Appendices

Appendix A
Traffic Counts

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

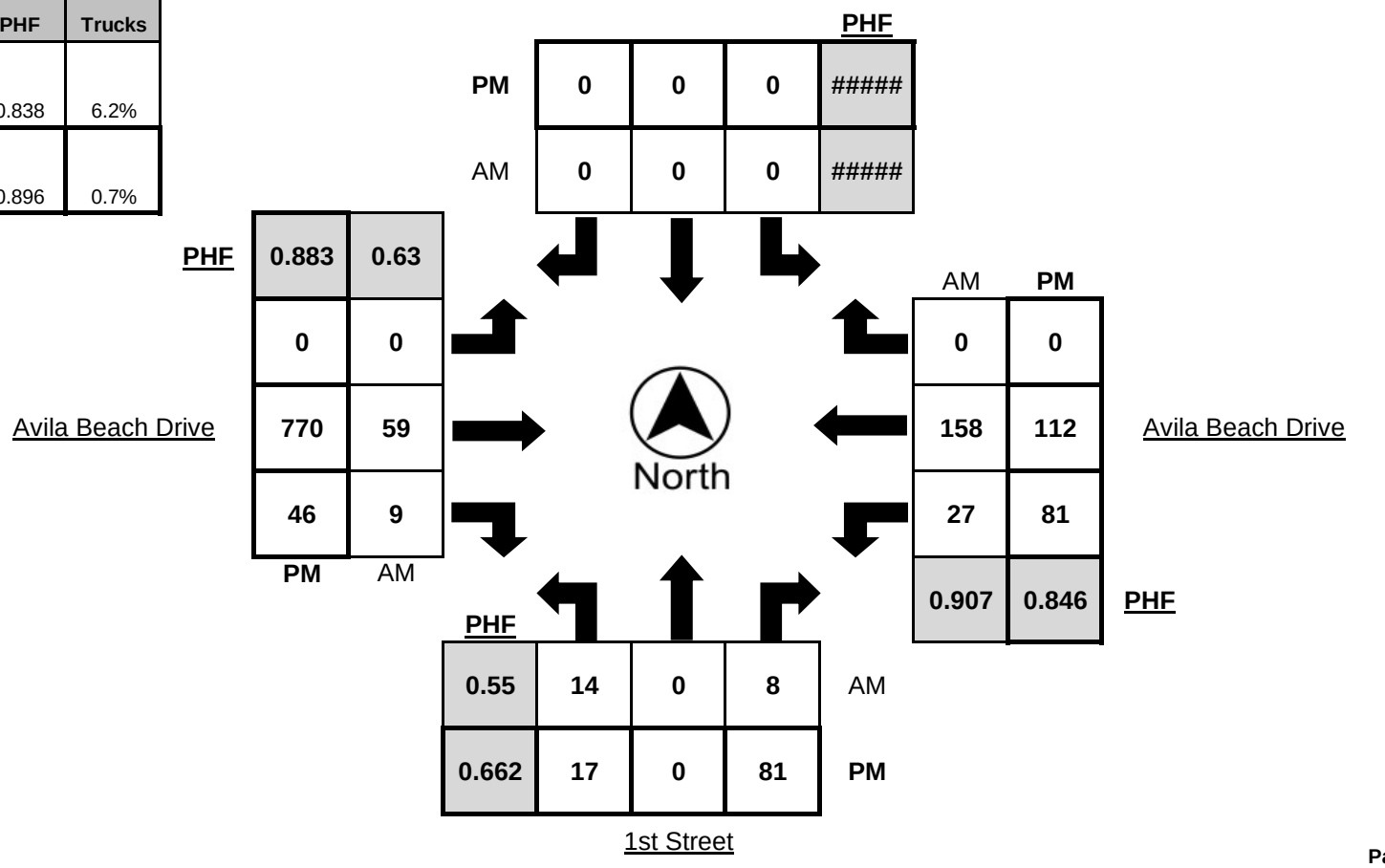
LOCATION Avila Beach Drive @ 1st St
LATITUDE 35.1805
COUNTY San Luis Obispo
LONGITUDE -120.7359
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	3	0	1	0	0	0	0	0	0	25	2	1	1	50	0	4
7:15 AM - 7:30 AM	3	0	2	1	0	0	0	0	0	16	5	0	5	39	0	2
7:30 AM - 7:45 AM	2	0	1	0	0	0	0	0	0	9	1	1	6	35	0	1
7:45 AM - 8:00 AM	6	0	4	0	0	0	0	0	0	9	1	1	15	34	0	6
8:00 AM - 8:15 AM	7	0	3	0	0	0	0	0	0	15	5	1	15	20	0	6
8:15 AM - 8:30 AM	2	0	3	0	0	0	0	0	0	7	1	1	17	35	0	0
8:30 AM - 8:45 AM	1	0	5	0	0	0	0	0	0	15	3	5	8	34	0	0
8:45 AM - 9:00 AM	1	0	6	0	0	0	0	0	0	8	2	4	16	30	0	0
TOTAL	**25**	**0**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**104**	**20**	**14**	**83**	**277**	**0**	**19**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	5	0	37	0	0	0	0	0	0	91	6	0	15	33	0	1
4:15 PM - 4:30 PM	4	0	27	1	0	0	0	0	0	133	10	0	11	28	0	2
4:30 PM - 4:45 PM	2	0	14	0	0	0	0	0	0	208	11	0	12	31	0	0
4:45 PM - 5:00 PM	3	0	34	0	0	0	0	0	0	203	6	2	23	27	0	0
5:00 PM - 5:15 PM	6	0	15	0	0	0	0	0	0	218	13	3	25	32	0	1
5:15 PM - 5:30 PM	6	0	18	0	0	0	0	0	0	141	16	1	21	22	0	1
5:30 PM - 5:45 PM	4	0	28	0	0	0	0	0	0	81	11	1	22	36	0	1
5:45 PM - 6:00 PM	7	0	21	0	0	0	0	0	0	73	6	0	27	21	0	0
TOTAL	**37**	**0**	**194**	**1**	**0**	**0**	**0**	**0**	**0**	**1148**	**79**	**7**	**156**	**230**	**0**	**6**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	14	0	8	1	0	0	0	0	0	59	9	3	27	158	0	13
4:30 PM - 5:30 PM	17	0	81	0	0	0	0	0	0	770	46	6	81	112	0	2

	PHF	Trucks
AM	0.838	6.2%
PM	0.896	0.7%



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OMNI-Means
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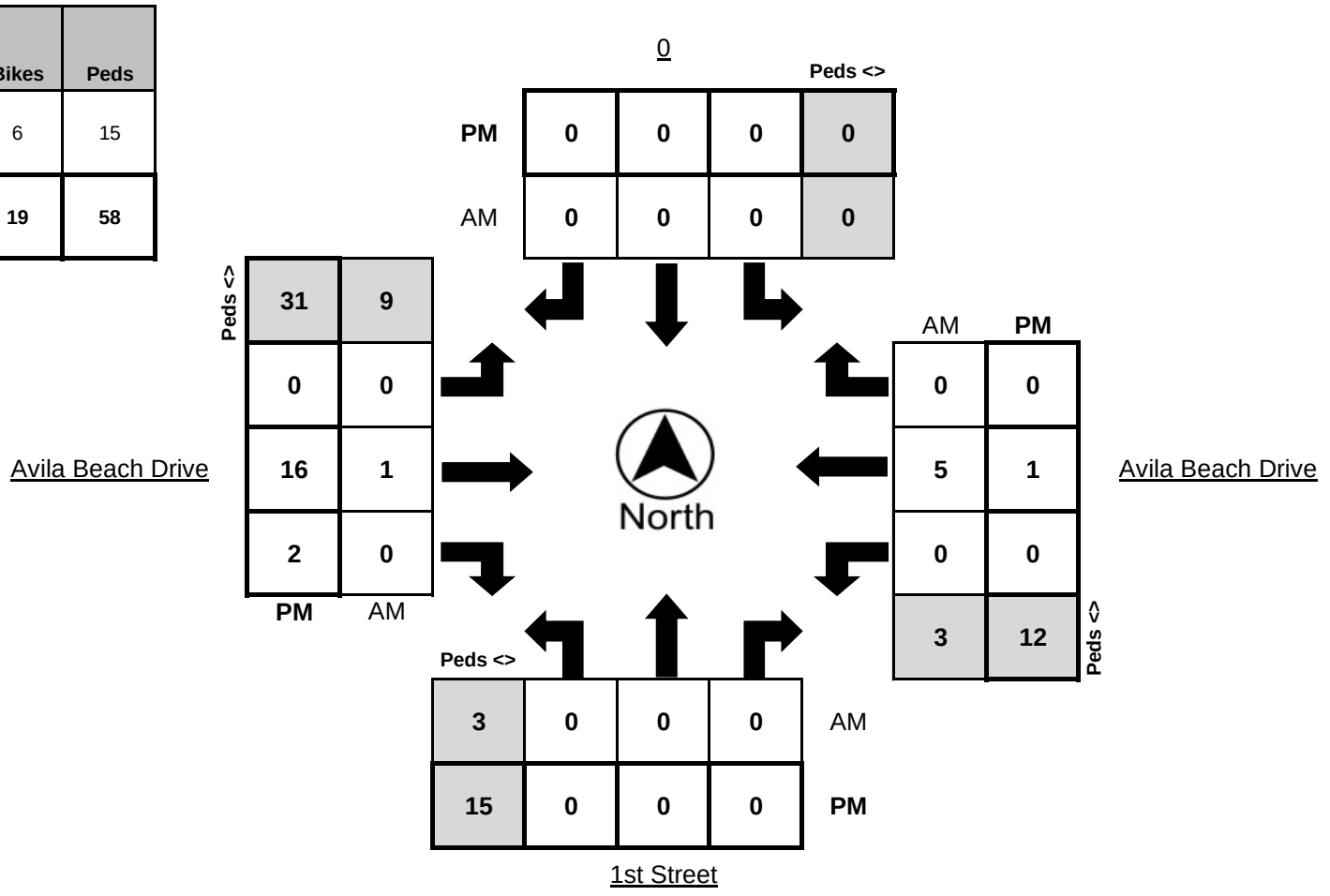
LOCATION Avila Beach Drive @ 1st St
LATITUDE 35.1805
COUNTY San Luis Obispo
LONGITUDE -120.7359
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	6
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	3	0	0	0	2	0	1	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	1	0	2	0	2	0	3	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**3**	**0**	**7**	**0**	**8**	**0**	**20**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	10
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	1	0	7	0	6	0	0	0	10
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	1	0	1	1	3	0	0	0	7
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	2	0	4	0	2	0	1	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	11	0	4	1	1	0	0	0	14
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	17
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	14
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**22**	**2**	**19**	**0**	**2**	**0**	**77**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	3	0	1	0	3	0	5	0	9
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	15	0	16	2	12	0	1	0	31

	Bikes	Peds
AM Peak Total	6	15
PM Peak Total	**19**	**58**



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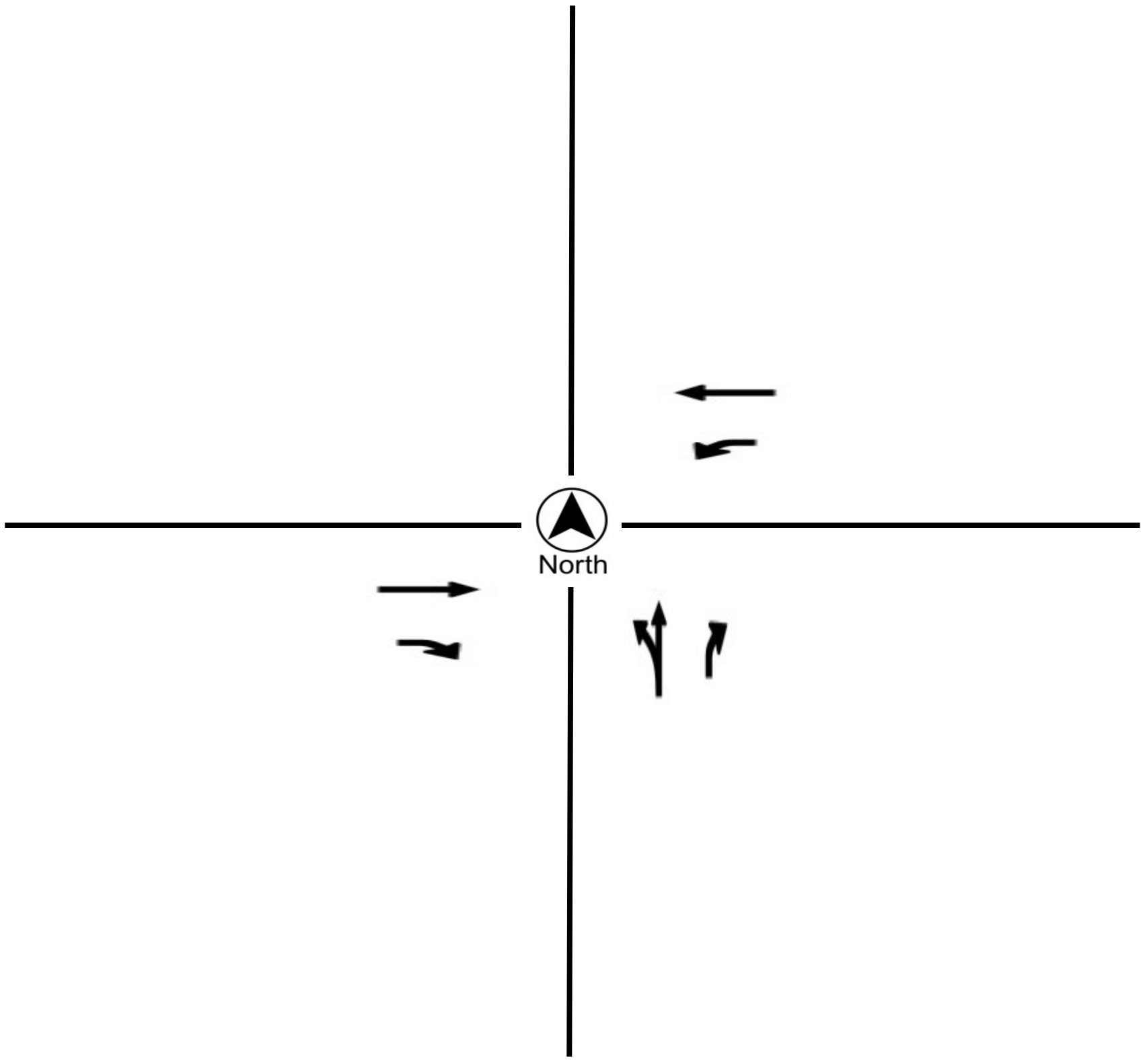
Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

LOCATION	Avila Beach Drive @ 1st St	**N/S STREET**	1st Street
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	91 Seconds	**CONTROL TYPE**	Signal

COMMENTS Westbound left turns are protected/permitted.



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

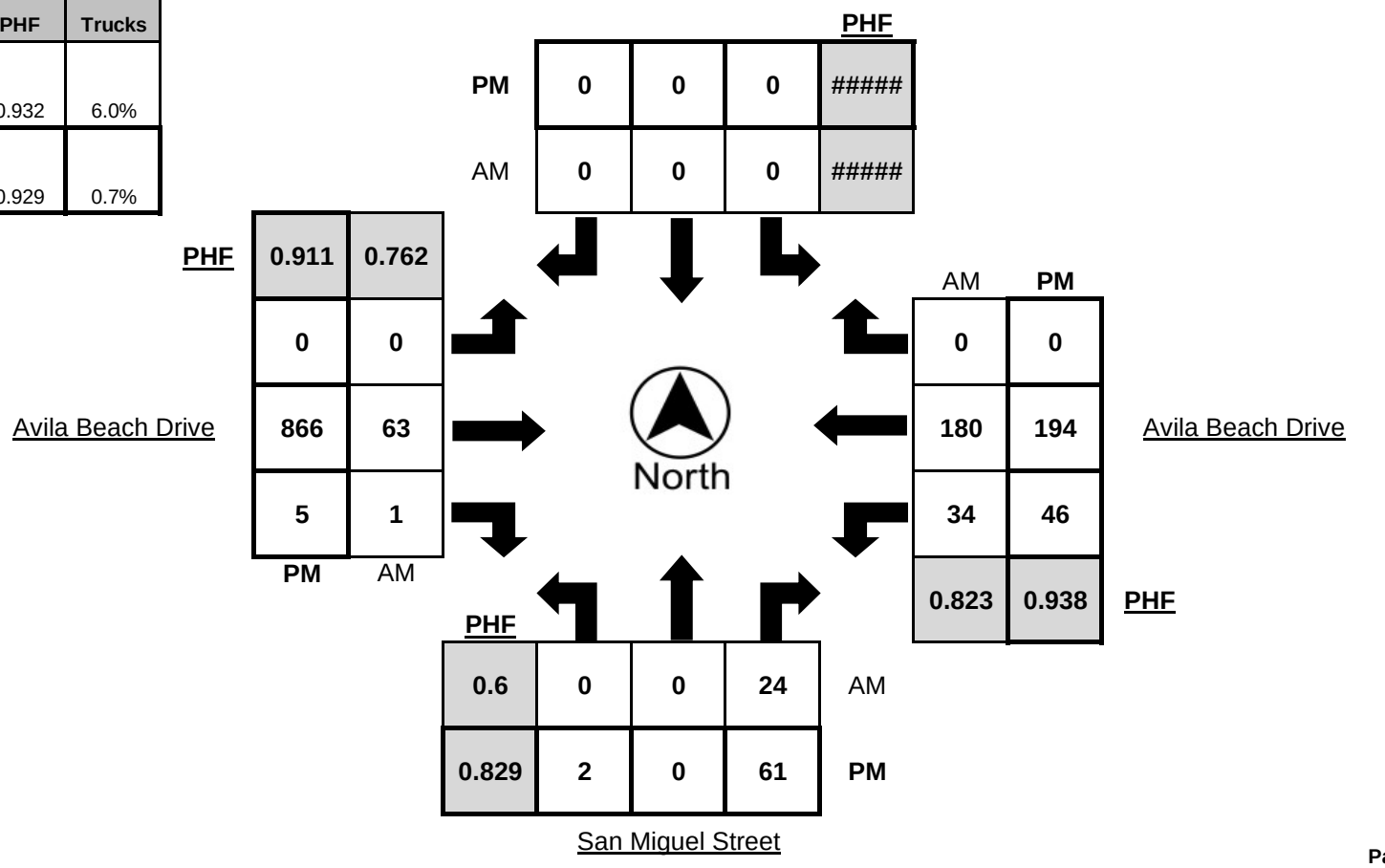
LOCATION Avila Beach Drive @ San Miguel St
LATITUDE 35.1821
COUNTY San Luis Obispo
LONGITUDE -120.7327
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	3	1	0	0	0	0	0	18	0	1	5	61	0	4
7:15 AM - 7:30 AM	0	0	3	1	0	0	0	0	0	17	0	0	6	39	0	3
7:30 AM - 7:45 AM	0	0	9	0	0	0	0	0	0	14	0	0	8	45	0	1
7:45 AM - 8:00 AM	0	0	5	1	0	0	0	0	0	11	0	1	5	43	0	5
8:00 AM - 8:15 AM	0	0	10	0	0	0	0	0	0	21	0	0	9	37	0	6
8:15 AM - 8:30 AM	0	0	6	0	0	0	0	0	0	10	0	1	10	55	0	2
8:30 AM - 8:45 AM	0	0	4	0	0	0	0	0	0	19	0	6	5	42	0	1
8:45 AM - 9:00 AM	0	0	4	0	0	0	0	0	0	13	1	2	10	46	0	0
TOTAL	**0**	**0**	**44**	**3**	**0**	**0**	**0**	**0**	**0**	**123**	**1**	**11**	**58**	**368**	**0**	**22**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	0	25	2	0	0	0	0	0	141	1	0	10	45	0	1
4:15 PM - 4:30 PM	0	0	17	0	0	0	0	0	0	150	2	0	13	41	0	2
4:30 PM - 4:45 PM	1	0	18	0	0	0	0	0	0	214	3	0	8	42	0	1
4:45 PM - 5:00 PM	1	0	14	1	0	0	0	0	0	233	0	2	14	50	0	0
5:00 PM - 5:15 PM	0	0	14	0	0	0	0	0	0	238	1	0	6	57	0	2
5:15 PM - 5:30 PM	0	0	15	1	0	0	0	0	0	181	1	0	18	45	0	1
5:30 PM - 5:45 PM	0	0	17	1	0	0	0	0	0	102	1	1	18	59	0	0
5:45 PM - 6:00 PM	0	0	10	0	0	0	0	0	0	98	0	1	27	52	0	0
TOTAL	**3**	**0**	**130**	**5**	**0**	**0**	**0**	**0**	**0**	**1357**	**9**	**4**	**114**	**391**	**0**	**7**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	24	0	0	0	0	0	0	63	1	9	34	180	0	9
4:30 PM - 5:30 PM	2	0	61	2	0	0	0	0	0	866	5	2	46	194	0	4

	PHF	Trucks
AM	0.932	6.0%
PM	0.929	0.7%



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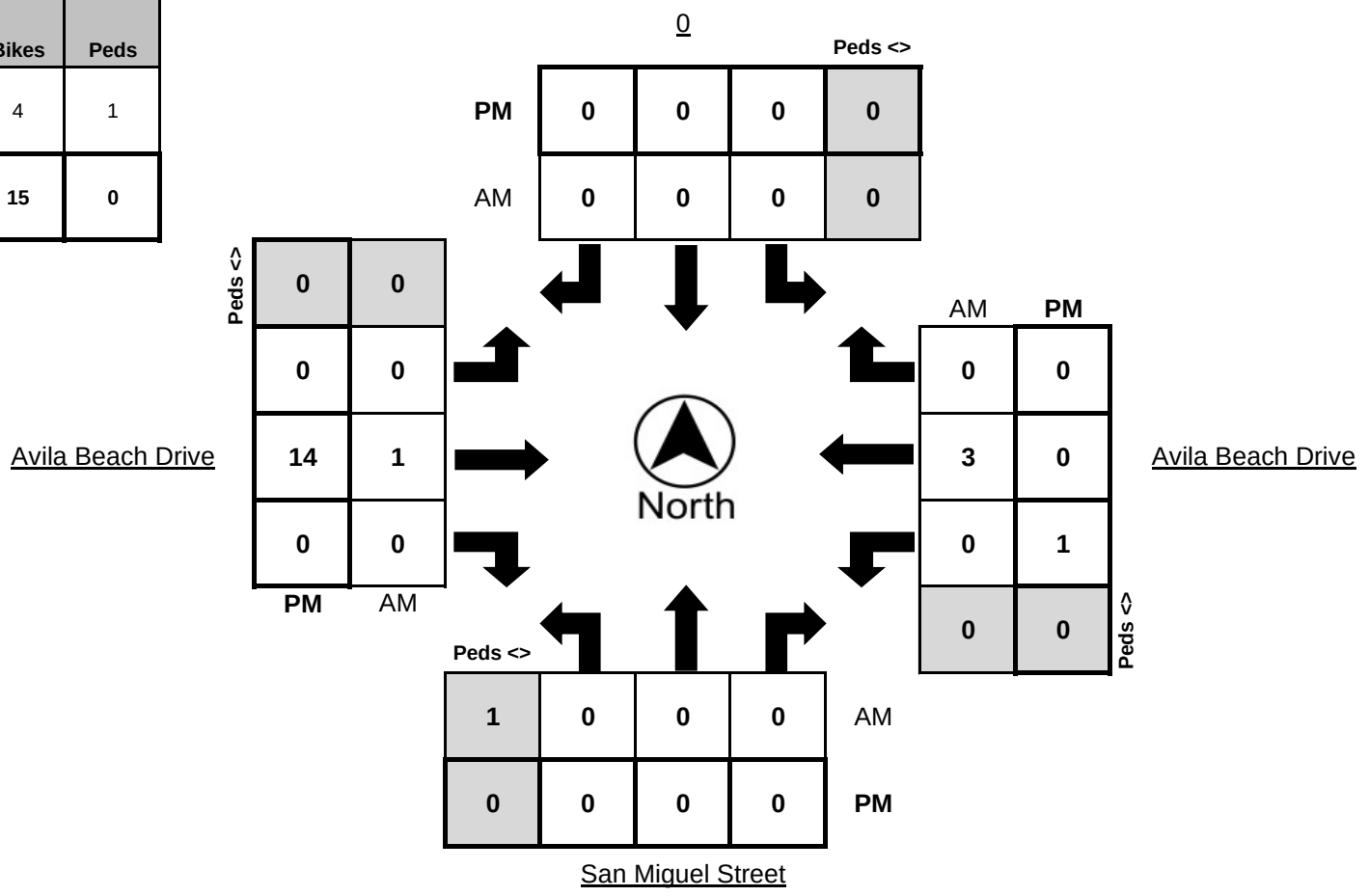
COUNTY San Luis Obispo
LONGITUDE -120.7327
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**1**	**0**	**8**	**0**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**22**	**0**	**0**	**1**	**1**	**0**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	3	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	1	0	0	0

	Bikes	Peds
AM Peak Total	4	1
PM Peak Total	**15**	**0**



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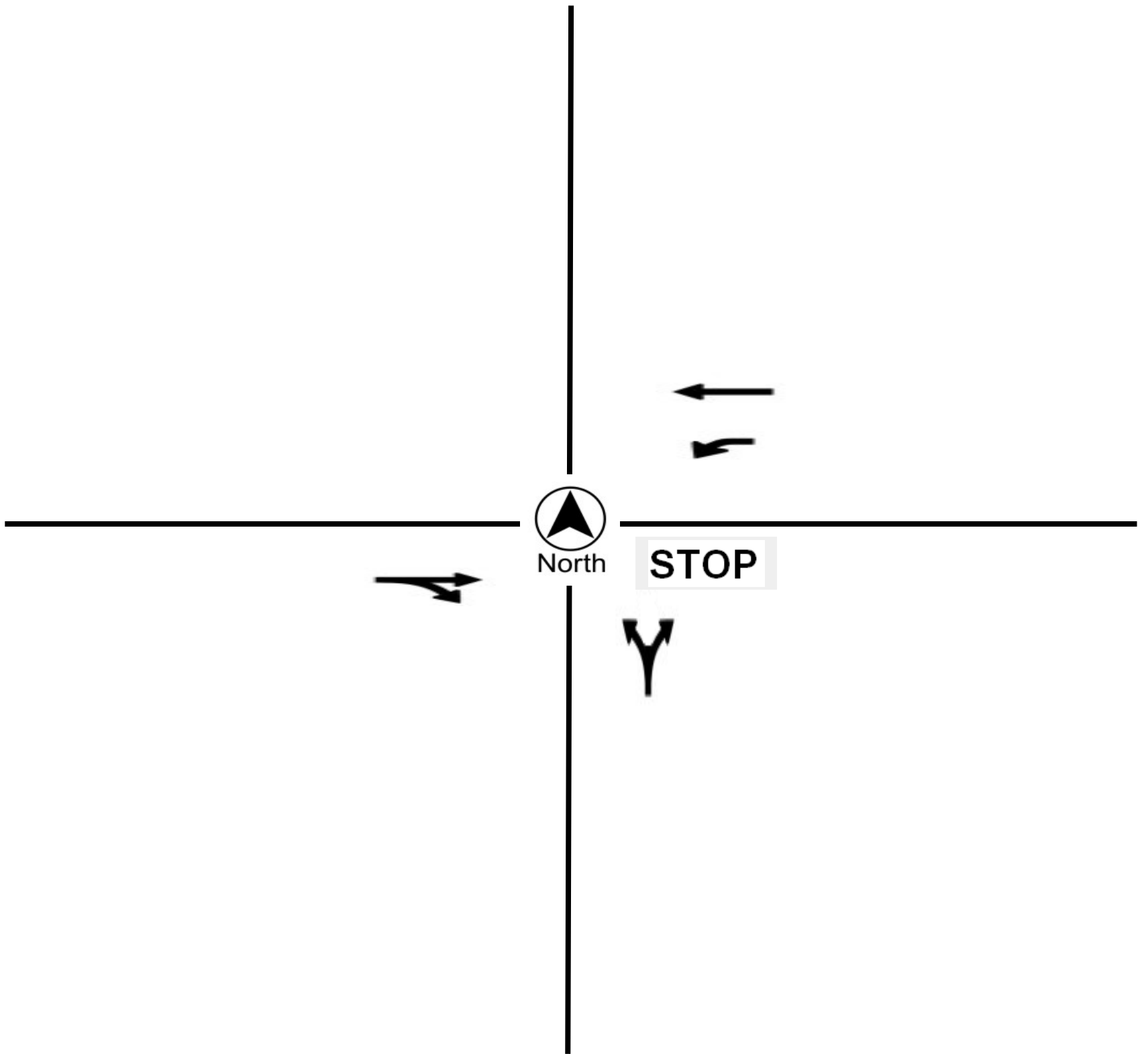
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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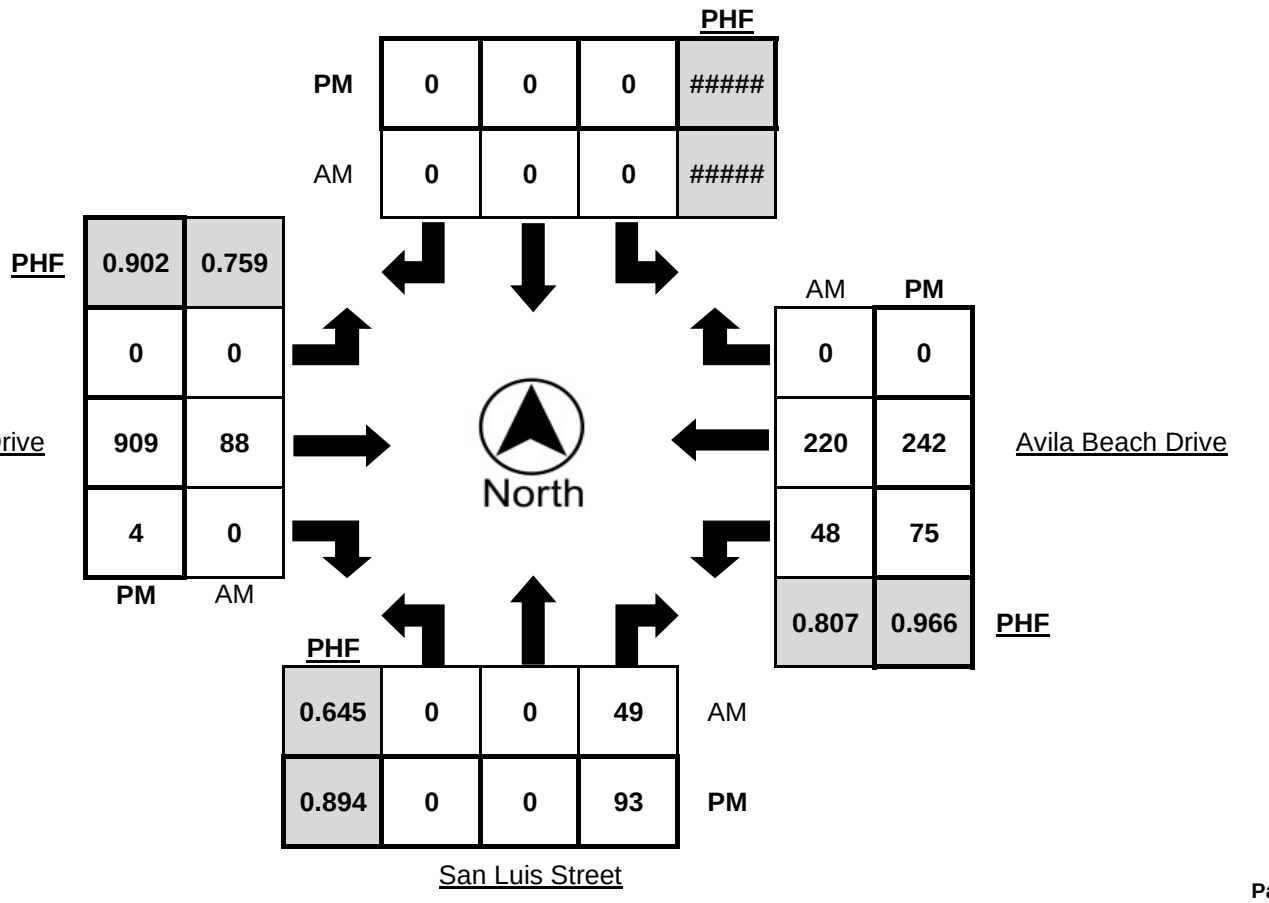
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	9	0	0	0	0	0	0	24	0	2	6	57	0	4
7:15 AM - 7:30 AM	0	0	9	0	0	0	0	0	0	19	0	0	8	53	0	3
7:30 AM - 7:45 AM	1	0	14	0	0	0	0	0	0	22	0	1	8	49	0	1
7:45 AM - 8:00 AM	0	0	12	0	0	0	0	0	0	15	0	2	11	51	0	5
8:00 AM - 8:15 AM	0	0	12	0	0	0	0	0	0	29	0	1	5	44	0	6
8:15 AM - 8:30 AM	0	0	19	0	0	0	0	0	0	19	0	1	13	70	0	2
8:30 AM - 8:45 AM	0	0	8	0	0	0	0	0	0	24	0	6	14	40	0	2
8:45 AM - 9:00 AM	0	0	10	1	0	0	0	0	0	16	0	3	16	66	0	1
TOTAL	**1**	**0**	**93**	**1**	**0**	**0**	**0**	**0**	**0**	**168**	**0**	**16**	**81**	**430**	**0**	**24**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	23	0	0	0	0	0	0	155	1	2	15	60	0	1
4:15 PM - 4:30 PM	0	0	22	0	0	0	0	0	0	176	1	1	18	49	0	2
4:30 PM - 4:45 PM	0	0	25	0	0	0	0	0	0	182	0	0	21	55	0	1
4:45 PM - 5:00 PM	0	0	24	0	0	0	0	0	0	246	0	0	18	64	0	0
5:00 PM - 5:15 PM	0	0	26	0	0	0	0	0	0	250	3	1	21	59	0	1
5:15 PM - 5:30 PM	0	0	18	0	0	0	0	0	0	231	1	0	15	64	0	0
5:30 PM - 5:45 PM	0	0	21	0	0	0	0	0	0	122	0	1	21	75	0	0
5:45 PM - 6:00 PM	0	0	14	0	0	0	0	0	0	104	0	0	21	76	0	1
TOTAL	**0**	**0**	**173**	**0**	**0**	**0**	**0**	**0**	**0**	**1466**	**6**	**5**	**150**	**502**	**0**	**6**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	49	1	0	0	0	0	0	88	0	11	48	220	0	11
4:30 PM - 5:30 PM	0	0	93	0	0	0	0	0	0	909	4	1	75	242	0	2

	PHF	**Trucks**
AM	0.837	5.7%
PM	0.921	0.2%



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Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

LOCATION Avila Beach Drive @ San Luis St

LATITUDE 35.1807

COUNTY San Luis Obispo

LONGITUDE -120.7274

COLLECTION DATE Tuesday, September 16, 2014

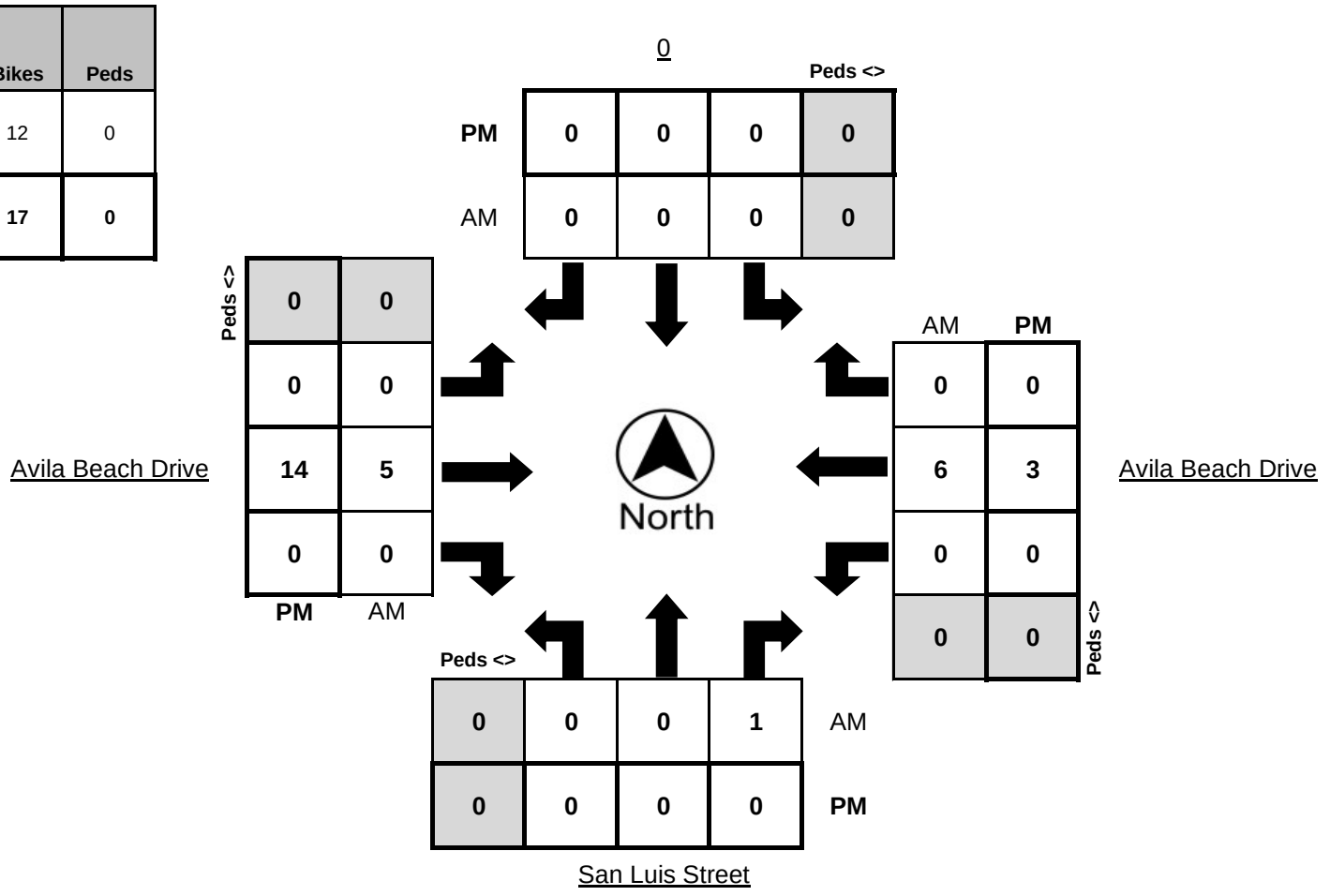
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0
8:15 AM - 8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**9**	**0**	**0**	**1**	**15**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	1	0	0	0	0	0	0	2	0	0	1	1	0	0
4:15 PM - 4:30 PM	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**1**	**4**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	1	0	0	0	0	0	0	5	0	0	0	6	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	3	0	0

	Bikes	Peds
AM Peak Total	12	0
PM Peak Total	17	0



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

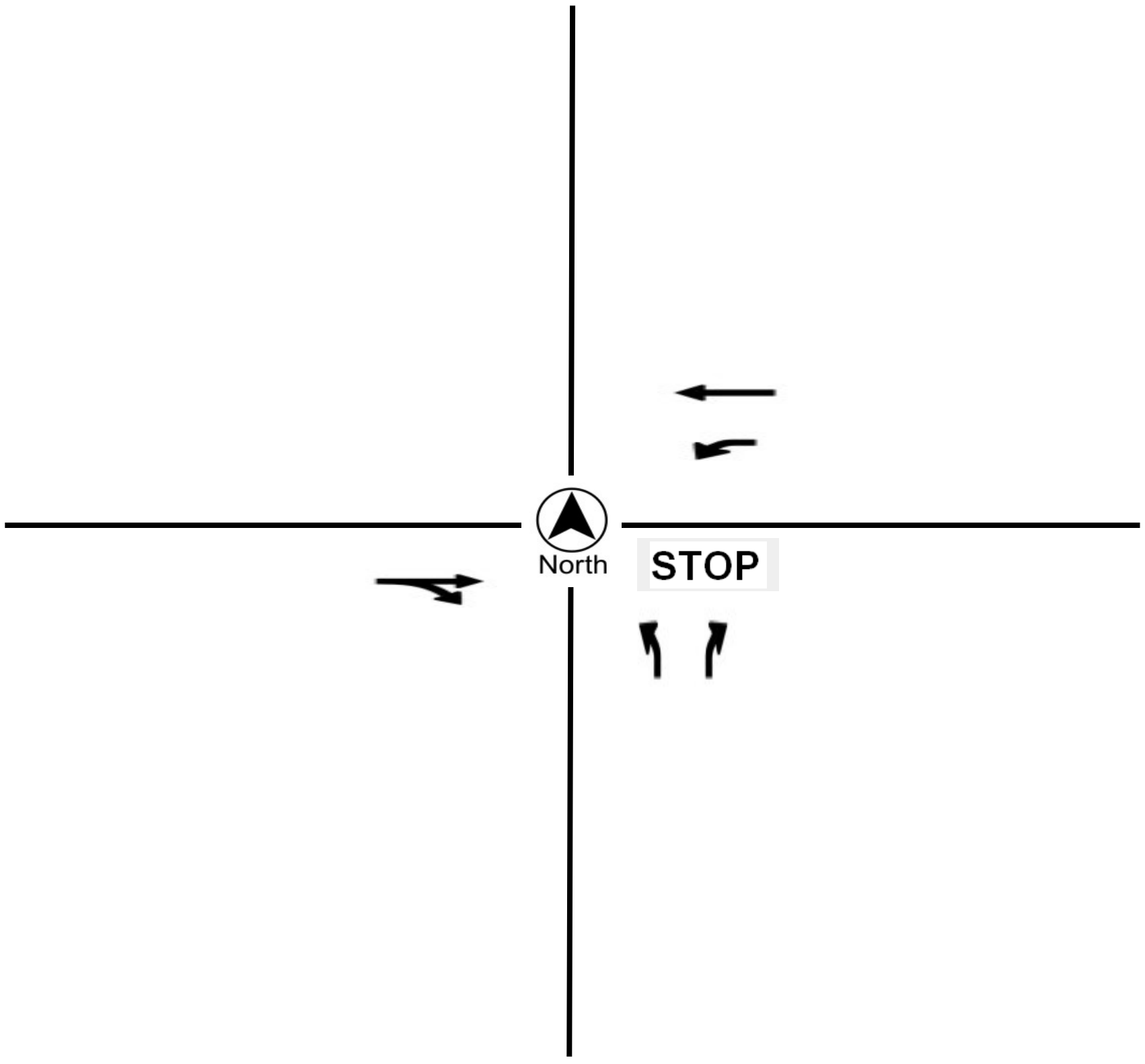
Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

LOCATION	Avila Beach Drive @ San Luis St	**N/S STREET**	San Luis Street
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

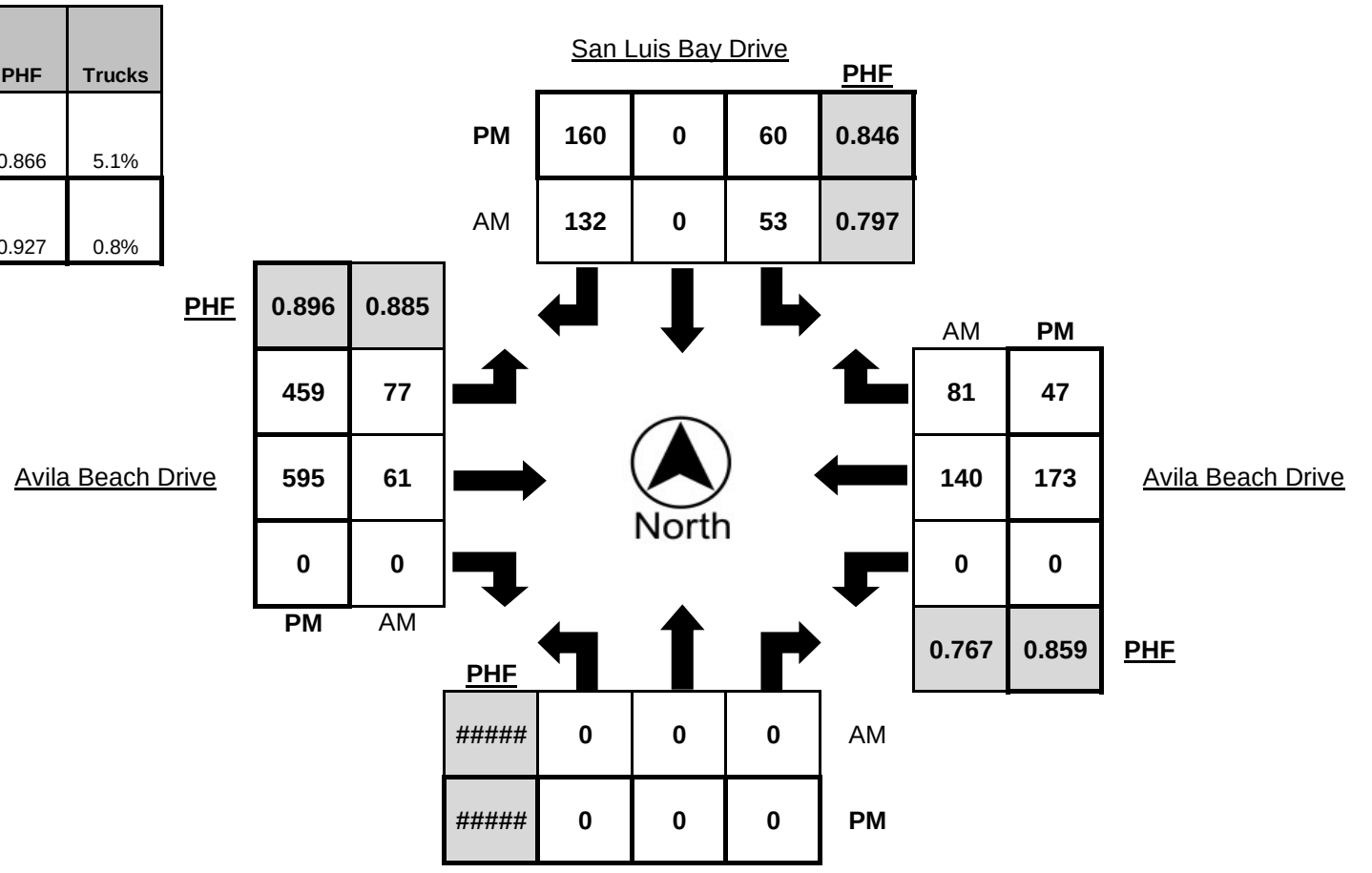
LOCATION Avila Beach Drive @ San Luis Bay Dr
LATITUDE 35.1879
COUNTY San Luis Obispo
LONGITUDE -120.7190
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	9	0	19	1	15	22	0	3	0	41	10	2
7:15 AM - 7:30 AM	0	0	0	0	6	0	28	1	11	15	0	0	0	31	13	4
7:30 AM - 7:45 AM	0	0	0	0	11	0	31	0	20	14	0	1	0	36	13	1
7:45 AM - 8:00 AM	0	0	0	0	9	0	31	0	18	10	0	2	0	31	16	6
8:00 AM - 8:15 AM	0	0	0	0	14	0	23	1	22	17	0	1	0	29	12	5
8:15 AM - 8:30 AM	0	0	0	0	5	0	41	2	23	16	0	2	0	40	32	3
8:30 AM - 8:45 AM	0	0	0	0	15	0	29	3	18	13	0	4	0	30	19	1
8:45 AM - 9:00 AM	0	0	0	0	19	0	39	0	14	15	0	5	0	41	18	1
TOTAL	**0**	**0**	**0**	**0**	**88**	**0**	**241**	**8**	**141**	**122**	**0**	**18**	**0**	**279**	**133**	**23**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	15	0	44	2	68	98	0	1	0	46	16	0
4:15 PM - 4:30 PM	0	0	0	0	13	0	41	1	85	108	0	1	0	30	14	2
4:30 PM - 4:45 PM	0	0	0	0	17	0	38	0	104	141	0	0	0	48	16	1
4:45 PM - 5:00 PM	0	0	0	0	18	0	39	0	115	179	0	2	0	41	11	0
5:00 PM - 5:15 PM	0	0	0	0	10	0	33	0	118	143	0	4	0	42	7	3
5:15 PM - 5:30 PM	0	0	0	0	15	0	50	0	122	132	0	1	0	42	13	1
5:30 PM - 5:45 PM	0	0	0	0	21	0	43	0	52	86	0	1	0	68	10	0
5:45 PM - 6:00 PM	0	0	0	0	13	0	63	0	70	75	0	1	0	48	21	0
TOTAL	**0**	**0**	**0**	**0**	**122**	**0**	**351**	**3**	**734**	**962**	**0**	**11**	**0**	**365**	**108**	**7**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	53	0	132	6	77	61	0	12	0	140	81	10
4:30 PM - 5:30 PM	0	0	0	0	60	0	160	0	459	595	0	7	0	173	47	5

	PHF	Trucks
AM	0.866	5.1%
PM	0.927	0.8%



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Roseville, CA 95678

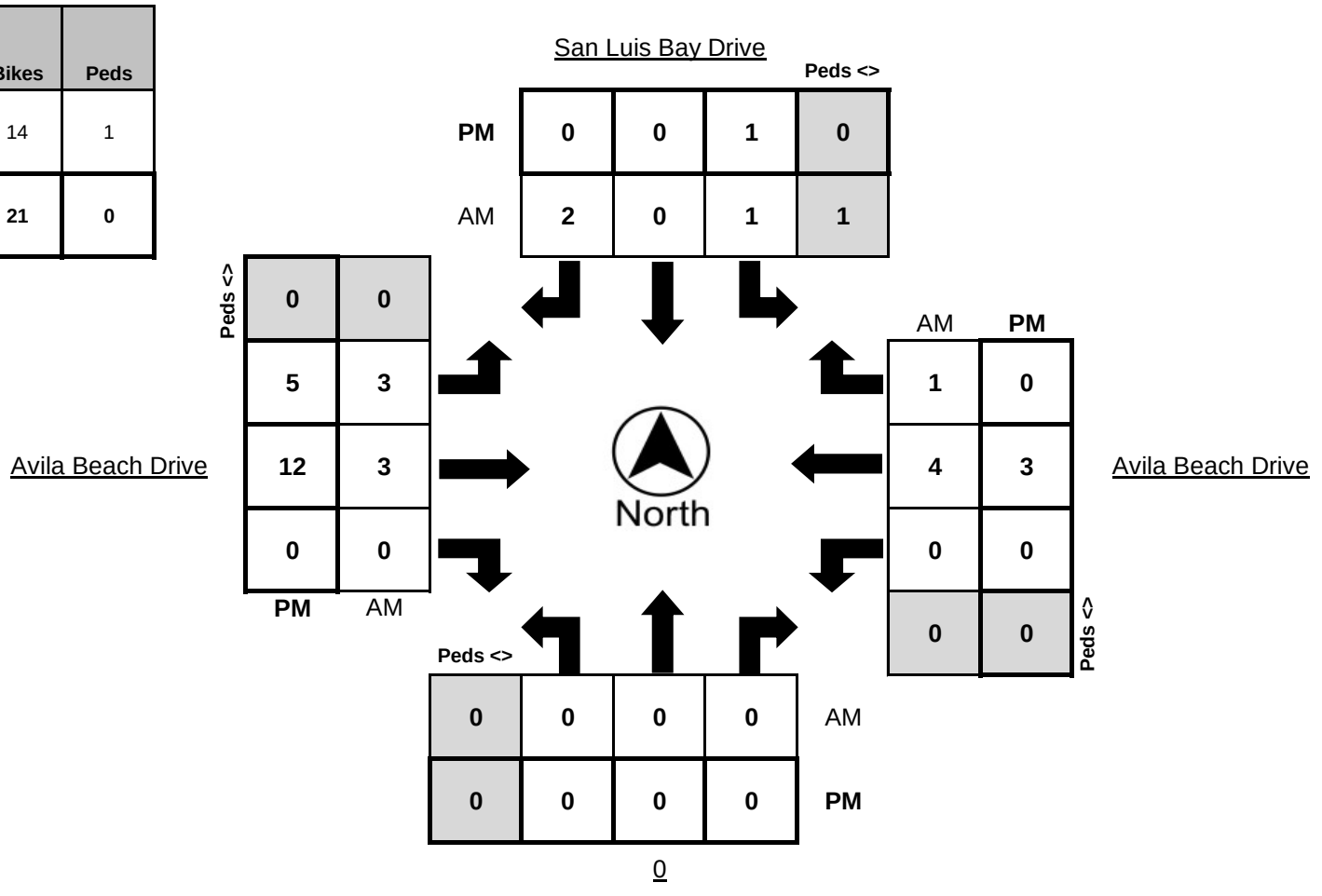
LOCATION Avila Beach Drive @ San Luis Bay Dr
LATITUDE 35.1879
COUNTY San Luis Obispo
LONGITUDE -120.7190
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0
8:00 AM - 8:15 AM	0	0	0	0	1	0	1	0	1	1	0	0	0	2	1	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**1**	**1**	**0**	**3**	**0**	**3**	**6**	**0**	**0**	**0**	**13**	**1**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	1	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0	0
5:15 PM - 5:30 PM	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**11**	**17**	**0**	**0**	**0**	**5**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	1	1	0	2	0	3	3	0	0	0	4	1	0
4:30 PM - 5:30 PM	0	0	0	0	1	0	0	0	5	12	0	0	0	3	0	0

	Bikes	Peds
AM Peak Total	14	1
PM Peak Total	21	0



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Turning Movement Report

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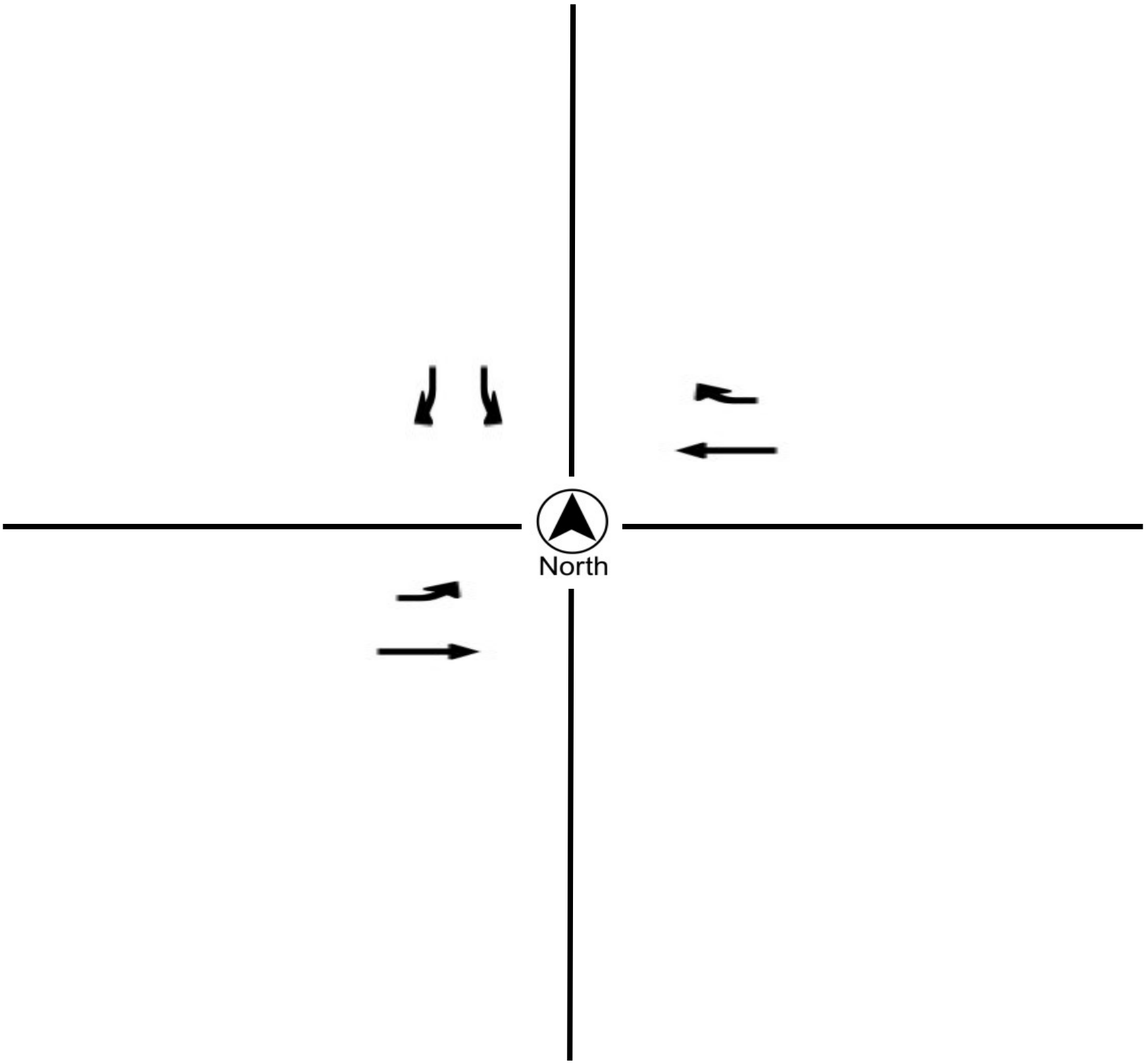
Roseville, CA 95678

LOCATION	Avila Beach Drive @ San Luis Bay Dr	**N/S STREET**	San Luis Bay Drive
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	47 Seconds	**CONTROL TYPE**	Signal

COMMENTS Eastbound left turns are protected.



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

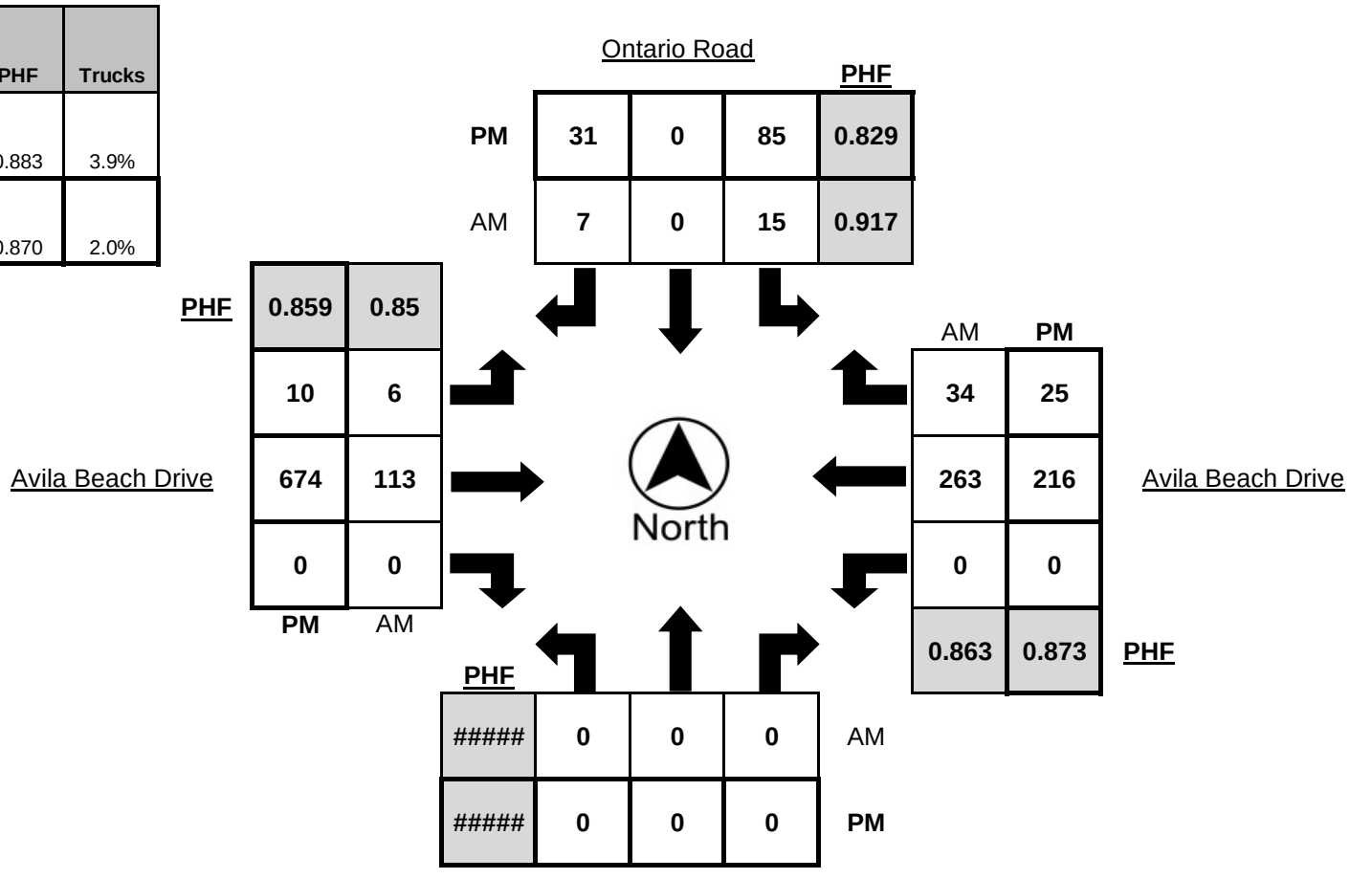
LOCATION Avila Beach Drive @ Ontario Rd
LATITUDE 35.1811
COUNTY San Luis Obispo
LONGITUDE -120.7042
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	1	0	0	0	3	27	0	1	0	52	5	4
7:15 AM - 7:30 AM	0	0	0	0	0	0	1	0	1	19	0	1	0	52	7	2
7:30 AM - 7:45 AM	0	0	0	0	1	0	1	1	2	29	0	1	0	53	10	2
7:45 AM - 8:00 AM	0	0	0	0	4	0	1	1	0	20	0	2	0	65	13	8
8:00 AM - 8:15 AM	0	0	0	0	5	0	0	0	0	29	0	0	0	64	3	5
8:15 AM - 8:30 AM	0	0	0	0	3	0	3	2	0	23	0	3	0	77	9	2
8:30 AM - 8:45 AM	0	0	0	0	3	0	3	1	4	28	0	1	0	52	8	1
8:45 AM - 9:00 AM	0	0	0	0	4	0	1	1	2	33	0	0	0	70	14	1
TOTAL	**0**	**0**	**0**	**0**	**21**	**0**	**10**	**6**	**12**	**208**	**0**	**9**	**0**	**485**	**69**	**25**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	7	0	7	0	3	118	0	2	0	69	1	0
4:15 PM - 4:30 PM	0	0	0	0	26	0	8	2	1	131	0	0	0	61	4	3
4:30 PM - 4:45 PM	0	0	0	0	13	0	7	1	1	157	0	0	0	48	3	2
4:45 PM - 5:00 PM	0	0	0	0	25	0	6	4	3	196	0	2	0	58	11	3
5:00 PM - 5:15 PM	0	0	0	0	27	0	8	1	4	163	0	1	0	52	5	2
5:15 PM - 5:30 PM	0	0	0	0	20	0	10	0	2	158	0	2	0	58	6	3
5:30 PM - 5:45 PM	0	0	0	0	21	0	5	0	6	93	0	0	0	72	9	0
5:45 PM - 6:00 PM	0	0	0	0	15	0	6	0	2	80	0	1	0	59	9	2
TOTAL	**0**	**0**	**0**	**0**	**154**	**0**	**57**	**8**	**22**	**1096**	**0**	**8**	**0**	**477**	**48**	**15**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	15	0	7	4	6	113	0	4	0	263	34	9
4:30 PM - 5:30 PM	0	0	0	0	85	0	31	6	10	674	0	5	0	216	25	10

	PHF	Trucks
AM	0.883	3.9%
PM	0.870	2.0%



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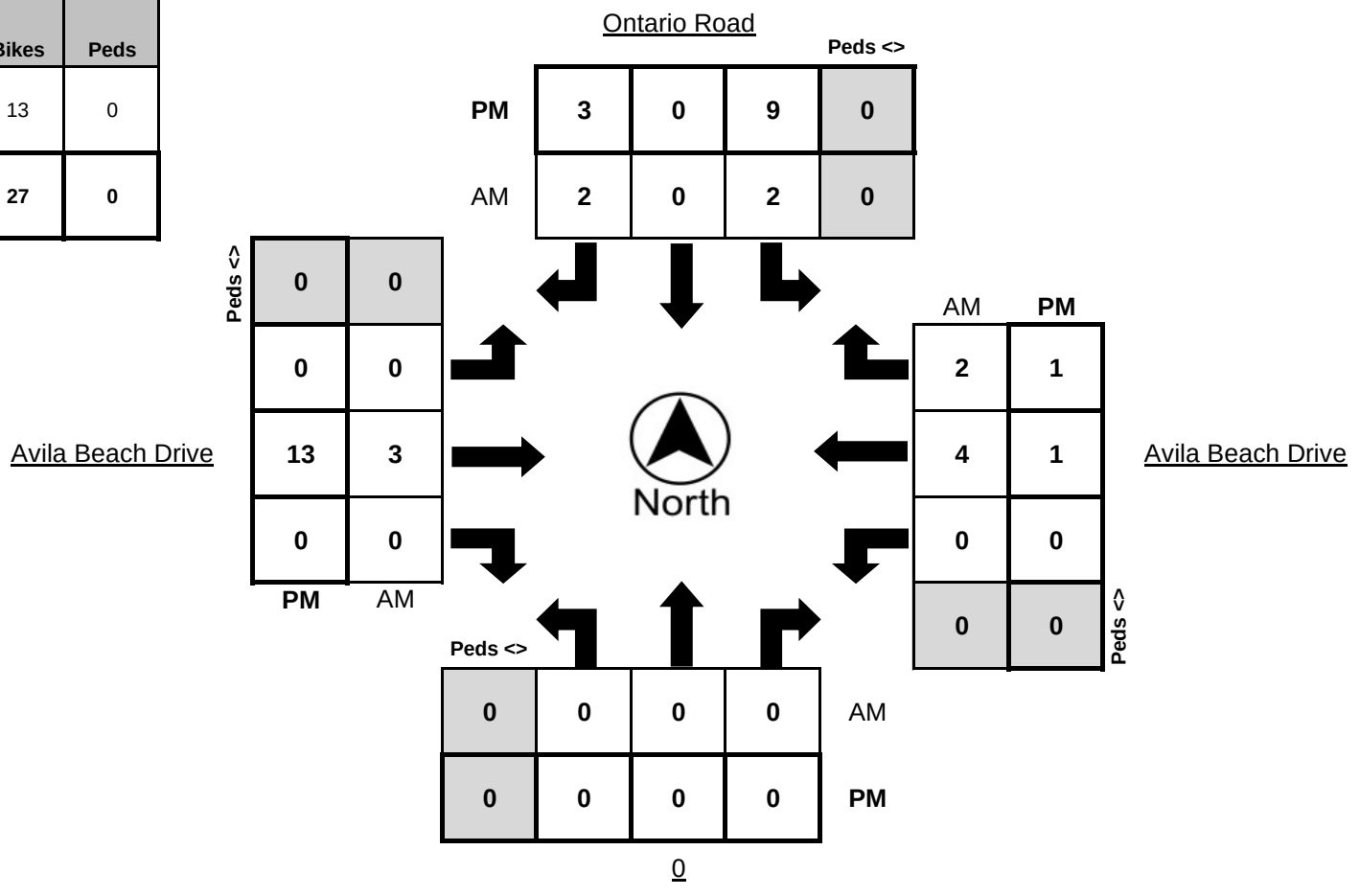
LOCATION Avila Beach Drive @ Ontario Rd
LATITUDE 35.1811
COUNTY San Luis Obispo
LONGITUDE -120.7042
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	4	1	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	2	0	1	0	0	1	0	0	0	2	1	0
TOTAL	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**6**	**0**	**0**	**0**	**13**	**5**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	5	0	0	0	0	3	0	0	0	1	0	0
4:15 PM - 4:30 PM	0	0	0	0	4	0	0	0	0	3	0	0	0	1	1	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	2	0	0	0	0	4	0	0	0	1	1	0
5:15 PM - 5:30 PM	0	0	0	0	5	0	0	0	0	2	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
TOTAL	**0**	**0**	**0**	**0**	**19**	**0**	**3**	**0**	**1**	**20**	**0**	**0**	**0**	**4**	**4**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	2	0	2	0	0	3	0	0	0	4	2	0
4:30 PM - 5:30 PM	0	0	0	0	9	0	3	0	0	13	0	0	0	1	1	0

	Bikes	Peds
AM Peak Total	13	0
PM Peak Total	**27**	**0**



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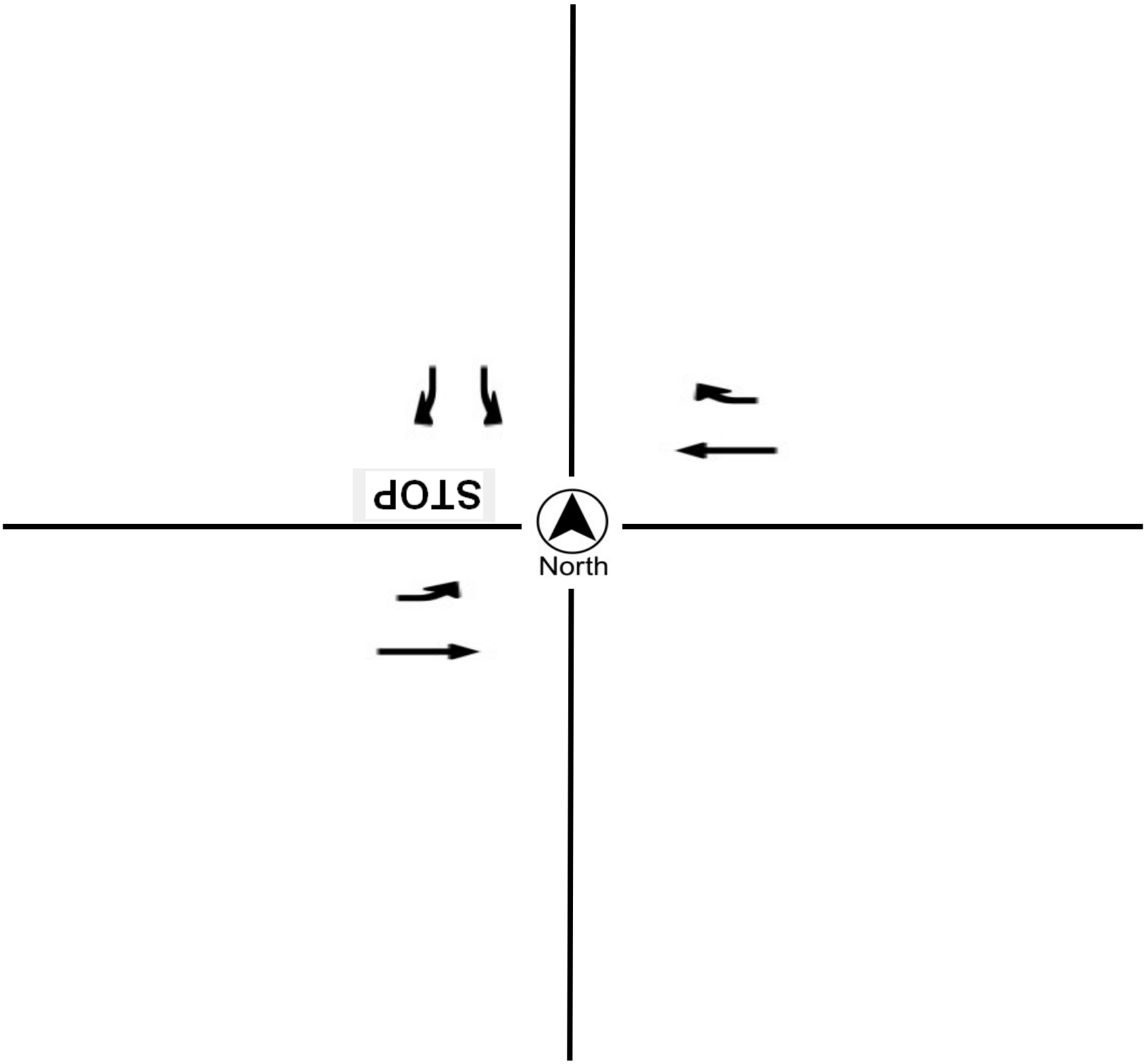
943 Reserve Drive
Roseville, CA 95678

LOCATION	Avila Beach Drive @ Ontario Rd	**N/S STREET**	Ontario Road
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

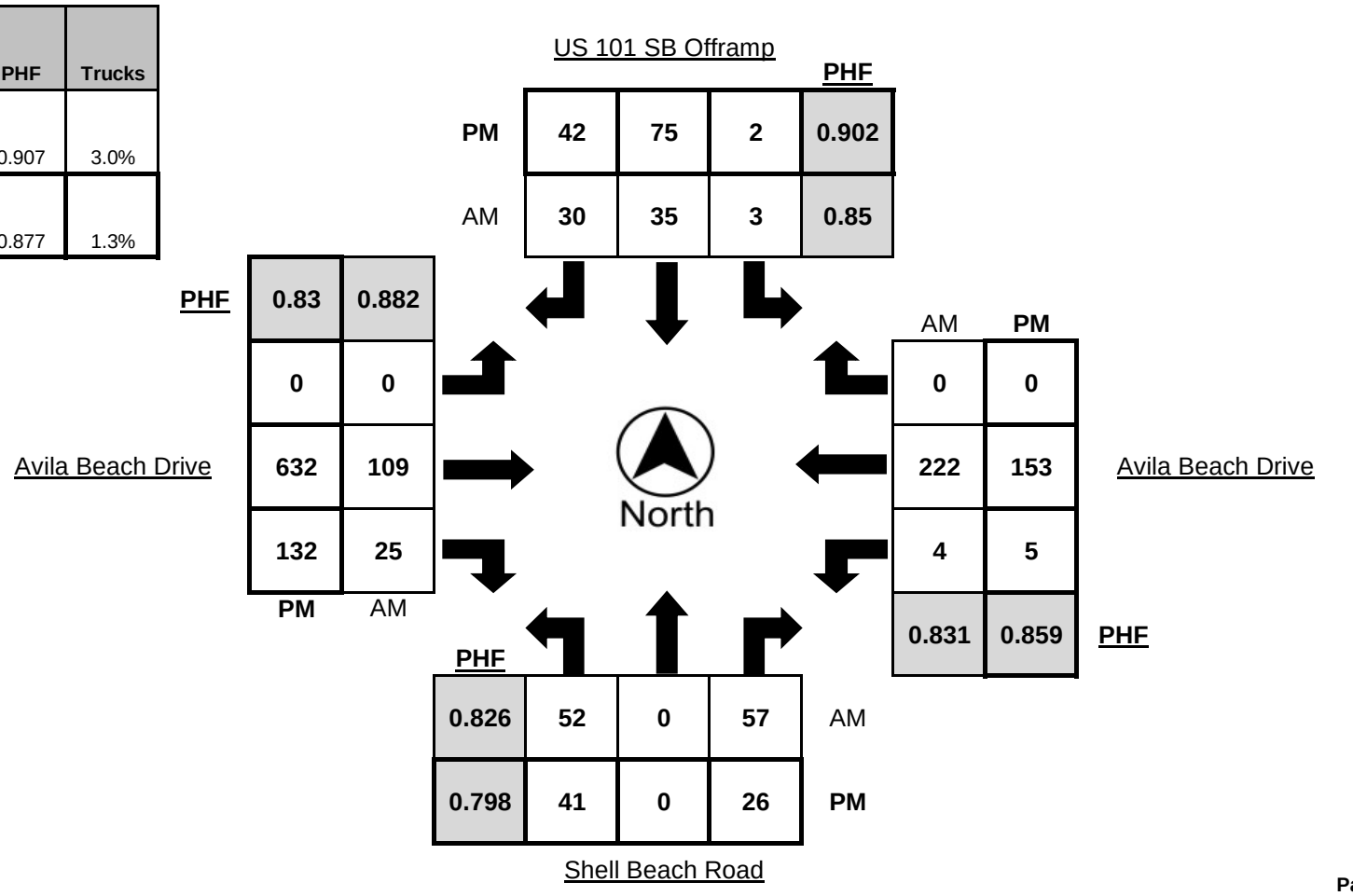
LOCATION Avila Beach Dr @ Shell Beach Rd / 101 SB Off
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.7004
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	6	0	13	0	0	4	5	1	0	25	2	1	0	45	0	2
7:15 AM - 7:30 AM	5	0	14	0	0	3	5	1	0	21	0	0	2	48	0	3
7:30 AM - 7:45 AM	10	0	33	1	0	3	10	2	0	23	6	2	1	44	0	0
7:45 AM - 8:00 AM	6	0	15	0	0	5	11	4	0	21	1	2	3	62	0	4
8:00 AM - 8:15 AM	14	0	19	0	0	5	7	4	0	34	2	0	0	46	0	0
8:15 AM - 8:30 AM	13	0	9	0	1	9	8	0	0	25	4	4	0	68	0	2
8:30 AM - 8:45 AM	13	0	15	1	1	12	7	0	0	23	8	4	3	43	0	0
8:45 AM - 9:00 AM	12	0	14	0	1	9	8	1	0	27	11	0	1	65	0	0
TOTAL	**79**	**0**	**132**	**2**	**3**	**50**	**61**	**13**	**0**	**199**	**34**	**13**	**10**	**421**	**0**	**11**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	11	0	10	1	1	16	16	0	0	98	19	2	1	44	0	0
4:15 PM - 4:30 PM	10	0	11	2	1	20	12	2	0	135	26	1	2	39	0	1
4:30 PM - 4:45 PM	4	0	6	0	0	19	10	0	0	145	14	1	1	38	0	1
4:45 PM - 5:00 PM	14	0	7	0	0	16	15	0	0	189	41	4	1	33	0	2
5:00 PM - 5:15 PM	11	0	5	0	1	19	6	1	0	155	39	3	1	38	0	1
5:15 PM - 5:30 PM	12	0	8	0	1	21	11	0	0	143	38	0	2	44	0	1
5:30 PM - 5:45 PM	12	0	8	0	0	20	11	1	0	85	32	0	3	56	0	0
5:45 PM - 6:00 PM	8	0	11	1	0	16	9	1	0	88	24	1	4	55	0	0
TOTAL	**82**	**0**	**66**	**4**	**4**	**147**	**90**	**5**	**0**	**1038**	**233**	**12**	**15**	**347**	**0**	**6**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	52	0	57	1	3	35	30	5	0	109	25	8	4	222	0	2
4:30 PM - 5:30 PM	41	0	26	0	2	75	42	1	0	632	132	8	5	153	0	5

	PHF	Trucks
AM	0.907	3.0%
PM	0.877	1.3%



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

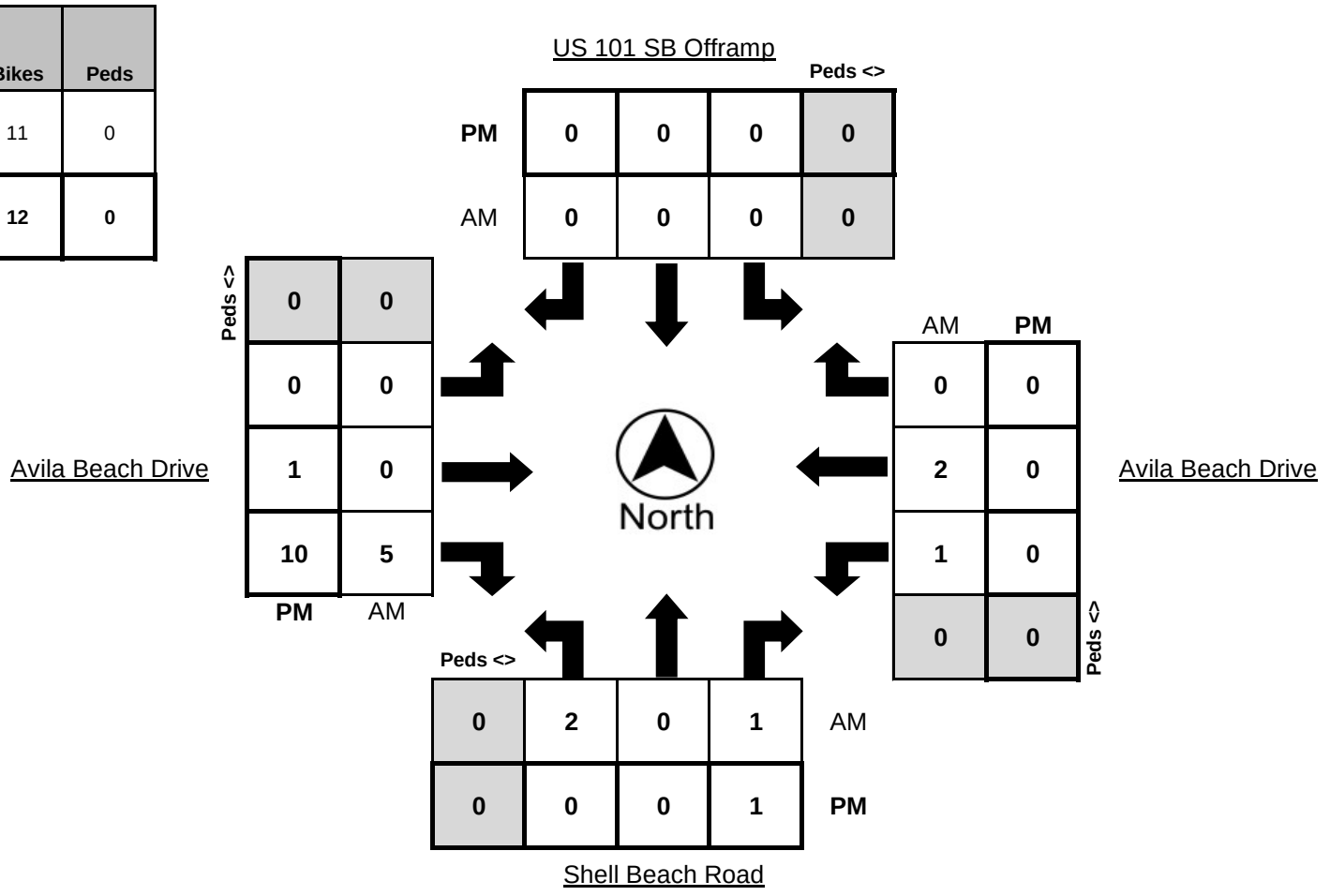
LOCATION Avila Beach Dr @ Shell Beach Rd / 101 SB Off
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.7004
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM - 8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	1	0	0	0	0	0	0	0	0	0	4	0	0	2	0	0
TOTAL	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**0**	**1**	**5**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM - 4:30 PM	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0
5:30 PM - 5:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM - 6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	2	0	1	0	0	0	0	0	0	0	5	0	1	2	0	0
4:30 PM - 5:30 PM	0	0	1	0	0	0	0	0	0	1	10	0	0	0	0	0

	Bikes	Peds
AM Peak Total	11	0
PM Peak Total	**12**	**0**



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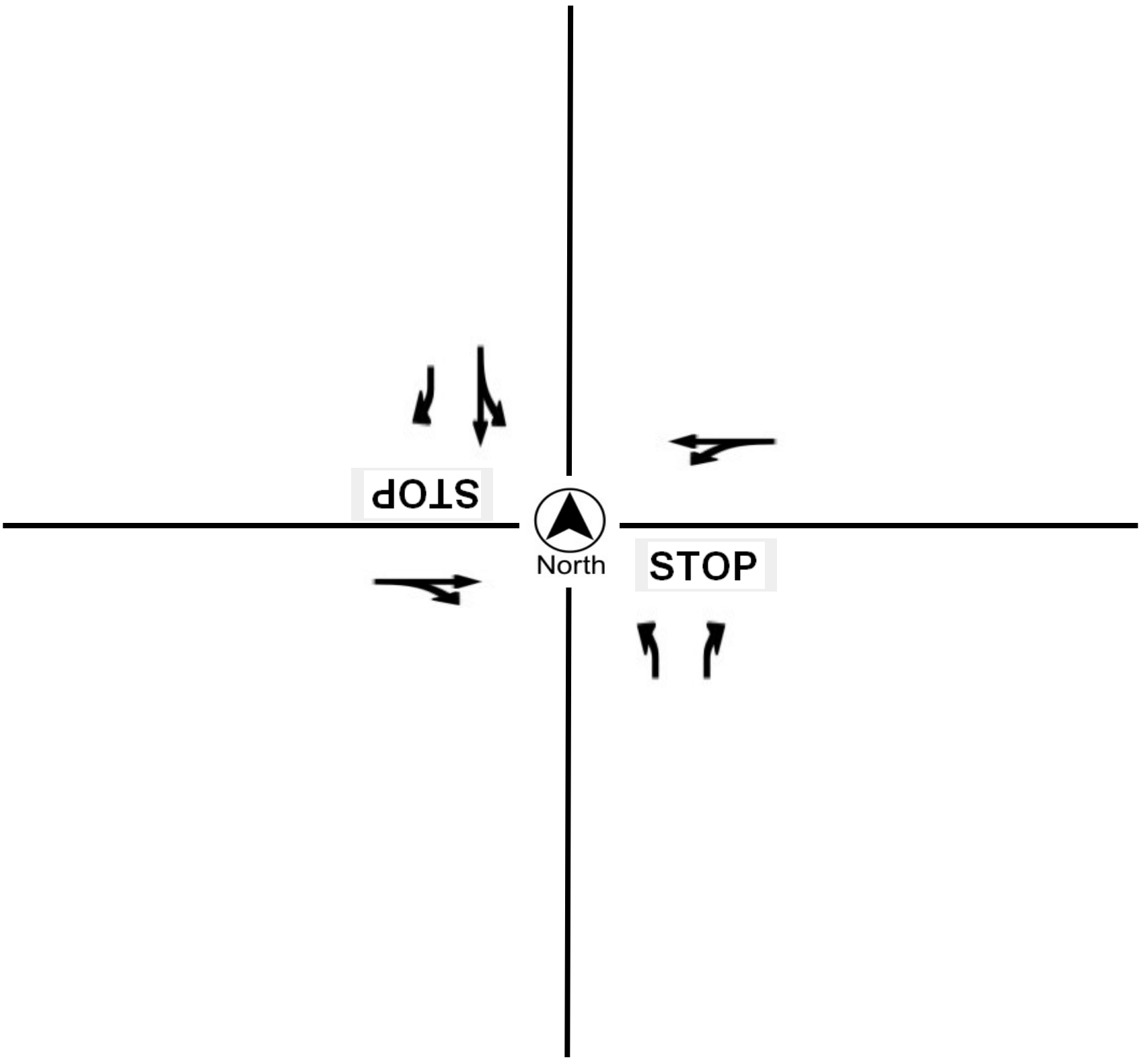
Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

LOCATION	Avila Beach Dr @ Shell Beach Rd / 101 SB Off	**N/S STREET**	US 101 SB Offramp
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

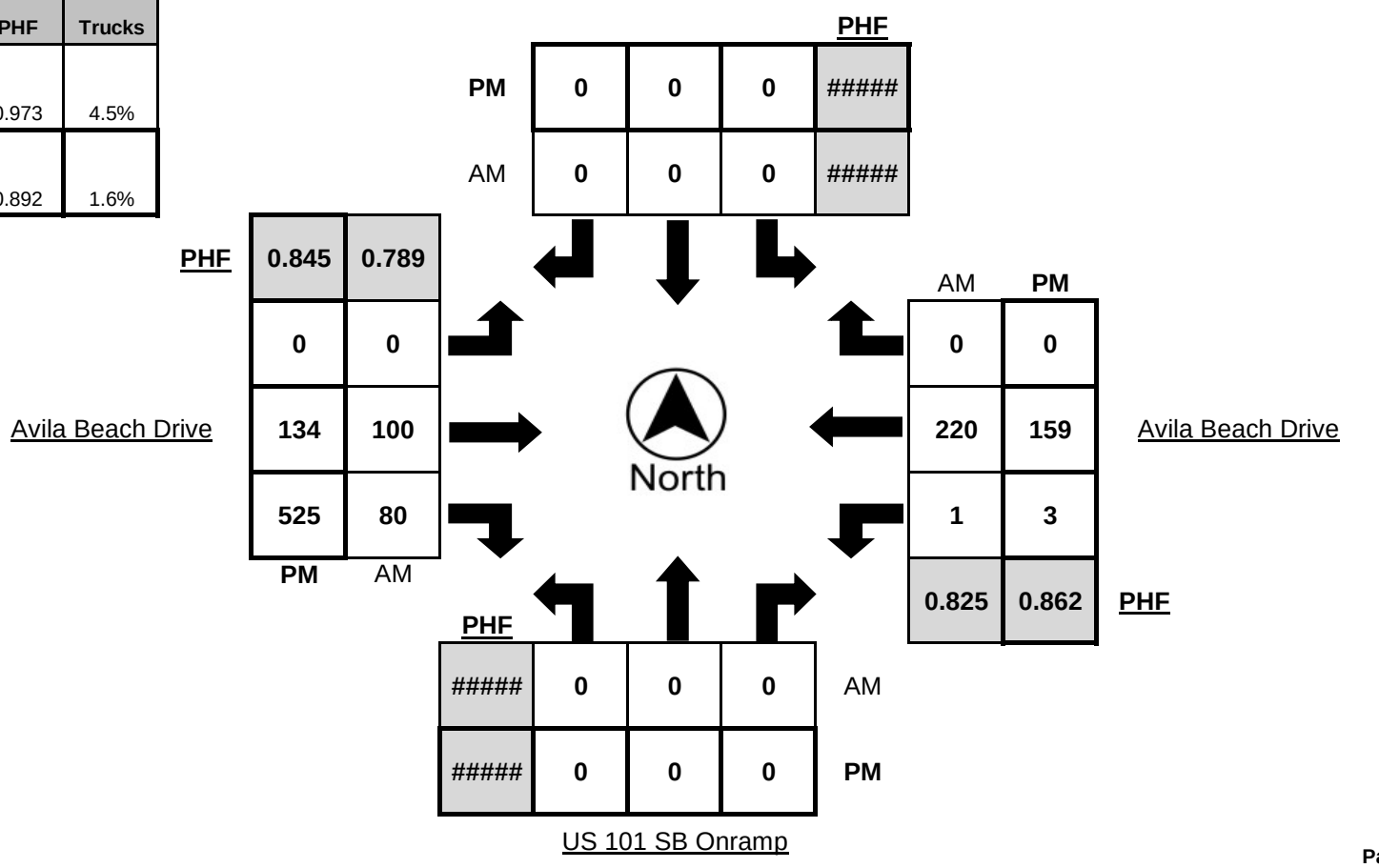
LOCATION Avila Beach Drive @ 101 SB Onramp
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.7000
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	11	27	0	1	45	0	3
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	17	19	0	1	50	0	2
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	36	21	3	1	45	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	23	12	1	0	65	0	4
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	26	27	2	0	43	0	2
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	15	20	4	0	67	0	2
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	20	19	4	0	47	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	20	22	0	3	65	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**168**	**167**	**14**	**6**	**427**	**0**	**13**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	41	69	1	4	47	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	48	98	4	2	39	0	2
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	22	129	0	1	40	0	2
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	34	161	5	0	35	0	2
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	39	122	2	1	38	0	1
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	39	113	0	1	46	0	1
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	27	66	0	2	59	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	27	72	1	3	58	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**277**	**830**	**13**	**14**	**362**	**0**	**8**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	100	80	10	1	220	0	8
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	134	525	7	3	159	0	6

	PHF	Trucks
AM	0.973	4.5%
PM	0.892	1.6%



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

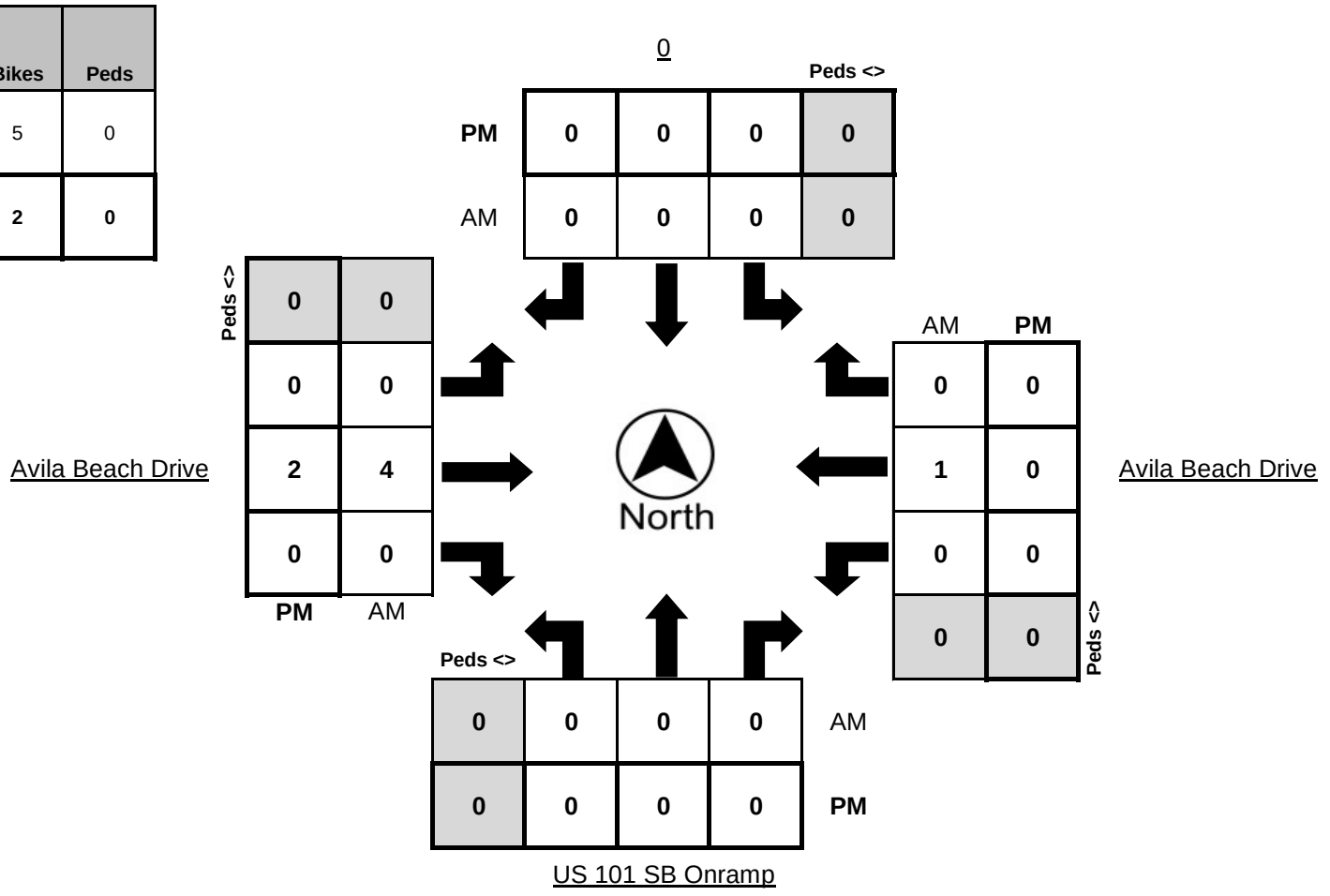
LOCATION Avila Beach Drive @ 101 SB Onramp
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.7000
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**5**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	5	0
PM Peak Total	**2**	**0**



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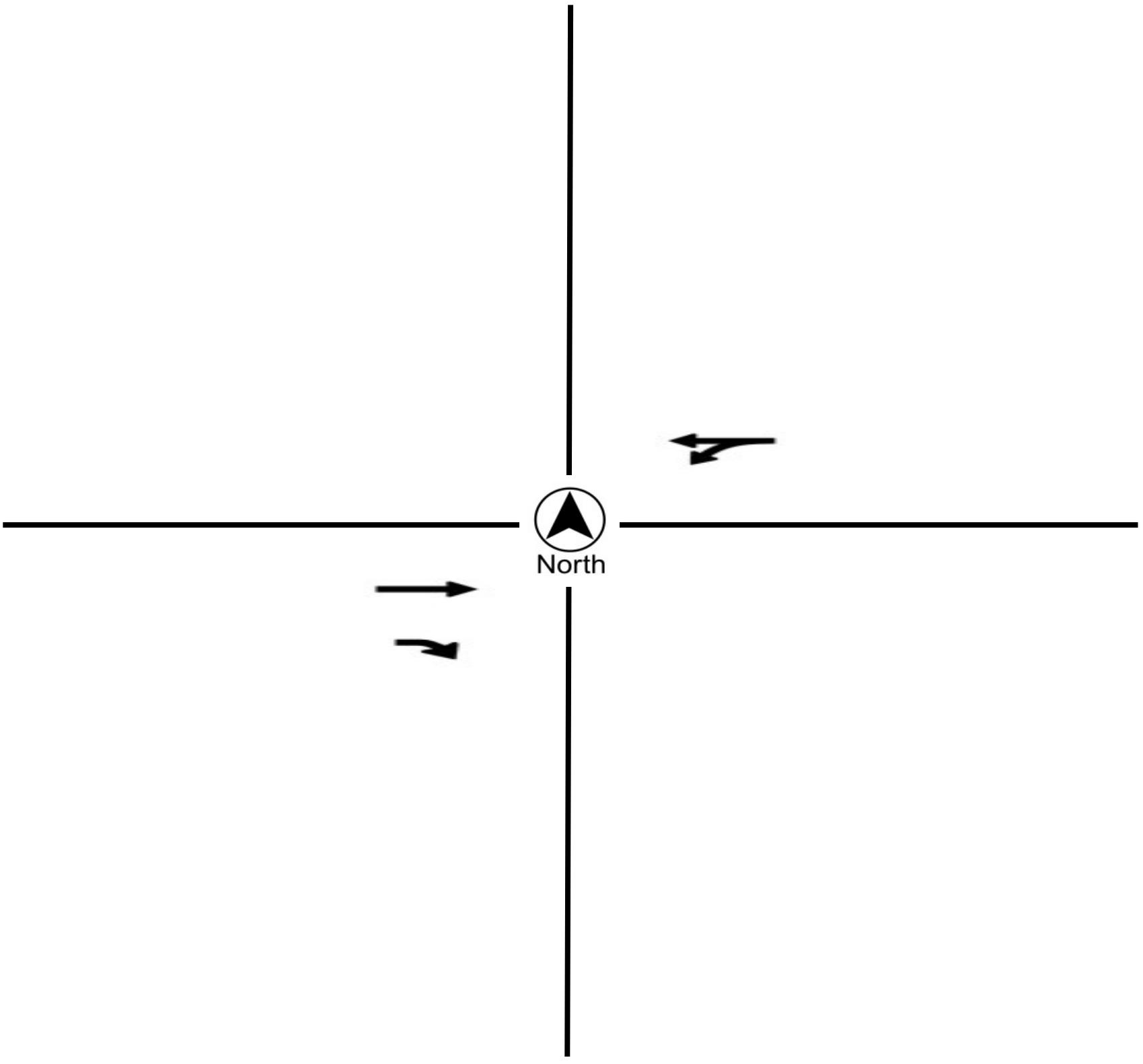
LOCATION	Avila Beach Drive @ 101 SB Onramp	**N/S STREET**	US 101 SB Onramp
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	N/A

COMMENTS



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Roseville, CA 95678

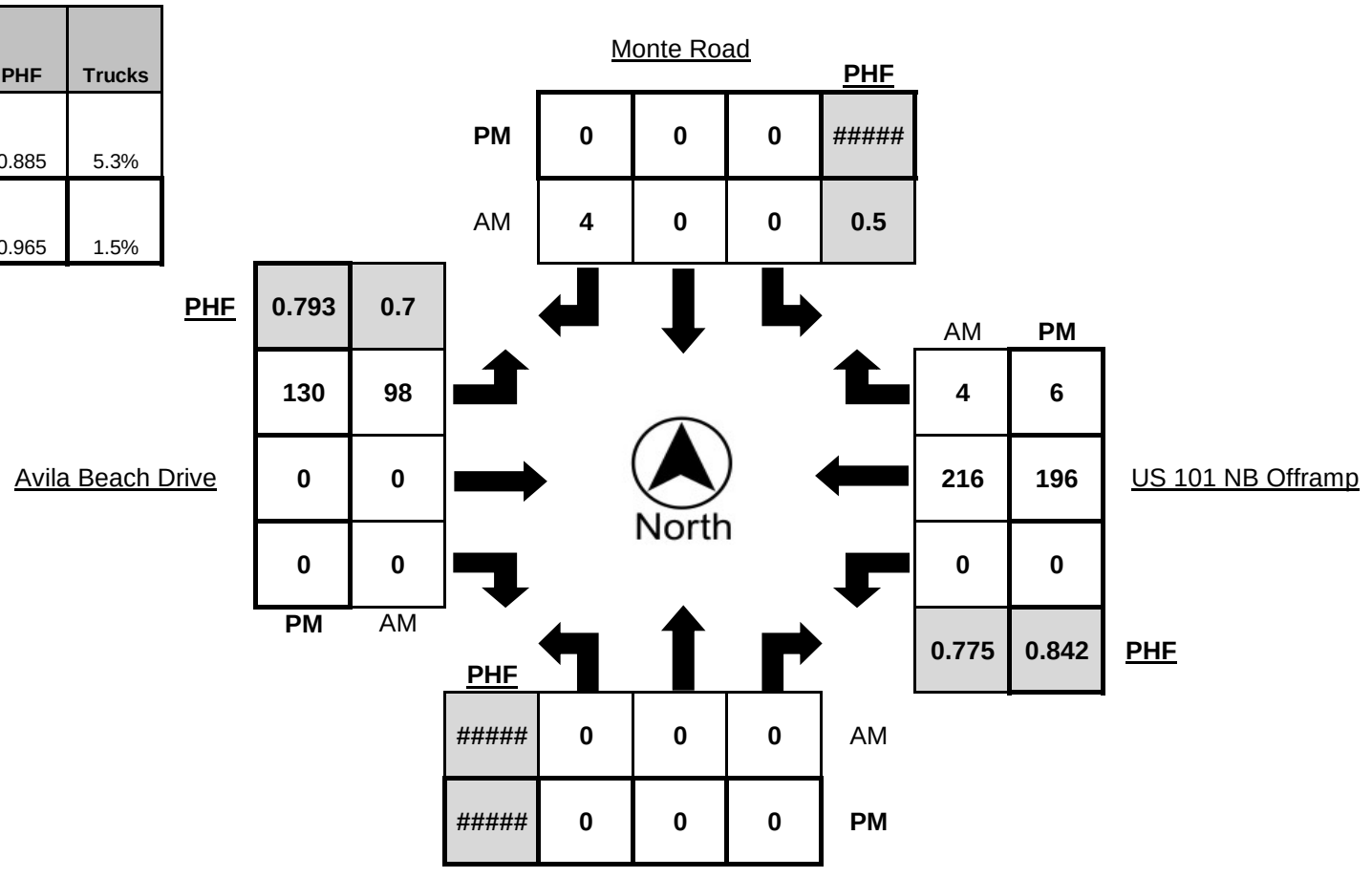
LOCATION Avila Beach Drive @ Monte Rd/101 NB Offramp
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.6990
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	10	0	0	0	0	54	1	2
7:15 AM - 7:30 AM	0	0	0	0	0	0	1	0	15	0	0	0	0	46	1	3
7:30 AM - 7:45 AM	0	0	0	0	0	0	2	0	35	0	0	1	0	44	1	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	2	0	28	0	0	2	0	61	0	8
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	24	0	0	0	0	42	1	2
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	11	0	0	2	0	69	2	2
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	19	0	0	2	0	47	1	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	5	0	24	0	0	0	0	57	1	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**166**	**0**	**0**	**7**	**0**	**420**	**8**	**17**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	1	0	42	0	0	1	0	48	1	1
4:15 PM - 4:30 PM	0	0	0	0	0	0	2	0	47	0	0	2	0	39	2	3
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	29	0	0	0	0	40	3	1
4:45 PM - 5:00 PM	0	0	0	0	0	0	1	0	28	0	0	3	0	38	0	1
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	38	0	0	1	0	37	1	2
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	41	0	0	0	0	41	4	1
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	27	0	0	0	0	58	1	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	24	0	0	1	0	60	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**276**	**0**	**0**	**8**	**0**	**361**	**12**	**9**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	0	0	0	0	0	4	0	98	0	0	5	0	216	4	12
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	130	0	0	2	0	196	6	3

	PHF	Trucks
AM	0.885	5.3%
PM	0.965	1.5%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

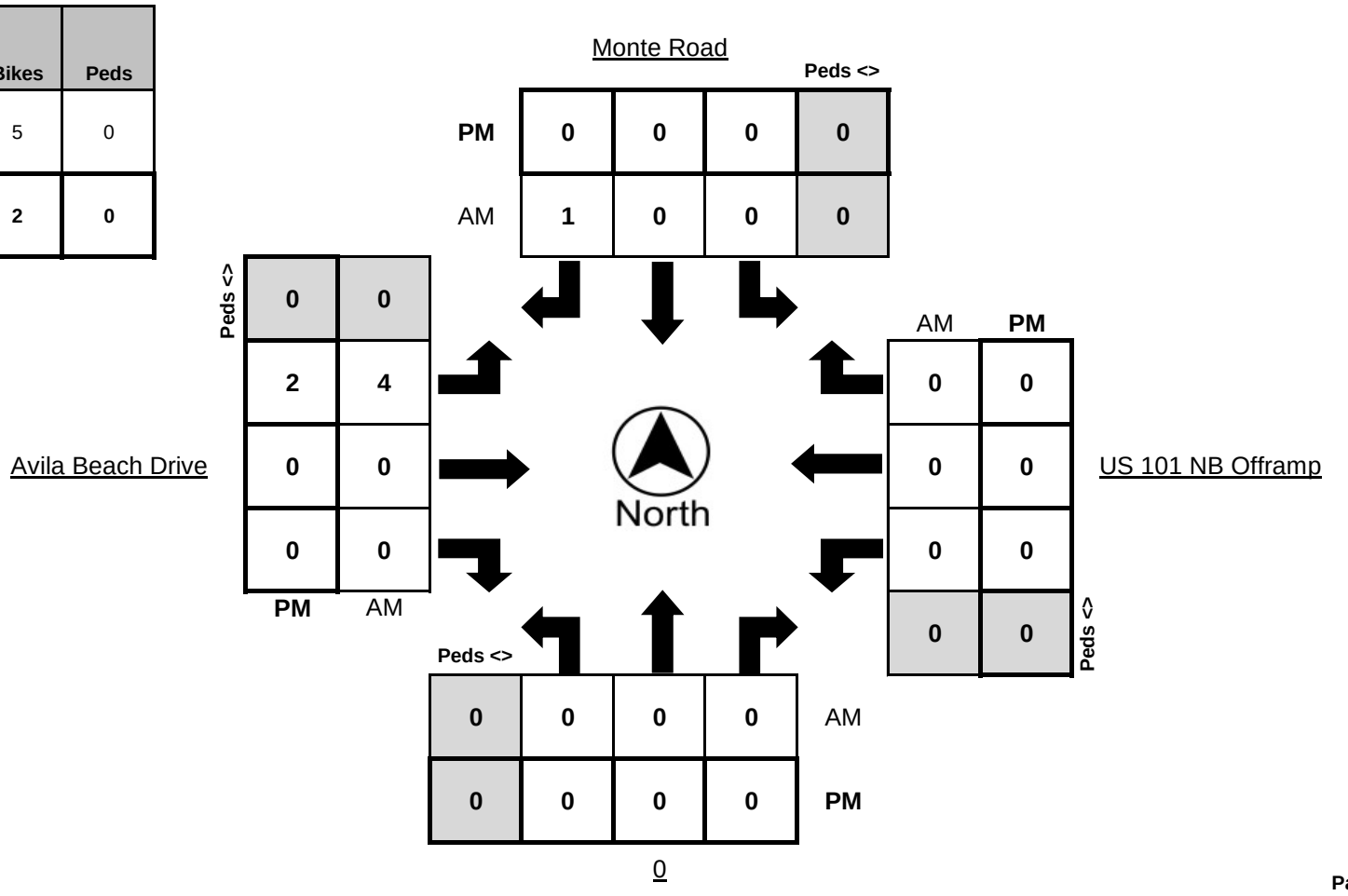
LOCATION Avila Beach Drive @ Monte Rd/101 NB Offramp
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.6990
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	5	0
PM Peak Total	**2**	**0**



Metro Traffic Data Inc.
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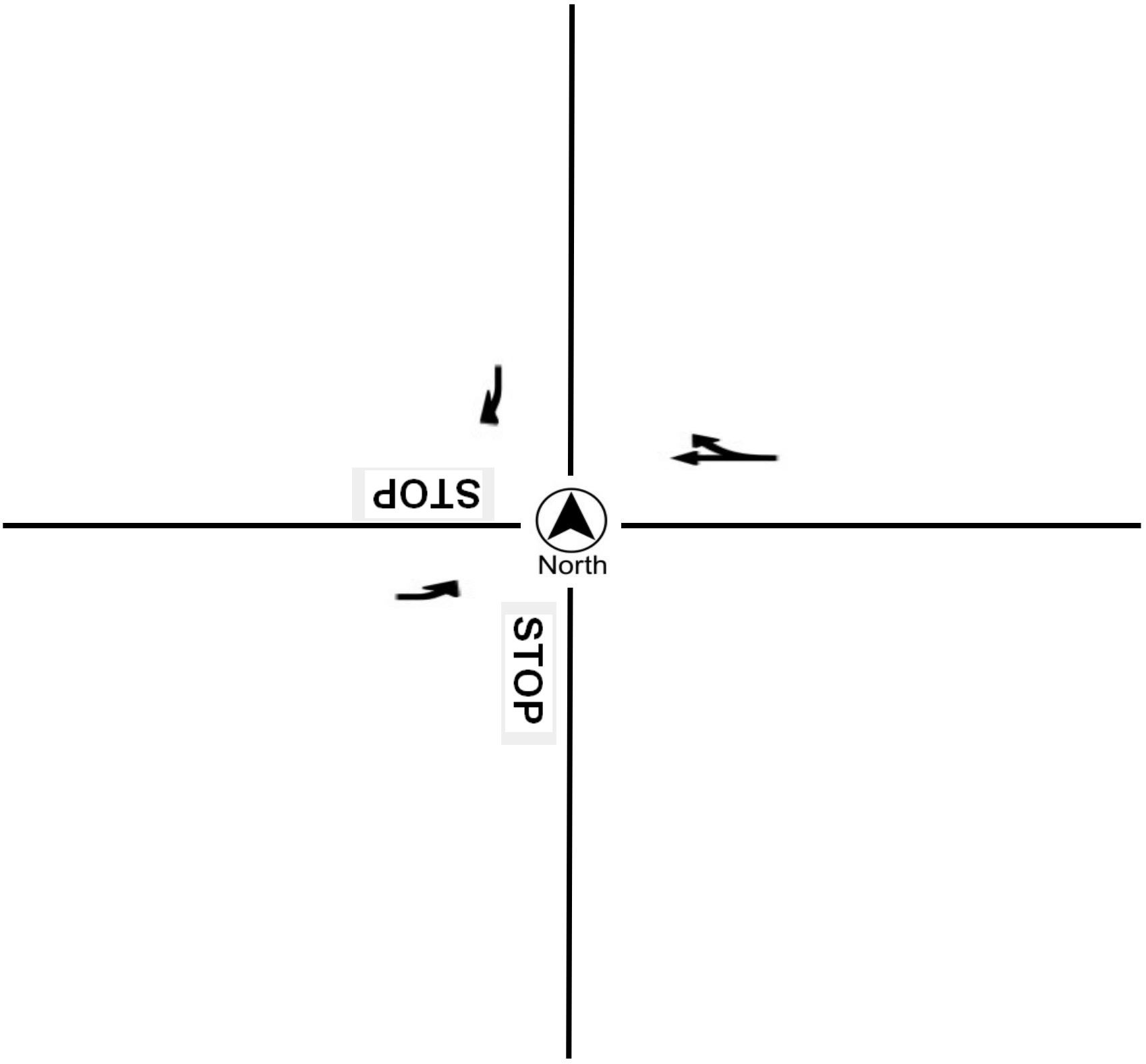
Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

LOCATION	Avila Beach Drive @ Monte Rd/101 NB Offramp	**N/S STREET**	Monte Road
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

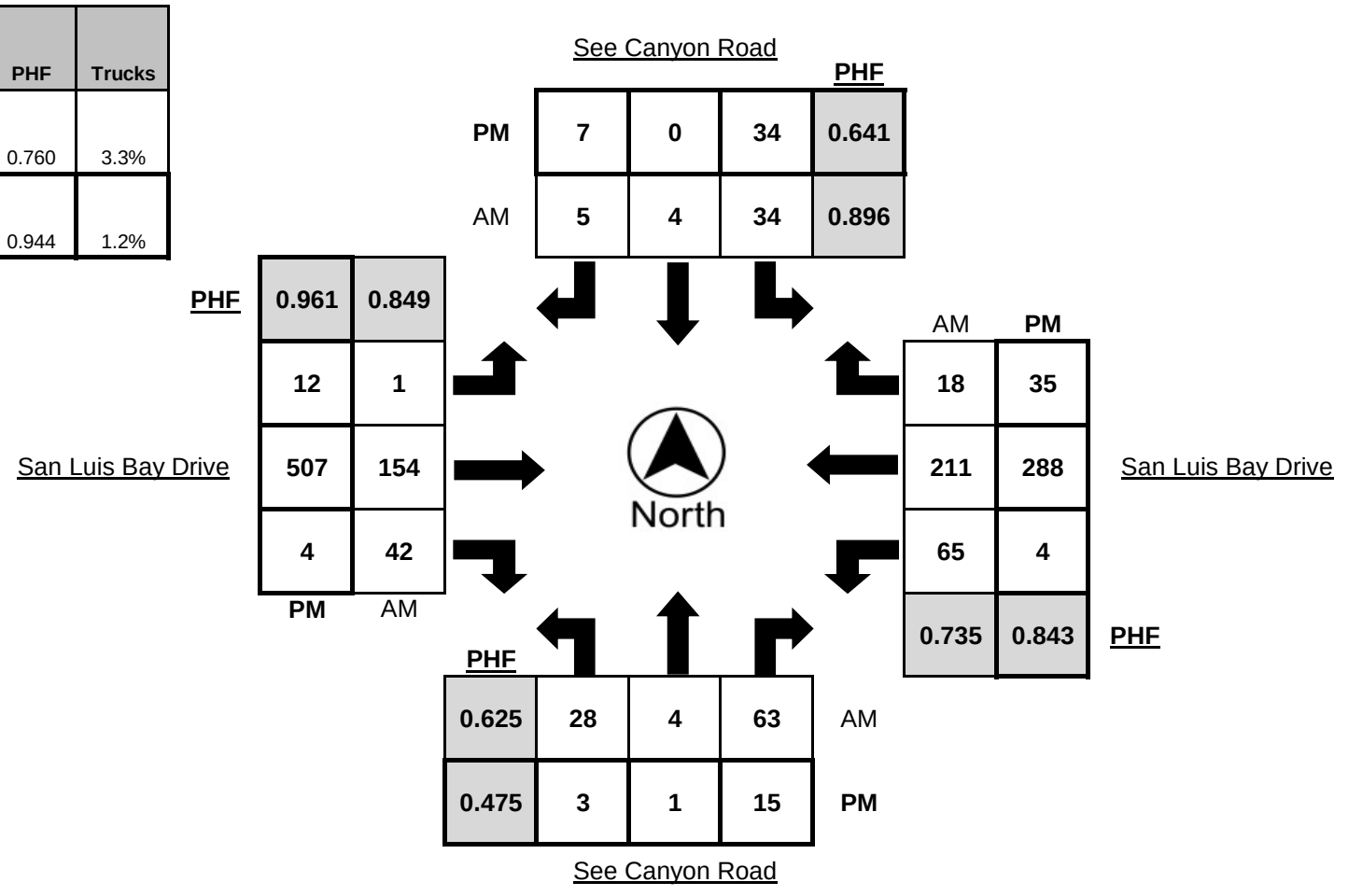
LOCATION San Luis Bay Drive @ See Canyon Rd
LATITUDE 35.1941
COUNTY San Luis Obispo
LONGITUDE -120.7153
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	1	0	6	0	1	0	1	23	0	1	0	26	1	3
7:15 AM - 7:30 AM	0	2	2	0	7	0	0	1	0	28	1	0	1	25	4	2
7:30 AM - 7:45 AM	0	0	4	0	15	0	0	0	0	42	2	0	1	29	3	1
7:45 AM - 8:00 AM	0	0	4	0	8	1	2	0	2	40	4	0	9	51	1	0
8:00 AM - 8:15 AM	1	0	11	0	8	1	1	0	0	48	10	2	15	57	4	1
8:15 AM - 8:30 AM	8	2	28	0	10	2	0	0	0	28	29	0	41	58	1	2
8:30 AM - 8:45 AM	9	2	13	0	8	0	3	0	0	41	3	3	7	38	6	5
8:45 AM - 9:00 AM	10	0	11	0	8	1	1	1	1	37	0	7	2	58	7	0
TOTAL	**28**	**6**	**74**	**0**	**70**	**5**	**8**	**2**	**4**	**287**	**49**	**13**	**76**	**342**	**27**	**14**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	4	0	1	1	9	0	3	0	2	91	0	0	4	64	8	2
4:15 PM - 4:30 PM	0	9	4	0	7	0	5	1	2	102	4	0	1	66	19	2
4:30 PM - 4:45 PM	1	0	4	0	7	0	2	0	3	123	1	0	1	62	7	1
4:45 PM - 5:00 PM	1	0	3	0	7	0	1	0	6	123	3	1	1	77	8	0
5:00 PM - 5:15 PM	1	1	8	0	15	0	1	2	0	128	0	3	2	63	9	1
5:15 PM - 5:30 PM	0	0	0	0	5	0	3	0	3	133	0	3	0	86	11	0
5:30 PM - 5:45 PM	0	0	0	0	4	0	3	0	0	65	0	1	2	72	3	0
5:45 PM - 6:00 PM	2	0	2	0	7	0	5	0	2	81	2	2	1	71	5	0
TOTAL	**9**	**10**	**22**	**1**	**61**	**0**	**23**	**3**	**18**	**846**	**10**	**10**	**12**	**561**	**70**	**6**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	28	4	63	0	34	4	5	1	1	154	42	12	65	211	18	8
4:30 PM - 5:30 PM	3	1	15	0	34	0	7	2	12	507	4	7	4	288	35	2

	PHF	Trucks
AM	0.760	3.3%
PM	0.944	1.2%



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

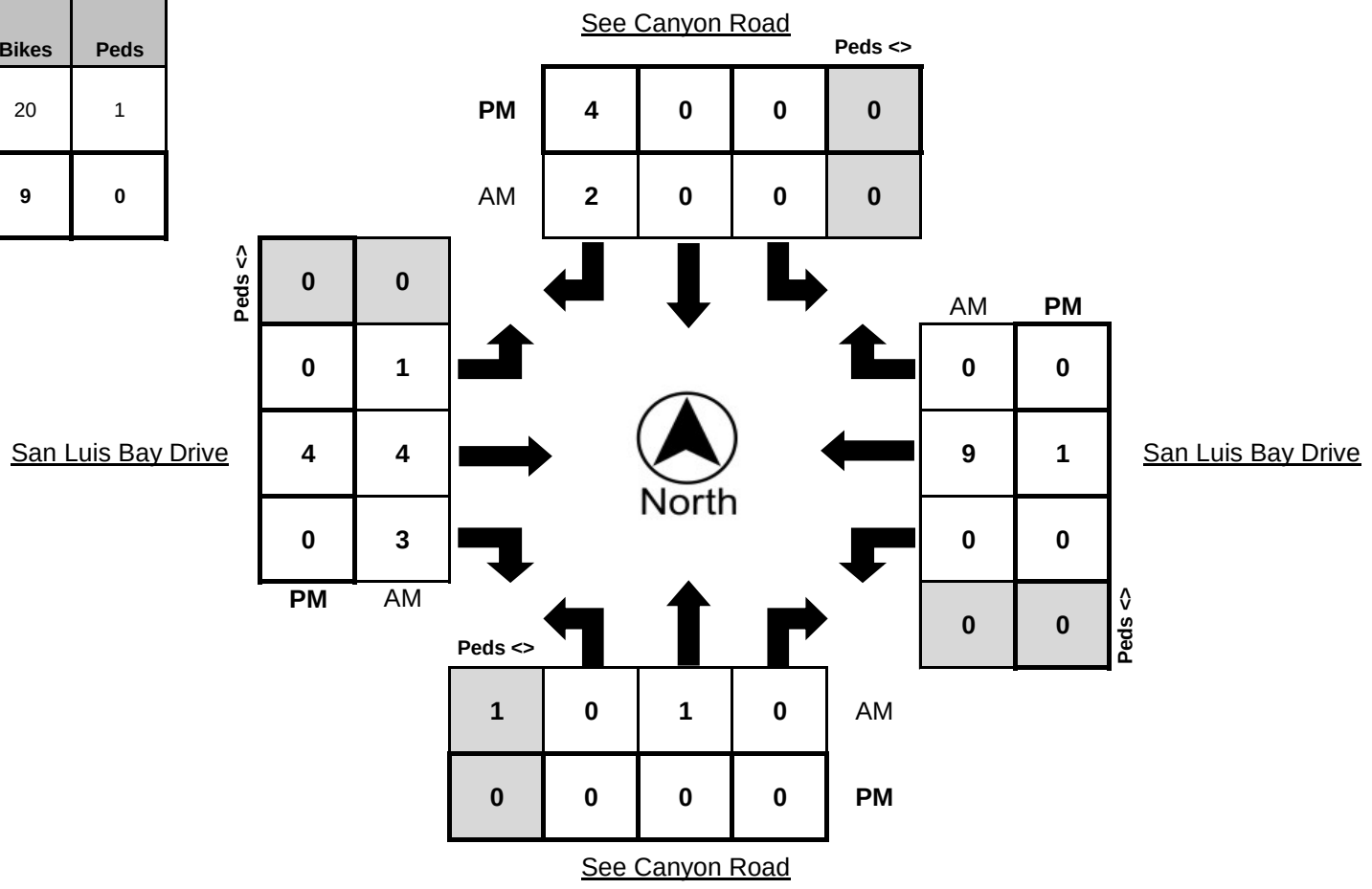
LOCATION San Luis Bay Drive @ See Canyon Rd
LATITUDE 35.1941
COUNTY San Luis Obispo
LONGITUDE -120.7153
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	7	0	0
8:15 AM - 8:30 AM	0	1	0	0	0	0	1	0	0	1	1	0	0	2	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**6**	**3**	**0**	**0**	**11**	**2**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM - 4:30 PM	0	6	0	0	1	0	0	0	0	4	0	0	0	0	4	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	4	0	0	2	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0
TOTAL	**0**	**6**	**0**	**0**	**1**	**0**	**5**	**1**	**0**	**11**	**0**	**0**	**0**	**4**	**4**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	1	0	0	0	0	2	1	1	4	3	0	0	9	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0	0

	Bikes	Peds
AM Peak Total	20	1
PM Peak Total	9	0



Metro Traffic Data Inc.
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Hanford, CA 93230

800-975-6938 Phone/Fax
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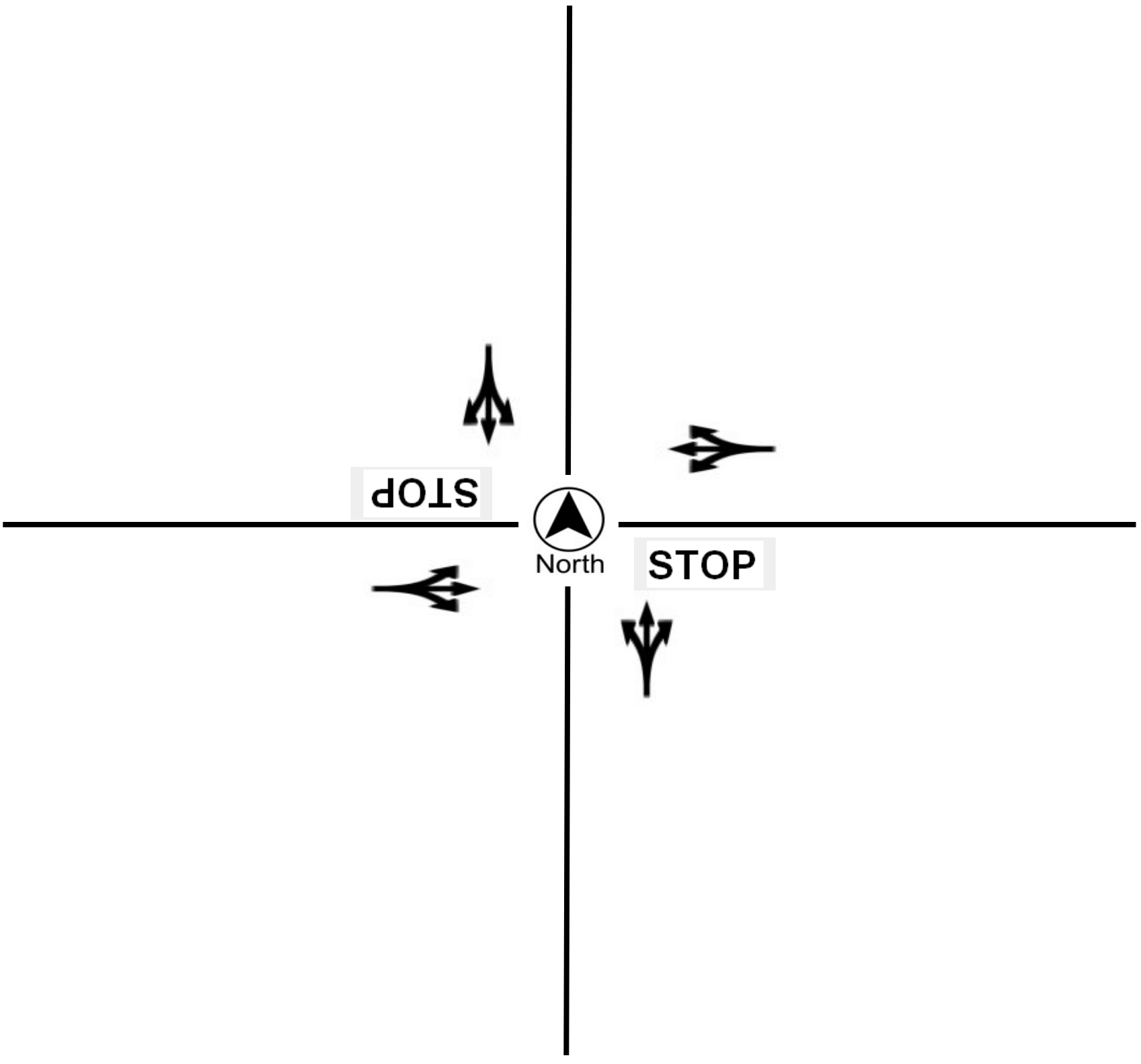
Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

LOCATION	San Luis Bay Drive @ See Canyon Rd	**N/S STREET**	See Canyon Road
COUNTY	San Luis Obispo	**E/W STREET**	San Luis Bay Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

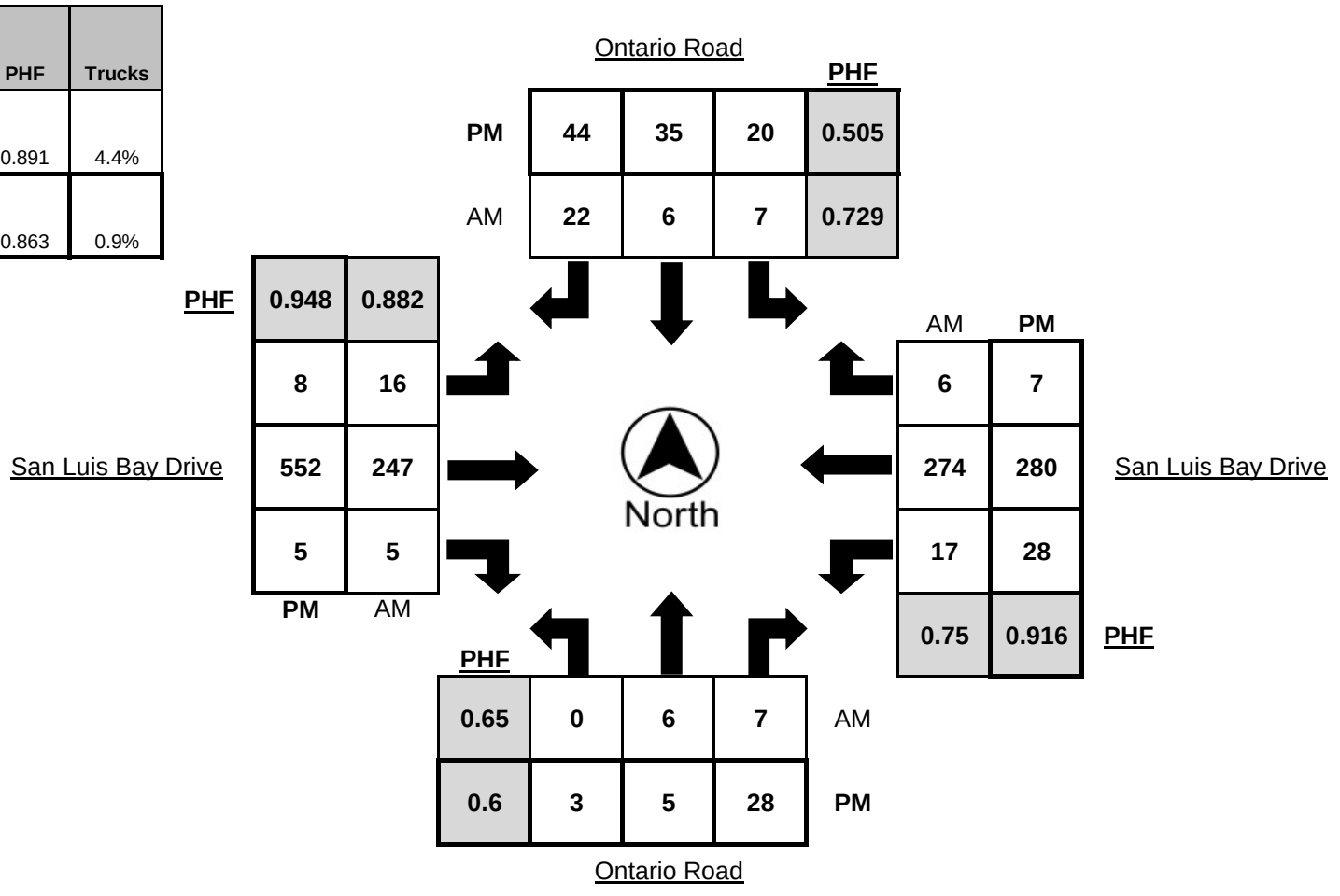
LOCATION San Luis Bay Drive @ Ontario Rd
LATITUDE 35.1961
COUNTY San Luis Obispo
LONGITUDE -120.7006
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	2	0	0	1	0	2	0	2	29	0	1	2	28	0	3
7:15 AM - 7:30 AM	0	2	4	0	0	0	4	0	1	41	1	0	0	29	1	2
7:30 AM - 7:45 AM	0	3	2	0	4	0	2	1	3	59	0	0	5	34	3	3
7:45 AM - 8:00 AM	0	4	1	3	0	1	4	1	2	52	1	0	2	64	1	1
8:00 AM - 8:15 AM	0	2	1	1	4	0	8	1	5	71	0	2	1	65	2	4
8:15 AM - 8:30 AM	0	1	2	0	1	2	3	0	7	57	0	1	0	98	1	5
8:30 AM - 8:45 AM	0	1	1	0	1	2	4	0	4	64	4	3	5	49	2	1
8:45 AM - 9:00 AM	0	2	3	0	1	2	7	0	0	55	1	8	11	62	1	1
TOTAL	**1**	**17**	**14**	**4**	**12**	**7**	**34**	**3**	**24**	**428**	**7**	**15**	**26**	**429**	**11**	**20**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	3	3	0	3	5	12	0	3	97	3	0	4	76	0	2
4:15 PM - 4:30 PM	0	1	3	0	0	2	6	0	6	113	2	2	9	74	2	3
4:30 PM - 4:45 PM	1	0	4	0	1	0	6	0	2	126	4	0	4	61	0	1
4:45 PM - 5:00 PM	1	2	12	0	2	3	13	0	0	140	0	2	7	71	4	0
5:00 PM - 5:15 PM	0	2	4	1	4	11	10	0	3	141	0	3	10	70	2	0
5:15 PM - 5:30 PM	1	1	8	0	13	21	15	0	3	145	1	2	7	78	1	0
5:30 PM - 5:45 PM	1	5	2	2	9	9	13	0	6	66	1	2	6	68	3	0
5:45 PM - 6:00 PM	1	4	2	0	3	4	5	0	1	90	0	3	6	73	1	0
TOTAL	**5**	**18**	**38**	**3**	**35**	**55**	**80**	**0**	**24**	**918**	**11**	**14**	**53**	**571**	**13**	**6**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	6	7	1	7	6	22	1	16	247	5	14	17	274	6	11
4:30 PM - 5:30 PM	3	5	28	1	20	35	44	0	8	552	5	7	28	280	7	1

	PHF	Trucks
AM	0.891	4.4%
PM	0.863	0.9%



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

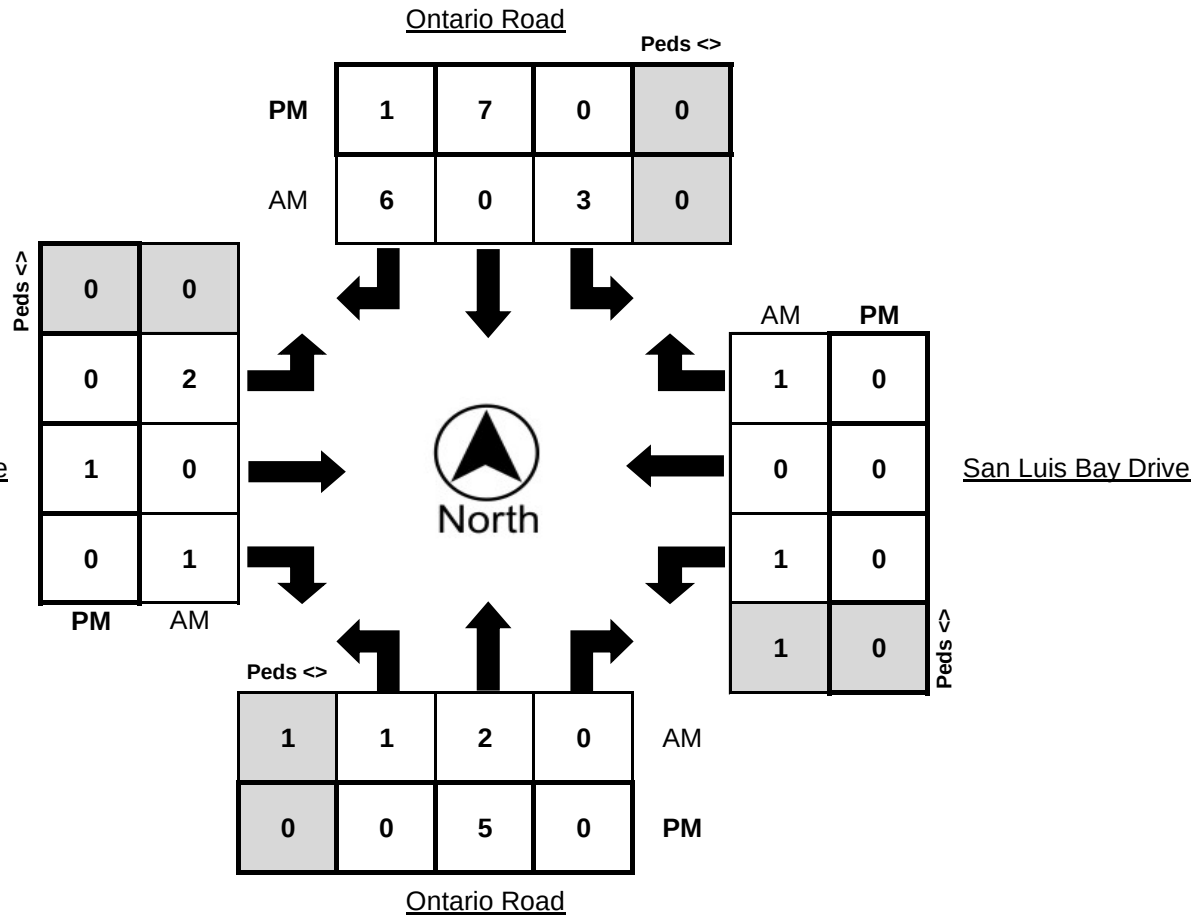
LOCATION San Luis Bay Drive @ Ontario Rd
LATITUDE 35.1961
COUNTY San Luis Obispo
LONGITUDE -120.7006
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1	0
7:15 AM - 7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	2	0
8:00 AM - 8:15 AM	0	1	0	0	1	0	6	0	0	0	0	0	1	0	0	0
8:15 AM - 8:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	2	0	0	1	1	0	1	0	0	0	1	0
TOTAL	**3**	**3**	**0**	**0**	**5**	**2**	**7**	**1**	**2**	**0**	**1**	**1**	**1**	**2**	**4**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	4	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0
5:45 PM - 6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**4**	**12**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	1	2	0	0	3	0	6	1	2	0	1	1	1	0	1	0
4:30 PM - 5:30 PM	0	5	0	0	0	7	1	0	0	1	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	17	2
PM Peak Total	14	0



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

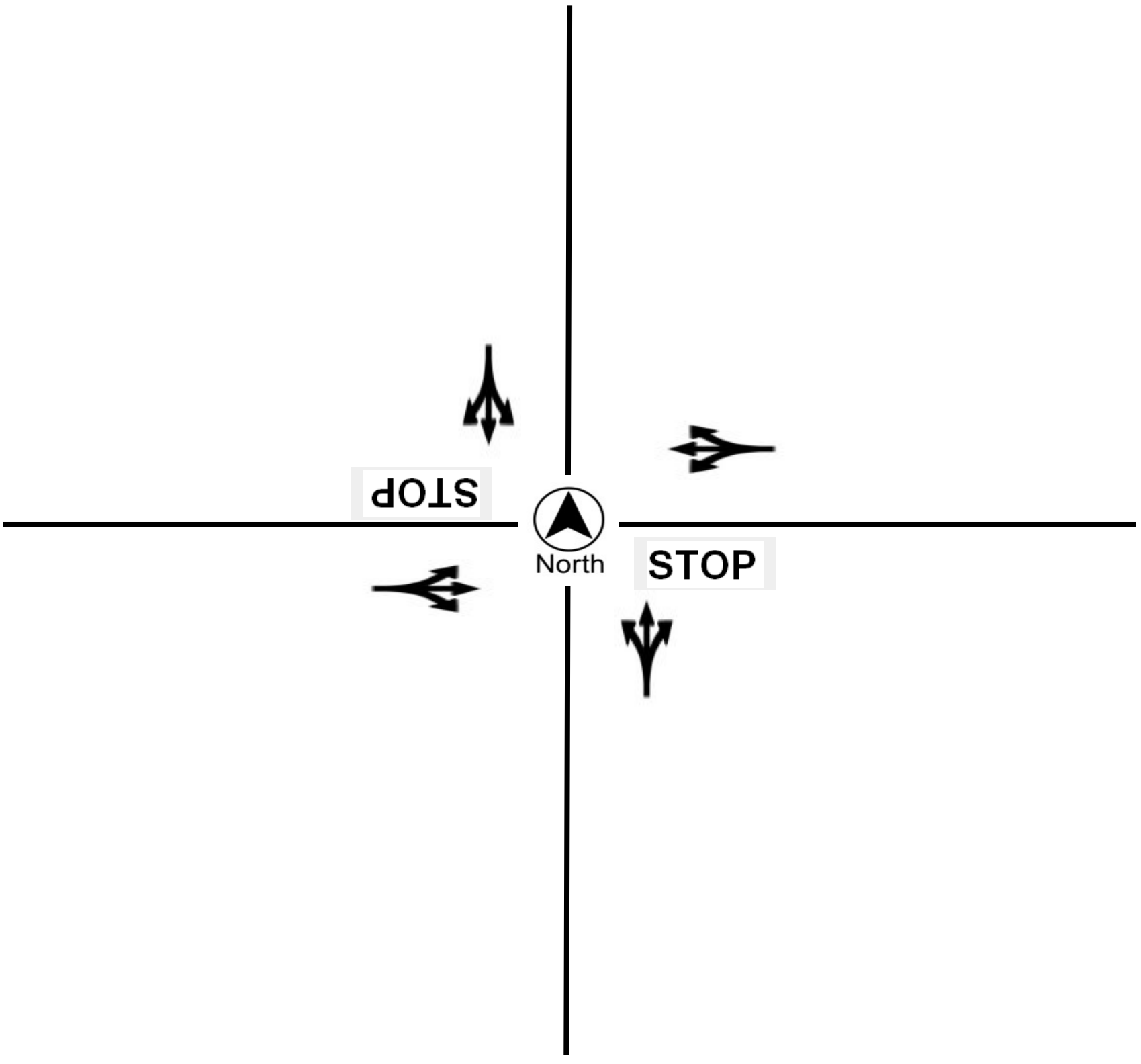
Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

LOCATION	San Luis Bay Drive @ Ontario Rd	**N/S STREET**	Ontario Road
COUNTY	San Luis Obispo	**E/W STREET**	San Luis Bay Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

o

LOCATION San Luis Bay Drive @ 101 SB Ramps

LATITUDE 35.1961

COUNTY San Luis Obispo

LONGITUDE -120.7002

COLLECTION DATE Tuesday, September 16, 2014

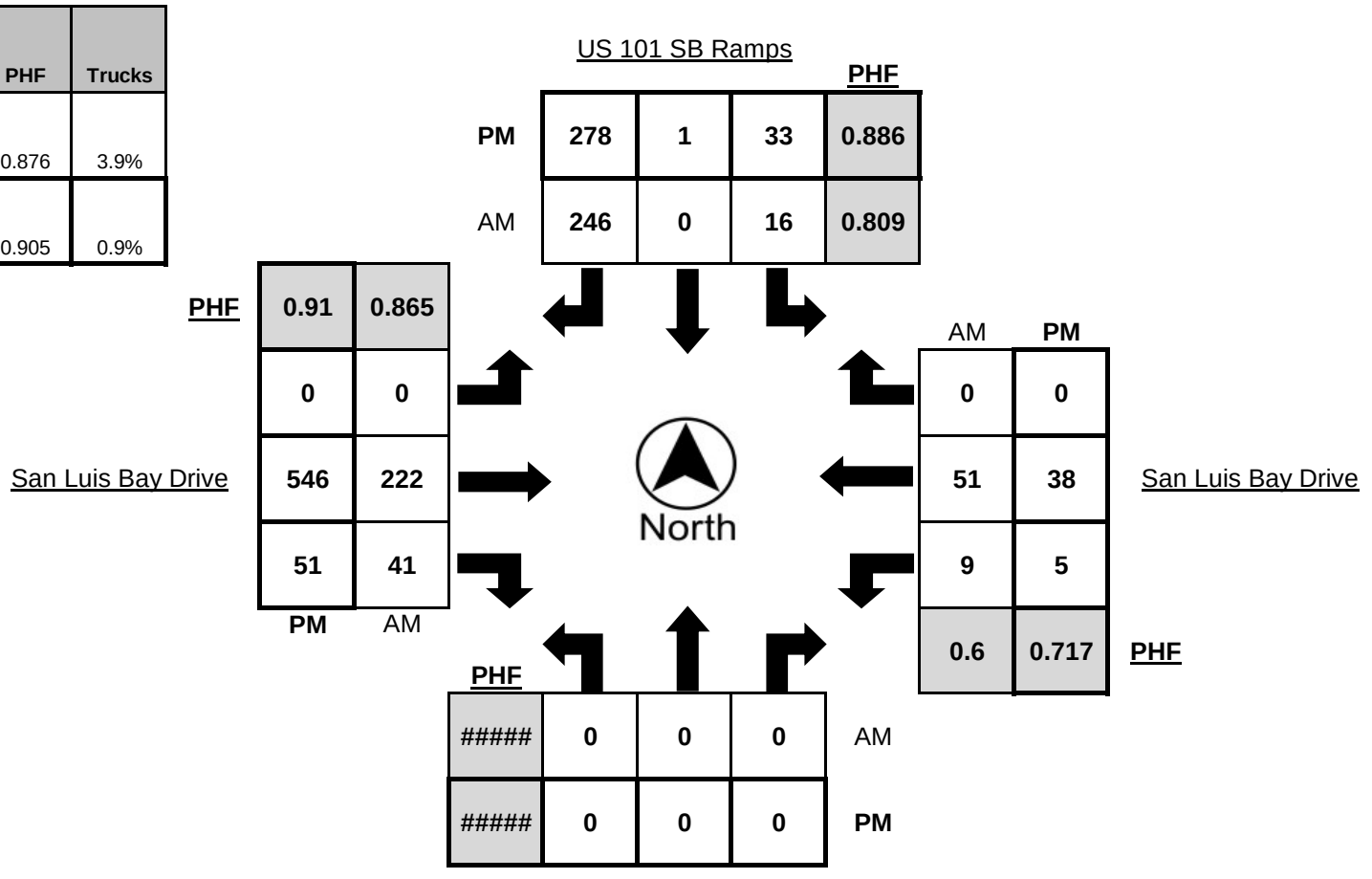
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	1	0	27	3	0	27	1	1	4	3	0	0
7:15 AM - 7:30 AM	0	0	0	0	3	0	27	1	0	35	11	1	1	4	0	1
7:30 AM - 7:45 AM	0	0	0	0	0	1	37	3	0	58	7	0	1	5	0	1
7:45 AM - 8:00 AM	0	0	0	0	4	0	59	2	0	45	9	2	4	9	0	0
8:00 AM - 8:15 AM	0	0	0	0	3	0	54	2	0	66	10	4	1	14	0	0
8:15 AM - 8:30 AM	0	0	0	0	6	0	75	6	0	52	9	0	2	23	0	0
8:30 AM - 8:45 AM	0	0	0	0	6	0	50	0	0	54	12	3	4	6	0	0
8:45 AM - 9:00 AM	0	0	0	0	1	0	67	1	0	50	10	7	2	8	0	0
TOTAL	**0**	**0**	**0**	**0**	**24**	**1**	**396**	**18**	**0**	**387**	**69**	**18**	**19**	**72**	**0**	**2**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	9	0	68	2	0	93	9	1	1	11	0	0
4:15 PM - 4:30 PM	0	0	0	0	11	0	76	4	0	109	9	2	3	9	0	0
4:30 PM - 4:45 PM	0	0	0	0	8	0	57	1	0	117	13	0	0	8	0	1
4:45 PM - 5:00 PM	0	0	0	0	7	0	73	0	0	142	12	2	0	9	0	0
5:00 PM - 5:15 PM	0	0	0	0	9	0	70	0	0	136	13	4	2	13	0	0
5:15 PM - 5:30 PM	0	0	0	0	9	1	78	0	0	151	13	1	3	8	0	0
5:30 PM - 5:45 PM	0	0	0	0	21	1	74	0	0	72	6	4	3	7	0	0
5:45 PM - 6:00 PM	0	0	0	0	8	0	75	0	0	89	6	3	1	6	0	0
TOTAL	**0**	**0**	**0**	**0**	**82**	**2**	**571**	**7**	**0**	**909**	**81**	**17**	**13**	**71**	**0**	**1**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	16	0	246	9	0	222	41	14	9	51	0	0
4:30 PM - 5:30 PM	0	0	0	0	33	1	278	1	0	546	51	7	5	38	0	1

	PHF	Trucks
AM	0.876	3.9%
PM	0.905	0.9%



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

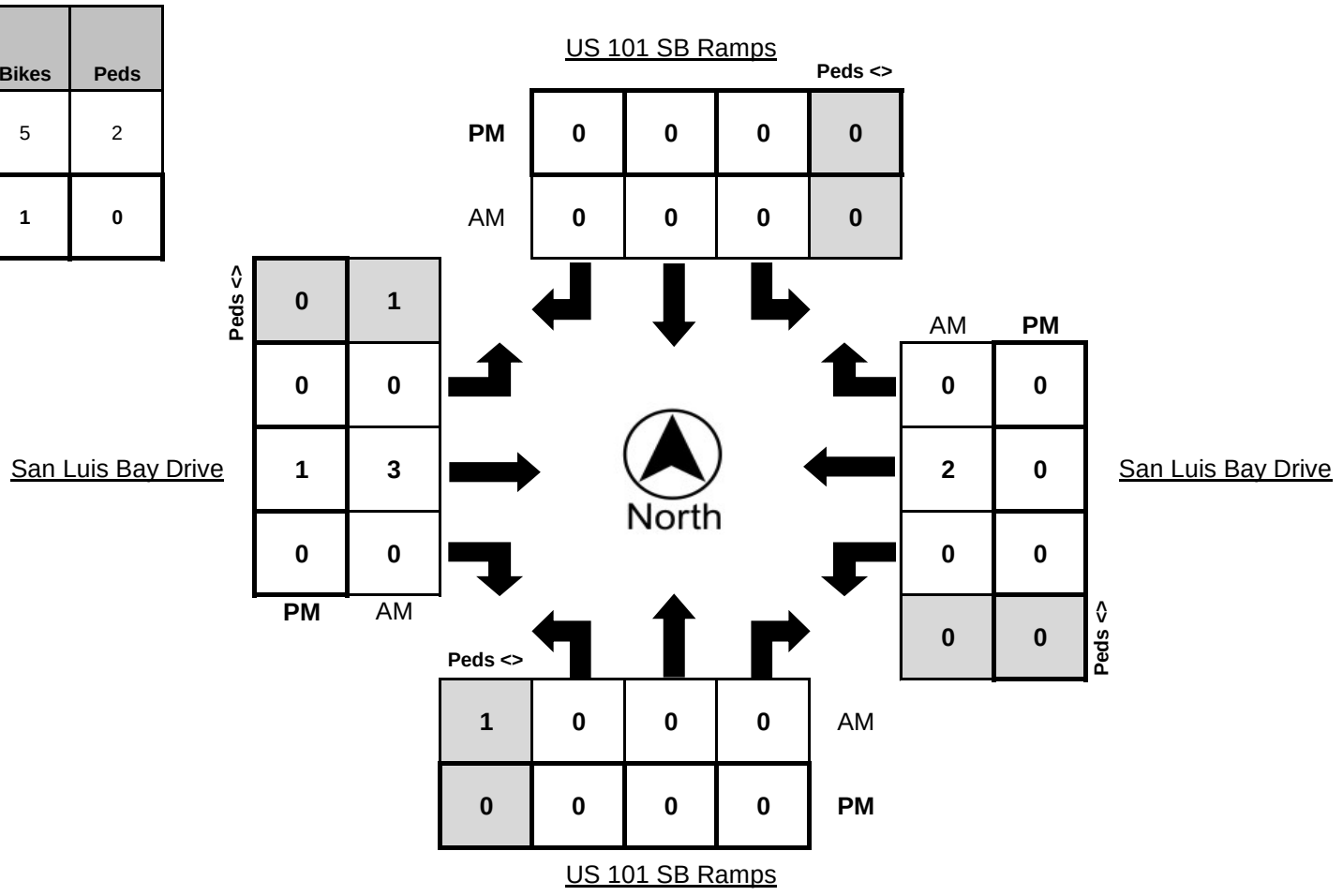
LOCATION San Luis Bay Drive @ 101 SB Ramps
LATITUDE 35.1961
COUNTY San Luis Obispo
LONGITUDE -120.7002
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**0**	**0**	**7**	**0**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	1	0	3	0	0	0	2	0	1
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	5	2
PM Peak Total	1	0



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

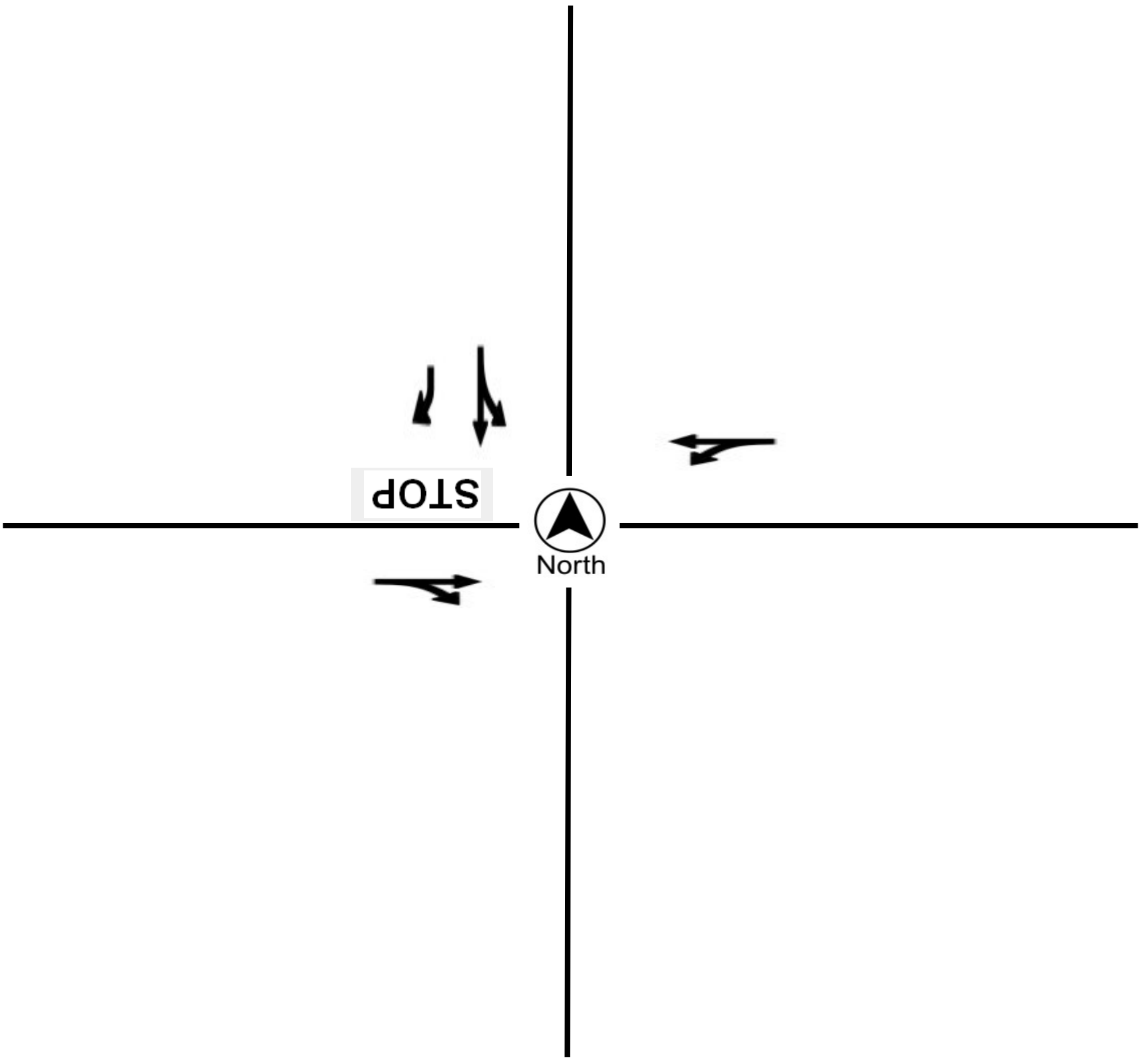
Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

LOCATION	San Luis Bay Drive @ 101 SB Ramps	**N/S STREET**	US 101 SB Ramps
COUNTY	San Luis Obispo	**E/W STREET**	San Luis Bay Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

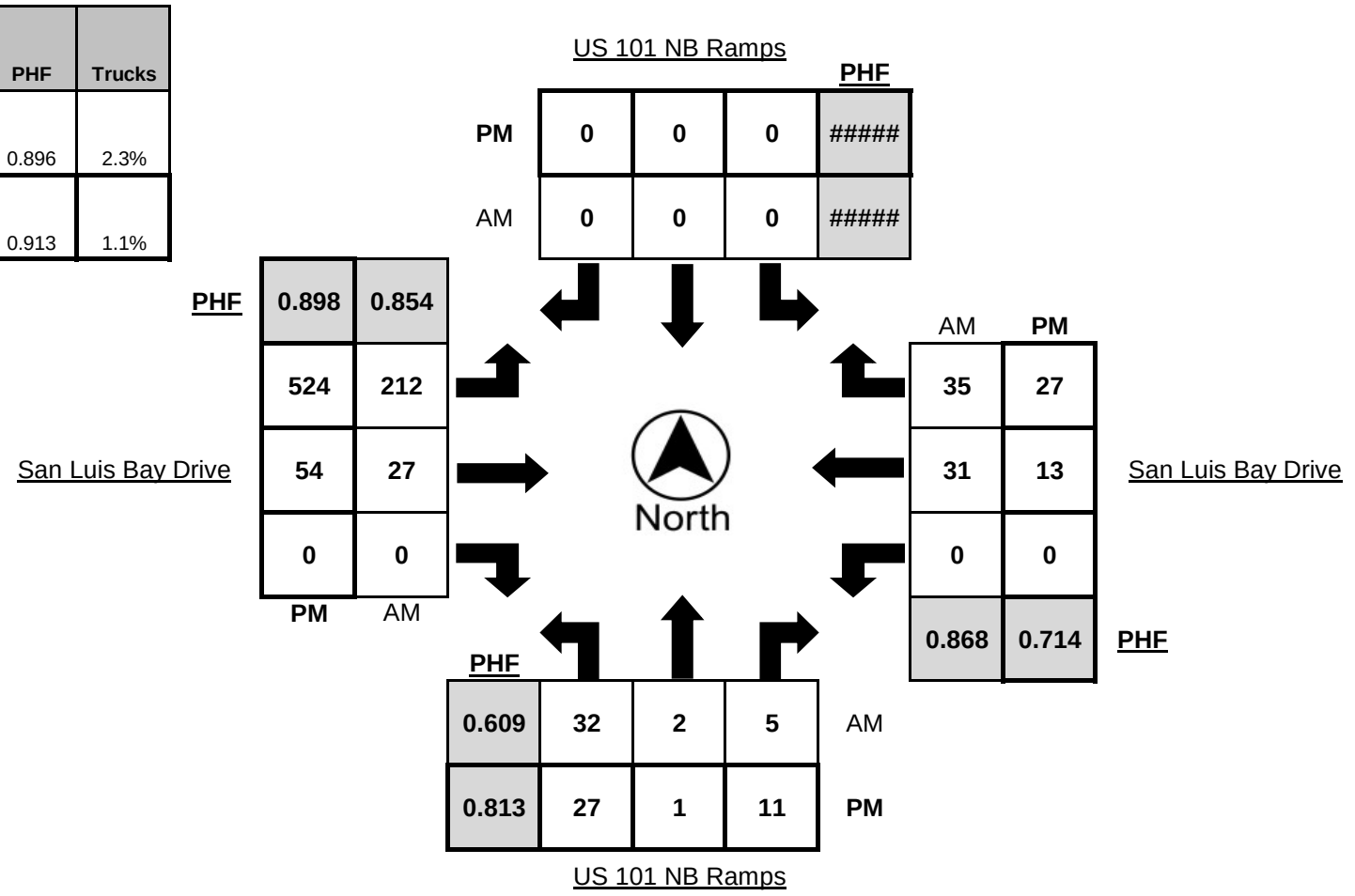
LOCATION San Luis Bay Drive @ 101 NB Ramps
LATITUDE 35.1960
COUNTY San Luis Obispo
LONGITUDE -120.6984
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	0	1	0	0	0	0	0	25	3	0	0	0	6	5	0
7:15 AM - 7:30 AM	3	0	0	1	0	0	0	0	35	3	0	2	0	2	11	0
7:30 AM - 7:45 AM	3	0	0	1	0	0	0	0	58	0	0	1	0	2	11	0
7:45 AM - 8:00 AM	5	0	0	0	0	0	0	0	46	3	0	0	0	6	8	1
8:00 AM - 8:15 AM	10	0	1	0	0	0	0	0	66	4	0	0	0	7	8	0
8:15 AM - 8:30 AM	14	0	2	0	0	0	0	0	49	9	0	0	0	11	8	0
8:30 AM - 8:45 AM	3	0	0	0	0	0	0	0	52	8	0	3	0	8	7	0
8:45 AM - 9:00 AM	5	2	2	0	0	0	0	0	45	6	0	5	0	5	12	0
TOTAL	**44**	**2**	**6**	**2**	**0**	**0**	**0**	**0**	**376**	**36**	**0**	**11**	**0**	**47**	**70**	**1**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	11	0	1	0	0	0	0	0	89	12	0	0	0	4	6	0
4:15 PM - 4:30 PM	8	1	3	0	0	0	0	0	110	11	0	2	0	5	4	0
4:30 PM - 4:45 PM	5	0	3	0	0	0	0	0	109	13	0	0	0	1	13	0
4:45 PM - 5:00 PM	7	0	0	0	0	0	0	0	138	10	0	2	0	3	8	1
5:00 PM - 5:15 PM	7	1	4	0	0	0	0	0	136	11	0	3	0	6	2	0
5:15 PM - 5:30 PM	8	0	4	0	0	0	0	0	141	20	0	1	0	3	4	0
5:30 PM - 5:45 PM	6	0	4	1	0	0	0	0	66	27	0	1	0	5	10	0
5:45 PM - 6:00 PM	4	0	4	0	0	0	0	0	86	11	0	0	0	2	9	0
TOTAL	**56**	**2**	**23**	**1**	**0**	**0**	**0**	**0**	**875**	**115**	**0**	**9**	**0**	**29**	**56**	**1**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	32	2	5	0	0	0	0	0	212	27	0	8	0	31	35	0
4:30 PM - 5:30 PM	27	1	11	0	0	0	0	0	524	54	0	6	0	13	27	1

	PHF	Trucks
AM	0.896	2.3%
PM	0.913	1.1%



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Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

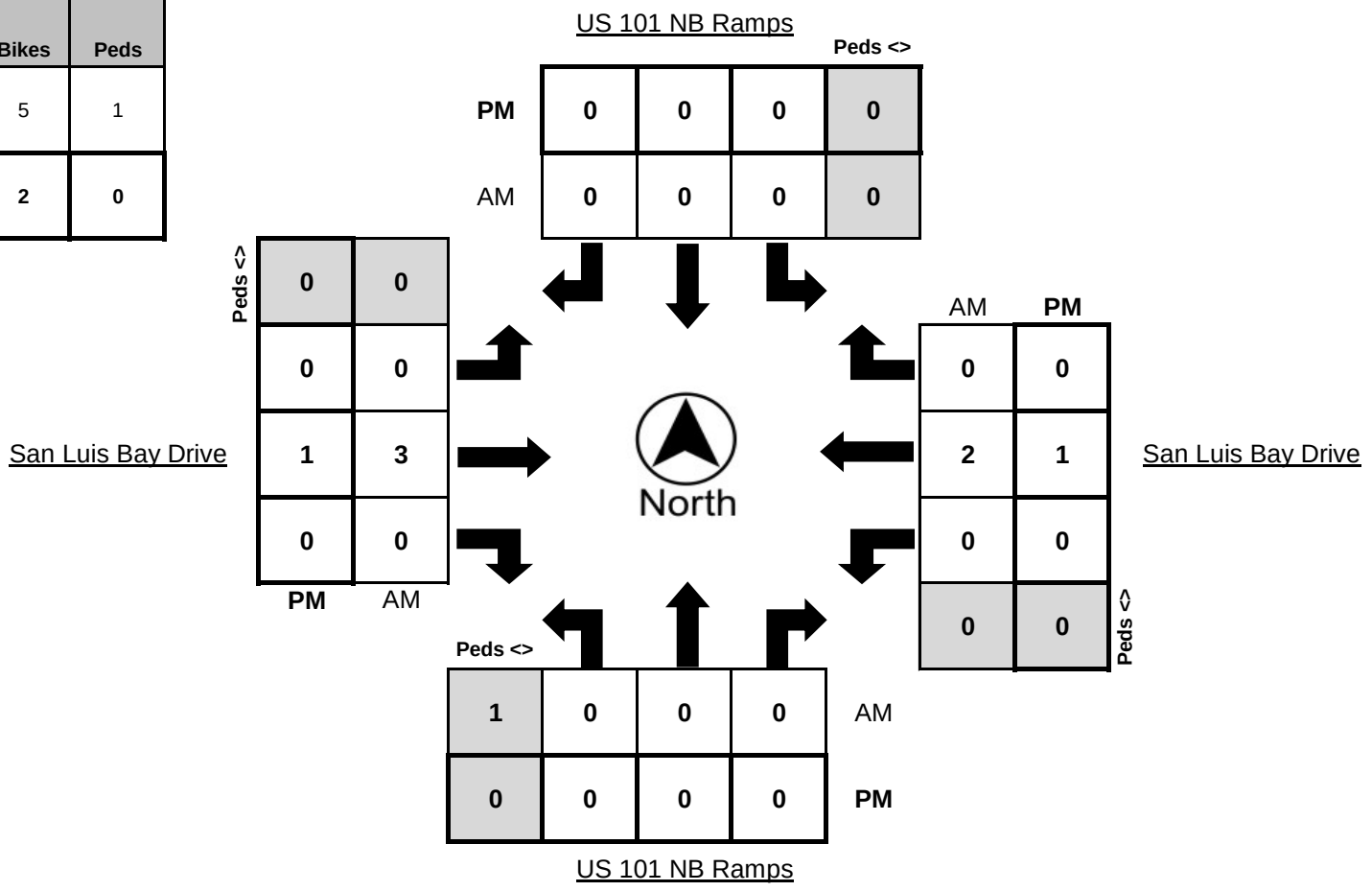
LOCATION San Luis Bay Drive @ 101 NB Ramps
LATITUDE 35.1960
COUNTY San Luis Obispo
LONGITUDE -120.6984
COLLECTION DATE Tuesday, September 16, 2014
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**0**	**0**	**7**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	1	0	3	0	0	0	2	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0

	Bikes	Peds
AM Peak Total	5	1
PM Peak Total	**2**	**0**



Metro Traffic Data Inc.
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Hanford, CA 93230

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www.metrotrafficdata.com

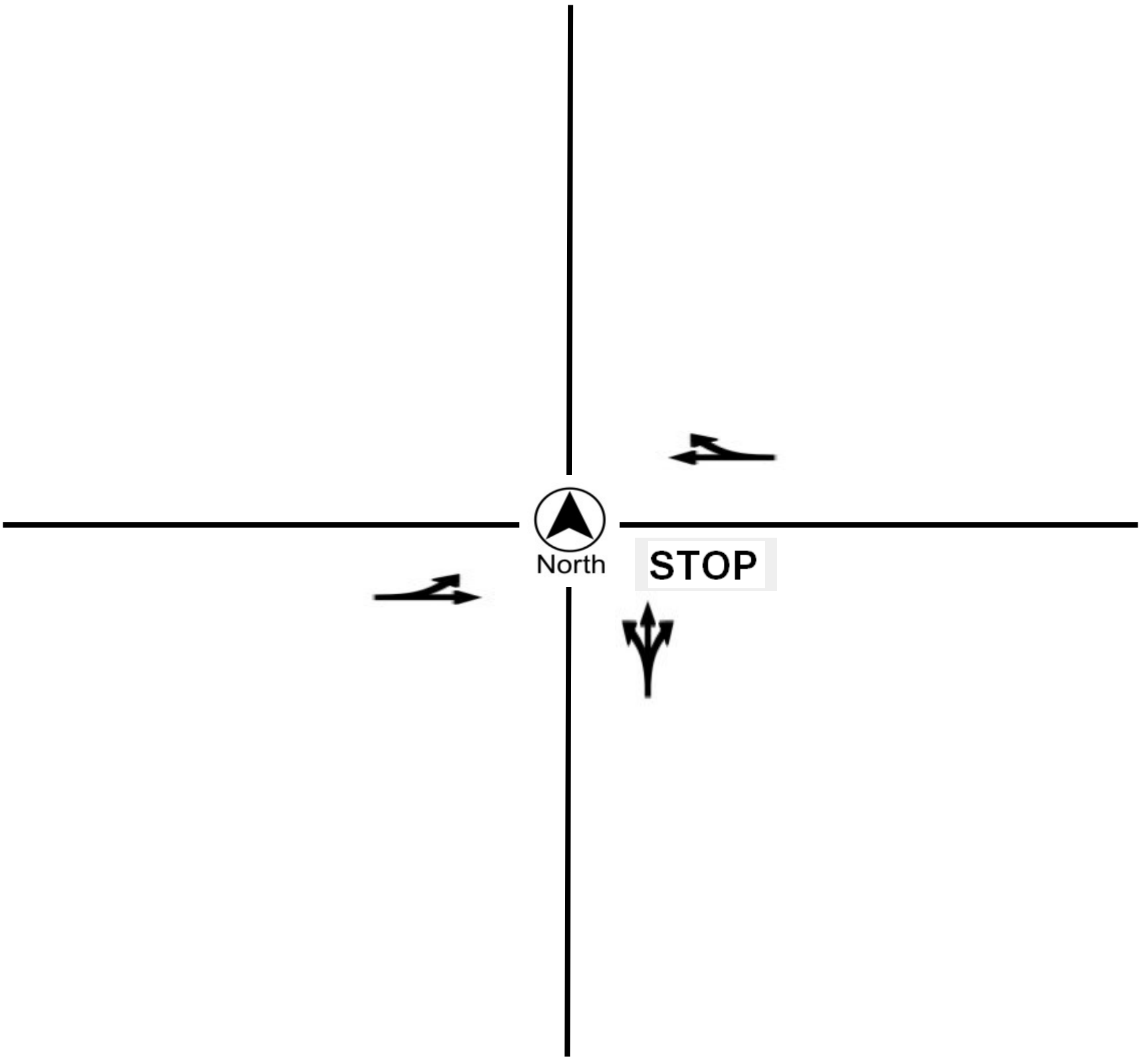
Turning Movement Report

Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

LOCATION	San Luis Bay Drive @ 101 NB Ramps	**N/S STREET**	US 101 NB Ramps
COUNTY	San Luis Obispo	**E/W STREET**	San Luis Bay Drive
COLLECTION DATE	Tuesday, September 16, 2014	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ Diablo Canyon Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.174902°
LONGITUDE -120.755386°
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	14	0	0	0	0	3	0	0	0	7	20	0
7:15 AM - 7:30 AM	0	0	0	0	13	0	0	0	0	4	0	0	0	6	37	1
7:30 AM - 7:45 AM	0	0	0	0	6	0	0	0	0	7	0	1	0	13	17	3
7:45 AM - 8:00 AM	0	0	0	0	6	0	0	0	0	6	0	1	0	10	7	0
8:00 AM - 8:15 AM	0	0	0	0	1	0	0	0	0	9	0	0	0	17	9	1
8:15 AM - 8:30 AM	0	0	0	0	1	0	1	0	0	5	0	0	0	15	12	2
8:30 AM - 8:45 AM	0	0	0	0	1	0	1	0	0	11	0	1	0	16	6	0
8:45 AM - 9:00 AM	0	0	0	0	3	0	0	0	0	11	0	0	0	14	7	0
TOTAL	**0**	**0**	**0**	**0**	**45**	**0**	**2**	**0**	**0**	**56**	**0**	**3**	**0**	**98**	**115**	**7**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	0	0	12	0	0	1	0	44	0	0	0	36	10	2
2:15 PM - 2:30 PM	0	0	0	0	9	0	0	0	0	41	0	0	0	31	1	0
2:30 PM - 2:45 PM	0	0	0	0	10	0	0	1	0	27	0	0	0	31	1	1
2:45 PM - 3:00 PM	0	0	0	0	29	0	2	1	1	22	0	0	0	27	4	0
3:00 PM - 3:15 PM	0	0	0	0	23	0	0	0	0	41	0	0	0	19	2	0
3:15 PM - 3:30 PM	0	0	0	0	41	0	0	0	0	42	0	0	0	31	4	0
3:30 PM - 3:45 PM	0	0	0	0	40	0	0	0	1	37	0	1	0	25	11	0
3:45 PM - 4:00 PM	0	0	0	0	32	0	1	1	0	35	0	0	0	25	3	0
TOTAL	**0**	**0**	**0**	**0**	**196**	**0**	**3**	**4**	**2**	**289**	**0**	**1**	**0**	**225**	**36**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	39	0	0	0	0	27	0	0	0	24	1	0
4:15 PM - 4:30 PM	0	0	0	0	78	0	0	0	2	31	0	0	0	17	4	0
4:30 PM - 4:45 PM	0	0	0	0	127	0	1	0	0	33	0	0	0	21	4	0
4:45 PM - 5:00 PM	0	0	0	0	101	0	0	1	0	19	0	0	0	24	0	1
5:00 PM - 5:15 PM	0	0	0	0	143	0	0	0	0	33	0	0	0	21	0	0
5:15 PM - 5:30 PM	0	0	0	0	83	0	3	0	0	25	0	0	0	23	4	0
5:30 PM - 5:45 PM	0	0	0	0	45	0	0	0	1	22	0	0	0	10	4	0
5:45 PM - 6:00 PM	0	0	0	0	30	0	0	0	0	18	0	0	0	19	4	0
TOTAL	**0**	**0**	**0**	**0**	**646**	**0**	**4**	**1**	**3**	**208**	**0**	**0**	**0**	**159**	**21**	**1**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	0	0	0	39	0	0	0	0	20	0	2	0	36	81	4
3:00 PM - 4:00 PM	0	0	0	0	136	0	1	1	1	155	0	1	0	100	20	0
4:30 PM - 5:30 PM	0	0	0	0	454	0	4	1	0	110	0	0	0	89	8	1

	PHF	Trucks
AM	0.733	3%
MID	0.875	0%
PM	0.844	0%

Diablo Canyon Rd

				PHF
PM	**4**	**0**	**454**	**0.801**
MID	**1**	**0**	**136**	**0.835**
AM	**0**	**0**	**39**	0.696

	PM	**MID**	AM
	0	**1**	**0**
Avila Beach Dr	**110**	**155**	**20**
	0	**0**	**0**
PHF	**0.833**	**0.929**	0.714

North

AM	**MID**	**PM**	
81	**20**	**8**	
36	**100**	**89**	Avila Beach Dr
0	**0**	**0**	
0.68	**0.833**	**0.898**	**PHF**

PHF				
#####	**0**	**0**	**0**	AM
#####	**0**	**0**	**0**	**MID**
#####	**0**	**0**	**0**	**PM**

Metro Traffic Data Inc.
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800-975-6938 Phone/Fax
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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ Diablo Canyon Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.174902°
LONGITUDE -120.755386°
WEATHER Sunny and Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0
8:45 AM - 9:00 AM	0	0	0	3	0	0	0	0	1	0	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**11**	**0**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**11**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0
4:45 PM - 5:00 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	4	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
5:45 PM - 6:00 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	2	0	0
TOTAL	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**18**	**0**	**2**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	1
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	0
4:30 PM - 5:30 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	10	0	2

	Bikes	Peds
AM	4	1
MID	16	0
PM	18	2

Diablo Canyon Rd

				Peds <>
PM	0	0	1	0
MID	0	0	0	0
AM	0	0	0	0

	PM	MID	AM
Avila Beach Dr	7	7	1
	0	0	0
Peds <>	2	0	1

North

	AM	MID	PM
	0	0	0
Avila Beach Dr	3	9	10
	0	0	0
Peds <>	0	0	0

Peds <>				
0	0	0	0	AM
0	0	0	0	MID
0	0	0	0	PM

0

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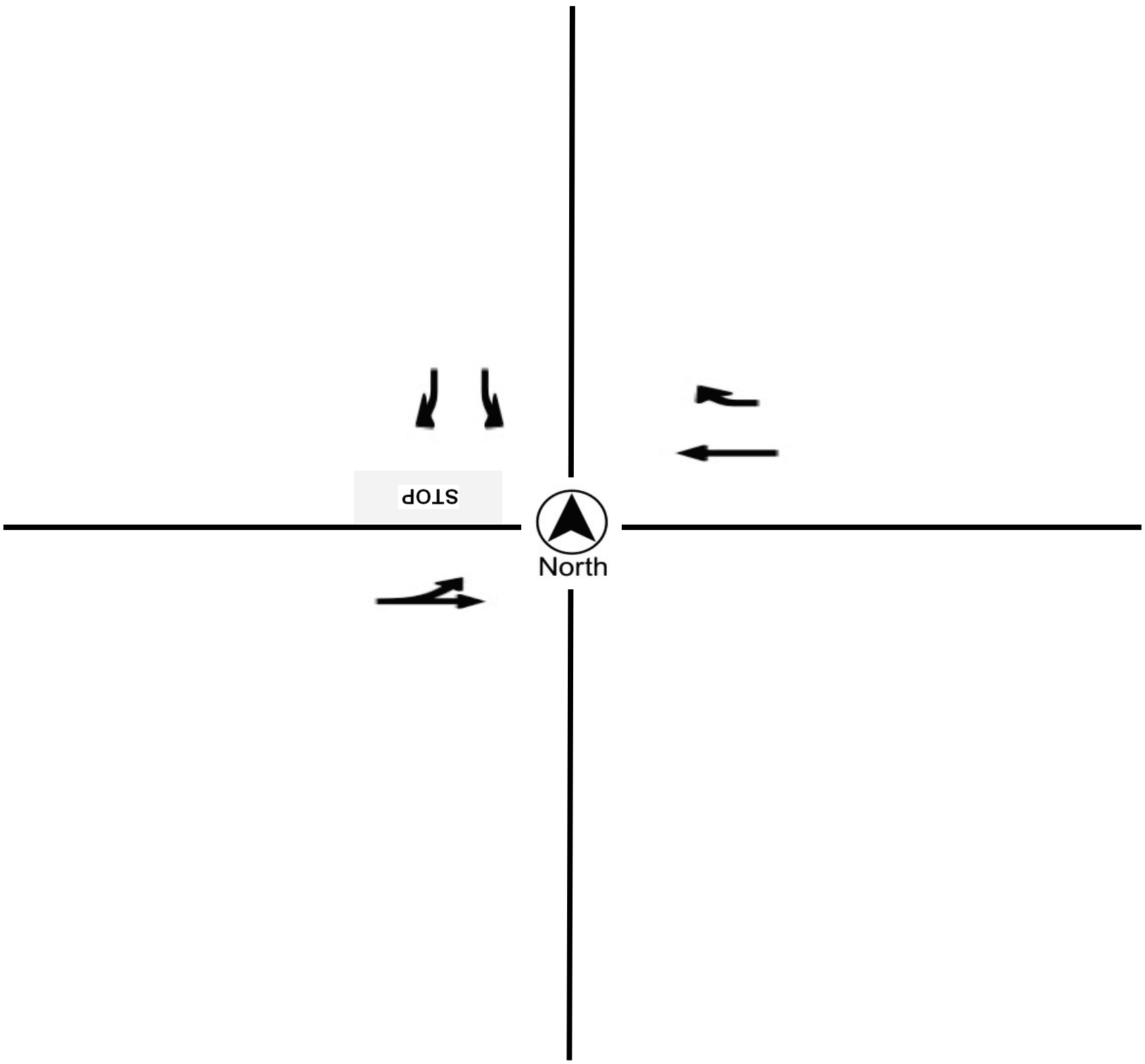
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	Avila Beach Dr @ Diablo Canyon Rd	**N/S STREET**	Diablo Canyon Rd
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Dr
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Drive @ 1st Street
LATITUDE 35.1805
COUNTY San Luis Obispo
LONGITUDE -120.7359
COLLECTION DATE 6/11/2019
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	0	2	0	0	0	0	0	0	18	1	1	3	30	0	0
7:15 AM - 7:30 AM	1	0	3	0	0	1	0	0	0	16	4	0	5	46	1	0
7:30 AM - 7:45 AM	0	0	3	0	0	0	0	0	0	18	1	0	8	34	0	4
7:45 AM - 8:00 AM	1	0	3	0	0	0	0	0	0	11	0	1	7	20	0	0
8:00 AM - 8:15 AM	4	0	2	0	0	0	0	0	0	10	4	0	7	39	0	1
8:15 AM - 8:30 AM	5	1	2	0	0	0	0	0	0	8	4	0	11	34	0	2
8:30 AM - 8:45 AM	2	0	2	0	0	0	0	0	0	8	4	2	19	32	0	0
8:45 AM - 9:00 AM	3	0	6	0	0	0	0	0	0	17	6	0	13	30	0	0
TOTAL	**17**	**1**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**106**	**24**	**4**	**73**	**265**	**1**	**7**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	10	0	34	0	0	0	0	0	0	53	11	1	38	47	0	1
2:15 PM - 2:30 PM	11	0	34	1	0	0	0	0	0	65	15	2	41	31	0	0
2:30 PM - 2:45 PM	9	0	47	0	0	0	0	0	0	46	12	2	55	49	0	2
2:45 PM - 3:00 PM	14	0	39	0	0	0	0	0	0	49	9	1	36	40	0	0
3:00 PM - 3:15 PM	4	0	54	0	0	0	0	0	0	64	12	0	46	35	0	0
3:15 PM - 3:30 PM	13	0	39	0	0	0	0	0	0	100	9	0	39	46	0	0
3:30 PM - 3:45 PM	8	0	40	0	0	0	0	0	0	88	12	0	34	33	0	0
3:45 PM - 4:00 PM	15	0	51	0	0	0	0	0	0	78	9	0	45	31	0	0
TOTAL	**84**	**0**	**338**	**1**	**0**	**0**	**0**	**0**	**0**	**543**	**89**	**6**	**334**	**312**	**0**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	9	0	61	0	0	0	0	0	0	77	10	1	37	38	0	0
4:15 PM - 4:30 PM	10	0	46	0	0	0	0	0	0	106	9	0	27	36	0	0
4:30 PM - 4:45 PM	3	0	53	0	0	0	0	0	0	134	9	1	19	42	0	1
4:45 PM - 5:00 PM	5	0	33	0	0	0	0	0	0	155	7	2	24	43	0	0
5:00 PM - 5:15 PM	3	0	33	0	0	0	0	0	0	179	11	1	26	25	0	0
5:15 PM - 5:30 PM	9	0	28	0	0	0	0	0	0	128	6	0	27	34	0	0
5:30 PM - 5:45 PM	6	0	41	0	0	0	0	0	0	76	8	0	37	21	0	0
5:45 PM - 6:00 PM	5	0	30	0	0	0	0	0	0	69	12	0	22	31	0	0
TOTAL	**50**	**0**	**325**	**0**	**0**	**0**	**0**	**0**	**0**	**924**	**72**	**5**	**219**	**270**	**0**	**1**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	14	1	12	0	0	0	0	0	0	43	18	2	50	135	0	3
3:00 PM - 4:00 PM	40	0	184	0	0	0	0	0	0	330	42	0	164	145	0	0
4:15 PM - 5:15 PM	21	0	165	0	0	0	0	0	0	574	36	4	96	146	0	1

	PHF	Trucks
AM	0.910	2%
MID	0.920	0%
PM	0.937	0%

1st Street

				PHF
PM	**0**	**0**	**0**	**#####**
MID	**0**	**0**	**0**	**#####**
AM	**0**	**0**	**0**	**#####**

Avila Beach Dr

	PM	**MID**	AM
	0	**0**	**0**
	574	**330**	**43**
	36	**42**	**18**
PHF	**0.803**	**0.853**	0.663

North

Avila Beach Dr

AM	**MID**	**PM**
0	**0**	**0**
135	**145**	**146**
50	**164**	**96**
0.907	**0.909**	**0.903** **PHF**

1st Street

PHF				
0.75	**14**	**1**	**12**	AM
0.848	**40**	**0**	**184**	**MID**
0.83	**21**	**0**	**165**	**PM**

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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Drive @ 1st Street
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1805
LONGITUDE -120.7359
WEATHER Sunny and Clear

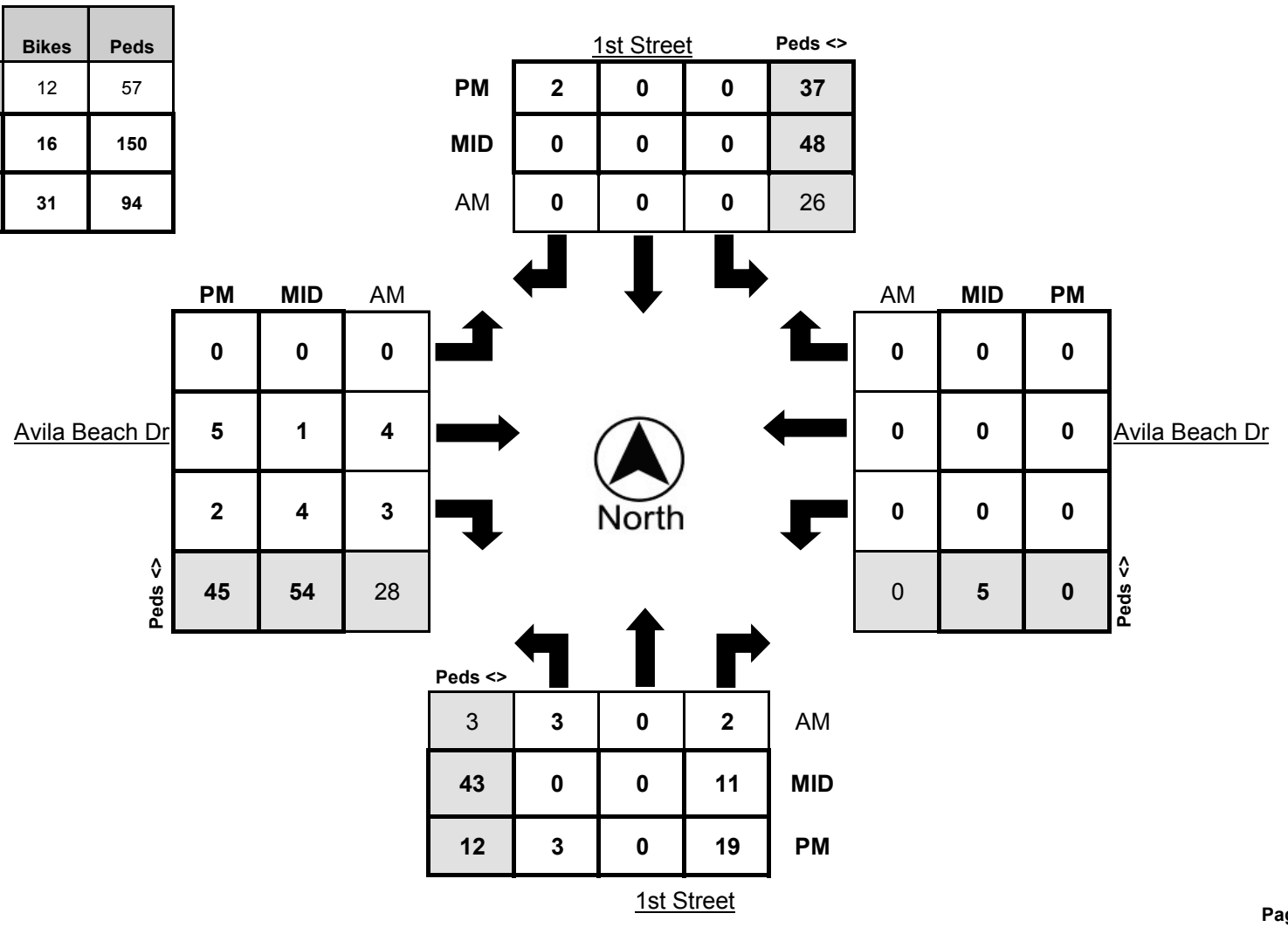
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	1	4	0	0	0	1	0	0	0	0	0	0	0	3
7:30 AM - 7:45 AM	0	0	0	4	0	2	0	0	0	0	1	0	0	0	0	7
7:45 AM - 8:00 AM	0	0	2	13	0	0	0	1	0	0	0	0	0	0	0	10
8:00 AM - 8:15 AM	2	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
8:15 AM - 8:30 AM	1	0	0	8	0	0	0	0	0	0	2	0	0	0	0	10
8:30 AM - 8:45 AM	0	0	1	9	0	0	0	2	0	4	0	0	0	0	0	9
8:45 AM - 9:00 AM	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL	**3**	**0**	**5**	**48**	**0**	**2**	**0**	**5**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**48**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	3	13	0	0	0	0	0	0	1	0	0	0	0	8
2:15 PM - 2:30 PM	0	0	4	14	0	0	0	9	0	0	0	2	0	0	0	12
2:30 PM - 2:45 PM	0	0	7	23	0	0	0	1	0	0	0	0	0	0	0	21
2:45 PM - 3:00 PM	1	0	2	11	0	0	0	7	0	1	0	2	0	0	0	15
3:00 PM - 3:15 PM	0	0	9	16	0	0	0	15	0	0	0	0	0	0	0	17
3:15 PM - 3:30 PM	0	0	0	10	0	0	0	9	0	0	0	4	0	0	0	13
3:30 PM - 3:45 PM	0	0	1	11	0	0	0	12	0	0	2	0	0	0	0	14
3:45 PM - 4:00 PM	0	0	1	11	0	0	0	7	0	1	2	1	0	0	0	10
TOTAL	**1**	**0**	**27**	**109**	**0**	**0**	**0**	**60**	**0**	**2**	**5**	**9**	**0**	**0**	**0**	**110**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	8	21	0	0	0	10	0	2	0	0	0	0	0	20
4:15 PM - 4:30 PM	2	0	2	6	0	0	2	3	0	1	0	0	0	0	0	12
4:30 PM - 4:45 PM	1	0	2	17	0	0	0	4	0	2	0	0	0	0	0	15
4:45 PM - 5:00 PM	0	0	6	6	0	0	0	2	0	2	2	0	0	0	0	9
5:00 PM - 5:15 PM	0	0	9	8	0	0	0	3	0	0	0	0	0	0	0	9
5:15 PM - 5:30 PM	0	0	0	17	0	0	0	8	0	0	0	0	0	0	0	25
5:30 PM - 5:45 PM	0	0	0	11	0	0	0	5	0	1	1	0	0	0	0	26
5:45 PM - 6:00 PM	0	0	2	7	0	0	0	4	0	0	0	0	0	0	0	7
TOTAL	**3**	**0**	**29**	**93**	**0**	**0**	**2**	**39**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**123**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	3	0	2	26	0	0	0	3	0	4	3	0	0	0	0	28
3:00 PM - 4:00 PM	0	0	11	48	0	0	0	43	0	1	4	5	0	0	0	54
4:15 PM - 5:15 PM	3	0	19	37	0	0	2	12	0	5	2	0	0	0	0	45

	Bikes	Peds
AM	12	57
MID	16	150
PM	31	94



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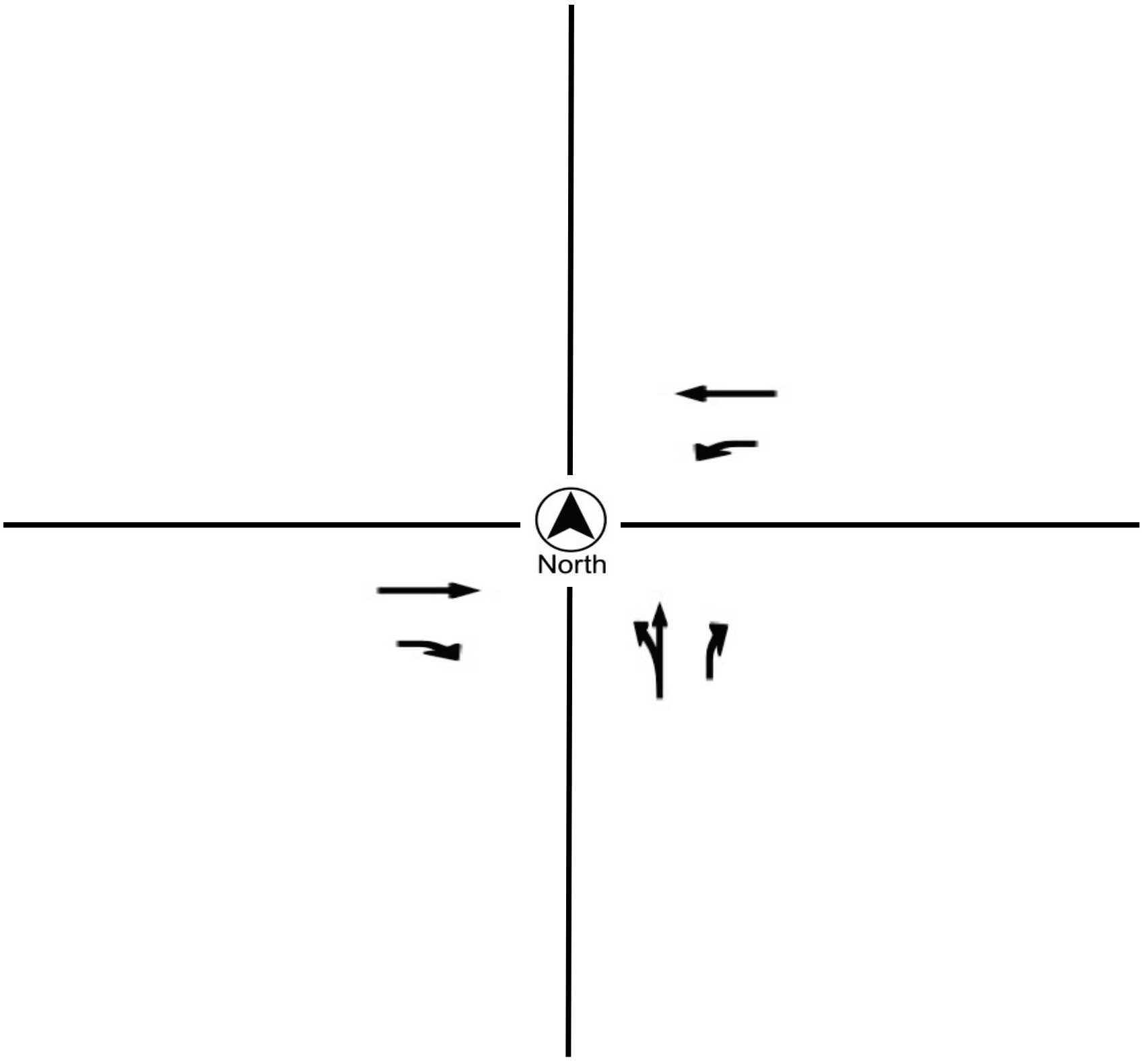
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	Avila Beach Drive @ 1st Street	**N/S STREET**	1st Street
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Dr
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	44 Seconds	**CONTROL TYPE**	Signal

COMMENTS Westbound left turns are protected/permitted.



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ San Miguel St
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1821
LONGITUDE -120.7327
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	4	1	0	0	0	0	0	20	0	1	6	34	0	0
7:15 AM - 7:30 AM	0	0	3	0	0	0	0	0	0	18	0	0	5	54	0	0
7:30 AM - 7:45 AM	0	0	7	0	0	0	0	0	0	21	1	0	7	39	0	4
7:45 AM - 8:00 AM	0	0	3	0	0	0	0	0	0	15	0	1	9	27	0	0
8:00 AM - 8:15 AM	0	0	2	0	0	0	0	0	0	10	0	0	7	52	0	1
8:15 AM - 8:30 AM	0	0	8	1	0	0	0	0	0	10	0	0	12	46	0	3
8:30 AM - 8:45 AM	1	0	6	0	0	0	0	0	0	10	0	1	8	55	0	1
8:45 AM - 9:00 AM	0	0	7	0	0	0	0	0	0	24	0	0	15	42	0	0
TOTAL	**1**	**0**	**40**	**2**	**0**	**0**	**0**	**0**	**0**	**128**	**1**	**3**	**69**	**349**	**0**	**9**

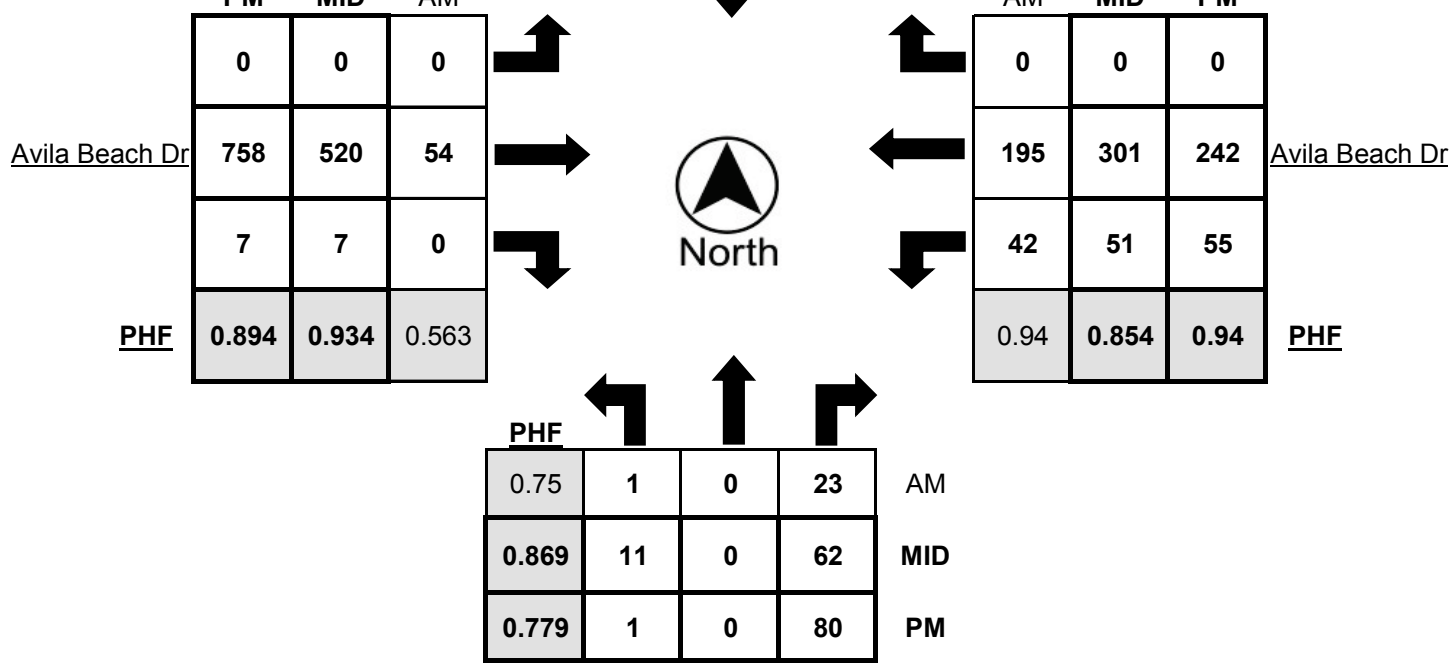
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	3	0	12	1	0	0	0	0	0	93	1	1	10	85	0	2
2:15 PM - 2:30 PM	1	0	20	0	0	0	0	0	0	101	2	2	14	81	0	0
2:30 PM - 2:45 PM	6	0	22	0	0	0	0	0	0	91	2	1	19	110	0	2
2:45 PM - 3:00 PM	2	0	19	0	0	0	0	0	0	93	2	1	14	63	0	0
3:00 PM - 3:15 PM	9	0	12	0	0	0	0	0	0	117	2	0	11	74	0	0
3:15 PM - 3:30 PM	1	0	18	0	0	0	0	0	0	137	4	1	17	86	0	0
3:30 PM - 3:45 PM	1	0	14	0	0	0	0	0	0	137	1	0	7	71	0	1
3:45 PM - 4:00 PM	0	0	18	0	0	0	0	0	0	129	0	0	16	70	0	0
TOTAL	**23**	**0**	**135**	**1**	**0**	**0**	**0**	**0**	**0**	**898**	**14**	**6**	**108**	**640**	**0**	**5**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	16	1	0	0	0	0	0	143	0	1	10	78	0	0
4:15 PM - 4:30 PM	0	0	22	0	0	0	0	0	0	154	1	0	8	61	0	3
4:30 PM - 4:45 PM	0	0	20	0	0	0	0	0	0	191	1	1	16	58	0	1
4:45 PM - 5:00 PM	1	0	25	0	0	0	0	0	0	188	2	2	12	67	0	0
5:00 PM - 5:15 PM	0	0	20	0	0	0	0	0	0	211	3	1	18	55	0	0
5:15 PM - 5:30 PM	0	0	15	0	0	0	0	0	0	168	1	1	9	62	0	0
5:30 PM - 5:45 PM	0	0	21	0	0	0	0	0	0	122	0	0	7	55	0	0
5:45 PM - 6:00 PM	1	0	11	0	0	0	0	0	0	96	0	1	10	55	0	0
TOTAL	**2**	**0**	**150**	**1**	**0**	**0**	**0**	**0**	**0**	**1273**	**8**	**7**	**90**	**491**	**0**	**4**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	1	0	23	1	0	0	0	0	0	54	0	1	42	195	0	5
3:00 PM - 4:00 PM	11	0	62	0	0	0	0	0	0	520	7	1	51	301	0	1
4:30 PM - 5:30 PM	1	0	80	0	0	0	0	0	0	758	7	5	55	242	0	1

	PHF	Trucks
AM	0.895	2%
MID	0.905	0%
PM	0.931	1%

				PHF
PM	**0**	**0**	**0**	**#####**
MID	**0**	**0**	**0**	**#####**
AM	**0**	**0**	**0**	**#####**



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Turning Movement Report

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1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ San Miguel St
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1821
LONGITUDE -120.7327
WEATHER Sunny and Clear

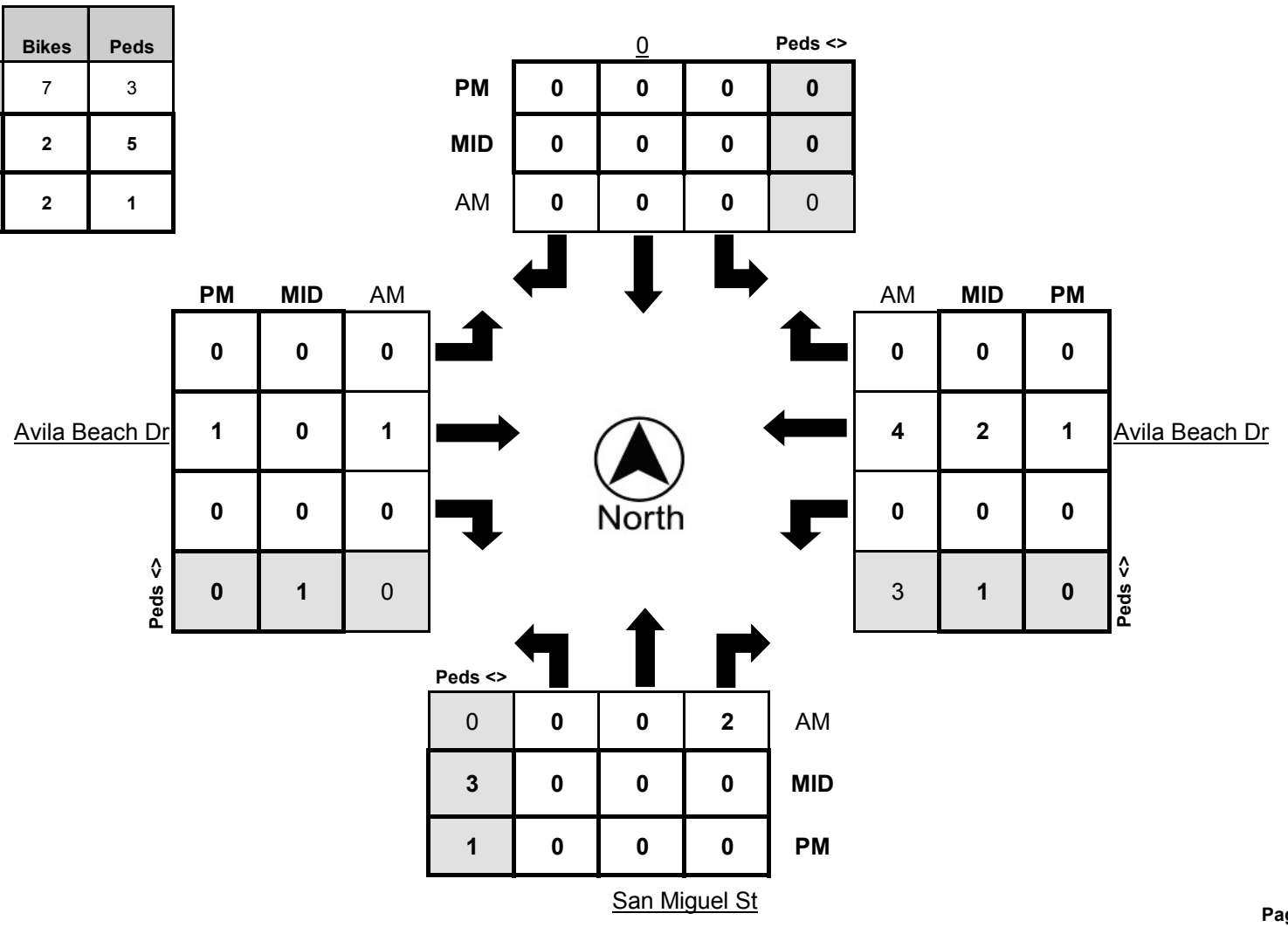
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:15 AM - 7:30 AM	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:15 AM - 8:30 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**1**	**7**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**2**	**1**	**1**	**6**	**0**	**5**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**2**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	2	0	0	0	0	0	0	1	0	3	0	4	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	1
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0

	Bikes	Peds
AM	7	3
MID	2	5
PM	2	1



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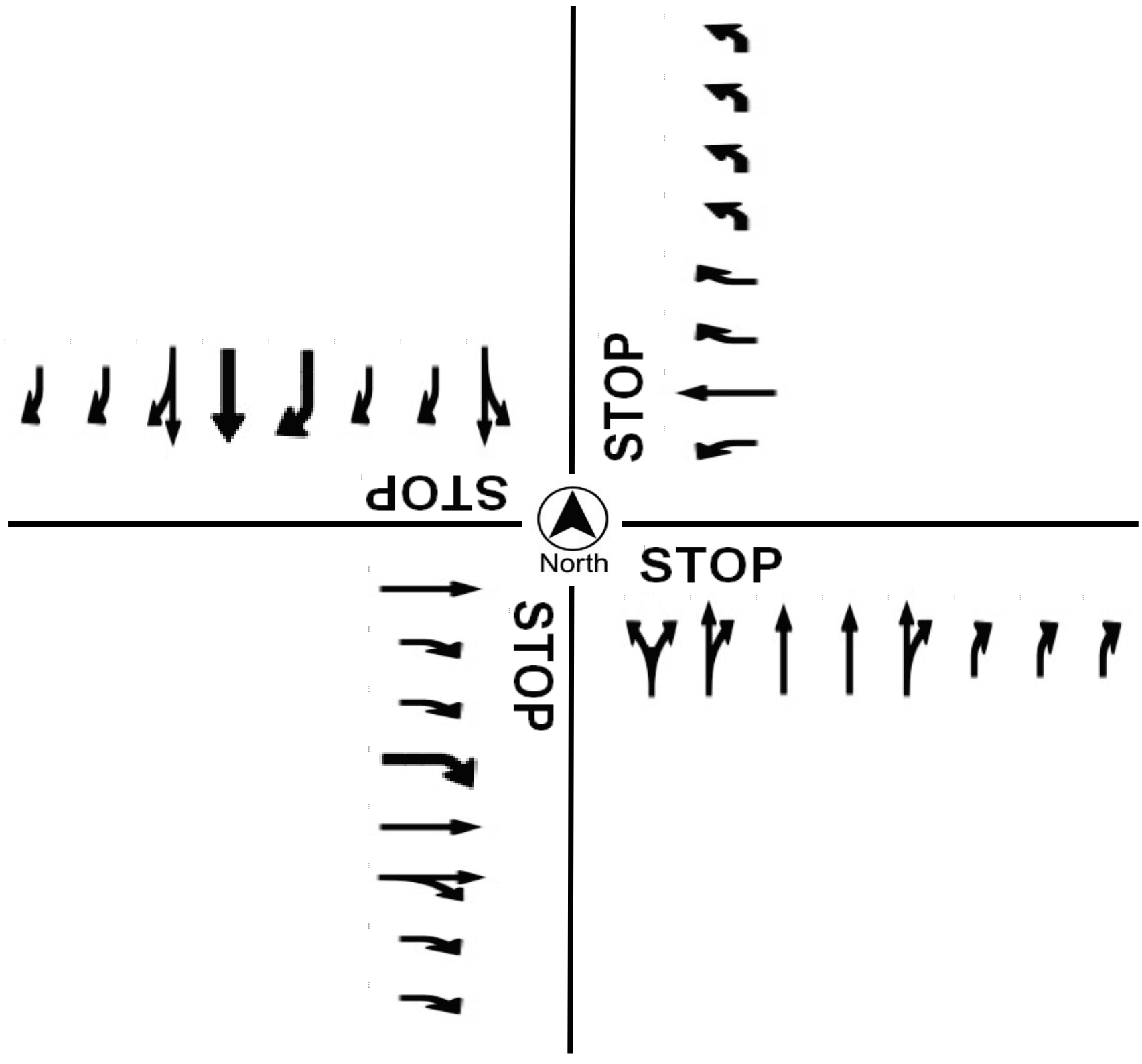
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	Avila Beach Dr @ San Miguel St	**N/S STREET**	San Miguel St
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Dr
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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LOCATION Avila Beach Dr @ San Luis St
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1807
LONGITUDE -120.7274
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	4	0	0	0	0	0	0	25	0	2	11	41	0	1
7:15 AM - 7:30 AM	0	0	9	0	0	0	0	0	0	20	0	0	7	59	0	1
7:30 AM - 7:45 AM	0	0	19	0	0	0	0	0	0	24	0	1	5	48	0	4
7:45 AM - 8:00 AM	0	0	15	0	0	0	0	0	0	21	0	1	8	34	0	0
8:00 AM - 8:15 AM	0	0	13	0	0	0	0	0	0	15	0	0	23	60	0	1
8:15 AM - 8:30 AM	0	0	11	0	0	0	0	0	0	16	0	1	14	57	0	3
8:30 AM - 8:45 AM	0	0	21	0	0	0	0	0	0	18	0	1	20	66	0	1
8:45 AM - 9:00 AM	0	0	15	0	0	0	0	0	0	29	0	1	20	57	0	1
TOTAL	**0**	**0**	**107**	**0**	**0**	**0**	**0**	**0**	**0**	**168**	**0**	**7**	**108**	**422**	**0**	**12**

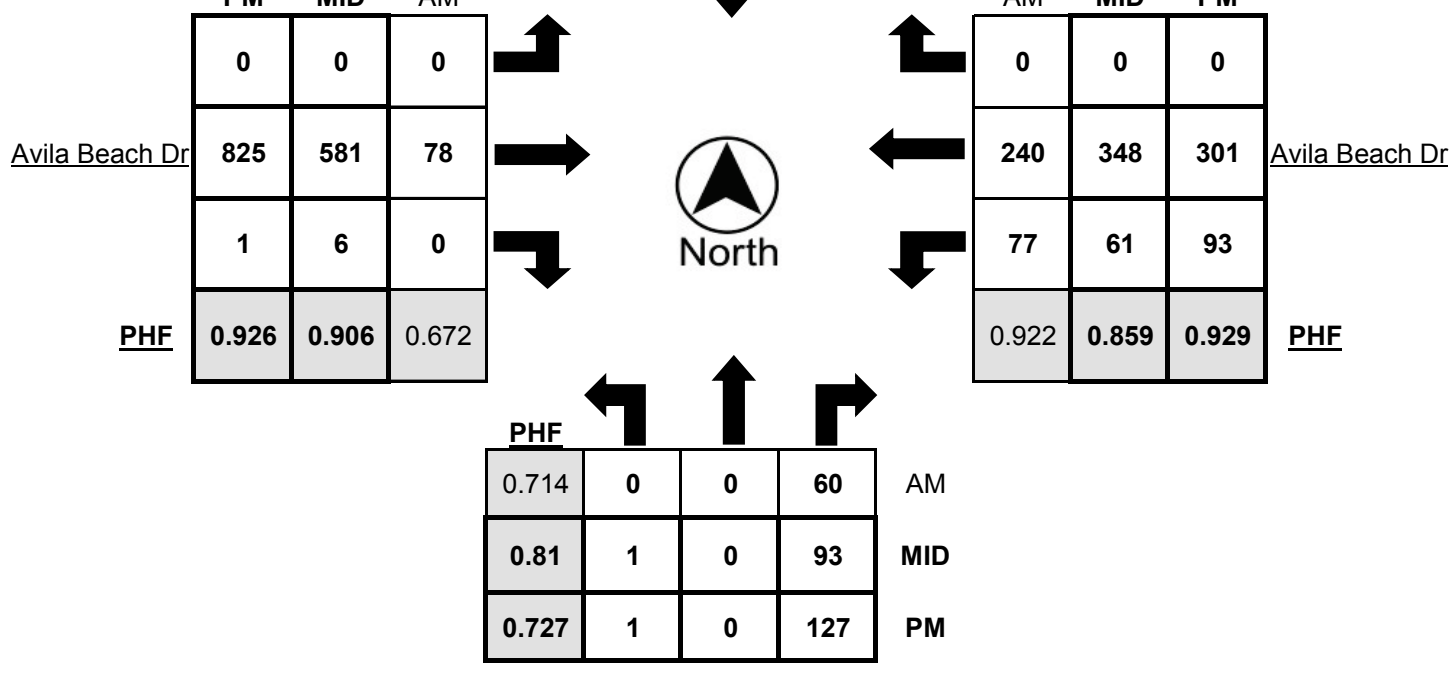
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	25	0	0	0	0	0	0	106	1	3	25	94	0	2
2:15 PM - 2:30 PM	3	0	26	0	0	0	0	0	0	124	1	2	29	94	0	0
2:30 PM - 2:45 PM	1	0	23	0	0	0	0	0	0	115	5	1	25	124	0	2
2:45 PM - 3:00 PM	2	0	27	1	0	0	0	0	0	100	0	1	11	79	0	0
3:00 PM - 3:15 PM	0	0	21	1	0	0	0	0	0	135	1	0	17	82	0	0
3:15 PM - 3:30 PM	1	0	25	0	0	0	0	0	0	161	1	1	20	99	0	0
3:30 PM - 3:45 PM	0	0	18	0	0	0	0	0	0	148	3	0	14	80	0	1
3:45 PM - 4:00 PM	0	0	29	0	0	0	0	0	0	137	1	0	10	87	0	0
TOTAL	**7**	**0**	**194**	**2**	**0**	**0**	**0**	**0**	**0**	**1026**	**13**	**8**	**151**	**739**	**0**	**5**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	0	33	0	0	0	0	0	0	158	1	2	15	83	0	0
4:15 PM - 4:30 PM	0	0	30	0	0	0	0	0	0	176	1	0	26	74	0	3
4:30 PM - 4:45 PM	0	0	44	1	0	0	0	0	0	207	0	1	21	78	0	1
4:45 PM - 5:00 PM	0	0	31	0	0	0	0	0	0	219	0	1	28	78	0	0
5:00 PM - 5:15 PM	1	0	22	0	0	0	0	0	0	223	0	1	18	71	0	1
5:15 PM - 5:30 PM	0	0	20	0	0	0	0	0	0	186	1	1	17	74	0	0
5:30 PM - 5:45 PM	0	0	30	0	0	0	0	0	0	146	0	0	26	62	0	0
5:45 PM - 6:00 PM	0	0	17	0	0	0	0	0	0	108	1	0	22	65	0	0
TOTAL	**2**	**0**	**227**	**1**	**0**	**0**	**0**	**0**	**0**	**1423**	**4**	**6**	**173**	**585**	**0**	**5**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	60	0	0	0	0	0	0	78	0	3	77	240	0	6
3:00 PM - 4:00 PM	1	0	93	1	0	0	0	0	0	581	6	1	61	348	0	1
4:15 PM - 5:15 PM	1	0	127	1	0	0	0	0	0	825	1	3	93	301	0	5

	PHF	Trucks
AM	0.910	2%
MID	0.888	0%
PM	0.947	1%

				PHF
PM	**0**	**0**	**0**	**#####**
MID	**0**	**0**	**0**	**#####**
AM	**0**	**0**	**0**	**#####**



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LOCATION Avila Beach Dr @ San Luis St
LATITUDE 35.1807
COUNTY San Luis Obispo
LONGITUDE -120.7274
COLLECTION DATE 6/11/2019
WEATHER Sunny and Clear

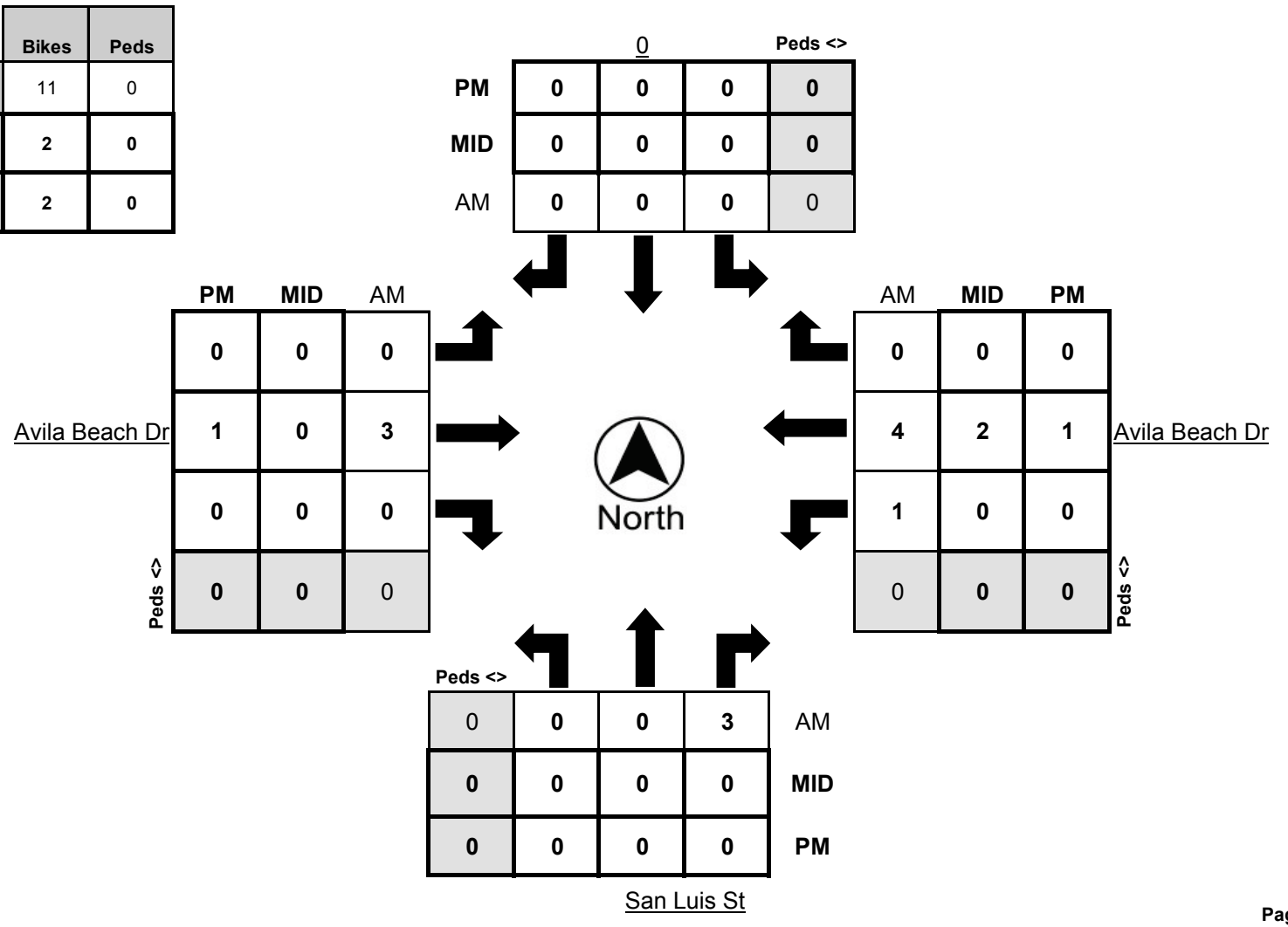
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:00 AM - 8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0
8:15 AM - 8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**7**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
2:15 PM - 2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM - 2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	3	0	0	0	0	0	0	3	0	0	1	4	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0

	Bikes	Peds
AM	11	0
MID	2	0
PM	2	0



Metro Traffic Data Inc.
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www.metrotrafficdata.com

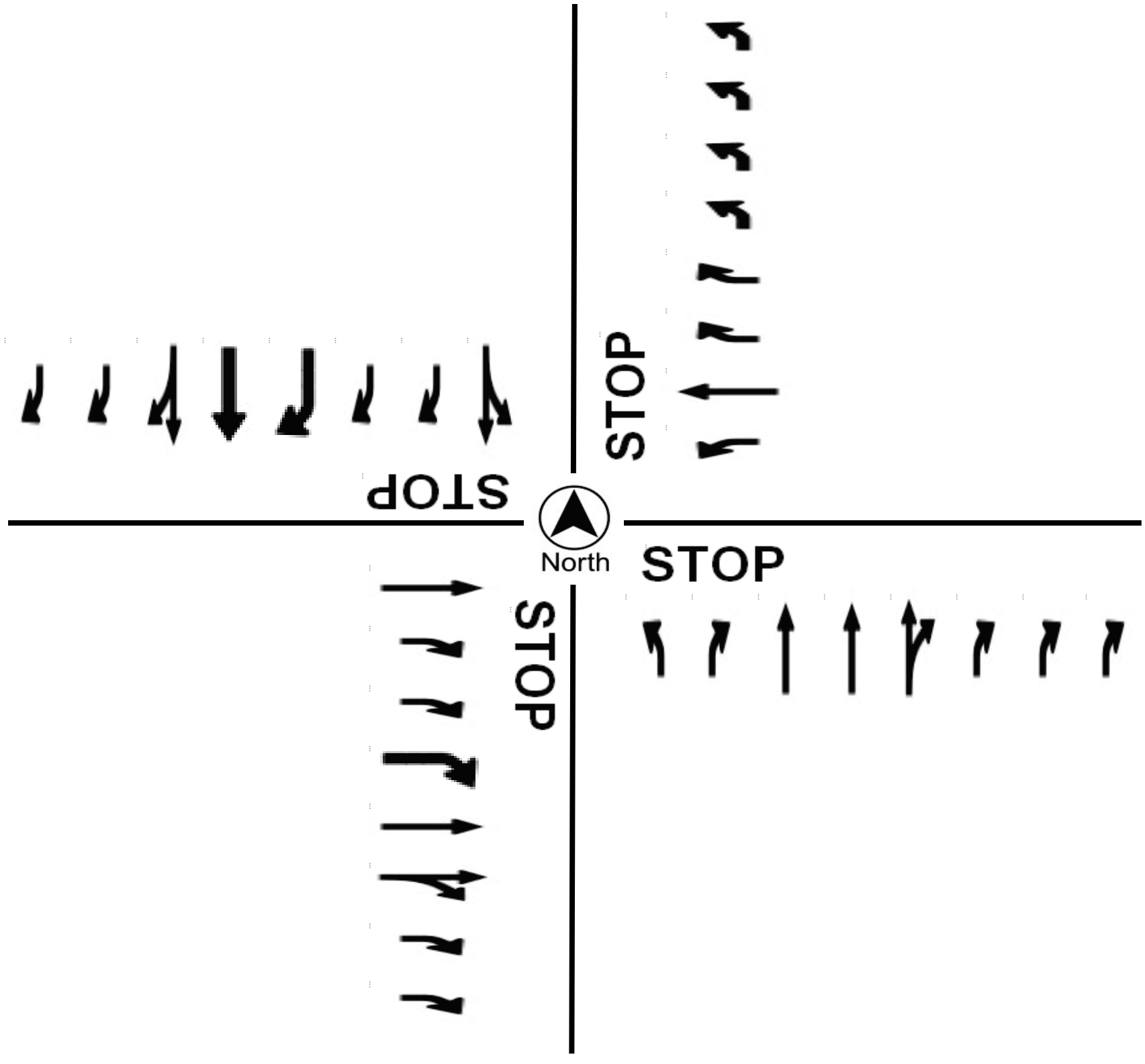
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	Avila Beach Dr @ San Luis St	**N/S STREET**	San Luis St
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Dr
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ San Luis Bay Dr
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1879
LONGITUDE -120.7190
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	0	0	1	0	23	0	5	24	0	2	0	27	12	1
7:15 AM - 7:30 AM	0	0	0	0	1	0	26	0	15	13	0	0	0	37	12	1
7:30 AM - 7:45 AM	0	0	0	0	5	0	24	3	22	17	0	1	0	27	20	1
7:45 AM - 8:00 AM	0	0	0	0	9	0	26	0	19	21	0	1	0	23	23	4
8:00 AM - 8:15 AM	0	0	0	0	12	0	51	2	14	13	0	0	0	42	25	1
8:15 AM - 8:30 AM	0	0	0	0	7	0	31	0	18	16	0	1	0	41	29	1
8:30 AM - 8:45 AM	0	0	0	0	13	0	37	1	15	22	0	1	0	47	24	1
8:45 AM - 9:00 AM	0	0	0	0	15	0	29	0	21	21	0	0	0	49	24	2
TOTAL	**0**	**0**	**0**	**0**	**63**	**0**	**247**	**6**	**129**	**147**	**0**	**6**	**0**	**293**	**169**	**12**

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
2:00 PM - 2:15 PM	0	0	0	0	11	0	59	0	83	59	0	3	0	62	16	1
2:15 PM - 2:30 PM	0	0	0	0	18	0	58	0	98	51	0	2	0	77	16	0
2:30 PM - 2:45 PM	0	0	0	0	12	0	78	1	93	48	0	1	0	77	12	1
2:45 PM - 3:00 PM	0	0	0	0	16	0	52	0	82	58	0	2	0	59	23	0
3:00 PM - 3:15 PM	0	0	0	0	22	0	45	0	111	55	0	1	0	61	23	0
3:15 PM - 3:30 PM	0	0	0	0	17	0	52	0	113	71	0	1	0	66	15	0
3:30 PM - 3:45 PM	0	0	0	0	15	0	50	0	118	65	0	0	0	51	12	1
3:45 PM - 4:00 PM	0	0	0	0	23	0	42	1	98	68	0	0	0	56	11	0
TOTAL	**0**	**0**	**0**	**0**	**134**	**0**	**436**	**2**	**796**	**475**	**0**	**10**	**0**	**509**	**128**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	0	0	17	0	57	0	82	117	0	2	0	59	15	0
4:15 PM - 4:30 PM	0	0	0	0	16	0	42	1	91	128	0	0	0	52	16	2
4:30 PM - 4:45 PM	0	0	0	0	23	0	46	0	93	146	0	0	0	61	15	1
4:45 PM - 5:00 PM	0	0	0	0	11	0	58	0	132	147	0	2	0	50	15	0
5:00 PM - 5:15 PM	0	0	0	0	18	0	57	0	114	118	0	2	0	46	15	0
5:15 PM - 5:30 PM	0	0	0	0	22	0	51	0	106	128	0	1	0	48	16	0
5:30 PM - 5:45 PM	0	0	0	0	19	0	49	0	88	103	0	0	0	37	14	0
5:45 PM - 6:00 PM	0	0	0	0	11	0	44	0	66	74	0	0	0	42	18	0
TOTAL	**0**	**0**	**0**	**0**	**137**	**0**	**404**	**1**	**772**	**961**	**0**	**7**	**0**	**395**	**124**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
8:00 AM - 9:00 AM	0	0	0	0	47	0	148	3	68	72	0	2	0	179	102	5
2:30 PM - 3:30 PM	0	0	0	0	67	0	227	1	399	232	0	5	0	263	73	1
4:30 PM - 5:30 PM	0	0	0	0	74	0	212	0	445	539	0	5	0	205	61	1

	PHF	Trucks
AM	0.969	2%
MID	0.944	1%
PM	0.930	0%

San Luis Bay Dr

					PHF
286	PM	212	0	74	0.953	506
294	MID	227	0	67	0.817	472
195	AM	148	0	47	0.774	170

Avila Beach Dr

pm	mid		PM	MID	AM
417	490		445	399	68
		Avila Beach Dr	539	232	72
984	631		0	0	0
		PHF	0.882	0.857	0.833
1401	1121				
70%	56%				

AM	MID	PM		
102	73	61	336	266
179	263	205	Avila Beach Dr	
0	0	0		
0.962	0.944	0.875	PHF	
	299	613		

North

PHF				
#####	0	0	0	AM
#####	0	0	0	MID
#####	0	0	0	PM

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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ San Luis Bay Dr
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1879
LONGITUDE -120.7190
WEATHER Sunny and Clear

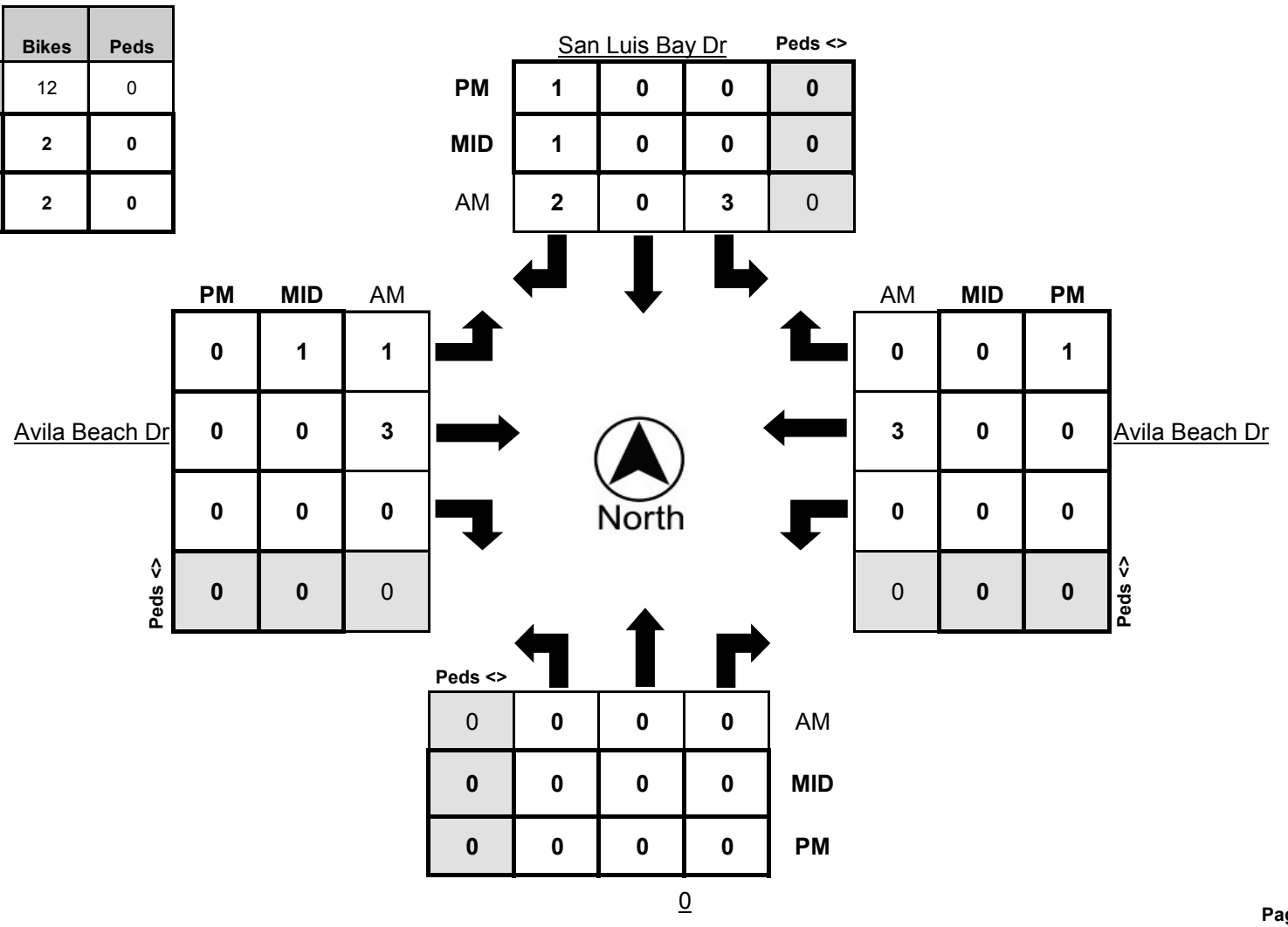
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0
8:15 AM - 8:30 AM	0	0	0	0	2	0	1	0	0	1	0	0	0	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**1**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**3**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	3	0	2	0	1	3	0	0	0	3	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0

	Bikes	Peds
AM	12	0
MID	2	0
PM	2	0



Metro Traffic Data Inc.
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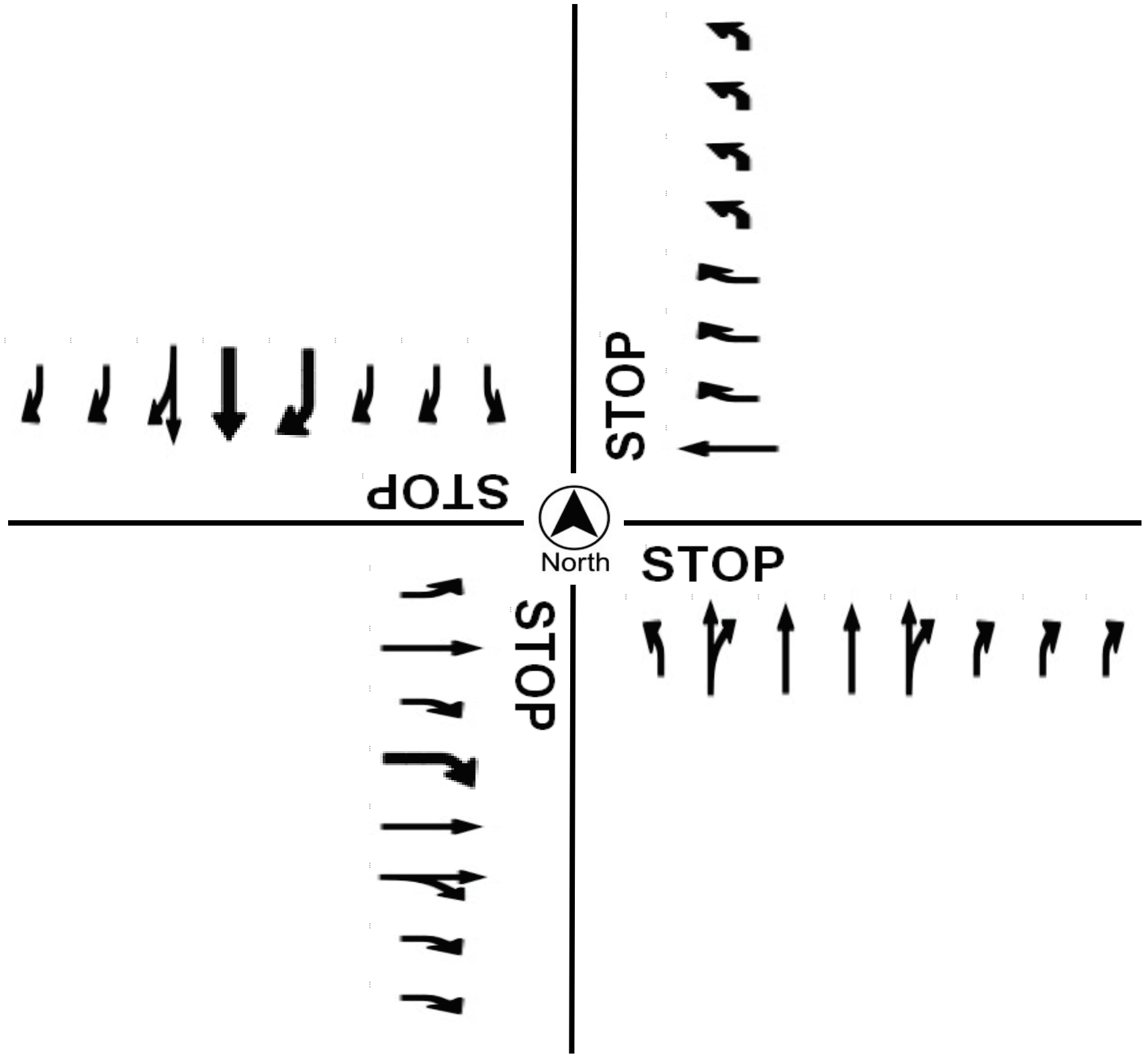
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	Avila Beach Dr @ San Luis Bay Dr	**N/S STREET**	San Luis Bay Dr
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Dr
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	37 Seconds	**CONTROL TYPE**	Signal

COMMENTS Eastbound left turns are protected.



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ Ontario Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/12/2019
LATITUDE 35.1811
LONGITUDE -120.7042
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	3	0	3	0	2	22	0	0	0	47	8	1
7:15 AM - 7:30 AM	0	0	0	0	2	0	1	0	2	27	0	1	0	57	7	0
7:30 AM - 7:45 AM	0	0	0	0	1	0	4	0	2	24	0	1	0	48	6	3
7:45 AM - 8:00 AM	0	0	0	0	1	0	1	0	1	31	0	2	0	50	8	2
8:00 AM - 8:15 AM	0	0	0	0	1	0	2	1	1	25	0	1	0	65	5	2
8:15 AM - 8:30 AM	0	0	0	0	8	0	1	4	3	23	0	0	0	58	8	0
8:30 AM - 8:45 AM	0	0	0	0	3	0	2	0	2	25	0	0	0	60	6	3
8:45 AM - 9:00 AM	0	0	0	0	3	0	1	0	1	32	0	1	0	70	7	2
TOTAL	**0**	**0**	**0**	**0**	**22**	**0**	**15**	**5**	**14**	**209**	**0**	**6**	**0**	**455**	**55**	**13**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	0	0	17	0	6	1	4	102	0	4	0	84	8	3
2:15 PM - 2:30 PM	0	0	0	0	32	0	8	0	3	76	0	0	0	83	8	2
2:30 PM - 2:45 PM	0	0	0	0	12	0	10	1	1	88	0	1	0	103	6	1
2:45 PM - 3:00 PM	0	0	0	0	14	0	5	1	4	102	0	2	0	96	13	6
3:00 PM - 3:15 PM	0	0	0	0	21	0	7	0	5	97	0	0	0	73	8	0
3:15 PM - 3:30 PM	0	0	0	0	19	0	2	0	3	112	0	1	0	97	8	3
3:30 PM - 3:45 PM	0	0	0	0	16	0	6	0	1	114	0	3	0	83	9	1
3:45 PM - 4:00 PM	0	0	0	0	19	0	2	0	0	114	0	0	0	70	8	0
TOTAL	**0**	**0**	**0**	**0**	**150**	**0**	**46**	**3**	**21**	**805**	**0**	**11**	**0**	**689**	**68**	**16**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	33	0	7	1	8	145	0	1	0	51	2	0
4:15 PM - 4:30 PM	0	0	0	0	38	0	10	0	3	118	0	1	0	58	9	3
4:30 PM - 4:45 PM	0	0	0	0	52	0	10	0	5	147	0	1	0	59	7	1
4:45 PM - 5:00 PM	0	0	0	0	52	0	3	0	5	188	0	1	0	58	4	2
5:00 PM - 5:15 PM	0	0	0	0	46	0	2	0	7	153	0	1	0	68	6	0
5:15 PM - 5:30 PM	0	0	0	0	65	0	1	0	3	158	0	2	0	53	7	0
5:30 PM - 5:45 PM	0	0	0	0	46	0	3	1	3	96	0	1	0	78	5	1
5:45 PM - 6:00 PM	0	0	0	0	20	0	0	0	0	84	0	0	0	82	6	0
TOTAL	**0**	**0**	**0**	**0**	**352**	**0**	**36**	**2**	**34**	**1089**	**0**	**8**	**0**	**507**	**46**	**7**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	15	0	6	5	7	105	0	2	0	253	26	7
2:45 PM - 3:45 PM	0	0	0	0	70	0	20	1	13	425	0	6	0	349	38	10
4:30 PM - 5:30 PM	0	0	0	0	215	0	16	0	20	646	0	5	0	238	24	3

	PHF	Trucks
AM	0.904	3%
MID	0.949	2%
PM	0.935	1%

Ontario Rd

				PHF
PM	**16**	**0**	**215**	**0.875**
MID	**20**	**0**	**70**	**0.804**
AM	**6**	**0**	**15**	0.583

	PM	**MID**	AM
	20	**13**	**7**
Avila Beach Dr	**646**	**425**	**105**
	0	**0**	**0**
PHF	**0.863**	**0.952**	0.848

AM	**MID**	**PM**
26	**38**	**24**
253	**349**	**238**
0	**0**	**0**
0.906	**0.888**	**0.885**

Avila Beach Dr

PHF

North

PHF				
#####	**0**	**0**	**0**	AM
#####	**0**	**0**	**0**	**MID**
#####	**0**	**0**	**0**	**PM**

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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ Ontario Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/12/2019
LATITUDE 35.1811
LONGITUDE -120.7042
WEATHER Sunny and Clear

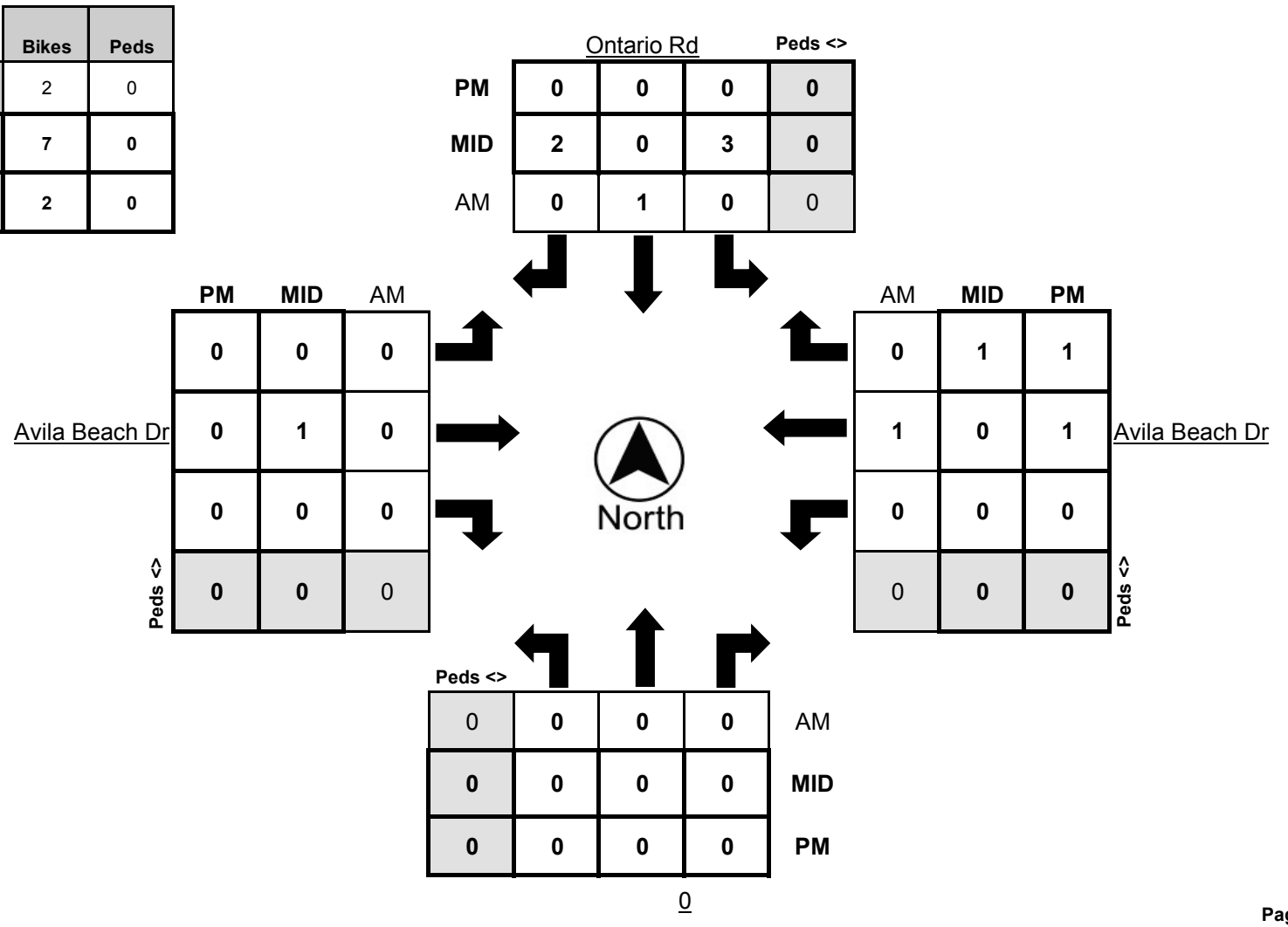
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0
2:15 PM - 2:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00 PM - 3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL	**0**	**0**	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	2	0	0
4:15 PM - 4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
2:45 PM - 3:45 PM	0	0	0	0	3	0	2	0	0	1	0	0	0	0	1	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

	Bikes	Peds
AM	2	0
MID	7	0
PM	2	0



Metro Traffic Data Inc.
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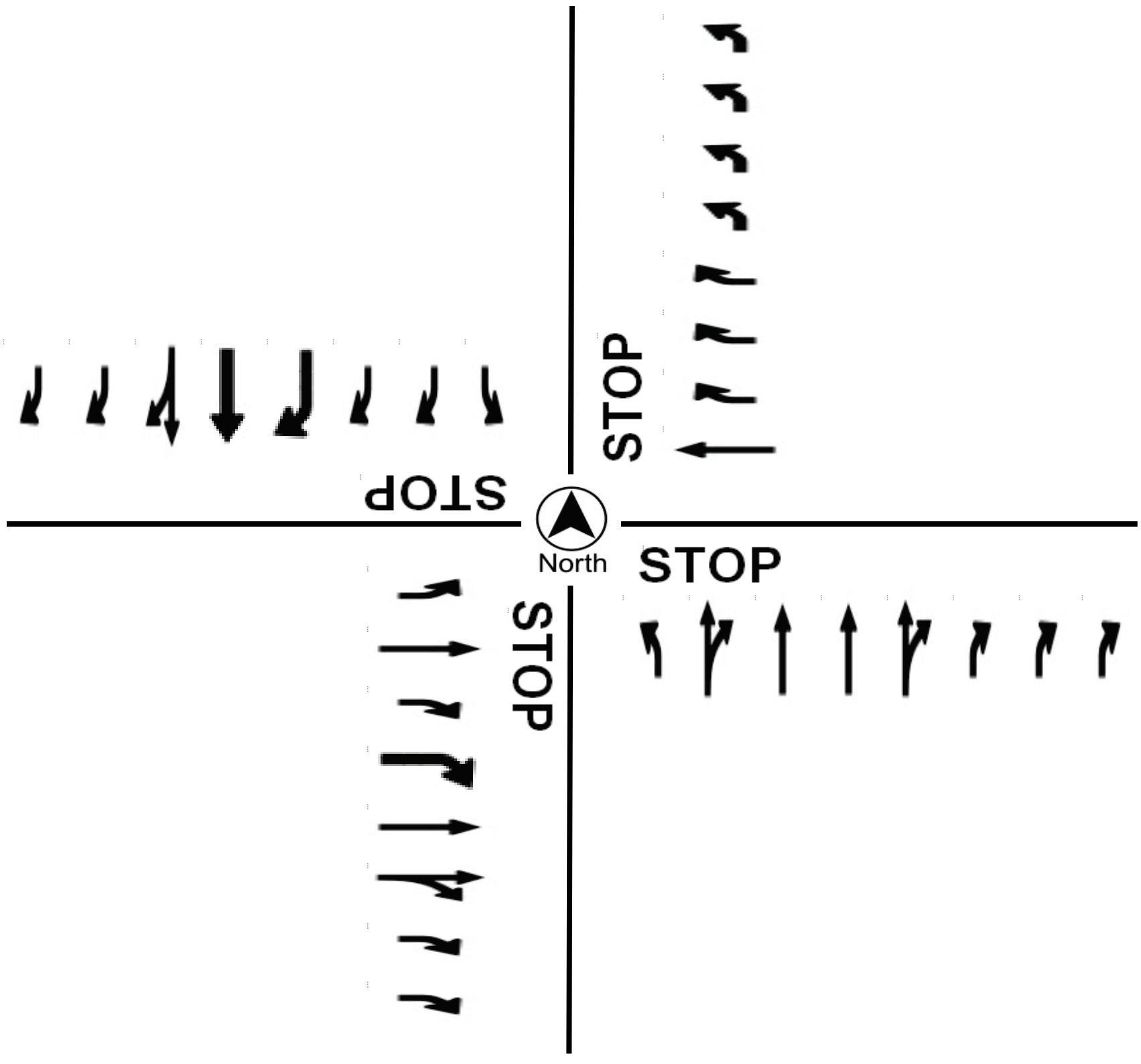
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	Avila Beach Dr @ Ontario Rd	**N/S STREET**	Ontario Rd
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Dr
COLLECTION DATE	Wednesday, June 12, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ 101 SB Off / Shell Beach Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/12/2019
LATITUDE 35.1798
LONGITUDE -120.7004
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	5	0	10	0	0	5	5	0	0	26	2	0	2	49	0	1
7:15 AM - 7:30 AM	7	0	12	0	0	7	4	1	0	28	2	1	2	48	0	0
7:30 AM - 7:45 AM	16	0	8	1	0	3	4	1	0	21	6	2	1	44	0	3
7:45 AM - 8:00 AM	11	0	13	1	0	5	6	0	0	28	5	2	0	42	0	2
8:00 AM - 8:15 AM	13	0	20	0	0	8	3	1	0	25	2	3	4	55	0	1
8:15 AM - 8:30 AM	15	0	14	0	0	6	8	1	0	26	5	3	1	45	0	0
8:30 AM - 8:45 AM	10	0	14	2	0	8	5	0	0	18	11	0	1	53	0	0
8:45 AM - 9:00 AM	19	0	16	1	0	9	4	0	0	32	5	1	3	59	0	0
TOTAL	**96**	**0**	**107**	**5**	**0**	**51**	**39**	**4**	**0**	**204**	**38**	**12**	**14**	**395**	**0**	**7**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	13	0	13	0	0	11	13	0	0	103	23	5	4	64	0	2
2:15 PM - 2:30 PM	11	0	13	0	1	13	7	0	0	95	16	1	4	71	0	1
2:30 PM - 2:45 PM	17	0	11	0	0	12	21	0	0	78	23	0	2	72	0	1
2:45 PM - 3:00 PM	16	0	9	1	0	14	20	2	0	97	22	3	2	80	0	3
3:00 PM - 3:15 PM	13	0	14	0	1	14	18	0	0	107	15	1	0	63	0	0
3:15 PM - 3:30 PM	15	0	13	1	1	15	13	0	0	113	20	2	3	79	0	2
3:30 PM - 3:45 PM	18	0	12	0	0	13	16	0	0	113	21	3	3	62	0	2
3:45 PM - 4:00 PM	11	0	14	0	1	32	10	0	0	94	43	0	2	49	0	0
TOTAL	**114**	**0**	**99**	**2**	**4**	**124**	**118**	**2**	**0**	**800**	**183**	**15**	**20**	**540**	**0**	**11**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	13	0	10	2	2	43	8	1	0	86	94	2	4	30	0	0
4:15 PM - 4:30 PM	17	0	5	0	1	68	7	0	0	75	86	1	1	48	0	0
4:30 PM - 4:45 PM	11	0	6	0	2	53	10	0	0	97	103	0	6	55	0	1
4:45 PM - 5:00 PM	8	0	9	0	2	46	11	0	0	113	135	1	3	53	0	1
5:00 PM - 5:15 PM	13	0	12	0	2	47	5	0	0	81	118	1	5	60	0	0
5:15 PM - 5:30 PM	7	0	14	0	1	45	11	0	0	95	128	2	6	45	0	1
5:30 PM - 5:45 PM	16	0	8	0	2	62	11	0	0	69	79	1	7	61	0	0
5:45 PM - 6:00 PM	15	0	13	0	2	37	14	0	0	69	33	0	5	65	0	0
TOTAL	**100**	**0**	**77**	**2**	**14**	**401**	**77**	**1**	**0**	**685**	**776**	**8**	**37**	**417**	**0**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	57	0	64	3	0	31	20	2	0	101	23	7	9	212	0	1
2:45 PM - 3:45 PM	62	0	48	2	2	56	67	2	0	430	78	9	8	284	0	7
4:30 PM - 5:30 PM	39	0	41	0	7	191	37	0	0	386	484	4	20	213	0	3

	PHF	Trucks
AM	0.879	3%
MID	0.951	2%
PM	0.933	0%

US 101 SB Offramp

				PHF
PM	**37**	**191**	**7**	**0.904**
MID	**67**	**56**	**2**	**0.919**
AM	**20**	**31**	**0**	0.911

Avila Beach Dr

	PM	MID	AM
	0	**0**	**0**
	386	**430**	**101**
	484	**78**	**23**
PHF	**0.877**	**0.948**	0.838

	AM	MID	PM
	0	**0**	**0**
	212	**284**	**213**
	9	**8**	**20**
PHF	0.891	**0.89**	**0.896**

Avila Beach Dr

North

Shell Beach Rd

PHF				
0.864	**57**	**0**	**64**	AM
0.917	**62**	**0**	**48**	**MID**
0.8	**39**	**0**	**41**	**PM**

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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ 101 SB Off / Shell Beach Rd
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.7004
COLLECTION DATE 6/12/2019
WEATHER Sunny and Clear

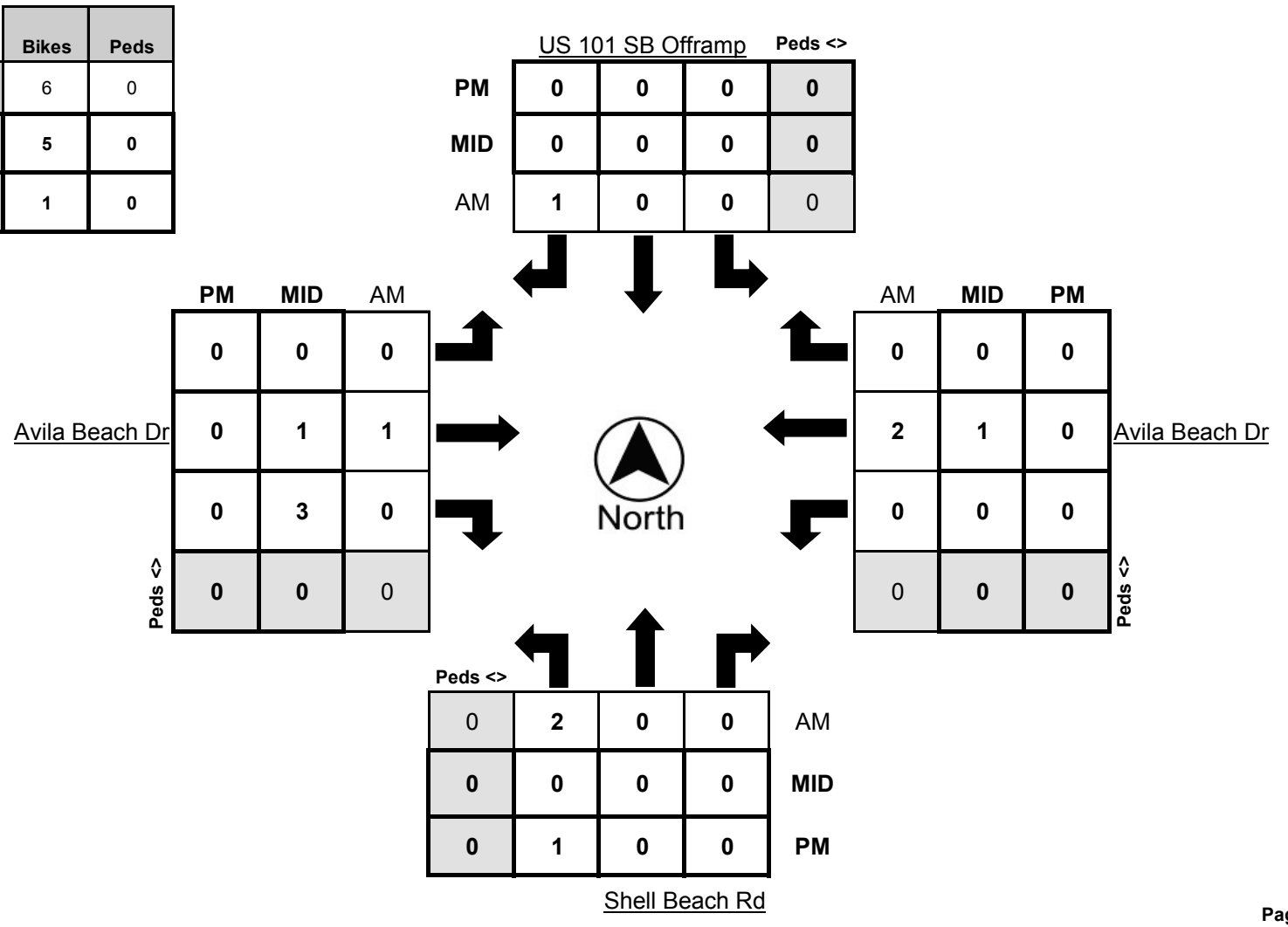
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:30 AM - 8:45 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0
3:45 PM - 4:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM - 4:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	1	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0
TOTAL	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	2	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	1	0	0
4:30 PM - 5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM	6	0
MID	5	0
PM	1	0



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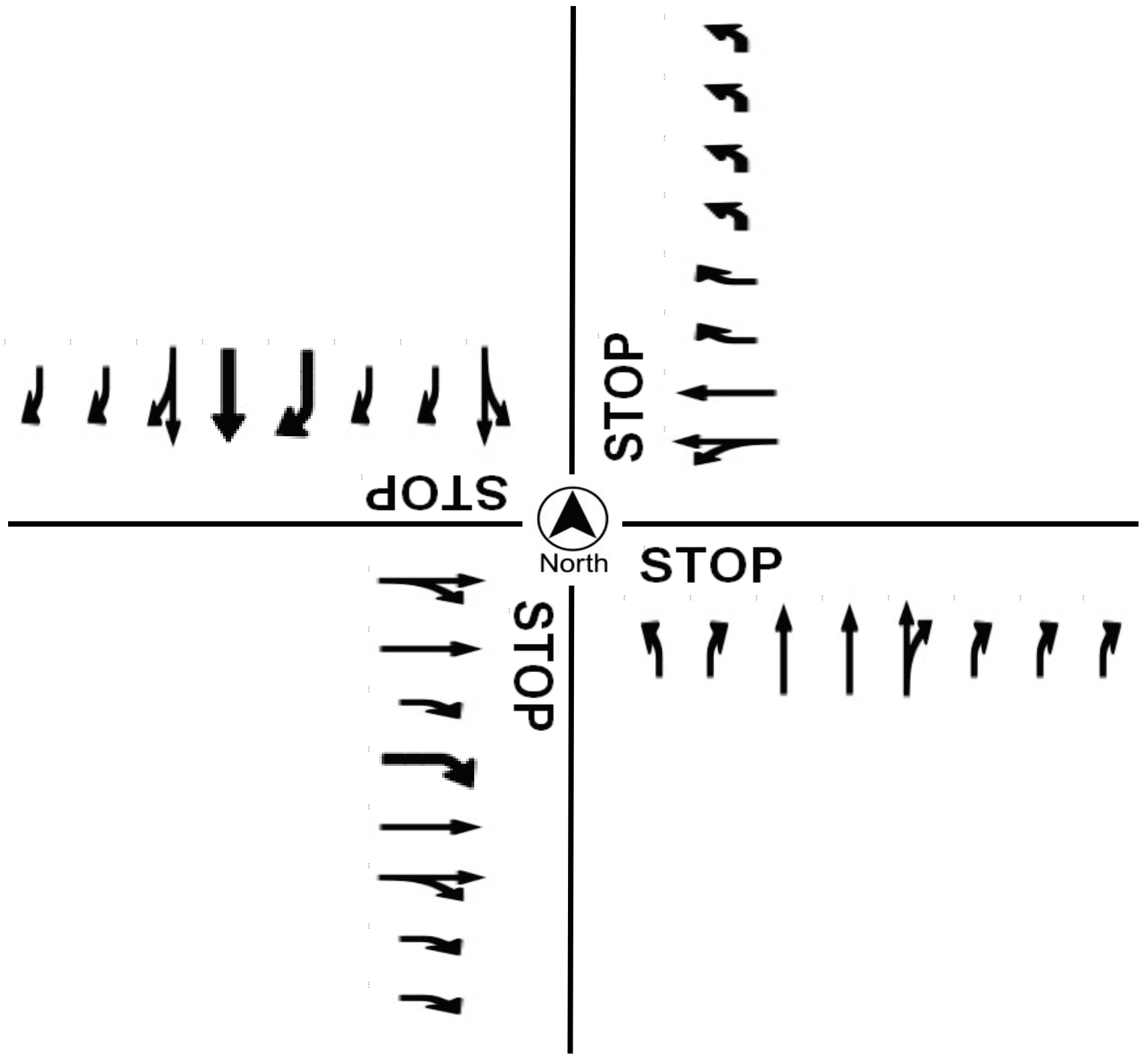
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	Avila Beach Dr @ 101 SB Off / Shell Beach Rd	**N/S STREET**	US 101 SB Offramp / Shell Beach Dr
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Dr
COLLECTION DATE	Wednesday, June 12, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ 101 SB Onramp
COUNTY San Luis Obispo
COLLECTION DATE 6/12/2019
LATITUDE 35.1798
LONGITUDE -120.7000
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	17	19	0	1	51	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	16	24	1	2	50	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	9	20	0	1	45	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	20	21	0	1	42	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	22	23	2	1	59	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	18	22	3	1	46	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	17	15	0	0	54	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	22	26	1	0	62	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**141**	**170**	**7**	**7**	**409**	**0**	**0**

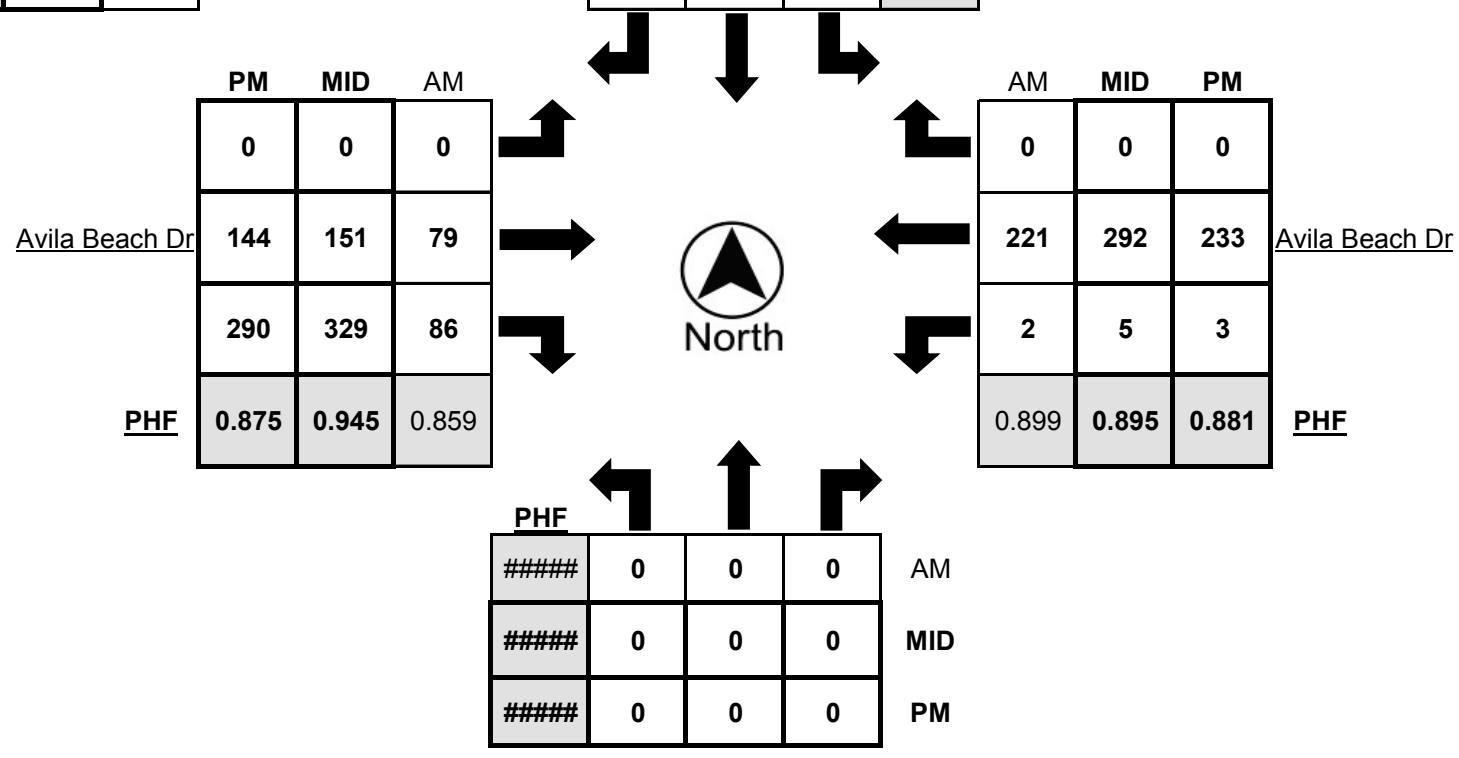
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	35	81	2	1	68	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	31	78	0	3	75	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	29	60	1	4	74	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	28	78	2	1	82	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	39	83	0	1	63	0	1
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	49	78	1	1	82	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	35	90	1	2	65	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	35	74	0	1	51	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**281**	**622**	**7**	**14**	**560**	**0**	**1**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	37	61	1	0	34	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	28	53	2	1	49	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	36	69	0	1	61	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	34	90	1	0	56	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	37	58	1	2	65	0	1
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	37	73	1	0	51	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	31	48	1	0	68	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	40	44	0	1	70	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**280**	**496**	**7**	**5**	**454**	**0**	**1**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	79	86	6	2	221	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	151	329	4	5	292	0	1
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	144	290	3	3	233	0	1

	PHF	Trucks
AM	0.882	2%
MID	0.925	1%
PM	0.931	1%

				PHF
PM	**0**	**0**	**0**	**#####**
MID	**0**	**0**	**0**	**#####**
AM	**0**	**0**	**0**	**#####**



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ 101 SB Onramp
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.7000
COLLECTION DATE 6/12/2019
WEATHER Sunny and Clear

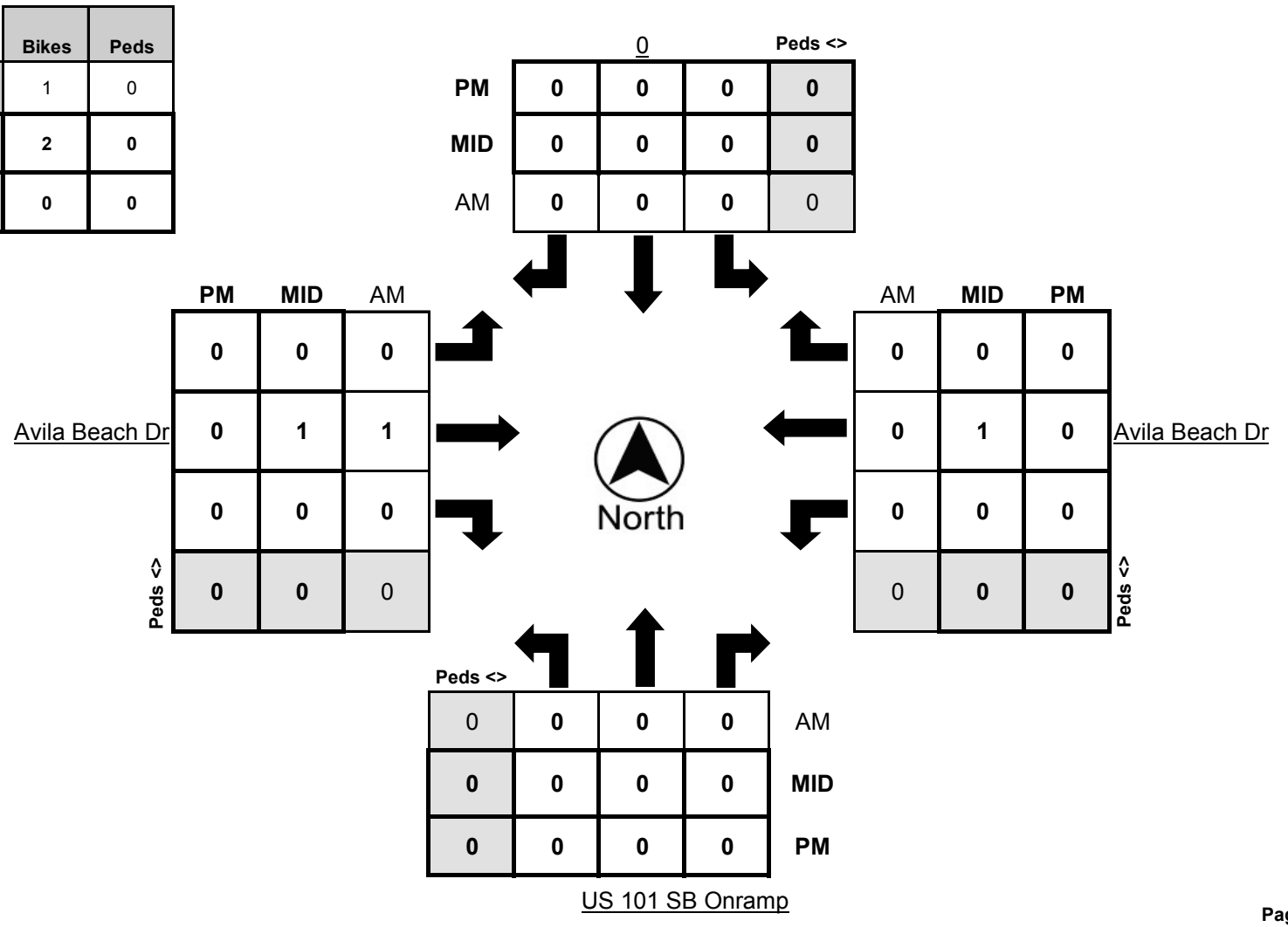
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM	1	0
MID	**2**	**0**
PM	**0**	**0**



Metro Traffic Data Inc.
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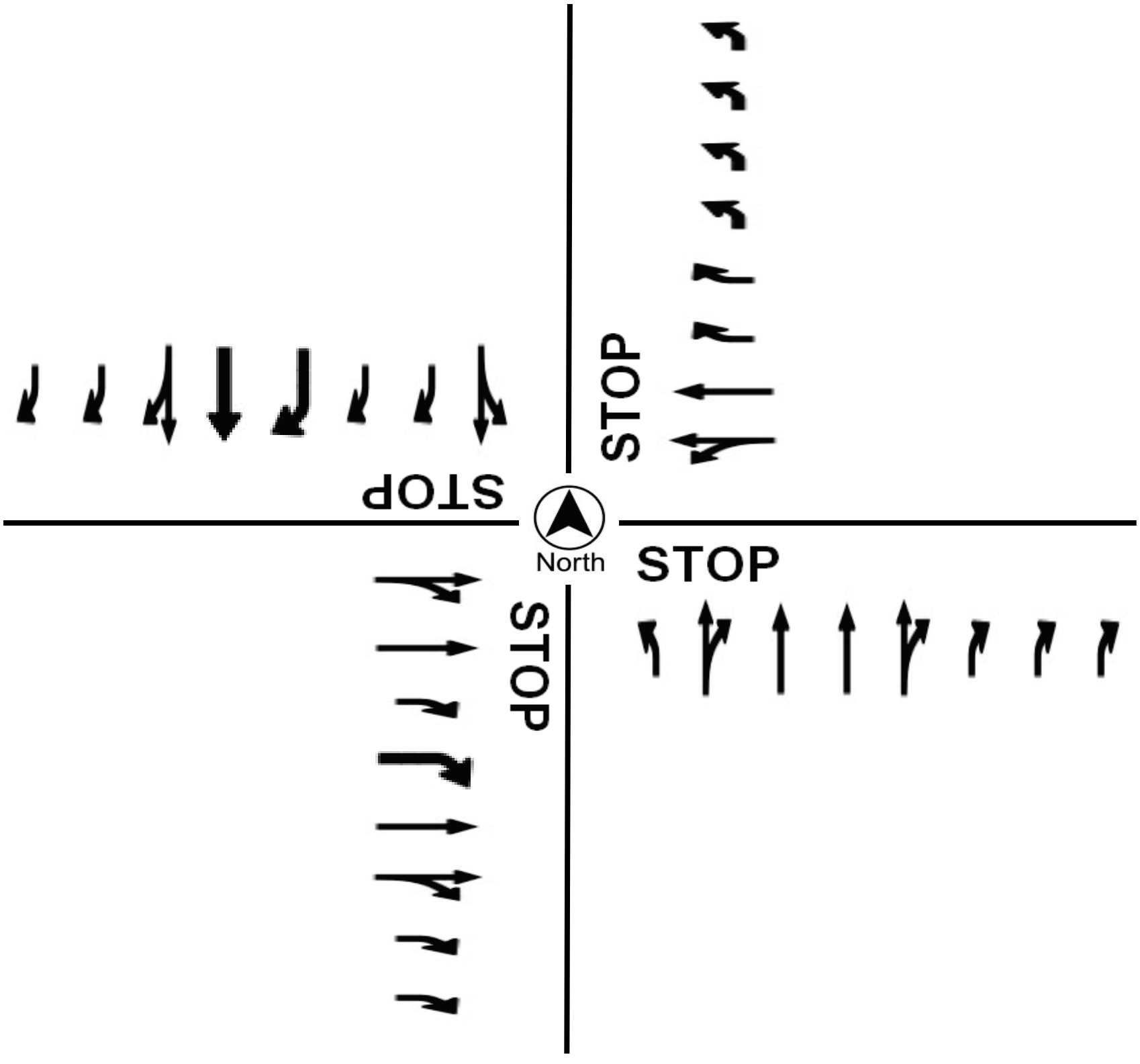
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	Avila Beach Dr @ 101 SB Onramp	**N/S STREET**	US 101 SB Onramp
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Dr
COLLECTION DATE	Wednesday, June 12, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	N/A

COMMENTS



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ Monte Rd / 101 NB Offramp
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1798
LONGITUDE -120.6990
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	9	0	0	0	0	42	1	2
7:15 AM - 7:30 AM	0	0	0	0	0	0	1	0	15	0	0	0	0	54	0	1
7:30 AM - 7:45 AM	0	0	0	0	0	0	2	0	18	0	0	1	0	47	3	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	1	0	19	0	0	0	0	47	2	1
8:00 AM - 8:15 AM	0	0	0	0	0	0	1	0	15	0	0	2	0	64	1	3
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	25	0	0	2	0	60	1	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	16	0	0	1	0	65	2	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	1	0	20	0	0	0	0	76	1	3
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**137**	**0**	**0**	**6**	**0**	**455**	**11**	**10**

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
2:00 PM - 2:15 PM	0	0	0	0	0	0	2	0	37	0	0	0	0	69	4	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	1	0	31	0	0	1	0	69	4	1
2:30 PM - 2:45 PM	0	0	0	0	0	0	2	0	44	0	0	0	0	73	2	2
2:45 PM - 3:00 PM	0	0	0	0	0	0	1	0	34	0	0	0	0	80	4	1
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	39	0	0	0	0	82	1	1
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	40	0	0	0	0	69	4	2
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	33	0	0	0	0	53	0	2
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	35	0	0	0	0	61	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**293**	**0**	**0**	**1**	**0**	**556**	**19**	**9**

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	0	0	0	0	1	0	46	0	0	0	0	54	1	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	1	0	31	0	0	0	0	67	3	1
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	40	0	0	0	0	58	4	2
4:45 PM - 5:00 PM	0	0	0	0	0	0	1	0	29	0	0	1	0	61	3	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	1	0	23	0	0	0	0	57	1	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	1	0	25	0	0	1	0	58	1	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	4	0	25	0	0	0	0	55	1	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	2	0	32	0	0	0	0	47	2	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**251**	**0**	**0**	**2**	**0**	**457**	**16**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
8:00 AM - 9:00 AM	0	0	0	0	0	0	2	0	76	0	0	5	0	265	5	6
2:30 PM - 3:30 PM	0	0	0	0	0	0	3	0	157	0	0	0	0	304	11	6
4:00 PM - 5:00 PM	0	0	0	0	0	0	3	0	146	0	0	1	0	240	11	3

	PHF	Trucks
AM	0.888	3%
MID	0.973	1%
PM	0.980	1%

Monte Rd

				PHF
PM	3	0	0	0.75
MID	3	0	0	0.375
AM	2	0	0	0.5

	PM	MID	AM
	146	157	76
Avila Beach Dr	0	0	0
	0	0	0
PHF	0.793	0.892	0.76

	AM	MID	PM
	5	11	11
US 101 NB Offramp	265	304	240
	0	0	0
PHF	0.877	0.938	0.896

North

PHF				
#####	0	0	0	AM
#####	0	0	0	MID
#####	0	0	0	PM

Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION Avila Beach Dr @ Monte Rd / 101 NB Offramp
LATITUDE 35.1798
COUNTY San Luis Obispo
LONGITUDE -120.6990
COLLECTION DATE 6/11/2019
WEATHER Sunny and Clear

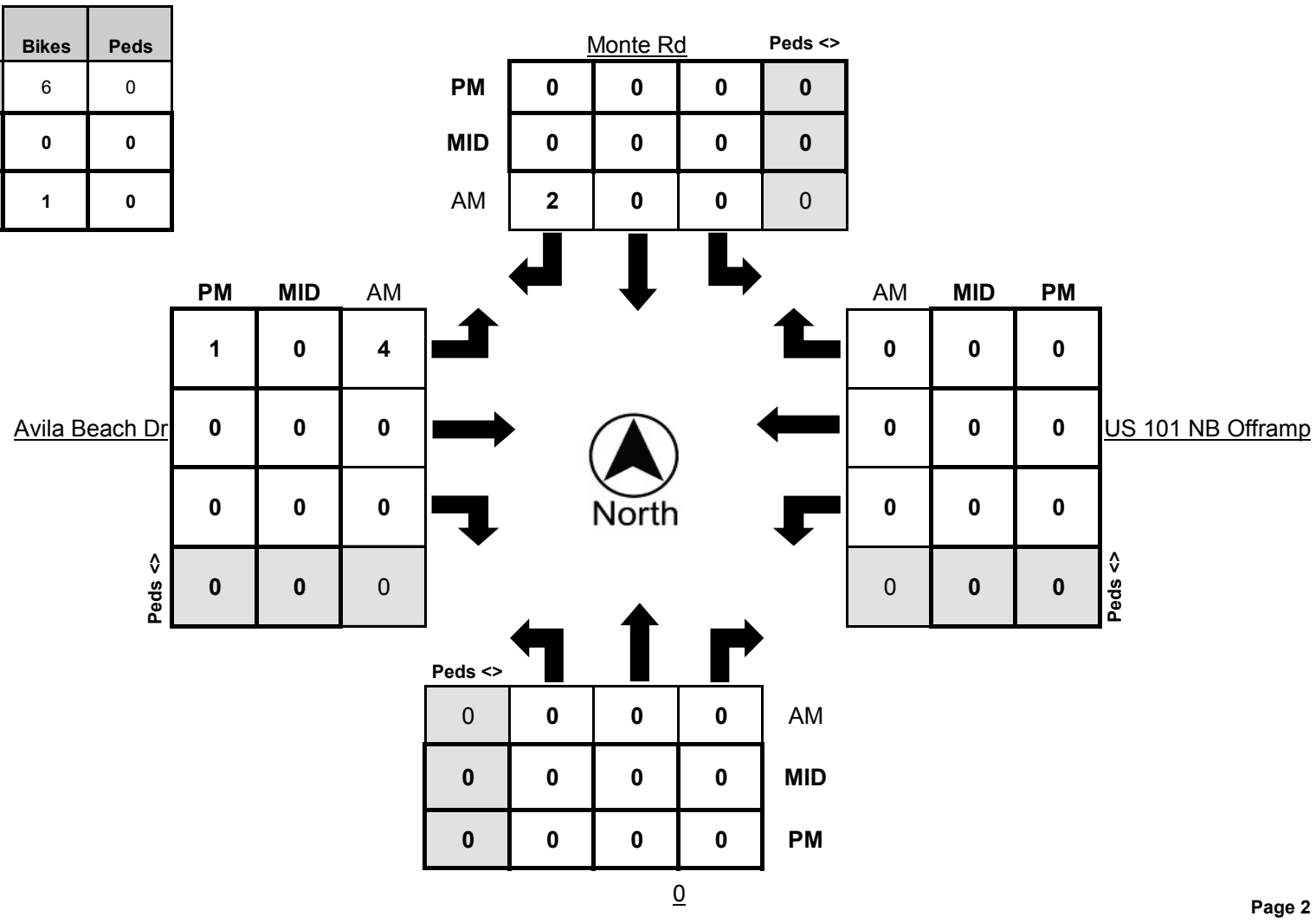
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

	Bikes	Peds
AM	6	0
MID	0	0
PM	1	0



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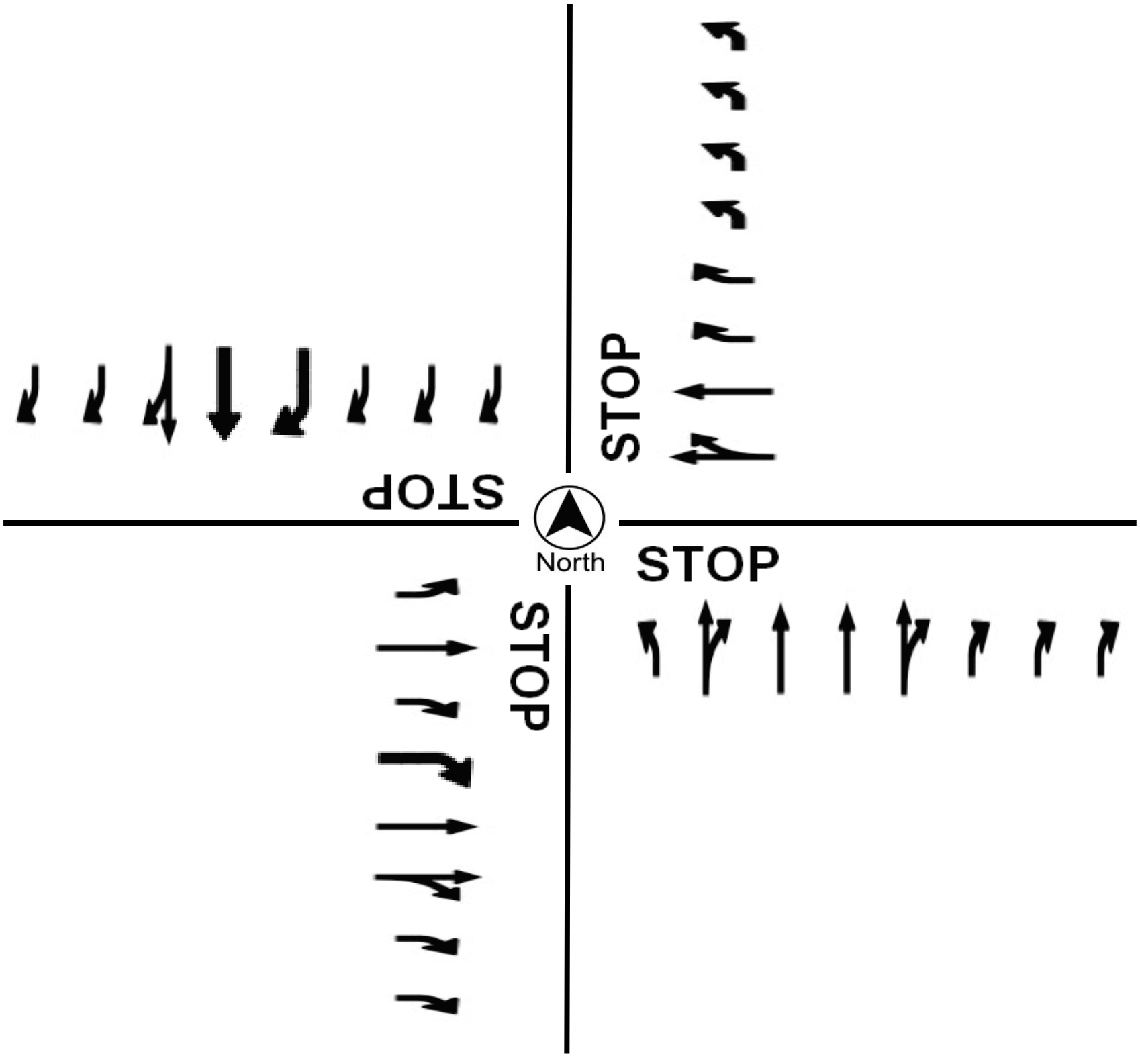
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	Avila Beach Dr @ Monte Rd / 101 NB Offramp	**N/S STREET**	Monte Rd / US 101 NB Offramp
COUNTY	San Luis Obispo	**E/W STREET**	Avila Beach Dr
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ See Canyon Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1941
LONGITUDE -120.7153
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	6	0	0	0	0	11	0	0	1	25	3	0
7:15 AM - 7:30 AM	0	0	0	0	6	0	0	0	0	21	0	0	2	37	2	1
7:30 AM - 7:45 AM	0	0	0	0	15	0	0	0	0	46	2	0	2	26	2	2
7:45 AM - 8:00 AM	3	0	4	0	13	1	0	0	1	41	7	1	5	35	2	0
8:00 AM - 8:15 AM	7	1	18	0	7	4	3	0	0	31	10	0	22	63	2	1
8:15 AM - 8:30 AM	12	1	25	0	14	4	0	0	1	33	17	0	33	33	3	1
8:30 AM - 8:45 AM	1	0	15	0	13	0	1	0	1	34	5	0	5	56	3	0
8:45 AM - 9:00 AM	4	0	9	0	7	0	0	0	0	46	3	0	3	54	4	1
TOTAL	**27**	**2**	**71**	**0**	**81**	**9**	**4**	**0**	**3**	**263**	**44**	**1**	**73**	**329**	**21**	**6**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	1	0	5	1	5	0	2	73	3	0	2	62	11	0
2:15 PM - 2:30 PM	3	0	1	0	3	0	5	0	0	66	0	2	3	71	4	0
2:30 PM - 2:45 PM	0	0	2	0	6	0	3	0	2	58	3	1	6	94	5	1
2:45 PM - 3:00 PM	0	0	0	0	7	4	3	0	0	64	18	0	20	70	4	0
3:00 PM - 3:15 PM	9	3	30	0	6	1	1	0	1	72	8	0	18	65	3	0
3:15 PM - 3:30 PM	12	1	27	0	6	0	2	0	2	101	0	0	7	61	9	0
3:30 PM - 3:45 PM	1	0	4	0	9	0	1	0	4	84	0	0	1	65	3	0
3:45 PM - 4:00 PM	1	0	3	0	6	0	2	1	3	76	4	0	2	68	10	0
TOTAL	**26**	**4**	**68**	**0**	**48**	**6**	**22**	**1**	**14**	**594**	**36**	**3**	**59**	**556**	**49**	**1**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	0	8	0	4	0	1	0	1	93	1	2	4	68	7	0
4:15 PM - 4:30 PM	3	0	2	0	2	0	1	0	3	100	1	0	1	66	5	1
4:30 PM - 4:45 PM	3	0	2	0	7	0	3	0	2	101	0	0	6	81	7	0
4:45 PM - 5:00 PM	2	0	6	0	5	0	2	0	1	145	2	1	4	72	9	1
5:00 PM - 5:15 PM	2	1	4	0	4	1	1	0	2	124	1	1	1	70	12	0
5:15 PM - 5:30 PM	1	0	1	0	12	0	4	1	1	129	1	0	0	68	4	0
5:30 PM - 5:45 PM	0	0	0	0	3	0	1	0	0	99	0	0	0	66	10	0
5:45 PM - 6:00 PM	2	0	1	0	5	0	2	0	1	82	2	0	0	69	13	0
TOTAL	**14**	**1**	**24**	**0**	**42**	**1**	**15**	**1**	**11**	**873**	**8**	**4**	**16**	**560**	**67**	**2**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	24	2	67	0	41	8	4	0	2	144	35	0	63	206	12	3
2:30 PM - 3:30 PM	21	4	59	0	25	5	9	0	5	295	29	1	51	290	21	1
4:30 PM - 5:30 PM	8	1	13	0	28	1	10	1	6	499	4	2	11	291	32	1

	PHF	Trucks
AM	0.864	0%
MID	0.893	0%
PM	0.911	0%

	See Canyon Rd			**PHF**
PM	**10**	**1**	**28**	**0.609**
MID	**9**	**5**	**25**	**0.696**
AM	**4**	**8**	**41**	0.736

	PM	**MID**	AM
	6	**5**	**2**
San Luis Bay Dr	**499**	**295**	**144**
	4	**29**	**35**
PHF	**0.86**	**0.799**	0.887

North

AM	**MID**	**PM**
12	**21**	**32**
206	**290**	**291**
63	**51**	**11**
0.807	**0.862**	**0.888**

San Luis Bay Dr

PHF

PHF				
0.612	**24**	**2**	**67**	AM
0.5	**21**	**4**	**59**	**MID**
0.688	**8**	**1**	**13**	**PM**

See Canyon Rd

Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ See Canyon Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1941
LONGITUDE -120.7153
WEATHER Sunny and Clear

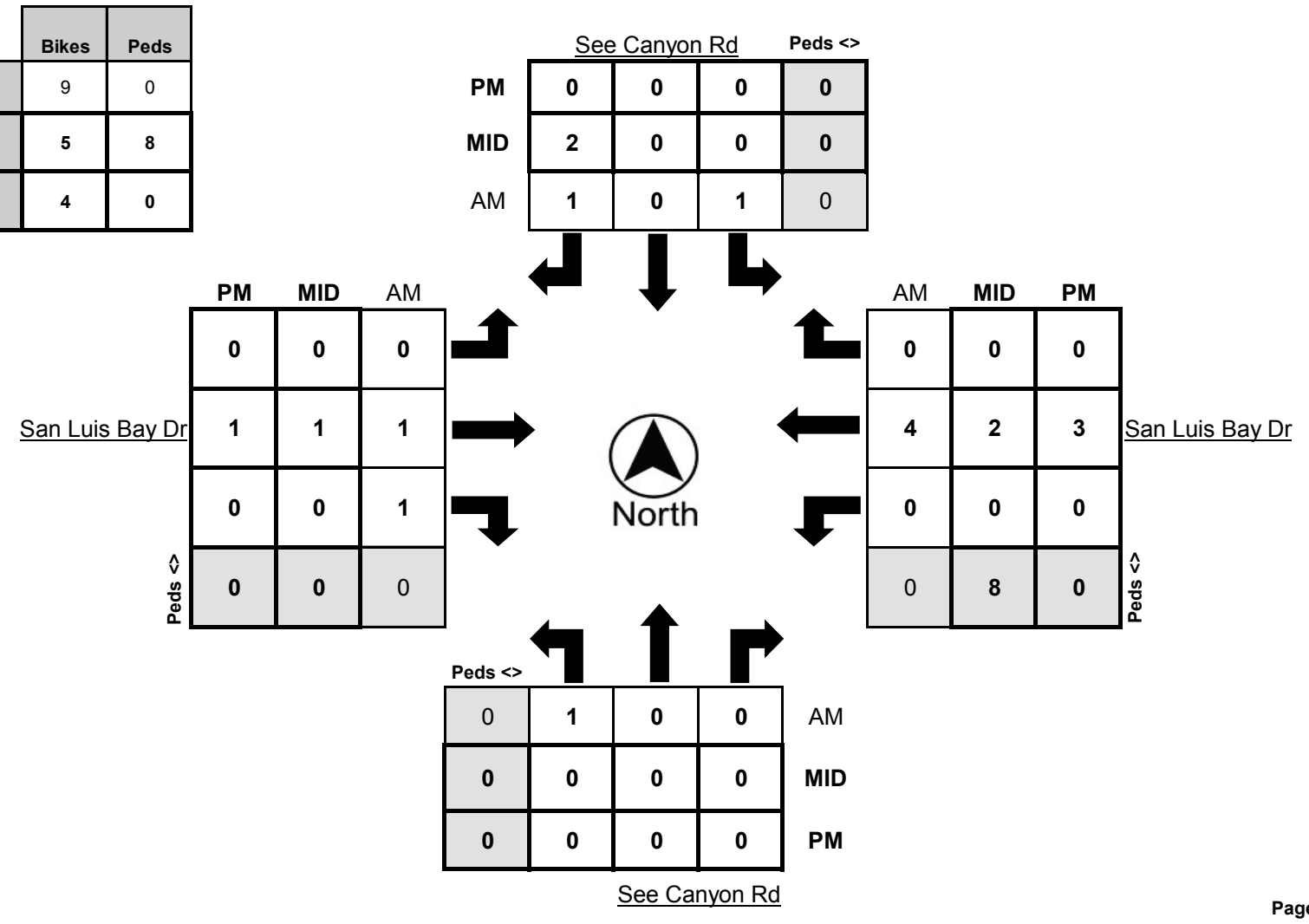
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	1	0	1	0	0	0	1	0	0	2	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM - 9:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
TOTAL	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**6**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
2:15 PM - 2:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**3**	**0**	**8**	**0**	**4**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	1	0	0	0	1	0	1	0	0	1	1	0	0	4	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	2	0	0	1	0	8	0	2	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0

	Bikes	Peds
AM	9	0
MID	5	8
PM	4	0



Metro Traffic Data Inc.
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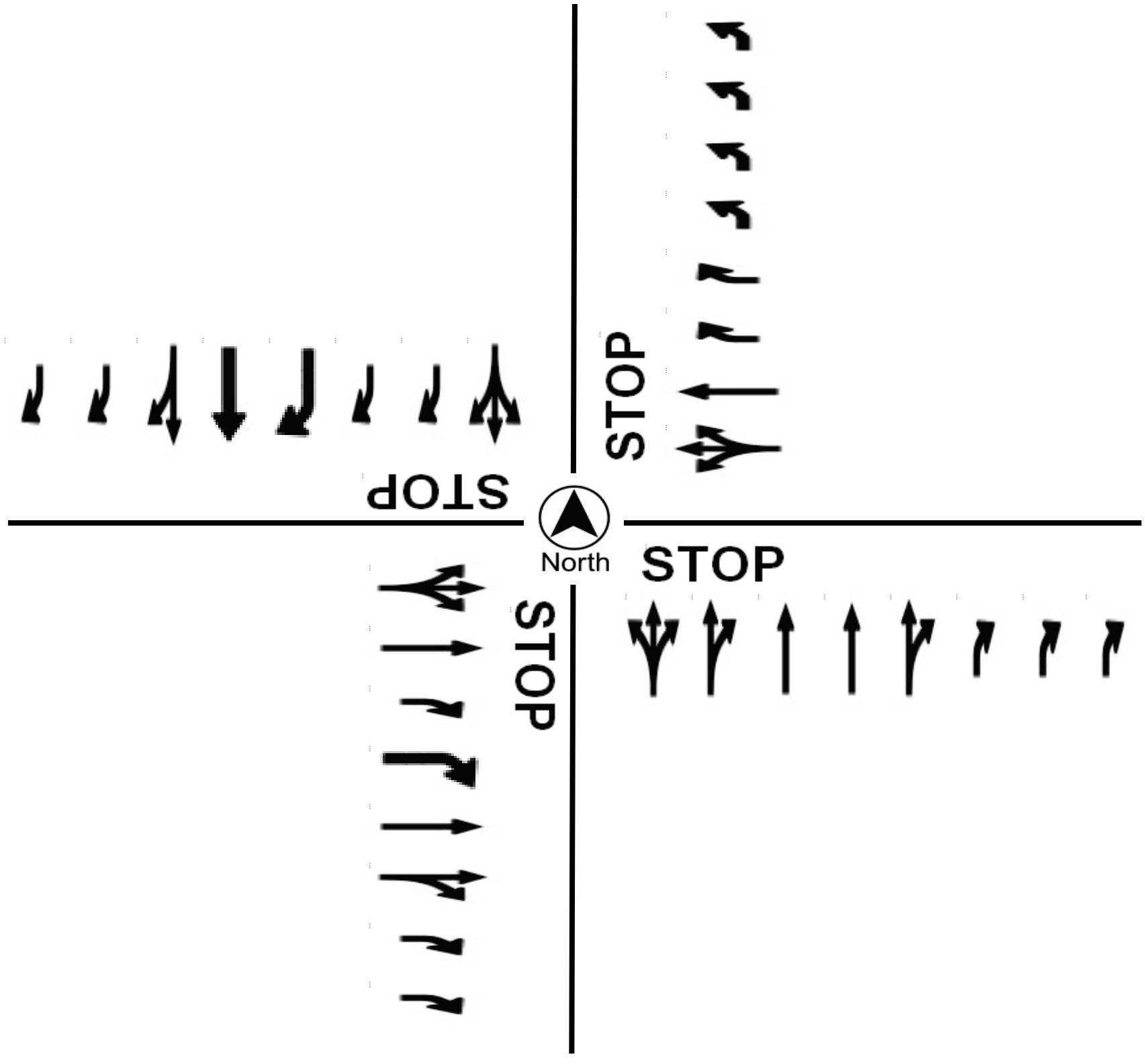
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	San Luis Bay Dr @ See Canyon Rd	**N/S STREET**	See Canyon Rd
COUNTY	San Luis Obispo	**E/W STREET**	San Luis Bay Dr
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ Ontario Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1961
LONGITUDE -120.7006
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	2	3	1	1	0	1	0	1	17	0	0	0	35	0	0
7:15 AM - 7:30 AM	0	2	2	0	0	2	2	0	1	26	1	0	1	38	4	2
7:30 AM - 7:45 AM	0	7	3	0	0	2	3	0	3	56	2	0	0	33	28	1
7:45 AM - 8:00 AM	0	8	6	0	1	2	1	0	5	57	0	1	4	47	2	0
8:00 AM - 8:15 AM	1	0	4	0	2	3	7	2	1	56	1	0	0	76	4	1
8:15 AM - 8:30 AM	1	0	2	0	5	1	4	0	1	73	4	1	2	67	0	1
8:30 AM - 8:45 AM	1	1	5	1	1	2	5	0	2	62	0	0	5	76	2	1
8:45 AM - 9:00 AM	1	2	3	0	2	2	2	0	5	62	0	0	5	50	2	0
TOTAL	**4**	**22**	**28**	**2**	**12**	**14**	**25**	**2**	**19**	**409**	**8**	**2**	**17**	**422**	**42**	**6**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	1	3	8	0	5	3	4	1	5	77	0	1	6	81	2	0
2:15 PM - 2:30 PM	0	7	6	0	1	0	9	0	5	70	0	2	2	78	3	2
2:30 PM - 2:45 PM	1	3	6	0	5	4	7	0	3	67	1	1	2	94	1	0
2:45 PM - 3:00 PM	0	2	7	0	0	3	6	0	3	72	0	0	6	94	5	0
3:00 PM - 3:15 PM	0	2	4	0	2	4	6	0	4	105	0	0	5	76	3	0
3:15 PM - 3:30 PM	1	3	6	0	0	0	5	0	4	130	0	0	5	74	3	1
3:30 PM - 3:45 PM	0	1	5	0	2	5	7	1	7	94	0	0	8	67	1	0
3:45 PM - 4:00 PM	0	2	5	0	3	2	13	0	1	88	2	1	5	67	2	1
TOTAL	**3**	**23**	**47**	**0**	**18**	**21**	**57**	**2**	**32**	**703**	**3**	**5**	**39**	**631**	**20**	**4**

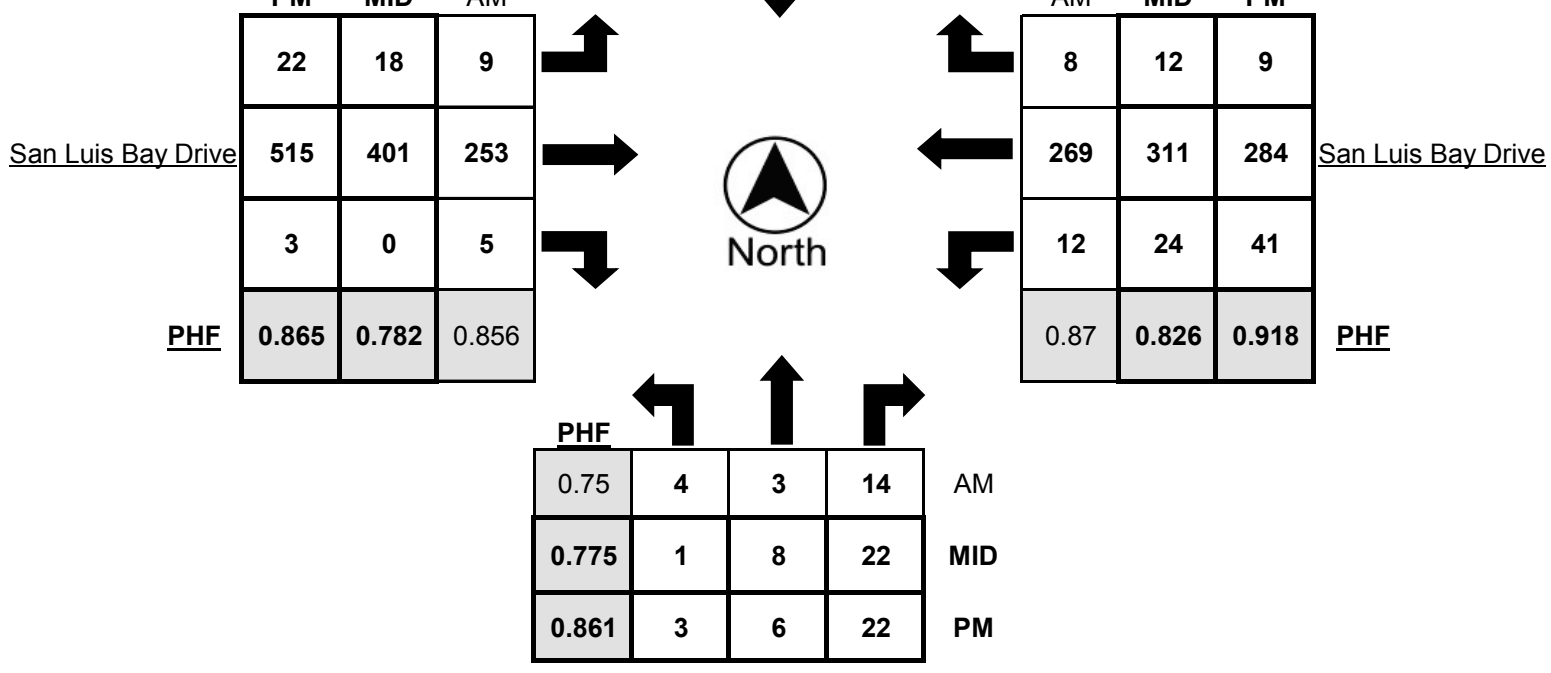
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	1	7	0	1	9	8	0	2	101	2	2	7	75	0	0
4:15 PM - 4:30 PM	1	1	8	0	4	14	7	0	4	102	0	0	7	75	4	2
4:30 PM - 4:45 PM	0	3	4	0	3	11	20	0	1	112	0	0	9	69	3	2
4:45 PM - 5:00 PM	2	1	6	0	5	10	14	1	7	149	0	3	7	75	2	1
5:00 PM - 5:15 PM	1	3	5	1	0	14	6	0	5	127	1	0	11	76	2	0
5:15 PM - 5:30 PM	0	1	6	0	4	22	15	0	4	136	2	0	7	60	3	0
5:30 PM - 5:45 PM	0	1	5	0	5	14	23	0	6	103	0	0	16	73	2	0
5:45 PM - 6:00 PM	0	2	5	0	1	2	11	0	3	84	0	0	7	66	1	0
TOTAL	**5**	**13**	**46**	**1**	**23**	**96**	**104**	**1**	**32**	**914**	**5**	**5**	**71**	**569**	**17**	**5**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	4	3	14	1	10	8	18	2	9	253	5	1	12	269	8	3
2:45 PM - 3:45 PM	1	8	22	0	4	12	24	1	18	401	0	0	24	311	12	1
4:45 PM - 5:45 PM	3	6	22	1	14	60	58	1	22	515	3	3	41	284	9	1

	PHF	Trucks
AM	0.946	1%
MID	0.906	0%
PM	0.933	1%

Ontario Road — **PHF**

PM	**58**	**60**	**14**	**0.786**
MID	**24**	**12**	**4**	**0.714**
AM	**18**	**8**	**10**	0.75



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ Ontario Rd
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1961
LONGITUDE -120.7006
WEATHER Sunny and Clear

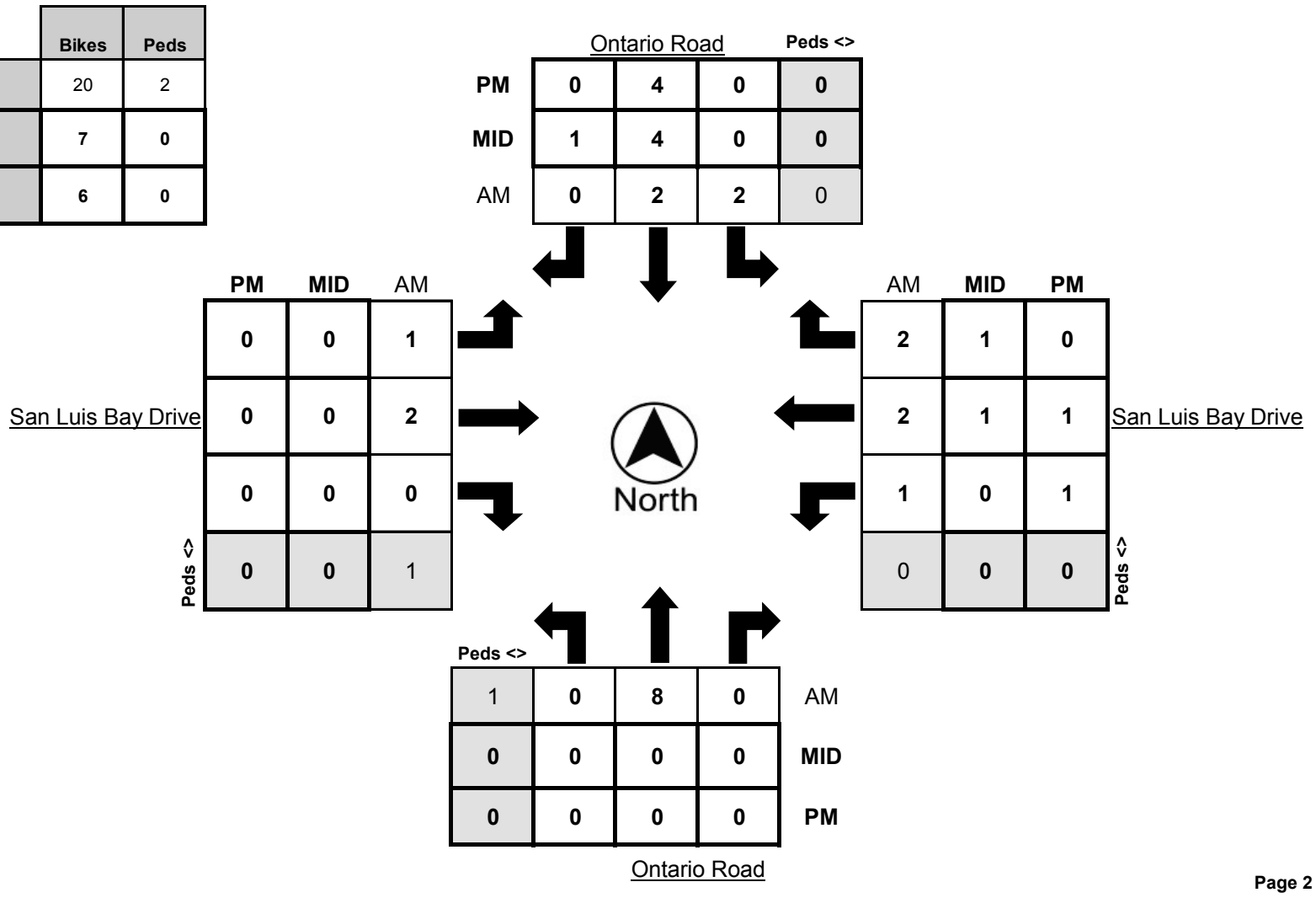
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	1	1	0	0
8:30 AM - 8:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	2	0
8:45 AM - 9:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	1	0	0
TOTAL	**0**	**11**	**0**	**0**	**3**	**5**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**2**	**3**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
3:30 PM - 3:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**1**	**0**	**0**	**1**	**5**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**1**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM - 4:30 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	1	2	2	0	0	0	0	0	0	0	1	0
TOTAL	**0**	**0**	**0**	**0**	**1**	**11**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**2**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	8	0	0	2	2	0	1	1	2	0	0	1	2	2	1
2:45 PM - 3:45 PM	0	0	0	0	0	4	1	0	0	0	0	0	0	1	1	0
4:45 PM - 5:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0

	Bikes	Peds
AM	20	2
MID	7	0
PM	6	0



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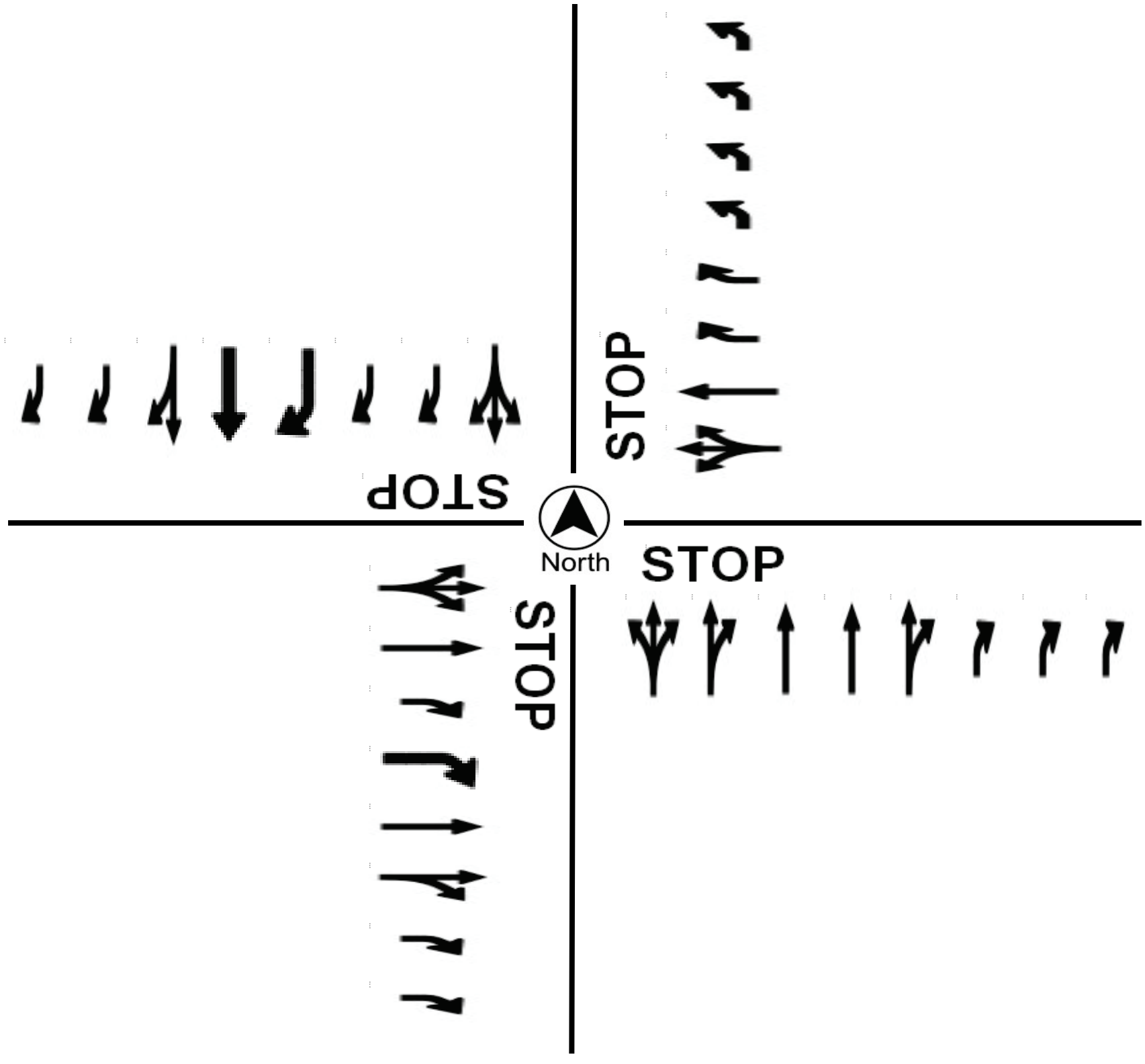
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	San Luis Bay Dr @ Ontario Rd	**N/S STREET**	Ontario Road
COUNTY	San Luis Obispo	**E/W STREET**	San Luis Bay Drive
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ US 101 SB Ramps
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1961
LONGITUDE -120.7002
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	4	0	32	2	0	17	3	1	1	3	0	0
7:15 AM - 7:30 AM	0	0	0	0	3	2	37	3	0	22	8	0	3	6	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	33	2	0	48	11	0	2	29	0	0
7:45 AM - 8:00 AM	0	0	0	0	4	0	47	2	0	56	7	1	1	6	0	0
8:00 AM - 8:15 AM	0	0	0	0	5	0	63	2	0	52	10	1	3	18	0	0
8:15 AM - 8:30 AM	0	0	0	0	6	0	52	1	0	63	16	1	4	17	0	0
8:30 AM - 8:45 AM	0	0	0	0	6	0	60	0	0	55	11	0	2	14	0	2
8:45 AM - 9:00 AM	0	0	0	0	1	2	54	0	0	57	10	1	5	13	0	0
TOTAL	**0**	**0**	**0**	**0**	**29**	**4**	**378**	**12**	**0**	**370**	**76**	**5**	**21**	**106**	**0**	**2**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	0	0	0	0	3	0	79	0	0	82	9	2	3	11	0	0
2:15 PM - 2:30 PM	0	0	0	0	6	1	76	2	0	64	12	3	2	7	0	0
2:30 PM - 2:45 PM	0	0	0	0	5	0	86	0	0	70	7	0	0	15	0	0
2:45 PM - 3:00 PM	0	0	0	0	5	1	91	0	0	70	7	0	0	15	0	0
3:00 PM - 3:15 PM	0	0	0	0	9	2	76	1	0	90	21	0	5	11	0	0
3:15 PM - 3:30 PM	0	0	0	0	5	0	71	1	0	122	12	0	1	13	0	0
3:30 PM - 3:45 PM	0	0	0	0	9	1	65	0	0	91	10	0	1	10	0	0
3:45 PM - 4:00 PM	0	0	0	0	11	0	60	1	0	87	8	1	6	14	0	0
TOTAL	**0**	**0**	**0**	**0**	**53**	**5**	**604**	**5**	**0**	**676**	**86**	**6**	**18**	**96**	**0**	**0**

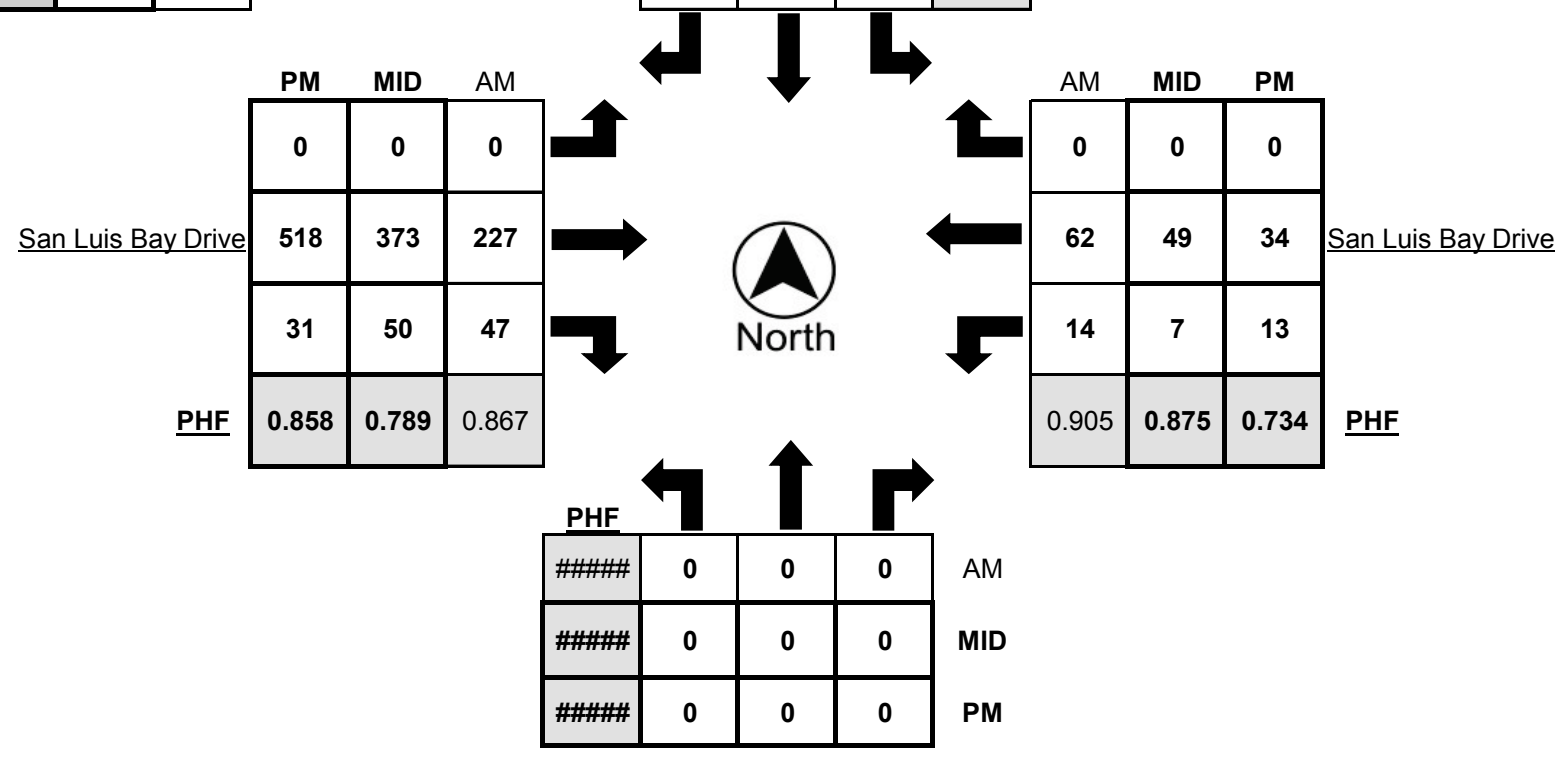
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	6	1	74	0	0	95	13	2	3	9	0	1
4:15 PM - 4:30 PM	0	0	0	0	11	0	69	1	0	107	18	0	3	13	0	0
4:30 PM - 4:45 PM	0	0	0	0	6	0	67	0	0	114	5	0	1	11	0	2
4:45 PM - 5:00 PM	0	0	0	0	10	1	77	1	0	152	8	4	3	6	0	0
5:00 PM - 5:15 PM	0	0	0	0	12	1	74	0	0	127	5	0	5	11	0	1
5:15 PM - 5:30 PM	0	0	0	0	9	1	56	1	0	134	11	0	3	11	0	0
5:30 PM - 5:45 PM	0	0	0	0	12	1	83	0	0	105	7	0	2	6	0	0
5:45 PM - 6:00 PM	0	0	0	0	7	1	72	1	0	85	4	0	1	7	0	0
TOTAL	**0**	**0**	**0**	**0**	**73**	**6**	**572**	**4**	**0**	**919**	**71**	**6**	**21**	**74**	**0**	**4**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	18	2	229	3	0	227	47	3	14	62	0	2
2:45 PM - 3:45 PM	0	0	0	0	28	4	303	2	0	373	50	0	7	49	0	0
4:45 PM - 5:45 PM	0	0	0	0	43	4	290	2	0	518	31	4	13	34	0	1

	PHF	Trucks
AM	0.948	1%
MID	0.908	0%
PM	0.908	1%

US 101 SB Ramps

				PHF
PM	**290**	**4**	**43**	**0.878**
MID	**303**	**4**	**28**	**0.863**
AM	**229**	**2**	**18**	0.915



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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ US 101 SB Ramps
LATITUDE 35.1961
COUNTY San Luis Obispo
LONGITUDE -120.7002
COLLECTION DATE 6/11/2019
WEATHER Sunny and Clear

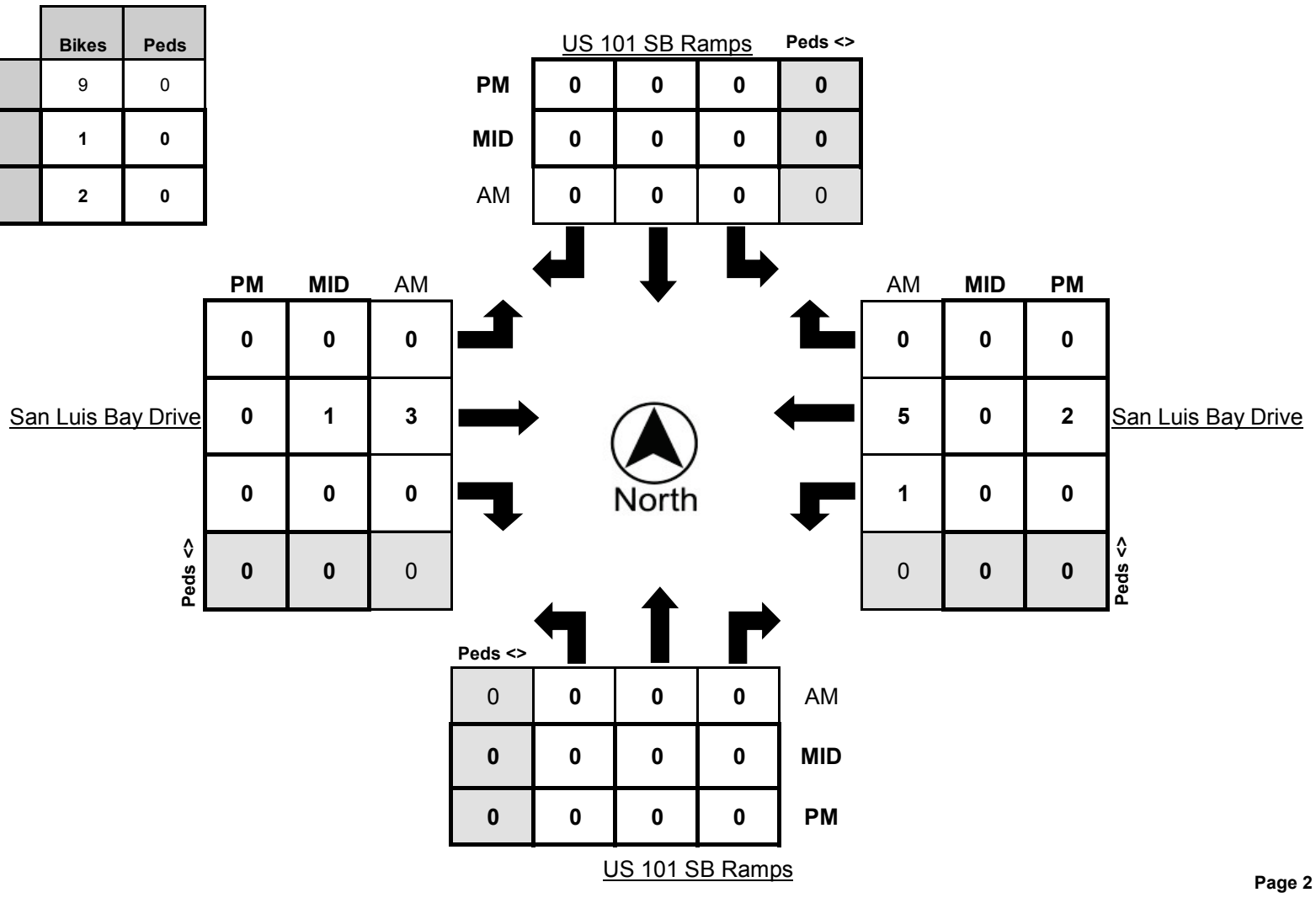
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**6**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	5	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

	Bikes	Peds
AM	9	0
MID	1	0
PM	2	0



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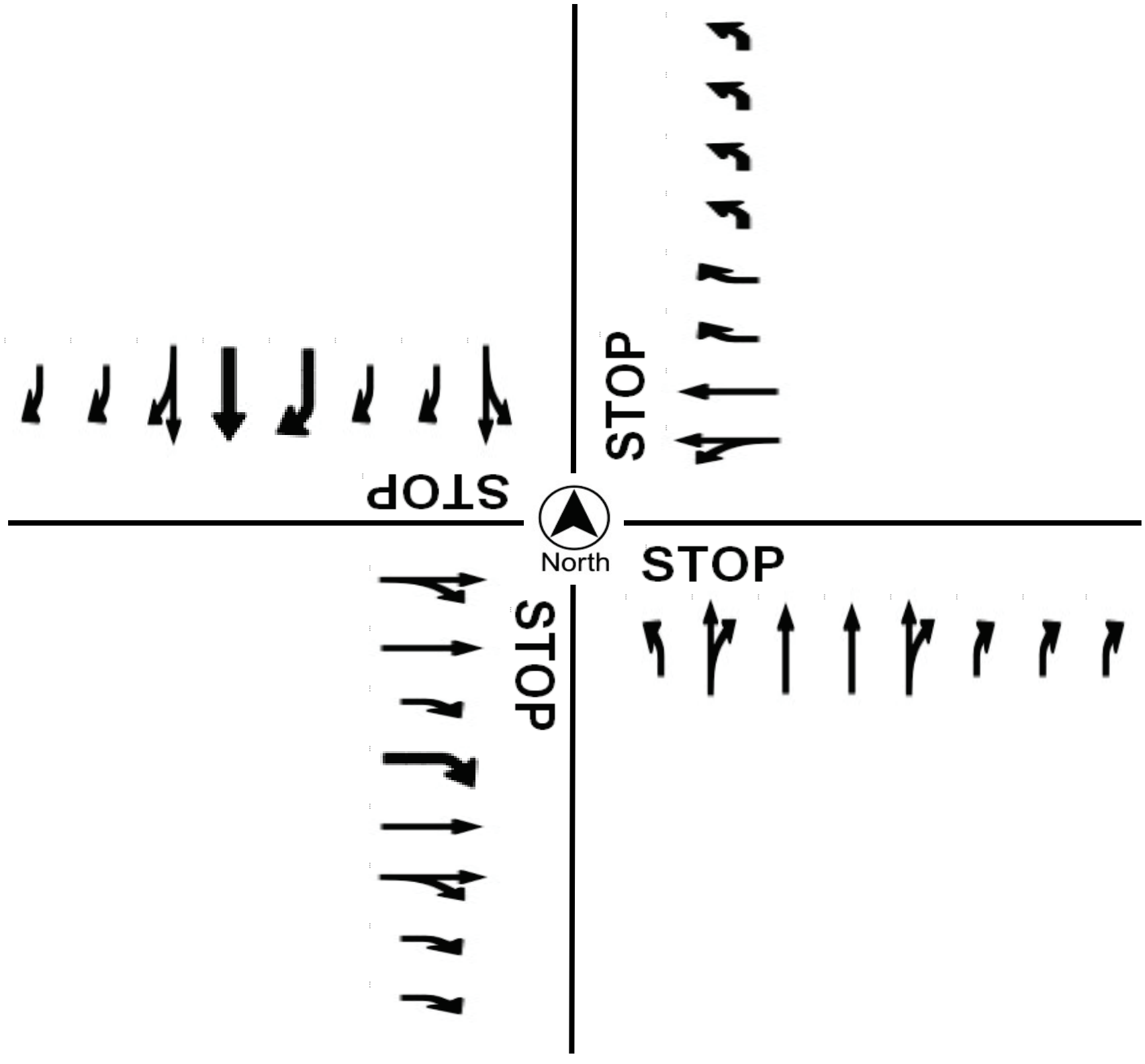
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	San Luis Bay Dr @ US 101 SB Ramps	**N/S STREET**	US 101 SB Ramps
COUNTY	San Luis Obispo	**E/W STREET**	San Luis Bay Drive
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ US 101 NB Ramps
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1960
LONGITUDE -120.6984
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	4	1	1	0	0	0	0	0	17	3	0	2	0	0	2	0
7:15 AM - 7:30 AM	7	0	1	0	0	0	0	0	21	4	0	0	0	2	12	0
7:30 AM - 7:45 AM	28	8	0	0	0	0	0	0	45	3	0	0	0	5	17	0
7:45 AM - 8:00 AM	3	0	1	0	0	0	0	0	58	4	0	1	0	3	13	0
8:00 AM - 8:15 AM	13	0	0	0	0	0	0	0	48	6	0	1	0	8	5	0
8:15 AM - 8:30 AM	14	0	3	0	0	0	0	0	58	10	0	0	0	7	6	0
8:30 AM - 8:45 AM	11	0	1	2	0	0	0	0	56	8	0	0	0	6	8	0
8:45 AM - 9:00 AM	8	0	1	0	0	0	0	0	55	5	0	0	0	10	8	0
TOTAL	**88**	**9**	**8**	**2**	**0**	**0**	**0**	**0**	**358**	**43**	**0**	**4**	**0**	**41**	**71**	**0**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	11	0	4	0	0	0	0	0	80	4	0	0	0	3	3	0
2:15 PM - 2:30 PM	5	1	5	0	0	0	0	0	70	3	0	3	0	4	2	0
2:30 PM - 2:45 PM	11	0	0	0	0	0	0	0	71	8	0	1	0	4	3	0
2:45 PM - 3:00 PM	7	1	2	0	0	0	0	0	68	6	0	0	0	8	4	0
3:00 PM - 3:15 PM	9	0	1	0	0	0	0	0	93	5	0	0	0	7	7	0
3:15 PM - 3:30 PM	9	0	4	0	0	0	0	0	115	13	0	0	0	5	7	0
3:30 PM - 3:45 PM	9	0	1	0	0	0	0	0	92	10	0	0	0	2	6	0
3:45 PM - 4:00 PM	11	0	3	0	0	0	0	0	83	14	0	0	0	9	7	0
TOTAL	**72**	**2**	**20**	**0**	**0**	**0**	**0**	**0**	**672**	**63**	**0**	**4**	**0**	**42**	**39**	**0**

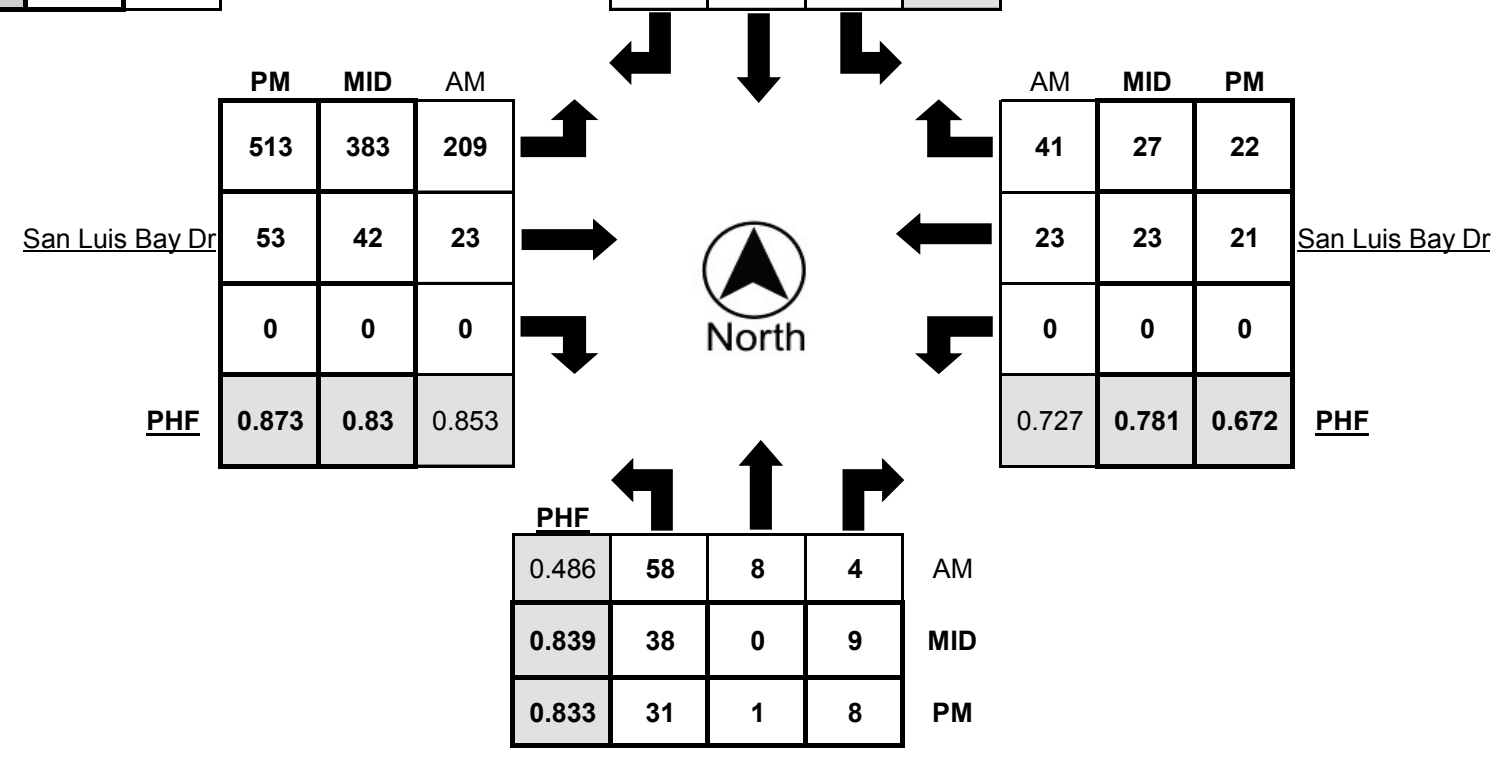
	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	8	1	3	0	0	0	0	0	89	6	0	1	0	4	9	0
4:15 PM - 4:30 PM	11	0	4	0	0	0	0	0	107	13	0	0	0	5	5	0
4:30 PM - 4:45 PM	8	1	1	1	0	0	0	0	117	5	0	0	0	4	4	1
4:45 PM - 5:00 PM	6	0	3	0	0	0	0	0	143	19	0	2	0	3	6	0
5:00 PM - 5:15 PM	8	0	1	0	0	0	0	0	122	16	0	1	0	9	7	1
5:15 PM - 5:30 PM	9	0	3	0	0	0	0	0	131	13	0	0	0	5	5	0
5:30 PM - 5:45 PM	7	0	1	0	0	0	0	0	99	14	0	0	0	1	2	0
5:45 PM - 6:00 PM	4	0	1	0	0	0	0	0	85	11	0	0	0	4	3	0
TOTAL	**61**	**2**	**17**	**1**	**0**	**0**	**0**	**0**	**893**	**97**	**0**	**4**	**0**	**35**	**41**	**2**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	58	8	4	0	0	0	0	0	209	23	0	2	0	23	41	0
3:00 PM - 4:00 PM	38	0	9	0	0	0	0	0	383	42	0	0	0	23	27	0
4:30 PM - 5:30 PM	31	1	8	1	0	0	0	0	513	53	0	3	0	21	22	2

	PHF	Trucks
AM	0.863	1%
MID	0.853	0%
PM	0.901	1%

US 101 NB Ramps

				PHF
PM	**0**	**0**	**0**	**#####**
MID	**0**	**0**	**0**	**#####**
AM	**0**	**0**	**0**	**#####**



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San Luis Obispo, CA 93408

LOCATION San Luis Bay Dr @ US 101 NB Ramps
LATITUDE 35.1960
COUNTY San Luis Obispo
LONGITUDE -120.6984
COLLECTION DATE 6/11/2019
WEATHER Sunny and Clear

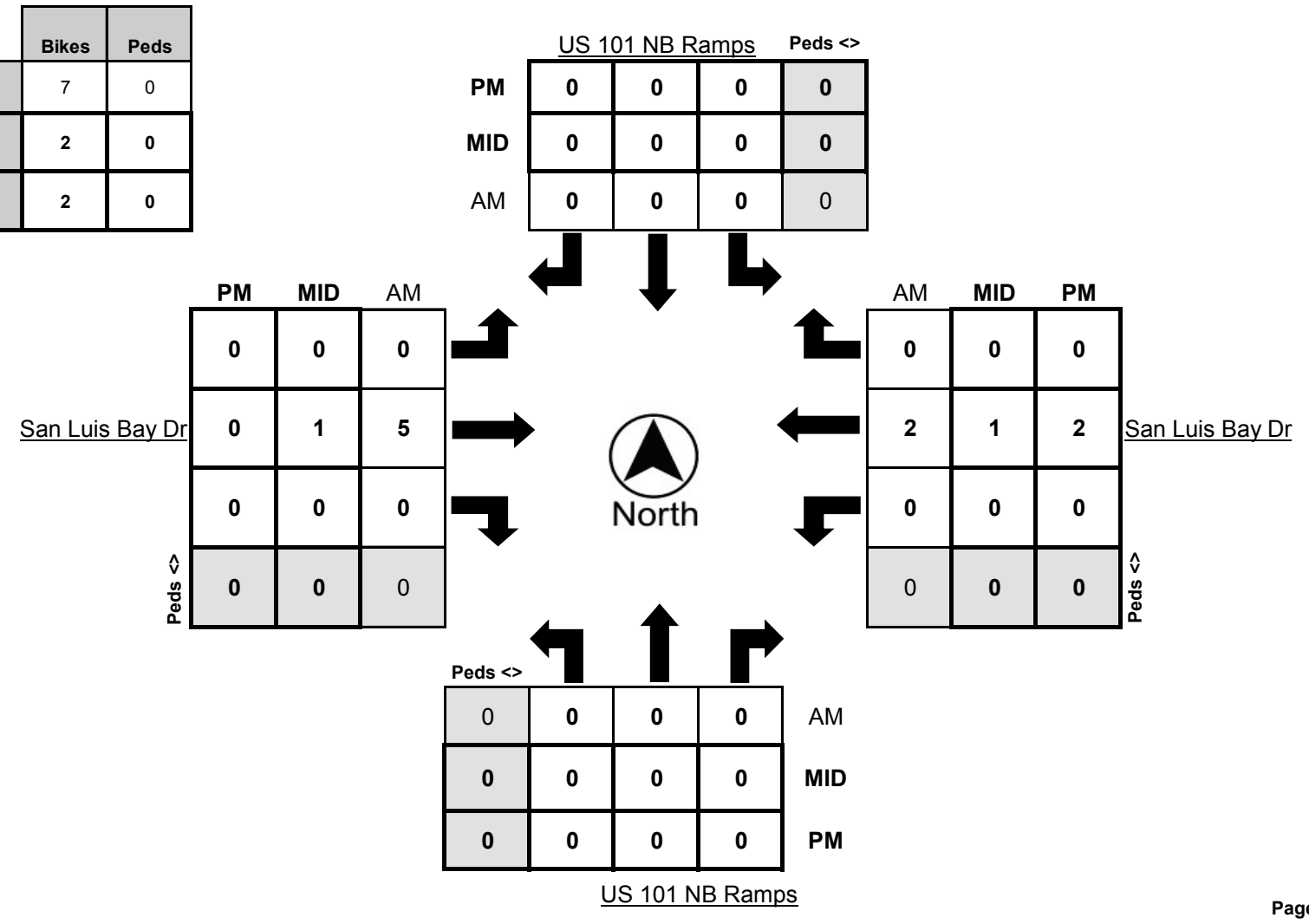
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**6**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

	Bikes	Peds
AM	7	0
MID	2	0
PM	2	0



Metro Traffic Data Inc.
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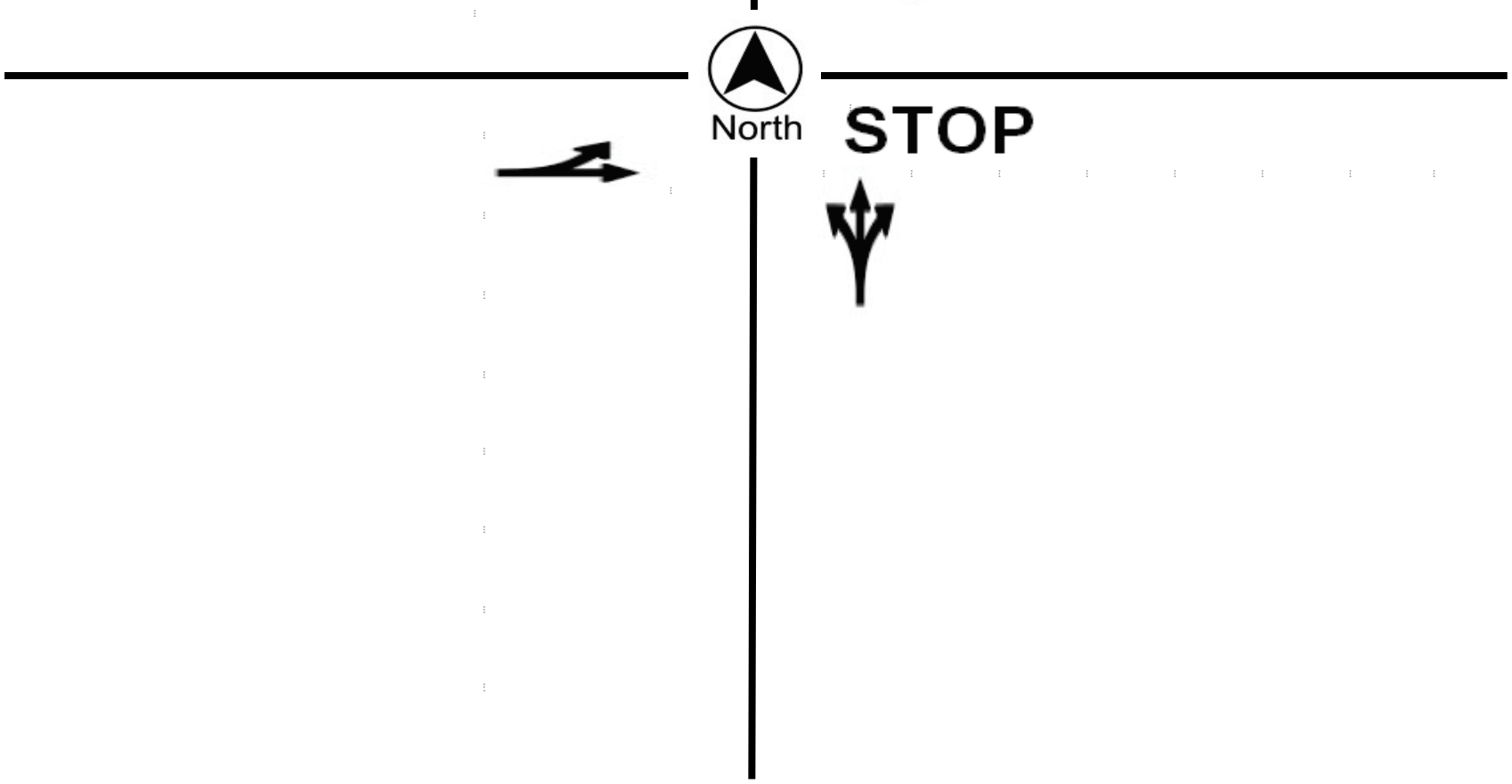
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	San Luis Bay Dr @ US 101 NB Ramps	**N/S STREET**	US 101 NB Ramps
COUNTY	San Luis Obispo	**E/W STREET**	San Luis Bay Dr
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



Turning Movement Report

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Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	1st St @ San Miguel St	**LATITUDE**	35.1796
COUNTY	San Luis Obispo	**LONGITUDE**	-120.7335
COLLECTION DATE	6/11/2019	**WEATHER**	Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	3	3	0	1	2	1	3	0	0	0	1	0	0	1	0	0
7:15 AM - 7:30 AM	0	0	0	0	1	4	0	0	3	0	2	0	0	0	2	0
7:30 AM - 7:45 AM	0	1	0	0	2	4	0	0	1	1	2	1	0	1	0	0
7:45 AM - 8:00 AM	0	2	0	0	0	3	1	0	1	3	0	0	0	1	1	0
8:00 AM - 8:15 AM	0	1	0	0	2	4	5	0	2	1	5	0	0	5	0	0
8:15 AM - 8:30 AM	4	5	0	0	2	6	3	0	2	3	2	0	0	2	0	0
8:30 AM - 8:45 AM	3	4	0	0	1	6	1	1	0	2	3	0	0	1	4	0
8:45 AM - 9:00 AM	1	3	1	0	2	7	1	0	4	4	3	0	3	3	1	1
TOTAL	**11**	**19**	**1**	**1**	**12**	**35**	**14**	**1**	**13**	**14**	**18**	**1**	**3**	**14**	**8**	**1**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
2:00 PM - 2:15 PM	6	6	1	0	4	6	2	1	7	14	10	1	1	16	7	0
2:15 PM - 2:30 PM	8	4	4	0	4	8	8	0	11	12	22	1	1	19	4	1
2:30 PM - 2:45 PM	6	10	11	0	4	11	5	0	14	19	19	0	5	25	6	0
2:45 PM - 3:00 PM	6	3	6	0	3	8	8	0	10	18	13	0	0	20	6	0
3:00 PM - 3:15 PM	5	5	5	0	0	8	7	0	8	9	18	0	3	13	8	0
3:15 PM - 3:30 PM	5	7	1	0	8	11	4	0	7	13	14	0	4	21	3	0
3:30 PM - 3:45 PM	9	3	1	0	1	4	3	1	8	12	21	0	3	17	8	0
3:45 PM - 4:00 PM	6	3	3	0	4	6	10	0	9	13	20	0	0	16	6	0
TOTAL	**51**	**41**	**32**	**0**	**28**	**62**	**47**	**2**	**74**	**110**	**137**	**2**	**17**	**147**	**48**	**1**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	5	2	2	0	3	2	7	0	10	8	19	0	0	13	4	0
4:15 PM - 4:30 PM	4	4	0	0	0	3	10	2	16	7	8	0	4	10	3	0
4:30 PM - 4:45 PM	4	6	2	0	1	2	11	0	7	6	8	0	1	11	2	0
4:45 PM - 5:00 PM	5	7	0	0	1	4	5	0	10	4	8	0	0	6	8	0
5:00 PM - 5:15 PM	1	6	4	0	1	7	9	0	7	13	16	0	0	12	8	0
5:15 PM - 5:30 PM	5	5	2	0	1	7	4	0	6	5	13	0	1	7	2	0
5:30 PM - 5:45 PM	7	6	1	0	3	1	3	0	6	12	11	0	0	5	3	0
5:45 PM - 6:00 PM	2	3	4	0	1	7	2	0	9	7	11	0	3	14	1	0
TOTAL	**33**	**39**	**15**	**0**	**11**	**33**	**51**	**2**	**71**	**62**	**94**	**0**	**9**	**78**	**31**	**0**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	8	13	1	0	7	23	10	1	8	10	13	0	3	11	5	1
2:15 PM - 3:15 PM	25	22	26	0	11	35	28	0	43	58	72	1	9	77	24	1
4:15 PM - 5:15 PM	14	23	6	0	3	16	35	2	40	30	40	0	5	39	21	0

	PHF	Trucks
AM	0.848	2%
MID	0.796	0%
PM	0.810	1%

San Miguel St

				PHF
PM	**35**	**16**	**3**	**0.794**
MID	**28**	**35**	**11**	**0.925**
AM	**10**	**23**	**7**	0.909

	PM	MID	AM
	40	**43**	**8**
1st Street	**30**	**58**	**10**
	40	**72**	**13**
PHF	**0.764**	**0.832**	0.705

	AM	MID	PM
	5	**24**	**21**
1st Street	**11**	**77**	**39**
	3	**9**	**5**
PHF	0.679	**0.764**	**0.813**

North

PHF				
0.611	**8**	**13**	**1**	AM
0.676	**25**	**22**	**26**	**MID**
0.896	**14**	**23**	**6**	**PM**

San Miguel St

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Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION 1st St @ San Miguel St
COUNTY San Luis Obispo
COLLECTION DATE 6/11/2019
LATITUDE 35.1796
LONGITUDE -120.7335
WEATHER Sunny and Clear

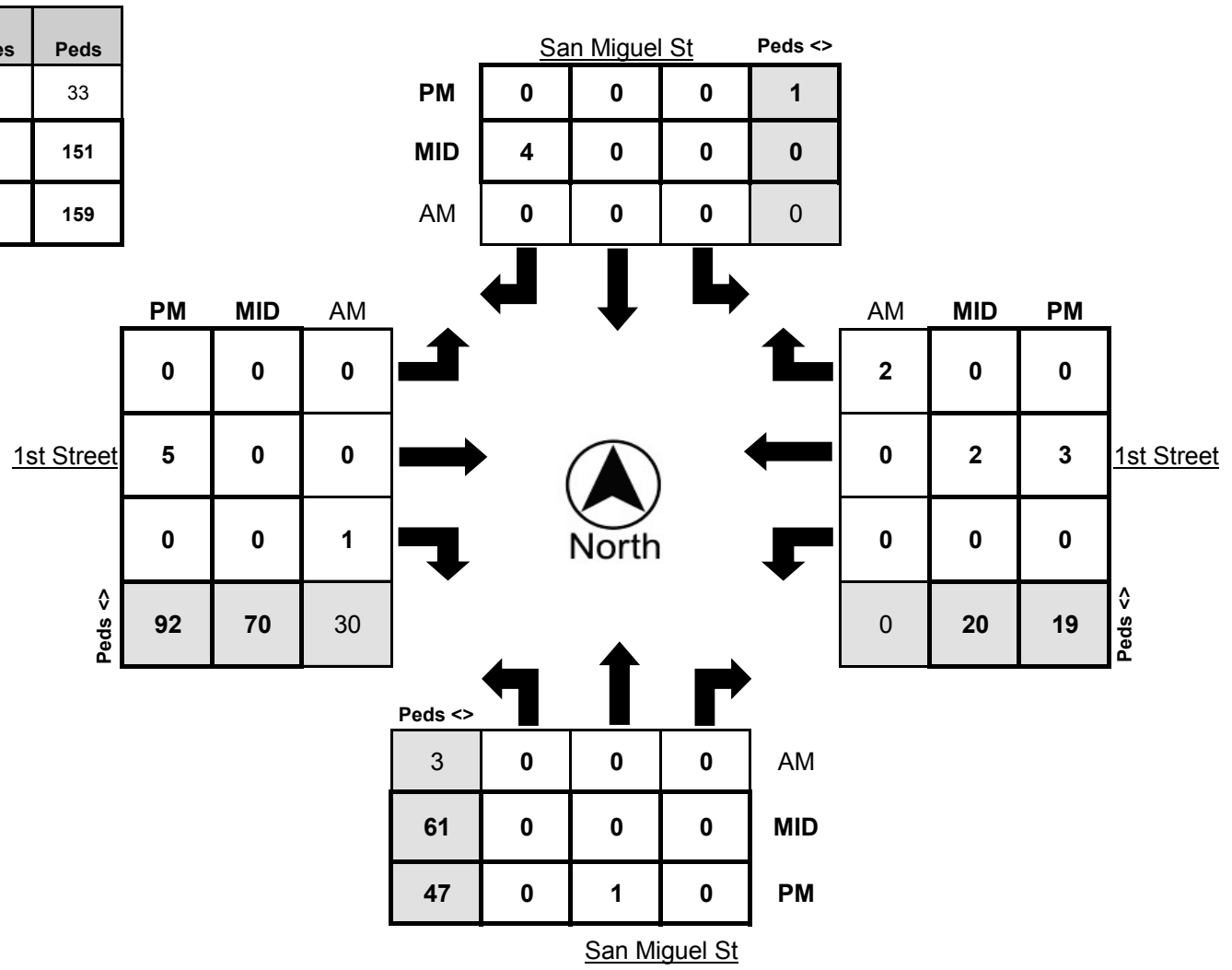
	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	7
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**1**	**5**	**0**	**0**	**2**	**45**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	2	0	0	0	0	0	0	3	0	0	0	2	0	0	0	21
2:15 PM - 2:30 PM	0	0	0	0	0	0	4	10	0	0	0	6	0	0	0	23
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	32
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	20	0	0	0	5	0	2	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	24	0	0	0	8	0	0	0	15
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	12	0	0	0	9	0	0	0	19
3:30 PM - 3:45 PM	1	0	0	0	0	0	0	15	0	0	0	9	0	0	0	27
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	7	0	2	0	17	0	0	0	35
TOTAL	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**98**	**0**	**2**	**0**	**57**	**0**	**2**	**0**	**172**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	1	0	0	1	0	0	0	18	0	0	0	18	0	0	0	20
4:15 PM - 4:30 PM	0	0	0	1	0	0	0	21	0	3	0	3	0	1	0	29
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	9	0	0	0	8	0	0	0	42
4:45 PM - 5:00 PM	0	1	0	0	0	0	0	8	0	0	0	6	0	0	0	17
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	9	0	2	0	2	0	2	0	4
5:15 PM - 5:30 PM	0	0	0	2	0	0	0	7	0	0	0	11	0	0	0	6
5:30 PM - 5:45 PM	0	0	0	10	0	0	0	3	0	1	0	17	0	0	0	19
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	11	0	0	0	6	0	0	0	22
TOTAL	**1**	**1**	**0**	**14**	**0**	**0**	**0**	**86**	**0**	**6**	**0**	**71**	**0**	**3**	**0**	**159**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	2	30
2:15 PM - 3:15 PM	0	0	0	0	0	0	4	61	0	0	0	20	0	2	0	70
4:15 PM - 5:15 PM	0	1	0	1	0	0	0	47	0	5	0	19	0	3	0	92

	Bikes	Peds
AM	3	33
MID	6	151
PM	9	159



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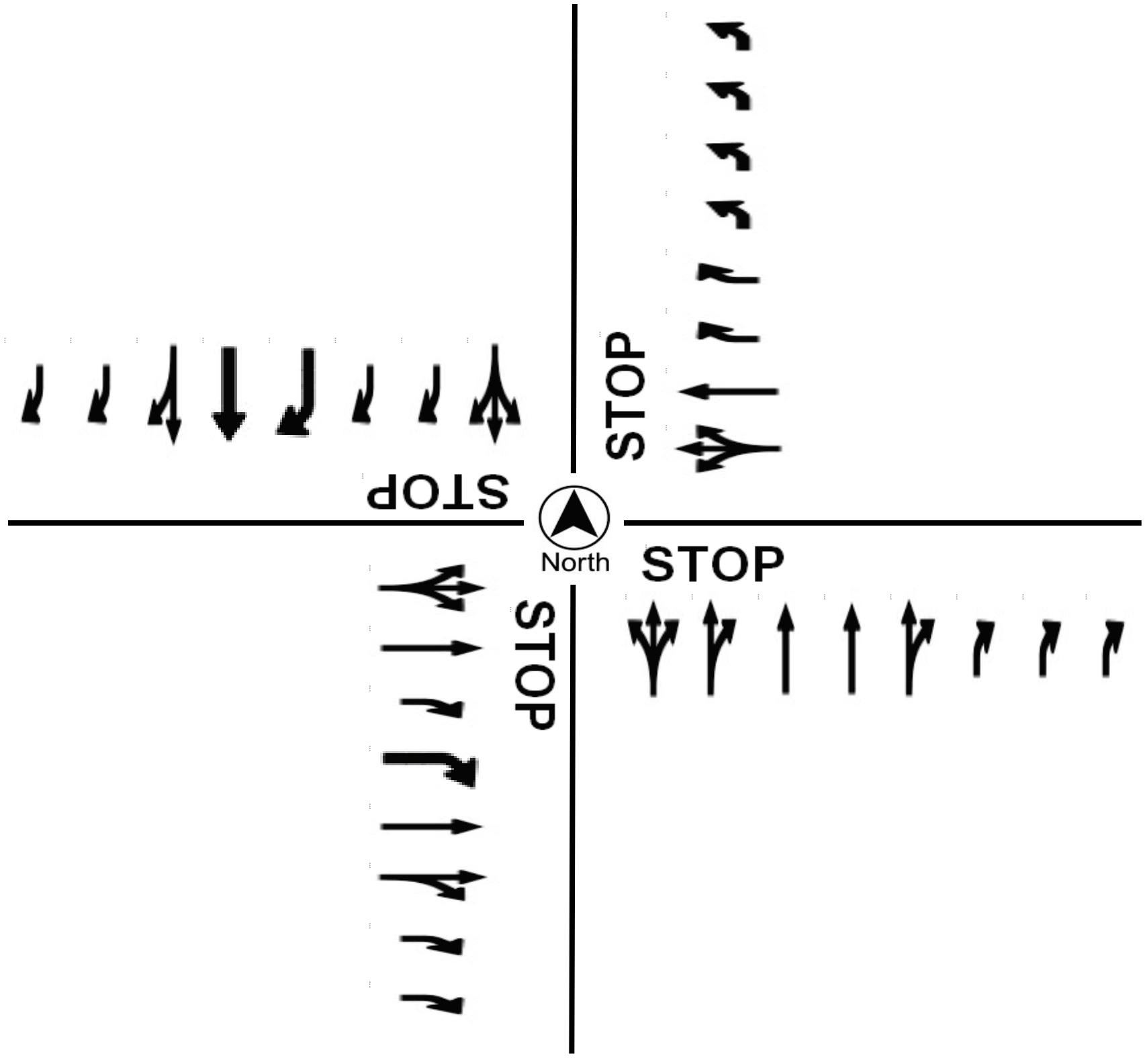
Turning Movement Report

Prepared For:

County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

LOCATION	1st St @ San Miguel St	**N/S STREET**	San Miguel St
COUNTY	San Luis Obispo	**E/W STREET**	1st Street
COLLECTION DATE	Tuesday, June 11, 2019	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 1
Road Name Avila Beach Drive
Nearest Cross St W of US 101 SB Ramps
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1798023
Longitude -120.7021898
Peak Day Sunday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	22	9	15	15	**61**	7	9	6	2	**24**	**85**
1:00 AM	13	9	4	6	**32**	6	3	2	4	**15**	**47**
2:00 AM	7	2	2	2	**13**	1	2	1	2	**6**	**19**
3:00 AM	5	2	1	0	**8**	1	3	2	3	**9**	**17**
4:00 AM	2	1	2	1	**6**	2	7	13	6	**28**	**34**
5:00 AM	1	2	3	2	**8**	9	9	11	28	**57**	**65**
6:00 AM	6	6	12	4	**28**	26	26	21	30	**103**	**131**
7:00 AM	22	24	32	19	**97**	37	30	20	50	**137**	**234**
8:00 AM	19	16	27	31	**93**	52	53	54	81	**240**	**333**
9:00 AM	48	35	51	71	**205**	83	82	89	115	**369**	**574**
10:00 AM	71	80	86	93	**330**	92	107	138	113	**450**	**780**
11:00 AM	94	101	106	118	**419**	113	131	132	125	**501**	**920**
12:00 PM	132	133	121	108	**494**	142	130	150	165	**587**	**1081**
1:00 PM	149	127	141	118	**535**	157	171	145	145	**618**	**1153**
2:00 PM	126	144	155	152	**577**	139	160	132	141	**572**	**1149**
3:00 PM	162	149	141	190	**642**	114	112	119	102	**447**	**1089**
4:00 PM	176	174	153	165	**668**	102	94	71	94	**361**	**1029**
5:00 PM	152	134	154	131	**571**	75	67	70	59	**271**	**842**
6:00 PM	140	106	117	94	**457**	74	57	51	53	**235**	**692**
7:00 PM	94	101	67	65	**327**	54	42	33	35	**164**	**491**
8:00 PM	75	59	47	38	**219**	31	20	27	22	**100**	**319**
9:00 PM	48	54	49	34	**185**	27	21	14	26	**88**	**273**
10:00 PM	27	21	21	19	**88**	18	19	12	9	**58**	**146**
11:00 PM	18	19	13	14	**64**	4	5	5	8	**22**	**86**
Total					**6127**					**5462**	
					11589						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 920 **AM PHF** 0.947
PM Peak Hr 0:45 pm to 1:45 pm **PM Peak** 1163 **PM PHF** 0.950

Monday, September 15, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	8	4	1	1	**14**	7	4	2	3	**16**	**30**
1:00 AM	1	0	7	3	**11**	3	1	2	5	**11**	**22**
2:00 AM	4	4	2	2	**12**	4	0	2	1	**7**	**19**
3:00 AM	5	2	2	1	**10**	2	0	2	2	**6**	**16**
4:00 AM	0	2	3	1	**6**	7	5	17	24	**53**	**59**
5:00 AM	2	2	5	3	**12**	83	135	87	98	**403**	**415**
6:00 AM	4	6	11	9	**30**	83	72	78	50	**283**	**313**
7:00 AM	27	20	33	34	**114**	49	57	58	73	**237**	**351**
8:00 AM	38	30	36	41	**145**	63	59	57	68	**247**	**392**
9:00 AM	49	46	48	55	**198**	61	66	73	96	**296**	**494**
10:00 AM	55	59	57	83	**254**	75	71	76	99	**321**	**575**
11:00 AM	81	89	89	85	**344**	71	83	75	80	**309**	**653**
12:00 PM	77	107	85	91	**360**	107	79	69	86	**341**	**701**
1:00 PM	86	92	89	76	**343**	100	77	74	84	**335**	**678**
2:00 PM	95	104	102	119	**420**	81	80	93	86	**340**	**760**
3:00 PM	104	104	106	94	**408**	89	88	72	72	**321**	**729**
4:00 PM	128	131	127	213	**599**	71	60	76	75	**282**	**881**
5:00 PM	206	192	128	125	**651**	53	61	57	57	**228**	**879**
6:00 PM	106	86	105	76	**373**	45	59	50	54	**208**	**581**
7:00 PM	71	92	56	51	**270**	40	29	32	29	**130**	**400**
8:00 PM	45	52	28	27	**152**	23	27	22	25	**97**	**249**
9:00 PM	31	15	26	25	**97**	28	17	18	26	**89**	**186**
10:00 PM	25	24	10	16	**75**	18	8	4	6	**36**	**111**
11:00 PM	19	19	11	6	**55**	4	11	0	4	**19**	**74**
Total					**4953**					**4615**	
					9568						

AM Peak Hr 10:45 am to 11:45 am **AM Peak** 670 **AM PHF** 0.920
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 1003 **PM PHF** 0.871

Tuesday, September 16, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	9	6	2	**20**	3	1	2	1	**7**	**27**
1:00 AM	4	4	3	0	**11**	3	1	2	3	**9**	**20**
2:00 AM	1	4	7	2	**14**	3	2	3	0	**8**	**22**
3:00 AM	4	3	1	0	**8**	5	1	1	3	**10**	**18**
4:00 AM	4	1	0	0	**5**	7	8	18	34	**67**	**72**
5:00 AM	0	3	4	6	**13**	100	147	85	117	**449**	**462**
6:00 AM	5	7	13	12	**37**	86	73	71	65	**295**	**332**
7:00 AM	15	31	35	25	**106**	70	59	70	78	**277**	**383**
8:00 AM	32	34	37	43	**146**	96	83	74	75	**328**	**474**
9:00 AM	37	40	46	55	**178**	85	68	72	94	**319**	**497**
10:00 AM	50	63	63	55	**231**	82	68	81	83	**314**	**545**
11:00 AM	76	107	77	97	**357**	84	83	76	91	**334**	**691**
12:00 PM	98	88	86	79	**351**	80	87	72	83	**322**	**673**
1:00 PM	104	87	98	102	**391**	83	87	103	104	**377**	**768**
2:00 PM	94	100	80	118	**392**	83	89	87	93	**352**	**744**
3:00 PM	126	105	136	104	**471**	78	82	83	67	**310**	**781**
4:00 PM	108	167	158	209	**642**	62	64	59	66	**251**	**893**
5:00 PM	217	179	150	124	**670**	58	66	74	70	**268**	**938**
6:00 PM	89	81	77	74	**321**	65	58	61	44	**228**	**549**
7:00 PM	60	91	61	58	**270**	42	32	38	27	**139**	**409**
8:00 PM	62	41	32	28	**163**	25	22	18	16	**81**	**244**
9:00 PM	30	31	22	26	**109**	19	13	24	16	**72**	**181**
10:00 PM	20	18	15	12	**65**	7	11	9	5	**32**	**97**
11:00 PM	22	16	9	8	**55**	4	8	3	3	**18**	**73**
Total					**5026**					**4867**	
					9893						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 691 **AM PHF** 0.909
PM Peak Hr 4:45 pm to 5:45 pm **PM Peak** 1019 **PM PHF** 0.926

Wednesday, September 17, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	7	6	3	1	**17**	4	1	3	6	**14**	**31**
1:00 AM	2	5	1	1	**9**	1	2	1	1	**5**	**14**
2:00 AM	1	6	2	1	**10**	4	1	0	0	**5**	**15**
3:00 AM	6	4	1	0	**11**	1	2	2	6	**11**	**22**
4:00 AM	1	3	2	3	**9**	7	9	17	39	**72**	**81**
5:00 AM	0	3	6	4	**13**	91	158	93	111	**453**	**466**
6:00 AM	2	3	13	9	**27**	98	73	80	51	**302**	**329**
7:00 AM	21	33	40	25	**119**	70	58	64	94	**286**	**405**
8:00 AM	20	27	29	35	**111**	79	69	66	69	**283**	**394**
9:00 AM	39	37	51	64	**191**	61	76	74	88	**299**	**490**
10:00 AM	45	55	65	58	**223**	79	59	82	70	**290**	**513**
11:00 AM	86	81	71	80	**318**	77	58	63	100	**298**	**616**
12:00 PM	80	93	99	105	**377**	81	86	76	96	**339**	**716**
1:00 PM	93	84	107	103	**387**	81	77	113	85	**356**	**743**
2:00 PM	96	110	99	87	**392**	88	71	64	68	**291**	**683**
3:00 PM	113	119	115	138	**485**	76	67	73	64	**280**	**765**
4:00 PM	130	147	134	195	**606**	77	52	73	59	**261**	**867**
5:00 PM	206	174	122	120	**622**	63	58	61	61	**243**	**865**
6:00 PM	110	76	82	72	**340**	42	48	43	43	**176**	**516**
7:00 PM	69	97	69	61	**296**	42	30	26	29	**127**	**423**
8:00 PM	38	31	23	21	**113**	29	27	35	12	**103**	**216**
9:00 PM	30	28	26	31	**115**	12	19	22	26	**79**	**194**
10:00 PM	22	22	15	7	**66**	17	10	9	12	**48**	**114**
11:00 PM	17	14	14	7	**52**	7	6	6	2	**21**	**73**
Total					**4909**					**4642**	
					9551						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 616 **AM PHF** 0.856
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 962 **PM PHF** 0.894

Thursday, September 18, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	11	10	7	4	**32**	4	2	3	4	**13**	**45**
1:00 AM	1	0	2	1	**4**	3	0	1	4	**8**	**12**
2:00 AM	5	5	1	1	**12**	2	2	1	2	**7**	**19**
3:00 AM	5	1	3	1	**10**	1	4	2	3	**10**	**20**
4:00 AM	2	3	2	2	**9**	8	12	15	45	**80**	**89**
5:00 AM	2	4	4	4	**14**	102	178	84	108	**472**	**486**
6:00 AM	4	4	9	13	**30**	102	72	76	82	**332**	**362**
7:00 AM	27	17	34	23	**101**	74	53	59	73	**259**	**360**
8:00 AM	32	36	34	47	**149**	73	66	78	89	**306**	**455**
9:00 AM	48	41	52	46	**187**	82	62	44	63	**251**	**438**
10:00 AM	58	59	60	71	**248**	71	51	67	72	**261**	**509**
11:00 AM	83	67	65	69	**284**	77	81	96	93	**347**	**631**
12:00 PM	73	78	94	88	**333**	72	75	71	66	**284**	**617**
1:00 PM	84	72	73	81	**310**	71	73	81	74	**299**	**609**
2:00 PM	77	108	97	111	**393**	78	69	79	70	**296**	**689**
3:00 PM	109	100	109	104	**422**	78	80	73	59	**290**	**712**
4:00 PM	111	136	154	220	**621**	76	79	68	58	**281**	**902**
5:00 PM	202	181	136	117	**636**	54	69	66	55	**244**	**880**
6:00 PM	83	88	70	61	**302**	67	51	52	36	**206**	**508**
7:00 PM	69	79	57	49	**254**	35	33	27	39	**134**	**388**
8:00 PM	54	41	27	37	**159**	30	23	20	35	**108**	**267**
9:00 PM	29	32	28	23	**112**	16	24	28	32	**100**	**212**
10:00 PM	26	13	18	26	**83**	28	24	9	9	**70**	**153**
11:00 PM	14	23	10	13	**60**	5	10	6	5	**26**	**86**
Total					**4765**					**4684**	
					9449						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 631 **AM PHF** 0.974
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 1006 **PM PHF** 0.905

Friday, September 19, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	9	18	6	3	**36**	0	4	2	5	**11**	**47**
1:00 AM	2	0	5	4	**11**	2	2	2	2	**8**	**19**
2:00 AM	1	3	1	0	**5**	7	3	1	0	**11**	**16**
3:00 AM	6	3	1	1	**11**	1	1	1	6	**9**	**20**
4:00 AM	1	2	0	1	**4**	7	9	11	13	**40**	**44**
5:00 AM	7	2	7	4	**20**	38	55	44	64	**201**	**221**
6:00 AM	6	6	14	9	**35**	51	36	66	65	**218**	**253**
7:00 AM	30	31	40	33	**134**	49	47	57	80	**233**	**367**
8:00 AM	27	33	29	34	**123**	74	76	61	84	**295**	**418**
9:00 AM	44	48	45	60	**197**	67	77	77	94	**315**	**512**
10:00 AM	62	84	65	68	**279**	70	73	81	81	**305**	**584**
11:00 AM	87	93	75	78	**333**	77	111	80	97	**365**	**698**
12:00 PM	85	96	85	87	**353**	97	85	91	89	**362**	**715**
1:00 PM	85	97	105	85	**372**	99	93	92	113	**397**	**769**
2:00 PM	95	106	107	119	**427**	97	91	103	127	**418**	**845**
3:00 PM	158	132	136	107	**533**	98	102	109	125	**434**	**967**
4:00 PM	104	137	141	146	**528**	109	97	106	105	**417**	**945**
5:00 PM	120	109	110	115	**454**	87	115	116	103	**421**	**875**
6:00 PM	98	93	112	90	**393**	87	100	89	86	**362**	**755**
7:00 PM	112	121	96	90	**419**	64	67	42	38	**211**	**630**
8:00 PM	107	130	90	80	**407**	28	29	26	26	**109**	**516**
9:00 PM	63	56	65	30	**214**	19	19	19	32	**89**	**303**
10:00 PM	32	41	37	35	**145**	33	24	22	23	**102**	**247**
11:00 PM	24	45	17	17	**103**	20	18	11	3	**52**	**155**
Total					**5536**					**5385**	
					10921						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 698 **AM PHF** 0.855
PM Peak Hr 2:45 pm to 3:45 pm **PM Peak** 981 **PM PHF** 0.958

Saturday, September 20, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	13	19	11	11	**54**	7	3	5	10	**25**	**79**
1:00 AM	8	4	1	6	**19**	6	2	4	3	**15**	**34**
2:00 AM	9	4	3	3	**19**	1	2	2	1	**6**	**25**
3:00 AM	6	3	7	1	**17**	0	1	4	2	**7**	**24**
4:00 AM	1	1	2	3	**7**	3	2	9	13	**27**	**34**
5:00 AM	3	3	2	5	**13**	22	24	17	27	**90**	**103**
6:00 AM	3	6	6	8	**23**	35	24	31	37	**127**	**150**
7:00 AM	26	15	19	20	**80**	37	39	49	51	**176**	**256**
8:00 AM	31	31	28	46	**136**	59	61	57	68	**245**	**381**
9:00 AM	41	53	42	58	**194**	86	83	88	107	**364**	**558**
10:00 AM	43	75	72	69	**259**	97	102	107	95	**401**	**660**
11:00 AM	86	86	91	100	**363**	119	101	131	122	**473**	**836**
12:00 PM	91	96	96	97	**380**	148	137	147	149	**581**	**961**
1:00 PM	115	119	144	108	**486**	153	151	138	184	**626**	**1112**
2:00 PM	111	149	136	130	**526**	138	132	135	114	**519**	**1045**
3:00 PM	144	171	151	179	**645**	112	120	119	118	**469**	**1114**
4:00 PM	171	152	174	144	**641**	101	91	87	85	**364**	**1005**
5:00 PM	148	157	130	118	**553**	72	58	83	86	**299**	**852**
6:00 PM	113	91	102	73	**379**	92	83	68	68	**311**	**690**
7:00 PM	78	70	66	77	**291**	52	43	51	37	**183**	**474**
8:00 PM	69	58	57	36	**220**	30	22	29	21	**102**	**322**
9:00 PM	42	54	53	62	**211**	33	18	27	42	**120**	**331**
10:00 PM	49	43	40	46	**178**	18	25	19	22	**84**	**262**
11:00 PM	35	30	27	16	**108**	19	21	9	10	**59**	**167**
Total					**5802**					**5673**	
					11475						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 836 **AM PHF** 0.941
PM Peak Hr 3:15 pm to 4:15 pm **PM Peak** 1130 **PM PHF** 0.951

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 1

Road Name Avila Beach Drive

Nearest Cross St W of US 101 SB Ramps

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1798023

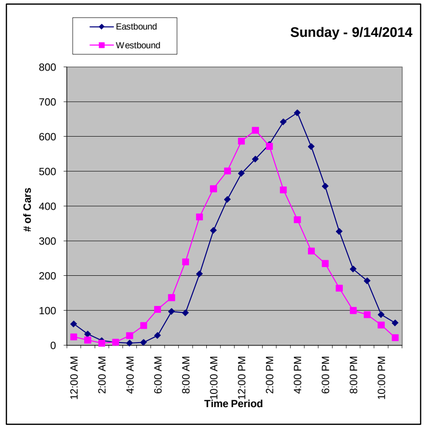
Longitude -120.7021898

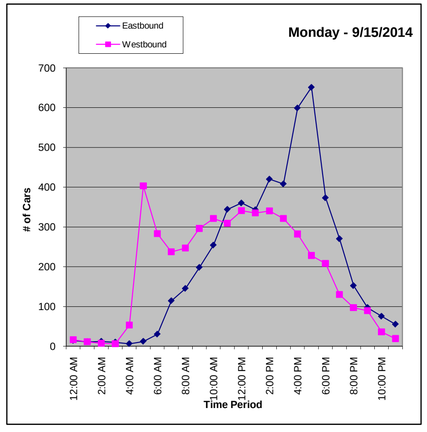
Peak Day Sunday

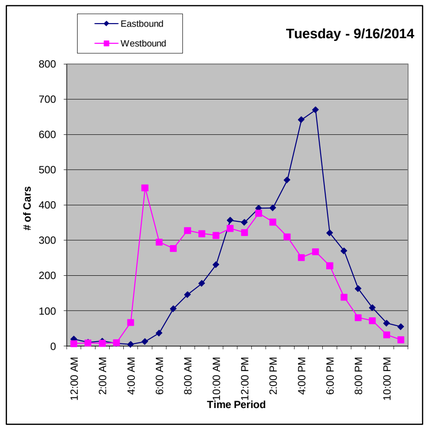
Number of Lanes 2

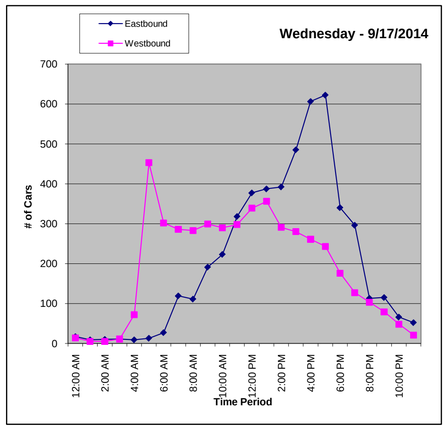
Comments

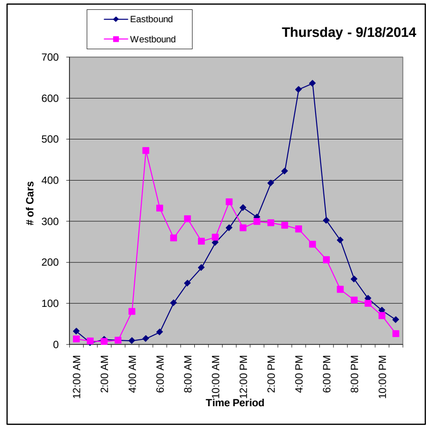
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	85	30	27	31	45	47	79	**344**	**49**	36	82
1:00 AM	47	22	20	14	12	19	34	**168**	**24**	17	41
2:00 AM	19	19	22	15	19	16	25	**135**	**19**	18	22
3:00 AM	17	16	18	22	20	20	24	**137**	**20**	19	21
4:00 AM	34	59	72	81	89	44	34	**413**	**59**	69	34
5:00 AM	65	415	462	466	486	221	103	**2218**	**317**	410	84
6:00 AM	131	313	332	329	362	253	150	**1870**	**267**	318	141
7:00 AM	234	351	383	405	360	367	256	**2356**	**337**	373	245
8:00 AM	333	392	474	394	455	418	381	**2847**	**407**	427	357
9:00 AM	574	494	497	490	438	512	558	**3563**	**509**	486	566
10:00 AM	780	575	545	513	509	584	660	**4166**	**595**	545	720
11:00 AM	920	653	691	616	631	698	836	**5045**	**721**	658	878
12:00 PM	1081	701	673	716	617	715	961	**5464**	**781**	684	1021
1:00 PM	1153	678	768	743	609	769	1112	**5832**	**833**	713	1133
2:00 PM	1149	760	744	683	689	845	1045	**5915**	**845**	744	1097
3:00 PM	1089	729	781	765	712	967	1114	**6157**	**880**	791	1102
4:00 PM	1029	881	893	867	902	945	1005	**6522**	**932**	898	1017
5:00 PM	842	879	938	865	880	875	852	**6131**	**876**	887	847
6:00 PM	692	581	549	516	508	755	690	**4291**	**613**	582	691
7:00 PM	491	400	409	423	388	630	474	**3215**	**459**	450	483
8:00 PM	319	249	244	216	267	516	322	**2133**	**305**	298	321
9:00 PM	273	186	181	194	212	303	331	**1680**	**240**	215	302
10:00 PM	146	111	97	114	153	247	262	**1130**	**161**	144	204
11:00 PM	86	74	73	73	86	155	167	**714**	**102**	92	127
Total	**11589**	**9568**	**9893**	**9551**	**9449**	**10921**	**11475**	**72446**	**10349**	**9876**	**11532**
Percentages	**16.00%**	**13.21%**	**13.66%**	**13.18%**	**13.04%**	**15.07%**	**15.84%**	**100.00%**	**14.29%**	**13.63%**	**15.92%**

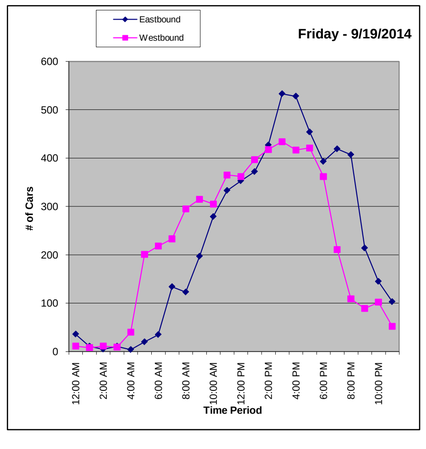


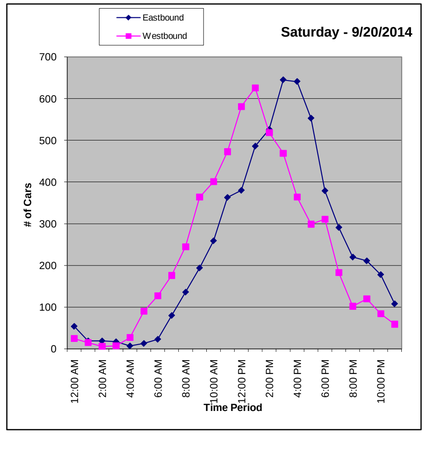


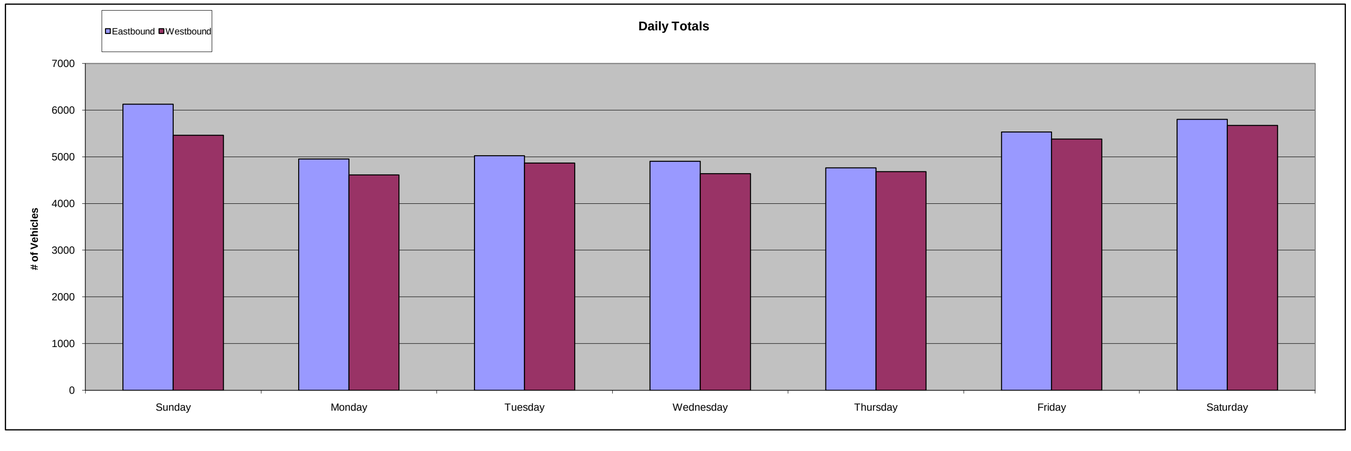












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 2
Road Name Avila Beach Drive
Nearest Cross St W of San Luis Bay Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1883167
Longitude -120.721271
Peak Day Sunday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	22	18	7	20	**67**	9	9	5	4	**27**	**94**
1:00 AM	15	10	7	5	**37**	2	4	3	5	**14**	**51**
2:00 AM	10	4	2	3	**19**	4	4	1	1	**10**	**29**
3:00 AM	8	3	0	1	**12**	0	2	2	2	**6**	**18**
4:00 AM	0	6	1	1	**8**	3	16	13	9	**41**	**49**
5:00 AM	3	3	5	4	**15**	5	16	17	41	**79**	**94**
6:00 AM	10	8	8	12	**38**	30	34	34	27	**125**	**163**
7:00 AM	41	20	32	22	**115**	35	29	23	50	**137**	**252**
8:00 AM	26	22	35	45	**128**	56	78	56	114	**304**	**432**
9:00 AM	49	41	51	47	**188**	77	103	96	119	**395**	**583**
10:00 AM	81	81	90	101	**353**	87	130	135	163	**515**	**868**
11:00 AM	89	96	110	109	**404**	152	149	157	159	**617**	**1021**
12:00 PM	133	120	113	112	**478**	200	147	159	219	**725**	**1203**
1:00 PM	131	164	141	123	**559**	200	218	182	208	**808**	**1367**
2:00 PM	122	152	157	153	**584**	184	160	183	174	**701**	**1285**
3:00 PM	167	167	151	193	**678**	138	161	160	152	**611**	**1289**
4:00 PM	190	171	175	175	**711**	129	143	98	109	**479**	**1190**
5:00 PM	175	171	152	149	**647**	112	95	92	102	**401**	**1048**
6:00 PM	140	115	128	121	**504**	108	99	72	80	**359**	**863**
7:00 PM	141	115	103	100	**459**	53	57	42	42	**194**	**653**
8:00 PM	92	63	46	66	**267**	31	28	26	30	**115**	**382**
9:00 PM	58	68	63	37	**226**	27	18	28	27	**100**	**326**
10:00 PM	36	30	21	23	**110**	15	17	8	12	**52**	**162**
11:00 PM	31	13	14	12	**70**	5	6	5	4	**20**	**90**
Total					**6677**					**6835**	
					13512						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 1021 **AM PHF** 0.952
PM Peak Hr 1:00 pm to 2:00 pm **PM Peak** 1367 **PM PHF** 0.895

Monday, September 15, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	8	8	2	4	**22**	4	4	4	3	**15**	**37**
1:00 AM	2	4	5	3	**14**	3	2	2	9	**16**	**30**
2:00 AM	3	7	1	5	**16**	4	0	3	1	**8**	**24**
3:00 AM	7	3	2	1	**13**	3	3	5	7	**18**	**31**
4:00 AM	1	2	2	2	**7**	5	9	29	47	**90**	**97**
5:00 AM	2	2	5	7	**16**	140	214	158	169	**681**	**697**
6:00 AM	6	9	13	18	**46**	132	117	96	68	**413**	**459**
7:00 AM	40	25	39	43	**147**	51	58	58	78	**245**	**392**
8:00 AM	49	41	35	47	**172**	44	43	60	69	**216**	**388**
9:00 AM	47	36	46	54	**183**	61	61	62	98	**282**	**465**
10:00 AM	51	49	51	86	**237**	75	54	80	109	**318**	**555**
11:00 AM	88	72	74	91	**325**	74	88	102	81	**345**	**670**
12:00 PM	72	103	79	80	**334**	115	94	95	95	**399**	**733**
1:00 PM	86	101	93	104	**384**	102	110	92	119	**423**	**807**
2:00 PM	107	91	108	126	**432**	95	99	112	92	**398**	**830**
3:00 PM	118	130	112	137	**497**	95	107	90	78	**370**	**867**
4:00 PM	114	162	199	265	**740**	78	85	94	97	**354**	**1094**
5:00 PM	294	208	136	133	**771**	88	70	77	77	**312**	**1083**
6:00 PM	105	85	97	81	**368**	72	93	69	67	**301**	**669**
7:00 PM	114	82	66	66	**328**	40	44	34	31	**149**	**477**
8:00 PM	61	39	43	35	**178**	23	21	25	28	**97**	**275**
9:00 PM	21	28	18	15	**82**	29	11	22	39	**101**	**183**
10:00 PM	24	19	19	18	**80**	11	11	3	7	**32**	**112**
11:00 PM	27	21	13	7	**68**	2	11	3	3	**19**	**87**
Total					**5460**					**5602**	
					11062						

AM Peak Hr 5:00 am to 6:00 am **AM Peak** 697 **AM PHF** 0.807
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 1315 **PM PHF** 0.861

Tuesday, September 16, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	11	7	2	**23**	2	1	2	2	**7**	**30**
1:00 AM	4	3	2	1	**10**	0	1	2	4	**7**	**17**
2:00 AM	3	5	5	3	**16**	3	1	2	0	**6**	**22**
3:00 AM	9	3	1	3	**16**	1	3	5	7	**16**	**32**
4:00 AM	4	1	1	1	**7**	6	13	27	58	**104**	**111**
5:00 AM	4	3	6	8	**21**	163	255	176	181	**775**	**796**
6:00 AM	10	12	11	20	**53**	143	123	98	75	**439**	**492**
7:00 AM	33	25	36	24	**118**	74	67	62	75	**278**	**396**
8:00 AM	46	44	36	44	**170**	73	78	66	80	**297**	**467**
9:00 AM	34	40	63	51	**188**	71	83	66	84	**304**	**492**
10:00 AM	57	63	61	69	**250**	56	55	74	111	**296**	**546**
11:00 AM	99	81	74	81	**335**	92	93	95	103	**383**	**718**
12:00 PM	96	77	93	81	**347**	94	115	81	111	**401**	**748**
1:00 PM	95	92	74	87	**348**	84	87	114	115	**400**	**748**
2:00 PM	98	103	98	124	**423**	96	94	105	91	**386**	**809**
3:00 PM	153	98	124	113	**488**	92	101	104	103	**400**	**888**
4:00 PM	157	194	231	292	**874**	88	89	77	82	**336**	**1210**
5:00 PM	261	252	135	157	**805**	87	93	108	115	**403**	**1208**
6:00 PM	103	103	92	73	**371**	85	75	64	49	**273**	**644**
7:00 PM	110	99	97	71	**377**	39	36	29	21	**125**	**502**
8:00 PM	62	46	31	30	**169**	24	20	17	12	**73**	**242**
9:00 PM	43	28	28	23	**122**	21	24	25	26	**96**	**218**
10:00 PM	27	20	13	14	**74**	11	14	14	4	**43**	**117**
11:00 PM	26	16	12	15	**69**	8	9	6	5	**28**	**97**
Total					**5674**					**5876**	
					11550						

AM Peak Hr 5:00 am to 6:00 am **AM Peak** 796 **AM PHF** 0.771
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 1375 **PM PHF** 0.919

Wednesday, September 17, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	14	2	0	**20**	1	0	2	4	**7**	**27**
1:00 AM	4	3	1	0	**8**	0	1	3	2	**6**	**14**
2:00 AM	4	6	2	2	**14**	6	0	0	2	**8**	**22**
3:00 AM	12	2	0	2	**16**	1	3	4	7	**15**	**31**
4:00 AM	2	5	2	3	**12**	12	15	23	61	**111**	**123**
5:00 AM	1	6	5	10	**22**	159	262	179	192	**792**	**814**
6:00 AM	6	8	16	16	**46**	150	136	111	66	**463**	**509**
7:00 AM	24	37	32	48	**141**	71	68	79	86	**304**	**445**
8:00 AM	32	36	33	28	**129**	65	61	63	65	**254**	**383**
9:00 AM	41	36	53	47	**177**	56	69	58	91	**274**	**451**
10:00 AM	51	55	74	68	**248**	69	64	84	74	**291**	**539**
11:00 AM	75	63	76	77	**291**	88	74	86	110	**358**	**649**
12:00 PM	84	65	95	96	**340**	106	99	91	114	**410**	**750**
1:00 PM	67	84	87	89	**327**	88	118	100	103	**409**	**736**
2:00 PM	79	105	98	120	**402**	101	76	77	89	**343**	**745**
3:00 PM	121	124	132	151	**528**	95	88	86	96	**365**	**893**
4:00 PM	146	191	221	289	**847**	81	80	80	66	**307**	**1154**
5:00 PM	275	263	155	131	**824**	72	54	72	70	**268**	**1092**
6:00 PM	104	89	66	88	**347**	68	68	49	55	**240**	**587**
7:00 PM	122	76	86	61	**345**	37	31	20	29	**117**	**462**
8:00 PM	44	36	36	14	**130**	25	18	32	15	**90**	**220**
9:00 PM	24	28	20	29	**101**	15	18	28	34	**95**	**196**
10:00 PM	18	25	12	11	**66**	19	8	9	13	**49**	**115**
11:00 PM	29	17	9	10	**65**	13	7	3	3	**26**	**91**
Total					**5446**					**5602**	
					11048						

AM Peak Hr 5:00 am to 6:00 am **AM Peak** 814 **AM PHF** 0.759
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 1320 **PM PHF** 0.930

Thursday, September 18, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	15	11	6	3	**35**	4	2	4	3	**13**	**48**
1:00 AM	0	4	2	1	**7**	0	2	1	6	**9**	**16**
2:00 AM	6	5	2	4	**17**	5	1	1	3	**10**	**27**
3:00 AM	6	5	6	3	**20**	1	6	5	4	**16**	**36**
4:00 AM	4	3	3	3	**13**	13	15	31	79	**138**	**151**
5:00 AM	1	4	6	5	**16**	163	281	175	192	**811**	**827**
6:00 AM	8	8	10	17	**43**	144	132	107	75	**458**	**501**
7:00 AM	31	26	41	39	**137**	71	69	63	74	**277**	**414**
8:00 AM	36	46	45	33	**160**	57	64	70	76	**267**	**427**
9:00 AM	41	45	41	48	**175**	78	62	49	70	**259**	**434**
10:00 AM	45	56	76	73	**250**	62	60	68	101	**291**	**541**
11:00 AM	84	65	65	61	**275**	75	73	83	94	**325**	**600**
12:00 PM	78	80	93	103	**354**	83	78	89	84	**334**	**688**
1:00 PM	77	74	67	78	**296**	81	74	78	85	**318**	**614**
2:00 PM	85	108	112	118	**423**	85	77	70	83	**315**	**738**
3:00 PM	110	111	102	129	**452**	97	102	90	98	**387**	**839**
4:00 PM	127	153	224	286	**790**	84	80	66	60	**290**	**1080**
5:00 PM	288	195	149	127	**759**	65	68	63	66	**262**	**1021**
6:00 PM	95	95	73	69	**332**	73	69	54	50	**246**	**578**
7:00 PM	109	80	67	55	**311**	51	39	35	37	**162**	**473**
8:00 PM	44	45	38	25	**152**	24	23	22	34	**103**	**255**
9:00 PM	22	27	29	23	**101**	20	28	48	36	**132**	**233**
10:00 PM	31	14	24	20	**89**	29	17	11	13	**70**	**159**
11:00 PM	33	19	11	9	**72**	12	15	4	8	**39**	**111**
Total					**5279**					**5532**	
					10811						

AM Peak Hr 5:00 am to 6:00 am **AM Peak** 827 **AM PHF** 0.725
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 1252 **PM PHF** 0.887

Friday, September 19, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	24	15	7	9	**55**	6	3	1	4	**14**	**69**
1:00 AM	4	3	4	3	**14**	1	2	4	3	**10**	**24**
2:00 AM	6	4	4	5	**19**	8	3	0	1	**12**	**31**
3:00 AM	9	2	2	3	**16**	0	3	3	6	**12**	**28**
4:00 AM	4	2	1	4	**11**	9	13	17	20	**59**	**70**
5:00 AM	5	2	7	6	**20**	58	77	92	90	**317**	**337**
6:00 AM	8	7	17	17	**49**	77	74	82	55	**288**	**337**
7:00 AM	39	30	40	33	**142**	45	60	56	80	**241**	**383**
8:00 AM	28	44	42	40	**154**	56	54	71	93	**274**	**428**
9:00 AM	45	38	55	48	**186**	64	83	87	98	**332**	**518**
10:00 AM	68	79	58	77	**282**	97	70	92	88	**347**	**629**
11:00 AM	81	68	82	77	**308**	96	107	99	112	**414**	**722**
12:00 PM	88	91	98	95	**372**	106	108	100	118	**432**	**804**
1:00 PM	91	107	85	106	**389**	89	122	109	130	**450**	**839**
2:00 PM	92	121	104	135	**452**	111	114	120	142	**487**	**939**
3:00 PM	167	125	125	107	**524**	113	123	140	143	**519**	**1043**
4:00 PM	126	146	164	129	**565**	136	142	145	133	**556**	**1121**
5:00 PM	145	124	119	136	**524**	140	166	149	142	**597**	**1121**
6:00 PM	125	108	131	124	**488**	127	132	130	109	**498**	**986**
7:00 PM	149	165	124	108	**546**	83	68	45	49	**245**	**791**
8:00 PM	120	149	95	96	**460**	27	37	37	34	**135**	**595**
9:00 PM	63	84	61	27	**235**	27	20	28	37	**112**	**347**
10:00 PM	40	58	56	35	**189**	33	29	17	23	**102**	**291**
11:00 PM	48	39	23	17	**127**	32	13	16	7	**68**	**195**
Total					**6127**					**6521**	
					12648						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 722 **AM PHF** 0.955
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 1146 **PM PHF** 0.927

Saturday, September 20, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	22	16	23	17	**78**	7	6	7	10	**30**	**108**
1:00 AM	9	3	3	14	**29**	6	4	8	4	**22**	**51**
2:00 AM	8	6	6	3	**23**	4	4	4	2	**14**	**37**
3:00 AM	10	2	8	1	**21**	0	4	1	2	**7**	**28**
4:00 AM	4	3	5	2	**14**	3	3	19	21	**46**	**60**
5:00 AM	5	2	5	5	**17**	22	33	29	41	**125**	**142**
6:00 AM	2	3	12	6	**23**	37	32	40	31	**140**	**163**
7:00 AM	28	20	22	30	**100**	30	33	55	66	**184**	**284**
8:00 AM	26	29	34	42	**131**	64	62	68	109	**303**	**434**
9:00 AM	55	37	50	53	**195**	111	79	89	133	**412**	**607**
10:00 AM	69	67	73	92	**301**	106	107	125	126	**464**	**765**
11:00 AM	100	85	112	106	**403**	117	117	155	135	**524**	**927**
12:00 PM	110	129	87	127	**453**	178	168	169	169	**684**	**1137**
1:00 PM	109	118	144	118	**489**	158	169	184	220	**731**	**1220**
2:00 PM	139	153	120	142	**554**	166	138	146	144	**594**	**1148**
3:00 PM	169	175	166	167	**677**	140	149	137	138	**564**	**1241**
4:00 PM	213	164	173	178	**728**	117	127	133	115	**492**	**1220**
5:00 PM	154	186	169	137	**646**	107	80	83	107	**377**	**1023**
6:00 PM	130	116	93	94	**433**	74	102	96	81	**353**	**786**
7:00 PM	100	82	99	77	**358**	64	48	50	40	**202**	**560**
8:00 PM	68	74	55	47	**244**	32	23	29	27	**111**	**355**
9:00 PM	47	51	52	44	**194**	30	19	48	58	**155**	**349**
10:00 PM	41	32	33	44	**150**	18	23	24	25	**90**	**240**
11:00 PM	35	30	24	19	**108**	16	23	12	12	**63**	**171**
Total					**6369**					**6687**	
					13056						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 927 **AM PHF** 0.868
PM Peak Hr 3:15 pm to 4:15 pm **PM Peak** 1262 **PM PHF** 0.956

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 2

Road Name Avila Beach Drive

Nearest Cross St W of San Luis Bay Drive

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1883167

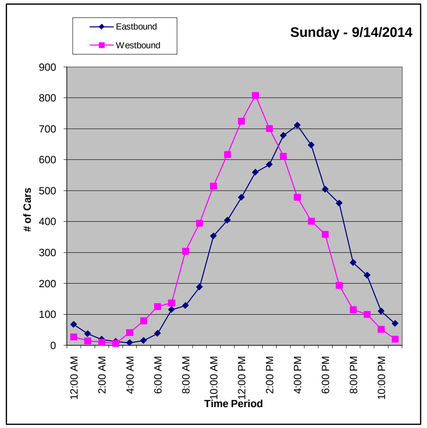
Longitude -120.721271

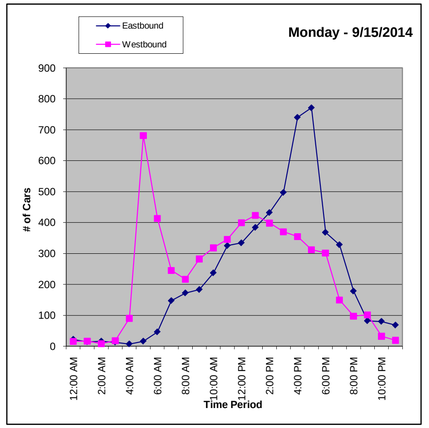
Peak Day Sunday

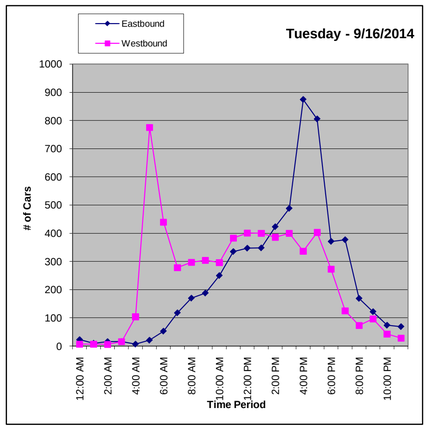
Number of Lanes 2

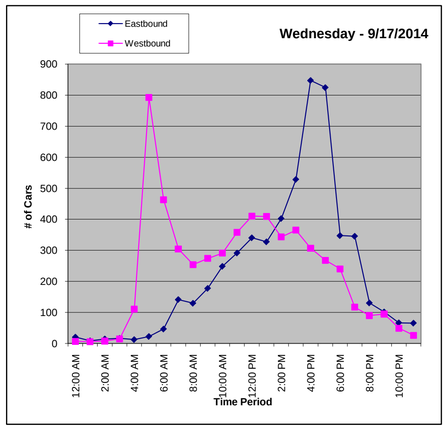
Comments

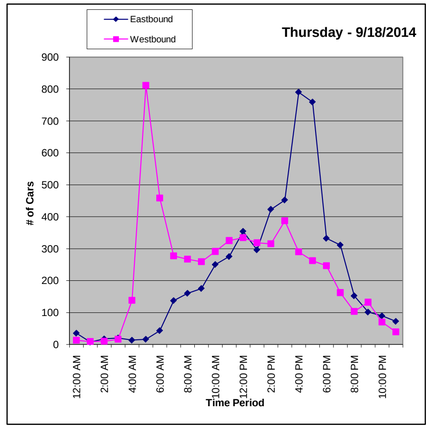
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	94	37	30	27	48	69	108	**413**	**59**	42	101
1:00 AM	51	30	17	14	16	24	51	**203**	**29**	20	51
2:00 AM	29	24	22	22	27	31	37	**192**	**27**	25	33
3:00 AM	18	31	32	31	36	28	28	**204**	**29**	32	23
4:00 AM	49	97	111	123	151	70	60	**661**	**94**	110	55
5:00 AM	94	697	796	814	827	337	142	**3707**	**530**	694	118
6:00 AM	163	459	492	509	501	337	163	**2624**	**375**	460	163
7:00 AM	252	392	396	445	414	383	284	**2566**	**367**	406	268
8:00 AM	432	388	467	383	427	428	434	**2959**	**423**	419	433
9:00 AM	583	465	492	451	434	518	607	**3550**	**507**	472	595
10:00 AM	868	555	546	539	541	629	765	**4443**	**635**	562	817
11:00 AM	1021	670	718	649	600	722	927	**5307**	**758**	672	974
12:00 PM	1203	733	748	750	688	804	1137	**6063**	**866**	745	1170
1:00 PM	1367	807	748	736	614	839	1220	**6331**	**904**	749	1294
2:00 PM	1285	830	809	745	738	939	1148	**6494**	**928**	812	1217
3:00 PM	1289	867	888	893	839	1043	1241	**7060**	**1009**	906	1265
4:00 PM	1190	1094	1210	1154	1080	1121	1220	**8069**	**1153**	1132	1205
5:00 PM	1048	1083	1208	1092	1021	1121	1023	**7596**	**1085**	1105	1036
6:00 PM	863	669	644	587	578	986	786	**5113**	**730**	693	825
7:00 PM	653	477	502	462	473	791	560	**3918**	**560**	541	607
8:00 PM	382	275	242	220	255	595	355	**2324**	**332**	317	369
9:00 PM	326	183	218	196	233	347	349	**1852**	**265**	235	338
10:00 PM	162	112	117	115	159	291	240	**1196**	**171**	159	201
11:00 PM	90	87	97	91	111	195	171	**842**	**120**	116	131
Total	**13512**	**11062**	**11550**	**11048**	**10811**	**12648**	**13056**	**83687**	**11955**	**11424**	**13284**
Percentages	**16.15%**	**13.22%**	**13.80%**	**13.20%**	**12.92%**	**15.11%**	**15.60%**	**100.00%**	**14.29%**	**13.65%**	**15.87%**

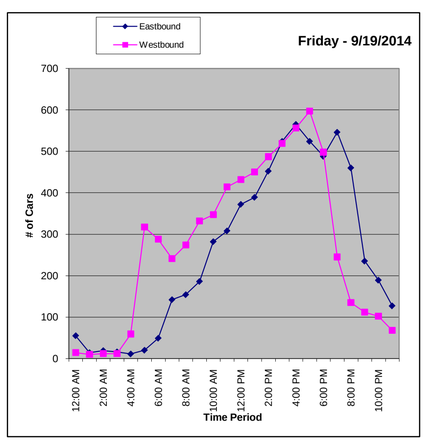


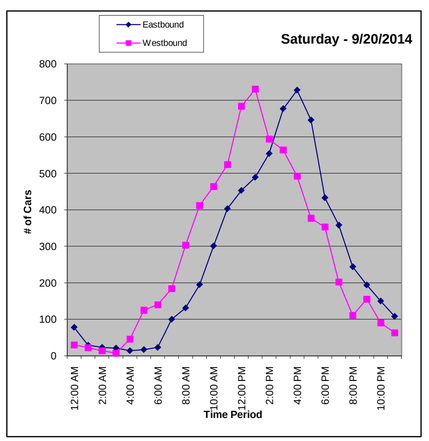


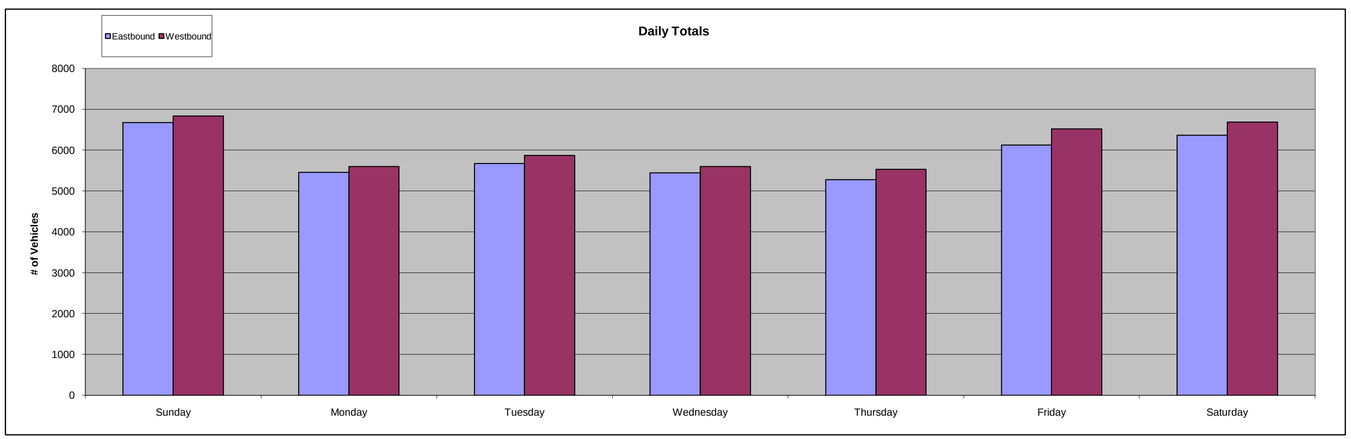












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 3
Road Name Avila Beach Drive
Nearest Cross St E of Lighthouse Road
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1744617
Longitude -120.7558045
Peak Day Saturday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	4	3	2	**10**	1	0	2	0	**3**	**13**
1:00 AM	1	0	2	2	**5**	1	2	0	1	**4**	**9**
2:00 AM	0	1	0	0	**1**	0	0	1	0	**1**	**2**
3:00 AM	1	0	1	0	**2**	1	0	2	3	**6**	**8**
4:00 AM	0	2	0	0	**2**	2	6	8	8	**24**	**26**
5:00 AM	1	0	3	1	**5**	5	9	4	16	**34**	**39**
6:00 AM	5	2	0	5	**12**	21	12	12	8	**53**	**65**
7:00 AM	7	6	0	5	**18**	17	10	8	15	**50**	**68**
8:00 AM	7	5	7	15	**34**	14	19	25	31	**89**	**123**
9:00 AM	6	16	18	19	**59**	24	36	38	33	**131**	**190**
10:00 AM	24	29	44	47	**144**	27	49	50	54	**180**	**324**
11:00 AM	50	58	31	48	**187**	59	60	40	48	**207**	**394**
12:00 PM	61	50	52	61	**224**	59	46	53	56	**214**	**438**
1:00 PM	59	59	67	61	**246**	72	52	52	57	**233**	**479**
2:00 PM	55	63	51	42	**211**	47	45	47	40	**179**	**390**
3:00 PM	59	41	67	45	**212**	44	51	40	52	**187**	**399**
4:00 PM	48	46	43	33	**170**	42	29	33	33	**137**	**307**
5:00 PM	30	45	32	37	**144**	17	24	30	26	**97**	**241**
6:00 PM	30	19	25	22	**96**	14	12	15	9	**50**	**146**
7:00 PM	8	19	9	13	**49**	15	10	7	8	**40**	**89**
8:00 PM	10	6	9	10	**35**	4	3	7	4	**18**	**53**
9:00 PM	15	4	6	2	**27**	2	2	2	0	**6**	**33**
10:00 PM	4	7	3	5	**19**	3	2	3	0	**8**	**27**
11:00 PM	1	1	2	1	**5**	1	0	1	0	**2**	**7**
Total					**1917**					**1953**	
					3870						

AM Peak Hr 10:30 am to 11:30 am — AM Peak 422 — AM PHF 0.894
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 479 — PM PHF 0.914

Monday, September 15, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	0	0	**1**	2	1	1	1	**5**	**6**
1:00 AM	0	1	0	1	**2**	0	0	0	0	**0**	**2**
2:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	1	0	**1**	0	0	4	5	**9**	**10**
5:00 AM	1	1	2	0	**4**	1	1	11	11	**24**	**28**
6:00 AM	2	5	7	5	**19**	15	7	7	7	**36**	**55**
7:00 AM	5	7	4	3	**19**	3	11	17	23	**54**	**73**
8:00 AM	10	6	9	17	**42**	7	5	15	19	**46**	**88**
9:00 AM	10	10	17	17	**54**	22	17	23	37	**99**	**153**
10:00 AM	17	16	10	20	**63**	34	18	35	26	**113**	**176**
11:00 AM	22	28	32	34	**116**	31	26	35	38	**130**	**246**
12:00 PM	41	39	31	30	**141**	46	32	33	26	**137**	**278**
1:00 PM	39	35	28	23	**125**	33	25	35	28	**121**	**246**
2:00 PM	30	28	31	29	**118**	21	29	32	37	**119**	**237**
3:00 PM	34	24	36	22	**116**	14	19	27	24	**84**	**200**
4:00 PM	13	21	28	33	**95**	21	25	23	31	**100**	**195**
5:00 PM	34	22	27	11	**94**	21	19	17	9	**66**	**160**
6:00 PM	12	17	12	11	**52**	11	20	13	16	**60**	**112**
7:00 PM	14	13	9	9	**45**	16	14	8	6	**44**	**89**
8:00 PM	8	13	6	10	**37**	4	4	2	2	**12**	**49**
9:00 PM	5	3	5	1	**14**	4	1	0	1	**6**	**20**
10:00 PM	3	4	6	2	**15**	2	3	1	1	**7**	**22**
11:00 PM	3	2	3	0	**8**	0	3	3	0	**6**	**14**
Total					**1182**					**1278**	
					2460						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 246 — AM PHF 0.854
PM Peak Hr 12:00 pm to 1:00 pm — PM Peak 278 — PM PHF 0.799

Tuesday, September 16, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	1	1	0	**3**	0	0	1	0	**1**	**4**
1:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
2:00 AM	0	0	0	1	**1**	0	0	1	0	**1**	**2**
3:00 AM	0	0	1	1	**2**	1	0	2	0	**3**	**5**
4:00 AM	0	0	0	0	**0**	1	1	0	2	**4**	**4**
5:00 AM	2	0	0	2	**4**	4	0	10	18	**32**	**36**
6:00 AM	1	2	1	6	**10**	12	9	8	11	**40**	**50**
7:00 AM	9	4	1	5	**19**	11	5	13	13	**42**	**61**
8:00 AM	10	8	4	6	**28**	7	11	9	10	**37**	**65**
9:00 AM	7	8	13	18	**46**	14	21	17	24	**76**	**122**
10:00 AM	10	15	20	15	**60**	19	13	26	40	**98**	**158**
11:00 AM	29	19	24	35	**107**	29	29	39	38	**135**	**242**
12:00 PM	31	31	34	34	**130**	28	32	28	33	**121**	**251**
1:00 PM	39	36	33	38	**146**	29	32	34	34	**129**	**275**
2:00 PM	25	22	28	38	**113**	31	19	37	28	**115**	**228**
3:00 PM	30	33	37	28	**128**	24	27	23	21	**95**	**223**
4:00 PM	25	24	27	28	**104**	21	23	21	26	**91**	**195**
5:00 PM	29	26	23	22	**100**	27	20	8	21	**76**	**176**
6:00 PM	15	18	12	10	**55**	27	11	19	9	**66**	**121**
7:00 PM	13	12	16	9	**50**	5	11	7	6	**29**	**79**
8:00 PM	8	4	5	11	**28**	5	3	4	4	**16**	**44**
9:00 PM	7	6	2	2	**17**	3	1	2	2	**8**	**25**
10:00 PM	6	2	4	0	**12**	2	3	2	0	**7**	**19**
11:00 PM	1	1	2	1	**5**	1	2	1	1	**5**	**10**
Total					**1169**					**1227**	
					2396						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 242 — AM PHF 0.829
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 275 — PM PHF 0.955

Wednesday, September 17, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	2	0	0	**2**	1	0	0	1	**2**	**4**
1:00 AM	7	0	1	0	**8**	2	2	0	0	**4**	**12**
2:00 AM	1	0	0	0	**1**	0	1	0	0	**1**	**2**
3:00 AM	1	0	0	0	**1**	0	0	0	1	**1**	**2**
4:00 AM	0	1	1	0	**2**	0	3	0	2	**5**	**7**
5:00 AM	0	1	0	0	**1**	2	4	4	17	**27**	**28**
6:00 AM	1	4	4	6	**15**	12	14	19	9	**54**	**69**
7:00 AM	4	9	12	9	**34**	13	6	15	18	**52**	**86**
8:00 AM	6	7	4	12	**29**	7	13	22	12	**54**	**83**
9:00 AM	11	7	15	12	**45**	17	11	28	18	**74**	**119**
10:00 AM	17	23	17	27	**84**	26	23	37	26	**112**	**196**
11:00 AM	32	18	30	25	**105**	34	24	34	31	**123**	**228**
12:00 PM	34	35	20	37	**126**	37	29	29	26	**121**	**247**
1:00 PM	31	35	43	29	**138**	37	23	33	40	**133**	**271**
2:00 PM	23	36	28	22	**109**	28	28	23	24	**103**	**212**
3:00 PM	36	29	36	36	**137**	21	30	24	24	**99**	**236**
4:00 PM	36	26	29	20	**111**	21	18	28	16	**83**	**194**
5:00 PM	20	16	15	12	**63**	24	15	20	16	**75**	**138**
6:00 PM	15	11	9	13	**48**	10	10	13	11	**44**	**92**
7:00 PM	10	13	18	13	**54**	17	4	8	8	**37**	**91**
8:00 PM	7	5	9	6	**27**	2	3	7	1	**13**	**40**
9:00 PM	7	5	8	4	**24**	2	3	5	5	**15**	**39**
10:00 PM	7	6	5	3	**21**	3	2	1	1	**7**	**28**
11:00 PM	1	2	0	0	**3**	2	4	0	0	**6**	**9**
Total					**1188**					**1245**	
					2433						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 228 — AM PHF 0.864
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 271 — PM PHF 0.891

Thursday, September 18, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	3	2	0	**6**	1	1	1	1	**4**	**10**
1:00 AM	1	1	0	0	**2**	2	0	0	0	**2**	**4**
2:00 AM	1	0	1	1	**3**	2	2	0	1	**5**	**8**
3:00 AM	0	1	0	0	**1**	0	1	1	2	**4**	**5**
4:00 AM	2	1	1	2	**6**	1	5	5	5	**16**	**22**
5:00 AM	0	1	1	1	**3**	8	4	11	12	**35**	**38**
6:00 AM	2	1	4	8	**15**	11	10	16	9	**46**	**61**
7:00 AM	7	7	8	4	**26**	8	14	12	13	**47**	**73**
8:00 AM	10	6	7	5	**28**	8	13	16	21	**58**	**86**
9:00 AM	15	13	17	17	**62**	22	17	12	23	**74**	**136**
10:00 AM	15	20	18	25	**78**	30	22	20	24	**96**	**174**
11:00 AM	19	20	34	27	**100**	31	28	39	19	**117**	**217**
12:00 PM	27	21	44	25	**117**	30	30	41	26	**127**	**244**
1:00 PM	33	43	19	32	**127**	27	35	25	27	**114**	**241**
2:00 PM	42	42	24	29	**137**	41	19	20	22	**102**	**239**
3:00 PM	35	33	26	28	**122**	27	31	23	25	**106**	**228**
4:00 PM	21	15	29	30	**95**	26	16	22	10	**74**	**169**
5:00 PM	16	17	16	8	**57**	15	17	13	17	**62**	**119**
6:00 PM	23	6	13	13	**55**	17	16	13	12	**58**	**113**
7:00 PM	10	15	9	10	**44**	8	11	8	10	**37**	**81**
8:00 PM	10	11	7	10	**38**	8	6	3	8	**25**	**63**
9:00 PM	4	9	3	8	**24**	0	4	3	4	**11**	**35**
10:00 PM	3	8	2	4	**17**	4	4	3	1	**12**	**29**
11:00 PM	3	2	2	1	**8**	2	4	0	1	**7**	**15**
Total					**1171**					**1239**	
					2410						

AM Peak Hr 10:45 am to 11:45 am — AM Peak 220 — AM PHF 0.753
PM Peak Hr 12:30 pm to 1:30 pm — PM Peak 274 — PM PHF 0.806

Friday, September 19, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	0	0	3	**4**	0	0	1	2	**3**	**7**
1:00 AM	0	1	0	0	**1**	1	0	1	0	**2**	**3**
2:00 AM	1	3	1	0	**5**	3	1	0	0	**4**	**9**
3:00 AM	0	0	1	0	**1**	0	1	0	5	**6**	**7**
4:00 AM	1	0	0	0	**1**	3	4	8	4	**19**	**20**
5:00 AM	1	1	1	2	**5**	3	10	10	11	**34**	**39**
6:00 AM	0	3	5	7	**15**	4	7	11	12	**34**	**49**
7:00 AM	7	5	5	5	**22**	10	13	17	13	**53**	**75**
8:00 AM	10	7	8	15	**40**	13	14	19	23	**69**	**109**
9:00 AM	11	12	19	11	**53**	24	22	16	26	**88**	**141**
10:00 AM	23	17	16	24	**80**	30	20	36	25	**111**	**191**
11:00 AM	28	17	33	32	**110**	31	32	45	32	**140**	**250**
12:00 PM	40	41	21	34	**136**	35	40	32	39	**146**	**282**
1:00 PM	44	44	37	33	**158**	32	25	36	21	**114**	**272**
2:00 PM	30	31	31	38	**130**	20	30	33	35	**118**	**248**
3:00 PM	29	33	40	27	**129**	20	30	28	29	**107**	**236**
4:00 PM	21	26	30	27	**104**	18	22	31	30	**101**	**205**
5:00 PM	21	21	20	20	**82**	14	32	22	27	**95**	**177**
6:00 PM	21	15	18	16	**70**	17	18	31	22	**88**	**158**
7:00 PM	18	25	15	13	**71**	18	12	16	11	**57**	**128**
8:00 PM	10	16	8	16	**50**	9	20	4	7	**40**	**90**
9:00 PM	10	29	6	8	**53**	4	5	3	1	**13**	**66**
10:00 PM	9	5	9	3	**26**	8	2	3	2	**15**	**41**
11:00 PM	8	5	1	3	**17**	4	4	5	1	**14**	**31**
Total					**1363**					**1471**	
					2834						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 250 — AM PHF 0.801
PM Peak Hr 12:45 pm to 1:45 pm — PM Peak 291 — PM PHF 0.957

Saturday, September 20, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	3	2	2	**9**	0	2	3	2	**7**	**16**
1:00 AM	1	0	1	4	**6**	0	1	0	1	**2**	**8**
2:00 AM	0	1	2	0	**3**	0	1	0	0	**1**	**4**
3:00 AM	0	0	2	0	**2**	0	0	2	0	**2**	**4**
4:00 AM	0	1	0	2	**3**	3	2	4	16	**25**	**28**
5:00 AM	1	1	1	1	**4**	16	14	11	15	**56**	**60**
6:00 AM	1	1	4	4	**10**	24	6	5	9	**44**	**54**
7:00 AM	6	12	6	8	**32**	17	15	22	26	**80**	**112**
8:00 AM	10	20	10	21	**61**	16	46	16	19	**97**	**158**
9:00 AM	7	7	18	26	**58**	24	28	17	31	**100**	**158**
10:00 AM	11	27	40	25	**103**	22	45	47	40	**154**	**257**
11:00 AM	41	46	45	46	**178**	53	50	46	59	**208**	**386**
12:00 PM	57	56	40	60	**213**	65	61	53	51	**230**	**443**
1:00 PM	43	48	67	52	**210**	58	59	50	57	**224**	**434**
2:00 PM	57	64	63	49	**233**	48	45	53	35	**181**	**414**
3:00 PM	57	52	56	51	**216**	42	49	36	49	**176**	**392**
4:00 PM	57	42	44	48	**191**	42	39	30	36	**147**	**338**
5:00 PM	45	34	30	35	**144**	31	30	20	23	**104**	**248**
6:00 PM	24	28	14	13	**79**	22	26	25	19	**92**	**171**
7:00 PM	18	19	17	16	**70**	15	13	17	11	**56**	**126**
8:00 PM	14	20	11	12	**57**	7	6	6	11	**30**	**87**
9:00 PM	15	15	8	8	**46**	6	7	6	5	**24**	**70**
10:00 PM	8	5	3	14	**30**	4	1	3	6	**14**	**44**
11:00 PM	3	3	3	1	**10**	0	2	2	0	**4**	**14**
Total					**1968**					**2058**	
					4026						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 386 — AM PHF 0.919
PM Peak Hr 12:00 pm to 1:00 pm — PM Peak 443 — PM PHF 0.908

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 3

Road Name Avila Beach Drive

Nearest Cross St E of Lighthouse Road

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1744617

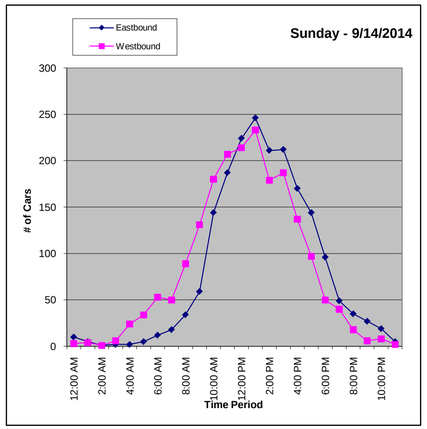
Longitude -120.7558045

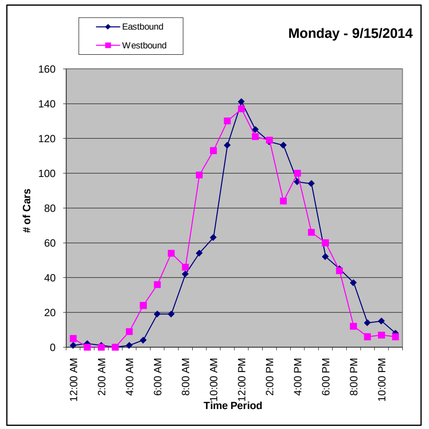
Peak Day Saturday

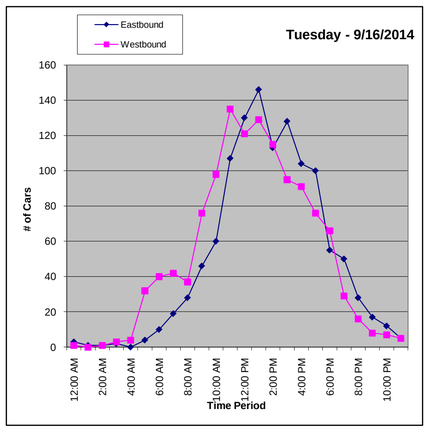
Number of Lanes 2

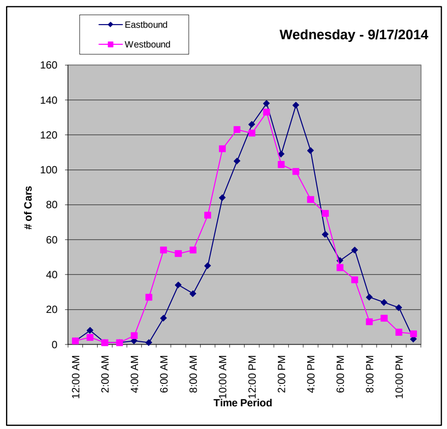
Comments

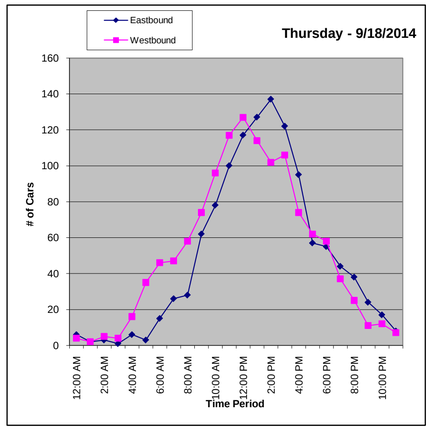
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	13	6	4	4	10	7	16	**60**	**9**	6	15
1:00 AM	9	2	1	12	4	3	8	**39**	**6**	4	9
2:00 AM	2	1	2	2	8	9	4	**28**	**4**	4	3
3:00 AM	8	0	5	2	5	7	4	**31**	**4**	4	6
4:00 AM	26	10	4	7	22	20	28	**117**	**17**	13	27
5:00 AM	39	28	36	28	38	39	60	**268**	**38**	34	50
6:00 AM	65	55	50	69	61	49	54	**403**	**58**	57	60
7:00 AM	68	73	61	86	73	75	112	**548**	**78**	74	90
8:00 AM	123	88	65	83	86	109	158	**712**	**102**	86	141
9:00 AM	190	153	122	119	136	141	158	**1019**	**146**	134	174
10:00 AM	324	176	158	196	174	191	257	**1476**	**211**	179	291
11:00 AM	394	246	242	228	217	250	386	**1963**	**280**	237	390
12:00 PM	438	278	251	247	244	282	443	**2183**	**312**	260	441
1:00 PM	479	246	275	271	241	272	434	**2218**	**317**	261	457
2:00 PM	390	237	228	212	239	248	414	**1968**	**281**	233	402
3:00 PM	399	200	223	236	228	236	392	**1914**	**273**	225	396
4:00 PM	307	195	195	194	169	205	338	**1603**	**229**	192	323
5:00 PM	241	160	176	138	119	177	248	**1259**	**180**	154	245
6:00 PM	146	112	121	92	113	158	171	**913**	**130**	119	159
7:00 PM	89	89	79	91	81	128	126	**683**	**98**	94	108
8:00 PM	53	49	44	40	63	90	87	**426**	**61**	57	70
9:00 PM	33	20	25	39	35	66	70	**288**	**41**	37	52
10:00 PM	27	22	19	28	29	41	44	**210**	**30**	28	36
11:00 PM	7	14	10	9	15	31	14	**100**	**14**	16	11
Total	**3870**	**2460**	**2396**	**2433**	**2410**	**2834**	**4026**	**20429**	**2918**	**2507**	**3948**
Percentages	**18.94%**	**12.04%**	**11.73%**	**11.91%**	**11.80%**	**13.87%**	**19.71%**	**100.00%**	**14.29%**	**12.27%**	**19.33%**

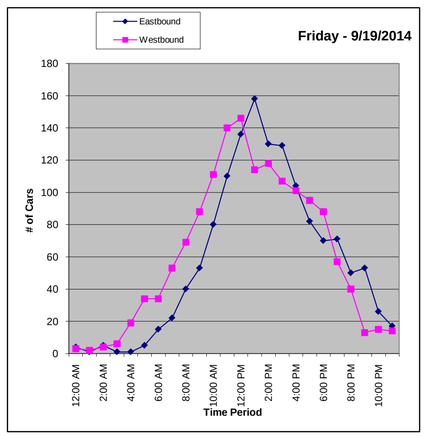


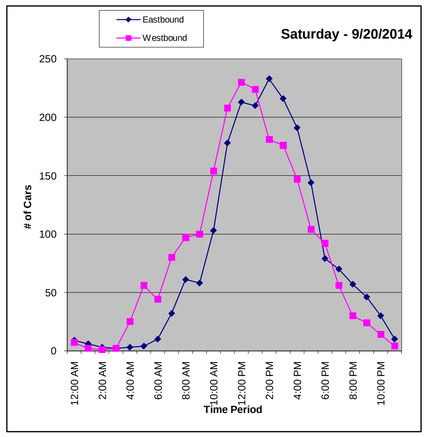


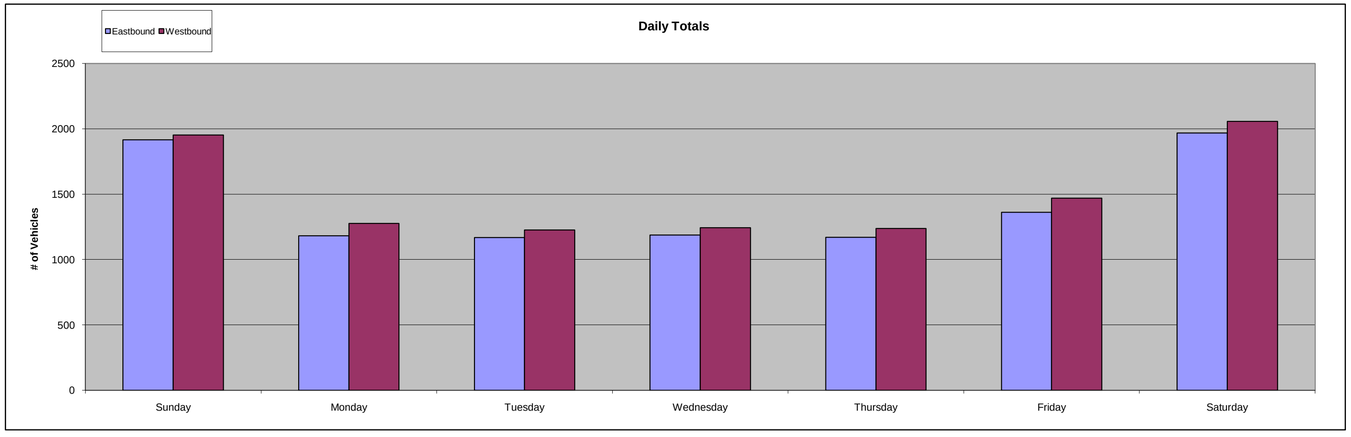












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 4
Road Name 1st Street
Nearest Cross St S of Avila Beach Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1803745
Longitude -120.7358193
Peak Day Sunday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	2	4	6	**16**	1	0	3	1	**5**	**21**
1:00 AM	3	7	0	1	**11**	1	1	0	0	**2**	**13**
2:00 AM	1	3	1	1	**6**	0	1	0	0	**1**	**7**
3:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	1	1	0	**2**	0	3	0	0	**3**	**5**
5:00 AM	0	0	1	2	**3**	0	1	0	4	**5**	**8**
6:00 AM	3	4	1	8	**16**	1	3	0	6	**10**	**26**
7:00 AM	4	2	6	6	**18**	0	3	6	7	**16**	**34**
8:00 AM	6	11	10	9	**36**	8	10	9	9	**36**	**72**
9:00 AM	8	13	11	15	**47**	9	11	7	15	**42**	**89**
10:00 AM	21	32	36	28	**117**	19	20	42	34	**115**	**232**
11:00 AM	36	46	39	47	**168**	45	43	48	54	**190**	**358**
12:00 PM	52	41	47	65	**205**	58	35	51	74	**218**	**423**
1:00 PM	61	56	61	59	**237**	64	56	65	52	**237**	**474**
2:00 PM	73	69	61	76	**279**	79	57	44	54	**234**	**513**
3:00 PM	67	72	71	75	**285**	50	56	52	58	**216**	**501**
4:00 PM	80	77	68	73	**298**	61	50	48	51	**210**	**508**
5:00 PM	91	67	59	63	**280**	58	44	31	41	**174**	**454**
6:00 PM	46	44	53	43	**186**	22	65	38	19	**144**	**330**
7:00 PM	52	33	27	25	**137**	38	13	15	14	**80**	**217**
8:00 PM	26	14	10	22	**72**	7	11	5	9	**32**	**104**
9:00 PM	10	17	18	6	**51**	8	11	8	5	**32**	**83**
10:00 PM	5	4	7	3	**19**	2	9	2	3	**16**	**35**
11:00 PM	4	0	3	2	**9**	1	2	3	0	**6**	**15**
Total					**2499**					**2024**	
					4523						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 358 **AM PHF** 0.886
PM Peak Hr 1:30 pm to 2:30 pm **PM Peak** 515 **PM PHF** 0.847

Monday, September 15, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	0	0	1	**3**	1	0	0	1	**2**	**5**
1:00 AM	1	2	1	1	**5**	0	1	0	0	**1**	**6**
2:00 AM	2	0	0	1	**3**	1	0	2	1	**4**	**7**
3:00 AM	0	0	0	0	**0**	2	0	0	1	**3**	**3**
4:00 AM	1	1	0	2	**4**	1	0	0	0	**1**	**5**
5:00 AM	2	1	1	1	**5**	1	0	0	1	**2**	**7**
6:00 AM	2	5	10	5	**22**	0	2	6	4	**12**	**34**
7:00 AM	5	8	6	9	**28**	0	3	4	3	**10**	**38**
8:00 AM	10	4	5	12	**31**	7	3	1	9	**20**	**51**
9:00 AM	8	3	12	13	**36**	6	4	9	10	**29**	**65**
10:00 AM	16	20	14	20	**70**	10	14	9	11	**44**	**114**
11:00 AM	21	26	24	12	**83**	8	12	16	13	**49**	**132**
12:00 PM	29	37	27	14	**107**	20	27	19	15	**81**	**188**
1:00 PM	32	34	22	36	**124**	28	44	21	11	**104**	**228**
2:00 PM	33	24	32	29	**118**	40	24	23	16	**103**	**221**
3:00 PM	24	23	21	42	**110**	27	23	24	28	**102**	**212**
4:00 PM	24	23	20	23	**90**	13	22	21	20	**76**	**166**
5:00 PM	26	21	21	31	**99**	25	25	17	17	**84**	**183**
6:00 PM	20	34	20	16	**90**	6	18	18	9	**51**	**141**
7:00 PM	24	11	13	18	**66**	7	10	17	10	**44**	**110**
8:00 PM	16	6	10	9	**41**	9	6	13	9	**37**	**78**
9:00 PM	5	9	5	2	**21**	10	3	2	4	**19**	**40**
10:00 PM	3	6	2	6	**17**	4	0	0	4	**8**	**25**
11:00 PM	2	4	0	2	**8**	1	1	0	0	**2**	**10**
Total					**1181**					**888**	
					2069						

AM Peak Hr 10:45 am to 11:45 am **AM Peak** 138 **AM PHF** 0.863
PM Peak Hr 1:15 pm to 2:15 pm **PM Peak** 241 **PM PHF** 0.772

Tuesday, September 16, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	1	1	**3**	0	0	0	2	**2**	**5**
1:00 AM	2	0	0	1	**3**	0	0	0	0	**0**	**3**
2:00 AM	0	0	0	1	**1**	0	0	1	0	**1**	**2**
3:00 AM	1	0	0	0	**1**	0	1	0	0	**1**	**2**
4:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
5:00 AM	4	2	1	4	**11**	0	0	0	1	**1**	**12**
6:00 AM	4	3	4	1	**12**	3	5	1	3	**12**	**24**
7:00 AM	4	6	4	11	**25**	2	2	4	12	**20**	**45**
8:00 AM	11	10	5	10	**36**	10	12	9	13	**44**	**80**
9:00 AM	8	17	22	9	**56**	5	12	10	7	**34**	**90**
10:00 AM	14	19	21	20	**74**	5	7	12	16	**40**	**114**
11:00 AM	33	29	19	32	**113**	14	17	23	42	**96**	**209**
12:00 PM	29	30	24	32	**115**	21	42	28	35	**126**	**241**
1:00 PM	36	23	23	29	**111**	40	21	13	50	**124**	**235**
2:00 PM	30	24	37	38	**129**	13	17	23	25	**78**	**207**
3:00 PM	28	25	24	33	**110**	19	14	26	23	**82**	**192**
4:00 PM	32	33	13	34	**112**	8	13	11	30	**62**	**174**
5:00 PM	24	24	30	25	**103**	30	16	21	13	**80**	**183**
6:00 PM	19	18	18	16	**71**	17	15	18	11	**61**	**132**
7:00 PM	19	14	17	21	**71**	10	8	9	9	**36**	**107**
8:00 PM	12	11	6	12	**41**	6	4	1	8	**19**	**60**
9:00 PM	11	2	2	4	**19**	3	4	2	0	**9**	**28**
10:00 PM	2	0	0	0	**2**	1	0	3	2	**6**	**8**
11:00 PM	2	7	3	1	**13**	1	1	0	0	**2**	**15**
Total					**1233**					**936**	
					2169						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 209 **AM PHF** 0.706
PM Peak Hr 12:15 pm to 1:15 pm **PM Peak** 267 **PM PHF** 0.878

Wednesday, September 17, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	2	0	0	**5**	0	0	0	0	**0**	**5**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	2	2	0	0	**4**	0	0	0	1	**1**	**5**
3:00 AM	2	0	0	0	**2**	2	0	0	0	**2**	**4**
4:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
5:00 AM	2	1	0	2	**5**	0	0	0	0	**0**	**5**
6:00 AM	3	6	4	1	**14**	0	1	2	0	**3**	**17**
7:00 AM	4	6	3	4	**17**	4	4	7	5	**20**	**37**
8:00 AM	8	5	12	7	**32**	7	8	16	10	**41**	**73**
9:00 AM	6	7	6	13	**32**	16	9	14	14	**53**	**85**
10:00 AM	12	12	19	20	**63**	9	6	16	15	**46**	**109**
11:00 AM	18	24	13	25	**80**	26	10	15	24	**75**	**155**
12:00 PM	30	31	37	29	**127**	15	25	28	10	**78**	**205**
1:00 PM	22	25	16	26	**89**	19	14	27	24	**84**	**173**
2:00 PM	25	27	21	25	**98**	14	29	16	13	**72**	**170**
3:00 PM	15	26	34	29	**104**	12	21	25	12	**70**	**174**
4:00 PM	23	28	17	15	**83**	25	23	12	11	**71**	**154**
5:00 PM	28	14	26	19	**87**	19	13	15	8	**55**	**142**
6:00 PM	19	10	12	17	**58**	9	12	14	8	**43**	**101**
7:00 PM	17	15	20	16	**68**	6	7	6	8	**27**	**95**
8:00 PM	7	5	9	5	**26**	6	3	1	4	**14**	**40**
9:00 PM	4	6	1	6	**17**	0	0	0	2	**2**	**19**
10:00 PM	4	5	0	2	**11**	1	0	1	2	**4**	**15**
11:00 PM	4	1	0	3	**8**	0	1	2	0	**3**	**11**
Total					**1031**					**764**	
					1795						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 155 **AM PHF** 0.791
PM Peak Hr 12:00 pm to 1:00 pm **PM Peak** 205 **PM PHF** 0.788

Thursday, September 18, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	2	0	0	**6**	0	1	1	1	**3**	**9**
1:00 AM	0	0	0	3	**3**	0	0	0	1	**1**	**4**
2:00 AM	2	0	0	0	**2**	1	0	0	0	**1**	**3**
3:00 AM	1	0	2	0	**3**	0	1	1	0	**2**	**5**
4:00 AM	0	0	1	2	**3**	0	0	0	0	**0**	**3**
5:00 AM	2	3	1	3	**9**	1	1	1	1	**4**	**13**
6:00 AM	6	5	2	5	**18**	2	3	1	5	**11**	**29**
7:00 AM	1	4	3	4	**12**	4	2	7	13	**26**	**38**
8:00 AM	6	8	14	14	**42**	5	12	10	16	**43**	**85**
9:00 AM	9	9	6	14	**38**	10	13	7	8	**38**	**76**
10:00 AM	11	17	21	12	**61**	6	6	10	15	**37**	**98**
11:00 AM	11	13	23	18	**65**	14	10	19	18	**61**	**126**
12:00 PM	19	30	16	20	**85**	15	20	10	20	**65**	**150**
1:00 PM	31	23	25	24	**103**	15	19	18	17	**69**	**172**
2:00 PM	12	21	15	26	**74**	13	20	24	21	**78**	**152**
3:00 PM	37	32	29	28	**126**	20	20	37	24	**101**	**227**
4:00 PM	25	10	20	23	**78**	19	8	22	22	**71**	**149**
5:00 PM	27	18	16	11	**72**	19	13	11	7	**50**	**122**
6:00 PM	18	15	11	12	**56**	8	5	8	7	**28**	**84**
7:00 PM	12	9	15	11	**47**	11	7	10	4	**32**	**79**
8:00 PM	20	15	8	8	**51**	11	7	7	4	**29**	**80**
9:00 PM	6	10	5	4	**25**	1	9	3	6	**19**	**44**
10:00 PM	6	0	4	2	**12**	7	3	4	2	**16**	**28**
11:00 PM	3	3	0	5	**11**	2	1	0	1	**4**	**15**
Total					**1002**					**789**	
					1791						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 126 **AM PHF** 0.750
PM Peak Hr 3:00 pm to 4:00 pm **PM Peak** 227 **PM PHF** 0.860

Friday, September 19, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	6	4	0	0	**10**	1	0	1	0	**2**	**12**
1:00 AM	0	0	2	0	**2**	0	0	0	0	**0**	**2**
2:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	1	0	0	**1**	0	0	1	0	**1**	**2**
4:00 AM	0	0	1	0	**1**	1	0	0	0	**1**	**2**
5:00 AM	1	1	1	0	**3**	0	0	0	2	**2**	**5**
6:00 AM	5	4	4	6	**19**	1	1	0	5	**7**	**26**
7:00 AM	4	3	2	6	**15**	3	4	2	8	**17**	**32**
8:00 AM	7	10	5	15	**37**	14	11	11	10	**46**	**83**
9:00 AM	14	8	12	9	**43**	5	8	13	9	**35**	**78**
10:00 AM	14	17	18	21	**70**	7	14	25	23	**69**	**139**
11:00 AM	24	22	31	24	**101**	16	24	24	20	**84**	**185**
12:00 PM	25	33	33	27	**118**	18	29	31	31	**109**	**227**
1:00 PM	33	34	48	42	**157**	30	42	39	44	**155**	**312**
2:00 PM	34	35	30	50	**149**	29	31	41	58	**159**	**308**
3:00 PM	30	42	61	42	**175**	39	29	53	34	**155**	**330**
4:00 PM	45	35	35	46	**161**	40	21	27	47	**135**	**296**
5:00 PM	56	44	46	46	**192**	45	34	36	40	**155**	**347**
6:00 PM	38	54	52	45	**189**	29	42	33	28	**132**	**321**
7:00 PM	42	58	48	45	**193**	24	19	29	30	**102**	**295**
8:00 PM	44	53	27	27	**151**	19	25	10	5	**59**	**210**
9:00 PM	22	19	7	8	**56**	8	5	5	4	**22**	**78**
10:00 PM	7	12	9	9	**37**	7	1	8	5	**21**	**58**
11:00 PM	6	6	7	4	**23**	9	4	9	3	**25**	**48**
Total					**1904**					**1493**	
					3397						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 185 **AM PHF** 0.841
PM Peak Hr 4:45 pm to 5:45 pm **PM Peak** 354 **PM PHF** 0.876

Saturday, September 20, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	5	4	7	2	**18**	2	1	1	2	**6**	**24**
1:00 AM	3	0	1	3	**7**	1	1	0	2	**4**	**11**
2:00 AM	1	0	0	1	**2**	0	0	0	2	**2**	**4**
3:00 AM	4	0	0	0	**4**	0	0	0	0	**0**	**4**
4:00 AM	0	0	0	4	**4**	2	0	0	0	**2**	**6**
5:00 AM	1	0	1	1	**3**	0	0	0	2	**2**	**5**
6:00 AM	5	0	2	6	**13**	0	0	3	4	**7**	**20**
7:00 AM	3	4	7	10	**24**	1	7	4	7	**19**	**43**
8:00 AM	11	7	7	16	**41**	3	5	8	16	**32**	**73**
9:00 AM	15	8	0	0	**23**	28	36	36	33	**133**	**156**
10:00 AM	0	0	0	24	**24**	54	42	75	33	**204**	**228**
11:00 AM	42	31	39	45	**157**	40	35	48	34	**157**	**314**
12:00 PM	60	46	40	50	**196**	44	42	52	53	**191**	**387**
1:00 PM	46	53	54	69	**222**	50	41	56	57	**204**	**426**
2:00 PM	70	60	59	62	**251**	70	37	54	51	**212**	**463**
3:00 PM	60	65	59	62	**246**	49	49	53	44	**195**	**441**
4:00 PM	95	77	85	90	**347**	59	51	74	45	**229**	**576**
5:00 PM	56	65	52	51	**224**	36	48	30	34	**148**	**372**
6:00 PM	46	39	43	22	**150**	32	26	20	21	**99**	**249**
7:00 PM	40	38	35	26	**139**	21	16	22	10	**69**	**208**
8:00 PM	18	19	24	15	**76**	16	7	10	7	**40**	**116**
9:00 PM	23	19	20	12	**74**	14	9	10	8	**41**	**115**
10:00 PM	3	11	8	5	**27**	4	7	8	4	**23**	**50**
11:00 PM	2	5	8	6	**21**	1	4	8	2	**15**	**36**
Total					**2293**					**2034**	
					4327						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 314 **AM PHF** 0.902
PM Peak Hr 4:00 pm to 5:00 pm **PM Peak** 576 **PM PHF** 0.906

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 4

Road Name 1st Street

Nearest Cross St S of Avila Beach Drive

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1803745

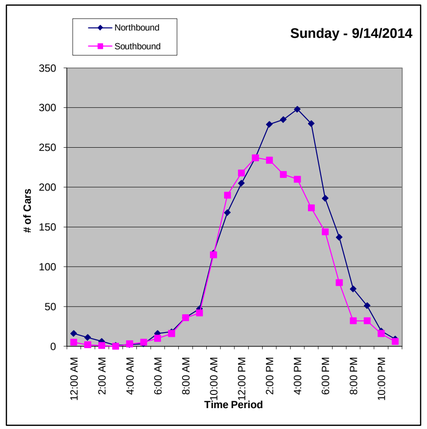
Longitude -120.7358193

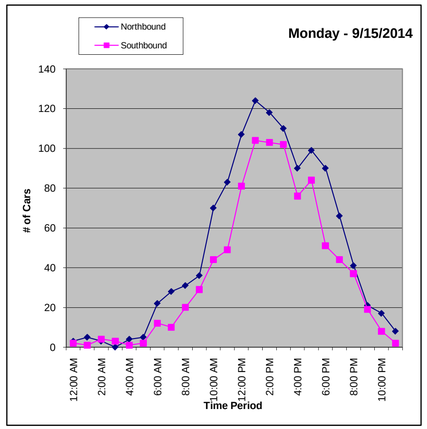
Peak Day Sunday

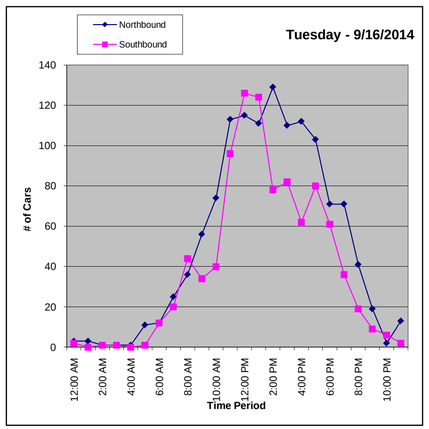
Number of Lanes 2

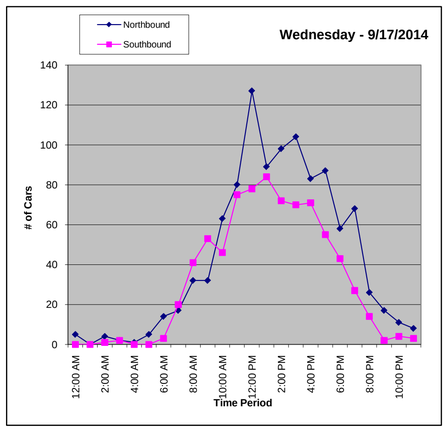
Comments

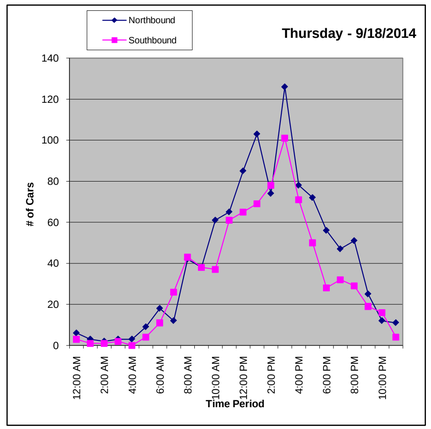
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	21	5	5	5	9	12	24	**81**	**12**	7	23
1:00 AM	13	6	3	0	4	2	11	**39**	**6**	3	12
2:00 AM	7	7	2	5	3	1	4	**29**	**4**	4	6
3:00 AM	1	3	2	4	5	2	4	**21**	**3**	3	3
4:00 AM	5	5	1	1	3	2	6	**23**	**3**	2	6
5:00 AM	8	7	12	5	13	5	5	**55**	**8**	8	7
6:00 AM	26	34	24	17	29	26	20	**176**	**25**	26	23
7:00 AM	34	38	45	37	38	32	43	**267**	**38**	38	39
8:00 AM	72	51	80	73	85	83	73	**517**	**74**	74	73
9:00 AM	89	65	90	85	76	78	156	**639**	**91**	79	123
10:00 AM	232	114	114	109	98	139	228	**1034**	**148**	115	230
11:00 AM	358	132	209	155	126	185	314	**1479**	**211**	161	336
12:00 PM	423	188	241	205	150	227	387	**1821**	**260**	202	405
1:00 PM	474	228	235	173	172	312	426	**2020**	**289**	224	450
2:00 PM	513	221	207	170	152	308	463	**2034**	**291**	212	488
3:00 PM	501	212	192	174	227	330	441	**2077**	**297**	227	471
4:00 PM	508	166	174	154	149	296	576	**2023**	**289**	188	542
5:00 PM	454	183	183	142	122	347	372	**1803**	**258**	195	413
6:00 PM	330	141	132	101	84	321	249	**1358**	**194**	156	290
7:00 PM	217	110	107	95	79	295	208	**1111**	**159**	137	213
8:00 PM	104	78	60	40	80	210	116	**688**	**98**	94	110
9:00 PM	83	40	28	19	44	78	115	**407**	**58**	42	99
10:00 PM	35	25	8	15	28	58	50	**219**	**31**	27	43
11:00 PM	15	10	15	11	15	48	36	**150**	**21**	20	26
Total	**4523**	**2069**	**2169**	**1795**	**1791**	**3397**	**4327**	20071	**2867**	**2244**	**4425**
Percentages	**22.54%**	**10.31%**	**10.81%**	**8.94%**	**8.92%**	**16.92%**	**21.56%**	**100.00%**	**14.29%**	**11.18%**	**22.05%**

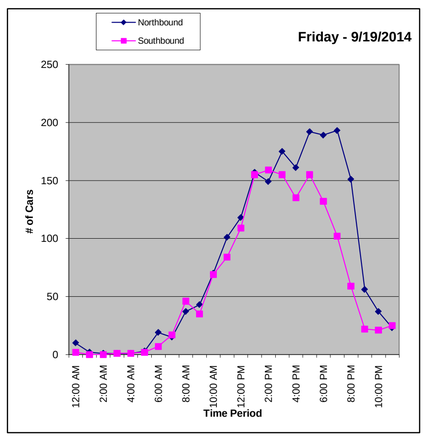


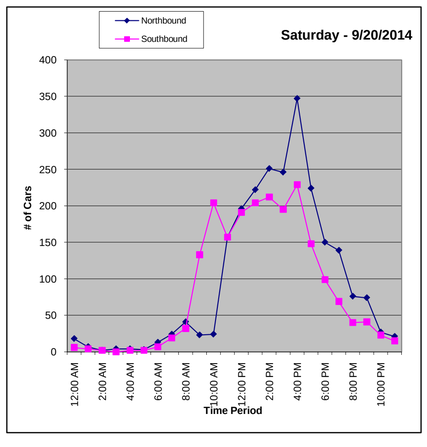


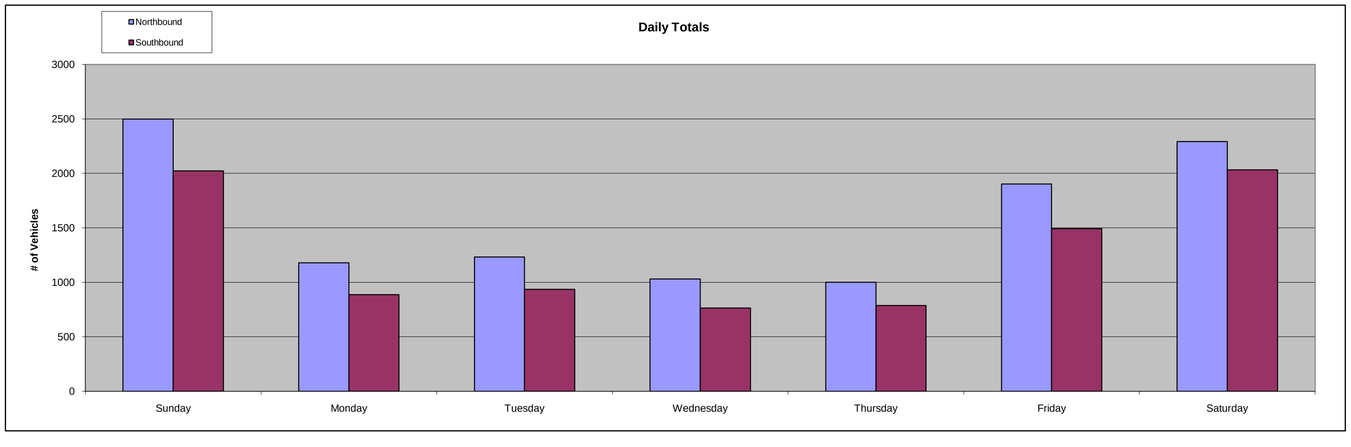












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 5
Road Name Monte Road
Nearest Cross St NE of US 101 NB Onramp
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1833055
Longitude -120.6999958
Peak Day Friday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	2	0	**2**	0	0	0	0	**0**	**2**
1:00 AM	0	0	1	0	**1**	0	0	0	1	**1**	**2**
2:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	1	0	0	0	**1**	0	1	0	0	**1**	**2**
6:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
7:00 AM	0	1	0	1	**2**	0	1	0	2	**3**	**5**
8:00 AM	1	0	0	3	**4**	0	1	2	1	**4**	**8**
9:00 AM	1	1	5	2	**9**	2	2	0	4	**8**	**17**
10:00 AM	1	4	1	4	**10**	1	2	3	1	**7**	**17**
11:00 AM	3	0	0	6	**9**	4	2	2	0	**8**	**17**
12:00 PM	3	0	1	6	**10**	1	2	4	3	**10**	**20**
1:00 PM	2	1	3	2	**8**	3	3	0	1	**7**	**15**
2:00 PM	2	3	2	3	**10**	2	2	3	2	**9**	**19**
3:00 PM	1	4	1	3	**9**	0	2	0	0	**2**	**11**
4:00 PM	4	3	2	1	**10**	3	1	2	0	**6**	**16**
5:00 PM	5	2	3	1	**11**	0	1	1	4	**6**	**17**
6:00 PM	2	0	2	3	**7**	2	2	1	0	**5**	**12**
7:00 PM	0	0	1	4	**5**	1	0	1	0	**2**	**7**
8:00 PM	1	0	0	1	**2**	2	0	0	0	**2**	**4**
9:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
10:00 PM	0	1	0	0	**1**	0	0	1	0	**1**	**2**
11:00 PM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
Total					**113**					**83**	
					196						

AM Peak Hr 9:30 am to 10:30 am **AM Peak** 19 **AM PHF** 0.792
PM Peak Hr 12:30 pm to 1:30 pm **PM Peak** 23 **PM PHF** 0.639

Monday, September 15, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1:00 AM	0	2	0	0	**2**	0	0	0	0	**0**	**2**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	0	**0**	0	1	0	1	**2**	**2**
6:00 AM	1	0	0	0	**1**	0	0	0	3	**3**	**4**
7:00 AM	0	2	1	1	**4**	1	0	1	3	**5**	**9**
8:00 AM	1	4	0	2	**7**	1	1	3	2	**7**	**14**
9:00 AM	0	8	0	5	**13**	1	3	2	1	**7**	**20**
10:00 AM	2	6	2	2	**12**	1	1	0	1	**3**	**15**
11:00 AM	3	4	2	2	**11**	1	1	1	0	**3**	**14**
12:00 PM	4	2	2	1	**9**	3	4	1	3	**11**	**20**
1:00 PM	2	1	2	1	**6**	1	2	2	1	**6**	**12**
2:00 PM	4	1	0	3	**8**	1	3	1	3	**8**	**16**
3:00 PM	4	2	2	3	**11**	1	3	1	1	**6**	**17**
4:00 PM	0	1	0	4	**5**	3	1	1	0	**5**	**10**
5:00 PM	5	4	5	1	**15**	2	5	2	0	**9**	**24**
6:00 PM	1	3	3	2	**9**	2	1	1	2	**6**	**15**
7:00 PM	2	1	2	0	**5**	1	2	0	2	**5**	**10**
8:00 PM	1	1	2	0	**4**	0	1	2	0	**3**	**7**
9:00 PM	2	0	0	0	**2**	0	0	0	1	**1**	**3**
10:00 PM	1	1	0	1	**3**	0	0	1	0	**1**	**4**
11:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total					**127**					**91**	
					218						

AM Peak Hr 9:15 am to 10:15 am **AM Peak** 22 **AM PHF** 0.500
PM Peak Hr 4:45 pm to 5:45 pm **PM Peak** 27 **PM PHF** 0.750

Tuesday, September 16, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	0	**0**	0	1	1	1	**3**	**3**
6:00 AM	0	0	0	0	**0**	1	1	0	0	**2**	**2**
7:00 AM	0	0	0	4	**4**	1	1	4	3	**9**	**13**
8:00 AM	3	2	1	2	**8**	0	2	1	5	**8**	**16**
9:00 AM	1	0	2	1	**4**	1	1	0	1	**3**	**7**
10:00 AM	2	1	3	4	**10**	2	0	3	1	**6**	**16**
11:00 AM	2	4	0	2	**8**	1	2	2	1	**6**	**14**
12:00 PM	3	4	5	1	**13**	1	1	1	0	**3**	**16**
1:00 PM	0	2	2	1	**5**	1	1	2	2	**6**	**11**
2:00 PM	4	3	1	2	**10**	1	3	1	3	**8**	**18**
3:00 PM	0	3	3	4	**10**	0	3	2	1	**6**	**16**
4:00 PM	0	4	0	0	**4**	1	3	1	0	**5**	**9**
5:00 PM	3	10	2	2	**17**	0	1	0	1	**2**	**19**
6:00 PM	2	2	0	2	**6**	0	1	1	0	**2**	**8**
7:00 PM	1	0	0	2	**3**	0	0	0	2	**2**	**5**
8:00 PM	1	3	0	1	**5**	0	0	0	0	**0**	**5**
9:00 PM	0	0	0	0	**0**	1	0	0	0	**1**	**1**
10:00 PM	1	0	1	0	**2**	0	0	0	0	**0**	**2**
11:00 PM	0	1	0	0	**1**	1	0	0	0	**1**	**2**
Total					**110**					**74**	
					184						

AM Peak Hr 7:30 am to 8:30 am **AM Peak** 18 **AM PHF** 0.643
PM Peak Hr 5:00 pm to 6:00 pm **PM Peak** 19 **PM PHF** 0.432

Wednesday, September 17, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	0	**0**	0	1	1	0	**2**	**2**
6:00 AM	0	0	1	0	**1**	1	1	0	0	**2**	**3**
7:00 AM	0	0	3	0	**3**	2	0	2	5	**9**	**12**
8:00 AM	1	4	2	1	**8**	1	1	3	2	**7**	**15**
9:00 AM	0	3	4	2	**9**	0	1	1	1	**3**	**12**
10:00 AM	0	1	3	0	**4**	1	1	1	0	**3**	**7**
11:00 AM	4	14	0	1	**19**	0	0	1	2	**3**	**22**
12:00 PM	4	6	4	3	**17**	1	1	0	4	**6**	**23**
1:00 PM	0	3	1	1	**5**	1	4	1	2	**8**	**13**
2:00 PM	5	2	7	1	**15**	1	1	3	3	**8**	**23**
3:00 PM	0	2	0	2	**4**	0	1	0	2	**3**	**7**
4:00 PM	2	0	5	2	**9**	1	3	2	2	**8**	**17**
5:00 PM	1	4	2	2	**9**	1	0	3	1	**5**	**14**
6:00 PM	2	2	0	4	**8**	0	0	1	0	**1**	**9**
7:00 PM	2	1	2	1	**6**	1	0	2	0	**3**	**9**
8:00 PM	2	0	1	1	**4**	0	1	0	0	**1**	**5**
9:00 PM	0	0	2	1	**3**	0	0	1	0	**1**	**4**
10:00 PM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
11:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total					**126**					**74**	
					200						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 22 **AM PHF** 0.393
PM Peak Hr 12:00 pm to 1:00 pm **PM Peak** 23 **PM PHF** 0.821

Thursday, September 18, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	0	0	1	**2**	0	0	0	0	**0**	**2**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	0	**0**	0	2	0	1	**3**	**3**
6:00 AM	0	0	0	0	**0**	0	1	0	1	**2**	**2**
7:00 AM	0	1	1	0	**2**	1	0	2	5	**8**	**10**
8:00 AM	2	3	1	0	**6**	1	1	1	0	**3**	**9**
9:00 AM	5	3	1	1	**10**	1	1	0	0	**2**	**12**
10:00 AM	1	0	1	3	**5**	1	4	0	2	**7**	**12**
11:00 AM	2	3	1	1	**7**	2	5	1	2	**10**	**17**
12:00 PM	0	2	3	4	**9**	0	1	4	3	**8**	**17**
1:00 PM	4	1	3	0	**8**	2	3	1	0	**6**	**14**
2:00 PM	2	1	3	1	**7**	3	4	0	1	**8**	**15**
3:00 PM	2	1	1	4	**8**	0	1	1	2	**4**	**12**
4:00 PM	3	4	5	5	**17**	3	5	3	0	**11**	**28**
5:00 PM	1	5	5	4	**15**	2	4	1	1	**8**	**23**
6:00 PM	1	1	1	2	**5**	4	2	2	1	**9**	**14**
7:00 PM	1	3	3	1	**8**	0	1	1	1	**3**	**11**
8:00 PM	1	0	0	0	**1**	0	0	1	0	**1**	**2**
9:00 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
10:00 PM	0	0	1	0	**1**	0	0	1	0	**1**	**2**
11:00 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
Total					**111**					**97**	
					208						

AM Peak Hr 10:45 am to 11:45 am **AM Peak** 19 **AM PHF** 0.594
PM Peak Hr 3:45 pm to 4:45 pm **PM Peak** 29 **PM PHF** 0.806

Friday, September 19, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	0	0	**1**	1	0	0	0	**1**	**2**
1:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
6:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
7:00 AM	0	1	1	3	**5**	2	1	1	4	**8**	**13**
8:00 AM	2	1	7	2	**12**	3	1	2	1	**7**	**19**
9:00 AM	0	4	7	3	**14**	0	2	5	1	**8**	**22**
10:00 AM	3	2	0	2	**7**	0	1	1	1	**3**	**10**
11:00 AM	3	3	3	3	**12**	2	3	2	1	**8**	**20**
12:00 PM	0	0	6	1	**7**	4	0	1	0	**5**	**12**
1:00 PM	1	3	2	3	**9**	2	3	2	3	**10**	**19**
2:00 PM	2	3	3	1	**9**	1	7	4	5	**17**	**26**
3:00 PM	1	6	1	7	**15**	2	2	1	2	**7**	**22**
4:00 PM	3	2	3	5	**13**	2	2	2	2	**8**	**21**
5:00 PM	5	4	1	7	**17**	3	2	3	1	**9**	**26**
6:00 PM	1	3	3	1	**8**	3	1	1	0	**5**	**13**
7:00 PM	1	4	0	6	**11**	3	2	1	4	**10**	**21**
8:00 PM	1	1	0	0	**2**	2	0	1	0	**3**	**5**
9:00 PM	0	1	2	1	**4**	4	1	0	0	**5**	**9**
10:00 PM	0	1	0	1	**2**	0	0	0	0	**0**	**2**
11:00 PM	1	0	0	1	**2**	0	0	0	0	**0**	**2**
Total					**151**					**117**	
					268						

AM Peak Hr 9:15 am to 10:15 am **AM Peak** 25 **AM PHF** 0.521
PM Peak Hr 2:15 pm to 3:15 pm **PM Peak** 26 **PM PHF** 0.650

Saturday, September 20, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
1:00 AM	1	0	0	0	**1**	0	0	0	1	**1**	**2**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
6:00 AM	0	0	1	0	**1**	1	2	0	0	**3**	**4**
7:00 AM	0	0	3	0	**3**	1	0	2	2	**5**	**8**
8:00 AM	3	2	1	0	**6**	5	1	1	2	**9**	**15**
9:00 AM	2	0	1	2	**5**	0	0	6	4	**10**	**15**
10:00 AM	1	0	2	2	**5**	1	0	3	0	**4**	**9**
11:00 AM	7	5	1	12	**25**	0	2	3	2	**7**	**32**
12:00 PM	3	3	3	4	**13**	4	3	0	3	**10**	**23**
1:00 PM	2	1	1	3	**7**	0	0	1	3	**4**	**11**
2:00 PM	2	1	4	0	**7**	0	1	1	1	**3**	**10**
3:00 PM	6	5	1	4	**16**	2	5	4	0	**11**	**27**
4:00 PM	2	2	2	3	**9**	2	1	3	2	**8**	**17**
5:00 PM	1	5	3	1	**10**	1	2	2	3	**8**	**18**
6:00 PM	2	2	0	2	**6**	0	2	1	1	**4**	**10**
7:00 PM	0	2	2	0	**4**	2	1	3	1	**7**	**11**
8:00 PM	1	0	1	1	**3**	0	0	0	0	**0**	**3**
9:00 PM	0	0	2	2	**4**	0	0	1	1	**2**	**6**
10:00 PM	0	2	1	0	**3**	2	1	0	0	**3**	**6**
11:00 PM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
Total					**129**					**101**	
					230						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 32 **AM PHF** 0.571
PM Peak Hr 3:00 pm to 4:00 pm **PM Peak** 27 **PM PHF** 0.675

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 5

Road Name Monte Road

Nearest Cross St NE of US 101 NB Onramp

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1833055

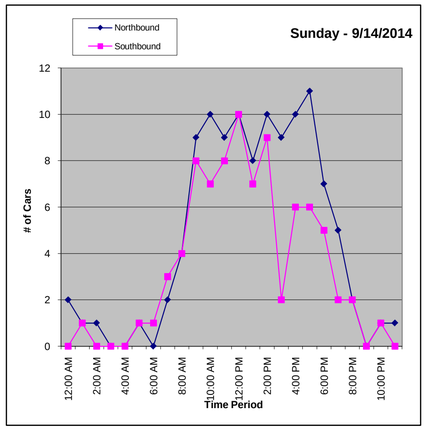
Longitude -120.6999958

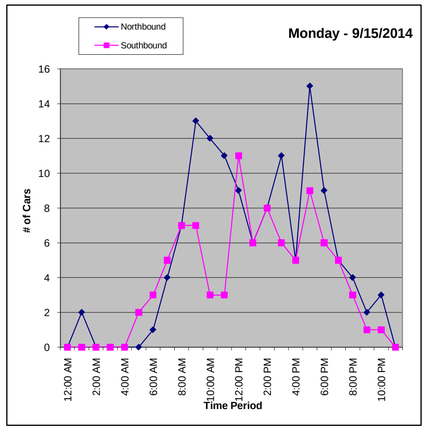
Peak Day Friday

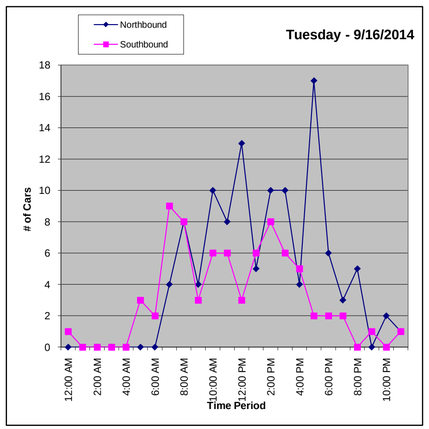
Number of Lanes 2

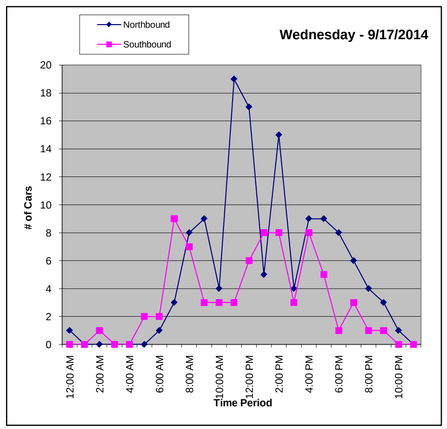
Comments

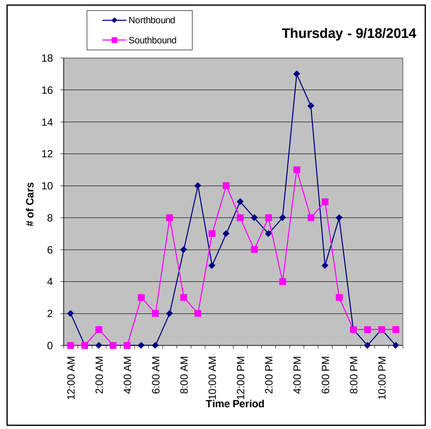
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	2	0	1	1	2	2	1	**9**	**1**	1	2
1:00 AM	2	2	0	0	0	1	2	**7**	**1**	1	2
2:00 AM	1	0	0	1	1	0	0	**3**	**0**	0	1
3:00 AM	0	0	0	0	0	1	0	**1**	**0**	0	0
4:00 AM	0	0	0	0	0	0	0	**0**	**0**	0	0
5:00 AM	2	2	3	2	3	1	1	**14**	**2**	2	2
6:00 AM	1	4	2	3	2	1	4	**17**	**2**	2	3
7:00 AM	5	9	13	12	10	13	8	**70**	**10**	11	7
8:00 AM	8	14	16	15	9	19	15	**96**	**14**	15	12
9:00 AM	17	20	7	12	12	22	15	**105**	**15**	15	16
10:00 AM	17	15	16	7	12	10	9	**86**	**12**	12	13
11:00 AM	17	14	14	22	17	20	32	**136**	**19**	17	25
12:00 PM	20	20	16	23	17	12	23	**131**	**19**	18	22
1:00 PM	15	12	11	13	14	19	11	**95**	**14**	14	13
2:00 PM	19	16	18	23	15	26	10	**127**	**18**	20	15
3:00 PM	11	17	16	7	12	22	27	**112**	**16**	15	19
4:00 PM	16	10	9	17	28	21	17	**118**	**17**	17	17
5:00 PM	17	24	19	14	23	26	18	**141**	**20**	21	18
6:00 PM	12	15	8	9	14	13	10	**81**	**12**	12	11
7:00 PM	7	10	5	9	11	21	11	**74**	**11**	11	9
8:00 PM	4	7	5	5	2	5	3	**31**	**4**	5	4
9:00 PM	0	3	1	4	1	9	6	**24**	**3**	4	3
10:00 PM	2	4	2	1	2	2	6	**19**	**3**	2	4
11:00 PM	1	0	2	0	1	2	1	**7**	**1**	1	1
Total	**196**	**218**	**184**	**200**	**208**	**268**	**230**	**1504**	**215**	**216**	**213**
Percentages	**13.03%**	**14.49%**	**12.23%**	**13.30%**	**13.83%**	**17.82%**	**15.29%**	**100.00%**	**14.29%**	**14.34%**	**14.16%**

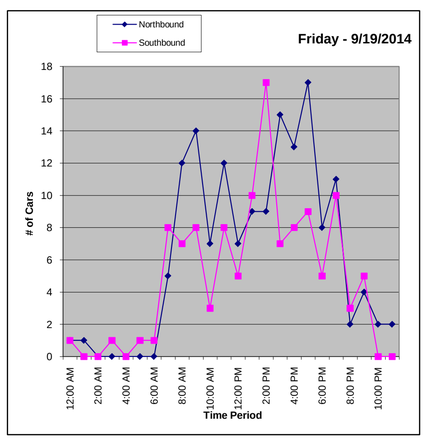


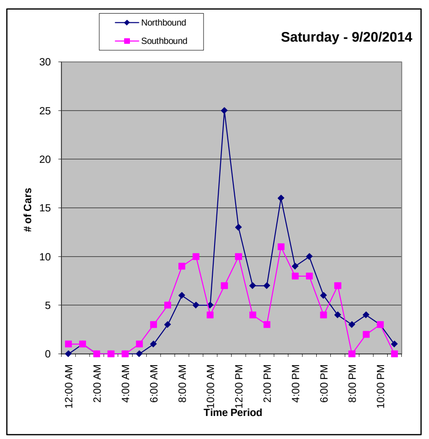


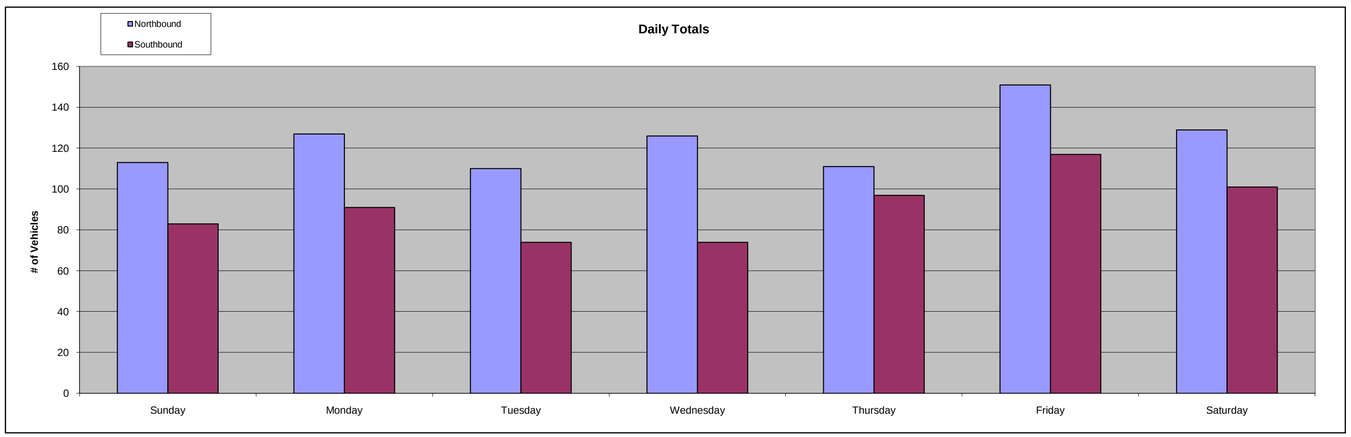












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 6
Road Name Monte Road
Nearest Cross St N of Avila Beach Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1803109
Longitude -120.6993252
Peak Day Saturday
Number of Lanes 2
Comments

Sunday, September 14, 2014

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	4	3	4	1	**12**	0	0	0	0	**0**	**12**
1:00 AM	1	2	1	0	**4**	0	0	0	1	**1**	**5**
2:00 AM	5	2	0	1	**8**	0	0	0	0	**0**	**8**
3:00 AM	0	1	1	0	**2**	0	0	0	0	**0**	**2**
4:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
5:00 AM	2	0	2	1	**5**	0	0	0	0	**0**	**5**
6:00 AM	0	2	3	6	**11**	0	0	0	2	**2**	**13**
7:00 AM	5	7	1	15	**28**	0	1	0	3	**4**	**32**
8:00 AM	12	8	12	18	**50**	0	0	1	0	**1**	**51**
9:00 AM	13	18	23	28	**82**	4	1	0	3	**8**	**90**
10:00 AM	30	37	42	35	**144**	1	2	4	1	**8**	**152**
11:00 AM	36	34	38	50	**158**	1	5	2	0	**8**	**166**
12:00 PM	40	53	39	47	**179**	1	1	5	0	**7**	**186**
1:00 PM	44	53	43	33	**173**	3	1	0	0	**4**	**177**
2:00 PM	47	54	61	60	**222**	1	0	3	1	**5**	**227**
3:00 PM	56	43	35	50	**184**	0	2	0	0	**2**	**186**
4:00 PM	63	65	61	56	**245**	1	1	0	0	**2**	**247**
5:00 PM	55	47	48	32	**182**	0	1	2	0	**3**	**185**
6:00 PM	50	43	47	38	**178**	1	2	1	0	**4**	**182**
7:00 PM	29	27	17	28	**101**	2	0	0	1	**3**	**104**
8:00 PM	20	16	13	11	**60**	0	0	0	0	**0**	**60**
9:00 PM	13	20	17	10	**60**	0	0	0	0	**0**	**60**
10:00 PM	3	10	12	6	**31**	0	0	2	0	**2**	**33**
11:00 PM	2	4	1	5	**12**	0	0	1	0	**1**	**13**
Total					**2132**					**65**	
					2197						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 166 **AM PHF** 0.830
PM Peak Hr 4:00 pm to 5:00 pm **PM Peak** 247 **PM PHF** 0.936

Monday, September 15, 2014

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	2	3	0	0	**5**	0	0	0	0	**0**	**5**
1:00 AM	3	0	1	0	**4**	0	0	0	0	**0**	**4**
2:00 AM	1	2	0	2	**5**	0	0	0	0	**0**	**5**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	2	4	**6**	0	0	0	0	**0**	**6**
5:00 AM	0	3	2	5	**10**	0	1	0	0	**1**	**11**
6:00 AM	3	7	7	12	**29**	0	0	0	0	**0**	**29**
7:00 AM	6	19	27	21	**73**	1	1	1	2	**5**	**78**
8:00 AM	21	19	34	39	**113**	0	0	3	3	**6**	**119**
9:00 AM	24	32	25	36	**117**	1	1	2	3	**7**	**124**
10:00 AM	31	25	37	29	**122**	6	0	0	2	**8**	**130**
11:00 AM	32	37	40	45	**154**	1	0	0	1	**2**	**156**
12:00 PM	33	37	41	26	**137**	2	2	0	1	**5**	**142**
1:00 PM	31	47	25	37	**140**	3	2	0	3	**8**	**148**
2:00 PM	39	48	41	32	**160**	4	3	2	4	**13**	**173**
3:00 PM	37	29	36	44	**146**	4	3	0	0	**7**	**153**
4:00 PM	27	28	22	45	**122**	1	1	1	2	**5**	**127**
5:00 PM	53	31	23	22	**129**	1	3	1	1	**6**	**135**
6:00 PM	31	24	30	23	**108**	2	0	1	2	**5**	**113**
7:00 PM	25	19	18	18	**80**	1	0	0	2	**3**	**83**
8:00 PM	14	14	9	13	**50**	0	1	1	0	**2**	**52**
9:00 PM	13	4	10	10	**37**	0	0	1	0	**1**	**38**
10:00 PM	5	7	7	3	**22**	0	0	1	0	**1**	**23**
11:00 PM	2	6	4	1	**13**	0	0	0	0	**0**	**13**
Total					**1782**					**85**	
					1867						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 156 **AM PHF** 0.848
PM Peak Hr 1:45 pm to 2:45 pm **PM Peak** 177 **PM PHF** 0.868

Tuesday, September 16, 2014

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	2	2	2	0	**6**	0	1	0	0	**1**	**7**
1:00 AM	1	1	0	0	**2**	1	0	0	0	**1**	**3**
2:00 AM	0	0	1	1	**2**	0	0	0	0	**0**	**2**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	4	0	1	3	**8**	1	0	0	0	**1**	**9**
5:00 AM	3	1	3	6	**13**	0	1	1	1	**3**	**16**
6:00 AM	2	5	10	15	**32**	1	0	0	0	**1**	**33**
7:00 AM	11	16	37	37	**101**	1	2	3	1	**7**	**108**
8:00 AM	26	16	25	24	**91**	2	1	0	4	**7**	**98**
9:00 AM	23	13	29	24	**89**	1	1	1	0	**3**	**92**
10:00 AM	29	20	26	34	**109**	1	3	3	3	**10**	**119**
11:00 AM	32	39	44	32	**147**	1	4	3	4	**12**	**159**
12:00 PM	42	34	36	30	**142**	1	1	0	0	**2**	**144**
1:00 PM	33	44	33	36	**146**	0	0	1	3	**4**	**150**
2:00 PM	34	37	26	38	**135**	1	2	4	2	**9**	**144**
3:00 PM	41	34	40	44	**159**	1	1	2	0	**4**	**163**
4:00 PM	46	54	27	35	**162**	1	1	1	0	**3**	**165**
5:00 PM	42	41	28	27	**138**	0	0	0	1	**1**	**139**
6:00 PM	25	23	20	22	**90**	0	0	0	0	**0**	**90**
7:00 PM	19	23	17	26	**85**	0	0	0	3	**3**	**88**
8:00 PM	13	17	12	13	**55**	0	0	0	0	**0**	**55**
9:00 PM	13	12	10	8	**43**	0	0	0	0	**0**	**43**
10:00 PM	6	0	6	4	**16**	0	0	0	0	**0**	**16**
11:00 PM	4	4	2	1	**11**	1	0	0	0	**1**	**12**
Total					**1782**					**73**	
					1855						

AM Peak Hr 10:45 am to 11:45 am **AM Peak** 160 **AM PHF** 0.851
PM Peak Hr 3:30 pm to 4:30 pm **PM Peak** 188 **PM PHF** 0.855

Wednesday, September 17, 2014

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	2	6	1	0	**9**	0	0	0	0	**0**	**9**
1:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	1	0	3	**4**	0	0	0	0	**0**	**4**
5:00 AM	3	1	3	7	**14**	0	1	1	0	**2**	**16**
6:00 AM	4	8	13	11	**36**	0	1	0	0	**1**	**37**
7:00 AM	9	19	33	21	**82**	1	0	3	3	**7**	**89**
8:00 AM	29	28	23	24	**104**	1	3	1	2	**7**	**111**
9:00 AM	21	22	26	26	**95**	0	2	0	2	**4**	**99**
10:00 AM	22	20	33	30	**105**	1	0	1	0	**2**	**107**
11:00 AM	35	45	26	32	**138**	1	0	0	2	**3**	**141**
12:00 PM	31	23	33	34	**121**	0	2	1	4	**7**	**128**
1:00 PM	29	34	27	37	**127**	0	1	0	2	**3**	**130**
2:00 PM	41	34	40	41	**156**	1	1	3	3	**8**	**164**
3:00 PM	21	34	42	36	**133**	0	0	0	5	**5**	**138**
4:00 PM	32	25	40	38	**135**	1	3	2	0	**6**	**141**
5:00 PM	34	37	31	21	**123**	0	2	1	0	**3**	**126**
6:00 PM	31	22	17	14	**84**	0	0	1	0	**1**	**85**
7:00 PM	21	20	30	24	**95**	0	0	2	0	**2**	**97**
8:00 PM	17	5	13	4	**39**	0	1	0	0	**1**	**40**
9:00 PM	10	4	8	5	**27**	0	0	0	0	**0**	**27**
10:00 PM	11	6	4	2	**23**	0	0	0	0	**0**	**23**
11:00 PM	1	1	3	5	**10**	0	0	0	0	**0**	**10**
Total					**1661**					**62**	
					1723						

AM Peak Hr 10:30 am to 11:30 am **AM Peak** 145 **AM PHF** 0.806
PM Peak Hr 2:00 pm to 3:00 pm **PM Peak** 164 **PM PHF** 0.932

Thursday, September 18, 2014

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	6	0	0	3	**9**	0	0	0	0	**0**	**9**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	3	2	1	1	**7**	0	0	0	1	**1**	**8**
3:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	1	1	4	**6**	0	0	0	0	**0**	**6**
5:00 AM	1	0	6	7	**14**	0	2	1	0	**3**	**17**
6:00 AM	2	4	10	6	**22**	1	0	0	1	**2**	**24**
7:00 AM	15	13	22	36	**86**	1	0	0	2	**3**	**89**
8:00 AM	22	22	26	35	**105**	0	2	2	0	**4**	**109**
9:00 AM	22	21	19	26	**88**	2	2	1	0	**5**	**93**
10:00 AM	28	28	27	32	**115**	1	4	1	2	**8**	**123**
11:00 AM	34	23	30	34	**121**	3	1	0	4	**8**	**129**
12:00 PM	34	22	37	33	**126**	0	2	2	2	**6**	**132**
1:00 PM	39	34	32	24	**129**	4	1	1	0	**6**	**135**
2:00 PM	20	36	34	41	**131**	3	2	3	0	**8**	**139**
3:00 PM	43	39	32	41	**155**	0	3	3	1	**7**	**162**
4:00 PM	36	36	41	51	**164**	10	1	3	0	**14**	**178**
5:00 PM	33	28	35	35	**131**	2	2	0	0	**4**	**135**
6:00 PM	21	26	20	18	**85**	4	2	2	2	**10**	**95**
7:00 PM	28	22	19	14	**83**	0	1	3	1	**5**	**88**
8:00 PM	18	13	9	9	**49**	0	0	0	0	**0**	**49**
9:00 PM	8	13	12	9	**42**	2	1	0	2	**5**	**47**
10:00 PM	3	3	8	7	**21**	0	0	1	0	**1**	**22**
11:00 PM	7	4	5	6	**22**	0	0	0	0	**0**	**22**
Total					**1712**					**100**	
					1812						

AM Peak Hr 10:15 am to 11:15 am **AM Peak** 131 **AM PHF** 0.885
PM Peak Hr 4:00 pm to 5:00 pm **PM Peak** 178 **PM PHF** 0.873

Friday, September 19, 2014

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	11	8	3	0	**22**	1	0	0	0	**1**	**23**
1:00 AM	1	0	3	1	**5**	0	0	0	0	**0**	**5**
2:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	1	0	**1**	0	1	0	0	**1**	**2**
4:00 AM	0	0	1	1	**2**	0	0	0	0	**0**	**2**
5:00 AM	1	1	3	7	**12**	0	1	0	0	**1**	**13**
6:00 AM	2	4	5	14	**25**	0	0	0	0	**0**	**25**
7:00 AM	7	22	19	30	**78**	4	1	1	2	**8**	**86**
8:00 AM	22	23	29	32	**106**	7	1	1	1	**10**	**116**
9:00 AM	31	23	24	41	**119**	0	2	2	0	**4**	**123**
10:00 AM	24	30	35	29	**118**	0	2	2	1	**5**	**123**
11:00 AM	32	40	37	46	**155**	4	3	1	0	**8**	**163**
12:00 PM	36	35	43	28	**142**	5	0	0	1	**6**	**148**
1:00 PM	31	42	39	47	**159**	2	2	3	3	**10**	**169**
2:00 PM	51	47	41	55	**194**	1	5	4	4	**14**	**208**
3:00 PM	46	42	35	47	**170**	2	0	0	2	**4**	**174**
4:00 PM	38	51	34	42	**165**	1	2	0	2	**5**	**170**
5:00 PM	39	40	26	26	**131**	1	3	3	0	**7**	**138**
6:00 PM	31	31	29	23	**114**	2	1	1	0	**4**	**118**
7:00 PM	34	39	24	33	**130**	2	2	2	3	**9**	**139**
8:00 PM	20	29	20	17	**86**	0	0	1	0	**1**	**87**
9:00 PM	13	24	21	6	**64**	1	1	0	0	**2**	**66**
10:00 PM	9	15	8	8	**40**	0	0	0	0	**0**	**40**
11:00 PM	10	9	2	2	**23**	0	0	0	0	**0**	**23**
Total					**2062**					**100**	
					2162						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 163 **AM PHF** 0.886
PM Peak Hr 2:00 pm to 3:00 pm **PM Peak** 208 **PM PHF** 0.881

Saturday, September 20, 2014

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	10	3	1	**14**	0	1	0	0	**1**	**15**
1:00 AM	5	1	1	1	**8**	0	0	0	0	**0**	**8**
2:00 AM	0	2	0	2	**4**	0	0	0	0	**0**	**4**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	1	0	2	0	**3**	0	0	0	0	**0**	**3**
5:00 AM	1	1	1	3	**6**	0	0	0	0	**0**	**6**
6:00 AM	6	3	3	4	**16**	0	2	0	0	**2**	**18**
7:00 AM	10	6	11	11	**38**	1	0	2	2	**5**	**43**
8:00 AM	13	14	21	20	**68**	3	1	1	2	**7**	**75**
9:00 AM	28	22	29	30	**109**	0	0	7	3	**10**	**119**
10:00 AM	17	38	37	34	**126**	3	0	0	0	**3**	**129**
11:00 AM	44	31	42	54	**171**	3	3	2	0	**8**	**179**
12:00 PM	35	37	33	45	**150**	3	2	0	3	**8**	**158**
1:00 PM	34	41	49	39	**163**	2	0	3	1	**6**	**169**
2:00 PM	45	56	41	41	**183**	0	1	1	1	**3**	**186**
3:00 PM	59	52	38	65	**214**	1	3	2	1	**7**	**221**
4:00 PM	57	60	64	55	**236**	0	1	1	2	**4**	**240**
5:00 PM	46	52	53	39	**190**	2	2	1	1	**6**	**196**
6:00 PM	32	31	39	36	**138**	0	4	0	0	**4**	**142**
7:00 PM	34	26	28	19	**107**	1	1	3	0	**5**	**112**
8:00 PM	18	19	10	17	**64**	0	0	1	0	**1**	**65**
9:00 PM	12	13	18	8	**51**	0	0	1	1	**2**	**53**
10:00 PM	9	15	11	10	**45**	2	0	0	0	**2**	**47**
11:00 PM	9	10	6	3	**28**	0	0	0	0	**0**	**28**
Total					**2132**					**84**	
					2216						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 179 **AM PHF** 0.829
PM Peak Hr 3:45 pm to 4:45 pm **PM Peak** 249 **PM PHF** 0.943

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

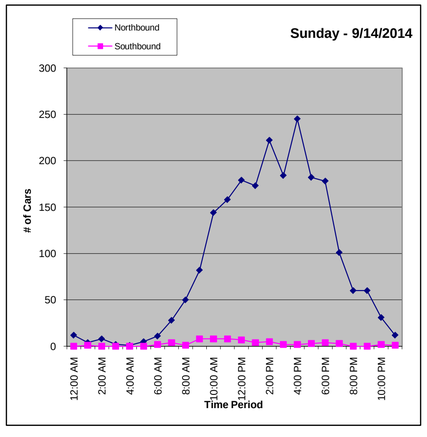
Report Prepared For:

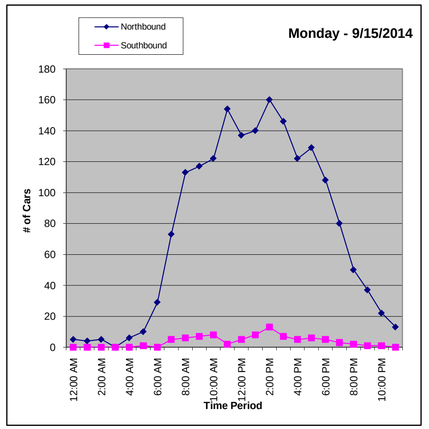
OMNI-Means
943 Reserve Drive
Roseville, CA 95678

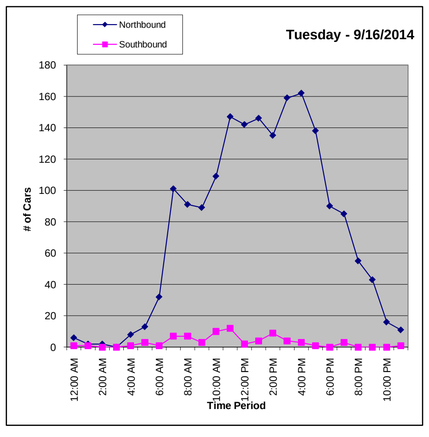
7 Day Volume Count Report

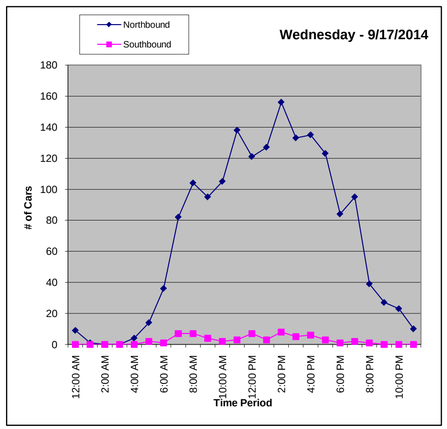
Location No. 6
Road Name Monte Road
Nearest Cross St N of Avila Beach Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1803109
Longitude -120.6993252
Peak Day Saturday
Number of Lanes 2
Comments

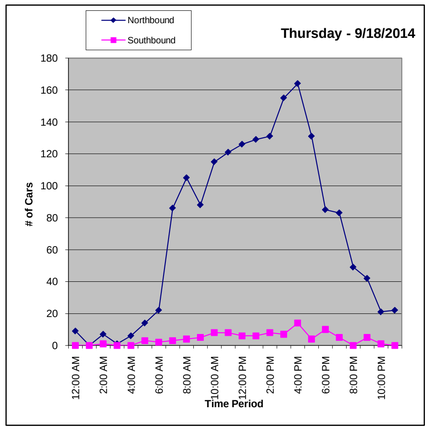
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	12	5	7	9	9	23	15	**80**	**11**	11	14
1:00 AM	5	4	3	1	0	5	8	**26**	**4**	3	7
2:00 AM	8	5	2	0	8	1	4	**28**	**4**	3	6
3:00 AM	2	0	0	0	1	2	0	**5**	**1**	1	1
4:00 AM	1	6	9	4	6	2	3	**31**	**4**	5	2
5:00 AM	5	11	16	16	17	13	6	**84**	**12**	15	6
6:00 AM	13	29	33	37	24	25	18	**179**	**26**	30	16
7:00 AM	32	78	108	89	89	86	43	**525**	**75**	90	38
8:00 AM	51	119	98	111	109	116	75	**679**	**97**	111	63
9:00 AM	90	124	92	99	93	123	119	**740**	**106**	106	105
10:00 AM	152	130	119	107	123	123	129	**883**	**126**	120	141
11:00 AM	166	156	159	141	129	163	179	**1093**	**156**	150	173
12:00 PM	186	142	144	128	132	148	158	**1038**	**148**	139	172
1:00 PM	177	148	150	130	135	169	169	**1078**	**154**	146	173
2:00 PM	227	173	144	164	139	208	186	**1241**	**177**	166	207
3:00 PM	186	153	163	138	162	174	221	**1197**	**171**	158	204
4:00 PM	247	127	165	141	178	170	240	**1268**	**181**	156	244
5:00 PM	185	135	139	126	135	138	196	**1054**	**151**	135	191
6:00 PM	182	113	90	85	95	118	142	**825**	**118**	100	162
7:00 PM	104	83	88	97	88	139	112	**711**	**102**	99	108
8:00 PM	60	52	55	40	49	87	65	**408**	**58**	57	63
9:00 PM	60	38	43	27	47	66	53	**334**	**48**	44	57
10:00 PM	33	23	16	23	22	40	47	**204**	**29**	25	40
11:00 PM	13	13	12	10	22	23	28	**121**	**17**	16	21
Total	**2197**	**1867**	**1855**	**1723**	**1812**	**2162**	**2216**	**13832**	**1976**	**1884**	**2207**
Percentages	**15.88%**	**13.50%**	**13.41%**	**12.46%**	**13.10%**	**15.63%**	**16.02%**	**100.00%**	**14.29%**	**13.62%**	**15.95%**

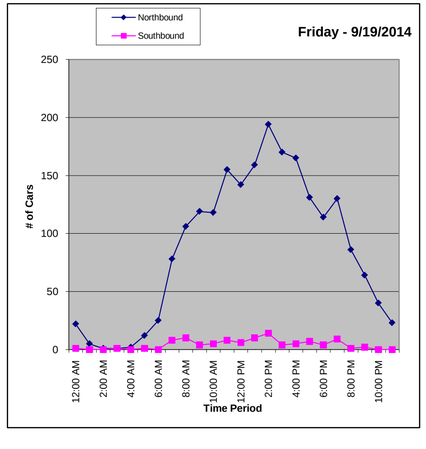


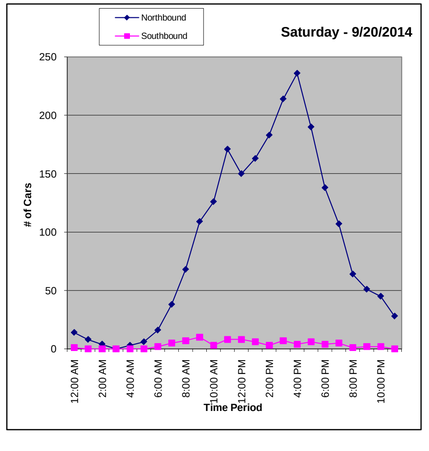


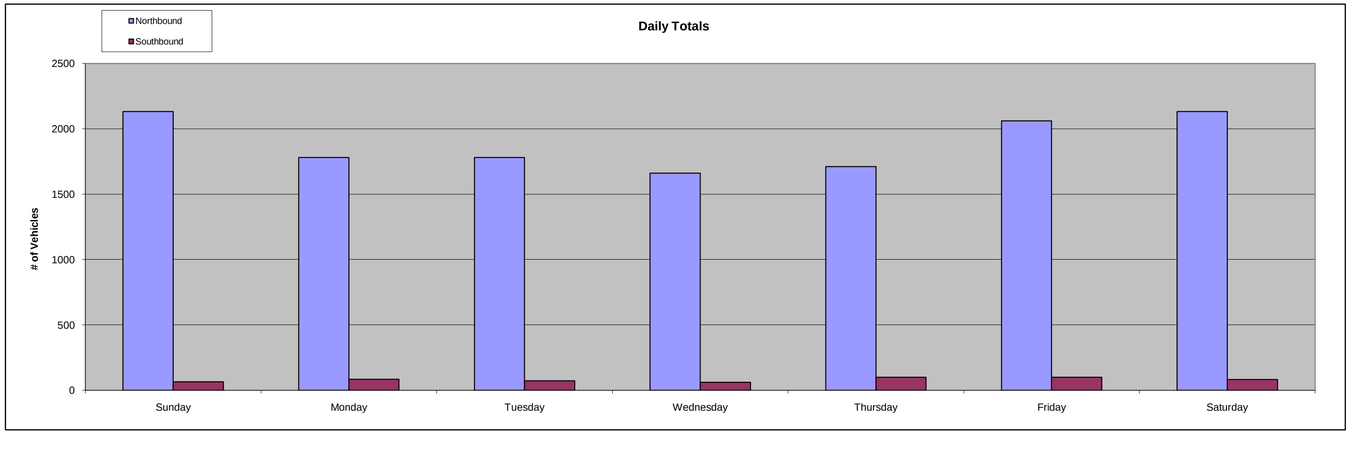












Metro Traffic Data Inc.
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Hanford, CA 93230

800-975-6938 Phone/Fax
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Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 7
Road Name Ontario Road
Nearest Cross St S of San Luis Bay Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1955502
Longitude -120.7005751
Peak Day Sunday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	1	0	1	**2**	**2**
1:00 AM	1	0	0	0	**1**	0	0	1	0	**1**	**2**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	1	1	0	0	**2**	0	0	0	0	**0**	**2**
4:00 AM	0	0	0	0	**0**	2	0	0	0	**2**	**2**
5:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
6:00 AM	1	1	2	1	**5**	0	2	2	2	**6**	**11**
7:00 AM	0	2	2	2	**6**	7	3	5	4	**19**	**25**
8:00 AM	3	6	3	8	**20**	3	2	7	6	**18**	**38**
9:00 AM	4	8	7	7	**26**	8	8	30	38	**84**	**110**
10:00 AM	11	14	9	15	**49**	15	13	9	12	**49**	**98**
11:00 AM	23	18	26	31	**98**	14	8	14	8	**44**	**142**
12:00 PM	37	37	27	27	**128**	15	9	18	9	**51**	**179**
1:00 PM	18	17	18	15	**68**	17	11	21	11	**60**	**128**
2:00 PM	11	18	13	13	**55**	9	12	11	14	**46**	**101**
3:00 PM	12	13	21	11	**57**	14	12	8	12	**46**	**103**
4:00 PM	18	14	17	12	**61**	13	8	8	19	**48**	**109**
5:00 PM	16	14	15	9	**54**	5	12	15	7	**39**	**93**
6:00 PM	9	3	13	8	**33**	9	4	4	4	**21**	**54**
7:00 PM	6	3	5	3	**17**	6	3	2	0	**11**	**28**
8:00 PM	2	2	3	3	**10**	3	0	3	1	**7**	**17**
9:00 PM	0	0	0	0	**0**	2	0	1	0	**3**	**3**
10:00 PM	0	1	0	0	**1**	0	1	1	0	**2**	**3**
11:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total					**691**					**560**	
					1251						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 142 **AM PHF** 0.888
PM Peak Hr 12:00 pm to 1:00 pm **PM Peak** 179 **PM PHF** 0.861

Monday, September 15, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	0	0	1	**2**	1	0	0	0	**1**	**3**
1:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
2:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
4:00 AM	1	0	0	0	**1**	0	0	1	0	**1**	**2**
5:00 AM	0	1	0	2	**3**	0	12	17	17	**46**	**49**
6:00 AM	3	2	1	1	**7**	3	2	5	4	**14**	**21**
7:00 AM	2	8	10	8	**28**	4	2	4	6	**16**	**44**
8:00 AM	4	5	7	5	**21**	4	4	9	12	**29**	**50**
9:00 AM	6	18	8	13	**45**	8	10	4	16	**38**	**83**
10:00 AM	5	10	7	7	**29**	10	14	14	9	**47**	**76**
11:00 AM	16	21	13	11	**61**	3	11	10	6	**30**	**91**
12:00 PM	15	12	11	10	**48**	11	11	9	13	**44**	**92**
1:00 PM	10	8	14	7	**39**	9	8	10	8	**35**	**74**
2:00 PM	9	6	7	7	**29**	9	12	5	9	**35**	**64**
3:00 PM	7	5	4	7	**23**	5	12	14	13	**44**	**67**
4:00 PM	8	27	25	15	**75**	11	9	10	13	**43**	**118**
5:00 PM	9	10	8	6	**33**	17	33	20	14	**84**	**117**
6:00 PM	2	4	6	6	**18**	9	6	7	4	**26**	**44**
7:00 PM	5	8	3	3	**19**	9	4	3	3	**19**	**38**
8:00 PM	1	1	5	0	**7**	2	1	0	0	**3**	**10**
9:00 PM	7	0	0	0	**7**	0	0	0	1	**1**	**8**
10:00 PM	0	1	3	2	**6**	2	3	1	0	**6**	**12**
11:00 PM	1	0	0	0	**1**	1	1	0	0	**2**	**3**
Total					**503**					**566**	
					1069						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 91 **AM PHF** 0.711
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 132 **PM PHF** 0.767

Tuesday, September 16, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1:00 AM	0	0	1	0	**1**	0	0	2	0	**2**	**3**
2:00 AM	1	0	0	0	**1**	1	0	0	0	**1**	**2**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	1	2	1	**4**	0	0	0	2	**2**	**6**
5:00 AM	0	1	0	1	**2**	0	3	0	1	**4**	**6**
6:00 AM	4	1	5	1	**11**	4	0	0	1	**5**	**16**
7:00 AM	2	9	4	8	**23**	2	1	10	8	**21**	**44**
8:00 AM	6	3	2	7	**18**	3	1	12	15	**31**	**49**
9:00 AM	3	14	9	11	**37**	7	8	9	14	**38**	**75**
10:00 AM	7	11	6	5	**29**	13	10	4	5	**32**	**61**
11:00 AM	6	15	3	10	**34**	12	11	6	14	**43**	**77**
12:00 PM	6	14	10	17	**47**	14	6	14	6	**40**	**87**
1:00 PM	12	12	12	8	**44**	12	14	6	9	**41**	**85**
2:00 PM	14	4	8	14	**40**	15	11	9	4	**39**	**79**
3:00 PM	7	9	14	9	**39**	14	14	11	7	**46**	**85**
4:00 PM	10	5	10	14	**39**	12	17	9	12	**50**	**89**
5:00 PM	10	10	9	9	**38**	22	29	18	10	**79**	**117**
6:00 PM	8	11	8	7	**34**	15	8	7	9	**39**	**73**
7:00 PM	9	11	6	5	**31**	30	26	7	1	**64**	**95**
8:00 PM	4	5	2	3	**14**	2	0	1	0	**3**	**17**
9:00 PM	4	22	25	16	**67**	1	1	3	0	**5**	**72**
10:00 PM	1	3	0	0	**4**	4	2	3	0	**9**	**13**
11:00 PM	0	0	1	0	**1**	1	1	0	0	**2**	**3**
Total					**558**					**596**	
					1154						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 77 **AM PHF** 0.740
PM Peak Hr 4:45 pm to 5:45 pm **PM Peak** 124 **PM PHF** 0.795

Wednesday, September 17, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	1	0	**2**	0	0	0	0	**0**	**2**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	1	0	0	0	**1**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	1	0	0	1	**2**	0	0	1	2	**3**	**5**
5:00 AM	0	0	0	1	**1**	4	16	21	8	**49**	**50**
6:00 AM	2	2	4	1	**9**	6	2	1	3	**12**	**21**
7:00 AM	4	3	8	3	**18**	6	13	5	3	**27**	**45**
8:00 AM	3	6	3	5	**17**	1	2	10	21	**34**	**51**
9:00 AM	6	19	10	5	**40**	8	7	16	13	**44**	**84**
10:00 AM	12	9	12	16	**49**	9	8	12	9	**38**	**87**
11:00 AM	5	11	4	11	**31**	14	19	6	20	**59**	**90**
12:00 PM	17	11	9	12	**49**	12	15	26	29	**82**	**131**
1:00 PM	13	7	5	16	**41**	22	25	18	24	**89**	**130**
2:00 PM	10	7	7	9	**33**	13	7	20	12	**52**	**85**
3:00 PM	11	8	30	37	**86**	11	10	10	4	**35**	**121**
4:00 PM	8	11	12	16	**47**	12	11	11	15	**49**	**96**
5:00 PM	11	14	8	10	**43**	8	17	15	11	**51**	**94**
6:00 PM	5	7	9	9	**30**	10	15	9	5	**39**	**69**
7:00 PM	8	8	5	3	**24**	4	5	4	0	**13**	**37**
8:00 PM	7	9	3	1	**20**	2	2	4	1	**9**	**29**
9:00 PM	7	2	0	2	**11**	2	2	0	0	**4**	**15**
10:00 PM	2	1	0	0	**3**	1	1	1	1	**4**	**7**
11:00 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
Total					**556**					**695**	
					1251						

AM Peak Hr 10:30 am to 11:30 am **AM Peak** 98 **AM PHF** 0.817
PM Peak Hr 12:30 pm to 1:30 pm **PM Peak** 143 **PM PHF** 0.872

Thursday, September 18, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	2	0	0	0	**2**	**2**
3:00 AM	0	0	0	2	**2**	0	0	0	0	**0**	**2**
4:00 AM	0	0	0	1	**1**	0	0	0	2	**2**	**3**
5:00 AM	0	0	2	0	**2**	0	3	0	2	**5**	**7**
6:00 AM	4	0	2	2	**8**	1	1	1	4	**7**	**15**
7:00 AM	3	7	4	8	**22**	7	13	17	18	**55**	**77**
8:00 AM	5	5	9	7	**26**	7	5	15	19	**46**	**72**
9:00 AM	5	15	6	9	**35**	16	7	10	4	**37**	**72**
10:00 AM	6	5	9	7	**27**	6	10	4	2	**22**	**49**
11:00 AM	12	3	11	10	**36**	13	11	12	8	**44**	**80**
12:00 PM	5	11	10	6	**32**	8	14	7	11	**40**	**72**
1:00 PM	8	6	11	7	**32**	6	7	10	7	**30**	**62**
2:00 PM	9	12	9	14	**44**	11	9	5	4	**29**	**73**
3:00 PM	8	14	9	5	**36**	17	11	10	10	**48**	**84**
4:00 PM	9	15	20	19	**63**	5	21	9	15	**50**	**113**
5:00 PM	15	10	6	9	**40**	14	29	17	11	**71**	**111**
6:00 PM	5	7	5	9	**26**	5	6	2	4	**17**	**43**
7:00 PM	5	5	7	3	**20**	7	3	2	4	**16**	**36**
8:00 PM	2	3	4	2	**11**	1	1	1	3	**6**	**17**
9:00 PM	2	2	2	3	**9**	2	1	1	2	**6**	**15**
10:00 PM	0	0	0	0	**0**	1	2	0	2	**5**	**5**
11:00 PM	2	1	0	0	**3**	0	0	0	1	**1**	**4**
Total					**475**					**540**	
					1015						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 80 **AM PHF** 0.800
PM Peak Hr 4:30 pm to 5:30 pm **PM Peak** 131 **PM PHF** 0.840

Friday, September 19, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	1	0	**2**	0	0	0	1	**1**	**3**
1:00 AM	1	0	0	0	**1**	1	0	0	0	**1**	**2**
2:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
3:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	1	**1**	1	0	0	1	**2**	**3**
6:00 AM	4	0	3	3	**10**	1	0	2	4	**7**	**17**
7:00 AM	2	3	9	7	**21**	7	20	9	3	**39**	**60**
8:00 AM	7	6	5	7	**25**	9	5	8	21	**43**	**68**
9:00 AM	1	20	11	14	**46**	9	13	13	7	**42**	**88**
10:00 AM	13	10	38	11	**72**	9	6	9	5	**29**	**101**
11:00 AM	6	9	7	13	**35**	11	16	8	7	**42**	**77**
12:00 PM	10	9	8	5	**32**	17	7	12	14	**50**	**82**
1:00 PM	16	10	6	11	**43**	10	4	18	14	**46**	**89**
2:00 PM	9	11	19	5	**44**	15	13	17	13	**58**	**102**
3:00 PM	11	8	7	4	**30**	10	10	14	7	**41**	**71**
4:00 PM	7	9	8	15	**39**	15	14	15	19	**63**	**102**
5:00 PM	11	5	12	8	**36**	16	19	17	16	**68**	**104**
6:00 PM	12	8	13	7	**40**	5	13	7	9	**34**	**74**
7:00 PM	12	8	3	5	**28**	13	5	4	4	**26**	**54**
8:00 PM	15	9	5	5	**34**	2	2	0	1	**5**	**39**
9:00 PM	4	6	2	1	**13**	2	4	5	0	**11**	**24**
10:00 PM	5	0	2	1	**8**	0	1	1	1	**3**	**11**
11:00 PM	2	1	0	0	**3**	0	4	0	1	**5**	**8**
Total					**564**					**617**	
					1181						

AM Peak Hr 9:45 am to 10:45 am **AM Peak** 106 **AM PHF** 0.564
PM Peak Hr 4:45 pm to 5:45 pm **PM Peak** 114 **PM PHF** 0.838

Saturday, September 20, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	1	1	1	**5**	0	0	0	0	**0**	**5**
1:00 AM	0	0	0	1	**1**	1	0	0	0	**1**	**2**
2:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
3:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	1	0	0	0	**1**	0	0	0	2	**2**	**3**
5:00 AM	0	0	1	0	**1**	0	1	0	0	**1**	**2**
6:00 AM	0	0	2	1	**3**	0	0	0	4	**4**	**7**
7:00 AM	2	2	8	0	**12**	0	3	2	3	**8**	**20**
8:00 AM	5	3	6	2	**16**	3	5	8	6	**22**	**38**
9:00 AM	9	6	8	14	**37**	6	5	12	4	**27**	**64**
10:00 AM	14	15	11	15	**55**	10	15	12	9	**46**	**101**
11:00 AM	16	19	18	23	**76**	10	6	11	12	**39**	**115**
12:00 PM	12	12	13	23	**60**	13	11	14	18	**56**	**116**
1:00 PM	9	23	17	25	**74**	19	13	10	12	**54**	**128**
2:00 PM	17	20	20	20	**77**	10	14	13	11	**48**	**125**
3:00 PM	21	8	16	15	**60**	9	9	12	16	**46**	**106**
4:00 PM	13	17	14	4	**48**	10	12	11	12	**45**	**93**
5:00 PM	10	14	7	5	**36**	5	4	8	7	**24**	**60**
6:00 PM	6	8	10	8	**32**	6	7	9	7	**29**	**61**
7:00 PM	5	6	5	4	**20**	2	2	0	8	**12**	**32**
8:00 PM	2	2	5	2	**11**	1	2	1	2	**6**	**17**
9:00 PM	3	2	1	5	**11**	3	5	1	3	**12**	**23**
10:00 PM	0	2	2	3	**7**	0	2	1	0	**3**	**10**
11:00 PM	0	1	1	0	**2**	2	4	0	0	**6**	**8**
Total					**646**					**492**	
					1138						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 115 **AM PHF** 0.821
PM Peak Hr 0:45 pm to 1:45 pm **PM Peak** 132 **PM PHF** 0.805

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 7

Road Name Ontario Road

Nearest Cross St S of San Luis Bay Drive

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1955502

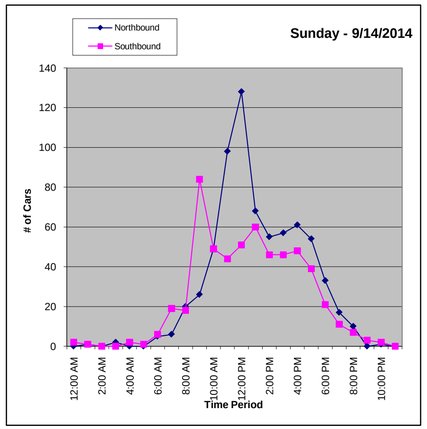
Longitude -120.7005751

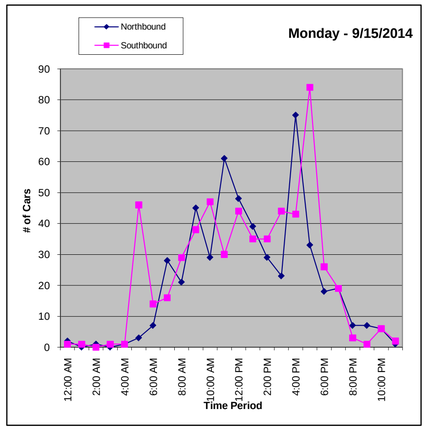
Peak Day Sunday

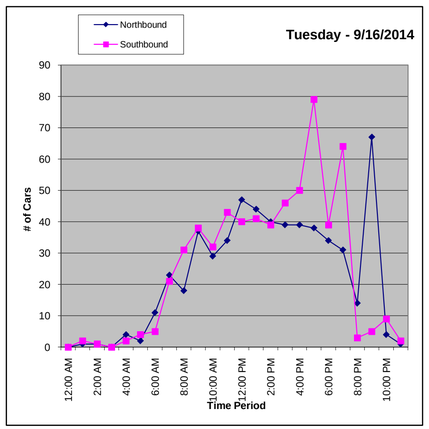
Number of Lanes 2

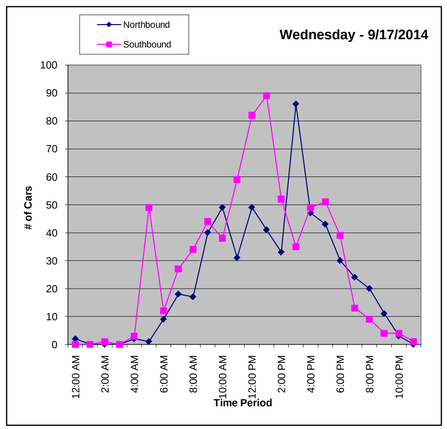
Comments

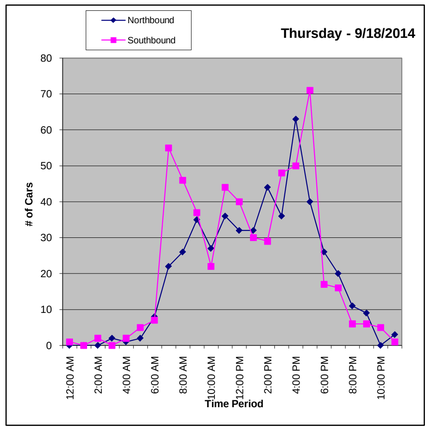
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	2	3	0	2	1	3	5	**16**	**2**	2	4
1:00 AM	2	1	3	0	0	2	2	**10**	**1**	1	2
2:00 AM	0	1	2	1	2	1	1	**8**	**1**	1	1
3:00 AM	2	1	0	0	2	1	1	**7**	**1**	1	2
4:00 AM	2	2	6	5	3	0	3	**21**	**3**	3	3
5:00 AM	1	49	6	50	7	3	2	**118**	**17**	23	2
6:00 AM	11	21	16	21	15	17	7	**108**	**15**	18	9
7:00 AM	25	44	44	45	77	60	20	**315**	**45**	54	23
8:00 AM	38	50	49	51	72	68	38	**366**	**52**	58	38
9:00 AM	110	83	75	84	72	88	64	**576**	**82**	80	87
10:00 AM	98	76	61	87	49	101	101	**573**	**82**	75	100
11:00 AM	142	91	77	90	80	77	115	**672**	**96**	83	129
12:00 PM	179	92	87	131	72	82	116	**759**	**108**	93	148
1:00 PM	128	74	85	130	62	89	128	**696**	**99**	88	128
2:00 PM	101	64	79	85	73	102	125	**629**	**90**	81	113
3:00 PM	103	67	85	121	84	71	106	**637**	**91**	86	105
4:00 PM	109	118	89	96	113	102	93	**720**	**103**	104	101
5:00 PM	93	117	117	94	111	104	60	**696**	**99**	109	77
6:00 PM	54	44	73	69	43	74	61	**418**	**60**	61	58
7:00 PM	28	38	95	37	36	54	32	**320**	**46**	52	30
8:00 PM	17	10	17	29	17	39	17	**146**	**21**	22	17
9:00 PM	3	8	72	15	15	24	23	**160**	**23**	27	13
10:00 PM	3	12	13	7	5	11	10	**61**	**9**	10	7
11:00 PM	0	3	3	1	4	8	8	**27**	**4**	4	4
Total	**1251**	**1069**	**1154**	**1251**	**1015**	**1181**	**1138**	8059	**1151**	**1134**	**1195**
Percentages	**15.52%**	**13.26%**	**14.32%**	**15.52%**	**12.59%**	**14.65%**	**14.12%**	**100.00%**	**14.29%**	**14.07%**	**14.82%**

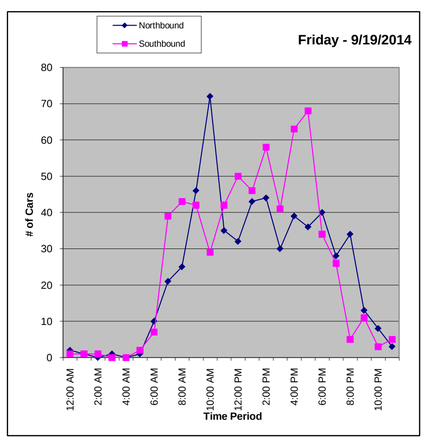


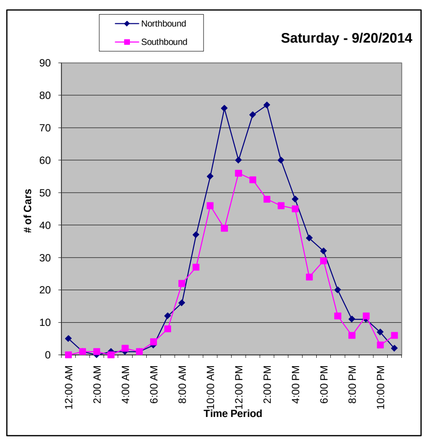


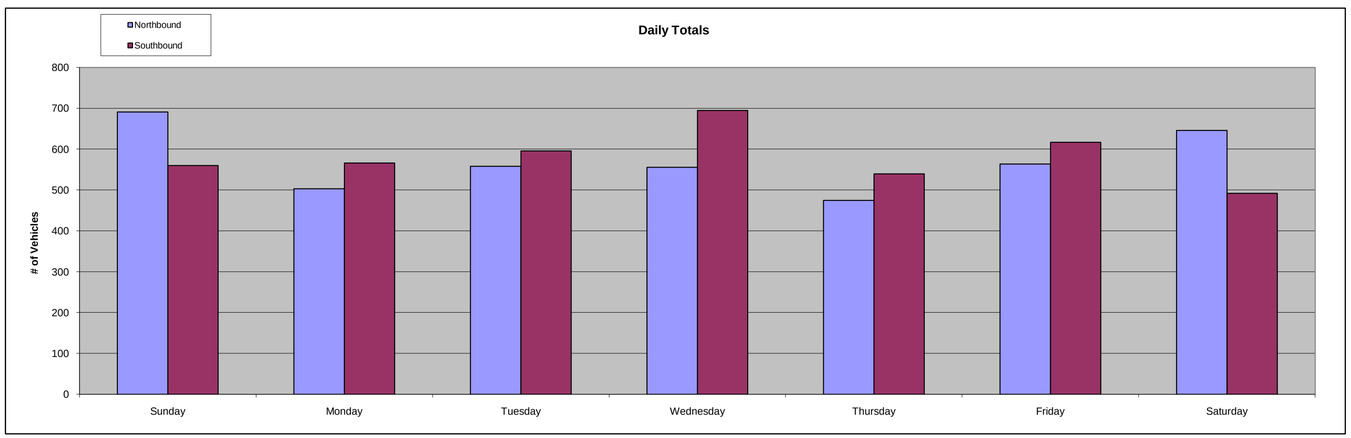












Metro Traffic Data Inc.
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Hanford, CA 93230

800-975-6938 Phone/Fax
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Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 8
Road Name San Luis Street
Nearest Cross St SW of Avila Beach Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1804095
Longitude -120.7279551
Peak Day Friday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	5	1	1	1	**8**	0	4	1	0	**5**	**13**
1:00 AM	1	0	1	1	**3**	0	1	0	1	**2**	**5**
2:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	4	0	1	**5**	0	1	0	0	**1**	**6**
5:00 AM	0	2	1	1	**4**	0	1	0	1	**2**	**6**
6:00 AM	0	2	1	3	**6**	1	4	0	1	**6**	**12**
7:00 AM	4	5	7	5	**21**	9	5	4	8	**26**	**47**
8:00 AM	4	10	8	19	**41**	12	4	9	10	**35**	**76**
9:00 AM	18	10	11	20	**59**	18	16	22	26	**82**	**141**
10:00 AM	23	31	17	28	**99**	13	14	14	27	**68**	**167**
11:00 AM	21	20	25	23	**89**	23	25	25	19	**92**	**181**
12:00 PM	30	20	29	27	**106**	31	27	22	20	**100**	**206**
1:00 PM	17	32	26	25	**100**	32	38	19	29	**118**	**218**
2:00 PM	24	27	33	13	**97**	22	24	31	32	**109**	**206**
3:00 PM	25	21	27	40	**113**	25	26	27	27	**105**	**218**
4:00 PM	34	24	23	28	**109**	19	28	22	24	**93**	**202**
5:00 PM	31	23	24	20	**98**	22	17	17	13	**69**	**167**
6:00 PM	17	18	18	17	**70**	14	15	11	17	**57**	**127**
7:00 PM	28	17	15	22	**82**	8	10	10	9	**37**	**119**
8:00 PM	16	15	4	13	**48**	6	6	5	10	**27**	**75**
9:00 PM	7	6	9	4	**26**	3	7	5	4	**19**	**45**
10:00 PM	10	8	2	7	**27**	4	5	2	3	**14**	**41**
11:00 PM	3	4	2	1	**10**	1	1	1	2	**5**	**15**
Total					**1221**					**1073**	
					2294						

AM Peak Hr 10:45 am to 11:45 am — AM Peak 194 — AM PHF 0.882
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 218 — PM PHF 0.779

Monday, September 15, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	0	3	1	**7**	1	0	1	0	**2**	**9**
1:00 AM	0	0	1	1	**2**	1	1	0	1	**3**	**5**
2:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	1	2	**3**	0	0	0	0	**0**	**3**
5:00 AM	0	2	5	2	**9**	0	0	2	1	**3**	**12**
6:00 AM	3	5	6	10	**24**	0	4	7	2	**13**	**37**
7:00 AM	11	11	12	14	**48**	2	6	2	11	**21**	**69**
8:00 AM	17	14	11	14	**56**	8	8	19	14	**49**	**105**
9:00 AM	11	15	15	12	**53**	9	14	12	15	**50**	**103**
10:00 AM	4	12	18	20	**54**	17	8	12	22	**59**	**113**
11:00 AM	12	14	19	14	**59**	16	13	19	10	**58**	**117**
12:00 PM	7	19	12	18	**56**	19	20	14	23	**76**	**132**
1:00 PM	20	18	19	26	**83**	21	21	16	26	**84**	**167**
2:00 PM	20	20	20	13	**73**	11	18	22	14	**65**	**138**
3:00 PM	31	23	25	32	**111**	24	18	14	29	**85**	**196**
4:00 PM	24	28	15	15	**82**	18	14	20	22	**74**	**156**
5:00 PM	19	17	10	15	**61**	21	20	22	17	**80**	**141**
6:00 PM	17	11	20	12	**60**	16	15	16	17	**64**	**124**
7:00 PM	16	9	11	11	**47**	12	7	5	12	**36**	**83**
8:00 PM	11	10	7	6	**34**	7	11	6	14	**38**	**72**
9:00 PM	8	7	7	7	**29**	11	6	2	4	**23**	**52**
10:00 PM	7	4	5	5	**21**	4	5	0	1	**10**	**31**
11:00 PM	0	3	4	1	**8**	2	1	0	2	**5**	**13**
Total					**981**					**898**	
					1879						

AM Peak Hr 10:45 am to 11:45 am — AM Peak 135 — AM PHF 0.804
PM Peak Hr 3:00 pm to 4:00 pm — PM Peak 196 — PM PHF 0.803

Tuesday, September 16, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	1	0	0	**2**	0	0	0	0	**0**	**2**
1:00 AM	0	0	0	1	**1**	0	0	0	1	**1**	**2**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	1	1	0	**2**	0	0	0	0	**0**	**2**
4:00 AM	0	0	1	1	**2**	0	0	0	0	**0**	**2**
5:00 AM	1	2	3	4	**10**	1	0	1	3	**5**	**15**
6:00 AM	3	4	8	13	**28**	2	3	3	1	**9**	**37**
7:00 AM	9	6	18	12	**45**	4	8	8	9	**29**	**74**
8:00 AM	12	18	9	11	**50**	9	9	14	15	**47**	**97**
9:00 AM	23	11	12	13	**59**	12	12	7	16	**47**	**106**
10:00 AM	16	15	8	10	**49**	8	11	11	14	**44**	**93**
11:00 AM	15	12	17	17	**61**	13	10	8	19	**50**	**111**
12:00 PM	13	11	15	18	**57**	18	23	10	21	**72**	**129**
1:00 PM	18	16	15	18	**67**	20	13	14	19	**66**	**133**
2:00 PM	24	26	14	22	**86**	23	18	15	14	**70**	**156**
3:00 PM	27	17	23	24	**91**	21	18	16	17	**72**	**163**
4:00 PM	23	23	28	19	**93**	14	19	20	16	**69**	**162**
5:00 PM	13	11	17	26	**67**	11	23	20	32	**86**	**153**
6:00 PM	17	23	10	8	**58**	18	25	20	13	**76**	**134**
7:00 PM	11	17	14	16	**58**	10	12	10	7	**39**	**97**
8:00 PM	10	9	12	6	**37**	9	9	4	4	**26**	**63**
9:00 PM	8	9	6	8	**31**	7	4	6	8	**25**	**56**
10:00 PM	6	7	4	3	**20**	1	4	6	1	**12**	**32**
11:00 PM	2	3	2	3	**10**	1	0	3	2	**6**	**16**
Total					**984**					**851**	
					1835						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 111 — AM PHF 0.771
PM Peak Hr 3:45 pm to 4:45 pm — PM Peak 168 — PM PHF 0.875

Wednesday, September 17, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	1	1	0	**3**	0	0	0	3	**3**	**6**
1:00 AM	1	2	0	0	**3**	0	0	0	0	**0**	**3**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	1	0	1	**2**	0	0	0	0	**0**	**2**
4:00 AM	0	1	1	2	**4**	2	0	0	0	**2**	**6**
5:00 AM	1	3	3	3	**10**	2	0	3	0	**5**	**15**
6:00 AM	3	3	10	7	**23**	6	1	3	3	**13**	**36**
7:00 AM	7	12	11	18	**48**	2	5	6	13	**26**	**74**
8:00 AM	15	13	5	6	**39**	13	14	11	10	**48**	**87**
9:00 AM	14	9	17	17	**57**	5	11	9	15	**40**	**97**
10:00 AM	12	17	12	12	**53**	17	11	10	7	**45**	**98**
11:00 AM	17	14	14	12	**57**	8	15	16	13	**52**	**109**
12:00 PM	25	15	23	15	**78**	15	19	25	24	**83**	**161**
1:00 PM	19	21	17	22	**79**	12	19	20	20	**71**	**150**
2:00 PM	15	27	19	18	**79**	25	13	16	17	**71**	**150**
3:00 PM	16	19	20	18	**73**	20	20	18	24	**82**	**155**
4:00 PM	19	23	18	25	**85**	25	17	14	20	**76**	**161**
5:00 PM	27	23	20	13	**83**	25	14	19	23	**81**	**164**
6:00 PM	21	18	14	8	**61**	15	17	10	17	**59**	**120**
7:00 PM	18	6	11	7	**42**	13	6	3	13	**35**	**77**
8:00 PM	11	7	15	3	**36**	5	5	10	6	**26**	**62**
9:00 PM	7	5	8	6	**26**	4	5	7	4	**20**	**46**
10:00 PM	11	2	5	3	**21**	10	3	3	3	**19**	**40**
11:00 PM	1	5	2	1	**9**	2	0	0	0	**2**	**11**
Total					**971**					**859**	
					1830						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 109 — AM PHF 0.908
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 173 — PM PHF 0.832

Thursday, September 18, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	0	0	1	**3**	2	2	0	1	**5**	**8**
1:00 AM	0	1	0	0	**1**	0	0	1	0	**1**	**2**
2:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	1	1	**2**	0	1	0	0	**1**	**3**
4:00 AM	0	3	0	1	**4**	0	0	1	0	**1**	**5**
5:00 AM	1	2	3	5	**11**	1	0	1	1	**3**	**14**
6:00 AM	7	4	7	13	**31**	4	1	4	6	**15**	**46**
7:00 AM	10	8	15	15	**48**	4	7	11	12	**34**	**82**
8:00 AM	15	17	15	10	**57**	12	10	16	11	**49**	**106**
9:00 AM	17	8	16	10	**51**	24	6	12	9	**51**	**102**
10:00 AM	10	12	18	13	**53**	7	10	13	15	**45**	**98**
11:00 AM	18	7	9	12	**46**	8	11	17	21	**57**	**103**
12:00 PM	17	17	17	15	**66**	11	14	16	10	**51**	**117**
1:00 PM	14	11	19	23	**67**	11	19	14	18	**62**	**129**
2:00 PM	12	24	19	14	**69**	10	14	7	16	**47**	**116**
3:00 PM	17	20	15	18	**70**	23	17	21	19	**80**	**150**
4:00 PM	20	20	19	28	**87**	20	20	11	23	**74**	**161**
5:00 PM	17	15	6	23	**61**	16	14	18	21	**69**	**130**
6:00 PM	20	14	11	12	**57**	18	22	11	15	**66**	**123**
7:00 PM	7	15	12	12	**46**	16	13	13	8	**50**	**96**
8:00 PM	7	9	14	7	**37**	5	8	5	13	**31**	**68**
9:00 PM	5	7	5	7	**24**	5	6	5	4	**20**	**44**
10:00 PM	6	3	6	5	**20**	6	1	2	4	**13**	**33**
11:00 PM	0	4	0	0	**4**	1	2	1	1	**5**	**9**
Total					**916**					**830**	
					1746						

AM Peak Hr 8:15 am to 9:15 am — AM Peak 120 — AM PHF 0.732
PM Peak Hr 4:00 pm to 5:00 pm — PM Peak 161 — PM PHF 0.789

Friday, September 19, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	3	0	1	**5**	1	3	1	2	**7**	**12**
1:00 AM	0	2	0	0	**2**	0	0	0	0	**0**	**2**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	1	1	**2**	1	0	0	0	**1**	**3**
4:00 AM	1	1	0	2	**4**	1	0	0	0	**1**	**5**
5:00 AM	1	0	2	5	**8**	2	0	1	1	**4**	**12**
6:00 AM	5	3	9	11	**28**	2	4	5	4	**15**	**43**
7:00 AM	10	11	12	15	**48**	2	7	8	10	**27**	**75**
8:00 AM	8	29	9	10	**56**	12	7	20	15	**54**	**110**
9:00 AM	11	12	20	18	**61**	17	18	11	12	**58**	**119**
10:00 AM	14	17	20	17	**68**	17	16	20	18	**71**	**139**
11:00 AM	19	11	21	24	**75**	19	24	21	19	**83**	**158**
12:00 PM	21	12	26	19	**78**	14	21	21	21	**77**	**155**
1:00 PM	19	17	20	23	**79**	18	26	20	26	**90**	**169**
2:00 PM	19	22	15	30	**86**	17	13	16	27	**73**	**159**
3:00 PM	35	23	18	24	**100**	17	19	22	30	**88**	**188**
4:00 PM	24	27	23	19	**93**	35	41	37	35	**148**	**241**
5:00 PM	19	25	19	31	**94**	35	42	45	35	**157**	**251**
6:00 PM	36	31	34	18	**119**	37	24	25	18	**104**	**223**
7:00 PM	20	36	25	25	**106**	21	14	10	14	**59**	**165**
8:00 PM	24	20	30	23	**97**	7	11	10	9	**37**	**134**
9:00 PM	14	21	8	8	**51**	8	3	8	4	**23**	**74**
10:00 PM	9	12	7	6	**34**	7	2	3	9	**21**	**55**
11:00 PM	7	10	4	3	**24**	5	2	4	0	**11**	**35**
Total					**1318**					**1209**	
					2527						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 158 — AM PHF 0.919
PM Peak Hr 5:15 pm to 6:15 pm — PM Peak 270 — PM PHF 0.925

Saturday, September 20, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	2	5	2	**11**	1	2	1	1	**5**	**16**
1:00 AM	4	0	1	1	**6**	2	0	0	1	**3**	**9**
2:00 AM	0	0	3	1	**4**	0	0	3	0	**3**	**7**
3:00 AM	0	0	0	1	**1**	0	0	1	0	**1**	**2**
4:00 AM	1	0	0	1	**2**	1	0	1	1	**3**	**5**
5:00 AM	3	0	0	1	**4**	1	1	2	0	**4**	**8**
6:00 AM	0	1	3	2	**6**	2	3	2	4	**11**	**17**
7:00 AM	1	3	3	7	**14**	3	3	6	6	**18**	**32**
8:00 AM	11	9	16	18	**54**	10	11	10	16	**47**	**101**
9:00 AM	24	9	18	12	**63**	10	15	11	17	**53**	**116**
10:00 AM	19	17	20	21	**77**	17	22	21	19	**79**	**156**
11:00 AM	25	14	20	27	**86**	15	14	14	22	**65**	**151**
12:00 PM	19	13	31	30	**93**	42	27	33	19	**121**	**214**
1:00 PM	29	18	17	26	**90**	26	19	29	45	**119**	**209**
2:00 PM	19	26	23	23	**91**	19	27	22	25	**93**	**184**
3:00 PM	37	23	37	33	**130**	35	23	18	17	**93**	**223**
4:00 PM	35	16	31	24	**106**	18	29	21	22	**90**	**196**
5:00 PM	29	24	30	19	**102**	18	9	13	19	**59**	**161**
6:00 PM	30	24	18	21	**93**	18	15	16	24	**73**	**166**
7:00 PM	13	16	19	10	**58**	20	10	8	8	**46**	**104**
8:00 PM	21	11	11	10	**53**	8	5	5	4	**22**	**75**
9:00 PM	4	8	11	18	**41**	7	4	6	13	**30**	**71**
10:00 PM	9	7	6	6	**28**	3	3	3	3	**12**	**40**
11:00 PM	8	6	3	3	**20**	7	6	3	4	**20**	**40**
Total					**1233**					**1070**	
					2303						

AM Peak Hr 10:15 am to 11:15 am — AM Peak 160 — AM PHF 0.976
PM Peak Hr 3:00 pm to 4:00 pm — PM Peak 223 — PM PHF 0.774

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 8

Road Name San Luis Street

Nearest Cross St SW of Avila Beach Drive

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1804095

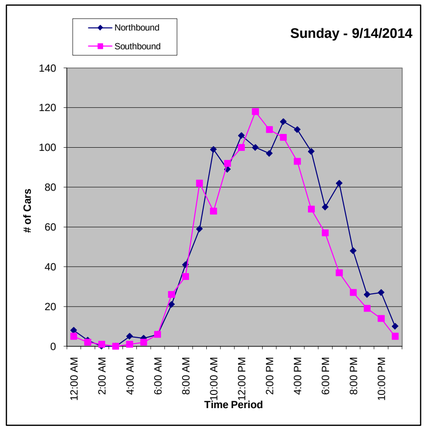
Longitude -120.7279551

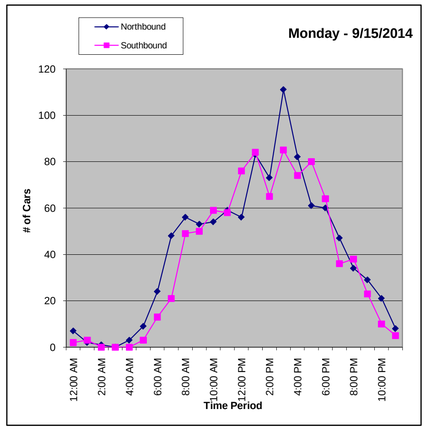
Peak Day Friday

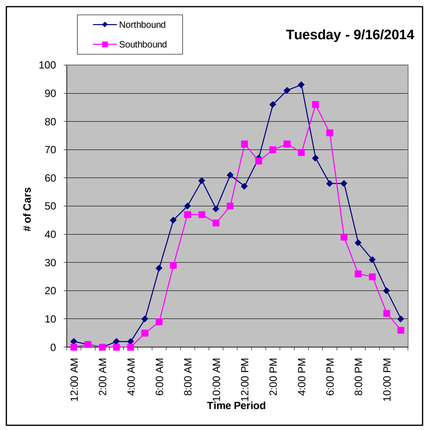
Number of Lanes 2

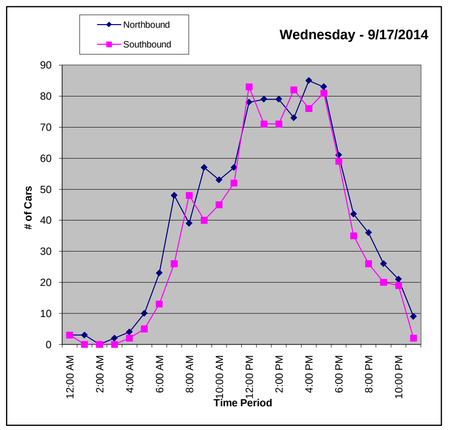
Comments

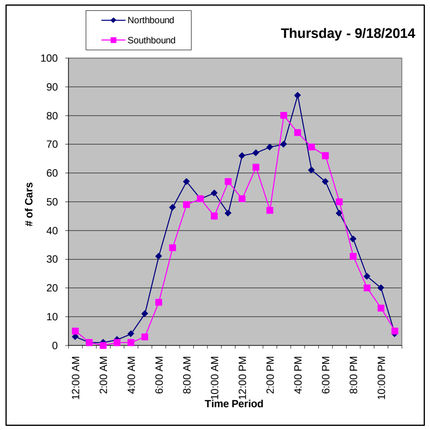
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	13	9	2	6	8	12	16	**66**	**9**	7	15
1:00 AM	5	5	2	3	2	2	9	**28**	**4**	3	7
2:00 AM	1	1	0	0	1	0	7	**10**	**1**	0	4
3:00 AM	0	0	2	2	3	3	2	**12**	**2**	2	1
4:00 AM	6	3	2	6	5	5	5	**32**	**5**	4	6
5:00 AM	6	12	15	15	14	12	8	**82**	**12**	14	7
6:00 AM	12	37	37	36	46	43	17	**228**	**33**	40	15
7:00 AM	47	69	74	74	82	75	32	**453**	**65**	75	40
8:00 AM	76	105	97	87	106	110	101	**682**	**97**	101	89
9:00 AM	141	103	106	97	102	119	116	**784**	**112**	105	129
10:00 AM	167	113	93	98	98	139	156	**864**	**123**	108	162
11:00 AM	181	117	111	109	103	158	151	**930**	**133**	120	166
12:00 PM	206	132	129	161	117	155	214	**1114**	**159**	139	210
1:00 PM	218	167	133	150	129	169	209	**1175**	**168**	150	214
2:00 PM	206	138	156	150	116	159	184	**1109**	**158**	144	195
3:00 PM	218	196	163	155	150	188	223	**1293**	**185**	170	221
4:00 PM	202	156	162	161	161	241	196	**1279**	**183**	176	199
5:00 PM	167	141	153	164	130	251	161	**1167**	**167**	168	164
6:00 PM	127	124	134	120	123	223	166	**1017**	**145**	145	147
7:00 PM	119	83	97	77	96	165	104	**741**	**106**	104	112
8:00 PM	75	72	63	62	68	134	75	**549**	**78**	80	75
9:00 PM	45	52	56	46	44	74	71	**388**	**55**	54	58
10:00 PM	41	31	32	40	33	55	40	**272**	**39**	38	41
11:00 PM	15	13	16	11	9	35	40	**139**	**20**	17	28
Total	**2294**	**1879**	**1835**	**1830**	**1746**	**2527**	**2303**	**14414**	**2059**	**1963**	**2299**
Percentages	**15.92%**	**13.04%**	**12.73%**	**12.70%**	**12.11%**	**17.53%**	**15.98%**	**100.00%**	**14.29%**	**13.62%**	**15.95%**

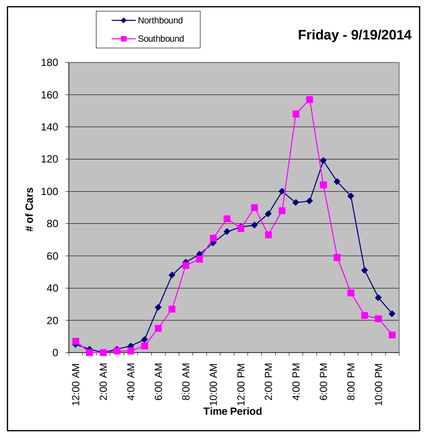


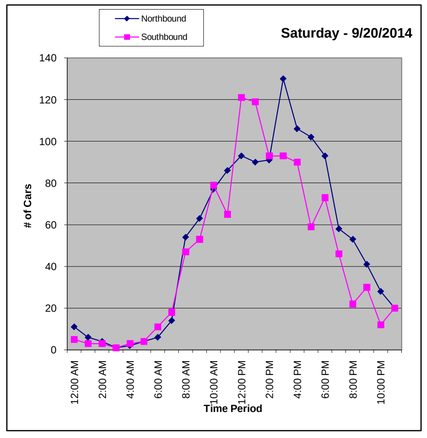


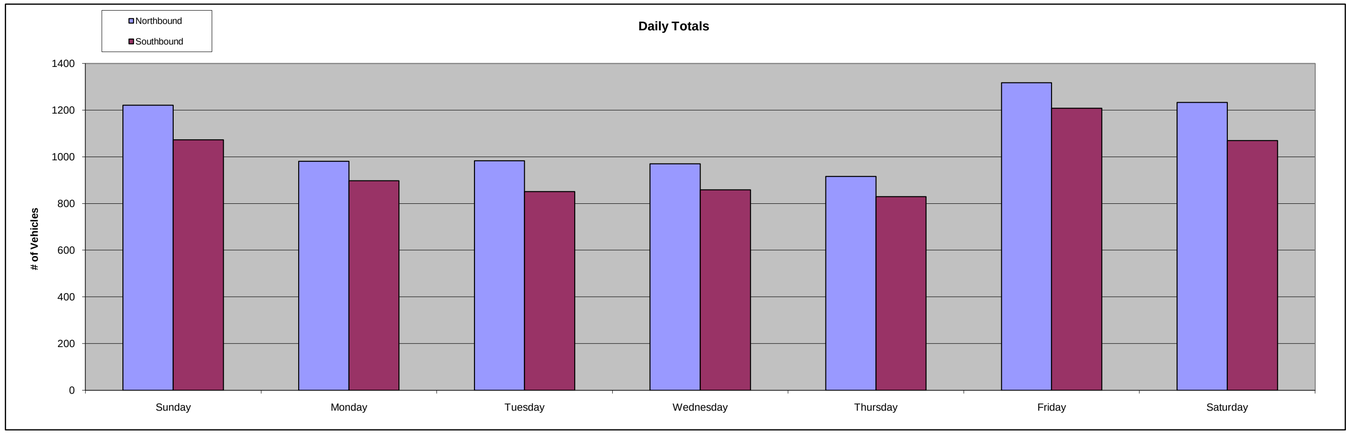












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Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 9
Road Name San Luis Bay Drive
Nearest Cross St N of Avila Beach Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1884965
Longitude -120.7188866
Peak Day Friday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	5	5	5	**19**	3	3	1	1	**8**	**27**
1:00 AM	5	3	3	0	**11**	0	3	2	1	**6**	**17**
2:00 AM	2	2	1	0	**5**	3	2	0	0	**5**	**10**
3:00 AM	2	1	0	1	**4**	0	0	0	1	**1**	**5**
4:00 AM	0	4	0	0	**4**	2	7	2	0	**11**	**15**
5:00 AM	1	3	3	1	**8**	0	8	8	12	**28**	**36**
6:00 AM	1	5	4	8	**18**	7	13	16	9	**45**	**63**
7:00 AM	19	16	7	6	**48**	5	13	12	28	**58**	**106**
8:00 AM	14	15	24	31	**84**	22	29	34	36	**121**	**205**
9:00 AM	29	20	32	27	**108**	30	47	46	40	**163**	**271**
10:00 AM	33	47	46	46	**172**	38	63	53	79	**233**	**405**
11:00 AM	40	45	66	45	**196**	65	66	75	76	**282**	**478**
12:00 PM	51	48	52	43	**194**	80	80	68	92	**320**	**514**
1:00 PM	49	74	64	53	**240**	96	93	84	110	**383**	**623**
2:00 PM	62	75	61	61	**259**	88	63	75	78	**304**	**563**
3:00 PM	55	79	60	60	**254**	73	82	77	72	**304**	**558**
4:00 PM	74	86	61	68	**289**	61	73	50	48	**232**	**521**
5:00 PM	66	87	46	67	**266**	58	56	49	56	**219**	**485**
6:00 PM	46	50	53	46	**195**	58	51	35	41	**185**	**380**
7:00 PM	65	47	54	42	**208**	25	34	24	17	**100**	**308**
8:00 PM	39	29	18	22	**108**	12	21	12	19	**64**	**172**
9:00 PM	17	31	30	10	**88**	10	9	19	15	**53**	**141**
10:00 PM	18	16	8	13	**55**	10	5	4	6	**25**	**80**
11:00 PM	14	2	3	7	**26**	3	2	3	6	**14**	**40**
Total					**2859**					**3164**	
					6023						

AM Peak Hr 10:45 am to 11:45 am — AM Peak 482 — AM PHF 0.855
PM Peak Hr 1:15 pm to 2:15 pm — PM Peak 628 — PM PHF 0.940

Monday, September 15, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	7	1	2	**14**	1	2	3	2	**8**	**22**
1:00 AM	2	0	1	2	**5**	0	2	0	5	**7**	**12**
2:00 AM	1	1	0	5	**7**	0	0	1	2	**3**	**10**
3:00 AM	1	1	0	0	**2**	1	2	5	3	**11**	**13**
4:00 AM	1	1	1	0	**3**	1	4	10	30	**45**	**48**
5:00 AM	4	1	6	7	**18**	56	96	80	70	**302**	**320**
6:00 AM	7	9	11	13	**40**	54	58	33	27	**172**	**212**
7:00 AM	23	31	31	35	**120**	24	24	32	48	**128**	**248**
8:00 AM	41	51	36	45	**173**	29	34	50	41	**154**	**327**
9:00 AM	33	28	30	38	**129**	43	39	37	41	**160**	**289**
10:00 AM	31	34	34	55	**154**	51	19	52	54	**176**	**330**
11:00 AM	47	39	40	58	**184**	49	53	41	40	**183**	**367**
12:00 PM	50	46	41	55	**192**	65	63	40	45	**213**	**405**
1:00 PM	41	47	61	56	**205**	55	61	62	69	**247**	**452**
2:00 PM	47	50	46	65	**208**	69	54	62	59	**244**	**452**
3:00 PM	75	56	52	74	**257**	64	61	55	64	**244**	**501**
4:00 PM	60	69	107	124	**360**	69	52	65	59	**245**	**605**
5:00 PM	141	97	73	75	**386**	72	57	49	54	**232**	**618**
6:00 PM	48	33	46	58	**185**	48	50	43	42	**183**	**368**
7:00 PM	61	31	37	42	**171**	26	27	18	16	**87**	**258**
8:00 PM	26	16	16	13	**71**	18	11	18	15	**62**	**133**
9:00 PM	13	19	7	1	**40**	18	8	14	20	**60**	**100**
10:00 PM	7	9	9	3	**28**	6	7	3	4	**20**	**48**
11:00 PM	14	5	4	4	**27**	1	1	3	2	**7**	**34**
Total					**2979**					**3193**	
					6172						

AM Peak Hr 10:30 am to 11:30 am — AM Peak 383 — AM PHF 0.878
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 722 — PM PHF 0.847

Tuesday, September 16, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	5	3	1	**11**	1	1	0	2	**4**	**15**
1:00 AM	2	1	1	0	**4**	0	1	1	2	**4**	**8**
2:00 AM	2	2	1	1	**6**	1	0	0	1	**2**	**8**
3:00 AM	5	0	1	1	**7**	0	3	3	3	**9**	**16**
4:00 AM	3	1	1	1	**6**	1	4	14	29	**48**	**54**
5:00 AM	4	2	7	6	**19**	66	117	94	78	**355**	**374**
6:00 AM	10	9	8	14	**41**	56	57	36	35	**184**	**225**
7:00 AM	20	25	30	33	**108**	30	26	36	52	**144**	**252**
8:00 AM	38	44	44	40	**166**	53	64	48	81	**246**	**412**
9:00 AM	30	27	47	41	**145**	41	61	36	42	**180**	**325**
10:00 AM	51	46	59	49	**205**	26	43	37	70	**176**	**381**
11:00 AM	64	39	43	51	**197**	42	47	53	47	**189**	**386**
12:00 PM	52	48	40	55	**195**	51	70	51	51	**223**	**418**
1:00 PM	43	52	47	43	**185**	44	37	69	62	**212**	**397**
2:00 PM	54	58	60	53	**225**	54	46	62	50	**212**	**437**
3:00 PM	73	50	67	49	**239**	67	62	58	67	**254**	**493**
4:00 PM	90	115	111	126	**442**	59	58	58	64	**239**	**681**
5:00 PM	130	136	67	90	**423**	48	77	74	74	**273**	**696**
6:00 PM	53	63	45	34	**195**	47	40	38	24	**149**	**344**
7:00 PM	69	52	43	25	**189**	19	28	14	12	**73**	**262**
8:00 PM	30	25	16	11	**82**	12	14	11	5	**42**	**124**
9:00 PM	17	22	13	12	**64**	18	15	17	12	**62**	**126**
10:00 PM	13	10	7	4	**34**	5	7	8	7	**27**	**61**
11:00 PM	12	7	7	7	**33**	2	5	2	4	**13**	**46**
Total					**3221**					**3320**	
					6541						

AM Peak Hr 8:00 am to 9:00 am — AM Peak 412 — AM PHF 0.851
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 750 — PM PHF 0.880

Wednesday, September 17, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	7	3	2	0	**12**	2	1	1	1	**5**	**17**
1:00 AM	0	0	0	0	**0**	2	0	2	1	**5**	**5**
2:00 AM	1	2	2	0	**5**	2	0	0	3	**5**	**10**
3:00 AM	5	1	0	2	**8**	1	1	2	2	**6**	**14**
4:00 AM	3	3	1	3	**10**	6	6	9	25	**46**	**56**
5:00 AM	0	4	5	11	**20**	72	121	95	84	**372**	**392**
6:00 AM	8	7	7	16	**38**	64	71	47	29	**211**	**249**
7:00 AM	18	26	33	45	**122**	22	31	45	31	**129**	**251**
8:00 AM	38	41	34	28	**141**	50	49	53	49	**201**	**342**
9:00 AM	27	31	33	37	**128**	35	41	32	51	**159**	**287**
10:00 AM	38	37	47	49	**171**	43	38	52	60	**193**	**364**
11:00 AM	42	39	46	45	**172**	60	41	43	66	**210**	**382**
12:00 PM	52	64	51	48	**215**	67	60	46	71	**244**	**459**
1:00 PM	40	42	41	55	**178**	43	58	45	54	**200**	**378**
2:00 PM	42	64	39	60	**205**	52	58	54	49	**213**	**418**
3:00 PM	76	63	59	72	**270**	44	69	64	77	**254**	**524**
4:00 PM	84	89	106	131	**410**	45	59	49	50	**203**	**613**
5:00 PM	134	143	76	65	**418**	64	50	46	42	**202**	**620**
6:00 PM	56	54	34	35	**179**	57	46	37	39	**179**	**358**
7:00 PM	63	25	31	25	**144**	15	18	16	19	**68**	**212**
8:00 PM	20	21	28	14	**83**	18	13	14	7	**52**	**135**
9:00 PM	12	14	12	19	**57**	9	7	14	13	**43**	**100**
10:00 PM	10	13	4	9	**36**	9	5	6	8	**28**	**64**
11:00 PM	9	6	3	5	**23**	5	1	2	2	**10**	**33**
Total					**3045**					**3238**	
					6283						

AM Peak Hr 5:15 am to 6:15 am — AM Peak 392 — AM PHF 0.784
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 727 — PM PHF 0.918

Thursday, September 18, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	7	4	1	0	**12**	1	2	1	1	**5**	**17**
1:00 AM	1	3	1	1	**6**	2	0	2	4	**8**	**14**
2:00 AM	1	3	1	2	**7**	2	0	1	0	**3**	**10**
3:00 AM	2	3	3	3	**11**	2	1	4	2	**9**	**20**
4:00 AM	2	0	1	3	**6**	7	5	12	38	**62**	**68**
5:00 AM	0	2	7	6	**15**	79	114	83	84	**360**	**375**
6:00 AM	8	6	7	18	**39**	67	55	42	30	**194**	**233**
7:00 AM	21	22	26	26	**95**	31	26	42	40	**139**	**234**
8:00 AM	44	50	41	20	**155**	42	50	47	44	**183**	**338**
9:00 AM	35	27	31	30	**123**	49	46	35	44	**174**	**297**
10:00 AM	36	37	57	46	**176**	37	40	41	38	**156**	**332**
11:00 AM	54	47	51	46	**198**	47	53	39	55	**194**	**392**
12:00 PM	53	39	55	54	**201**	41	52	49	43	**185**	**386**
1:00 PM	42	45	48	46	**181**	49	38	48	51	**186**	**367**
2:00 PM	53	42	49	69	**213**	51	44	41	61	**197**	**410**
3:00 PM	54	56	54	66	**230**	78	65	65	65	**273**	**503**
4:00 PM	67	85	112	121	**385**	52	59	54	45	**210**	**595**
5:00 PM	144	117	75	62	**398**	49	52	39	33	**173**	**571**
6:00 PM	42	53	45	36	**176**	38	36	28	27	**129**	**305**
7:00 PM	61	45	31	19	**156**	35	23	21	17	**96**	**252**
8:00 PM	22	9	20	10	**61**	17	15	22	14	**68**	**129**
9:00 PM	6	9	15	11	**41**	12	15	21	17	**65**	**106**
10:00 PM	13	4	11	11	**39**	4	8	5	10	**27**	**66**
11:00 PM	19	10	2	6	**37**	9	3	2	9	**23**	**60**
Total					**2961**					**3119**	
					6080						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 392 — AM PHF 0.970
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 694 — PM PHF 0.899

Friday, September 19, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	11	4	2	6	**23**	1	3	2	1	**7**	**30**
1:00 AM	3	2	0	1	**6**	1	3	1	3	**8**	**14**
2:00 AM	3	3	3	4	**13**	1	0	0	1	**2**	**15**
3:00 AM	4	0	1	2	**7**	0	3	2	1	**6**	**13**
4:00 AM	3	1	1	2	**7**	2	6	6	13	**27**	**34**
5:00 AM	2	0	5	3	**10**	15	41	45	34	**135**	**145**
6:00 AM	4	3	9	9	**25**	31	45	25	20	**121**	**146**
7:00 AM	16	30	24	29	**99**	26	30	20	46	**122**	**221**
8:00 AM	32	46	30	26	**134**	36	56	60	64	**216**	**350**
9:00 AM	30	28	44	43	**145**	41	39	48	51	**179**	**324**
10:00 AM	50	38	41	52	**181**	43	58	50	57	**208**	**389**
11:00 AM	54	49	55	61	**219**	64	59	55	59	**237**	**456**
12:00 PM	49	47	76	64	**236**	56	75	54	62	**247**	**483**
1:00 PM	60	58	32	47	**197**	57	58	50	58	**223**	**420**
2:00 PM	58	61	54	71	**244**	74	51	71	69	**265**	**509**
3:00 PM	73	70	51	47	**241**	86	72	75	83	**316**	**557**
4:00 PM	62	62	81	74	**279**	65	80	79	65	**289**	**568**
5:00 PM	88	62	65	66	**281**	84	84	71	75	**314**	**595**
6:00 PM	83	52	58	54	**247**	65	65	60	45	**235**	**482**
7:00 PM	58	67	54	43	**222**	40	24	25	22	**111**	**333**
8:00 PM	32	45	31	32	**140**	26	32	22	18	**98**	**238**
9:00 PM	30	33	26	12	**101**	14	9	24	20	**67**	**168**
10:00 PM	17	19	17	18	**71**	19	17	8	9	**53**	**124**
11:00 PM	25	18	13	8	**64**	16	3	10	5	**34**	**98**
Total					**3192**					**3520**	
					6712						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 456 — AM PHF 0.950
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 617 — PM PHF 0.897

Saturday, September 20, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	7	4	6	6	**23**	4	4	5	3	**16**	**39**
1:00 AM	5	1	2	3	**11**	1	3	2	3	**9**	**20**
2:00 AM	1	4	2	1	**8**	3	2	3	1	**9**	**17**
3:00 AM	4	0	1	0	**5**	0	2	0	1	**3**	**8**
4:00 AM	5	1	3	1	**10**	1	3	6	6	**16**	**26**
5:00 AM	2	0	2	5	**9**	3	16	16	15	**50**	**59**
6:00 AM	2	4	4	4	**14**	10	17	11	16	**54**	**68**
7:00 AM	11	15	11	12	**49**	11	18	24	43	**96**	**145**
8:00 AM	21	12	18	21	**72**	39	34	42	58	**173**	**245**
9:00 AM	23	27	31	39	**120**	53	36	49	69	**207**	**327**
10:00 AM	35	46	46	45	**172**	58	64	63	76	**261**	**433**
11:00 AM	56	47	46	49	**198**	51	65	82	66	**264**	**462**
12:00 PM	64	80	37	71	**252**	68	88	82	71	**309**	**561**
1:00 PM	60	58	81	57	**256**	56	94	91	107	**348**	**604**
2:00 PM	71	67	68	80	**286**	65	74	95	81	**315**	**601**
3:00 PM	74	79	75	73	**301**	83	77	70	75	**305**	**606**
4:00 PM	91	63	69	89	**312**	69	83	82	67	**301**	**613**
5:00 PM	65	93	91	59	**308**	52	40	48	50	**190**	**498**
6:00 PM	52	45	51	46	**194**	33	56	44	41	**174**	**368**
7:00 PM	36	32	47	26	**141**	21	18	22	22	**83**	**224**
8:00 PM	28	26	19	11	**84**	14	15	19	18	**66**	**150**
9:00 PM	26	15	18	19	**78**	15	14	24	28	**81**	**159**
10:00 PM	23	20	9	21	**73**	13	16	13	8	**50**	**123**
11:00 PM	14	16	8	10	**48**	12	7	6	7	**32**	**80**
Total					**3024**					**3412**	
					6436						

AM Peak Hr 10:45 am to 11:45 am — AM Peak 468 — AM PHF 0.914
PM Peak Hr 4:00 pm to 5:00 pm — PM Peak 613 — PM PHF 0.958

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 9

Road Name San Luis Bay Drive

Nearest Cross St N of Avila Beach Drive

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1884965

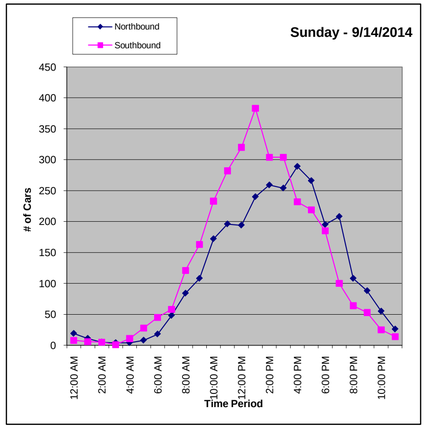
Longitude -120.7188866

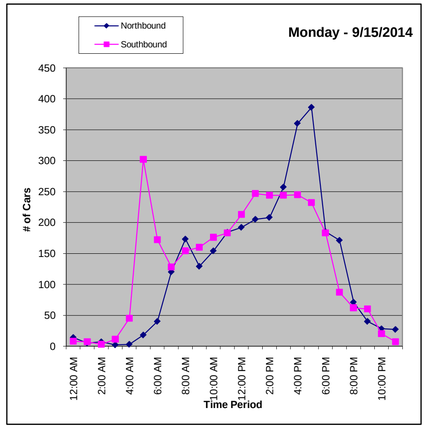
Peak Day Friday

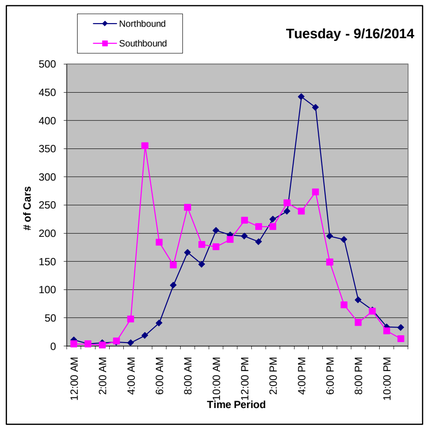
Number of Lanes 2

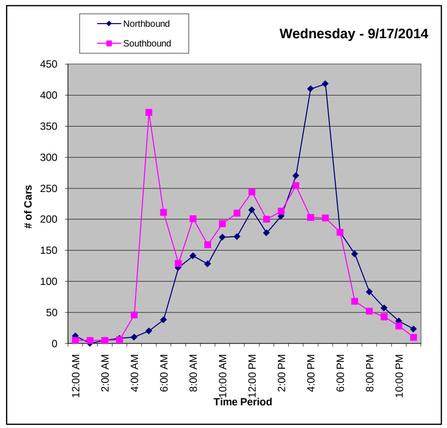
Comments

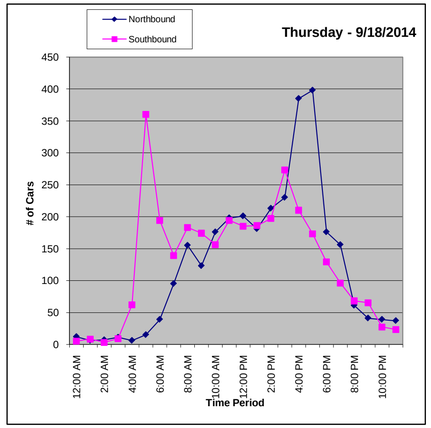
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	27	22	15	17	17	30	39	**167**	**24**	20	33
1:00 AM	17	12	8	5	14	14	20	**90**	**13**	11	19
2:00 AM	10	10	8	10	10	15	17	**80**	**11**	11	14
3:00 AM	5	13	16	14	20	13	8	**89**	**13**	15	7
4:00 AM	15	48	54	56	68	34	26	**301**	**43**	52	21
5:00 AM	36	320	374	392	375	145	59	**1701**	**243**	321	48
6:00 AM	63	212	225	249	233	146	68	**1196**	**171**	213	66
7:00 AM	106	248	252	251	234	221	145	**1457**	**208**	241	126
8:00 AM	205	327	412	342	338	350	245	**2219**	**317**	354	225
9:00 AM	271	289	325	287	297	324	327	**2120**	**303**	304	299
10:00 AM	405	330	381	364	332	389	433	**2634**	**376**	359	419
11:00 AM	478	367	386	382	392	456	462	**2923**	**418**	397	470
12:00 PM	514	405	418	459	386	483	561	**3226**	**461**	430	538
1:00 PM	623	452	397	378	367	420	604	**3241**	**463**	403	614
2:00 PM	563	452	437	418	410	509	601	**3390**	**484**	445	582
3:00 PM	558	501	493	524	503	557	606	**3742**	**535**	516	582
4:00 PM	521	605	681	613	595	568	613	**4196**	**599**	612	567
5:00 PM	485	618	696	620	571	595	498	**4083**	**583**	620	492
6:00 PM	380	368	344	358	305	482	368	**2605**	**372**	371	374
7:00 PM	308	258	262	212	252	333	224	**1849**	**264**	263	266
8:00 PM	172	133	124	135	129	238	150	**1081**	**154**	152	161
9:00 PM	141	100	126	100	106	168	159	**900**	**129**	120	150
10:00 PM	80	48	61	64	66	124	123	**566**	**81**	73	102
11:00 PM	40	34	46	33	60	98	80	**391**	**56**	54	60
Total	**6023**	**6172**	**6541**	**6283**	**6080**	**6712**	**6436**	**44247**	**6321**	**6358**	**6230**
Percentages	**13.61%**	**13.95%**	**14.78%**	**14.20%**	**13.74%**	**15.17%**	**14.55%**	**100.00%**	**14.29%**	**14.37%**	**14.08%**

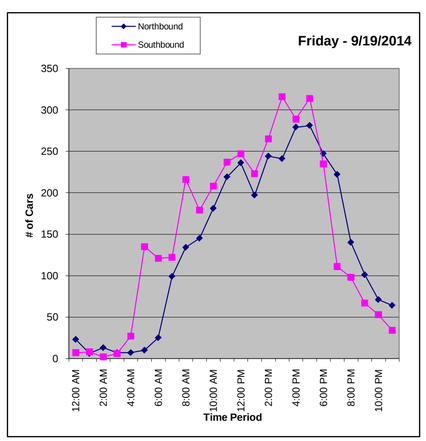


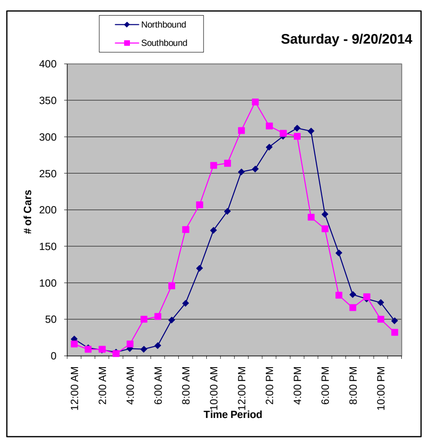


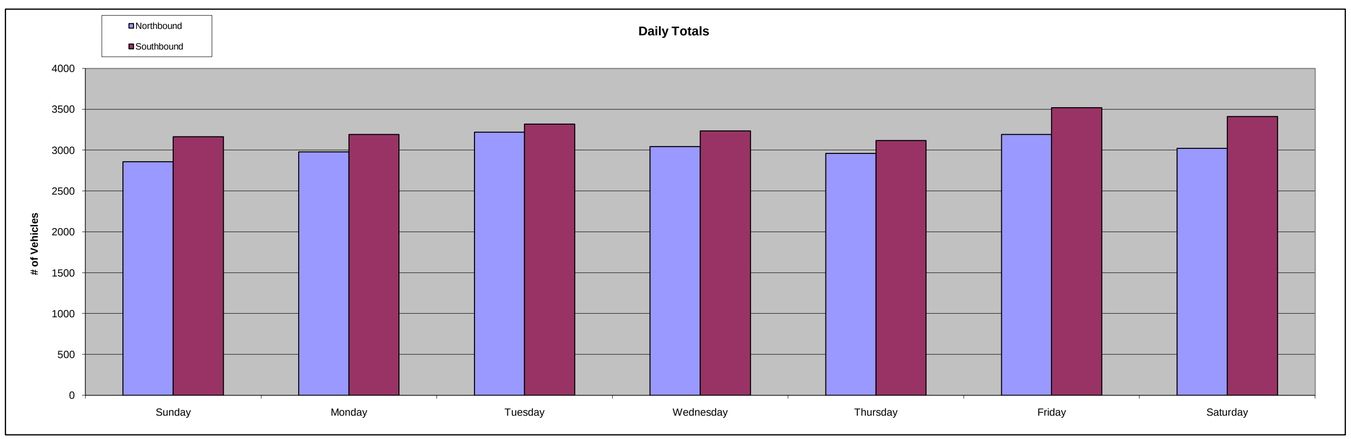












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

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www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 10
Road Name San Luis Bay Drive
Nearest Cross St W of Ontario Road
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1961333
Longitude -120.7024151
Peak Day Friday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	6	4	5	3	**18**	3	1	3	3	**10**	**28**
1:00 AM	6	5	0	2	**13**	4	2	3	3	**12**	**25**
2:00 AM	2	2	2	2	**8**	3	2	0	1	**6**	**14**
3:00 AM	2	0	0	1	**3**	0	1	0	0	**1**	**4**
4:00 AM	1	3	0	0	**4**	6	4	1	0	**11**	**15**
5:00 AM	3	3	4	2	**12**	4	7	8	11	**30**	**42**
6:00 AM	2	11	11	17	**41**	12	17	11	6	**46**	**87**
7:00 AM	17	17	16	15	**65**	11	10	17	24	**62**	**127**
8:00 AM	17	29	47	47	**140**	34	24	44	43	**145**	**285**
9:00 AM	35	38	42	41	**156**	41	56	55	55	**207**	**363**
10:00 AM	43	51	69	59	**222**	62	62	80	70	**274**	**496**
11:00 AM	57	57	72	61	**247**	78	101	92	89	**360**	**607**
12:00 PM	56	57	62	78	**253**	88	98	87	116	**389**	**642**
1:00 PM	77	73	65	68	**283**	102	105	112	132	**451**	**734**
2:00 PM	71	56	82	72	**281**	81	108	96	77	**362**	**643**
3:00 PM	85	98	78	76	**337**	100	90	95	78	**363**	**700**
4:00 PM	91	84	85	72	**332**	77	75	60	74	**286**	**618**
5:00 PM	91	93	64	61	**309**	70	55	57	56	**238**	**547**
6:00 PM	64	53	48	53	**218**	69	52	46	33	**200**	**418**
7:00 PM	72	55	48	46	**221**	43	23	32	18	**116**	**337**
8:00 PM	37	23	20	25	**105**	26	25	19	18	**88**	**193**
9:00 PM	17	34	25	13	**89**	16	17	22	19	**74**	**163**
10:00 PM	16	16	8	14	**54**	8	9	9	6	**32**	**86**
11:00 PM	12	3	2	6	**23**	4	2	6	7	**19**	**42**
Total					**3434**					**3782**	
					7216						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 607 — AM PHF 0.925
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 734 — PM PHF 0.918

Monday, September 15, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	6	7	1	3	**17**	1	2	5	1	**9**	**26**
1:00 AM	2	0	1	1	**4**	1	1	1	3	**6**	**10**
2:00 AM	0	1	3	2	**6**	1	1	1	3	**6**	**12**
3:00 AM	1	3	1	1	**6**	1	4	3	1	**9**	**15**
4:00 AM	1	3	1	2	**7**	4	6	19	41	**70**	**77**
5:00 AM	5	2	17	7	**31**	87	85	77	65	**314**	**345**
6:00 AM	17	16	25	21	**79**	60	43	33	29	**165**	**244**
7:00 AM	34	56	64	57	**211**	31	36	36	48	**151**	**362**
8:00 AM	76	81	77	78	**312**	61	72	43	43	**219**	**531**
9:00 AM	49	48	45	43	**185**	58	43	58	69	**228**	**413**
10:00 AM	40	51	62	68	**221**	32	40	72	62	**206**	**427**
11:00 AM	75	53	66	65	**259**	57	65	59	62	**243**	**502**
12:00 PM	72	54	51	68	**245**	92	53	70	55	**270**	**515**
1:00 PM	52	66	91	60	**269**	77	68	78	86	**309**	**578**
2:00 PM	62	77	62	62	**263**	72	70	80	99	**321**	**584**
3:00 PM	146	66	85	86	**383**	64	79	76	98	**317**	**700**
4:00 PM	79	81	148	129	**437**	81	69	88	82	**320**	**757**
5:00 PM	156	99	73	76	**404**	87	77	79	62	**305**	**709**
6:00 PM	46	37	54	63	**200**	68	68	51	48	**235**	**435**
7:00 PM	57	43	37	35	**172**	48	22	26	33	**129**	**301**
8:00 PM	37	16	12	18	**83**	24	25	27	26	**102**	**185**
9:00 PM	20	12	5	5	**42**	12	18	29	12	**71**	**113**
10:00 PM	7	8	8	7	**30**	9	6	6	8	**29**	**59**
11:00 PM	11	10	4	2	**27**	4	3	4	0	**11**	**38**
Total					**3893**					**4045**	
					7938						

AM Peak Hr 8:00 am to 9:00 am — AM Peak 531 — AM PHF 0.868
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 866 — PM PHF 0.891

Tuesday, September 16, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	5	2	1	2	**10**	2	1	1	1	**5**	**15**
1:00 AM	4	1	1	1	**7**	1	4	2	4	**11**	**18**
2:00 AM	2	3	1	1	**7**	0	2	0	1	**3**	**10**
3:00 AM	6	0	0	5	**11**	2	4	3	0	**9**	**20**
4:00 AM	0	1	1	2	**4**	4	8	21	46	**79**	**83**
5:00 AM	4	9	8	10	**31**	101	106	77	70	**354**	**385**
6:00 AM	19	15	24	19	**77**	65	47	37	33	**182**	**259**
7:00 AM	38	47	63	63	**211**	35	37	55	64	**191**	**402**
8:00 AM	64	79	70	60	**273**	95	86	60	69	**310**	**583**
9:00 AM	43	61	64	61	**229**	54	45	59	39	**197**	**426**
10:00 AM	60	61	66	61	**248**	50	55	71	74	**250**	**498**
11:00 AM	77	61	53	74	**265**	55	59	65	58	**237**	**502**
12:00 PM	54	72	57	55	**238**	68	65	75	59	**267**	**505**
1:00 PM	66	56	51	69	**242**	56	63	68	81	**268**	**510**
2:00 PM	62	76	63	68	**269**	55	69	84	106	**314**	**583**
3:00 PM	128	78	83	75	**364**	79	81	69	82	**311**	**675**
4:00 PM	121	130	132	130	**513**	92	80	79	81	**332**	**845**
5:00 PM	170	110	88	86	**454**	90	87	82	69	**328**	**782**
6:00 PM	55	65	52	38	**210**	55	56	41	36	**188**	**398**
7:00 PM	78	48	39	32	**197**	45	27	20	22	**114**	**311**
8:00 PM	31	23	9	13	**76**	26	10	18	13	**67**	**143**
9:00 PM	18	23	10	17	**68**	27	19	20	12	**78**	**146**
10:00 PM	19	8	6	12	**45**	12	8	10	9	**39**	**84**
11:00 PM	9	8	2	7	**26**	3	8	6	2	**19**	**45**
Total					**4075**					**4153**	
					8228						

AM Peak Hr 8:00 am to 9:00 am — AM Peak 583 — AM PHF 0.883
PM Peak Hr 4:15 pm to 5:15 pm — PM Peak 892 — PM PHF 0.858

Wednesday, September 17, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	9	2	1	0	**12**	2	0	2	1	**5**	**17**
1:00 AM	0	0	0	0	**0**	3	1	2	2	**8**	**8**
2:00 AM	3	3	1	1	**8**	1	0	2	1	**4**	**12**
3:00 AM	5	1	2	2	**10**	1	3	1	4	**9**	**19**
4:00 AM	2	2	2	4	**10**	7	5	16	46	**74**	**84**
5:00 AM	3	6	13	10	**32**	102	109	91	66	**368**	**400**
6:00 AM	16	14	21	23	**74**	75	57	39	36	**207**	**281**
7:00 AM	35	49	69	60	**213**	28	48	43	66	**185**	**398**
8:00 AM	70	76	66	46	**258**	76	79	38	51	**244**	**502**
9:00 AM	56	39	46	60	**201**	59	37	51	54	**201**	**402**
10:00 AM	47	73	73	64	**257**	46	62	65	80	**253**	**510**
11:00 AM	54	51	65	59	**229**	52	59	59	91	**261**	**490**
12:00 PM	64	58	113	56	**291**	94	87	61	61	**303**	**594**
1:00 PM	60	59	57	63	**239**	80	61	62	72	**275**	**514**
2:00 PM	61	70	60	84	**275**	52	68	77	60	**257**	**532**
3:00 PM	92	81	73	90	**336**	83	83	88	69	**323**	**659**
4:00 PM	91	125	132	146	**494**	76	73	54	87	**290**	**784**
5:00 PM	150	134	80	62	**426**	68	80	64	74	**286**	**712**
6:00 PM	69	53	53	39	**214**	56	45	57	36	**194**	**408**
7:00 PM	65	32	25	25	**147**	29	21	28	27	**105**	**252**
8:00 PM	24	19	30	13	**86**	28	27	23	21	**99**	**185**
9:00 PM	17	13	21	11	**62**	30	18	23	17	**88**	**150**
10:00 PM	12	12	3	11	**38**	8	8	13	8	**37**	**75**
11:00 PM	10	3	4	4	**21**	6	0	2	6	**14**	**35**
Total					**3933**					**4090**	
					8023						

AM Peak Hr 10:15 am to 11:15 am — AM Peak 523 — AM PHF 0.908
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 851 — PM PHF 0.913

Thursday, September 18, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	8	1	1	0	**10**	2	6	0	2	**10**	**20**
1:00 AM	0	7	1	1	**9**	2	1	2	5	**10**	**19**
2:00 AM	2	3	0	3	**8**	2	0	1	1	**4**	**12**
3:00 AM	2	3	2	3	**10**	1	4	1	3	**9**	**19**
4:00 AM	3	3	1	2	**9**	7	13	20	55	**95**	**104**
5:00 AM	5	5	10	8	**28**	96	111	81	75	**363**	**391**
6:00 AM	17	19	17	24	**77**	62	55	32	33	**182**	**259**
7:00 AM	35	40	62	52	**189**	32	44	54	57	**187**	**376**
8:00 AM	84	78	62	48	**272**	82	72	53	59	**266**	**538**
9:00 AM	50	49	53	62	**214**	55	52	54	55	**216**	**430**
10:00 AM	49	52	74	50	**225**	45	57	52	59	**213**	**438**
11:00 AM	56	67	68	65	**256**	40	69	63	51	**223**	**479**
12:00 PM	66	53	76	72	**267**	58	81	67	58	**264**	**531**
1:00 PM	71	51	59	58	**239**	51	60	48	47	**206**	**445**
2:00 PM	66	64	55	72	**257**	53	61	80	117	**311**	**568**
3:00 PM	109	71	66	74	**320**	81	91	57	72	**301**	**621**
4:00 PM	88	96	140	123	**447**	79	53	74	77	**283**	**730**
5:00 PM	159	120	69	66	**414**	82	77	54	59	**272**	**686**
6:00 PM	56	53	47	47	**203**	43	45	37	29	**154**	**357**
7:00 PM	71	30	27	27	**155**	43	36	35	26	**140**	**295**
8:00 PM	18	14	16	9	**57**	27	34	22	24	**107**	**164**
9:00 PM	6	21	15	21	**63**	20	35	21	11	**87**	**150**
10:00 PM	10	17	4	19	**50**	10	6	20	10	**46**	**96**
11:00 PM	12	7	2	8	**29**	5	6	7	5	**23**	**52**
Total					**3808**					**3972**	
					7780						

AM Peak Hr 7:30 am to 8:30 am — AM Peak 541 — AM PHF 0.815
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 852 — PM PHF 0.884

Friday, September 19, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	10	4	3	5	**22**	2	2	3	2	**9**	**31**
1:00 AM	4	2	0	0	**6**	2	2	2	3	**9**	**15**
2:00 AM	4	2	5	7	**18**	1	0	0	1	**2**	**20**
3:00 AM	1	1	4	1	**7**	2	1	3	2	**8**	**15**
4:00 AM	4	0	5	1	**10**	3	7	11	11	**32**	**42**
5:00 AM	4	2	13	3	**22**	33	44	36	42	**155**	**177**
6:00 AM	12	18	19	21	**70**	34	34	27	27	**122**	**192**
7:00 AM	24	52	52	58	**186**	33	26	38	61	**158**	**344**
8:00 AM	51	71	69	56	**247**	84	76	68	54	**282**	**529**
9:00 AM	42	54	60	59	**215**	39	61	62	59	**221**	**436**
10:00 AM	64	51	69	67	**251**	51	71	53	81	**256**	**507**
11:00 AM	75	57	77	78	**287**	66	82	67	96	**311**	**598**
12:00 PM	61	81	79	77	**298**	65	75	73	82	**295**	**593**
1:00 PM	77	62	48	61	**248**	71	85	73	79	**308**	**556**
2:00 PM	66	80	60	86	**292**	88	72	110	118	**388**	**680**
3:00 PM	117	84	64	60	**325**	90	91	107	85	**373**	**698**
4:00 PM	77	80	114	75	**346**	97	86	98	91	**372**	**718**
5:00 PM	88	81	76	70	**315**	112	85	109	90	**396**	**711**
6:00 PM	73	55	68	53	**249**	91	90	62	70	**313**	**562**
7:00 PM	64	80	55	49	**248**	47	33	35	26	**141**	**389**
8:00 PM	44	67	49	33	**193**	36	26	19	26	**107**	**300**
9:00 PM	30	36	24	13	**103**	16	22	38	22	**98**	**201**
10:00 PM	19	20	14	25	**78**	25	20	18	17	**80**	**158**
11:00 PM	27	10	11	7	**55**	11	9	10	11	**41**	**96**
Total					**4091**					**4477**	
					8568						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 598 — AM PHF 0.859
PM Peak Hr 4:30 pm to 5:30 pm — PM Peak 744 — PM PHF 0.877

Saturday, September 20, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	6	5	9	7	**27**	4	8	5	3	**20**	**47**
1:00 AM	3	2	3	3	**11**	2	3	4	6	**15**	**26**
2:00 AM	4	3	2	3	**12**	1	2	4	1	**8**	**20**
3:00 AM	3	1	1	0	**5**	1	3	0	1	**5**	**10**
4:00 AM	5	2	4	2	**13**	1	5	6	4	**16**	**29**
5:00 AM	1	1	6	3	**11**	6	19	15	15	**55**	**66**
6:00 AM	4	7	9	14	**34**	10	16	16	16	**58**	**92**
7:00 AM	23	23	28	20	**94**	16	25	36	35	**112**	**206**
8:00 AM	36	25	38	31	**130**	46	41	57	71	**215**	**345**
9:00 AM	49	39	51	52	**191**	47	51	75	88	**261**	**452**
10:00 AM	45	51	71	51	**218**	74	79	78	84	**315**	**533**
11:00 AM	64	64	69	69	**266**	78	93	86	102	**359**	**625**
12:00 PM	95	65	52	63	**275**	90	99	93	95	**377**	**652**
1:00 PM	80	63	80	70	**293**	97	136	119	112	**464**	**757**
2:00 PM	88	60	92	84	**324**	88	114	131	104	**437**	**761**
3:00 PM	93	90	82	111	**376**	119	97	87	75	**378**	**754**
4:00 PM	93	69	120	112	**394**	88	85	83	66	**322**	**716**
5:00 PM	106	117	97	68	**388**	52	52	59	46	**209**	**597**
6:00 PM	65	65	57	51	**238**	44	69	41	36	**190**	**428**
7:00 PM	38	51	42	35	**166**	22	31	22	32	**107**	**273**
8:00 PM	33	14	17	20	**84**	17	27	23	24	**91**	**175**
9:00 PM	27	18	27	24	**96**	32	27	40	21	**120**	**216**
10:00 PM	26	12	12	21	**71**	20	22	15	9	**66**	**137**
11:00 PM	23	14	14	6	**57**	11	6	11	6	**34**	**91**
Total					**3774**					**4234**	
					8008						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 625 — AM PHF 0.914
PM Peak Hr 2:30 pm to 3:30 pm — PM Peak 810 — PM PHF 0.908

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 10

Road Name San Luis Bay Drive

Nearest Cross St W of Ontario Road

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1961333

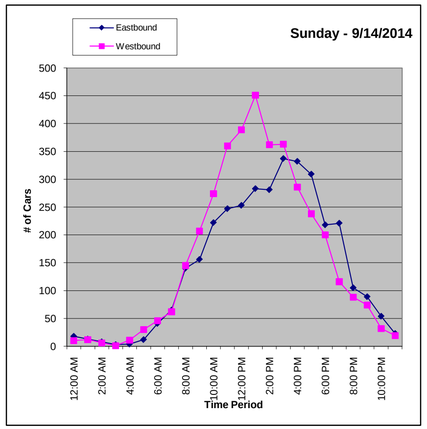
Longitude -120.7024151

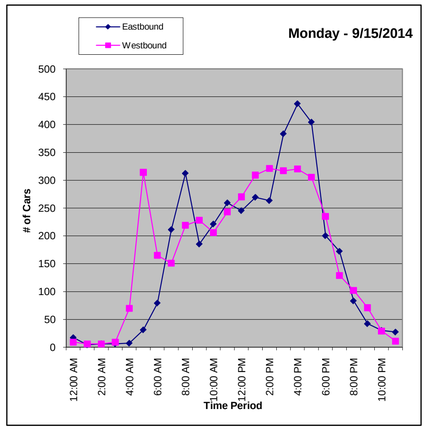
Peak Day Friday

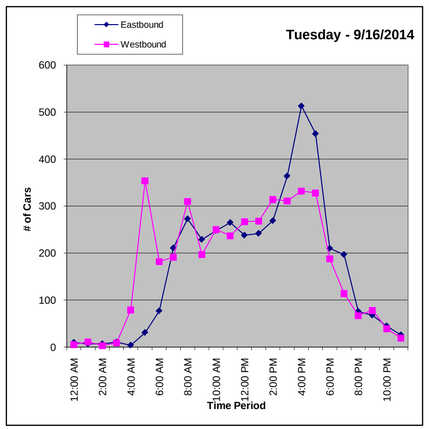
Number of Lanes 2

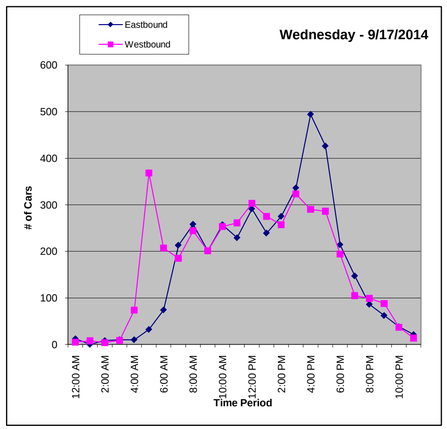
Comments

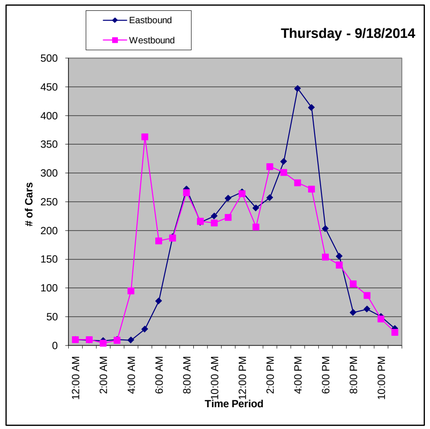
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	28	26	15	17	20	31	47	**184**	**26**	22	38
1:00 AM	25	10	18	8	19	15	26	**121**	**17**	14	26
2:00 AM	14	12	10	12	12	20	20	**100**	**14**	13	17
3:00 AM	4	15	20	19	19	15	10	**102**	**15**	18	7
4:00 AM	15	77	83	84	104	42	29	**434**	**62**	78	22
5:00 AM	42	345	385	400	391	177	66	**1806**	**258**	340	54
6:00 AM	87	244	259	281	259	192	92	**1414**	**202**	247	90
7:00 AM	127	362	402	398	376	344	206	**2215**	**316**	376	167
8:00 AM	285	531	583	502	538	529	345	**3313**	**473**	537	315
9:00 AM	363	413	426	402	430	436	452	**2922**	**417**	421	408
10:00 AM	496	427	498	510	438	507	533	**3409**	**487**	476	515
11:00 AM	607	502	502	490	479	598	625	**3803**	**543**	514	616
12:00 PM	642	515	505	594	531	593	652	**4032**	**576**	548	647
1:00 PM	734	578	510	514	445	556	757	**4094**	**585**	521	746
2:00 PM	643	584	583	532	568	680	761	**4351**	**622**	589	702
3:00 PM	700	700	675	659	621	698	754	**4807**	**687**	671	727
4:00 PM	618	757	845	784	730	718	716	**5168**	**738**	767	667
5:00 PM	547	709	782	712	686	711	597	**4744**	**678**	720	572
6:00 PM	418	435	398	408	357	562	428	**3006**	**429**	432	423
7:00 PM	337	301	311	252	295	389	273	**2158**	**308**	310	305
8:00 PM	193	185	143	185	164	300	175	**1345**	**192**	195	184
9:00 PM	163	113	146	150	150	201	216	**1139**	**163**	152	190
10:00 PM	86	59	84	75	96	158	137	**695**	**99**	94	112
11:00 PM	42	38	45	35	52	96	91	**399**	**57**	53	67
Total	**7216**	**7938**	**8228**	**8023**	**7780**	**8568**	**8008**	**55761**	**7966**	**8107**	**7612**
Percentages	**12.94%**	**14.24%**	**14.76%**	**14.39%**	**13.95%**	**15.37%**	**14.36%**	**100.00%**	**14.29%**	**14.54%**	**13.65%**

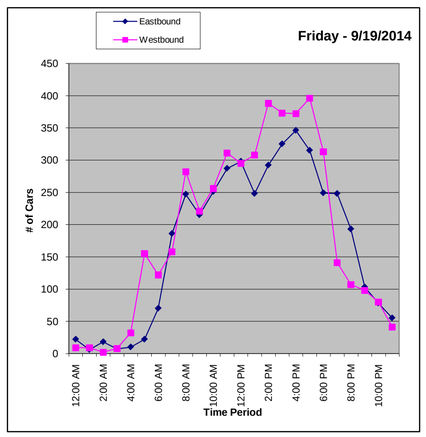


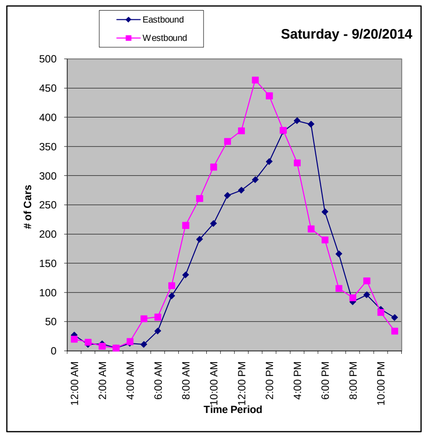


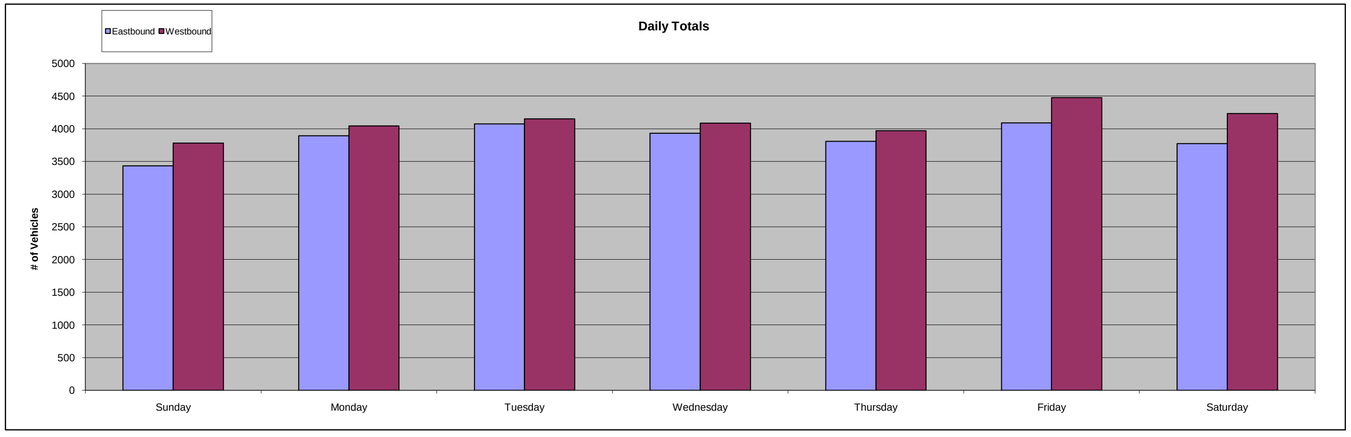












Metro Traffic Data Inc.
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Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 11
Road Name San Luis Bay Drive
Nearest Cross St E of US 101 NB Ramps
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1959579
Longitude -120.6976515
Peak Day Friday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	2	1	1	**5**	0	0	1	0	**1**	**6**
1:00 AM	0	1	0	1	**2**	1	0	0	0	**1**	**3**
2:00 AM	0	0	1	0	**1**	0	1	0	0	**1**	**2**
3:00 AM	1	0	0	0	**1**	0	0	0	1	**1**	**2**
4:00 AM	1	0	0	0	**1**	0	0	1	1	**2**	**3**
5:00 AM	0	0	2	2	**4**	1	4	0	1	**6**	**10**
6:00 AM	1	1	1	0	**3**	1	4	3	1	**9**	**12**
7:00 AM	3	2	4	4	**13**	7	2	11	4	**24**	**37**
8:00 AM	2	4	5	10	**21**	8	13	10	8	**39**	**60**
9:00 AM	2	8	5	5	**20**	10	15	15	10	**50**	**70**
10:00 AM	6	10	9	14	**39**	4	10	17	10	**41**	**80**
11:00 AM	18	14	11	13	**56**	10	10	10	15	**45**	**101**
12:00 PM	8	10	14	15	**47**	13	9	12	9	**43**	**90**
1:00 PM	10	13	12	7	**42**	9	12	14	7	**42**	**84**
2:00 PM	12	10	11	5	**38**	13	9	8	9	**39**	**77**
3:00 PM	10	10	5	10	**35**	7	14	6	14	**41**	**76**
4:00 PM	12	15	7	10	**44**	5	10	8	13	**36**	**80**
5:00 PM	6	9	9	7	**31**	9	15	7	3	**34**	**65**
6:00 PM	9	14	18	9	**50**	6	2	6	3	**17**	**67**
7:00 PM	4	10	8	9	**31**	6	6	13	3	**28**	**59**
8:00 PM	6	7	4	2	**19**	2	6	2	5	**15**	**34**
9:00 PM	3	4	1	4	**12**	6	14	4	2	**26**	**38**
10:00 PM	1	4	1	1	**7**	1	2	1	0	**4**	**11**
11:00 PM	0	2	2	0	**4**	1	0	0	0	**1**	**5**
Total					**526**					**546**	
					1072						

AM Peak Hr 10:30 am to 11:30 am — AM Peak 102 — AM PHF 0.911
PM Peak Hr 12:45 pm to 1:45 pm — PM Peak 94 — PM PHF 0.904

Monday, September 15, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	1	0	0	**3**	1	1	0	1	**3**	**6**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	0	0	0	**0**	1	0	0	1	**2**	**2**
5:00 AM	0	0	0	7	**7**	0	3	4	3	**10**	**17**
6:00 AM	0	0	6	7	**13**	2	4	12	8	**26**	**39**
7:00 AM	3	3	4	10	**20**	13	14	16	11	**54**	**74**
8:00 AM	4	10	6	13	**33**	17	16	13	15	**61**	**94**
9:00 AM	6	12	9	9	**36**	10	9	8	9	**36**	**72**
10:00 AM	9	6	11	7	**33**	11	17	10	11	**49**	**82**
11:00 AM	9	5	7	10	**31**	12	13	9	12	**46**	**77**
12:00 PM	7	5	15	16	**43**	11	9	10	7	**37**	**80**
1:00 PM	13	5	4	10	**32**	7	11	11	6	**35**	**67**
2:00 PM	11	8	5	10	**34**	14	10	14	18	**56**	**90**
3:00 PM	17	12	14	11	**54**	6	7	16	8	**37**	**91**
4:00 PM	15	12	16	16	**59**	10	17	12	10	**49**	**108**
5:00 PM	14	24	18	19	**75**	10	7	10	5	**32**	**107**
6:00 PM	14	5	4	12	**35**	4	14	16	2	**36**	**71**
7:00 PM	14	7	6	7	**34**	5	9	5	3	**22**	**56**
8:00 PM	7	2	6	3	**18**	4	1	2	0	**7**	**25**
9:00 PM	4	6	5	2	**17**	1	1	0	1	**3**	**20**
10:00 PM	1	1	1	0	**3**	1	0	1	0	**2**	**5**
11:00 PM	0	0	1	1	**2**	0	0	0	0	**0**	**2**
Total					**583**					**603**	
					1186						

AM Peak Hr 8:00 am to 9:00 am — AM Peak 94 — AM PHF 0.839
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 109 — PM PHF 0.879

Tuesday, September 16, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	0	1	1	**4**	0	1	0	0	**1**	**5**
1:00 AM	1	0	0	0	**1**	1	0	0	0	**1**	**2**
2:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	0	0	0	**0**	0	0	1	1	**2**	**2**
5:00 AM	0	0	1	8	**9**	1	5	5	6	**17**	**26**
6:00 AM	0	1	6	7	**14**	2	4	7	10	**23**	**37**
7:00 AM	5	4	2	3	**14**	12	14	15	17	**58**	**72**
8:00 AM	7	10	14	5	**36**	13	18	20	12	**63**	**99**
9:00 AM	7	10	6	1	**24**	8	8	12	5	**33**	**57**
10:00 AM	4	9	6	10	**29**	11	7	9	15	**42**	**71**
11:00 AM	9	8	8	7	**32**	14	13	14	6	**47**	**79**
12:00 PM	10	9	8	14	**41**	7	9	16	7	**39**	**80**
1:00 PM	13	12	9	8	**42**	9	8	12	4	**33**	**75**
2:00 PM	10	17	15	10	**52**	13	11	12	15	**51**	**103**
3:00 PM	18	16	8	18	**60**	14	22	9	9	**54**	**114**
4:00 PM	12	18	15	10	**55**	14	9	12	12	**47**	**102**
5:00 PM	15	38	22	12	**87**	8	11	16	9	**44**	**131**
6:00 PM	14	16	12	6	**48**	11	14	14	8	**47**	**95**
7:00 PM	12	7	11	8	**38**	2	7	17	8	**34**	**72**
8:00 PM	7	3	4	6	**20**	0	1	1	5	**7**	**27**
9:00 PM	2	6	4	7	**19**	7	0	2	3	**12**	**31**
10:00 PM	4	1	0	1	**6**	2	3	1	0	**6**	**12**
11:00 PM	0	0	0	2	**2**	0	0	1	0	**1**	**3**
Total					**635**					**662**	
					1297						

AM Peak Hr 7:45 am to 8:45 am — AM Peak 102 — AM PHF 0.750
PM Peak Hr 5:15 pm to 6:15 pm — PM Peak 133 — PM PHF 0.679

Wednesday, September 17, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
1:00 AM	2	0	0	0	**2**	1	0	0	0	**1**	**3**
2:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	2	0	**2**	0	0	0	0	**0**	**2**
4:00 AM	0	0	0	0	**0**	0	1	0	1	**2**	**2**
5:00 AM	0	0	2	1	**3**	1	0	7	6	**14**	**17**
6:00 AM	1	0	5	7	**13**	2	5	9	7	**23**	**36**
7:00 AM	1	8	5	5	**19**	9	17	14	11	**51**	**70**
8:00 AM	5	10	7	6	**28**	15	17	13	17	**62**	**90**
9:00 AM	8	8	8	13	**37**	11	13	13	16	**53**	**90**
10:00 AM	10	9	6	9	**34**	8	10	11	3	**32**	**66**
11:00 AM	9	11	16	14	**50**	17	8	13	12	**50**	**100**
12:00 PM	8	6	15	12	**41**	21	12	11	12	**56**	**97**
1:00 PM	14	14	9	7	**44**	12	12	17	11	**52**	**96**
2:00 PM	11	16	14	11	**52**	11	13	13	17	**54**	**106**
3:00 PM	7	15	12	10	**44**	10	18	10	10	**48**	**92**
4:00 PM	13	17	14	10	**54**	13	13	13	9	**48**	**102**
5:00 PM	16	22	18	9	**65**	11	13	10	10	**44**	**109**
6:00 PM	5	11	10	10	**36**	7	4	6	2	**19**	**55**
7:00 PM	5	9	7	4	**25**	6	2	5	6	**19**	**44**
8:00 PM	5	9	8	7	**29**	3	3	3	2	**11**	**40**
9:00 PM	6	5	2	0	**13**	2	1	1	0	**4**	**17**
10:00 PM	3	2	4	0	**9**	2	1	0	1	**4**	**13**
11:00 PM	1	0	0	0	**1**	1	0	0	0	**1**	**2**
Total					**602**					**649**	
					1251						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 100 — AM PHF 0.862
PM Peak Hr 5:00 pm to 6:00 pm — PM Peak 109 — PM PHF 0.779

Thursday, September 18, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	0	0	0	**3**	1	0	0	1	**2**	**5**
1:00 AM	1	0	0	1	**2**	0	0	0	0	**0**	**2**
2:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
5:00 AM	0	0	0	1	**1**	1	2	2	6	**11**	**12**
6:00 AM	2	1	5	3	**11**	0	0	11	9	**20**	**31**
7:00 AM	5	3	6	6	**20**	10	16	9	18	**53**	**73**
8:00 AM	10	10	9	9	**38**	26	16	9	23	**74**	**112**
9:00 AM	6	11	11	5	**33**	8	10	10	8	**36**	**69**
10:00 AM	4	11	7	9	**31**	5	14	14	4	**37**	**68**
11:00 AM	14	5	9	13	**41**	13	17	10	9	**49**	**90**
12:00 PM	6	8	9	11	**34**	9	12	10	10	**41**	**75**
1:00 PM	6	15	7	4	**32**	7	12	9	3	**31**	**63**
2:00 PM	6	5	9	16	**36**	5	10	14	14	**43**	**79**
3:00 PM	14	9	13	11	**47**	10	5	12	13	**40**	**87**
4:00 PM	8	18	13	14	**53**	13	9	15	8	**45**	**98**
5:00 PM	14	16	22	8	**60**	12	8	11	5	**36**	**96**
6:00 PM	16	7	15	9	**47**	10	7	6	6	**29**	**76**
7:00 PM	7	10	7	16	**40**	4	5	3	5	**17**	**57**
8:00 PM	8	3	6	6	**23**	4	4	0	3	**11**	**34**
9:00 PM	4	11	6	3	**24**	2	5	6	0	**13**	**37**
10:00 PM	2	1	2	0	**5**	2	0	2	0	**4**	**9**
11:00 PM	0	1	4	1	**6**	0	0	0	0	**0**	**6**
Total					**589**					**592**	
					1181						

AM Peak Hr 8:00 am to 9:00 am — AM Peak 112 — AM PHF 0.778
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 105 — PM PHF 0.795

Friday, September 19, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	1	0	0	**2**	0	0	0	1	**1**	**3**
1:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
2:00 AM	2	1	0	0	**3**	1	0	1	0	**2**	**5**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	1	1	0	**2**	0	1	0	0	**1**	**3**
5:00 AM	1	0	1	5	**7**	0	3	3	5	**11**	**18**
6:00 AM	2	0	3	3	**8**	1	5	9	8	**23**	**31**
7:00 AM	6	7	4	7	**24**	14	11	20	15	**60**	**84**
8:00 AM	13	13	4	11	**41**	19	9	23	11	**62**	**103**
9:00 AM	5	18	2	5	**30**	6	12	16	11	**45**	**75**
10:00 AM	8	9	4	10	**31**	9	10	14	14	**47**	**78**
11:00 AM	11	15	9	10	**45**	5	19	11	10	**45**	**90**
12:00 PM	12	17	7	7	**43**	10	13	10	14	**47**	**90**
1:00 PM	11	16	5	12	**44**	11	11	11	8	**41**	**85**
2:00 PM	16	16	9	7	**48**	9	7	17	18	**51**	**99**
3:00 PM	9	19	12	11	**51**	11	9	13	11	**44**	**95**
4:00 PM	14	14	11	10	**49**	12	11	14	7	**44**	**93**
5:00 PM	12	24	20	19	**75**	15	7	6	12	**40**	**115**
6:00 PM	19	9	5	4	**37**	13	7	11	5	**36**	**73**
7:00 PM	11	7	10	5	**33**	12	3	6	15	**36**	**69**
8:00 PM	2	14	10	5	**31**	10	0	2	3	**15**	**46**
9:00 PM	8	0	3	6	**17**	2	3	4	1	**10**	**27**
10:00 PM	4	1	5	4	**14**	3	0	3	0	**6**	**20**
11:00 PM	3	2	4	0	**9**	0	0	0	1	**1**	**10**
Total					**645**					**668**	
					1313						

AM Peak Hr 8:00 am to 9:00 am — AM Peak 103 — AM PHF 0.805
PM Peak Hr 5:15 pm to 6:15 pm — PM Peak 120 — PM PHF 0.938

Saturday, September 20, 2014

Hour	Eastbound 1st	2nd	3rd	4th	Total	Westbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	1	1	**3**	0	0	1	1	**2**	**5**
1:00 AM	0	0	1	1	**2**	0	0	0	1	**1**	**3**
2:00 AM	1	1	0	0	**2**	0	1	1	0	**2**	**4**
3:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	0	1	1	**2**	0	0	0	2	**2**	**4**
5:00 AM	0	0	0	0	**0**	0	1	4	1	**6**	**6**
6:00 AM	1	1	0	1	**3**	0	2	6	8	**16**	**19**
7:00 AM	4	6	0	3	**13**	6	4	10	8	**28**	**41**
8:00 AM	2	3	4	4	**13**	10	10	6	9	**35**	**48**
9:00 AM	3	12	12	4	**31**	6	5	14	10	**35**	**66**
10:00 AM	7	13	10	17	**47**	9	10	15	14	**48**	**95**
11:00 AM	12	16	9	23	**60**	18	9	13	22	**62**	**122**
12:00 PM	19	13	11	14	**57**	7	12	12	14	**45**	**102**
1:00 PM	15	13	9	11	**48**	14	13	20	17	**64**	**112**
2:00 PM	10	14	11	13	**48**	15	5	10	13	**43**	**91**
3:00 PM	7	13	6	14	**40**	21	13	9	10	**53**	**93**
4:00 PM	10	10	12	12	**44**	9	6	12	8	**35**	**79**
5:00 PM	12	18	8	10	**48**	7	11	8	10	**36**	**84**
6:00 PM	10	3	6	4	**23**	4	6	6	4	**20**	**43**
7:00 PM	4	7	5	8	**24**	7	1	4	5	**17**	**41**
8:00 PM	5	4	5	5	**19**	2	3	3	5	**13**	**32**
9:00 PM	9	11	4	5	**29**	5	1	4	2	**12**	**41**
10:00 PM	6	1	1	0	**8**	2	2	2	0	**6**	**14**
11:00 PM	4	2	1	0	**7**	0	2	1	0	**3**	**10**
Total					**572**					**584**	
					1156						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 122 — AM PHF 0.678
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 112 — PM PHF 0.966

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 11

Road Name San Luis Bay Drive

Nearest Cross St E of US 101 NB Ramps

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1959579

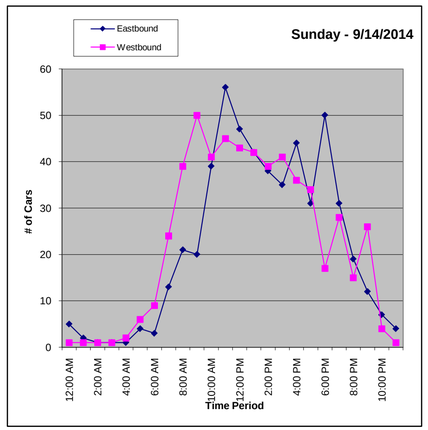
Longitude -120.6976515

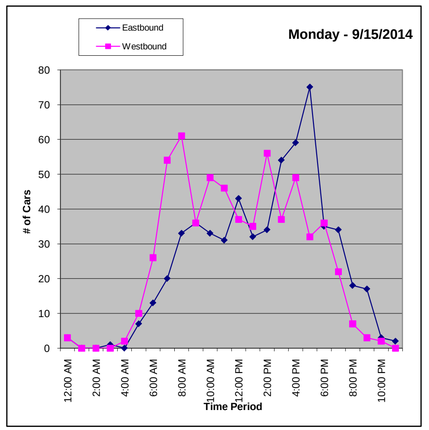
Peak Day Friday

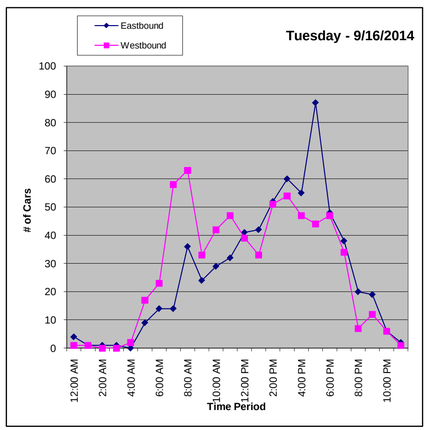
Number of Lanes 2

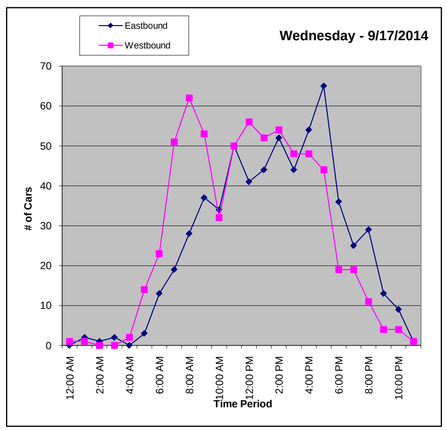
Comments

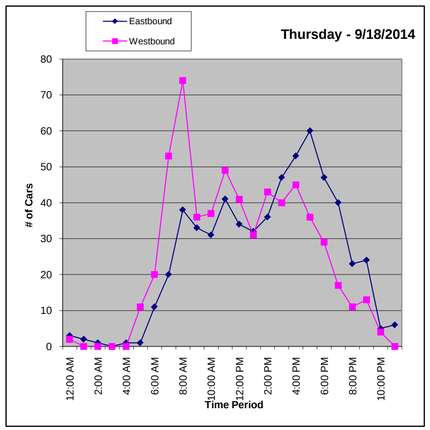
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	6	6	5	1	5	3	5	**31**	**4**	4	6
1:00 AM	3	0	2	3	2	1	3	**14**	**2**	2	3
2:00 AM	2	0	1	1	1	5	4	**14**	**2**	2	3
3:00 AM	2	1	1	2	0	0	1	**7**	**1**	1	2
4:00 AM	3	2	2	2	1	3	4	**17**	**2**	2	4
5:00 AM	10	17	26	17	12	18	6	**106**	**15**	18	8
6:00 AM	12	39	37	36	31	31	19	**205**	**29**	35	16
7:00 AM	37	74	72	70	73	84	41	**451**	**64**	75	39
8:00 AM	60	94	99	90	112	103	48	**606**	**87**	100	54
9:00 AM	70	72	57	90	69	75	66	**499**	**71**	73	68
10:00 AM	80	82	71	66	68	78	95	**540**	**77**	73	88
11:00 AM	101	77	79	100	90	90	122	**659**	**94**	87	112
12:00 PM	90	80	80	97	75	90	102	**614**	**88**	84	96
1:00 PM	84	67	75	96	63	85	112	**582**	**83**	77	98
2:00 PM	77	90	103	106	79	99	91	**645**	**92**	95	84
3:00 PM	76	91	114	92	87	95	93	**648**	**93**	96	85
4:00 PM	80	108	102	102	98	93	79	**662**	**95**	101	80
5:00 PM	65	107	131	109	96	115	84	**707**	**101**	112	75
6:00 PM	67	71	95	55	76	73	43	**480**	**69**	74	55
7:00 PM	59	56	72	44	57	69	41	**398**	**57**	60	50
8:00 PM	34	25	27	40	34	46	32	**238**	**34**	34	33
9:00 PM	38	20	31	17	37	27	41	**211**	**30**	26	40
10:00 PM	11	5	12	13	9	20	14	**84**	**12**	12	13
11:00 PM	5	2	3	2	6	10	10	**38**	**5**	5	8
Total	**1072**	**1186**	**1297**	**1251**	**1181**	**1313**	**1156**	**8456**	**1208**	**1246**	**1114**
Percentages	**12.68%**	**14.03%**	**15.34%**	**14.79%**	**13.97%**	**15.53%**	**13.67%**	**100.00%**	**14.29%**	**14.73%**	**13.17%**

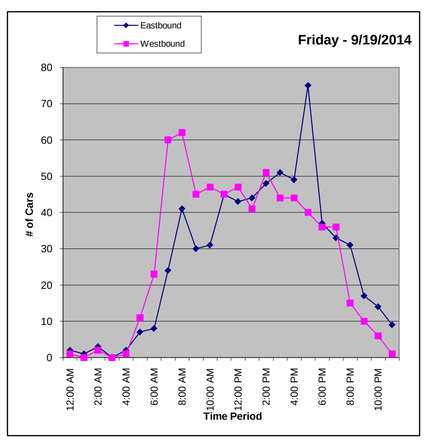


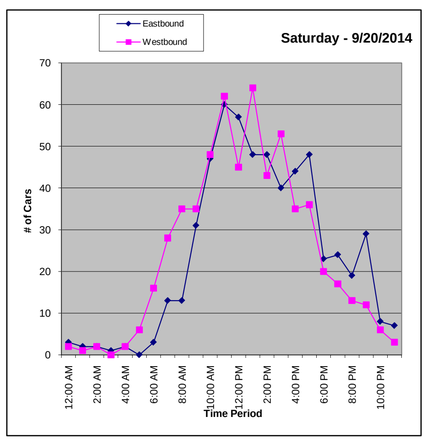


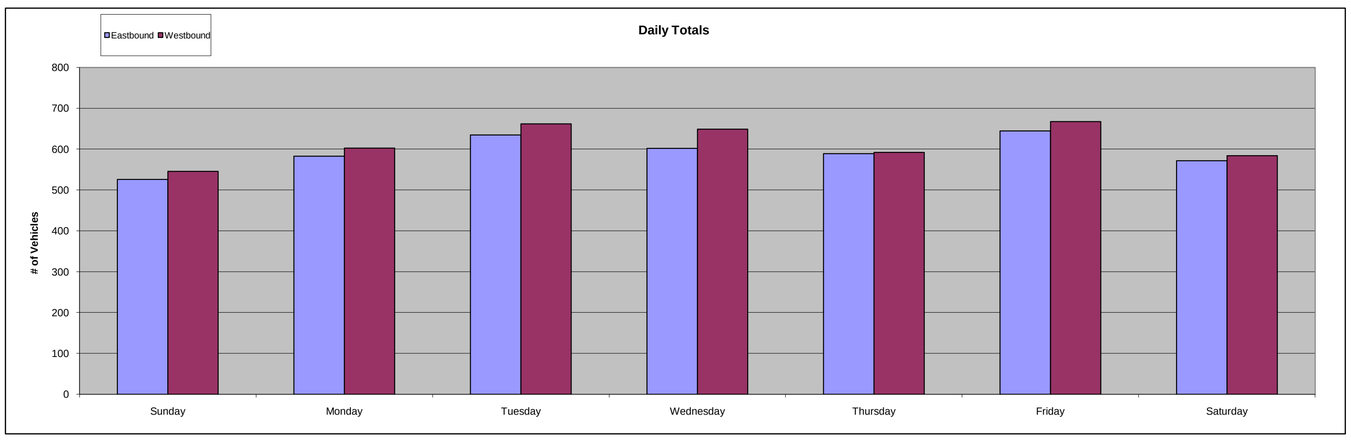












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 12
Road Name San Miguel Street
Nearest Cross St S of Avila Beach Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1819661
Longitude -120.7326517
Peak Day Friday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	8	3	4	**17**	2	0	1	1	**4**	**21**
1:00 AM	4	1	2	2	**9**	1	0	0	0	**1**	**10**
2:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	0	**0**	1	1	0	1	**3**	**3**
6:00 AM	4	0	1	1	**6**	1	0	5	8	**14**	**20**
7:00 AM	3	1	6	5	**15**	1	3	5	6	**15**	**30**
8:00 AM	5	2	17	13	**37**	7	9	10	19	**45**	**82**
9:00 AM	6	10	16	12	**44**	18	14	14	17	**63**	**107**
10:00 AM	15	15	14	20	**64**	14	13	20	23	**70**	**134**
11:00 AM	14	20	17	26	**77**	20	8	17	21	**66**	**143**
12:00 PM	23	22	15	15	**75**	22	16	17	30	**85**	**160**
1:00 PM	21	22	20	30	**93**	17	16	20	27	**80**	**173**
2:00 PM	26	25	25	25	**101**	19	24	18	18	**79**	**180**
3:00 PM	35	22	29	34	**120**	24	23	12	23	**82**	**202**
4:00 PM	34	28	31	38	**131**	16	18	15	15	**64**	**195**
5:00 PM	31	28	28	26	**113**	12	18	6	18	**54**	**167**
6:00 PM	19	13	24	33	**89**	9	10	7	13	**39**	**128**
7:00 PM	25	9	15	13	**62**	8	6	5	5	**24**	**86**
8:00 PM	12	9	10	11	**42**	9	3	7	6	**25**	**67**
9:00 PM	9	9	3	7	**28**	5	3	5	2	**15**	**43**
10:00 PM	9	6	5	1	**21**	2	3	1	4	**10**	**31**
11:00 PM	1	2	1	2	**6**	2	1	3	0	**6**	**12**
Total					**1152**					**844**	
					1996						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 143 **AM PHF** 0.761
PM Peak Hr 3:00 pm to 4:00 pm **PM Peak** 202 **PM PHF** 0.856

Monday, September 15, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	4	1	0	**5**	0	0	0	1	**1**	**6**
1:00 AM	0	0	1	1	**2**	2	0	1	0	**3**	**5**
2:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
3:00 AM	0	0	2	0	**2**	0	1	0	0	**1**	**3**
4:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
5:00 AM	0	3	0	1	**4**	1	2	0	0	**3**	**7**
6:00 AM	1	1	0	0	**2**	1	4	4	6	**15**	**17**
7:00 AM	5	4	11	7	**27**	7	2	11	11	**31**	**58**
8:00 AM	24	7	14	10	**55**	12	6	12	11	**41**	**96**
9:00 AM	11	12	8	18	**49**	13	19	7	14	**53**	**102**
10:00 AM	11	10	18	14	**53**	15	14	20	10	**59**	**112**
11:00 AM	14	9	11	22	**56**	11	17	13	12	**53**	**109**
12:00 PM	12	21	16	13	**62**	16	15	9	15	**55**	**117**
1:00 PM	11	16	20	14	**61**	11	13	10	12	**46**	**107**
2:00 PM	20	17	21	15	**73**	12	15	16	16	**59**	**132**
3:00 PM	20	19	14	16	**69**	22	13	10	12	**57**	**126**
4:00 PM	19	14	19	16	**68**	4	14	13	10	**41**	**109**
5:00 PM	18	23	19	20	**80**	14	18	9	10	**51**	**131**
6:00 PM	11	12	10	12	**45**	12	16	11	12	**51**	**96**
7:00 PM	7	12	11	9	**39**	9	7	4	3	**23**	**62**
8:00 PM	16	9	6	12	**43**	2	2	3	3	**10**	**53**
9:00 PM	5	5	3	3	**16**	3	1	0	3	**7**	**23**
10:00 PM	8	3	4	3	**18**	1	2	3	0	**6**	**24**
11:00 PM	2	3	2	2	**9**	1	1	0	0	**2**	**11**
Total					**839**					**669**	
					1508						

AM Peak Hr 9:45 am to 10:45 am **AM Peak** 120 **AM PHF** 0.789
PM Peak Hr 2:30 pm to 3:30 pm **PM Peak** 142 **PM PHF** 0.845

Tuesday, September 16, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	1	0	**1**	0	0	1	1	**2**	**3**
1:00 AM	0	0	1	0	**1**	0	0	2	0	**2**	**3**
2:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	2	**2**	0	0	2	3	**5**	**7**
6:00 AM	4	2	5	1	**12**	0	1	6	4	**11**	**23**
7:00 AM	7	5	10	6	**28**	6	7	7	5	**25**	**53**
8:00 AM	10	6	4	4	**24**	8	14	7	13	**42**	**66**
9:00 AM	3	5	13	5	**26**	13	20	7	10	**50**	**76**
10:00 AM	17	9	15	21	**62**	22	7	11	21	**61**	**123**
11:00 AM	21	17	10	18	**66**	27	11	14	14	**66**	**132**
12:00 PM	20	21	15	18	**74**	12	15	11	21	**59**	**133**
1:00 PM	14	20	8	18	**60**	7	14	15	12	**48**	**108**
2:00 PM	24	11	17	20	**72**	15	10	15	21	**61**	**133**
3:00 PM	13	16	16	6	**51**	13	20	20	27	**80**	**131**
4:00 PM	30	19	21	17	**87**	9	16	12	15	**52**	**139**
5:00 PM	13	18	19	12	**62**	9	19	22	28	**78**	**140**
6:00 PM	18	13	19	19	**69**	16	11	13	9	**49**	**118**
7:00 PM	10	8	14	14	**46**	12	9	5	4	**30**	**76**
8:00 PM	16	12	6	1	**35**	3	4	3	2	**12**	**47**
9:00 PM	9	4	10	7	**30**	1	9	0	1	**11**	**41**
10:00 PM	10	5	3	4	**22**	5	4	1	2	**12**	**34**
11:00 PM	2	1	2	5	**10**	0	1	2	1	**4**	**14**
Total					**841**					**761**	
					1602						

AM Peak Hr 10:30 am to 11:30 am **AM Peak** 144 **AM PHF** 0.750
PM Peak Hr 5:15 pm to 6:15 pm **PM Peak** 152 **PM PHF** 0.927

Wednesday, September 17, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	3	0	0	0	**3**	0	0	0	0	**0**	**3**
1:00 AM	0	0	0	0	**0**	0	0	1	1	**2**	**2**
2:00 AM	0	0	0	1	**1**	1	2	0	0	**3**	**4**
3:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
4:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
5:00 AM	0	2	2	0	**4**	0	0	1	1	**2**	**6**
6:00 AM	1	2	4	2	**9**	2	1	2	10	**15**	**24**
7:00 AM	5	7	7	8	**27**	5	5	6	11	**27**	**54**
8:00 AM	13	4	5	9	**31**	3	12	17	12	**44**	**75**
9:00 AM	11	10	11	12	**44**	8	10	9	11	**38**	**82**
10:00 AM	15	6	11	14	**46**	11	13	17	13	**54**	**100**
11:00 AM	16	10	8	20	**54**	20	11	13	21	**65**	**119**
12:00 PM	18	12	9	14	**53**	19	8	11	20	**58**	**111**
1:00 PM	7	16	11	16	**50**	11	19	7	7	**44**	**94**
2:00 PM	10	19	14	22	**65**	14	11	11	15	**51**	**116**
3:00 PM	18	13	21	14	**66**	14	17	13	13	**57**	**123**
4:00 PM	18	16	16	11	**61**	20	13	17	13	**63**	**124**
5:00 PM	19	13	17	11	**60**	15	9	15	14	**53**	**113**
6:00 PM	7	13	11	19	**50**	9	14	4	11	**38**	**88**
7:00 PM	14	4	10	7	**35**	5	6	2	6	**19**	**54**
8:00 PM	7	6	8	2	**23**	5	2	7	1	**15**	**38**
9:00 PM	6	11	3	6	**26**	2	5	5	0	**12**	**38**
10:00 PM	4	3	0	3	**10**	1	1	3	3	**8**	**18**
11:00 PM	1	2	1	0	**4**	1	0	0	1	**2**	**6**
Total					**723**					**671**	
					1394						

AM Peak Hr 11:00 am to 12:00 pm **AM Peak** 119 **AM PHF** 0.726
PM Peak Hr 3:15 pm to 4:15 pm **PM Peak** 129 **PM PHF** 0.849

Thursday, September 18, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	0	0	**1**	0	0	0	1	**1**	**2**
1:00 AM	0	1	0	0	**1**	0	1	1	0	**2**	**3**
2:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
3:00 AM	0	0	0	1	**1**	0	0	1	1	**2**	**3**
4:00 AM	0	0	0	0	**0**	0	0	1	1	**2**	**2**
5:00 AM	1	3	0	0	**4**	2	3	0	1	**6**	**10**
6:00 AM	2	3	2	2	**9**	2	2	9	6	**19**	**28**
7:00 AM	13	3	9	13	**38**	0	10	8	5	**23**	**61**
8:00 AM	9	6	6	10	**31**	10	13	8	10	**41**	**72**
9:00 AM	7	6	12	12	**37**	17	14	15	10	**56**	**93**
10:00 AM	8	17	14	20	**59**	11	15	13	22	**61**	**120**
11:00 AM	19	12	15	12	**58**	19	12	21	12	**64**	**122**
12:00 PM	20	20	15	16	**71**	10	13	15	12	**50**	**121**
1:00 PM	8	7	10	12	**37**	10	12	9	16	**47**	**84**
2:00 PM	10	9	15	17	**51**	11	14	11	16	**52**	**103**
3:00 PM	13	14	13	16	**56**	14	11	14	15	**54**	**110**
4:00 PM	15	13	19	13	**60**	10	9	16	18	**53**	**113**
5:00 PM	19	13	9	6	**47**	8	8	13	6	**35**	**82**
6:00 PM	11	15	13	8	**47**	13	5	7	10	**35**	**82**
7:00 PM	14	11	11	10	**46**	8	6	4	8	**26**	**72**
8:00 PM	7	8	5	1	**21**	5	5	1	3	**14**	**35**
9:00 PM	9	6	9	9	**33**	2	2	6	3	**13**	**46**
10:00 PM	9	4	3	0	**16**	5	6	1	3	**15**	**31**
11:00 PM	2	3	1	0	**6**	0	1	0	2	**3**	**9**
Total					**730**					**675**	
					1405						

AM Peak Hr 10:45 am to 11:45 am **AM Peak** 140 **AM PHF** 0.833
PM Peak Hr 12:00 pm to 1:00 pm **PM Peak** 121 **PM PHF** 0.917

Friday, September 19, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	1	**1**	1	0	0	0	**1**	**2**
1:00 AM	3	1	0	0	**4**	1	1	2	0	**4**	**8**
2:00 AM	1	0	0	0	**1**	1	1	0	0	**2**	**3**
3:00 AM	0	0	0	1	**1**	0	0	1	0	**1**	**2**
4:00 AM	1	1	0	1	**3**	0	0	0	0	**0**	**3**
5:00 AM	0	2	0	1	**3**	0	0	1	0	**1**	**4**
6:00 AM	2	0	2	1	**5**	3	3	9	5	**20**	**25**
7:00 AM	7	4	9	6	**26**	6	7	2	12	**27**	**53**
8:00 AM	4	10	8	14	**36**	5	12	12	14	**43**	**79**
9:00 AM	17	10	9	16	**52**	19	15	17	11	**62**	**114**
10:00 AM	20	17	12	15	**64**	15	8	16	16	**55**	**119**
11:00 AM	12	9	13	13	**47**	17	17	11	21	**66**	**113**
12:00 PM	15	19	20	23	**77**	21	18	9	18	**66**	**143**
1:00 PM	18	19	15	5	**57**	5	12	24	21	**62**	**119**
2:00 PM	16	16	21	17	**70**	20	20	17	25	**82**	**152**
3:00 PM	21	30	22	16	**89**	17	20	31	27	**95**	**184**
4:00 PM	25	16	22	13	**76**	28	19	32	28	**107**	**183**
5:00 PM	22	20	22	23	**87**	34	28	30	30	**122**	**209**
6:00 PM	25	19	24	25	**93**	23	20	20	36	**99**	**192**
7:00 PM	26	21	25	20	**92**	19	14	10	8	**51**	**143**
8:00 PM	28	36	34	22	**120**	4	10	13	11	**38**	**158**
9:00 PM	20	15	10	6	**51**	3	0	2	4	**9**	**60**
10:00 PM	9	12	13	8	**42**	5	8	4	3	**20**	**62**
11:00 PM	7	6	6	3	**22**	5	2	2	1	**10**	**32**
Total					**1119**					**1043**	
					2162						

AM Peak Hr 10:00 am to 11:00 am **AM Peak** 119 **AM PHF** 0.850
PM Peak Hr 5:00 pm to 6:00 pm **PM Peak** 209 **PM PHF** 0.933

Saturday, September 20, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	4	2	1	6	**13**	1	0	2	2	**5**	**18**
1:00 AM	4	0	1	2	**7**	1	1	3	0	**5**	**12**
2:00 AM	0	1	0	0	**1**	0	1	1	0	**2**	**3**
3:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
4:00 AM	0	1	0	0	**1**	0	0	2	0	**2**	**3**
5:00 AM	0	3	1	0	**4**	0	2	4	2	**8**	**12**
6:00 AM	2	0	1	2	**5**	3	0	5	10	**18**	**23**
7:00 AM	3	7	3	6	**19**	4	6	3	18	**31**	**50**
8:00 AM	8	5	3	9	**25**	9	7	11	17	**44**	**69**
9:00 AM	8	12	13	11	**44**	10	6	11	20	**47**	**91**
10:00 AM	20	11	16	29	**76**	17	8	18	30	**73**	**149**
11:00 AM	16	16	20	21	**73**	18	17	20	18	**73**	**146**
12:00 PM	27	17	21	22	**87**	17	25	21	33	**96**	**183**
1:00 PM	20	17	27	20	**84**	18	18	16	20	**72**	**156**
2:00 PM	35	23	17	21	**96**	33	22	18	19	**92**	**188**
3:00 PM	26	23	29	25	**103**	11	14	21	14	**60**	**163**
4:00 PM	31	18	31	22	**102**	21	16	12	16	**65**	**167**
5:00 PM	34	33	26	20	**113**	13	10	22	14	**59**	**172**
6:00 PM	24	16	18	11	**69**	8	17	18	11	**54**	**123**
7:00 PM	15	10	15	10	**50**	9	7	5	3	**24**	**74**
8:00 PM	6	11	12	7	**36**	5	2	5	5	**17**	**53**
9:00 PM	6	9	7	6	**28**	4	3	4	6	**17**	**45**
10:00 PM	11	2	8	6	**27**	2	5	12	3	**22**	**49**
11:00 PM	8	3	3	1	**15**	2	0	2	3	**7**	**22**
Total					**1078**					**894**	
					1972						

AM Peak Hr 10:45 am to 11:45 am **AM Peak** 166 **AM PHF** 0.703
PM Peak Hr 1:30 pm to 2:30 pm **PM Peak** 196 **PM PHF** 0.721

Metro Traffic Data Inc.

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 12

Road Name San Miguel Street

Nearest Cross St S of Avila Beach Drive

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1819661

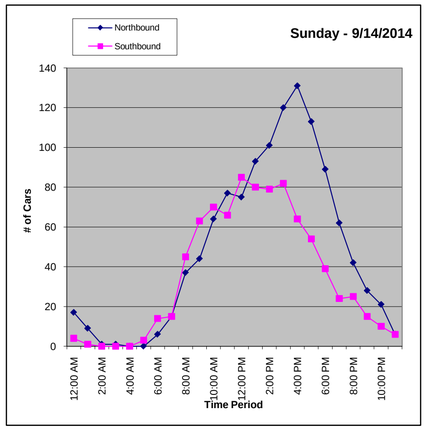
Longitude -120.7326517

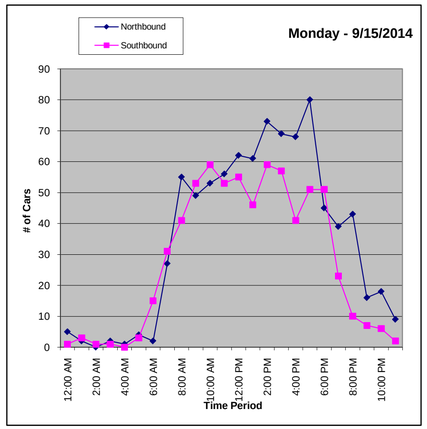
Peak Day Friday

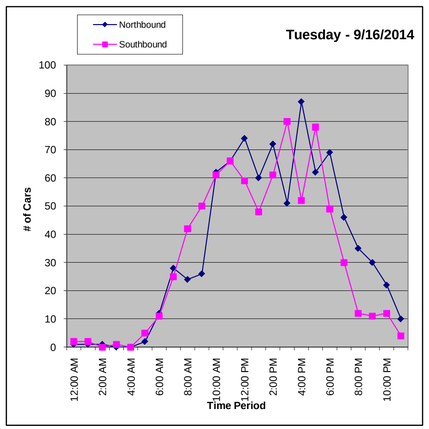
Number of Lanes 2

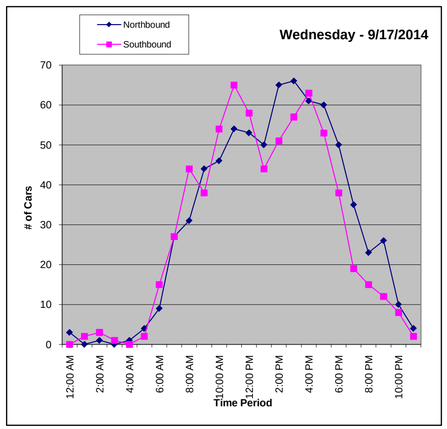
Comments

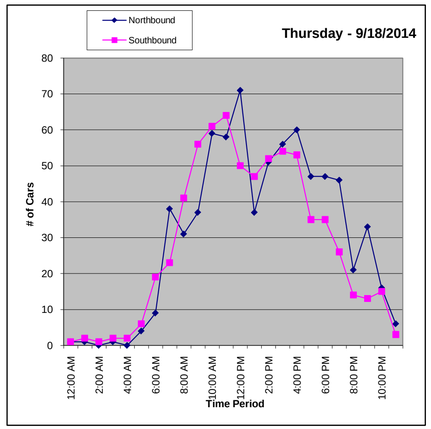
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	21	6	3	3	2	2	18	**55**	**8**	3	20
1:00 AM	10	5	3	2	3	8	12	**43**	**6**	4	11
2:00 AM	1	1	1	4	1	3	3	**14**	**2**	2	2
3:00 AM	1	3	1	1	3	2	1	**12**	**2**	2	1
4:00 AM	0	1	0	1	2	3	3	**10**	**1**	1	2
5:00 AM	3	7	7	6	10	4	12	**49**	**7**	7	8
6:00 AM	20	17	23	24	28	25	23	**160**	**23**	23	22
7:00 AM	30	58	53	54	61	53	50	**359**	**51**	56	40
8:00 AM	82	96	66	75	72	79	69	**539**	**77**	78	76
9:00 AM	107	102	76	82	93	114	91	**665**	**95**	93	99
10:00 AM	134	112	123	100	120	119	149	**857**	**122**	115	142
11:00 AM	143	109	132	119	122	113	146	**884**	**126**	119	145
12:00 PM	160	117	133	111	121	143	183	**968**	**138**	125	172
1:00 PM	173	107	108	94	84	119	156	**841**	**120**	102	165
2:00 PM	180	132	133	116	103	152	188	**1004**	**143**	127	184
3:00 PM	202	126	131	123	110	184	163	**1039**	**148**	135	183
4:00 PM	195	109	139	124	113	183	167	**1030**	**147**	134	181
5:00 PM	167	131	140	113	82	209	172	**1014**	**145**	135	170
6:00 PM	128	96	118	88	82	192	123	**827**	**118**	115	126
7:00 PM	86	62	76	54	72	143	74	**567**	**81**	81	80
8:00 PM	67	53	47	38	35	158	53	**451**	**64**	66	60
9:00 PM	43	23	41	38	46	60	45	**296**	**42**	42	44
10:00 PM	31	24	34	18	31	62	49	**249**	**36**	34	40
11:00 PM	12	11	14	6	9	32	22	**106**	**15**	14	17
Total	**1996**	**1508**	**1602**	**1394**	**1405**	**2162**	**1972**	**12039**	**1720**	**1614**	**1984**
Percentages	**16.58%**	**12.53%**	**13.31%**	**11.58%**	**11.67%**	**17.96%**	**16.38%**	**100.00%**	**14.29%**	**13.41%**	**16.48%**

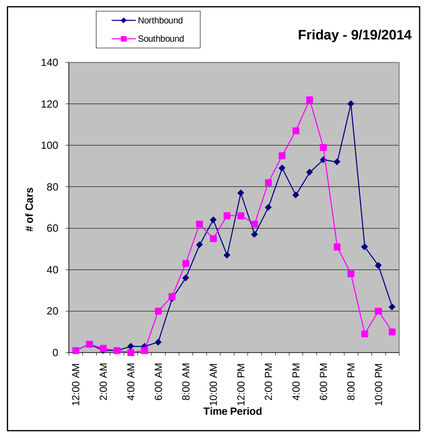


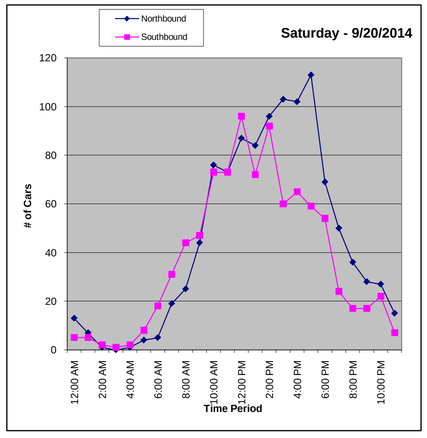


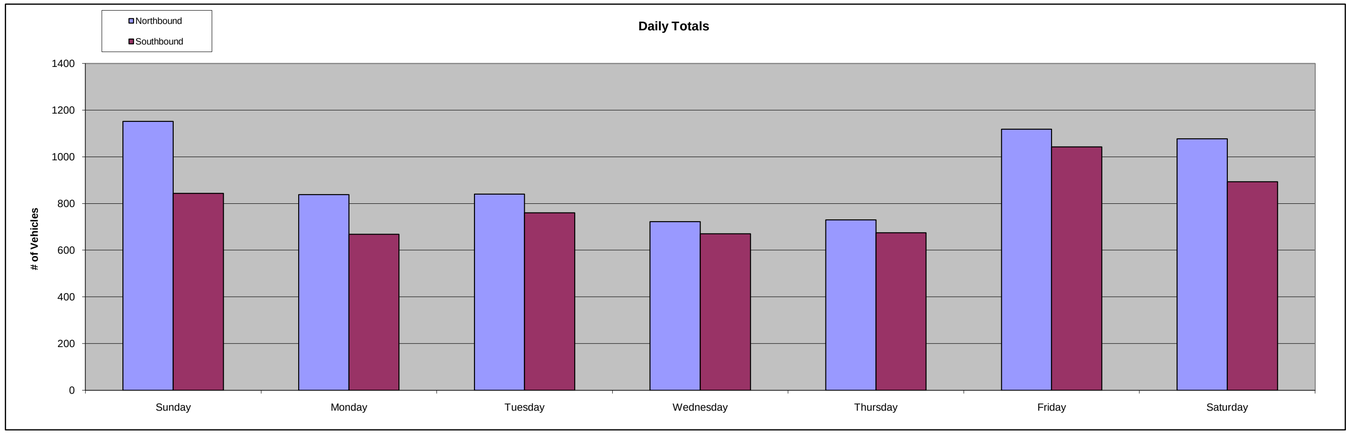












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 13
Road Name See Canyon Road
Nearest Cross St N of San Luis Bay Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1949847
Longitude -120.7155848
Peak Day Saturday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	3	3	**7**	0	1	0	0	**1**	**8**
1:00 AM	3	0	1	1	**5**	3	0	0	1	**4**	**9**
2:00 AM	0	1	0	1	**2**	0	0	1	1	**2**	**4**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	2	0	0	**2**	2	0	0	2	**4**	**6**
6:00 AM	1	1	1	2	**5**	0	3	4	2	**9**	**14**
7:00 AM	2	1	3	2	**8**	2	3	6	5	**16**	**24**
8:00 AM	3	2	1	5	**11**	3	4	7	10	**24**	**35**
9:00 AM	5	7	5	12	**29**	9	4	11	9	**33**	**62**
10:00 AM	8	13	9	10	**40**	7	12	13	16	**48**	**88**
11:00 AM	9	22	16	26	**73**	6	13	14	15	**48**	**121**
12:00 PM	18	20	22	19	**79**	24	18	22	25	**89**	**168**
1:00 PM	12	16	29	29	**86**	26	16	25	16	**83**	**169**
2:00 PM	26	28	15	13	**82**	15	13	21	17	**66**	**148**
3:00 PM	22	24	18	16	**80**	21	19	23	12	**75**	**155**
4:00 PM	18	16	7	20	**61**	25	12	21	13	**71**	**132**
5:00 PM	14	8	5	9	**36**	15	22	10	10	**57**	**93**
6:00 PM	3	3	9	6	**21**	9	12	4	6	**31**	**52**
7:00 PM	9	2	3	3	**17**	6	4	3	3	**16**	**33**
8:00 PM	4	7	3	2	**16**	3	2	2	0	**7**	**23**
9:00 PM	3	4	3	2	**12**	1	1	0	2	**4**	**16**
10:00 PM	2	1	3	0	**6**	3	0	0	0	**3**	**9**
11:00 PM	1	1	1	1	**4**	1	0	0	1	**2**	**6**
Total					**682**					**693**	
					1375						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 121 — AM PHF 0.738
PM Peak Hr 1:30 pm to 2:30 pm — PM Peak 181 — PM PHF 0.838

Monday, September 15, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	1	**1**	0	1	0	0	**1**	**2**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	1	0	0	1	**2**	0	0	0	0	**0**	**2**
3:00 AM	0	0	0	0	**0**	1	1	0	1	**3**	**3**
4:00 AM	1	0	0	0	**1**	0	0	0	1	**1**	**2**
5:00 AM	0	0	1	0	**1**	3	0	3	1	**7**	**8**
6:00 AM	1	0	1	3	**5**	4	5	4	3	**16**	**21**
7:00 AM	0	7	2	4	**13**	5	12	16	8	**41**	**54**
8:00 AM	3	2	2	10	**17**	4	13	11	12	**40**	**57**
9:00 AM	6	6	9	10	**31**	13	8	5	4	**30**	**61**
10:00 AM	6	7	12	7	**32**	13	6	17	18	**54**	**86**
11:00 AM	4	14	11	11	**40**	9	8	11	16	**44**	**84**
12:00 PM	8	11	18	13	**50**	3	6	8	14	**31**	**81**
1:00 PM	17	13	14	11	**55**	12	14	15	11	**52**	**107**
2:00 PM	9	12	11	11	**43**	9	19	16	13	**57**	**100**
3:00 PM	9	16	14	18	**57**	18	5	10	13	**46**	**103**
4:00 PM	16	10	16	13	**55**	9	13	18	14	**54**	**109**
5:00 PM	10	6	16	2	**34**	13	11	5	2	**31**	**65**
6:00 PM	6	14	5	8	**33**	4	8	4	6	**22**	**55**
7:00 PM	11	3	5	4	**23**	7	7	4	1	**19**	**42**
8:00 PM	7	8	9	3	**27**	3	2	4	0	**9**	**36**
9:00 PM	2	4	3	2	**11**	2	1	0	2	**5**	**16**
10:00 PM	2	2	2	3	**9**	0	0	0	0	**0**	**9**
11:00 PM	2	1	1	0	**4**	1	2	0	0	**3**	**7**
Total					**544**					**566**	
					1110						

AM Peak Hr 10:30 am to 11:30 am — AM Peak 89 — AM PHF 0.767
PM Peak Hr 3:45 pm to 4:45 pm — PM Peak 113 — PM PHF 0.831

Tuesday, September 16, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	1	0	**2**	0	0	0	1	**1**	**3**
1:00 AM	1	2	0	0	**3**	0	1	0	0	**1**	**4**
2:00 AM	1	1	0	0	**2**	1	0	1	0	**2**	**4**
3:00 AM	0	0	1	0	**1**	0	0	0	1	**1**	**2**
4:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
5:00 AM	0	1	0	1	**2**	1	5	1	1	**8**	**10**
6:00 AM	0	0	4	2	**6**	7	3	4	6	**20**	**26**
7:00 AM	3	3	3	4	**13**	8	8	14	10	**40**	**53**
8:00 AM	5	7	9	6	**27**	17	8	12	8	**45**	**72**
9:00 AM	3	7	4	13	**27**	3	10	12	9	**34**	**61**
10:00 AM	6	9	10	12	**37**	7	5	7	11	**30**	**67**
11:00 AM	5	11	9	10	**35**	9	19	9	13	**50**	**85**
12:00 PM	14	7	7	9	**37**	8	11	7	9	**35**	**72**
1:00 PM	6	11	15	18	**50**	17	8	11	16	**52**	**102**
2:00 PM	14	12	14	11	**51**	7	13	19	7	**46**	**97**
3:00 PM	13	13	18	8	**52**	10	9	14	9	**42**	**94**
4:00 PM	17	18	8	11	**54**	19	9	9	10	**47**	**101**
5:00 PM	15	9	3	6	**33**	17	6	12	8	**43**	**76**
6:00 PM	8	8	11	10	**37**	8	4	7	2	**21**	**58**
7:00 PM	8	4	3	2	**17**	4	3	2	6	**15**	**32**
8:00 PM	4	2	9	4	**19**	2	3	0	1	**6**	**25**
9:00 PM	3	5	1	3	**12**	2	1	2	1	**6**	**18**
10:00 PM	2	4	3	1	**10**	2	0	1	0	**3**	**13**
11:00 PM	0	0	2	2	**4**	0	1	0	0	**1**	**5**
Total					**531**					**550**	
					1081						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 85 — AM PHF 0.708
PM Peak Hr 1:45 pm to 2:45 pm — PM Peak 113 — PM PHF 0.831

Wednesday, September 17, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
1:00 AM	0	1	0	1	**2**	0	0	0	0	**0**	**2**
2:00 AM	0	0	1	0	**1**	1	1	0	0	**2**	**3**
3:00 AM	0	1	0	0	**1**	0	0	1	0	**1**	**2**
4:00 AM	1	0	0	0	**1**	1	0	0	1	**2**	**3**
5:00 AM	0	0	0	0	**0**	1	0	2	3	**6**	**6**
6:00 AM	8	1	0	4	**13**	6	4	5	6	**21**	**34**
7:00 AM	6	1	5	6	**18**	7	11	10	11	**39**	**57**
8:00 AM	6	4	5	6	**21**	18	15	10	6	**49**	**70**
9:00 AM	5	6	6	9	**26**	8	3	4	16	**31**	**57**
10:00 AM	7	8	7	11	**33**	6	10	7	8	**31**	**64**
11:00 AM	13	4	12	15	**44**	13	9	12	11	**45**	**89**
12:00 PM	12	10	5	10	**37**	10	10	18	6	**44**	**81**
1:00 PM	12	13	9	12	**46**	6	17	12	6	**41**	**87**
2:00 PM	9	7	9	13	**38**	12	11	8	13	**44**	**82**
3:00 PM	11	16	11	8	**46**	9	14	11	5	**39**	**85**
4:00 PM	11	10	8	14	**43**	10	19	19	6	**54**	**97**
5:00 PM	10	15	10	10	**45**	9	10	7	5	**31**	**76**
6:00 PM	9	7	8	2	**26**	9	5	8	3	**25**	**51**
7:00 PM	2	4	6	1	**13**	3	5	1	0	**9**	**22**
8:00 PM	7	4	9	1	**21**	2	1	4	1	**8**	**29**
9:00 PM	7	6	4	1	**18**	0	0	1	0	**1**	**19**
10:00 PM	1	3	1	1	**6**	1	0	0	0	**1**	**7**
11:00 PM	1	0	0	3	**4**	0	0	0	0	**0**	**4**
Total					**503**					**525**	
					1028						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 89 — AM PHF 0.856
PM Peak Hr 4:00 pm to 5:00 pm — PM Peak 97 — PM PHF 0.836

Thursday, September 18, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	2	0	3	0	**5**	0	0	1	0	**1**	**6**
1:00 AM	0	0	0	0	**0**	0	2	0	0	**2**	**2**
2:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	1	0	**1**	0	0	0	1	**1**	**2**
4:00 AM	0	0	0	0	**0**	1	0	0	1	**2**	**2**
5:00 AM	0	1	0	0	**1**	2	3	2	0	**7**	**8**
6:00 AM	2	1	2	3	**8**	3	6	7	4	**20**	**28**
7:00 AM	4	3	2	7	**16**	8	8	16	6	**38**	**54**
8:00 AM	7	6	4	2	**19**	15	13	4	9	**41**	**60**
9:00 AM	7	8	6	7	**28**	15	7	7	4	**33**	**61**
10:00 AM	12	10	2	4	**28**	7	3	15	6	**31**	**59**
11:00 AM	6	6	14	5	**31**	7	5	7	13	**32**	**63**
12:00 PM	13	15	13	11	**52**	9	4	11	18	**42**	**94**
1:00 PM	10	10	6	7	**33**	17	7	5	13	**42**	**75**
2:00 PM	6	7	10	10	**33**	8	9	10	7	**34**	**67**
3:00 PM	11	12	6	14	**43**	15	10	8	7	**40**	**83**
4:00 PM	7	13	10	17	**47**	8	13	10	6	**37**	**84**
5:00 PM	11	7	9	6	**33**	11	9	6	8	**34**	**67**
6:00 PM	11	9	3	4	**27**	6	7	5	2	**20**	**47**
7:00 PM	1	12	5	6	**24**	7	1	2	6	**16**	**40**
8:00 PM	9	6	4	5	**24**	4	0	0	0	**4**	**28**
9:00 PM	5	7	5	5	**22**	1	3	1	1	**6**	**28**
10:00 PM	0	2	1	1	**4**	2	3	0	0	**5**	**9**
11:00 PM	0	3	2	0	**5**	1	0	1	0	**2**	**7**
Total					**485**					**490**	
					975						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 63 — AM PHF 0.750
PM Peak Hr 12:15 pm to 1:15 pm — PM Peak 99 — PM PHF 0.853

Friday, September 19, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	1	1	**2**	0	0	0	0	**0**	**2**
1:00 AM	1	0	1	0	**2**	3	0	0	0	**3**	**5**
2:00 AM	1	0	1	1	**3**	0	0	1	1	**2**	**5**
3:00 AM	0	0	0	1	**1**	0	0	2	1	**3**	**4**
4:00 AM	1	0	1	0	**2**	1	0	2	0	**3**	**5**
5:00 AM	0	1	2	0	**3**	0	3	3	1	**7**	**10**
6:00 AM	1	0	1	6	**8**	2	8	3	6	**19**	**27**
7:00 AM	2	3	4	11	**20**	6	6	15	13	**40**	**60**
8:00 AM	2	3	4	6	**15**	3	10	18	8	**39**	**54**
9:00 AM	5	5	13	18	**41**	6	8	10	19	**43**	**84**
10:00 AM	5	16	6	12	**39**	9	11	12	10	**42**	**81**
11:00 AM	19	10	12	14	**55**	10	14	16	9	**49**	**104**
12:00 PM	10	14	12	9	**45**	13	15	13	6	**47**	**92**
1:00 PM	19	13	14	17	**63**	21	11	16	14	**62**	**125**
2:00 PM	13	14	16	12	**55**	11	18	15	18	**62**	**117**
3:00 PM	17	14	20	13	**64**	17	8	18	6	**49**	**113**
4:00 PM	19	8	13	14	**54**	10	16	14	12	**52**	**106**
5:00 PM	12	11	9	13	**45**	18	14	7	7	**46**	**91**
6:00 PM	8	5	10	9	**32**	6	6	6	5	**23**	**55**
7:00 PM	11	6	6	6	**29**	10	10	6	9	**35**	**64**
8:00 PM	7	3	2	7	**19**	4	7	2	2	**15**	**34**
9:00 PM	2	4	8	4	**18**	1	0	2	1	**4**	**22**
10:00 PM	4	6	4	2	**16**	0	1	0	1	**2**	**18**
11:00 PM	3	6	4	4	**17**	0	2	1	0	**3**	**20**
Total					**648**					**650**	
					1298						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 104 — AM PHF 0.897
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 125 — PM PHF 0.781

Saturday, September 20, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	1	3	0	**5**	0	1	0	0	**1**	**6**
1:00 AM	0	1	1	0	**2**	0	1	1	1	**3**	**5**
2:00 AM	1	0	1	1	**3**	1	0	0	0	**1**	**4**
3:00 AM	0	2	0	0	**2**	1	0	0	0	**1**	**3**
4:00 AM	1	0	1	0	**2**	0	0	1	0	**1**	**3**
5:00 AM	0	0	1	0	**1**	0	1	1	0	**2**	**3**
6:00 AM	0	3	1	3	**7**	2	3	2	2	**9**	**16**
7:00 AM	3	2	2	2	**9**	3	4	6	7	**20**	**29**
8:00 AM	2	3	6	5	**16**	6	3	5	4	**18**	**34**
9:00 AM	8	7	6	12	**33**	8	11	11	7	**37**	**70**
10:00 AM	8	21	14	20	**63**	6	11	17	11	**45**	**108**
11:00 AM	15	18	16	25	**74**	9	23	21	22	**75**	**149**
12:00 PM	16	13	23	34	**86**	8	14	18	15	**55**	**141**
1:00 PM	26	41	35	40	**142**	17	18	21	24	**80**	**222**
2:00 PM	37	38	40	27	**142**	18	19	28	22	**87**	**229**
3:00 PM	40	27	26	14	**107**	27	30	19	31	**107**	**214**
4:00 PM	18	19	11	9	**57**	29	30	48	39	**146**	**203**
5:00 PM	12	4	15	12	**43**	39	15	27	16	**97**	**140**
6:00 PM	11	5	3	3	**22**	15	15	8	7	**45**	**67**
7:00 PM	0	5	6	3	**14**	4	8	4	9	**25**	**39**
8:00 PM	4	6	4	1	**15**	4	0	2	2	**8**	**23**
9:00 PM	8	4	1	4	**17**	0	2	6	6	**14**	**31**
10:00 PM	6	6	3	4	**19**	1	1	2	1	**5**	**24**
11:00 PM	2	0	3	1	**6**	3	0	1	0	**4**	**10**
Total					**887**					**886**	
					1773						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 149 — AM PHF 0.793
PM Peak Hr 1:45 pm to 2:45 pm — PM Peak 244 — PM PHF 0.897

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 13

Road Name See Canyon Road

Nearest Cross St N of San Luis Bay Drive

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1949847

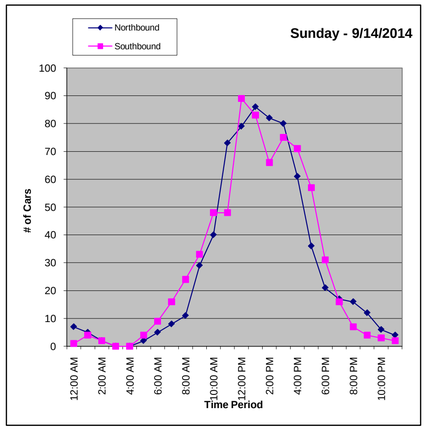
Longitude -120.7155848

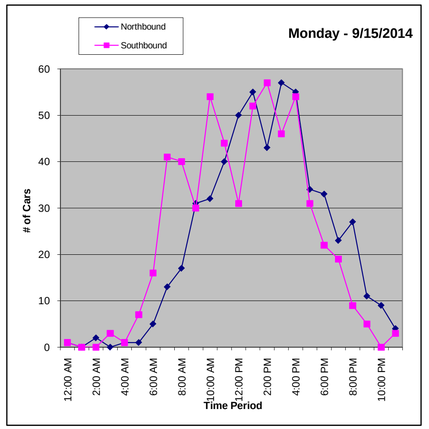
Peak Day Saturday

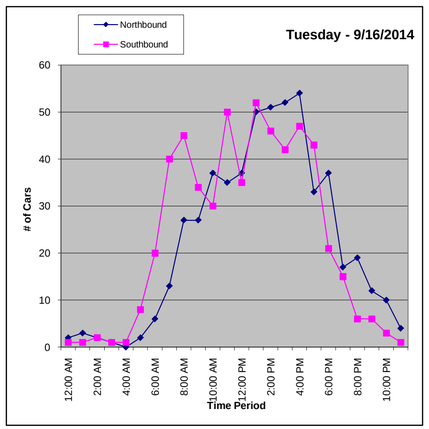
Number of Lanes 2

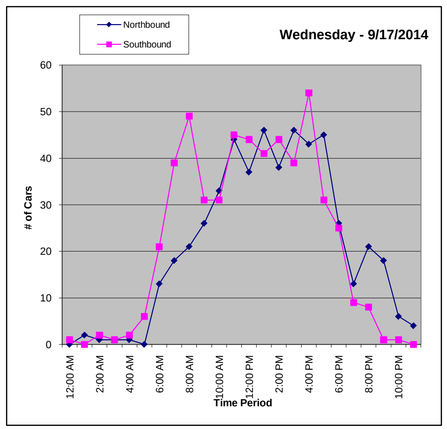
Comments

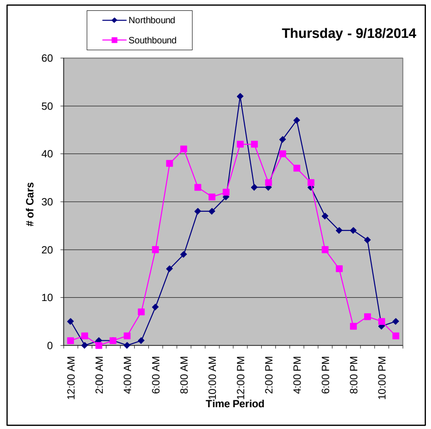
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	8	2	3	1	6	2	6	**28**	**4**	3	7
1:00 AM	9	0	4	2	2	5	5	**27**	**4**	3	7
2:00 AM	4	2	4	3	1	5	4	**23**	**3**	3	4
3:00 AM	0	3	2	2	2	4	3	**16**	**2**	3	2
4:00 AM	0	2	1	3	2	5	3	**16**	**2**	3	2
5:00 AM	6	8	10	6	8	10	3	**51**	**7**	8	5
6:00 AM	14	21	26	34	28	27	16	**166**	**24**	27	15
7:00 AM	24	54	53	57	54	60	29	**331**	**47**	56	27
8:00 AM	35	57	72	70	60	54	34	**382**	**55**	63	35
9:00 AM	62	61	61	57	61	84	70	**456**	**65**	65	66
10:00 AM	88	86	67	64	59	81	108	**553**	**79**	71	98
11:00 AM	121	84	85	89	63	104	149	**695**	**99**	85	135
12:00 PM	168	81	72	81	94	92	141	**729**	**104**	84	155
1:00 PM	169	107	102	87	75	125	222	**887**	**127**	99	196
2:00 PM	148	100	97	82	67	117	229	**840**	**120**	93	189
3:00 PM	155	103	94	85	83	113	214	**847**	**121**	96	185
4:00 PM	132	109	101	97	84	106	203	**832**	**119**	99	168
5:00 PM	93	65	76	76	67	91	140	**608**	**87**	75	117
6:00 PM	52	55	58	51	47	55	67	**385**	**55**	53	60
7:00 PM	33	42	32	22	40	64	39	**272**	**39**	40	36
8:00 PM	23	36	25	29	28	34	23	**198**	**28**	30	23
9:00 PM	16	16	18	19	28	22	31	**150**	**21**	21	24
10:00 PM	9	9	13	7	9	18	24	**89**	**13**	11	17
11:00 PM	6	7	5	4	7	20	10	**59**	**8**	9	8
Total	**1375**	**1110**	**1081**	**1028**	**975**	**1298**	**1773**	**8640**	**1234**	**1098**	**1574**
Percentages	**15.91%**	**12.85%**	**12.51%**	**11.90%**	**11.28%**	**15.02%**	**20.52%**	**100.00%**	**14.29%**	**12.71%**	**18.22%**

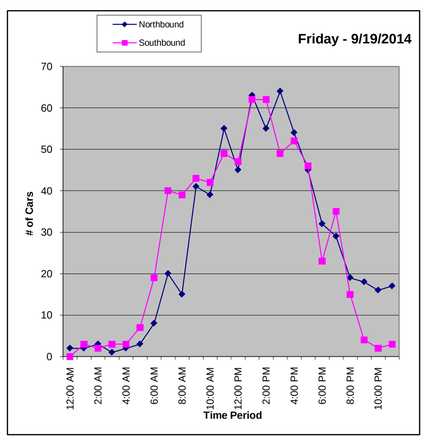


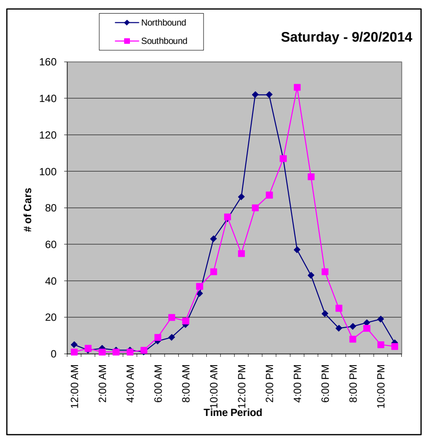


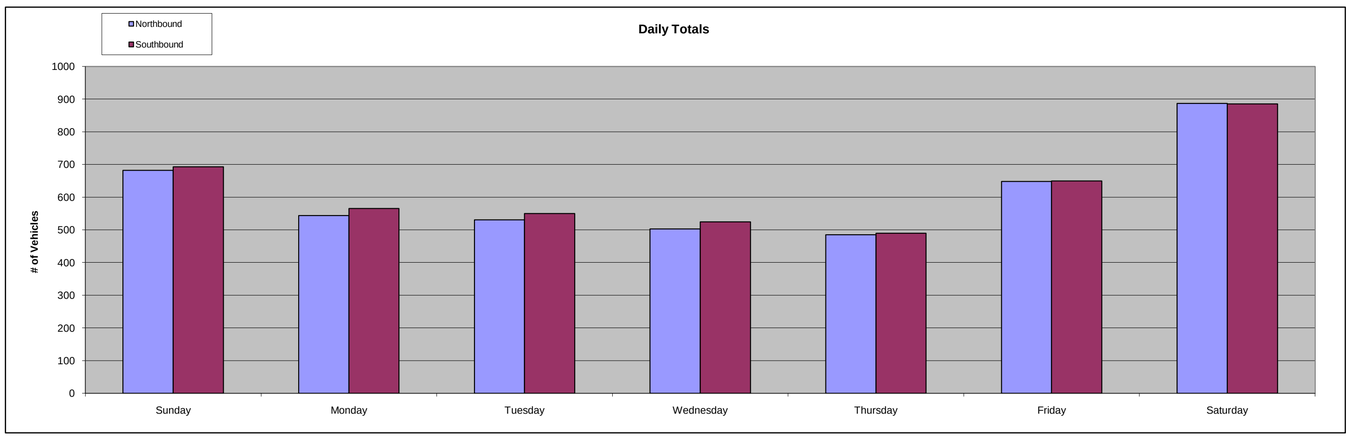












Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 14
Road Name Shell Beach Road
Nearest Cross St S of Avila Beach Drive
Survey Date 9/14/14 thru 9/20/14
Latitude 35.1792542
Longitude -120.6999743
Peak Day Friday
Number of Lanes 2
Comments

Sunday, September 14, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	3	1	0	**5**	4	2	2	1	**9**	**14**
1:00 AM	1	0	0	0	**1**	3	1	3	1	**8**	**9**
2:00 AM	4	0	1	0	**5**	3	1	0	0	**4**	**9**
3:00 AM	0	2	1	1	**4**	2	0	0	0	**2**	**6**
4:00 AM	0	1	2	0	**3**	0	0	2	0	**2**	**5**
5:00 AM	1	2	2	0	**5**	0	0	0	0	**0**	**5**
6:00 AM	3	3	2	13	**21**	2	1	4	4	**11**	**32**
7:00 AM	5	9	8	25	**47**	2	8	9	4	**23**	**70**
8:00 AM	18	13	16	20	**67**	4	9	13	12	**38**	**105**
9:00 AM	29	24	21	24	**98**	12	13	12	27	**64**	**162**
10:00 AM	29	38	42	45	**154**	30	25	22	27	**104**	**258**
11:00 AM	37	34	35	44	**150**	31	34	43	33	**141**	**291**
12:00 PM	37	57	38	50	**182**	33	41	39	39	**152**	**334**
1:00 PM	39	43	35	45	**162**	48	33	38	29	**148**	**310**
2:00 PM	31	44	34	42	**151**	35	42	29	45	**151**	**302**
3:00 PM	43	40	35	29	**147**	37	48	37	50	**172**	**319**
4:00 PM	30	27	30	30	**117**	58	42	30	34	**164**	**281**
5:00 PM	22	28	19	19	**88**	23	36	33	35	**127**	**215**
6:00 PM	28	30	28	28	**114**	28	26	26	28	**108**	**222**
7:00 PM	16	18	13	12	**59**	15	20	14	13	**62**	**121**
8:00 PM	7	12	5	7	**31**	18	7	7	6	**38**	**69**
9:00 PM	8	3	4	7	**22**	14	9	6	8	**37**	**59**
10:00 PM	5	2	4	3	**14**	2	3	4	0	**9**	**23**
11:00 PM	0	0	0	2	**2**	1	3	4	3	**11**	**13**
Total					**1649**					**1585**	
					3234						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 291 — AM PHF 0.933
PM Peak Hr 12:15 pm to 1:15 pm — PM Peak 351 — PM PHF 0.895

Monday, September 15, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	1	0	0	**1**	3	1	0	0	**4**	**5**
1:00 AM	0	0	0	0	**0**	1	0	1	0	**2**	**2**
2:00 AM	0	1	0	1	**2**	0	0	0	0	**0**	**2**
3:00 AM	0	0	0	0	**0**	0	0	2	0	**2**	**2**
4:00 AM	1	0	1	4	**6**	0	2	0	1	**3**	**9**
5:00 AM	1	5	3	4	**13**	0	0	0	0	**0**	**13**
6:00 AM	4	14	11	9	**38**	1	3	0	6	**10**	**48**
7:00 AM	11	25	33	24	**93**	9	6	8	5	**28**	**121**
8:00 AM	23	27	29	31	**110**	20	6	18	20	**64**	**174**
9:00 AM	29	46	24	30	**129**	15	27	21	21	**84**	**213**
10:00 AM	23	29	23	25	**100**	22	16	21	23	**82**	**182**
11:00 AM	21	30	42	34	**127**	25	21	37	26	**109**	**236**
12:00 PM	32	31	31	37	**131**	29	36	31	39	**135**	**266**
1:00 PM	31	33	23	26	**113**	31	23	24	27	**105**	**218**
2:00 PM	25	22	38	23	**108**	19	35	33	34	**121**	**229**
3:00 PM	22	20	16	27	**85**	25	39	24	28	**116**	**201**
4:00 PM	17	19	24	32	**92**	26	51	31	89	**197**	**289**
5:00 PM	25	16	16	15	**72**	84	141	142	60	**427**	**499**
6:00 PM	23	21	18	16	**78**	40	39	37	36	**152**	**230**
7:00 PM	22	16	9	11	**58**	25	13	12	12	**62**	**120**
8:00 PM	10	12	7	6	**35**	22	8	7	10	**47**	**82**
9:00 PM	5	2	4	5	**16**	8	5	4	5	**22**	**38**
10:00 PM	4	2	2	1	**9**	4	3	3	1	**11**	**20**
11:00 PM	2	4	0	1	**7**	0	1	0	1	**2**	**9**
Total					**1423**					**1785**	
					3208						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 236 — AM PHF 0.747
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 545 — PM PHF 0.862

Tuesday, September 16, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	2	0	**2**	2	0	2	0	**4**	**6**
1:00 AM	0	1	0	0	**1**	1	2	0	2	**5**	**6**
2:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	1	**1**	0	1	1	1	**3**	**4**
4:00 AM	0	1	0	5	**6**	1	0	0	0	**1**	**7**
5:00 AM	4	2	11	9	**26**	0	1	0	2	**3**	**29**
6:00 AM	4	6	15	15	**40**	5	3	4	4	**16**	**56**
7:00 AM	18	21	44	22	**105**	6	5	11	12	**34**	**139**
8:00 AM	34	20	30	28	**112**	7	15	23	25	**70**	**182**
9:00 AM	20	20	31	30	**101**	16	20	16	16	**68**	**169**
10:00 AM	26	27	28	42	**123**	21	26	27	19	**93**	**216**
11:00 AM	27	42	27	30	**126**	28	38	28	25	**119**	**245**
12:00 PM	37	29	35	38	**139**	32	42	32	33	**139**	**278**
1:00 PM	25	29	35	36	**125**	31	36	26	27	**120**	**245**
2:00 PM	24	35	33	39	**131**	40	41	40	32	**153**	**284**
3:00 PM	25	30	24	28	**107**	38	42	35	34	**149**	**256**
4:00 PM	21	25	10	21	**77**	39	51	40	60	**190**	**267**
5:00 PM	19	19	21	21	**80**	60	67	55	46	**228**	**308**
6:00 PM	23	12	19	16	**70**	39	40	28	20	**127**	**197**
7:00 PM	18	23	17	15	**73**	15	28	17	14	**74**	**147**
8:00 PM	7	13	10	8	**38**	6	10	12	13	**41**	**79**
9:00 PM	6	7	7	6	**26**	11	8	3	6	**28**	**54**
10:00 PM	4	5	5	2	**16**	7	10	2	4	**23**	**39**
11:00 PM	0	0	1	0	**1**	2	2	0	2	**6**	**7**
Total					**1527**					**1694**	
					3221						

AM Peak Hr 10:45 am to 11:45 am — AM Peak 251 — AM PHF 0.784
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 322 — PM PHF 0.936

Wednesday, September 17, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	5	0	0	0	**5**	0	3	0	1	**4**	**9**
1:00 AM	0	0	0	1	**1**	0	0	1	0	**1**	**2**
2:00 AM	0	0	0	0	**0**	2	0	1	1	**4**	**4**
3:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	1	1	2	3	**7**	1	0	1	0	**2**	**9**
5:00 AM	2	5	4	8	**19**	1	1	1	0	**3**	**22**
6:00 AM	7	7	16	17	**47**	7	4	5	7	**23**	**70**
7:00 AM	13	22	26	27	**88**	9	10	6	19	**44**	**132**
8:00 AM	36	32	23	26	**117**	23	11	22	15	**71**	**188**
9:00 AM	28	29	28	21	**106**	18	17	22	23	**80**	**186**
10:00 AM	30	21	36	32	**119**	27	23	31	20	**101**	**220**
11:00 AM	26	28	27	35	**116**	19	23	23	38	**103**	**219**
12:00 PM	29	27	37	36	**129**	28	41	51	46	**166**	**295**
1:00 PM	38	44	48	25	**155**	46	37	37	63	**183**	**338**
2:00 PM	47	31	37	32	**147**	35	44	35	29	**143**	**290**
3:00 PM	22	27	26	33	**108**	30	40	44	49	**163**	**271**
4:00 PM	31	21	24	32	**108**	39	59	42	38	**178**	**286**
5:00 PM	25	21	17	17	**80**	38	84	68	45	**235**	**315**
6:00 PM	20	20	23	8	**71**	43	37	33	25	**138**	**209**
7:00 PM	16	26	20	17	**79**	35	18	11	13	**77**	**156**
8:00 PM	11	11	5	5	**32**	15	10	14	6	**45**	**77**
9:00 PM	3	2	12	11	**28**	6	6	6	5	**23**	**51**
10:00 PM	2	4	4	2	**12**	4	2	4	0	**10**	**22**
11:00 PM	5	1	2	0	**8**	1	1	1	3	**6**	**14**
Total					**1583**					**1803**	
					3386						

AM Peak Hr 10:00 am to 11:00 am — AM Peak 220 — AM PHF 0.821
PM Peak Hr 1:00 pm to 2:00 pm — PM Peak 338 — PM PHF 0.960

Thursday, September 18, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	0	2	1	**4**	0	1	1	2	**4**	**8**
1:00 AM	0	0	0	0	**0**	1	1	0	0	**2**	**2**
2:00 AM	0	0	0	1	**1**	2	0	0	1	**3**	**4**
3:00 AM	0	1	1	0	**2**	0	0	0	0	**0**	**2**
4:00 AM	0	1	3	3	**7**	0	1	0	1	**2**	**9**
5:00 AM	2	3	7	4	**16**	0	1	0	2	**3**	**19**
6:00 AM	5	10	15	10	**40**	3	5	2	2	**12**	**52**
7:00 AM	13	22	29	31	**95**	8	7	7	13	**35**	**130**
8:00 AM	27	31	29	29	**116**	14	20	20	13	**67**	**183**
9:00 AM	31	23	16	22	**92**	16	18	20	18	**72**	**164**
10:00 AM	28	24	22	31	**105**	17	15	21	23	**76**	**181**
11:00 AM	30	24	26	28	**108**	27	25	28	29	**109**	**217**
12:00 PM	35	28	31	30	**124**	19	35	23	24	**101**	**225**
1:00 PM	32	27	28	23	**110**	33	29	28	32	**122**	**232**
2:00 PM	22	19	23	34	**98**	30	40	31	30	**131**	**229**
3:00 PM	36	37	24	31	**128**	38	40	35	38	**151**	**279**
4:00 PM	20	24	15	27	**86**	38	42	58	110	**248**	**334**
5:00 PM	19	16	26	17	**78**	138	149	107	49	**443**	**521**
6:00 PM	21	23	13	16	**73**	41	35	18	24	**118**	**191**
7:00 PM	23	17	13	15	**68**	24	20	13	21	**78**	**146**
8:00 PM	11	11	7	12	**41**	13	14	10	6	**43**	**84**
9:00 PM	5	10	3	5	**23**	5	12	6	7	**30**	**53**
10:00 PM	2	4	1	2	**9**	2	7	3	5	**17**	**26**
11:00 PM	4	0	4	0	**8**	4	1	3	1	**9**	**17**
Total					**1432**					**1876**	
					3308						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 217 — AM PHF 0.952
PM Peak Hr 4:45 pm to 5:45 pm — PM Peak 592 — PM PHF 0.897

Friday, September 19, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	0	0	1	0	**1**	0	2	0	1	**3**	**4**
1:00 AM	1	1	2	0	**4**	4	1	1	1	**7**	**11**
2:00 AM	1	0	0	1	**2**	1	0	1	0	**2**	**4**
3:00 AM	0	0	1	0	**1**	0	2	1	0	**3**	**4**
4:00 AM	1	0	1	2	**4**	1	0	0	1	**2**	**6**
5:00 AM	2	3	3	6	**14**	0	2	0	1	**3**	**17**
6:00 AM	2	9	9	14	**34**	3	3	7	6	**19**	**53**
7:00 AM	14	22	23	26	**85**	13	5	10	13	**41**	**126**
8:00 AM	31	25	28	44	**128**	18	20	18	13	**69**	**197**
9:00 AM	25	32	25	44	**126**	15	20	20	30	**85**	**211**
10:00 AM	23	24	41	26	**114**	26	29	30	28	**113**	**227**
11:00 AM	33	37	31	51	**152**	29	40	25	17	**111**	**263**
12:00 PM	39	26	22	36	**123**	34	32	27	47	**140**	**263**
1:00 PM	28	26	37	35	**126**	29	26	34	30	**119**	**245**
2:00 PM	33	28	47	36	**144**	20	34	51	29	**134**	**278**
3:00 PM	34	37	28	32	**131**	41	46	33	43	**163**	**294**
4:00 PM	28	30	23	28	**109**	37	56	49	46	**188**	**297**
5:00 PM	35	23	26	33	**117**	47	54	38	36	**175**	**292**
6:00 PM	38	31	21	25	**115**	45	43	32	27	**147**	**262**
7:00 PM	22	15	13	17	**67**	26	25	18	21	**90**	**157**
8:00 PM	10	13	5	15	**43**	23	19	29	24	**95**	**138**
9:00 PM	11	9	9	7	**36**	11	12	12	11	**46**	**82**
10:00 PM	8	11	4	4	**27**	5	14	7	7	**33**	**60**
11:00 PM	7	3	3	0	**13**	3	5	2	6	**16**	**29**
Total					**1716**					**1804**	
					3520						

AM Peak Hr 10:30 am to 11:30 am — AM Peak 264 — AM PHF 0.857
PM Peak Hr 4:15 pm to 5:15 pm — PM Peak 314 — PM PHF 0.913

Saturday, September 20, 2014

Hour	Northbound 1st	2nd	3rd	4th	Total	Southbound 1st	2nd	3rd	4th	Total	Hourly Totals
12:00 AM	1	2	1	1	**5**	1	3	2	0	**6**	**11**
1:00 AM	3	0	1	0	**4**	2	3	1	2	**8**	**12**
2:00 AM	0	1	0	0	**1**	1	0	0	1	**2**	**3**
3:00 AM	0	1	1	0	**2**	0	0	0	2	**2**	**4**
4:00 AM	1	0	3	1	**5**	1	0	0	1	**2**	**7**
5:00 AM	3	0	2	2	**7**	0	0	2	0	**2**	**9**
6:00 AM	5	3	1	9	**18**	2	2	2	5	**11**	**29**
7:00 AM	15	8	14	13	**50**	6	3	11	8	**28**	**78**
8:00 AM	15	16	25	20	**76**	8	11	18	15	**52**	**128**
9:00 AM	32	31	25	35	**123**	19	17	16	28	**80**	**203**
10:00 AM	28	49	35	26	**138**	24	24	32	34	**114**	**252**
11:00 AM	39	33	39	58	**169**	22	21	34	25	**102**	**271**
12:00 PM	50	29	40	34	**153**	20	26	44	36	**126**	**279**
1:00 PM	44	42	29	48	**163**	37	39	35	43	**154**	**317**
2:00 PM	46	41	26	23	**136**	41	44	41	34	**160**	**296**
3:00 PM	42	35	39	33	**149**	30	39	38	43	**150**	**299**
4:00 PM	32	36	38	32	**138**	41	41	44	46	**172**	**310**
5:00 PM	26	29	23	28	**106**	35	44	25	23	**127**	**233**
6:00 PM	24	19	20	20	**83**	24	27	20	22	**93**	**176**
7:00 PM	24	27	21	11	**83**	20	20	14	18	**72**	**155**
8:00 PM	11	13	7	12	**43**	20	7	10	16	**53**	**96**
9:00 PM	4	2	6	6	**18**	12	11	16	13	**52**	**70**
10:00 PM	2	6	7	5	**20**	8	4	8	4	**24**	**44**
11:00 PM	6	7	2	1	**16**	8	4	2	1	**15**	**31**
Total					**1706**					**1607**	
					3313						

AM Peak Hr 11:00 am to 12:00 pm — AM Peak 271 — AM PHF 0.816
PM Peak Hr 1:45 pm to 2:45 pm — PM Peak 330 — PM PHF 0.907

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

OMNI-Means
943 Reserve Drive
Roseville, CA 95678

7 Day Volume Count Report

Location No. 14

Road Name Shell Beach Road

Nearest Cross St S of Avila Beach Drive

Survey Date 9/14/14 thru 9/20/14

Latitude 35.1792542

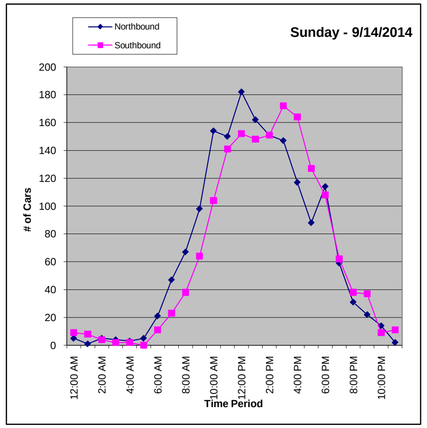
Longitude -120.6999743

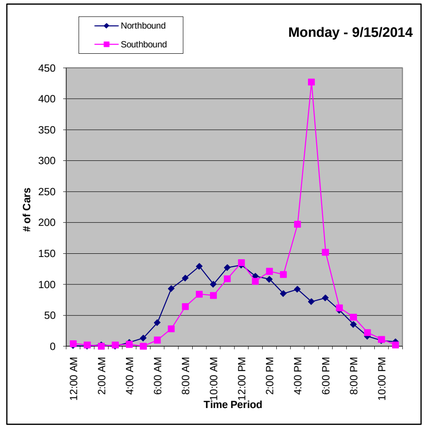
Peak Day Friday

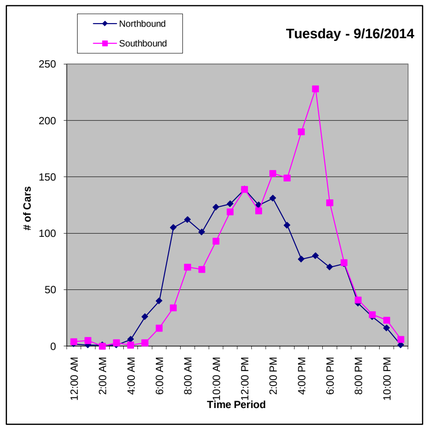
Number of Lanes 2

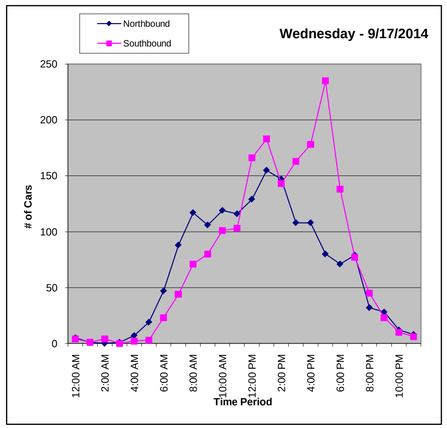
Comments

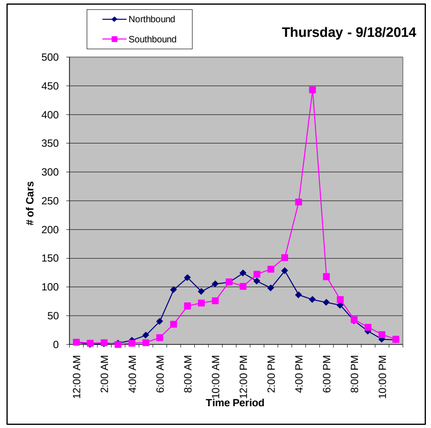
	SUMMARY										
Hour	**14-Sun**	**15 Mon**	**16 Tue**	**17 Wed**	**18 Thu**	**19 Fri**	**20 Sat**	**Total**	**ADT**	**Wkday Avg**	**Wkend Avg**
12:00 AM	14	5	6	9	8	4	11	**57**	**8**	6	13
1:00 AM	9	2	6	2	2	11	12	**44**	**6**	5	11
2:00 AM	9	2	1	4	4	4	3	**27**	**4**	3	6
3:00 AM	6	2	4	1	2	4	4	**23**	**3**	3	5
4:00 AM	5	9	7	9	9	6	7	**52**	**7**	8	6
5:00 AM	5	13	29	22	19	17	9	**114**	**16**	20	7
6:00 AM	32	48	56	70	52	53	29	**340**	**49**	56	31
7:00 AM	70	121	139	132	130	126	78	**796**	**114**	130	74
8:00 AM	105	174	182	188	183	197	128	**1157**	**165**	185	117
9:00 AM	162	213	169	186	164	211	203	**1308**	**187**	189	183
10:00 AM	258	182	216	220	181	227	252	**1536**	**219**	205	255
11:00 AM	291	236	245	219	217	263	271	**1742**	**249**	236	281
12:00 PM	334	266	278	295	225	263	279	**1940**	**277**	265	307
1:00 PM	310	218	245	338	232	245	317	**1905**	**272**	256	314
2:00 PM	302	229	284	290	229	278	296	**1908**	**273**	262	299
3:00 PM	319	201	256	271	279	294	299	**1919**	**274**	260	309
4:00 PM	281	289	267	286	334	297	310	**2064**	**295**	295	296
5:00 PM	215	499	308	315	521	292	233	**2383**	**340**	387	224
6:00 PM	222	230	197	209	191	262	176	**1487**	**212**	218	199
7:00 PM	121	120	147	156	146	157	155	**1002**	**143**	145	138
8:00 PM	69	82	79	77	84	138	96	**625**	**89**	92	83
9:00 PM	59	38	54	51	53	82	70	**407**	**58**	56	65
10:00 PM	23	20	39	22	26	60	44	**234**	**33**	33	34
11:00 PM	13	9	7	14	17	29	31	**120**	**17**	15	22
Total	**3234**	**3208**	**3221**	**3386**	**3308**	**3520**	**3313**	**23190**	**3313**	**3329**	**3274**
Percentages	**13.95%**	**13.83%**	**13.89%**	**14.60%**	**14.26%**	**15.18%**	**14.29%**	**100.00%**	**14.29%**	**14.35%**	**14.12%**

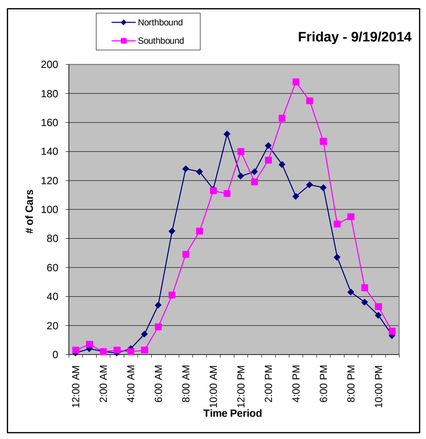


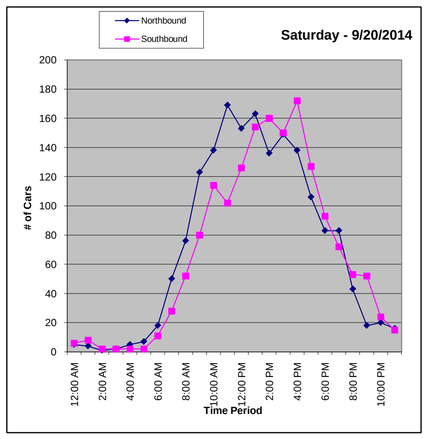


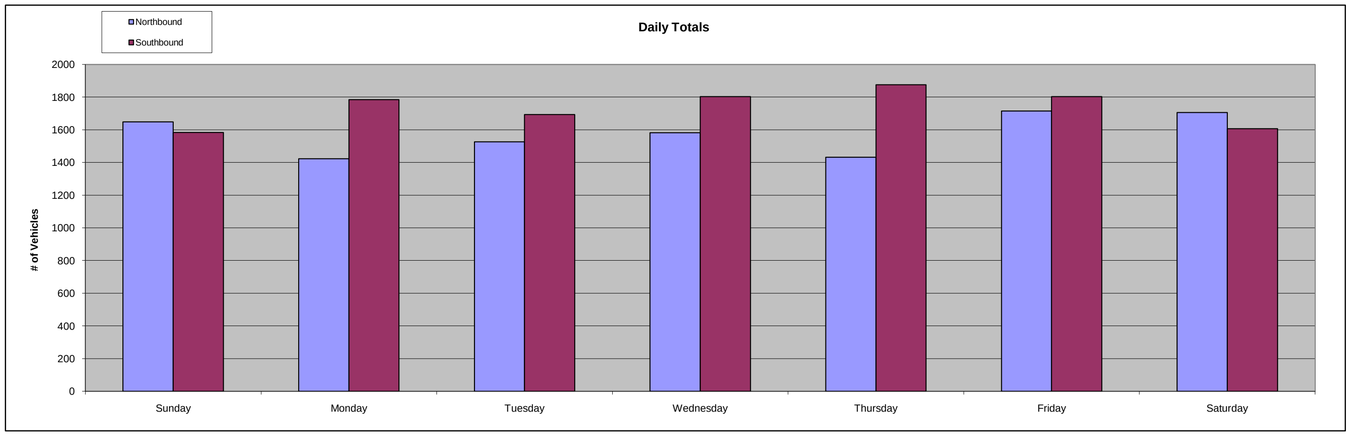












Appendix B
Synchro Reports

HCM 2010 Signalized Intersection Summary
1: 1st St & Avila Beach Dr

1/23/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	59	9	27	158	0	14	0	8	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1792	1792	1792	1900	1900	1792	1792	1900	1792	1900
Adj Flow Rate, veh/h	0	70	11	32	188	0	17	0	10	0	0	0
Adj No. of Lanes	0	1	1	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	205	175	321	429	0	946	0	869	0	1023	0
Arrive On Green	0.00	0.11	0.11	0.03	0.24	0.00	0.57	0.00	0.57	0.00	0.00	0.00
Sat Flow, veh/h	0	1792	1524	1707	1792	0	1358	0	1524	0	1792	0
Grp Volume(v), veh/h	0	70	11	32	188	0	17	0	10	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1792	1524	1707	1792	0	1358	0	1524	0	1792	0
Q Serve(g_s), s	0.0	1.5	0.3	0.6	3.7	0.0	0.2	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.5	0.3	0.6	3.7	0.0	0.2	0.0	0.1	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	205	175	321	429	0	946	0	869	0	1023	0
V/C Ratio(X)	0.00	0.34	0.06	0.10	0.44	0.00	0.02	0.00	0.01	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1278	1086	838	2045	0	946	0	869	0	1023	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.2	16.6	14.2	13.6	0.0	3.9	0.0	3.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.1	0.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.1	0.3	1.9	0.0	0.1	0.0	0.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	18.1	16.8	14.3	14.3	0.0	4.0	0.0	3.9	0.0	0.0	0.0
LnGrp LOS		B	B	B	B		A		A			
Approach Vol, veh/h		81			220			27			0	
Approach Delay, s/veh		17.9			14.3			4.0			0.0	
Approach LOS		B			B			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		28.0	5.2	8.8		28.0		14.1
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0	14.0	30.0		24.0		48.0
Max Q Clear Time (g_c+I1), s		2.2	2.6	3.5		0.0		5.7
Green Ext Time (p_c), s		0.1	0.0	1.5		0.0		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	63	1	34	180	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	68	1	37	194	0	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	335	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1507	-	652	984
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1507	-	636	984
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	984	-	-	1507	-
HCM Lane V/C Ratio	0.026	-	-	0.024	-
HCM Control Delay (s)	8.8	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	88	0	48	220	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	210	-	0	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	105	0	57	262	0	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	105	0	481	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1462	-	537	939
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1462	-	516	939
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	939	-	-	1462	-
HCM Lane V/C Ratio	-	0.062	-	-	0.039	-
HCM Control Delay (s)	0	9.1	-	-	7.6	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-	-	0.1	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	77	61	140	81	53	132
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	89	70	161	93	61	152
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	114	546	277	235	920	822
Arrive On Green	0.07	0.30	0.15	0.15	0.53	0.53
Sat Flow, veh/h	1723	1810	1810	1538	1723	1538
Grp Volume(v), veh/h	89	70	161	93	61	152
Grp Sat Flow(s),veh/h/ln	1723	1810	1810	1538	1723	1538
Q Serve(g_s), s	2.5	1.4	4.0	2.7	0.8	2.5
Cycle Q Clear(g_c), s	2.5	1.4	4.0	2.7	0.8	2.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	114	546	277	235	920	822
V/C Ratio(X)	0.78	0.13	0.58	0.39	0.07	0.19
Avail Cap(c_a), veh/h	566	1710	966	822	920	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	12.4	19.2	18.6	5.5	5.9
Incr Delay (d2), s/veh	10.8	0.1	1.9	1.1	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.7	2.2	1.2	0.4	3.1
LnGrp Delay(d),s/veh	33.2	12.5	21.1	19.7	5.6	6.4
LnGrp LOS	C	B	C	B	A	A
Approach Vol, veh/h		159	254		213	
Approach Delay, s/veh		24.1	20.6		6.1	
Approach LOS		C	C		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				18.7		30.0	7.2	11.5
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				46.0		26.0	16.0	26.0
Max Q Clear Time (g_c+I1), s				3.4		4.5	4.5	6.0
Green Ext Time (p_c), s				1.7		0.6	0.1	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	6	113	263	34	15	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	70
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	7	128	299	39	17	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	338	0	-	0	460	318
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1210	-	-	-	556	718
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1210	-	-	-	553	718
Mov Cap-2 Maneuver	-	-	-	-	553	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1210	-	-	-	553	718
HCM Lane V/C Ratio	0.006	-	-	-	0.031	0.011
HCM Control Delay (s)	8	-	-	-	11.7	10.1
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	109	25	4	222	0	52	0	57	3	35	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	40	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	120	27	4	244	0	57	0	63	3	38	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	244	0	0	147	0	0	406	387	134	387	400	244
Stage 1	-	-	-	-	-	-	134	134	-	253	253	-
Stage 2	-	-	-	-	-	-	272	253	-	134	147	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1316	-	-	1429	-	-	554	546	912	570	537	792
Stage 1	-	-	-	-	-	-	867	784	-	749	696	-
Stage 2	-	-	-	-	-	-	732	696	-	867	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1429	-	-	501	544	912	530	535	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	544	-	530	535	-
Stage 1	-	-	-	-	-	-	867	784	-	749	694	-
Stage 2	-	-	-	-	-	-	661	694	-	807	774	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.1	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	501	912	1316	-	-	1429	-	-	535	792
HCM Lane V/C Ratio	0.114	0.069	-	-	-	0.003	-	-	0.078	0.042
HCM Control Delay (s)	13.1	9.2	0	-	-	7.5	0	-	12.3	9.7
HCM Lane LOS	B	A	A	-	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.4	0.2	0	-	-	0	-	-	0.3	0.1

HCM research expects at least one 'Stop' controlled approach at the intersection.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	98	0	216	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	110	0	243	4	0	4

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	245	245
Stage 1	-	-	245	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	737	786
Stage 1	-	-	789	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	737	786
Mov Cap-2 Maneuver	-	-	737	-
Stage 1	-	-	789	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	9.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	786
HCM Lane V/C Ratio	-	-	0.006
HCM Control Delay (s)	-	-	9.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	154	42	65	211	18	28	4	63	34	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	203	55	86	278	24	37	5	83	45	5	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	258	0	0	699	705	230	738	722	289
Stage 1	-	-	-	-	-	-	233	233	-	461	461	-
Stage 2	-	-	-	-	-	-	466	472	-	277	261	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1254	-	-	1301	-	-	353	360	807	332	352	748
Stage 1	-	-	-	-	-	-	768	710	-	579	564	-
Stage 2	-	-	-	-	-	-	575	557	-	727	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1254	-	-	1301	-	-	324	331	807	276	324	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	331	-	276	324	-
Stage 1	-	-	-	-	-	-	767	709	-	578	519	-
Stage 2	-	-	-	-	-	-	519	512	-	647	689	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.8	13.7	19.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	538	1254	-	-	1301	-	-	302
HCM Lane V/C Ratio	0.232	0.001	-	-	0.066	-	-	0.187
HCM Control Delay (s)	13.7	7.9	0	-	8	0	-	19.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.2	-	-	0.7

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	16	247	5	17	274	6	0	6	7	7	6	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	18	278	6	19	308	7	0	7	8	8	7	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	283	0	0	681	669	280	673	668	311
Stage 1	-	-	-	-	-	-	316	316	-	349	349	-
Stage 2	-	-	-	-	-	-	365	353	-	324	319	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1234	-	-	1268	-	-	362	376	754	366	377	725
Stage 1	-	-	-	-	-	-	691	651	-	663	630	-
Stage 2	-	-	-	-	-	-	650	627	-	684	649	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1234	-	-	1268	-	-	336	363	754	348	364	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	363	-	348	364	-
Stage 1	-	-	-	-	-	-	679	640	-	652	619	-
Stage 2	-	-	-	-	-	-	610	616	-	658	638	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	12.4	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	1234	-	-	1268	-	-	523
HCM Lane V/C Ratio	0.029	0.015	-	-	0.015	-	-	0.075
HCM Control Delay (s)	12.4	8	0	-	7.9	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	222	41	9	51	0	0	0	0	16	0	246
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	252	47	10	58	0	0	0	0	18	0	280

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	58	0	0	299	0	0	354	377	58
Stage 1	-	-	-	-	-	-	78	78	-
Stage 2	-	-	-	-	-	-	276	299	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.44	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	5.44	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.44	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336
Pot Cap-1 Maneuver	1533	-	-	1251	-	-	640	551	1002
Stage 1	-	-	-	-	-	-	940	826	-
Stage 2	-	-	-	-	-	-	766	663	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1533	-	-	1251	-	-	635	0	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	635	0	-
Stage 1	-	-	-	-	-	-	932	0	-
Stage 2	-	-	-	-	-	-	766	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.2	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1533	-	-	1251	-	-	635	1002
HCM Lane V/C Ratio	-	-	-	0.008	-	-	0.029	0.279
HCM Control Delay (s)	0	-	-	7.9	0	-	10.8	10
HCM Lane LOS	A	-	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1	1.1

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	212	27	0	0	31	35	32	2	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	236	30	0	0	34	39	36	2	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	73	0	0	30	0	0	555	574	30
Stage 1	-	-	-	-	-	-	501	501	-
Stage 2	-	-	-	-	-	-	54	73	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1583	-	-	493	429	1044
Stage 1	-	-	-	-	-	-	609	543	-
Stage 2	-	-	-	-	-	-	969	834	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1527	-	-	1583	-	-	416	0	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	416	0	-
Stage 1	-	-	-	-	-	-	513	0	-
Stage 2	-	-	-	-	-	-	969	0	-

Approach	EB	WB	NB
HCM Control Delay, s	6.9	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	453	1527	-	-	1583	-	-
HCM Lane V/C Ratio	0.096	0.154	-	-	-	-	-
HCM Control Delay (s)	13.8	7.8	0	-	0	-	-
HCM Lane LOS	B	A	A	-	A	-	-
HCM 95th %tile Q(veh)	0.3	0.5	-	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	770	46	81	112	0	17	0	81	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	0	856	51	90	124	0	19	0	90	0	0	0
Adj No. of Lanes	0	1	1	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	997	848	279	1198	0	443	0	377	0	443	0
Arrive On Green	0.00	0.54	0.54	0.05	0.64	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	1583	1774	1863	0	1412	0	1583	0	1863	0
Grp Volume(v), veh/h	0	856	51	90	124	0	19	0	90	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1774	1863	0	1412	0	1583	0	1863	0
Q Serve(g_s), s	0.0	26.6	1.0	1.4	1.7	0.0	0.7	0.0	3.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	26.6	1.0	1.4	1.7	0.0	0.7	0.0	3.1	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	997	848	279	1198	0	443	0	377	0	443	0
V/C Ratio(X)	0.00	0.86	0.06	0.32	0.10	0.00	0.04	0.00	0.24	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1329	1130	298	1551	0	443	0	377	0	443	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.4	7.5	12.4	4.6	0.0	19.8	0.0	20.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.5	0.0	0.7	0.0	0.0	0.2	0.0	1.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.8	0.5	0.9	0.9	0.0	0.3	0.0	1.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	17.9	7.5	13.1	4.6	0.0	20.0	0.0	22.2	0.0	0.0	0.0
LnGrp LOS		B	A	B	A		B		C			
Approach Vol, veh/h		907			214			109			0	
Approach Delay, s/veh		17.4			8.2			21.8			0.0	
Approach LOS		B			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		20.0	7.3	40.0		20.0		47.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0	4.0	48.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		5.1	3.4	28.6		0.0		3.7
Green Ext Time (p_c), s		0.2	0.0	7.4		0.0		9.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	866	5	46	194	2	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	931	5	49	209	2	66

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	937	0	1242	934
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	731	-	193	322
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	731	-	180	322
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	695	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	314	-	-	731	-
HCM Lane V/C Ratio	0.216	-	-	0.068	-
HCM Control Delay (s)	19.6	-	-	10.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

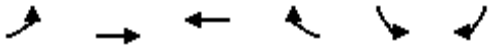
Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	909	4	75	242	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	210	-	0	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	988	4	82	263	0	101

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	992	0	1416	990
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	697	-	151	299
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	697	-	133	299
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	23.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	299	-	-	697	-
HCM Lane V/C Ratio	-	0.338	-	-	0.117	-
HCM Control Delay (s)	0	23.1	-	-	10.8	-
HCM Lane LOS	A	C	-	-	B	-
HCM 95th %tile Q(veh)	-	1.4	-	-	0.4	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	459	595	173	47	60	160
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	494	640	186	51	65	172
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	570	1072	347	295	512	457
Arrive On Green	0.32	0.58	0.19	0.19	0.29	0.29
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	494	640	186	51	65	172
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	15.4	13.1	5.3	1.6	1.6	5.1
Cycle Q Clear(g_c), s	15.4	13.1	5.3	1.6	1.6	5.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	570	1072	347	295	512	457
V/C Ratio(X)	0.87	0.60	0.54	0.17	0.13	0.38
Avail Cap(c_a), veh/h	1054	1740	506	430	512	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	8.1	21.7	20.2	15.5	16.7
Incr Delay (d2), s/veh	4.1	0.5	1.3	0.3	0.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	6.7	2.9	0.7	0.8	5.1
LnGrp Delay(d),s/veh	22.9	8.6	23.0	20.4	16.0	19.1
LnGrp LOS	C	A	C	C	B	B
Approach Vol, veh/h		1134	237		237	
Approach Delay, s/veh		14.8	22.4		18.2	
Approach LOS		B	C		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				37.9		21.0	22.9	15.0
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				55.0		17.0	35.0	16.0
Max Q Clear Time (g_c+I1), s				15.1		7.1	17.4	7.3
Green Ext Time (p_c), s				6.8		0.5	1.5	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	674	216	25	85	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	70
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	775	248	29	98	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	277	0	-	0	1061	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	798	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1286	-	-	-	248	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	443	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1286	-	-	-	246	776
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	23.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1286	-	-	-	246	776
HCM Lane V/C Ratio	0.009	-	-	-	0.397	0.046
HCM Control Delay (s)	7.8	-	-	-	29	9.9
HCM Lane LOS	A	-	-	-	D	A
HCM 95th %tile Q(veh)	0	-	-	-	1.8	0.1

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	632	132	5	153	0	41	0	26	2	75	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	40	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	718	150	6	174	0	47	0	30	2	85	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	174	0	0	868	0	0	1021	978	793	978	1053	174
Stage 1	-	-	-	-	-	-	793	793	-	185	185	-
Stage 2	-	-	-	-	-	-	228	185	-	793	868	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	776	-	-	215	250	389	230	226	869
Stage 1	-	-	-	-	-	-	382	400	-	817	747	-
Stage 2	-	-	-	-	-	-	775	747	-	382	370	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	776	-	-	142	248	389	211	224	869
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	248	-	211	224	-
Stage 1	-	-	-	-	-	-	382	400	-	817	740	-
Stage 2	-	-	-	-	-	-	642	740	-	353	370	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	31.7	23.4
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	142	389	1403	-	-	776	-	-	224	869
HCM Lane V/C Ratio	0.328	0.076	-	-	-	0.007	-	-	0.391	0.055
HCM Control Delay (s)	42.3	15	0	-	-	9.7	0	-	31	9.4
HCM Lane LOS	E	C	A	-	-	A	A	-	D	A
HCM 95th %tile Q(veh)	1.3	0.2	0	-	-	0	-	-	1.7	0.2

HCM research expects at least one 'Stop' controlled approach at the intersection.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	130	0	196	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	0	202	6	0	0

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	205	205
Stage 1	-	-	205	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	783	836
Stage 1	-	-	829	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	783	836
Mov Cap-2 Maneuver	-	-	783	-
Stage 1	-	-	829	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	0
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	507	4	4	288	35	3	1	15	34	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	539	4	4	306	37	3	1	16	36	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	344	0	0	544	0	0	904	919	541	910	903	325
Stage 1	-	-	-	-	-	-	567	567	-	334	334	-
Stage 2	-	-	-	-	-	-	337	352	-	576	569	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1215	-	-	1025	-	-	258	271	541	255	277	716
Stage 1	-	-	-	-	-	-	508	507	-	680	643	-
Stage 2	-	-	-	-	-	-	677	632	-	503	506	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1215	-	-	1025	-	-	251	266	541	243	271	716
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	266	-	243	271	-
Stage 1	-	-	-	-	-	-	500	499	-	670	640	-
Stage 2	-	-	-	-	-	-	667	629	-	480	498	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	13.6	20.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	437	1215	-	-	1025	-	-	274
HCM Lane V/C Ratio	0.046	0.011	-	-	0.004	-	-	0.159
HCM Control Delay (s)	13.6	8	0	-	8.5	0	-	20.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	552	5	28	280	7	3	5	28	20	35	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	642	6	33	326	8	3	6	33	23	41	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	648	0	0	1104	1062	645	1078	1061	330
Stage 1	-	-	-	-	-	-	663	663	-	395	395	-
Stage 2	-	-	-	-	-	-	441	399	-	683	666	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1225	-	-	938	-	-	188	223	472	196	224	712
Stage 1	-	-	-	-	-	-	450	459	-	630	605	-
Stage 2	-	-	-	-	-	-	595	602	-	439	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1225	-	-	938	-	-	143	211	472	171	212	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	211	-	171	212	-
Stage 1	-	-	-	-	-	-	445	454	-	623	579	-
Stage 2	-	-	-	-	-	-	491	576	-	399	452	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.8	16.8	25.6
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1225	-	-	938	-	-	288
HCM Lane V/C Ratio	0.121	0.008	-	-	0.035	-	-	0.4
HCM Control Delay (s)	16.8	8	0	-	9	0	-	25.6
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	1.8

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	546	51	5	38	0	0	0	0	33	1	278
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	600	56	5	42	0	0	0	0	36	1	305

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	42	0	0	656	0	0	681	709	42
Stage 1	-	-	-	-	-	-	53	53	-
Stage 2	-	-	-	-	-	-	628	656	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1567	-	-	931	-	-	416	359	1029
Stage 1	-	-	-	-	-	-	970	851	-
Stage 2	-	-	-	-	-	-	532	462	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1567	-	-	931	-	-	414	0	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	0	-
Stage 1	-	-	-	-	-	-	965	0	-
Stage 2	-	-	-	-	-	-	532	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1567	-	-	931	-	-	414	1029
HCM Lane V/C Ratio	-	-	-	0.006	-	-	0.09	0.297
HCM Control Delay (s)	0	-	-	8.9	0	-	14.6	10
HCM Lane LOS	A	-	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.3	1.2

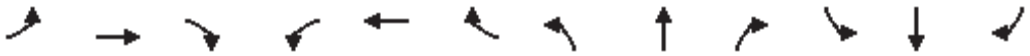
Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	524	54	0	0	13	27	27	1	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	576	59	0	0	14	30	30	1	12	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	44	0	0	59	0	0	1240	1255	59
Stage 1	-	-	-	-	-	-	1211	1211	-
Stage 2	-	-	-	-	-	-	29	44	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1564	-	-	1545	-	-	193	172	1007
Stage 1	-	-	-	-	-	-	282	255	-
Stage 2	-	-	-	-	-	-	994	858	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1564	-	-	1545	-	-	119	0	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	0	-
Stage 1	-	-	-	-	-	-	175	0	-
Stage 2	-	-	-	-	-	-	994	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.8	0	35.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	160	1564	-	-	1545	-	-
HCM Lane V/C Ratio	0.268	0.368	-	-	-	-	-
HCM Control Delay (s)	35.5	8.6	0	-	0	-	-
HCM Lane LOS	E	A	A	-	A	-	-
HCM 95th %tile Q(veh)	1	1.7	-	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	43	18	50	135	0	14	1	12	0	0	0
Future Volume (veh/h)	0	43	18	50	135	0	14	1	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.98		1.00	0.90		0.90	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	47	20	55	148	0	15	1	13	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1212	984	954	1332	0	328	20	319	0	419	0
Arrive On Green	0.00	0.65	0.65	0.03	0.71	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Sat Flow, veh/h	0	1870	1519	1781	1870	0	1214	90	1426	0	1870	0
Grp Volume(v), veh/h	0	47	20	55	148	0	16	0	13	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	1519	1781	1870	0	1304	0	1426	0	1870	0
Q Serve(g_s), s	0.0	1.1	0.6	1.2	3.1	0.0	1.0	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.1	0.6	1.2	3.1	0.0	1.1	0.0	0.9	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	0.94		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1212	984	954	1332	0	348	0	319	0	419	0
V/C Ratio(X)	0.00	0.04	0.02	0.06	0.11	0.00	0.05	0.00	0.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1212	984	982	1332	0	348	0	319	0	419	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.9	7.8	6.0	5.6	0.0	38.1	0.0	38.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.2	0.4	1.1	0.0	0.4	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.0	7.9	6.0	5.8	0.0	38.3	0.0	38.2	0.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	A	A	A
Approach Vol, veh/h		67			203			29			0	
Approach Delay, s/veh		7.9			5.9			38.3			0.0	
Approach LOS		A			A			D				

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		32.0	8.0	85.0		32.0		93.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s		28.0	6.0	79.0		28.0		89.0				
Max Q Clear Time (g_c+I1), s		3.1	3.2	3.1		0.0		5.1				
Green Ext Time (p_c), s		0.1	0.0	0.3		0.0		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	0	42	195	1	23
Future Vol, veh/h	54	0	42	195	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	0	47	217	1	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	371	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1544	-	630	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	611	1005
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	979	-	-	1544	-
HCM Lane V/C Ratio	0.027	-	-	0.03	-
HCM Control Delay (s)	8.8	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	0	77	240	0	60
Future Vol, veh/h	78	0	77	240	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	210	-	0	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	0	85	264	0	66

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	520	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1510	-	516	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	487	973
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	973	-	-	1510	-
HCM Lane V/C Ratio	-	0.068	-	-	0.056	-
HCM Control Delay (s)	0	9	-	-	7.5	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-	-	0.2	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	68	72	179	102	47	148
Future Volume (veh/h)	68	72	179	102	47	148
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	74	185	105	48	153
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	262	936	349	296	297	497
Arrive On Green	0.15	0.50	0.19	0.19	0.17	0.17
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	70	74	185	105	48	153
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	1.3	0.8	3.3	2.1	0.8	2.7
Cycle Q Clear(g_c), s	1.3	0.8	3.3	2.1	0.8	2.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	262	936	349	296	297	497
V/C Ratio(X)	0.27	0.08	0.53	0.36	0.16	0.31
Avail Cap(c_a), veh/h	1358	936	1375	1165	341	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	4.8	13.4	13.0	13.1	9.5
Incr Delay (d2), s/veh	0.2	0.0	1.5	0.9	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	1.1	0.6	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	4.8	14.9	13.8	13.4	10.0
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h		144	290		201	
Approach Delay, s/veh		9.3	14.5		10.8	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.4		12.2	11.5	12.9
Change Period (Y+Rc), s		* 6.1		* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s		* 16		* 7	* 28	* 27
Max Q Clear Time (g_c+I1), s		2.8		4.7	3.3	5.3
Green Ext Time (p_c), s		0.2		0.2	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	105	253	26	15	6
Future Vol, veh/h	7	105	253	26	15	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	70
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	117	281	29	17	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	310	0	-	0	429	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1245	-	-	-	581	741
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1245	-	-	-	578	741
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1245	-	-	-	578	741
HCM Lane V/C Ratio	0.006	-	-	-	0.029	0.009
HCM Control Delay (s)	7.9	-	-	-	11.4	9.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	101	23	9	212	0	57	0	64	0	31	20
Future Vol, veh/h	0	101	23	9	212	0	57	0	64	0	31	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	40	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	115	26	10	241	0	65	0	73	0	35	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	141	0	0	418	-	128	426	402	241
Stage 1	-	-	-	-	-	-	128	-	-	261	261	-
Stage 2	-	-	-	-	-	-	290	-	-	165	141	-
Critical Hdwy	-	-	-	4.13	-	-	7.13	-	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Follow-up Hdwy	-	-	-	2.227	-	-	3.527	-	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	0	-	-	1436	-	0	544	0	919	537	535	795
Stage 1	0	-	-	-	-	0	873	0	-	742	690	-
Stage 2	0	-	-	-	-	0	716	0	-	835	778	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1436	-	-	499	-	919	491	531	795
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	-	-	491	531	-
Stage 1	-	-	-	-	-	-	873	-	-	742	684	-
Stage 2	-	-	-	-	-	-	654	-	-	769	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	11.2	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	499	919	-	-	1436	-	531	795
HCM Lane V/C Ratio	0.13	0.079	-	-	0.007	-	0.066	0.029
HCM Control Delay (s)	13.3	9.3	-	-	7.5	0	12.3	9.7
HCM Lane LOS	B	A	-	-	A	A	B	A
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	0.2	0.1

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	144	35	63	206	12	24	2	67	41	8	4
Future Vol, veh/h	2	144	35	63	206	12	24	2	67	41	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	167	41	73	240	14	28	2	78	48	9	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	208	0	0	592	592	188	625	605	247
Stage 1	-	-	-	-	-	-	192	192	-	393	393	-
Stage 2	-	-	-	-	-	-	400	400	-	232	212	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1311	-	-	1363	-	-	418	419	854	397	412	792
Stage 1	-	-	-	-	-	-	810	742	-	632	606	-
Stage 2	-	-	-	-	-	-	626	602	-	771	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1311	-	-	1363	-	-	388	392	854	342	386	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	388	392	-	342	386	-
Stage 1	-	-	-	-	-	-	808	741	-	631	568	-
Stage 2	-	-	-	-	-	-	574	565	-	697	726	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.7	11.8	16.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	640	1311	-	-	1363	-	-	364
HCM Lane V/C Ratio	0.169	0.002	-	-	0.054	-	-	0.169
HCM Control Delay (s)	11.8	7.8	0	-	7.8	0	-	16.9
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.2	-	-	0.6

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	253	5	12	269	8	4	3	14	10	8	18
Future Vol, veh/h	9	253	5	12	269	8	4	3	14	10	8	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	266	5	13	283	8	4	3	15	11	8	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.9	8.1	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	3%	4%	28%
Vol Thru, %	14%	95%	93%	22%
Vol Right, %	67%	2%	3%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	267	289	36
LT Vol	4	9	12	10
Through Vol	3	253	269	8
RT Vol	14	5	8	18
Lane Flow Rate	22	281	304	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.343	0.369	0.053
Departure Headway (Hd)	4.903	4.391	4.365	4.996
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	821	824	716
Service Time	2.943	2.412	2.386	3.033
HCM Lane V/C Ratio	0.03	0.342	0.369	0.053
HCM Control Delay	8.1	9.7	9.9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	1.5	1.7	0.2

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	227	47	14	62	0	0	0	0	18	2	229
Future Vol, veh/h	0	227	47	14	62	0	0	0	0	18	2	229
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	239	49	15	65	0	0	0	0	19	2	241

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	288	0	0			359	383	65
Stage 1	-	-	-	-	-	-			95	95	-
Stage 2	-	-	-	-	-	-			264	288	-
Critical Hdwy	-	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1274	-	0			640	550	999
Stage 1	0	-	-	-	-	0			929	816	-
Stage 2	0	-	-	-	-	0			780	674	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	1274	-	-			632	0	999
Mov Cap-2 Maneuver	-	-	-	-	-	-			632	0	-
Stage 1	-	-	-	-	-	-			929	0	-
Stage 2	-	-	-	-	-	-			771	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1274	-	632	999
HCM Lane V/C Ratio	-	-	0.012	-	0.033	0.241
HCM Control Delay (s)	-	-	7.9	0	10.9	9.7
HCM Lane LOS	-	-	A	A	B	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1	0.9

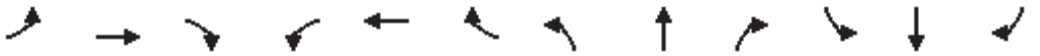
Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	209	23	0	0	23	41	58	8	4	0	0	0
Future Vol, veh/h	209	23	0	0	23	41	58	8	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	243	27	0	0	27	48	67	9	5	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	75	0	-	-	-	0	564	588	27
Stage 1	-	-	-	-	-	-	513	513	-
Stage 2	-	-	-	-	-	-	51	75	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1524	-	0	0	-	-	487	421	1048
Stage 1	-	-	0	0	-	-	601	536	-
Stage 2	-	-	0	0	-	-	971	833	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1524	-	-	-	-	-	408	0	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	0	-
Stage 1	-	-	-	-	-	-	504	0	-
Stage 2	-	-	-	-	-	-	971	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	425	1524	-	-	-
HCM Lane V/C Ratio	0.192	0.159	-	-	-
HCM Control Delay (s)	15.5	7.8	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0.6	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	574	36	96	146	0	21	0	165	0	0	0
Future Volume (veh/h)	0	574	36	96	146	0	21	0	165	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	0.90		0.90	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	611	38	102	155	0	22	0	176	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1207	971	489	1332	0	343	0	319	0	419	0
Arrive On Green	0.00	0.65	0.65	0.03	0.71	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Sat Flow, veh/h	0	1870	1505	1781	1870	0	1275	0	1426	0	1870	0
Grp Volume(v), veh/h	0	611	38	102	155	0	22	0	176	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	1505	1781	1870	0	1275	0	1426	0	1870	0
Q Serve(g_s), s	0.0	21.5	1.1	2.3	3.3	0.0	1.7	0.0	13.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.5	1.1	2.3	3.3	0.0	1.7	0.0	13.7	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1207	971	489	1332	0	343	0	319	0	419	0
V/C Ratio(X)	0.00	0.51	0.04	0.21	0.12	0.00	0.06	0.00	0.55	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1207	971	512	1332	0	343	0	319	0	419	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.7	8.1	8.7	5.7	0.0	38.3	0.0	42.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.2	0.2	0.0	0.4	0.0	6.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.3	0.4	0.8	1.2	0.0	0.6	0.0	5.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.0	8.1	8.9	5.8	0.0	38.7	0.0	49.6	0.0	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	D	A	D	A	A	A
Approach Vol, veh/h		649			257			198			0	
Approach Delay, s/veh		11.8			7.0			48.4			0.0	
Approach LOS		B			A			D				

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		32.0	8.3	84.7		32.0		93.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s		28.0	6.0	79.0		28.0		89.0				
Max Q Clear Time (g_c+I1), s		15.7	4.3	23.5		0.0		5.3				
Green Ext Time (p_c), s		0.6	0.0	4.5		0.0		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	758	7	55	242	1	80
Future Vol, veh/h	758	7	55	242	1	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	815	8	59	260	1	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	823	0	1197	819
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	807	-	205	375
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	807	-	190	375
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	-	-	807	-
HCM Lane V/C Ratio	0.235	-	-	0.073	-
HCM Control Delay (s)	17.7	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	825	1	93	301	1	127
Future Vol, veh/h	825	1	93	301	1	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	210	-	0	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	868	1	98	317	1	134

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	869	0	1382	869
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	775	-	159	351
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	775	-	139	351
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	139	351	-	-	775	-
HCM Lane V/C Ratio	0.008	0.381	-	-	0.126	-
HCM Control Delay (s)	31.1	21.4	-	-	10.3	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	0	1.7	-	-	0.4	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	445	539	205	61	74	212
Future Volume (veh/h)	445	539	205	61	74	212
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	478	580	220	66	80	228
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	547	1144	337	286	250	709
Arrive On Green	0.31	0.61	0.18	0.18	0.14	0.14
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	478	580	220	66	80	228
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	12.5	8.6	5.4	1.8	2.0	4.6
Cycle Q Clear(g_c), s	12.5	8.6	5.4	1.8	2.0	4.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	547	1144	337	286	250	709
V/C Ratio(X)	0.87	0.51	0.65	0.23	0.32	0.32
Avail Cap(c_a), veh/h	1011	1144	1023	867	254	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	5.4	18.7	17.2	19.0	8.8
Incr Delay (d2), s/veh	1.8	0.4	2.6	0.5	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.6	2.1	0.6	0.8	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.9	5.8	21.3	17.7	19.9	9.1
LnGrp LOS	B	A	C	B	B	A
Approach Vol, veh/h		1058	286		308	
Approach Delay, s/veh		11.3	20.5		11.9	
Approach LOS		B	C		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.2		13.0	21.2	15.0
Change Period (Y+Rc), s		* 6.1		* 6.1	* 6.1	* 6.1
Max Green Setting (Gmax), s		* 16		* 7	* 28	* 27
Max Q Clear Time (g_c+I1), s		10.6		6.6	14.5	7.4
Green Ext Time (p_c), s		1.8		0.1	0.6	1.5

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	646	238	24	215	16
Future Vol, veh/h	20	646	238	24	215	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	70
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	687	253	26	229	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	279	0	-	0	995	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	729	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1284	-	-	-	271	773
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1284	-	-	-	267	773
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	477	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	61.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1284	-	-	-	267	773
HCM Lane V/C Ratio	0.017	-	-	-	0.857	0.022
HCM Control Delay (s)	7.9	-	-	-	65.2	9.8
HCM Lane LOS	A	-	-	-	F	A
HCM 95th %tile Q(veh)	0.1	-	-	-	7.2	0.1

Intersection	
Int Delay, s/veh	25.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	386	484	20	213	0	39	0	41	7	191	37
Future Vol, veh/h	0	386	484	20	213	0	39	0	41	7	191	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	40	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	415	520	22	229	0	42	0	44	8	205	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	935	0	0	1071	-	675	970	1208	229
Stage 1	-	-	-	-	-	-	675	-	-	273	273	-
Stage 2	-	-	-	-	-	-	396	-	-	697	935	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	732	-	0	198	0	454	233	~ 183	810
Stage 1	0	-	-	-	-	0	444	0	-	733	684	-
Stage 2	0	-	-	-	-	0	629	0	-	431	344	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	732	-	-	-	-	454	205	~ 177	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	205	~ 177	-
Stage 1	-	-	-	-	-	-	444	-	-	733	661	-
Stage 2	-	-	-	-	-	-	398	-	-	389	344	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9		155.4
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	454	-	-	732	-	178	810
HCM Lane V/C Ratio	-	0.097	-	-	0.029	-	1.196	0.049
HCM Control Delay (s)	-	13.8	-	-	10.1	0	182.6	9.7
HCM Lane LOS	-	B	-	-	B	A	F	A
HCM 95th %tile Q(veh)	-	0.3	-	-	0.1	-	11.4	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	499	4	11	291	32	8	1	13	28	1	10
Future Vol, veh/h	6	499	4	11	291	32	8	1	13	28	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	548	4	12	320	35	9	1	14	31	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	355	0	0	552	0	0	932	943	550	934	928	338
Stage 1	-	-	-	-	-	-	564	564	-	362	362	-
Stage 2	-	-	-	-	-	-	368	379	-	572	566	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1204	-	-	1018	-	-	247	263	535	246	268	704
Stage 1	-	-	-	-	-	-	510	508	-	657	625	-
Stage 2	-	-	-	-	-	-	652	615	-	505	507	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1204	-	-	1018	-	-	238	257	535	234	262	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	238	257	-	234	262	-
Stage 1	-	-	-	-	-	-	506	504	-	652	616	-
Stage 2	-	-	-	-	-	-	631	606	-	487	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	15.8	20
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	356	1204	-	-	1018	-	-	283
HCM Lane V/C Ratio	0.068	0.005	-	-	0.012	-	-	0.151
HCM Control Delay (s)	15.8	8	0	-	8.6	0	-	20
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	515	3	41	284	9	3	6	22	14	60	58
Future Vol, veh/h	22	515	3	41	284	9	3	6	22	14	60	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	554	3	44	305	10	3	6	24	15	65	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	25.3	14	9.6	11
HCM LOS	D	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	4%	12%	11%
Vol Thru, %	19%	95%	85%	45%
Vol Right, %	71%	1%	3%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	540	334	132
LT Vol	3	22	41	14
Through Vol	6	515	284	60
RT Vol	22	3	9	58
Lane Flow Rate	33	581	359	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.805	0.525	0.239
Departure Headway (Hd)	6.2	4.99	5.26	6.053
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	575	726	686	592
Service Time	4.268	3.022	3.298	4.106
HCM Lane V/C Ratio	0.057	0.8	0.523	0.24
HCM Control Delay	9.6	25.3	14	11
HCM Lane LOS	A	D	B	B
HCM 95th-tile Q	0.2	8.4	3.1	0.9

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	518	31	13	34	0	0	0	0	43	4	290
Future Vol, veh/h	0	518	31	13	34	0	0	0	0	43	4	290
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	569	34	14	37	0	0	0	0	47	4	319

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	603	0	0			651	668	37
Stage 1	-	-	-	-	-	-			65	65	-
Stage 2	-	-	-	-	-	-			586	603	-
Critical Hdwy	-	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	975	-	0			433	379	1035
Stage 1	0	-	-	-	-	0			958	841	-
Stage 2	0	-	-	-	-	0			556	488	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	975	-	-			427	0	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-			427	0	-
Stage 1	-	-	-	-	-	-			958	0	-
Stage 2	-	-	-	-	-	-			548	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.4	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	975	-	427	1035
HCM Lane V/C Ratio	-	-	0.015	-	0.121	0.308
HCM Control Delay (s)	-	-	8.7	0	14.6	10
HCM Lane LOS	-	-	A	A	B	B
HCM 95th %tile Q(veh)	-	-	0	-	0.4	1.3

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	513	53	0	0	21	22	31	1	8	0	0	0
Future Vol, veh/h	513	53	0	0	21	22	31	1	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	570	59	0	0	23	24	34	1	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	47	0	-	-	-	0	1234	1246	59
Stage 1	-	-	-	-	-	-	1199	1199	-
Stage 2	-	-	-	-	-	-	35	47	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1560	-	0	0	-	-	195	174	1007
Stage 1	-	-	0	0	-	-	286	259	-
Stage 2	-	-	0	0	-	-	987	856	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1560	-	-	-	-	-	121	0	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	0	-
Stage 1	-	-	-	-	-	-	178	0	-
Stage 2	-	-	-	-	-	-	987	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.8	0	39.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	148	1560	-	-	-
HCM Lane V/C Ratio	0.3	0.365	-	-	-
HCM Control Delay (s)	39.4	8.6	0	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	1.2	1.7	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	120	20	35	215	0	25	0	15	0	0	0
Future Volume (veh/h)	0	120	20	35	215	0	25	0	15	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1792	1792	1792	1900	1900	1792	1792	1900	1792	1900
Adj Flow Rate, veh/h	0	136	23	40	244	0	28	0	17	0	0	0
Adj No. of Lanes	0	1	1	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	277	236	305	484	0	917	0	865	0	1018	0
Arrive On Green	0.00	0.15	0.15	0.03	0.27	0.00	0.57	0.00	0.57	0.00	0.00	0.00
Sat Flow, veh/h	0	1792	1524	1707	1792	0	1358	0	1524	0	1792	0
Grp Volume(v), veh/h	0	136	23	40	244	0	28	0	17	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1792	1524	1707	1792	0	1358	0	1524	0	1792	0
Q Serve(g_s), s	0.0	3.4	0.6	0.9	5.7	0.0	0.4	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.4	0.6	0.9	5.7	0.0	0.4	0.0	0.2	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	277	236	305	484	0	917	0	865	0	1018	0
V/C Ratio(X)	0.00	0.49	0.10	0.13	0.50	0.00	0.03	0.00	0.02	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1454	1236	593	1963	0	917	0	865	0	1018	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.1	17.9	15.3	15.2	0.0	4.7	0.0	4.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.2	0.2	0.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	0.3	0.4	2.9	0.0	0.2	0.0	0.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	20.4	18.1	15.5	16.0	0.0	4.8	0.0	4.7	0.0	0.0	0.0
LnGrp LOS		C	B	B	B		A		A			
Approach Vol, veh/h		159			284			45			0	
Approach Delay, s/veh		20.1			15.9			4.7			0.0	
Approach LOS		C			B			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		32.0	5.7	11.6		32.0		17.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		28.0	10.0	40.0		28.0		54.0
Max Q Clear Time (g_c+I1), s		2.4	2.9	5.4		0.0		7.7
Green Ext Time (p_c), s		0.1	0.0	2.2		0.0		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	120	10	50	235	10	40
Future Vol, veh/h	120	10	50	235	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	129	11	54	253	11	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	494	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	360	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1419	-	527	904
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1419	-	507	904
Mov Cap-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	782	-	-	1419	-
HCM Lane V/C Ratio	0.069	-	-	0.038	-
HCM Control Delay (s)	9.9	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

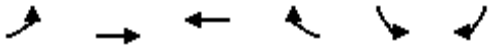
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	155	0	65	285	0	65
Future Vol, veh/h	155	0	65	285	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	210	-	0	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	176	0	74	324	0	74

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	648	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	472	-
Critical Hdwy	-	-	4.16	-	7.16	6.26
Critical Hdwy Stg 1	-	-	-	-	6.16	-
Critical Hdwy Stg 2	-	-	-	-	6.16	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1376	-	378	857
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1376	-	362	857
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	857	-	-	1376	-
HCM Lane V/C Ratio	-	0.086	-	-	0.054	-
HCM Control Delay (s)	0	9.6	-	-	7.8	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	0.3	-	-	0.2	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	217	84	299	95	65	175
Future Volume (veh/h)	217	84	299	95	65	175
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	247	95	340	108	74	199
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	310	913	454	386	601	813
Arrive On Green	0.18	0.50	0.25	0.25	0.35	0.35
Sat Flow, veh/h	1723	1810	1810	1538	1723	1538
Grp Volume(v), veh/h	247	95	340	108	74	199
Grp Sat Flow(s),veh/h/ln	1723	1810	1810	1538	1723	1538
Q Serve(g_s), s	7.5	1.5	9.4	3.1	1.6	3.8
Cycle Q Clear(g_c), s	7.5	1.5	9.4	3.1	1.6	3.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	310	913	454	386	601	813
V/C Ratio(X)	0.80	0.10	0.75	0.28	0.12	0.24
Avail Cap(c_a), veh/h	759	1760	830	706	601	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	7.1	18.8	16.4	12.1	7.0
Incr Delay (d2), s/veh	4.7	0.0	2.5	0.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.8	5.0	1.3	0.8	4.6
LnGrp Delay(d),s/veh	26.0	7.1	21.3	16.8	12.5	7.7
LnGrp LOS	C	A	C	B	B	A
Approach Vol, veh/h		342	448		273	
Approach Delay, s/veh		20.8	20.2		9.0	
Approach LOS		C	C		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				31.5		23.0	13.8	17.7
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				53.0		19.0	24.0	25.0
Max Q Clear Time (g_c+I1), s				3.5		5.8	9.5	11.4
Green Ext Time (p_c), s				2.9		0.7	0.6	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	134	429	75	60	15
Future Vol, veh/h	15	134	429	75	60	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	70
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	17	152	488	85	68	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	573	0	-	0	716	530
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	990	-	-	-	394	545
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	990	-	-	-	387	545
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	990	-	-	-	387	545
HCM Lane V/C Ratio	0.017	-	-	-	0.176	0.031
HCM Control Delay (s)	8.7	-	-	-	16.3	11.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	0.1

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	126	68	10	301	0	102	0	65	15	60	86
Future Vol, veh/h	0	126	68	10	301	0	102	0	65	15	60	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	40	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	138	75	11	331	0	112	0	71	16	66	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	213	0	0	562	-	176	529	566	331
Stage 1	-	-	-	-	-	-	176	-	-	353	353	-
Stage 2	-	-	-	-	-	-	386	-	-	176	213	-
Critical Hdwy	-	-	-	4.13	-	-	7.13	-	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	-	-	6.13	5.53	-
Follow-up Hdwy	-	-	-	2.227	-	-	3.527	-	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	0	-	-	1351	-	0	436	0	865	459	432	708
Stage 1	0	-	-	-	-	0	823	0	-	662	629	-
Stage 2	0	-	-	-	-	0	635	0	-	823	724	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1351	-	-	331	-	865	418	428	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	331	-	-	418	428	-
Stage 1	-	-	-	-	-	-	823	-	-	662	623	-
Stage 2	-	-	-	-	-	-	487	-	-	755	724	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	16.7	13
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	331	865	-	-	1351	-	426	708
HCM Lane V/C Ratio	0.339	0.083	-	-	0.008	-	0.193	0.133
HCM Control Delay (s)	21.3	9.5	-	-	7.7	0	15.5	10.9
HCM Lane LOS	C	A	-	-	A	A	C	B
HCM 95th %tile Q(veh)	1.5	0.3	-	-	0	-	0.7	0.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	106	0	326	10	0	10
Future Vol, veh/h	106	0	326	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	119	0	366	11	0	11

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	372
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.25
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.345
Pot Cap-1 Maneuver	-	-	0	667
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	667
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	10.5
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	667
HCM Lane V/C Ratio	-	-	0.017
HCM Control Delay (s)	-	-	10.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	337	50	70	270	30	35	10	70	40	10	20
Future Vol, veh/h	10	337	50	70	270	30	35	10	70	40	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	383	57	80	307	34	40	11	80	45	11	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	341	0	0	440	0	0	934	934	411	963	946	324
Stage 1	-	-	-	-	-	-	434	434	-	483	483	-
Stage 2	-	-	-	-	-	-	500	500	-	480	463	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1213	-	-	1115	-	-	245	265	639	234	260	715
Stage 1	-	-	-	-	-	-	598	579	-	563	551	-
Stage 2	-	-	-	-	-	-	551	541	-	565	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1213	-	-	1115	-	-	211	239	639	182	234	715
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	239	-	182	234	-
Stage 1	-	-	-	-	-	-	591	572	-	556	502	-
Stage 2	-	-	-	-	-	-	475	493	-	479	555	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.6	20.5	27.1
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	362	1213	-	-	1115	-	-	241
HCM Lane V/C Ratio	0.361	0.009	-	-	0.071	-	-	0.33
HCM Control Delay (s)	20.5	8	0	-	8.5	0	-	27.1
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1.6	0	-	-	0.2	-	-	1.4

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	412	15	65	295	15	10	15	60	15	30	70
Future Vol, veh/h	25	412	15	65	295	15	10	15	60	15	30	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	28	463	17	73	331	17	11	17	67	17	34	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	348	0	0	480	0	0	1070	1022	471	1056	1022	340
Stage 1	-	-	-	-	-	-	528	528	-	486	486	-
Stage 2	-	-	-	-	-	-	542	494	-	570	536	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1200	-	-	1072	-	-	197	234	589	201	234	698
Stage 1	-	-	-	-	-	-	530	524	-	559	548	-
Stage 2	-	-	-	-	-	-	521	543	-	503	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1200	-	-	1072	-	-	140	207	589	152	207	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	207	-	152	207	-
Stage 1	-	-	-	-	-	-	513	507	-	541	501	-
Stage 2	-	-	-	-	-	-	395	497	-	417	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.5	19.3	22.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1200	-	-	1072	-	-	334
HCM Lane V/C Ratio	0.276	0.023	-	-	0.068	-	-	0.387
HCM Control Delay (s)	19.3	8.1	0	-	8.6	0	-	22.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.2	-	-	1.8

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	372	115	20	85	0	0	0	0	25	0	290
Future Vol, veh/h	0	372	115	20	85	0	0	0	0	25	0	290
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	423	131	23	97	0	0	0	0	28	0	330

Major/Minor	Major1			Major2						Minor2		
Conflicting Flow All	-	0	0	553	0	0				630	695	97
Stage 1	-	-	-	-	-	-				142	142	-
Stage 2	-	-	-	-	-	-				488	553	-
Critical Hdwy	-	-	-	4.14	-	-				6.44	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-				5.44	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.44	5.54	-
Follow-up Hdwy	-	-	-	2.236	-	-				3.536	4.036	3.336
Pot Cap-1 Maneuver	0	-	-	1007	-	0				442	363	954
Stage 1	0	-	-	-	-	0				880	775	-
Stage 2	0	-	-	-	-	0				613	511	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1007	-	-				431	0	954
Mov Cap-2 Maneuver	-	-	-	-	-	-				431	0	-
Stage 1	-	-	-	-	-	-				859	0	-
Stage 2	-	-	-	-	-	-				613	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.6	11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1007	-	431	954
HCM Lane V/C Ratio	-	-	0.023	-	0.066	0.345
HCM Control Delay (s)	-	-	8.7	0	13.9	10.8
HCM Lane LOS	-	-	A	A	B	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2	1.6

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	357	40	0	0	45	50	60	10	25	0	0	0
Future Vol, veh/h	357	40	0	0	45	50	60	10	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	397	44	0	0	50	56	67	11	28	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	106	0	-	-	-	0	916	944	44
Stage 1	-	-	-	-	-	-	838	838	-
Stage 2	-	-	-	-	-	-	78	106	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1485	-	0	0	-	-	302	262	1026
Stage 1	-	-	0	0	-	-	424	382	-
Stage 2	-	-	0	0	-	-	945	807	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1485	-	-	-	-	-	219	0	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	0	-
Stage 1	-	-	-	-	-	-	308	0	-
Stage 2	-	-	-	-	-	-	945	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.5	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	285	1485	-	-	-
HCM Lane V/C Ratio	0.37	0.267	-	-	-
HCM Control Delay (s)	24.9	8.3	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	1.6	1.1	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	840	60	90	185	0	30	0	90	0	0	0
Future Volume (veh/h)	0	840	60	90	185	0	30	0	90	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	0	933	67	100	206	0	33	0	100	0	0	0
Adj No. of Lanes	0	1	1	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	968	823	179	1132	0	508	0	479	0	563	0
Arrive On Green	0.00	0.52	0.52	0.04	0.61	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	1583	1774	1863	0	1412	0	1583	0	1863	0
Grp Volume(v), veh/h	0	933	67	100	206	0	33	0	100	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1774	1863	0	1412	0	1583	0	1863	0
Q Serve(g_s), s	0.0	43.0	1.9	2.2	4.4	0.0	1.5	0.0	4.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	43.0	1.9	2.2	4.4	0.0	1.5	0.0	4.2	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	968	823	179	1132	0	508	0	479	0	563	0
V/C Ratio(X)	0.00	0.96	0.08	0.56	0.18	0.00	0.06	0.00	0.21	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	981	834	181	1148	0	508	0	479	0	563	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.6	10.7	20.9	7.7	0.0	22.2	0.0	23.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	20.3	0.0	3.7	0.1	0.0	0.2	0.0	1.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.2	0.8	1.5	2.3	0.0	0.6	0.0	2.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	40.9	10.8	24.6	7.8	0.0	22.5	0.0	24.2	0.0	0.0	0.0
LnGrp LOS		D	B	C	A		C		C			
Approach Vol, veh/h		1000			306			133			0	
Approach Delay, s/veh		38.9			13.3			23.7			0.0	
Approach LOS		D			B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		31.0	7.9	50.4		31.0		58.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		27.0	4.0	47.0		27.0		55.0
Max Q Clear Time (g_c+I1), s		6.2	4.2	45.0		0.0		6.4
Green Ext Time (p_c), s		0.4	0.0	1.4		0.0		11.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	935	15	65	265	10	80
Future Vol, veh/h	935	15	65	265	10	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	190	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1005	16	70	285	11	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1022	0	1438	1013
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	679	-	147	290
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	679	-	132	290
Mov Cap-2 Maneuver	-	-	-	-	132	-
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	27.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	256	-	-	679	-
HCM Lane V/C Ratio	0.378	-	-	0.103	-
HCM Control Delay (s)	27.4	-	-	10.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.7	-	-	0.3	-

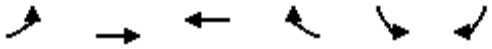
Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	990	10	95	325	5	110
Future Vol, veh/h	990	10	95	325	5	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	210	-	0	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1076	11	103	353	5	120

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1087	0	1642	1082
Stage 1	-	-	-	-	1082	-
Stage 2	-	-	-	-	560	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	642	-	110	264
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	642	-	92	264
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	480	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	30.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	92	264	-	-	642	-
HCM Lane V/C Ratio	0.059	0.453	-	-	0.161	-
HCM Control Delay (s)	46.6	29.5	-	-	11.7	-
HCM Lane LOS	E	D	-	-	B	-
HCM 95th %tile Q(veh)	0.2	2.2	-	-	0.6	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	663	677	296	65	75	170
Future Volume (veh/h)	663	677	296	65	75	170
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	713	728	318	70	81	183
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	752	1261	374	318	390	1020
Arrive On Green	0.42	0.68	0.20	0.20	0.22	0.22
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	713	728	318	70	81	183
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	29.9	16.0	12.7	2.9	2.9	3.6
Cycle Q Clear(g_c), s	29.9	16.0	12.7	2.9	2.9	3.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	752	1261	374	318	390	1020
V/C Ratio(X)	0.95	0.58	0.85	0.22	0.21	0.18
Avail Cap(c_a), veh/h	803	1325	385	328	390	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	6.6	29.8	25.8	24.7	5.5
Incr Delay (d2), s/veh	19.5	0.6	16.0	0.3	1.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	8.3	8.2	1.3	1.5	5.4
LnGrp Delay(d),s/veh	41.0	7.2	45.7	26.2	25.9	5.9
LnGrp LOS	D	A	D	C	C	A
Approach Vol, veh/h		1441	388		264	
Approach Delay, s/veh		23.9	42.2		12.0	
Approach LOS		C	D		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				56.3		21.0	36.8	19.5
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				55.0		17.0	35.0	16.0
Max Q Clear Time (g_c+I1), s				18.0		5.6	31.9	14.7
Green Ext Time (p_c), s				7.9		0.6	0.9	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	11.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	757	346	75	140	40
Future Vol, veh/h	15	757	346	75	140	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	70
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	860	393	85	159	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	478	0	-	0	1330	436
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	894	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1084	-	-	-	171	620
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	399	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1084	-	-	-	168	620
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	393	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	88.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1084	-	-	-	168	620
HCM Lane V/C Ratio	0.016	-	-	-	0.947	0.073
HCM Control Delay (s)	8.4	-	-	-	110.8	11.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	7.2	0.2

Intersection	
Int Delay, s/veh	67.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	708	189	20	237	0	88	0	35	15	105	106
Future Vol, veh/h	0	708	189	20	237	0	88	0	35	15	105	106
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	40	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	805	215	23	269	0	100	0	40	17	119	120

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1019	0	0	1286	-	912	1227	1334	269
Stage 1	-	-	-	-	-	-	912	-	-	315	315	-
Stage 2	-	-	-	-	-	-	374	-	-	912	1019	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	681	-	0	141	0	332	155	154	770
Stage 1	0	-	-	-	-	0	328	0	-	696	656	-
Stage 2	0	-	-	-	-	0	647	0	-	328	314	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	681	-	-	~ 38	-	332	132	148	770
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 38	-	-	132	148	-
Stage 1	-	-	-	-	-	-	328	-	-	696	630	-
Stage 2	-	-	-	-	-	-	425	-	-	289	314	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	$ 694.5	67.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	38	332	-	-	681	-	146	770
HCM Lane V/C Ratio	2.632	0.12	-	-	0.033	-	0.934	0.156
HCM Control Delay (s)	$ 963.8	17.3	-	-	10.5	0	117.7	10.5
HCM Lane LOS	F	C	-	-	B	A	F	B
HCM 95th %tile Q(veh)	11.1	0.4	-	-	0.1	-	6.6	0.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	161	0	277	15	0	10
Future Vol, veh/h	161	0	277	15	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	0	286	15	0	10

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	293
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	746
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	746
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	9.9
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	746
HCM Lane V/C Ratio	-	-	0.014
HCM Control Delay (s)	-	-	9.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	763	10	10	320	50	10	10	20	35	0	20
Future Vol, veh/h	20	763	10	10	320	50	10	10	20	35	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	812	11	11	340	53	11	11	21	37	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	394	0	0	822	0	0	1259	1275	817	1264	1253	367
Stage 1	-	-	-	-	-	-	860	860	-	388	388	-
Stage 2	-	-	-	-	-	-	399	415	-	876	865	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1165	-	-	807	-	-	147	167	376	146	172	678
Stage 1	-	-	-	-	-	-	351	373	-	636	609	-
Stage 2	-	-	-	-	-	-	627	592	-	344	371	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1165	-	-	807	-	-	137	159	376	126	163	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	159	-	126	163	-
Stage 1	-	-	-	-	-	-	339	361	-	615	598	-
Stage 2	-	-	-	-	-	-	596	581	-	305	359	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	26.2	34.6
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	1165	-	-	807	-	-	179
HCM Lane V/C Ratio	0.201	0.018	-	-	0.013	-	-	0.327
HCM Control Delay (s)	26.2	8.1	0	-	9.5	0	-	34.6
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	54.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	783	15	85	290	15	15	15	95	25	65	100
Future Vol, veh/h	20	783	15	85	290	15	15	15	95	25	65	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	890	17	97	330	17	17	17	108	28	74	114

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	907	0	0	1569	1484	898	1537	1483	338
Stage 1	-	-	-	-	-	-	944	944	-	531	531	-
Stage 2	-	-	-	-	-	-	625	540	-	1006	952	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1212	-	-	750	-	-	90	125	338	95	125	704
Stage 1	-	-	-	-	-	-	315	341	-	532	526	-
Stage 2	-	-	-	-	-	-	473	521	-	291	338	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1212	-	-	750	-	-	27	101	338	48	101	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	101	-	48	101	-
Stage 1	-	-	-	-	-	-	303	328	-	512	441	-
Stage 2	-	-	-	-	-	-	277	437	-	181	325	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.3	182.4	$ 309.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	127	1212	-	-	750	-	-	145
HCM Lane V/C Ratio	1.118	0.019	-	-	0.129	-	-	1.489
HCM Control Delay (s)	182.4	8	0	-	10.5	0	-	$ 309.4
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	8.3	0.1	-	-	0.4	-	-	14.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	763	140	20	90	0	0	0	0	45	10	300
Future Vol, veh/h	0	763	140	20	90	0	0	0	0	45	10	300
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	838	154	22	99	0	0	0	0	49	11	330

Major/Minor	Major1			Major2						Minor2		
Conflicting Flow All	-	0	0	992	0	0				1058	1135	99
Stage 1	-	-	-	-	-	-				143	143	-
Stage 2	-	-	-	-	-	-				915	992	-
Critical Hdwy	-	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	697	-	0				249	202	957
Stage 1	0	-	-	-	-	0				884	779	-
Stage 2	0	-	-	-	-	0				390	324	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	697	-	-				241	0	957
Mov Cap-2 Maneuver	-	-	-	-	-	-				241	0	-
Stage 1	-	-	-	-	-	-				855	0	-
Stage 2	-	-	-	-	-	-				390	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.9	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	697	-	241	957
HCM Lane V/C Ratio	-	-	0.032	-	0.251	0.344
HCM Control Delay (s)	-	-	10.3	0	24.9	10.7
HCM Lane LOS	-	-	B	A	C	B
HCM 95th %tile Q(veh)	-	-	0.1	-	1	1.5

Intersection	
Int Delay, s/veh	68.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	738	70	0	0	50	45	60	10	35	0	0	0
Future Vol, veh/h	738	70	0	0	50	45	60	10	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	811	77	0	0	55	49	66	11	38	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	104	0	-	-	-	0	1779	1803	77
Stage 1	-	-	-	-	-	-	1699	1699	-
Stage 2	-	-	-	-	-	-	80	104	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1488	-	0	0	-	-	90	79	984
Stage 1	-	-	0	0	-	-	163	148	-
Stage 2	-	-	0	0	-	-	943	809	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1488	-	-	-	-	-	~ 39	0	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 39	0	-
Stage 1	-	-	-	-	-	-	70	0	-
Stage 2	-	-	-	-	-	-	943	0	-

Approach	EB	WB	NB
HCM Control Delay, s	9.4	0	$ 581
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	60	1488	-	-	-
HCM Lane V/C Ratio	1.923	0.545	-	-	-
HCM Control Delay (s)	$ 581	10.3	0	-	-
HCM Lane LOS	F	B	A	-	-
HCM 95th %tile Q(veh)	10.9	3.5	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	935	15	65	265	10	80
Future Volume (veh/h)	935	15	65	265	10	80
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	1005	16	70	285	11	86
Adj No. of Lanes	1	0	1	1	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	1172	19	88	1418	18	137
Arrive On Green	0.64	0.64	0.05	0.76	0.10	0.10
Sat Flow, veh/h	1828	29	1774	1863	180	1409
Grp Volume(v), veh/h	0	1021	70	285	98	0
Grp Sat Flow(s),veh/h/ln	0	1858	1774	1863	1605	0
Q Serve(g_s), s	0.0	24.8	2.2	2.4	3.3	0.0
Cycle Q Clear(g_c), s	0.0	24.8	2.2	2.4	3.3	0.0
Prop In Lane		0.02	1.00		0.11	0.88
Lane Grp Cap(c), veh/h	0	1190	88	1418	156	0
V/C Ratio(X)	0.00	0.86	0.80	0.20	0.63	0.00
Avail Cap(c_a), veh/h	0	1511	126	1779	511	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.1	26.6	1.9	24.5	0.0
Incr Delay (d2), s/veh	0.0	4.2	20.0	0.1	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.9	1.6	1.2	1.6	0.0
LnGrp Delay(d),s/veh	0.0	12.3	46.6	2.0	28.6	0.0
LnGrp LOS		B	D	A	C	
Approach Vol, veh/h	1021			355	98	
Approach Delay, s/veh	12.3			10.8	28.6	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		9.5	6.8	40.2				47.0
Change Period (Y+Rc), s		4.0	4.0	4.0				4.0
Max Green Setting (Gmax), s		18.0	4.0	46.0				54.0
Max Q Clear Time (g_c+I1), s		5.3	4.2	26.8				4.4
Green Ext Time (p_c), s		0.2	0.0	9.4				13.5

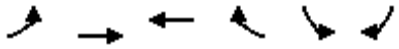
Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	990	10	95	325	5	110
Future Volume (veh/h)	990	10	95	325	5	110
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	1076	11	103	353	5	120
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1187	12	132	1453	172	154
Arrive On Green	0.64	0.64	0.07	0.78	0.10	0.10
Sat Flow, veh/h	1841	19	1774	1863	1774	1583
Grp Volume(v), veh/h	0	1087	103	353	5	120
Grp Sat Flow(s),veh/h/ln	0	1859	1774	1863	1774	1583
Q Serve(g_s), s	0.0	32.6	3.7	3.3	0.2	4.8
Cycle Q Clear(g_c), s	0.0	32.6	3.7	3.3	0.2	4.8
Prop In Lane		0.01	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1199	132	1453	172	154
V/C Ratio(X)	0.00	0.91	0.78	0.24	0.03	0.78
Avail Cap(c_a), veh/h	0	1313	136	1573	463	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.9	29.6	1.9	26.6	28.7
Incr Delay (d2), s/veh	0.0	8.8	24.4	0.1	0.1	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.2	2.7	1.7	0.1	2.5
LnGrp Delay(d),s/veh	0.0	18.7	54.0	2.0	26.7	37.1
LnGrp LOS		B	D	A	C	D
Approach Vol, veh/h	1087			456	125	
Approach Delay, s/veh	18.7			13.8	36.7	
Approach LOS	B			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		10.3	8.8	46.0				54.8
Change Period (Y+Rc), s		4.0	4.0	4.0				4.0
Max Green Setting (Gmax), s		17.0	5.0	46.0				55.0
Max Q Clear Time (g_c+I1), s		6.8	5.7	34.6				5.3
Green Ext Time (p_c), s		0.2	0.0	7.4				16.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	757	346	75	140	40
Future Volume (veh/h)	15	757	346	75	140	40
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	17	860	393	85	159	45
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	31	1206	783	169	260	232
Arrive On Green	0.02	0.65	0.53	0.53	0.15	0.15
Sat Flow, veh/h	1774	1863	1485	321	1774	1583
Grp Volume(v), veh/h	17	860	0	478	159	45
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1806	1774	1583
Q Serve(g_s), s	0.4	11.7	0.0	6.6	3.3	1.0
Cycle Q Clear(g_c), s	0.4	11.7	0.0	6.6	3.3	1.0
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	31	1206	0	952	260	232
V/C Ratio(X)	0.56	0.71	0.00	0.50	0.61	0.19
Avail Cap(c_a), veh/h	183	2590	0	2139	822	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	4.5	0.0	5.9	15.5	14.6
Incr Delay (d2), s/veh	14.8	0.8	0.0	0.4	2.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	6.0	0.0	3.3	1.8	0.9
LnGrp Delay(d),s/veh	33.7	5.3	0.0	6.3	17.9	15.0
LnGrp LOS	C	A		A	B	B
Approach Vol, veh/h		877	478		204	
Approach Delay, s/veh		5.8	6.3		17.2	
Approach LOS		A	A		B	

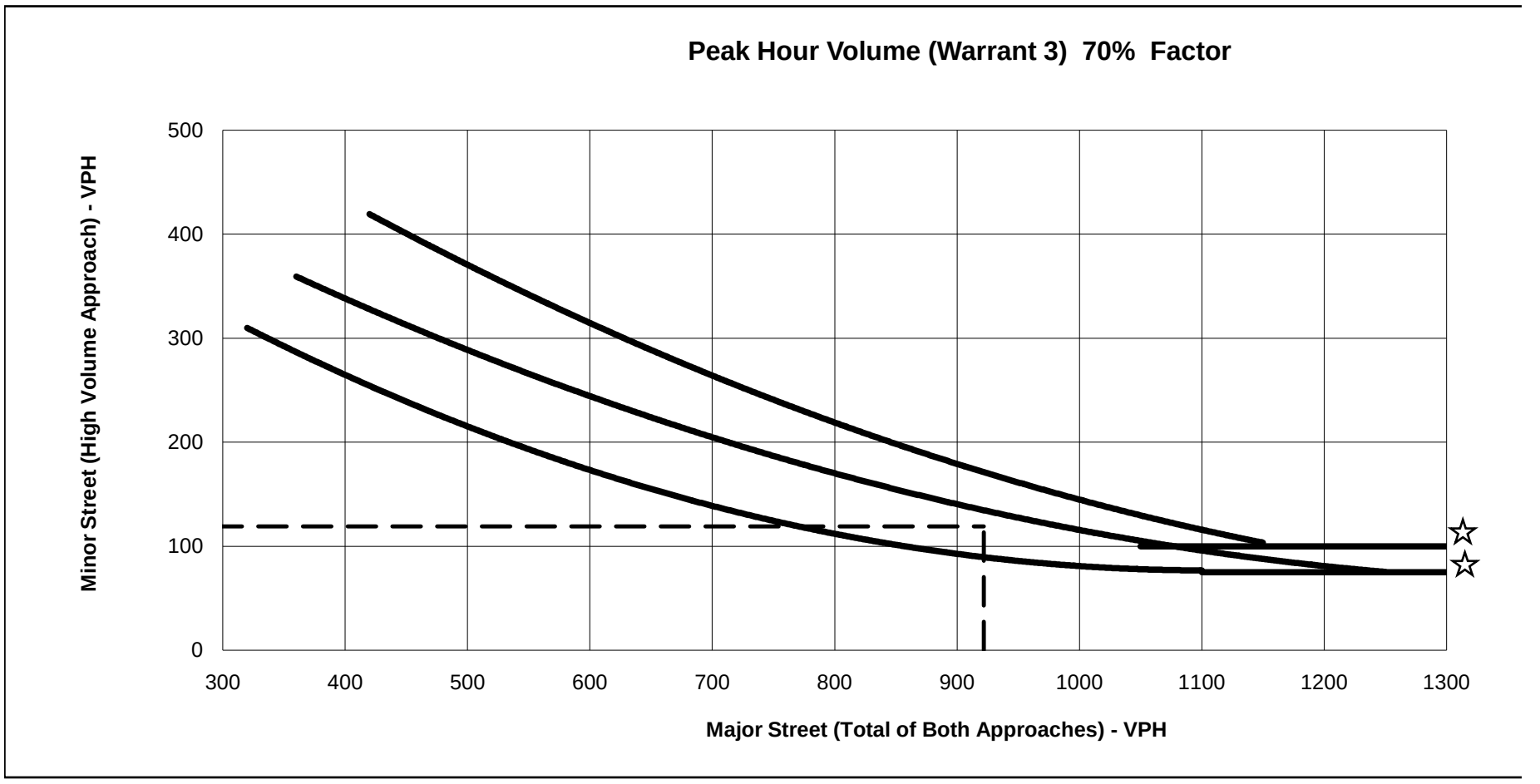
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				29.2		9.7	4.7	24.5
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				54.0		18.0	4.0	46.0
Max Q Clear Time (g_c+I1), s				13.7		5.3	2.4	8.6
Green Ext Time (p_c), s				11.4		0.4	0.0	11.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Appendix C
Traffic Signal Warrants

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



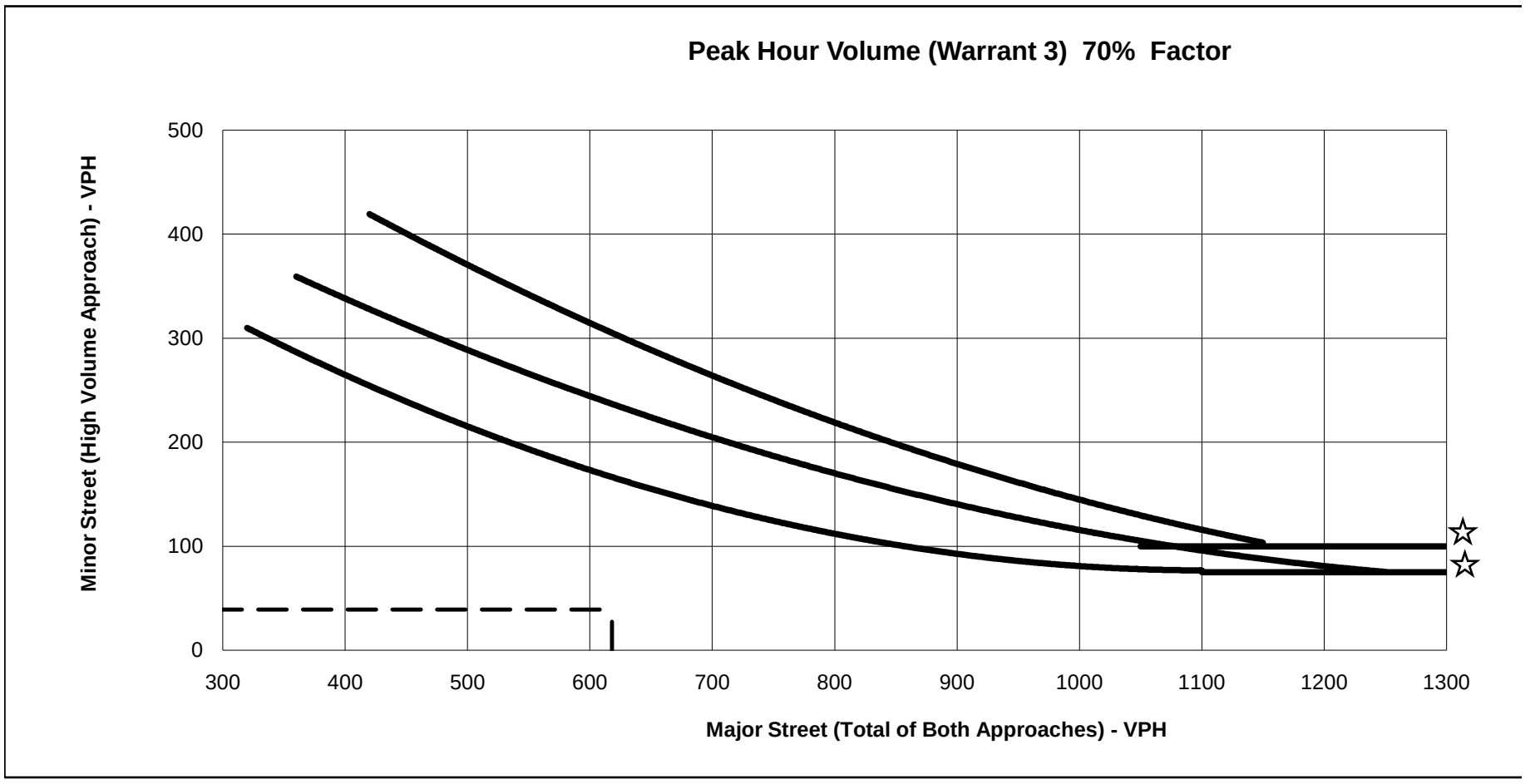
☆ NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Existing PM

		Number of Lanes
Major Approach	Avila Beach Drive	1
Minor Approach	US 101 SB Off-Ramp/Sh	1
Major St. Volume:	922	
Minor St. Volume:	119	
Warrant Met?:	Yes	

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

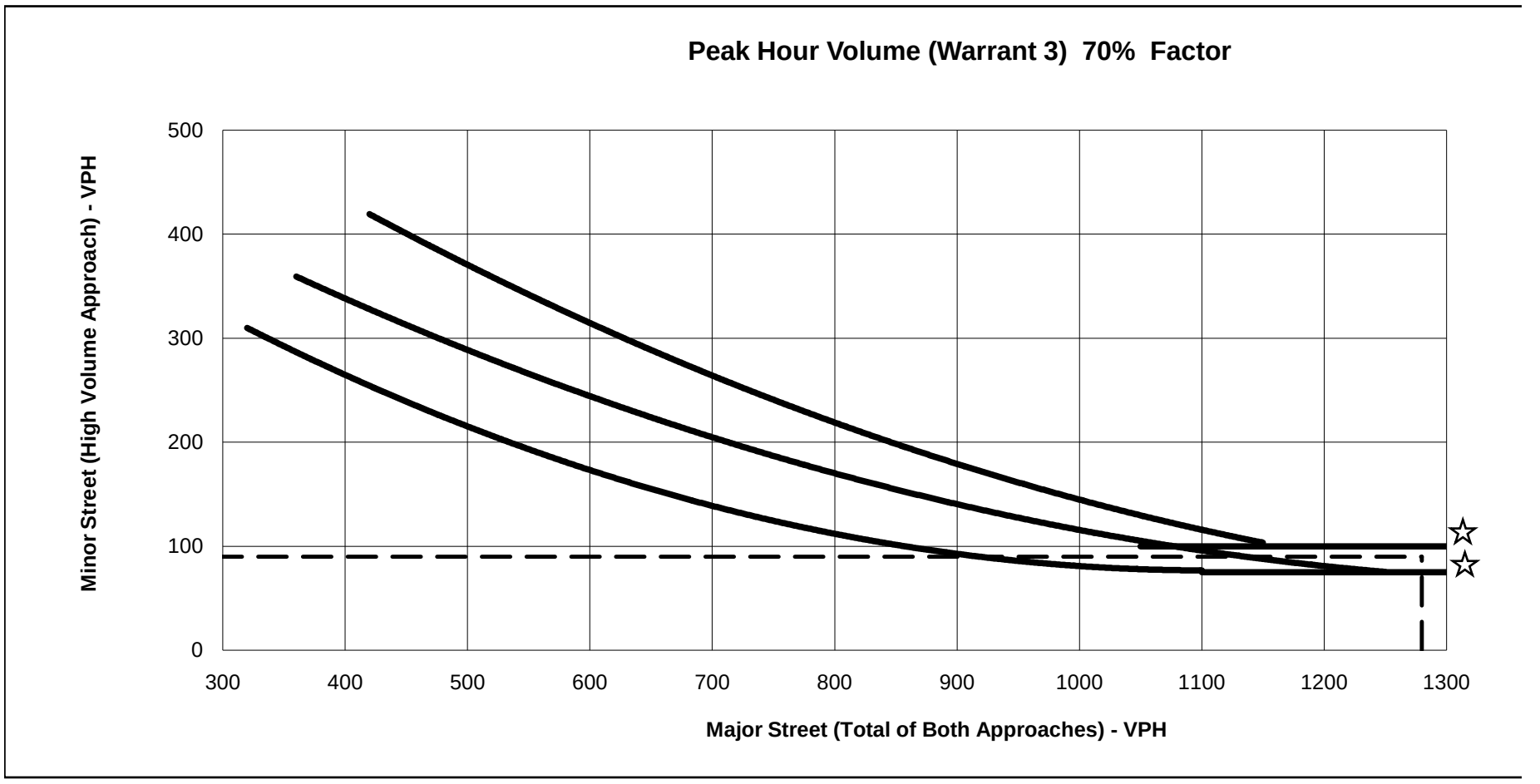
Existing PM

		Number of Lanes
Major Approach	San Luis Bay Drive	1
Minor Approach	101 NB Ramps	1

Major St. Volume:	618
Minor St. Volume:	39
Warrant Met?:	No

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

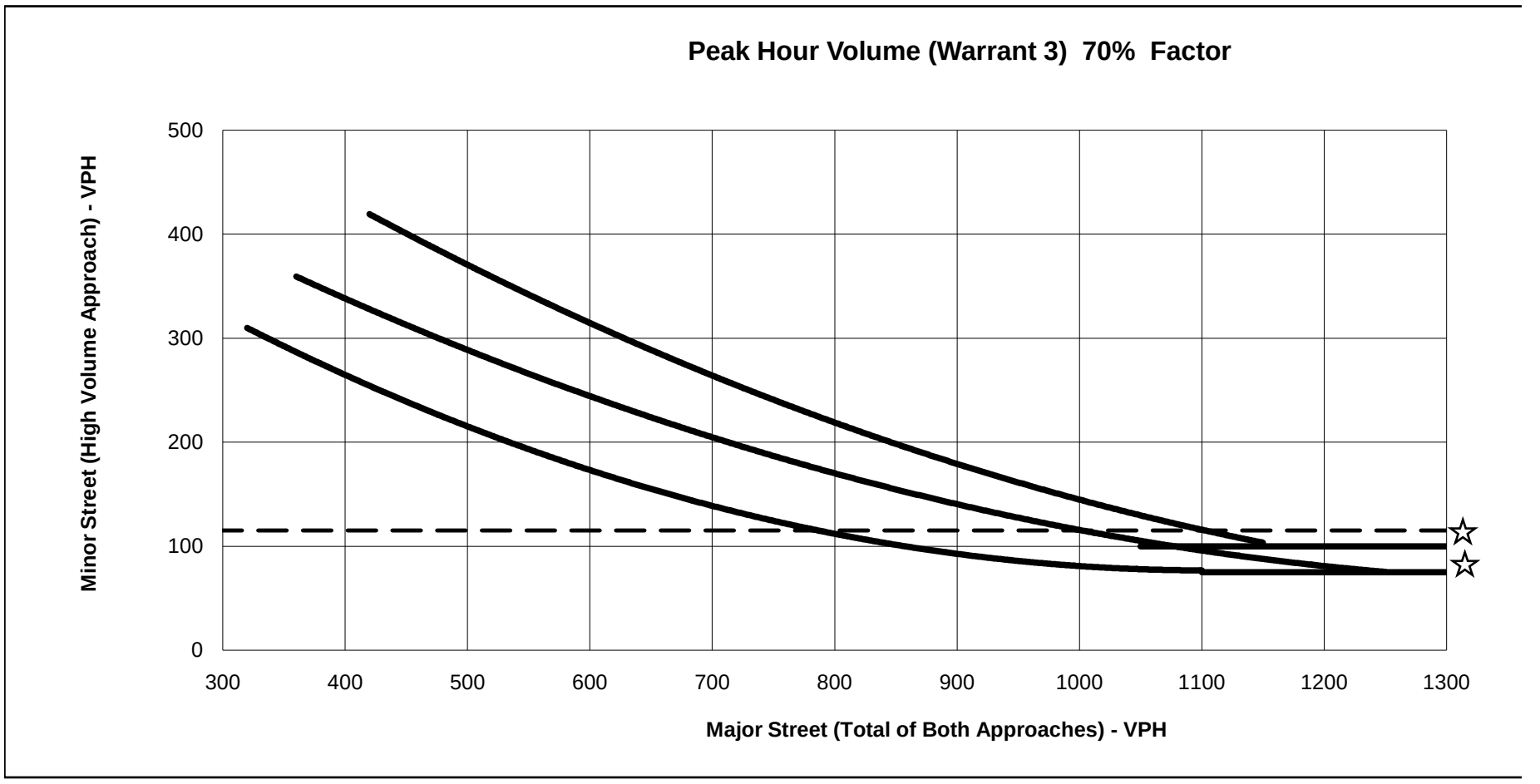
Cumulative PM

		Number of Lanes
Major Approach	Avila Beach Drive	1
Minor Approach	San Miguel Street	1

Major St. Volume:	1280
Minor St. Volume:	90
Warrant Met?:	Yes

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

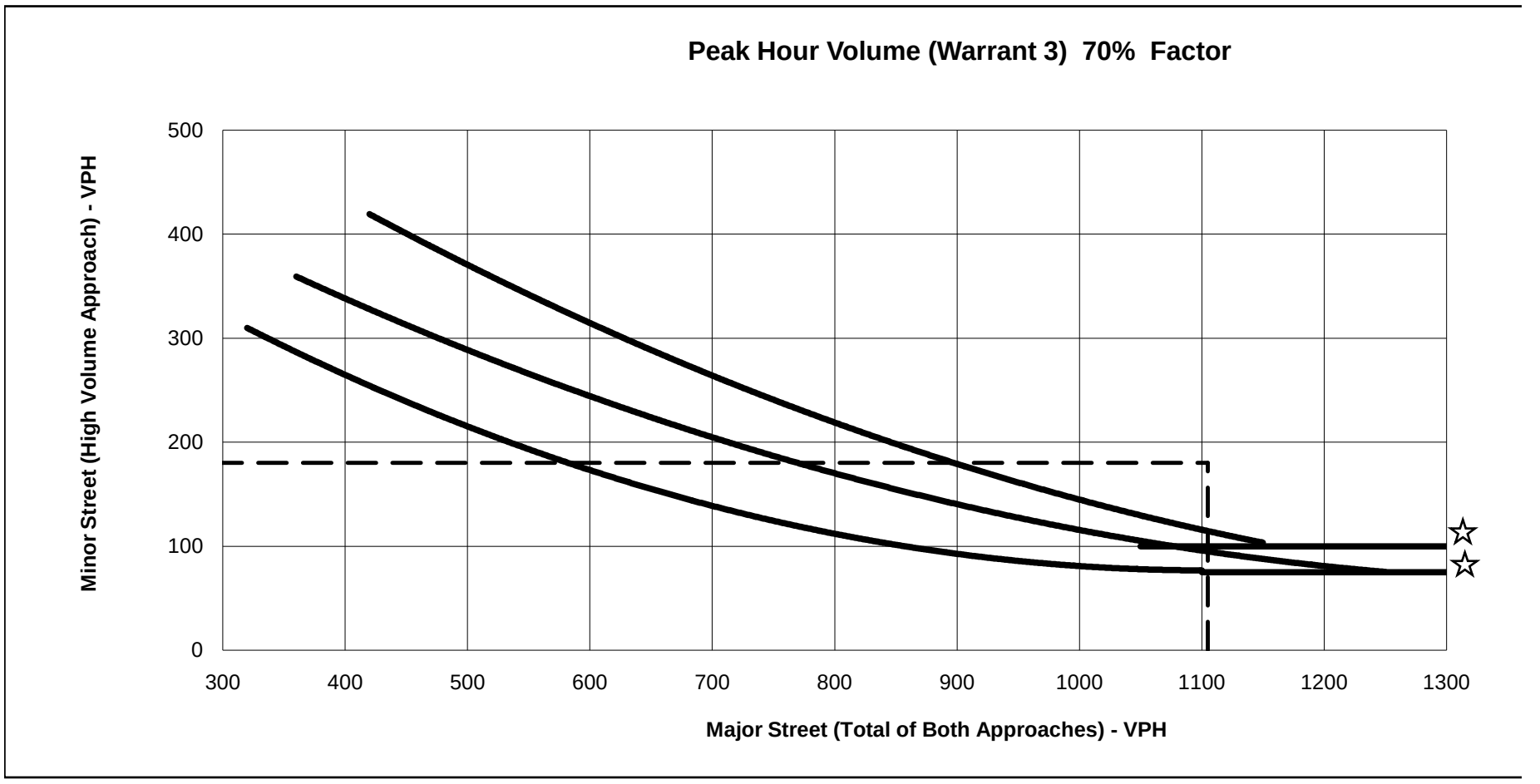
Cumulative PM

		Number of Lanes
Major Approach	Avila Beach Drive	1
Minor Approach	San Luis Street	1

Major St. Volume:	1420
Minor St. Volume:	115
Warrant Met?:	Yes

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

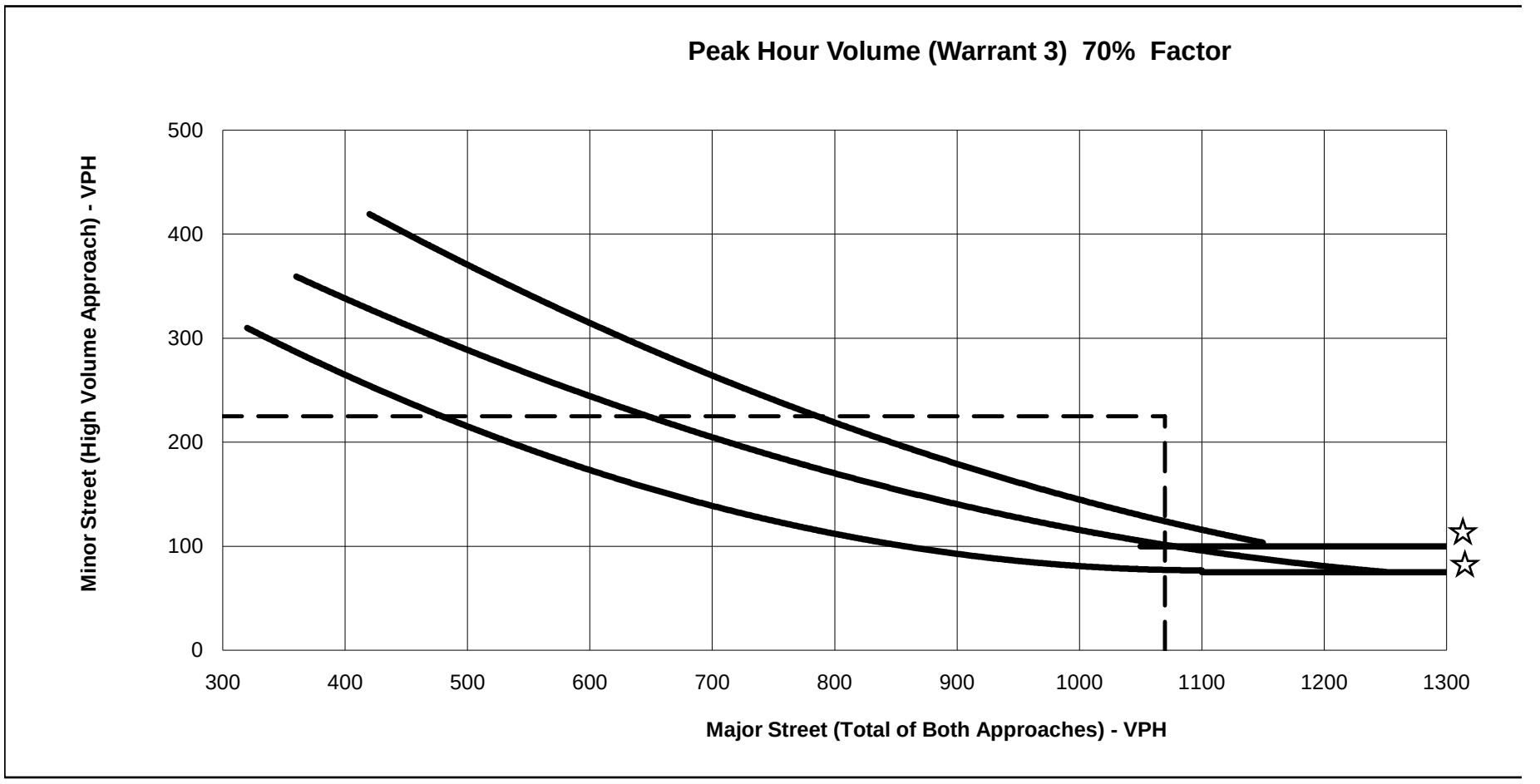
Cumulative PM

		Number of Lanes
Major Approach	Avila Beach Drive	1
Minor Approach	Ontario Road	1

Major St. Volume:	1105
Minor St. Volume:	180
Warrant Met?:	Yes

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

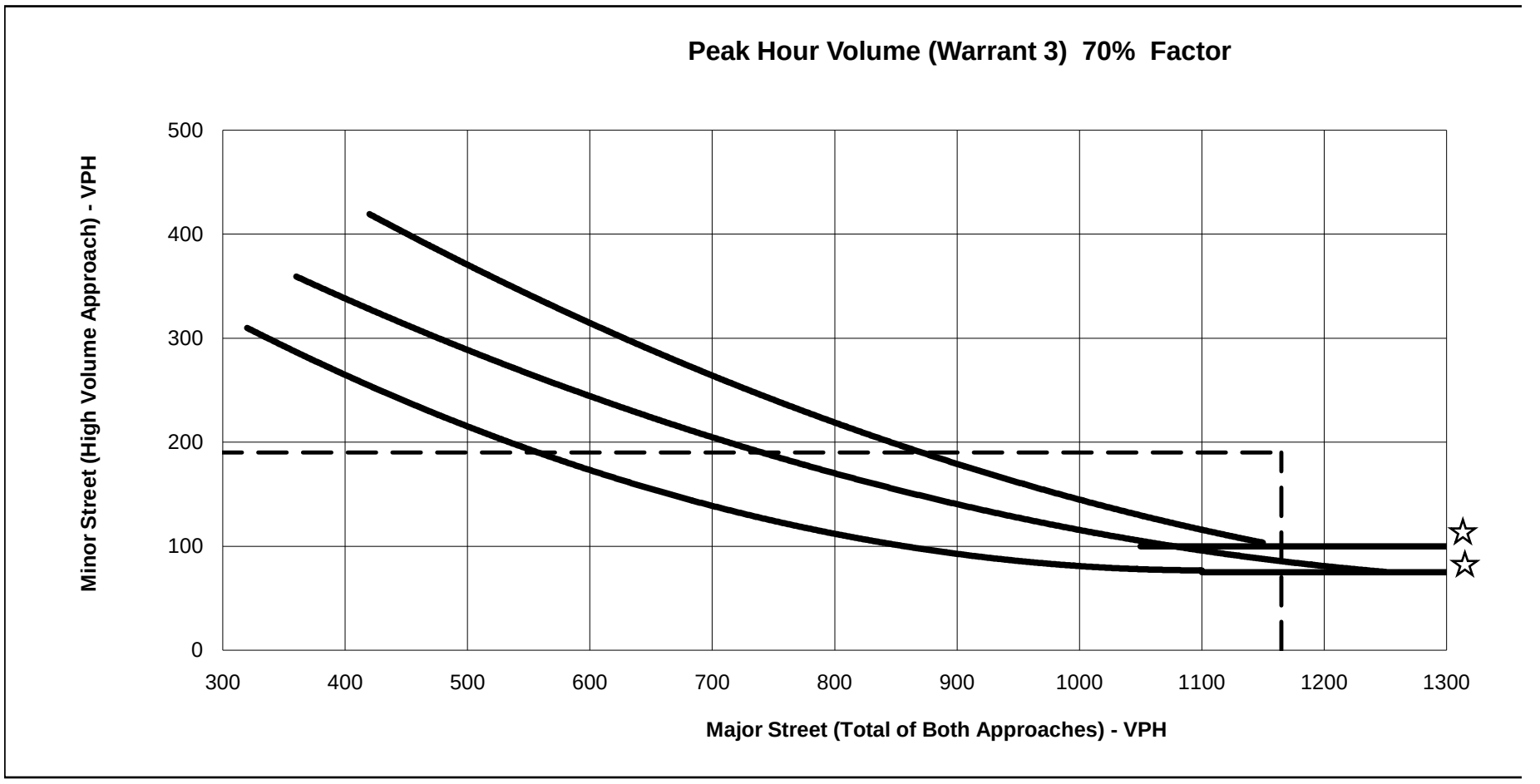
Cumulative PM

		Number of Lanes
Major Approach	Avila Beach Drive	1
Minor Approach	US 101 SB Off-Ramp/Sh	1

Major St. Volume:	1070
Minor St. Volume:	225
Warrant Met?:	Yes

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

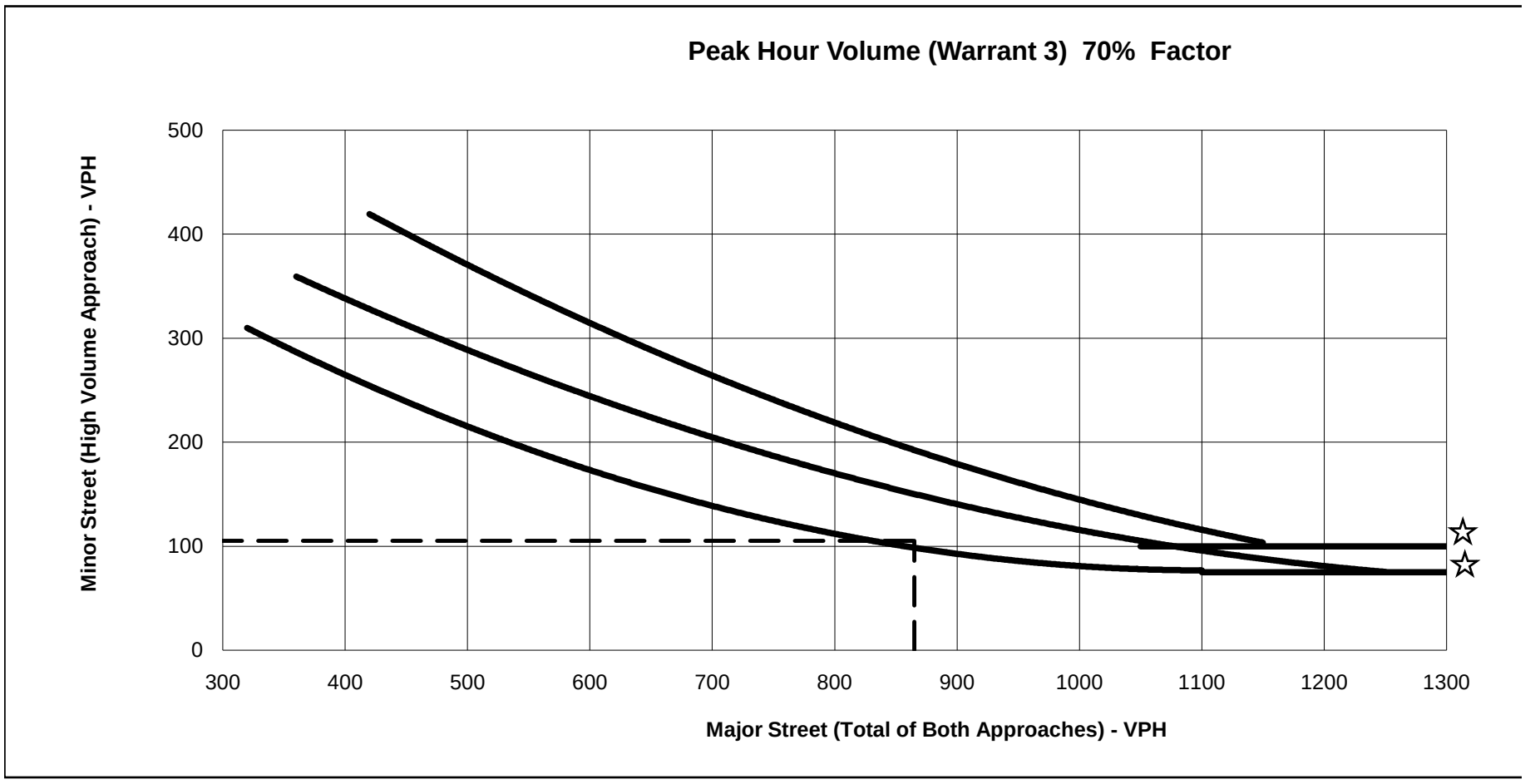
Cumulative PM

		Number of Lanes
Major Approach	San Luis Bay Drive	1
Minor Approach	Ontario Road	1

Major St. Volume:	1165
Minor St. Volume:	190
Warrant Met?:	Yes

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
400	265	400	340	400	N/A
500	210	500	290	500	375
600	180	600	240	600	310
700	150	700	200	700	260
800	90	800	175	800	220
900	100	900	140	900	180
1000	85	1000	120	1000	150
1100	75	1100	95	1150	100
1200	75	1200	80	1200	100
1300	75	1250	75	1300	100

** Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation*



☆ NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Cumulative PM

		Number of Lanes
Major Approach	San Luis Bay Drive	1
Minor Approach	US 101 NB Ramps	1

Major St. Volume:	865
Minor St. Volume:	105
Warrant Met?:	Yes

Appendix D
Model Land Uses by TAZ

Appendix D Model Land Uses by TAZ

Table A1 - Existing Land Uses by TAZ

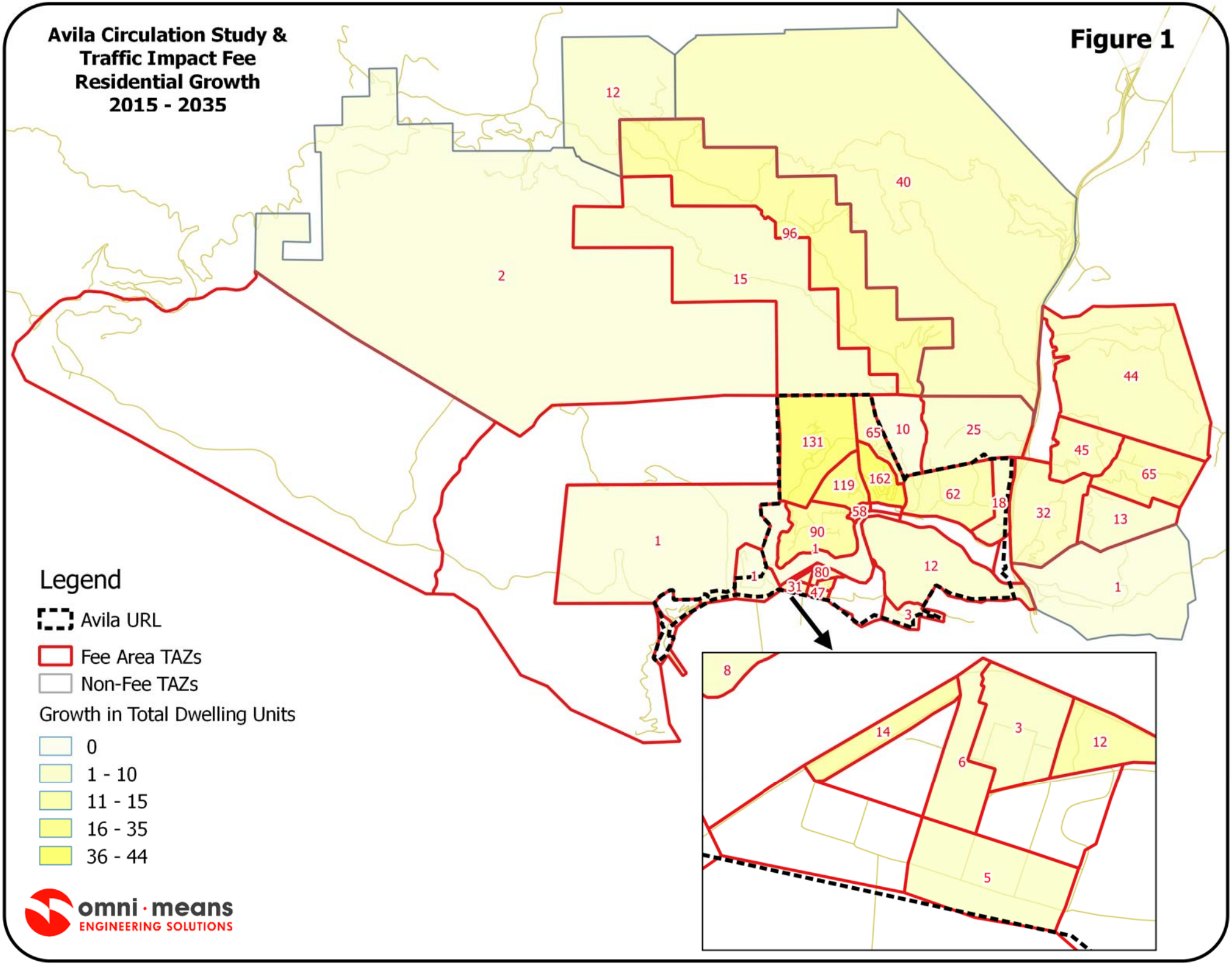
EXISTING LAND USES BY TAZ							
TAZ	HH_0	HH_1	HH_2	RETAIL	SERVICE	OTHER	EDUC
101	0	12	19	94	63	0	0
102	1	16	26	49	34	0	0
103	1	19	31	0	0	0	0
104	1	12	20	0	0	0	0
105	1	29	47	0	0	0	0
106	0	11	18	25	16	0	0
107	0	5	8	20	14	0	0
108	0	1	1	0	0	0	0
109	0	0	1	0	11	0	0
110	0	0	1	0	43	0	0
111	0	31	51	0	0	0	0
112	0	22	36	0	0	0	0
113	0	0	0	30	21	0	0
114	0	44	75	0	0	0	0
115	0	32	55	0	0	0	0
116	0	60	102	0	0	0	0
117	0	24	41	0	0	0	0
118	0	3	6	0	0	0	0
119	0	8	14	0	0	1	0
120	0	23	38	0	6	0	154
121	0	3	6	17	11	0	0
122	0	0	0	0	6	0	0
123	0	0	0	0	21	0	0
124	0	2	3	0	25	0	0
125	0	0	0	0	0	10	0
126	0	0	0	0	0	0	0
127	0	10	17	0	0	2	0
128	0	4	7	0	0	0	0
129	0	22	36	0	0	0	0
130	0	13	22	0	0	0	0
131	0	0	0	0	0	1	0
132	0	11	18	0	0	0	0
133	0	33	55	0	0	0	0
134	0	4	8	0	0	0	0
135	0	0	0	0	0	28	0
136	0	0	1	0	2	12	0
137	0	0	0	0	25	0	0
138	0	0	0	35	32	0	0
139	0	0	0	0	1220	26	0
201	0	0	1	0	0	7	0
202	0	4	7	0	0	22	0
203	0	1	3	0	0	2	0
204	0	1	1	0	0	4	0

Table A2 - 2035 Land Uses by TAZ

2035 LAND USES BY TAZ							
TAZ	HH_0	HH_1	HH_2	RETAIL	SERVICE	OTHER	EDUC
101	0	12	19	96	64	0	0
102	1	17	29	57	40	0	0
103	1	19	31	0	0	0	0
104	1	17	28	0	0	0	0
105	1	30	49	0	0	0	0
106	1	14	22	25	16	0	0
107	0	5	8	26	17	0	0
108	0	6	10	0	0	0	0
109	0	0	1	0	11	0	0
110	0	0	1	0	43	0	0
111	0	33	56	0	0	0	0
112	0	22	36	0	0	0	0
113	0	0	0	35	23	0	0
114	0	44	75	0	0	0	0
115	0	49	82	0	0	0	0
116	0	60	102	0	0	0	0
117	0	24	41	0	0	0	0
118	0	4	6	0	0	0	0
119	0	9	16	0	0	1	0
120	0	23	39	0	6	0	154
121	0	7	11	42	28	0	0
122	0	0	0	0	6	0	0
123	0	0	0	0	21	0	0
124	0	4	8	0	25	0	0
125	0	0	0	0	0	25	0
126	0	1	2	0	0	0	0
127	0	12	19	0	0	2	0
128	0	5	8	0	0	0	0
129	0	24	41	0	0	0	0
130	0	17	28	0	0	0	0
131	0	0	0	0	0	1	0
132	0	16	28	0	0	0	0
133	0	35	58	0	0	0	0
134	0	4	8	0	0	0	0
135	0	0	0	0	0	28	0
136	0	0	1	0	2	12	0
137	0	0	0	18	60	0	0
138	0	0	0	35	36	0	0
139	0	0	0	0	1220	26	0
201	0	0	1	0	0	7	0
202	0	4	7	0	0	22	0
203	0	1	3	0	0	2	0
204	0	1	1	0	0	4	0

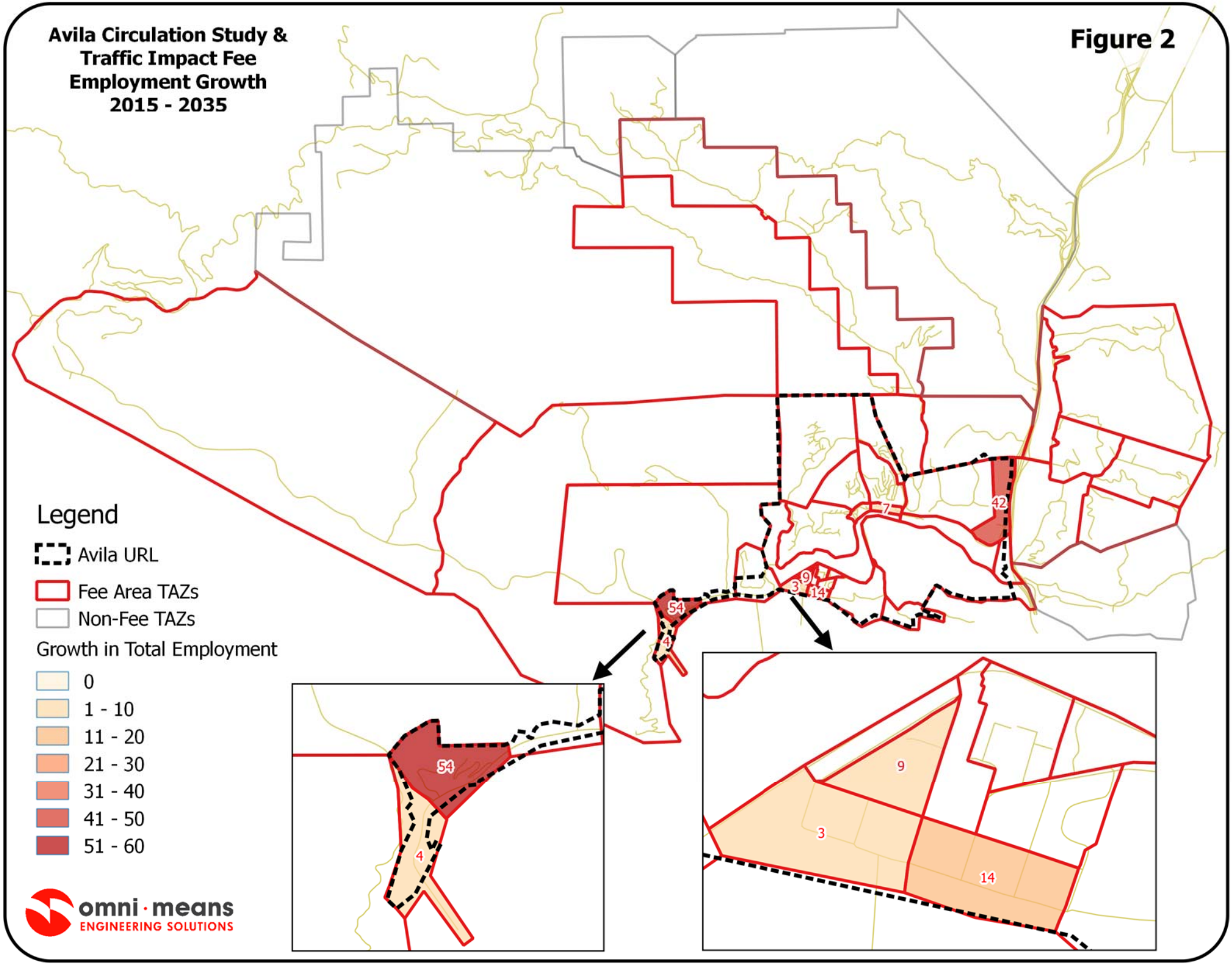
Avila Circulation Study & Traffic Impact Fee Residential Growth 2015 - 2035

Figure 1



Avila Circulation Study & Traffic Impact Fee Employment Growth 2015 - 2035

Figure 2



Appendix E
Existing Conditions Calibration Report

2015 Avila Circulation Study and Traffic Impact Fee Update

Existing Conditions Model Calibration Report

Prepared for:

County of San Luis Obispo

Prepared by:

omni · means
ENGINEERING SOLUTIONS

2015 Avila Circulation Study and Traffic Impact Fee Update

Existing Conditions Model Calibration Report

Prepared for:

County of San Luis Obispo

County Government Center, Room 2016

San Luis Obispo, CA 93408

Prepared by:

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September 2015

25-6462-13

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

Introduction

San Luis Obispo County has retained Omni-Means to update the Avila Travel Demand Model, the Circulation Plan, the Capital Improvement Program, and the Traffic Impact Fee. This report has been prepared in order to document the methodology, processes, and supporting technical documentation for the Avila Travel Demand Model (TDM) development and update process, and calibration of the *2015 Existing Conditions* TDM. The existing traffic flow conditions were simulated in the Avila Travel Demand Model. The Model will be used to forecast future travel within the Avila area and then determine the future circulation improvements to support the capacity needs identified.

Calibration of 2015 Existing Conditions Avila Traffic Forecast Model

This report presents the methodology, processes, and supporting technical documentation for the Avila Travel Demand Model (TDM) development/update process and calibration of the *2015 Existing Conditions* TDM.

Travel Demand Model Development

This section presents the supporting technical documentation for the Avila TDM development process. The procedure is outlined below:

1. Collect parcel data and aggregate areas into Traffic Analysis Zones (TAZ)
2. Model the traffic network
3. Create the four-step modeling process
4. Calibrate the base year model
5. Forecast build-out year travel demand (incomplete)

Land Use Data

Travel demand models simulate travel demand by first estimating trips generated in zones within the study area. The number and type of trips generated and attracted between areas depend on land use. The County Assessor's parcel database provides land use data in terms of zoning and development type (e.g. housing, commercial development, public uses). The land uses were further simplified into housing unit and employment estimates, which are consistent with the US Census. The existing land uses within Avila are summarized in Table 1.

TABLE 1:
EXISTING LAND USE

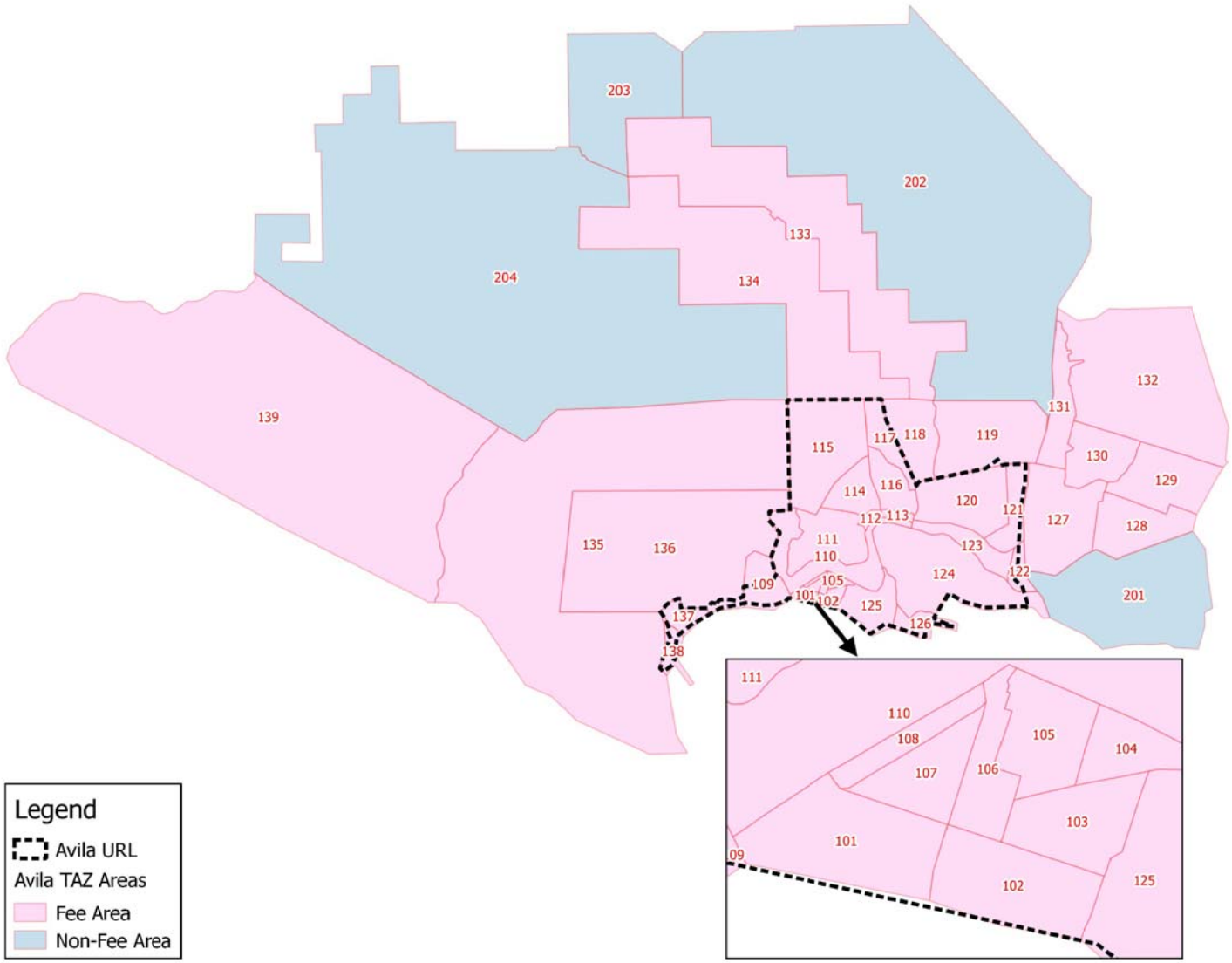
Land Use	2015 Conditions		
	Area 1	Area 2	AVILA TOTAL
Residential (dwelling units)	**1,228**	**55**	**1,283**
Single Family	968	18	986
Multi Family	253	0	253
Mobile Home	7	37	44
Non-Residential (acres)	**8,501**	**3,817**	**12,318**
Agriculture	6,987	3,817	10,803
Commercial + Motel	18	0	18
Golf/Recreation	428	0	428
Industrial	96	0	96
Office	0	0	0
Public Facility/Other	973	0	973
Estimated Employment	**1,896**	**35**	**1,931**
Retail	270	0	270
Service	1,546	0	1,546
Other	80	35	115

**Area 1 consists of parcels insdie the Avila Fee Area, and Area 2 consists of parcels outside the Avila Fee Area that are included in the Avila TDM*

Creation of TAZ Map

Avila land uses are simplified into areas referred to as “Traffic Analysis Zones” (TAZs) for travel demand modeling purposes. Aggregating minute areas like parcels into larger zones decreases the computation intensity of the model and simplifies data processing. The TAZs are defined using real-world traffic boundaries, such as natural geographic barriers (e.g. rivers and creeks) and “man-made” barriers (e.g. major street right-of-ways and railroads).

Figure 1 presents the Avila TAZ boundary map. A total of 43 TAZs were defined for the Avila area. The TAZ boundaries are separated into two areas, as presented in Figure 6. Area 1 of the two model areas is the fee area, which will be used in the Avila Circulation Study and Impact Fee Update.



Avila Circulation Study & Traffic Impact Fee Update

Figure 1

Avila Traffic Analysis Zone (TAZ) Map

Network Creation

Street networks handle the trips generated by land use. The travel demand model simulates a road's ability to handle travel demand based on facility type (e.g. freeway, highway, arterial, and collector), number of lanes, speed, and alignment. Figure 2 shows the Base Year network map, which reflects the existing Avila roadway system.

Table 2 presents the road classification categories, the associated operating characteristics of each category, and examples of roads in each category.

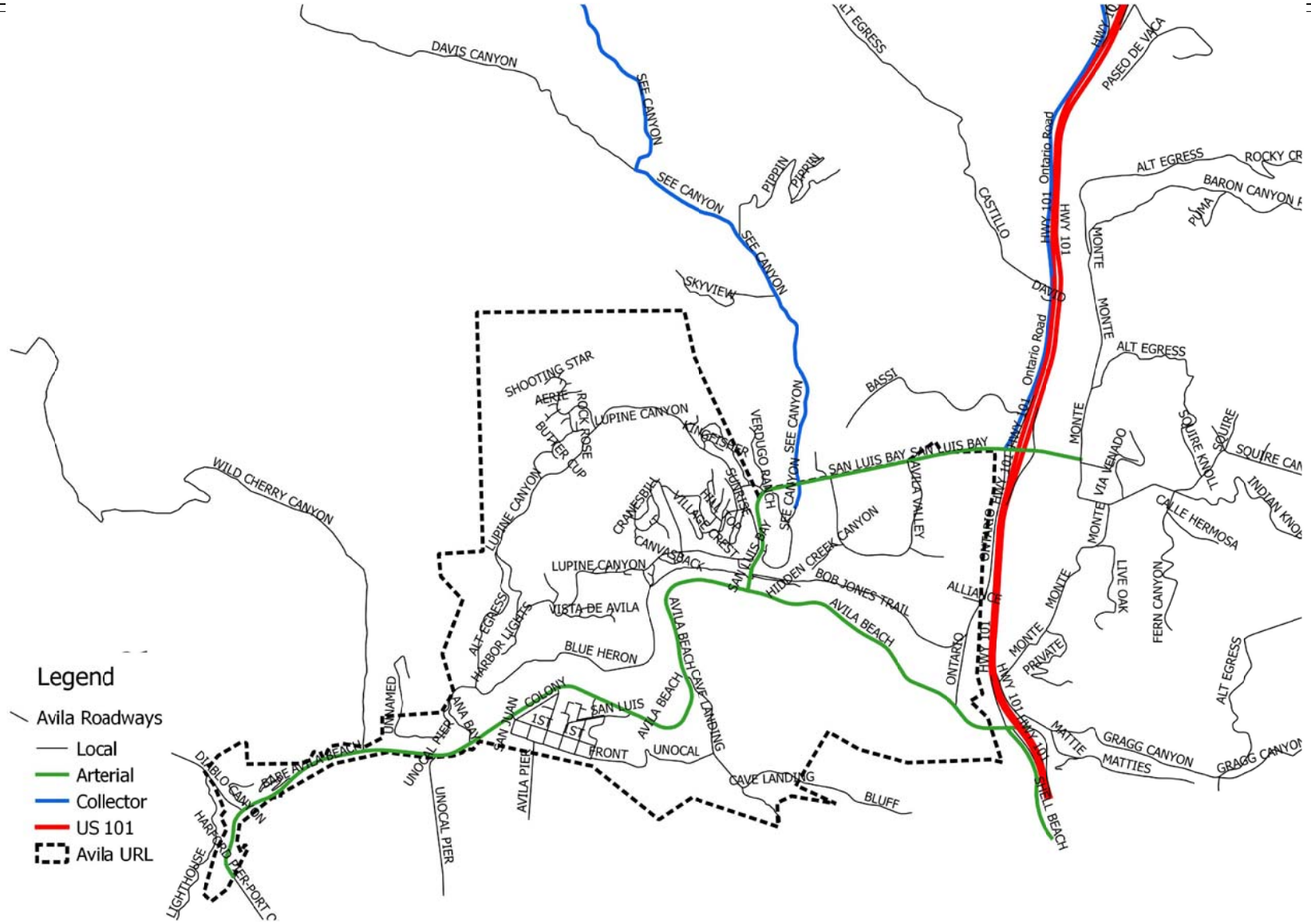
TABLE 2:
ROADWAY CLASSIFICATION

Classification	Capacity (Vehicles per Lane per Hour)	Free-Flow Speed (mph)	Example Roadway
Freeway	2000	65-70	US Highway 101
Highway	1000	45-55	Highway 1
Arterial	800	35-45	San Luis Bay Road
Collector	600	25-35	See Canyon Road
Local	300	25-35	San Rafael Street

Four-Step Modeling Process

The CUBE/Voyager (Citilabs) software suite was used for the current update to the Avila Travel Demand Model. The prior version of the Avila model also used CUBE. The travel demand model follows an industry-standard four-step procedure for modeling travel demand. The steps are as follows:

1. Trip Generation – Estimate the trips generated and attracted by individual Traffic Analysis Zones (TAZs)
2. Trip Distribution – Match trips that are generated and attracted between zones for varying trip purposes.
3. Mode Choice – Select a travel mode for a particular trip.
4. Assignment – Select a path for the chosen travel mode and trip.



Avila Circulation Study & Traffic Impact Fee Update

Figure 2

Avila Roadway Network

Trip Generation

Land uses generate a varying number of trips based on development type and development quantity. Trip producing land use groups include single-family and multi-family residential dwelling units. Trip attracting land use groups include retail, office, industrial and educational land uses. The land use quantities derived from the parcel database was converted into dwelling unit and employment estimates. These TAZ-level estimates were checked for consistency with the US Census and the regional model.

Each trip purpose has a different trip generation rate for each land use. Trip generation rates for individual land uses were checked against traffic studies contained in the Institute of Transportation Engineers *Trip Generation, 9th Edition* manual.

Trip Distribution

The trips generated and attracted between land uses depend on trip purpose and network impedance. Modeled trips were sorted into five trip purpose categories.

1. Home-Based Work (HBW)
2. Home-Based Education (HBE)
3. Home-Based Shop (HBS)
4. Home-Based Other (HBO)
5. Other-Based Other (OBO)

The ability for one land use to satisfy the trip purpose of another land use leads to the creation of an origin-destination pairing (e.g. a trip from a residential area to an area containing retail development). The likelihood of such a pairing also depends on the travel time for such a trip to occur. Long travel times between zones, which are affected by congested roadways, decrease the likelihood of an origin-destination pairing and results in the model seeking another closer trip pairing opportunity.

Mode Choice

The Avila travel demand model solely simulates automobile travel patterns. Transit service is not a major component of the vehicular traffic within Avila and was not considered in the travel demand model process.

Trip Assignment

Trips between origin-destination pairs are assigned by the model using an equilibrium process. The multiple possible paths between zones are iteratively loaded until no one path provides an advantage over another. The volumes on each network link are then compared against real-world traffic counts to determine model correctness. The following section outlines the model calibration procedure.

Model Calibration

The previous section described the creation of a complete but “un-validated” base year model, i.e. the model may not accurately reflect real-world travel demand. Calibrating the model so that it reasonably reflects real world travel demand requires matching the model estimate on a set of links against traffic counts. Table 3 presents the calibration for each selected facility used in the calibration process.

TABLE 3:
AVILA TRAVEL DEMAND MODEL - CALIBRATION SUMMARY

Roadway	Location	Type	Count Year	Existing Traffic Count	Model Forecast	Model Diff	% Error Model	% Error Target
US 101	South of Los Osos Valley Road	Freeway	2014	66,200	65,700	500	-0.8%	7.0%
	North of San Luis Bay Drive	Freeway	2014	71,000	72,500	-1,500	2.1%	7.0%
	North of Avila Beach Drive	Freeway	2014	66,500	65,000	1,500	-2.3%	7.0%
	South of Avila Beach Drive	Freeway	2014	69,800	69,400	400	-0.6%	7.0%
Avila Beach Drive	West of US 101 SB Ramps	Arterial	2014	9,631	10,900	-1,269	13.2%	15.0%
	West of San Luis Bay Drive	Arterial	2014	11,136	11,500	-364	3.3%	15.0%
	East of Lighthouse/Pier	Arterial	2014	2,413	2,200	213	-8.8%	15.0%
1 St Street	South of Avila Beach Drive	Collector	2014	1,918	2,100	-182	9.5%	25.0%
Monte Road	North of US 101 NB On Ramp	Collector	2014	197	180	17	-8.6%	25.0%
	North of Avila Beach Drive	Collector	2014	1,797	2,500	-703	**39.1%**	25.0%
Ontario Raod	South of San Luis Bay Drive	Collector	2014	1,140	1,100	40	-3.5%	25.0%
San Luis Street	South/SW of Avila Beach Drive	Collector	2014	1,804	2,200	-396	22.0%	25.0%
San Luis Bay Drive	Nort of Avila Beach Drive	Arterial	2014	6,301	6,700	-399	6.3%	15.0%
	West of Ontario Road	Arterial	2014	8,010	8,900	-890	11.1%	15.0%
	East of US 101 NB Ramps	Collector	2014	1,243	1,400	-157	12.6%	25.0%
San Miguel Street	South of Avila Beach Drive	Collector	2014	1,467	1,600	-133	9.1%	25.0%
See Canyon Road	North of San Luis Bay Drive	Collector	2014	1,028	1,000	28	-2.7%	25.0%
Shell Beach Road	South of Avila Beach Drive	Collector	2014	3,305	3,200	105	-3.2%	25.0%

The existing traffic counts are compared to model link outputs by their difference. The associated percent model difference is then compared to an industry standard acceptable percent error target for each segment, by facility type, by screenlines, and by a system-wide correlation. As shown in Table 3, one roadway segment is highlighted where the model forecast % Error is higher than the target. This segment has been considered and analyzed based on the surrounding land uses and adjacent roadway data.

Road Type

The travel demand model validation is based on criteria created by the Federal Highway Administration (*Federal Highway Administration, Calibration and Adjustment of System Planning Models, 1990.)* and Caltrans (*California Department of Transportation, Travel Forecasting Guidelines, 1992.)*. Table 4 presents the Federal Highway Administration (FHWA)-recommended absolute error targets for each facility type. The Root-Mean-Squared Error (RMSE) more heavily weights large errors.

TABLE 4:
AVILA TRAVEL DEMAND MODEL – CALIBRATION SUMMARY

Roadway Classification	Daily Count	Model Volume	% Model	% Target	RMSE Model	RMSE Target
Freeway	273,500	272,600	0.3%	7.0%	1.6%	15.0%
Arterial	37,491	40,200	7.2%	15.0%	9.2%	40.0%
Collector/Local	13,899	15,280	9.9%	25.0%	16.5%	50.0%
Total	51,390	55,480	8.0%	5.0%	13.4%	35.0%

2. Federal Highway Administration, Calibration and Adjustment of System Planning Models, 1990.

3. California Department of Transportation, Travel Forecasting Guidelines, 1992.

Table 4 shows that the model satisfies each facility-specific absolute percent-error target and the RMSE targets for all facilities.

Screenlines

Screenlines are imaginary boundaries that measure the total traffic across multiple parallel routes. Screenlines allow for calibration across areas rather than at specific sites. Traffic count locations were selected such that four screenlines were defined for the Avila TDM.

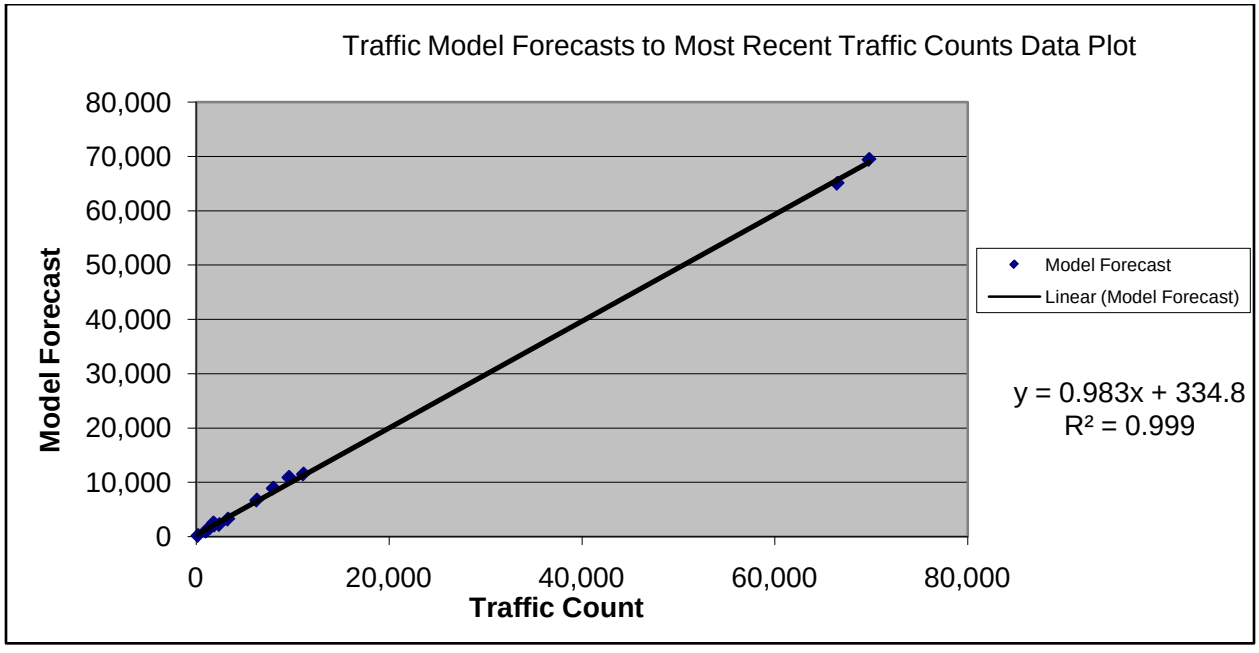
Table 5 shows the model screenline calibration results. All screenline results are within recommended percent error targets.

TABLE 5:
AVILA TRAVEL DEMAND MODEL - SCREENLINE SUMMARY

Screenline	Traffic Count	Model Volume	% Error Model	% Error Target
Avila, South of San Luis Bay Drive	**67,640**	**66,100**	**2.3%**	**15.0%**
US 101, n/o San Luis Bay Drive	66,500	65,000		
Ontario Road, s/o San Luis Bay Drive	1,140	1,100		
Avila, South of Avila Beach Drive	**73,105**	**72,600**	**0.7%**	**15.0%**
US 101, s/o Avila Beach Drive	69,800	69,400		
Shell Beach Road, s/o Avila Beach Drive	3,305	3,200		
Avila, West of US 101	**17,641**	**19,800**	**12.2%**	**15.0%**
San Luis Bay Drive, w/o Ontario Road	8,010	8,900		
Avila Beach Drive, w/o US 101 SB Ramps	9,631	10,900		
Avila, Downtown Access	**5,189**	**5,900**	**13.7%**	**15.0%**
San Luis Street	1,804	2,200		
San Miguel Street	1,467	1,600		
1st Street	1,918	2,100		

Region-wide Correlation Coefficient

The region-wide model correlation was calculated by plotting the model forecasts against the roadway counts. An acceptable correlation coefficient is 0.88. As shown in the following chart, which plots model traffic forecasts to the most recent traffic counts, the model correlation coefficient is 0.999, meaning the model explains slightly more than 99% of the variability in the traffic counts.



Appendix F
Avila Beach Drive Capacity Metric & LOS Policy Evaluation Memorandum

Memorandum

September 27, 2019

To:	Dave Flynn, County of San Luis Obispo	Project:	Avila Beach Circulation Study
From:	Todd Tregenza, AICP Rosanna Southern, EIT	Ref/Job No.:	11177690
CC:		File No.:	C1917MEM009.DOCX

Subject: Avila Beach Drive Capacity Metric & LOS Policy Evaluation

Executive Summary

The County of San Luis Obispo has contracted GHD to re-evaluate the Level of Service (LOS) policy and capacity analysis metric for Avila Beach Drive. GHD collected traffic counts in Avila in September 2014 and August 2016. Additionally, the County installed a permanent count station on Avila Beach Drive west of San Luis Bay Drive in January of 2015. Since the permanent count station was installed, traffic volumes on Avila Beach Drive have become available on an hourly basis for 2015, 2016, and 2017. This data has been recorded, compared, and analyzed, including directional travel flows, seasonal, weekend, and special event traffic variations. Avila experiences the highest amount of traffic during weekends in the summer.

As described within this memorandum, various capacity analysis metrics were analyzed and compared, including several "K" factors, or peaking characteristics. For example, K100 is the proportion of average annual daily traffic occurring during the 100th highest hour of the year. The permanent count station provides continuous data collection year-round, which is required for determining K factors. The count station on Avila Beach Drive was utilized to determine the recommended capacity metric for determining LOS and capacity on Avila Beach Drive. The recommended policy, goal, and implementation methods, are shown below. Establishing LOS D threshold on Avila Beach Drive would be consistent with the County policy for other established circulation studies within the urban reserve lines. The K100 volume on Avila Beach Drive is representative of LOS D conditions, and the "shoulder" peak season transitional months of May, August, and September.

Recommended Policy: LOS D shall be the standard threshold for roadway and intersection operations along Avila Beach Drive. LOS D shall be maintained for the K100 volume, based on the three-year traffic census average, updated annually, and collected on Avila Beach Drive west of San Luis Bay Drive.

Recommended Goal: On Avila Beach Drive, strive to maintain LOS D or better conditions, and strive to maintain or reduce frequency of LOS E conditions, especially during special events or the peak summer season.

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The County may consider maintaining a "Master Synchro Network" for weekday and weekend PM peak hour conditions, including K100 conditions.[1] The Master Synchro Networks would represent conditions at the shoulders of the summer peaks in Avila, including at minimum the key intersection of Avila Beach Drive at San Luis Bay Drive, intersections located in downtown Avila, and intersections at U.S. 101 ramp terminals. The Master Synchro Networks would represent "baseline" conditions, annually adjusted based on the permanent count station, for all traffic impact analyses, and could include future near-term and buildout conditions as well[2].

Recommended Implementation 1: Continue to collect and monitor the permanent count station on Avila Beach Drive west of San Luis Bay Drive in order to measure, establish, and annually update the 3-year average 100th highest hour volume (K100). Take steps to improve reliability of the permanent count station, including but not limited to increased maintenance and hardware upgrades as appropriate.

Recommended Implementation 2: Traffic data collection is recommended to be conducted during the shoulders of the summer peaks (May, August, or September), on days without special events or other extraordinary conditions (inclement weather, road closures, etc.). Data collection during any time of the year should ensure consistency with the established K100 volume, for all capacity, safety, impact, or operational findings in a traffic study. Any analysis along Avila Beach Drive will include the K100 volume, which can be achieved utilizing an adjustment factor, if needed. Collected data outside of the shoulders of the summer peak will require adjustment to ensure consistency with the established K100 volume. Analysis to include at minimum the intersection of Avila Beach Drive at San Luis Bay Drive, key intersections in downtown Avila, and intersections at U.S. 101 ramp terminals.

1. Introduction

The County of San Luis Obispo has contracted GHD to re-evaluate the LOS policy and capacity analysis metric for Avila Beach Drive. The previous LOS policy, as presented in the Avila Beach Specific Plan (and the Local Coastal Plan – San Luis Bay – Coastal Area Plan), is:

> **Avila Beach Drive and San Luis Bay Drive Level of Service**. The Level of Service (LOS) for Avila Beach Drive and San Luis Bay Drive shall be based on the average hourly weekday two-way 3:00 p.m. to 6:00 p.m. traffic counts to be conducted during the second week in May of each year. [Added 1995, Ord. 2702]

[1] Synchro is a traffic simulation software program that provides macroscopic analysis and can implement the HCM 6 analysis methodologies. Synchro takes into account intersection signal timings, signal phasing and queuing constraints when calculating delay, capacity, and estimated queue lengths. The Master Synchro Networks would provide a standard for existing, or "baseline", conditions for analysis, with County approved assumptions including intersection control, geometry, signal timings, peak hour factors, heavy vehicle percentages, and multimodal volumes.

[2] "Baseline" conditions refer to conditions on which added traffic from a proposed development project would be added. A Master Synchro Network would allow all future development projects to be measured against the same "baseline" conditions. The County could develop "Master" near-term and buildout scenario networks as well. Near-term may represent a 10 to 15-year horizon, including "approved / pending" land development and infrastructure projects. Buildout would represent complete absorption of General Plan land uses and buildout of General Plan circulation element improvements.

In the early 1990's, the 2nd week of May policy was chosen primarily to measure an average of peak hour volumes for weekday commute trips and, by design, omits weekend and summer traffic. The County's Board of Supervisors removed this practice in July 2016 and directed the Director of Public Works to develop a suitable analysis procedure. This memorandum presents background information relating to current traffic volumes on Avila Beach Drive, the deficiencies with utilizing the 2nd week of May as a specific week for conducting counts as a policy, a discussion on alternative methods/metrics for determining LOS, and a recommendation for which alternative metric to use in determining LOS and capacity on Avila Beach Drive.

2. Background and Current Traffic Volumes

GHD collected traffic counts in Avila in September 2014 and August 2016. Additionally, the County installed a permanent count station on Avila Beach Drive west of San Luis Bay Drive in January of 2015. The permanent count station will allow the continued analysis of traffic volumes, and will support the refinement of analysis and policies as more data becomes available and regular seasonal fluctuations emerge versus anomalies or outliers in certain years. Since the permanent count station was installed, traffic volumes on Avila Beach Drive have become available on an hourly basis for 2015, 2016, and 2017[3]. This data has been recorded, compared, and analyzed. Figure 2.1 compares the average daily traffic (ADT) volumes for each month over the three years, and the 1992 average daily volumes, on Avila Beach Drive west of San Luis Bay Drive; the period when the 2nd week of May policy was adopted. Figure 2.2 presents the average daily volumes for 2017, on Avila Beach Drive throughout the week, comparing average summer traffic to average traffic throughout the year, and the average weekday and average weekend traffic volumes.

[3] Since the time of preparation of this memorandum, additional data continues to become available.

Figure 2.1 - Avila Beach Drive west of San Luis Bay Drive: Average Daily Volumes by Month

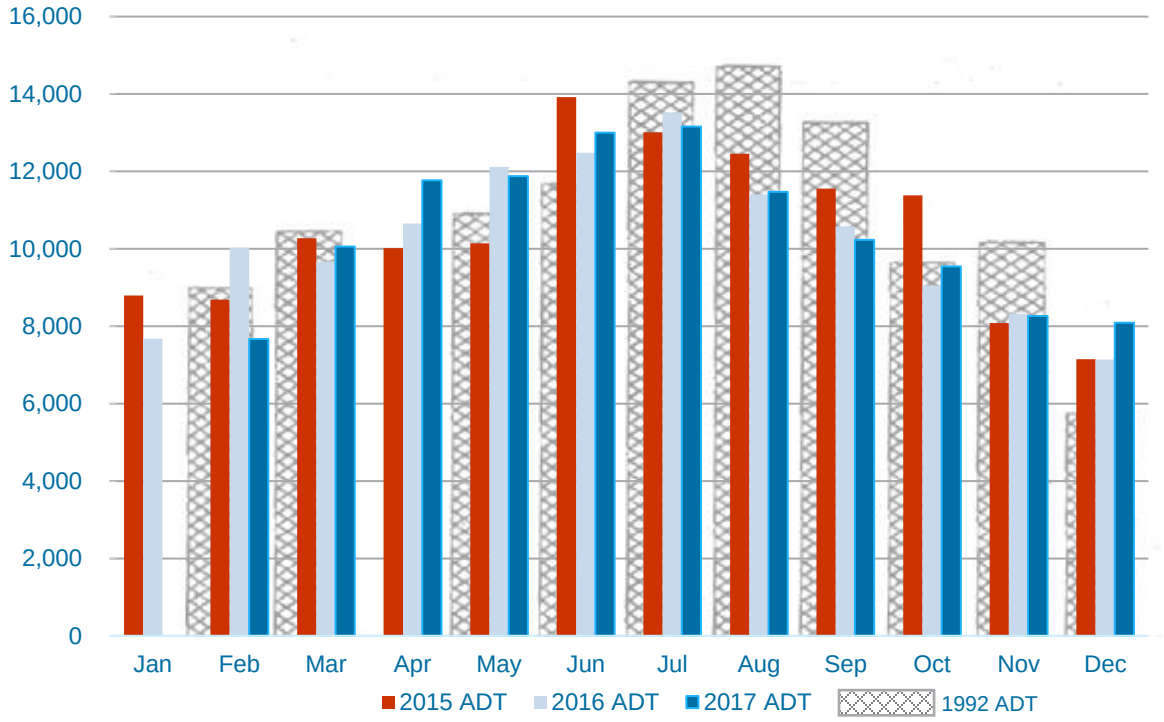
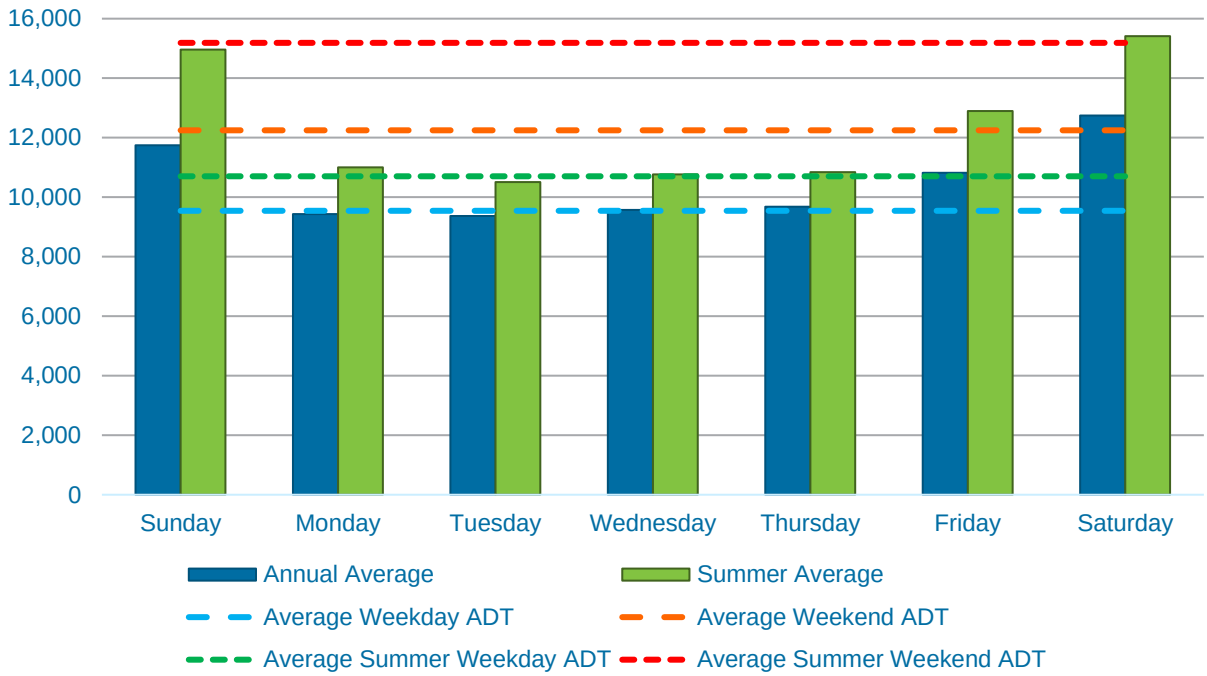


Figure 2.2 - Avila Beach Drive west of San Luis Bay Drive: Annual Average and Summer Average Daily Volumes by Day of Week



The ADT between 2015 and 2017 has remained fairly consistent, presenting the seasonal fluctuations of the summer and non-summer traffic. Interestingly, current volumes on Avila Beach Drive are generally consistent, if not lower than the volumes experienced in 1992, when the prior policy was established. This is likely due to traffic volumes declining during the period of Avila's downtown remediation project in 1999-2000, and the subsequent economic recession in 2008, which as shown, has since rebounded based on infill development within the town and general economic growth.

As shown in Figure 2.2, summer weekday traffic on Avila Beach Drive is 12% higher, on average, than weekday traffic year-round, and summer weekend traffic is 24% higher, on average, than the weekend traffic year-round. Both during the summer peak season and off-peak, weekend traffic is higher than weekday traffic. However, during the peak summer season, weekend traffic volumes are considerably higher relative to annual average weekend conditions than summer weekday traffic volumes are to annual average weekday conditions. Average weekend traffic is 28% higher than average weekday traffic, annually. Summer weekend traffic is 42% higher than summer weekday traffic volumes. In short, weekend travel fluctuates considerably more than weekday traffic over the year, notwithstanding weekday seasonal variation.

2.1 Average Daily Traffic (ADT) and Peak Hour Capacity

San Luis Obispo County currently has daily roadway capacity thresholds that are representative for typical/standard roadways based on number of lanes, turn lanes, shoulder width, functionality, etc. These thresholds also have underlying assumptions of directionality, with the directionality typically being more evenly split (40%-60%). However, based on the existing traffic counts at the permanent count station on

Avila Beach Drive, the directionality is less evenly distributed, with weekdays consistently experiencing an average 32%-68% split. This pronounced directionality spikes further during particularly popular events or holiday weekends.

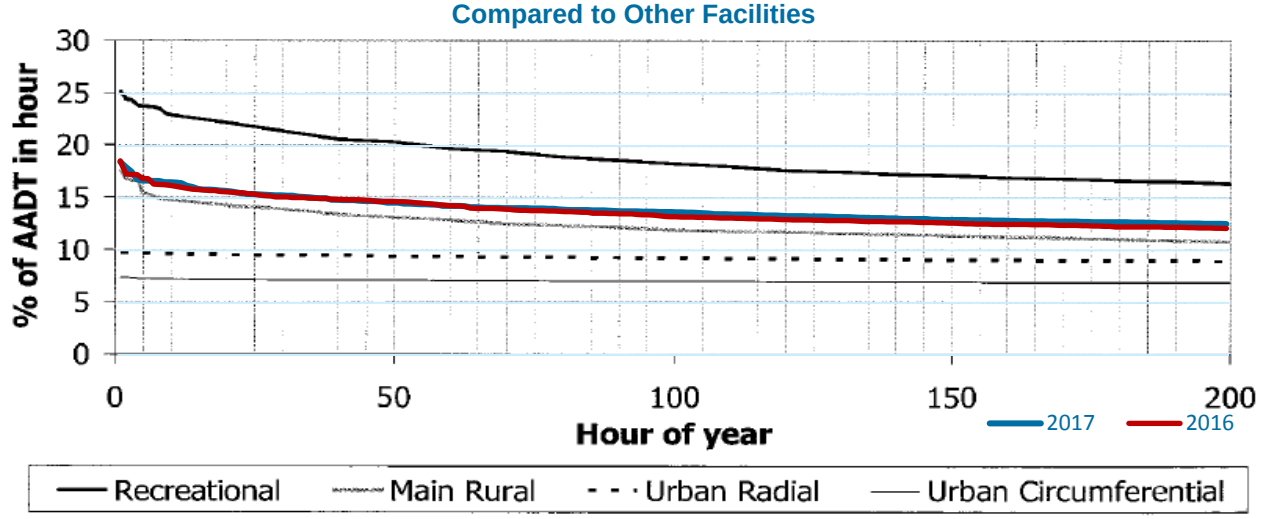
Another consideration with using standard average daily traffic (ADT) volume thresholds as an LOS metric for Avila Beach Drive specifically is that ADT thresholds assume typical "K" factors, or peak hour factors, and may not adequately represent the critical seasonal peak hour capacity constraints in Avila. In order to account for these seasonality effects, the performance metric for determining LOS on Avila Beach Drive should be based on local data rather than Countywide or industry-standard "K" (peak) and "D" (directionality) factors. These factors are considered in the 1992 roadway segment LOS thresholds for Avila Beach Drive (Table 3.1 herein).

Capacity and other traffic analyses typically focus on average weekday peak hour traffic conditions because they represent reasonably common critical periods for operations without including particularly high-volume events or weekend travel. The peak hour volume, however, is not a constant value from day-to-day or from season-to-season[4]. Rural and recreational routes, much like Avila Beach Drive, often show a wide variation in peak-hour volumes with several extremely high volumes occurring on a few select weekends or in other peak periods, and traffic during the rest of the year flowing at much lower volumes[5]. Therefore, average weekday peak hour conditions may not accurately represent "reasonably common" travel conditions during the busier half of the year, from April to September.

Figure 2.3 shows the hourly volume relationships to the Annual Average Daily Traffic (AADT) measured on Avila Beach Drive for 2016 and 2017, and compared to a recreational, main rural, and urban highway (as shown in the 2010 Highway Capacity Manual (HCM) Exhibit 3-7). The graph is ranked from the highest hourly volume to the lowest hourly volume. As shown, the diagram shows a recreational highway having 25% of AADT in the highest hour and 16.3% of AADT in the 200th-highest hour, and a rural highway having 17.3% of AADT in the highest hour and 10.8% of AADT in the 200th-highest hour.

[4] *HCM 2010: Highway Capacity Manual, Fifth Edition. Washington, D.C.: Transportation Research Board,* 2010.
[5] *HCM 2010: Highway Capacity Manual, Fifth Edition. Washington, D.C.: Transportation Research Board,* 2010.

Figure 2.3 - Percent of AADT in Hourly Volume for Avila Beach Drive Compared to Other Facilities



Notes: Recreational, US-2 near Stevens Pass (AADT = 3,862); main rural, I-90 near Moses Lake (AADT = 10,533); urban radial, I-90 in Seattle (AADT = 120,173); urban circumferential, I-405 in Bellevue (AADT = 141,550).
Source: Washington State DOT, 2006.

As shown in Figure 2.3, Avila Beach Drive has about 18.5% of AADT in the highest hour and 12.1%-12.5% of AADT in the 200th-highest hour (for both years). This presents that Avila Beach Drive volume characteristics are between a recreational route and a rural route. Avila Beach Drive functions as a recreational route during the peak summer season due to the heavy recreational traffic, and as a rural route during the lower volume times of the year.

Although traffic volumes inevitably vary on an annual, monthly, and weekly basis due to a wide variety of local, regional, and national factors, some specific factors that have been found to particularly influence travel demand in Avila include:

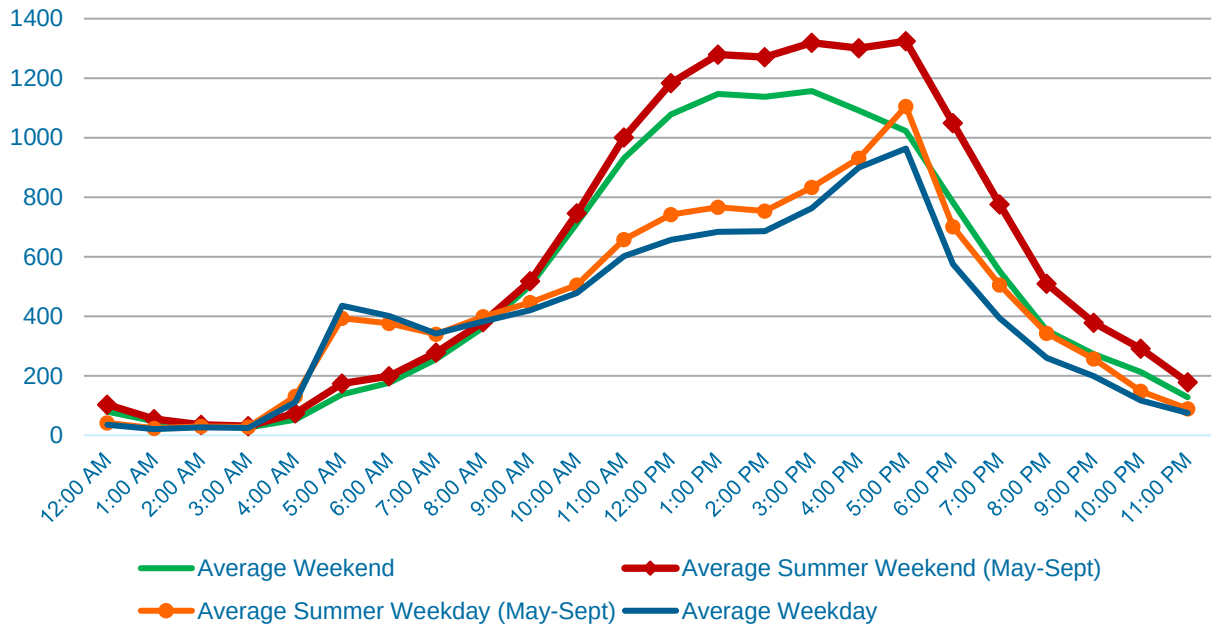
- Diablo Canyon power plant and other weekday commuter traffic
- Seasonal recreation and beach traffic during the summer, on weekends, and holidays
- Special event traffic throughout the year (festivals and concerts)
- Port San Luis Pier, Farmers market, and other local/regional commercial uses
- Prevailing weather and beach conditions

These elements all measurably affect the travel demand in Avila, particularly when two or more elements coincide, such as a summer holiday weekend concert, for example. Based on the traffic data collected at the permanent count station on Avila Beach Drive, commuter traffic for Diablo Canyon during the weekdays consistently have an early AM peak westbound (inbound at 5:00 am) and a PM peak eastbound (outbound at 5:00 pm), with the majority of vehicles traveling in one direction during weekday peak hours along Avila Beach Drive. Weekend traffic throughout the year is mainly contributed by recreational, beachgoer, and

tourist travel, and on average, generates a longer travel demand peak throughout mid-day and into the evening.

The travel patterns have shown that the directionality of the inbound and outbound traffic volumes during the weekend peak hour are more evenly split compared to weekday commuter traffic. Figure 2.4 shows the average weekday, average weekend, summer weekday, and summer weekend traffic volumes on Avila Beach Drive over the course of the day. Based on the hourly data, the PM peak hour regularly experiences the highest amount of traffic, but the start and duration of that peak differs by day of the week.

Figure 2.4 - 2017 Seasonal, Weekend, and Weekday Hourly Comparison



2.2 Impact of Event Traffic

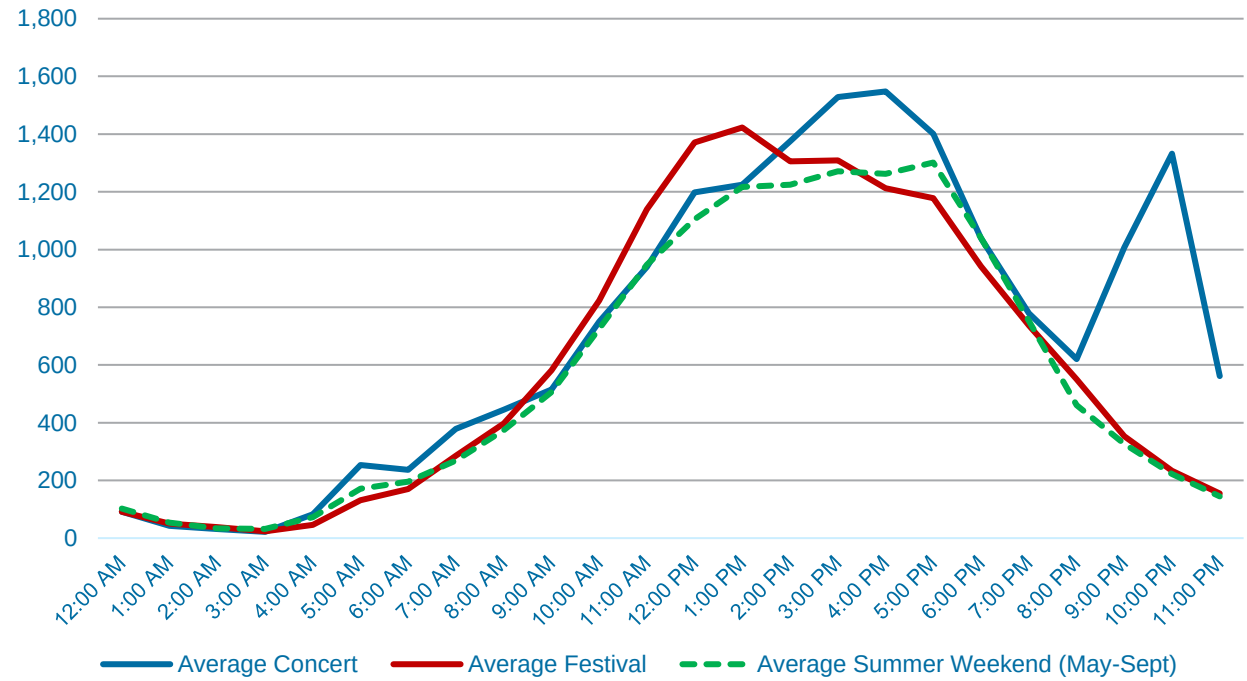
In November 2017, Kirk Consulting provided a listing of on-going entertainment activities, including estimated attendance, which occurred at the Avila Beach Golf Resort since 2007. This listing, as well as available event listings on the Resort's website and Port San Luis Pier's website, was used to identify which days special events occurred and how the traffic volumes were affected. For 2016 and 2017, events occurred May through November, with concert attendance ranging between 2,000 and 5,000, and festival attendance ranging between 1,000 and 3,500.

The majority of events, especially larger events like concerts and festivals, occurred on the weekends at the Resort, with parking available on the golf course via 1st Street. In 2017, the highest daily traffic volumes on Avila Beach Drive reached 20,980 vehicles per day (vpd) on a Saturday during the summer, with a large concert (5,000 attendance). The average daily volume for the days with a concert is 15,641 vpd and the average daily volume for days with a festival is 14,123 vpd. The average daily volume during the summer weekends without special events is 13,811.

The concerts tended to occur during the evening, and ending around 10:00 p.m., resulting in a mix of beachgoer and concertgoer traffic mid-day, and “spike” of outbound volumes when the concert is over. The festivals tended to have a similar peak trend as the average weekends, with the highest volumes experienced during the middle of the day through the afternoon. The average daily volumes on Avila Beach Drive (west of San Luis Bay Drive) for concert days were 28% higher than the average weekend daily traffic volumes (12,247 vpd) year-round. The average daily volumes on Avila Beach Drive for festival days were 15% higher than the average weekend daily traffic.

The impact of events however, is subject to many variables including time of day, month, beach and weather conditions, and the overlap of beachgoers, and event-goers. The average summer weekend traffic volumes, without events, is 13,811 vpd. Based on the traffic data for 2017, during the summer, average concert days experienced 16,843 vpd and average festival days experienced 15,405 vpd. Therefore, during the summer, on average, concert days were 22% higher and festival days were 12% higher than average summer weekend traffic without events. Figure 2.5 presents a comparison of hourly volumes for the average concert, festival, and summer weekend during the day.

Figure 2.5 - Special Event Traffic and Weekend Traffic Trends



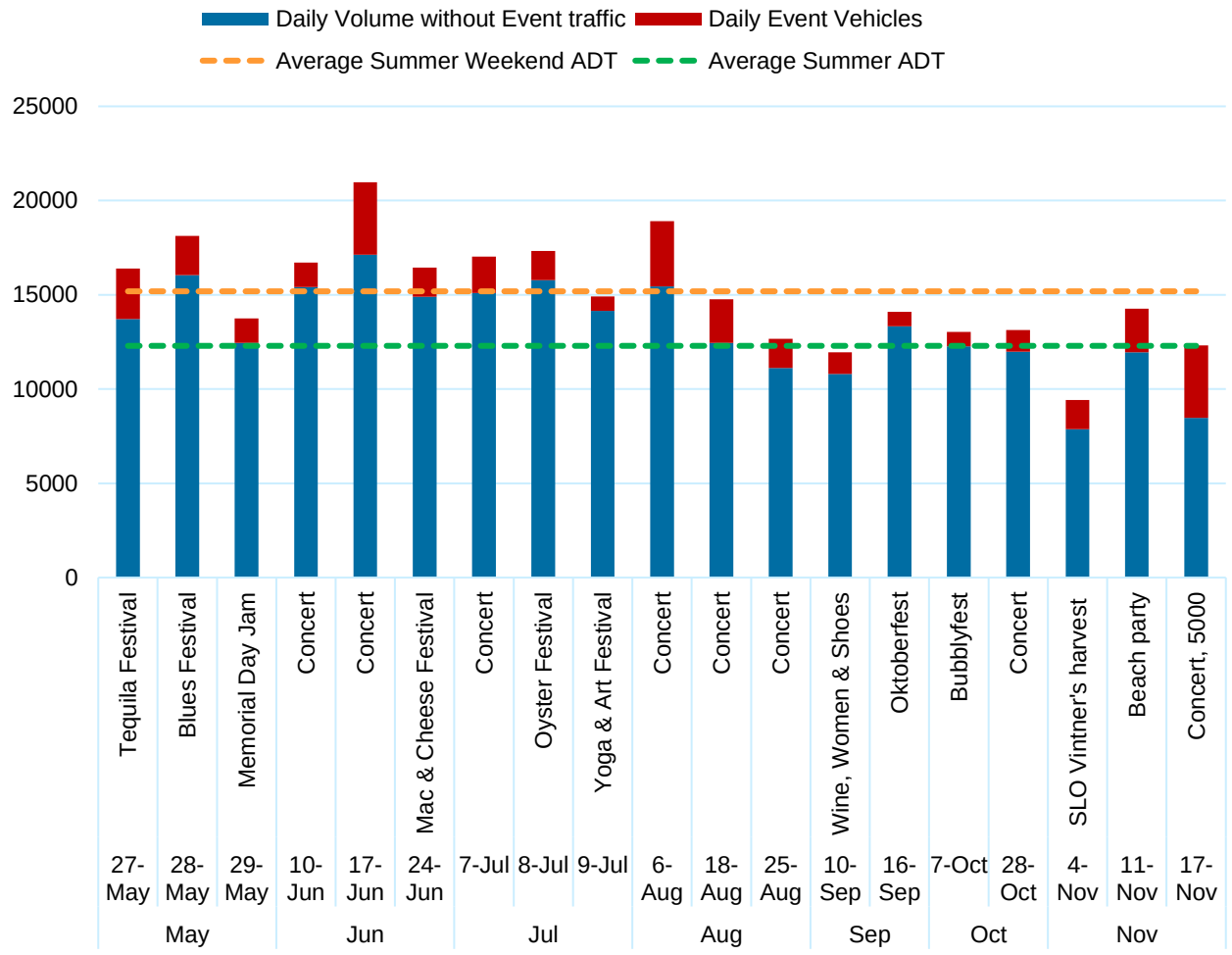
2.2.1 Event Traffic Directionality

On an hourly basis, special event traffic creates significant congestion inbound when the event begins, and outbound after the event is over. Throughout the day, and especially on holidays, this effect is compounded as attendees arrive to an already congested system. Once parking has reached saturation in Avila, vehicles circling areas looking for parking exacerbate circulation issues significantly. Excessive delay and queuing at

the Avila Beach Drive / San Luis Bay Drive intersection is of heightened concern due to it being the only ingress/egress point into and out of Avila.

Figure 2.6 presents the daily volume and estimated event demand on specific event days in 2017. Event traffic trips were estimated assuming 2 vehicle trips per attendee, and 2.6 persons per vehicle on average. As shown in Figure 2.6, highly attended events in the peak summer season added trips that resulted in daily volumes well over 15,000 vehicles, resulting in over-capacity conditions in Avila. However, larger events in the off-peak season (November) resulted in traffic volumes similar to average summer daily traffic volumes. In addition to the recommendations for the capacity and LOS policy on Avila Beach Drive, implementation of TDM measures in Avila will be key for continued permitting of special events and improved traffic operations along Avila Beach Drive. Details of specific TDM program or policy options are discussed in a subsequent study.

Figure 2.6 - 2017 Special Event Traffic in Avila



2.3 Related Traffic Volumes on Avila Beach Drive and San Luis Bay Drive

As a reference for this memorandum, provided are the average weekday traffic volumes along other segments of Avila Beach Drive, and San Luis Bay Drive, which both provide access to US 101 and serve Avila. The traffic volumes were taken in September 2014.

- Avila Beach Drive west of US 101 Southbound Ramps – 9,631 vpd
- Avila Beach Drive east of Lighthouse Road – 2,413 vpd
- San Luis Bay Drive north of Avila Beach Drive – 6,301 vpd
- San Luis Bay Drive west of Ontario Road – 8,010 vpd

These volumes are lower than the average daily count volume taken on Avila Beach Drive west of San Luis Bay Drive, with 11,136 vpd in September 2014, but due to the closed nature of the local transportation system, increase and decrease in proportion with fluctuations observed at the permanent count station (Avila Beach Drive west of San Luis Bay Drive).

3. Deficiencies of Prior 2nd Week of May LOS Policy

The prior policy aimed to approximate the 345th annual highest hour as the "baseline" measure for capacity evaluation. The 1992 requirement to conduct traffic counts during the second week of May presents implementation challenges when an operational capacity analysis needs to be performed, for the following reasons:

- Commercial and residential development has occurred since 1992 in the Avila Valley and beachfront areas, changing the May baseline,
- Increase in special events throughout the year, increasing not only the population, but also the amount of visitors Avila Beach experiences throughout the year,
- Traffic volumes on Avila Beach Drive for this very specific week fluctuates from year to year, and are particularly affected by the weather or special events within Avila,
- Relying solely on the 2nd week of May volume for a particular year does not necessarily represent average weekday peak hour conditions, or the 345th highest hour.
- Given the year to year and seasonal volume fluctuations, the 2nd week of May count could potentially mask capacity issues occurring during the peak season, or during an "average" year if volumes are collected during an unusually low traffic week.
- If development and traffic continues to increase throughout the year and the "2nd week of May" volumes exceed the LOS C threshold, this will likely result in significantly over capacity conditions during the peak summer season in June and July and on the "shoulders" of the peak, including May, August, and September.

Additionally, the 1992 Willbur Smith Associates Resource (WSA) Capacity Study utilized methodologies based on the 1985 Highway Capacity Manual, which has since had multiple major updates. The current

version is the 6th Edition of the HCM, 2016. In that respect, the table from 1992, and the Wilbur Smith analysis, is still relevant, but needs to be updated to current HCM 6 methodologies. GHD has re-evaluated the traffic criteria on the road, using as close to real-time data as possible, to both analyze the directional nature of the traffic on Avila Beach Drive and reconsideration of the LOS criteria under the Area Plan to arrive at a realistic measure for road performance.

Therefore, the Peak Hour criteria for LOS along Avila Beach Drive west of San Luis Bay Drive is updated per HCM 6 methodologies for two-lane highways, based on average travel speed, incorporating directionality, shoulder and lane widths, the peak hour factor (0.92), the relatively high demand of recreational vehicles (14%), and percentage of heavy vehicles based on recent traffic counts. Table 3.1. presents the updated LOS criteria, based on HCM 6 methodologies, and adjusted for baseline conditions along Avila Beach Drive.

Table 3.1 Peak Hour LOS Criteria for Avila Beach Drive

Level of Service	Service Flow (Peak Direction)	Estimated 2-Way Flow	Estimated Travel Speed
A	< 100	< 150	> 40.8 mph
B	100 - < 320	150 - < 470	37.1 – 40.8 mph
C	320 - < 640	470 - < 940	33.4 – 37.1 mph
D	640 - < 1,020	940 - < 1,500	29.7 - 33.4 mph
E	1,020 - < 1,560	1,500 – 2,290	23.9 – 29.7 mph
F	> 1,560	< 2,290	< 23.9 mph

Note: Two-way service flow rate ranges assume existing directional split characteristics of 68% - 32% traffic during the weekday peak period. Estimated travel speeds are given for comparative purposes only.

Based on the revised capacity of Avila Beach Drive, consistent with current HCM 6 methodologies, and the recent traffic volumes conducted in June 2019, Avila Beach Drive west of San Luis Bay Drive is operating at LOS D during the weekday peak hour.

Based on counts conducted in 2015, during the 2nd week of May, the daily traffic volume was 10,651 and the peak hour volume was 924 vehicles. The average weekday peak hour volume during the second week of May for 2016 was 1,110, and for 2017 it was 1,024. Based on the peak roadway volume threshold capacity per HCM 6 methodologies, identified in Table 3.1, this would equate to a LOS C or D. However, this may not represent weekday peak hour traffic conditions, on an average monthly basis, throughout half of the year (April through September). The same relationship was deducted for the 2015, 2016, and 2017 count data. As such, the County is seeking re-evaluation of this May policy.

4. Alternative Metrics for determining LOS on Avila Beach Drive

The following discusses the different performance metric options for determining LOS and analyzing capacity conditions on Avila Beach Drive.

4.1 Signalized Intersection Operations

The traffic signal at Avila Beach Drive and San Luis Bay Drive can function as a control point for access to Avila Beach, especially during peak periods of heavy inbound or outbound travel. Peak hour throughput can be limited and metered by the effectiveness of the traffic signal. On the weekends, especially during an event/holiday in the summer (i.e. Memorial Day Weekend) inbound traffic is split between Avila Beach Drive and San Luis Bay Drive, from the respective U.S. 101 interchanges, and excessive queues are often experienced where they merge at their intersection together, particularly westbound along Avila Beach Drive.

There is a measurable relationship between the capacity of the signalized intersection and the adjacent roadway capacity, on a peak hour basis. However, the relationship does not necessarily mean the segment LOS is equivalent to the intersection LOS. Based on peak hour intersection turning movement counts taken on Tuesday, September 16, 2014, the intersection operates at LOS B. The amount of traffic in both directions approaching and departing the traffic signal, west of San Luis Bay Drive was **1,387** vph during the PM peak hour (4:30-5:30 p.m.). This segment volume represents LOS D based on peak hour segment thresholds.

The roadway capacity, however, can be reasonably related to the peak hour queueing conditions (95th percentile) at the Avila Beach Drive / San Luis Bay Drive traffic signal. The September 2014 count indicated an eastbound left turn queue approaching the turn pocket capacity. Queuing spillback into the roadway mainline can cause delays to eastbound traffic, at times blocking egress from Avila. Table 4.1 presents the intersection and operational data for the three dates collected during the PM peak hour.

Table 4.1 Avila Beach Drive/San Luis Bay Drive Intersection Operations

Collection Date	PM Peak Hour Segment Volume west of Intersection (vph)	Peak Hour Factor (PHF)	Segment Hourly LOS	Directionality (% on Eastbound Approach)	Intersection LOS (per HCM 6)	% of Eastbound Left Turn Queue Storage (290')
September 16, 2014	1,387	0.93	D	76%	B	84%
August 16, 2016	1,113	0.87	D	73%	B	60%
June 11, 2019	1,401	0.93	D	70%	B	110%

Note: Analysis based on limited data available. Directionality and hourly volume may not be representative of average weekday conditions in September and August. Additional data needed to draw conclusions.

For the PM peak hour conditions of the September intersection count, the majority of vehicles are heading eastbound and the 95th percentile queue for the eastbound left turn pocked is estimated to be 84% of the storage capacity (290' storage), and the eastbound through lane queues beyond the left turn lane.

Based on the roadway counts conducted between September 14-20, 2014 the average weekday PM peak hour traffic volume (Tuesday through Thursday, collected on an hourly basis, 4:00-5:00 p.m.) on Avila Beach Drive west of San Luis Bay Drive was **1,148** vph. The variation between the intersection and adjacent roadway counts shows how much traffic volumes can vary not only a weekday basis, but also during the 15-minute count intervals. These peaking characteristics are typical of commute patterns of an average weekday in Avila.

Based on the current signal timings for this intersection, and analysis of June 2019 turning movement counts, the operations are relatively efficient, allowing the eastbound movements to be green longer, and includes an overlap phase for the southbound right turn (timings shown below). The PM peak hour operations result in LOS C for the eastbound left turn, LOS A for the eastbound through movement, LOS C for the westbound approach, and LOS B for the southbound approach. The 95th percentile queue length in the PM peak hour for the eastbound left turn is estimated to be 319 feet (exceeds the pocket length of 280 feet). Eastbound travel along Avila Beach Drive is higher, and the signal timings are efficient enough to accommodate the higher demand, resulting in lower delays. While queuing may be minimized by improved operations and timing of the intersection, such that the intersection could remain operating at a high level of service; it is the road segment analysis which would represent to motorists the true LOS of the road.

4.2 30th Highest Hour (K30)

The 30th Highest Hour is also known industrywide as the design hour factor. This is the factor used for design and analysis of traffic flow on highways. Unless otherwise stated, it is the proportion of AADT occurring in the 30th highest hour of the year. K factors can only be calculated at continuous count stations that have a full year of data. The K30 factor is critical in project traffic forecasting. The K factor has three general characteristics: 1) K generally decreases as AADT increases; 2) K generally decreases as development density increases; 3) K generally is highest on recreational facilities, next highest on rural suburban, and lowest on urban[6].

The selection of an appropriate hour for planning, design, and operational purposes is a compromise between providing an adequate LOS for almost every hour of the year and providing economic efficiency. Customary practice in the United States is to base rural highway design on the 30th-highest hour of the year[7]. This is due to the fact that rural highways typically experience few hours with higher volumes, and many hours with volumes that are not much lower than the 30th highest hour. However, Avila Beach Drive experiences many hours throughout the year that are much lower than the 30th highest hour.

Since Avila Beach Drive is mainly a recreational facility, due to the high influx of seasonal peak traffic during the summer months and on the weekends, using the 30th highest hour (K30) would result in a peak hour

[6] "Statistics Abbreviations and Definitions" *Florida Department of Transportation*. Traffic Monitoring Handbook. October 30, 2007.

[7] *HCM 2010: Highway Capacity Manual, Fifth Edition. Washington, D.C.: Transportation Research Board,* 2010.

volume that is representative of weekend or summer volumes. As noted in the #3 characteristic of K30 (FDOT description), this factor tends to be the much higher for recreational facilities, and based on the permanent count station data, this statement is true.

The 30th Highest Hour for 2015 was **1,555** vehicles per hour (vph), for 2016 it was **1,543** vph, and for 2017 it was **1,601** vph. The K30 for 2015 was estimated based on limited data available from March to August. For all three years, the 30th Highest Hour occurred on a Saturday, and for 2016 occurred during the summer. The 30th highest hour for the past three years results in LOS E on Avila Beach Drive. If the 30th Highest Hour is used to calculate the existing LOS on Avila Beach Drive, it would represent much higher traffic volumes than what occurs during the average weekday. Additionally, it represents unacceptable conditions based on the current Avila LOS policy, which would indicate an immediate need to widen Avila Beach Drive.

4.3 100th Highest Hour (K100)

This is the proportion of AADT occurring during the 100th highest hour of the year, and is commonly known as the Planning Analysis Hour Factor. This is also referenced in the FDOT Traffic Monitoring Handbook, 2007. In urbanized areas, the K100 largely reflects a compromise between the "design hour" concept of K30 and a typical driver's perception during a weekday commute trip.[8]

Based on the permanent count station data, the 100th Highest Hour volume for 2015 was **1,415** vph, which occurred on Saturday, June 6th at 1:00 p.m., for 2016 it was **1,347** vph, which occurred on Saturday, July 16th at 3:00 p.m., and for 2017 it was **1,436** vph, which occurred on Wednesday, April 19th at 5:00 p.m. The K100 for 2015 was estimated based on limited data available from March through August. For the three years, the LOS for the K100 volume on Avila Beach Drive represents LOS D conditions. K100, or LOS D, conditions were not reported during any month on an average Friday or weekday (Tuesday to Thursday). On average between 2016 and 2017, the weekend peak hour volumes for April, May, August, and September are very close to the 2016 100th Highest Hour. The average weekend volume for these 'shoulder' months was 1,330 vph. Coincidentally, the PM peak hour (4:30-5:30 p.m.) volumes from the September 2014 intersection counts were most similar to the K100 volumes on Avila Beach Drive west of San Luis Bay Drive for 2016, at 1,387 vph.

4.4 Other Metrics

200th Highest Hour (K200) – the proportion of AADT occurring during the 200th highest hour of the year. For 2015, this was estimated to be 1,267 vph (Sunday, August 9th at 4:00 p.m.), for 2016 K200 was 1,234 vph (Friday, January 1st at 1:00 p.m.), and for 2017 this was 1,314 vph (Wednesday, July 19th at 5:00 p.m.).

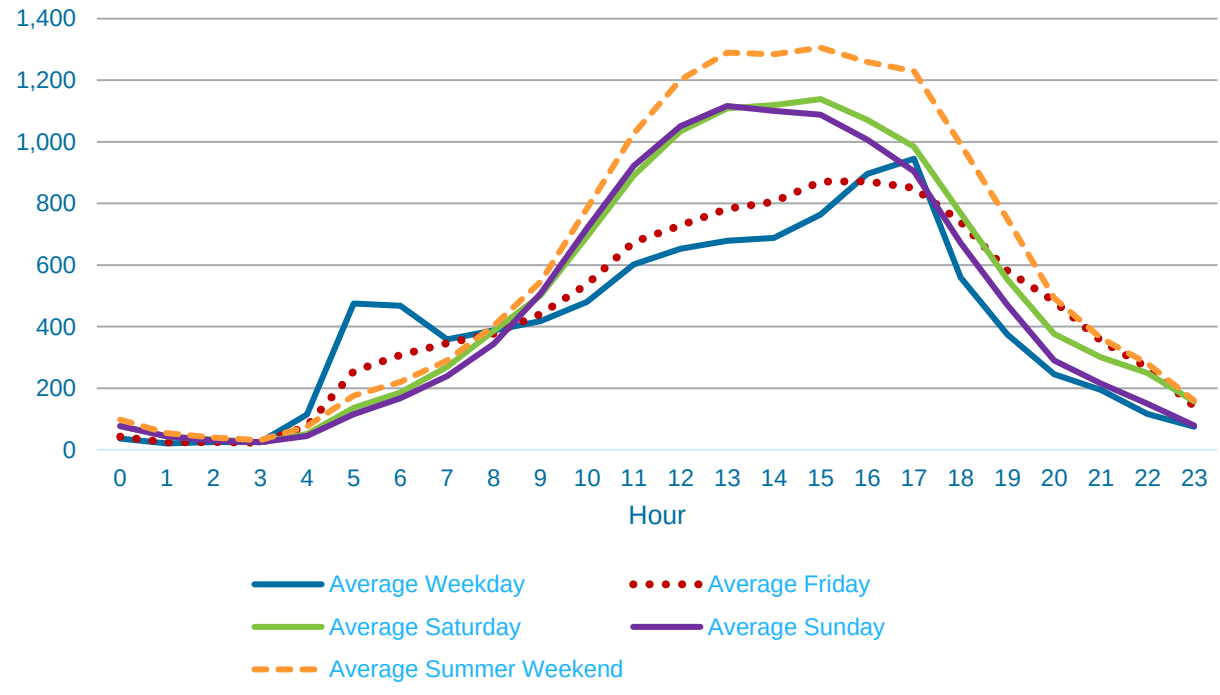
Use of the 200th Highest Hour as a metric for measuring the capacity on Avila Beach Drive presents traffic volumes that have less of a variance over the three years. The K200 metric results in LOS D on Avila Beach Drive. The K200 representation of peak hour volume would occur during the peak summer or on a holiday, however, it does not represent the peak hour volume during these days. During the summer (May-September), peak hour volumes in this K200 range were present only 2% of the time. The peak hour

[8] "Draft Issue Paper on Improving Florida's Transportation Planning and Design Analysis Time Period Process (Adopting Standard K Factors and Level of Service Standards throughout FDOT)", *Florida Department of Transportation*. February 28, 2011.

volume during the summer is generally higher than K200. Also, the peak hour volume on days throughout the rest of the year is generally lower than the K200. Based on a monthly average between 2016 and 2017, the K200 would likely occur on weekends between April and September, or any day between July and August. Use of the 200th Highest Hour would likely result in analysis of roadway conditions that do not represent peak hour conditions.

Summer, Weekend, or Friday Peak Hour – Based on the permanent count station data over the past three years, the traffic volumes on Avila Beach Drive are much higher during the summer months, and on weekends. The peak summer season for Avila Beach is represented by the increase in traffic volumes between May and September, with June and July having the highest traffic volumes throughout the year, especially on weekends. As discussed previously, the 30th highest hour for Avila Beach Drive is typical of summer weekend peak hour traffic and does not account for seasonality or any outliers, representing very high traffic volumes and poor LOS. Friday daily traffic volumes are usually higher than the rest of the weekday traffic cumulatively, having a longer peaking characteristic over the afternoon similar to weekends, but a PM peak hour volume very similar to, if not lower than, weekday PM peak hour volumes. Figure 4.1 presents the average hourly volumes throughout the day for the average weekday (Tuesday – Thursday), on Fridays, Saturdays, Sundays, and summer weekends. The average summer weekend is defined as the hourly average for both Saturday and Sunday. The annual average for Saturdays and Sundays are shown separately for comparing the difference between the two days, as well as the increase during the summer months.

Figure 4.1 - Average Hourly Volumes by Weekday



As shown in Figure 4.1, the hourly volume trends for Saturdays and Sundays, year-round, are very close, with Saturdays typically being just a little higher. The average summer weekend combines Saturday and Sunday, and is shown to be much higher than the year-round average. Use of the summer weekend peak hour volumes would result in LOS D or E operations, especially in June and July, suggesting a need to widen Avila Beach Drive to improve LOS.

4.5 Summary of Metric Options

Table 4.2 presents a summary of 'pros' and 'cons' for each metric described above.

Table 4.2 Pros and Cons for Each Metric Option

Metric	Pros	Cons
Peak Hour Intersection Operations at Avila Beach Drive and San Luis Bay Drive	• Standardized method (HCM) • Factors in capacity and throughput of intersections that meter flow • Can consider delay & queuing	• LOS dependent on volume collected on specific days • "Average" delay may not represent drive perception for worst movement
30th Highest Hour (K30)	• Standard method for rural highway design • Represents peak summer season and weekends • Plan for "worst case"	• Requires period refinement based on updated annual traffic counts • Establishes LOS E/F conditions during peak summer as "baseline" • Would indicate need to widen Avila Beach Drive today
100th Highest Hour (K100)	• Used for planning analysis • Compromise between design hour and typical driver's perception • Represents transition between lower off-peak season and higher peak summer volumes • Establishes LOS D conditions during "shoulder" months as "baseline"	• Requires period refinement based on updated annual traffic counts • Accepts LOS E/F conditions during outlier peak hours • May insufficiently address local concerns about "peak" conditions during <100th highest hours.
200th Highest Hour (K200)	• Has less variance over the years than K30 or K100 • Typically occurs during summer, average weekends • Establishes low-LOS D as "baseline" condition	• Requires period refinement based on updated annual traffic counts • Does not represent perception of congestion during peak hours • Lower than many weekends

Table 4.2 Pros and Cons for Each Metric Option

Metric	Pros	Cons
Specific Day, Friday, Summer Weekends	• Temporal consistency in data collection periods between years • Simplifies requirements and guidelines for impact studies • Easily relatable standard	• Friday peak hour volumes for Avila is on average lower than weekday volumes • Could establish "worst-case" conditions as "Baseline" if conducted during peak summer weekends • Annual weekly and monthly variation difficult to account for

5. Recommended Thresholds and Policy for Measuring LOS on Avila Beach Drive

The San Luis Obispo County Board of Supervisors has an adopted policy for urban areas of maintaining LOS D. Avila Valley, and its key roadways, are within an urban reserve line. Establishing LOS D threshold would be consistent with the other established circulation studies within the urban reserve lines.

5.1 Capacity Thresholds

The Peak Hour criteria for LOS along Avila Beach Drive west of San Luis Bay Drive is updated per Highway Capacity Manual (HCM) 6th Edition methodologies for two-lane highways, based on average travel speed, incorporating baseline conditions such as directionality, shoulder and lane widths, the peak hour factor (0.92), the relatively high demand of recreational vehicles (14%), and percentage of heavy vehicles based on recent (2019) traffic counts. Table 3.1. presents the updated LOS criteria, based on HCM 6 methodologies, and adjusted for baseline conditions along Avila Beach Drive.

Table 5.1 Peak Hour LOS Criteria for Avila Beach Drive

Level of Service	Service Flow (Peak Direction)	Estimated 2-Way Flow	Estimated Travel Speed
A	< 100	< 150	> 40.8 mph
B	100 - < 320	150 - < 470	37.1 – 40.8 mph
C	320 - < 640	470 - < 940	33.4 – 37.1 mph
D	640 - < 1,020	940 - < 1,500	29.7 - 33.4 mph
E	1,020 - < 1,560	1,500 – 2,290	23.9 – 29.7 mph
F	> 1,560	< 2,290	< 23.9 mph

Note: Two-way service flow rate ranges assume existing directional split characteristics of 68% - 32% traffic during the weekday peak period. Estimated travel speeds are given for comparative purposes only.

Capacity analysis throughout for the Avila community should continue to utilize HCM methodologies when quantifying intersection level of service, roadway segment level of service, and multimodal level of service, as necessary for a specific impact study.

Table 5.2 presents a summary of the Highest Hourly Volumes based on the permanent count station data at Avila Beach Drive. Table 5.3 presents the average weekday, Friday, and weekend traffic volumes for each month, averaging both 2016 and 2017, and the associated LOS. As shown in the color-coded table, red represents higher traffic volumes during the summer, and blue represents lower traffic volumes during the non-summer months. The transition months, or "shoulders" of the peak, of May, August, and September are also representative of the 100th Highest Hourly volume.

Table 5.2 Hourly Data Summary for Avila Beach Drive

Hourly Data	2015 (March-August)		2016 (January-December)		2017 (February-December)	
Highest Hour	**1,833 vph** *(LOS E)*	June 13, 3:00 p.m. (Saturday)	**1,894 vph** *(LOS E)*	Feb. 14, 2:00 p.m. (Sunday)	**1,939 vph** *(LOS E)*	June 17, 3:00 p.m. (Saturday)
30th Highest Hour	**1,555 vph** *(LOS E)*	March 14, 2:00 p.m. (Saturday)	**1,543 vph** *(LOS E)*	June 18, 1:00 p.m. (Saturday)	**1,601 vph** *(LOS E)*	March 11, 1:00 p.m. (Saturday)
100th Highest Hour	**1,415 vph** *(LOS D)*	June 6, 1:00 p.m. (Saturday)	**1,347 vph** *(LOS D)*	July 16, 3:00 p.m. (Saturday)	**1,436 vph** *(LOS D)*	April 19, 5:00 p.m. (Wednesday)
Summer Weekend Peak Hour	**1,347 vph** *(LOS D)*	*Average* 3:00 p.m.	**1,296 vph** *(LOS D)*	*Average* 1:00 p.m.	**1,326 vph** *(LOS D)*	*Average* 5:00 p.m.
200th Highest Hour	**1,267 vph** *(LOS D)*	August 9, 4:00 p.m. (Sunday)	**1,234 vph** *(LOS D)*	January 1, 1:00 p.m. (Friday)	**1,314 vph** *(LOS D)*	July 19, 5:00 p.m. (Wednesday)

Table 5.3 2016-2017 Average Weekday, Friday, & Weekend Hourly Volumes

Month	Tues-Thurs	*LOS*	Friday	*LOS*	Weekend	*LOS*
January	921	C	865	C	821	C
February	903	C	716	C	1,170	D
March	994	D	894	C	1,111	D
April	1,131	D	1,014	D	1,270	D
May	1,062	D	1,242	D	1,357	D
June	1,104	D	1,072	D	1,486	**D**
July	1,208	D	1,211	D	1,473	**D**
August	1,068	D	1,085	D	1,365	D
September	969	D	889	C	1,331	D
October	908	C	836	C	1,109	D
November	824	C	1,065	D	965	D
December	826	C	679	C	736	C

As shown in Table 5.2, the K100 volume observed in Avila in 2016 was 1,347, and in 2017 was 1,436 (average 1,392). This represents LOS D conditions on the Avila Beach Drive segment west of San Luis Bay Drive. Today, conditions similar to K100, meaning LOS D conditions, fall on the "shoulders" of the summer (June / July) peak season during the week, and on average, weekends experience LOS D conditions during most of the year. Based on the 2016 and 2017 peak hour data, 35% of all days experienced LOS C conditions, 59% of all days experienced LOS D conditions, and 6% of all days experienced LOS E conditions during the peak hour. As shown in Table 5.3, the "shoulders" of the summer peak occur in April, May, August, and September.

Use of the K100, or "peak shoulder" weekend conditions, as a baseline for planning-level analysis will account for seasonal fluctuations that impact roadway capacities in Avila without including outliers for particularly well-attended events or the absolute "peak" weekend use, which currently approaches LOS E thresholds. Average Friday peak hour conditions are also shown, typically being lower or similar to the average weekday peak hour, except during May and November, representing possible large event-related outliers.

Based on the average monthly peak hours in 2016 and 2017, as shown in Table 5.3 above, it is evident that congested conditions fluctuate seasonally and with special events. On average, during most months of the year, weekend peak hour conditions are currently LOS D or better. During special events, isolated congestion occurs when hourly capacities are exceeded. On average, weekend peak hours approach the LOS D/E threshold and the K100 volume in June and July. Based on our analysis of the available hourly data from the permanent count station, conditions exceeding LOS D, and exceeding the K100 volume, occur during fewer than 100 hours of the year (8,760 hours in a common year). By establishing a performance standard at LOS D during weekends outside of June and July, consistent with the observed K100 volume, the County would be taking a step to ensure that LOS E conditions do not occur more frequently throughout the year.

An LOS D threshold for acceptable operations, based on K100, would theoretically allow remaining adopted General Plan land uses to develop, and economic growth to continue, so long as new project-generated traffic falls outside peak months, without raising the K100 volume above the LOS D threshold. A project would not be able to develop if it is anticipated to increase traffic volumes beyond LOS D conditions, without requiring mitigating measures. Mitigating measures could take the form of physical roadway and/or intersection improvements, travel demand management programs and/or policies, and/or restrictions on use (such as events) during certain time periods.

Further, LOS D based on K100 ensures that residents are afforded a quality of service that is acceptable to local circulation needs during most times of year, outside of visitor months and weekend events. As shown in Table 5.3, about half of the year experiences LOS D conditions during the weekday peak hour. Should weekday peak hour traffic increase above LOS D thresholds, weekend conditions may continue to worsen proportionally and exceed acceptable operational thresholds (LOS E/F) outside of June and July.

5.1.1 Policies in other Jurisdictions

The City of Pismo Beach recently approved an update to their Circulation Element on June 5, 2018. The LOS policy for the City of Pismo Beach is to maintain LOS C or better for roadways and intersections outside of Downtown during weekday peak hours, and maintain LOS D or better for roadways and intersections during non-summer weekday peak hours within their Downtown area. This recognizes that service levels during holidays, weekends, or special events will operate beyond this threshold, specifically in the Downtown area. The City of Pismo Beach recognizes that achieving a lower LOS goal during these higher volumes periods would require a circulation system with oversized features to accommodate summer beach traffic. The City has chosen to provide a circulation system that is sized to meet the needs of the local residents and businesses while preserving the local character.

Although Avila Beach has an increase in travel patterns due to beachgoers and tourists during the Peak Season, the occurrence of special events within Avila also has an impact to travel conditions (see *Impact of Special Events & TDM Recommendations* memorandum dated July 16, 2019). Snohomish County, WA has a policy in their Strategic Tourism Plan[9] to increase priority for special events during the Off Peak Season, which increases visitor overnight stays and reduces seasonal traffic impacts. Similarly, this would apply for Avila Valley by limiting the number of high-attendance events during the Peak Season, and transferring portions of the highest travel demand to the Off-Peak Season.

Another example for LOS policies regarding recreational travel patterns is Dare County, NC's Comprehensive Transportation Plan[10], which entails the area of Outer Banks, a tourist beach town with high variability in seasonal traffic patterns, and has one main roadway in and out of town. The Plan uses June weekday traffic volumes to plan for heavy tourist impact, and the County's standard LOS D for recommended improvements on existing facilities, as indicating the capacity at which vehicles begin to experience delay. Retaining LOS D for Avila Beach Drive will have similar results, as shown in the shoulder

[9] 2018-2022 Snohomish County Strategic Tourism Plan

[10] Dare County Comprehensive Transportation Plan, North Carolina Transportation Planning Branch, July 2015

months, before and after the summer Peak Season, when traffic levels begin to approach capacity thresholds.

5.2 Policy Recommendations for Avila Beach Drive

Recommended Policy: LOS D shall be the standard threshold for roadway and intersection operations along Avila Beach Drive. LOS D shall be maintained for the K100 volume, based on the three-year traffic census average, updated annually, and collected on Avila Beach Drive west of San Luis Bay Drive.

Recommended Goal: On Avila Beach Drive, strive to maintain LOS D or better conditions, and strive to maintain or reduce frequency of LOS E conditions, especially during special events or the peak summer season.

The County may consider maintaining a "Master Synchro Network" for weekday and weekend PM peak hour conditions, including K100 conditions.[11] The Master Synchro Networks would represent conditions at the shoulders of the summer peaks in Avila, including at minimum the key intersection of Avila Beach Drive at San Luis Bay Drive, intersections located in downtown Avila, and intersections at U.S. 101 ramp terminals. The Master Synchro Networks would represent "baseline" conditions, annually adjusted based on the permanent count station, for all traffic impact analyses, and could include future near-term and buildout conditions as well[12].

Recommended Implementation 1: Continue to collect and monitor the permanent count station on Avila Beach Drive west of San Luis Bay Drive in order to measure, establish, and annually update the 3-year average 100th highest hour volume (K100). Take steps to improve reliability of the permanent count station, including but not limited to increased maintenance and hardware upgrades as appropriate.

Recommended Implementation 2: Traffic data collection is recommended to be conducted during the shoulders of the summer peaks (May, August, or September), on days without special events or other extraordinary conditions (inclement weather, road closures, etc.). Data collection during any time of the year should ensure consistency with the established K100 volume, for all capacity, safety, impact, or operational findings in a traffic study. Any analysis along Avila Beach Drive will include the K100 volume, which can be achieved utilizing an adjustment factor, if needed. Collected data outside of the shoulders of the summer peak will require adjustment to ensure consistency with the established K100 volume. Analysis to include at

[11] Synchro is a traffic simulation software program that provides macroscopic analysis and can implement the HCM 6 analysis methodologies. Synchro takes into account intersection signal timings, signal phasing and queuing constraints when calculating delay, capacity, and estimated queue lengths. The Master Synchro Networks would provide a standard for existing, or "baseline", conditions for analysis, with County approved assumptions including intersection control, geometry, signal timings, peak hour factors, heavy vehicle percentages, and multimodal volumes.

[12] "Baseline" conditions refer to conditions on which added traffic from a proposed development project would be added. A Master Synchro Network would allow all future development projects to be measured against the same "baseline" conditions. The County could develop "Master" near-term and buildout scenario networks as well. Near-term may represent a 10 to 15-year horizon, including "approved / pending" land development and infrastructure projects. Buildout would represent complete absorption of General Plan land uses and buildout of General Plan circulation element improvements.

minimum the intersection of Avila Beach Drive at San Luis Bay Drive, key intersections in downtown Avila, and intersections at U.S. 101 ramp terminals.

Additionally, special events such as concerts and festivals should require additional analysis, and conditions that exceed LOS E, especially during the peak summer months of June and July, should require Transportation Demand Management (TDM) at minimum. TDM measures should be implemented, especially for special events, to help mitigate congestion and potential safety hazards caused by road blockages, during these periods. TDM measures could include participation in publicly or privately organized shuttle systems in designated parking areas that remove passenger cars from the transportation system and replace them with bus or trolley options. The County should also adopt impact significant thresholds for Avila Beach, and require the key intersection of Avila Beach Drive at San Luis Bay Drive to be included in any analysis of transportation impacts within Avila.

Appendix G
Impact of Special Events & TDM Recommendations Memorandum

Memorandum

September 27, 2019

To:	Dave Flynn, County of San Luis Obispo	Project:	Avila Beach Circulation Study
From:	Todd Tregenza, AICP Rosanna Southern, EIT	Ref/Job No.:	11177690
CC:		File No.:	C1917MEM010.DOCX

Subject: Impact of Special Events & TDM Recommendations

1. Introduction

The County of San Luis Obispo has contracted Omni-Means/GHD to analyze the impact of events at the Avila Beach Golf Resort and provide recommendations for travel demand management (TDM) measures related to large events at the golf course. As understood, the events at the golf course are not only ones that are related to golfing and weddings, but other larger events including concerts, car shows, festivals, and food related events. These events are frequent, particularly through the summer months and on weekends. The significance of increased traffic due to special events at the golf course is determined based on the estimated attendance at special events, the traffic count data from the permanent count station on Avila Beach Drive (located west of San Luis Bay Drive), and intersection multimodal (vehicle, pedestrian, and bicycle) peak hour traffic counts within the Avila area.

This memorandum will discuss the following:

- Background Traffic Volumes
- Special Events & Traffic Trends
- Impact of Special Events
- How can the County best manage events to minimize impacts for future growth?
- Emergency response considerations
- Avila downtown parking study
- Recommendations for Travel Demand Management (TDM) measures

The basis for this memorandum is Goal 2 and associated Objective 1, which pertain to special events, from the Avila Valley Circulation Study, updated in 2009, and is provided below.

"Goal 2: To ensure that special events in the Avila Valley provide adequate access management."

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"Objective 1" Obtain relevant information about past and scheduled future events and, upon consultation with pertinent entities, formulate any necessary recommendations for reduced impacts."

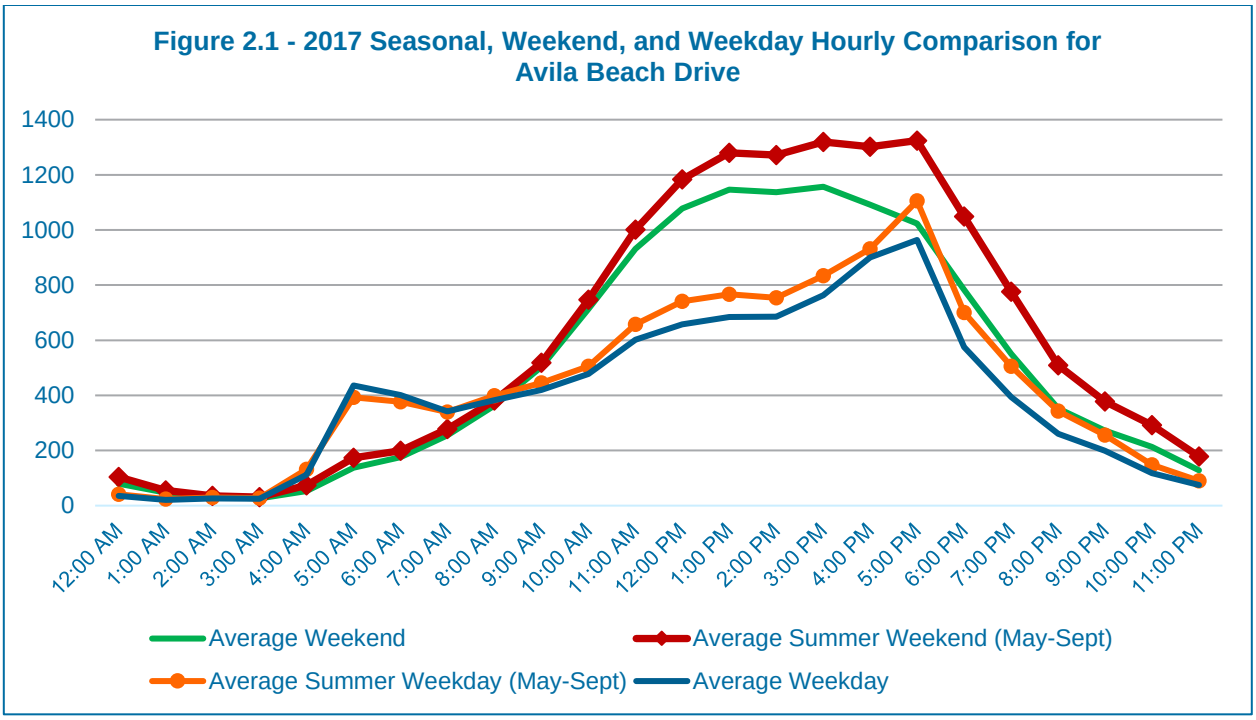
2. Background Traffic Volumes

Omni-Means/GHD conducted peak hour intersection and daily roadway traffic counts in Avila in September 2014 and August 2016. Since the permanent count station was installed on Avila Beach Drive in January 2015, traffic volumes have become available on an hourly basis for 2015, 2016 and 2017. This data has been recorded, compared, and analyzed, specifically in the "Avila Beach Drive Capacity Metric & LOS Policy Evaluation" memorandum dated June 13, 2018.

Although traffic volumes inevitably vary on an annual, monthly, and weekly basis due to a wide variety of local, regional, and national factors, some specific factors that have been found to particularly influence travel demand in Avila include:

- Diablo Canyon Power Plant and other weekday commuter traffic
- Seasonal recreation and beach traffic during the summer, on weekends, and holidays
- Special event traffic throughout the year (festivals, concerts, farmer's market)
- Port San Luis Pier, Farmers Market, and other local/regional commercial uses
- Prevailing weather and beach conditions

These elements all measurably affect the travel demand in Avila, particularly when two or more elements coincide, such as a summer holiday weekend concert, for example (Memorial Day Jam). Based on the permanent count station data, the peak summer tends to occur between May and September. Weekend traffic throughout the year, especially during the summer, is mainly contributed by recreational, beachgoer, and tourist travel, and on average, generates a longer travel demand peak throughout mid-day and into the evening. Figure 2.1 shows the average weekday, average weekend, summer weekday, and summer weekend hourly traffic volumes on Avila Beach Drive over the course of the day, based on traffic volumes in 2017. Based on the hourly data, the PM peak hour regularly experiences the highest amount of traffic, but the start and duration of that peak differs by day of the week.



3. Special Events & Traffic Trends

In November 2017, Kirk Consulting provided a listing of on-going entertainment activities, including estimated attendance, which occurred at the Avila Beach Golf Resort since 2007. This listing, as well as available event listings on the Golf Resort's website and Port San Luis Pier's website, was used to identify which days special events occurred in Avila and how the traffic volumes were affected. For 2016 and 2017, events occurred May through November, with concert attendance ranging between 2,000 and 5,000, and festival attendance ranging between 1,000 and 3,500. Table 3.1 presents the listing of special events for 2017. Similar events were experienced throughout 2016.

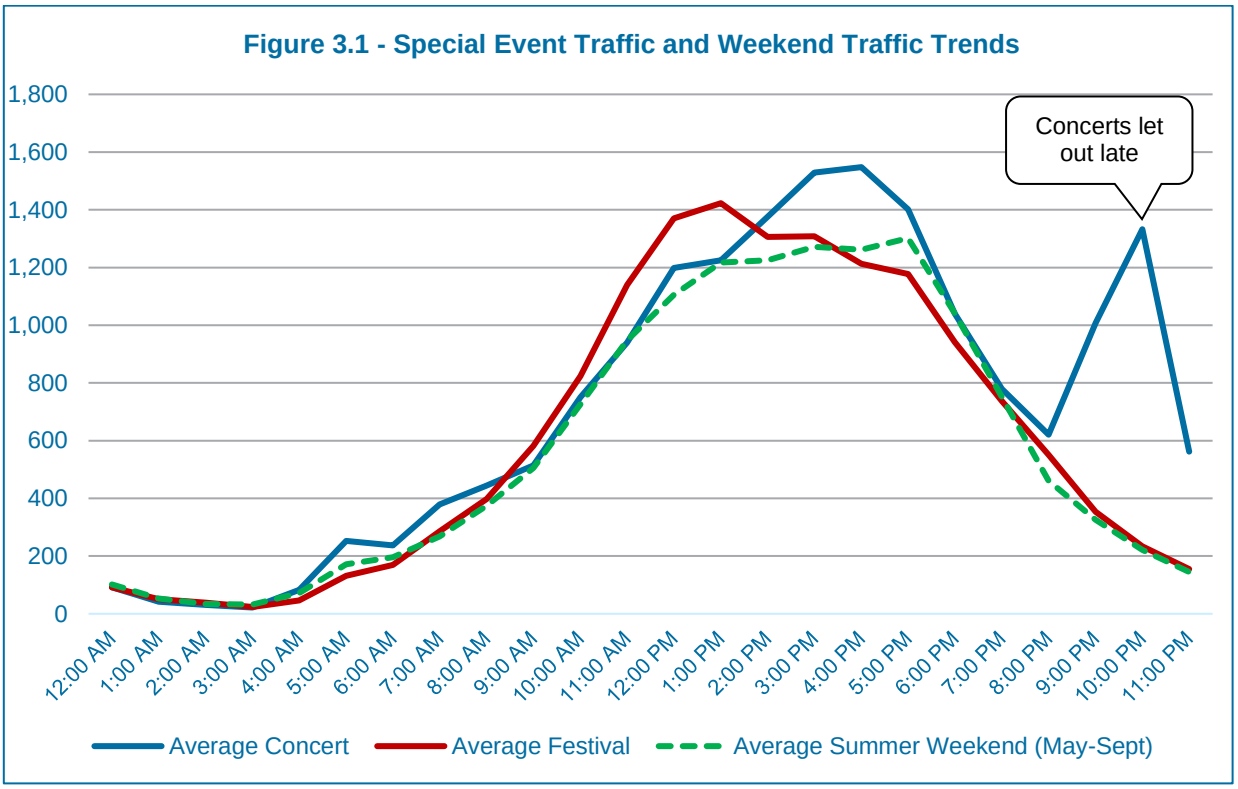
The majority of events, especially larger events like concerts and festivals, occurred on the weekends at the Golf Resort, with parking available on the golf course via 1st Street/Avila Beach Drive. In 2017, the highest daily traffic volumes on Avila Beach Drive reached 20,980 vehicles per day (vpd) on Saturday, June 17 during which a large concert (5,000 attendance) was held. The impact of events however, is subject to many variables including time of day, month, beach and weather conditions, and the potential overlap of beachgoers, and event-goers. For 2017, the average summer weekend traffic volumes, without events, were 13,811 vpd, and the average summer weekday traffic volumes without events were 10,545 vpd. Based on the traffic data for 2017, during the summer, average concert days experienced 16,843 vpd and average festival days experienced 15,405 vpd. Therefore, during the summer, on average, concert days were 22% higher, and festival days were 12% higher, than average summer weekend volumes without events.

Table 3.1 Calendar of Special Events for 2017 and Estimated Attendance

Date	Event	Time	Attendance
Saturday, May 27, 2017	Tequila Festival	12:00 p.m. – 5:00 p.m.	3500
Sunday, May 28, 2017	Blues Festival	12:00 p.m.	2700
Monday, May 29, 2017	Memorial Day Jam	1:30 p.m.	1700
Saturday, June 10, 2017	Concert	6:00 p.m.	1700
Saturday, June 17, 2017	Concert	4:30 p.m.	5000
Saturday, June 24, 2017	Mac & Cheese Festival	2:00 – 6:00 p.m.	2000
Friday, June 30, 2017	Movie night	7:00 p.m.	
Friday, July 07, 2017	Concert	6:00 p.m.	2500
Saturday, July 08, 2017	Oyster Festival	12:00 – 8:00 p.m.	2000
Sunday, July 09, 2017	Yoga & Art Festival	12:00 – 5:00 p.m.	1000
Sunday, July 23, 2017	Brunch on Wheels	10:00 a.m. – 3:00 p.m.	
Sunday, August 06, 2017	Concert	4:00 p.m.	4500
Friday, August 18, 2017	Concert	6:00 p.m.	3000
Sunday, August 20, 2017	Brunch on Wheels	10:00 a.m. – 3:00 p.m.	
Friday, August 25, 2017	Concert	6:00 p.m.	2000
Sunday, September 10, 2017	Wine, Women & Shoes	2:00 – 6:00 p.m.	1500
Saturday, September 16, 2017	Oktoberfest	1:00 p.m. – 8:00 p.m.	1000
Sunday, September 17, 2017	Brunch on wheels	10:00 a.m. – 3:00 p.m.	
Saturday, October 07, 2017	Bubblyfest	11:00 a.m. – 5:00 p.m.	1000
Saturday, October 28, 2017	Autumn Jam Concert	12:00 p.m. – 5:00 p.m.	1500
Saturday, November 04, 2017	SLO Vintner's harvest benefit	10:00 a.m. – 5:00 p.m.	2000
Saturday, November 11, 2017	Beach party concert	5:00 p.m.	3000
Friday, November 17, 2017	Concert	5:00 p.m.	5000

Figure 3.1 presents a comparison of hourly volumes for the average concert, festival, and summer weekend during the day. The concerts tended to occur during the evening, and ending around 10:00 p.m., resulting in a mix of beachgoer and concertgoer traffic mid-day, and a “spike” of outbound volumes when the concert is over. The festivals tended to have a similar peak trend as the average weekends, because the festivals occurred during mid-day, with the highest volumes experienced during the middle of the day through the afternoon. The average daily volumes on Avila Beach Drive (west of San Luis Bay Drive) for concert days were 28% higher than the average weekend daily traffic volumes (12,247 vpd). The average daily volumes on Avila Beach Drive for festival days were 15% higher than the average weekend daily traffic.

Figure 3.1 - Special Event Traffic and Weekend Traffic Trends



3.1 Special Event Traffic Impacts

Figure 3.2 presents the weekend peak hour traffic volumes (Friday – Sunday) during the event season (May-November), and which days experienced a special event during 2017. Fridays were included in this comparison because many events occurred either Friday, Saturday, or Sunday. As shown, there were nine concerts and thirteen festivals during the 30 weekends. Out of the 30 weekends 17 had at least one event, and 13 weekends had no event occur. Days in which a large (high attendance; 3,500+ people) or medium-sized concerts (3,000 attendees) occurred showed much higher volumes compared to non-event days, with the exception of the Labor Day Weekend outlier. Similarly, large to medium sized festivals tended to have higher volumes during the summer peak season. There were a few days (8 out of 68 non-event days, or 12%) which experienced high volume (over 1,500 LOS E threshold) on Avila Beach Drive during which no event had occurred. However, of the total 22 events, 6 out of 9 concert days (67%), and 6 out of 13 festival days (46%) exceeded the peak hour LOS E threshold. 55% of all days with events experienced LOS E

conditions on Avila Beach Drive. All of the higher-attendance event days, and some of the medium and lower attendance (2,000 attendees) event days, experienced LOS E conditions along Avila Beach Drive. Based on the peak hour volumes along Avila Beach Drive, there is a correlation between poor operating conditions (LOS E) and the impact of larger-attendance special events. The majority of events with 2,000 attendees or more experienced high traffic volumes on Avila Beach Drive, which resulted in LOS E conditions during the peak hour.

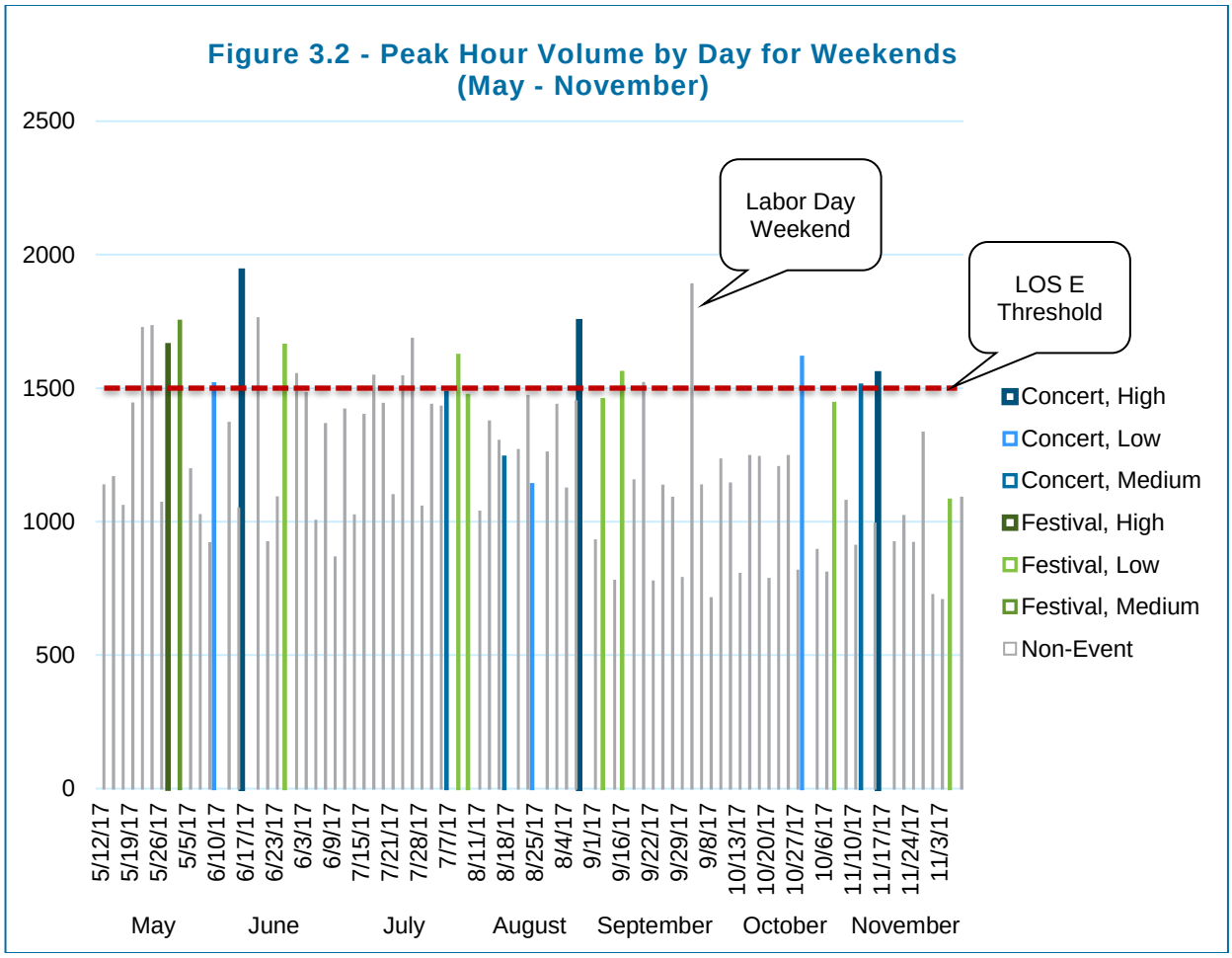
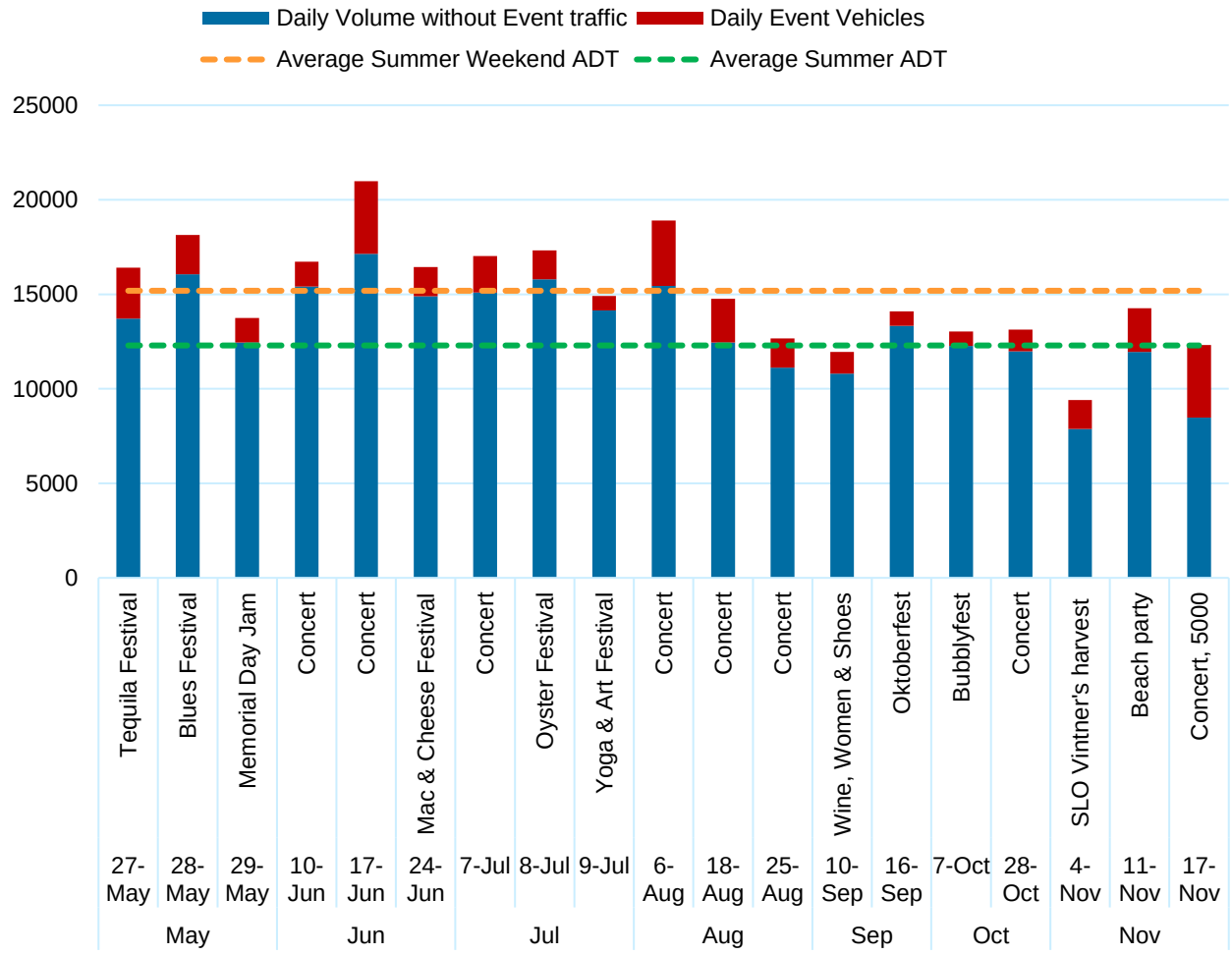


Figure 3.3 presents the daily volume and estimated event demand on specific event days in 2017. Event traffic trips were estimated assuming 2 trips per attendee, and 2.6 persons per vehicle on average. Event attendance is not known for three of the events, as identified in Table 3.1 previously, which are not included in the figure to follow. As shown in Figure 3.3, highly attended events in the peak summer season added trips that resulted in daily volumes well over 15,000 vehicles, resulting in over-capacity conditions in Avila. However, larger events in the off-peak season (November) resulted in traffic volumes similar to average summer daily traffic volumes.

Figure 3.3 - 2017 Special Event Traffic in Avila



On an hourly basis, special event traffic creates significant congestion inbound when the event begins, and outbound after the event is over. Throughout the day, and especially on holidays, this effect is compounded as attendees arrive to an already congested system. Once parking has reached saturation in Avila, vehicles circling downtown looking for parking exacerbate circulation issues and congestion significantly. Excessive delay and queuing at the Avila Beach Drive/San Luis Bay Drive intersection is of heightened concern due to it being the only ingress/egress point into and out of Avila. Figure 3.4 presents the average weekend traffic volumes throughout the day (hourly increments) with and without Concerts and Festivals, based on the average of 2016 and 2017 permanent count station data along Avila Beach Drive. Figure 3.5 presents the average weekday (Monday – Friday) traffic volumes throughout the day (hourly increments) with and without Concerts and Festivals, based on the average of 2016 and 2017 permanent count station data along Avila Beach Drive.

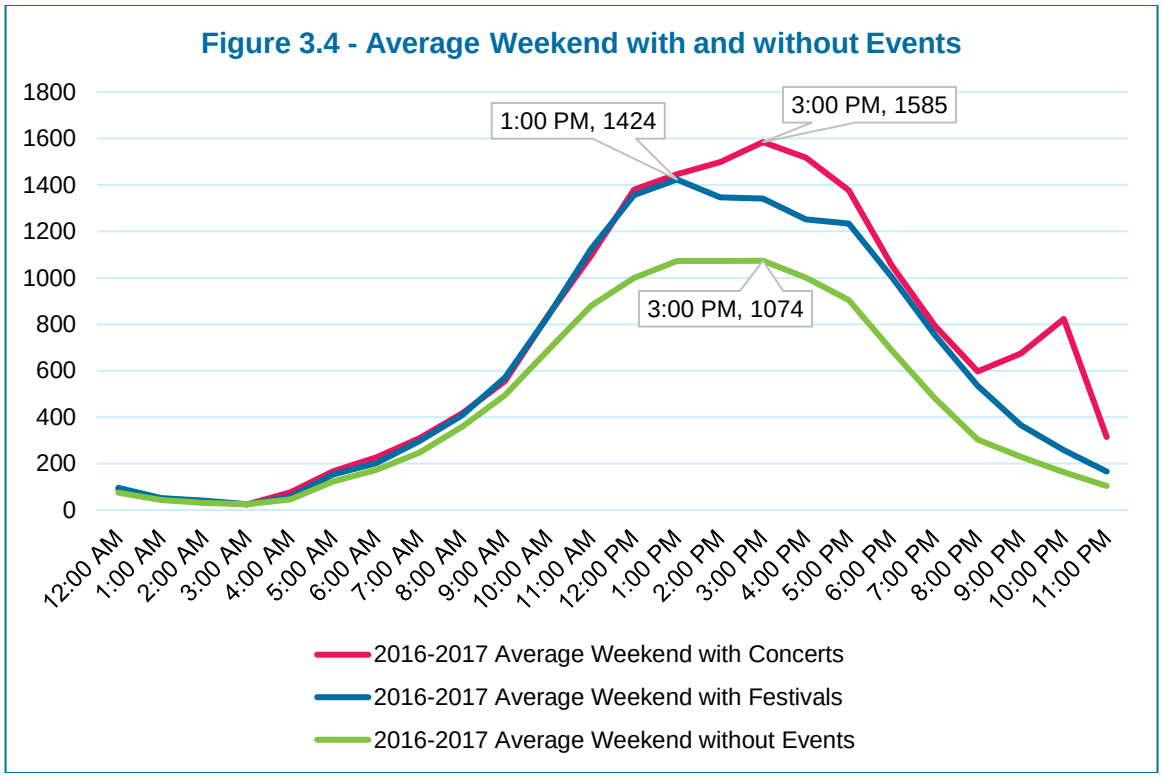


Figure 3.4 - Average Weekend with and without Events
1800
1600
1400
1200
1000
800
600
400
200
0
1:00 PM, 1424
3:00 PM, 1585
3:00 PM, 1074
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2016-2017 Average Weekend with Concerts
2016-2017 Average Weekend with Festivals
2016-2017 Average Weekend without Events

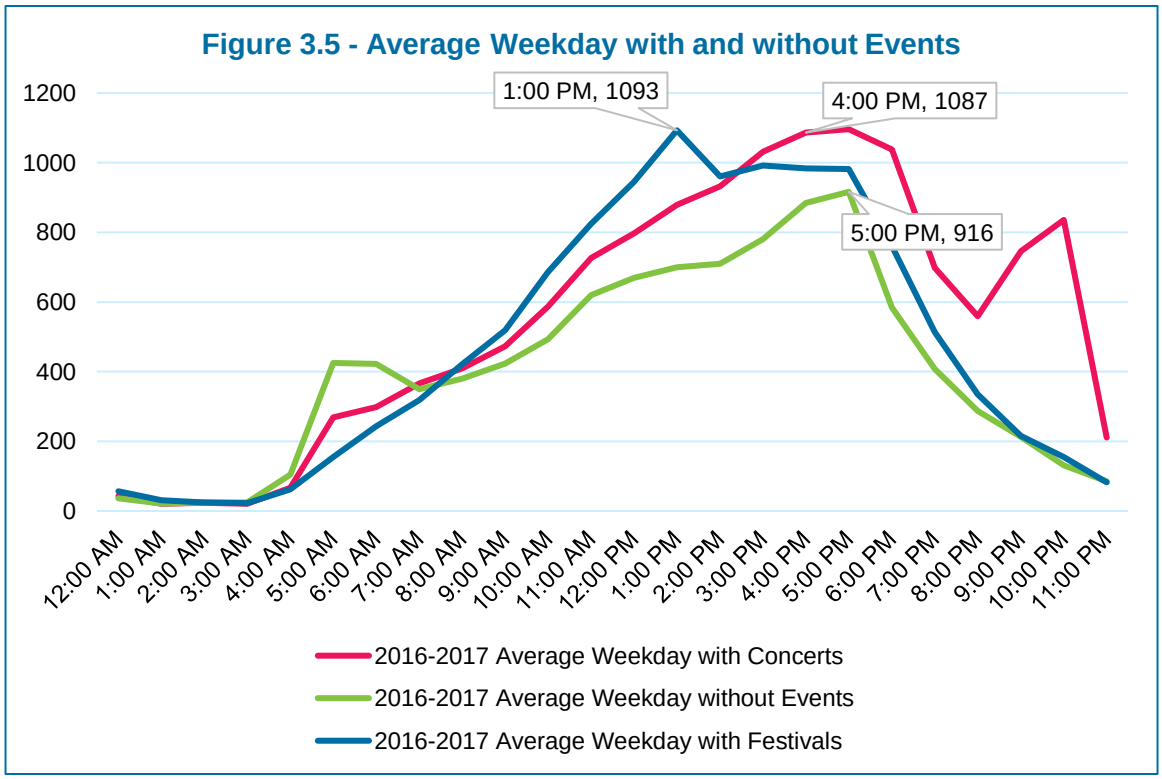


Figure 3.5 - Average Weekday with and without Events
1200
1000
800
600
400
200
0
1:00 PM, 1093
4:00 PM, 1087
5:00 PM, 916
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2016-2017 Average Weekday with Concerts
2016-2017 Average Weekday without Events
2016-2017 Average Weekday with Festivals

As shown in Figure 3.5 average weekends (year-round) during 2016 and 2017 with concerts or festivals occurring, experienced significantly higher traffic on Avila Beach Drive, compared to weekends without these special events. Concerts occurring on the weekends were on average more than 500 vehicles higher during the peak hour (3:00 pm), resulting in LOS E conditions, and over 5,600 vehicles higher on daily basis. Festivals occurring on the weekends were on average 350 vehicles higher during the peak hour (1:00 pm), approaching the LOS D/E threshold, and over 3,600 vehicles higher on a daily basis. As shown in Figure 3.6, average weekdays during 2016 and 2017 with concerts and festivals occurring also experienced higher traffic on Avila Beach Drive, compared to weekdays without events. Although, there were fewer special events occurring during the week, specifically on Fridays or on a Monday that was a holiday. During the weekdays, days with concerts experienced approximately 450 more vehicles during the peak hour, and days with festivals experienced approximately 390 more vehicles during the peak hour, compared to weekdays without events. On average during the peak hour on weekdays with special events, Avila Beach Drive operates at LOS D. On average, Avila Beach Drive operates at LOS D during the peak hour on weekends without events, and LOS C during the peak hour on weekdays without events. Therefore, special events do have an impact to the roadway operations, especially during the weekends, in terms of hourly volumes along Avila Beach Drive.

3.2 Parking

Although parking for events at the golf resort, specifically *Concerts at the Cove*, is provided on-site with ticket purchase, parking is still an on-going issue within the downtown and port areas during the peak summer months. Based on the Parking Management Plan conducted in May 2013, the total number of parking available in Avila is 1,771, with nearly 50% of the supply located downtown either in the parking lot or on-street. Beachgoers and tourists will fill up the paid parking lots and on-street parking, and park along Avila Beach Drive in both designated and non-designated areas along the shoulder. In 2019, the County completed a Parking Study for downtown Avila Beach which focused on near and mid-term parking improvements. It is likely that some of the event attendees will arrive early the day-of or the day before the event to also tour Avila Beach. This will add to the parking demand. The parking demand for special events is not solely contained to the golf course parking. Additionally, since event parking is free on the golf course, beachgoers and tourists may also park in the golf course event parking. The recommendations for TDM measures for special events should also incorporate the findings of the Parking Study.

However, as thousands of people travel along Avila Beach Drive during the peak hours in the summer on an event day, and although there is parking capacity for the event attendees, travel conditions along Avila Beach Drive can become gridlocked. For inbound traffic, the intersection of Avila Beach Drive and San Luis Bay Drive forms a bottleneck and long queues and delays are experienced. Then, in Avila and to Port San Luis, parking, access, and circulation becomes an issue due to the high demand. The travel demand along Avila Beach Drive reaches capacity during the special events in the summer. Travel demand management measures need to be implemented in order for Avila to continue to have events, for new development to prosper, and to maintain circulation between Avila and US 101.

3.3 Access/Emergency Management

The management of travel demand in Avila presents a unique situation, as Avila Beach Drive is the only public road that provides access to Avila, west of San Luis Bay Drive. San Luis Bay Drive and Avila Beach Drive then provide access to US 101 and frontage roads (Ontario Road and Shell Beach Drive). Given the area's ingress and egress limitations, emergency access, response time, and reliability is also of importance. The nearest fire department is located at Sparrow Street and San Luis Bay Drive. Congestion due to the culmination of special events and beachgoer traffic could potentially be a safety issue in evacuation or emergency situations. However, access to the golf resort and beach could also be attained via private roads, including Blue Heron Drive and Lupine Canyon Road.

3.4 Alternative Modes of Transportation

Currently, there is access to Avila by bicycle via the Bob Jones Trail. The trail runs along the north side of San Luis Obispo Creek and the trailhead is at the Park & Ride Lot on Ontario Road. The non-profit organization, Bike SLO County has formed a partnership with Avila Beach Concerts at the Cove, and previously provided a free Bike Valet. Based on their website[1], they have a capacity of 200 bicycles per event.

Additionally, the Avila-Pismo Trolley operates Friday, Saturday, and Sunday, April through September, with extended hours for the Friday Avila Farmers Market and during the summer. The trolley also operates during the major holidays of Memorial Day, Independence Day, and Labor Day. The trolley has stops at Port San Luis, San Luis Bay Inn (northbound) Avila Beach Drive/1st Street, Cave Landing (Southbound), Avila Bay Athletic Club, Bob Jones Trailhead at Ontario Road, Avila Hot Springs Resort, and multiple stops in Pismo Beach, with the route ending at the Pismo Premium Outlets.

4. Recommended TDM Measures for Events

Whether the special event is large or small, traffic related to festivals and concerts affect the travel conditions along Avila Beach Drive. Added congestion will occur when thousands of visitors come in along Avila Beach Drive and San Luis Bay Drive within a short period of time, since all traffic is filtered through a single intersection (San Luis Bay Drive at Avila Beach Drive).

From a local mobility perspective, travel time reliability can be a significant quality of life concern. Travel time reliability is the consistency or dependability of travel time as measured by the extent of delays during peak conditions. If delay along a route is consistent from day-to-day, then the travel time would be consistent and the route would have a reasonably good travel time reliability. Sporadic gridlock conditions during events reflect poor travel time reliability, as residents and business owners are not able to anticipate and plan for the time it takes to get in or out of town. In this sense, anticipated congestion is preferred to unanticipated congestion, as it can be managed by planning trips accordingly.

Beyond travel time reliability, gridlocked conditions are particularly problematic for emergency response times, if emergency vehicles are unable to get to and/or from Avila from regional connections. With a single

[1] http://bikeslocounty.org/programs/valet/

traffic lane in and out of time, extended queues either inbound to or outbound from Avila could prevent ambulances, fire trucks, or other emergency personnel from reaching their destinations in a timely manner.

Because special events are primary causes of sporadic gridlock conditions, queuing spillbacks, and increased travel times, travel demand and parking management measures need to be considered to dampen these effects. Below are recommendations for travel demand management measures for special events in Avila.

Below are recommendations for travel demand management (TDM) measures for special events in Avila.

Recommendation #1: Continue to provide free parking spaces on the golf course during special events including concerts and festivals, while also providing a free shuttle from remote (located outside of Avila, i.e. Cal Poly Campus) or satellite parking lots (see recommendation #5) during larger attendance events. Parking in the remote or satellite lots should be incentivized via a food or drink coupon at the event (i.e. $10 vendor coupon). This will help incentivize incoming cars to use the remote and/or satellite parking. Additional amenities could also be provided at the remote and satellite parking lots, such food trucks, bike rentals, etc. A threshold should be established for on-site parking at events based on anticipated attendance and non-event travel demand on Avila Beach Drive. Refer to Table 4.1 (next page) for recommended special event parking management implementation by event size.

Recommendation #2: Schedule special event start and end times to occur outside of the peak hour, based on traffic flow along Avila Beach Drive west of San Luis Bay Drive. During the summer peak season, events with 2,000 attendees or more should be scheduled to not coincide with peak beachgoer traffic and other local events, such as the Farmer's Market (which occurs on Friday evenings in the summer). Rescheduling larger special events to start/end after or before peak travel periods, or during the off-peak season (non-summer) will transfer portions of the highest travel demand to times of the day or times of the year when tourist/beachgoer traffic is much lower. Utilize the permanent count station to monitor and determine when the peak and off-peak hours and seasons occur. Event operations should conform to not exceeding LOS D directional flow limits of 1,020 vph (one-way threshold) on Avila Beach Drive west of San Luis Bay Drive, as measured by the permanent count station.

Recommendation #3: Event organizers shall obtain an encroachment permit for "Event Parking" directional signage, and provide a 200-foot long temporary right turn lane along Avila Beach Drive at the First Street entrance to improve operational flow along the roadway. Site circulation and queuing at the event entrance (First Street access) can also be improved by having two entry lanes into the golf course for event parking.

Recommendation #4: Install temporary or permanent changeable message signs on Avila Beach Drive and San Luis Bay Drive prior to their intersection. The changeable message signs will aim to direct people to utilize the satellite parking lots when there is a special event and/or when public parking is at capacity. The permanent count station on Avila Beach Drive could be used to estimate how many vehicles are currently located Downtown for the parking demand compared to the parking supply. Parking inventory and parking demand management strategies are anticipated to be included in the findings of the ongoing Avila Parking Study.

Recommendation #5: Consider satellite parking lots with shuttle buses for special events with over 2,000 attendance during the Peak Season, and over 3,000 attendance during the Off-Peak Season. The satellite parking lots should be located close to US 101, on Ontario Road at the current Park & Ride Lot, and/or at the southwest corner of Avila Beach Drive at Shell Beach Drive. The Park & Ride Lot on Ontario will need to be expanded to accommodate increased parking demand. These parking lots could be made more attractive by adding retail opportunities such as food trucks/stands, subsidized parking costs, bike rentals, etc.

Recommendation #6: Consider a secondary access to the Golf Course parking for special events at or in between San Miguel Street and Cave Landing Road. Access at San Miguel Street would require the installation of a traffic signal due to the sight-distance of the horizontal curve located on Avila Beach Drive approaching the intersection. A traffic signal at Avila Beach Drive/San Miguel Street is an element of the Capital Improvements Program (CIP), partially funded by Road Improvement Fees (RIF). Advancing the golf course access to be located before the downtown area could help alleviate some of the congestion occurring in downtown.

Recommendation #7: Add an outbound (eastbound) travel lane on Avila Beach Drive from San Luis Street to San Luis Bay Drive. This improvement is in the recommended CIP, partially funded by the RIF.

Table 4.1 presents the recommended special event parking management implementation by event size.

Table 4.1 Recommended Special Event Parking Management by Event Size

Event Size (Attendees)	Peak Season TDM	Off-Peak Season TDM
< 1,000	On-Site Parking can accommodate	Public Parking can accommodate
1,000 – 1,999	Limit On-Site Parking & Provide Shuttle Bus from remote/satellite lots	On-Site Parking can accommodate
2,000 – 2,999	Limit On-Site Parking & Provide Shuttle Bus from remote/satellite lots & Special Event Signage	Limit On-Site Parking & Provide Shuttle Bus from remote/satellite lots
≥ 3,000	Limit On-Site Parking & Provide Shuttle Bus from remote/satellite lots & Special Event Signage	Limit On-Site Parking & Provide Shuttle Bus from remote/satellite lots & Special Event Signage

Table 4.2 presents a summary list of the recommendations, and the responsible party in terms of implementation and costs.

Table 4.2 Recommendations Summary

#	Recommendation	Responsible Party
1	Advance charge for Parking & Free Shuttle w/coupon	Event Sponsor
2	Limit large events during peak season	County Measure
3	Encroachment Permit for “Event Parking” directional signage, and 200 foot temporary right turn lane at First Street for event entrance	Event Sponsor/ County Measure
4	Install temporary or permanent changeable message signs entering town	Event Sponsor/ County Measure
5	Provide satellite parking lots with shuttle buses for special events with over 2,000 attendance during the Peak Season, and with over 3,000 attendance during the Off-Peak Season	County Measure (parking lot) / Event Sponsor (Shuttle)
6	Provide a secondary access to the Golf Course parking for special events (San Miguel Street traffic signal in CIP)	Event Sponsor
7	Install an additional outbound travel lane along Avila Beach Drive between San Luis Street and San Luis Bay Drive	County Measure

Appendix H
2019 and 2014 Peak Hour Intersection Traffic Volume Comparison

Table H.1 AM Peak Hour Intersection Count Comparison (2019 – 2014 Difference)

AM Peak Hour Difference (2019 - 2014)	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total Delta	%Diff Total
Avila Beach Dr / 1st St	1	0		4					-16	9	23	-23		-2	-1%
Avila Beach Dr / San Miguel St	2			-1					-9	-1	8	15		13	4%
Avila Beach Dr / San Luis St	3			11					-10		29	20		**50**	**11%**
Avila Beach Dr / San Luis Bay Dr	4				-6		16	-9	11			39	21	**72**	**12%**
Avila Beach Dr / Ontario Rd	5				0		-1	1	-8			-10	-8	-26	-6%
Avila Beach Dr / Shell Beach Rd/US 101 Off	6	5		7	-3	-4	-10		-8	-2	5	-10		-20	-4%
Avila Beach Dr / US 101 SB On Ramp	7								-21	6	1	1		-13	-3%
Avila Beach Dr / US 101 NB Off/Monte Rd	8						-2	-22				49	1	26	7%
San Luis Bay Dr / See Canyon Rd	9	-4	-2	4	7	4	-1	1	-10	-7	-2	-5	-6	-21	-3%
San Luis Bay Dr / Ontario Rd	10		-3	7	3	2	-4	-7	6	0	-5	-5	2	0	0%
San Luis Bay Dr / US 101 SB	11				2		-17		5	6	5	11		14	2%
San Luis Bay Dr / US 101 NB	12	26	6	-1				-3	-4			-8	6	22	6%

Table H.2 PM Peak Hour Intersection Count Comparison (2019 – 2014 Difference)

PM Peak Hour Difference (2019 - 2014)	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total Delta	%Diff Total
Avila Beach Dr / 1st St	1	4		**84**					-196	-10	15	34		-69	-7%
Avila Beach Dr / San Miguel St	2	-1		19					-108	2	9	48		-31	-3%
Avila Beach Dr / San Luis St	3			34					-84	-3	18	**59**		25	2%
Avila Beach Dr / San Luis Bay Dr	4				14		**52**	-14	-56			32	14	42	3%
Avila Beach Dr / Ontario Rd	**5**				**130**		-15	10	-28			22	-1	**118**	**10%**
Avila Beach Dr / Shell Beach Rd/US 101 Off	**6**	-2		15	5	**116**	-5		-246	**352**	15	**60**		**310**	**22%**
Avila Beach Dr / US 101 SB On Ramp	**7**								10	-235	0	**74**		**-151**	**-23%**
Avila Beach Dr / US 101 NB Off/Monte Rd	8							16				44	5	68	17%
San Luis Bay Dr / See Canyon Rd	9	5	0	-2	-6		3	-6	-8	0	7	3	-3	-6	-1%
San Luis Bay Dr / Ontario Rd	10	0	1	-6	-6	**25**	14	14	-37	-2	**13**	4	2	22	2%
San Luis Bay Dr / US 101 SB	11				10	3	12		-28	-20	8	-4		-19	-2%
San Luis Bay Dr / US 101 NB	12	4	0	-3				-11	-1			8	-5	-8	-1%