

TRANSPORTATION AND CIRCULATION BACKGROUND INFORMATION

NIPOMO COMMUNITY PARK MASTER PLAN San Luis Obispo County, California

ENVIRONMENTAL IMPACT REPORT TRAFFIC IMPACT ANALYSIS

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APPENDIX MATERIAL

- New 24-Hour Traffic Counts (May 2009); West Tefft Street, Pomeroy Road and Osage Street

- New PM Peak Period Turning Movement Traffic Count Data:
- 6 Study intersections (May 2009)
- Level of Service (LOS) Descriptions
- Level of Service 24-Hour ADT Threshold Criteria
- Level of Service (LOS) Value Vehicle Delay Relationship Data
- Level of Service (LOS) Worksheets
- California MUTCD Traffic Signal Warrant #3 (Minimum Peak Hour Volume)

EXECUTIVE SUMMARY

The traffic report presents an evaluation of the potential impacts associated with the Nipomo Community Park (NCP) Master Plan. The NCP Master Plan includes Mesa Meadows and a variety of new recreational facilities to be constructed over 20 years. New recreational facilities include additional park and playground area, a community recreation center and gymnasium, an amphitheater, a skate board park, a swimming pool, sporting fields, basketball and handball courts, tennis courts, a dog park, restrooms, trails and walkways, etc. The infrastructure improvements include a realignment of the existing access road at West Tefft Street and Pomeroy Road. The existing access road connection to West Tefft Street will be realigned to the north side of the Nipomo Public Library opposite Orchard Avenue. The existing access road connection to Pomeroy Road will be realigned opposite Juniper Street and a traffic signal will be installed. The NCP Master Plan also includes a project "alternative" that represents a reduced project scope.

Project trip generation estimates for the NCP Master Plan were derived using data contained in the ITE Trip Generation publication and other sources. The trip generation estimates included quantifying the "net" increase in trips associated with the buildout of uses defined in the NCP Master Plan and NCP Master Plan Alternative. Buildout of the NCP Master Plan will generate a total of 3,058 daily trips; which is a "net" increase of approximately 1,258 daily trips (+70%). The NCP Master Plan Alternative will generate approximately 48% fewer daily trips than the NCP Master Plan (+654 daily trips). During the PM peak hour the NCP Master Plan will generate a total of 500 trips, which is a net increase of approximately 247 trips (+98%). The NCP Master Plan Alternative will generate approximately 247 trips than the NCP Master Plan (+196 PM peak hour trips). Trips associated with the NCP Master Plan and Alternative were distributed on the local street system based on a review of peak hour travel patterns and traffic demands included in the South County Traffic Model Final Report.

The traffic analysis scope was developed in consultation with staff at San Luis Obispo County Public Works. The evaluation of potential impacts includes an analysis of traffic operations along West Tefft Street and Pomeroy Road. An analysis of average weekday afternoon peak hour operations is also provided at selected study intersections. At the request of County staff, the analysis also includes a qualitative evaluation of potential impacts at the US101 and West Tefft Street interchange. The evaluation of existing conditions indicates that existing daily traffic volumes on the study roadway segments are within acceptable limits (LOS C or better). Daily traffic volumes along West Tefft Street (Mary Avenue to Pomeroy Road) and on US 101 are also within acceptable limits. The evaluation of PM peak hour operations indicates that vehicle delays at the study intersections are also within acceptable limits. However, information in the South County Traffic Model Final Report indicates that vehicle delays at the US 101 / West Tefft Street interchange southbound ramps are within the LOS E range during the PM peak hour. The primary reason for the excessive delays is the current intersection configuration.

The evaluation of potentially significant impacts associated with the NCP Master Plan and NCP Master Plan Alternative was based on "level of significance" criteria defined by San Luis Obispo County and the California Environmental Quality Act (CEQA). An evaluation of the "existing plus project" scenario demonstrates that daily volumes on the study area roadway segments will remain within acceptable limits with the buildout of the NCP Master Plan or NCP Master Plan Alternative (LOS C or better). Vehicle delays at the study intersections will also remain within acceptable limits

with the buildout of the NCP Master Plan or NCP Master Plan Alternative. However, delays at the US 101 / West Tefft Street interchange southbound ramps are currently within the LOS E range during the PM peak hour (documented in the South County Traffic Model Update Final Report). It is anticipated that buildout of the NCP Master Plan or NCP Master Plan Alternative could add 10-15 trips to this intersection during the critical PM peak hour. However, the US 101/Willow Road "grade separated" interchange is currently under construction. The traffic operations report included an evaluation of the potential benefits to the US 101/West Tefft Street interchange. The Willow Road Extension Final SEIR analyzed the benefits associated with the "preferred" alternative. The analysis of 2030 traffic conditions demonstrated that the US 101/Willow Road interchange would reduce delays at the US 101/West Tefft Street interchange ramp intersections by about 40% during the PM peak hour. Therefore, buildout of the NCP Master Plan or NCP Master Plan Alternative will not have a potentially significant impact on existing PM peak hour traffic operations.

The evaluation of baseline buildout conditions was conducted using data contained in the South County Traffic Model Final Report. This scenario represents long-term future conditions and traffic forecast for the Year 2025. The buildout transportation network also includes various roadway improvements. It should also be noted that the County is evaluating various operational improvements for the US 101/West Tefft Street interchange. However, these improvements are not designed or funded at this time, and therefore, are not assumed to be completed under the baseline buildout. Discussions with County staff indicate that the "preferred" alternative could achieve acceptable levels of service under buildout conditions.

An evaluation of the buildout plus project scenario demonstrates that daily traffic volumes on the majority of study area roadway segments will remain within acceptable limits with the buildout of the NCP Master Plan or NCP Master Plan Alternative (LOS C or better). However, daily traffic volumes near the US 101 interchange are projected to be within the LOS E range. Completion of the US 101/Willow Road interchange is anticipated to reduce daily traffic on West Tefft Street (west of US 101) by about 20-25%. The Willow Road Extension SEIR analysis indicates that the benefits associated with the project are estimated to improve the buildout LOS E to an acceptable LOS C (27,200 ADT) on West Tefft Street (near US 101 interchange). Therefore, it is concluded that buildout of the NCP Master Plan or NCP Master Plan Alternative will not significant impact future daily traffic operations. The analysis of buildout plus project conditions identified a potentially significant project impact at the US 101/West Tefft Street interchange during the PM peak hour.

The appropriate mitigation measures are presented for the potentially significant impacts attributable to the project. Development of additional recreational facilities included in the NCP Master Plan or NCP Master Plan Alternative will occur over the next 20 years. It should be noted that the analysis of potential project impacts represents a "worst case" scenario (ie: all facilities being used at peak levels simultaneously). Implementation of "transportation demand management" (TDM) measures would reduce the potentially significant impact to a level of "less than significant" for the existing plus project scenario. TDM measures should include, but not be limited to, reducing the number tennis court and/or sporting fields, delay the library expansion or construction of amphitheater, etc. In addition, game starting times at the baseball / softball and sporting fields should be scheduled to avoid generating a significant amount of "regional" traffic during the PM peak hour (4:00-6:00 PM). Implementation of TDM measures will reduce the potential impacts at the US 101 / West Tefft Street interchange to a level of "less than significant".

In addition, to reduce the potential impacts to a level of "less than significant" the buildout of the recreational facilities included in the NCP Master Plan or Alternative should be limited until the County has completed a design, secured funding and established a formal schedule for the future operational improvements at the West Tefft Street/US 101 southbound ramps intersection. Future improvements at this intersection identified by the County could provide acceptable levels of service. Once this project becomes part of the long range infrastructure improvement plans in the South County Traffic Model they can be assumed to mitigate the potentially significant project impact at this intersection. It should also be mentioned that the "roadway improvement" fees defined in the South County Traffic Model Final Report provide a funding mechanism for long range infrastructure improvements in this portion of the County, and therefore, payment of the County "roadway improvement" fees serves at the project mitigation.

I. INTRODUCTION

The following report presents an evaluation of the potential traffic impacts associated with the Nipomo Community Park (NCP) Master Plan. The NCP is located south of Pomeroy Road, between West Tefft Street and Osage Street. Access to the NCP is provided via one driveway on West Tefft Street (south of Orchard Avenue) and one driveway on Pomeroy Road (east of Juniper Street). The NCP Master Plan also includes Mesa Meadows, which is located west of Osage Street and north of Mesa Road. Access to Mesa Meadows is provided via Charro Way, Tejas Place and Amigo Place. A variety of new recreational facilities and infrastructure improvements will be constructed over the next 20 years. The new facilities include additional playground areas, a recreation center, a swimming pool, an amphitheater, sporting fields, tennis courts, basketball courts, tennis courts, walking trails, etc. The NCP Master Plan infrastructure improvements include a realignment of the existing access road at West Tefft Street and Pomeroy Road. A traffic signal will also be installed at the Pomeroy Road and Juniper Street intersection (opposite the realigned park access road). The NCP Master Plan also includes a project "alternative". The alternative represents a reduced project scope (ie; teen center in lieu of recreation center, etc). The general locations of the NCP and Mesa Meadows are shown on Figure 1.

The traffic analysis scope was developed in consultation with staff at San Luis Obispo County Public Works. The evaluation of potential impacts includes an analysis of traffic operations along West Tefft Street and Pomeroy Road. The evaluation also includes an analysis of average weekday afternoon peak hour operations at the following study intersections:

- 1. West Tefft Street and Pomeroy Road
- 2. West Tefft Street and Orchard Avenue
- 3. West Tefft Street and Existing Park Access Road
- 4. Pomeroy Road and Existing Park Access Road
- 5. Pomeroy Road and Juniper Street
- 6. Pomeroy Road and Camino Caballo

New daily traffic count data was collected on West Tefft Street, Pomeroy Road and Osage Street. New turning movement traffic count data was also collected at the study intersections. At the request of County staff, the traffic analysis also includes a qualitative evaluation of potential project impacts at the US 101 and West Tefft Street interchange. Information contained in the following public documents was reviewed during the course of conducting the analysis:

- San Luis Obispo County Initial Study Summary
- Constraints Analysis prepared by the Morro Group (June 2004)
- South County Traffic Model Update (2008) Final Report
- San Luis Obispo County General Plan Transportation Plan
- US101/Willow Road Interchange Project Final Traffic Operations Report
- Willow Road Extension Final Supplemental EIR



NCP Master Plan Traffic Impact Report

II. EXISTING CONDITIONS

The local street system serving the NCP and Mesa Meadows includes US 101, West Tefft Street, Pomeroy Road, Orchard Avenue and a network of local collector streets. The following is a brief description of the street system and an evaluation of existing traffic operations.

Network Description

<u>US 101</u> is a four lane north-south divided freeway through the Nipomo area of unincorporated San Luis Obispo County. US 101 provides regional access between northern and southern California. In the vicinity of Nipomo, there are "grade separated" interchanges at State Route (SR) 166 (Cuyama Highway), West Tefft Street and Los Berros Road-North Thompson Avenue. The new Willow Road "grade separated" interchange is currently under construction and will connect to the Willow Road extension (planned for completion in late 2012/early 2013). The north and southbound ramps at the US 101 / West Tefft Street interchange are signalized.

<u>West Tefft Street</u> extends west from Thompson Avenue to North Las Flores Drive. West Tefft Street in the vicinity of the NCP is posted with a 45 miles per hour (mph) speed limit. West Tefft Street also has a "school zone" speed limit posted for the Dana Elementary School (25 mph). The "school zone" speed limit signs are supplemented with "your speed" read-out signs. West of US 101, West Tefft Street has two travel lanes in each direction with a raised median. West of Mary Avenue this primary arterial has a two-way left turn lane that provides access for various commercial driveways and collector streets. West Tefft Street continues along a horizontal curve to the south adjacent to Pomeroy Road. South of Pomeroy Road, West Tefft Street has a single travel lane in each direction with a two-way left turn lane. West Tefft Street has a single travel lane in each direction with a two-way left turn lane. West Tefft Street is signalized at Thompson Avenue, Oakglen Avenue, US 101 ramps, Mary Avenue, Pomeroy Road and Orchard Avenue. In the vicinity of the NCP, West Tefft Street also provides access for the Nipomo Public Library, Dana Elementary School and the Nipomo Community Health Center.

<u>Pomeroy Road</u> extends west of West Tefft Street to Los Berros Road. Pomeroy Road has a single travel lane in each direction with a posted speed limit of 45 mph (adjacent to the NCP). The 45 mph speed limit signs are supplemented with "your speed" read-out signs. There are 35 mph "curve advisory" signs for the horizontal curve near the NCP access road and Juniper Street intersections. Left turn lanes are provided for access at Primrose Lane, the NCP park access road, Juniper Street and Camino Caballo.

<u>Orchard Avenue</u> extends east of West Tefft Street to Joshua Road. Orchard Avenue has a single travel lane in each direction with a posted 45 mph speed limit. Left turn lanes are provided for access at Grande Street, Division Street, Soares Drive and Story Street. The Orchard Avenue and Division Street intersection is signalized.

<u>NCP Access Road</u> extends between West Tefft Street and Pomeroy Road. The existing access road has a single lane in each direction with a width of approximately 18-20'. There is a posted speed limit of 15 mph and speed humps within the park. The existing park access road also provides access for the northerly parking lot at the Dana Elementary School (23 stalls used by staff and faculty).

The network of local collector streets serving the NCP and Mesa Meadows includes Primrose Lane, Bernita Place, Juniper Street, Camino Caballo, Osage Street, Tejas Place and Mesa Road. Each local collector streets has a single lane in each direction.

Local Bicycle, Pedestrian and Transit Facilities

West Tefft Street, Pomeroy Road and Orchard Avenue have Class II bike lanes. The Class II bike lanes include no parking signs. bike lane signs and striping. In the vicinity of the NCP there are pedestrian sidewalks on the east side of West Tefft Street (north of Orchard Avenue), west side of West Tefft Street (south of Orchard Avenue), north side of Pomeroy Road (between West Tefft Street and Camino Caballo) and north side of Orchard Avenue. Access to various trails within the NCP and Mesa Meadows is provided connections to Pomeroy Road, Camino Caballo, Osage Street, Tejas Place and La Serena Way. South County Area Transit (Regional Transit Authority, RTA) currently provides limited service to the Nipomo community (Route 10). Local transit stops are provided at the Nipomo High School and on West Tefft Street near Carillo Street. The RTA also provides a "dial a ride" service for Nipomo.

Traffic Volumes

As stated in the Introduction, the evaluation of potential project impacts includes an analysis of average weekday afternoon peak hour operations at the selected study intersections. It should be noted that traffic associated with the Dana Elementary School (approximately 600 students) does create congestion along West Tefft Street on a daily basis (before classes start @ 9:00AM and after classes end @ 3:15). Schools typically generate sharp peaks in traffic demand prior to the beginning of classes and when classes end (15-30 minutes). However, traffic during an average weekday afternoon commuter peak hour (highest hour between 4:00 and 6:00 PM) is generally higher and spread out over the entire hour (60 minutes). Traffic count data on the County's website demonstrates that the afternoon peak hour on West Tefft Street (west of Mary Avenue) typically starts between 4:00 and 5:00 PM. Therefore, traffic demands along West Tefft Street adjacent to the project site are higher during the weekday afternoon commuter peak period than when classes end at the Dana Elementary School.

To document existing conditions new 24-hour traffic count data was collected on West Tefft Street (south of Pomeroy Road), Pomeroy Road (west of West Tefft Street) and Osage Street (south of Camino Caballo). New turning movement traffic count data was also collected at the study intersections during a weekday afternoon commuter period (4:00-6:00 PM). Existing traffic volume data contained in the South County Traffic Model Final Report and published on the County's website was also referenced. The existing traffic volumes are illustrated on Figure 2. Copies of the new traffic count data are included with the Appendix Material.

A review of the new traffic count data indicates that the total intersection volumes during the afternoon peak hour are approximately 10% lower than documented in the South County Traffic Model Final Report. Daily traffic volumes on West Tefft Street (east of Pomeroy Road) are also about 10% less than documented in the South County Traffic Model Final Report. Daily traffic volumes on Orchard Avenue (east of West Tefft Street) are about 25% lower that documented in the final report. However, it should be noted that daily traffic volumes on Pomeroy Road (west of West Tefft Street) are about 50% higher than published in the South County Traffic Model Final Report.



Level of Service Threshold Criteria and Analysis

Various "level of service" (LOS) analyses methodologies are used to evaluate traffic operations. Conditions range from LOS "A" (free-flow) to LOS "F" (forced-flow). LOS values for roadway segments can be estimated by comparing daily traffic volume data to "24 Hour Average Daily Traffic (ADT) Threshold Criteria" developed from data in the Highway Capacity Manual (HCM2000). ADT criterion is also published in the South County Traffic Model Final Report. Traffic can be constrained at local intersections during peak demands periods. Therefore, an evaluation of peak hour intersection operations is a good method for measuring the potential impact associated with a specific project. The LOS values for intersection operations are based on estimated vehicle delays (number of delay seconds per vehicle). Delays are reported for the overall intersection operations as an average, as well as for each "critical" movement.

San Luis Obispo County has established the LOS C threshold as the lower limit for acceptable operations on rural facilities and LOS D threshold as the lower limit for acceptable operations on urban facilities. The Caltrans traffic impact study guidelines state that, "Caltrans endeavors to maintain a target level of service at the transition between LOS C and D on State highway facilities." The LOS C threshold is used in the South County Traffic Model Final Report as the lower limit for acceptable operations on the local street system serving the NCP and Mesa Meadows. A brief description of the LOS values, the 24 Hour ADT Volume Threshold Criteria and the LOS-to-vehicle delay relationship data are included with the Appendix Material. The analysis of existing roadway segments is presented in Table 1.

| Roadway Segment | # of Lanes | LOS E Capacity | - ADT - May '09 | Level of Service |
|--|------------|-------------------|--------------------|---------------------|
| W. Tefft Street, e/o Pomeroy Road | 4 (a) | 36,000 | 17,000 | А |
| W. Tefft Street, Pomeroy Rd Orchard Ave. | 3 (b) | 24,000 | 13,100 | А |
| W. Tefft Street, s/o Orchard Avenue | 2 (c) | 18,000 | 9,800 | А |
| Pomeroy Road, n/o W. Tefft Street | 2 (d) | 13,500 | 8,900 | В |
| Pomeroy Road, Juniper St Camino Ca. | 2 (d) | 13,500 | 8,500 | В |
| Pomeroy Road, n/o Camino Caballo | 2 (e) | 12,000 | 6,500 | В |
| Camino Caballo, w/o Pomeroy Road | 2 (e) | 12,000 | 2,300 | А |
| Orchard Avenue, e/o W. Tefft Street | 2 (d) | 13,500 | 5,900 | А |
| Juniper Street, e/o Pomeroy Road | 2 (e) | 12,000 | 1,600 | А |
| Osage Street, s/o Camino Caballo | 2 (e) | 12,000 | 1,200 | А |
| Mesa Road, w/o Tefft Street | 2 (e) | 12,000 | 2,900 | А |

Table 1 - Existing Roadway Segment Analysis

(a) 4 lane divided arterial with left turn lanes

(b) 3 lane undivided arterial with left turn lanes, 2 NB lanes and 1 SB lane

(c) 2 lane arterial with left turn lanes

(d) 2 lane arterial with no left turn lanes

(d) 2 lane collector

The roadway segment analysis indicates that existing daily traffic volumes are within acceptable limits as defined by San Luis Obispo County (LOS C or better). Existing daily traffic volumes on other local collector streets are also within acceptable limits (Tejas Place, Bernita Place and Primrose Lane). It should be noted that traffic volume data contained in the South County Traffic Model Final Report and published on the County's website demonstrates that existing daily traffic volumes along West Tefft Street are within the LOS A-B range (Mary Avenue to Pomeroy Road). Data published on the Caltrans website indicates that daily traffic volumes on US 101 adjacent to the West Tefft Street interchange are within the LOS B-C range.

The Synchro traffic signal simulation software was used to analyze the existing afternoon peak hour traffic operations at the study intersections. A peak hour factor (PHF) of 0.85 was used to be consistent with the analysis methodology in the South County Traffic Model Final Report. Observations of existing conditions were conducted to document signal phasing and timing parameters. The analysis of the existing afternoon peak hour operations is presented in Table 2. Also presented in Table 2 are the LOS values for selected study intersections as documented in the South County Traffic Model Final Report. Copies of the LOS worksheets are included with the Appendix Material.

| | Vehicle Delay - LOS Value | | | |
|--|---------------------------|-----------------|--|--|
| Study Intersection | May 2009 | So. Co. Study | | |
| W. Tefft Street / Pomeroy Road (a) | 14.6 - B | 23.7 - C | | |
| W. Tefft Street / Orchard Ave. (a) | 20.8 - C | 17.5 - B | | |
| W. Tefft Street / Park Access Road (b) | 1.5 - A | - | | |
| EB Stop Sign Approach - | (22.0 - C) | (-) | | |
| Pomeroy Road / Park Access Road (b) | 0.9 - A | - | | |
| EB Stop Sign Approach - | (14.2 - B) | (-) | | |
| Pomeroy Road / Juniper Street (b) | 1.8 - A | - | | |
| WB Stop Sign Approach - | (14.6 - B) | (13.7 - B) | | |
| Pomeroy Road / Camino Caballo (b) | 2.7 - A | - | | |
| Stop Sign Approach (c) | (22.8 - C) | (-) | | |

Table 2 - Existing PM Peak Hour LOS Analysis

(a) Signalized intersection

(b) Stop sign controlled intersection, average delay - LOS value

(c) Stop sign controlled intersection, worst case delay - LOS value

The data in Table 2 indicates that vehicle delays at the study intersections are within acceptable limits during a typical weekday afternoon peak hour period (LOS C or better). Observations of actual peak hour operations confirmed the LOS analysis of existing traffic conditions.

Information in the South County Traffic Model Final Report indicates that delays at the US 101/West Tefft Street interchange northbound ramps are within the LOS C range during the PM peak hour. However, the final report also demonstrates that delays at the southbound ramps

(opposite the Frontage Road) are within the LOS E range during the PM peak hour. The primary reason for the excessive delays is the current intersection configuration. The US 101 southbound ramps-Frontage Road intersection essentially has 5 legs, with a 2 stage left turn signal phase for the westbound left turn movements at the US 101 southbound on-ramp and at the Frontage Road. 2008 traffic count data provided by County staff demonstrates that PM peak hour traffic volumes have remained relatively stable as compared to the data presented in final report.

As previously stated the new US 101/Willow Road "grade separated" interchange is currently under construction and will connect to the Willow Road extension (planned for completion in late 2012/early 2013). The US101/Willow Road Interchange Project - Final Traffic Operations Report included an evaluation of the potential benefits to the US 101/West Tefft Street interchange. The Willow Road Extension Final Supplemental Environmental Impact Report (EIR) analyzed the benefits associated with the "preferred" alternative. The analysis of 2030 traffic conditions demonstrated that the US 101/Willow Road interchange would reduce vehicle delays at the US 101/West Tefft Street interchange ramp intersections by about 40% during the PM peak hour (sum of critical movements).

III. PROJECT CONDITIONS

The following is a description of the proposed project, an estimate of the project trip generation quantities, an assignment of trips to the local street system and an evaluation of the potential impacts on existing traffic conditions.

Description

As previously stated, the NCP Master Plan includes a variety of new recreational facilities to be constructed within the NCP over the next 20 years. New recreational facilities include additional park and playground area, a community recreation center and gymnasium, an amphitheater, a skate park, a swimming pool, sporting fields, basketball and handball courts, tennis courts, a dog park, restrooms, trails and walkways, etc. The NCP Master Plan infrastructure improvements include a realignment of the existing access road at West Tefft Street and Pomeroy Road. The existing access road connection to West Tefft Street will be realigned to the north side of the library opposite Orchard Avenue. Project improvements at this intersection should provide 2 approach lanes for the park access road at Orchard Avenue (ie; a shared left-through lane and a right turn lane). The existing split signal phasing operations for Orchard Avenue should be eliminated. An exclusive left turn signal phase should also be provided on the northbound approach of West Tefft Street. The existing access road connection to Pomeroy Road will be realigned opposite Juniper Street and a traffic signal will be installed. A northbound left turn lane and southbound right turn lane will also be installed on Pomeroy Road. A copy of the NCP Master Plan is provided on Figure 3A. A description and an evaluation of the NCP Master Plan "alternative" are also presented in the following sections.

Trip Generation and Trip Assignment

The trip generation estimates for the NCP Master Plan were derived using data contained in the Institute of Transportation Engineers (ITE) Trip Generation publication (8th Edition) and other sources. Various land use descriptions were reviewed to determine the most appropriate rates for each component. The trip rates were approved by County staff and are displayed in Table 3.

Currently the NCP includes selected recreational facilities (ie; park and playground area, tennis courts, restrooms, trails, Little Bits Preschool, etc). It should also be noted that the existing NCP has a "pay booth" to collect a \$2 per vehicle entrance fee on weekends and holidays (April through September). As previously stated, the existing park access road also provides access for the northerly parking lot at the Dana Elementary School (23 stalls used by staff and faculty). Both the preschool and access to the elementary school parking lot are included in the NCP Master Plan. The number of PM peak hour trips associated with the existing park uses was quantified using the new traffic count data (see Figure 2). Daily traffic volumes for the existing uses were estimated using the trip generation rates presented in Table 3. The trip generation estimates associated with the buildout of the NCP Master Plan are presented in Table 4, along with the "net" increase in trips (buildout minus existing).



| | Number of Vehicle Trips per Unit | | | | |
|--|----------------------------------|---------|--------|---------|--------|
| ITE Land Use Code | AM Pe | ak Hour | PM Pea | ak Hour | Dailer |
| | In | Out | In | Out | Dany |
| ITE #210 - Residential (a) | 0.19 | 0.56 | 0.64 | 0.37 | 9.57 |
| ITE #417 - Regional Park (b) | NA | NA | 0.09 | 0.11 | 4.57 |
| ITE #488 - Soccer Fields (c) | 0.70 | 0.70 | 14.26 | 6.41 | 71.33 |
| ITE #490 - Tennis Courts (c) | 0.84 | 0.83 | 1.84 | 1.83 | 33.32 |
| ITE #495 - Rec. Community Center (d) | 0.99 | 0.63 | 0.54 | 0.91 | 22.88 |
| ITE #565 - Day Care / Preschool (e) | 0.42 | 0.38 | 0.39 | 0.43 | 4.48 |
| ITE #590 - Library (d) | 0.74 | 0.30 | 3.50 | 3.80 | 56.24 |
| City of San Diego - Baseball Field (c) | NA | NA | 4.90 | 2.60 | 30.00 |
| Other Source - Basketball Court (c) | NA | NA | 32.50 | 17.50 | 200.00 |
| Other Source - Handball Court (c) | NA | NA | 6.50 | 3.50 | 40.00 |
| Other Source - Skate Park (d) | NA | NA | 1.46 | 0.90 | 15.76 |

Table 3 - ITE and Applicable Trip Generation Rates

(a) Trip generation rates per unit

(b) Trip generation rates per acre

(c) Trip generation rates per field / court (PM peak 25% of ADT, 65% in and 35% out)

(d) Trip generation rates per 1,000 SF

(e) Trip generation rates per student

| Number of Vehicle Trips | | | | | |
|--|----|--------------|------|--------------|--------|
| Land Use Component | | AM Peak Hour | | PM Peak Hour | |
| | In | Out | In | Out | Dany |
| Existing NCP Uses (159.167 acres) | - | - | 154 | 99 | 1,800 |
| Proposed NCP Master Plan Uses: | | | | | |
| Various Park Uses - 6.12 Ac. (a) | 0 | 0 | 1 | 1 | 28 |
| Community Center - 36,000 SF (b) | 36 | 22 | 19 | 33 | 824 |
| 4 Baseball / Softball Fields | 0 | 0 | 20 | 10 | 120 |
| 2 Basketball Courts | 0 | 0 | 65 | 35 | 400 |
| 2 Handball Courts | 0 | 0 | 13 | 7 | 80 |
| 6 Tennis Courts | 5 | 5 | 11 | 11 | 200 |
| 6 Multi Purpose Sporting Fields (Soccer) | 4 | 4 | 86 | 38 | 428 |
| Skate Park or Comm. Pool - 10,000 SF | 0 | 0 | 15 | 9 | 158 |
| Amphitheater - 5,227 SF (50-75 Seats) | 0 | 0 | 15 | 4 | 50 |
| Library - 11,134 SF | 8 | 3 | 39 | 42 | 626 |
| Preschool - 4,050 SF (30 Students) | 13 | 11 | 12 | 13 | 134 |
| Ranger Residence | 0 | 1 | 1 | 0 | 10 |
| Totals: | 66 | 46 | 297 | 203 | 3,058 |
| Net Change: | NA | NA | +143 | +104 | +1,258 |

Table 4 - NCP Master Plan Trip Generation Estimates

(a) Uses include playgrounds, dog park area, picnic areas, horseshoe pits & trails/walkways

(b) Uses include gymnasium and pool (8,400 SF)

The data in Table 4 indicates that buildout of the NCP Master Plan will generate 3,058 daily trips (two-way trip ends), 112 trips during the AM peak hour (66 inbound and 46 outbound) and 500 trips during the PM peak hour (297 inbound and 203 outbound). The data also demonstrates that the additional uses included in the NCP Master Plan will generate a "net" increase of 1,258 daily trips (+70%) and 247 trips during the PM peak hour (+98%). It should be noted that information contained in the various trip rate sources indicates that a small portion of the trips attracted to the NCP and Mesa Meadows will come from traffic already on the local street system (5-10%). In addition, it is anticipate that there will also be "multiple-use" type trips associated with the buildout of the NCP Master Plan. However, to present a "worst case" analysis the evaluation of potential impacts was conducted without any reductions applied to the trip generation estimates presented in Table 4.

As previously stated, the NCP Master Plan infrastructure improvements include a realignment of the existing access road at West Tefft Street and Pomeroy Road. The trips associated with the NCP Master Plan were distributed on the local street system based on a review of current peak hour travel patterns and traffic demands included in the South County Traffic Model Final Report. The trip distribution percentages are presented in Table 5.

| Trip Route and Roadway | Distribution Percentage |
|---|----------------------------|
| To & From Northwest via Pomeroy Road - | 12-17% |
| To & From Northeast Via West Tefft Street - | 35-25% |
| To & From South via West Tefft Street - | 28-30% |
| To & From East via Orchard - | 15-18% |
| To & From Local Collector Street (a) - | 10% |

| ruster indition i fun inp Distribution i ereentuges |
|---|
|---|

(a) Local Streets include Juniper Street, Camino Caballo, Primrose Lane and Bernita Place

It should also be mentioned that a small portion of the NCP Master Plan trips are anticipated to use Osage Street, Mesa Road, Tejas Place and Charro Way (less than 5%), and US 101 (5-10%). The trips associated with the individual uses (Table 4) were assigned to the local street system using the distribution percentages in Table 5 and assuming that the master plan infrastructure improvements are in place. The traffic volumes associated with the buildout of the NCP Master Plan are illustrated on Figure 3B.

Level of Significance Criteria

Project specific impacts are identified using "level of significance" criteria defined by San Luis Obispo County and the California Environmental Quality Act (CEQA). The following criteria are used to identify potentially significant impacts associated with the NCP Master Plan:



- Substantially increased traffic relative to existing load and capacity
- Exceeded an established LOS standard (LOS C)
- Resulted in a change to air traffic patterns
- Substantially increased hazards due to design or incompatible uses;
- Results in inadequate emergency access;
- Results in inadequate parking capacity; or
- Conflicts with adopted alternative transportation policies, plans, or programs.

Any identified project specific or cumulative impact will require the appropriate mitigation measure to offset the impact to a "less than significant" level.

Level of Service Analysis

An analysis of "project" conditions provides an evaluation of the potential project impacts on existing traffic operations. Similar to the analysis conducted for existing conditions, the roadway segment and intersection peak hour LOS values were calculated assuming the addition of trips associated with the NCP Master Plan (net increase). The results of the roadway segment analysis are presented in Table 6. The existing roadway segment ADT / LOS values are also presented for comparison purposes. The data in Table 6 indicates that daily traffic volumes on the study area roadway segments will remain within acceptable limits with the buildout of the NCP Master Plan (LOS C or better).

| Roadway Segment | | LOSE | ADT / LOS | | |
|--|-------|----------|------------|-----------------|--|
| | | Capacity | Exist. | Plus Project | |
| W. Tefft Street, e/o Pomeroy Road | 4 (a) | 36,000 | 17,000 / A | 17,426 / A | |
| W. Tefft Street, Pomeroy Rd Orchard Ave. | 3 (b) | 24,000 | 13,100 / A | 13,410 / A | |
| W. Tefft Street, s/o Orchard Avenue | 2 (c) | 18,000 | 9,800 / A | 10,144 / A | |
| Pomeroy Road, n/o W. Tefft Street | 2 (d) | 13,500 | 8,900 / B | 9,122 / B | |
| Pomeroy Road, Juniper St Camino Ca. | 2 (d) | 13,500 | 8,500 / B | 8,702 / B | |
| Pomeroy Road, n/o Camino Caballo | 2 (e) | 12,000 | 6,500 / B | 6,664 / B | |
| Camino Caballo, w/o Pomeroy Road | 2 (e) | 12,000 | 2,300 / A | 2,338 / A | |
| Orchard Avenue, e/o W. Tefft Street | 2 (d) | 13,500 | 5,900 / A | 6,114 / A | |
| Juniper Street, e/o Pomeroy Road | 2 (e) | 12,000 | 1,600 / A | 1,634 / A | |
| Osage Street, s/o Camino Caballo | 2 (e) | 12,000 | 1,200 / A | 1,222 / A | |
| Mesa Road, w/o Tefft Street | 2 (e) | 12,000 | 2,900 / A | 2,922 / A | |

Table 6 - Existing Plus NCP Master Plan Roadway Segment Analysis

(a) 4 lane divided arterial with left turn lanes

(b) 3 lane undivided arterial with left turn lanes, 2 NB lanes and 1 SB lane

(c) 2 lane arterial with left turn lanes

(d) 2 lane arterial with no left turn lanes

(e) 2 lane collector

The Synchro traffic signal simulation software was again used to analyze the PM peak hour operations at the study intersections. The intersection peak hour LOS values were calculated assuming the addition of trips associated with the NCP Master Plan (net increase). The analysis was also conducted assuming that the NCP Master Plan infrastructure improvements are in place. This includes the park access road realignment at West Tefft Street (opposite Orchard Avenue) and Pomeroy Road (opposite Juniper Street), and the installation of a traffic signal at the Pomeroy Road / Juniper Street intersection. A copy of the NCP Master Plan is provided on Figure 3A. A description and an evaluation of the NCP Master Plan "alternative" are also presented in the following sections. The results of the PM peak hour LOS analysis are presented in Table 7. The existing intersection LOS values are also presented for comparison purposes. Copies of the LOS worksheets are included with the Appendix Material.

| | Vehicle Delay - LOS Value | | | |
|---|---------------------------|------------------------|--|--|
| Study Intersection | Existing | Plus Project | | |
| W. Tefft Street / Pomeroy Road (a) | 14.6 - B | 15.4 - B | | |
| W. Tefft Street / Orchard Ave. (a) | N/A | 19.9 - B | | |
| Pomeroy Road / Juniper Street (a) | N/A | 5.4 - A | | |
| Pomeroy Road / Camino Caballo (b) Stop Sign Approach (c) | 2.7 - A (22.8 - C) | 2.7 - A (24.5 - C) | | |

 Table 7 - Existing Plus NCP Master Plan PM Peak Hour LOS Analysis

(a) Signalized intersection

(b) Stop sign controlled intersection, average delay - LOS value

(c) Stop sign controlled intersection, worst case delay - LOS value

The data in Table 7 indicates that vehicle delays will remain within acceptable limits at the study intersections with the buildout of the NCP Master Plan. As discussed under existing conditions vehicle delays at the US 101/West Tefft Street interchange southbound ramps intersection are within the LOS E range during the PM peak hour (reported in the South County Traffic Model Final Report). However, completion of the US 101/Willow Road interchange is anticipated to reduce delays at the US 101 West Tefft Street interchange by about 40% during the PM peak hour. As previously stated, the new facilities associated NCP Master Plan will be constructed over 20 years. Ultimately, the project could add 10-15 PM peak hour trips to the US 101/West Tefft Street interchange. Therefore, it is concluded that buildout of the NCP Master Plan will not significant impact existing operations during the PM peak hour.

NCP Master Plan Alternative Trip Generation and Level of Service

As stated in the Introduction, the NCP Master Plan includes a project "alternative". The NCP Master Plan Alternative represents a reduced project scope. A copy of the NCP Master Plan

Alternative is provided on Figure 4A. The trip generation estimates for the proposed uses included in the NCP Master Plan Alternative were derived using the trip generation rates presented in Table 3. The trip generation estimates associated with the buildout of the NCP

Master Plan Alternative are presented in Table 8, along with the "net" increase in trips (buildout alternative minus existing).

| Number of Vehicle Trips | | | | | |
|--|----|--------------|------|--------------|-------|
| Land Use Component | | AM Peak Hour | | PM Peak Hour | |
| | In | Out | In | Out | Dany |
| Existing NCP Uses (159.167 acres) | - | _ | 154 | 99 | 1,800 |
| Proposed NCP Master Plan Alt. Uses: | | | | | |
| Various Park Uses - 6.12 Ac. (a) | 0 | 0 | 1 | 1 | 28 |
| Teen Center / Gymnasium - 14,000 SF | 14 | 9 | 8 | 13 | 320 |
| 4 Baseball / Softball Fields | 0 | 0 | 20 | 10 | 120 |
| 2 Basketball Courts | 0 | 0 | 65 | 35 | 400 |
| 4 Tennis Courts | 3 | 3 | 7 | 7 | 134 |
| 6 Multi Purpose Sporting Fields (Soccer) | 4 | 4 | 86 | 38 | 428 |
| Skate Park or Comm. Pool - 10,000 SF | 0 | 0 | 15 | 9 | 158 |
| Amphitheater - 5,227 SF (50-75 Seats) | 0 | 0 | 15 | 4 | 50 |
| Library - 11,134 SF | 8 | 3 | 39 | 42 | 626 |
| Preschool - 5,400 SF (40 Students) | 17 | 15 | 16 | 17 | 180 |
| Ranger Residence | 0 | 1 | 1 | 0 | 10 |
| Totals: | 46 | 35 | 273 | 176 | 2,454 |
| Net Change: | NA | NA | +119 | +77 | +654 |

Table 8 - NCP Master Plan Alternative Trip Generation Estimates

(a) Uses include playgrounds, dog park area, picnic areas, horseshoe pits & trails/walkways

The data in Table 8 indicates that buildout of the NCP Master Plan Alternative will generate 2,454 daily trips (two-way trip ends), 81 trips during the AM peak hour (46 inbound and 35 outbound) and 449 trips during the PM peak hour (273 inbound and 176 outbound). The data demonstrates that the additional uses included in the NCP Master Plan Alternative will generate a "net" increase of 654 daily trips (+36%) and 196 trips during the PM peak hour (+77%). As previously discussed, to present a "worst case" analysis the evaluation of potential impacts was conducted without any reductions applied to the trip generation estimates presented in Table 8 (ie; by-pass and multiple use trips).

The trips associated with the NCP Master Plan Alternative were assigned to the local street system using the distribution percentages presented in Table 5 and assuming the master plan infrastructure improvements are in place. The traffic volumes associated with the buildout of the NCP Master Plan Alternative are illustrated on Figure 4B.

Similar to the analysis conducted for the existing and project conditions, the roadway segment and intersection peak hour LOS values were calculated assuming the addition of trips associated with the NCP Master Plan Alternative (net increase). The results of the roadway segment analysis are presented in Table 9.





| | | LOSE | ADT / LOS | |
|--|----------------|----------|------------|------------|
| Roadway Segment | Lanes Capacity | Capacity | Exist. | Plus |
| | | Cupacity | | Project |
| W. Tefft Street, e/o Pomeroy Road | 4 (a) | 36,000 | 17,000 / A | 17,232 / A |
| W. Tefft Street, Pomeroy Rd Orchard Ave. | 3 (b) | 24,000 | 13,100 / A | 13,304 / A |
| W. Tefft Street, s/o Orchard Avenue | 2 (c) | 18,000 | 9,800 / A | 9,976 / A |
| Pomeroy Road, n/o W. Tefft Street | 2 (d) | 13,500 | 8,900 / B | 9,008 / B |
| Pomeroy Road, Juniper St Camino Ca. | 2 (d) | 13,500 | 8,500 / B | 8,598 / B |
| Pomeroy Road, n/o Camino Caballo | 2 (e) | 12,000 | 6,500 / B | 6,582 / B |
| Camino Caballo, w/o Pomeroy Road | 2 (e) | 12,000 | 2,300 / A | 2,316 / A |
| Orchard Avenue, e/o W. Tefft Street | 2 (d) | 13,500 | 5,900 / A | 6,004 / A |
| Juniper Street, e/o Pomeroy Road | 2 (e) | 12,000 | 1,600 / A | 1,620 / A |
| Osage Street, s/o Camino Caballo | 2 (e) | 12,000 | 1,200 / A | 1,214 / A |
| Mesa Road, w/o Tefft Street | 2 (e) | 12,000 | 2,900 / A | 2,914 / A |

Table 9 - Existing Plus NCP Master Plan Alternative Roadway Segment Analysis

(a) 4 lane divided arterial with left turn lanes

(b) 3 lane undivided arterial with left turn lanes, 2 NB lanes and 1 SB lane

(c) 2 lane arterial with left turn lanes

(d) 2 lane arterial with no left turn lanes

(e) 2 lane collector

The data in Table 9 indicates that daily traffic volumes on the study area roadway segments will remain within acceptable limits with the buildout of the NCP Master Plan Alternative (LOS C or better). Buildout of the NCP Master Plan will not significantly impact existing operations.

The Synchro simulation software was again used to analyze the PM peak hour operations at the study intersections. The intersection LOS values were calculated assuming the addition of trips associated with the NCP Master Plan Alternative (net increase). The analysis was also conducted assuming that the NCP Master Plan infrastructure improvements are in place. This includes the park access road realignment at West Tefft Street (opposite Orchard Avenue) and Pomeroy Road (opposite Juniper Street), and the installation of a traffic signal at the Pomeroy Road / Juniper Street intersection. The results of the PM peak hour LOS analysis are presented in Table 10. The existing intersection LOS values are also presented for comparison purposes. Copies of the LOS worksheets are included with the Appendix Material.

| | Vehicle Delay - LOS Value | | |
|---|---------------------------|------------------------|--|
| Study Intersection | Existing | Plus Project | |
| W. Tefft Street / Pomeroy Road (a) | 14.6 - B | 15.3 - B | |
| W. Tefft Street / Orchard Ave. (a) | 20.8 - C | 16.2 - B | |
| Pomeroy Road / Juniper Street (a) | - | 5.6 - A | |
| Pomeroy Road / Camino Caballo (b) Stop Sign Approach (c) | 2.7 - A (22.8 - C) | 2.7 - A (24.4 - C) | |

Table 10 - Existing Plus NCP Master Plan AlternativePM Peak Hour LOS Analysis

(a) Signalized intersection

(b) Stop sign controlled intersection, average delay - LOS value

(c) Stop sign controlled intersection, worst case delay - LOS value

The data in Table 10 indicates that delays will remain within acceptable limits at the study intersections with the buildout of the NCP Master Plan Alternative. As discussed under existing conditions delays at the US 101/West Tefft Street interchange southbound ramps intersection are within the LOS E range during the PM peak hour. However, completion of the US 101/Willow Road interchange is anticipated to reduce delays at this intersection by about 40% during the PM peak hour. The new facilities associated NCP Master Plan Alternative will be constructed over 20 years. Ultimately, the project could add 10-15 PM peak hour trips to the US 101/West Tefft Street interchange. Therefore, it is concluded that buildout of the NCP Master Plan Alternative will not significant impact existing operations during the PM peak hour.

IV. BUILDOUT CONDITIONS

The following is a description of buildout conditions and an evaluation of the potential impacts associated with the NCP Master Plan.

Description and Traffic Volumes

Buildout traffic conditions are referenced from the South County Traffic Model Final Report. These future conditions represent buildout of the County's General Plan land uses (vacant and/or underdeveloped lands). The South County Traffic Model Final Report provides an overview of the methodology used to develop long range land use and traffic volume projections. This scenario represents long-term future conditions and traffic model forecast for the Year 2025. The buildout transportation network also includes the following roadway improvements:

- Willow Road Extension to Thompson Avenue (Under Construction)
- US 101/Willow Road Interchange Construction (Under Construction)
- North Frontage Road Connection to Willow Road Extension
- State Route 1 connections to Dawn Road, Mesa Road and Eucalyptus Road (resulting from completion of the Woodlands development)

It should be noted that the buildout analysis presented in the South County Traffic Model Final Report designates the segment of West Tefft Street between Pomeroy Road and Orchard Avenue as a four lane arterial with left turn lanes. Therefore, the buildout analysis assumes that future improvements in this portion of Nipomo will include providing 2 through travel lanes in each direction along this segment of West Tefft Street. It should also be noted that the County Public Works Department is also evaluating various operational improvements for the US 101/West Tefft Street interchange. However, these improvements are not designed or funded at this time, and therefore, are not assumed to be completed under the baseline buildout scenario. The following is a brief description of the three (3) alternatives under consideration:

<u>Alternative 1</u> - This alternative would include closing the existing US 101 southbound on ramp and constructing a new southbound "hook" on ramp on the frontage road opposite Hill Street. The northbound left turn movement on the frontage road would be prohibited at West Tefft Street. Southbound traffic exiting the US 101 with a destination to West Tefft Street (west of US 101) would utilize the Hill Road and Mary Avenue. This alternative would also eliminate the existing 2 stage left turn signal phase for westbound traffic on West Tefft Street at the existing the southbound on ramp.

<u>Alternative 2</u> - This alternative would include moving the existing US 101 southbound off ramp to the previous location opposite the southbound on ramp. This alternative would also eliminate the existing 2 stage left turn signal phase for westbound traffic on West Tefft Street at the existing US 101 southbound ramps intersection.

<u>Alternative 3</u> - This alternative would include restriping the eastbound approach on West Tefft Street at the US 101 northbound ramps intersection. The eastbound approach would be striped for dual left turn lanes and one through lane. This alternative would not include any traffic signal modifications at the US 101/West Tefft Street interchange. Discussions with County staff indicate that the "preferred" alternative at this point is Alternative 1. A preliminary analysis associated with the potential benefits of this alternative indicates that levels of service in the LOS C-D range could be achieved under buildout conditions.

Buildout daily and peak hour traffic volumes for the local street system serving the NCP were obtained from the South County Traffic Model Final Report. The relation between daily and peak hour traffic volumes in the traffic model were used to derive roadway segment and intersection turning movement volumes not included in the final report. Minor adjustments were applied to the PM peak hour traffic volumes at the West Tefft Street and Orchard Avenue intersection to reflect for the actual amount of traffic utilizing the library driveway. The buildout traffic volumes for the local street system are illustrated on Figure 5. It should be mentioned that the buildout traffic volumes on Figure 5 only reflect the current uses at the NCP and not buildout of all the proposed uses in the NCP Master Plan.

Levels of Service Analysis

Similar to the analysis conducted for the existing and project conditions, the roadway segment and intersection peak hour LOS values were calculated for the "baseline" buildout conditions. The results of the baseline buildout roadway segment analysis are presented in Table 11.

| Roadway Segment | # of Lanes | LOS E Capacity | - ADT - | Level of Service |
|--|------------|-------------------|---------|---------------------|
| W. Tefft Street, e/o Pomeroy Road | 4 (a) | 36,000 | 25,550 | C |
| W. Tefft Street, Pomeroy Rd Orchard Ave. | 4 (a) | 36,000 | 19,200 | A |
| W. Tefft Street, s/o Orchard Avenue | 2 (b) | 18,000 | 10,600 | Α |
| Pomeroy Road, n/o W. Tefft Street | 2 (c) | 13,500 | 7,150 | A |
| Pomeroy Road, Juniper St Camino Ca. | 2 (c) | 13,500 | 8,400 | В |
| Pomeroy Road, n/o Camino Caballo | 2 (d) | 12,000 | 6,700 | В |
| Camino Caballo, w/o Pomeroy Road | 2 (d) | 12,000 | 2,900 | А |
| Orchard Avenue, e/o W. Tefft Street | 2 (c) | 13,500 | 9,350 | В |
| Juniper Street, e/o Pomeroy Road | 2 (d) | 12,000 | 2,800 | А |
| Osage Street, s/o Camino Caballo | 2 (d) | 12,000 | 1,300 | А |
| Mesa Road, w/o Tefft Street | 2 (d) | 12,000 | 3,100 | A |

 Table 11 - Baseline Buildout Roadway Segment Analysis

(a) 4 lane divided arterial with left turn lanes

(b) 2 lane arterial with left turn lanes

(c) 2 lane arterial with no left turn lanes

(d) 2 lane collector



The roadway segment analysis indicates that baseline buildout daily traffic volumes on the study street segments will be within acceptable limits (LOS C or better). Future buildout daily traffic volumes on other local residential collector streets will be within acceptable limits (Tejas Place, Bernita Place and Primrose Lane). Information in the South County Traffic Model Final Report indicates that buildout daily traffic volumes along West Tefft Street near the US 101 interchange are projected to be within the LOS E range. The physical constraints along West Tefft Street through the interchange are related to the close spacing of intersections and limited capacity of the US 101 overpass bridge structure.

The Synchro traffic signal simulation software was used to analyze the baseline buildout PM peak hour traffic operations at the study intersections. The analysis of baseline buildout PM peak hour traffic operations is presented in Table 12. Also presented in Table 12 are the LOS values for selected study intersections as documented in the South County Traffic Model Final Report. Copies of the LOS worksheets are included with the Appendix Material.

| | Vehicle Delay - LOS Value | | |
|---|---------------------------|----------------------------|--|
| Study Intersection | РТЕ | So. County Final Report | |
| W. Tefft Street / Pomeroy Road (a) | 27.2 - C | 28.1 - C | |
| W. Tefft Street / Orchard Ave. (a) | 34.4 - C | 35.0 - D | |
| <u>W. Tefft Street / Park Access Road</u> (b) | 2.0 - A | - | |
| EB Stop Sign Approach - | (36.0 - E) | (-) | |
| Pomeroy Road / Park Access Road (b) | 0.8 - A | - | |
| EB Stop Sign Approach - | (17.4 - C) | (-) | |
| Pomeroy Road / Juniper Street (b) | 3.9 - A | - | |
| WB Stop Sign Approach - | (23.8 - C) | (23.2 - C) | |
| Pomeroy Road / Camino Caballo (b) | 3.4 - A | - | |
| Stop Sign Approach (c) | (43.4 - E) | (-) | |

Table 12 - Baseline Buildout PM Peak Hour LOS Analysis

(a) Signalized intersection

(b) Stop sign controlled intersection, average delay - LOS value

(c) Stop sign controlled intersection, worst case delay - LOS value

The data in Table 12 indicates that average vehicle delays at the study intersections will be within acceptable limits during a typical weekday afternoon peak hour period (LOS C or better). However, delays on the stop sign controlled approaches at two of the study intersections will be within the LOS E range.

The minimum "peak hour volume" traffic signal warrant contained in the 2006 California Manual on Uniform Traffic Control Devices (MUTCD) was reviewed to determine if buildout demands will satisfy the minimum criteria (Warrant #3) at either intersection. Side street traffic demands during the PM peak hour at the West Tefft Street and Park Access Road intersection will not satisfy the minimum criteria for considering the installation of traffic signal control. In

addition, due to the limited spacing (175') between the park access road and Orchard Avenue a traffic signal would not be recommended for this intersection. If significant delays are experienced by vehicles exiting the NCP a typical solution would be to restrict the egress left turn movement to northbound West Tefft Street. Buildout PM peak hour traffic demands at the Pomeroy Road and Camino Caballo intersection will satisfy the minimum "peak hour volume" warrant criteria (70% factor). A review of the LOS worksheet indicates that the "LOS E" delays are reported for the westbound approach. The potential capacity improvements at this intersection include the addition an eastbound right turn lane, a westbound left turn lane and a southbound left turn lane. The combined improvements at this intersection would not reduce delays on the westbound approach to an acceptable level (LOS C or better). Additional traffic signal warrants contained in the California MUTCD should be satisfied before considering the installation of traffic signal control at the Pomeroy Road and Camino Caballo intersection. Therefore, at this time the installation of traffic signal control is not recommended. A copy of the California MUTCD traffic signal warrant graph is included with the Appendix Material.

NCP Master Plan Level of Service Analysis

An analysis of buildout conditions with the additional NCP Master Plan uses provides an evaluation of the potential impacts on future traffic operations. Similar to the analysis conducted for baseline buildout conditions, the roadway segment and intersection peak hour LOS values were calculated assuming the additional trips associated with the NCP Master Plan (net increase). The results of the roadway segment analysis are presented in Table 13. The baseline buildout roadway segment ADT / LOS values are also presented for comparison purposes.

| Roadway Segment | # of Lanes | LOS E Capacity | ADT / LOS | |
|--|---------------|-------------------|------------|------------|
| | | | Baseline | Plus |
| | | | Buildout | Project |
| W. Tefft Street, e/o Pomeroy Road | 4 (a) | 36,000 | 25,550 / C | 25,976 / C |
| W. Tefft Street, Pomeroy Rd Orchard Ave. | 4 (a) | 36,000 | 19,200 / B | 19,510 / B |
| W. Tefft Street, s/o Orchard Avenue | 2 (c) | 18,000 | 10,600 / A | 10,944 / A |
| Pomeroy Road, n/o W. Tefft Street | 2 (d) | 13,500 | 7,150 / B | 7,372 / B |
| Pomeroy Road, Juniper St Camino Ca. | 2 (d) | 13,500 | 8,400 / B | 8,602 / B |
| Pomeroy Road, n/o Camino Caballo | 2 (e) | 12,000 | 6,700 / B | 6,764 / B |
| Camino Caballo, w/o Pomeroy Road | 2 (e) | 12,000 | 2,900 / A | 2,938 / A |
| Orchard Avenue, e/o W. Tefft Street | 2 (d) | 13,500 | 9,350 / B | 9,564 / C |
| Juniper Street, e/o Pomeroy Road | 2 (e) | 12,000 | 2,800 / A | 2,834 / A |
| Osage Street, s/o Camino Caballo | 2 (e) | 12,000 | 1,300 / A | 1,222 / A |
| Mesa Road, w/o Tefft Street | 2 (e) | 12,000 | 3,100 / A | 3,122 / A |

Table 13 - Buildout Plus NCP Master Plan Roadway Segment Analysis

(a) 4 lane divided arterial with left turn lanes

- (b) 3 lane undivided arterial with left turn lanes, 2 NB lanes and 1 SB lane
- (c) 2 lane arterial with left turn lanes
- (d) 2 lane arterial with no left turn lanes
- (e) 2 lane collector

The data in Table 13 indicates that daily traffic volumes on the study area roadway segments will remain within acceptable limits with the buildout of the NCP Master Plan (LOS C or better). Daily traffic volumes on other local residential collector streets will also remain within acceptable limits. As discussed under the baseline buildout conditions, daily traffic along West Tefft Street near the US 101 interchange is projected to be within the LOS E range.

Completion of the US 101/Willow Road interchange is anticipated to reduce daily traffic on West Tefft Street (west of US 101) by about 20-25%. The analysis in the Willow Road Extension EIR indicates that the benefits associated with the project are estimated to improve the buildout LOS E to an acceptable LOS C (27,200 ADT) on West Tefft Street (near US 101 interchange). The new facilities associated NCP Master Plan will be constructed over 20 years. Ultimately, the project will add daily traffic to the US 101/West Tefft Street interchange. However, it is concluded that buildout of the NCP Master Plan Alternative will not significant impact future daily traffic operations along West Tefft Street east of Pomeroy Road.

The Synchro traffic signal simulation software was again used to analyze the PM peak hour operations at the study intersections. The intersection peak hour LOS values were calculated assuming the addition of trips associated with the NCP Master Plan buildout. The analysis was also conducted assuming that the NCP Master Plan infrastructure improvements are in place. This includes the park access road realignment at West Tefft Street (opposite Orchard Avenue) and Pomeroy Road (opposite Juniper Street), and the installation of a traffic signal at the Pomeroy Road/Juniper Street intersection. In addition, it was assumed that the exclusive right turn lanes on West Tefft Street at Orchard Avenue will be converted to a shared through-right turn lanes. The 2 southbound lanes on West Tefft Street would then merge to 1 lane southbound lane south of Orchard Avenue. The results of the PM peak hour LOS analysis are presented in Table 14. The baseline buildout intersection LOS values are also presented. Copies of the LOS worksheets are included with the Appendix Material.

| | Vehicle Delay - LOS Value | | |
|---|---------------------------|----------------------|--|
| Study Intersection | Baseline Buildout | Plus Project | |
| W. Tefft Street / Pomeroy Road (a) | 27.2 - C | 34.0 - C | |
| W. Tefft Street / Orchard Ave. (a) | 34.4 - C | 20.6 - C | |
| Pomeroy Road / Juniper Street (a) | - | 6.1 - A | |
| Pomeroy Road / Camino Caballo (b) Stop Sign Approach (c) | 3.4 - A (43.4 - E) | 4.0 - A (>50 - F) | |

Table 14 - Buildout Plus NCP Master Plan PM Peak Hour LOS Analysis

(a) Signalized intersection

(b) Stop sign controlled intersection, average delay - LOS value

(c) Stop sign controlled intersection, worst case delay - LOS value

The data in Table 14 indicates that average vehicle delays will be within acceptable limits at the study intersections with the buildout of the NCP Master Plan. As discussed under baseline
buildout conditions vehicle delays on the westbound approach at the Pomeroy Road and Camino Caballo intersection will be within unacceptable limits (LOS E-F). Buildout traffic demands will satisfy the minimum "peak hour volume" signal warrant criteria (California MUTCD 70% factor). However, the construction of capacity improvements at this intersection would not reduce delays on the westbound approach to an acceptable level (LOS C or better). Additional traffic signal warrants should be satisfied before considering the installation of traffic signal control, and therefore, the installation of signal control at this intersection is not recommended. As documented under existing conditions delays at the US 101/West Tefft Street interchange southbound ramps are within unacceptable levels (LOS E).

Completion of the US 101/Willow Road interchange is anticipated to reduce traffic demands and vehicle delays at the US101/West Tefft Street interchange by about 40% during the PM peak hour. PM peak hour traffic demands will also be reduced on Pomeroy Road and at the Pomeroy Road/Camino Caballo intersection. However, the analysis in the Willow Road Extension EIR indicates that the benefits associated with the project will not eliminate the adverse LOS at the US 101/West Tefft Street interchange during the PM peak hour period. The new facilities associated NCP Master Plan will be constructed over 20 years. Ultimately, the project could add 10-15 PM peak hour trips to the US 101/West Tefft Street interchange. Therefore, buildout of the NCP Master Plan will potentially have a significant impact on traffic operations during the PM peak hour at the US 101 / West Tefft Street interchange.

Again it should be mentioned that the County has identified improvements at the US 101/ West Tefft Street interchange (Alternative 1) that could result in acceptable LOS during the PM peak hour. However, these improvements are not designed or funded at this time, and therefore, are not assumed to be completed under the buildout scenario.

NCP Master Plan Alternative Level of Service Analysis

The roadway segment and intersection peak hour LOS values were calculated assuming the addition of trips associated with the NCP Master Plan Alternative (net increase). The results of the roadway segment analysis are presented in Table 15. The baseline buildout roadway segment ADT / LOS values are also presented for comparison purposes.

The data in Table 15 indicates that daily traffic volumes on the study area roadway segments will remain within acceptable limits with the buildout of the NCP Master Plan (LOS C or better). Daily volumes on other local collector streets will also remain within acceptable limits (Tejas Place, Bernita Place and Primrose Lane). As discussed under the baseline buildout conditions, daily traffic along West Tefft Street near the US 101 interchange is projected to be within the LOS E range.

| | # of | LOSE | ADT | / LOS | |
|--|-------|----------|------------|------------|--|
| Roadway Segment | Lanes | Capacity | Baseline | Plus | |
| | | Suparity | Buildout | Project | |
| W. Tefft Street, e/o Pomeroy Road | 4 (a) | 36,000 | 25,550 / C | 25,782 / C | |
| W. Tefft Street, Pomeroy Rd Orchard Ave. | 4 (a) | 36,000 | 19,200 / B | 19,404 / B | |
| W. Tefft Street, s/o Orchard Avenue | 2 (b) | 18,000 | 10,600 / A | 10,776 / A | |
| Pomeroy Road, n/o W. Tefft Street | 2 (c) | 13,500 | 7,150 / A | 7,258 / A | |
| Pomeroy Road, Juniper St Camino Ca. | 2 (c) | 13,500 | 8,400 / B | 8,498 / B | |
| Pomeroy Road, n/o Camino Caballo | 2 (d) | 12,000 | 6,700 / B | 6,782 / B | |
| Camino Caballo, w/o Pomeroy Road | 2 (d) | 12,000 | 2,900 / A | 2,916 / A | |
| Orchard Avenue, e/o W. Tefft Street | 2 (c) | 13,500 | 9,350 / B | 9,454 / B | |
| Juniper Street, e/o Pomeroy Road | 2 (d) | 12,000 | 2,800 / A | 2,820 / A | |
| Osage Street, s/o Camino Caballo | 2 (d) | 12,000 | 1,300 / A | 1,314 / A | |
| Mesa Road, w/o Tefft Street | 2 (d) | 12,000 | 3,100 / A | 3,114 / A | |

Table 15 - Buildout Plus NCP Master Plan Alternative Roadway Segment Analysis

(a) 4 lane divided arterial with left turn lanes

(b) 2 lane arterial with left turn lanes

(c) 2 lane arterial with no left turn lanes

(d) 2 lane collector

Completion of the US 101/Willow Road interchange is anticipated to reduce daily traffic on West Tefft Street (west of US 101) by about 20-25%. The analysis in the Willow Road Extension EIR indicates that the benefits associated with the project are estimated to improve the buildout LOS E to an acceptable LOS C (27,200 ADT) on West Tefft Street (near US 101 interchange). The new facilities associated NCP Master Plan Alternative will be constructed over 20 years. Ultimately, the project will add daily traffic to the US 101/West Tefft Street interchange. However, it is concluded that buildout of the NCP Master Plan Alternative will not significant impact future daily traffic operations along West Tefft Street east of Pomeroy Road.

The Synchro traffic signal simulation software was again used to analyze the PM peak hour operations. The intersection peak hour LOS values were calculated assuming the addition of trips associated with the NCP Master Plan Alternative (net increase). The analysis was also conducted assuming that the NCP Master Plan infrastructure improvements are in place. This includes the park access road realignment at West Tefft Street (opposite Orchard Avenue) and Pomeroy Road (opposite Juniper Street), and the installation of a traffic signal at the Pomeroy Road / Juniper Street intersection. In addition, it was assumed that the exclusive right turn lanes on West Tefft Street at Orchard Avenue will be converted to a shared through-right turn lanes. The 2 southbound lanes on West Tefft Street would then merge to 1 lane southbound lane south of Orchard Avenue. The results of the PM peak hour LOS analysis are presented in Table 16. The baseline buildout intersection LOS values are also presented for comparison purposes. Copies of the LOS worksheets are included with the Appendix Material.

| | Vehicle Delay | - LOS Value |
|---|-----------------------|----------------------|
| Study Intersection | Base Line Buildout | Plus Project |
| W. Tefft Street / Pomeroy Road (a) | 27.2 - C | 32.5 - C |
| W. Tefft Street / Orchard Ave. (a) | 34.4 - C | 17.4 - B |
| Pomeroy Road / Juniper Street (a) | - | 6.0 - A |
| Pomeroy Road / Camino Caballo (b) Stop Sign Approach (c) | 3.4 - А (43.4 - Е) | 3.9 - A (>50 - F) |

Table 16 - Buildout Plus NCP Master Plan AlternativePM Peak Hour LOS Analysis

(a) Signalized intersection

(b) Stop sign controlled intersection, average delay - LOS value

(c) Stop sign controlled intersection, worst case delay - LOS value

The data in Table 16 indicates that average vehicle delays will be within acceptable limits at the study intersections with the buildout of the NCP Master Plan Alternative. Vehicle delays on the westbound approach at the Pomeroy Road and Camino Caballo intersection will be within unacceptable limits (LOS E-F). Buildout traffic demands will satisfy the minimum "peak hour volume" signal warrant criteria (California MUTCD 70% factor). However, the construction of capacity improvements at this intersection would not reduce delays to an acceptable level (LOS D or better). Additional signal warrants should be satisfied before considering the installation of traffic signal control, and therefore, the installation of signal control is not recommended at this intersection. As documented under existing conditions vehicle delays at the US 101 / West Tefft Street interchange southbound ramps are within unacceptable levels (LOS E).

Completion of the US 101/Willow Road interchange is anticipated to reduce traffic demands and vehicle delays at the US101/West Tefft Street interchange by about 40% during the PM peak hour. PM peak hour traffic demands will also be reduced on Pomeroy Road and at the Pomeroy Road/Camino Caballo intersection. However, the analysis in the Willow Road Extension EIR indicates that the benefits associated with the project will not eliminate the adverse LOS at the US 101/West Tefft Street interchange during the PM peak hour period. The new facilities associated NCP Master Plan will be constructed over 20 years. Ultimately, the project could add 10-15 PM peak hour trips to the US 101/West Tefft Street interchange. Therefore, buildout of the NCP Master Plan Alternative will potentially have a significant impact on traffic operations during the PM peak hour at the US 101 / West Tefft Street interchange.

Again it should be mentioned that the County has identified improvements at the US 101/ West Tefft Street interchange (Alternative 1) that could result in acceptable LOS during the PM peak hour. However, these improvements are not designed or funded at this time, and therefore, are not assumed to be completed under the buildout scenario.

V. MITIGATION MEASURES

The following mitigation measures are presented for potentially significant impacts identified under development of the NCP Master Plan and NCP Master Plan Alternative.

Existing Plus Project (NCP Master Plan or Alternative)

The analysis of existing plus project traffic conditions did not identify any potentially significant impacts associated with the project. As previously discussed, the new Willow Road interchange is currently under construction and will connect to the Willow Road extension (planned for completion in late 2012/early 2013). The US 101/Willow Road interchange will reduce local traffic demands along West Tefft Street and Pomeroy Road, and at the US 101/West Tefft Street interchange. Therefore, no significant project impacts were identified and no mitigations are required under the "existing plus project" scenario.

Buildout Plus Project (NCP Master Plan or Alternative)

The analysis of buildout plus project conditions did not identified any potentially significant impacts to daily roadway traffic operations along West Tefft Street. However, the analysis of PM peak hour operations did identify a potentially significant project impact at the US 101/West Tefft Street interchange.

Buildout of the additional recreational facilities included in the NCP Master Plan or Alternative will occur over the next 20 years. As previously discussed, the analysis of potential impacts represents a "worst case" scenario (ie; all facilities being used at peak levels simultaneously). The implementation of "transportation demand management" (TDM) measures would reduce the potentially significant impacts at the US 101/West Tefft Street interchange to a level of "less than significant" during the PM peak hour. TDM measures should include, but not be limited to, reducing the number tennis court and/or sporting fields that could be utilized during peak traffic demand periods, delay the library expansion or construction of amphitheater, etc. In addition, games at the baseball/softball and sporting fields should be scheduled to avoid generating a significant amount of "regional" traffic during the weekday afternoon commuter peak period (ie: 4:00-6:00 PM).

In addition, to reduce the potential impacts to a level of "less than significant" the buildout of the recreational facilities included in the NCP Master Plan or Alternative should be limited until the County has completed a design, secured funding and established a formal schedule for the future operational improvements at the West Tefft Street/US 101 southbound ramps intersection. Future improvements at this intersection identified by the County could provide acceptable levels of service. Once this project becomes part of the long range infrastructure improvement plans in the South County Traffic Model they can be assumed to mitigate the potentially significant project impact at this intersection. It should also be mentioned that the "roadway improvement" fees defined in the South County Traffic Model Final Report provide a funding mechanism for long range infrastructure improvements in this portion of the County, and therefore, payment of the County "roadway improvement" fees serves at the project mitigation.

END

APPENDIX MATERIAL

Contents:

- New 24-Hour Traffic Counts (May 2009); West Tefft Street, Pomeroy Road and Osage Street
- New PM Peak Period Turning Movement Traffic Count Data:
- 6 Study intersections (May 2009)
- Level of Service (LOS) Descriptions
- Level of Service 24-Hour ADT Threshold Criteria
- Level of Service (LOS) Value Vehicle Delay Relationship Data
- Level of Service (LOS) Worksheets
- California MUTCD Traffic Signal Warrant #3 (Minimum Peak Hour Volume)

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Nipomo Community Park EIR; San Luis Obispo County, California Summary of Traffic Count and Speed Data (5/13/09 - 5/19/09)

| West Tefft | Street, Be | etween C | Drchard an | d Bernita I | Place (M | ay 2009) | | |
|-------------|----------------|-------------|---------------|----------------|-------------|--------------|-------------|-------------|
| Date | | <u>Sun.</u> | <u>Mon.</u> | <u>Tue.</u> | <u>Wed.</u> | <u>Thur.</u> | <u>Fri.</u> | <u>Sat.</u> |
| | | 5/17/09 | 5/18/09 | 5/19/09 | 5/13/09 | 5/14/09 | 5/15/09 | 5/16/09 |
| ADT | | 10,495 | 12,458 | 13,512 | 12,861 | 12,806 | 13,867 | 12,934 |
| 24 Hr. Vol. | NB | 5,154 | 6,156 | 6,697 | 6,405 | 6,315 | 6,862 | 6,443 |
| | SB | 5,341 | 6,302 | 6,815 | 6,456 | 6,491 | 7,005 | 6,491 |
| Mav 2009 - | | | | | | | | |
| 3-Day | Avg. Weekda | ay (Tuesday | , Wednesday | & Thursday): | 13,060 | ADT | | |
| | 5 | -Day Avg. V | Veekday (Mon | day - Friday): | 13,101 | ADT | | |
| | | 7-Day Avg | erage (Sunday | / - Saturday): | 12,705 | ADT | | |
| 5/15 | 5/09 (Friday): | <u>106%</u> | Weekday Av | verage (3 Day) | | | | |
| 5/16/0 | 9 (Saturday): | <u>99%</u> | Weekday Av | verage (3 Day) | | | | |
| 5/17/ | 09 (Sunday): | <u>80%</u> | Weekday Av | verage (3 Day) | | | | |
| | | | | | | | | |
| Pomeroy F | Road, Betv | ween We | st Tefft St | reet and P | rimrose | Lane | | |
| Date | | Sun. | Mon. | Tue. | Wed. | <u>Thur.</u> | <u>Fri.</u> | <u>Sat.</u> |
| | | 5/17/09 | 5/18/09 | 5/19/09 | 5/13/09 | 5/14/09 | 5/15/09 | 5/16/09 |

| ADT | | 6,583 | 8,673 | 8,800 | 8,877 | 8,930 | 9,078 | 7,398 |
|-------------|----|-------|-------|-------|-------|-------|-------|-------|
| 24 Hr. Vol. | EB | 3,357 | 4,322 | 4,368 | 4,441 | 4,491 | 4,487 | 3,652 |
| | WB | 3,226 | 4,351 | 4,432 | 4,436 | 4,439 | 4,591 | 3,746 |

<u>May 2009 -</u>

3-Day Avg. Weekday (Tuesday, Wednesday & Thursday): 8,869 ADT

- 5-Day Avg. Weekday (Monday Friday): 8,872 ADT
 - 7-Day Avgerage (Sunday Saturday): 8,334 ADT

| 5/15/09 (Friday): | <u>102%</u> | Weekday Average (3 Day) |
|---------------------|-------------|-------------------------|
| 5/16/09 (Saturday): | 83% | Weekday Average (3 Day) |
| 5/17/09 (Sunday): | <u>74%</u> | Weekday Average (3 Day) |

| Volumes | for: \ | Wedn | esda | y, Ma | y 13, 2(|)09 | City: | Nipor | no | NB | | Da SB | aily T | otals EB | | WB | Total |
|------------|-----------|----------|----------|-------|----------|---------|--|-----------|----------|-------|-----------|----------|--------|-------------|----|----|--------|
| Location: | Wes | st Tefi | ft St | btwi | 1 Orcha | rd Rd & | Project | 09-7194 | 1-001 | 6,405 | | 6,456 | | 0 | | 0 | 12,861 |
| AM Period | NB | ilita i- | SB | | EB | WB | and a second | PM Period | NB | | SB | | FB | | WB | | |
| 00:00 | 1 | | 12 | | | | | 12:00 | 102 | | 119 | | | | | | |
| 00:15 | 1 | | 3 | | | | | 12:15 | 102 | | 125 | | | | | | |
| 00:30 | 1 | | 1 | | | | | 12:30 | 168 | | 96 | | | | | | |
| 00:45 | 4 | 7 | 7 | 23 | | | 30 | 12:45 | 96 | 468 | 111 | 451 | | | | | 919 |
| 01:00 | 2 | | 9 | | | | | 13:00 | 102 | | 130 | | | | | | |
| 01:15 | 4 | | 2 | | | | | 13:15 | 99 | | 79 | | | | | | |
| 01:30 | 1 | 7 | 5 | 16 | | | 22 | 13:30 | 76 | 266 | 95 100 | 457 | | | | | 902 |
| 01:45 | <u> </u> | | | 10 | | | 25 | 13:43 | 80 | 300 | 133 | 437 | | | | | 003 |
| 02:00 | 2 | | 5 | | | | | 14:00 | 09 84 | | 90 | | | | | | |
| 02:30 | 2 | | 3 | | | | | 14:30 | 122 | | 85 | | | | | | |
| 02:45 | 3 | 7 | 2 | 10 | | | 17 | 14:45 | 89 | 384 | 123 | 419 | | | | | 803 |
| 03:00 | 4 | | 5 | | | | | 15:00 | 91 | | 138 | | | | | | |
| 03:15 | 1 | | 3 | | | | | 15:15 | 123 | | 152 | | | | | | |
| 03:30 | 4 | | 0 | | | | | 15:30 | 141 | | 127 | | | | | | |
| 03:45 | 7 | 16 | 10 | 18 | | | 34 | 15:45 | 118 | 473 | 145 | 562 | | | | | 1035 |
| 04:00 | 3 | | 3 | | | | | 16:00 | 111 | | 114 | | | | | | |
| 04:15 | 6 | | 0 | | | | | 16:15 | 108 | | 117 | | | | | | |
| 04:30 | 13 | | 2 | | | | (5) | 16:30 | 130 | | 156 | | | | | | |
| 04:45 | 9 | 31 | / | 12 | | | 43 | 16:45 | 92 | 441 | 1// | 564 | | | | | 1005 |
| 05:00 | 22 | | 4 | | | | | 17:00 | 146 | | 146 | | | | | | |
| 05:15 | 19 19 | | 11 | | | | | 17:15 | 112 | | 158 | | | | | | |
| 05:30 | 33 47 | 123 | 38 | 60 | | | 183 | 17:30 | 91 | 481 | 108 | 571 | | | | | 1052 |
| 05:00 | 56 | 123 | 28 | | | | 105 | 10:00 | 1/11 | 101 | 125 | 571 | | | | | 1052 |
| 06:00 | 30 80 | | 20 34 | | | | | 10:00 | 171 | | 100 | | | | | | |
| 06:30 | 93 | | 61 | | | | | 18:30 | 104 | | 136 | | | | | | |
| 06:45 | 84 | 313 | 80 | 203 | | | 516 | 18:45 | 92 | 465 | 92 | 472 | | | | | 937 |
| 07:00 | 97 | | 50 | | | | | 19:00 | 55 | | 98 | | | | | | |
| 07:15 | 143 | | 77 | | | | | 19:15 | 67 | | 85 | | | | | | |
| 07:30 | 130 | | 83 | | | | | 19:30 | 55 | | 80 | | | | | | |
| 07:45 | 83 | 453 | 128 | 338 | | | 791 | 19:45 | 59 | 236 | 72 | 335 | | | | | 571 |
| 08:00 | 109 | | 78 | | | | | 20:00 | 60 | | 80 | | | | | | |
| 08:15 | 111 | | 61 | | | | | 20:15 | 44 | | 84 | | | | | | |
| 08:30 | 160 | | 85 | | - | | ~~ . | 20:30 | 63 | | 76 | o/- | | | | | |
| 08:45 | 176 | 556 | 94 | 318 | | | 874 | 20:45 | 40 | 207 | 17 | 317 | , | | | | 524 |
| 09:00 | 89 | | 73 | | | | | 21:00 | 47 | | 68 62 | | | | | | |
| 09:15 | 85 | | 63 60 | | | | | 21:15 | 37 | | 83 | | | | | | |
| 09:30 | 89 116 | 370 | 60 67 | 266 | | | 645 | 21:30 | 30 | 136 | 49 40 | 240 | | | | | 276 |
| 10.00 | 110 | 5/5 | 74 | 200 | | | | 22.00 | 17 | 150 | 21 | 6. IU | | | | | 570 |
| 10:00 | 88 89 | | 64 | | | | | 22:00 | 17 18 | | 24 21 | | | | | | |
| 10:15 | 99 | | 70 | | | | | 22:30 | 15 | | 21 | | | | | | |
| 10:45 | 115 | 363 | 77 | 285 | | | 648 | 22:45 | 15 | 65 | 19 | 105 | | | | | 170 |
| 11:00 | 85 | | 77 | | | | i | 23:00 | 12 | | 20 | | | | | | |
| 11:15 | 111 | | 80 | | | | | 23:15 | 7 | | 16 | | | | | | |
| 11:30 | 116 | | 102 | | | | | 23:30 | 6 | | 10 | | | | | | |
| 11:45 | 86 | 398 | 118 | 377 | | | 775 | 23:45 | 5 | 30 | 11 | 57 | | | | | 87 |
| Total Vol. | | 2653 | | 1926 | | | 4579 | | | 3752 | | 4530 | | | | | 8282 |

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|------------|---------------|-------|---|----------------|-------|-------|----|----|--------|
| | | | n Anna Albara an Albara (El sine el en el Nom Statut Albara (Albara) | | NB | SB | EB | WB | Total |
| | | | | Daily Totals : | 6,405 | 6,456 | 0 | | 12,861 |
| | 6 (A) (A) (A) | | AM | | | | PM | | |
| Split % | 57,9% | 42,1% | 35:6% | | 45,3% | 54.7% | | | 64.4% |
| AM | | | | PM | | | | | |
| Peak Hr. | -08:00 | 11:30 | 11:45 | Peak Hr. | 15:15 | 16:45 | | | 16:45 |
| Volume | 556 | 464 | 916 | Volume | 493 | 640 | · | | 1122 |
| P.H.F. | 0.790 | 0.928 | 0.867 | PiHiF. | 0.874 | 0.904 | X | | 0.961 |
| 7 - 9 Vol. | 1009 | 656 | 1665 | 4 = 6 Vol. | 922 | 1135 | | | 2057 |
| Peak Hr. | 08:00 | 07:15 | 08:00 | Peak Hr. | 16:45 | 16:45 | | | 16:45 |
| Volume | 556 | 366 | 874 | Volume | 482 | 640 | | | 1122 |
| P.H.F. | 0.790 | 0.715 | 0,809 | P,H.F. | 0,825 | 0.904 | | | 0.961 |

| Volumes for: Thursday, May 14, 2009 City: Nigomo Daily Total Total Concine: Permitting P West Teff, S1 byte Orchard Rd 8. Project 09.7194-001 6,315 6,401 0 0 12.805 Over 10 10 S8 E8 WB Pholecut, NB S8 E8 WB 000 2 10 12255 101 138 | 2 21-11-11-11-1-1-1-1-1-1-1-1-1-1-1-1-1- | | | | | | | Prepare | d by NDS/ | ATD | . An an an an an art an arts | | | | | | | |
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| 05:15 24 6 17:15 97 143 05:30 39 16 17:30 129 156 05:45 48 129 33 60 189 17:45 108 464 118 554 1018 06:00 63 31 18:00 135 126 106 106 106 106 106 108 1018 <td>05:00</td> <td>18</td> <td></td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td>17:00</td> <td>130</td> <td></td> <td>137</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | 05:00 | 18 | | 5 | | | | | 17:00 | 130 | | 137 | | | | | | |
| | 05:15 | 24 | | 6 | | | | | 17:15 | 97 | | 143 | | | | | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 05:30 | 39 | | 16 | | | | | 17:30 | 129 | | 156 | | | | | | |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 05:45 | 48 | 129 | 33 | 60 | | | 189 | 17:45 | 108 | 464 | 118 | 554 | | | | | 1018 |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 06:00 | 63 | | 31 | | | | | 18:00 | 135 | | 126 | | | | | | |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 06:15 | 75 | | 32 | | | | | 18:15 | 118 | | 120 | | | | | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 06:30 | 98 | | 60 | | | | | 18:30 | 86 | | 106 | | | | | | |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 06:45 | 90 | 326 | 83 | 206 | | | 532 | 18:45 | 70 | 409 | 92 | 444 | | | | | 853 |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 07:00 | 102 | | 46 | | | | | 19:00 | 51 | | 88 | | | | | | |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 07:15 | 168 | | 71 | | | | | 19:15 | 68 | | 88 | | | | | | |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 07:30 | 133 | | 90 | | | | | 19:30 | 69 | | 87 | | | | | | |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 07:45 | 92 | 495 | 126 | 333 | | | 828 | 19:45 | 44 | 232 | 82 | 345 | | | | | 577 |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 08:00 | 107 | | 74 | | | | | 20:00 | 59 | | 98 | | | | | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 08:15 | 112 | | 68 | | | | | 20:15 | 39 | | 115 | | | | | | |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 08:30 | 141 | | 88 | | | | | 20:30 | 35 | | 88 | | | | | | |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 08:45 | 163 | 523 | 97 | 327 | | | 850 | 20:45 | 39 | 172 | 70 | 371 | | | | | 543 |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 09:00 | 105 | | 75 | | | | | 21:00 | 38 | | 59 | | | | | | |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 09:15 | 91 | | 58 | | | | | 21:15 | 31 | | 66 | | | | | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 09:30 | 84 | . | 62 | | | | | 21:30 | 25 | | 76 | | | | | | |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 09:45 | 101 | 381 | 58 | 253 | | | 634 | 21:45 | 25 | 119 | 41 | 242 | | | | | 361 |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 10:00 | 71 | | 78 | | | | | 22:00 | 20 | | 39 | | | | | | |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 10:15 | 84 | | 63 | | | | | 22:15 | 16 | | 35 | | | | | | |
| 10:45 110 353 78 292 645 22:45 14 61 26 123 184 11:00 89 85 23:00 18 27 11:15 97 73 23:15 9 24 11:30 105 88 23:30 5 15 11:45 101 392 111 357 749 23:45 9 41 15 81 122 | 10:30 | 88 | a | 73 | | | | <u> </u> | 22:30 | 11 | <i>.</i> | 23 | 400 | | | | | |
| 11:00 89 85 23:00 18 27 11:15 97 73 23:15 9 24 11:30 105 88 23:30 5 15 11:45 101 392 111 357 749 23:45 9 41 15 81 122 | 10:45 | 110 | 353 | | 292 | | | 645 | 22:45 | 14 | 61 | 26 | 123 | | | | | 184 |
| 11:15 97 73 23:15 9 24 11:30 105 88 23:30 5 15 11:45 101 392 111 357 749 23:45 9 41 15 81 122 | 11:00 | 89 | | 85 | | | | | 23:00 | 18 | | 27 | | | | | | |
| 11:30 105 88 23:30 5 15 11:45 101 392 111 357 749 23:45 9 41 15 81 122 | 11:15 | 97 | | 73 | | | | | 23:15 | 9 | | 24 | | | | | | |
| 11:43 101 374 111 337 749 23:45 9 41 15 81 122 | 11:30 | 105 | 202 | 88 | 257 | | | 740 | 23:30 | 5 | 44 | 15 | 01 | | | | | 122 |
| | 11:45 | 101 | 392 | 111 | 35/ | | | /49 | 23:45 | Я | 41 | 12 | 01 | | | | | 122 |

| Total Vol. | 2666 | 1900 | 4566 | | 3649 | 4591 | | | 8240 |
|------------|-------|--------|--|----------------|--------|-------|-----------|----|--------|
| | | | Stin Dolla di Contra Noviera di Angle de Santa di Contra di Santa di Sa | | NB | SB | EB | WB | Total |
| | | | | Daily Totals : | 6,315 | 6,491 | 0 | 1 | 12,806 |
| | | A | M | | | | PM | | |
| Split % | 58.4% | 41.6% | 35.7% | | 44;3% | 55.7% | | | 64.3% |
| AM | | | | РМ | | | , | | |
| Peak Hr. | 08:00 | 11:45 | 11:45 | Peak Hr. | 15:15 | 16:45 | | | -16:45 |
| Volume | 523 | 463 | 913 | Volume | 502 | 595 | | | 1060 |
| P.H.F. | 0.802 | 0.839 | 0.861 | P.H.F. | .0;916 | 0.936 | | | 0.930 |
| 7 - 9 Vol. | 1018 | 660 | 1678 | 4 - 6 Vol. | 923 | 1113 | | | 2036 |
| Peak Hr, | 08:00 | -07:15 | 07:15 | Peak Hr. | -16:45 | 16:45 | CRANE CON | | 16:45 |
| Volume | 523 | 361 | 861 | Volume | 465 | 595 | | | 1060 |
| P.H.F. | 0,802 | 0.716 | 0.901 | P.H.F. | 0.894 | 0.936 | | | 0,930 |

| | Prepared by NDS/ATD | | | | | | | | | | | | | | | |
|----------------|---------------------|------------------|-----------|---------|-------|---------|--------------|----------------|------------|----------|------------|----------|-------------|----------|----|-------------------|
| Volumes | for: | Friday | y, Ma | y 15, : | 2009 | | City: | Nipo | no | NB | | Da SB | ily Tot | als B | WE | Total |
| Location: | Wes | st Tef nita P | ft St | btwn | Orcha | rd Rd & | Project: | 09-7194 | 1-001 | 6,862 | | 7,005 | | 0 | 0 | 13,867 |
| AM Period | NB | | SB | ,, | EB | WB | | PM Period | NB | | SB | | EB | 1 | WВ | -41 metanjatineta |
| 00:00 | 5 | | 17 | | | | | 12:00 | 126 | | 100 | | | | | |
| 00:15 | 1 3 | | 6 8 | | | | | 12:15 | 127 | | 127 | | | | | |
| 00:45 | 7 | 16 | 6 | 37 | | | 53 | 12:45 | 94 | 466 | 102 | 461 | | | | 927 |
| 01:00 | 4 | | 4 | | | | | 13:00 | 104 | | 134 | | | | | |
| 01:15 | 3 | | 5 | | | | | 13:15 | 88 | | 106 05 | | | | | |
| 01:45 | 2 | 12 | 6 | 22 | | | 34 | 13:45 | 102 | 409 | 95 116 | 451 | | | | 860 |
| 02:00 | 1 | | 3 | | | | | 14:00 | 105 | | 124 | | | | | |
| 02:15 | 2 | | 3 | | | | | 14:15 | 111 | | 124 | | | | | |
| 02:30 | 23 | 8 | 4 | 12 | | | 20 | 14:30 14:45 | 111 114 | 441 | 121 | 485 | | | | 926 |
| 03:00 | 5 | | 2 | | | | | 15:00 | 91 | | 171 | | | | | , |
| 03:15 | 3 | | 3 | | | | | 15:15 | 143 | | 165 | | | | | |
| 03:30 03:45 | 2 | 12 | 5 | 13 | | | 25 | 15:30 15:45 | 132 140 | 506 | 146 124 | 606 | | | | 1110 |
| 04:00 | 4 | | 1 | | | | | 16:00 | 138 | 500 | 157 | | | | | |
| 04:15 | 12 | | 0 | | | | | 16:15 | 142 | | 160 | | | | | |
| 04:30 | 8 | 27 | 2 | F | | | 42 | 16:30 | 140 | 663 | 146 | 502 | | | | 1145 |
| 05:00 | 25 | 37 | 2 | | | | | 10:45 | 132 | <u> </u> | 161 | 293 | | | | 1145 |
| 05:15 | 18 | | 3 | | | | | 17:15 | 135 | | 158 | | | | | |
| 05:30 | 31 | | 21 | - 4 | | | | 17:30 | 114 | | 156 | | | | | |
| 05:45 | 34 | 108 | 25 | 56 | | | 164 | 17:45 | 143 | 514 | 140 | 615 | | | | 1129 |
| 06:00 | 50 64 | | 27 | | | | | 18:00 | 115 | | 133 | | | | | |
| 06:30 | 84 | | 52 | | | | | 18:30 | 84 | | 124 | | | | | |
| 06:45 | 92 | 296 | 75 | 187 | | | 483 | 18:45 | 74 | 380 | 102 | 478 | | | | 858 |
| 07:00 | 97 165 | | 46 88 | | | | | 19:00 | 70 67 | | 93 01 | | | | | |
| 07:30 | 147 | | 81 | | | | | 19:30 | 69 | | 108 | | | | | |
| 07:45 | 133 | 542 | 116 | 331 | | | 873 | 19:45 | 51 | 257 | 80 | 372 | | | | 629 |
| 08:00 | 86 | | 81 | | | | | 20:00 | 53 56 | | 102 | | | | | |
| 08:15 | 100 | | 103 | - | | | | 20:15 | 50 65 | | 75 71 | | | | | |
| 08:45 | 161 | 496 | 131 | 386 | | | 882 | 20:45 | 40 | 214 | 75 | 323 | | | | 537 |
| 09:00 | 127 | | 75 | | | | | 21:00 | 50 | | 92 | | | | | |
| 09:15 | 119 | | 81 88 | | | | | 21:15 | 51 41 | | 74 63 | | | | | |
| 09:45 | 93 | 444 | 81 | 325 | | | 769 | 21:45 | 25 | 167 | 51 | 280 | | | | 447 |
| 10:00 | 92 | | 87 | | | | | 22:00 | 32 | | 61 | | | | | |
| 10:15 | 109 | | 69 05 | | | | | 22:15 | 25 | | 44 26 | | | | | |
| 10:30 | 87 | 407 | 65 75 | 316 | | | 723 | 22:30 | 26 24 | 107 | 30 42 | 183 | | | | 290 |
| 11:00 | 92 | | 88 | | | | | 23:00 | 19 | | 37 | | ,,,, | | | |
| 11:15 | 112 | | 91 | | | | | 23:15 | 10 | | 16 | | | | | |
| 11:30 11:45 | 122 94 | 420 | 95 110 | 385 | | | 805 | 23:30 23:45 | 10 12 | 51 | 18 12 | 83 | | | | 134 |
| Total Vol | - 1 | 2709 | | 2075 | | | | | | 4064 | | 4020 | | | | |
| | | 21 JO | | 2013 | | | 407J | | | NB | | SR | - | В | WP | 8994 10151 |
| | | | | | | | | Daily To | tals : | 6,862 | | 7,005 | 2003 (2000) | 0 | 0 | 13,867 |
| Cellen | | | | | A | M | 97.40/ | | | 45.007 | | E4.004 | <u>PN</u> | 1 | | |
| Spiit % | | 57,4% | | 92.6% | | | 35,1% | PM | | - 45,2%- | | 54.8% | | | | 64.9% |
| Peak Hr. | | 08:30 | | 11:45 | | | 08:30 | Peak Hr. | | 15:45 | | 17:00 | | | | 15:45 |
| P.H.F. | | -0.851 | | 0.888 | | | 936 0.803 | PiHiFi | | 0,986 | | 015 | | | | 0.950 |

1755

07:15

897 0,886

4 - 6 Vol. Peak Hr.

Volume

P,H,F,

1066

16:00 552

0,972

1208

17:00 615

0.955

2274

16:00

1145

0.948

1038

07:00 542 0.821

717

08;00 386

0.737

7 - 9 Vol. Peak Hr.

Volume P.H.F.

| and the set of the second second second | Prepared by NDS/ATD | | | | | | | | | | | | | | |
|--|---------------------|--------|------------------|-----------|--------------------|--|----------------|-----------|-------|----------|---------------|---------------|-----|-------|-----------------|
| Volumes for: Saturday, May 16, 2009 City: Nipomo | | | | | | | 10 | NB | | Da SB | aily To | otals EB | WB | Total | |
| Location | Wes | st Tef | ft St | btwn Orch | nard Rd & | Project | 09-7194 | -001 | 6,443 | | 6,491 | | 0 | 0 | 12.934 |
| AM Period | 5 NB | nica r | SB | EB | WB | ana ang sa | PM Period | NB | | SR | adal dalar ya | FB | W/R | | NEED CONTRACTOR |
| 00:00 | 9 | | 17 | | | | 12:00 | 159 | | 130 | | | | | |
| 00:15 | 9 | | 10 | | | | 12:15 | 128 | | 129 | | | | | |
| 00:30 | 12 | | 9 | | | | 12:30 | 114 | | 125 | | | | | |
| 00:45 | 8 | 38 | 8 | 44 | | 82 | 12:45 | 103 | 504 | 118 | 502 | | | | 1006 |
| 01:00 | 8 | | 8 | | | | 13:00 | 118 | | 129 | | | | | |
| 01:15 | 1 | | 19 | | | | 13:15 | 113 | | 118 | | | | | |
| 01:30 | 5 | 13 | / 5 | 30 | | 52 | 13:30 | 115 | 150 | 125 | 504 | | | | 060 |
| 02:00 | 4 | 15 | - <u>-</u> | | | JZ | 13.43 | 12 | 430 | 120 | 504 | | | | 902 |
| 02:00 | 4 | | 8 | | | | 14:00 | 121 | | 101 | | | | | |
| 02:30 | 4 | | 6 | | | | 14:30 | 128 | | 125 | | | | | |
| 02:45 | 1 | 13 | 4 | 21 | | 34 | 14:45 | 113 | 476 | 113 | 469 | | | | 945 |
| 03:00 | 4 | | 3 | | | | 15:00 | 104 | | 127 | | | | | |
| 03:15 | 0 | | 2 | | | | 15:15 | 92 | | 125 | | | | | |
| 03:30 | 4 | | 2 | | | | 15:30 | 126 | | 119 | | | | | |
| 03:45 | 3 | 11 | 3 | 10 | | 21 | 15:45 | 125 | 447 | 126 | 497 | | | | 944 |
| 04:00 | 0 | | 0 | | | | 16:00 | 97 | | 116 | | | | | |
| 04:15 | 3 | | 3 | | | | 16:15 | 110 | | 114 | | | | | |
| 04:30 | 10 | 22 | 4 | 11 | | 24 | 16:30 | 99 116 | 422 | 116 | 450 | | | | 070 |
| 05:00 | 17 | 23 | т с | 11 | | JY | 10:45 | 102 | 444 | 110 | 450 | | | | 8/8 |
| 05:00 | 17 | | 0 8 | | | | 17:00 | 80 103 | | 111 | | | | | |
| 05:30 | 22 | | 11 | × | | | 17:30 | 94 | | 91 | | | | | |
| 05:45 | 20 | 72 | 27 | 52 | | 124 | 17:45 | 99 | 376 | 104 | 420 | | | | 796 |
| 06:00 | 29 | | 26 | | | | 18:00 | 85 | · | 108 | | | | | |
| 06:15 | 33 | | 19 | | | | 18:15 | 87 | | 104 | | | | | |
| 06:30 | 34 | | 34 | | | | 18:30 | 88 | | 100 | | | | | |
| 06:45 | 56 | 152 | 44 | 123 | | 275 | 18:45 | 81 | 341 | 75 | 387 | | | | 728 |
| 07:00 | 67 | | 28 | | | | 19:00 | 65 | | 89 | | | | | |
| 07:15 | 48 | | 31 | | | | 19:15 | 69 | | 66 | | | | | |
| 07:30 | 75 | 262 | 43 | 100 | | 400 | 19:30 | 40 | | 72 | | | | | |
| 07:45 | | 202 | 58 | 160 | | 422 | 19:45 | 68 | 242 | 70 | 297 | | | | 539 |
| 08:00 | 85 100 | | 60 04 | | | | 20:00 | 73 | | 76 | | | | | |
| 08:15 | 105 95 | | 94 77 | | | | 20:15 | 70 37 | | 72 50 | | | | | |
| 08:45 | 113 | 402 | 81 | 312 | | 714 | 20:30 | 34 | 220 | 65 | 263 | | | | 483 |
| 09:00 | 129 | | 101 | | | | 21:00 | 55 | | 50 | | | | | |
| 09:15 | 141 | | 98 | | | | 21:15 | 43 | - | 63 | | | | | |
| 09:30 | 143 | | 106 | | | | 21:30 | 41 | | 56 | | | | | |
| 09:45 | 119 | 532 | 9 8 | 403 | | 935 | 21:45 | 35 | 174 | 44 | 213 | | | | 387 |
| 10:00 | 136 | | 111 | | | | 22:00 | 19 | | 44 | | | | | |
| 10:15 | 109 | | 148 | | | | 22:15 | 23 | | 50 | | | | | |
| 10:30 | 134 | | 125 | | | | 22:30 | 37 | | 38 | | | | | |
| 10:45 | 118 | 497 | 105 | 489 | | 986 | 22:45 | 27 | 106 | 31 | 163 | | | | 269 |
| 11:00 | 141 | | 130 | | | | 23:00 | 33 | | 35 | | | | | |
| 11:15 | 165 | | 148 | | | | 23:15 | 27 | | 24 | | | | | |
| 11:30 11:45 | 140 117 | 568 | 120 | 548 | | 1116 | 23:30 23:45 | 19 19 | 04 | 22 27 | 108 | | | | 202 |
| | | | | ~~~~~ | | | | | | 4- / | 100 | | | | |
| Total Vol. | | 2583 | 948-9 <u>1</u> 4 | 2212 | ti 2000 tinana ata | 4795 | | | 3860 | () | 4279 | te serviciei. | | | 8139 |
| | | | | | | | | | NB | | SB | | EB | WB | Total |

| | | | | | NB | SB | EB | WB | Total |
|------------|-------|-------|--|----------------|--------------|-------|------------------------|--------------|--------|
| | | | na na sina na Na sina na sina | Daily Totals : | 6,443 | 6,491 | andad () day being bei | 0 | 12,934 |
| | | A | M | | 772 (L2) (| | PM | | |
| Split % | 53,9% | 46,1% | 37.1% | | 47.4% | 52.6% | | | 62,9% |
| AM | | | | I PM | 942 19 19 19 | | | | |
| Peak Hr. | 11:15 | 11:00 | 11:15 | Peak Hr. | 12:00 | 13:15 | | | 12:00 |
| Volume | 586 | 548 | 1134 | Volume | 504 | 505 | | | 1006 |
| P.H.F. | 0,888 | 0.913 | 0.906 | P.H.F. | 0.792 | 0,956 | | | 0.870 |
| 7 - 9 Vol, | 664 | 472 | 1136 | 4 = 6 Vol. | 798 | 876 | | | 1674 |
| Peak Hr. | 08:00 | 08:00 | 08:00 | Peak Hr. | 16:15 | 16:00 | | <u> - 1 </u> | 16:15 |
| Volume | 402 | 312 | 714 | Volume | 428 | 456 | | | 879 |
| P.H.F. | 0.889 | 0.830 | 0.884 | P,H,F, | 0.922 | 0.983 | | | 0.972 |

| | | | | | | | Prepare | d by NDS// | ATD | | | | | | | |
|----------------|-----------|-----------------|--------------|--------------|----------------------|----------|---------------------------------------|--------------------|-----------|--------------|---|------------------|--------|-------------|----|--------------|
| Volume: | s for: | Sund | ay, M | 1ay 17 | , 2009 | | City: | Nipor | no | NB | | Da SB | aily T | otals EB | WB | Total |
| Location | We Bei | st Te nita l | fft St Pl | btwi | n Orcha | ard Rd & | Project: | 09-719 4 | -001 | 5,154 | | 5,341 | | 0 | 0 | 10,495 |
| AM Perio | d NB | | SB | | EB | WB | | PM Period | NB | | SB | an Sector Sector | EB | WB | | |
| 00:00 | 13 | | 27 | | | | | 12:00 | 134 | | 113 | | | | | |
| 00:15 | 16 | | 14 | | | | | 12:15 | 131 | | 126 | | | | | |
| 00:30 | 15 | 61 | 22 | 84 | | | 145 | 12:30 | 109 | 474 | 146 | 404 | | | | 660 |
| 01:00 | 11 | | 21 | 01 | | | 145 | 12:45 | 120 | 4/4 | 109 | 494 | | | | 968 |
| 01:15 | 5 | | 10 | | | | | 13:15 | 113 | | 144 | | | | | |
| 01:30 | 5 | | 12 | | | | | 13:30 | 93 | | 93 | | | | | |
| 01:45 | 8 | 29 | 8 | 51 | | | 80 | 13:45 | 92 | 418 | 97 | 459 | | | | 877 |
| 02:00 | 11 | | 11 14 | | | | | 14:00 14:15 | 100 79 | | 130 | | | | | |
| 02:30 | 4 | | 5 | | | | | 14:30 | 96 | | 112 | | | | | |
| 02:45 | 6 | 22 | 11 | 41 | | | 63 | 14:45 | 86 | 361 | 114 | 471 | | | | 832 |
| 03:00 | 3 | | 4 | | | | | 15:00 | 96 | | 110 | | | | | |
| 03:15 | 2 | | 4 २ | | | | | 15:15 | 91 97 | | 92 | | | | | |
| 03:45 | 3 | 12 | 4 | 15 | | | 27 | 15:30 | 67 84 | 358 | 101 | 413 | | | | 771 |
| 04:00 | 5 | | 2 | | | | · · · · · · · · · · · · · · · · · · · | 16:00 | 85 | | 100 | | | | | |
| 04:15 | 4 | | 3 | | | | | 16:15 | 73 | | 82 | | | | | |
| 04:30 | 12 | 35 | 0 | F | | | 20 | 16:30 | 81 | ~~ . | 100 | | | | | |
| 05-00 | - 4 | 25 | | | | | | 10:45 | <u>65</u> | 304 | 98 | 380 | | | | 684 |
| 05:15 | 9 | | 8 | | | | | 17:00 | 73 70 | | 101 84 | | | | | |
| 05:30 | 15 | | 5 | | | | | 17:30 | 71 | | 88 | | | | | |
| 05:45 | 14 | 45 | 7 | 20 | | | 65 | 17:45 | 88 | 302 | 101 | 374 | | | | 676 |
| 06:00 | 19 | | 6 | | | | | 18:00 | 76 | | 89 | | | | | |
| 06:15 06:30 | 18 17 | | 16 19 | | | | | 18:15 | 84 40 | | 81 | | | | | |
| 06:45 | 25 | 79 | 17 | 58 | | | 137 | 18:45 | 57 | 266 | 86 86 | 345 | | | | 611 |
| 07:00 | 33 | | 21 | | | | | 19:00 | 61 | | 72 | | | | | |
| 07:15 | 40 | | 14 | | | | | 19:15 | 61 | | 62 | | | | | |
| 07:30 | 49 | 174 | 26 | 01 | | | 025 | 19:30 | 70 | | 67 | | | | | |
| 07.45 | 54 | 174 | 20 | 01 | | | 255 | 19:45 | 68 | 260 | 61 | 262 | | | | 522 |
| 08:15 | 63 | | 20 | | | | | 20:00 | 54 50 | | 81 63 | | | | | |
| 08:30 | 74 | | 33 | | | | | 20:30 | 46 | | 60 | | | | | |
| 08:45 | 73 | 264 | 61 | 149 | | | 413 | 20:45 | 42 | 192 | 42 | 246 | | | | 438 |
| 09:00 | 93 | | 51 ro | | | | | 21:00 | 31 | | 59 | | | | | |
| 09:15 | 103 | | 59 76 | | | | | 21:15 | 38 20 | | 54 E9 | | | | | |
| 09:45 | 98 | 399 | 73 | 259 | | | 658 | 21:30 | 18 | 117 | 37 | 208 | | | | 325 |
| 10:00 | 127 | | 76 | | | | | 22:00 | 19 | | 21 | | | | | |
| 10:15 | 107 | | 87 | | | | | 22:15 | 14 | | 34 | | | | | |
| 10:30 10:45 | 111 | 467 | 88 05 | 246 | | | 900 | 22:30 | 10 | <u> </u> | 18 | ~~ | | | | |
| 10.45 | 105 | 102 | 101 | 540 | | | 000 | 22:45 | 17 | 60 | 1/ | 90 | | | | 150 |
| 11:15 | 103 | | 99 | | | | | 23:00 | 5 | | 20 10 | | | | | |
| 11:30 | 119 | | 101 | | | | | 23:30 | 5 | | 21 | | | | | |
| 11:45 | 108 | 436 | 124 | 425 | | | 861 | 23:45 | 7 | 34 | 14 | 65 | | | | 99 |
| Total Vol. | | 2008 | | 1534 | t Marada (Sangtan Sa | | 3542 | A. A | | 3146 | | 3807 | | | | 6953 |
| | | | | | | | | | | NB | | SB | | EB | WB | Total |
| | 29.455.00 | | | | | M | | Daily Tot | als : | 5,154 | in the second | 5,341 | | 0 | 0 | 10,495 |
| Split % | | 56.7% | | 43,3% | | N.4 | 33.7% | | | 45 2% | | 54 8% | | (N) | | 66 20% |
| AM | | | | | | | <u> </u> | PM | | | | <u>v.1070</u> | | | | |
| Volume | | 11(30 492 | | 11:45 509 | | | 11:45 001 | Peak Hr. | | -12:00 | | 12:30 | | | | 12:00 |
| P.H.F. | | 0.918 | | 0.872 | | | 0.964 | P.H.F. | | 0.884 | | 0.897 | | | | 968 0,942 |
| 7 - 9 Vol. | | 438 | | 230 | | | 668 | 4 - 6 Vol. | | 606 | | 754 | | | | 1360 |
| Volume | | 264 | | 149 | | | 08:00 | reak Hr. Volume | | 16:00 304 | | 16:30 | | | | 16:00 |
| P.H.F. | | 0.892 | | 0.611 | | | 0,771 | P.H.F. | | 0.894 | | 0.948 | -512 | | | 0.924 |

| | | | | | | | Prepa | red by NDS | S/ATD | | | | | | | |
|------------|---------------|---------|----------|---------|--|----------|---------------------------------------|---|-----------|--------------|-----------|--------------------|----------|----------------|----------|---------------|
| Volumes | for: | Mond | ay, N | 1ay 18, | 2009 | | City | /: Nip | omo | NB | | Da SB | aily To | tals EB | WB | Total |
| Location | We | st Tefi | t St | btwn | Orcha | ird Rd & | Proiec | :t: 09-71 | 94-001 | 6.156 | | 6.302 | | 0 | 1 | 12 458 |
| AM Period | NB | nita P | SB | | EB | WB | | PM Perio | d NR | | SB | an an tha an tagai | FB | W. | R | |
| 00:00 | 10 | | 6 | | | | | 12:00 | 110 | | 98 | | | | <u> </u> | |
| 00:15 | 4 | | 6 | | | • | | 12:15 | 95 | | 120 | | | | | |
| 00:30 | 3 | 25 | 7 | 74 | | | 46 | 12:30 | 105 | | 102 | | | | | |
| 01:00 | 3 | 20 | 2 | 21 | | | 40 | 12:45 | 104 | 414 | 99 | 419 | | | | 833 |
| 01:15 | 3 | | 3 | | | | | 13:00 | 90 | | 99 81 | | | | | |
| 01:30 | 1 | | 2 | | | | | 13:30 | 107 | | 99 | | | | | |
| 01:45 | 2 | 9 | 1 | 13 | | | 22 | 13:45 | 96 | 371 | 108 | 387 | | | | 758 |
| 02:00 | 1 | | 0 | | | | | 14:00 | 108 | | 97 | | | | | |
| 02:15 | 3 | | 2 | | | | | 14:15 14:30 | 89 103 | | 93 109 | | | | | |
| 02:45 | 1 | 5 | 3 | 8 | | | 13 | 14:45 | 92 | 392 | 121 | 420 | | | | 812 |
| 03:00 | 3 | | 0 | | | | | 15:00 | 99 | | 164 | | | | | |
| 03:15 | 2 | | i | | | | | 15:15 | 128 | | 148 | | | | | |
| 03:30 | 3 | 12 | 1 | 7 | | | · | 15:30 | 138 | 470 | 139 | 576 | | | | |
| 04:00 | <u> </u> | 12 | <u> </u> | / | | | 20 | 15:45 | 105 | 470 | 125 | 5/6 | | | | 1046 |
| 04:15 | 9 | | 2 | | | | | 16:00 | 109 | | 158 | | | | | |
| 04:30 | 9 | | 3 | | | | | 16:30 | 141 | | 146 | | | | | |
| 04:45 | 15 | 39 | 5 | 11 | | | 50 | 16:45 | 132 | 504 | 160 | 626 | | | | 1130 |
| 05:00 | 14 | | 5 | | | | | 17:00 | 118 | | 156 | | | | | |
| 05:15 | 28 | | 8 | | | | | 17:15 | 108 | | 152 | | | | | |
| 05:50 | 38 | 116 | 27 | 58 | | | 174 | 17:30 | 117 | 458 | 171 | 615 | | | | 1073 |
| 06:00 | 59 | | 31 | | | | | 18:00 | 101 | | 132 | 010 | | | | 10/0 |
| 06:15 | 74 | | 40 | | | | | 18:15 | 92 | | 122 | | | | | |
| 06:30 | 80 | | 46 | | | | | 18:30 | 89 | | 103 | | | | | |
| 06:45 | 89 | 302 | 70 | 187 | | 4 | 489 | 18:45 | 98 | 380 | 104 | 461 | | | | 841 |
| 07:00 | 90 170 | | 44 92 | | | | | 19:00 | 66 52 | | 98 | | | | | |
| 07:15 | 119 | | 80 | | | | | 19:15 | 52 51 | | 93 84 | | | | | |
| 07:45 | 109 | 497 | 127 | 333 | | | 830 | 19:45 | 53 | 222 | 76 | 351 | | | | 573 |
| 08:00 | 99 | | 87 | | | | | 20:00 | 49 | | 82 | | | | | |
| 08:15 | 98 | | 65 | | | | | 20:15 | 52 | | 65 | | | | | |
| 08:30 | 128 | 470 | 86 70 | 216 | | | 705 | 20:30 | 43 | 160 | 51 | 255 | | | | (00 |
| 00:45 | 174 | 479 | 94 | 210 | | | 795 | 20:45 | <u></u> | 108 | 5/ | 255 | | | | 423 |
| 09:00 | 99 | | 69 | | | | | 21:00 | 45 26 | | 56 | | | | | |
| 09:30 | 81 | | 57 | | | | | 21:30 | 19 | | 45 | | | | | |
| 09:45 | 78 | 382 | 68 | 278 | | | 660 | 21:45 | 18 | 108 | 40 | 199 | | | | 307 |
| 10:00 | 93 | | 58 | | | | | 22:00 | 13 | | 26 | | | | | |
| 10:15 | 83 60 | | 70 62 | | | | | 22:15 | 20 | | 31 | | | | | |
| 10:45 | 66 | 341 | 71 | 261 | | | 602 | 22:30 | 9 17 | 59 | 23 | 99 | | | | 158 |
| 11:00 | 95 | | 67 | | | | · · · · · · · · · · · · · · · · · · · | 23:00 | 9 | | 14 | | | | | |
| 11:15 | 97 | | 106 | | | | | 23:15 | 9 | | 13 | | | | | |
| 11:30 | 83 | 0.34 | 80 | 250 | | | | 23:30 | 4 | | 12 | | | | | |
| | 96 | 3/1 | 97 | 350 | | | /21 | 23:45 | 9 | 31 | 12 | 51 | | | | 82 |
| Total Vol. | 1940-144 tit. | 2579 | - | 1843 | Alexandra de la composición de la comp | | 4422 | an ann an | | 3577 | | 4459 | | | | 8036 |
| | | | | | | | | | | NB | | SB | | EB | WB | Total |
| | | | | | ۸ | M | | Daily I | otals : | 6,156 | | 6,302 | | 0 | 0 | 12,458 |
| Split % | | 58.3% | | 41.7% | | •••• | 35.5% | 0 | | 44 5% | | 55 5% | <u> </u> | | | 64 5% |
| AM | | | | | | | | I PM | | | | | | | | <u>(1)(1)</u> |
| Peak Hr. | | 07:15 | | 11:45 | | 2,314,0 | 07:15 | Peak Hr. | | 16:15 | | 16:45 | | | | 16:15 |
| P.H.F. | | 0.707 | | 0.869 | | | 882 0.845 | P.H.F. | | 513 0,910 | | 0,934 0,934 | | | | 1137 0.973 |
| 7 - 9 Voli | | 976 | | 649 | | | 1625 | 4 - 6 Vol. | | 962 | | 1241 | | Sector Co. Co. | | 2203 |
| Peak Hr. | | 07:15 | | 07:15 | | | 07:15 | Peak Hr. | | 16:15 | | 16:45 620 | | | | 16:15 |
| PiHiF. | | 0.707 | | 0:740 | | | 0.845 | P.H.F. | | 0.910 | | 0.934 | | | | 0.973 |

| Volumes | for: | Tues | day, I | May 19 | 9, 2009 | | City: | Nipon | 10 | NB | | Da SB | ily Tot | als B | W/R | Total |
|------------|-----------|---------|-----------|----------|----------|--------|----------|----------------|----------|-------|------------|----------|---------|----------|---------|--------|
| Location: | We | st Tel | ift St | btwn | Orchard | i Rd & | Project: | 09-7194 | -001 | 6,697 | | 6.815 | | 0 | 0 | 13 512 |
| AM Period | NB | iiita r | SB | | EB | WB | | PM Period | NB | | SB | | EB | WR | | |
| 00:00 | 3 | | 7 | | | | | 12:00 | 102 | | 118 | | | | | |
| 00:15 | 4 | | 10 | | | | | 12:15 | 99 | | 111 | | | | | |
| 00:30 | 4 | 16 | 6 1 | 74 | | | 40 | 12:30 | 96 05 | 202 | 96 | 405 | | | | |
| 01:00 | 6 | | 4 | 21 | | | | 12:45 | 95 | 392 | 100 | 425 | | | | 817 |
| 01:15 | 3 | | 6 | | | | | 13:15 | 100 | | 104 | | | | | |
| 01:30 | 4 | | 3 | | | | | 13:30 | 108 | | 115 | | | | | |
| 01:45 | 2 | 15 | 2 | 15 | | | 30 | 13:45 | 94 | 393 | 115 | 446 | | | · | 839 |
| 02:00 | 0 | | 0 | | | | | 14:00 | 110 | | 116 | | | | | |
| 02:15 | 3 5 | | 2 | | | | | 14:15 | 111 | | 138 | | | | | |
| 02:45 | 1 | 9 | Ő | 5 | | | 14 | 14:45 | 100 | 444 | 130 114 | 498 | | | | 947 |
| 03:00 | 3 | | 3 | | | | | 15:00 | 118 | | 179 | | | | | 272 |
| 03:15 | 6 | | 0 | | | | | 15:15 | 145 | | 151 | | | | | |
| 03:30 | 4 | | 1 | | | | | 15:30 | 151 | | 123 | | | | | |
| 03:45 | 3 | 16 | 1 | 5 | | | 21 | 15:45 | 139 | 553 | 142 | 595 | | | | 1148 |
| 04:00 | 5 | | 0 | | | | | 16:00 | 115 | | 160 | | | | | |
| 04:15 | 12 Q | | 2 | | | | | 16:15 | 135 | | 174 | | | | | |
| 04:45 | 12 | 38 | 3 | 7 | | | 45 | 16:45 | 139 | 541 | 1/1 | 669 | | | | 1210 |
| 05:00 | 20 | | 10 | | | ···- | | 17:00 | 131 | | 178 | | | | | 1210 |
| 05:15 | 36 | | 5 | | | | | 17:15 | 103 | | 169 | | | | | |
| 05:30 | 39 | | 21 | | | | | 17:30 | 143 | | 186 | | | | | |
| 05:45 | 47 | 142 | 40 | 76 | | | 218 | 17:45 | 115 | 492 | 151 | 684 | | | | 1176 |
| 06:00 | 66 | | 41 | | | | | 18:00 | 103 | | 165 | | | | | |
| 06:15 | 79 | | 21 | | | | | 18:15 | 95 | | 132 | | | | | |
| 06:30 | 104 78 | 327 | 50 70 | 101 | | | E10 | 18:30 | 81 | 700 | 114 | 500 | | | | |
| 07:00 | 115 | 541 | 40 | 171 | | | 510 | 18:45 | 109 | 388 | 91 | 502 | | | ******* | 890 |
| 07:05 | 172 | | 73 | | | | | 19:00 | 72 59 | | 10Z 85 | | | | | |
| 07:30 | 132 | | 62 | | | | | 19:30 | 58 | | 71 | | | | | |
| 07:45 | 96 | 515 | 126 | 310 | | | 825 | 19:45 | 47 | 236 | 87 | 345 | | | | 581 |
| 08:00 | 119 | | 101 | | | | | 20:00 | 48 | | 71 | | | | | |
| 08:15 | 123 | | 72 | | | | | 20:15 | 56 | | 67 | | | | | |
| 08:30 | 154 | FCO | 88 | 267 | | | 000 | 20:30 | 47 | | 52 | | | | | |
| 00:45 | 105 | 228 | 100 | 307 | <u>~</u> | | 926 | 20:45 | 19 | 170 | 62 | 252 | | | | 422 |
| 09:00 | 120 | | 89 65 | | | | | 21:00 | 52 | | 55 ro | | | | | |
| 09:30 | 102 | | 71 | | | | | 21:15 | 20 23 | | 53 47 | | | | | |
| 09:45 | 90 | 401 | 98 | 323 | | | 724 | 21:45 | 15 | 118 | 44 | 194 | | | | 312 |
| 10:00 | 102 | | 75 | | | | | 22:00 | 17 | | 28 | | | | | |
| 10:15 | 113 | | 83 | | | | | 22:15 | 22 | | 27 | | | | | |
| 10:30 | 110 | | 94 | . | | | | 22:30 | 8 | | 17 | | | | | |
| 10:45 | 92 | 417 | 96 | 348 | | | 765 | 22:45 | 21 | 68 | 24 | 96 | | | | 164 |
| 11:00 | 98 07 | | 104 97 | | | | | 23:00 | 8 | | 13 | | | | | |
| 11:30 | 124 | | 96 | | | | | ∠3:15 23:30 | 9 7 | | 1/ g | | | | | |
| 11:45 | 97 | 416 | 99 | 386 | | | 802 | 23:45 | , 7 | 31 | 14 | 52 | | | | 83 |
| Total Vol. | | 2871 | | 2057 | | | 4978 | | | 3826 | | 4759 | - | | | 0504 |
| | | | | | | | | 0) | | NB | | SR | | | WB | 0384 |
| | | | | | | | | Daily Tot | als : | 6,697 | | 6,815 | | | | 13.512 |
| | | 25.59 | | | MA | | | | | | | | - PM | | | |
| Split % | | 58.3% | | 41,7% | | | 36.5% | 014 | | 44.6% | | 55.4% | | | | 63.5% |
| Peak Hr. | | 08:15 | | 11:30 | | | 08:00 | Peak Hr. | | 16:15 | | 16:45 | | | | 16i3F |
| Volume | | 566 | | 424 | | | 926 | Volume | | 557 | | 697 | | | | 1244 |
| P.H.F. | | 0,868 | | 0.898 | | | 0,861 | P.H.F. | | 0.916 | | 0,937 | | | | 0.963 |

4 - 6 Vol. Peak Hr.

Volume P.H.F.

1751

08:00

926 0.861 1353 16:45 697

0.937

2386

16:15

1244

0.963

1033 16:15

-557

0.916

1074 08:00 559

0.857

677

07:45 387

0.768

7 - 9 Vol. Peak Hr.

Volume

P.H.F.

| Volumes | for: Wedn | esda | ay, May 13 | , 200 | 9 | | City: | Nipomo | NR | | D | aily | Totals FR | | WB | Total |
|-----------|-----------|----------|------------|------------|-----------|------|----------|----------------|-------------|----|----------|----------|--------------|----------|-------|-------|
| Location: | Pomeroy | Rd | btwn Wes | st Tef | ft St & | | Project: | 09-7194-002 | 0 | | <u> </u> | | - 4 441 | | 4 436 | 0 077 |
| AM Period | NB | Ln SB | FR | (Selletti) | \\/B | | | | | СD | | ED | | un | 4,430 | 0,077 |
| 00.00 | | | <u> </u> | | 1 | | | | | 30 | | <u> </u> | | | | |
| 00:15 | | | 2 | | 4 | | | 12:00 | | | | 58 | | 01 63 | | |
| 00:30 | | | 3 | | 2 | | | 12:30 | | | | 70 | | 02 76 | | |
| 00:45 | | | 1 | 9 | 5 | 12 | 21 | 12:45 | | | | 64 | 269 | 72 | 271 | 540 |
| 01:00 | | | 0 | | 3 | | | 13:00 | | | | 74 | | 51 | | 0.10 |
| 01:15 | | | 0 | | 3 | | | 13:15 | | | | 59 | | 78 | | |
| 01:30 | | | 0 | | 1 | | | 13:30 | | | | 71 | | 67 | | |
| 01:45 | | | 0 | | 0 | 7 | 7 | 13:45 | | | | 69 | 273 | 58 | 254 | 527 |
| 02:00 | | | 3 | | 3 | | | 14:00 | | | | 77 | | 76 | | |
| 02:15 | | | 0 | | 0 | | | 14:15 | | | | 72 | | 68 | | |
| 02:30 | | | 0 | | 2 | | | 14:30 | | | | 76 | | 73 | | |
| 02:45 | | | 1 | 4 | 0 | 5 | 9 | 14:45 | | | | 60 | 285 | 78 | 295 | 580 |
| 03:00 | | | 5 | | 2 | | | 15:00 | | | | 84 | | 101 | | |
| 03:15 | | | 4 | | 7 | | | 15:15 | | | | 88 | | 105 | | |
| 03:30 | | | 3 | | 1 | | | 15:30 | | | | 100 | | 97 | | |
| 03:45 | | | 1 | 13 | 2 | 12 | 25 | 15:45 | | | | 86 | 358 | 98 | 401 | 759 |
| 04:00 | | | 3 | | 0 | | | 16:00 | | | | 88 | | 82 | | |
| 04:15 | | | 2 | | 7 | | | 16:15 | | | | 86 | | 100 | | |
| 04:30 | | | 5 | | 6 | | | 16:30 | | | | 89 | | 103 | | |
| 04:45 | | | 16 | 26 | 4 | 17 | 43 | 16:45 | · | | | 82 | 345 | 96 | 381 | 726 |
| 05:00 | | | 12 | | 5 | | | 17:00 | | | | 96 | | 93 | | |
| 05:15 | | | 17 | | 13 | | | 17:15 | | | | 54 | | 108 | | |
| 05:30 | | | 17 | | 17 | | | 17:30 | | | | 91 | | 92 | | |
| 05:45 | | | 27 | 73 | 27 | 62 | 135 | 17:45 | | | | 79 | 320 | 96 | 389 | 709 |
| 06:00 | | | 27 | | 39 | | | 18:00 | | | | 75 | | 83 | | |
| 06:15 | | | 36 | | 51 | | | 18:15 | | | | 74 | | 76 | | |
| 06:30 | | | 54 | | 59 | | | 18:30 | | | | 89 | | 79 | | |
| 06:45 | | | 54 | 171 | 40 | 189 | 360 | 18:45 | | | | 68 | 306 | 62 | 300 | 606 |
| 07:00 | | | 80 | | 53 | | | 19:00 | | | | 71 | | 60 | | |
| 07:15 | | | 90 | | 76 | | | 19:15 | | | | 52 | | 70 | | |
| 07:30 | | | 90 | | 68 | | | 19:30 | | | | 55 | | 56 | | |
| 07:45 | | | 98 | 358 | 70 | 267 | 625 | 19:45 | | | | 32 | 210 | 45 | 231 | 441 |
| 08:00 | | | 84 | | 55 | | | 20:00 | | | | 28 | | 44 | | |
| 08:15 | | | 89 | | 62 | | | 20:15 | | | | 38 | | 40 | | |
| 08:30 | | | 85 | 255 | 60 | a | | 20:30 | | | | 51 | | 58 | | |
| 08:45 | | | 97 | 355 | 12 | 249 | 604 | 20:45 | | | | 32 | 149 | 55 | 197 | 346 |
| 09:00 | | | 77 | | 56 | | | 21:00 | | | | 34 | | 64 | | |
| 09:15 | | | 54 | | 56 | | | 21:15 | | | | 28 | | 28 | | |
| 09:30 | | | 6U F0 | 240 | 47 | 200 | 450 | -21:30 | | | | 21 | | 24 | | |
| 09;45 | | | 58 | 249 | 47 | 206 | 455 | 21:45 | | | | 16 | 99 | 17 | 133 | 232 |
| 10:00 | | | 50 | | 50 | | | 22:00 | | | | 9 | | 14 | | |
| 10:15 | | | 80 | | 34 | | | 22:15 | | | | 19 | | 17 | | |
| 10:30 | | | 57 | 254 | 68 60 | | 477 | 22:30 | | | | 6 | | 12 | | |
| 10:45 | | | 04 | 201 | 09 | 221 | 472 | 22:45 | ····· | | | 3 | 37 | 12 | 55 | 92 |
| 11:00 | | | 56 | | 67 | | | 23:00 | | | | 6 | | 9 | | |
| 11:15 | | | 66 | | 60 C F | | | 23:15 | | | | 7 | | 16 | | |
| 11:30 | | | /4 61 | 257 | 00 55 | 247 | 504 | 23:30 22:4E | | | | 6 r | 24 | 5 | 25 | 50 |
| | | | | 1766 | | 1/0/ | 2760 | 23,73 | | | ····· | <u> </u> | 24 | <u> </u> | 35 | |

| | 1700 | 1494 | 3200 | | | | 2675 | 2942 | 5617 |
|------------|-------|---------------|---|----------------|----|---------------------------|-------|-------|---------|
| | | | | | NB | SB | EB | WB | Total |
| | | | | Daily Totals : | | 0.4 | 4,441 | 4,436 | 8,877 |
| | AM | | | | | | PM | | |
| Split % | 54,2% | 45.8% | 36,7% | | | | 47.6% | 52,4% | 63.3% |
| AM | | ele di tanggi | en se | Ì РМ | | | | | |
| Peak Hr. | 07:15 | 07:15 | 07;15 | Peak Hr. | | | 15:15 | 15:00 | 15:00 |
| Volume | 362 | 269 | 631 | Volume | | | 362 | - 401 | 759 |
| PiHiFi | 0,923 | 0,885 | 0.939 | P.H.F. | | | 0.905 | 0.955 | 0.963 |
| 7 - 9 Vol. | - 713 | 516 | 1229 | 4 - 6 Vol, | | | 665 | 770 | 1435 |
| Peak Hr. | 07:15 | 07:15 | 07:15 | Peak Hr. | | | 16:15 | 16:30 | 16:15 |
| Volume | 362 | 269 | 631 | Volume | | teria contra de la contra | 353 | 400 | 745 |
| PiHiFi | 0.923 | 0.885 | 0,939 | P.H.F. | | | 0.919 | 0.926 | - 0.970 |

| Volumes for: Thurs | sday, | May 14, 20 | 009 | | | City: | Nipomo | N | B | Daily SB | Totals EB | | WB | Total |
|--------------------|-------|------------|-------------|--------|------|---------|---------------|---|-------|-------------|--------------|-----|-------|-------|
| Location: Pomeroy | / Rd | btwn West | : Teff | t St & | | Project | : 09-7194-002 | 2 | | 0 | 4,491 | | 4,439 | 8,930 |
| AM Period NB | SB | EB | et danta da | WB | | | PM Period NB | | SB | EB | | WB | | |
| 00:00 | | 2 | | 4 | | | 12:00 | | | 61 | | 65 | | |
| 00:15 | | 2 | | 2 | | | 12:15 | | | 76 | | 72 | | |
| 00:30 | | 1 | | 1 | | | 12:30 | | | 56 | | 7i | | |
| 00:45 | | 1 | 6 | 1 | 8 | 14 | 12:45 | | | 63 | 256 | 70 | 278 | 534 |
| 01:00 | | 1 | | 4 | | | 13:00 | | | 72 | | 65 | | |
| 01:15 | | 2 | | 2 | | | 13:15 | | | 67 | | 72 | | |
| 01:30 | | 1 | | 2 | | | 13:30 | | | 56 | | 72 | | |
| 01:45 | | 1 | 5 | 3 | 11 | 16 | 13:45 | | | 78 | 273 | 63 | 272 | 545 |
| 02:00 | | 0 | | 1 | | | 14:00 | | | 60 | | 67 | | |
| 02:15 | | 2 | | 4 | | | 14:15 | | | 92 | | 76 | | |
| 02:30 | | 0 | | 2 | | | 14:30 | | | 91 | | 84 | | |
| 02:45 | | 1 | 3 | 2 | 9 | 12 | 14:45 | | | 65 | 308 | 83 | 310 | 618 |
| 03:00 | | 2 | | 0 | | | 15:00 | | | 85 | | 76 | | |
| 03:15 | | 4 | | 1 | | | 15:15 | | | 89 | | 86 | | |
| 03:30 | | 3 | | 1 | | | 15:30 | | | 99 | | 85 | | |
| 03:45 | | 3 | 12 | 2 | 4 | 16 | 15:45 | | | 96 | 369 | 81 | 328 | 697 |
| 04:00 | | 3 | | 2 | | | 16:00 | | | 105 | | 89 | | |
| 04:15 | | 4 | | 5 | | | 16:15 | | | 83 | | 88 | | |
| 04:30 | | 5 | | 9 | | | 16:30 | | | 76 | | 93 | | |
| 04:45 | | 12 | 24 | 5 | 21 | 45 | 16:45 | | | 63 | 327 | 81 | 351 | 678 |
| 05:00 | | 8 | | 7 | | | 17:00 | | | 90 | | 107 | | |
| 05:15 | | 20 | | 5 | | | 17:15 | | | 62 | | 111 | | |
| 05:30 | | 20 | | 19 | | | 17:30 | | | 85 | | 104 | | |
| 05:45 | | 21 | 69 | 17 | 48 | 117 | 17:45 | | | 91 | 328 | 87 | 409 | 737 |
| 06:00 | | 26 | | 48 | | | 18:00 | | | 70 | | 102 | | |
| 06:15 | | 39 | | 50 | | | 18:15 | | | 90 | | 73 | | |
| 06:30 | | 61 | | 46 | | | 18:30 | | | 70 | | 77 | | |
| 06:45 | | 67 | 193 | 40 | 184 | 377 | 18:45 | | | 69 | 299 | 55 | 307 | 606 |
| 07:00 | | 86 | | 23 | | | 19:00 | | | 87 | | 61 | | |
| 07:15 | | 94 | | 81 | | | 19:15 | | | 64 | | 56 | | |
| 07:30 | | 88 | | 91 | | | 19:30 | | | 46 | | 62 | | |
| 07:45 | | 88 | 356 | 70 | 265 | 621 | 19:45 | | | 47 | 244 | 63 | 242 | 486 |
| 08:00 | | 94 | | 56 | | | 20:00 | | | 44 | | 72 | | |
| 08:15 | | 78 | | 66 | | | 20:15 | | | 44 | | 58 | | |
| 08:30 | | 87 | | 58 | | | 20:30 | | | 25 | | 52 | | |
| 08:45 | | 88 | 347 | 81 | 261 | 608 | 20:45 | | | 25 | 138 | 39 | 221 | 359 |
| 09:00 | | 70 | | 59 | | | 21:00 | | | 34 | | 35 | | |
| 09:15 | | 63 | | 53 | | | 21:15 | | | 18 | | 37 | | |
| 09:30 | | 72 | | 56 | | | 21:30 | | | 9 | | 27 | | |
| 09:45 | | 76 | 281 | 48 | 216 | 497 | 21:45 | | | 19 | 80 | 27 | 126 | 206 |
| 10:00 | | 49 | | 53 | | | 22:00 | | | 12 | | 16 | | |
| 10:15 | | 64 | | 59 | | | 22:15 | | | 15 | | 18 | | |
| 10:30 | | 69 | | 53 | | | 22:30 | | | 6 | | 17 | | |
| 10:45 | | 52 | 234 | 64 | 229 | 463 | 22:45 | | | <u>1</u> 1 | 44 | 7 | 58 | 102 |
| 11:00 | | 61 | | 72 | | | 23:00 | | • • • | 6 | | 12 | | |
| 11:15 | | 74 | | 55 | | | 23:15 | | | 6 | | 5 | | |
| 11:30 | | 67 | | 63 | | | 23:30 | | | 8 | | 9 | | |
| 11:45 | | 69 | 271 | 61 | 251 | 522 | 23:45 | | | 4 | 24 | 4 | 30 | 54 |
| | | | 4004 | | 4100 | 0000 | | | | | 2600 | | 2022 | 5600 |

| Total Vol. | 1801 | 1507 | 3308 | | | | 2690 | 2932 | 5022 |
|------------|-------|--------------|-------|----------------|---------------|----|-------|-------|--------|
| | | | | | NB | SB | EB | WB | Total |
| | | | | Daily Totals : | | | 4,491 | 4,439 | 8,930 |
| | AM | | | | | | PM | | |
| Split % | 54.4% | 45.6% | 37.0% | | | | 47.8% | 52.2% | 63:0% |
| AM | | si, sicris p | | PM. | | | | | |
| Peak Hr. | 07:15 | 07:15 | 07:15 | Peak Hr. | | | 15:15 | 17:00 | 17:00 |
| Volume | | 298 | 662 | Volume | | | 389 | 409 | 737 |
| P.H.F. | 0.968 | 0.819 | 0.925 | P.H.F. | | | 0.926 | 0.921 | 0.935 |
| 7 - 9 Vol. | 703 | 526 | 1229 | 4 - 6 Vol. | | | 655 | 760 | - 1415 |
| Peak Hr. | 07;15 | 07:15 | 07:15 | Peak Hr. | | | 17:00 | 17:00 | 17:00 |
| Volume | 364 | 298 | 662 | Volume | | | 328 | 409 | 737 |
| P.H.F. | 0.968 | 0.819 | 0.925 | P.H.F. | 19 19 19 19 1 | | 0,901 | 0.921 | 0.935 |

| Prepared | bv | NDS/ATD | |
|-----------|-----|---------|--|
| i topatou | vy. | NDOIAID | |

| Volumes for: Friday, May 15, 2009 Pomeroy Rd btwn West Tefft St & | | | | City: | Nipomo | NB | | D SB | aily [·] | Totals EB | | WB | Total | | |
|--|------|----------|----------|----------|--------|-------------|--------------|---------|-------------------|--------------|----------|-------|----------|-------|--|
| Location: Pomeroy | y Rd | btwn Wes | t Tefi | ft St & | | Project: | 09-7194-002 | 0 | | 0 | | 4,487 | | 4,591 | 9,078 |
| AM Period NB | SB | FB | | WB | | | PM Period NB | | SB | | FB | | WB | | The office of the second second second |
| 00.00 | | <u></u> | | 7 | | | 12:00 | | | | 79 | | 65 | | |
| 00:15 | | 2 | | í1 | | | 12:15 | | | | 52 | | 66 | | |
| 00:30 | | 2 | | 4 | | | 12:30 | | | | 60 | | 76 | | |
| 00:45 | | 1 | 7 | 4 | ,26 | 33 | 12:45 | | | | 57 | 248 | 72 | 279 | 527 |
| 01:00 | | 1 | | 3 | | | 13:00 | | | | 74 | | 72 | | |
| 01:15 | | 3 | | 1 | | | 13:15 | | | | 92 | | 77 | | |
| 01:30 | | 0 | | 3 | | | 13:30 | | | | 86 | | 79 | | |
| 01:45 | | 2 | 6 | 3 | 10 | 16 | 13:45 | | | | 81 | 333 | 82 | 310 | 643 |
| 02:00 | | 0 | | 2 | | | 14:00 | | | | 76 | | 83 | | |
| 02:15 | | 2 | | 2 | | | 14:15 | | | | 74 | | 64 | | |
| 02:30 | | 2 | | 3 | | | 14:30 | | | | 76 | | 89 | | |
| 02:45 | | 1 | 5 | 3 | 10 | 15 | 14:45 | | | . . | 79 | 305 | 95 | 331 | 636 |
| 03:00 | | 1 | | 0 | | | 15:00 | | | | 97 | | 84 | | |
| 03:15 | | 1 | | 0 | | | 15:15 | | | | 94 | | 99 | | |
| 03:30 | | 4 | ~ | 3 | | 10 | 15:30 | | | | /5 | 220 | 111 | 200 | 305 |
| 03:45 | | | 9 | | 4 | 13 | 15:45 | | ***** | | /3 | 339 | 92 | 360 | 725 |
| 04:00 | | 1 | | 1 | | | 16:00 | | | | 101 | | 101 | | |
| 04:15 | | 8 1 | | 4 | | | 16:15 | | | | 93 | | 90 | | |
| 04:30 | | 2 | 10 | 1 1 | 20 | 30 | 10:30 | | | | 00 | 365 | 07 85 | 363 | 778 |
| | | 0 | 15 | <u>1</u> | | | 10.10 | | | | | | 0.0 | 505 | 720 |
| 05:00 | | 9 | | 4 c | | | 17:00 | | | | 84 00 | | 88 00 | | |
| 05:15 | | 10 | | 5 | | | 17:13 | | | | 90 82 | | 101 | | |
| 05:45 | | 29 | 72 | 28 | 47 | 119 | 17:45 | | | | 86 | 342 | 83 | 362 | 704 |
| 06:00 | | 20 | <u> </u> | 35 | | | 18.00 | | | | 68 | | 71 | | |
| 06:15 | | 35 | | 42 | | | 18:15 | | | | 56 | | 75 | | |
| 06:30 | | 48 | | 46 | | | 18:30 | | | | 65 | | 77 | | |
| 06:45 | | 46 | 149 | 44 | 167 | 316 | 18:45 | | | | 78 | 267 | 74 | 297 | 564 |
| 07:00 | | 76 | | 47 | | | 19:00 | | | | 62 | | 61 | | |
| 07:15 | | 91 | | 56 | | | 19:15 | | | | 58 | | 61 | | |
| 07:30 | | 92 | | 95 | | | 19:30 | | | | 49 | | 54 | | |
| 07:45 | | 68 | 327 | 77 | 275 | 602 | 19:45 | | | | 41 | 210 | 50 | 226 | 436 |
| 08:00 | | 71 | | 62 | | | 20:00 | | | | 28 | | 37 | | |
| 08:15 | | 66 | | 62 | | | 20:15 | | | | 40 | | 45 | | |
| 08:30 | | 74 | | 64 | | | 20:30 | | | | 38 | | 51 | | |
| 08:45 | | 104 | 315 | 69 | 257 | 572 | 20:45 | | | | 32 | 138 | 44 | 177 | 315 |
| 09:00 | | 73 | | 61 | | | 21:00 | | | | 34 | | 30 | | |
| 09:15 | | 59 | | 62 | | | 21:15 | | | | 20 | | 38 | | |
| 09:30 | | 75 | | 74 | | _ | 21:30 | | | | 22 | | 41 | | |
| 09:45 | | 78 | 285 | 74 | 271 | 556 | 21:45 | | | | 28 | 104 | 22 | 131 | 235 |
| 10:00 | | 89 | | 53 | | | 22:00 | | | | 10 | | 31 | | |
| 10:15 | | 85 | | 56 | | | 22:15 | | | | 17 | | 28 | | |
| 10:30 | | 66 | 240 | 64 re | 224 | F 44 | 22:30 | | | | 5 | 40 | 25 | 104 | |
| 10:45 | | 70 | 310 | 58 | 231 | 541 | 22:45 | | | | 11 | 43 | 17 | 101 | 144 |
| 11:00 | | 68 | | 63 | | | 23:00 | | | | 11 | | 12 | | |
| 11:15 | | 67 | | 12 | | | 23:15 | | | | 8 | | 10 | | |
| 11:30 | | 51 60 | 255 | 61 61 | 750 | 514 | 23:30 | | | | o a | 74 | 15 14 | 51 | 85 |
| 11.73 | | 60 | 200 | VI | 233 | 717 | 27.73 | | | | 7 | 7, | 7.1 | 1¢. | 00 |

| Total Vol. | 1759 | 1577 | 3336 | | | | 2728 | 3014 | 5742 |
|---|--|-------|---|----------------|------|---|-------|-------|-------|
| | ing an | | | | NB | SB | EB | WB | Total |
| and the second se | an a | | | Daily Totals : | | 11-11-11-11-11-11-11-11-11-11-11-11-11- | 4,487 | 4,591 | 9,078 |
| | AM | | 19-19-19-19 19-19-19-19-19-19-19-19-19-19-19-19-19-1 | | | | PM | | |
| Split-% | 52.7% | 47.3% | 36,7% | | | en en seren en e | 47.5% | 52.5% | 63.3% |
| AM | | | | PM | | se generations | | | |
| Peak Hr. | 07:00 | 07:30 | 07:15 | Peak Hr. | | | 16:00 | 15:15 | 15:15 |
| Volume , | 327 | 296 | 612 | Volume | | | 365 | 403 | 746 |
| PiHiFi | 0.889 | 0.779 | 0.818 | P.H.F. | | | 0.903 | 0,908 | 0.923 |
| 7 - 9 Vol. | 642 | 532 | 1174 | 4 - 6 Vol. | | | 707 | 725 | 1432 |
| Peak Hr. | 07:00 | 07:30 | 07:15 | Peak Hr. | | | 16:00 | 16:45 | 16:00 |
| Volume | 327 | 296 | 612 | Volume | | | 365 | | 728 |
| P.H.F. | 0.889 | 0.779 | 0,818 | P.H.F. | 50 Y | 643 <u>8 8 8</u> 8 9 4 | 0,903 | 0.901 | 0.901 |

| Volumes fo | r: Saturday, | May 16, 20 | 009 | | | City: | Nipomo | NB | | D SB | aily | Totals EB | | WB | Total |
|------------------|---|------------|-------|---------|---------|----------|--------------|--|----|---------|------|--------------|------|-------|-------|
| P Location: p | omeroy Rd | btwn Wes | t Tef | ft St & | | Project: | 09-7194-002 | 0 | | 0 | | 3,652 | | 3.746 | 7.398 |
| AM Period | VB SB | FB | | WB | 9799103 | | PM Period NB | 111111-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1 | SB | | FR | | 14/B | | |
| 00:00 | <u>,o </u> | 5 | | 9 | | | 12:00 | - | | | 50 | | 97D | | |
| 00:15 | | 8 | | 10 | | | 12:15 | | | | 89 | | 80 | | |
| 00:30 | | 5 | | 11 | | | 12:30 | | | | 61 | | 77 | | |
| 00:45 | | 1 | 19 | 3 | 33 | 52 | 12:45 | | | | 88 | 297 | 98 | 340 | 637 |
| 01:00 | | 5 | | 5 | | | 13:00 | | | | 71 | | 91 | | |
| 01:15 | | 1 | | 2 | | | 13:15 | | | | 65 | | 72 | | |
| 01:30 | | 5 | | 4 | | | 13:30 | | | | 70 | | 75 | | |
| 01:45 | | 2 | 13 | 3 | 14 | 27 | 13:45 | | | | 82 | 288 | 75 | 313 | 601 |
| 02:00 | | 1 | | 4 | | | 14:00 | | | | 73 | | 62 | | |
| 02:15 | | 4 | | 5 | | | 14:15 | | | | 51 | | 74 | | |
| 02:30 | | 1 | | 2 | | | 14:30 | | | | 49 | | 60 | | |
| 02:45 | | 2 | 8 | 4 | 15 | 23 | 14:45 | | | | 70 | 243 | 75 | 271 | 514 |
| 03:00 | | -1 | | 3 | | | 15:00 | | | | 61 | | 56 | | |
| 03:15 | | 3 | | 0 | | | 15:15 | | | | 59 | | 71 | | |
| 03:30 | | 3 | | 6 | | | 15:30 | | | | 54 | | 50 | | |
| 03:45 | | 3 | 10 | 6 | 15 | 25 | 15:45 | | | | 53 | 227 | 66 | 243 | 470 |
| 04:00 | | 0 | | 6 | | | 16:00 | | | | 49 | | 72 | | |
| 04:15 | | 2 | | 3 | | | 16:15 | | | | 73 | | 59 | | |
| 04:30 | | 4 | | 4 | | | 16:30 | | | | 84 | | 75 | | |
| 04:45 | | 8 | 14 | 3 | 16 | 30 | 16:45 | | | | 70 | 276 | 68 | 274 | 550 |
| 05:00 | | 8 | | 4 | | | 17:00 | | | | 58 | | 74 | | |
| 05:15 | | 11 | | 5 | | | 17:15 | | | | 57 | | 53 | | |
| 05:30 | | 7 | | 6 | | | 17:30 | | | | 63 | | 59 | | |
| 05:45 | | 12 | 38 | 12 | 27 | 65 | 17:45 | | | | 58 | 236 | 71 | 257 | 493 |
| 06:00 | | 12 | | 13 | | | 18:00 | | | | 54 | | 52 | | |
| 06:15 | | 16 | | 19 | | | 18:15 | | | | 59 | | 53 | | |
| 06:30 | | 34 | | 20 | | | 18:30 | | | | 39 | | 52 | | |
| 06:45 | | 26 | 88 | 16 | 68 | 156 | 18:45 | | | | 48 | 200 | 57 | 214 | 414 |
| 07:00 | | 15 | | 23 | | | 19:00 | | | | 40 | | 52 | | |
| 07:15 | | 31 | | 26 | | | 19:15 | | | | 40 | | 55 | | |
| 07:30 | | 42 | | 26 | | | 19:30 | | | | 33 | | 35 | | |
| 07:45 | | 46 | 134 | 38 | 113 | 247 | 19:45 | | | | 24 | 137 | 42 | 184 | 321 |
| 08:00 | | 49 | | 44 | | | 20:00 | | | | 33 | | 29 | | |
| 08:15 | | 49 | | 34 | | | 20:15 | | | | 28 | | 27 | | |
| 08:30 | | 39 | | 40 | | | 20:30 | | | | 38 | | 32 | | |
| 08:45 | | 60 | 197 | 41 | 159 | 356 | 20:45 | | | | 38 | 137 | 33 | 121 | 258 |
| 09:00 | | 54 | | 57 | | | 21:00 | | | | 28 | | 38 | | |
| 09:15 | | 62 | | 70 | | | 21:15 | | | | 15 | | 31 | | |
| 09:30 | | 70 | | 58 | | | 21:30 | | | | 23 | | 31 | | |
| 09:45 | | 68 | 254 | 52 | 237 | 491 | 21:45 | | | | 22 | 88 | 42 | 142 | 230 |
| 10:00 | | 63 | | 52 | | | 22:00 | | | | 27 | | 37 | | |
| 10:15 | | 60 | | 67 | | | 22:15 | | | | 22 | | 40 | | |
| 10:30 | | 91 | | 49 | | | 22:30 | | | | 19 | | 20 | | |
| 10:45 | | 74 | 288 | 74 | 242 | 530 | 22:45 | | | | 15 | 83 | 27 | 124 | 207 |
| 11:00 | | 69 | | 72 | | | 23:00 | | | | 10 | | 14 | | |
| 11:15 | | 104 | | 69 | | | 23:15 | | | | 17 | | 7 | | |
| 11:30 | | 80 | | 75 | | | 23:30 | | | | 13 | | 10 | | |
| 11:45 | | 71 | 324 | 61 | 277 | 601 | 23:45 | | | | 13 | 53 | 16 | 47 | 100 |
| Total Mal | | | 1207 | | 1210 | 2602 | | | | | | | | | |

| Total Vol. | 1387 | 1216 | 2603 | | - | | 2265 | 2530 | 4795 |
|------------|-------|-------|--------|----------------|----|--|-------|-------|-------|
| | | | | | NB | SB | EB | WB | Total |
| | | | | Daily Totals : | • | 0 | 3,652 | 3,746 | 7,398 |
| | AM | | | | | | PM | | |
| Split % | 53,3% | 46.7% | .35.2% | | | | 47,2% | 52.8% | 64.8% |
| AM | | | | PM | | | | | |
| Peak Hr. | 10:30 | 11:45 | 10:45 | Peak Hr. | | | 12:15 | 12:15 | 12:15 |
| Volume | 338 | 303 | 617 | Volume | | | 309 | 346 | 655 |
| P.H.F. | 0.813 | 0.891 | 0.892 | P.H.F. | | | 0.868 | 0.883 | 0.880 |
| 7 - 9 Vol. | | 272 | 603 | 4 - 6 Vol. | | | 512 | 531 | 1043 |
| Peak Hr. | 08:00 | 08:00 | 08:00 | Peak Hr. | | | 16:15 | 16:15 | 16:15 |
| Volume | 197 | 159 | 356 | Volume | | | 285 | 276 | 561 |
| P.H.F. | 0,821 | 0,903 | 0.881 | P.H.F. | | 1911-03-03-03-03-03-03-03-03-03-03-03-03-03- | 0,848 | 0,920 | 0.882 |

| Prepared by NDS/ATD | | | | | | | | | | | | | |
|---|----------|--------|----------|----------|----------------|--------------|----|----|-------------------|--------------|----------|--------|-------|
| Volumes for: Sunday, May 17, 2009 City: Nipomo Daily Totals NB SB EB | | | | | | | | | | | | | |
| Location: Pomeroy Rd | btwn Wes | st Tef | ft St 8 | | Proiect: | 09-7194-002 | 0 | | 0 | 3.357 | | 3.226 | 6 583 |
| AM Period NB SP | CD | | | | | DM Daried ND | | | | | | U/LEV | 0,303 |
| AM PEHOU ND 5D | <u> </u> | | | | | PM Period NB | | SB | <u></u> <u>EB</u> | | WB | | |
| 00:00 | / 0 | | 010 | | | 12:00 | | | 74 | | 65 | | |
| 00:30 | 5 | | 9 10 | | | 12:15 | | | /4 66 | | /b | | |
| 00:45 | 4 | 26 | 9 | 44 | 70 | 12:45 | | | 76 | 290 | 05 74 | 300 | 500 |
| 01:00 | 8 | | 6 | | | 13:00 | | | 76 | 200 | 60 | 500 | 330 |
| 01:15 | 1 | | 5 | | | 13:15 | | | 70 68 | | 69 | | |
| 01:30 | 3 | | 5 | | | 13:30 | | | 60 | | 60 | | |
| 01:45 | 4 | 16 | 10 | 26 | 42 | 13:45 | | | 64 | 268 | 60 | 258 | 526 |
| 02:00 | 2 | | 6 | | | 14:00 | | | 66 | | 60 | | |
| 02:15 | - 1 | | 8 | | | 14:15 | | | 84 | | 52 | | |
| 02:30 | 0 | | 4 | | | 14:30 | | | 69 | | 67 | | |
| 02:45 | 4 | 7 | 3 | 21 | 28 | 14:45 | | | 80 | 299 | 67 | 246 | 545 |
| 03:00 | 0 | | 2 | | | 15:00 | | | 65 | | 62 | | |
| 03:15 | 0 | | 1 | | | 15:15 | | | 63 | | 84 | | |
| 03:30 | 4 | | 0 | | _ | 15:30 | | | 59 | | 62 | | |
| 03:45 | 0 | 4 | 1 | 4 | | 15:45 | | | 60 | 247 | 71 | 279 | 526 |
| 04:00 | 2 | , | 5 | | | 16:00 | | | 43 | | 58 | | |
| 04:15 | 2 | | 4 | | | 16:15 | | | 69 | | 65 | | |
| 04:30 | 5 7 | 10 | 5 | 17 | 22 | 16:30 | | | 62 | | 52 | | |
| 04:45 | / | 10 | <u> </u> | 1/ | 33 | 10:45 | | | | 239 | 51 | 226 | 465 |
| 05:00 | 5 | | 4 | | | 17:00 | | | 63 | | 72 | | |
| 05:15 | 5 1 | | 5 | | | 17:15 | | | 55 | | 46 | | |
| 05:45 | 5 | 10 | 5 10 | 22 | 41 | 17:30 | | | 51 | 310 | 57 | 226 | 445 |
| 05:00 | | 17 | 10 | | -71 | 17,43 | | | 50 | 219 | 51 | 220 | 445 |
| 06:00 | 9 | | 19 | | | 18:00 | | | 58 | | 45 40 | | |
| 06:30 | 8 | | 10 | | | 10:13 | | | 51 | | 40 | | |
| 06:45 | 13 | 35 | 16 | 57 | 92 | 18:45 | | | | 203 | 30 44 | 101 | 304 |
| 07:00 | 17 | | 14 | | | 10:00 | | | | 205 | 45 | 191 | |
| 07:15 | 21 | | 23 | | | 19:15 | | | 35 | | 45 40 | | |
| 07:30 | 33 | | 24 | | | 19:30 | | | 46 | | 48 | | |
| 07:45 | 32 | 103 | 20 | 81 | 184 | 19:45 | | | 32 | 145 | 34 | 176 | 321 |
| 08:00 | 28 | | 34 | | | 20:00 | | | 39 | | 41 | | |
| 08:15 | 37 | | 25 | | | 20:15 | | | 41 | | 26 | | |
| 08:30 | 45 | | 25 | | | 20:30 | | | 36 | | 38 | | |
| 08:45 | 54 | 164 | 29 | 113 | 277 | 20:45 | | | 37 | 153 | 29 | 134 | 287 |
| 09:00 | 33 | | 43 | | | 21:00 | | | 23 | | 22 | | |
| 09:15 | 50 | | 43 | | | 21:15 | | | 22 | | 22 | | |
| 09:30 | 56 | | 40 | | | 21:30 | | | 24 | | 22 | | |
| 09:45 | 57 | 196 | 45 | 171 | 367 | 21:45 | | | 22 | 91 | 26 | 92 | 183 |
| 10:00 | 55 | | 39 | | | 22:00 | | | 20 | | 14 | | |
| 10:15 | 59 | | 41 | | | 22:15 | | | 16 | | 18 | | |
| 10:30 | 66 | | 68 | | | 22:30 | | | 19 | | 14 | | |
| 10:45 | 61 | 241 | 53 | 201 | 442 | 22:45 | | | 13 | 68 | 14 | 60 | 128 |
| 11:00 | 76 | | 62 | | | 23:00 | | | 16 | | 10 | | |
| 11:15 | 57 | | 65 | | | 23:15 | | | 7 | | 5 | | |
| 11:30 | 75 56 | 764 | 54 67 | 240 | 513 | 23:30 | | | 9 | | 11 | 22 | |
| | | 204 | 0/ | 240 · | 512 | 23;45 | | | 12 | 44 | / | 33 | |
| Total Vol. | | 1091 | | 1005 | 2096 | | | | | 2266 | | 2221 | 4487 |
| | | | | | | Daily Tatal | NB | | SB | EB | | WB | Total |
| | | 3,357 | | 3,226 | 6,583. | | | | | | | | |
| Snlit % | | | | 47 00/ | 21 00/ | | | | | FM | | 40 501 | 20.00 |
| AM | | 32:170 | | 17:5270 | <u>31,07/0</u> | PM | | | | 3U.3% | | 49,5% | 08.2% |
| Peak Hr, | | 11:30 | | 11:45 | 11:45 | Peak Hr. | | ÷. | | 14:00 | | 12:15 | 12:15 |

299 0.890

458

16:15

259 0,938 304 0.894

452

16:15

240

0.833

596 0.987

910

16:15

499

0,924

279 0.930

267

08:00

164

0,759

293

0.862

194

08:00

113

0.831

563

0.932

461

08:00

277

0,834

Volume

P.H.F.

4 - 6 Voli

Peak Hr,

Volume

P.H.F.

Volume

P.H.F.

7 - 9 Vol.

Peak Hr.

Volume

P.H.F.

| | | Prepared by NDS/A1D | | | | | | | | | | | | | |
|------------------------|------------|---------------------|-----------|-------------|--------------------|--------------|---------|--------------------------|---------------------|----------|-------|--------------|--|--|--|
| Volumes for: Monday, M | ay 18, 20(|)9 | | | City: | Nipomo | NB | Daily ⁻ SB | Fotals EB | | WB | Total | | | |
| Location: Pomeroy Rd | btwn Wes | t Teff | t St & | | Project | 09-7194-002 | 0 | 0 | 4,322 | | 4,351 | 8,673 | | | |
| AM Daried NP SP | ER ER | | \\/R | an an sa | Nati Abi Art de la | DM Deriod NB | SB | EB | el nej o la densito | WB | | 100926360000 | | | |
| APT PERIOD IND 30 | <u> </u> | | 2 | ì | | 12:00 | | 00 | | 72 | | | | | |
| 00:00 | U 2 | | с р | | | 12:00 | | 68 68 | | 72 | | | | | |
| 00:15 | 1 | | 1 | | | 12:30 | | 49 | | 74 | | | | | |
| 00:45 | 3 | 6 | 2 | 14 | 20 | 12:45 | | 71 | 268 | 69 | 290 | 558 | | | |
| 00:10 | 3 | | 2 | | | 13:00 | | 60 | | 62 | | | | | |
| 01:00 | 0 | | 1 | | | 13:15 | | 59 | | 76 | | | | | |
| 01:30 | 0 | | 0 | | | 13:30 | | 68 | | 71 | | | | | |
| 01:45 | 0 | 3 | 2 | 5 | 8 | 13:45 | | 75 | 262 | 65 | 274 | 536 | | | |
| 02:00 | 0 | | 2 | | | 14:00 | | 70 | | 68 | | | | | |
| 02:15 | 2 | | 1 | | | 14:15 | | 66 | | 83 | | | | | |
| 02:30 | 6 | | 0 | | | 14:30 | | 80 | | 58 | | | | | |
| 02:45 | 0 | 8 | 1 | 4 | 12 | 14:45 | | 86 | 302 | 73 | 282 | 584 | | | |
| 03:00 | 0 | | 1 | | | 15:00 | | 89 | | 111 | | | | | |
| 03:15 | 1 | | 1 | | | 15:15 | | 95 | | 106 | | | | | |
| 03:30 | 0 | | 1 | | | 15:30 | | 82 | | 98 | | | | | |
| 03:45 | 5 | 6 | 2 | 5 | 11 | 15:45 | | 87 | 353 | 70 | 385 | 738 | | | |
| 04:00 | 6 | | 1 | | | 16:00 | | 96 | | 95 | | | | | |
| 04:15 | 11 | | 7 | | | 16:15 | | 89 | | 98 | | | | | |
| 04:30 | 7 | | 11 | | | 16:30 | | 90 | | 114 | | | | | |
| 04:45 | 6 | 30 | 6 | 25 | 55 | 16:45 | | 89 | 364 | 83 | 390 | 754 | | | |
| 05:00 | 5 | | 0 | | | 17:00 | | 96 | | 90 | | | | | |
| 05:15 | 15 | | 4 | | | 17:15 | | 53 | | 91 | | | | | |
| 05:30 | 24 | | 13 | | | 17:30 | | 87 | | 111 | | | | | |
| 05:45 | 18 | 62 | 24 | 41 | 103 | 17:45 | *** | 90 | 326 | 86 | 378 | 704 | | | |
| 06:00 | 36 | | 43 | | | 18:00 | | 71 | | 74 | | | | | |
| 06:15 | 40 | | 45 | | | 18:15 | | 65 | | 79 | | | | | |
| 06:30 | 43 | | 47 | 444 | 005 | 18:30 | | 70 | 275 | 74 | 207 | 563 | | | |
| 06:45 | 50 | 169 | 31 | 165 | 335 | 18:45 | | 69 | 275 | 60 | 287 | 562 | | | |
| 07:00 | 98 | | 40 | | | 19:00 | | 56 | | 58 | | | | | |
| 07:15 | 82 | | 53 | | | 19:15 | | 60 | | 58 | | | | | |
| 07:30 | 89 | ~ ~ ~ | 68 | 224 | F74 | 19:30 | | 68 | 210 | 45 | 207 | 422 | | | |
| 07:45 | /1 | 340 | /3 | 234 | 5/4 | 19:45 | | | 210 | 40 | 207 | 923 | | | |
| 08:00 | 77 | | 52 | | | 20:00 | | 46 | | 44 | | | | | |
| 08:15 | /1 | | 56 | | | 20:15 | | 29 | | 52 40 | | | | | |
| 08:30 | 00 07 | 274 | 03 74 | 74 5 | EGG | 20:30 | | 24 | 122 | 49 | 186 | 208 | | | |
| 08:45 | 0/ | 321 | | 243 | 500 | 20:45 | | 23 | 122 | 11 | 100 | 500 | | | |
| 09:00 | /1 | | 59 | | | 21:00 | | 29 | | 51 | | | | | |
| 09:15 | 00 F0 | | 52 | | | 21:12 | | 12 | | 37 | | | | | |
| 09:30 | 00 66 | 263 | 50 | 211 | 474 | 21:30 | | 16 | 69 | 23 | 144 | 213 | | | |
| | 50 | 205 | | 211 | -17-1 | 22.00 | · · · · | 15 | | 20 | | | | | |
| 10:00 | 58 | | 21 | | | 22:00 | | 15 | | 11 | | | | | |
| 10:15 | 00 71 | | 00 40 | | | 22,13 | | 14 | | 23 | | | | | |
| 10:30 | 42 | 265 | -72 67 | 230 | 495 | 22:00 | | 10 | 45 | | 71 | 116 | | | |
| 10,75 | | 200 | E7 | 200 | | 22,13 | | 10 | 15 | <u></u> | | | | | |
| 11:00 | 50 EE | | 57 74 | | | 23:00 | | 3 | | נ ר | | | | | |
| 11:13 | 55 | | 56 | | | 23:30 | | י ק | | 11 | | | | | |
| 11:45 | 53 | 224 | 69 | 256 | 480 | 23:45 | | 6 | 23 | 5 | 21 | 44 | | | |

| Total Vol. | 1697 | 1436 | 3133 | | | | 2625 | 2915 | 5540 |
|------------|---|-------|-------|----------------|------------|------------------|-------|-------|---------|
| | | | | | NB | SB | EB | WB | Total |
| | u de la compactica de la c | | | Daily Totals : | 0 | a de la compañía | 4,322 | 4,351 | 8,673 |
| | AM | | | | | | PM | | |
| Split % | -54:2% | 45.8% | 36.1% | 5 | | | 47,4% | 52.6% | 63.9% |
| AM | | | | PM | -1/12/15-0 | | | | |
| Peak Hr. | 07:00 | | 07:00 | Peak Hr. | | | 16:00 | 16:00 | |
| Volume | | 290 | | Volume | | | 364 | 390 | 754 |
| P.HiF. | 0.867 | 0.967 | 0,914 | P.H.F. | | | 0.948 | 0.855 | 0.924 |
| 7 - 9 Vol. | 661 | 479 | 1140 | 4 - 6 Vol. | | | 690 | 768 | 1458 |
| Peak Hr, | 07:00 | 07:30 | 07:00 | Peak Hr. | | | 16:00 | 16:00 | - 16:00 |
| Volume | 340 | 249 | 574 | Volume | | | 364 | 390 | 754 |
| PiHiFi | 0.867 | 0.853 | 0.914 | P.H.F. | | | 0.948 | 0.855 | 0,924 |

| Prepared by | NDS/ATD | |
|-------------|---------|--|
| | | |

| Volumes for: Tuesday, May 19, 2009 | | | | City: | Nipomo | NB | | Da SB | ily ' | Totals EB | | WB_ | Total | | |
|------------------------------------|-------------|----------|----------|----------|--------|----------|--------------|-------------|-------|--------------|----------|-------|----------|-------|--|
| Pomeroy I Location: Primrose I | Rd Ln | btwn Wes | it Tef | ft St & | | Project: | 09-7194-002 | 0 | | I | | 4,368 | | 4,432 | 8,800 |
| AM Period NB | SB | EB | | WB | | | PM Period NB | | SB | | EB | | WB | | and the second |
| 00:00 | | 0 | | 4 | | | 12:00 | | | | 82 | | 75 | | |
| 00:15 | | 2 | | 5 | | | 12:15 | | | | 71 | | 77 | | |
| 00:30 | | 4 | | 0 | | | 12:30 | | | | 51 | | 75 | | |
| 00:45 | | 2 | 8 | 1, | 10 | 18 | 12:45 | | | | 69 | 273 | 71 | 298 | 571 |
| 01:00 | | 4 | | 4 | | | 13:00 | | | | 58 | | 60 | | |
| 01:15 | | 0 | | 0 | | | 13:15 | | | | 62 | | 78 | | |
| 01:30 | | 1 | | 3 | | | 13:30 | | | | 67 | | 69 | | |
| 01:45 | | 1 | 6 | 1 | 8 | 14 | 13:45 | | | | 73 | 260 | 62 | 269 | 529 |
| 02:00 | | 3 | | 3 | | | 14:00 | | | | 71 | | 71 | | |
| 02:15 | | 1 | | 0 | | | 14:15 | | | | 69 | | 80 | | |
| 02:30 | | 3 | | 0 | | | 14:30 | | | | 77 | | 57 | | |
| 02:45 | | 1 | 8 | 0 | 3 | 11 | 14:45 | | | | 88 | 305 | 74 | 282 | 587 |
| 03:00 | | 1 | | 1 | | | 15:00 | | | | 88 | | 108 | | |
| 03:15 | | 0 | | 3 | | | 15:15 | | | | 97 | | 104 | | |
| 03:30 | | 1 | | 0 | | | 15:30 | | | | 85 | | 95 | | |
| 03:45 | | 3 | 5 | 4 | 8 | 13 | 15:45 | | | | 88 | 358 | 73 | 380 | 738 |
| 04:00 | | 7 | | 0 | | | 16:00 | | | | 96 | | 104 | | |
| 04:15 | | 9 | | 8 | | | 16:15 | | | | 94 | | 111 | | |
| 04:30 | | 9 | | 8 | | | 16:30 | | | | 93 | | 124 | | |
| 04:45 | | 8 | 33 | 5 | 21 | 54 | 16:45 | | | | 92 | 375 | 94 | 433 | 808 |
| 05:00 | | 8 | | 3 | | | 17:00 | | | | 07 | | 00 | | |
| 05:15 | | 13 | | 6 | | | 17:15 | | | | 56 | | 104 | | |
| 05:30 | | 26 | | 15 | | | 17:30 | | | | 87 | | 122 | | |
| 05:45 | | 16 | 63 | 23 | 47 | 110 | 17:45 | | | | 93 | 333 | 99 | 423 | 756 |
| 06:00 | | 33 | | 41 | | | 19:00 | | | | 74 | 000 | 76 | | /50 |
| 06:15 | | 38 | | 43 | | | 18:15 | | | | 66 | | 70 92 | | |
| 06:30 | | 41 | | 48 | | | 18-30 | | | | 71 | | 72 | | |
| 06:45 | | 53 | 165 | 33 | 165 | 330 | 18:45 | | | | 70 | 281 | 63 | 203 | 574 |
| 07:00 | | 92 | | 43 | 100 | | 19:00 | | | | F0 | 201 | 61 | | 571 |
| 07:15 | | 95 85 | | 52 | | | 19:00 | | | | J0 42 | | 60 | | |
| 07:30 | | 88 | | 67 | | | 19:10 | | | | 65 | | 40 | | |
| 07:45 | | 69 | 337 | 75 | 237 | 574 | 19.30 | | | | 21 | 217 | 40 | 214 | 421 |
| 00:00 | | 70 | 557 | 40 | 237 | 57 1 | 19.49 | | | | 10 | 217 | - 13 | 214 | 431 |
| 08:00 | | /0 כד | | 49 | | | 20:00 | | | | 48 | | 43 | | |
| 00:10 | | 7.5 | | 53 | | | 20:15 | | | | 32 | | 53 | | |
| 00:50 | | 00 85 | 274 | 75 | 227 | 561 | 20:30 | | | | 20 | 127 | 40 | 100 | 207 |
| 00,45 | | | 329 | 73 | 237 | 501 | 20:45 | | | | 21 | 127 | 38 | 180 | 307 |
| 09:00 | | /0 | | 60 | | | 21:00 | | | | 31 | | 48 | | |
| 09:15 | | 69 | | 51 | | | 21:15 | | | | 15 | | 39 | | |
| 09:30 | | 61 CP | 200 | 47 | 200 | 474 | 21:30 | | | | 13 | | 32 | | |
| 09:45 | | 65 | 265 | 48 | 206 | 4/1 | 21:45 | | | | 15 | /4 | 26 | 145 | 219 |
| 10:00 | | 59 | | 49 | | | 22:00 | | | | 12 | | 25 | | |
| 10:15 | | 66 | | 66 #6 | | | 22:15 | | | | 8 | | 9 | | |
| 10:30 | | 68 | | 52 | | | 22:30 | | | | 11 | | 20 | | |
| 10:45 | | 70 | 263 | 63 | 230 | 493 | 22:45 | | | | 8 | 39 | 10 | 64 | 103 |
| 11:00 | | 60 | | 58 | | | 23:00 | | | | 10 | | 5 | | |
| 11:15 | | 57 | | 73 | | | 23:15 | | | | 2 | | 3 | | |
| 11:30 | | 59 | . | 57 | | | 23:30 | | | | 6 | | 8 | | |
| 11:45 | | 51 | 227 | 72 | 260 | 487 | 23:45 | | | | 4 | 22 | 3 | 19 | 41 |
| Total Vol. | | | 1704 | | 1432 | 3136 | | | | | | 2664 | | 3000 | 5664 |

| Total Vol. | 1704 | 1432 | 3136 | | | | 2664 | 3000 | 5664 |
|------------|-------|-------|-------|----------------|-------------|------------------|-------|---------------|-------|
| | | | | | NB | SB | EB | WB | Total |
| | | | | Daily Totals : | 0 | 0 | 4,368 | 4,432 | 8,800 |
| | AM | | | | | | PM | | |
| Split % | 54.3% | 45.7% | 35.6% | | | | 47.0% | 53.0% | 64.4% |
| AM | | | | Г— РМ | S. 20 State | | | Survey States | |
| Peak Hr. | 07:00 | 11:45 | 07:00 | Peak Hr. | | | 16:15 | 16:00 | 16:00 |
| Volume | | 299 | - 574 | Volume | | | 376 | 433 | 808 |
| P.H.F. | 0.887 | 0.971 | 0.926 | P.H.F. | | | 0,969 | 0,873 | 0.931 |
| 7 - 9 Voli | 661 | 474 | 1135 | 4 - 6 Vol. | | | 708 | 856 | 1564 |
| Peak Hr. | 07:00 | 07:30 | 07:00 | Peak Hr. | | | 16:15 | 16:00 | 16:00 |
| Volume | 337 | 244 | 574 | Volume | | | 376 | 433 | 808 |
| PiHiFi | 0.887 | 0.813 | 0,926 | P.H.F. | | in in the second | 0.969 | 0.873 | 0,931 |

| | Prepared by NDS/ATD | | | | | | | | | | | | | | | |
|------------------------------|---------------------|--------|----------|---------------|-------------|--|---------|---|----------|---------|--------|-----------------|-----------------------------------|-------------|-------|------------|
| Volumes | for: | Wedn | iesda | ay, Ma | y 13, 2 | 2009 | City: | Nipo | mo | NB | | D SB | aily To | otals EB | WB | Total |
| Location | Osa | ige St | bty | wn Ca | mino (| Caballo & | Project | : 09-7194 | 1-003 | 631 | | 590 | | 0 | 0 | 1.221 |
| AM Period | NB | | SB | | EB | WB | | PM Period | NB | | SB | | FR | 14 | /R | |
| 00:00 | 0 | | 1 | | | | | 12:00 | <u> </u> | | 9 | | <u> </u> | | | |
| 00:15 | 0 | | 0 | | | | | 12:15 | 14 | | 7 | | | | | |
| 00:30 | 0 | | 0 | 2 | | ÷ | ~ | 12:30 | 7 | | 3 | | | | | |
| 01:00 | | | 1 | | | | 2 | 12:45 | 11 | 38 | 9 | 28 | | | -/ | 66 |
| 01:00 | 0 | | 1 | | | | | 13:00 | 11 7 | | 7 8 | | | | | |
| 01:30 | 1 | | ō | | | | | 13:30 | 10 | | 17 | | | | | |
| 01:45 | 0 | 1 | 0 | 1 | | | 2 | 13:45 | 8 | 36 | 11 | 43 | | | | 79 |
| 02:00 | 0 | | 0 | | | | | 14:00 | 18 | | 8 | | | | | |
| 02:15 | 0 | | 0 | | | | | 14:15 | 11 | | 14 | | | | | |
| 02:30 | 0 10 | | 1 | 1 | | | 1 | 14:30 | 12 | 40 | 14 | 47 | | | | 05 |
| 03/00 | 0 0 | | 0 | <u>+</u> | | | 1 | 15:00 | 11 | 40 | 16 | -47 | | | | 95 |
| 03:15 | 0 | | õ | | | | | 15:15 | 42 | | 18 | | | | | |
| 03:30 | 2 | | 1 | | | | | 15:30 | 18 | | 16 | | | | | |
| 03:45 | 0 | 2 | 1 | 2 | | | 4 | 15:45 | 11 | 82 | 16 | 66 | | | | 148 |
| 04:00 | 0 | | 0 | | | | | 16:00 | 10 | | 7 | | | | | |
| 04:15 | 0 | | 0 | | | | | 16:15 | 8 | | 14 | | | | | |
| 04:30 | 0 | | 2 | 2 | | | 2 | 16:30 | 4 | 40 | 19 | 50 | | | | 00 |
| 05:00 | 1 | | | | | | Σ | 17:00 | 7 | 40 | - 10 | 50 | | | ····· | 90 |
| 05:15 | 0 | | 1 | | | | | 17:00 | 12 | | 0 9 | | | | | |
| 05:30 | 0 | | 1 | | | | | 17:30 | 1 | | 8 | | | | | |
| 05:45 | 0 | 1 | 0 | 2 | | | 3 | 17:45 | | 27 | 13 | 38 | | | | 65 |
| 06:00 | 0 | | 0 | | | | | 18:00 | 4 | | 8 | | | | | |
| 06:15 | 7 | | 1 | | | | | 18:15 | 11 | | 13 | | | | | |
| 06:30 | 9 | 74 | 5 2 | 8 | | | 37 | 18:30 | 6 0 | 20 | 5 | 22 | | | | <i>c</i> 2 |
| 07:00 | 8 | | <u>-</u> | | | | | 10,43 | 5 | | 12 | | | | | 03 |
| 07:15 | 14 | | 1 | | | | | 19:00 | 3 | | 6 | | | | | |
| 07:30 | 13 | | 8 | | | | | 19:30 | 2 | | 10 | | | | | |
| 07:45 | 12 | 47 | 12 | 23 | | | 70 | 19:45 | 5 | 15 | 1 | 29 | | | | 44 |
| 08:00 | 8 | | 8 | | | | | 20:00 | 2 | | 8 | | | | | |
| 08:15 | 8 | | 10 | | | | | 20:15 | 6 | | 1 | | | | | |
| 08:30 | 24 50 | 90 | 30 | 78 | | | 168 | 20:30 | 4 | 12 | 8 | 22 | | | | 25 |
| 09:00 | 20 | 50 | 9 | /0 | | | 100 | 20.93 | 5 | | | | | | | |
| 09:15 | 17 | | 13 | | | | | 21:15 | 6 | | 11 | | | | | |
| 09:30 | 5 | | 2 | | | | | 21:30 | 5 | | 4 | | | | | |
| 09:45 | 9 | 51 | 7 | 31 | | | 82 | 21:45 | 2 | 18 | 5 | 24 | | | | 42 |
| 10:00 | 7 | | 4 | | | | | 22:00 | 2 | | 1 | | | | | |
| 10:15 | 4 | | 8 | | | | | 22:15 | 3 | | 2 | | | | | |
| 10:30 | 2 | 25 | 9 | 22 | | | 47 | 22:30 | 2 1 | 8 | 2 | 7 | | | | 15 |
| 11:00 | 11 | | 3 | | | | | 23:00 | 1 | 0 | 1 | | | ··· | | |
| 11:15 | 6 | | 13 | | | | | 23:15 | 1 | | 2 | | | | | |
| 11:30 | 9 | | 9 | | | | | 23:30 | 0 | | 0 | | | | | |
| 11:45 | / | 33 | 3 | 28 | | | 61 | 23:45 | 0 | 2 | 0 | 3 | 4 | | | 5 |
| Total Vol. | | 274 | | 200 | 0.0100.0000 | tegine de cara | 474 | 11. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. | | 357 | | 390 | | | | 747 |
| | | | | | | | | | | NB | | SB | | EB | WB | Total |
| | | | | | | | | Daily To | tals : | 631 | | 590 | | 0 | 0 | 1,221 |
| Split 04 | | 57.00 | | 47.70 | | 4171 | 20.00/ | | | 47.00/ | | E0 20/- | | M | | |
| AM | | 07:070 | | -74,270 | | | 20,0% | Md | | 7/50% | | 32.2% | to de la calendaria Calendaria | | | 61,2% |
| Peak Hr. | | 08:30 | | 08:30 | | | 08:30 | Peak Hr. | | 15:00 | | 15:00 | | | | 15:00 |
| P.H.F | | 111 | | 82 0.682 | | | 193 | Volume | | 82 | | 66 | | | | 148 |
| 7 - 9 Vol. | | 137 | | 101 | | | 238 | 4 - 6 Vol. | | 67 | | -0.917 | | | | 155 |
| Peak Hr. | | 08:00 | | 08:00 | 576.0 | 2 10 20 10 | 08:00 | Peak Hr. | | 16:30 | | 16:15 | | | | 16:00 |
| Volume | | 90 | | 78 0 c r o | | | 168 | Volume | | 41 | | 51 | | | | 90 |
| and Collection of the second | | .U.HDU | | ±01020 | | <u>(1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</u> | 0,525 | #P.H.F. | | - U.569 | 20. S. | - <u>0.67</u> 1 | | | | 0,804 |

| Values Gar, Thueday, May 24, 2009 City Night Carine Carine Cable 8 Project: 09-7194-003 Night Cathe 8 VB Total AD Reide NB SB EB WB Project: 09-7194-003 50 EB WB 50 618 53 EB WB 50 50 60 50 <th></th> <th colspan="14">Prepared by NDS/ATD</th> | | Prepared by NDS/ATD | | | | | | | | | | | | | | | |
|--|------------|---------------------|--------|---------------|----------|---------|---------------------------------------|---------|------------|----------|-------|---------|----------|---------|--|--------------------|--------------|
| Control Canada St. BANN Canada Cabable & Project 109-72.94-003 G13 23.6 0 2,15.4 AM Parkod NB SB EB WB PM Parkod NB SB EB WB 00:00 0 12215 7 6 6 66 00:00 0 12215 7 6 66 66 00:00 0 12215 7 6 66 66 00:00 0 1220 14 13 22 66 00:01 0 13215 12 9 14 79 01:02 0 1 1000 144 79 79 02:03 0 0 14600 13 14 79 02:04 0 0 1550 11 20 79 02:05 0 0 1550 11 79 79 02:05 0 0 1550 11 79 79 | Volumes | for: ' | Thurs | day, | May 14, | 2009 | | City: | Nipon | 10 | NB | | Da SB | nily To | otals EB | WB | Total |
| PM Felicit NB SB EP VB PM Period NB SB PP VB 0000 0 0 0 12.00 9 10 | Location: | Osa | ge St | btv | vn Camii | 10 Caba | allo & | Project | 09-7194 | -003 | 618 | | 536 | | 0 | 0 | 1.154 |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | AM Period | Galí NB | nino f | SB | E | B | WB | | PM Period | NB | | SB | | FB | WB | | |
| 00:15 0 12:15 7 6 00:30 0 1 12:15 7 6 00:45 0 0 13:0 13 32 68 01:50 0 0 13:05 12 9 68 01:15 0 0 13:15 12 9 7 01:15 0 0 13:15 12 9 7 01:15 0 0 14:00 13 14 79 02:15 0 0 14:45 7 6 70 70 02:30 0 0 14:45 7 6 70 70 03:30 1 0 15:15 38 20 70 70 70 04:50 0 0 15:06 11 11 11 11 114 04:50 1 0 15:06 14 8 39 32 12 <td< td=""><td>00:00</td><td>0</td><td></td><td>0</td><td></td><td></td><td></td><td></td><td>12:00</td><td>9</td><td></td><td>10</td><td></td><td></td><td></td><td></td><td>3</td></td<> | 00:00 | 0 | | 0 | | | | | 12:00 | 9 | | 10 | | | | | 3 |
| 600:96 3 1 2 12.30 14 13 00:96 3 1 2 5 12.26 6 36 3 3 1 68 01:00 0 0 13:00 1 7 7 7 7 01:15 0 0 1 1 13:30 11 15 9 01:20 0 0 1 1 13:30 11 15 7 7 01:20 0 0 14:00 13 14 70 70 01:20 0 0 14:00 13 14 43 70 01:20 0 0 15:00 11 12:00 11 124 10 10 10 | 00:15 | 0 | | 0 | | | | | 12:15 | 7 | | 6 | | | | | |
| -0.069 3 2 3 2 3 2 63 32 63 64 11 11 11 11 11 11 11 11 11 11 11 12 11 12 11 12 11 12 11 12 11 12 11 | 00:30 | 0 | 2 | 1 | 2 | | | r | 12:30 | 14 | 26 | 13 | 22 | | | | ~ |
| Barry Book Description Description <thdescription< th=""> <thdescription< th=""></thdescription<></thdescription<> | 01:00 | | 3 | <u>1</u> | | | | 3 | 12:45 | | 30 | 3 | 32 | | | | 68 |
| 01:55 0 1 1 1330 11 15 00:56 0 1 1 12345 8 80 10 14 79 00:50 0 0 1 1600 13 14 70 70 00:50 0 0 1630 2 9 70 70 70 00:50 0 0 1630 11 20 70 70 70 00:50 0 0 1500 11 20 70 70 70 70 70 00:50 0 0 10 1500 11 20 70 | 01:00 | 0 | | 0 | | | | | 13:15 | 12 | | 9 | | | | | |
| Onces 0 1 1 1 1 1 345 8 38 10 41 79 02:00 0 0 14:45 7 6 100 | 01:30 | 0 | | 0 | | | | | 13:30 | 11 | | 15 | | | | | |
| 02:00 0 14:00 13 14 02:15 0 0 14:30 2 9 02:00 0 0 11 20 70 03:00 0 0 11 20 70 03:00 0 0 15:00 11 20 70 03:00 0 0 15:00 11 20 70 03:00 0 0 15:00 11 11 70 03:00 0 0 16:00 8 14 124 04:00 0 0 16:00 8 14 124 04:00 0 0 16:00 8 14 124 04:00 1 10 17:05 10 21 124 05:00 0 0 17:05 10 21 124 05:00 1 11 17:05 11 20 14:15 16 05:00 1 11 20 18:20 11 28 9 47 | 01:45 | 0 | | 1 | 1 | | | 1 | 13:45 | 8 | 38 | 10 | 41 | | | | 79 |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 02:00 | 0 | | 0 | | | | | 14:00 | 13 | | 14 | | | | | |
| a_{245} 0 0 1 20 14 43 70 a_{350} 0 0 1500 11 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 21 1 11 </td <td>02:15</td> <td>0</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td>14:15</td> <td>7</td> <td></td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> | 02:15 | 0 | | 0 | | | | | 14:15 | 7 | | 6 | | | | | |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 02:45 | õ | | õ | | | | | 14:45 | 5 | 27 | 14 | 43 | | | | 70 |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 03:00 | 0 | | 0 | | | · · · · · · · · · · · · · · · · · · · | | 15:00 | 11 | | 20 | | | | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 03:15 | 1 | | 0 | | | | | 15:15 | 38 | | 20 | | | | | |
| 0:450 0 2 1:545 7 67 6 57 124 0:400 0 0 1:500 8 14 0 1:24 1:40 0:415 1 0 1:500 8 8 8 9 9 0:450 0 2 0 2 1:500 8 9 9 0:450 0 1 1:715 10 21 10 10 10 0:550 1 4 2 4 8 177:0 8 9 7 75 0:563 3 4 2 4 8 177:0 8 9 47 75 0:565 1 3 11 30 18:30 11 8 65 65 0:705 2 4 11:50 3 16 30 16 30 16 30 16 30 16 30 17 16 30 16 16 30 16 10 11 11 10 | 03:30 | 1 | - | 0 | | | | | 15:30 | 11 | | 11 | | | | | |
| 04:00 0 0 0 1603 8 14 04:15 1 0 16:15 8 8 9 04:30 1 0 2 0 2 16:45 9 9 05:00 0 0 17:45 10 21 10 10 10 05:30 1 1 17:45 3 28 9 47 75 05:30 1 1 17:45 3 28 9 47 75 05:30 8 2 18:30 11 8 66:5 6 66:5 6 10 10 75 05:30 8 2 18:30 11 8 66:5 6 6 6 70 75 65 72 10 75 72 75 75 72 75 75 72 75 75 75 75 75 75 75 75 75 75 75 75 75 75 75 75 75 75 | 03:45 | | 2 | 0 | | | | 2 | 15:45 | / | 6/ | 6 | 57 | | | | 124 |
| 04:30 1 0 2 16:30 10 9 04:35 0 2 0 2 16:45 17 43 6 39 62 05:00 0 1 17:00 6 9 . <th< td=""><td>04:00</td><td>1</td><td></td><td>0</td><td></td><td></td><td></td><td></td><td>16:00</td><td>8 8</td><td></td><td>14 8</td><td></td><td></td><td></td><td></td><td></td></th<> | 04:00 | 1 | | 0 | | | | | 16:00 | 8 8 | | 14 8 | | | | | |
| 0+45 0 2 0 2 1645 17 43 8 39 82 05:00 0 0 17:00 8 9 - <td>04:30</td> <td>1</td> <td></td> <td>õ</td> <td></td> <td></td> <td></td> <td></td> <td>16:30</td> <td>10</td> <td></td> <td>9</td> <td></td> <td></td> <td></td> <td></td> <td></td> | 04:30 | 1 | | õ | | | | | 16:30 | 10 | | 9 | | | | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 04:45 | 0 | 2 | 0 | | | | 2 | 16:45 | 17 | 43 | 8 | 39 | | | | 82 |
| 0515 0 1 17.15 10 21 0530 1 1 17.30 7 8 0549 3 4 2 4 1800 8 11 0649 3 2 1815 3 16 10 10 0649 6 19 3 11 30 19.45 4 26 4 39 65 07.00 5 2 19.00 4 7 7 7 7 7 07.015 25 4 19.00 4 7 7 7 7 7 7 07.05 5 2 77 19.45 7 27 7 7 7 7 08.00 16 6 20.015 2 4 20.15 2 4 20.15 2 4 20.15 2 4 20.15 2 4 20.15 2 4 20.15 2 4 20.15 2 4 20.15 2 4 2 | 05:00 | 0 | | 0 | | | | | 17:00 | 8 | | 9 | | | | | |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 05:15 | 0 | | 1 | | | | | 17:15 | 10 | | 21 | | | | | |
| office 2 4 0 </td <td>05:30</td> <td>1 3</td> <td>4</td> <td>1</td> <td>4</td> <td></td> <td></td> <td>8</td> <td>17:30</td> <td>/ 3</td> <td>28</td> <td>8 Q</td> <td>47</td> <td></td> <td></td> <td></td> <td>75</td> | 05:30 | 1 3 | 4 | 1 | 4 | | | 8 | 17:30 | / 3 | 28 | 8 Q | 47 | | | | 75 |
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| 11:45 6 24 3 21 45 23:45 1 8 0 8 16 Total Vol. 253 175 428 387 422 809 NB SB EB WB Total Daily Totals : 640 597 0 0 1,237 AM PM PM PM PM Figure 83 84 14:45 14:45 Volume 88 66 154 Volume 83 84 16 Peak Hr. 0524 0.611 0.558 P.H.F. 0.519 0.724 0.6833 7 - 9 Vol 154 88 242 86 113 199 Peak Hr. 08:00 08:00 08:00 08:00 08:00 14:45 16:45 16:45 Volume 88 66 154 Volume 86 113 199 Peak Hr. 08:00 08:00 08:00 08:00 08:00 < | 11:30 | 5 | | 7 | | | | 23:30 | 4 | | 4 | | | | | | |
| Total Vol. 253 175 428 387 422 809 NB SB EB WB Total Daily Totals : 640 597 0 0 1237 AM Pack Hr. 08:00 08:00 PM PM Peak Hr. 08:00 08:00 08:00 Peak Hr. 15:00 14:45 14:45 Volume 88 66 154 Volume 83 84 164 P.H.F. 0.524 0.611 0.558 242 4*6 Vol. 86 113 199 Peak Hr. 08:00 08:00 08:00 08:00 08:00 16:45 16:45 Volume 88 66 154 Volume 50 63 13 Volume 88 66 154 Volume 50 63 13 Volume 88 66 154 Volume 50 63 13 Volume | 11:45 | 6 | 24 | 3 | 21 | | 45 | 23:45 | 1 | 8 | 0 | 8 | | | | 16 | |
| NB SB EB WB Total Daily Totals : 640 597 0 0 1,237 AM PM PM PM PM PM PM Peak Hr, 08:00 08:00 Peak Hr, 15:00 14:45 14:45 Volume 88 66 154 Volume 83 84 164 P.H.F. 0.524 0.611 0.558 P.H.F. 0.519 0.724 0.683 7 - 9 Vol. 154 88 242 4 - 6 Vol. 86 113 199 Peak Hr, 08:00 08:00 09:00 Peak Hr. 16:45 16:45 16:45 Volume 88 66 04:00 90:00 90:00 90:00 90:00 90:00 16:45 16:45 16:45 Volume 88 66 04:00 90:00 90:00 90:00 90:00 90:00 90:00 90:00 90:00 90:00 90:00 | Total Vol. | | 253 | | 175 | | 428 | | | 387 | | 422 | | | | 809 | |
| AM PM Split % 59.1% 40.9% 34.6% 47.8% 52.2% 65.4% AM Peak Hr. 08:00 9eak Hr. 15:00 14:45 14:45 Volume 88 66 154 Volume 83 84 164 P.H.F. 0.524 0.611 0.558 P.H.F. 0.519 0.724 0.683 7 - 9 Vol. 154 88 242 4 - 6 Vol. 86 113 199 Peak Hr. 08:00 08:00 08:00 16:45 16:45 16:45 Volume 88 66 154 Volume 86 113 199 Peak Hr. 08:00 08:00 08:00 08:00 16:45 16:45 16:45 Volume 88 66 154 Volume 50 63 113 P.H.F. 0.524 0.611 0.558 P.H.F 0.735 0.926 113 | | | | | | | | | | NB | | SB | | B | WB | Total | |
| Alti PM Split % 59.1% 40.9% 34.6% 47.8% 52.2% 65.4% AM Peak Hr. 08:00 08:00 Peak Hr. 15:00 14:45 14:45 Volume 88 66 154 Volume 83 84 164 P.H.F. 0.524 0.611 0.558 P.H.F. 0.519 0.724 0.683 7 - 9 Vol. 154 88 242 4 - 6 Vol. 86 113 199 Peak Hr. 08:00 08:00 08:00 Peak Hr. 16:45 16:45 16:45 Volume 88 66 154 Volume 50 63 13 P.H.F. 0.524 0.611 0.558 P.H F. 0.735 0.016 | | | | | | | | Daily To | tals : | 640 | | 597 | | 0 | 0 | 1,237 | |
| AM PM PA/10/70 52/270 65/4% Peak Hr. 08:00 08:00 Peak Hr. 15:00 14:45 14:45 Volume 88 66 154 Volume 83 84 164 P.H.F. 0.524 0.611 0.558 P.H.F. 0.519 0.724 0.683 7 - 9 Vol. 154 88 242 4~6 Vol. 86 113 199 Peak Hr. 08:00 08:00 08:00 Peak Hr. 16:45 16:45 Volume 88 66 154 Volume 50 63 113 P.H.F. 0.524 0.611 0.558 P.H.F. 0.724 0.603 Volume 88 66 154 Volume 50 63 113 P.H.F. 0.524 0.611 0.558 P.H.F. 0.735 0.936 | Snlit % | | 59 104 | | 40.9% | M(!) | 34 60/- | | | 47:00/- | | F2 20/ | - PV | 1 | | CE AN | |
| Peak Hr. 08:00 08:00 Peak Hr. 15:00 14:45 14:45 Volume 88 66 154 Volume 83 84 164 P;H.F. 0.524 0.611 0.558 P.H.F. 0.519 0,724 0.683 7 - 9 Vol. 154 88 242 4 - 6 Vol. 86 113 199 Peak Hr. 08:00 08:00 08:00 Peak Hr. 16:45 16:30 16:45 Volume 88 66 154 Volume 50 63 113 P.H.F. 0.524 0.611 0.558 P.H.F. 0.735 0.936 133 | AM | | 55.170 | | 1912/19 | | J4.070 | PM | | <u>-7/.0%</u> | | 32.270 | | | | 05.4% | |
| Volume 65 66 154 Volume 83 84 164 P.H.F. 0.524 0.611 0.558 P.H.F. 0.519 0.724 0.683 7 - 9 Vol. 154 88 242 4 - 6 Vol. 86 113 199 Peak Hr. 08:00 08:00 98:00 Peak Hr. 16:45 16:30 16:45 Volume 88 66 154 Volume 50 63 113 P.H.F. 0.524 0.611 0.558 P.H.F. 0.735 0.976 0.976 | Peak Hr, | | 08:00 | | 08:00 | | 08:00 | Peak Hr. | | 15:00 | | 14:45 | | | | 14:45 | |
| 7 - 9 Vol. 154 88 242 4 - 6 Vol. 86 113 199 Peak Hr. 08:00 08:00 Peak Hr. 16:45 16:30 16:45 Volume 88 66 154 Volume 50 63 113 P.H.F. 0.524 0.611 0.558 P.H.F. 0.735 0.016 103 | P.H.F. | | 0:524 | | 0.611 | | 154 0.558 | Volume P.H.F | | 83 0 5 10 | | 84 0.724 | | | | 164 | |
| Peak Hr. 08:00 08:00 Peak Hr. 16:45 16:30 16:45 Volume 88 66 154 Volume 50 63 113 P.H.F. 0.524 0.611 0.558 P.H.F. 0.735 0.016 113 | 7 - 9 Vol. | | 154 | <u>.</u> | 88 | | 242 | 4 - 6 Vol. | | 86 | | 113 | | | | 199 | |
| volume 88 66 154 Volume 50 63 113 PiHiFi 0.524 0.611 0.558 PiH F 0.735 0.016 0.016 | e Peak Hr. | | 08:00 | | 08:00 | | 08:00 | Peak Hr. | | 16:45 | | 16:30 | | | | 16:45 | |
| | P.H.F. | | 0.524 | | 0.611 | | 154 | VOIUME | | | | 63 0 014 | | | | 113 | |

PINNACLE TRAFFIC ENGINEERING

330 Tres Pinos Road • Suite B2-12 • Hollister, CA 95023

(831) 638-9260 • FAX (831) 638-9268

PinnacleTE.com

Nipomo Community Park Master Plan EIR; San Luis Obispo County, CA

Intersection: Pomeroy Road and Camino Caballo

Weather: Clear & Dry

Date: 5/19/09 (Tue.)

Count Conducted By: Mike Shire

| Beginning | Inters | ection | Turnin | ig Mov | ement | - Direc | ction / | Turnin | g Mov | ement | | | То | tals |
|-----------------|--------|--------|--------|--------|--------|---------|---------|--------|-------|-------|--------|-----|---------|--------|
| Time | No | rthbou | ind | W | estbou | nd | So | uthbou | ind | Ea | astbou | nd | | |
| of Count | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 15-Min. | Hourly |
| Direction | LT | ТН | RT | LT | TH | RT | LT | TH | RT | LT | ТН | RT | | |
| 4:00-4:15 PM | 20 | 66 | 1 | 2 | 0 | 0 | 0 | 75 | 4 | 3 | 0 | 22 | 193 | |
| 4:15-4:30 PM | 33 | 75 | 5 | 1 | 0 | 0 | 2 | 75 | 1 | 1 | 0 | 21 | 214 | |
| 4:30-4:45 PM | 26 | 73 | 4 | 1 | 0 | 0 | 2 | 82 | 5 | 0 | 1 | 18 | 212 | |
| 4:45-5:00 PM | 38 | 87 | 4 | 1 | 0 | 1 | | 71 | 2 | 2 | 0 | 16 | 222 | 841 |
| 5:00-5:15 PM | 31 | 81 | 4 | 0 | 0 | 1 | 0 | 64 | 3 | 4 | 0 | 17 | 205 | 853 |
| 5:15-5:30 PM | 23 | 72 | 6 | 5 | 0 | 0 | 1 | 70 | 3 | 3 | 0 | 16 | 199 | 838 |
| 5:30-5:45 PM | 28 | 70 | 7 | 1 | 0 | 2 | 2 | 80 | 4 | - 2 | 1 | 12 | 209 | 835 |
| 5:45-6:00 PM | 20 | 96 | 4 | 1 | 0 | 1 | 0 | 69 | 3 | 5 | 0 | 24 | 223 | 836 |
| 2 Hour Totals : | 219 | 620 | 35 | 12 | 0 | 5 | 7 | 586 | 25 | 20 | 2 | 146 | | |

| Peak Period | | | | | | | | | | | | | | |
|--------------|---|-----|----|---|---|---|---|-----|----|---|---|----|-----|--|
| Direction | Direction NBLT NBTH NBRT WBLT WBTH WBRT SBLT SBTH SBRT EBLT EBTH EBRT Total | | | | | | | | | | | | | |
| 4:15-5:15 PM | 128 | 316 | 17 | 3 | 0 | 2 | 4 | 292 | 11 | 7 | 1 | 72 | 853 | |

PM PEAK HOUR FACTOR = 853 / 4 x 222 = 0.96



National Data & Surveying Services

TMC Summary of West Tefft St/Pomeroy Rd

Project #: 09-7193-001



CONTROL: Signalized

| AM PEAK HOUR | <u>0 AM</u> |
|----------------|-------------|
| Noon Peak Hour | 0 AM |
| PM PEAK HOUR | 415 PM |

Prepared by: National Data & Surveying Services

| N-S STREET: | West T | West Tefft St DATE: 05, | | | | 05/19/ | 2009 | | LOC/ | ATION: | ON: City of Nipomo | | | |
|--|--|--|---------|---------|--|--|--|---------|--|-----------|--------------------|---------|--|--|
| E-W STREET: | Pomero | oy Rd | | | DAY: TUESDAY PROJ | | | | | | JECT# 09-7193-001 | | | |
| | NC | ORTHBO | JND | S | OUTHBO | UND | E | ASTBOL | IND | WESTBOUND | | | | |
| LANES: | NL 1 | NT 2 | NR 0 | SL 0 | ST 2 | SR 0 | EL 1 | ET 0 | ER 1 | WL 0 | WT 0 | WR 0 | TOTAL | |
| 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:30 PM 6:30 PM | 15 35 37 26 27 38 34 22 | 104 108 118 100 112 69 103 95 | | | 125 131 134 150 145 139 145 105 | 74 82 66 96 88 75 69 89 | 63 53 62 57 52 56 51 55 | | 24 43 32 24 31 30 39 33 | | | | 405 452 449 453 455 407 441 399 | |
| VOLUMES = | NL 234 | NT 809 | NR 0 | SL 0 | ST 1074 | SR 639 | EL 449 | ET 0 | ER 256 | WL 0 | WT 0 | WR 0 | TOTAL 3461 | |
| PM Pea | ık Hr Be | gins at: | 415 | PM | | | | | | | | | | |
| Peak Volumes = | 125 | 438 | 0 | 0 | 560 | 332 | 224 | 0 | 130 | 0 | 0 | 0 | 1809 | |
| PEAK HR. FACTOR: | | 0.908 | | | 0.907 | | | 0.922 | | | 0.000 | | 0.994 | |

CONTROL: Signalized



National Data & Surveying Services

TMC Summary of West Tefft St/Orchard Rd

SOUTHBOUND APPROACH LANES Ν 1 1 1 West Tefft St TOTAL 405 215 99 405 99 215 δ NOON 0 0 0 Æ **Orchard Rd** ο 0 0 **Orchard Rd** Ē (average J EASTBOUND APPROACH LANES WESTBOUND APPROACH LANES TOTAL AM NOON PM AM NOON **P**M TOTAL 0 30 0 0 30 0 1 0 183 183 1 0 6 0 6 0 0 8 0.5 8 205-74-4-0 4 0 0 4 200 ia: 0.5 0 0 71 71 1 P CALIFICATION OF CONTRACT OF CONTRACT. 340 δ 2 4 NOON 0 0 Q TURNING MOVEMENT COUNT A Q 0 0 West Tefft St / Orchard Rd West Tefft St (Intersection Name) TOTAL 36 2 4 1 1 1 5/19/09 Tuesday Date Day NORTHBOUND APPROACH LANES COUNT PERIODS am noon 4:00 PM -6:00 PM pm

CONTROL: Signalized

AM PEAK HOUR 0 AM NOON PEAK HOUR 0 AM PM PEAK HOUR 415 PM

Project #: 09-7193-002

National Data & Surveying Services

| N-S STREET: | West 1 | Fefft St | | | DATE: 05/19/2009 | | | | | | LOCATION: City of Nipomo | | | | | |
|--|---------------------------------|---|--|--|---|--|---|---------------------------------|---------------------------------|--|---------------------------------|--|--|--|--|--|
| E-W STREET: | Orchai | rd Rd | | | DAY: | TUESD | AY | | PROJECT# 09-7193-002 | | | | | | | |
| | N | ORTHBO | UND | SC | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | | | |
| LANES: | NL 1 | NT 1 | NR 1 | SL 1 | ST 1 | SR 1 | EL 0 | ET 1 | ER 0 | WL 0.5 | WT 0.5 | WR 1 | TOTAL | | | |
| 1:00 PM 1:15 PM 1:30 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM | 0 3 0 1 0 1 0 | 80 65 103 82 90 58 86 76 | 10 13 26 11 20 15 17 18 | 52 51 55 59 50 60 47 | 92 105 94 94 112 97 116 86 | 6 21 19 13 13 14 12 9 | 4 11 10 4 5 10 9 2 | 1 1 1 2 1 2 1 | 3 1 1 1 2 0 0 | 25 22 16 21 12 18 20 15 | 2 2 4 0 3 4 1 | 35 55 45 41 37 42 36 | 310 350 372 333 347 305 369 291 | | | |
| TOTAL VOLUMES = | NL 5 | NT 640 | NR 130 | SL 424 | ST 796 | SR 107 | EL 55 | ET 11 | ER 9 | WL 149 | WT 18 | WR 333 | TOTAL 2677 | | | |
| PM Pe | ak Hr Be | egins at: | 415 | PM | | | | | | | | | | | | |
| Peak Volumes = | 4 | 340 | 70 | 215 | 405 | 66 | 30 | 6 | 4 | 71 | 8 | 183 | 1402 | | | |
| PEAK HR. FACTOR: | | 0,802 | | | 0.969 | | | 0.769 | | | 0.829 | | 0.942 | | | |
| CONTROL: | Signali | zed | | | | | | | | | | | | | | |

Intersection Turning Movement

National Data & Surveying Services

TMC Summary of West Tefft St/Existing Park Access Rd

.



CONTROL: 1-Way Stop (EB)

| AM PEAK HOUR | 0 AM |
|----------------|--------|
| Noon peak hour | 0 AM |
| PM PEAK HOUR | 445 PM |

National Data & Surveying Services

| N-S STREET: | West ⁻ | Fefft St | | | DATE | : 05/19/ | 2009 | | LOCATION: City of Nipomo | | | | | |
|--|---|------------|---------|---------|------------|---|--|------------|---|---------|------------|---------|--|--|
| E-W STREET: | Existin | ig Park A | ccess R | d | DAY: | : TUESD | AY | | PRO | JECT# | 09-719: | 3-003 | | |
| IN's & OUT's only | | | | | | | | | | | | | | |
| | N | ORTHBO | UND | S | OUTHBC | UND | E | ASTBO | JND | ٧ | VESTBOL | IND | · | |
| LANES: | NL 1 | NT 1 | NR 0 | SL 0 | ST 1 | SR 1 | EL 0 | ET 1 | ER 0 | WL 0 | WT 0 | WR 0 | TOTAL | |
| 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 6:45 PM 6:45 PM | 10 11 5 11 7 12 11 6 | 34) | | | | $ \begin{array}{c} 11 \\ 20 \\ 12 \\ 8 \\ 13 \\ 14 \\ 20 \\ 12 \\ \hline 5 \\ 3 \end{array} $ | 12 12 10 14 7 9 13 18 | | 6 6 4 22 12 10 14 12 | | | | 39 49 31 55 39 45 58 48 | |
| TOTAL VOLUMES = | NL 73 | NT 0 | NR 0 | SL 0 | ST 0 | SR 110 | EL 95 | ET 0 | ER 86 | WL O | WT 0 | WR 0 | TOTAL 364 | |
| PM Pea | ak Hr Be | egins at: | 445 | PM | | | | | | | | | | |
| PEAK Volumes = Peak Hr. Factor: | 41 | 0 0.854 | 0 | 0 | 0 0.688 | 55 | 43 | 0 0.701 | 58 | 0 | 0 0.000 | 0 | 197 0.849 | |
| CONTROL: | 1-Way | Stop (EB | 5) | | | | | | | | | | | |



National Data & Surveying Services

TMC Summary of Juniper St/Existing Park Access Rd/Pomeroy Rd

Project #: 09-7193-004



CONTROL: 2-Way Stop (NS)

•

| AM PEAK HOUR | 0 AM |
|----------------|-------------|
| NOON PEAK HOUR | <u>0 AM</u> |
| PM PEAK HOUR | 430 PM |

National Data & Surveying Services

| N-S STREET: | Junipe Access | r St/Exis Rd | ting Par | k | DATE: | 05/19/ | 2009 | | LOC/ | ATION: | City of Nipomo | | | | |
|--|--------------------------------------|--------------------------------------|---------------------------------|--------------------------------------|---------------------------------|--|--|--|---------------------------------------|---|---|--------------------------------------|--|---|--|
| E-W STREET: | Pomer | oy Rd | | | DAY: TUESDAY | | | | | PROJECT# 09-7193-004 | | | | | |
| <u></u> | N | ORTHBO | UND | SC | DUTHBOU | UTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL | | |
| 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM | 2 2 4 2 3 2 3 2 | 3 0 1 1 3 0 0 1 | 7 8 5 5 4 8 3 | 1 4 2 3 2 4 5 3 | 1 2 1 3 3 1 0 | 8 9 21 17 22 17 16 16 | 14 6 13 10 4 6 6 12 | 76 91 84 72 73 86 80 81 | 10 3 6 5 6 4 5 2 | 5 8 16 12 10 14 14 6 | 79 99 74 106 88 90 84 94 | 5 6 5 4 5 8 5 4 | 211 238 236 238 224 238 227 224 | - | |
| 6:30 PM 6:45 PM | 1 | 5 | 26 | 1 | - Je | 69 | 33 | 320 | 7 <i>a</i> s | 46 | 367 | 20 | 936 | | |
| Total Volumes = | NL 20 | NT 9 | NR 48 | SL 24 | ST 13 | SR 126 | EL 71 | ET 643 | ER 41 | WL 85 | WT 714 | WR 42 | TOTAL 1836 | | |
| PM Pe | ak Hr Be | egins at: | 430 | PM | | | | | | | | | | | |
| Peak Volumes = | 11 | 5 | 22 | 11 | 9 | 77 | 33 | 315 | 21 | 52 | 358 | 22 | 936 | | |
| PEAK HR. FACTOR: | | 0.731 | | | 0.898 | | | 0.896 | | | 0.885 | | 0.983 | | |
| CONTROL: | 2-Way | Stop (NS | 5) | | | | | | | | | | | | |



National Data & Surveying Services

TMC Summary of Post Office Driveway/Existing Park Access Rd

Project #: 09-7193-005



CONTROL: No Control

AM PEAK HOUR 0 AM NOON PEAK HOUR 0 AM PM PEAK HOUR 500 PM

National Data & Surveying Services

| N-S STREET: | Post Of | fice Driv | veway | | DATE: | ·05/19/2 | 2009 |)9 LOCATION: City of Nipomo | | | | | | |
|---|----------|-----------|----------|--|---------|---------------------------------|--------------------------------------|-----------------------------|----------------------|-----------|---------|----------------------------|--|--|
| E-W STREET: | Existing |) Park A | ccess Ro | t. | DAY: | TUESD | AY | | PROJECT# 09-7193-005 | | | | | |
| | NC | RTHBO | UND | SC | OUTHBO | UND | E | ASTBOU | M | /ESTBOUND | | | | |
| LANES: | NL 0 | NT 0 | NR 0 | SL 0 | ST 1 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL | |
| 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM | | | | 5 11 12 12 6 13 15 19 | | 1 8 2 3 4 5 8 | 4 3 2 3 0 2 1 3 | | | | | 3 3 5 5 8 6 | 13 25 19 23 14 24 29 36 | |
| 6:30 PM 6:45 PM イントラー | 5:15 | pM= | ⇒ (| 41 |) (| (b) | 8 | | | | | \bigcirc | | |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 0 | _SL 93 | ST 0 | SR 34 | EL 18 | ET O | ER 0 | WL 0 | WT 0 | WR 38 | TOTAL 183 | |
| PM Pe | ak Hr Be | gins at: | 500 | PM | | | | | | | | | | |
| peak Volumes = | 0 | 0 | 0 | 53 | 0 | 20 | 6 | 0 | 0 | 0 | 0 | 24 | 103 | |
| PEAK HR. FACTOR: | | 0.000 | | | 0.676 | | | 0.500 | | | 0.750 | | 0.715 | |
| CONTROL: | No Con | trol | | | | | | | | | | | | |

Intersection Turning Movement

National Data & Surveying Services

TMC Summary of West Tefft St/Pomeroy Rd



CONTROL: Signalized

| AM PEAK HOUR | <u>0 AM</u> |
|----------------|-------------|
| NOON PEAK HOUR | 0 AM |
| PM PEAK HOUR | 415 PM |

National Data & Surveying Services

| N-S STREET: | West T | efft St | | | DATE: | 5/19/20 | 09 | | LOCA | TION: | City of N | lipomo | |
|--|---|------------------|---------|---------|-----------------|--|---------|---------|--|---------|-----------|---------|--|
| E-W STREET: | Pomero | oy Rd | | | DAY: | TUESDA | ١Y | | PROJ | ECT# | 09-7193 | RTOR- | 001 |
| | Right Turns on Red | | | | | | | | | | | | |
| | NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND | | | | | | | | | | | | |
| LANES: | NL 1 | NT 2 | NR 0 | SL 0 | ST 2 | SR 0 | EL 1 | ET 0 | ER 1 | WL 0 | WT 0 | WR 0 | TOTAL |
| 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:30 PM 6:45 PM | | | | | | 30 32 22 34 22 21 21 20 | | | 13 25 19 13 18 19 21 17 | | | | 43 57 41 47 40 40 42 37 |
| Total Volumes = | NL 0 | NT 0 | NR 0 | SL 0 | ST 0 | SR 202 | EL O | ET O | ER 145 | 0 VL | WT 0 | WR 0 | TOTAL 347 |
| PM Pe | ak Hr Be | gins at: | 415 | PM | | | | | | | | | |
| peak Volumes = | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 75 | 0 | 0 | 0 | 185 |
| PEAK HR. FACTOR: Right Turns | on Red | 0.000 include | d in ge | neral | 0.868 count. | | | 0.700 | | | 0.000 | | 0.825 |

CONTROL: Signalized
Intersection Turning Movement

National Data & Surveying Services

TMC Summary of West Tefft St/Orchard Rd



CONTROL: Signalized

| AM PEAK HOUR | 0 AM | | | |
|----------------|------|--------|--|--|
| NOON PEAK HOUR | | 0 AM | | |
| PM PEAK HOUR | • | 415 PM | | |

Intersection Turning Movement Prepared by:

Prepared by: National Data & Surveying Services

| N-S STREET: | West T | efft St | | DATE: 05/19/2009 | | | | | | ATION: | City of | Nipomo | |
|--|----------|----------|--|------------------|---------|--------------------------------------|---------|---------|--------------------------------------|-----------|-----------|--|--|
| E-W STREET: | Orchar | d Rđ | | | DAY: | TUESD | AY | | PRO. | JECT# | 09-719 | 3RTOR- | 002 |
| | | | | R | iaht 1 | lurns | on R | ed | | | | | |
| | NC | ORTHBO | UND | S | OUTHBO | UND | E | ASTBOU | ND | W | /ESTBOI | JND | |
| LANES: | NL 1 | NT 1 | NR 1 | SL 1 | ST 1 | SR 1 | EL 0 | ET 1 | ER 0 | WL 0.5 | WT 0.5 | WR 1 | TOTAL |
| 1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM | | | 6 10 15 5 9 6 9 8 | | | 3 5 7 4 2 4 4 0 | | | 3 1 1 1 1 0 0 0 | | | 29 44 39 34 37 25 29 30 | 41 60 62 44 49 35 42 38 |
| TOTAL VOLUMES = | NL 0 | NT 0 | NR 68 | SL 0 | ST 0 | SR 29 | EL O | ET 0 | ER 7 | WL O | WT 0 | WR 267 | TOTAL 371 |
| PM Pe | ak Hr Be | gins at: | 415 | PM | | | | | | | | | |
| Peak Volumes = | 0 | 0 | 39 | 0 | 0 | 18 | 0 | 0 | 4 | 0 | 0 | 154 | 215 |
| PEAK HR. FACTOR: | | 0.650 | م الم | | 0.643 | - | | 1.000 | | | 0.875 | | 0.867 |

Right Turns on Red included in general count.

CONTROL: Signalized

The ability of a highway system to carry traffic is expressed in terms of its "service Level" at critical locations, usually intersections. Service levels are defined as follows:

- "A" Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
- "B" Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
- "C" Conditions of stable flow, delays are low to moderate, full use of peak direction signal phase(s) is experienced.
- "D" Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
- "E" Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
- "F" Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

LEVELS OF SERVICE DESCRIPTION

Engineering

PINNACLE

TRAFFIC

930 San Benito Street - Hollister, CA 95023 (831) 638-9260 / FAX (831) 638-9268 South County Traffic Model Update

2006 Annual Report and Fifth Year Update

Final Report

Prepared For San Luis Obispo County





LEVEL-OF-SERVICE METHODOLOGY

Traffic operations have been quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions.

Roadway Segments

Roadway segment Levels-of-Service were estimated using Highway Capacity Manual 2000 (HCM-200) methodologies. For standard-sized roadways (e.g. urban arterials), LOS were estimated utilizing Average Daily Traffic (ADT)-based LOS thresholds. Table 1 shows the ADT-based roadway segment LOS thresholds utilized in this study.

However, the rural nature of the study area introduces the problem of roadways with non-standard characteristics, e.g. roadway lane widths less than 12 feet wide per lane, shoulders less than six feet wide, rough pavement, grade. Non-standard characteristics typically reduce roadway capacity from the traffic thresholds calculated for standard roadways. For the South County Nipomo planning area, non-standard roadways are limited to two-lane collector/local streets and two-lane arterials. The ADT-based roadway segment LOS thresholds presented in Table 1 for two-lane roadways include traffic volume ranges that take into account capacity reductions resulting from non-standard roadway features.

| | | TABLE 1 | | | | | | | | |
|---|---------------|----------------|----------------|----------------|----------------|--|--|--|--|--|
| Total Two-way Average Daily Traffic (ADT) | | | | | | | | | | |
| Roadway Segment 1 ype | LOS "A" | LOS "B" | LOS "C" | LOS "D" | LOS "E" | | | | | |
| 4-Lane Divided Freeway | 28,000 | 43,200 | 61,600 | 74,400 | 80,000 | | | | | |
| 2-Lane Rural Highway | 2,400 | 4,800 | 7,900 | 13,500 | 22,900 | | | | | |
| 6-lane Divided Expressway (with left-turn lanes) | 35,500 | 42,200 | 46,200 | 55,800 | 60,000 | | | | | |
| 6-Lane Divided Arterial (with left-turn lane) | 32,000 | 38,000 | 43,000 | 49,000 | 54,000 | | | | | |
| 4-Lane Divided Arterial (with left-turn lane) | 22,000 | 25,000 | 29,000 | 32,500 | 36,000 | | | | | |
| 4-Lane Undivided Arterial (no left-turn lane) | 18,000 | 21,000 | 24,000 | 27,000 | 30,000 | | | | | |
| 2-Lane Arterial (with left-turn lane) | 11,000 | 12,500 | 14,500 | 16,000 | 18,000 | | | | | |
| 2-Lane Arterial (no left-turn lane) | 1,000 - 9,000 | 2,000 - 10,500 | 3,500 - 12,000 | 6,500 - 13,500 | 7,500 - 15,000 | | | | | |
| 2-Lane Collector/Local Street | 1,000 - 6,000 | 2,000 - 7,500 | 3,000 - 9,000 | 3,000 - 10,500 | 5,000 - 12,000 | | | | | |

Note: 1. Based on "Highway Capacity Manual", Transportation Research Board, 2000.

2. All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each Level of Service listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks and other heavy vehicles, travel lane widths, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

| Roadway Type | LOS A | LOS B | LOS C | LOS D | LOS E |
|--|--------|--------|---------|---------|---------|
| 8 Lane Freeway | 51,000 | 79,000 | 112,000 | 136,000 | 146,000 |
| 6 Lane Freeway | 39,000 | 59,000 | 85,000 | 102,000 | 110,000 |
| 4 Lane Freeway | 26,000 | 40,000 | 57,000 | 69,000 | 74,000 |
| 8 Lane Expressway | 35,000 | 54,000 | 75,000 | 90,000 | 98,000 |
| 6 Lane Expressway | 28,000 | 42,000 | 56,000 | 67,000 | 74,000 |
| 4 Lane Expressway | 18,000 | 27,000 | 36,000 | 45,000 | 50,000 |
| 8 Lane Divided Arterial (with Left-Turn Lanes) | 40,000 | 47,000 | 54,000 | 61,000 | 68,000 |
| 6 Lane Divided Arterial (with Left-Turn Lanes) | 32,000 | 38,000 | 43,000 | 49,000 | 54,000 |
| 4 Lane Divided Arterial (with Left-Turn Lanes) | 22,000 | 25,000 | 29,000 | 32,500 | 36,000 |
| 4 Lane Undivided Arterial (with Left-Turn Lanes) | 19,000 | 22,000 | 25,500 | 28,000 | 31,500 |
| 4 Lane Undivided Arterial (without Left-Turn Lanes) | 16,000 | 19,000 | 22,000 | 24,000 | 27,000 |
| 2 Lane Arterial (with Left-Turn Lanes) | 11,000 | 12,500 | 14,500 | 16,000 | 18,000 |
| 2 Lane Arterial (without Left-Turn Lanes) | 8,000 | 9,500 | 10,500 | 12,000 | 13,500 |
| 2 Lane Rural Highway | 4,000 | 8,000 | 12,000 | 17,000 | 25,000 |
| 2 Lane Collector | 6,000 | 7,500 | 9,000 | 10,500 | 12,000 |
| 2 Lane Local | 1,200 | 1,400 | 1,600 | 1,800 | 2,000 |

Source data contained in the Highway Capacity Manual (2000HCM)



LEVEL OF SERVICE 24 HOUR ADT VOLUME THRESHOLD CRITERIA 330 Tres Pinos Road, Ste. B2-12 - Hollister, CA 95023 (831) 638-9260 / FAX (831) 638-9268



TWO-WAY STOP SIGN CONTROLLED INTERSECTIONS

| CARIBIT 17-2. LEVEL-OF-SERVICE ORITERIA FOR TWSC INTERSECTIONS | | | | | | |
|--|-------------------------------|--|--|--|--|--|
| Level of Service | Average Control Delay (s/veh) | | | | | |
| A | 0–10 | | | | | |
| В | > 10–15 | | | | | |
| C | > 15–25 | | | | | |
| D | > 2535 | | | | | |
| E | > 35–50 | | | | | |
| F | > 50 | | | | | |

ALL-WAY STOP SIGN CONTROLLED INTERSECTIONS

The level-of-service criteria are given in Exhibit 17-22. The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different levels of performance from distinct types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same LOS.

| EXHIBIT 17-22. | LEVEL-OF-SERVICE | CRITERIA FOR AWSC | INTERSECTIONS |
|----------------|------------------|-------------------|----------------------|
|----------------|------------------|-------------------|----------------------|

| Level of Service | Control Delay (s/veh) |
|------------------|-----------------------|
| А | 0–10 |
| B | > 1015 |
| С | > 15–25 |
| D | > 2535 |
| E | > 35–50 |
| F | > 50 |

SIGNALIZED INTERSECTIONS

The average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value. The criteria are listed in Exhibit 16-2.

| EXHIBIT 16-2. | LOS CRITERIA | FOR SIGNALIZED | INTERSECTIONS |
|---------------|--------------|----------------|----------------------|
|---------------|--------------|----------------|----------------------|

| LOS | Control Delay per Vehicle (s/veh) | | | | | |
|--|--|--|--|--|--|--|
| A | ≤ 10 | | | | | |
| В | > 10–20 | | | | | |
| C | > 20–35 | | | | | |
| D | > 35–55 | | | | | |
| E | > 55–80 | | | | | |
| | > 80 | | | | | |
| PINNACLE LEVEL O TRAFFIC VEHICLE DELAY | F SERVICE Y RELATIONSHIPS MATERIAL | | | | | |
| ENGINEERING 930 San Benito Stree (831) 638-9260 / 1 | 930 San Benito Street - Hollister, CA 95023 (831) 638-9260 / FAX (831) 638-9268 | | | | | |

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|--------------------------|-----------|----------|------------|------|----------|------------|----------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | |
| Lane Configurations | ሻ | ^ | <u></u> ተኑ | | ሻ | 7 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.94 | | 1.00 | 0.85 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 3342 | | 1770 | 1583 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3539 | 3342 | | 1770 | 1583 | |
| Volume (vph) | 125 | 438 | 560 | 332 | 224 | 130 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| Adj. Flow (vph) | 147 | 515 | 659 | 391 | 264 | 153 | |
| RTOR Reduction (vph) | 0 | 0 | 115 | 0 | 0 | 115 | |
| Lane Group Flow (vph) | 147 | 515 | 935 | 0 | 264 | 38 | |
| Turn Type | Prot | | | | | Perm | |
| Protected Phases | 7 | 4 | 8 | | 6 | | |
| Permitted Phases | | | | | | 6 | |
| Actuated Green, G (s) | 7.8 | 33.1 | 21.3 | | 13.6 | 13.6 | |
| Effective Green, g (s) | 7.8 | 33.1 | 21.3 | | 13.6 | 13.6 | |
| Actuated g/C Ratio | 0.14 | 0.61 | 0.39 | | 0.25 | 0.25 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 252 | 2142 | 1301 | | 440 | 394 | |
| v/s Ratio Prot | c0.08 | 0.15 | c0.28 | | c0.15 | | |
| v/s Ratio Perm | | | | | | 0.02 | |
| v/c Ratio | 0.58 | 0.24 | 0.72 | | 0.60 | 0.10 | |
| Uniform Delay, d1 | 21.9 | 5.0 | 14.2 | | 18.1 | 15.8 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.4 | 0.1 | 1.9 | | 2.2 | 0.1 | |
| Delay (s) | 25.3 | 5.0 | 16.1 | | 20.4 | 15.9 | |
| Level of Service | С | А | В | | С | В | |
| Approach Delay (s) | | 9.6 | 16.1 | | 18.7 | | |
| Approach LOS | | А | В | | В | | |
| Intersection Summary | | | | | | | |
| HCM Average Control D | Delay | | 14.6 | ŀ | ICM Le | vel of Ser | vice B |
| HCM Volume to Capaci | ty ratio | | 0.66 | | | | |
| Actuated Cycle Length (| (s) | | 54.7 | S | Sum of I | ost time (| (s) 12.0 |
| Intersection Capacity Ut | ilization | | 55.5% | le | CU Lev | el of Serv | rice B |
| Analysis Period (min) | | | 15 | | | | |
| c Critical Lane Group | | | | | | | |

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|---------------------------|----------|-------|--------------------|-------|----------|------------|-------|-------|-------|----------|----------|---------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | Ŷ | ۴ | ኘ | ∱ | 7 | | đ | ۴ | | <u>ф</u> | <u></u> |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | | 0.98 | |
| Fit Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.97 | |
| Satd: Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1779 | 1583 | | 1780 | |
| Flt Permitted | 0.46 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.97 | |
| Satd. Flow (perm) | 864 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1779 | 1583 | | 1780 | |
| Volume (vph) | 2 | 361 | 70 | 220 | 457 | 9 | 71 | 4 | 183 | 9 | 4 | 2 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 2 | 425 | 82 | 259 | 538 | 11 | 84 | 5 | 215 | 11 | 5 | 2 |
| RTOR Reduction (vph) | 0 | 0 | 59 | 0 | 0 | 5 | 0 | 0 | 119 | 0 | 2 | ō |
| Lane Group Flow (vph) | 2 | 425 | 23 | 259 | 538 | 6 | 0 | 89 | 96 | Ō | 16 | Ő |
| Turn Type | Perm | | Perm | Prot | | Perm | Split | | pm+ov | Split | | |
| Protected Phases | | 4 | | 3 | 8 | | 2 | 2 | ່ 3 | 6 | 6 | |
| Permitted Phases | 4 | | 4 | | | 8 | | | 2 | | | |
| Actuated Green, G (s) | 18.6 | 18.6 | 18.6 | 12.1 | 34.7 | 34.7 | | 17.1 | 29.2 | | 1.3 | |
| Effective Green, g (s) | 18.6 | 18.6 | 18.6 | 12.1 | 34.7 | 34.7 | | 17.1 | 29.2 | | 1.3 | |
| Actuated g/C Ratio | 0.29 | 0.29 | 0.29 | 0.19 | 0.53 | 0.53 | | 0.26 | 0.45 | • | 0.02 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | 247 | 532 | 452 | 329 | 993 | 844 | | 467 | 710 | | 36 | |
| v/s Ratio Prot | | c0.23 | | c0.15 | 0.29 | | | c0.05 | 0.03 | | c0.01 | |
| v/s Ratio Perm | 0.00 | | 0.01 | | | 0.00 | | | 0.04 | | | |
| v/c Ratio | 0.01 | 0.80 | 0.05 | 0.79 | 0.54 | 0.01 | | 0.19 | 0.14 | | 0.45 | |
| Uniform Delay, d1 | 16.6 | 21.5 | 16.9 | 25.3 | 10.0 | 7.1 | | 18.6 | 10.5 | | 31.5 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | 0.0 | 8.2 | 0.0 | 11.8 | 0.6 | 0.0 | | 0.9 | 0.1 | | 8.5 | |
| Delay (s) | 16.7 | 29.7 | 16.9 | 37.0 | 10.6 | 7.1 | | 19.5 | 10.6 | | 40.1 | |
| Level of Service | В | С | В | D | В | А | | В | В | | D | |
| Approach Delay (s) | | 27.6 | | | 19.0 | | | 13.2 | | | 40.1 | |
| Approach LOS | | С | | | В | | | В | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control D | elay | | 20.8 | Н | CM Lev | el of Se | rvice | | С | | | |
| HCM Volume to Capacit | y ratio | | 0.57 | | | | | | | | | |
| Actuated Cycle Length (| s) | | 65.1 | S | um of lo | ost time | (s) | | 16.0 | | | |
| Intersection Capacity Uti | lization | | 48.7% | IC | CU Leve | el of Serv | /ice | | А | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

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|------------------------|--------------------|--|-------------|------|--------|----------------------------|-------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | |
| Lane Configurations | ۲ | ŕ | Ŷ | 1 | Y | | |
| Sign Control | | Free | Free | | Stop | | |
| Grade | | 0% | 0% | | 0% | | |
| Volume (veh/h) | 31 | 410 | 481 | 49 | 23 | 34 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| Hourly flow rate (vph) | 36 | 482 | 566 | 58 | 27 | 40 | |
| Pedestrians | | | | | | | |
| Lane width (ft) | | | | | | | |
| Vvaiking Speed (IVS) | | | | | | | |
| Pight turn flare (yoh) | | | | | | | |
| Median type | | | | | Nono | | |
| Median storage veh) | | | | | None | | |
| Upstream signal (ft) | | | 186 | | | | |
| pX. platoon unblocked | 0.81 | | 100 | | 0.81 | 0.81 | |
| vC. conflicting volume | 624 | | | | 1121 | 566 | |
| vC1, stage 1 conf vol | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | |
| vCu, unblocked vol | 536 | | | | 1149 | 465 | |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 | |
| tC, 2 stage (s) | | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 | |
| p0 queue free % | 96 | | | | 84 | 92 | |
| cM capacity (veh/h) | 837 | | | | 170 | 485 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | | |
| Volume Total | 36 | 482 | 566 | 58 | 67 | | |
| Volume Left | 36 | 0 | 0 | 0 | 27 | | |
| Volume Right | 0 | 0 | 0 | 58 | 40 | | |
| CSH | 837 | 1700 | 1700 | 1700 | 278 | | |
| Volume to Capacity | 0.04 | 0.28 | 0.33 | 0.03 | 0.24 | | |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 | 23 | | |
| Control Delay (s) | 9.5 | 0.0 | 0.0 | 0.0 | 22.0 | | |
| Lane LUS | A 0.7 | | 0.0 | | 00.0 | | |
| Approach LOS | 0.7 | | 0.0 | | 22.0 | | |
| | - v - stitu suts s | 11. 2. 19 . 19. 19. 19. 19. 19. | | | C | ta tuta a ta ana ang sansa | |
| Intersection Summary | | 0.479-35.925 | | | | | |
| Average Delay | | | 1.5 | | | | |
| Analysis Period (min) | lization | | 35.8% 15 | IC | U Leve | el of Serv | ice A |

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|---------------------------|----------|---------------|---------|----------|---------|--------------|---|---|--|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | |
| Lane Configurations | Y | | ሻ | ^ | \$ | | | | | i san an a |
| Sign Control | Stop | | | Free | Free | | | | | |
| Grade | 0% | | | 0% | 0% | | | | | |
| Volume (veh/h) | 10 | 17 | 43 | 402 | 337 | 16 | | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | | | |
| Hourly flow rate (vph) | 12 | 20 | 51 | 473 | 396 | 19 | | | | |
| Pedestrians | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | |
| Median type | None | | | | | | | | | |
| Median storage veh) | | | | | | | | | | |
| Upstream signal (ft) | | | | 1278 | | | | | | |
| pA, platoon unblocked | 000 | 100 | 445 | | | | | | | |
| vC, connicting volume | 980 | 406 | 415 | | | | | | | |
| vC1, stage 1 conf vol | | | | | | | | | | |
| VC2, stage z coni voi | 000 | 400 | 445 | | | | | | | |
| tC single (c) | 900 | 400 | 415 | | | | | | | |
| tC_1 single (s) | 0.4 | 0.2 | 4.1 | | | | | | | |
| (0, 2 staye(5)) | 25 | 22 | <u></u> | | | | | | | |
| n (o) nn augus free % | 0.0 | 07 | 2.2 | | | | | | | |
| cM canacity (veh/h) | 265 | 97 645 | 1144 | | | | | | | |
| | 200 | 040 | 1144 | | | | | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | | | | | | |
| Volume Total | 32 | 51 | 473 | 415 | | | | | | |
| Volume Left | 12 | 51 | 0 | 0 | | • | | | | |
| Volume Right | 20 | 0 | 0 | 19 | | | | | | |
| CSH Maharata Caraalta | 421 | 1144 | 1700 | 1700 | | | | | | |
| Volume to Capacity | 0.08 | 0.04 | 0.28 | 0.24 | | | | | | |
| Queue Length 95th (It) | 6 | 3 | 0 | 0 | | | | | | |
| Control Delay (s) | 14.2 | 8.3 | 0.0 | 0.0 | | | | | | |
| Lane LUS | 44 O | A | | ~ ~ | | | | | | |
| Approach LOS | 14.Z | 0.8 | | 0.0 | | | | | | |
| Approach 205 | В | | | | | | | | | |
| Intersection Summary | | | | | | | | | | |
| Average Delay | | | 0.9 | | | | | | | |
| Intersection Capacity Uti | lization | | 35.4% | IC | CU Leve | el of Servic | e | А | | |
| Analysis Period (min) | | | 15 | | | | | | | |

| Existing PM |
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| Page 1 |

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|---------------------------------------|------------|-----------|-------|------|------------|--------------|---|----------|---|---|---------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | | | | Net de la composición Versa de la composición de | |
| Lane Configurations | ¥ | | 4 | | 3 | 1 | | <u> </u> | | | <u></u> |
| Sign Control | Stop | | Free | | | Free | | | | | |
| Grade | 0% | | 0% | | | 0% | | | | | |
| Volume (veh/h) | 19 | 69 | 392 | 20 | 33 | 334 | | | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | | | | |
| Hourly flow rate (vph) Pedestrians | 22 | 81 | 461 | 24 | 39 | 393 | | | | | |
| Lane Width (ft) | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | |
| Median type | None | | | | | | | | | | |
| Median storage veh) | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | |
| vC, conflicting volume | 944 | 473 | | | 485 | | | | | | |
| vC1, stage 1 conf vol | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | |
| vCu, unblocked vol | 944 | 473 | | | 485 | | | | | | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | | | | | | |
| tC, 2 stage (s) | | ~ ~ | | | | | | | | | |
| t⊢ (s) | 3.5 | 3.3 | | | 2.2 | | | | | | |
| p0 queue free % | 92 | 80 504 | | | 90 4079 | | | | | | |
| civi capacity (ven/n) | 281 | 591 | | | 1078 | | | | | | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 | | | | | | | |
| Volume Total | 104 | 485 | 39 | 393 | | | | | | | |
| Volume Left | 22 | 0 | 39 | 0 | | | | | | | |
| Volume Right | 81 | 24 | 0 | 0 | | | | | | | |
| cSH | 477 | 1700 | 1078 | 1700 | | | | | | | |
| Volume to Capacity | 0.22 | 0.29 | 0.04 | 0.23 | | | | | | | |
| Queue Length 95th (ft) | 20 | 0 | 3 | 0 | | | | | | | |
| Control Delay (s) | 14.6 | 0.0 | 8.5 | 0.0 | | | | | | | |
| Lane LOS | В | | A | | | | • | | | | |
| Approach Delay (s) | 14.6 | 0.0 | 0.8 | | | | | | | | |
| Approach LOS | В | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | |
| Average Delay | | | 1.8 | | | | | | | | |
| Intersection Capacity U | tilization | | 39.4% | 10 | CU Leve | el of Servic | e | | А | | |
| Analysis Period (min) | | | 15 | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis 6: Camino Caballo & Pomery Road

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|---------------------------|----------|------|---------------|------|---------|----------|------|----------|--|------------|-----------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | \$ | | ኻ | 4 | | | 4 | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | Ó% | |
| Volume (veh/h) | 7 | 1 | 72 | 3 | 0 | 2 | 128 | 316 | 17 | 4 | 292 | 11 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 8 | 1 | 85 | 4 | 0 | 2 | 151 | 372 | 20 | 5 | 344 | 13 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | · | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (ven) | | N | | | N | | | | | | | |
| iviedian type | | None | | | None | | | | | | | |
| Inetroom olanet (ff) | | | | | | | | | | | | |
| nX nietoon unblockod | | | | | | | | | | | | |
| VC conflicting volume | 1035 | 1052 | 350 | 1128 | 1040 | 382 | 356 | | | 303 | | |
| vC1_stare 1 conf vol | 1000 | 1002 | 000 | 1120 | 1043 | 502 | | | | <u>197</u> | | |
| vC2_stage 2 conf vol | | | | | | | | | | | | |
| vCu_unblocked vol | 1035 | 1052 | 350 | 1128 | 1049 | 382 | 356 | | | 392 | | |
| tC. single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | 0.0 | Q .2 | | 0.0 | 0.12 | ** * | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 96 | 99 | 88 | 98 | 100 | 100 | 87 | | | 100 | | |
| cM capacity (veh/h) | 189 | 197 | 693 | 143 | 198 | 665 | 1202 | | | 1167 | | |
| Direction Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | | | | Nelson (n. 1944) References (n. 1944) | | | ada ta t |
| Volume Total | 94 | 6 | 151 | 392 | 361 | | | | | | netheren i de la rese | ward ward i |
| Volume Left | 8 | 4 | 151 | 0 | 5 | | | | | | | |
| Volume Right | 85 | 2 | 0 | 20 | 13 | | | | | | | |
| cSH | 548 | 208 | 1202 | 1700 | 1167 | | | | | | | |
| Volume to Capacity | 0.17 | 0.03 | 0.13 | 0.23 | 0.00 | | | | | | | |
| Queue Length 95th (ft) | 15 | 2 | 11 | 0 | 0 | | | | | | | |
| Control Delay (s) | 12.9 | 22.8 | 8.4 | 0.0 | 0.1 | | | | | | | |
| Lane LOS | В | С | А | | А | | | | | | | |
| Approach Delay (s) | 12.9 | 22.8 | 2.3 | | 0.1 | | | | | | | |
| Approach LOS | В | С | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | i de la composición d La composición de la c |
| Average Delay | | | 2.7 | | | | | | | | | · |
| Intersection Capacity Uti | lization | | 48.8% | 10 | CU Leve | l of Ser | vice | | А | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis 3: Tefft Street & NB Off-ramp

Existing PM HCM Signalized Intersection Capacity Analysis

| | ٭ | -> | $\mathbf{\hat{v}}$ | 1 | + | ×. | 1 | 1 | 1 | \$ | ţ | 4 |
|--------------------------|-----------|------|--------------------|------|----------|-----------|--------------|------|------|-----------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ተተ | | | 朴 | | ሻ | 4 | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | | 4.0 | | 4.0 | 4.0 | | | | |
| Lane Util. Factor | 1.00 | 0.95 | | | 0.95 | | 0.95 | 0.95 | | | | |
| Frt | 1.00 | 1.00 | | | 0.98 | | 1.00 | 0.93 | | | | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.98 | | | | |
| Satd. Flow (prot) | 1770 | 3539 | | | 3479 | | 1 681 | 1598 | | | | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.98 | | | | |
| Satd. Flow (perm) | 1770 | 3539 | | | 3479 | | 1681 | 1598 | | | | |
| Volume (vph) | 241 | 461 | 0 | 0 | 471 | 60 | 388 | 2 | 128 | 0 | 0 | 0 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.9Ź | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 262 | 501 | 0 | 0 | 512 | 65 | 422 | 2 | 139 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 44 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 262 | 501 | 0 | 0 | 563 | 0 | 283 | 236 | 0 | 0 | 0 | 0 |
| Turn Type | Prot | | | | | | Prot | | | | | |
| Protected Phases | 7 | 4 | | | 8 | | 5 | 2 | | | | |
| Permitted Phases | | | | | | | - | | | | | |
| Actuated Green, G (s) | 14.2 | 33.6 | | | 15.4 | | 23.4 | 23.4 | | | | |
| Effective Green, g (s) | 14.2 | 33.6 | | | 15.4 | | 23.4 | 23.4 | | | | |
| Actuated g/C Ratio | 0.22 | 0.52 | | | 0.24 | | 0.36 | 0.36 | | | | |
| Clearance Time (s) | 4.0 | 4.0 | | | 4.0 | | 4.0 | 4.0 | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | | | | |
| Lane Grp Cap (vph) | 387 | 1829 | | - | 824 | | 605 | 575 | | | | |
| v/s Ratio Prot | c0.15 | 0.14 | | | c0.16 | | c0.17 | 0.15 | | | | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.68 | 0.27 | | | 0.68 | | 0.47 | 0.41 | | | | |
| Uniform Delay, d1 | 23.3 | 8.8 | | | 22.6 | | 16.0 | 15.6 | | | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | | | | |
| Incremental Delay, d2 | 4.6 | 0.1 | | | 2.4 | | 0.6 | 0.5 | | | | |
| Delay (s) | 27.9 | 8.9 | | | 24.9 | | 16.6 | 16.1 | | | | |
| Level of Service | ' ċ | А | | | C | | В | В | | | | |
| Approach Delay (s) | | 15.5 | | | 24.9 | | _ | 16.3 | | | 0.0 | |
| Approach LOS | | В | | | C | | | В | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control E |)elay | | 18.6 | H | ICM Le | vel of Se | ervice | | В | | | |
| HCM Volume to Capacit | ty ratio | | 0.59 | | | | | | | | | |
| Actuated Cycle Length (| s) | | 65.0 | 5 | Sum of l | ost time | (s) | | 12.0 | | | |
| Intersection Capacity Ut | ilization | 3 | 35.4% | I | CU Leve | el of Ser | vice | | Н | | | |
| Analysis Period (min) | | | `15 | | | | | | - | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis 1: Tefft Street & SB Off Ramp

Existing PM HCM Signalized Intersection Capacity Analysis

| | | | \rightarrow | ✓ | + | ×. | • | † | 1 | × 🖌 | Ļ | 4 |
|----------------------------|---------|------------|---------------|-------|----------|----------|-------|-------|------|----------|-------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | <u></u> ↑₽ | | ኻ | ተተ | | | 4 | | | र्भ | ۴ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | 4.0 | 4.0 | | | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.95 | | | 1.00 | | | 1.00 | 1.00 |
| Frt | | 0.99 | | 1.00 | 1.00 | | | 0.89 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | 0.99 | | | 0.98 | 1.00 |
| Satd. Flow (prot) | | 3511 | | 1770 | 3539 | | | 1648 | | | 1833 | 1583 |
| Fit Permitted | | 1.00 | | 0.95 | 1.00 | | | 0.99 | | | 0.98 | 1.00 |
| Satd. Flow (perm) | | 3511 | | 1770 | 3539 | | | 1648 | | | 1833 | 1583 |
| Volume (vph) | 0 | 760 | 42 | 111 | 655 | 0 | 55 | 0 | 198 | 95 | 195 | 405 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 826 | 46 | 121 | 712 | 0 | 60 | 0 | 215 | 103 | 212 | 440 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 0 | 291 |
| Lane Group Flow (vph) | 0 | 867 | 0 | 121 | 712 | 0 | 0 | 109 | ō | Õ | 315 | 149 |
| Turn Type | | | | Prot | | | Split | | | Split | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | 2 | 2 | | 6 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | | 19.9 | | 6.0 | 29.9 | | | 17.0 | | | 16.0 | 16.0 |
| Effective Green, g (s) | | 19.9 | | 6.0 | 29.9 | | | 17.0 | | | 16.0 | 16.0 |
| Actuated g/C Ratio | | 0.27 | | 0.08 | 0.40 | | | 0.23 | | | 0.21 | 0.21 |
| Clearance Time (s) | | 4.0 | | 4.0 | 4.0 | | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 933 | | 142 | 1413 | | | 374 | | | 392 | 338 |
| v/s Ratio Prot | | c0.25 | | c0.07 | 0.20 | | | c0.07 | | | c0.17 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.09 |
| v/c Ratio | | 0.93 | | 0.85 | 0.50 | | | 0.29 | | | 0.80 | 0.44 |
| Uniform Delay, d1 | | 26.8 | | 34.0 | 16.9 | | | 24.0 | | | 28.0 | 25.6 |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | 15.0 | | 36.0 | 0.3 | | | 2.0 | | | 15.9 | 41 |
| Delay (s) | | 41.8 | | 70.0 | 17.2 | | | 25.9 | | | 43.9 | 29.7 |
| Level of Service | | D | | Е | В | | | С | | | D | C |
| Approach Delay (s) | | 41.8 | | | 24.9 | | | 25.9 | | | 35.6 | 0 |
| Approach LOS | | D | | | C | | | C | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control De | elay | | 33.3 | H | CM Lev | el of Se | rvice | | C | | | · |
| HCM Volume to Capacity | ratio | | 0.70 | | | | | | - | | | |
| Actuated Cycle Length (s | 5) | | 74.9 | S | um of lo | ost time | (s) | | 16.0 | | | |
| Intersection Capacity Util | ization | | 72.6% | Ī | CU Leve | l of Sen | /ice | | C. | | | |
| Analysis Period (min) | | | 15 | | | | | | Ŭ | | | |
| c Critical Lane Group | | | - | | | | | | | | | |

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| | ۶ | -> | 4 | • | 1 | 4 | | | | | |
|--------------------------|-----------|------|----------|------|---------|--|----|---------------------------|---|------------------------|--------------------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | | | | | 880.804 880.804 |
| Lane Configurations | ሻ | 个个 | <u></u> | | ሻ | <u>// //////////////////////////////////</u> | | i e legende de las ser la | | <u></u> | <u></u> |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | | |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | | 1.00 | 1.00 | | | | | |
| Frt | 1.00 | 1.00 | 0.94 | | 1.00 | 0.85 | | | | | |
| Fit Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | | | | | |
| Satd. Flow (prot) | 1770 | 3539 | 3339 | | 1770 | 1583 | | | | | |
| Fit Permitted | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | | | | | |
| Satd. Flow (perm) | 1770 | 3539 | 3339 | | 1770 | 1583 | | | | | |
| Volume (vph) | 131 | 458 | 590 | 358 | 234 | 133 | | | | | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | | | | |
| Adj. Flow (vph) | 154 | 539 | 694 | 421 | 275 | 156 | | | | | |
| RTOR Reduction (vph) | 0 | 0 | 120 | 0 | 0 | 117 | | | | | |
| Lane Group Flow (vph) | 154 | 539 | 995 | 0 | 275 | 39 | | | | | |
| Turn Type | Prot | | | | | Perm | | - 10 | | | |
| Protected Phases | 7 | 4 | 8 | | 6 | | | | | | |
| Permitted Phases | | | | | | 6 | | | | | |
| Actuated Green, G (s) | 8.0 | 34.3 | 22.3 | | 14.1 | 14.1 | | | | | |
| Effective Green, g (s) | 8.0 | 34.3 | 22.3 | | 14.1 | 14.1 | | | | | |
| Actuated g/C Ratio | 0.14 | 0.61 | 0.40 | | 0.25 | 0.25 | | | | | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | | | |
| Lane Grp Cap (vph) | 251 | 2152 | 1320 | | 443 | 396 | | | | | |
| v/s Ratio Prot | c0.09 | 0.15 | c0.30 | | c0.16 | | | • | | | |
| v/s Ratio Perm | | | | | | 0.02 | | | | | |
| v/c Ratio | 0.61 | 0.25 | 0.75 | | 0.62 | 0.10 | | | | | |
| Uniform Delay, d1 | 22.7 | 5.1 | 14.7 | | 18.8 | 16.3 | | | | | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | | | | |
| Incremental Delay, d2 | 4.4 | 0.1 | 2.5 | | 2.7 | 0.1 | | | | | |
| Delay (s) | 27.1 | 5.2 | 17.2 | | 21.5 | 16.4 | | | | | |
| Level of Service | С | А | В | | С | В | | | | | |
| Approach Delay (s) | | 10.1 | 17.2 | | 19.6 | 7 | | | | | |
| Approach LOS | | В | В | | В | | | | | | |
| Intersection Summary | | | | | | | | | | N. S. Status Status | |
| HCM Average Control E |)elay | | 15.4 | H | ICM Le | vel of Servi | ce | E | 3 | | |
| HCM Volume to Capacit | ty ratio | | 0.69 | | | | | | | | |
| Actuated Cycle Length (| s) | | 56.4 | S | um of l | ost time (s) | | 12.0 |) | | |
| Intersection Capacity Ut | ilization | | 58.0% | 10 | CU Leve | el of Service | e | E | 3 | | |
| Analysis Period (min) | | | 15 | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis 2: Tefft Street &

| | الر | | \mathbf{F} | 4 | + | × | 1 | 1 | ~ | 1 | ţ | 4 |
|--------------------------|-----------|----------|--------------|-------|----------|-----------|--------|-------|-------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ኻ | † | 1 | ٢ | † | 7 | | र्भ | 1 | | ÷ | ۴ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | | 1.00 | 0.85 |
| Fit Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.97 | 1.00 | | 0.97 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1808 | 1583 | | 1812 | 1583 |
| Fit Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.79 | 1.00 | | 0.81 | 1.00 |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1478 | 1583 | | 1511 | 1583 |
| Volume (vph) | 68 | 346 | 66 | 221 | 418 | 69 | 63 | 41 | 184 | 48 | 37 | 58 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 80 | 407 | 78 | 260 | 492 | 81 | 74 | 48 | 216 | 56 | 44 | 68 |
| RTOR Reduction (vph) | 0 | 0 | 55 | 0 | 0 | 45 | 0 | 0 | 109 | 0 | 0 | 48 |
| Lane Group Flow (vph) | 80 | 407 | 23 | 260 | 492 | 36 | 0 | 122 | 107 | 0 | 100 | 20 |
| Turn Type | Prot | | Perm | Prot | | Perm | Perm | | pm+ov | Perm | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 2 | 3 | | 6 | |
| Permitted Phases | | | 4 | | | 8 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 3.1 | 17.0 | 17.0 | 11.4 | 25.3 | 25.3 | | 17.1 | 28.5 | | 17.1 | 17.1 |
| Effective Green, g (s) | 3.1 | 17.0 | 17.0 | 11.4 | 25.3 | 25.3 | | 17.1 | 28.5 | | 17.1 | 17.1 |
| Actuated g/C Ratio | 0.05 | 0.30 | 0.30 | 0.20 | 0.44 | 0.44 | | 0.30 | 0.50 | | 0.30 | 0.30 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 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) | 95 | 551 | 468 | 351 | 820 | 697 | | 440 | 895 | | 449 | 471 |
| v/s Ratio Prot | 0.05 | c0.22 | | c0.15 | 0.26 | | | | 0.02 | | | |
| v/s Ratio Perm | | | 0.01 | | | 0.02 | | c0.08 | 0.04 | | 0.07 | 0.01 |
| v/c Ratio | 0.84 | 0.74 | 0.05 | 0.74 | 0.60 | 0.05 | | 0.28 | 0.12 | | 0.22 | 0.04 |
| Uniform Delay, d1 | 27.0 | 18.2 | 14.5 | 21.7 | 12.2 | 9.2 | | 15.5 | 7.8 | | 15.2 | 14.4 |
| 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 | 45.7 | 5.1 | 0.0 | 8.2 | 1.2 | 0.0 | | 1.6 | 0.1 | | 0.3 | 0.0 |
| Delay (s) | 72.7 | 23.4 | 14.5 | 29.8 | 13.4 | 9.3 | | 17.0 | 7.8 | | 15.5 | 14.4 |
| Level of Service | E | С | В | С | В | A | | В | A | | В | В |
| Approach Delay (s) | | 29.2 | | | 18.1 | | | 11.2 | | | 15.0 | |
| Approach LOS | | С | | | В | | | В | | | В | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control D | elay | | 19.9 | ŀ | ICM Le | vel of Se | ervice | | В | | | |
| HCM Volume to Capacit | iy ratio | | 0.57 | | | | | | | | | |
| Actuated Cycle Length (| s) | | 57.5 | 9 | Sum of I | ost time | : (s) | | 12.0 | | | |
| Intersection Capacity Ut | ilization | | 52.8% | 10 | CU Lev | el of Sei | rvice | | А | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

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|----------------------------|---------------|-------|---------------|---------------------|----------|-----------|--------|-------|------|------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | \$ | | ኻ | 4 | | ۲ | A | <u>۴</u> |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | 0.94 | | | 0.90 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 |
| Fit Protected | | 0.98 | | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1712 | | | 1666 | | 1770 | 1850 | | 1770 | 1863 | 1583 |
| Flt Permitted | | 0.86 | | | 0.93 | | 0.54 | 1.00 | | 0.47 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1504 | | | 1560 | | 1000 | 1850 | | 881 | 1863 | 1583 |
| Volume (vph) | 29 | 5 | 26 | 17 | 9 | 69 | 67 | 386 | 18 | 33 | 322 | 43 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 34 | 6 | 31 | 20 | 11 | 81 | 79 | 454 | 21 | 39 | 379 | 51 |
| RTOR Reduction (vph) | 0 | 27 | 0 | 0 | 70 | · 0 | 0 | 2 | 0 | 0 | 0 | 15 |
| Lane Group Flow (vph) | 0 | 44 | 0 | 0 | 42 | 0 | 79 | 473 | 0 | 39 | 379 | 36 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | 6 |
| Actuated Green, G (s) | | 6.8 | | | 6.8 | | 34.4 | 34.4 | | 34.4 | 34.4 | 34.4 |
| Effective Green, g (s) | | 6.8 | | | 6.8 | | 34.4 | 34.4 | | 34.4 | 34.4 | 34.4 |
| Actuated g/C Ratio | | 0.14 | | | 0.14 | | 0.70 | 0.70 | | 0.70 | 0.70 | 0.70 |
| Clearance Time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 208 | | | 216 | | 699 | 1293 | | 616 | 1303 | 1107 |
| v/s Ratio Prot | | | | | | | | c0.26 | | | 0.20 | |
| v/s Ratio Perm | | c0.03 | | | 0.03 | | 0.08 | | | 0.04 | | 0.02 |
| v/c Ratio | | 0.21 | | | 0.20 | | 0.11 | 0.37 | | 0.06 | 0.29 | 0.03 |
| Uniform Delay, d1 | | 18.8 | | | 18.8 | | 2.4 | 3.0 | | 2.3 | 2.8 | 2.3 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.5 | | | 0.4 | | 0.1 | 0.2 | | 0.0 | 0.1 | 0.0 |
| Delay (s) | | 19.3 | | | 19.2 | | 2.5 | 3.2 | | 2.4 | 2.9 | 2.3 |
| Level of Service | | В | | | В | | А | А | | Α | А | А |
| Approach Delay (s) | | 19.3 | | | 19.2 | | | 3.1 | | | 2.8 | |
| Approach LOS | | В | | | В | | | А | | | А | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control De | elay | | 5.4 | Н | CM Lev | el of Se | ervice | | A | | | |
| HCM Volume to Capacity | <i>r</i> atio | | 0.34 | | | | | | | | | |
| Actuated Cycle Length (s | ;) | | 49.2 | S | um of lo | ost time | (s) | | 8.0 | | | |
| Intersection Capacity Util | ization | 4 | 12.5% | IC | CU Leve | el of Ser | vice | | А | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

| HCM Unsignalized | Intersection Capacity Analysis |
|-------------------------|--------------------------------|
| 6: Camino Caballo | & Pomery Road |

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|--|-----------|------------|--------------|------|----------|----------|------|------|--------------------|--------|---------|-----------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4) Cton | | | ¢ | | ۲ | 4 | a 1995 (1992) - 19 | | 4 | |
| Grade | | 5.0p | | | Stop | | | Free | | | Free | |
| Volume (veh/h) | 7 | 078 | 76 | 3 | 0% | 2 | 121 | 228 | 17 | 4 | 200 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 8 | 1 | 89 | 4 | 0 | 2 | 154 | 386 | 20 | 5 | 364 | 13 |
| Pedestrians | | | | | | | | | | + | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Right turn flore (vob) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | Rone | | | None | | | | | | | |
| Upstream signal (ft) | | | | | | | | 490 | | | | |
| pX, platoon unblocked | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 100 | | 0.99 | | |
| vC, conflicting volume | 1076 | 1094 | 370 | 1174 | 1090 | 396 | 376 | | | 406 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | 4070 | 4004 | | | | | | | | | | |
| tC single (s) | 1076 | 1094 | 370 | 11/5 | 1091 | 392 | 376 | | | 402 | | |
| tC, single (s) | 1.1 | 0.0 | 0.2 | 1.1 | 0.0 | 6.2 | 4.1 | | | 4.1 | | |
| tF (s) | 3.5 | 4 0 | 33 | 3.5 | 40 | 33 | 22 | | | 22 | | |
| p0 queue free % | 95 | 99 | 87 | 97 | 100 | 100 | 87 | | | 100 | | |
| cM capacity (veh/h) | 175 | 184 | 676 | 130 | 185 | 652 | 1182 | | | 1149 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | | | | | | | |
| Volume Total | 99 | 6 | 154 | 406 | 381 | | | | | | | <u>965 m 1999 - 1</u> |
| Volume Left | 8 | 4 | 154 | 0 | 5 | | | | | | | |
| Volume Right | 89 | 2 | 0 | 20 | 13 | | | | | | | |
| CSH Volumo to Concellu | 532 | 191 | 1182 | 1700 | 1149 | | | | | | | |
| Oucle Longth 05th (ft) | 0.19 | 0.03 | 0.13 | 0.24 | 0.00 | | | | | | | |
| Control Delay (s) | 13.3 | 24 5 | 85 | 0 | 01 | | | | | | | |
| Lane LOS | но.о В | 24.0 C | 0.5 A | 0.0 | 0.1 A | | | | | | | |
| Approach Delay (s) | 13.3 | 24.5 | 2.3 | | 0.1 | | | | | | | |
| Approach LOS | В | С | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | 243403 | entes | iya ku |
| Average Delay | | | 2.7 | | | | | | | | <u></u> | <u></u> |
| Intersection Capacity Uti Analysis Period (min) | lization | | 50.5% 15 | IC | CU Leve | l of Ser | vice | | A | | | |

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|--------------------------|-----------|------|-------|------|----------|------------|---------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | |
| Lane Configurations | ሻ | 个 | 仲 | | ሻ | 7 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.94 | | 1.00 | 0.85 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 3340 | | 1770 | 1583 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3539 | 3340 | | 1770 | 1583 | |
| Volume (vph) | 131 | 455 | 586 | 353 | 231 | 133 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| Adj. Flow (vph) | 154 | 535 | 689 | 415 | 272 | 156 | |
| RTOR Reduction (vph) | 0 | 0 | 119 | 0 | 0 | 117 | |
| Lane Group Flow (vph) | 154 | 535 | 985 | 0 | 272 | 39 | |
| Turn Type | Prot | | | | | Perm | |
| Protected Phases | 7 | 4 | 8 | | 6 | | |
| Permitted Phases | | | | | | 6 | |
| Actuated Green, G (s) | 8.0 | 33.9 | 21.9 | | 14.0 | 14.0 | |
| Effective Green, g (s) | 8.0 | 33.9 | 21.9 | | 14.0 | 14.0 | |
| Actuated g/C Ratio | 0.14 | 0.61 | 0.39 | | 0.25 | 0.25 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 253 | 2146 | 1309 | | 443 | 396 | |
| v/s Ratio Prot | c0.09 | 0.15 | c0.29 | | c0.15 | | |
| v/s Ratio Perm | | | | | | 0.02 | |
| v/c Ratio | 0.61 | 0.25 | 0.75 | | 0.61 | 0.10 | |
| Uniform Delay, d1 | 22.5 | 5.1 | 14.7 | | 18.6 | 16.1 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.1 | 0.1 | 2.5 | | 2.5 | 0.1 | |
| Delay (s) | 26.6 | 5.2 | 17.2 | | 21.1 | 16.2 | |
| Level of Service | С | А | В | | С | В | |
| Approach Delay (s) | | 10.0 | 17.2 | | 19.3 | | |
| Approach LOS | | А | В | | В | | |
| Intersection Summary | | | | | | | |
| HCM Average Control D |)elay | | 15.3 | Η | ICM Lev | el of Ser | vîce B |
| HCM Volume to Capacit | ty ratio | | 0.68 | | | | |
| Actuated Cycle Length (| s) | | 55.9 | S | um of le | ost time (| s) 12.0 |
| Intersection Capacity Ut | ilization | | 57.6% | IC | CU Leve | el of Serv | ice B |
| Analysis Period (min) | | | 15 | | | | |
| c Critical Lane Group | | | | | | | |

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|-------------------------|------------|-------|-------|----------------------|----------|-----------|--------|-------|-------|------|---------|------|
| Movement | EBL | EBT | EBR | WBL. | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | Ŷ | ሻ | ሻ | † | 7 | | 4 | * | · | ې لې | . 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.97 | 1.00 | | 0.97 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1806 | 1583 | | 1808 | 1583 |
| Fit Permitted | 0.48 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.79 | 1.00 | | 0.81 | 1.00 |
| Satd. Flow (perm) | 901 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1480 | 1583 | | 1502 | 1583 |
| Volume (vph) | 63 | 346 | 66 | 221 | 418 | 64 | 63 | 37 | 184 | 46 | 31 | 51 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 74 | 407 | 78 | 260 | 492 | 75 | 74 | 44 | 216 | 54 | 36 | 60 |
| RTOR Reduction (vph) | 0 | 0 | 56 | 0 | 0 | 34 | 0 | 0 | 101 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 74 | 407 | 22 | 260 | 492 | 41 | 0 | 118 | 115 | 0 | 90 | 18 |
| Turn Type | Perm | | Perm | Prot | | Perm | Perm | | pm+ov | Perm | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | 3 | | 6 | |
| Permitted Phases | 4 | | 4 | | | 8 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 15.9 | 15.9 | 15.9 | 11.1 | 31.0 | 31.0 | | 17.1 | 28.2 | | 17.1 | 17.1 |
| Effective Green, g (s) | 15.9 | 15.9 | 15.9 | 11.1 | 31.0 | 31.0 | | 17.1 | 28.2 | | 17.1 | 17.1 |
| Actuated g/C Ratio | 0.28 | 0.28 | 0.28 | 0.20 | 0.55 | 0.55 | | 0.30 | 0.50 | | 0.30 | 0.30 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 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) | 255 | 528 | 449 | 350 | 1029 | 875 | | 451 | 909 | | 458 | 483 |
| v/s Ratio Prot | | c0.22 | | c0.15 | 0.26 | | | | 0.03 | | | |
| v/s Ratio Perm | 0.08 | | 0.01 | | | 0.03 | | c0.08 | 0.05 | | 0.06 | 0.01 |
| v/c Ratio | 0.29 | 0.77 | 0.05 | 0.74 | 0.48 | 0.05 | | 0.26 | 0.13 | | 0.20 | 0.04 |
| Uniform Delay, d1 | 15.7 | 18.4 | 14.6 | 21.2 | 7.6 | 5.8 | | 14.7 | 7.4 | | 14.4 | 13.7 |
| 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 | 0.6 | 6.9 | 0.0 | 8.3 | 0.4 | 0.0 | | 1.4 | 0.1 | | 0.2 | 0.0 |
| Delay (s) | 16.3 | 25.3 | 14.7 | 29.4 | 8.0 | 5.8 | | 16.1 | 7.5 | | 14.6 | 13.7 |
| Level of Service | В | С | В | С | A | A | | В | A | | В | В |
| Approach Delay (s) | | 22.6 | | | 14.5 | | | 10.5 | | | 14.3 | |
| Approach LOS | | С | | | В | | | В | | | В | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control D | Delay | | 16.2 | F | ICM Le | vel of S | ervice | | В | | | |
| HCM Volume to Capaci | ty ratio | | 0.57 | | | | | | | | | |
| Actuated Cycle Length (| (s) | | 56.1 | Sum of lost time (s) | | | | | 12.0 | | | |
| Intersection Capacity U | tilization | | 52.6% | ļ | CU Lev | el of Sei | rvice | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

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|---------------------------|----------|----------|--------------|------|----------|-----------|--------|-------|------|----------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | 4 | | ۲ | 4 | | ሻ | 4 | * |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | 0.94 | | | 0.90 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1716 | | | 1666 | | 1770 | 1850 | | 1770 | 1863 | 1583 |
| Flt Permitted | | 0.87 | | | 0.94 | | 0.53 | 1.00 | | 0.46 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1528 | | | 1578 | | 991 | 1850 | | 866 | 1863 | 1583 |
| Volume (vph) | 23 | 5 | 20 | 17 | 9 | 69 | 62 | 386 | 18 | 33 | 321 | 38 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 27 | 6 | 24 | 20 | 11 | 81 | 73 | 454 | 21 | 39 | 378 | 45 |
| RTOR Reduction (vph) | 0 | 20 | 0 | 0 | 68 | 0 | 0 | 2 | 0 | 0 | 0 | 15 |
| Lane Group Flow (vph) | 0 | 37 | 0 | 0 | 44 | 0 | 73 | 473 | 0 | 39 | 378 | 30 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | 6 |
| Actuated Green, G (s) | | 8.3 | | | 8.3 | | 34.0 | 34.0 | | 34.0 | 34.0 | 34.0 |
| Effective Green, g (s) | | 8.3 | | | 8.3 | | 34.0 | 34.0 | | 34.0 | 34.0 | 34.0 |
| Actuated g/C Ratio | | 0.17 | | | 0.17 | | 0.68 | 0.68 | | 0.68 | 0.68 | 0.68 |
| Clearance Time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 252 | | | 260 | | 670 | 1250 | | 585 | 1259 | 1070 |
| v/s Ratio Prot | | | | | | | | c0.26 | | | 0.20 | |
| v/s Ratio Perm | | 0.02 | | | c0.03 | | 0.07 | | | 0.05 | | 0.02 |
| v/c Ratio | | 0.15 | | | 0.17 | | 0.11 | 0.38 | | 0.07 | 0.30 | 0.03 |
| Uniform Delay, d1 | | 18.0 | | | 18.0 | | 2.9 | 3.5 | | 2.8 | 3.3 | 2.7 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.3 | | | 0.3 | | 0.1 | 0.2 | | 0.0 | 0.1 | 0.0 |
| Delay (s) | | 18.2 | | | 18.4 | | 2.9 | 3.7 | | 2.8 | 3.4 | 2.7 |
| Level of Service | | В | | | В | | Α | А | | А | А | А |
| Approach Delay (s) | | 18.2 | | | 18.4 | | | 3.6 | | | 3.3 | |
| Approach LOS | | В | | | В | | | А | | | А | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control De | elay | | 5.6 | Н | CM Lev | el of Se | ervice | | A | | | |
| HCM Volume to Capacity | y ratio | | 0.34 | | | | | | | | | |
| Actuated Cycle Length (s | s) | | 50.3 | S | um of lo | ost time | (s) | | 8.0 | | | |
| Intersection Capacity Uti | lization | | 40.9% | IC | CU Leve | el of Ser | vice | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 6: Camino Caballo & Pomery Road

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|---|----------------|----------------|----------------------------------|----------------|-----------------|--------------------------|--------------------|--------------------|------------------|---|--------------------|-------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations Sign Control Grade | | t top 0% | | | ↔ Stop 0% | 2 200 mB, (12,21, 12,11) | Ţ | ⊅ Free 0% | | <u>, , , , , , , , , , , , , , , , , , , </u> | ↔ Free 0% | <u></u> |
| Volume (veh/h) Peak Hour Factor Hourly flow rate (vph) | 7 0.85 8 | 1 0.85 1 | 75 0.85 88 | 3 0.85 4 | 0 0.85 0 | 2 0.85 2 | 130 0.85 153 | 325 0.85 382 | 17 0.85 20 | 4 0.85 5 | 306 0.85 360 | 11 0.85 13 |
| Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) | | | | | | | | | | | | |
| Median type Median storage veh) Upstream signal (ft) | | None | | | None | | | 490 | | | | |
| pX, platoon unblocked | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | | | 0.98 | | |
| vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol | 1066 | 1084 | 366 | 1163 | 1081 | 392 | 373 | | | 402 | | |
| vCu, unblocked vol | 1068 | 1086 | 366 | 1166 | 1082 | 379 | 373 | | | 390 | | |
| tC, single (s) tC, 2 stage (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 95 | 99 | 87 | 97 | 100 | 100 | 87 | | | 100 | | |
| civi capacity (ven/n) | 1/5 | 184 | 679 | 130 | 185 | 654 | 1186 | | | 1145 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB-1 | | | | | | | |
| Volume Total | 98 | 6 | 153 | 402 | 378 | | | | | | | |
| Volume Lett | 8 | 4 | 153 | 0 | 5 | | | | | | | |
| | 00 522 | ے 101 | 1106 | 4700 | 13 | | | | | | | |
| Volume to Canacity | 0.18 | 191 | 0 13 | 0.24 | 0.00 | | | | | | | |
| Queue Length 95th (ft) | 17 | 2 | 0.10 | 0.24 | 0.00 | | | | | | | |
| Control Delay (s) | 13.3 | 24.4 | 8.5 | 0.0 | 0.1 | | | | | | | |
| Lane LOS | В | С | A | | A | | | | | | | |
| Approach Delay (s) Approach LOS | 13.3 B | 24.4 C | 2.3 | | 0.1 | | | | | | | |
| Intersection Summary | | | 14.040.49 14.1 <u>.200</u> .8 | | | | | | | | | An the sti Sector of |
| Average Delay | | | 2.7 | | | | | | | | | |
| Intersection Capacity Uti Analysis Period (min) | lization | : | 50.2% 15 | IC | CU Leve | l of Ser | vice | | А | | | |

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|--------------------------|-----------|----------|-------|------|----------|--------------|--------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | |
| Lane Configurations | ሻ | <u>^</u> | 4ħ | - | ሻ | 1 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.95 | | 1.00 | 0.85 | |
| Fit Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 3370 | | 1770 | 1583 | |
| Fit Permitted | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3539 | 3370 | | 1770 | 1583 | |
| Volume (vph) | 208 | 514 | 817 | 381 | 264 | 155 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| Adi, Flow (vph) | 245 | 605 | 961 | 448 | 311 | 182 | |
| RTOR Reduction (vph) | 0 | 0 | 69 | 0 | 0 | 140 | |
| Lane Group Flow (vph) | 245 | 605 | 1340 | 0 | 311 | 42 | |
| Turn Type | Prot | | | | | Perm | |
| Protected Phases | 7 | 4 | 8 | | 6 | | |
| Permitted Phases | | | | | | 6 | |
| Actuated Green, G (s) | 12.7 | 45.9 | 29.2 | | 16.2 | 16.2 | |
| Effective Green, g (s) | 12.7 | 45.9 | 29.2 | | 16.2 | 16.2 | |
| Actuated g/C Ratio | 0.18 | 0.65 | 0.42 | | 0.23 | 0.23 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 321 | 2317 | 1404 | | 409 | 366 | |
| v/s Ratio Prot | c0.14 | 0.17 | c0.40 | | c0.18 | | |
| v/s Ratio Perm | | | | | | 0.03 | |
| v/c Ratio | 0.76 | 0.26 | 0.95 | | 0.76 | 0.11 | |
| Uniform Delay, d1 | 27.3 | 5.0 | 19.8 | | 25.1 | 21.3 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 10.3 | 0.1 | 14,4 | | 8.1 | 0.1 | |
| Delay (s) | 37.6 | 5.1 | 34.2 | | 33.2 | 21.4 | |
| Level of Service | D | А | С | | С | C | |
| Approach Delay (s) | | 14.5 | 34.2 | | 28.9 | | |
| Approach LOS | | В | С | | С | | |
| Intersection Summary | | | | | | | |
| HCM Average Control D | elay | | 27.2 | ŀ | ICM Le | vel of Servi | fice C |
| HCM Volume to Capaci | ty ratio | | 0.86 | | | | |
| Actuated Cycle Length (| (s) | | 70.1 | S | Sum of I | ost time (s) |) 12.0 |
| Intersection Capacity Ut | ilization | | 70.9% | I | CU Lev | el of Servic | ce C |
| Analysis Period (min) | | | 15 | | | | |
| c Critical Lane Group | | | | | | | |

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|--------------------------|-----------|----------|--------------|-------|----------|-----------|--------|-----------------|-------|-------|-------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ŕ | ۲ | ካ | ł | 4 | | آ نه | ۴ | | \$ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | | 0.98 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.97 | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1781 | 1583 | | 1780 | |
| Flt Permitted | 0.41 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.97 | |
| Satd. Flow (perm) | 761 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1781 | 1583 | | 1780 | |
| Volume (vph) | 2 | 427 | 87 | 297 | 573 | 9 | 45 | 4 | 344 | 9 | 4 | 2 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 2 | 502 | 102 | 349 | 674 | 11 | 53 | 5 | 405 | 11 | 5 | 2 |
| RTOR Reduction (vph) | 0 | 0 | 72 | 0 | 0 | 5 | 0 | 0 | 225 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 2 | 502 | 30 | 349 | 674 | 6 | 0 | 58 | 180 | 0 | 16 | 0 |
| Turn Type | Perm | | Perm | Prot | | Perm | Split | | pm+ov | Split | | |
| Protected Phases | | 4 | | 3 | 8 | | 2 | 2 | 3 | 6 | 6 | |
| Permitted Phases | 4 | | 4 | | | 8 | | | 2 | | | |
| Actuated Green, G (s) | 19.1 | 19.1 | 19.1 | 12.1 | 35.2 | 35.2 | | 17.1 | 29.2 | | 1.3 | |
| Effective Green, g (s) | 19.1 | 19.1 | 19.1 | 12.1 | 35.2 | 35.2 | | 17.1 | 29.2 | | 1.3 | |
| Actuated g/C Ratio | 0.29 | 0.29 | 0.29 | 0.18 | 0.54 | 0.54 | | 0.26 | 0.45 | | 0.02 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | 222 | 542 | 461 | 326 | 1000 | 849 | | 464 | 705 | | 35 | |
| v/s Ratio Prot | | c0.27 | | c0.20 | 0.36 | | | 0.03 | c0.05 | | c0.01 | |
| v/s Ratio Perm | 0.00 | | 0.02 | | | 0.00 | | | 0.07 | | | |
| v/c Ratio | 0.01 | 0.93 | 0.06 | 1.07 | 0.67 | 0.01 | | 0.12 | 0.26 | | 0.46 | |
| Uniform Delay, d1 | 16.5 | 22.6 | 16.8 | 26.7 | 11.0 | 7.1 | | 18.5 | 11.4 | | 31.8 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | 0.0 | 21.9 | 0.1 | 69.8 | 1.8 | 0.0 | | 0.6 | 0.2 | | 9.2 | |
| Delay (s) | 16.5 | 44.5 | 16.9 | 96.6 | 12.8 | 7.1 | | 19.1 | 11.6 | | 41.0 | |
| Level of Service | В | D | В | F | В | А | | В | В | | D | |
| Approach Delay (s) | | 39.7 | | | 41.0 | | | 12.5 | | | 41.0 | |
| Approach LOS | | D | | | D | | | В | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control D | elay | | 34.4 | Н | ICM Lev | vel of Se | ervice | | С | | | |
| HCM Volume to Capacil | ty ratio | | 0.72 | | | | | | | | | |
| Actuated Cycle Length (| s) | | 65.6 | S | um of l | ost time | (s) | | 16.0 | | | |
| Intersection Capacity Ut | ilization | | 57.1% | 10 | CU Leve | el of Ser | vice | | В | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

| Cumulative PM |
|---------------|
| Page 1 |

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|----------------------------|-----------|------|-------|------|------------|-----------|--------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | |
| Lane Configurations | ሻ | ħ | Ŷ | 1 | Y | <u></u> | |
| Sign Control | | Free | Free | | Stop | | |
| Grade | 04 | 0% | 0% | 10 | 0% | | |
| Volume (ven/n) | 31 | 493 | 5/1 | . 49 | 23 | 34 | |
| Hourly flow rate (upb) | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| Pedestrians | 30 | 000 | 072 | 00 | 21 | 40 | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | | | | | |
| Median type | | | | | None | | |
| Median storage veh) | | | | | | | |
| Upstream signal (ft) | | | 186 | | | | |
| pX, platoon unblocked | 0.73 | | | | 0.73 | 0.73 | |
| vC, conflicting volume | 729 | | | | 1325 | 672 | |
| vC1, stage 1 confivol | | | | | | | |
| vCu_unblocked vol | 631 | | | | 1113 | 552 | |
| tC. single (s) | 4.1 | | | | 64 | 62 | |
| tC, 2 stage (s) | | | | | 0.1 | 0.2 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 | |
| p0 queue free % | 95 | | | | 73 | 90 | |
| cM capacity (veh/h) | 698 | | | | 101 | 391 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | | |
| Volume Total | 36 | 580 | 672 | 58 | 67 | | |
| Volume Left | 36 | 0 | 0 | 0 | 27 | | |
| Volume Right | 0 | 0 | 0 | 58 | 40 | | |
| CSH Volumo to Consolitu | 698 | 1700 | 1700 | 1700 | 181 | | |
| Queue Longth 05th (ft) | 0.05 | 0.34 | 0.40 | 0.03 | 0.37 | | · |
| Control Delay (s) | 10 4 | 0 | 0 | 0 | 40 36 0 | | |
| Lane LOS | 10.4 B | 0.0 | 0.0 | 0.0 | 30.0 F | | |
| Approach Delay (s) | 0.6 | | 0.0 | | 360 | | |
| Approach LOS | | | 010 | | E | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 2.0 | | | | |
| Intersection Capacity Uti | ilization | | 40.1% | IC | CU Leve | l of Serv | rice A |
| Analysis Period (min) | | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis 4: Park Rd. & Pomery Rd.

| | ٦ | \rightarrow | 1 | 1 | Ļ | 4 | | | | |
|--|-----------------|---------------|--------------------|-----------------|-------------------|--------------|---|---|---------|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | |
| Lane Configurations Sign Control Grade | ₩ Stop 0% | <u> </u> | ٢ | ∱ Free 0% | ≎ Free 0% | | | | <u></u> | •••••••••••••••••••••••••••••••••••••• |
| Volume (veh/h) | 10 | 17 | 43 | 518 | 431 | 16 | | | | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | | | |
| Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) | 12 | 20 | 51 | 609 | 507 | 19 | | | | |
| Median type | None | | | | | | | | | |
| Median storage veh) Upstream signal (ft) pX, platoon unblocked | | - / - | | 1278 | | | | | | |
| vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol | 1227 | 516 | 526 | | | | | | | |
| vCu, unblocked vol | 1227 | 516 | 526 | | | | | | | |
| tC, single (s) tC, 2 stage (s) | 6.4 | 6.2 | 4.1 | | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | | | | | |
| p0 queue free % | 94 | 96 | 95 | | | | | | | |
| cM capacity (veh/h) | 187 | 559 | 1041 | | | | | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | | | | | | |
| Volume Total | 32 | 51 | 609 | 526 | | | | | | |
| Volume Left | 12 | 51 | 0 | 0 | | | | | | |
| Volume Right | 20 | 0 | 0 | 19 | | | | | | |
| cSH | 322 | 1041 | 1700 | 1700 | | | | | | |
| Volume to Capacity | 0.10 | 0.05 | 0.36 | 0.31 | | | | | | |
| Queue Length 95th (ft) | 8 | 4 | 0 | 0 | | | | | | |
| Control Delay (s) | 17.4 | 8.6 | 0.0 | 0.0 | | | | | | |
| Lane LOS | | A | | | | | | | | |
| Approach Delay (s) Approach LOS | 17.4 C | 0.7 | | 0.0 | | | | | | |
| Intersection Summary | | | | | <u>Bangaan</u> se | | | | | |
| Average Delay Intersection Capacity Ut Analysis Period (min) | ilization | | 0.8 40.3% 15 | IC | CU Leve | el of Servic | e | A | | |

| | ¥ | ×. | 1 | 1 | \$ | Ļ | |
|--------------------------|------------|------|-------|------|---------|------------|--------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | Y | | 4 | | ሻ | Ŷ | |
| Sign Control | Stop | | Free | | | Free | |
| Grade | 0% | | 0% | | | 0% | |
| Volume (veh/h) | 20 | 136 | 516 | 12 | 109 | 427 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| Hourly flow rate (vph) | 24 | 160 | 607 | 14 | 128 | 502 | |
| Pedestrians | | | | | | | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (ven) | Nono | | | | | | |
| Median type | None | | | | | | |
| Upstroom signal (ft) | | | | | | | |
| nX platoon upblocked | | | | | | | |
| vC. conflicting volume | 1373 | 614 | | | 621 | | |
| vC1_stage 1 conf vol | 10/0 | 014 | | | 021 | | |
| vC2_stage 2 conf vol | | | | | | | |
| vCu, unblocked vol | 1373 | 614 | | | 621 | | |
| tC. single (s) | 6.4 | 6.2 | | | 4.1 | | |
| tC, 2 stage (s) | | | | • | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | | |
| p0 queue free % | 83 | 67 | | | 87 | | |
| cM capacity (veh/h) | 139 | 492 | | | 960 | | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 | | | |
| Volume Total | 184 | 621 | 128 | 502 | | | |
| Volume Left | 24 | 0 | 128 | 0 | | | |
| Volume Right | 160 | 14 | 0 | 0 | | | |
| cSH | 371 | 1700 | 960 | 1700 | | | |
| Volume to Capacity | 0.49 | 0.37 | 0.13 | 0.30 | | | |
| Queue Length 95th (ft) | 66 | 0 | 12 | 0 | | | |
| Control Delay (s) | 23.8 | 0.0 | 9.3 | 0.0 | | | |
| Lane LOS | C | • • | A | | | | |
| Approach Delay (s) | 23.8 | 0.0 | 1.9 | | | | |
| Approach LOS | C | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 3.9 | | | | |
| Intersection Capacity Ut | tilization | | 53.4% | IC | CU Leve | el of Serv | vice A |
| Analysis Period (min) | | | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis 6: Camino Caballo & Pomery Road

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|---------------------------|-----------|--|---------------|--------------|----------|-----------------|------|-----------------|--------------------|-------------------|------------------------|------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | ф | | ኻ | Þ | | | 4 | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 10 | 1 | 105 | 5 | 0 | 5 | 155 | 477 | 20 | 5 | 426 | 15 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 12 | 1 | 124 | 6 | 0 | 6 | 182 | 561 | 24 | 6 | 501 | 18 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | • | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage ven) | | | | | | | | | | | | |
| Upstream signal (It) | | | | | | | | | | | | |
| pA, platoon unblocked | 1 A E A | 4 4 7 4 | E40 | 4504 | 4400 | 670 | E40 | | | 505 | | |
| vC, conflicting volume | 1404 | 1471 | 510 | 1004 | 1400 | 5/3 | 519 | | | 585 | | |
| vC1, stage 1 contivol | | | | | | | | | | | | |
| VCz, stage z com vol | 1454 | 1/71 | 510 | 1584 | 1468 | 573 | 510 | | | 595 | | |
| tC single (s) | 7 1 | 65 | 62 | 7 1 | 65 | 62 | 11 | | | J00 // 1 | | |
| tC, 2 stare (s) | 7.1 | 0.0 | 0.2 | 1.1 | 0.0 | 0.2 | 4.1 | | | 4.1 | | |
| tF (s) | 35 | 4.0 | 33 | 3.5 | 40 | 33 | 22 | | | 22 | | |
| n0 queue free % | 87 | 99 | 78 | 90 | 100 | 99 | 83 | | | 99 | | |
| cM capacity (veh/h) | 92 | 104 | 563 | 59 | 105 | 519 | 1047 | | | 990 | | |
| nullin hereiten | | - • • • • • • • | | ND 0 | | | | an da ang is | | age e age | gan tre tre trejt | di sata si |
| Unection, Lane # | 426 | | 110 | NB Z | SBI | | | | | | | |
| Volume Loft | 100 | 12 | 102 | 000 | 525 | | | | | | | |
| Volume Leit | 12 | 0 | 102 | 0 | 10 | | | | | | | |
| | 201 | 105 | 1047 | 4700 | 000 | | | | | | | |
| Volume to Canacity | 0.36 | 0.11 | 0.17 | 0.34 | 0.01 | | | | | | | |
| Oueue Length 95th (ft) | 40 | 0.13 Q | 16 | 0.04 | 0.01 | | | | | | | |
| Control Delay (s) | 19.6 | 434 | 92 | nň | 0.2 | | | | | | | |
| Lane LOS | 10.0 C | -0 F | Δ | 0.0 | 0.2 A | | | | | | | |
| Annroach Delay (s) | 196 | 434 | 22 | | 02 | | | | | | | |
| Approach LOS | 10.0 C | F | <i>6</i> | | 0.2 | | | | | | | |
| | • • | The second s | Standar | 1949 karotan | | LINNAL IN DISAN | | HTT. SHE COMMAN | n la françanti à s | the second second | a la stala a stala tra | ndina Ro |
| intersection Summary | | | | | | | | | | 662.202 | | |
| Average Delay | 1: | | 3.4 | 5. | | 1.00 | | | ~ | | | |
| Intersection Capacity Uti | ization | 1 | 07.1% |](| U Leve | ei or Ser | VICE | | C | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

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|--------------------------|-----------|-------|--------------|-------|----------|-----------|--------|------|-------|------|--|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ۴ | 朴 | | ሻ | 朴 | | | 4 | ť | | 4 | * |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.98 | | | 1.00 | 0.85 | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.97 | 1.00 | | 0.97 | 1.00 |
| Satd. Flow (prot) | 1770 | 3450 | | 1770 | 3482 | | | 1815 | 1583 | | 1812 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.83 | 1.00 | | 0.82 | 1.00 |
| Satd. Flow (perm) | 1770 | 3450 | | 1770 | 3482 | | | 1552 | 1583 | | 1529 | 1583 |
| Volume (vph) | 68 | 429 | 87 | 298 | 574 | 69 | 45 | 41 | 345 | 48 | 37 | 58 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 80 | 505 | 102 | 351 | 675 | 81 | 53 | 48 | 406 | 56 | 44 | 68 |
| RTOR Reduction (vph) | 0 | 30 | 0 | 0 | 16 | 0 | 0 | 0 | 100 | 0 | 0 | 47 |
| Lane Group Flow (vph) | 80 | 577 | 0 | 351 | 740 | 0 | 0 | 101 | 306 | 0 | 100 | 21 |
| Turn Type | Prot | | | Prot | | | Perm | | pm+ov | Perm | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | | 2 | 3 | | 6 | |
| Permitted Phases | | | | | | | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 3.1 | 15.1 | | 12.0 | 24.0 | | | 17.1 | 29.1 | | 17.1 | 17.1 |
| Effective Green, g (s) | 3.1 | 15.1 | | 12.0 | 24.0 | | | 17.1 | 29.1 | | 17.1 | 17.1 |
| Actuated g/C Ratio | 0.06 | 0.27 | | 0.21 | 0.43 | | | 0.30 | 0.52 | | 0.30 | 0.30 |
| Clearance Time (s) | 4.0 | 4.0 | • | 4.0 | 4.0 | | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 98 | 927 | | 378 | 1487 | | | 472 | 932 | | 465 | 482 |
| v/s Ratio Prot | 0.05 | c0.17 | | c0.20 | 0.21 | | | | c0.07 | | | |
| v/s Ratio Perm | | | | | | | | 0.07 | 0.12 | | 0.07 | 0.01 |
| v/c Ratio | 0.82 | 0.62 | | 0.93 | 0.50 | | | 0.21 | 0.33 | | 0.22 | 0.04 |
| Uniform Delay, d1 | 26.3 | 18.0 | | 21.7 | 11.7 | | | 14.5 | 7.9 | | 14.6 | 13.8 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 38.7 | 1.3 | | 28.6 | 0.3 | | | 1.0 | 0.2 | | 0.2 | 0.0 |
| Delay (s) | 65.0 | 19.4 | | 50.3 | 12.0 | | | 15.6 | 8.1 | | 14.8 | 13.8 |
| Level of Service | E | В | | D | В | | | В | A | | В | В |
| Approach Delay (s) | | 24.7 | | | 24.1 | | | 9.6 | | | 14.4 | |
| Approach LOS | | С | | | С | | | А | | | В | |
| Intersection Summary | | | | | | | | | | | Line en e | |
| HCM Average Control D | elay | | 20.6 | 4 | ICM Le | vel of Se | ervice | | С | | | |
| HCM Volume to Capacit | ty ratio | | 0.60 | | | | | | | | | |
| Actuated Cycle Length (| s) | | 56.2 | S | Sum of I | ost time | (s) | | 12.0 | | | |
| Intersection Capacity Ut | ilization | | 52.5% | l | CU Leve | el of Sei | vice | | А | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

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|--------------------------|-----------|------------|------------|------|---------------|-------------|---------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | |
| Lane Configurations | ሻ | † † | ለ ት | | ሻ | 7 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.95 | | 1.00 | 0.85 | |
| Fit Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 3367 | | 1770 | 1583 | |
| Fit Permitted | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3539 | 3367 | | 1770 | 1583 | |
| Volume (vph) | 214 | 534 | 848 | 407 | 274 | 158 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| Adj. Flow (vph) | 252 | 628 | 998 | 479 | 322 | 186 | |
| RTOR Reduction (vph) | 0 | 0 | 74 | 0 | 0 | 142 | |
| Lane Group Flow (vph) | 252 | 628 | 1403 | 0 | 322 | 44 | |
| Turn Type | Prot | | | | | Perm | |
| Protected Phases | 7 | 4 | 8 | | 6 | | |
| Permitted Phases | | | | | | 6 | |
| Actuated Green, G (s) | 12.9 | 46.1 | 29.2 | | 16.6 | 16.6 | |
| Effective Green, g (s) | 12.9 | 46.1 | 29.2 | | 16.6 | 16.6 | |
| Actuated g/C Ratio | 0.18 | 0.65 | 0.41 | | 0.23 | 0.23 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 323 | 2308 | 1391 | | 416 | 372 | |
| v/s Ratio Prot | c0.14 | 0.18 | c0.42 | | c0.18 | | |
| v/s Ratio Perm | | | | | | 0.03 | |
| v/c Ratio | 0.78 | 0.27 | 1.01 | | 0.77 | 0.12 | |
| Uniform Delay, d1 | 27.5 | 5.2 | 20.8 | | 25.3 | 21.3 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 11.5 | 0.1 | 26.3 | | 8.7 | 0.1 | |
| Delay (s) | 39.1 | 5.3 | 47.0 | | 34.0 | 21.4 | |
| Level of Service | D | А | D | | С | С | |
| Approach Delay (s) | | 15.0 | 47.0 | | 29.4 | | |
| Approach LOS | | В | D | | С | | |
| Intersection Summary | | | | | | | |
| HCM Average Control D | elay | | 34.0 | Н | CM Lev | el of Ser | vice C |
| HCM Volume to Capacit | iy ratio | | 0.89 | | | | |
| Actuated Cycle Length (| s) | | 70.7 | S | um of le | ost time (s | s) 12.0 |
| Intersection Capacity Ut | ilization | | 73.5% | IC | CU Leve | el of Servi | ce D |
| Analysis Period (min) | | | 15 | | | | |
| c Critical Lane Group | | | | | | | * |

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|-------------------------|-----------|-------|-------|-------|----------|-----------|--------|------|-------|-------|-------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ŕ | 7 | ĥ | 1 | 1 | | ų | 1 | | 4 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | | 0.95 | |
| Fit Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.97 | 1.00 | | 0.98 | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1815 | 1583 | | 1732 | |
| Flt Permitted | 0.33 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.97 | 1.00 | | 0.98 | |
| Satd. Flow (perm) | 606 | 1863 | 1583 | 1770 | 1863 | 1583 | | 1815 | 1583 | | 1732 | |
| Volume (vph) | 68 | 429 | 87 | 298 | 574 | 69 | 45 | 41 | 345 | 48 | 37 | 58 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 80 | 505 | 102 | 351 | 675 | 81 | 53 | 48 | 406 | 56 | 44 | 68 |
| RTOR Reduction (vph) | 0 | 0 | 76 | 0 | 0 | 43 | 0 | 0 | 235 | 0 | 33 | 0 |
| Lane Group Flow (vph) | 80 | 505 | 26 | 351 | 675 | 38 | 0 | 101 | 171 | 0 | 135 | 0 |
| Turn Type | Perm | | Perm | Prot | | Perm | Split | | pm+ov | Split | | |
| Protected Phases | | 4 | | 3 | 8 | | 2 | 2 | 3 | 6 | 6 | |
| Permitted Phases | 4 | | 4 | | | 8 | | | 2 | | | |
| Actuated Green, G (s) | 19.1 | 19.1 | 19.1 | 12.0 | 35.1 | 35.1 | | 17.0 | 29.0 | | 10.8 | |
| Effective Green, g (s) | 19.1 | 19.1 | 19.1 | 12.0 | 35.1 | 35.1 | | 17.0 | 29.0 | | 10.8 | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.26 | 0.16 | 0.47 | 0.47 | | 0.23 | 0.39 | | 0.14 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | 155 | 475 | 404 | 284 | 873 | 742 | | 412 | 613 | | 250 | |
| v/s Ratio Prot | | c0.27 | | c0.20 | 0.36 | | | 0.06 | c0.04 | | c0.08 | |
| v/s Ratio Perm | 0.13 | | 0.02 | | | 0.02 | | | 0.06 | | | |
| v/c Ratio | 0.52 | 1.06 | 0.06 | 1.24 | 0.77 | 0.05 | | 0.25 | 0.28 | | 0.54 | |
| Uniform Delay, d1 | 23.9 | 27.9 | 21.1 | 31.5 | 16.6 | 10.8 | | 23.7 | 15.8 | | 29.8 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | 2.9 | 59.1 | 0.1 | 132.7 | 4.3 | 0.0 | | 1.4 | 0.2 | | 2.4 | |
| Delay (s) | 26.8 | 87.0 | 21.2 | 164.2 | 20.9 | 10.9 | | 25.1 | 16.0 | | 32.1 | |
| Level of Service | С | F | С | F | С | В | | С | В | | С | |
| Approach Delay (s) | | 70.2 | | | 65.6 | | | 17.8 | | | 32.1 | |
| Approach LOS | | E | | | E | | | В | | | С | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control E | Delay | | 54.8 | F | ICM Le | vel of Se | ervice | | D | | | |
| HCM Volume to Capaci | ty ratio | | 0.78 | | | | | | | | | |
| Actuated Cycle Length (| (s) | | 74.9 | S | Sum of I | ost time | : (s) | | 16.0 | | | |
| Intersection Capacity U | ilization | | 63.9% |](| CU Lev | el of Sei | rvice | | В | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

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|--------------------------|-----------|------|---------------|------|----------|-----------|--------|-------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | \$ | | ሻ | \$ | | ۲ | Ť | * |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | 0.94 | | | 0.89 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 |
| Fit Protected | | 0.98 | | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1712 | | | 1646 | | 1770 | 1857 | | 1770 | 1863 | 1583 |
| Fit Permitted | | 0.83 | | | 0.95 | | 0.45 | 1.00 | | 0.36 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1455 | | | 1578 | | 836 | 1857 | | 672 | 1863 | 1583 |
| Volume (vph) | 29 | 5 | 26 | 20 | 9 | 136 | 67 | 511 | 10 | 109 | 416 | 43 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 34 | 6 | 31 | 24 | 11 | 160 | 79 | 601 | 12 | 128 | 489 | 51 |
| RTOR Reduction (vph) | 0 | 25 | 0 | 0 | 130 | 0 | 0 | 1 | 0 | 0 | 0 | 20 |
| Lane Group Flow (vph) | 0 | 46 | 0 | 0 | 65 | 0 | 79 | 612 | 0 | 128 | 489 | 31 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | 6 |
| Actuated Green, G (s) | | 7.6 | | | 7.6 | | 24.5 | 24.5 | | 24.5 | 24.5 | 24.5 |
| Effective Green, g (s) | | 7.6 | | | 7.6 | | 24.5 | 24.5 | | 24.5 | 24.5 | 24.5 |
| Actuated g/C Ratio | | 0.19 | | | 0.19 | | 0.61 | 0.61 | | 0.61 | 0.61 | 0.61 |
| Clearance Time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 276 | | | 299 | | 511 | 1135 | | 411 | 1138 | 967 |
| v/s Ratio Prot | | | | | | | | c0.33 | | | 0.26 | |
| v/s Ratio Perm | | 0.03 | | | c0.04 | | 0.09 | | | 0.19 | | 0.02 |
| v/c Ratio | | 0.17 | | | 0.22 | | 0.15 | 0.54 | | 0.31 | 0.43 | 0.03 |
| Uniform Delay, d1 | | 13.6 | | | 13.7 | | 3.4 | 4.5 | | 3.7 | 4.1 | 3.1 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.3 | | | 0.4 | | 0.1 | 0.5 | | 0.4 | 0.3 | 0.0 |
| Delay (s) | | 13.9 | | | 14.1 | | 3.5 | 5.0 | | 4.2 | 4.4 | 3.1 |
| Level of Service | | В | | | В | | Α | А | | А | А | А |
| Approach Delay (s) | | 13.9 | | | 14.1 | | | 4.8 | | | 4.2 | |
| Approach LOS | | В | | | В | | | А | | | А | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control D | elay | | 6.1 | H | ICM Le | vel of Se | ervice | | А | | | |
| HCM Volume to Capacil | ty ratio | | 0.46 | | | | | | | | | |
| Actuated Cycle Length (| s) | | 40.1 | S | Sum of I | ost time | (s) | | 8.0 | | | |
| Intersection Capacity Ut | ilization | | 53.7% | 10 | CU Lev | el of Sei | rvice | | А | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

Pinnacle Traffic Engineering

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|--|------------------|-----------------|--------------------|----------------|-----------------|----------------|--------------------|--------------------|------------------|----------------------------------|--------------------|------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations Sign Control Grade | | ↔ Stop 0% | | | ∲ Stop 0% | | ٦ | ₽ Free 0% | | , (* 1997), Hand (* 1997) | ↔ Free 0% | |
| Volume (veh/h) Peak Hour Factor Hourly flow rate (vph) | 10 0.85 12 | 1 0.85 1 | 109 0.85 128 | 5 0.85 6 | 0 0.85 0 | 5 0.85 6 | 158 0.85 186 | 489 0.85 575 | 20 0.85 24 | 5 0.85 6 | 443 0.85 521 | 15 0.85 18 |
| Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) | | | | | | | | | | | | |
| Median type Median storage veh) Upstream signal (ft) | | None | | | None | | | 490 | | | | |
| pX, platoon unblocked | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 100 | | 0.88 | | |
| vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol | 1495 | 1512 | 530 | 1629 | 1509 | 587 | 539 | | | 599 | | |
| vCu, unblocked vol | 1563 | 1583 | 530 | 1716 | 1579 | 530 | 539 | | | 544 | | |
| tC, single (s) tC, 2 stage (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 83 | 98 | 77 | 85 | 100 | 99 | 82 | | | 99 | | |
| cM capacity (veh/h) | 68 | 78 | 549 | 41 | 78 | 482 | 1030 | | | 902 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB-1 | | | | | | | |
| Volume Total | 141 | 12 | 186 | 599 | 545 | | | | | | | |
| Volume Lett | 12 | 6 | 186 | 0 | 6 | | | | | | | |
| | 120 | 0 75 | 1020 | 1700 | 18 | | | | | | | |
| Volume to Capacity | 0.42 | 0.16 | 0.18 | 0.35 | 902 | | | | | | | |
| Queue Length 95th (ft) | 51 | 13 | 16 | 0.00 | 0.01 | | | | | | | |
| Control Delay (s) | 23.5 | 62.0 | 9.3 | 0.0 | 0.2 | | | | | | | |
| Lane LOS | С | F | А | | А | | | | | | | |
| Approach Delay (s) Approach LOS | 23.5 C | 62.0 F | 2.2 | | 0.2 | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 4.0 | | | | | | | | | |
| Intersection Capacity Uti Analysis Period (min) | lization | l | 68.8% 15 | 10 | CU Leve | el of Ser | vice | | С | | | |

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|--------------------------|-----------|------|--------------|------|---------|------------|----------|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | |
| Lane Configurations | ኻ | 个个 | 朴 | | ሻ | 7 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.95 | | 1.00 | 0.85 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 3368 | | 1770 | 1583 | |
| Fit Permitted | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3539 | 3368 | | 1770 | 1583 | |
| Volume (vph) | 214 | 531 | 843 | 402 | 271 | 158 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | |
| Adj. Flow (vph) | 252 | 625 | 992 | 473 | 319 | 186 | |
| RTOR Reduction (vph) | 0 | 0 | 73 | 0 | 0 | 142 | |
| Lane Group Flow (vph) | 252 | 625 | 1392 | 0 | 319 | 44 | |
| Turn Type | Prot | | | | | Perm | |
| Protected Phases | 7 | 4 | 8 | | 6 | | |
| Permitted Phases | | | | | | 6 | |
| Actuated Green, G (s) | 12.8 | 46.0 | 29.2 | | 16.5 | 16.5 | |
| Effective Green, g (s) | 12.8 | 46.0 | 29.2 | | 16.5 | 16.5 | |
| Actuated g/C Ratio | 0.18 | 0.65 | 0.41 | | 0.23 | 0.23 | |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 321 | 2309 | 1395 | | 414 | 370 | |
| v/s Ratio Prot | c0.14 | 0.18 | c0.41 | | c0.18 | | |
| v/s Ratio Perm | | | | | | 0.03 | |
| v/c Ratio | 0.79 | 0.27 | 1.00 | | 0.77 | 0.12 | |
| Uniform Delay, d1 | 27.5 | 5.2 | 20.6 | | 25.2 | 21.3 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 11.9 | 0.1 | 23.5 | | 8.6 | 0.1 | |
| Delay (s) | 39.4 | 5.2 | 44. 1 | | 33.8 | 21.4 | |
| Level of Service | D | А | D | | С | C | |
| Approach Delay (s) | | 15.1 | 44.1 | | 29.3 | | |
| Approach LOS | | В | D | | С | | |
| Intersection Summary | | | | | | | |
| HCM Average Control D |)elay | | 32.5 | H | ICM Lev | vel of Ser | rvice C |
| HCM Volume to Capacil | ty ratio | | 0.89 | | | | |
| Actuated Cycle Length (| s) | | 70.5 | s | um of l | ost time (| (s) 12.0 |
| Intersection Capacity Ut | ilization | | 73.0% | IC | CU Leve | el of Serv | ice D |
| Analysis Period (min) | | | 15 | | | | |
| c Critical Lane Group | | | | | | | |

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|--------------------------|------------|----------|--------------------|-------|----------|-----------|---------|--------------|-------|------|--------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | 朴諍 | | ሻ | 朴 | | <u></u> | ب | 1 | | ۹ ب | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.99 | | | 1.00 | 0.85 | | 1.00 | 0.85 |
| Fit Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.97 | 1.00 | | 0.97 | 1.00 |
| Satd. Flow (prot) | 1770 | 3453 | | 1770 | 3486 | | | 1813 | 1583 | | 1808 | 1583 |
| Flt Permitted | 0.37 | 1.00 | | 0.95 | 1.00 | | | 0.83 | 1.00 | | 0.82 | 1.00 |
| Satd. Flow (perm) | 682 | 3453 | | 1770 | 3486 | | | 1550 | 1583 | | 1519 | 1583 |
| Volume (vph) | 63 | 429 | 83 | 298 | 576 | 64 | 45 | 37 | 345 | 46 | 31 | 51 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 74 | 505 | 98 | 351 | 678 | 75 | 53 | 44 | 406 | 54 | 36 | 60 |
| RTOR Reduction (vph) | 0 | 29 | · 0 | 0 | 15 | 0 | 0 | 0 | 63 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 74 | 574 | 0 | 351 | 738 | 0 | 0 | 97 | 343 | 0 | 90 | |
| Turn Type | Perm | | | Prot | | | Perm | | pm+ov | Perm | | Perm |
| Protected Phases | | 4 | | 3 | 8 | | _ | 2 | 3 | _ | 6 | - |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 14.5 | 14.5 | | 12.0 | 30.5 | | | 17.1 | 29.1 | | 17.1 | 17.1 |
| Effective Green, g (s) | 14.5 | 14.5 | | 12.0 | 30.5 | | | 17.1 | 29.1 | | 17.1 | 17.1 |
| Actuated g/C Ratio | 0.26 | 0.26 | | 0.22 | 0.55 | | | 0.31 | 0.52 | | 0.31 | 0.31 |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 178 | 901 | | 382 | 1912 | | | 477 | 942 | | 467 | 487 |
| v/s Ratio Prot | | c0.17 | | c0.20 | 0.21 | | | | c0.08 | | | • |
| v/s Ratio Perm | 0.11 | | | | | | | 0.06 | 0.14 | | 0.06 | 0.01 |
| v/c Ratio | 0.42 | 0.64 | | 0.92 | 0.39 | | | 0.20 | 0.36 | | 0.19 | 0.04 |
| Uniform Delay, d1 | 17.0 | 18.2 | | 21.3 | 7.2 | | | 14.2 | 7.8 | | 14.2 | 13.5 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.6 | 1.5 | | 26.5 | 0.1 | | | 1.0 | 0.2 | | 0.2 | 0.0 |
| Delay (s) | 18.6 | 19.7 | | 47.8 | 7.3 | | | 15.2 | 8.0 | | 14.4 | 13.5 |
| Level of Service | В | B | | D | A | | | В | A | | В | В |
| Approach Delay (s) | | 19.6 | | | 20.2 | | | 9.4 | | | 14.0 | |
| Approach LOS | | В | | | С | | | A | | | В | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control E | Delay | | 17.4 | ŀ | ICM Le | vel of Se | ervice | | В | | | |
| HCM Volume to Capaci | ty ratio | | 0.62 | | | | | | | | | |
| Actuated Cycle Length (| (s) | | 55.6 | S | Sum of I | ost time | (s) | | 12.0 | | | |
| Intersection Capacity Ut | tilization | | 52.1% | ŀ | CU Lev | el of Sei | rvice | | А | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group
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|-----------------------------------|------|------|--------------|------------------------|----------|-----------|--------|-------|------|------|----------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | \$ | | | 4 | | ኘ | \$ | | ሻ | ŕ | ۴ |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | 0.94 | | | 0.89 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 |
| Fit Protected | | 0.98 | | | 0.99 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1716 | | | 1646 | | 1770 | 1857 | | 1770 | 1863 | 1583 |
| Fit Permitted | | 0.85 | | | 0.95 | | 0.45 | 1.00 | | 0.36 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1494 | | | 1582 | | 837 | 1857 | | 673 | 1863 | 1583 |
| Volume (vph) | 23 | 5 | 20 | 20 | 9 | 136 | 62 | 511 | 10 | 109 | 416 | 38 |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 27 | 6 | 24 | 24 | 11 | 160 | 73 | 601 | 12 | 128 | 489 | 45 |
| RTOR Reduction (vph) | 0 | 19 | 0 | 0 | 130 | 0 | 0 | 1 | 0 | 0 | 0 | 17 |
| Lane Group Flow (vph) | 0 | 38 | 0 | 0 | 65 | 0 | 73 | 612 | 0 | 128 | 489 | 28 |
| Turn Type | Perm | | | Perm | | | Perm | | | Perm | | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | 6 |
| Actuated Green, G (s) | | 7.6 | | | 7.6 | | 24.7 | 24.7 | | 24.7 | 24.7 | 24.7 |
| Effective Green, g (s) | | 7.6 | | | 7.6 | | 24.7 | 24.7 | | 24.7 | 24.7 | 24.7 |
| Actuated g/C Ratio | | 0.19 | | | 0.19 | | 0.61 | 0.61 | | 0.61 | 0.61 | 0.61 |
| Clearance Time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 282 | | | 298 | | 513 | 1138 | | 412 | 1142 | 970 |
| v/s Ratio Prot | | | | | | | | c0.33 | | | 0.26 | |
| v/s Ratio Perm | | 0.03 | | | c0.04 | | 0.09 | | | 0.19 | | 0.02 |
| v/c Ratio | | 0.13 | | | 0.22 | | 0.14 | 0.54 | | 0.31 | 0.43 | 0.03 |
| Uniform Delay, d1 | | 13.6 | | | 13.8 | | 3.3 | 4.5 | | 3.7 | 4.1 | 3.1 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 0.2 | | | 0.4 | | 0.1 | 0.5 | | 0.4 | 0.3 | 0.0 |
| Delay (s) | | 13.8 | | | 14.2 | | 3.4 | 5.0 | | 4.2 | 4.4 | 3.1 |
| Level of Service | | В | | | В | | А | А | | А | А | А |
| Approach Delay (s) | | 13.8 | | | 14.2 | | | 4.8 | | | 4.2 | |
| Approach LOS | | В | | | В | | | А | | | А | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 6.0 | Н | CM Lev | vel of Se | ervice | | A | | | |
| HCM Volume to Capacity ratio | | | 0.46 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 40.3 | S | um of le | ost time | (s) | | 8.0 | | | |
| Intersection Capacity Utilization | | | 53.7% | % ICU Level of Service | | | | | А | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| a Critical Long Crown | | | | | | | | | | | | |

c Critical Lane Group

| | ٦ | - | $\mathbf{\hat{v}}$ | ¥ | -+ | ×. | 4 | 1 | 1 | 1 | Ļ | 4 |
|--|--------------|-----------------|--------------------|----------------------|----------------|-------------|-------------|------------------|------------|--|-----------------|------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations Sign Control Grade | | ∯ Stop 0% | | | t top 0% | | ٢ | î⊧ Free 0% | | | ↔ Free 0% | <u></u> |
| Volume (veh/h) Peak Hour Factor | 10 0.85 | 1 0.85 | 108 0.85 | 5 0.85 | 0 0.85 | 5 0.85 | 157 0.85 | 486 0.85 | 20 0.85 | 5 0.85 | 440 0.85 | 15 0.85 |
| Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) | 12 | 1 | 127 | 6 | 0 | 6 | 185 | 572 | 24 | 6 | 518 | 18 |
| Median type Median storage veh) Upstream signal (ft) | | None | | | None | | | 490 | | | | |
| pX, platoon unblocked vC, conflicting volume | 0.88 1485 | 0.88 1503 | 526 | 0.88 1619 | 0.88 1500 | 0.88 584 | 535 | | | 0.88 595 | | |
| vC1, stage 1 cont vol vC2, stage 2 conf vol | 1552 | 1572 | 526 | 1704 | 1569 | 526 | 535 | | | 530 | | |
| tC, single (s) tC, 2 stage (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % cM capacity (veh/h) | 83 69 | 99 79 | 77 551 | 86 41 | 100 79 | 99 485 | 82 1033 | | | 99 904 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | | | | | | | |
| Volume Total | 140 | 12 | 185 | 595 | 541 | | | | | | | <u></u> |
| Volume Left | 12 | 6 | 185 | 0 | 6 | | | | | | | |
| Volume Right | 127 | 6 | 0 | 24 | 18 | | | | | | | |
| CSH Makuma ta Canaaitu | 336 | 76 | 1033 | 1700 | 904 | | | | | | | |
| Oucline to Capacity | 0.42 | 0.15 | 0.18 | 0.35 | 0.01 | | | | • | | | |
| Control Delay (s) | 23.4 | 60 5 | 0 | 0 | 02 | | | | | | | |
| Lane LOS | 20.1 C | 00.0 F | υ.Ζ Δ | 0.0 | 0.2 | | | | | | | |
| Approach Delay (s) | 23.1 | 60 5 | 22 | | 02 | | | | | | | |
| Approach LOS | C | F | 2.2 | | 0.2 | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay Intersection Capacity Utilization Analysis Period (min) | | | 3.9 68.4% 15 | ICU Level of Service | | | | | С | . <u>, , , , , , , , , , , , , , , , , , ,</u> | | |

TRAFFIC CONDITIONS POUT

California MUTCD (FHWA's MUTCD 2003 Revision 1, as amended for use in California)

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September 26, 2006