assessment to include, along with other information, an identification of existing water supply entitlements, water rights, or water service contracts (including federal, state, and local permits, approvals, or entitlements that are anticipated to be required in order to acquire and develop the additional water supplies) relevant to the identified water supply for the proposed project and the quantities of water received in prior years pursuant to those entitlements, rights, and contracts.

The California Water Code also requires the public water system, or the city or county, as applicable, to submit its plans for acquiring additional water supplies if that entity concludes that water supplies are, or will be, insufficient.

2.0 HISTORICAL WATER SUPPLY AND USES

WVWD's service area is located approximately 20 miles east of the City of Los Angeles in the San Gabriel Valley. WVWD's service area encompasses an area of approximately 29 square miles and includes approximately 28,062 service connections. WVWD's service area covers the City of Diamond Bar and portions of the Cities of Industry, Pomona, Walnut, and West Covina, as well as unincorporated areas of Los Angeles County including Rowland Heights. The service area is primarily a residential area with most commercial and industrial uses located within the City of Industry. Pursuant to information provided by WVWD, the estimated population currently served by WVWD is approximately 92,800 people.

WVWD relies on imported surface water sources and local groundwater to meet water demand in its service area. WVWD is primarily dependent on surface water that is imported by Metropolitan Water District of Southern California (MWD) through TVMWD. In 1955, WVWD, in collaboration with the City of Pomona and Rowland Water District, constructed a joint pipeline (Joint Water Line) for the purpose of delivering treated imported water to meet water demands within each respective water agency's service area. The Joint Water Line transports potable water from MWD's Weymouth Treatment Plant in the City of La Verne, as well as from TVMWD's Miramar Treatment Plant in the City of Claremont to WVWD's Edmund M. Biederman Terminal Storage Reservoir and Hydroelectric Facilities in the City of Walnut.

The Joint Water Line measures 7.6 miles in length and varies from 42 to 54 inches in diameter. The Joint Water Line served as WVWD's sole source of water until the completion of the Badillo/Grand Transmission Main in 1993. The Badillo/Grand Transmission Main provides an additional water supply point for treated imported water supply. Because it provides an alternative location to access treated imported water, this 5.5-mile transmission main ensures system reliability during emergency situations including a fire or earthquake. WVWD also owns and operates a 150-kilowatt hydroelectric plant located at its Joint Water Line connection. The power generated by this plant is sold to Southern California Edison.

In order to minimize its dependence on imported potable water, WVWD also operates a recycled water system for landscape irrigation including at parks and school grounds, which traditionally placed a significant demand on WVWD'S potable water system. Recycled water is wastewater that has undergone an extensive treatment process and is available for reuse after being tested and certified to ensure that it is safe for irrigation purposes. WVWD obtains its recycled water from Los Angeles County Sanitation District's (LACSD) Pomona Water Reclamation Plant. The recycled water supply is augmented by groundwater pumped from WVWD'S recycled water wells.

2.1 Historical Water Supply Production

WVWD'S water supply sources include treated and untreated, imported surface water purchased from MWD through TVMWD, purchased potable groundwater supplies from the Main San Gabriel Basin delivered by California Domestic Water Company, and recycled water supplies (from recycled water purchased from LACSD and from groundwater pumped from the Puente Basin and Spadra Basin). WVWD'S main source of potable water supply is treated imported surface water.

Table 1 provides WVWD'S historical water supply production. Total annual water supplies over the past 20 years, from Fiscal Year (FY) 2004-05 to FY 2023-24, have ranged from 15,626 AFY to 27,127 AFY. The most recent annual consumption of 15,751 (FY 2023-24) reflects the current trend in water use. Discussions regarding the reliability of WVWD's water supplies are provided in Chapter 3.

Table 1. Historical Annual Water Supply Production by WVWD

Fiscal Year	System Water Supply Sources (AF)						Total
	Potable Water	Recycled Water					
	Purchased Water (Imported Water and Groundwater) [1]	Reservoir [2]	Spadra Basin Groundwater [3]	Puente Basin Groundwater [3]	Recycled Water (Pomona Water Reclamation Plant) [4]	Subtotal	
2004-05	21,910	-	156	326	964	1,446	23,356
2005-06	22,636	-	0	682	906	1,588	24,224
2006-07	24,943	-	24	654	1,506	2,184	27,127
2007-08	23,500	-	118	757	1,301	2,176	25,676
2008-09	22,462	-	170	722	1,246	2,138	24,600
2009-10	20,529	-	222	466	1,237	1,925	22,454
2010-11	19,422	2	78	533	1,176	1,789	21,211
2011-12	20,361	0	86	645	1,250	1,981	22,342
2012-13	20,741	0	108	703	1,457	2,268	23,008
2013-14	21,139	6	101	905	1,473	2,486	23,625
2014-15	18,666	5	41	856	1,588	2,489	21,155
2015-16	15,905	3	50	803	1,170	2,025	17,930
2016-17	17,197	1	55	871	1,259	2,185	19,382
2017-18	18,485	0	57	1,300	1,201	2,558	21,043
2018-19	16,275	2	67	892	937	1,897	18,173
2019-20	16,630	0	55	667	1,251	1,973	18,603
2020-21	17,854	0	86	1,000	1,362	2,447	20,301
2021-22	16,844	19	61	721	1,552	2,353	19,197
2022-23	13,921	3	36	426	1,240	1,705	15,626
2023-24	14,163	0	36	442	1,110	1,588	15,751
Average	19,179	3	80	719	1,259	2,060	21,239

Notes:

[1] FY 2004-05 through FY 2009-10 values were provided by WVWD. FY 2010-11 through FY 2019-20 values are from WVWD's 2020 UWMP and from WVWD. FY 2020-21 through FY 2023-24 values were provided by WVWD. Purchased water excludes water wheeled through WVWD's system.

[2] FY2010-11 through FY 2019-20 values are from WVWD's 2020 UWMP and from WVWD. FY 2020-21 through FY 2023-24 values were provided by WVWD.

[3] FY 2004-05 through 2009-10 values were obtained from WVWD's 2005 and 2010 UWMPs and are in Calendar Year (CY). FY 2010-11 through FY 2019-20 from WVWD's 2020 UWMP and from WVWD. FY 2020-21 through FY 2023-24 values were provided by WVWD.

[4] FY 2004-05 through 2009-10 values were obtained from LACSD annual water reuse reports. FY 2010-11 through FY 2019-20 from WVWD's 2020 UWMP and from WVWD. FY 2020-21 through FY 2023-24 values were provided by WVWD.

3.0 WATER SUPPLY RELIABILITY

As discussed in Section 2.1, WVWD'S water supply sources include treated and untreated, imported surface water purchased from MWD through TVMWD, purchased potable groundwater supplies from the Main San Gabriel Basin delivered by California Domestic Water Company, and recycled water supplies (from recycled water purchased from LACSD and from groundwater pumped from the Puente Basin and Spadra Basin). WVWD'S main source of potable water supply is treated imported surface water.

3.1 Imported Water Supplies – Potable Water Supplies

WVWD purchases treated imported water from MWD through TVMWD. In addition, WVWD relies on the Main San Gabriel Basin Watermaster to manage the groundwater supplies of the Main Basin which is delivered by California Domestic Water Company (discussed further in Section 3.2). Consequently, WVWD directly and/or indirectly relies on MWD for those imported water supplies

MWD imports water from the Colorado River through the Colorado River Aqueduct, owned and operated by MWD, and the State Water Project, which utilizes the California Aqueduct for transmission to Southern California. Water delivered to TVMWD's sub-agencies can be treated at MWD's Weymouth Treatment Plant located in the City of La Verne. Water can also be treated by TVMWD at its Miramar Water Treatment Plant located in the City of Claremont.

WVWD can purchase treated, imported water directly from its PM-10 (15 cubic feet per second, or cfs, capacity), PM-12 (4 cfs capacity), and PM-24 (75 cfs capacity) connections with TVMWD. Treated water can also be distributed through the Pomona-Walnut-Rowland Joint Water Line (JWL). The JWL provides treated water to WVWD, City of Pomona, and Rowland Water District. WVWD's treated, imported water purchases from TVMWD over the past 20 years is provided in Table 1. Over the past 20 years, WVWD purchased 13,921 AFY to 24,943 AFY. The most recent annual consumption of 14,163 (FY2023-24) reflects the current trend in imported water use. A further discussion of the imported water supplies is provided in the following Sections.

3.1.1 Three Valleys Municipal Water District

TVMWD's service area covers the eastern portion of Los Angeles County and includes the Cities of Claremont, Covina, Diamond Bar, Glendora, Industry, La Verne, Pomona, San Dimas, Walnut, West Covina, and unincorporated areas of Los Angeles County (including Charter Oak and Rowland Heights). TVMWD encompasses an area of approximately 133 square miles. TVMWD supplies water on a wholesale basis to its sub-agencies, including WVWD. TVMWD's sub-agencies retail the water directly to their customers, or wholesale it to other water systems for resale. TVMWD's sub-agencies include the

- Boy Scouts of America
- California State Polytechnic University, Pomona
- City of Covina
- City of Glendora
- City of La Verne
- City of Pomona
- Covina Valley Water Company (formerly Covina Irrigating Company)
- Golden State Water Company (Claremont and San Dimas systems)
- Mount San Antonio College
- Rowland Water District
- Suburban Water Systems
- Valencia Heights Water Company
- Walnut Valley Water District

TVMWD obtains untreated, imported water supplies from MWD for treatment at TVMWD's Miramar Water Treatment Plant. In addition, TVMWD produces groundwater from three wells located in the Six Basins which is also treated at the Miramar Water Treatment Plant. Treated water from TVMWD's Miramar Water Treatment Plant is sold to TVMWD's sub-agencies. Treated water can also be distributed through the JWL. The JWL provides treated water to the City of Pomona, WVWD, and Rowland Water District. The JWL is managed by elected officials representing the City of Pomona, WVWD, and Rowland Water District as a joint-powers agency.

TVMWD obtains untreated, imported water supplies from MWD for spreading and groundwater replenishment purposes within the Main San Gabriel Basin and Six Basins (through CENB-48, PM-26, PM-GWR, PM-SGP PM-SGP-01, and USG-03 connections).

TVMWD also obtains untreated, imported water supplies from MWD for delivery to Covina Valley Water Company through the TVMWD's MWD-SGP-03 connection. Covina Valley Water Company treats imported water deliveries at its William B. Temple Treatment Plant (Temple Plant).

The population within TVMWD's service area is projected by the local retail water agencies (including WVWD) to collectively increase from approximately 523,167 in 2025 to 561,782 people by the year 2045 (see Table 2). This represents an increase of approximately 38,615 people over a 20-year period.

Table 2. Current And Projected Population In TVMWD's Service Area

Year	2020	2025	2030	2035	2040	2045
Population	513,623	523,167	532,888	542,790	552,204	561,782

Source:
TVMWD's 2020 UWMP (June 2021), Table 3-1

Projected water supplies within TVMWD's service area include groundwater pumped from Six Basins; untreated, imported surface water purchased from MWD for use at TVMWD's treatment plant; and treated imported surface water purchased from MWD. Table 3 summarizes the total available supplies and water demands under a normal year.

Table 3. TVMWD Future Water Demand/Supply Balance In Normal Years (AFY)

Year	2025	2030	2035	2040	2045
Supply Totals	58,016	57,901	57,761	57,525	57,265
Demand Totals	58,016	57,901	57,761	57,525	57,265
Surplus	0	0	0	0	0

Source:
TVMWD 2020 UWMP (June 2021), Table 7-2

The water demands and supplies for TVMWD's service area were analyzed by TVMWD to assess the region's ability to meet demands given a repeat of California's severe drought from 2012 to 2016. Table 4 and Table 5 present the supply-demand balance for single and multiple year drought scenarios for Fiscal Years 2024-25 and 2044-45, respectively. TVWMD's projected quantities of untreated and treated imported water supplies and/or groundwater supplies are based on historical long-term averages and available supplies during previous dry year conditions. TVMWD projects it will have sufficient water supplies available to meet projected demands.

Table 4. TVMWD 2025 Water Supply And Demand In Normal, Single Dry, And Multiple Dry Years (AFY)

Demand and Supply	Normal Year	Single Dry Year	Multiple Dry Years				
			Dry Year 1	Dry Year 2	Dry Year 3	Dry Year 4	Dry Year 5
Total Water Supply	58,016	57,344	54,248	59,906	62,156	52,212	48,122
Total Demand	58,016	57,344	54,248	59,906	62,156	52,212	48,122
Surplus	0	0	0	0	0	0	0

Source:
TVMWD 2020 UWMP (June 2021), Tables 7-2, 7-3 and 7-4

Table 5. TVMWD 2045 Water Supply And Demand In Normal, Single Dry, And Multiple Dry Years (AFY)

Demand and Supply	Normal Year	Single Dry Year	Multiple Dry Years				
			Dry Year 1	Dry Year 2	Dry Year 3	Dry Year 4	Dry Year 5
Total Water Supply	57,265	56,601	53,545	59,130	61,350	51,535	47,498
Total Demand	57,265	56,601	53,545	59,130	61,350	51,535	47,498
Surplus	0	0	0	0	0	0	0

Source: TVMWD 2020 UWMP (June 2021), Tables 7-2, 7-3 and 7-4

3.1.2 State Water Project

The SWP is a water storage and delivery system maintained and operated by DWR. MWD holds a long-term contract with DWR for SWP water. MWD currently has a contractual 'Table A' amount of 1,911,500 AFY of SWP water ('Table A' represents the proportion of available SWP water allocated and delivered to each SWP contractor). The delivery reliability of SWP water is discussed below.

The San Francisco Bay-Sacramento River Delta area (Bay-Delta) is a part of the SWP water delivery system. The reliability of the Bay-Delta to deliver water may be impacted by potential risks associated with endangered species, earthquakes, levee failure, and climate change. In order to mitigate these potential risks, State and federal resources and environmental protection agencies and a broad range of stakeholders are involved in a multiyear planning process to develop programs to greatly improve the capacity and reliability of the SWP and the environmental conditions of the Bay-Delta, including projects related to DWR's SWP conveyance capacity, water quality, and operation of the SWP.

The State of California enacted comprehensive legislation, including the Sacramento-San Joaquin Delta Reform Act of 2009 (California Water Code Division 35) which provided for an independent state agency, the Delta Stewardship Council. Pursuant to that act, the Delta Stewardship Council developed a comprehensive management plan that provides more reliable water supply for California and protects and enhances the Delta ecosystem (through development and implementation of a Delta Plan). The Delta Stewardship Council adopted a final Delta Plan in May 2013 which is the comprehensive long-term management plan for the Delta to improve statewide water supply reliability and to protect the Delta. Subsequently its 14 regulatory policies were approved by the Office of Administrative Law and became effective with legally enforceable regulations on September 1, 2013. The Delta Stewardship Council also adopted a Programmatic Environmental impact Report (PEIR) on the Delta Plan in May 2013. The PEIR evaluates the potential impact of the Delta Plan and identifies mitigation measures. The Delta Plan was amended in February 2016, September 2016, April 2018, July 2019, and March 2020. The Delta Plan contains a set of 14 regulatory policies as well as 95 recommendations, which are non-regulatory but identify actions essential to increasing

water supply reliability while protecting, restoring, and enhancing the Delta ecosystem. In May 2020, the Delta Stewardship Council authorized the Ecosystem Amendment for environmental review under CEQA. As a result, a Program Environmental Impact Report (PEIR) was prepared which included a public review process. The PEIR was approved by the Delta Stewardship Council in June 2022. The Delta Stewardship Council updated Chapter 7 of the Delta Levees Investment Strategy (DLIS) in January 2024. The DLIS is a multiyear project to update the Delta Plan's 2013 interim priorities for flood risk reduction and to guide the prioritization of Delta investments that reduce flood risk and better integrate Delta levees with other Delta actions and statewide flood control. The Delta Stewardship Council approved the DLIS priorities in 2018, however the amendment was rescinded in order to evaluate new levee geometry and hydraulic data. In August 2021, the Delta Stewardship Council directed staff to reinitiate the rulemaking process for DLIS. In August 2022, the Delta Stewardship Council approved an addendum to the Environmental Impact Report for the Delta Plan Amendment and began rulemaking with updated priorities.

DWR's "State Water Project Final Delivery Capability Report 2023" (2023 SWP Report), dated July 2024, indicates that there is a 61 percent likelihood (70 percent in the 2021 Final State Water Project Delivery Capability Report) that more than 2,000 thousand acre-feet per year (or 2,000 taf/year pursuant to DWR terminology) of Table A water will be delivered under current conditions. The DWR SWP Reports incorporated future impacts on water deliveries as a result of climate change and potential limited pumping of the SWP to protect salmon, smelt, and other species in the Sacramento-San Joaquin Delta and Central Valley areas, including operational restrictions of the biological opinions issued by the U.S. Fish and Wildlife Service (USFWS) in December 2008 and the National Marine Fisheries Service (NMFS) in June 2009 governing the SWP and Central Valley Project (a Federal water storage and conveyance facility) operations. In August 2016, the USBR and DWR requested reinitiating consultation with the USFWS and the NMFS on long-term operations of the Central Valley Project (CVP) and SWP due to new information and science on declining fish species populations. The USFWS and the NMFS released the "Biological Opinion for the Re-initiation of Consultation on the Coordinated Operations of the CVP and SWP", dated October 2019, included proposed CVP and SWP operations plans. In February 2020, the USBR approved a Record of Decision regarding

modifications to long-term operations of the CVP. The USBR and DWR anticipate new Biological Opinions for the CVP and SWP. DWR will also be an applicant in the consultation and that the California Department of Fish and Wildlife will facilitate the process of DWR updating their Incidental Take Permit for SWP operations. The DWR SWP Reports also incorporated DWR operations as a result of the Incidental Take Permit (ITP) issued by the California Department of Fish and Wildlife to DWR in March 2020. DWR began to operate according to the ITP in April 2020. The ITP covers fish species (including the Delta smelt, Longfin smelt, winter-run Chinook salmon and spring-run Chinook salmon) which are subject to incidental take through long-term operation of the SWP. DWR received a new ITP in November 2024 issued by the California Department of Fish and Wildlife.

In April and May of 2019, Governor Gavin Newsom announced a new approach for Delta water conveyance through a single tunnel alternative (to improve delivery reliability) and released Executive Order 10-19 directing state agencies to assess new planning for the single tunnel project (Delta Conveyance Project). DWR subsequently withdrew all project approvals and permit applications for the previously proposed twin tunnels project under the California WaterFix and Bay Delta Conservation Plan (BDCP). DWR released a "Notice of Preparation of Environmental Impact Report for the Delta Conveyance Project" in January 2020 to start planning for the Delta Conveyance Project. DWR also released a scoping summary report in July 2020. In July 2022, DWR released a Draft Environmental Impact Report with a public review period from July 2022 through December 2022. DWR released a Final Environmental Impact Report in December 2023. The proposed Delta Conveyance Project evaluates eight conveyance alternatives in addition to the proposed project consisting of the following new Delta facilities:

- Two new 3,000 cfs intake facilities in the north Delta to divert water, for a total capacity of 6,000 cfs
- One below ground tunnel to convey that water from the new intakes following the Eastern Alignment, ending at the existing Bethany Reservoir on the California Aqueduct
- A new pumping plant that connects the tunnel directly to the Bethany Reservoir

MWD's Board of Directors declared a Water Supply Alert on August 17, 2021 calling for consumers and businesses to voluntarily reduce their water use and help preserve the region's storage reserves. In April 2022, MWD executed an Emergency Water Conservation Program (EWCP) to adopt a framework to reduce non-essential water use and preserve available supply for the greatest public benefit in SWP-dependent areas (including TVMWD). As part of the EWCP, MWD sought SWP water offered by DWR for "human health and safety purposes" to reduce any potential water supply and demand gaps for its member agencies. MWD declared a Regional Drought Emergency in December 2022 and called upon water agencies to reduce imported water use. On March 14, 2023, after winter storms helped alleviate shortage conditions, MWD removed the emergency restrictions which limited outdoor watering to one day a week or required compliance with volumetric limits. Pursuant to Executive Order N-5-23 issued on March 24, 2023 by California Governor Newsom, the requirement for urban water supplies to implement Level 2 of their Water Shortage Contingency Plans (WSCP) was removed.

MWD has been working on near- and long-term projects and programs to help alleviate the drought and impact on the SWP system. MWD is currently developing the Pure Water Southern California project to provide up to 150 MGD (approximately 168,000 AFY) of advanced treated wastewater from LACSD's Joint Water Pollution Control Plant in Carson, California (Carson Plant)[2]. The Pure Water Southern California project would deliver purified water from the Carson Plant through up to 60 miles of transmission pipelines to groundwater basins within MWD's service area beginning in 2033. These deliveries would help restore water levels regionally and reduce the need for imported water. In September 2022, MWD announced it would be receiving $130 million in State funding for water supply projects, including $80 million for the Pure Water Southern California project. The Pure Water Southern California project received about $100 million in federal funding in May 2024 to help advance design work and improvements to existing infrastructure needed for the project[3]. In addition, the USBR announced a $26.2 million grant award in November 2024 to the Pure Water Southern California project. In June 2023, MWD received $30 million in grant funding from the State to implement a turf replacement program available to all of its member agencies. In October 2023, MWD

[2] https://www.mwdh2o.com/building-local-supplies/pure-water-southern-california/

[3] https://www-admin.mwdh2o.com/press-releases/water-recycling-in-southern-california-gets-major-funding-boost-from-federal-government/

completed the first stage of its High Desert Water Bank, a groundwater storage project that will allow MWD to store up to 280,000 AF of SWP supplies in the Antelope Valley groundwater basin. In November 2023, MWD received $38 million in funding for turf replacement rebates. MWD will continue to explore additional engineering, infrastructure improvements, and storage programs to improve the resiliency and flexibility of its regional water-delivery system and achieve regional reliability. MWD is also investing in drought-proof, climate change-resilient water supplies, including recycled water.

3.1.3 Colorado River Water

In addition to obtaining water from the SWP, MWD obtains water from the Colorado River. MWD owns and operates the Colorado River Aqueduct which conveys water from Lake Havasu on the Colorado River to water transmission pipelines and to Lake Matthews for storage. MWD's Colorado River water rights includes a fourth and fifth priority under the 1931 Seven Party Agreement relating to California's share in the Colorado River water supply. In 1964 a United States Supreme Court decree (Arizona v. California) limited California to 4.4 million AF per year from the Colorado River plus any available surplus water. An amount of 550,000 AF was allotted to California under the fourth priority right and an amount of 662,000 AF was allotted to California under the fifth priority right. MWD can receive water under the fifth priority right when the United States Secretary of the Interior determines that there is a surplus of water or if Arizona or Nevada does not use all of their allocated water.

Under a 2007 agreement reached by the seven States of the Colorado River Basin, if Lake Mead's level drops to 1,075 feet, an official shortage would be declared. That declaration would trigger cuts in water deliveries to Arizona and Nevada. During 2019, the seven States of the Colorado River Basin developed two drought contingency plans: the Upper Basin Drought Contingency Plan (Upper Basin DCP) and the Lower Basin Drought Contingency Plan (Lower Basin DCP). The Upper Basin DCP is designed to: a) protect critical elevations at Lake Powell and help assure continued compliance with the 1922 Colorado River Compact, and b) authorize storage of conserved water in the Upper Basin that could help establish the foundation for a Demand Management Program that

may be developed in the future. The Lower Basin DCP is designed to: a) require Arizona, California and Nevada to contribute additional water to Lake Mead storage at predetermined elevations, and b) create additional flexibility to incentivize additional voluntary conservation of water to be stored in Lake Mead. Under the Lower Basin DCP, the state of California is required to make the following annual DCP contribution based on projected January 1st Lake Mead elevations:

- Elevation above 1,040 feet and at or below 1,045 feet – 200,000 AF
- Elevation above 1,035 feet and at or below 1,040 feet – 250,000 AF
- Elevation above 1,030 feet and at or below 1,035 feet – 300,000 AF
- Elevation at or below 1,030 feet – 350,000 AF

On August 16, 2021, the United States Bureau of Reclamation (USBR) released the "Colorado River Basin August 2021 24-Month Study" used to set annual operations for Lake Powell and Lake Mead. Based on the results of the Study, the USBR declared the first federal water shortage declaration for the Colorado River Basin. In response to the continued drought conditions and the USBR declaration, MWD's Board of Directors declared a Water Supply Alert on August 17, 2021, calling for consumers and businesses to voluntarily reduce their water use and help preserve the region's storage reserves. A Water Supply Alert is the third of four escalating conditions in MWD's framework indicating the urgency of Southern California's need to save water. The action calls for water agencies to reduce their water demand through public awareness campaigns and by adopting local measures including increased outdoor water use efficiency, prohibiting home car washing or filling of ornamental water features, and requiring that restaurants only serve water upon request. MWD's declaration seeks to avoid the need for more severe actions, including moving to the fourth and final stage in MWD's framework. In addition, while shortages in the Colorado River can potentially impact water supplies, MWD owns priority rights to the Colorado River and water supply will not be impacted in the immediate future.

On April 11, 2013, the USBR released a draft Supplemental Environmental Impact Statement (SEIS) with three alternatives (one with no action) to modify guidelines for the operations of Glen Canyon Dam and Hoover Dam to address historic drought, historically

low reservoirs, and low runoff conditions in the Colorado River Basin. However, the Department of the Interior temporarily withdrew the draft SEIS during May 2023 so it could fully analyze the effects of the proposal under the National Environmental Quality Act. After releasing a draft SEIS in October 2023 which included a public review process, the USBR published the Final SEIS in March 2024 and released a Record of Decision in May 2024 which implements the preferred alternative in the Final SEIS which will yield at least 3 million acre-feet of system water conservation savings through the end of 2026. The USBR is currently developing a draft Environmental Impact Statement (EIS) that will outline management strategies post-2026.

The Department of the Interior also announced in May 2023 that an agreement had been reached to reduce Colorado River water use (of at least 3 million acre-feet) through 2026 to prevent reservoirs from falling to critically low levels. In response, MWD indicated in May 2023 that the consensus alternative agreed to would produce needed short-term stability to the Colorado River system. Due to conservation measures and a wetter winter, the USBR indicated in August 2023 they would ease water cuts for Western states reliant on the Colorado River in 2024. In December 2023, USBR announced a series of water conservation agreements that would save an additional 1.6 million acre-feet of Colorado River water use through 2026. In January 2025[4], MWD announced it will receive $186 million from the federal government to assist in reducing use of Colorado River water under new agreements reached with the U.S. Bureau of Reclamation. MWD's Turf Replacement Program, High Desert Water Bank groundwater storage program, and leak detection and repair program for disadvantaged communities will all receive the federal support. The programs are anticipated to result in up to 269,000 AF of conserved water added to Lake Mead by 2031. MWD will continue to develop long-term, post-2026 solutions to the Colorado River.

[4] https://www.mwdh2o.com/press-releases/metropolitan-to-further-reduce-reliance-on-colorado-river-with-186-million-federal-investment/

3.1.4 Metropolitan Water District of Southern California

As discussed previously, imported water from MWD is provided through TVMWD, which delivers and sells water. Untreated imported water can be spread and stored in the Main Basin for replacement/recharge. Treated imported water can be delivered directly to retail water utilities with available connections.

MWD's 2020 UWMP provides information regarding MWD's water supply reliability and the ability to meet all projected water demands. MWD has indicated in its 2020 UWMP that, with the addition of all water supplies existing and planned, MWD would have the ability to meet all of its member agencies' projected supplemental demand for the next twenty years, even during a repeat of the worst drought scenario. MWD's 2020 UWMP concludes that MWD will have sufficient water available for anticipated water demands in its service area through the year 2045.

Because of critically dry conditions in 2007 affecting MWD's main water supply sources and Federal Court rulings protecting the Delta Smelt and other aquatic species in the Sacramento-San Joaquin River Delta, SWP water deliveries were reduced. As a result, MWD adopted a Water Supply Allocation Plan (WSAP) in February 2008 to allocate available water supplies to its member agencies. The WSAP establishes ten different shortage levels and a corresponding Allocation to each member agency. Although member agency water use is not restricted to the Allocation, additional charges would be assessed on water used above the total annual Allocation. The WSAP provides a separate reduced Allocation to a member agency for its 1) Municipal and Industrial (M&I) retail demand and 2) replenishment demand. The WSAP considers historical local water production, full service treated water deliveries, agricultural deliveries and water conservation efforts when calculating each member agency's Allocation.

In general, the WSAP process calculates total historical member agency demand. That historical demand is then compared to member agency projected local supply for a specific Allocation year. The balance required from MWD, less an Allocation reduction factor, is the member agency's "Water Supply Allocation". When an MWD Member Agency (such as TVMWD) reduces its local demand through conservation or other

means, the portion of the Allocation which may be delivered as imported water increases. The increased Allocation can be used for Full Service replenishment deliveries when an Allocation is in place.

In addition, MWD prepared a 2020 Update of its Integrated Resources Plan to evaluate water supply availability considering the recent developments discussed elsewhere in this WSA and provide a water resource strategy to meet future demands including anticipated groundwater replenishment demands.

Tables 6, 7, and 8 show MWD's projected total water supplies and demands through year 2045 for average, single dry, and multiple dry years, respectively. MWD has sufficient water supplies to meet all of its member agencies projected supplemental demand for 2025 through 2045, even during multiple dry years. MWD's greatest water demands, which occur during a multiple dry year, will decrease from approximately 1,592,000, in 2025, to 1,564,000 AFY, in 2045.

Table 6. MWD's Projected "Average" Year Water Supplies and Demands (AFY)

Forecast Year	2025	2030	2035	2040	2045
Supplies (Current Programs)	3,899,000	3,893,000	3,890,000	3,888,000	3,885,000
Demands	1,427,000	1,388,000	1,362,000	1,378,000	1,403,000
Surplus	2,472,000	2,505,000	2,528,000	2,510,000	2,482,000
Supplies (Proposed Programs)	13,000	13,000	13,000	13,000	13,000
Potential Surplus	2,485,000	2,518,000	2,541,000	2,523,000	2,495,000

Source:
MWD'S 2020 UWMP, June 2021, Table 2-6

Table 7. MWD's Projected "Single Dry" Year Water Supplies and Demands (AFY)

Forecast Year	2025	2030	2035	2040	2045
Supplies (Current Programs)	2,772,000	2,761,000	2,760,000	2,760,000	2,757,000
Demands	1,544,000	1,500,000	1,473,000	1,496,000	1,525,000
Surplus	1,228,000	1,261,000	1,287,000	1,264,000	1,232,000
Supplies (Proposed Programs)	0	0	0	0	0
Potential Surplus	1,228,000	1,261,000	1,287,000	1,264,000	1,232,000

Source:
MWD'S 2020 UWMP, June 2021, Table 2-4

Table 8. MWD's Projected "Multiple Dry" Year Water Supplies and Demands (AFY)

Forecast Year	2025	2030	2035	2040	2045
Supplies (Current Programs)	2,178,800	2,219,000	2,241,000	2,263,000	2,239,000
Demands	1,592,000	1,570,000	1,537,000	1,539,000	1,564,000
Surplus	586,800	649,000	704,000	724,000	675,000
Supplies (Proposed Programs)	0	0	0	0	0
Potential Surplus	586,800	649,000	704,000	724,000	675,000

Source:
MWD'S 2020 UWMP, June 2021, Table 2-5

3.2 Purchased Main Basin Groundwater – Potable Water Supplies

WVWD can purchase treated groundwater from the Main San Gabriel Basin produced by California Domestic Water Company. WVWD and Rowland Water District (through the Puente Basin Water Agency) entered into a "Water Storage and Export Agreement" with California Domestic Water Company in July 2015. The agreement allows for the delivery of up to approximately 5,000 AFY of potable water from the Main Basin to Rowland Water District. Pursuant to the agreement, California Domestic Water Company began delivering water to Rowland Water District during FY 2016-17. In order to maximize production, the Pathfinder Pipeline was constructed to enable the transmission of water from California Domestic Water Company, through Rowland Water District, into WVWD's distribution system. Although WVWD does not directly pump from the Main Basin for potable supplies, a discussion regarding groundwater supplies from the Main Basin is provided in Section 3.2.1.

3.2.1 Water Supply Source - Main San Gabriel Basin

The Main San Gabriel Basin is a sub-basin of the San Gabriel Valley Basin pursuant to DWR Bulletin 118, Basin Number 4-013. The Main Basin is located within the San Gabriel Valley, which is located in southeastern Los Angeles County and is bounded on the north by the San Gabriel Mountains; on the west by the San Rafael and Merced Hills, on the south by the Puente Hills and the San Jose Hills, and on the east by a low divide between the San Gabriel River system and the Upper Santa Ana River system. The total fresh water storage capacity of the Main Basin is estimated to be approximately 8.7 million AF. Of that storage, about 1,000,000 AF is historically considered to have been actively managed for local public water supply. The Court adjudication of the Main Basin in 1973 provided groundwater management that allows operation of basin storage to meet water demands and provides a mechanism to fund the purchase and replenishment of untreated imported water to supplement recharge of local water.

The management of basin storage, and the use of supplemental imported water for recharge, expand and increase the reliability of the available Main Basin groundwater supply. A description of the elements of the adjudication that allow efficient management

of the Main Basin is included in the Main San Gabriel Basin Judgment[5]. Although there is no limit on the quantity of groundwater that may be extracted by Parties to the Main San Gabriel Basin adjudication, including California Domestic Water Company, groundwater production in addition to a pumper's proportional share (pumper's share) of the Operating Safe Yield, requires the pumper to bear the cost of imported Replacement Water to recharge the Main Basin.

It should be noted, California Domestic Water Company pumps groundwater from the Main Basin which can be delivered to Rowland Water District and Walnut Valley Water District. However, this particular production is not counted against California Domestic Water Company's water rights to the Main Basin (i.e. share of the Operating Safe Yield) and the production accounting is applied towards the Puente Basin Water Agency. The Puente Basin Water Agency is responsible for requesting and coordinating from TVMWD the purchase of cyclic water deliveries into the Main Basin (which allows producers to store supplemental water within the Main Basin for subsequent recovery). California Domestic Water Company produces groundwater from the Main Basin through seven active production wells (2A, 3, 5A, 6, 8, 10 and 14) with a total pumping capacity of approximately 26,600 gallons per minute (gpm).

3.2.2 Main San Gabriel Basin Reliability

The 1973 Court adjudication of the Main Basin required the efficient management of groundwater supplies. Historical water supplies used within the Main Basin to meet its demands are shown in Table 9 and include groundwater extractions, surface water diversions, and direct delivery of treated imported water (from USGVMWD and TVMWD) within the Main Basin. Table 10 provides rolling ten-year averages of the total water demand. Although historical total water demands in the Main Basin had generally increased as population increased, the rolling ten-year averages for the past ten years show a decrease in average total water demand.

[5] https://www.watermaster.org/about (Amended Judgment)

Table 9. Historical Water Demand in the Main San Gabriel Basin (AFY)

Fiscal Year	Recorded Production [1]			Direct Deliveries (Treated Imported Water) [2]			Total Water Demand [3]
	Groundwater	Surface Water	Sub-Total	USGVMWD	TVMWD	Sub-Total	
2004-05	234,337	12,930	247,266	12,895	17,587	30,482	277,748
2005-06	246,473	13,466	259,940	10,981	12,144	23,125	283,065
2006-07	270,075	14,255	284,330	14,290	11,614	25,904	310,234
2007-08	250,223	7,944	258,167	16,958	13,216	30,174	288,341
2008-09	236,976	13,731	250,707	8,533	13,150	21,683	272,390
2009-10	223,322	14,524	237,846	6,557	9,773	16,329	254,176
2010-11	214,211	13,446	227,657	3,429	6,886	10,316	237,973
2011-12	219,534	17,494	237,029	3,975	6,587	10,561	247,590
2012-13	230,630	12,284	242,914	3,529	10,815	14,344	257,258
2013-14	233,893	6,659	240,552	3,490	18,725	22,216	262,768
2014-15	196,409	11,931	208,339	9,069	13,447	22,517	230,856
2015-16	173,855	8,972	182,826	2,624	10,116	12,740	195,567
2016-17	184,450	12,794	197,243	3,197	11,934	15,131	212,374
2017-18	197,461	12,039	209,500	4,204	16,562	20,766	230,266
2018-19	183,117	7,040	190,156	5,420	19,534	24,954	215,110
2019-20	183,253	9,331	192,584	6,026	20,310	26,335	218,919
2020-21	196,601	11,221	207,822	5,146	19,267	24,413	232,235
2021-22	177,746	8,402	186,148	9,435	24,588	34,023	220,171
2022-23	161,604	6,757	168,360	3,734	13,835	17,569	185,929
2023-24	161,064	10,256	171,320	2,783	10,959	13,742	185,063
10-Year Average	181,556	9,874	191,430	5,164	16,055	21,219	212,649

Notes:

[1] "Recorded Production" consists of groundwater extractions and surface water diversions which is accounted for as if it were a groundwater extraction, but does not include untreated imported water purchased for replacement/ recharge purposes. The data in this table is in the final "totals" of Appendix G in of the Main San Gabriel Basin Watermaster Annual Reports

[2] "Direct Deliveries (Imported Water)" does not include untreated imported water purchased for replacement/recharge purposes, but includes treated imported water from USG-5. The data in these tables comes from Appendix E of the Main San Gabriel Basin Watermaster Annual Reports

[3] Does not include recycled water deliveries

Source:
Main San Gabriel Basin Watermaster Annual Reports, Appendices G and E

Table 10. 10-Year Rolling Average of Total Main San Gabriel Basin Water Demands

Fiscal Year	10-Year Rolling Average	Annual Change of 10-Year Average
2014-15	264,465	-1.7%
2015-16	255,715	-3.3%
2016-17	245,929	-3.8%
2017-18	240,122	-2.4%
2018-19	234,394	-2.4%
2019-20	230,868	-1.5%
2020-21	230,294	-0.2%
2021-22	227,552	-1.2%
2022-23	220,419	-3.1%
2023-24	212,649	-3.5%

Source:
Main San Gabriel Basin Watermaster Annual Reports. 10-Year Rolling Average based on Table 9.

Future total water demands in the Main Basin can be projected based on population growth. Population projections within the Main Basin were based on population data provided in USGVMWD's 2020 UWMP, San Gabriel Valley Municipal Water District's (SGVMWD's) 2020 UWMP, and TVMWD's 2020 UWMP. Based on the population data, the total population within the combined service areas for all Main Basin water producers was estimated (see Table 11). The total population served by Main Basin water producers is projected to increase from approximately 1,235,034 people, in 2025, to approximately 1,309,992 people, in 2045. This represents an increase of approximately 75,000 people over twenty years, which is an average annual growth rate of approximately 0.3 percent.

Table 11. Projected Population Served by Main San Gabriel Basin Producers

Fiscal Year	Population
2024-25	1,235,034
2029-30	1,253,752
2034-35	1,274,134
2039-40	1,292,099
2044-45	1,309,992

Source:

Population projections from USGVMWD's 2020 UWMP, SGVMWD's 2020 UWMP, and TVMWD's 2020 UWMP. All of USGMWD's projected population, and portions of SGVWD's and TVMWD's projected populations, are considered within the Main Bain.

Total water demands in the Main Basin (excluding major industrial uses and exports to the Central Basin) can be compared with population information to obtain a per capita water use rate. Over the past five years, between FY 2019-20 and FY 2023-24 (see Table 12) the average total annual demand in the Main Basin was approximately 208,463 AFY; the average total export to the Central Basin was approximately 35,592 AFY; and the average total major industrial demand was approximately 5,012 AFY. Based on the net average demand from population over the recent five years (from FY 2019-20 through FY 2023-24) in the Main Basin of approximately 167,859 (or 208,463 – 35,592 – 5,012) AFY and an average population of approximately 1,224,151 people during that same period, the average annual per capita water use rate was approximately 0.14 AFY (167,859 AFY / 1,224,151 people) per person. For the purposes of this WSA, it is assumed the per capita water use rate of 0.14 AFY (about 125 gallons per capita per day) will continue over the next twenty years (through FY 2044-45). Based on the estimated per capita water use and projected population growth, total water (local plus treated imported) served by producers in the Main Basin will increase from approximately 209,956 AFY, in FY 2024-25, to approximately 220,234 AFY, in FY 2044-45, as shown in Table 12, with an annual growth rate of approximately 0.25 percent.

Table 12. Projected Main San Gabriel Basin Water Demands (AFY)

Year	Population [1]	Main San Gabriel Basin Demands (AFY)				Less Treated Imported [5]	Net Local [5]
		Demand from Population [2]	Central Basin Exports [3]	Industrial Demands [4]	Total		
2019-20	--	175,334	37,330	6,255	218,919	26,335	192,584
2020-21	--	186,555	40,213	5,467	232,235	24,413	207,822
2021-22	--	176,751	38,495	4,926	220,171	34,023	186,148
2022-23	--	149,199	32,422	4,308	185,929	17,569	168,360
2023-24	--	151,458	29,503	4,101	185,063	13,742	171,320
5-Year Average		**167,859**	**35,592**	**5,012**	**208,463**	**23,217**	**185,247**
2024-25	1,235,034	169,352	35,592	5,012	209,956	23,217	186,739
2029-30	1,253,752	171,918	35,592	5,012	212,522	23,217	189,306
2034-35	1,274,134	174,713	35,592	5,012	215,317	23,217	192,101
2039-40	1,292,099	177,177	35,592	5,012	217,781	23,217	194,564
2044-45	1,309,992	179,630	35,592	5,012	220,234	23,217	197,018

Notes:

[1] See Table 11

[2] Projected demands based on an average annual water use rate of approximately 0.15 AFY per capita which is about 135 gallons per capita per day. Historical demands are based on total demands less Central Basin exports and industrial demands.

[3] Projected exports are based on average exports between FY 2019-20 and FY 2023-24. This data is from the San Gabriel River Watermaster Annual reports. NOTE: Although the FY 2023-24 report is currently not available, the San Gabriel River Watermaster has preliminarily estimated the Central Basin Exports at 29,503 AFY based on available data.

[4] Projected demands are based on average industrial demands between FY 2019-20 and FY 2023-24 (and is assumed to remain constant). This data is found in Appendix G of the Main San Gabriel Basin Watermaster Annual Reports.

[5] See Table 9. Projected deliveries of treated imported water are based on the average of historical deliveries.

Producers in the Main Basin obtain water supplies from groundwater extractions, surface water diversions, and direct deliveries of treated imported water. Producers within the Main Basin have a share of the Operating Safe Yield of the Main Basin and can produce that amount of water without paying a Replacement Water Assessment. A few producers also have surface water rights (approximately 10,500 AFY) in addition to their share of the Operating Safe Yield and can produce those rights free of a Replacement Water Assessment. Producers that extract a groundwater and/or surface water amount greater than their allocated share are charged a Replacement Water Assessment, which is used

to purchase untreated imported water for replacement/recharge into the Main Basin. Untreated imported water for replacement/recharge purposes is purchased from one of three municipal water districts overlying or partially overlying the Main Basin that provide imported water for groundwater replacement/recharge or for direct use. The three municipal water districts are USGVMWD, SGVMWD and TVMWD. The management of the Main Basin and the large volume of groundwater in storage allow groundwater producers to produce groundwater even when Replacement Water is not available. Any requirement to purchase untreated imported water for replacement/recharge purposes can be met when such water is available in the future. An additional discussion regarding the reliability of imported water supplies is provided in Section 3.1. Cyclic storage provision allowing producers to store supplemental water within the Main Basin for the purpose of supplying a future Replacement Water requirement. For example, producers have added/deducted from cyclic storage accounts and as a result, have a total balance of approximately 54,639 AF in cyclic storage accounts as of December 2024 illustrating the effectiveness of this water resource program in meeting the Replacement Water requirements of water producers.

The Replacement Water requirement in the Main Basin is determined by the Operating Safe Yield, production rights and Main Basin production. The Operating Safe Yield in the Main Basin has averaged 150,000 AFY over the past five (5) years (FY 2019-20 through FY 2023-24), plus the surface water rights are fixed at about 10,500 acre-feet for a total of about 160,500 acre-feet of water rights. As shown in Table 13, over the past five (5) years (FY 2019-20 through FY 2023-24), the average water production from the Main Basin has been approximately 185,247, and the average Replacement Water requirements and Cyclic Storage deductions (total Basin over production) has been approximately 26,715 AFY. It should be noted that the operating Safe Yield in the Main Basin is set at 160,000 AF for FY 2024-25.

Based on the projected water demands (see Table 12) and the recent historical average water production of 185,247 AFY (during FY 2019-20 through FY 2023-24 as shown in Table 13) in the Main Basin, the Replacement Water requirement can be projected for future years, assuming other sources of water supply remain at historical levels. Other sources of water supply historically used in the San Gabriel Valley include direct delivery

of approximately 23,217 AFY of treated MWD imported water (discussed below). The projected FY 2024-25 total local water demands less direct delivery (186,739 AFY), as shown on Table 12, can be compared with the recent historical average local water production (185,247 AFY), as shown in Table 13, to determine the incremental additional Replacement Water requirement (1,492 AFY = 186,739 – 185,247). The total projected Replacement Water requirement is estimated to be the sum of the recent historical average Replacement Water requirement (including deductions from Producer Cyclic Storage from Table 13) (26,715 AFY) and the incremental additional Replacement Water requirement (1,492 AFY by FY 2024-25).

Table 13. Operation of Main San Gabriel Basin (AFY)

Fiscal Year	Total Production [1]	Direct Deliveries [1]	Replacement Water Requirements and Cyclic Storage Deductions [2]
2019-20	192,584	26,335	35,966
2020-21	207,822	24,413	35,685
2021-22	186,148	34,023	28,461
2022-23	168,360	17,569	16,854
2023-24	171,320	13,742	16,606
5-Year Average	**185,247**	**23,217**	**26,715**

Notes:

[1] See Table 9

[2] Includes Replacement Water Requirements and deductions from Producer Cyclic Storage. From Main San Gabriel Basin Annual Report, Appendix I, final summary page, "Summary of Annual Replacement Water Requirement (Acre-Feet), column, "Total Basin Over Production."

For the purpose of this WSA, the historical average Operating Safe Yield of 150,000 AFY (which was influenced by the decreasing water levels in the Main Basin due to the recent dry hydrologic cycle) is applied through FY 2044-45 and is used to determine potential future Replacement Water requirements. The estimated Replacement Water requirement (including deductions from producer cyclic storage accounts) in FY 2024-25

is estimated to be about 28,207 AFY (26,715 + 1,492). As shown in Table 14, the Replacement Water requirement is projected to increase to 38,485 by FY 2044-45.

In addition to untreated supplemental replacement/recharge deliveries, treated imported water is available to Main Basin water producers as a direct delivery (see Table 9). Over the past five years, total direct deliveries of treated imported water have ranged from approximately 13,742 AFY to 34,023 AFY, with an average of approximately 23,217 as shown in Table 13. Demands for direct delivery water in the Main Basin previously increased (approximately 50,800 AF in 2003-04) due to groundwater contamination. However, these demands have declined with the completion of large-scale groundwater treatment facilities in 2005 and 2006.

Based on the average total direct delivery of treated imported water of approximately 23,217 AFY and the projected Replacement Water requirement of 28,207 AFY for FY 2024-25, the total current imported water demand is approximately 51,424 (23,217 + 28,207) AFY based on an Operating Safe Yield of 150,000 AFY. Table 14 projects the total future imported water requirement, which includes replacement/cyclic and direct delivery (also includes Water Resource Development Assessment deliveries which are discussed in Section 3.2.3) for producers in the Main Basin. Table 14 also provides the projected deliveries of advanced treated wastewater from the “Pure Water Southern California” project (discussed in Section 3.2.4) which offset up to 65,000 AFY of imported water deliveries to the Main Basin. As a result, Table 14 shows that total imported water requirement would be reduced significantly by FY 2034-35. Because other sources of water supply, including groundwater imported from the Raymond Basin and groundwater recharge of local rainfall runoff, have been assumed to remain at historical levels, it is assumed the increasing Main Basin water demands listed in Table 14 will be met by the Pure Water Southern California project as well as untreated imported water for groundwater recharge. The reliability of imported water supplies is discussed further in Section 3.1.

Table 14. Projected Total Main San Gabriel Basin Imported Water Demands (AFY)

Fiscal Year	2024-25	2029-30	2034-35	2039-40	2044-45
OSY of 150,000 AFY					
Untreated Imported Water					
Replacement Water Requirement and Cyclic Storage Deduction [1]	28,207	30,774	33,568	36,032	38,485
RDA and/or Basin Augmentation [2]	35,000	35,000	35,000	35,000	35,000
Sub Total	63,207	65,774	68,568	71,032	73,485
Treated Imported Water [3]	23,217	23,217	23,217	23,217	23,217
Total Imported Water Requirement	**86,423**	**88,990**	**91,785**	**94,248**	**96,702**
Potential Deduction from Pure Water Project [4]	0	0	(65,000)	(65,000)	(65,000)

Notes:

[1] The total projected Replacement Water requirement is estimated to be the sum of the recent historical average Replacement Water requirement (including deductions from Producer Cyclic Storage) and the projected incremental additional Replacement Water requirement.

[2] RDA and/or basin augmentation is anticipated to continue (average of 35,000 AFY)

[3] Based on Table 13

[4] See Section 3.2.5

3.2.3 Supplemental Water Augmentation Program

The Water Resource Development Assessment, or RDA, was developed by the Main San Gabriel Basin Watermaster to help manage the Main Basin water supplies under the perceived “worst case” hydrologic conditions, which was assumed to be two consecutive 5-year droughts, using the same hydrologic conditions as the recent FY 2011-12 through 2015-16 severe drought. Based upon ten (10) consecutive years of drought, the RDA Program is intended to purchase imported replenishment water (when available), for stormwater augmentation, to maintain the Baldwin Park Key Well (Key Well) elevation above 180 feet mean sea level by the end of the tenth year. This Key Well elevation essentially ensures continued Main Basin water supply to the Main San Gabriel Basin Producers under a worst case, 10-year sustained drought. The RDA Program has a current assessment of $175 per AF on all FY 2024-25 production. The Main San Gabriel

Watermaster will use the RDA funds to purchase untreated imported water to replenish the Main Basin for the "general benefit" of all Producers within the Main Basin. The RDA untreated imported water will supplement local stormwater replenishment, enhance overall Main Basin conditions, and have "no right of recovery" using a water right, by any Main Basin Producer. Over the past several years, RDA deliveries have ranged from about 31,500 AFY to 41,800 AFY. It is anticipated the projected continued annual RDA deliveries will average about 35,000 AFY, as shown in Table 14.

3.2.4 Pure Water Southern California

MWD is currently developing the Pure Water Southern California project to provide up to 150 million gallons per day (MGD) (approximately 168,000 AFY) of advanced treated wastewater from Los Angeles County Sanitation District's (LACSD's) Joint Water Pollution Control Plant in Carson, California (Carson Plant)[6]. The Pure Water Southern California project would deliver purified water from the Carson Plant through up to 60 miles of transmission pipelines to groundwater basins within MWD's service area, including the Main Basin (Santa Fe Spreading Grounds and the San Gabriel Canyon Spreading Grounds). The Pure Water Southern California project could potentially deliver up to 65,000 AFY to the Main Basin beginning in 2033 (see Table 14). These deliveries would help restore water levels in the Main Basin and reduce the need for imported water.

[6] https://www.mwdh2o.com/building-local-supplies/pure-water-southern-california/

3.3 Other Groundwater Supplies - Potable Water Supplies

3.3.1 Central Basin

WVWD, in partnership with the Rowland Water District, previously entered into a project agreement to jointly construct the La Habra Heights County Water District Pipeline Project. Rowland Water District has entered into a Water Production and Delivery agreement with the La Habra Heights County Water District and the Orchard Dale Water District for delivery of up to approximately 2,000 AFY of potable water from the Central Basin. The amount delivered is divided evenly between the Rowland Water District and WVWD. The source of the water, a combination of leased local supplies and water rights owned by the Puente Basin Water Agency, is independent of MWD's system and imported water supplies.

3.3.2 Six Basins

The Pomona Basin Regional Groundwater Project involves the production of Six Basins groundwater by Puente Basin Water Agency. This project included the reactivation of one nitrate and perchlorate contaminated groundwater well (Old Baldy) and the installation of an additional well (Durward) in order to add the produced water into the JWL for blending with imported water in order to meet potable water quality standards. The project was completed in 2024 and is anticipated to provide approximately 1,800 acre-feet per year of local groundwater. Water produced from the project will be shared equally by WVWD and Rowland Water District.

3.4 Recycled Water Supplies

WVWD operates and maintains a recycled water system that delivers non-potable water to approximately 300 metered connections for landscape irrigation, construction, cooling towers and industrial processes. WVWD primarily receives recycled water supplies from LACSD's Pomona Water Reclamation Plant (Pomona WRP). WVWD also uses untreated groundwater from Puente Basin and Spadra Basin to meet recycled water demand. The recycled water system is used by WVWD as a replacement to potable water supplies. Further discussions regarding these sources are provided in the following Sections.

The proposed Project includes landscape irrigation water demands which could potentially be served by WVWD's recycled water supplies (discussed in Chapter 4). However, the closest recycled water line owned by WVWD is a 12-inch diameter polyvinyl chloride (PVC) pipeline located near the intersection of Grand Avenue and Golden Springs Drive (approximately one mile away from the proposed Project). Additional recycled water system infrastructure (including storage, booster pump, and/or distribution system infrastructure) would be required in order for WVWD to provide recycled water service to the proposed Project. For the purposes of this WSA, it is assumed all water demands for the proposed Project will be met with potable water supplies from WVWD.

3.4.1 LACSD

Municipal wastewater is treated and disposed of at LACSD's Pomona Water Reclamation Plant (Pomona WRP), located at 295 Humane Way near the western edge of the City of Pomona, just east of the 57 freeway and north of the Phillips Ranch development area. The Pomona WRP has a capacity to treat 15 million gallons per day (MGD) of wastewater and currently produces an average of 6.5 MGD of recycled water. The plant treats influent flow to Title 22 standards through primary, secondary, and tertiary treatment. Disinfected tertiary effluent from the Pomona WRP is sent to contracting agencies. The City of Pomona currently has the right to purchase and sell two-thirds of the plant's recycled water. The Pomona WRP distributes the remainder to WVWD. Any unused recycled

water is discharged to the south fork of San Jose Creek, which is tributary to the unlined portion of the San Gabriel River.

WVWD purchases the treated effluent from the Pomona WRP and conveys the effluent through the North Side transmission line to WVWD's main pumping station. WVWD's purchases over the past 20 years is provided in Table 1. Over the past 20 years, WVWD has purchased 906 AFY to 1,588 AFY, with an average of 1,259 AFY from the Pomona WRP.

3.4.2 Puente Basin

The Puente Basin is a subbasin of the San Gabriel Valley Groundwater Basin pursuant to DWR Bulletin 118, Basin Number 4-13. The Puente Basin was adjudicated in 1986 and parties to the Judgment include the City of Industry, the City of Industry Urban Development Agency, Los Angeles Royal Vista Golf Course, Rowland Water District, and Walnut Valley Water District. The provisions of the Judgment are administered and managed by the court-ordered Puente Basin Watermaster.

The Puente Basin is located in the southeasterly portion of the San Gabriel Valley and covers an area of approximately 8,870 acres. The Puente Basin is relatively shallow, and bedrock is present at the surface in several locations. The boundaries of the Puente Basin are formed on the north and south by the non-water bearing rocks of the San Jose Hills and Puente Hills, respectively. The boundaries of the Puente Basin also include the Main San Gabriel Basin to the west and the Spadra Basin to the east.

Primary water-bearing sediments in Puente Basin include weathered alluvium from the adjacent hills and deposits within San Jose Creek. The alluvial fill in the Puente Basin is typically finer-grained and has a higher clay content than the sediments found in the Main San Gabriel Basin. The alluvial fill ranges in depth from 25 feet to 1,300 feet and water-bearing sediments range in thickness from 70 to 120 feet throughout most of the Puente Basin, but increase in thickness towards the west. The storage capacity of the Puente

Basin has been previously estimated at approximately 422,000 AF (pursuant to DWR Bulletin 45).

Pursuant to the Puente Basin Judgment, the declared safe yield of the Puente Basin is 4,400 AFY. However, management of the Puente Basin is based on an operating safe yield determined annually by the Puente Basin Watermaster. The share of Puente Basin pumping rights allocated to WVWD each year (annual pumping right) can vary based on the following factors:

- The operating safe yield determined by the Puente Basin Watermaster (based on groundwater levels, the subsurface flows, alternative sources of water, and groundwater pumping);
- Accumulated underflow credit or debit pursuant to the Puente Narrows Agreement;
- Unproduced carryover rights; and
- Return flow credits (for water imported into the Puente Basin)

Parties to the Puente Basin Judgment are allowed to carryover unused portions of their annual pumping rights for up to one year. Parties to the Judgment may also produce in any year a quantity of up to 10 percent greater than their share of the operating safe yield. However, any amount extracted above the water rights will then be deducted from the following year's water rights.

Groundwater underflow occurs from the Puente Basin to the Main San Gabriel Basin. In order to account for the outflow between the basins, the Puente Narrows Agreement was adopted in 1972 between the Puente Basin Water Agency (PBWA, which consists of Rowland Water District and Walnut Valley Water District) and the Upper San Gabriel Valley Municipal Water District, and is included as Exhibit J of the Main San Gabriel Basin Judgment. The Puente Narrows Agreement requires an average Base Underflow of 580 AFY from Puente Basin to the Main San Gabriel Basin. Quantities above the Base Underflow are credited to PBWA, quantities less than the Base Underflow are a debit to PBWA. The Puente Narrows Agreement also requires that a perpetual accounting of the subsurface flow be maintained. As of FY 2023-24, the accumulated credit of the PBWA was approximately 20,100 AF.

Groundwater elevations are monitored throughout Puente Basin by the Los Angeles County Department of Public Works, the Puente Basin Water Agency, Rowland Water District, and Walnut Valley Water District. The Puente Basin is constrained on the north and south by bedrock which causes groundwater to generally flow towards the west and northwest. Water elevations in the Puente Basin have been relatively stable since 1975 with an overall fluctuation of approximately 25 feet.

Groundwater from the Puente Basin is used for non-potable purposes, including irrigation through WVWD's recycled water distribution system. WVWD's production over the past 20 years is provided in Table 1. Over the past 20 years, WVWD has produced 326 AFY to 1,300 AFY, with an average of 719 AFY from the Puente Basin. The recycled water system (including Puente Basin water) is used by WVWD as a replacement to potable water supplies.

3.4.3 Spadra Basin

The Spadra Basin is an un-adjudicated sub-basin of the San Gabriel Valley Groundwater Basin (DWR Bulletin 118 Groundwater Basin Number 4-13). The Spadra Basin is located at the southeasterly portion of the San Gabriel Valley and covers an area of approximately 4,200 acres. The Spadra Basin is a small, unconfined, alluvial aquifer system. The Spadra Basin is surrounded by four adjudicated groundwater basins consisting of the Chino Basin to the east, the Main San Gabriel Basin to the northwest, the Puente Basin to the west, and the Six Basins to the north.

San Jose Creek is the main stream that drains the Spadra Basin. The source of the San Jose Creek is waters originating from the San Gabriel Mountains (through Thompson Creek). San Jose Creek flows through the Spadra Basin towards the west until it ultimately merges with the San Gabriel River. However, the urbanization of local areas as well as the lining of San Jose Creek have limited the amount of natural recharge and return flow recharge to the Spadra Basin. Pursuant to DWR Bulletin 45, the storage

capacity of the 50-foot zone above the water table is estimated at 15,000 AF, and the storage capacity of a similar zone below the water table is estimated at 11,000 AF. Groundwater from the Spadra Basin has been produced by the City of Pomona, WVWD, California State Polytechnic University, Pomona, and the Walnut Hills Mobile Home Community.

Pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA), DWR has designated the San Gabriel Valley Groundwater Basin as a "Very Low Priority". A GSP is not required to be developed for an adjudicated sub-basin of the San Gabriel Valley Groundwater Basin. However, the Spadra Basin is unadjudicated. Consequently, local water agencies including Walnut Valley Water District and the City of Pomona collectively formed a Groundwater Sustainability Agency (GSA) for the Spadra Basin (Spadra Basin GSA) in February 2017. Although Walnut Valley Water District and the City of Pomona are the primary stakeholders of the Spadra Basin GSA, California State Polytechnic University Pomona, and the Walnut Hills Mobile Home Community were invited to be part of the Spadra Basin Advisory Committee. The Spadra Basin GSP was completed in January 2022 and recommended "Basin Optimization Scenario 3 for implementation. This scenario includes a projected sustainable yield of 4,806 AFY within the Spadra Basin.

Groundwater from the Spadra Basin is used by WVWD for non-potable purposes, including for irrigation as part of WVWD's recycled water distribution system. WVWD's production over the past 20 years is provided in Table 1. Over the past 20 years, WVWD has produced 0 AFY to 222 AFY, with an average of 80 AFY from the Spadra Basin. The recycled water system (including Spadra Basin groundwater) is used by WVWD as a replacement to potable water supplies.

4.0 PROJECTED WATER DEMANDS

4.1 WVWD Projected Water Demands

WVWD will provide potable water supplies to the proposed Project. WVWD's 2020 UWMP was completed and adopted in June 2021 and includes water demand and supply projections for WVWD's service area over the next twenty years through FY 2044-45. Water demands projected in WVWD's 2020 UWMP were calculated based on the urban per capita water use target developed per the Water Conservation Bill of 2009 (SB X7-7) and population projections within WVWD's service area. Methodologies for calculating urban per capita water use were published by DWR in its February 2016 guidance document[7]. The methodology applied to WVWD included an urban per capita water use reduction of 20 percent by 2020 (resulting in a water use target of 169 gallons per capita per day). DWR's guidance document was used by WVWD to calculate a projected urban per capita water use target of 156 gallons per capita per day through FY 2044-45.

4.1.1 Project Water Demands

Based on information provided by Sapphos Environmental, the proposed Project is a long-range planning document that seeks to facilitate a buildout scenario that includes the development of up to 2,055 high-density residential dwelling units, 200 hotel rooms, 446,000 square feet (sf) of commercial space, and 40,000 sf of open space on a 45 acre Project site.

Indoor Residential Water Demands

The projected residential water demands for the proposed Project are based on indoor residential unit water use factors in gallons per capita per day (GPCD) that are in accordance with Assembly Bill (AB) 1668 and Senate Bill (SB) 606, enacted in 2018 to

[7] California Department of Water Resources, Division of Statewide Integrated Water Management, Water Use and Efficiency Branch. *Methodologies for Calculating Baseline and Compliance Urban Per Capita Water Use*. February 2016.

establish water use objectives and long-term standards for efficient water use. Pursuant to AB 1668 and SB 606, DWR and the State Water Resources Control Board (SWRCB) submitted a report to the State Legislature indicating the statewide median indoor residential water use is 48 GPCD. The report also recommended urban water suppliers achieve certain indoor water use efficiency standards. SB 1157[8], enacted in September 2022, builds upon the 2018 legislation and updates the recommendations from DWR and the SWRCB, including an indoor water use efficiency standard of 55 GPCD until 2025, 47 GPCD between 2025 to 2030, and 42 GPCD for 2030 and beyond. For the purposes of this WSA, an indoor water use factor of 55 GPCD has been used to conservatively estimate the projected residential water demands for the proposed Project.

The projected population within the proposed Project was based on the number of housing units, and the estimated housing population density for each unit type. The housing population density for each unit type was estimated considering the type and size of the units and the average of 2.93 persons per household within the City of Diamond Bar[9]. Based on high-density residential units, an average household size of 2.5 people per household was used for this WSA. Based on up to 2,055 dwelling units, a total population of 5,138 people has been estimated for the proposed Project.

Based on the total estimated population of 5,138 people and the indoor water use factor of 55 GPCD, the projected residential water demand for the proposed Project is approximately 316.5 AFY (or 103,135,313 gallons per year x (1 acre-foot / 325,851 gallons)). A summary of the estimated residential water demands is provided in Table 15.

The residential water demands for the high-density dwelling units are not anticipated to include any substantial outdoor irrigation uses. In addition, the high-density dwelling units are anticipated to be located within (or above) the commercial spaces which include their own separate outdoor landscape irrigation demand (discussed in the “Landscape Irrigation Water Demands” section below). As a result, the residential water demands for the high-density dwelling units include only indoor water uses for the purposes of this

[8] https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB1157
[9] https://www.census.gov/quickfacts/fact/table/diamondbarcitycalifornia/PST045224

WSA as the outdoor irrigation uses are captured in the commercial (non-residential) portions of the proposed Project.

Hotel Water Demands

The proposed Project may include up to 200 hotel units. The water demands for the hotel units were based on water demand factors previously established within Los Angeles County (and derived from the Los Angeles Bureau of Engineering Permit Manuals, Sewer Generation Factors). The water demand factor is 120 gallons per day (GPD) per unit, which yields a yearly water demand of 26.9 AFY (or 120 GPD per unit x 200 units x 365 x (1 acre-foot / 325,851 gallons)). A summary of the estimated hotel water demands is provided in Table 15.

Commercial (Non-Residential) Water Demands

Based on information provided by Sapphos Environmental, the proposed Project will include up to 446,000 sf of commercial (non-residential) spaces, including 100,000 sf for office spaces and 50,000 sf for a community/cultural center. Retail, dining, and entertainment are anticipated to occupy the remaining 296,000 square feet of commercial space. Because a proposed breakdown for the retail, dining, and entertainment spaces is currently not available, an area of 196,000 sf has been assumed for the retail and entertainment spaces and an area of 100,000 sf has been assumed for the dining spaces.

The commercial water demands for the proposed Project were based on water demand factors established within Los Angeles County (and derived from the Los Angeles Bureau of Engineering Permit Manuals, Sewer Generation Factors) and an estimation of the square footage of the commercial space. The water demand factors used for the various commercial spaces are presented in Table 15. Based on these water demand factors, the total estimated commercial water demand is approximately 64.7 AFY. A summary of the estimated commercial water demands is also provided in Table 15.

Table 15. Projected Residential, Hotel, and Commercial Water Demands (AFY)

Use	Area	Hotel	Population			Water Demand Factor			Water Demands	
	(sf) [1]	Rooms [2]	Number of DUs [2]	Persons per DU [3]	Population	gpd per room [4]	(gpd per 1000 sf) [4]	(gpcd)	(Gallons per Year)	(AFY)
Residential										
Dwelling Units			2,055	2.5	5,138			55	103,135,313	316.5
Hotel										
Rooms		200				120			8,760,000	26.9
Commercial										
Office	100,000						120		4,380,000	13.4
Cultural Center	50,000						120		2,190,000	6.7
Retail and Entertainment	196,000						50		3,577,000	11.0
Restaurant	100,000						300		10,950,000	33.6
	446,000								21,097,000	64.7
Total	446,000		2,055	2.5	5,138				**132,992,313**	**408.1**

Notes:

[1] The total commercial (i.e. non-residential) area was provided by Sapphos Environmental, including individual areas for the office and cultural center spaces. The remaining retail, entertainment, and restaurant square footages were approximated.

[2] Provided by Sapphos Environmental.

[3] Pursuant to the US Census QuickFacts, the average persons per household in Diamond Bar (from 2019 to 2023) is 2.93. A factor of 2.5 people per DU was applied to the proposed project based on anticipated high density uses.

[4] Pursuant to Los Angeles Department of Water and Power, "Water Supply Assessment for the Academy Square Project", 2015, and the Los Angeles Bureau of Engineering Permit Manuals, Sewer Generation Factors.

Landscape Irrigation Water Demands

The proposed Project includes irrigation water demands from open space areas (40,000 sf) as well as from landscaped areas throughout the commercial (non-residential) areas. The Project landscape irrigation demand was estimated using a water budget calculator from DWR. The water budget calculator estimates the water use of a landscaped area based on the following components:

- Reference Evapotranspiration (ETo)
    - ETo refers to the total amount of water lost through evaporation in the soil and transpiration of plants
    - The average ETo in the vicinity of the Project site is approximately 49.97 inches per year[10]

- Plant Factor (PF)
    - The PF is a factor (generally from 0 to 1) for each type of irrigated plant and is based on the water requirements for the plant
    - Plants with a lower PF (0 to 0.3) require less water than plants with a higher PF (0.7 to 1.0). The PF for turf is approximately 0.7[11]. The PF for medium water use trees, shrubs and groundcover is approximately 0.5. A PF of 0.6 has been estimated for the Project which is based on different landscaped areas consisting of turf, trees, shrubs and groundcover.

- Irrigated Area (IA)
    - The irrigated area for the open space is 40,000 sf.
    - The irrigated area for the commercial spaces is based on 10 percent of the commercial project site area, pursuant to County of Los Angeles Code of Ordinances Title 22[12]. The irrigated area for the commercial spaces is

[10] Based on data from Station #78, located in Pomona. Pursuant to the International Water Management Institute's "World Water & Climate Atlas" (https://cimis.water.ca.gov/Default.aspx)
[11] http://ucanr.edu/sites/UrbanHort/Water_Use_of_Turfgrass_and_Landscape_Plant_Materials/SLIDE__Simplified_Irrigation_Demand_Estimation/
[12] https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO_DIV3ZO_CH22.20COZO_22.20.040DESTCOZO

estimated to be 192,020 sf and is based on 10 percent of the Project area (45 acres or 1,960,200 sf) less the open space area (40,000 sf).

- The total landscaped area for the proposed Project is approximately 232,020 sf (or 40,000 sf + 192,020 sf).

- Irrigation Efficiency (IE)
  - The IE is a factor (generally from 0 to 1) which represents irrigation efficiency.
  - Irrigation systems which are well designed and operated can have an efficiency range of 0.8 to 0.9. Irrigation systems which are poorly designed and operated may have efficiencies less than 0.5[13]. An irrigation efficiency of 0.75 (representing overhead spray irrigation) has been estimated for the Project.

The estimated irrigation water demand at each potential site is then calculated based on the following formula:

Irrigation Water Demand = (ETo) x (0.62) x ([PF x IA] / IE)

It should be noted 0.62 represents a factor used to convert units from "inches per year" to "gallons per square foot per year". The potential irrigation water demand is in units of "gallons per year". Based on the formula, the estimated irrigation water demand for the Project is approximately 5,749,975 gallons per year (or 49.97 inches x 0.62 x ([0.6 x 231,993 square feet] / 0.75)) or 17.6 AFY (or 5,749,975 gallons per year x (1 acre-foot / 325,851 gallons)). A summary of the estimated landscape irrigation water demands is provided in Table 16

[13] "*A Guide to Estimating Irrigation Water Needs of Landscape Plantings in California",* University of California Cooperative Extension California, DWR, August 2000

Table 16. Projected Irrigation Water Demands (WVWD)

Use	Area [1]		Irrigation Factors				Water Demands	
	(Acres)	(Square Feet)	ETo [2]	Plant Factor	Irrigated Area	Irrigation Efficiency [3]	(gpy)	(AFY)
Open Space	0.9	40,000	49.97	0.60	40,000.00	0.75	991,405	3.0
Commercial Landscaping	4.4	192,020	49.97	0.60	192,019.79	0.75	4,759,234	14.6
Total	5.3	232,020					**5,750,638.4**	**17.6**

Notes:

[1] Open Space area provided by Sapphos Environmental. Landscaping is based on 10 percent of the commercial project site area, pursuant to County of Los Angeles Code of Ordinances Title 22. The commercial area (43.7 acres) is estimated based on the project area (45 acres) less the Open Space area (40,000 SF)

[2] Evapotranspiration from Station #78, located in Pomona. Pursuant to the International Water Management Institute's "World Water & Climate Atlas" (https://cimis.water.ca.gov/Default.aspx)

[3] From DWR water budget calculator. An irrigation efficiency of 0.75 is based on overhead spray irrigation.

The landscape irrigation water demands could potentially be served by WVWD's recycled water supplies. However, as noted in Section 3.4, the closest recycled water line owned by WVWD is located approximately one mile away from the proposed Project. Additional infrastructure (including storage, booster pump, and/or distribution system infrastructure) would be required in order for WVWD to provide recycled water service to the proposed Project. For the purposes of this WSA, it is assumed all water demands for the proposed Project (including 17.6 AFY for landscape irrigation) will be met with potable water supplies from WVWD. WVWD will continue to use recycled water in order to minimize its dependence on imported potable water.

Total Project Water Demands

The total estimated water demand for the Project, which includes residential water demands (316.5 AFY), hotel water demands (26.9 AFY), commercial water demands (64.7), and landscape irrigation water demands (17.6 AFY), is approximately 425.7 AFY. However, in order for WVWD to provide 425.7 AFY to the Project site, WVWD will need to produce water supplies which account for water losses within its water distribution system. Pursuant to Water Loss Audits[14] prepared by WVWD (pursuant to the California Water Code), WVWD's water system losses have averaged approximately 6.24 percent from calendar year 2019 to calendar year 2023. Accounting for this average water loss, WVWD would need to produce approximately 454 AFY of water in order to supply 425.7 AFY to the Project site.

Based on information provided by WVWD, the historical water use at the Project site over the past several years has averaged approximately 82 AFY. Based on the proposed Project replacing all existing uses at the Project site, the proposed Project will result in a net water demand increase of up to 372 AFY (or 454 AFY – 82 AFY) above the existing water demands at the Project site.

WVWD's 2020 UWMP includes current and projected future water demands for its service area over the next 20 years. It is anticipated the proposed Project will be phased and completed over the next 20 years by the end of 2045. The net additional projected water demands (372 AFY) for the proposed Project are incorporated as additional water demands to the existing and projected water demands presented in WVWD's adopted 2020 UWMP over a 20-year period and through FY 2044-45, as shown in Table 17. It should be noted, a separate WSA was prepared for WVWD in May 2025 regarding the proposed "Royal Vista II" residential project. The proposed Royal Vista II project includes the development of 1,591 residential units. Although the proposed Royal Vista II project is projected to result in net increases in WVWD's potable (439.7 AFY) and irrigation (49.4 AFY) water demands, the WSA concluded the projected demands are already planned and accounted for within WVWD's 2020 UWMP.

[14] https://wuedata.water.ca.gov/awwa_plans

Table 17. WVWD's Projected Water Demand Estimates (AFY)

Fiscal Year	2024-25	2029-30	2034-35	2039-40	2044-45
Projected Water Demands [1]	21,173	21,431	21,696	21,943	22,193
Net Additional Water Demands from Proposed Project	0	93	186	279	372
Total WVWD Projected Water Demands (with Proposed Project)	**21,173**	**21,524**	**21,882**	**22,222**	**22,565**

Notes:

[1] Includes both potable and recycled water demands (from WVWD 2020 UWMP)

5.0 COMPARISON OF FUTURE WATER DEMAND AND SUPPLY

WVWD depends on imported water supplies and local groundwater supplies. As shown on Table 18, WVWD's projected water demands, including the net additional demands from Project ranges, from 21,173 AFY to 22,565 from FY 2024-25 through FY 2044-45 during normal years. The estimated projected average day water demand, including the Project, is calculated to range from about 18.9 MGD to about 20.1 MGD from FY 2024-25 through FY 2044-45. Consequently, it is anticipated WVWD will have sufficient capacity from its imported water sources with TVMWD to meet its average day demands over the next 20 years. It should be noted WVWD's most recent annual potable consumption total of 15,751 (FY 2023-24) reflects the current trend in water use.

WVWD will continue to implement future system improvements, including groundwater wells, reservoirs, pipelines, treatment, and/or booster stations, on an as-needed basis. In order to install these additional potential system improvements, WVWD may need to satisfy the following requirements:

- CEQA requirements
- State Water Resources Control Board - Division of Drinking Water requirements
- City/County approval for construction projects

Tables 18 through 20 show WVWD's projected water demands, including the Project, and sources of water supply, under future normal, single dry, and multiple (five consecutive) dry year scenarios, from FY 2024-25 through FY 2044-45. WVWD has historically met its water demands with imported water. Even with WVWD's historically reliable water supply, WVWD has included a Water Shortage Contingency Plan in its 2020 Urban Water Management Plan identifying actions to be taken to respond to a severe or extended water shortages.

Tables 18 through 20 show that the combined capacities from WVWD's sources of supply will provide sufficient water supply for WVWD's projected water demand, including from the proposed Project, under all conditions, over the next 20 years.

Table 18. WVWD's Projected Water Supplies in Normal Years (AFY)

Year		2025	2030	2035	2040	2045
Demands from 2020 UWMP [1]		**21,173**	**21,431**	**21,696**	**21,943**	**22,193**
Added Project Demands		**0**	**93**	**186**	**279**	**372**
Potable Water Demand		17,684	17,992	18,307	18,603	18,901
Recycled Water Demand		3,489	3,532	3,575	3,619	3,664
Total WVWD Projected Water Demands [2]		**21,173**	**21,524**	**21,882**	**22,222**	**22,565**
Potable Water Supplies [2]	TVMWD	17,684	17,992	18,307	18,603	18,901
	Main Basin	0	0	0	0	0
	Six Basins	0	0	0	0	0
	Central Basin	0	0	0	0	0
Recycled Water Supplies [2]	Spadra Basin	105	105	105	105	105
	Puente Basin	1,291	1,291	1,291	1,291	1,291
	Pomona Reclamation Plant	2,093	2,136	2,179	2,223	2,268
	Total	**21,173**	**21,524**	**21,882**	**22,222**	**22,565**

Notes:

[1] Demand projections reported in adopted WVWD 2020 UWMP, Table 4-3. Water demands from the Diamond Bar Town Center Specific Plan Project (Project) are not included. The most recent annual consumption of 15,751 (FY 2023-24) reflects the current trend in water use.

[2] Water supply projections based on adopted WVWD 2020 UWMP, Table 6-9

Table 19. Comparison of WVWD's FY 2024-25 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years (AFY)

Demand and Supply		Normal Year	Single Dry Year [2]	Multiple Dry Years [2]				
				Dry Year 1	Dry Year 2	Dry Year 3	Dry Year 4	Dry Year 5
Demands from 2020 UWMP [1]		**21,173**	**21,003**	**22,300**	**22,965**	**23,580**	**21,118**	**17,896**
Added Project Demands		**0**	**0**	**0**	**0**	**0**	**0**	**0**
Potable Water Demand		17,684	17,542	18,626	19,179	19,693	17,636	14,948
Recycled Water Demand		3,489	3,461	3,674	3,786	3,887	3,482	2,948
Total WVWD Projected Water Demands		**21,173**	**21,003**	**22,300**	**22,965**	**23,580**	**21,118**	**17,896**
Potable Water Supplies [3]	TVMWD	17,684	17,542	18,626	19,179	19,693	17,636	14,948
	Main Basin	0	0	0	0	0	0	0
	Six Basins	0	0	0	0	0	0	0
	Central Basin	0	0	0	0	0	0	0
Recycled Water Supplies [3]	Spadra Basin	105	105	105	105	105	105	105
	Puente Basin	1,291	1,291	1,291	1,291	1,291	1,291	1,291
	Pomona Reclamation Plant	2,093	2,065	2,278	2,390	2,491	2,086	1,552
	Total	**21,173**	**21,003**	**22,300**	**22,965**	**23,580**	**21,118**	**17,896**

Notes:

[1] Demand projections reported in adopted WVWD 2020 UWMP, Table 7-2, Table 7-3, and Table 7-4. Water demands from the Diamond Bar Town Center Specific Plan Project (Project) are not included. The most recent annual consumption of 15,751 (FY 2023-24) reflects the current trend in water use.

[2] Single Dry Year and Multiple Dry Year projections are based on percentage of the Dry Year Demand compared to the Total Normal Year Demand multiplied by the Normal Demand for each Project.

[3] Water supply projections based on adopted WVWD 2020 UWMP, Table 6-9

Table 20. Comparison of WVWD's FY 2044-45 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years (AFY)

Demand and Supply		Normal Year	Single Dry Year [2]	Multiple Dry Years [2]				
				Dry Year 1	Dry Year 2	Dry Year 3	Dry Year 4	Dry Year 5
Demands from 2020 UWMP [1]		**22,193**	**22,016**	**23,377**	**24,073**	**24,718**	**22,138**	**18,760**
Added Project Demands		**372**	**369**	**392**	**404**	**415**	**371**	**314**
Potable Water Demand		18,901	18,750	19,911	20,501	21,051	18,853	15,978
Recycled Water Demand		3,664	3,635	3,858	3,975	4,082	3,657	3,096
Total WVWD Projected Water Demands		**22,565**	**22,385**	**23,769**	**24,477**	**25,133**	**22,509**	**19,074**
Potable Water Supplies [3]	TVMWD	14,501	14,350	15,511	16,101	16,651	14,453	11,578
	Main Basin	2,500	2,500	2,500	2,500	2,500	2,500	2,500
	Six Basins	900	900	900	900	900	900	900
	Central Basin	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Recycled Water Supplies [3]	Spadra Basin	105	105	105	105	105	105	105
	Puente Basin	1,291	1,291	1,291	1,291	1,291	1,291	1,291
	Pomona Reclamation Plant	2,268	2,239	2,462	2,579	2,686	2,261	1,700
	Total	**22,565**	**22,385**	**23,769**	**24,477**	**25,133**	**22,509**	**19,074**

Notes:

[1] Demand projections reported in adopted WVWD 2020 UWMP, Table 7-2, Table 7-3, and Table 7-4. Water demands from the Diamond Bar Town Center Specific Plan Project (Project) are not included.

[2] Single Dry Year and Multiple Dry Year projections are based on percentage of the Dry Year Demand compared to the Total Normal Year Demand multiplied by the Normal Demand for each Project.

[3] Water supply projections based on adopted WVWD 2020 UWMP, Table 6-9

FIGURE 1 PROJECT LOCATION

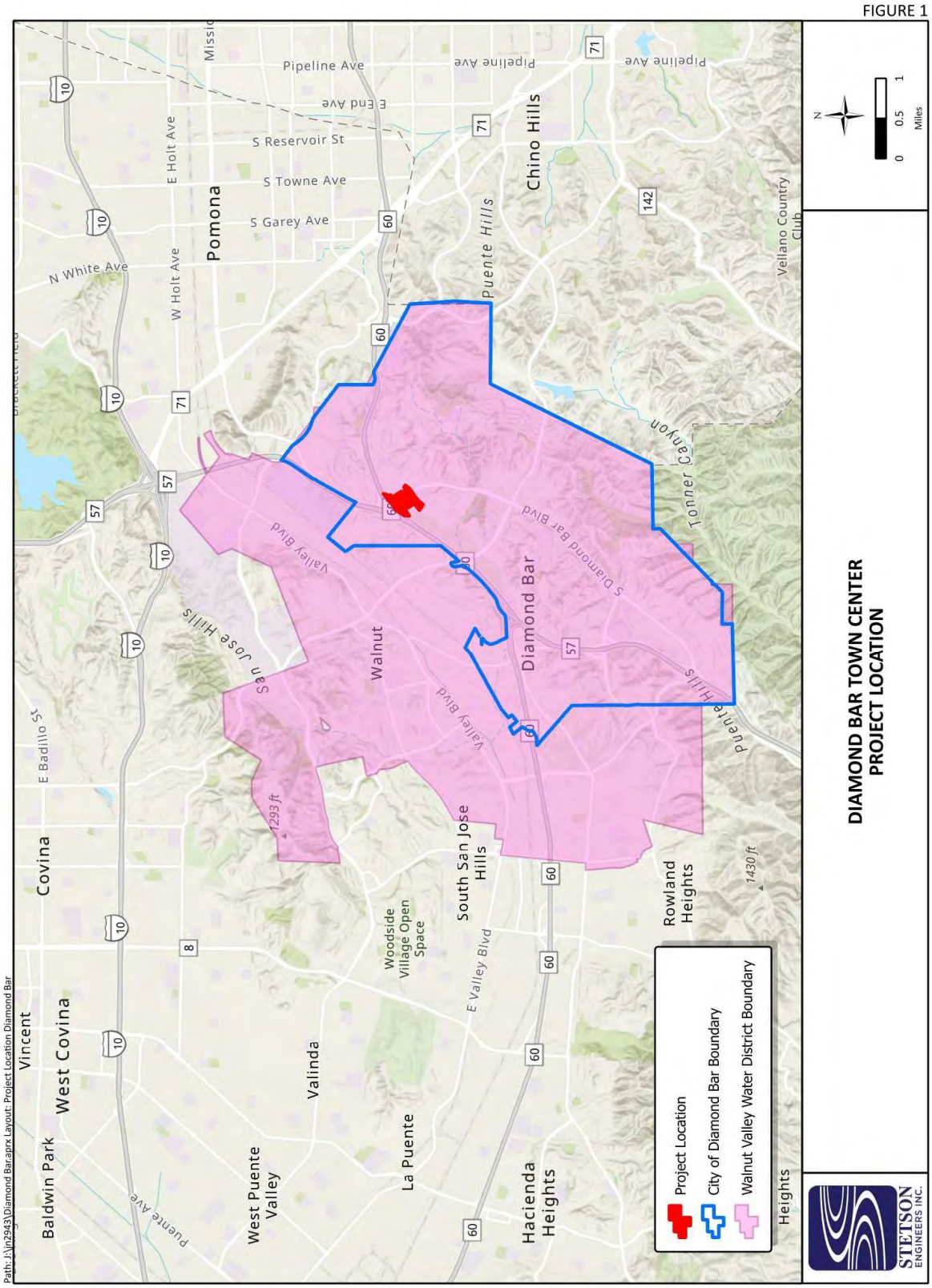


FIGURE 2 **PROJECT DETAIL**

