

Appendix G

Traffic Impact Analysis for Yolo County Cannabis Ordinance

TRAFFIC IMPACT ANALYSIS
FOR
YOLO COUNTY CANNABIS LAND USE ORDINANCE
Yolo County, California

Prepared For:

ASCENT ENVIRONMENTAL
455 Capital Mall, Suite 300
Sacramento, CA 95814

Prepared By:

KD Anderson & Associates, Inc.
3853 Taylor Road, Suite G
Loomis, CA 95650
(916) 660-1555

August 29, 2019

Job No. 0563-003

Yolo County Cannabis Ordinance.rpt

KD Anderson & Associates, Inc.
Transportation Engineers

**TRAFFIC IMPACT ANALYSIS FOR
YOLO COUNTY CANNABIS LAND USE ORDINANCE**
Yolo County, CA

TABLE OF CONTENTS

INTRODUCTION.....	1
Project Description.....	1
Study Approach	1
EXISTING SETTING	3
Study Area Circulation System - Roads	3
Public Transportation.....	13
REGULATORY SETTING	15
State of California.....	15
Regional Agencies	16
Local	17
Standards of Significance: Levels of Service - Methodology.....	18
PROJECT CHARACTERISTICS	20
Assumptions.....	20
Trip Generation Forecasts.....	22
Trip Distribution Assumptions	24
PROJECT IMPACT.....	25
Existing Plus Project Traffic Conditions and Levels of Service.....	25
Impact to Local Roads	32
Truck Impacts	33
Impacts to Alternative Transportation Modes	33
CUMULATIVE TRAFFIC OPERATIONS.....	35
Background.....	35
Cumulative Base Conditions.....	41
Cumulative Plus Project Conditions	41
VEHICLE MILES TRAVELED (VMT).....	42
Methods / Assumptions.....	42
VMT Results.....	43
APPENDIX.....	44

August 29, 2019

KDA

**TRAFFIC IMPACT ANALYSIS FOR
YOLO COUNTY CANNABIS LAND USE ORDINANCE**
Yolo County, CA

INTRODUCTION

This report documents KD Anderson & Associates' assessment of traffic issues associated with implementing changes to **Yolo County's Cannabis Land Use Ordinance**. This analysis is intended to quantify the traffic related impacts of this action and identify applicable mitigation within the context of both current and future background conditions to support the EIR.

Project Description

Yolo County (County) is the Lead Agency for the preparation and review of the Program Environmental Impact Report (EIR) for the Yolo County Cannabis Land Use Ordinance (Proposed Ordinance or CLUO). The County is considering five alternatives to various sections/components of the Proposed Ordinance, all of which share the same underlying regulatory requirements. The alternatives differ based on allowed cannabis license types, assumed numbers of operations, allowed location based on zoning, controls on overconcentration, and required buffers from identified sensitive uses. In general, the five alternatives include:

- Alternative 1: Cultivation (Ancillary Nurseries and Processing Only) with Existing Limits (Existing Operations with CLUO) (CEQA Preferred Alternative)
- Alternative 2: All License Types with Moderate limits
- Alternative 3: All License Types with High limits
- Alternative 4: Mixed-Light/Indoor License Types Only with Moderate Limits, No Hoop Houses or Outdoor Types
- Alternative 5: All License Types with Moderate Limits, within Agricultural Zones Only, No Retail

Study Approach

The analysis addresses traffic conditions occurring on state highways, County roads and City streets within Yolo County on a weekday peak hour. Existing cannabis cultivation has generally been developed in various rural areas across Yolo County, and the facilities already eligible or are eligible to be licensed. Within that area the Yolo County General Plan EIR (GP EIR) considered conditions at 46 locations on state highway and 73 segments of Yolo County roads or streets in incorporated cities. These study area limits have been employed for this analysis.

The approach to this analysis identifies the immediate impacts of implementing the CLUO under five alternatives identified by Yolo County. Conservative assumptions for the activity associated with the facilities enabled by the ordinance were identified based on trip generation rates derived

from surveys of existing cannabis facilities, review of traffic data supporting Cannabis ordinances elsewhere in California and trip generation rates published by the Institute of Transportation Engineers (ITE) or identified in other published data. Resulting automobile and truck trips were assigned to the study area circulation system as the “Existing plus Project” condition for each alternative. These conditions were evaluated with regards to adopted Yolo County significance criteria, and the impacts associated with implementing the CLUO were identified.

Because the specific locations of those cannabis facilities enabled by the CLUO are unknown, the relative impacts of implementing the CLUO on other county roadways excluded from the quantitative Level of Service analysis has been based on consideration of the typical physical characteristics of other local roads and the level of truck activity accompanying development allowed under the ordinance alternatives. Similarly, the relative impact on alternative transportation modes has been considered broadly.

The cumulative effects of the development associated with implementing the Cannabis Ordinance alternatives were also evaluated. The cumulative traffic background condition was derived from the current version of the Sacramento Area Council of Governments (SACOG) regional travel demand forecasting model, as well as cannabis associated development already licensed in Yolo County and specific cannabis projects that are proceeding under a separate track outside of the EIR (nine early development agreement projects that would convert existing outdoor cannabis cultivation to indoor and mixed-light cultivation as well as new processing and nursery facilities). “Cumulative Plus Project” traffic volume forecasts developed for each alternative were evaluated with the context of adopted significance criteria.

While not an adopted significance criteria under current Yolo County traffic study guidelines or General Plan policy, the analysis identifies the project’s effect on Regional Vehicle Miles Traveled (VMT). Total regional VMT for the six-county area is a byproduct of the SACSIM traffic model forecasts, and this tool was employed to provide forecasts that compare resulting total regional VMT under each alternative to identify the net change in total VMT. Estimates of the effects of the project on VMT outside of the SACOG region have also been made based on consideration of the best available methods and information.

EXISTING SETTING

Regionally, the Yolo County is served by a variety of state highways, streets within incorporated cities, rural arterial roads, rural collector roads and local rural roads. The text which follows provides information regarding the Yolo County circulation system, evaluates the operation of the circulation system based on adopted methods and significance criteria and considers alternative transportation modes in order to provide a basis against which to evaluate the impacts of implementing the proposed ordinance amendment.

Study Area Circulation System - Roads

Roadway Network. The roadway network within the unincorporated parts of the County is a grid-based system of rural two-lane roads that connects individual communities and provides access to agricultural fields. Urban development is mainly concentrated in the eastern and southern portions of the County within the incorporated cities of Davis, West Sacramento, Winters, and Woodland. Interstate 80, I-5, and I-505 are the primary transportation corridors extending through the County and serve all of the County's major population centers. Other state highways, County arterials, and a network of local public and private roads constitute the remainder of the roadway system.

State highways in Yolo County are listed below and include freeways, expressways, and conventional highways, which are operated and maintained by Caltrans.

- State Route (SR) 16
- SR 45
- SR 84
- SR 113
- SR 128

Interstate and U.S. numbered routes are also part of the state highway system, which is maintained by Caltrans. The unincorporated portion of Yolo County has three Interstate routes (I-5, I-80, and I-505). U.S. 50, located in West Sacramento, provides a connection from I-80 to downtown Sacramento.

- **I-80** is a principal east/west route in Yolo County, providing connections to the San Francisco Bay Area and Sacramento County. I-80 is a major commute route between residential areas in the greater Sacramento area and the San Francisco Bay Area employment centers and is a major truck route between the San Francisco Bay Area, Sacramento, and the Tahoe Basin and points east. From the Solano County line to the Sacramento County line, I-80 is a six-lane freeway that connects the City of Davis and the City of West Sacramento.
- **I-5** is an important north/south route that in Yolo County primarily provides for the

transportation of goods by trucks. From the Sacramento County line to the Colusa County line, I-5 is a four-lane freeway and provides connections to the communities of Dunnigan, Zamora, and Yolo.

- **I-505** is a south to north freeway serving as a major connection for goods movement and interregional travel between I-80 near the City of Vacaville and I-5 in the northern part of Yolo County. I-505 is a four-lane freeway from the Solano County line to I-5 and provides a connection to the City of Winters.
- **SR 16** serves east-west traffic through the western rural area of Yolo County, including the communities of Rumsey, Guinda, Brooks, Capay, Esparto, Madison, Monument Hills, and the City of Woodland. SR 16 also provides connection to the Cache Creek Resort Casino located near the town of Brooks. North of Rumsey, SR 16 passes through the Cache Creek Regional Park area and is one of the routes used by trucks to access Colusa and Lake Counties. SR 16 extends east as a two-lane conventional highway from the Colusa County line to the Woodland city limits, then north to the connection at I-5.
- **SR 113** serves as an important link for agricultural and commercial traffic to I-5 and I-80. The segment between Davis and Woodland is a four-lane freeway that terminates at I-5. SR 113 continues from I-5 in Woodland as a two-lane conventional highway north to the town of Knights Landing and continues into Sutter County.
- **SR 128** serves local traffic in the City of Winters and recreational traffic from the greater Sacramento area traveling to Lake Berryessa and Napa Valley. SR 128 extends as a two-lane conventional highway from the Solano/Napa County line to I-505 in Winters.

Two other state highways in Yolo County (SR 45 and SR 84) serve mainly local and agricultural traffic within the County. **SR 84** is a two-lane conventional highway that extends from the Solano County line to West Sacramento City limits. **SR 45** is also a two-lane conventional highway that extends from the Colusa County line to Knights Landing.

The County maintains an extensive roadway system that provides a high level of access compared to the relatively low levels of traffic on most roadways. Currently, the County maintains approximately 800 miles of roadways in the unincorporated areas, of which only the major routes in the County's regional roadway system noted in Table 2 are addressed by this analysis.

Major County roads are also part of the regional roadway system and typically provide the connections to the highway and freeway system. County Roads 98 and 102 are key County roadways that are used by motorists traveling between Davis and Woodland. County Road 31 connects the Cities of Davis and Winters. Similarly, Old River Road connects the Cities of West Sacramento and Woodland. The County roads included in this study are listed in Table 2, along with p.m. peak hour traffic count volumes.

Traffic Operations - Methodology. The analysis of traffic operations was conducted based on roadway segments representative of the County's overall transportation network. Traffic volumes on the selected roadway segments are used to determine the overall usage and congestion. Note that the roadway segment analysis is based on traffic counts taken at a single location or link, which was intended to be representative of average conditions over the entire segment. A link connects two intersections; a segment is a series of links. The segments used in this analysis were developed in the GPEIR based on where a series of links had common physical and traffic conditions.

Traffic operations on the study roadway segments were measured using a qualitative measure called Level of Service (LOS). LOS is a general measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver. The LOS grades are generally defined as follows:

LOS A represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.

LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.

LOS C has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.

LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.

LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.

LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

Policy CI-3.1 of the Yolo County General Plan sets forth the LOS thresholds for the County roadways. This policy reads as follows:

Maintain Level of Service (LOS) C or better for roadways and intersections in the unincorporated county. In no case shall land use be approved that would either result in worse than LOS C conditions or require additional improvements to maintain the required level of service, except as specified below. As noted, some exceptions are contingent on specific improvements. Because Yolo County has not established a mechanism to fund these

improvements, the LOS C minimum will still apply, as noted in *italics*.

- A. *Interstate 5 (County Road 6 to Interstate 505) – LOS D is acceptable to the County, assuming that one additional auxiliary lane is constructed in each direction through this segment.*
- B. Interstate 5 (Interstate 505 to Woodland City Limit) – LOS D is acceptable to the County.
- C. Interstate 5 (Woodland City Limit to Sacramento County Line) – LOS F is acceptable to the County.
- D. Interstate 80 (Davis City Limit to West Sacramento City Limit) – LOS F is acceptable to the County.
- E. State Route 16 (County Road 78 to County Road 85B) – LOS D is acceptable.
- F. State Route 16 (County Road 85B to County Road 21A) – LOS E is acceptable.
- G. *State Route 16 (County Road 21A to Interstate 505) – LOS D is acceptable, assuming that this segment is widened to four lanes with intersection improvements appropriate for an arterial roadway.*
- H. *State Route 16 (Interstate 505 to County Road 98) – LOS D is acceptable, assuming that passing lanes and appropriate intersection improvements are constructed.*
- I. State Route 113 (Sutter County Line to County Road 102) – LOS F is acceptable to the County.
- J. State Route 113 (County Road 102 to Woodland City Limits) – LOS D is acceptable.
- K. State Route 128 (Interstate 505 to Napa County Line) – LOS D is acceptable.
- L. Old River Road (Interstate 5 to West Sacramento City limits) – LOS D is acceptable.
- M. South River Road (West Sacramento City Limit to the Freeport Bridge) – LOS D is acceptable.
- N. *County Road 6 (County Road 99W to the Tehama Colusa Canal) – LOS D is acceptable, assuming this segment is widened to four lanes.*
- O. County Road 24 (County Road 95 to County Road 98) – LOS D is acceptable.
- P. County Road 27 (County Road 98 to State Route 113) – LOS D is acceptable.
- Q. County Road 31 (County Road 95 to County Road 98) – LOS D is acceptable.
- R. County Road 32A (County Road 105 to Interstate 80) – LOS D is acceptable.
- S. County Road 98 (County Road 29 to County Road 27) – LOS D is acceptable
- T. *County Road 102 (County Road 13 to County Road 17) – LOS D is acceptable, assuming that passing lanes and appropriate intersection improvements are constructed.*
- U. *County Road 102 (County Road 17 to the Woodland City Limit) - LOS E is acceptable, assuming that passing lanes and appropriate intersection improvements are constructed.*
- V. *County Road 102 (Woodland City Limit to Davis City Limit) – LOS D is acceptable assuming that passing lanes and appropriate intersection improvements are constructed.*

LOS was determined by comparing traffic volumes for selected roadway segments with peak-hour LOS capacity thresholds. These thresholds are shown in Table 1 and were calculated for the GPEIR based on the methodology contained in the Highway Capacity Manual (HCM) (Transportation Research Board 2000). The HCM methodology is the prevailing measurement standard used throughout the United States.

TABLE 1 OPERATIONAL CLASS AND PEAK HOUR LEVEL OF SERVICE THRESHOLDS					
Operational Class	Peak Hour Level-of-Service Capacity Threshold				
	A	B	C	D	E
Minor Two-Lane Highway	90	200	680	1,410	1,740
Major Two-Lane Highway	120	290	790	1,600	2,050
Four-Lane, Multilane Highway ^a	1,070	1,760	2,530	3,280	3,650
Two-Lane Arterial	-	-	970	1,760	1,870
Four-Lane Arterial, Undivided	-	-	1,750	2,740	2,890
Four-Lane Arterial, Divided	-	-	1,920	3,540	3,740
Six-Lane Arterial, Divided	-	-	2,710	5,320	5,600
Eight-Lane Arterial, Divided	-	-	3,720	7,110	7,470
Two Freeway Lanes ^a	1,110	2,010	2,880	3,570	4,010
Two Freeway Lane + Auxiliary Lane ^a	1,410	2,550	3,640	4,490	5,035
Three Freeway Lanes ^a	1,700	3,080	4,400	5,410	6,060
Three Freeway Lanes + Auxiliary Lane ^a	2,010	3,640	5,180	6,350	7,100
Four Freeway Lanes ^a	2,320	4,200	5,950	7,280	8,140
^a LOS capacity threshold is for one direction. – LOS is not achievable because of type of facility. Source Yolo County General Plan DEIR					

It should be noted that this traditional methodology used to analyze the roadway system does not consider the potential impact on walking, bicycling, and transit. Pedestrians, bicyclists, and transit riders are all users of the roadway system but may not be fully recognized in the traffic operations analysis and the calculation of LOS. The LOS thresholds in Table 1 are based on driver's comfort and convenience. Identifying the need for roadway improvements based on the resulting roadway LOS can have unintended impacts to other modes such as increasing the walking time for pedestrians. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users.

Existing Traffic Operations. Table 2 notes the study area roadways address herein, while Figure 1 notes the general location of each analysis segment on a County-wide basis. The LOS was calculated for each roadway segment in the regional roadway system to evaluate the quality of traffic conditions. New traffic counts for Yolo County Roads were collected in May 2018 and April 2019. Traffic volume data for state highways was derived from California Department of Transportation (Caltrans) traffic census station reports, PEMS system data or information contained in other traffic studies. LOS was determined by comparing traffic volumes for selected roadway segments with peak-hour LOS capacity thresholds.

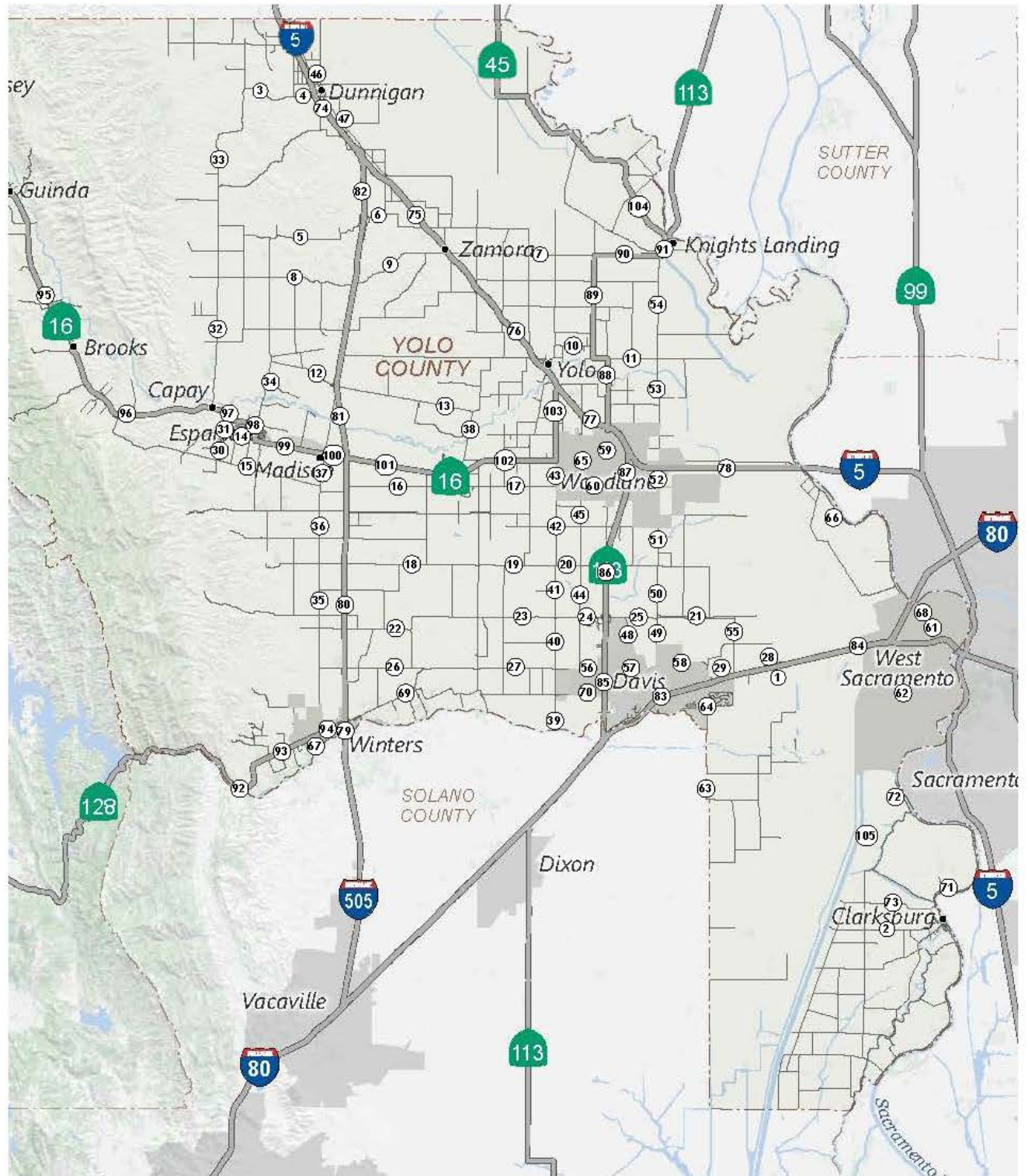
Current p.m. peak hour volumes are noted, and resulting LOS based on the thresholds contained in the GPEIR are noted.

Most County roads operate at LOS A, B, or C, which represents stable conditions for vehicle operations, during the p.m. peak hour. Three study area roadways carry p.m. peak hour volumes that result in Levels of Service that satisfy adopted minimum standards. These exceptions area:

- 49. CR 102 between Covell Blvd and CR 29: LOS D
- 50. CR 102 between CR 29 and CR 27: LOS D
- 54. CR 102 between CR 17 and SR 113: LOS D

In both areas, the General Plan accepts LOS D once passing lanes and intersection improvements are installed but finding for these improvements has not been identified.

The transportation analysis is based on the p.m. peak hour because it represents the highest hourly volume during a typical weekday. This volume is used to design future roadways because of its regular weekday occurrence. Using a higher or lower volume hour could lead to inadequate designs or designs that are underused. The p.m. peak-hours were determined countywide based on the highest level of traffic for one hour during the peak afternoon period.



N.T.S.

Legend

(XX) Roadway Segment

KD Anderson & Associates, Inc.
Transportation Engineers

0565-003 RA 4/15/2019

STUDY ROADWAY INDEX

figure 1

**TABLE 2
EXISTING PM PEAK HOUR TRAFFIC VOLUMES AND LOS**

Roadway	Map Index	Segment	Juris.	Lanes	LOS Threshold	Existing Conditions (2019)	
						PM Peak Hour Volume	Level of Service
Chiles Rd/CR 32B	1	Mace Blvd to Webster Rd	D / Y	2	C	580	C
Clarksburg Rd	2	SR 84 to South River Rd	Y	2	C	90	A
CR 6	3	CR 86 to Dunnigan SP	Y	2	C	30	A
	4	Dunnigan SP to Interstate 5	Y	2	C	50	A
CR 12A	5	CR 85 to Interstate 505	Y	2	C	10	A
CR 12A/92/12	6	Interstate 505 to CR 99W	Y	2	C	10	A
CR 13	7	Interstate 5 to SR 113	Y	2	C	160	B
CR 14	8	CR 85 to Interstate 505	Y	2	C	40	A
	9	Interstate 505 to Interstate 5	Y	2	C	120	A
CR 16A	10	Interstate 5 to SR 113	Y	2	C	30	A
CR 17	11	SR 113 to CR 102	Y	2	C	140	B
CR 19	12	CR 87 to Interstate 505	Y	2	C	80	A
	13	Interstate 505 to CR 94B	Y	2	C	60	A
CR 21A	14	CR 85B to SR 16	Y	2	C	180	B
CR 23	15	CR 85B to CR 89	Y	2	C	90	A
CR 24	16	CR 90 to CR 95	Y	2	C	50	A
	17	CR 95 to CR 98	Y	2	D	230	C
CR 27	18	Interstate 505 to CR 95	Y	2	C	150	B
	19	CR 95 to CR 98	Y	2	C	200	B
	20	CR 98 to SR 113	Y	2	D	420	C
CR 28H	21	CR 102 to CR 105	Y	2	C	160	B
CR 29A/92E/29	22	Interstate 505 to CR 95	Y	2	C	50	A
CR 29	23	CR 95 to CR 98	Y	2	C	100	B
	24	CR 98 to SR 113	Y	2	C	180	B
	25	SR 113 to CR 102	Y	2	C	630	C
CR 31	26	CR 93A to CR 95	Y	2	C	410	C
	27	CR 95 to CR 98	Y	2	D	580	C
CR 32A	28	Mace Blvd to CR 105	D / Y	2	C	300	C
	29	CR 105 to Webster Rd	Y	2	D	448	C
CR 85B	30	CR 23 to CR 21A	Y	2	C	80	A
	31	CR 21A to SR 16	Y	2	C	220	C
CR 85	32	SR 16 to CR 12	Y	2	C	50	A
CR 85/8/86	33	CR 12 to CR 6	Y	2	C	90	A
CR 87	34	SR 16 to CR 14	Y	2	C	40	A
CR 89	35	CR 29A to CR 27	Y	2	C	160	B
	36	CR 27 to CR 24A	Y	2	C	140	B
	37	CR 24A to SR 16	Y	2	C	230	C
CR 94B	38	SR 16 to CR 19	Y	2	C	120	B
Major two-lane County Road Arterial Street HIGHLIGHTED VALUES EXCEED MINIMUM LOS							
Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento							

TABLE 2 (cont'd)
EXISTING PM PEAK HOUR TRAFFIC VOLUMES AND LOS

Roadway	Map Index	Segment	Juris.	Lanes	LOS Threshold	Existing Conditions (2019)	
						PM Peak Hour Volume	Level of Service
CR 98	39	Solano Co Line to CR 31	Y	2	C	376	C
	40	CR 31 to CR 29	Y	2	C	260	B
	41	CR 29 to CR 27	Y	2	D	250	B
	42	CR 27 to CR 24	Y / Wo	2	C	350	C
	43	CR 24 to SR 16	Wo	2	C	840	C
CR 99	44	CR 31 to CR 27	Y	2	C	240	C
	45	CR 27 to Gibson Rd	Y / Wo	2	C	370	C
CR 99W	46	CR 8 to CR 6	Y	2	C	110	B
	47	CR 6 to CR 2	Y	2	C	100	B
CR 101A	48	Covell Blvd to CR 29	D / Y	2	C	310	C
CR 102	49	Covell Blvd to CR 29	D / Y	2	C	940	D
	50	CR 29 to CR 27	Y	2	C	960	D
	51	CR 27 to Gibson Rd	Y / Wo	2	C	780	C
	52	Gibson Rd to Interstate 5	Wo	4	D	2,050	D
	53	Interstate 5 to CR 17	Wo / Y	2	C	558	C
	54	CR 17 to SR 113	Y	2	C	865	D
CR 105	55	CR 32A to CR 28H	Y	2	C	226	C
Covell Blvd	56	CR 98 to SR 113	Y / D	2-4	E	580	C
	57	SR 113 to CR 102	D	4	E	1,910	C
	58	CR 102 to Mace Blvd	D	2-4	E	1,330	D
East Street	59	Gibson Rd to Interstate 5	Wo	4	D	850	C
Gibson Rd	60	CR 98 to SR 113	Wo	4	D	530	C
Harbor Blvd	61	U.S. 50 to Reed Ave	WS	4	C	1,890	C
Jefferson Blvd	62	Gregory Ave to U.S. 50	WS	4	D	1,970	D
Mace Blvd	63	CR 35 to CR 32D	Y	2	C	130	B
	64	CR 32D to Interstate 80	D	2	E	660	C
Main Street	65	CR 98 to SR 113	Wi	4	D	970	C
Old River Rd	66	CR 127 to CR 118	Y	2	D	700	D
Railroad Ave	67	SR 128 to Winters City Limits	Wi	2	C	230	C
Reed Ave	68	Interstate 80 to Jefferson Blvd	WS	4	D	1,760	C
Russell Blvd	69	Interstate 505 to CR 31	Y	2	C	600	C
	70	CR 98 to SR 113	Y / D	2	E	510	C
South River Rd	71	Clarksburg Rd to Freeport Br	Y	2	C	240	C
	72	Freeport Br to Burrows Ave	Y	2	D	443	C
Willow Point Rd	73	SR 84 to South River Rd	Y	2	C	30	A
Interstate 5 Northbound	74	Colusa Co Line to I-505	C	2	D	1,220	B
	75	Interstate 505 to CR 13	C	2	D	770	A
	76	CR 13 to SR 113 (East)	C	2	D	1,200	B
	77	SR 113 (East) to CR 102	C	2	D	1,440	B
	78	CR 102 to Sacramento Co	C	2	D	2,000	B
Major two-lane County Road		Arterial Street	HIGHLIGHTED VALUES EXCEED MINIMUM LOS				
Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland WS is West Sacramento							

TABLE 2 (cont'd)
EXISTING PM PEAK HOUR TRAFFIC VOLUMES AND LOS

Roadway	Map Index	Segment	Juris.	Lanes	LOS Threshold	Existing Conditions (2019)	
						PM Peak Hour Volume	Level of Service
Interstate 5 Southbound	74	Colusa Co Line to I-505	C	2	D	950	A
	75	Interstate 505 to CR 13	C	2	D	670	A
	76	CR 13 to SR 113 (East)	C	2	D	1,220	B
	77	SR 113 (East) to CR 102	C	2	D	1,900	B
	78	CR 102 to Sacramento Co	C	2	D	2,460	C
Interstate 505 Northbound	79	Solano Co Line to SR 128	C	2	D	760	A
	80	SR 128 to SR 16	C	2	D	490	A
	81	SR 16 to CR 14	C	2	D	290	A
	82	CR 14 to Interstate 5	C	2	D	290	A
Interstate 505 Southbound	79	Solano Co Line to SR 128	C	2	D	600	A
	80	SR 128 to SR 16	C	2	D	460	A
	81	SR 16 to CR 14	C	2	D	300	A
	82	CR 14 to Interstate 5	C	2	D	150	A
Interstate 80 Eastbound	83	Solano Co Line to Mace Blvd	C	3	E	4,220	C
	84	CR 32A to U.S. 50	C	3	E	4,580	D
Interstate 80 Westbound	83	Solano Co Line to Mace Blvd	C	3	E	4,350	C
	84	CR 32A to U.S. 50	C	3	E	3,850	C
SR 113 Northbound	85	Solano Co Line to Covell Blvd	C	2	E	2,280	C
	86	Covell Blvd to Gibson Rd	C	2	E	1,470	B
	87	Gibson Rd to Interstate 5	C	2	E	1,490	B
SR 113 Southbound	85	Solano Co Line to Covell Blvd	C	2	E	1,350	B
	86	Covell Blvd to Gibson Rd	C	2	E	1,920	B
	87	Gibson Rd to Interstate 5	C	2	E	990	A
SR 113	88	Interstate 5 to CR 17	C	2	D	700	C
	89	CR 17 to CR 13	C	2	D	90	A
	90	CR 13 to CR 102	C	2	D	150	B
	91	CR 102 to SR 45	C	2	F	780	C
SR 128	92	Napa Co Line to CR 86	C	2	D	160	B
	93	CR 86 to Railroad Ave	C	2	E	840	D
	94	Railroad Ave to Interstate 505	C	2	E	1,190	D
SR 16	95	Arbuckle Rd to CR 78	C	2	C	170	B
	96	CR 78 to CR 85B	C	2	D	730	C
	97	CR 85B to CR 87	C	2	E	730	C
	98	CR 87 to CR 21AC	C	2	E	710	C
	99	CR 21A to Madison	C	2	E	840	D
	100	Madison to Interstate 505	C	2	E	840	D
	101	Interstate 505 to CR 94B	C	2	E	970	D
	102	CR 94B to CR 98	C	2	E	1,000	D
	103	Main Street to Interstate 5	C	2	E	970	D
SR 45	104	SR 113 to CR 98A	C	2	E	90	A
SR 84	105	Clarksburg Rd to Gregory Ave	C	2	D	160	B
Major two-lane County Road		Arterial Street	HIGHLIGHTED VALUES EXCEED MINIMUM LOS				
Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento							

Local Roads. The Yolo County circulation system includes numerous County maintained roads that are not included in the General Plan Circulation Element based on their function. These local roads typically have the primary function of providing access to individual properties and are not regularly used for regional circulation. Many local roads do not fully satisfy current Yolo County design standards for travel way / shoulder width, or for vertical / horizontal alignment. Most are 20-22 feet wide with limited shoulders. Local roads typically carry low traffic volumes (i.e., < 500 vehicles per day) but can provide truck access to individual properties, particularly in agricultural areas. Current conditions on most local roads do not justify capacity improvements.

Public Transportation

Public transportation in Yolo County consists of the following services and facilities:

- public bus service,
- commercial bus service,
- taxi service,
- vanpools and carpools, and
- park-and-ride facilities.

Yolo County Transportation District. The Yolo County Transportation District (YCTD) operates YOLOBUS, which serves the residents of Yolo County and provides regional, intercity, and local fixed-route services throughout the County. For the fixed-route service, 10 routes are local (within Yolo County), and other routes provide commuter route service to Sacramento County and Solano County. The Yolobus System Overview map <https://www.yolobus.com/media/YolobusSystemOverviewMap03-13.pdf> is included in the Appendix.

The YCTD also provides paratransit through YOLOBUS Special, which provides local city, intercity, and rural County service. These services provide on-demand, door-to-door transportation primarily for elderly and disabled passengers. The paratransit service is in addition to the approximate $\frac{3}{4}$ -mile route deviations that can be requested on some of the local fixed-routes.

Commercial bus service is provided by Greyhound, which provides over 3,600 service locations within North America. Greyhound provides limited service bus stops with stops in Davis and Woodland. Service at these bus stops may vary by schedule, day, week, carrier, or season, and no Greyhound ticketing or baggage facilities are available at these locations. These limited service bus stops provide connections to full-service stations located in the San Francisco Bay Area and the greater Sacramento area.

Taxi services are provided by several local companies located in Davis, Woodland, West Sacramento, and Knights Landing and are available on demand or by reservation.

Park-and-ride lots provide a place for commuters in single-occupant vehicles to transfer to public transit or carpools. Yolo County has four park-and-ride facilities with three along I-80 and one near I-505 in the City of Winters. (see Caltrans website for locations: <http://dot.ca.gov/dist3/departments/planning/parknride.htm>)

Bicycle and Pedestrian Circulation. The bicycle and pedestrian transportation system in Yolo County are composed of local and regional bikeways and trails. Yolo County is a favorable area for bicycling because of its flat terrain, mild climate, and relatively short distance between cities. In addition, the City of Davis and UCD have an extensive network of bicycle facilities with good connections to the County's bicycle network.

Bikeways are classified into the following three types (refer to Figure IV.C-7):

Class I – off-street bike paths.

Class II – on-street bike lanes marked by pavement striping.

Class III – on-street bike routes that share the road with motorized vehicles.

The County of Yolo Bicycle Transportation Plan (BTP) was updated and adopted by the Board of Supervisors in March 2013. According to the Yolo County BTP, five major bikeways exist within the unincorporated area (<https://www.yolocounty.org/home/showdocument?id=2538>):

- Class I path along I-80 and Russell Boulevard, and Class II bike lanes along County Road 32A.
- Class II bike lanes along County Road 102 from Knights Landing to eastern Woodland and on to nearby Davis.
- Class II bike lane along County Road 99 from the southern city limit of Woodland south to County Road 29, then east one mile to County Road 99D, then south on County Road 99D to the City of Davis.
- Class II bike lane along County Road 31, County Road 93A and Russell Boulevard between Davis and Winters.
- Class I bike path along County Road 32 west from Davis to County Road 95A.

The County has developed a Parks and Open Space Master Plan (September 2006) that includes descriptions and resources of hiking trails within the unincorporated parts of the County.

REGULATORY SETTING

Transportation policies, laws, and regulations that would apply to the General Plan Circulation Element are summarized below. This information provides a context for the impact discussion related to the plan's consistency with applicable regulatory conditions.

State of California

Caltrans has completed transportation or route concept reports for a number of state freeways and highways in Yolo County. These reports identify long-range improvements for specific state freeway and highway corridors and establish the “concept,” or desired, LOS for specific corridor segments. The reports also identify long-range improvements needed to bring an existing facility up to expected standards needed to adequately serve 20-year traffic forecasts. Additionally, the reports identify the ultimate design concept for conditions beyond the immediate 20-year design period. Yolo County freeways and highways that have concept reports are I-5, I-80, I-505, SR 16, SR 45, SR 84, SR 113, and SR 128. A limitation of these reports is that they do not consider funding availability.

Interstate 5 Transportation Concept Report (I-5 TCR). The Interstate 5 Transportation Concept Report (Caltrans, April 2017) identifies the 20-year concept (through 2035) for the corridor as maintaining the existing four-lane freeway from the Yolo / Sacramento County line to the Yolo / Colusa County line. Future improvements within the horizon period consist of maintenance and roadside safety projects and includes a bridge vertical clearance project at Road 103. In the “ultimate facility”, construction of bus/carpool lanes from the Sacramento County line to SR 113 and ITS elements are proposed. Caltrans has established an ultimate concept LOS of D for I-5 from the Sacramento County line to CR 102, LOS E from CR 102 to SR 113, LOS D/E from SR 113 to I-505 and LOS D north of SR 505 through Yolo County.

Interstate 80 Transportation Concept Report (I-80 TCR). The Interstate 80 Transportation Concept Report (Caltrans, July 2017) identifies the 20-year concept and ultimate facility for the corridor as widening the existing six lanes through Yolo County (including the Yolo Causeway) to include high occupancy vehicle lanes in both directions. The concept also includes increasing transit service and implementing traffic operation systems such as ramp metering and changeable message signs along the corridor. Caltrans has established a concept LOS of E for I-80 through Yolo County. In addition to the concept report, a **Corridor System Management Plan** (Caltrans, May 2009) provides for “the integrated management of travel modes and roadways to facilitate the efficient and effective mobility of people and goods within California’s most congested transportation corridors.” This document identifies the addition of HOV lanes between Mace Boulevard (in Davis) and Enterprise Drive (in West Sacramento) along I-80 in both directions.

Interstate 505 Transportation Concept Report (I-505 TCR). The Interstate 505 Transportation Concept Report (Caltrans, July 2017) identifies the 20-year concept and ultimate facility for I-505 as maintaining the existing four-lane freeway.

State Route 16 Transportation Concept Report (SR 16 TCR). The State Route 16 Transportation Concept Report (Caltrans, June 2012) identifies the 20-year concept and ultimate facility for SR 16 as maintaining the existing two-lane conventional highway with the addition of passing lanes, left-turn lanes, and bicycle facilities in some sections where feasible. The segment from County Road 21A to I-505 has a 2-lane concept. Caltrans has established a concept LOS of D for SR 16 between the Yolo/Colusa County line and County Road 85B, and LOS E from County Road 85B to I-5.

State Route 45 Transportation Concept Report (SR 45 TCR). The Route Concept Report, State Route 45 (Caltrans, March 2014) contains the 20-year improvement concept for SR 45. Through Yolo County the concept LOS is D. The concept and ultimate facility would maintain the existing two-lane roadway.

State Route 84 Transportation Concept Report (SR 84 TCR). The State Route 84 Transportation Concept Report (Caltrans, August 2012) contains the 20-year improvement concept for SR 84. The ultimate concept LOS is D, and no improvements other than routine maintenance are planned for this route.

State Route 113 Transportation Concept Report (SR 113 TCR). The State Route 113 Transportation Concept Report (Caltrans, July 2014) contains the 20-year improvement concept for SR 113. The concept facility for the section between I-80 and I-5 is to maintain the existing four-lane freeway. North of I-5 the concept facility remains a two-lane conventional highway. The ultimate concept LOS from the Solano County line to I-5 is LOS E, while north of I-5 the concept is LOS D.

Draft State Route 128 Transportation Concept Report (SR 128 TCR). The Draft State Route 128 Transportation Concept Report (Caltrans, July 2017) contains the 20-year improvement concept for SR 128. The concept facility for the roadway is to maintain the existing two-lane highway. The 20-year concept LOS from the Solano County line to CR 87E is LOS D, while concept from CR 87E to the I-5 is LOS E.

Regional Agencies

SACOG is responsible for regional transportation planning in Yolo County. The 2016 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) (SACOG, February 2016) is a federally mandated long-range fiscally constrained transportation plan for the six-County area that includes El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba counties.

Most of this area is designated a federal non-attainment area for ozone, indicating that the transportation system is required to meet stringent air quality emissions budgets to reduce pollutant levels that contribute to ozone formation. To receive federal funding, transportation projects nominated by cities, counties and agencies must be consistent with the MTP/SCS. A project is considered consistent if it is contained in the MTP/SCS and is included in the computer modeling of transportation and air quality impacts by SACOG. In addition, any regionally

significant transportation project planned for a City or County must be included in the MTP/SCS because of its potential effect on travel demand and air pollution.

The 2015/18 Metropolitan Transportation Improvement Program (MTIP) (SACOG 2014) is a list of transportation projects and programs to be funded and implemented over the three-year period. SACOG submits this document to Caltrans and amends the program on a quarterly cycle. The MTIP and its amendments are subject to air quality conformity analysis under federal regulations, which limits the use of federal funds for regionally significant, capacity-increasing roadway projects.

Local

The **Yolo County General Plan (November 10, 2009)** The vision for Yolo County as set forth in the General Plan is to remain an area of active and productive farmland and open space where both traditional and innovative agricultural practices will continue to flourish in the countryside, while accommodating the recreational and tourism needs of residents and visitors (Yolo County 2009). The Vision and Principles section of the General Plan contains principles and objectives related to transportation and relevant to the project. A summary of these policies is provided below.

- **Principle 1:** The success of Yolo County depends upon the success of agriculture.
- **Objective 1.3:** Safe and efficient transportation system for moving products from farm to Market.
- **Principle 5:** The safest and most efficient way to move goods and people is through a variety of transportation alternatives.
- **Objective 5.10:** Efficient and safe circulation for agricultural equipment.
- **Objective 5.11:** Efficient and safe routes to markets for transporting agricultural goods.

Another stated objective of the General Plan is to combine minimum efficient urbanization with the preservation of productive farm resources and open space amenities (Yolo County 2009). Yolo County is dedicated to protecting and enhancing its rich agricultural soils and farming economy by directing residential growth to established cities and rural communities and promoting the Williamson Act and targeted use of conservation easements. Specific overarching principles and objectives within the General Plan strive to emphasize the provision of efficient transportation system for agricultural uses, and safe and efficient circulation for the agricultural equipment and goods. Thus, the intent of the General Plan and its associated principles, objectives, and policies related to transportation in the county is to focus growth in the existing incorporated cities and towns in order to preserve roadway capacity along the County roadway network to ensure the efficient transportation of agricultural goods and equipment.

The Circulation Element of General Plan establishes LOS policies for roadways and intersections in the unincorporated portion of Yolo County. The primary function of the County roadway network is to provide for the efficient transport of agricultural goods and equipment as detailed in the General Plan. Policy CI-3.1 of the General Plan states that the goal of the service thresholds is to balance the preservation of community and rural values with a safe and efficient circulation system, and that LOS thresholds are intended to limit the planned capacity of the County's roadways (Yolo County 2009). Therefore, the LOS standards and policies are in place to retain adequate roadway capacity for agricultural purposes. Additionally, Policy CI-3.1 of the General Plan states that exceptions to the LOS thresholds may be allowed in such circumstances that may include but are not limited to preserving agriculture or open space land, enhancing the agricultural economy, and preserving the rural character of the county.

Yolo County Transportation Impact Study Guidelines (February 2010) have been developed to provide a clear and consistent technical approach to transportation impact analysis for projects within Yolo County's jurisdiction. This document establishes protocol for transportation impact studies and reports based on the current state-of-the-practice in transportation planning and engineering. The County expects these guidelines to result in studies that provide comprehensive and accurate analysis of potential transportation impacts to County facilities and services. This information is essential for decision makers and the public when evaluating individual projects.

The **County of Yolo Bicycle Transportation Plan (March 2013)** contains a system of existing and planned bikeway facilities to provide for transportation and recreational bicycle travel. Specific policies and implementation strategies were developed to accomplish the following overall goal:

It is the goal of Yolo County to provide for and encourage the development of an integrated system of bikeway facilities. These facilities would provide for safe and convenient travel for bicyclists throughout the County. The County recognizes the benefits of improved air quality, improved energy efficiency, reduced traffic congestion, and improved personal fitness that can be realized by encouraging bicycle travel for transportation and recreation.

Standards of Significance: Levels of Service - Methodology

Governing agencies adopt minimum LOS standards and standards of significance.

Yolo County General Plan / Traffic Study Guidelines. As noted above, the principles and objectives within the General Plan emphasize the provision of an efficient transportation system for agricultural uses, and safe and efficient circulation for the agricultural equipment and goods. Therefore, one primary function of the County roadway network is to provide for the efficient transport of agricultural goods and equipment as detailed in the General Plan; the level of service (LOS) standards and policies are not utilized as a trigger for capacity improvements, they are in place to retain adequate roadway capacity for agricultural purposes. Cannabis is defined by the state, and proposed to be defined in the CLUO, as an agricultural land use. Therefore, because the project involves an agricultural use associated with the adoption and implementation of the

proposed CLUO it was determined by Yolo County staff that the LOS standards presented in the Circulation Element of the General Plan and the County of Yolo Transportation Impact Study Guidelines are not applicable to this project; and thus, are not analyzed herein for significance.

However, LOS conditions for existing and cumulative conditions under each of the five alternatives is identified below for informational purposes.

For **Bicycle Facilities**, a project's impact is significant if:

- A project disrupts existing or planned bicycle facilities or conflicts with adopted County nonauto plans, guidelines, policies, or standards.
- The project adds trips to an existing transportation facility or service (e.g., bike path) that does not meet current design standards.

For **Pedestrian Facilities and Americans with Disabilities Act (ADA) compliance** a project's impact is significant if:

- A project fails to provide accessible and safe pedestrian connections between buildings and to adjacent streets and transit facilities.
- A project disrupts existing or planned pedestrian facilities or conflicts with adopted County nonauto plans, guidelines, policies, or standards.
- The project adds trips to an existing transportation facility or service (e.g., sidewalk) that does not meet current design standards.

For **Trucks or other Heavy Vehicles**, a project's impact is significant if:

- A project fails to provide safe accommodation of forecast truck traffic or temporary construction-related truck traffic.
- The project adds 100 daily passenger vehicle trips (or equivalent – see Section 2 Vehicle and Truck Trip Equivalencies) to an existing roadway that does not meet current County design standards (e.g., structural section, horizontal and vertical curves, lane and shoulder width, etc.).

For **Transit**, a project's impact is significant if:

- A project creates demand for public transit services above the capacity that is provided or planned.
- A project disrupts existing or planned transit facilities and services or conflicts with adopted County non-auto plans, guidelines, policies, or standards.

PROJECT CHARACTERISTICS

Assumptions

This analysis addresses five (5) alternatives for assumed cannabis operations which combined varying levels of cultivation, nurseries, processing, manufacturing, testing, distribution, retail sales, and microbusiness. Various sources were reviewed and considered to develop vehicle trip generation characteristics associated these uses, including trip generation rates that have been applied in other counties for similar rural conditions, the results of Yolo County initiated surveys of current cultivation operators as well as trip generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th* for marijuana dispensaries.

Approach. Based on review of available materials the most reliable trip generation parameters for the various activities are noted below and are the basis for the trip generation rates presented in Table 3.

Employment. Employee commute activity is a primary cause of trip generation associated with the various cannabis activities. For this analysis the number of employees typically anticipated for each activity category was determined. While it is likely that some employees will carpool or otherwise avoid the single occupant automobile, to provide a conservative analysis each employee was assumed to generate one inbound and one outbound trip per day (i.e., two-daily trips per employee). Employment levels vary throughout the year, as extra employees are often needed during harvest. The trip generation estimates herein are intended to represent conditions occurring during harvest when maximum employment would be realized.

Materials Transport - Cultivation. Materials transport will include soil amenities used for cultivation, cannabis transported during harvest and cannabis transportation as part of activities such as processing, manufacturing, testing and distribution. The materials transportation associated with cultivation will vary throughout the year, as soil amenities will be shipped by truck to each site on a regular basis throughout the year, but cannabis transport will be concentrated into the harvest periods that occur at various times throughout the year. The truck typically employed for these activities classified as single unit trucks (SU), and large tractor-trailer combinations are rarely if ever involved. Based on the available information this analysis conservatively estimates that cannabis cultivation will result in one inbound and one outbound truck trip per day per site (i.e., two total trips) at some point during harvest.

Materials Transport - Nurseries, Processing, Manufacturing, Testing, Distribution, Retail Sales and Microbusiness. Cannabis related materials will be transported to and from these facilities on a regular basis. Based on the available information we have assumed that each facility would generate five (5) inbound and five (5) outbound trips each day, or 10 daily trips. The vehicles typically employed for these activities are classified as single unit trucks (SU).

Trips Associated with Retail Sales. The amount of vehicular traffic associated retail cannabis sales will likely vary based on the sales location and the size of the facility. Because no information is available specifically relating to rural cannabis sales, ITE rates for marijuana dispensaries were considered. For this analysis it was conservatively assumed that each sales location would include a building of the average size identified in ITE data (i.e., 2.0 ksf of building). Applying the average ITE rates revealed that each cannabis sales site could generate 505 daily trips as a result of employee commute, customer travel and materials shipment.

Retail sales is a small part of microbusiness. This analysis assumes that the building space devoted to sales in a microbusiness (i.e., 500 sf) is ¼ of the space assumed herein for a retail sales site (i.e., 2,000 sf). As a result, the “per site” automobile trip generation for the sales aspect of Microbusiness is also ¼ of the forecast for a retail sales site.

Peak Hour Characteristics. The trips generated by cannabis facilities will be spread throughout the day but based on the typical hours of operation employee travel will likely fall into normal commute periods. For this analysis it was assumed that the share of the daily traffic accompanying cannabis facilities would be similar to the share identified for other employment related businesses. For example, ITE data indicates that a.m. or p.m. peak hour traffic associated with light industrial and manufacturing uses represents 12% to 17% of the daily trip generation. For this analysis it has been conservatively assumed that employee commute traffic will represent 25% of the daily employee trip generation estimate. Similarly, the directional distribution of peak hour trips will likely mimic the patterns of these uses. For industrial and manufacturing uses 77% to 88% of the a.m. peak hour trips are inbound, and 69% to 87% of the p.m. peak hour trips were outbound. For this analysis it has been conservatively assumed that 90% of the a.m. employee trips will be inbound and 90% will be outbound.

The peak hour characteristics of non-employee travel have been assumed to follow typical patterns observed on public streets. 10% of the daily traffic is assumed to occur in both the a.m. and p.m. peak hours.

Resulting peak hour trip generation rates are shown in Table 3.

TABLE 3 CANNABIS TRIP GENERATION RATES							
Category	Trip Type	Unit	Trips per unit				
			Daily	AM Peak		PM Peak	
				Inbound	Outbound	Inbound	Outbound
Cultivation	Automobiles	Employee	2.0	0.45	0.05	0.05	0.45
	Trucks	Site	2.0	0.10	0.10	0.10	0.10
Non Retail ¹	Automobiles	Employee	2.0	0.45	0.05	0.05	0.45
	Trucks	Site	10.0	0.50	0.50	0.50	0.50
Microbusiness	Automobiles	Employee	2	0.45	0.05	0.05	0.45
	Automobiles	Site	118	5.91	5.91	5.91	5.91
	Trucks	Site	10	0.50	0.50	0.50	0.50
Retail	Automobiles	Employee	2	0.45	0.05	0.05	0.45
	Automobiles	Retail Site	473	23.65	23.65	23.65	23.65
	Trucks	Site	10	0.50	0.50	0.50	0.50
¹ includes Nurseries, Processing, Manufacturing, Testing, Distribution							

Trip Generation Forecasts

Table 4 which follows summarizes the development of daily and peak hour trip generation by alternative. These forecasts represent a very conservative estimate because:

- All sites are assumed to be at full employment, a condition that will only occur during harvest a few times each year.
- All cultivation sites are assumed to generate truck traffic, a condition that will only occur a few times each year.

As shown, daily trip generation totals range from a low of 3,756 daily trips for Alternative 1 to a high of 14,864 daily trips for Alternative 3. As Alternative 1 represents the trips associated with existing cannabis operations, the project alternatives' impact of trip generation is based on the net change from Alternative 1. As noted, the alternatives' net daily trip generation increase ranges from 2,574 daily trips under Alt 5 to the 11,108 daily trips under Alt 3.

Each alternative will result in vehicle trips made for various purposes that may be made by truck. As noted in Table 4, base Alt 1 could generate 156 daily truck trips assuming concurrent travel at all sites. Alternatives 2, 4 and 5 could result in another 504 daily truck trips beyond the Alt 1 forecast. Alternative 3 would result in 1,134 daily truck trips beyond Alt 1.

**TABLE 4
YOLO COUNTY CANNABIS ORDINANCE ALTERNATIVES TRIP GENERATION FORECASTS**

Alternative	Trip Type	Parameter	Quantity	Daily	AM Peak			PM Peak		
					Total	Inbound	Outbound	Total	Inbound	Outbound
Alternative 1										
1	Auto’s	Employee	1,800	3,600	900	810	90	900	90	810
	Trucks - cultivation	Site	78	156	15	8	7	15	7	8
	Total			3,756	915	818	97	915	97	818
2	Auto’s	Employee	2,631	5,262	1,316	1,184	132	1,316	132	1,184
	Auto’s	Retail Site	2	946	95	48	47	95	47	48
	Auto’s	Micro Site	5	590	60	30	30	60	30	30
	Trucks - cultivation	Site	80	160	16	8	8	16	8	8
	Trucks - other	Site	50	500	50	25	25	50	25	25
	Total			7,458	1,537	1,295	242	1,537	242	1,295
	Net Alt 1			3,702	622	477	145	622	145	477
3	Auto’s	Employee	5,251	10,502	2,626	2,363	263	2,626	263	2,363
	Auto’s	Retail Site	4	1,892	189	95	94	189	44	95
	Auto’s	Micro Site	10	1,180	120	60	60	120	60	60
	Trucks - cultivation	Site	160	320	32	16	16	32	16	16
	Trucks - other	Site	97	970	97	49	48	97	49	48
	Total			14,864	3,064	2,583	481	3,064	432	2,582
	Net Alt 1			11,108	2,149	1,765	384	2,149	384	1,764
4	Auto’s	Employee	2,815	5,630	1,408	1,267	141	1,408	141	1,267
	Auto’s	Retail Site	2	946	95	48	47	95	47	48
	Auto’s	Micro Site	4	472	48	24	24	48	24	24
	Trucks - cultivation	Site	80	160	16	8	8	16	8	8
	Trucks - other	Site	50	500	50	25	25	50	25	25
	Total			7,708	1,617	1,372	245	1,617	245	1,372
	Net Alt 1			3,952	702	554	148	702	148	554
5	Auto’s	Employee	2,599	5,198	1,300	1,170	130	1,300	130	1,170
	Auto’s	Micro Site	4	472	48	24	24	48	24	24
	Trucks - cultivation	Site	80	160	16	8	8	16	8	8
	Trucks - other	Site	50	500	50	25	25	50	25	25
	Total			6,330	1,414	1,227	187	1,414	187	1,227
	Net Alt 1			2,574	499	409	90	499	90	409

KDA

Trip Distribution Assumptions

Having determined the number of vehicle trips that are expected to be generated by the project, it is necessary to identify the directional distribution of project-generated traffic in order to distribute these trips to the study area circulation system. For this analysis the travel characteristics of trips associated with new employment were determined based on SACSIM travel demand forecasting model results using the model's "select zone" utility. A Traffic Analysis Zone (TAZ) was created to represent concentrated new employment at locations on the west (i.e., I-505 corridor), and alternatively east (SR 113 corridor) ends of the County. The model was run for each new TAZ location, and the routes used by the new TAZ's trips were "traced" to identify the share of total trips in each direction. As noted in Table 5, the regional distribution of trips differs for the two test TAZ's, and the assumptions were interpolated for project locations between the two extremities.

TABLE 5 CANNABIS PROJECT TRIP DISTRIBUTION ASSUMPTIONS			
Direction	Route	Percent of Total	
		Western Yolo County	Eastern Yolo County
North	SR 45 on I-5	6%	3%
	SR 16	5%	<1%
East	Sacramento via I-5, US 50 and I-80	14%	32%
West	I-80 and I-505	62%	25%
	Davis / Woodland	11%	39%
	Other	2%	1%
Total		100%	100%

Project Trip Assignment. The assignment of project traffic to the local area street system is intended to create a conservative forecast. Project trips under each alternative were allocated to applicable SACSIM model TAZ location as a point of reference based on the allocations noted in the alternative's maps included in the Appendix. The trips associated with each TAZ were then manually assigned to the alternative routes available between various potential cannabis locations and ultimate destinations. The choice of access route was determined based on the relative difference in travel time along each route. Using the regional trip distribution assumptions noted previously, project trips were assigned to the local street system based on the least time path to each destination. This conservative approach does not attempt to reduce the net effect of project trips to account for redistribution of current background traffic as might occur when existing Yolo County residents switch employers to take a portion at a cannabis operation.

PROJECT IMPACT

Existing Plus Project Traffic Conditions and Levels of Service

Table 6 identifies and compares Existing and Existing Plus Project p.m. peak hour volumes on study are roadway segments and identifies resulting Level of Service. As indicated, the project will add traffic to two roads that currently exceed the adopted minimum LOS, and the addition of project traffic results in two additional roadway segments operating with a Level of Service that exceeds the minimum LOS standard under Alternative 3.

Cannabis is defined by the state and is proposed to be defined in the CLUO as an agricultural land use. Policy CI-3.1 of the General Plan states that the goal of the service thresholds is to balance the preservation of community and rural values with a safe and efficient circulation system, and that LOS thresholds are intended to limit the planned capacity of the County's roadways. Therefore, the LOS standards and policies are in place to retain adequate roadway capacity for agricultural purposes. Additionally, Policy CI-3.1 (X) of the General Plan states that exceptions to the LOS thresholds may be allowed in such circumstances that may include but are not limited to preserving agriculture or open space land, enhancing the agricultural economy, and preserving the rural character of the County. Cannabis is defined by the state and is proposed to be defined in the CLUO as an agricultural land use that is not subject to the LOS limits of Policy CI-3.1. Thus, none of the alternatives analyzed within this EIR would conflict with the transportation related objectives, goals, and policies of the General Plan.

**TABLE 6
EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC FORECASTS AND LOS**

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Exist. Conditions (2019)		Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS ^a	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
Chiles Rd/CR 32B	1	Mace Blvd to Webster Rd	D / Y	2	C	580	C	580	C	580	C	600	C	580	C	580	C
Clarksburg Rd	2	SR 84 to South River Rd	Y	2	C	90	A	90	A	90	A	130	B	90	A	90	A
CR 6	3	CR 86 to Dunnigan SP	Y	2	C	30	A	30	A	40	A	120	B	50	A	40	A
	4	Dunnigan SP to I-5	Y	2	C	50	A	50	A	70	A	150	B	80	A	70	A
CR 12A	5	CR 85 to I-505	Y	2	C	10	A	10	A	10	A	20	A	20	A	10	A
CR 12A/92/12	6	I-505 to CR 99W	Y	2	C	10	A	10	A	20	A	30	A	20	A	20	A
CR 13	7	I-5 to SR 113	Y	2	C	160	B	160	B	160	B	170	B	160	B	160	B
CR 14	8	CR 85 to I-505	Y	2	C	40	A	40	A	50	A	70	A	60	A	50	A
	9	I-505 to I-5	Y	2	C	120	A	120	A	170	B	210	B	180	B	170	B
CR 16A	10	I-5 to SR 113	Y	2	C	30	A	30	A	30	A	60	A	30	A	30	A
CR 17	11	SR 113 to CR 102	Y	2	C	140	B	140	B	140	B	160	B	140	B	140	B
CR 19	12	CR 87 to I-505	Y	2	C	80	A	80	A	90	A	110	B	100	B	90	A
	13	I-505 to CR 94B	Y	2	C	60	A	60	A	70	A	80	A	70	A	70	A
CR 21A	14	CR 85B to SR 16	Y	2	C	180	B	180	B	180	B	190	B	180	B	180	B
CR 23	15	CR 85B to CR 89	Y	2	C	90	A	90	A	110	B	130	B	110	B	110	B
CR 24	16	CR 90 to CR 95	Y	2	C	50	A	50	A	60	A	130	A	70	A	60	A
	17	CR 95 to CR 98	Y	2	D	230	C	230	C	240	C	260	C	240	C	240	C
CR 27	18	I-505 to CR 95	Y	2	C	150	B	150	B	170	B	170	B	170	B	170	B
	19	CR 95 to CR 98	Y	2	C	200	B	200	B	240	C	280	C	250	C	250	C
	20	CR 98 to SR 113	Y	2	D	420	C	420	C	450	C	500	C	460	C	450	C
CR 28H	21	CR 102 to CR 105	Y	2	C	160	B	160	B	170	B	180	B	160	B	160	B
CR 29A/92E/29	22	I-505 to CR 95	Y	2	C	50	A	50	A	50	A	70	A	60	A	50	A
CR 29	23	CR 95 to CR 98	Y	2	C	100	B	100	B	100	B	120	B	100	B	100	B
	24	CR 98 to SR 113	Y	2	C	180	B	180	B	180	B	190	B	180	B	180	B
	25	SR 113 to CR 102	Y	2	C	630	C	630	C	630	C	650	C	630	C	630	C
CR 31	26	CR 93A to CR 95	Y	2	C	410	C	410	C	420	C	430	C	410	C	410	C
	27	CR 95 to CR 98	Y	2	D	580	C	580	C	590	C	600	C	580	C	580	C

Major two-lane County Road Arterial Street **HIGHLIGHTED VALUES EXCEED MINIMUM LOS**

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

TABLE 6 (cont'd)
EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC FORECASTS AND LOS

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Exist. Conditions (2019)		Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS ^a	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
CR 32A	28	Mace Blvd to CR 105	D / Y	2	C	300	C	300	C	300	C	320	C	300	C	300	C
	29	CR 105 to Webster Rd	Y	2	D	450	C	450	C	460	C	480	C	450	C	450	C
CR 85B	30	CR 23 to CR 21A	Y	2	C	80	A	80	A	90	A	100	B	100	B	90	A
	31	CR 21A to SR 16	Y	2	C	220	C	220	C	230	C	230	C	230	C	230	C
CR 85	32	SR 16 to CR 12	Y	2	C	50	A	50	A	70	A	90	A	80	A	70	A
CR 85/8/86	33	CR 12 to CR 6	Y	2	C	90	A	90	A	100	B	110	B	100	B	100	B
CR 87	34	SR 16 to CR 14	Y	2	C	40	A	40	A	40	A	40	A	40	A	40	A
CR 89	35	CR 29A to CR 27	Y	2	C	160	B	160	B	200	B	200	B	220	B	190	B
	36	CR 27 to CR 24A	Y	2	C	140	B	140	B	160	B	180	B	160	B	150	B
	37	CR 24A to SR 16	Y	2	C	230	C	230	C	240	C	250	C	240	C	230	C
CR 94B	38	SR 16 to CR 19	Y	2	C	120	B	120	B	120	B	130	B	130	B	120	B
CR 98	39	Solano Co Line to CR 31	Y	2	C	380	C	380	C	390	C	490	C	390	C	390	C
	40	CR 31 to CR 29	Y	2	C	260	B	260	B	270	B	330	C	270	B	270	B
	41	CR 29 to CR 27	Y	2	D	250	B	250	B	260	B	340	C	260	B	270	B
	42	CR 27 to CR 24	Y / Wo	2	C	350	C	350	C	360	C	420	C	360	C	360	C
	43	CR 24 to SR 16	Wo	2	C	840	C	840	C	900	C	1,020	D	910	C	890	C
CR 99	44	CR 31 to CR 27	Y	2	C	240	C	240	C	240	C	250	C	240	C	240	C
	45	CR 27 to Gibson Rd	Y / Wo	2	C	370	C	370	C	370	C	390	C	370	C	370	C
CR 99W	46	CR 8 to CR 6	Y	2	C	110	B	110	B	170	B	190	B	160	B	170	B
	47	CR 6 to CR 2	Y	2	C	100	B	100	B	100	B	130	B	100	B	100	B
CR 101A	48	Covell Blvd to CR 29	D / Y	2	C	310	C	310	C	320	C	330	C	320	C	320	C
CR 102	49	Covell Blvd to CR 29	D / Y	2	C	940	D	940	D	960	D	1,020	D	960	D	950	D
	50	CR 29 to CR 27	Y	2	C	960	D	960	D	970	D	1,040	D	970	D	960	D
	51	CR 27 to Gibson Rd	Y / Wo	2	C	780	C	780	C	790	C	840	D	790	C	780	C
	52	Gibson Rd to Interstate 5	Wo	4	D	2,050	D	2,050	D	2,080	D	2,160	D	2,080	D	2,060	D
	53	Interstate 5 to CR 17	Wo / Y	2	C	560	C	560	C	600	C	710	D	610	C	570	C
	54	CR 17 to SR 113	Y	2	C	870	D	870	D	910	D	940	D	920	D	870	D
CR 105	55	CR 32A to CR 28H	Y	2	C	230	C	230	C	230	C	240	C	230	C	230	C

Major two-lane County Road Arterial Street **HIGHLIGHTED VALUES EXCEED MINIMUM LOS**

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

TABLE 6 (cont'd)
EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC FORECASTS AND LOS

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Exist. Conditions (2019)		Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS ^a	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
Covell Blvd	56	CR 98 to SR 113	Y / D	2-4	E	580	C	580	C	580	C	620	C	580	C	580	C
	57	SR 113 to CR 102	D	4	E	1,910	C	1,910	C	1,960	D	2,080	D	1,970	D	1,960	D
	58	CR 102 to Mace Blvd	D	2-4	E	1,330	D	1,330	D	1,330	D	1,410	D	1,330	D	1,330	D
East Street	59	Gibson Rd to I-5	Wo	4	D	850	C	850	C	870	C	950	C	880	C	870	C
Gibson Rd	60	CR 98 to SR 113	Wo	4	D	530	C	530	C	570	C	680	C	580	C	550	C
Harbor Blvd	61	U.S. 50 to Reed Ave	WS	4	C	1,890	C	1,890	C	1,890	C	1,920	C	1,890	C	1,890	C
Jefferson Blvd	62	Gregory Ave to U.S. 50	WS	4	D	1,970	D	1,970	D	1,970	D	2,020	D	1,970	D	1,970	D
Mace Blvd	63	CR 35 to CR 32D	Y	2	C	130	B	130	B	130	B	200	B	130	B	130	B
	64	CR 32D to I-80	D	2	E	660	C	660	C	660	C	730	D	660	C	660	C
Main Street	65	CR 98 to SR 113	Wi	4	D	970	C	970	C	1,000	C	1,060	C	1,010	C	990	C
Old River Rd	66	CR 127 to CR 118	Y	2	D	700	D	700	D	700	D	740	D	700	D	700	D
Railroad Ave	67	SR 128 to Winters City Limits	Wi	2	C	230	C	230	C	260	C	290	C	240	C	240	C
Reed Ave	68	I-80 to Jefferson Blvd	WS	4	D	1,760	C	1,760	C	1,760	C	1,770	C	1,760	C	1,760	C
Russell Blvd	69	I-505 to CR 31	Y	2	C	600	C	600	C	610	C	630	C	610	C	600	C
	70	CR 98 to SR 113	Y / D	2	E	510	C	510	C	510	C	520	C	510	C	510	C
South River Rd	71	Clarksburg Rd to Freeport Br	Y	2	C	240	C	240	C	240	C	330	C	240	C	240	C
	72	Freeport Br to Burrows Ave	Y	2	D	450	C	450	C	450	C	470	C	450	C	450	C
Willow Point Rd	73	SR 84 to South River Rd	Y	2	C	30	A	30	A	30	A	70	A	40	A	30	A
Interstate 5 Northbound	74	Colusa Co Line to I-505	C	2	D	1,220	B	1,220	B	1,240	B	1,320	B	1,240	B	1,240	B
	75	I-505 to CR 13	C	2	D	770	A	770	A	790	A	830	A	790	A	780	A
	76	CR 13 to SR 113 (East)	C	2	D	1,200	B	1,200	B	1,220	B	1,270	B	1,220	B	1,220	B
	77	SR 113 (East) to CR 102	C	2	D	1,440	B	1,440	B	1,530	B	1,680	B	1,540	B	1,520	B
	78	CR 102 to Sacramento Co	C	2	D	2,000	B	2,000	B	2,060	C	2,230	C	2,080	C	2,060	C
Interstate 5 Southbound	74	Colusa Co Line to I-505	C	2	D	950	A	950	A	1,010	A	1,110	A	1,010	A	1,010	A
	75	I-505 to CR 13	C	2	D	670	A	670	A	720	A	780	A	720	A	720	A
	76	CR 13 to SR 113 (East)	C	2	D	1,220	B	1,220	B	1,310	B	1,410	B	1,300	B	1,300	B
	77	SR 113 (East) to CR 102	C	2	D	1,900	B	1,900	B	1,920	B	1,980	B	1,920	B	1,920	B
	78	CR 102 to Sacramento Co	C	2	D	2,460	C	2,460	C	2,480	C	2,570	C	2,490	C	2,480	C
Major two-lane County Road		Arterial Street	HIGHLIGHTED VALUES EXCEED MINIMUM LOS														

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

TABLE 6 (cont'd)
EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC FORECASTS AND LOS

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Exist. Conditions (2019)		Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS ^a	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
Interstate 505 Northbound	79	Solano Co Line to SR 128	C	2	D	760	A	760	A	820	A	890	A	820	A	800	A
	80	SR 128 to SR 16	C	2	D	490	A	490	A	530	A	600	A	530	A	520	A
	81	SR 16 to CR 14	C	2	D	290	A	290	A	310	A	350	A	310	A	310	A
	82	CR 14 to I-5	C	2	D	290	A	290	A	310	A	340	A	310	A	300	A
Interstate 505 Southbound	79	Solano Co Line to SR 128	C	2	D	600	A	600	A	780	A	1,060	A	800	A	760	A
	80	SR 128 to SR 16	C	2	D	460	A	460	A	590	A	820	A	620	A	580	A
	81	SR 16 to CR 14	C	2	D	300	A	300	A	350	A	460	A	370	A	350	A
	82	CR 14 to I-5	C	2	D	150	A	150	A	170	A	230	A	170	A	170	A
Interstate 80 Eastbound	83	Solano Co Line to Mace Blvd	C	3	E	4,220	C	4,220	C	4,240	C	4,280	C	4,240	C	4,240	C
	84	CR 32A to U.S. 50	C	3	E	4,580	D	4,580	D	4,600	D	4,690	D	4,600	D	4,600	D
Interstate 80 Westbound	83	Solano Co Line to Mace Blvd	C	3	E	4,350	C	4,350	C	4,360	C	4,430	D	4,360	C	4,360	C
	84	CR 32A to U.S. 50	C	3	E	3,850	C	3,850	C	3,860	C	3,950	C	3,860	C	3,860	C
SR 113 Northbound	85	Solano Co Line to Covell Blvd	C	2	E	2,280	C	2,280	C	2,300	C	2,310	C	2,300	C	2,290	C
	86	Covell Blvd to Gibson Rd	C	2	E	1,470	B	1,470	B	1,490	B	1,530	B	1,490	B	1,480	B
	87	Gibson Rd to I-5	C	2	E	1,490	B	1,490	B	1,510	B	1,530	B	1,510	B	1,500	B
SR 113 Southbound	85	Solano Co Line to Covell Blvd	C	2	E	1,350	B	1,350	B	1,390	B	1,470	B	1,390	B	1,380	B
	86	Covell Blvd to Gibson Rd	C	2	E	1,920	B	1,920	B	1,970	B	2,080	B	1,980	B	1,960	B
	87	Gibson Rd to I-5	C	2	E	990	A	990	A	1,030	A	1,130	A	1,040	A	1,020	A
SR 113	88	I-5 to CR 17	C	2	D	700	C	700	C	710	C	730	C	710	C	700	C
	89	CR 17 to CR 13	C	2	D	90	A	90	A	90	A	100	A	90	A	90	A
	90	CR 13 to CR 102	C	2	D	150	B	150	B	160	B	170	B	160	B	160	B
	91	CR 102 to SR 45	C	2	F	780	C	780	C	780	C	790	C	780	C	780	C
SR 128	92	Napa Co Line to CR 86	C	2	D	160	B	160	B	190	B	200	B	170	B	170	B
	93	CR 86 to Railroad Ave	C	2	E	840	D	840	D	870	D	870	D	860	D	860	D
	94	Railroad Ave to I-505	C	2	E	1,190	D	1,190	D	1,220	D	1,230	D	1,200	D	1,200	D

Major two-lane County Road Arterial Street **HIGHLIGHTED VALUES EXCEED MINIMUM LOS**

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

TABLE 6 (cont'd)
EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC FORECASTS AND LOS

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Exist. Conditions (2019)		Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS ^a	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
SR 16	95	Arbuckle Rd to CR 78	C	2	C	170	B	170	B	280	B	470	C	300	C	280	B
	96	CR 78 to CR 85B	C	2	D	730	C	730	C	830	D	1,030	D	850	D	840	D
	97	CR 85B to CR 87	C	2	E	730	C	730	C	840	D	1,030	D	860	D	830	D
	98	CR 87 to CR 21AC	C	2	E	710	C	710	C	870	D	1,070	D	890	D	820	D
	99	CR 21A to Madison	C	2	E	840	D	840	D	1,000	D	1,210	D	1,030	D	950	D
	100	Madison to I-505	C	2	E	840	D	840	D	980	D	1,190	D	1,010	D	950	D
	101	I-505 to CR 94B	C	2	E	970	D	970	D	1,040	D	1,140	D	1,060	D	1,020	D
	102	CR 94B to CR 98	C	2	E	1,000	D	1,000	D	1,080	D	1,180	D	1,090	D	1,050	D
	103	Main St to I-5	C	2	E	970	D	970	D	1,020	D	1,140	D	1,030	D	1,020	D
SR 45	104	SR 113 to CR 98A	C	2	E	90	A	90	A	100	A	100	A	100	A	100	A
SR 84	105	Clarksburg Rd to Gregory Ave	C	2	D	160	B	160	B	160	B	240	B	160	B	160	B

Major two-lane County Road Arterial Street **HIGHLIGHTED VALUES EXCEED MINIMUM LOS**

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

Impact to Local Roads

Under all alternatives the cannabis facilities enabled under this ordinance will take access to various local roads not included in the General Plan Circulation Element nor addressed by this analysis or design. As noted in the Existing Setting, some local roads may not satisfy current Yolo County design standards for pavement/shoulder width or horizontal/vertical alignment, and the condition of the pavements on local roads is unknown. Thus, while the volume of automobile and truck traffic added by individual cannabis operations may not be substantial, the effects of this additional traffic on local traffic operations and safety cannot be determined until the location of specific cannabis operations is known.

CLUO Section 8-2.1408, Specific Use Requirements and Performance Standards, provides specific requirements and performance standards to regulate operations for all cannabis use types. These requirements and standards include the following requirements for driveway design and roadway improvements that may be required for individual cannabis sites:

- Section 8-2.1408(K): Driveway approaches to County and State maintained roads shall be per current County Improvement Standards or Caltrans requirements, as applicable. An encroachment permit may be required. Controlled access entries must provide a rapid entry system (e.g. Knox Box approved by the local Fire District or fire service provider) for use by emergency personnel and provide adequate space for vehicles to access the lock without impeding the right-of-way. A County assigned street address is a requirement. The address must be posted and adhere to display requirements of the Fire Code. Permittees must demonstrate safe and adequate driveway access to the satisfaction of the County or Caltrans, as applicable, in compliance with applicable standards. Access considerations identified in Section 8-1.802 of the County Code shall apply. *(For the convenience of the reader these include: will the proposed use have access characteristics different from other permitted land uses; does the proposed access have inadequate design; will emergency vehicle access be impaired; would the proposed access adversely affect safe operations on the adjoining roadway system; are site distance, visibility, proximity to parking, drainage, turning radius, angle of intersection, vertical alignment, and pavement condition adequate for the proposed use and consistent/equitable in relation to access requirements for other permitted uses; proximity to other driveways and intersections; other relevant circumstances identified by the County).* Driveways shall have an all-weather surface, such as compacted gravel.
- Section 8-2.1408(JJ): Roadways: In accordance with the County's adopted policies and standards cannabis operators are strongly encouraged to take affirmative measures to combine trips, reduce greenhouse gas emissions, and minimize vehicle miles traveled. Policy CI-3.1 of the Circulation Element of the County General Plan identifies level of service policies intended to retain capacity on rural roads for agricultural uses, which includes cannabis cultivation.

If triggered by conditions identified in the Yolo Transportation Impact Study Guidelines, e.g. 100 new trips or more, applicants will prepare a traffic assessment for consideration as part

of their use CUP application. In situations where a project would substantially and adversely alter physical or operational conditions on a County roadway beyond the planned condition anticipated in the adopted General Plan, roadway improvements (eg safety improvements) or other circulation improvements will be required as appropriate.

The permittee shall install/undertake appropriate roadway improvements identified by the County Engineer or District Fire Chief as appropriate, for County roads, or Caltrans and District Fire Chief for State roads, to adequately resolve identified concerns in a manner consistent with adopted standards and requirements as applied to other similar uses.

Thus, all roadway improvements associated with new cannabis operations under the CLUO would be constructed in accordance with all applicable County and Caltrans design and safety standards. Additionally, the vehicles types associated with operation of cannabis operations (i.e., passenger vehicles, light-duty vehicles, single unit trucks) are consistent with the vehicles types currently utilizing the study area roadway network and thus would not result in the operation of incompatible uses. Therefore, the project would not increase hazards because of a design feature or incompatible uses.

Truck Impacts

The project alternatives will result in traffic by vehicles other than passenger automobiles at various times during the year. As noted under Trip Generation, the number of trucks caused by each alternative beyond the No Project condition has been estimated assuming concurrent truck travel by all facilities during harvest season ranges from 504 daily truck trips under Alternatives 2, 4 and 5 to 1,130 truck trips under Alternative 3. The vehicles typically employed for various purposes are single-unit trucks, rather than full size tractor-trailers. While the relative impacts of individual SU trucks is somewhat greater than a passenger automobile, the amount of truck traffic spread across the county circulation system does not have a significant impact on the capacity of study area roads. Truck traffic would be a consideration with regards to local access for individual cannabis operations, as noted previously. Overall, truck traffic does not represent a significant impact, and mitigation is not required.

Impacts to Alternative Transportation Modes

Bicycle & Pedestrians. The extent to which the proposed project may impact pedestrian and bicycle circulation has been considered from the standpoint of the additional use of existing facilities by persons traveling to cannabis sites and the incremental increase in conflicts with automobiles created by project trips.

Given the rural location of existing and future cannabis operations, the project would be unlikely to generate appreciable pedestrian activity. To the extent that employees might elect to ride bicycles to future sites, the project could generate additional bicycle traffic on study area roads. As noted in the Existing Setting, study area roads generally lack dedicated bicycle facilities, and bicyclists and automobiles would share the roads which lack bicycle lanes or wide paved shoulders. While the amount of regular bicycle activity that might be generated by new cannabis

operations may be relatively slight, the project will incrementally contribute to the use of study area roads for this purpose.

Alternatively, the project will add automobile traffic to rural roads that are already used by alternative transportation modes. As noted in Table 6, implementing the ordinance could increase the traffic volume on rural roads by up to 208 vehicles per day. However, the amount of traffic added to these roads does not result in a capacity deficiency as measured in terms of roadway segment Level of Service, and the traffic increase would not appreciably worsen the existing situation for bicyclists.

Transit. The project alternatives will result in additional employment at various locations spread across Yolo County. However, based on the number of employees at typical cannabis facilities the individual demand for transit service would be low. Assuming typical model split achieved in the SACOG region, typical transit demand would be 1-2 % of o total person trips, which would equate to roughly 25 to 50 riders under Alternative 5 to up to 105 to 210 riders under Alternative 3. Because this demand would be spread throughout Yolo County, its impacts on current transit service would not be significant.

CUMULATIVE TRAFFIC OPERATIONS

Background

The cumulative traffic operations analysis considers conditions within the context of long-term traffic volumes in the study area. In addition to the proposed project, the analysis of long-term conditions considers the combined effect of regional traffic growth on study area roads, trips associated with other reasonably foreseeable development.

Background Assumptions. Local agencies have various resources available for estimating background growth regional transportation facilities. In the case of this study area, Yolo County is included within the limits of SACOG's SACSIM travel demand forecasting model. This model accounts for the regional effects of development throughout the SACOG multi-county region and is an applicable tool for developing a baseline cumulative condition. It was necessary, however, to address reasonably foreseeable projects in creating the baseline. The projects include:

- Development of cannabis cultivation sites as is already permitted in Yolo County and addressed as Alternative 1 (i.e., No Project), in this analysis, and
- Development of nine "Early Implementation" cannabis projects that have elected to proceed in advance of the environmental assessment for the Cannabis ordinance.

Traffic Volume Forecast. An incremental approach was taken to create the baseline cumulative traffic volume forecasts made for this analysis in a manner that addresses inherent limitations of a regional traffic model. The SACSIM model representing current traffic conditions (2012) was run, and the results were compared to a Year 2035 model that was adjusted to include the reasonably foreseeable projects. The difference in the model's 3-hr p.m. peak period traffic on each study area segment was identified and interpolated to a single peak hour increment. This increment was then added to the current p.m. peak hour segment volume to create the cumulative baseline (i.e., Alternative 1) volumes presented in Table 7. As was the case for Existing Plus Project evaluation, the net traffic increase between each alternative and Alternative 1 was then added to the baseline condition to represent the Cumulative Plus Project volumes. As was noted earlier, this is a very conservative approach to traffic volume forecasting as it assumed that all project trips are new to the area and does not attempt to reflect diversion of background traffic.

**TABLE 7
CUMULATIVE PLUS PROJECT ALTERNATIVES PM PEAK HOUR TRAFFIC FORECASTS AND LOS**

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
Chiles Rd/CR 32B	1	Mace Blvd to Webster Rd	D / Y	2	C	670	C	670	C	690	D	670	C	670	C
Clarksburg Rd	2	SR 84 to South River Rd	Y	2	C	310	C	310	C	350	C	310	C	310	C
CR 6	3	CR 86 to Dunnigan SP	Y	2	C	30	A	40	A	120	B	50	A	40	A
	4	Dunnigan SP to I- 5	Y	2	C	50	A	70	A	150	B	80	A	70	A
CR 12A	5	CR 85 to I-505	Y	2	C	10	A	10	A	20	A	20	A	10	A
CR 12A/92/12	6	I-505 to CR 99W	Y	2	C	10	A	20	A	30	A	20	A	20	A
CR 13	7	I-5 to SR 113	Y	2	C	210	B	210	B	220	B	220	B	210	B
CR 14	8	CR 85 to I-505	Y	2	C	90	A	100	A	120	A	110	A	100	A
	9	I-505 to I-5	Y	2	C	180	B	220	B	260	B	230	B	220	B
CR 16A	10	I-5 to SR 113	Y	2	C	40	A	40	A	70	A	40	A	40	A
CR 17	11	SR 113 to CR 102	Y	2	C	140	B	140	B	160	B	140	B	140	B
CR 19	12	CR 87 to I-505	Y	2	C	80	A	90	A	110	B	100	B	90	A
	13	I-505 to CR 94B	Y	2	C	60	A	70	A	80	A	70	A	70	A
CR 21A	14	CR 85B to SR 16	Y	2	C	180	B	180	B	190	B	180	B	180	B
CR 23	15	CR 85B to CR 89	Y	2	C	90	B	110	B	130	B	110	B	110	B
CR 24	16	CR 90 to CR 95	Y	2	C	310	C	330	C	390	C	330	C	330	C
	17	CR 95 to CR 98	Y	2	D	460	C	470	C	490	C	470	C	470	C
CR 27	18	I-505 to CR 95	Y	2	C	380	C	390	C	400	C	390	C	390	C
	19	CR 95 to CR 98	Y	2	C	390	C	430	C	480	C	450	C	440	C
	20	CR 98 to SR 113	Y	2	D	790	D	820	D	870	D	830	D	830	D
CR 28H	21	CR 102 to CR 105	Y	2	C	160	B	170	B	180	B	160	B	160	B
CR 29A/92E/29	22	I-505 to CR 95	Y	2	C	70	A	70	A	90	A	80	A	70	A
CR 29	23	CR 95 to CR 98	Y	2	C	150	B	150	B	170	B	160	B	150	B
	24	CR 98 to SR 113	Y	2	C	310	C	310	C	320	C	310	C	310	C
	25	SR 113 to CR 102	Y	2	C	740	D	740	D	760	D	740	D	740	D
CR 31	26	CR 93A to CR 95	Y	2	C	920	D	930	D	940	D	920	D	920	D
	27	CR 95 to CR 98	Y	2	D	1,080	D	1,090	D	1,100	D	1,090	D	1,090	D
Major two-lane County Road		Arterial Street	HIGHLIGHTED VALUES EXCEED MINIMUM LOS												

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

TABLE 7 (cont'd)
CUMULATIVE PLUS PROJECT ALTERNATIVES PM PEAK HOUR TRAFFIC FORECASTS AND LOS

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
CR 32A	28	Mace Blvd to CR 105	D / Y	2	C	310	C	310	C	320	C	310	C	310	C
	29	CR 105 to Webster Rd	Y	2	D	540	C	550	C	570	C	550	C	550	C
CR 85B	30	CR 23 to CR 21A	Y	2	C	80	A	90	A	100	B	100	B	90	A
	31	CR 21A to SR 16	Y	2	C	220	C	230	C	230	C	230	C	230	C
CR 85	32	SR 16 to CR 12	Y	2	C	90	A	100	B	130	B	110	B	100	B
CR 85/8/86	33	CR 12 to CR 6	Y	2	C	90	A	100	B	110	B	100	B	100	B
CR 87	34	SR 16 to CR 14	Y	2	C	120	B	120	B	120	B	120	B	120	B
CR 89	35	CR 29A to CR 27	Y	2	C	280	C	310	C	320	C	330	C	300	C
	36	CR 27 to CR 24A	Y	2	C	170	B	190	B	210	C	190	B	170	B
	37	CR 24A to SR 16	Y	2	C	260	C	270	C	280	C	280	C	260	C
CR 94B	38	SR 16 to CR 19	Y	2	C	140	B	150	B	150	B	150	B	140	B
CR 98	39	Solano Co Line to CR 31	Y	2	C	390	C	400	C	500	C	400	C	400	C
	40	CR 31 to CR 29	Y	2	C	230	B	240	B	300	C	230	B	240	B
	41	CR 29 to CR 27	Y	2	D	230	B	250	B	320	C	250	B	250	B
	42	CR 27 to CR 24	Y / Wo	2	C	370	C	380	C	440	C	380	C	380	C
	43	CR 24 to SR 16	Wo	2	C	890	C	940	C	1,070	D	950	C	940	C
CR 99	44	CR 31 to CR 27	Y	2	C	370	C	370	C	380	C	370	C	370	C
	45	CR 27 to Gibson Rd	Y / Wo	2	C	400	C	400	C	420	C	410	C	410	C
CR 99W	46	CR 8 to CR 6	Y	2	C	110	B	170	B	190	B	160	B	170	B
	47	CR 6 to CR 2	Y	2	C	110	B	110	B	140	B	110	B	110	B
CR 101A	48	Covell Blvd to CR 29	D / Y	2	C	420	C	420	C	440	C	420	C	420	C
CR 102	49	Covell Blvd to CR 29	D / Y	2	C	1,170	D	1,180	D	1,240	D	1,180	D	1,170	D
	50	CR 29 to CR 27	Y	2	C	1,180	D	1,200	D	1,260	D	1,200	D	1,190	D
	51	CR 27 to Gibson Rd	Y / Wo	2	C	1,150	D	1,160	D	1,210	D	1,160	D	1,150	D
	52	Gibson Rd to I-5	Wo	4	D	2,320	D	2,350	D	2,430	D	2,350	D	2,330	D
	53	I-5 to CR 17	Wo / Y	2	C	550	C	590	C	700	C	590	C	550	C
	54	CR 17 to SR 113	Y	2	C	860	D	900	D	930	D	910	D	860	D
CR 105	55	CR 32A to CR 28H	Y	2	C	230	C	230	C	240	C	230	C	230	C

KDA

Major two-lane County Road Arterial Street HIGHLIGHTED VALUES EXCEED MINIMUM LOS

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

TABLE 7 (cont'd)
CUMULATIVE PLUS PROJECT ALTERNATIVES PM PEAK HOUR TRAFFIC FORECASTS AND LOS

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
Covell Blvd	56	CR 98 to SR 113	Y / D	2-4	E	870	D	890	D	920	D	890	D	880	D
	57	SR 113 to CR 102	D	4	E	2,360	D	2,410	D	2,530	D	2,420	D	2,410	D
	58	CR 102 to Mace Blvd	D	2-4	E	1,880	E	1,880	E	1,960	E	1,880	E	1,880	E
East Street	59	Gibson Rd to I-5	Wo	4	D	990	C	1,020	C	1,100	C	1,030	C	1,010	C
Gibson Rd	60	CR 98 to SR 113	Wo	4	D	820	C	860	C	970	C	870	C	840	C
Harbor Blvd	61	U.S. 50 to Reed Ave	WS	4	C	2,560	D	2,560	D	2,600	D	2,560	D	2,560	D
Jefferson Blvd	62	Gregory Ave to U.S. 50	WS	4	D	2,690	D	2,690	D	2,740	D	2,690	D	2,690	D
Mace Blvd	63	CR 35 to CR 32D	Y	2	C	180	B	180	B	250	B	180	B	180	B
	64	CR 32D to I-80	D	2	E	750	C	750	C	810	D	750	C	750	C
Main Street	65	CR 98 to SR 113	Wi	4	D	1,160	C	1,190	C	1,240	C	1,200	C	1,180	C
Old River Rd	66	CR 127 to CR 118	Y	2	D	830	D	830	D	870	D	830	D	830	D
Railroad Ave	67	SR 128 to Winters City Limits	Wi	2	C	70	A	100	B	130	B	80	A	70	A
Reed Ave	68	I-80 to Jefferson Blvd	WS	4	D	2,600	D	2,600	D	2,620	D	2,600	D	2,600	D
Russell Blvd	69	I-505 to CR 31	Y	2	C	1,300	D	1,310	D	1,340	D	1,310	D	1,310	D
	70	CR 98 to SR 113	Y / D	2	E	690	C	690	C	700	C	690	C	690	C
South River Rd	71	Clarksburg Rd to Freeport Br	Y	2	C	460	C	460	C	540	C	460	C	460	C
	72	Freeport Br to Burrows Ave	Y	2	C	490	C	490	C	510	C	490	C	490	C
Willow Point Rd	73	SR 84 to South River Rd	Y	2	C	30	A	30	A	70	A	40	A	30	A
Interstate 5 Northbound	74	Colusa Co Line to I-505	C	2	D	1,530	B	1,560	B	1,630	B	1,560	B	1,550	B
	75	I-505 to CR 13	C	2	D	980	A	1,000	A	1,040	A	1,000	A	990	A
	76	CR 13 to SR 113 (East)	C	2	D	1,420	B	1,430	B	1,480	B	1,440	B	1,430	B
	77	SR 113 (East) to CR 102	C	2	D	1,890	B	1,980	B	2,140	B	1,990	B	1,980	B
	78	CR 102 to Sacramento Co	C	2	D	2,650	C	2,710	C	2,880	C	2,730	C	2,710	C
Interstate 5 Southbound	74	Colusa Co Line to I-505	C	2	D	1,250	B	1,310	B	1,410	B	1,310	B	1,310	B
	75	I-505 to CR 13	C	2	D	880	A	920	A	980	A	920	A	920	A
	76	CR 13 to SR 113 (East)	C	2	D	1,420	B	1,500	B	1,600	B	1,510	B	1,500	B
	77	SR 113 (East) to CR 102	C	2	D	2,300	C	2,320	C	2,380	C	2,320	C	2,320	C
	78	CR 102 to Sacramento Co	C	2	D	3,080	D	3,100	D	3,190	D	3,100	D	3,100	D

KDA

Major two-lane County Road Arterial Street **HIGHLIGHTED VALUES EXCEED MINIMUM LOS**

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

TABLE 7 (cont'd)
CUMULATIVE PLUS PROJECT ALTERNATIVES PM PEAK HOUR TRAFFIC FORECASTS AND LOS

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
Interstate 505 Northbound	79	Solano Co Line to SR 128	C	2	D	1,740	B	1,790	B	1,870	B	1,800	B	1,780	B
	80	SR 128 to SR 16	C	2	D	830	A	860	A	930	A	870	A	860	A
	81	SR 16 to CR 14	C	2	D	390	A	410	A	450	A	410	A	410	A
	82	CR 14 to I-5	C	2	D	400	A	410	A	450	A	410	A	410	A
Interstate 505 Southbound	79	Solano Co Line to SR 128	C	2	D	1,500	B	1,680	B	1,960	B	1,700	B	1,660	B
	80	SR 128 to SR 16	C	2	D	830	A	960	A	1,190	B	990	A	950	A
	81	SR 16 to CR 14	C	2	D	410	A	460	A	560	A	480	A	450	A
	82	CR 14 to I-5	C	2	D	250	A	270	A	330	A	270	A	270	A
Interstate 80 Eastbound	83	Solano Co Line to Mace Blvd	C	3	E	4,760	D	4,780	D	4,820	D	4,780	D	4,780	D
	84	CR 32A to U.S. 50	C	3+	E	5,470	D	5,490	D	5,580	D	5,490	D	5,490	D
Interstate 80 Westbound	83	Solano Co Line to Mace Blvd	C	3	E	5,210	C	5,210	C	5,280	D	5,210	C	5,210	C
	84	CR 32A to U.S. 50	C	3	E	5,280	C	5,290	C	5,380	C	5,290	C	5,290	C
SR 113 Northbound	85	Solano Co Line to Covell Blvd	C	2	E	2,020	C	2,030	C	2,040	C	2,030	C	2,020	C
	86	Covell Blvd to Gibson Rd	C	2	E	1,680	B	1,700	B	1,740	B	1,700	B	1,690	B
	87	Gibson Rd to I-5	C	2	E	1,730	B	1,750	B	1,770	B	1,750	A	1,730	A
SR 113 Southbound	85	Solano Co Line to Covell Blvd	C	2	E	1,100	A	1,130	B	1,210	B	1,140	B	1,120	B
	86	Covell Blvd to Gibson Rd	C	2	E	2,160	C	2,210	C	2,320	C	2,210	C	2,190	C
	87	Gibson Rd to I-5	C	2	E	1,280	B	1,310	B	1,410	B	1,320	B	1,300	B
SR 113	88	I-5 to CR 17	C	2	D	380	C	380	C	400	C	380	C	380	C
	89	CR 17 to CR 13	C	2	D	110	A	110	A	110	A	110	A	110	A
	90	CR 13 to CR 102	C	2	D	230	B	230	B	240	B	230	B	230	B
	91	CR 102 to SR 45	C	2	D	840	D	850	D	850	D	840	D	840	D
SR 128	92	Napa Co Line to CR 86	C	2	D	250	B	280	B	290	B	260	B	260	B
	93	CR 86 to Railroad Ave	C	2	E	890	D	920	D	930	D	900	D	900	D
	94	Railroad Ave to Interstate 505	C	2	E	1,830	E	1,860	E	1,870	E	1,840	E	1,840	E

Major two-lane County Road Arterial Street **HIGHLIGHTED VALUES EXCEED MINIMUM LOS**

KDA

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

TABLE 7 (cont'd)
CUMULATIVE PLUS PROJECT ALTERNATIVES PM PEAK HOUR TRAFFIC FORECASTS AND LOS

Roadway	Map index	Segment	Juris.	Lanes	LOS Threshold	Alt 1 (No Project)		Alt 2		Alt 3		Alt 4		Alt 5	
						PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS	PM Peak Hour Volume	LOS
SR 16	95	Arbuckle Rd to CR 78	C	2	C	210	B	310	C	510	C	330	C	310	C
	96	CR 78 to CR 85B	C	2	D	770	C	870	D	1,070	D	890	D	870	D
	97	CR 85B to CR 87	C	2	E	800	D	910	D	1,100	D	930	D	910	D
	98	CR 87 to CR 21AC	C	2	E	950	D	1,110	D	1,310	D	1,130	D	1,060	D
	99	CR 21A to Madison	C	2	E	1,080	D	1,230	D	1,440	D	1,260	D	1,190	D
	100	Madison to I-505	C	2	E	1,130	D	1,280	D	1,480	D	1,300	D	1,240	D
	101	I-505 to CR 94B	C	2	E	1,600	D	1,670	E	1,770	E	1,690	E	1,650	E
	102	CR 94B to CR 98	C	2	E	1,340	D	1,410	D	1,510	D	1,430	D	1,390	D
	103	Main St to I-5	C	2	E	1,200	D	1,240	D	1,370	D	1,250	D	1,240	D
SR 45	104	SR 113 to CR 98A	C	2	D	100	A	100	A	100	A	100	A	100	A
SR 84	105	Clarksburg Rd to Gregory Ave	C	2	D	300	C	300	C	370	C	300	C	300	C

Major two-lane County Road Arterial Street **HIGHLIGHTED VALUES EXCEED MINIMUM LOS**

Jurisdiction Y is Yolo County; C is Caltrans, D is Davis, Wi is Winters, Wo is Woodland, WS is West Sacramento

Cumulative Base Conditions

As noted in Table 7, the background condition results in 8 locations where the identified p.m. peak hour Level of Service exceeds the adopted minimum standard. These include:

25. CR 29 from SR 113 to CR 102: LOS D
26. CR 31 from CR 93A to CR 95: LOS D
49. CR 102 from Covell Blvd to CR 29: LOS D
50. CR 102 from CR 29 to CR 27: LOS D (addressed by GP Policy)
51. CR 102 from CR 27 to Gibson Road: LOS D (addressed by GP Policy)
54. CR 102 from CR 17 to SR 113: LOS D (addressed by GP Policy)
61. Harbor Blvd from US 50 to Reed Avenue: LOS D (addressed by City policy)
69. Russell Blvd from Interstate 505 to CR 31: LOS D

Of these locations, three locations on CR 102 were similarly noted in the GP EIR and addressed by General Policy describing improvements that would allow the County to accept LOS D. On Harbor Blvd the City of West Sacramento no longer considers LOS based on roadway segment volume to be a significance criteria but notes that traffic conditions are acceptable up to the point that the daily volume exceeds the overall daily roadway capacity. The daily capacity threshold is not exceeded.

Cumulative Plus Project Conditions

The project alternatives will add traffic to study area roads. At 8 locations project alternatives will add traffic to roadway segments that are projected to have Level of Service in excess of the minimum standard. At 2 locations the trips associated with Alternative 3 will result in LOS in excess of the minimum.

As described above, cannabis is defined by the state and is proposed to be defined in the CLUO as an agricultural land use and none of the alternatives analyzed within this EIR would conflict with the transportation related objectives, goals, and policies of the General Plan.

VEHICLE MILES TRAVELED (VMT)

This analysis quantifies the net effect of each of the cannabis ordinance alternatives on regional Vehicle Miles Traveled (VMT). These estimates were developed within the context of the direction contained in the California Governor's Office of Planning and Research (OPR)' December 2018 publication, *Technical Advisory on Evaluating Transportation Impacts in CEQA*.

Methods / Assumptions

SACSIM Travel Demand Forecasting Model. A “tour-based” approach was taken using the best available tool for traffic modeling. Within the Yolo County area, the current version of the Sacramento Area Council of Governments (SACOG) SACSIM model is recognized as the best available tool for accounting for all aspects of travel associated with various land uses. The SACSIM model addresses travel within a six-county area including Yolo, Sacramento, Placer, El Dorado, Yuba and Sutter Counties. While the SACSIM model's inventory of land uses does not consider agricultural employment, it does include industrial uses. As with agricultural uses the travel accompanying the industrial category would primarily include employee commute travel but would also reflect regional deliveries of materials and products. Because the characteristics are similar it was appropriate to the employ the trip generation characteristics of cannabis alternatives to create an equivalent number of industrial employees to be entered into applicable SACSIM TAZ's.

Other tools were considered but rejected. The Statewide Travel Demand Forecasting Model was considered but was determined to be inappropriate for this use based on its format (i.e., land uses do not consider industrial or agricultural uses), coarse zonal structure and lack of availability. We also considered the statewide model's County-specific VMT output reports, but those are only available for land uses (i.e., office and residential uses) that are not applicable to the Cannabis project.

Net Effect on VMT. The net effect of the project in total cumulative VMT was selected as the applicable measure of project's VMT. This choice was made to reflect the multitude of potential cannabis sites, but more importantly to address the effects of interaction between the new employment opportunities created by the project alternatives within the rural Yolo County area.

VMT Effects for Travel Outside of SACOG Region. The OPR directive indicates that agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary. CEQA requires environmental analyses to reflect a “good faith effort at full disclosure”.

Because the SACSIM model does not include travel outside of its six-county area in VMT calculation, we considered four methods for addressing this issue. The statewide traffic model does address travel across all statewide jurisdiction, however, due to the less refined structure of the statewide model (i.e., very large TAZ's) this model would include travel on fewer Yolo

County roads making it a much less desirable tool for addressing project's effect on VMT. The results of the statewide travel survey which provides information regarding the travel characteristics of various land uses as considered, but this source does not deal with agricultural or industrial uses. Finally, we considered a trip-based approach to traffic increase caused by the project outside of SACSIM model. That approach, however, is not chosen because the SACSIM model results for each alternative did not indicate any change in traffic volume on roads outside of the five-counties area.

The approach selected to determine VMT effects outside of the SACOG region is a "good faith effort" at disclosing the change in VMT. Census data characteristics for employee travel generated by Solano County are available. As noted in Table 8, the total vehicle trips caused by all commute travel to Yolo County from areas within the SACSIM Model Area was determined to total 89,752 daily trips with a reported average distance of 12.9 miles. The total of vehicle trips estimated for "out of SACSIM area" commuting, was determined to be 7,431 vehicle -trips. The "average" distance to each outside county was estimated, and after application of those distances the total trip-miles for Yolo County's out of SACSIM travel was found to be 396,100. It was assumed that each alternative's net effect on total VMT outside of the SACSIM area would be proportional to its effect within SACSIM (per the model) and to the relationship between internal and external commute trips miles. With regard to the latter, the estimated census-based external trip-miles of 396,100 represents 34% of the census estimate of 1,157,814 for internal commutes. The alternatives' effect on external VMT would therefore be 34% of each alternative's identified internal effect.

VMT Results

Table 9 presents the net VMT change that results for each project alternative. As indicated the estimates are comprised of the net project effect on regional VMT in the SACOG six-counties area, and an estimate of the accompanying effect of travel on roads outside of the SACSIM boundary. The SACSIM results are a direct output from the traffic model runs made for the traffic analysis, and the out of area travel was developed as noted above. As indicated, the project alternatives cause limited effect on total regional VMT. The percentage so low that the change may be considered nominal and within typical forecasting errors of these types of models. Thus, the relative change in VMT resulting from implementation of the CLUO would be so small that in the context of the modeling that was conducted, it is not considered to be meaningful. Additionally, many of the sites where cannabis operations could occur are currently occupied by VMT-generating land uses (i.e., agricultural, industrial, commercial). SACSIM model is also not designed to factor the proximity of cannabis cultivation and noncultivation uses. The provision of a range of cultivation and noncultivation operations within the unincorporated area of the County would reduce VMT generated as compared to traveling to cities and/or outside the County for commercial nurseries, testing, manufacturing, and retail uses.

TABLE 8
CENSUS BUREAU - JOURNEY-TO-WORK DATA CALCULATION OF RATIO FOR
TRIP MILES FOR WORKERS OUTSIDE OF SACSIM AREA TO WITHIN SACSIM AREA

County	Trips	Length	Trip Miles
Yolo County	54,467		
Sacramento County	29,095		
Placer County	2,633		
Sutter County	2,267		
El Dorado County	689		
Yuba County	602		
SACSIM Area Total	89,753	12.9	1,157,814
Solano County	3,908	30	117,240
Colusa County	504	40	20,160
San Joaquin County	426	60	25,560
Contra Costa County	404	65	26,260
Alameda County	398	85	33,830
Butte County	254	95	24,130
San Francisco County	244	75	18,300
Napa County	161	50	8,050
Stanislaus County	154	95	14,630
Santa Clara County	127	120	15,240
Nevada County	117	75	8,775
Calaveras County	111	120	13,320
Mendocino County	89	90	8,010
Sonoma County	89	70	6,230
Amador County	87	70	6,090
Fresno County	66	190	12,540
Marin County	58	80	4,640
Tulare County	49	240	11,760
Glenn County	46	70	3,220
Shasta County	44	130	5,720
Merced County	21	135	2,835
San Mateo County	20	110	2,200
Tehama County	15	100	1,500
Trinity County	14	180	2,520
Lake County	12	75	900
Santa Cruz County	5	135	675
Siskiyou County	5	215	1,075
Humboldt County	3	230	690
Outside of SACSIM Area Total			396,100
Trip miles for commuters working in Yolo County, traveling from outside of the SACSIM area is 34% of the trip miles from within the SACSIM area.			
Source of all trip data is the U.S. Census Bureau. Source of SACSIM area trip length is SACOG 2016 MTP / SCS. Source of trip length for other counties is Google Earth.			

TABLE 9 VEHICLE MILES TRAVELLED				
Alternative	Total All VMT In SACSIM Modeling Area	Net Change from Alternative 1	Net Change Outside of SACSIM Modeling Area	Total Net Change
Alternative 1	78,732,129.16	--	--	--
Alternative 2	78,736,533.90	4,404.74	1,497.61	5,902.35
Alternative 3	78,728,568.35	-3,560.81	-1,210.68	-4,771.49
Alternative 4	78,720,874.11	-11,255.05	-3,826.72	-15,081.77
Alternative 5	78,733,468.90	1,339.74	455.51	1,795.25

Alternative	Total All VMT In SACSIM Modeling Area	Net Change from No Cannabis Activity	Net Change Outside of SACSIM Modeling Area	Total Net Change
No Cannabis Activity	78,729,133.12	--	--	--
Alternative 1	78,732,129.16	2,996.04	1,018.65	4,014.69

APPENDIX

KDA

TECHNICAL APPENDIX 1 of 2

FOR

YOLO COUNTY CANNABIS ORDINANCE TRAFFIC IMPACT ANALYSIS

Yolo County, California

Prepared For:

ASCENT ENVIRONMENTAL

455 Capital Mall, Suite 300
Sacramento, CA 95814

Prepared By:

KD Anderson & Associates, Inc.

3853 Taylor Road, Suite G
Loomis, CA 95650
(916) 660-1555

August 29, 2019

0563-003

KD Anderson & Associates, Inc.

Transportation Engineers

TRAFFIC COUNTS 2018

Prepared by NDS/ATD

VOLUME

Chiles Rd/County Rd 32B Bet. Mace Blvd & Webster Rd

Day: Tuesday
Date: 5/22/2018

City: Davis
Project #: CA18_7189_001

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						3,010	2,443
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			9	2	11		12:00			36	37	73	
00:15			6	3	9		12:15			46	41	87	
00:30			5	1	6		12:30			36	31	67	
00:45			0	20	2	8	12:45			43	161	46	155
					2	28						89	316
01:00			0	0	0		13:00			39	43	82	
01:15			0	5	5		13:15			42	34	76	
01:30			0	1	1		13:30			38	40	78	
01:45			3	3	0	6	13:45			43	162	36	153
					3	9						79	315
02:00			0	3	3		14:00			42	37	79	
02:15			0	1	1		14:15			42	41	83	
02:30			0	2	2		14:30			37	38	75	
02:45			3	3	2	8	14:45			65	186	57	173
					5	11						122	359
03:00			1	0	1		15:00			74	45	119	
03:15			2	0	2		15:15			63	77	140	
03:30			1	3	4		15:30			70	42	112	
03:45			1	5	1	4	15:45			87	294	53	217
					2	9						140	511
04:00			1	1	2		16:00			95	35	130	
04:15			0	2	2		16:15			87	35	122	
04:30			0	0	0		16:30			76	38	114	
04:45			0	1	3	6	16:45			79	337	52	160
					3	7						131	497
05:00			3	4	7		17:00			116	60	176	
05:15			2	12	14		17:15			97	52	149	
05:30			2	9	11		17:30			92	29	121	
05:45			4	11	9	34	17:45			83	388	43	184
					13	45						126	572
06:00			7	9	16		18:00			52	24	76	
06:15			7	17	24		18:15			44	26	70	
06:30			18	17	35		18:30			58	36	94	
06:45			23	55	23	66	18:45			35	189	25	111
					46	121						60	300
07:00			26	24	50		19:00			31	28	59	
07:15			55	34	89		19:15			34	18	52	
07:30			57	45	102		19:30			33	45	78	
07:45			58	196	59	162	19:45			29	127	22	113
					117	358						51	240
08:00			82	70	152		20:00			27	18	45	
08:15			88	95	183		20:15			22	19	41	
08:30			37	63	100		20:30			22	33	55	
08:45			31	238	40	268	20:45			18	89	19	89
					71	506						37	178
09:00			34	38	72		21:00			19	16	35	
09:15			37	29	66		21:15			15	11	26	
09:30			30	40	70		21:30			21	9	30	
09:45			30	131	46	153	21:45			16	71	9	45
					76	284						25	116
10:00			39	45	84		22:00			16	3	19	
10:15			25	34	59		22:15			5	12	17	
10:30			31	29	60		22:30			13	4	17	
10:45			25	120	37	145	22:45			7	41	1	20
					62	265						8	61
11:00			37	30	67		23:00			12	5	17	
11:15			31	32	63		23:15			3	4	7	
11:30			41	40	81		23:30			8	4	12	
11:45			41	150	47	149	23:45			9	32	1	14
					88	299						10	46
TOTALS			933	1009	1942		TOTALS			2077	1434	3511	
SPLIT %			48.0%	52.0%	35.6%		SPLIT %			59.2%	40.8%	64.4%	

DAILY TOTALS			NB	SB	EB			WB	Total				
			0	0				3,010	2,443	5,453			
AM Peak Hour			07:30	07:45	07:30	PM Peak Hour			17:00	14:45	16:45		
AM Pk Volume			285	287	554	PM Pk Volume			388	221	577		
Pk Hr Factor			0.810	0.755	0.757	Pk Hr Factor			0.836	0.718	0.820		
7 - 9 Volume	0	0	434	430	864	4 - 6 Volume	0	0	725	344	1069		
7 - 9 Peak Hour			07:30	07:45	07:30	4 - 6 Peak Hour			17:00	16:30	16:45		
7 - 9 Pk Volume			0	0	285	287	554	4 - 6 Pk Volume	0	0	388	202	577
Pk Hr Factor			0.000	0.000	0.810	0.755	0.757	Pk Hr Factor	0.000	0.000	0.836	0.842	0.820

VOLUME

Clarksburg Rd Bet. State Route 84 & South River Rd

Day: Thursday
Date: 5/24/2018

City: Clarksburg
Project #: CA18_7189_002

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						491	493	984	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0		12:00			6	6	12			
00:15			0	0	0		12:15			11	7	18			
00:30			0	0	0		12:30			4	9	13			
00:45			0	0	0		12:45			5	26	6	28	11	54
01:00			0	0	0		13:00			10	7	17			
01:15			0	0	0		13:15			2	4	6			
01:30			0	0	0		13:30			6	7	13			
01:45			0	0	0		13:45			8	26	4	22	12	48
02:00			0	0	0		14:00			9	6	15			
02:15			0	0	0		14:15			3	9	12			
02:30			0	0	0		14:30			15	2	17			
02:45			0	0	0		14:45			14	41	6	23	20	64
03:00			0	0	0		15:00			30	6	36			
03:15			0	0	0		15:15			11	47	58			
03:30			0	0	0		15:30			7	22	29			
03:45			0	0	0		15:45			4	52	7	82	11	134
04:00			0	0	0		16:00			5	3	8			
04:15			1	1	2		16:15			10	4	14			
04:30			0	0	0		16:30			11	16	27			
04:45			1	2	1	2	16:45			10	36	10	33	20	69
05:00			1	4	5		17:00			16	8	24			
05:15			1	1	2		17:15			10	8	18			
05:30			3	5	8		17:30			10	11	21			
05:45			1	6	8	18	17:45			12	48	2	29	14	77
06:00			2	3	5		18:00			11	5	16			
06:15			2	4	6		18:15			10	6	16			
06:30			5	7	12		18:30			1	3	4			
06:45			3	12	6	20	18:45			4	26	5	19	9	45
07:00			2	7	9		19:00			5	4	9			
07:15			6	9	15		19:15			1	3	4			
07:30			13	10	23		19:30			1	3	4			
07:45			26	47	16	42	19:45			3	10	0	10	3	20
08:00			35	27	62		20:00			3	7	10			
08:15			30	20	50		20:15			2	8	10			
08:30			9	18	27		20:30			1	0	1			
08:45			4	78	5	70	20:45			4	10	4	19	8	29
09:00			3	3	6		21:00			2	1	3			
09:15			6	4	10		21:15			1	1	2			
09:30			9	2	11		21:30			1	2	3			
09:45			3	21	7	16	21:45			1	5	2	6	3	11
10:00			9	5	14		22:00			0	3	3			
10:15			7	4	11		22:15			0	0	0			
10:30			5	5	10		22:30			0	0	0			
10:45			4	25	6	20	22:45			0	0	3		0	3
11:00			4	7	11		23:00			2	0	2			
11:15			3	8	11		23:15			0	0	0			
11:30			4	5	9		23:30			0	0	0			
11:45			6	17	9	29	23:45			1	3	2	2	3	5
TOTALS	208				217	425	TOTALS	283				276	559		
SPLIT %	48.9%				51.1%	43.2%	SPLIT %	50.6%				49.4%	56.8%		

DAILY TOTALS					NB	SB	EB				WB	Total
					0	0	491				493	984

AM Peak Hour			07:30	07:45	07:45	PM Peak Hour			14:30	15:00	14:45
AM Pk Volume			104	81	181	PM Pk Volume			70	82	143
Pk Hr Factor			0.743	0.750	0.730	Pk Hr Factor			0.583	0.436	0.616
7 - 9 Volume	0	0	125	112	237	4 - 6 Volume	0	0	84	62	146
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			17:00	16:30	16:30
7 - 9 Pk Volume	0	0	104	81	181	4 - 6 Pk Volume	0	0	48	42	89
Pk Hr Factor	0.000	0.000	0.743	0.750	0.730	Pk Hr Factor	0.000	0.000	0.750	0.656	0.824

VOLUME

City: Dunnigan
Project #: CA18_7189_003

DAILY TOTALS			NB	SB	EB		WB		Total				
			0	0					143	128	271		
AM Peak Hour		05:45	05:45	05:45	PM Peak Hour		16:45	16:15	16:15				
AM Pk Volume		11	13	24	PM Pk Volume		15	9	23				
Pk Hr Factor		0.688	0.542	0.750	Pk Hr Factor		0.536	0.450	0.719				
7 - 9 Volume	00	0	10	16	26	4 - 6 Volume	00	0	26	12	38		
7 - 9 Peak Hour		08:00	07:15	07:15	4 - 6 Peak Hour		16:45	16:15	16:15				
7 - 9 Pk Volume		00	0	6	12	16	4 - 6 Pk Volume	00	0	15	9	23	
Pk Hr Factor		0.000	0.000	0.375	0.750	0.800	Pk Hr Factor		0.000	0.000	0.536	0.450	0.719

VOLUME

County Rd 6 Bet. Dunnigan SP & Interstate 5

Day: Tuesday

Date: 5/22/2018

City: Dunnigan

Project #: CA18_7189_004

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						351		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	1	1		12:00			4	3	7		
00:15			0	2	2		12:15			5	5	10		
00:30			1	1	2		12:30			3	5	8		
00:45			1	2	1	5	12:45			2	14	4	17	
01:00			0	0	0		13:00			1	2	3		
01:15			2	0	2		13:15			0	5	5		
01:30			1	1	2		13:30			4	2	6		
01:45			1	4	2	3	13:45			3	8	5	14	
02:00			1	0	1		14:00			4	3	7		
02:15			0	0	0		14:15			7	2	9		
02:30			0	0	0		14:30			1	4	5		
02:45			1	2	1	2	14:45			1	13	4	13	
03:00			2	2	4		15:00			6	3	9		
03:15			3	0	3		15:15			3	4	7		
03:30			1	1	2		15:30			7	8	15		
03:45			2	8	2	5	15:45			2	18	6	21	
04:00			2	1	3		16:00			4	4	8		
04:15			1	1	2		16:15			5	6	11		
04:30			3	0	3		16:30			5	10	15		
04:45			6	12	3	5	16:45			6	20	8	28	
05:00			2	2	4		17:00			6	2	8		
05:15			9	1	10		17:15			7	7	14		
05:30			6	1	7		17:30			4	6	10		
05:45			6	23	2	6	17:45			5	22	6	21	
06:00			8	5	13		18:00			6	8	14		
06:15			9	3	12		18:15			1	7	8		
06:30			8	5	13		18:30			3	8	11		
06:45			7	32	3	16	18:45			2	12	5	28	
07:00			5	4	9		19:00			4	4	8		
07:15			11	3	14		19:15			5	4	9		
07:30			11	2	13		19:30			2	2	4		
07:45			7	34	2	11	19:45			3	14	2	12	
08:00			6	4	10		20:00			4	3	7		
08:15			4	2	6		20:15			6	3	9		
08:30			6	5	11		20:30			2	2	4		
08:45			9	25	3	14	20:45			2	14	4	12	
09:00			5	4	9		21:00			3	2	5		
09:15			5	1	6		21:15			2	5	7		
09:30			1	1	2		21:30			5	2	7		
09:45			7	18	3	9	21:45			3	13	2	11	
10:00			3	4	7		22:00			0	6	6		
10:15			4	6	10		22:15			4	1	5		
10:30			3	2	5		22:30			4	6	10		
10:45			4	14	2	14	22:45			1	9	3	16	
11:00			6	1	7		23:00			2	3	5		
11:15			1	1	2		23:15			3	3	6		
11:30			1	3	4		23:30			0	2	2		
11:45			4	12	3	8	23:45			3	8	2	10	
TOTALS			186	96	282		TOTALS			165	203	368		
SPLIT %			66.0%	34.0%	43.4%		SPLIT %			44.8%	55.2%	56.6%		

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	351					299	650				
AM Peak Hour			07:15	06:00	06:00		PM Peak Hour			16:30	17:45	16:30					
AM Pk Volume			35	16	48		PM Pk Volume			24	29	51					
Pk Hr Factor			0.795	0.800	0.923		Pk Hr Factor			0.857	0.906	0.850					
7 - 9 Volume	0	0	59	25	84		4 - 6 Volume	0	0	42	49	91					
7 - 9 Peak Hour			07:15	08:00	07:15		4 - 6 Peak Hour			16:30	16:00	16:30					
7 - 9 Pk Volume	0	0	35	14	46		4 - 6 Pk Volume	0	0	24	28	51					
Pk Hr Factor	0.000	0.000	0.795	0.700	0.821		Pk Hr Factor	0.000	0.000	0.857	0.700	0.850					

VOLUME

County Rd 12A Bet. County Rd 86 & Interstate 505

Day: Thursday
Date: 5/17/2018

City: Capay
Project #: CA18_7189_005

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						44	49	93
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0	12:00			4	1	5			
00:15			0	0	0	12:15			2	2	4			
00:30			0	0	0	12:30			3	1	4			
00:45			0	0	0	12:45			0	9	0	4	13	
01:00			0	0	0	13:00			1	0	1			
01:15			0	0	0	13:15			0	0	0			
01:30			0	0	0	13:30			0	2	2			
01:45			0	0	0	13:45			0	1	1	3	4	
02:00			0	0	0	14:00			2	0	2			
02:15			0	0	0	14:15			0	0	0			
02:30			0	0	0	14:30			1	1	2			
02:45			0	0	0	14:45			2	5	1	2	7	
03:00			0	0	0	15:00			1	1	2			
03:15			0	0	0	15:15			0	0	0			
03:30			0	0	0	15:30			1	0	1			
03:45			0	0	0	15:45			0	2	0	1	3	
04:00			0	0	0	16:00			1	0	1			
04:15			0	0	0	16:15			0	2	2			
04:30			0	0	0	16:30			0	0	0			
04:45			0	0	0	16:45			0	1	0	2	3	
05:00			0	0	0	17:00			3	2	5			
05:15			1	3	4	17:15			0	1	1			
05:30			0	0	0	17:30			0	0	0			
05:45			0	1	4	7	17:45			1	4	1	4	8
06:00			2	3	5	18:00			0	0	0			
06:15			1	0	1	18:15			0	0	0			
06:30			0	1	1	18:30			0	0	0			
06:45			0	3	1	5	18:45			1	1	1	1	2
07:00			1	0	1	19:00			1	0	1			
07:15			1	2	3	19:15			0	0	0			
07:30			0	1	1	19:30			0	0	0			
07:45			0	2	0	3	19:45			0	1	1	1	2
08:00			2	1	3	20:00			0	0	0			
08:15			0	0	0	20:15			0	0	0			
08:30			2	2	4	20:30			0	0	0			
08:45			0	4	0	3	20:45			0	0	0		
09:00			1	0	1	21:00			0	0	0			
09:15			0	0	0	21:15			0	0	0			
09:30			1	2	3	21:30			0	0	0			
09:45			0	2	1	3	21:45			0	0	0		
10:00			2	1	3	22:00			0	0	0			
10:15			0	1	1	22:15			0	0	0			
10:30			0	0	0	22:30			0	0	0			
10:45			1	3	1	3	22:45			0	0	0		
11:00			3	3	6	23:00			0	0	0			
11:15			0	3	3	23:15			0	0	0			
11:30			0	1	1	23:30			0	0	0			
11:45			2	5	0	7	23:45			0	0	0		
TOTALS	20				31	51	TOTALS	24				18	42	
SPLIT %	39.2%				60.8%	54.8%	SPLIT %	57.1%				42.9%	45.2%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	44					49	93	

AM Peak Hour			11:45	05:15	11:45	PM Peak Hour			12:00	12:00	12:00
AM Pk Volume			11	10	15	PM Pk Volume			9	4	13
Pk Hr Factor			0.688	0.625	0.750	Pk Hr Factor			0.563	0.500	0.650
7 - 9 Volume	0	0	6	6	12	4 - 6 Volume	0	0	5	6	11
7 - 9 Peak Hour			07:45	07:15	07:15	4 - 6 Peak Hour			17:00	16:15	17:00
7 - 9 Pk Volume	0	0	4	4	7	4 - 6 Pk Volume	0	0	4	4	8
Pk Hr Factor	0.000	0.000	0.500	0.500	0.583	Pk Hr Factor	0.000	0.000	0.333	0.500	0.400

VOLUME

County Rd 12A/92/12 Bet. Interstate 505 & County Rd 99W

Day: Thursday
Date: 5/17/2018

City: Yolo County
Project #: CA18_7189_006

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						60		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	0	0		12:00			2	1	3		
00:15			0	0	0		12:15			2	0	2		
00:30			0	0	0		12:30			0	0	0		
00:45			0	0	0		12:45			2	6	0	1	
01:00			0	0	0		13:00			3	0	3		
01:15			0	0	0		13:15			2	0	2		
01:30			0	0	0		13:30			1	1	2		
01:45			0	0	0		13:45			0	6	1	2	
02:00			0	0	0		14:00			4	0	4		
02:15			0	0	0		14:15			0	0	0		
02:30			0	0	0		14:30			1	0	1		
02:45			0	0	0		14:45			2	7	0	2	
03:00			0	0	0		15:00			0	0	0		
03:15			0	0	0		15:15			1	0	1		
03:30			0	0	0		15:30			2	1	3		
03:45			0	0	0		15:45			1	4	0	1	
04:00			0	0	0		16:00			1	0	1		
04:15			0	0	0		16:15			0	0	0		
04:30			0	0	0		16:30			0	1	1		
04:45			0	0	0		16:45			2	3	0	1	
05:00			0	0	0		17:00			1	0	1		
05:15			0	0	0		17:15			0	0	0		
05:30			0	0	0		17:30			3	1	4		
05:45			0	2	2	2	17:45			1	5	1	2	
06:00			2	0	2		18:00			0	0	0		
06:15			1	0	1		18:15			0	0	0		
06:30			1	0	1		18:30			1	0	1		
06:45			1	5	1	5	18:45			1	2	1	2	
07:00			0	1	1		19:00			1	1	2		
07:15			1	0	1		19:15			0	1	1		
07:30			1	0	1		19:30			0	0	0		
07:45			0	2	0	3	19:45			0	1	0	3	
08:00			2	0	2		20:00			2	0	2		
08:15			0	0	0		20:15			0	0	0		
08:30			0	1	1		20:30			0	0	0		
08:45			1	3	1	5	20:45			0	2	2	4	
09:00			1	0	1		21:00			0	0	0		
09:15			1	0	1		21:15			0	0	0		
09:30			0	1	1		21:30			0	0	0		
09:45			2	4	0	5	21:45			0	0	0		
10:00			3	1	4		22:00			0	0	0		
10:15			0	0	0		22:15			0	0	0		
10:30			0	0	0		22:30			0	0	0		
10:45			0	3	1	5	22:45			0	0	0		
11:00			4	3	7		23:00			0	0	0		
11:15			0	0	0		23:15			0	0	0		
11:30			0	0	0		23:30			1	0	1		
11:45			2	6	0	9	23:45			0	1	0	1	
TOTALS	23				11	34	TOTALS	37				11	48	
SPLIT %	67.6%				32.4%	41.5%	SPLIT %	77.1%				22.9%	58.5%	

DAILY TOTALS			NB	SB	EB			WB	Total		
			0	0				60			
AM Peak Hour			09:15	10:15	11:00	PM Peak Hour			12:45	13:00	12:45
AM Pk Volume			6	4	9	PM Pk Volume			8	2	9
Pk Hr Factor			0.500	0.333	0.321	Pk Hr Factor			0.667	0.500	0.750
7 - 9 Volume	0	0	5	3	8	4 - 6 Volume			0	0	8
7 - 9 Peak Hour			07:15	08:00	08:00	4 - 6 Peak Hour					16:45
7 - 9 Pk Volume	0	0	4	2	5	4 - 6 Pk Volume			0	0	6
Pk Hr Factor	0.000	0.000	0.500	0.500	0.625	Pk Hr Factor			0.000	0.000	0.500

VOLUME

County Rd 13 Bet. Interstate 5 & State Route 113

Day: Thursday
Date: 5/31/2018

City: Yolo County
Project #: CA18_7189_007

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						888	872						1,760
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			0	0	0		12:00			15	7	22							
00:15			0	2	2		12:15			14	6	20							
00:30			1	0	1		12:30			19	8	27							
00:45			1	2	0	2	12:45			13	61	7	28	20	89				
01:00			1	0	1		13:00			16	6	22							
01:15			0	1	1		13:15			17	11	28							
01:30			1	1	2		13:30			18	6	24							
01:45			0	2	0	2	13:45			14	65	12	35	26	100				
02:00			1	1	2		14:00			7	23	30							
02:15			4	3	7		14:15			15	10	25							
02:30			1	0	1		14:30			16	11	27							
02:45			0	6	0	4	14:45			20	58	7	51	27	109				
03:00			0	1	1		15:00			27	11	38							
03:15			1	3	4		15:15			25	14	39							
03:30			0	5	5		15:30			37	8	45							
03:45			0	1	2	11	15:45			38	127	16	49	54	176				
04:00			1	8	9		16:00			24	14	38							
04:15			2	20	22		16:15			27	11	38							
04:30			1	28	29		16:30			23	11	34							
04:45			5	9	23	79	16:45			36	110	8	44	44	154				
05:00			4	28	32		17:00			21	14	35							
05:15			4	55	59		17:15			30	6	36							
05:30			8	47	55		17:30			22	4	26							
05:45			14	30	36	166	17:45			26	99	9	33	35	132				
06:00			9	25	34		18:00			30	8	38							
06:15			9	16	25		18:15			18	4	22							
06:30			8	19	27		18:30			13	7	20							
06:45			3	29	16	76	18:45			13	74	8	27	21	101				
07:00			10	15	25		19:00			10	2	12							
07:15			6	7	13		19:15			7	2	9							
07:30			3	14	17		19:30			6	6	12							
07:45			6	25	12	48	19:45			5	28	2	12	7	40				
08:00			9	16	25		20:00			9	4	13							
08:15			1	11	12		20:15			10	3	13							
08:30			9	19	28		20:30			9	5	14							
08:45			7	26	13	59	20:45			3	31	4	16	7	47				
09:00			6	5	11		21:00			5	3	8							
09:15			2	8	10		21:15			4	4	8							
09:30			7	12	19		21:30			5	3	8							
09:45			6	21	7	32	21:45			2	16	4	14	6	30				
10:00			6	12	18		22:00			3	6	9							
10:15			3	9	12		22:15			1	3	4							
10:30			5	7	12		22:30			2	1	3							
10:45			6	20	8	36	22:45			4	10	0	10	4	20				
11:00			9	5	14		23:00			1	1	2							
11:15			7	14	21		23:15			1	1	2							
11:30			11	7	18		23:30			3	1	4							
11:45			4	31	9	35	23:45			2	7	0	3	2	10				
TOTALS			202	550	752		TOTALS			686	322	1008							
SPLIT %			26.9%	73.1%	42.7%		SPLIT %			68.1%	31.9%	57.3%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						888	872						1,760

AM Peak Hour			11:45	05:00	05:15	PM Peak Hour			15:00	13:45	15:00
AM Pk Volume			52	166	198	PM Pk Volume			127	56	176
Pk Hr Factor			0.684	0.755	0.839	Pk Hr Factor			0.836	0.609	0.815
7 - 9 Volume	0	0	51	107	158	4 - 6 Volume	0	0	209	77	286
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	26	59	85	4 - 6 Pk Volume	0	0	110	44	154
Pk Hr Factor	0.000	0.000	0.722	0.776	0.759	Pk Hr Factor	0.000	0.000	0.764	0.786	0.875

VOLUME

County Rd 14 Bet. County Rd 85 & Interstate 505

Day: Thursday
Date: 5/17/2018

City: Capay
Project #: CA18_7189_008

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						217	188	405	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	1	1		12:00			2	1	3			
00:15			0	0	0		12:15			3	5	8			
00:30			0	0	0		12:30			7	0	7			
00:45			0	0	0	1	12:45			3	15	0	6	3	21
01:00			1	0	1		13:00			5	2	7			
01:15			0	0	0		13:15			2	4	6			
01:30			0	0	0		13:30			4	2	6			
01:45			0	1	0	1	13:45			3	14	3	11	6	25
02:00			0	0	0		14:00			3	2	5			
02:15			0	1	1		14:15			4	2	6			
02:30			0	0	0		14:30			6	2	8			
02:45			0	0	0	1	14:45			13	26	1	7	14	33
03:00			0	0	0		15:00			8	1	9			
03:15			0	0	0		15:15			12	1	13			
03:30			0	0	0		15:30			5	3	8			
03:45			0	1	1	1	15:45			5	30	2	7	7	37
04:00			0	0	0		16:00			5	4	9			
04:15			0	0	0		16:15			5	4	9			
04:30			0	4	4		16:30			6	3	9			
04:45			0	6	6	10	16:45			7	23	1	12	8	35
05:00			0	6	6		17:00			7	0	7			
05:15			2	6	8		17:15			4	0	4			
05:30			2	9	11		17:30			2	2	4			
05:45			1	5	6	31	17:45			3	16	1	3	4	19
06:00			7	5	12		18:00			3	0	3			
06:15			4	8	12		18:15			5	1	6			
06:30			0	11	11		18:30			1	1	2			
06:45			0	11	5	29	18:45			2	11	2	4	4	15
07:00			1	1	2		19:00			0	1	1			
07:15			4	4	8		19:15			0	0	0			
07:30			1	4	5		19:30			0	0	0			
07:45			0	6	3	12	19:45			1	1	1	2	2	3
08:00			2	1	3		20:00			2	1	3			
08:15			6	3	9		20:15			0	0	0			
08:30			2	3	5		20:30			1	1	2			
08:45			0	10	1	8	20:45			2	5	1	3	3	8
09:00			1	4	5		21:00			0	0	0			
09:15			3	3	6		21:15			2	1	3			
09:30			0	3	3		21:30			0	1	1			
09:45			1	5	6	20	21:45			1	3	1	3	2	6
10:00			8	0	8		22:00			2	5	7			
10:15			7	4	11		22:15			1	2	3			
10:30			0	3	3		22:30			0	0	0			
10:45			3	18	3	25	22:45			1	4	0	7	1	11
11:00			3	3	6		23:00			0	0	0			
11:15			3	3	6		23:15			2	2	4			
11:30			3	2	5		23:30			0	0	0			
11:45			1	10	4	21	23:45			1	3	0	2	1	5
TOTALS	66				121	187	TOTALS	151				67	218		
SPLIT %	35.3%				64.7%	46.2%	SPLIT %	69.3%				30.7%	53.8%		

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	217					188	405	
AM Peak Hour			10:00	05:45	05:30		PM Peak Hour			14:30	15:30	14:30		
AM Pk Volume			18	29	41		PM Pk Volume			39	13	44		
Pk Hr Factor			0.563	0.659	0.854		Pk Hr Factor			0.750	0.813	0.786		
7 - 9 Volume	0	0	16	20	36		4 - 6 Volume	0	0	39	15	54		
7 - 9 Peak Hour			07:45	07:00	07:30		4 - 6 Peak Hour			16:15	16:00	16:00		
7 - 9 Pk Volume	0	0	10	12	20		4 - 6 Pk Volume	0	0	25	12	35		
Pk Hr Factor	0.000	0.000	0.417	0.750	0.556		Pk Hr Factor	0.000	0.000	0.893	0.750	0.972		

VOLUME

County Rd 14 Bet. Interstate 505 & Interstate 5

Day: Tuesday

Date: 5/22/2018

City: Zamora

Project #: CA18_7189_009

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	647					726	1,373
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			0	2	2		12:00			7	9	16	
00:15			1	0	1		12:15			8	6	14	
00:30			0	0	0		12:30			8	10	18	
00:45			0	1	0	2	12:45			9	32	11	36
					0	3						20	68
01:00			2	1	3		13:00			6	3	9	
01:15			0	0	0		13:15			11	10	21	
01:30			0	0	0		13:30			4	11	15	
01:45			0	2	1	2	13:45			9	30	9	33
					1	4						18	63
02:00			3	0	3		14:00			16	6	22	
02:15			0	2	2		14:15			14	6	20	
02:30			1	1	2		14:30			22	8	30	
02:45			1	5	0	3	14:45			26	78	4	24
					1	8						30	102
03:00			1	1	2		15:00			26	4	30	
03:15			0	1	1		15:15			13	15	28	
03:30			1	0	1		15:30			20	11	31	
03:45			0	2	4	6	15:45			24	83	4	34
					4	8						28	117
04:00			0	3	3		16:00			29	7	36	
04:15			0	4	4		16:15			19	7	26	
04:30			0	26	26		16:30			17	10	27	
04:45			1	1	10	43	16:45			22	87	9	33
					11	44						31	120
05:00			1	25	26		17:00			26	10	36	
05:15			2	27	29		17:15			17	3	20	
05:30			10	50	60		17:30			23	3	26	
05:45			4	17	31	133	17:45			17	83	10	26
					35	150						27	109
06:00			4	13	17		18:00			23	5	28	
06:15			5	7	12		18:15			14	3	17	
06:30			6	14	20		18:30			8	6	14	
06:45			2	17	17	51	18:45			1	46	6	20
					19	68						7	66
07:00			2	18	20		19:00			11	3	14	
07:15			6	20	26		19:15			2	5	7	
07:30			6	9	15		19:30			2	4	6	
07:45			3	17	9	56	19:45			4	19	2	14
					12	73						6	33
08:00			1	14	15		20:00			1	1	2	
08:15			1	14	15		20:15			4	0	4	
08:30			6	11	17		20:30			5	3	8	
08:45			7	15	15	54	20:45			2	12	8	12
					22	69						10	24
09:00			5	11	16		21:00			3	6	9	
09:15			7	15	22		21:15			1	1	2	
09:30			8	14	22		21:30			3	3	6	
09:45			8	28	8	48	21:45			1	8	3	13
					16	76						4	21
10:00			10	8	18		22:00			2	3	5	
10:15			5	10	15		22:15			1	1	2	
10:30			2	10	12		22:30			2	0	2	
10:45			8	25	7	35	22:45			1	6	1	5
					15	60						2	11
11:00			8	10	18		23:00			2	2	4	
11:15			7	10	17		23:15			1	2	3	
11:30			6	13	19		23:30			0	1	1	
11:45			8	29	5	38	23:45			1	4	0	5
					13	67						1	9
TOTALS			159	471	630		TOTALS			488	255	743	
SPLIT %			25.2%	74.8%	45.9%		SPLIT %			65.7%	34.3%	54.1%	

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	647					726	1,373

AM Peak Hour			09:15	05:00	05:00	PM Peak Hour			15:30	15:15	15:15
AM Pk Volume			33	133	150	PM Pk Volume			92	37	123
Pk Hr Factor			0.825	0.665	0.625	Pk Hr Factor			0.793	0.617	0.854
7 - 9 Volume	0	0	32	110	142	4 - 6 Volume	0	0	170	59	229
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	16:15	16:00
7 - 9 Pk Volume	0	0	17	56	73	4 - 6 Pk Volume	0	0	88	36	120
Pk Hr Factor	0.000	0.000	0.708	0.700	0.702	Pk Hr Factor	0.000	0.000	0.846	0.900	0.833

VOLUME

County Rd 16A Bet. Interstate 5 & State Route 113

Day: Thursday
Date: 5/17/2018

City: Yolo County
Project #: CA18_7189_010

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						152			120
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	1	1		12:00			4	1	5			
00:15			0	0	0		12:15			3	1	4			
00:30			0	0	0		12:30			0	1	1			
00:45			0	0	0	1	12:45			2	9	1	4	3	13
01:00			0	0	0		13:00			1	3	4			
01:15			0	0	0		13:15			2	1	3			
01:30			0	0	0		13:30			2	4	6			
01:45			0	0	0		13:45			3	8	2	10	5	18
02:00			0	0	0		14:00			1	0	1			
02:15			0	0	0		14:15			1	0	1			
02:30			0	0	0		14:30			2	4	6			
02:45			0	0	0		14:45			4	8	1	5	5	13
03:00			0	0	0		15:00			3	4	7			
03:15			0	0	0		15:15			2	5	7			
03:30			0	0	0		15:30			1	1	2			
03:45			0	0	0		15:45			4	10	1	11	5	21
04:00			0	0	0		16:00			9	1	10			
04:15			0	3	3		16:15			2	2	4			
04:30			0	0	0		16:30			3	4	7			
04:45			1	1	2	4	16:45			7	21	1	8	8	29
05:00			1	2	3		17:00			2	0	2			
05:15			1	2	3		17:15			3	4	7			
05:30			4	0	4		17:30			3	3	6			
05:45			2	8	4	6	17:45			2	10	2	9	4	19
06:00			1	0	1		18:00			1	3	4			
06:15			1	0	1		18:15			0	0	0			
06:30			1	1	2		18:30			3	3	6			
06:45			4	7	5	2	18:45			0	4	3	9	3	13
07:00			3	0	3		19:00			0	2	2			
07:15			3	1	4		19:15			4	0	4			
07:30			3	5	8		19:30			1	4	5			
07:45			2	11	2	6	19:45			1	6	2	8	3	14
08:00			0	0	0		20:00			1	0	1			
08:15			2	2	4		20:15			1	3	4			
08:30			4	0	4		20:30			2	0	2			
08:45			2	8	4	4	20:45			1	5	1	4	2	9
09:00			0	3	3		21:00			1	2	3			
09:15			4	0	4		21:15			1	1	2			
09:30			4	2	6		21:30			0	1	1			
09:45			3	11	8	10	21:45			0	2	1	5	1	7
10:00			1	2	3		22:00			1	0	1			
10:15			4	1	5		22:15			0	0	0			
10:30			3	2	5		22:30			0	0	0			
10:45			3	11	5	7	22:45			0	1	0		0	1
11:00			1	1	2		23:00			1	0	1			
11:15			4	2	6		23:15			0	0	0			
11:30			2	1	3		23:30			0	0	0			
11:45			3	10	5	6	23:45			0	1	1	1	1	2
TOTALS	67				46	113	TOTALS	85				74	159		
SPLIT %	59.3%				40.7%	41.5%	SPLIT %	53.5%				46.5%	58.5%		

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	152					120	272				
AM Peak Hour			06:45	09:00	09:30		PM Peak Hour			16:00	14:30	16:00					
AM Pk Volume			13	10	22		PM Pk Volume			21	14	29					
Pk Hr Factor			0.813	0.500	0.688		Pk Hr Factor			0.583	0.700	0.725					
7 - 9 Volume	0	0	19	10	29		4 - 6 Volume	0	0	31	17	48					
7 - 9 Peak Hour			07:00	07:30	07:00		4 - 6 Peak Hour			16:00	16:30	16:00					
7 - 9 Pk Volume	0	0	11	7	17		4 - 6 Pk Volume	0	0	21	9	29					
Pk Hr Factor	0.000	0.000	0.917	0.350	0.531		Pk Hr Factor	0.000	0.000	0.583	0.563	0.725					

VOLUME

County Rd 17 Bet. State Route 113 & County Rd 102

Day: Tuesday

Date: 5/22/2018

City: Woodland

Project #: CA18_7189_011

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						814	728	1,542
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	0	0		12:00			7	3	10		
00:15			0	1	1		12:15			8	8	16		
00:30			1	1	2		12:30			9	8	17		
00:45			2	3	0	2	12:45			8	32	9	28	
01:00			1		0	1	13:00			9		8	17	
01:15			0		0	0	13:15			4		8	12	
01:30			1		0	1	13:30			16		12	28	
01:45			0	2	1	1	13:45			12	41	7	35	
02:00			0		0	0	14:00			11		5	16	
02:15			0		0	0	14:15			25		13	38	
02:30			3		1	4	14:30			17		12	29	
02:45			1	4	0	1	14:45			20	73	14	44	
03:00			0		1	1	15:00			18		8	26	
03:15			0		2	2	15:15			23		7	30	
03:30			4		2	6	15:30			24		9	33	
03:45			1	5	3	8	15:45			27	92	16	40	
04:00			1		1	2	16:00			23		15	38	
04:15			6		8	14	16:15			20		11	31	
04:30			2		6	8	16:30			21		5	26	
04:45			6	15	9	24	16:45			26	90	15	46	
05:00			4		9	13	17:00			23		6	29	
05:15			10		19	29	17:15			22		8	30	
05:30			7		20	27	17:30			15		9	24	
05:45			10	31	19	67	17:45			13	73	9	32	
06:00			6		12	18	18:00			15		10	25	
06:15			9		9	18	18:15			8		12	20	
06:30			12		14	26	18:30			9		7	16	
06:45			12	39	19	54	18:45			8	40	6	35	
07:00			6		18	24	19:00			6		7	13	
07:15			7		16	23	19:15			10		0	10	
07:30			6		23	29	19:30			4		4	8	
07:45			9	28	20	77	19:45			8	28	3	14	
08:00			16		12	28	20:00			5		1	6	
08:15			15		13	28	20:15			7		3	10	
08:30			10		18	28	20:30			6		6	12	
08:45			12	53	10	53	20:45			6	24	6	16	
09:00			9		10	19	21:00			3		4	7	
09:15			6		4	10	21:15			2		3	5	
09:30			10		9	19	21:30			10		0	10	
09:45			14	39	16	39	21:45			3	18	2	9	
10:00			12		12	24	22:00			5		3	8	
10:15			7		8	15	22:15			2		0	2	
10:30			10		12	22	22:30			5		0	5	
10:45			8	37	19	51	22:45			0	12	2	5	
11:00			9		14	23	23:00			1		0	1	
11:15			9		11	20	23:15			0		1	1	
11:30			5		12	17	23:30			1		0	1	
11:45			9	32	9	46	23:45			1	3	0	1	
TOTALS	288				423	711	TOTALS	526				305	831	
SPLIT %	40.5%				59.5%	46.1%	SPLIT %	63.3%				36.7%	53.9%	

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	814					728	1,542				
AM Peak Hour			08:00	07:00	07:30		PM Peak Hour			15:15	15:30	15:30					
AM Pk Volume			53	77	114		PM Pk Volume			97	51	145					
Pk Hr Factor			0.828	0.837	0.983		Pk Hr Factor			0.898	0.797	0.843					
7 - 9 Volume	0	0	81	130	211		4 - 6 Volume	0	0	163	78	241					
7 - 9 Peak Hour			08:00	07:00	07:30		4 - 6 Peak Hour			16:30	16:00	16:00					
7 - 9 Pk Volume	0	0	53	77	114		4 - 6 Pk Volume	0	0	92	46	136					
Pk Hr Factor	0.000	0.000	0.828	0.837	0.983		Pk Hr Factor	0.000	0.000	0.885	0.767	0.829					

VOLUME

County Rd 19 Bet. County Rd 87 & Interstate 505

Day: Thursday
Date: 5/17/2018

City: Esparto
Project #: CA18_7189_012

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	720					765	1,485
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			2	1	3		12:00			12	14	26	
00:15			1	0	1		12:15			11	16	27	
00:30			1	0	1		12:30			16	12	28	
00:45			0	4	0	1	12:45			11	50	20	62
01:00			0	0	0		13:00			13	19	32	
01:15			1	1	2		13:15			19	12	31	
01:30			0	0	0		13:30			10	2	12	
01:45			1	2	0	1	13:45			7	49	6	39
02:00			0	0	0		14:00			13	7	20	
02:15			2	0	2		14:15			6	12	18	
02:30			2	0	2		14:30			13	5	18	
02:45			0	4	2	2	14:45			7	39	4	28
03:00			1	0	1		15:00			3	6	9	
03:15			0	0	0		15:15			12	8	20	
03:30			0	4	4		15:30			14	4	18	
03:45			1	2	5	9	15:45			10	39	9	27
04:00			1	7	8		16:00			9	8	17	
04:15			3	7	10		16:15			5	6	11	
04:30			1	6	7		16:30			25	11	36	
04:45			2	7	8	28	16:45			7	46	2	27
05:00			5	14	19		17:00			13	5	18	
05:15			19	15	34		17:15			6	5	11	
05:30			21	23	44		17:30			8	3	11	
05:45			9	54	41	93	17:45			6	33	4	17
06:00			7	32	39		18:00			3	2	5	
06:15			20	10	30		18:15			1	4	5	
06:30			22	13	35		18:30			5	3	8	
06:45			22	71	14	69	18:45			6	15	6	15
07:00			15	12	27		19:00			3	2	5	
07:15			18	9	27		19:15			3	1	4	
07:30			5	16	21		19:30			4	1	5	
07:45			11	49	10	47	19:45			1	11	2	6
08:00			11	21	32		20:00			2	5	7	
08:15			21	25	46		20:15			0	2	2	
08:30			15	6	21		20:30			0	11	11	
08:45			13	60	14	66	20:45			1	3	3	21
09:00			5	15	20		21:00			1	2	3	
09:15			16	15	31		21:15			1	2	3	
09:30			13	20	33		21:30			0	0	0	
09:45			16	50	9	59	21:45			1	3	7	11
10:00			11	14	25		22:00			0	1	1	
10:15			11	5	16		22:15			1	4	5	
10:30			14	13	27		22:30			0	0	0	
10:45			7	43	23	55	22:45			1	2	1	6
11:00			14	24	38		23:00			0	1	1	
11:15			23	21	44		23:15			3	0	3	
11:30			26	14	40		23:30			1	2	3	
11:45			16	79	14	73	23:45			1	5	0	3
TOTALS			425	503	928		TOTALS			295	262	557	
SPLIT %			45.8%	54.2%	62.5%		SPLIT %			53.0%	47.0%	37.5%	

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	720					765	1,485
AM Peak Hour			06:15	05:15	05:15		PM Peak Hour			12:30	12:15	12:30	
AM Pk Volume			79	111	167		PM Pk Volume			59	67	122	
Pk Hr Factor			0.898	0.677	0.835		Pk Hr Factor			0.776	0.838	0.953	
7 - 9 Volume	0	0	109	113	222		4 - 6 Volume	0	0	79	44	123	
7 - 9 Peak Hour			08:00	07:30	08:00		4 - 6 Peak Hour			16:30	16:00	16:15	
7 - 9 Pk Volume	0	0	60	72	126		4 - 6 Pk Volume	0	0	51	27	74	
Pk Hr Factor	0.000	0.000	0.714	0.720	0.685		Pk Hr Factor	0.000	0.000	0.510	0.614	0.514	

VOLUME

County Rd 19 Bet. Interstate 505 & County Rd 94B

Day: Tuesday

Date: 5/22/2018

City: Woodland

Project #: CA18_7189_013

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						340	334	674
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	0	0		12:00			2	3	5		
00:15			0	1	1		12:15			3	5	8		
00:30			1	0	1		12:30			4	3	7		
00:45			0	1	0	1	12:45			3	12	8	19	
						2							11	31
01:00			0	0	0		13:00			3	3	6		
01:15			0	0	0		13:15			6	5	11		
01:30			0	1	1		13:30			5	7	12		
01:45			0	0	0	1	13:45			4	18	4	19	
						1							8	37
02:00			0	0	0		14:00			9	13	22		
02:15			0	0	0		14:15			8	14	22		
02:30			0	0	0		14:30			1	12	13		
02:45			1	1	1	1	14:45			6	24	11	50	
						1							17	74
03:00			0	0	0		15:00			4	6	10		
03:15			2	0	2		15:15			3	6	9		
03:30			0	0	0		15:30			8	10	18		
03:45			1	3	1	1	15:45			4	19	6	28	
						2							10	47
04:00			1	0	1		16:00			4	10	14		
04:15			0	0	0		16:15			8	4	12		
04:30			0	0	0		16:30			5	11	16		
04:45			2	3	2	2	16:45			5	22	4	29	
						4							9	51
05:00			4	0	4		17:00			6	12	18		
05:15			8	2	10		17:15			3	8	11		
05:30			17	3	20		17:30			6	8	14		
05:45			27	56	5	10	17:45			5	20	6	34	
						32							11	54
06:00			6	4	10		18:00			6	2	8		
06:15			6	6	12		18:15			4	2	6		
06:30			8	5	13		18:30			3	4	7		
06:45			7	27	6	21	18:45			3	16	3	11	
						13							6	27
07:00			4	2	6		19:00			1	2	3		
07:15			5	4	9		19:15			4	2	6		
07:30			7	3	10		19:30			3	2	5		
07:45			7	23	10	19	19:45			5	13	1	7	
						17							6	20
08:00			2	5	7		20:00			1	2	3		
08:15			1	5	6		20:15			3	1	4		
08:30			4	4	8		20:30			5	2	7		
08:45			6	13	1	15	20:45			0	9	2	7	
						7							2	16
09:00			3	6	9		21:00			4	1	5		
09:15			10	3	13		21:15			0	0	0		
09:30			2	3	5		21:30			0	1	1		
09:45			6	21	5	17	21:45			1	5	2	4	
						11							3	9
10:00			3	4	7		22:00			1	1	2		
10:15			3	2	5		22:15			0	0	0		
10:30			4	3	7		22:30			0	0	0		
10:45			2	12	5	14	22:45			0	1	1	2	
						7							1	3
11:00			4	6	10		23:00			0	2	2		
11:15			7	6	13		23:15			1	0	1		
11:30			5	4	9		23:30			0	0	0		
11:45			4	20	4	20	23:45			0	1	1	3	
						8							1	4
TOTALS	180				121	301	TOTALS	160				213	373	
SPLIT %	59.8%				40.2%	44.7%	SPLIT %	42.9%				57.1%	55.3%	

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	340					334	674				

AM Peak Hour			05:15	07:45	05:30		PM Peak Hour			13:30	14:00	14:00
AM Pk Volume			58	24	74		PM Pk Volume			26	50	74
Pk Hr Factor			0.537	0.600	0.578		Pk Hr Factor			0.722	0.893	0.841
7 - 9 Volume	0	0	36	34	70		4 - 6 Volume	0	0	42	63	105
7 - 9 Peak Hour			07:00	07:45	07:15		4 - 6 Peak Hour			16:15	16:30	16:15
7 - 9 Pk Volume	0	0	23	24	43		4 - 6 Pk Volume	0	0	24	35	55
Pk Hr Factor	0.000	0.000	0.821	0.600	0.632		Pk Hr Factor	0.000	0.000	0.750	0.729	0.764

VOLUME

County Rd 21A Bet. County Rd 85B & State Route 16

Day: Tuesday

Date: 5/22/2018

City: Esparto

Project #: CA18_7189_014

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						1,533	912	2,445
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			12	2	14		12:00			10	7	17		
00:15			15	5	20		12:15			18	12	30		
00:30			4	3	7		12:30			17	10	27		
00:45			7	38	4	14	12:45			15	60	11	40	
					11	52						26	100	
01:00			6	3	9		13:00			11	5	16		
01:15			18	2	20		13:15			17	12	29		
01:30			5	3	8		13:30			15	12	27		
01:45			3	32	1	9	13:45			15	58	18	47	
					4	41						33	105	
02:00			16	1	17		14:00			27	15	42		
02:15			13	0	13		14:15			37	13	50		
02:30			10	2	12		14:30			51	15	66		
02:45			8	47	2	5	14:45			58	173	12	55	
					10	52						70	228	
03:00			6	2	8		15:00			35	11	46		
03:15			5	1	6		15:15			40	13	53		
03:30			6	1	7		15:30			33	9	42		
03:45			6	23	2	6	15:45			26	134	14	47	
					8	29						40	181	
04:00			4	3	7		16:00			34	9	43		
04:15			6	5	11		16:15			40	6	46		
04:30			4	8	12		16:30			33	16	49		
04:45			4	18	7	23	16:45			25	132	8	39	
					11	41						33	171	
05:00			5	13	18		17:00			26	10	36		
05:15			6	12	18		17:15			45	15	60		
05:30			13	13	26		17:30			33	10	43		
05:45			14	38	12	50	17:45			16	120	7	42	
					26	88						23	162	
06:00			10	8	18		18:00			23	10	33		
06:15			16	5	21		18:15			33	9	42		
06:30			15	11	26		18:30			12	11	23		
06:45			9	50	14	38	18:45			13	81	8	38	
					23	88						21	119	
07:00			11	9	20		19:00			26	11	37		
07:15			12	14	26		19:15			15	13	28		
07:30			10	13	23		19:30			13	14	27		
07:45			29	62	24	60	19:45			11	65	14	52	
					53	122						25	117	
08:00			9	17	26		20:00			20	11	31		
08:15			17	11	28		20:15			11	13	24		
08:30			16	13	29		20:30			12	14	26		
08:45			10	52	17	58	20:45			14	57	10	48	
					27	110						24	105	
09:00			18	12	30		21:00			15	5	20		
09:15			16	17	33		21:15			10	7	17		
09:30			17	11	28		21:30			8	9	17		
09:45			10	61	13	53	21:45			10	43	6	27	
					23	114						16	70	
10:00			10	19	29		22:00			8	7	15		
10:15			17	10	27		22:15			14	3	17		
10:30			16	15	31		22:30			7	8	15		
10:45			13	56	10	54	22:45			3	32	9	27	
					23	110						12	59	
11:00			10	18	28		23:00			14	5	19		
11:15			12	22	34		23:15			12	3	15		
11:30			12	12	24		23:30			14	3	17		
11:45			12	46	13	65	23:45			15	55	4	15	
					25	111						19	70	
TOTALS	523				435	958	TOTALS	1010				477	1487	
SPLIT %	54.6%				45.4%	39.2%	SPLIT %	67.9%				32.1%	60.8%	

DAILY TOTALS			NB	SB	EB			WB	Total		
			0	0				1,533			
AM Peak Hour			07:45	07:15	07:45	PM Peak Hour			14:30	13:45	14:30
AM Pk Volume			71	68	136	PM Pk Volume			184	61	235
Pk Hr Factor			0.612	0.708	0.642	Pk Hr Factor			0.793	0.847	0.839
7 - 9 Volume	0	0	114	118	232	4 - 6 Volume	0	0	252	81	333
7 - 9 Peak Hour			07:45	07:15	07:45	4 - 6 Peak Hour			16:00	16:30	16:30
7 - 9 Pk Volume	0	0	71	68	136	4 - 6 Pk Volume	0	0	132	49	178
Pk Hr Factor	0.000	0.000	0.612	0.708	0.642	Pk Hr Factor	0.000	0.000	0.825	0.766	0.742

VOLUME

County Rd 23 Bet. County Rd 85B & County Rd 89

Day: Tuesday

Date: 5/22/2018

City: Madison

Project #: CA18_7189_015

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						482	521
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			1	0	1		12:00			8	3	11	
00:15			0	0	0		12:15			8	8	16	
00:30			0	0	0		12:30			4	11	15	
00:45			0	1	0	1	12:45			5	25	6	28
01:00			0	0	0		13:00			2	7	9	
01:15			1	0	1		13:15			11	5	16	
01:30			2	0	2		13:30			10	11	21	
01:45			1	4	1	4	13:45			2	25	5	28
02:00			0	0	0		14:00			6	7	13	
02:15			0	1	1		14:15			10	8	18	
02:30			0	2	2		14:30			12	10	22	
02:45			0	0	0	3	14:45			6	34	8	33
03:00			0	2	2		15:00			5	8	13	
03:15			1	0	1		15:15			9	5	14	
03:30			0	1	1		15:30			10	10	20	
03:45			0	1	1	4	15:45			6	30	9	32
04:00			3	0	3		16:00			7	7	14	
04:15			0	3	3		16:15			13	11	24	
04:30			3	3	6		16:30			10	13	23	
04:45			6	12	7	19	16:45			7	37	17	48
05:00			4	1	5		17:00			5	7	12	
05:15			2	2	4		17:15			9	7	16	
05:30			5	5	10		17:30			7	13	20	
05:45			8	19	13	32	17:45			5	26	7	34
06:00			3	5	8		18:00			10	15	25	
06:15			2	7	9		18:15			8	9	17	
06:30			4	5	9		18:30			8	13	21	
06:45			11	20	11	28	18:45			3	29	3	40
07:00			9	7	16		19:00			9	10	19	
07:15			8	11	19		19:15			3	12	15	
07:30			11	10	21		19:30			5	7	12	
07:45			8	36	4	32	19:45			5	22	4	33
08:00			19	8	27		20:00			1	6	7	
08:15			12	7	19		20:15			1	1	2	
08:30			7	7	14		20:30			4	3	7	
08:45			6	44	7	29	20:45			4	10	4	14
09:00			6	8	14		21:00			2	3	5	
09:15			6	9	15		21:15			1	2	3	
09:30			6	11	17		21:30			3	5	8	
09:45			6	24	11	39	21:45			1	7	2	12
10:00			6	9	15		22:00			2	2	4	
10:15			7	7	14		22:15			3	1	4	
10:30			7	7	14		22:30			3	0	3	
10:45			12	32	7	30	22:45			1	9	1	4
11:00			5	5	10		23:00			2	2	4	
11:15			6	8	14		23:15			0	0	0	
11:30			10	7	17		23:30			3	1	4	
11:45			9	30	6	26	23:45			0	5	1	4
TOTALS	223				211	434	TOTALS	259				310	569
SPLIT %	51.4%				48.6%	43.3%	SPLIT %	45.5%				54.5%	56.7%

DAILY TOTALS					NB	SB	EB				WB	Total
					0	0	482				521	1,003
AM Peak Hour			07:30	09:15	07:15		PM Peak Hour			16:00	16:00	16:00
AM Pk Volume			50	40	79		PM Pk Volume			37	48	85
Pk Hr Factor			0.658	0.909	0.731		Pk Hr Factor			0.712	0.706	0.885
7 - 9 Volume	0	0	80	61	141		4 - 6 Volume	0	0	63	82	145
7 - 9 Peak Hour			07:30	07:15	07:15		4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	50	33	79		4 - 6 Pk Volume	0	0	37	48	85
Pk Hr Factor	0.000	0.000	0.658	0.750	0.731		Pk Hr Factor	0.000	0.000	0.712	0.706	0.885

VOLUME

County Rd 24 Bet. County Rd 90 & County Rd 95

Day: Thursday
Date: 5/17/2018

City: Woodland
Project #: CA18_7189_016

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						265	292	557
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	0	0		12:00			4	6	10		
00:15			1	0	1		12:15			5	5	10		
00:30			0	0	0		12:30			1	6	7		
00:45			1	2	0	1 2	12:45			6	16	3	20	
01:00			0	0	0		13:00			3	4	7		
01:15			0	0	0		13:15			8	6	14		
01:30			0	1	1		13:30			3	5	8		
01:45			0	0	1	0 1	13:45			5	19	3	18	
02:00			0	0	0		14:00			6	7	13		
02:15			0	0	0		14:15			5	3	8		
02:30			0	1	1		14:30			3	6	9		
02:45			2	2	1	2 3 4	14:45			5	19	6	22	
03:00			0	1	1		15:00			3	3	6		
03:15			0	1	1		15:15			6	2	8		
03:30			1	0	1		15:30			3	5	8		
03:45			0	1	0	2 0 3	15:45			6	18	4	14	
04:00			0	1	1		16:00			5	10	15		
04:15			0	0	0		16:15			9	5	14		
04:30			0	1	1		16:30			5	1	6		
04:45			1	1	2	4 3 5	16:45			8	27	5	21	
05:00			0	1	1		17:00			4	2	6		
05:15			2	4	6		17:15			2	7	9		
05:30			1	7	8		17:30			6	1	7		
05:45			1	4	11	23 12 27	17:45			3	15	2	12	
06:00			2	7	9		18:00			2	6	8		
06:15			2	4	6		18:15			4	6	10		
06:30			0	2	2		18:30			4	1	5		
06:45			3	7	1	14 4 21	18:45			2	12	5	18	
07:00			5	2	7		19:00			3	1	4		
07:15			3	8	11		19:15			2	2	4		
07:30			6	4	10		19:30			2	7	9		
07:45			2	16	2	16 4 32	19:45			0	7	4	14	
08:00			9	5	14		20:00			0	1	1		
08:15			9	7	16		20:15			1	2	3		
08:30			4	7	11		20:30			2	2	4		
08:45			6	28	6	25 12 53	20:45			1	4	2	7	
09:00			5	3	8		21:00			1	2	3		
09:15			2	4	6		21:15			0	1	1		
09:30			6	3	9		21:30			0	0	0		
09:45			3	16	3	13 6 29	21:45			2	3	3	6	
10:00			3	9	12		22:00			1	1	2		
10:15			4	4	8		22:15			0	1	1		
10:30			6	3	9		22:30			0	1	1		
10:45			10	23	3	19 13 42	22:45			1	2	1	4	
11:00			3	6	9		23:00			1	0	1		
11:15			6	6	12		23:15			1	1	2		
11:30			4	1	5		23:30			1	0	1		
11:45			6	19	2	15 8 34	23:45			1	4	1	2	
TOTALS	119				134	253	TOTALS	146				158	304	
SPLIT %	47.0%				53.0%	45.4%	SPLIT %	48.0%				52.0%	54.6%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	265					292	557	
AM Peak Hour			08:00	05:15	08:00		PM Peak Hour			16:00	15:30	16:00		
AM Pk Volume			28	29	53		PM Pk Volume			27	24	48		
Pk Hr Factor			0.778	0.659	0.828		Pk Hr Factor			0.750	0.600	0.800		
7 - 9 Volume	0	0	44	41	85		4 - 6 Volume	0	0	42	33	75		
7 - 9 Peak Hour			08:00	08:00	08:00		4 - 6 Peak Hour			16:00	16:00	16:00		
7 - 9 Pk Volume	0	0	28	25	53		4 - 6 Pk Volume	0	0	27	21	48		
Pk Hr Factor	0.000	0.000	0.778	0.893	0.828		Pk Hr Factor	0.000	0.000	0.750	0.525	0.800		

VOLUME

County Rd 24 Bet. County Rd 95 & County Rd 98

Day: Thursday
Date: 5/31/2018

City: Woodland
Project #: CA18_7189_017

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	1,219					1,217	2,436
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			0	0	0		12:00			9	15	24	
00:15			0	2	2		12:15			15	11	26	
00:30			2	2	4		12:30			11	15	26	
00:45			1	3	0	4	12:45			17	52	20	61
					1	7						37	113
01:00			0	1	1		13:00			13	11	24	
01:15			0	2	2		13:15			18	15	33	
01:30			0	0	0		13:30			10	12	22	
01:45			0	1	4	1	13:45			16	57	8	46
						4						24	103
02:00			0	1	1		14:00			13	22	35	
02:15			0	0	0		14:15			33	22	55	
02:30			1	1	2		14:30			22	19	41	
02:45			0	1	1	3	14:45			25	93	19	82
					1	4						44	175
03:00			0	0	0		15:00			25	27	52	
03:15			2	2	4		15:15			23	32	55	
03:30			3	0	3		15:30			34	14	48	
03:45			1	6	1	3	15:45			31	113	23	96
					2	9						54	209
04:00			0	2	2		16:00			34	23	57	
04:15			1	2	3		16:15			26	23	49	
04:30			1	5	6		16:30			35	21	56	
04:45			3	5	2	11	16:45			22	117	27	94
					5	16						49	211
05:00			1	11	12		17:00			28	28	56	
05:15			1	16	17		17:15			28	30	58	
05:30			6	31	37		17:30			35	26	61	
05:45			4	12	34	92	17:45			31	122	21	105
					38	104						52	227
06:00			9	23	32		18:00			20	28	48	
06:15			6	7	13		18:15			20	23	43	
06:30			15	11	26		18:30			18	16	34	
06:45			12	42	15	56	18:45			17	75	12	79
					27	98						29	154
07:00			21	21	42		19:00			9	17	26	
07:15			21	16	37		19:15			14	16	30	
07:30			33	14	47		19:30			11	9	20	
07:45			40	115	27	78	19:45			7	41	8	50
					67	193						15	91
08:00			27	13	40		20:00			15	9	24	
08:15			23	25	48		20:15			7	15	22	
08:30			20	30	50		20:30			11	5	16	
08:45			19	89	13	81	20:45			13	46	9	38
					32	170						22	84
09:00			23	12	35		21:00			7	10	17	
09:15			14	13	27		21:15			7	5	12	
09:30			16	21	37		21:30			2	3	5	
09:45			9	62	10	56	21:45			3	19	5	23
					19	118						8	42
10:00			17	19	36		22:00			5	3	8	
10:15			10	18	28		22:15			7	5	12	
10:30			10	16	26		22:30			7	2	9	
10:45			10	47	16	69	22:45			6	25	7	17
					26	116						13	42
11:00			21	17	38		23:00			4	6	10	
11:15			17	16	33		23:15			1	3	4	
11:30			11	9	20		23:30			3	0	3	
11:45			19	68	17	59	23:45			1	9	1	10
					36	127						2	19
TOTALS			450	516	966		TOTALS			769	701	1470	
SPLIT %			46.6%	53.4%	39.7%		SPLIT %			52.3%	47.7%	60.3%	

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	1,219					1,217	2,436
AM Peak Hour			07:30	05:15	07:45		PM Peak Hour			15:45	16:45	17:00	
AM Pk Volume			123	104	205		PM Pk Volume			126	111	227	
Pk Hr Factor			0.769	0.765	0.765		Pk Hr Factor			0.900	0.925	0.930	
7 - 9 Volume	0	0	204	159	363		4 - 6 Volume	0	0	239	199	438	
7 - 9 Peak Hour			07:30	07:45	07:45		4 - 6 Peak Hour			17:00	16:45	17:00	
7 - 9 Pk Volume	0	0	123	95	205		4 - 6 Pk Volume	0	0	122	111	227	
Pk Hr Factor	0.000	0.000	0.769	0.792	0.765		Pk Hr Factor	0.000	0.000	0.871	0.925	0.930	

VOLUME

County Rd 27 Bet. Interstate 505 & County Rd 95

Day: Tuesday

Date: 5/22/2018

City: Winters

Project #: CA18_7189_018

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						853	732	1,585
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	1	1		12:00			12	10	22		
00:15			0	2	2		12:15			9	7	16		
00:30			2	0	2		12:30			12	10	22		
00:45			0	2	0	3	12:45			6	39	9	36	
					0	5						15	75	
01:00			0	0	0		13:00			8	13	21		
01:15			0	0	0		13:15			12	8	20		
01:30			2	1	3		13:30			13	9	22		
01:45			0	2	1	2	13:45			11	44	10	40	
					1	4						21	84	
02:00			1	0	1		14:00			11	12	23		
02:15			0	1	1		14:15			11	7	18		
02:30			0	1	1		14:30			18	8	26		
02:45			0	1	0	2	14:45			17	57	15	42	
					0	3						32	99	
03:00			0	0	0		15:00			19	11	30		
03:15			1	0	1		15:15			15	11	26		
03:30			2	5	7		15:30			35	11	46		
03:45			0	3	0	5	15:45			20	89	13	46	
					0	8						33	135	
04:00			1	0	1		16:00			24	6	30		
04:15			0	2	2		16:15			35	12	47		
04:30			1	1	2		16:30			27	10	37		
04:45			1	3	8	11	16:45			13	99	15	43	
					9	14						28	142	
05:00			7	4	11		17:00			25	13	38		
05:15			12	3	15		17:15			16	9	25		
05:30			7	12	19		17:30			18	17	35		
05:45			7	33	31	76	17:45			15	74	17	56	
												32	130	
06:00			13	7	20		18:00			13	23	36		
06:15			9	7	16		18:15			11	17	28		
06:30			15	6	21		18:30			9	7	16		
06:45			13	50	23	80	18:45			8	41	10	57	
												18	98	
07:00			26	12	38		19:00			9	6	15		
07:15			15	17	32		19:15			5	5	10		
07:30			23	16	39		19:30			5	6	11		
07:45			7	71	26	135	19:45			7	26	6	23	
												13	49	
08:00			17	16	33		20:00			6	3	9		
08:15			16	12	28		20:15			5	5	10		
08:30			22	26	48		20:30			4	6	10		
08:45			12	67	22	131	20:45			4	19	7	21	
												11	40	
09:00			9	3	12		21:00			2	2	4		
09:15			12	11	23		21:15			2	2	4		
09:30			12	13	25		21:30			4	5	9		
09:45			16	49	29	89	21:45			1	9	1	10	
												2	19	
10:00			7	8	15		22:00			2	2	4		
10:15			5	12	17		22:15			3	2	5		
10:30			5	11	16		22:30			1	0	1		
10:45			9	26	20	68	22:45			1	7	3	7	
												4	14	
11:00			12	6	18		23:00			2	1	3		
11:15			6	12	18		23:15			1	0	1		
11:30			10	6	16		23:30			1	4	5		
11:45			10	38	24	76	23:45			0	4	2	7	
												2	11	
TOTALS	345				344	689	TOTALS	508				388	896	
SPLIT %	50.1%				49.9%	43.5%	SPLIT %	56.7%				43.3%	56.5%	

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	853					732	1,585				
AM Peak Hour			06:45	07:45	07:00		PM Peak Hour			15:30	17:30	15:30					
AM Pk Volume			77	73	135		PM Pk Volume			114	74	156					
Pk Hr Factor			0.740	0.702	0.865		Pk Hr Factor			0.814	0.804	0.830					
7 - 9 Volume	0	0	138	128	266		4 - 6 Volume	0	0	173	99	272					
7 - 9 Peak Hour			07:00	07:45	07:00		4 - 6 Peak Hour			16:15	17:00	16:15					
7 - 9 Pk Volume	0	0	71	73	135		4 - 6 Pk Volume	0	0	100	56	150					
Pk Hr Factor	0.000	0.000	0.683	0.702	0.865		Pk Hr Factor	0.000	0.000	0.714	0.824	0.798					

VOLUME

County Rd 27 Bet. County Rd 95 & County Rd 98

Day: Tuesday

Date: 5/22/2018

City: Woodland

Project #: CA18_7189_019

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						1,055	1,088	2,143	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0		12:00			13	12	25			
00:15			0	2	2		12:15			14	15	29			
00:30			1	0	1		12:30			14	14	28			
00:45			0	1	1	3	12:45			7	48	7	48	14	96
01:00			0	0	0		13:00			12	10	22			
01:15			0	0	0		13:15			20	18	38			
01:30			2	1	3		13:30			8	15	23			
01:45			1	3	1	4	13:45			20	60	14	57	34	117
02:00			0	1	1		14:00			9	11	20			
02:15			1	1	2		14:15			23	11	34			
02:30			0	1	1		14:30			20	14	34			
02:45			1	2	1	4	14:45			21	73	29	65	50	138
03:00			0	0	0		15:00			16	10	26			
03:15			1	5	6		15:15			22	20	42			
03:30			1	1	2		15:30			32	16	48			
03:45			1	3	1	6	15:45			29	99	24	70	53	169
04:00			1	1	2		16:00			26	18	44			
04:15			0	2	2		16:15			39	25	64			
04:30			1	5	6		16:30			31	11	42			
04:45			1	3	11	21	16:45			26	122	20	74	46	196
05:00			4	4	8		17:00			23	18	41			
05:15			15	15	30		17:15			17	35	52			
05:30			10	42	52		17:30			25	18	43			
05:45			13	42	37	127	17:45			15	80	23	94	38	174
06:00			9	10	19		18:00			11	28	39			
06:15			16	13	29		18:15			7	14	21			
06:30			17	18	35		18:30			13	16	29			
06:45			19	61	41	124	18:45			11	42	19	66	19	108
07:00			19	17	36		19:00			9	10	19			
07:15			16	25	41		19:15			8	13	21			
07:30			23	27	50		19:30			10	11	21			
07:45			24	82	43	170	19:45			7	34	11	38	11	72
08:00			28	16	44		20:00			9	12	21			
08:15			26	33	59		20:15			6	7	13			
08:30			24	20	44		20:30			3	9	12			
08:45			17	95	28	175	20:45			7	25	13	34	13	59
09:00			16	10	26		21:00			7	2	9			
09:15			19	16	35		21:15			1	7	8			
09:30			18	15	33		21:30			3	4	7			
09:45			15	68	30	124	21:45			2	13	3	14	3	27
10:00			10	12	22		22:00			1	5	6			
10:15			14	13	27		22:15			3	4	7			
10:30			11	12	23		22:30			4	1	5			
10:45			6	41	19	91	22:45			2	10	4	12	4	22
11:00			15	13	28		23:00			2	1	3			
11:15			5	9	14		23:15			2	3	5			
11:30			9	13	22		23:30			2	5	7			
11:45			13	42	28	92	23:45			0	6	3	12	3	18
TOTALS	443				504	947	TOTALS	612				584	1196		
SPLIT %	46.8%				53.2%	44.2%	SPLIT %	51.2%				48.8%	55.8%		

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	1,055					1,088	2,143	
AM Peak Hour			07:45	07:30	07:30		PM Peak Hour			15:30	17:15	15:30		
AM Pk Volume			102	95	196		PM Pk Volume			126	104	209		
Pk Hr Factor			0.911	0.720	0.831		Pk Hr Factor			0.808	0.743	0.816		
7 - 9 Volume	0	0	177	168	345		4 - 6 Volume	0	0	202	168	370		
7 - 9 Peak Hour			07:45	07:30	07:30		4 - 6 Peak Hour			16:00	17:00	16:00		
7 - 9 Pk Volume	0	0	102	95	196		4 - 6 Pk Volume	0	0	122	94	196		
Pk Hr Factor	0.000	0.000	0.911	0.720	0.831		Pk Hr Factor	0.000	0.000	0.782	0.671	0.766		

VOLUME

County Rd 27 Bet. County Rd 98 & State Route 113

Day: Thursday
Date: 5/24/2018

City: Woodland
Project #: CA18_7189_020

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						2,245	2,256	4,501
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			4	1	5		12:00			29	29	58		
00:15			1	1	2		12:15			23	33	56		
00:30			1	4	5		12:30			34	25	59		
00:45			1	7	2	8	12:45			31	117	33	120	
01:00			1	1	2		13:00			28	33	61		
01:15			2	2	4		13:15			20	33	53		
01:30			1	0	1		13:30			32	36	68		
01:45			1	5	2	5	13:45			38	118	26	128	
02:00			1	0	1		14:00			43	36	79		
02:15			3	2	5		14:15			27	32	59		
02:30			1	4	5		14:30			41	38	79		
02:45			0	5	1	7	14:45			32	143	31	137	
03:00			4	0	4		15:00			45	26	71		
03:15			1	1	2		15:15			41	38	79		
03:30			4	5	9		15:30			43	40	83		
03:45			2	11	0	6	15:45			61	190	47	151	
04:00			5	2	7		16:00			38	44	82		
04:15			10	2	12		16:15			43	57	100		
04:30			25	2	27		16:30			38	60	98		
04:45			9	49	10	16	16:45			46	165	51	212	
05:00			11	7	18		17:00			40	70	110		
05:15			12	21	33		17:15			30	79	109		
05:30			18	44	62		17:30			30	53	83		
05:45			25	66	28	100	17:45			32	132	52	254	
06:00			22	10	32		18:00			29	43	72		
06:15			47	22	69		18:15			24	36	60		
06:30			36	21	57		18:30			24	32	56		
06:45			44	149	33	86	18:45			21	98	35	146	
07:00			46	23	69		19:00			13	20	33		
07:15			57	37	94		19:15			14	29	43		
07:30			63	30	93		19:30			15	22	37		
07:45			95	261	49	139	19:45			11	53	23	94	
08:00			63	35	98		20:00			8	15	23		
08:15			69	31	100		20:15			8	17	25		
08:30			44	42	86		20:30			10	24	34		
08:45			49	225	38	146	20:45			10	36	8	64	
09:00			29	32	61		21:00			13	10	23		
09:15			33	23	56		21:15			4	14	18		
09:30			34	29	63		21:30			10	13	23		
09:45			38	134	26	110	21:45			13	40	10	47	
10:00			17	26	43		22:00			10	8	18		
10:15			25	32	57		22:15			5	4	9		
10:30			24	30	54		22:30			4	12	16		
10:45			35	101	25	113	22:45			7	26	7	31	
11:00			22	28	50		23:00			6	8	14		
11:15			15	25	40		23:15			3	12	15		
11:30			28	27	55		23:30			3	3	6		
11:45			36	101	29	109	23:45			1	13	4	27	
TOTALS	1114				845	1959	TOTALS	1131				1411	2542	
SPLIT %	56.9%				43.1%	43.5%	SPLIT %	44.5%				55.5%	56.5%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	2,245					2,256	4,501	
AM Peak Hour			07:30	07:45	07:30		PM Peak Hour			15:00	16:30	16:30		
AM Pk Volume			290	157	435		PM Pk Volume			190	260	414		
Pk Hr Factor			0.763	0.801	0.755		Pk Hr Factor			0.779	0.823	0.941		
7 - 9 Volume	0	0	486	285	771		4 - 6 Volume	0	0	297	466	763		
7 - 9 Peak Hour			07:30	07:45	07:30		4 - 6 Peak Hour			16:15	16:30	16:30		
7 - 9 Pk Volume	0	0	290	157	435		4 - 6 Pk Volume	0	0	167	260	414		
Pk Hr Factor	0.000	0.000	0.763	0.801	0.755		Pk Hr Factor	0.000	0.000	0.908	0.823	0.941		

VOLUME

County Rd 28H Bet. County Rd 102 & County Rd 105

Day: Thursday
Date: 5/24/2018

City: Woodland
Project #: CA18_7189_021

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						800	839						1,639
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			0	0	0		12:00			13	17	30							
00:15			0	0	0		12:15			11	12	23							
00:30			0	1	1		12:30			11	14	25							
00:45			0	0	0	1	12:45			9	44	11	54	20	98				
01:00			0	0	0		13:00			10	6	16							
01:15			0	0	0		13:15			14	16	30							
01:30			0	0	0		13:30			9	11	20							
01:45			0	1	1	1	13:45			15	48	8	41	23	89				
02:00			0	0	0		14:00			18	13	31							
02:15			1	0	1		14:15			13	17	30							
02:30			0	0	0		14:30			11	23	34							
02:45			0	1	0	1	14:45			12	54	13	66	25	120				
03:00			0	0	0		15:00			17	18	35							
03:15			0	0	0		15:15			18	14	32							
03:30			0	0	0		15:30			24	29	53							
03:45			0	0	0		15:45			24	83	27	88	51	171				
04:00			1	1	2		16:00			13	40	53							
04:15			0	0	0		16:15			10	24	34							
04:30			2	0	2		16:30			13	13	26							
04:45			1	4	1	5	16:45			16	52	28	105	44	157				
05:00			4	2	6		17:00			19	24	43							
05:15			5	6	11		17:15			8	18	26							
05:30			11	8	19		17:30			7	18	25							
05:45			17	37	5	21	17:45			4	38	22	82	26	120				
06:00			13	5	18		18:00			11	12	23							
06:15			11	3	14		18:15			11	8	19							
06:30			25	4	29		18:30			3	8	11							
06:45			16	65	11	23	18:45			5	30	10	38	15	68				
07:00			16	10	26		19:00			3	7	10							
07:15			16	3	19		19:15			5	6	11							
07:30			22	11	33		19:30			1	6	7							
07:45			22	76	12	36	19:45			3	12	3	22	6	34				
08:00			19	14	33		20:00			2	7	9							
08:15			20	11	31		20:15			2	1	3							
08:30			15	12	27		20:30			2	6	8							
08:45			18	72	12	49	20:45			2	8	2	16	4	24				
09:00			20	14	34		21:00			2	3	5							
09:15			15	7	22		21:15			0	1	1							
09:30			13	9	22		21:30			0	2	2							
09:45			11	59	16	46	21:45			2	4	1	7	3	11				
10:00			16	13	29		22:00			1	5	6							
10:15			11	21	32		22:15			1	1	2							
10:30			20	9	29		22:30			0	1	1							
10:45			11	58	12	55	22:45			1	3	0	7	1	10				
11:00			18	18	36		23:00			1	1	2							
11:15			16	17	33		23:15			1	1	2							
11:30			7	17	24		23:30			0	0	0							
11:45			9	50	25	77	23:45			0	2	1	3	1	5				
TOTALS			422	310	732		TOTALS			378	529	907							
SPLIT %			57.7%	42.3%	44.7%		SPLIT %			41.7%	58.3%	55.3%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						800	839						1,639
AM Peak Hour			07:30	11:00	07:30		PM Peak Hour			15:00	15:30	15:30							
AM Pk Volume			83	77	131		PM Pk Volume			83	120	191							
Pk Hr Factor			0.943	0.770	0.963		Pk Hr Factor			0.865	0.750	0.901							
7 - 9 Volume	0	0	148	85	233		4 - 6 Volume	0	0	90	187	277							
7 - 9 Peak Hour			07:30	07:45	07:30		4 - 6 Peak Hour			16:15	16:00	16:00							
7 - 9 Pk Volume	0	0	83	49	131		4 - 6 Pk Volume	0	0	58	105	157							
Pk Hr Factor	0.000	0.000	0.943	0.875	0.963		Pk Hr Factor	0.000	0.000	0.763	0.656	0.741							

VOLUME

County Rd 29A/92E/29 Bet. Interstate 505 & County Rd 95

Day: Thursday
Date: 5/31/2018

City: Woodland
Project #: CA18_7189_022

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						263	166	429	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0		12:00			5	8	13			
00:15			2	0	2		12:15			2	3	5			
00:30			0	0	0		12:30			5	1	6			
00:45			0	2	0	2	12:45			4	16	2	14	6	30
01:00			1	0	1		13:00			5	2	7			
01:15			0	0	0		13:15			5	2	7			
01:30			0	0	0		13:30			6	7	13			
01:45			1	2	1	2	13:45			9	25	6	17	15	42
02:00			0	1	1		14:00			2	4	6			
02:15			0	0	0		14:15			3	2	5			
02:30			0	0	0		14:30			1	4	5			
02:45			0	0	0	1	14:45			7	13	3	13	10	26
03:00			1	0	1		15:00			5	1	6			
03:15			0	0	0		15:15			4	4	8			
03:30			0	0	0		15:30			11	9	20			
03:45			0	1	0	1	15:45			6	26	5	19	11	45
04:00			1	1	2		16:00			7	2	9			
04:15			1	0	1		16:15			6	5	11			
04:30			1	1	2		16:30			10	2	12			
04:45			1	4	1	6	16:45			10	33	2	11	12	44
05:00			0	0	0		17:00			2	3	5			
05:15			1	3	4		17:15			6	3	9			
05:30			1	0	1		17:30			6	6	12			
05:45			3	5	6	11	17:45			5	19	4	16	9	35
06:00			3	1	4		18:00			6	5	11			
06:15			2	3	5		18:15			2	2	4			
06:30			1	1	2		18:30			1	0	1			
06:45			5	11	7	18	18:45			3	12	2	9	5	21
07:00			8	1	9		19:00			0	2	2			
07:15			2	1	3		19:15			1	1	2			
07:30			4	5	9		19:30			3	0	3			
07:45			3	17	4	25	19:45			1	5	0	3	1	8
08:00			5	3	8		20:00			1	0	1			
08:15			2	0	2		20:15			1	2	3			
08:30			5	2	7		20:30			1	0	1			
08:45			2	14	4	21	20:45			1	4	0	2	1	6
09:00			0	3	3		21:00			1	1	2			
09:15			6	3	9		21:15			0	1	1			
09:30			4	0	4		21:30			0	0	0			
09:45			8	18	14	30	21:45			0	1	0	2	0	3
10:00			4	1	5		22:00			0	0	0			
10:15			4	3	7		22:15			0	0	0			
10:30			10	2	12		22:30			1	0	1			
10:45			3	21	6	30	22:45			0	1	0		0	1
11:00			1	0	1		23:00			0	0	0			
11:15			1	1	2		23:15			0	0	0			
11:30			2	1	3		23:30			0	1	1			
11:45			9	13	14	20	23:45			0	0	1		0	1
TOTALS	108				59	167	TOTALS	155				107	262		
SPLIT %	64.7%				35.3%	38.9%	SPLIT %	59.2%				40.8%	61.1%		

DAILY TOTALS					NB	SB	EB				WB	Total
					0	0	263				166	429
AM Peak Hour			09:45	11:30	09:45		PM Peak Hour			16:00	15:30	15:30
AM Pk Volume			26	17	38		PM Pk Volume			33	21	51
Pk Hr Factor			0.650	0.531	0.679		Pk Hr Factor			0.825	0.583	0.638
7 - 9 Volume	0	0	31	15	46		4 - 6 Volume	0	0	52	27	79
7 - 9 Peak Hour			07:00	07:15	07:00		4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	17	10	25		4 - 6 Pk Volume	0	0	33	16	44
Pk Hr Factor	0.000	0.000	0.531	0.500	0.694		Pk Hr Factor	0.000	0.000	0.825	0.667	0.917

VOLUME

County Rd 29 Bet. County Rd 95 & County Rd 98

Day: Tuesday

Date: 5/22/2018

City: Davis

Project #: CA18_7189_023

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						432		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	0	0		12:00			8	8	16		
00:15			0	0	0		12:15			5	2	7		
00:30			0	0	0		12:30			7	8	15		
00:45			1	1	1	1	12:45			9	29	3	21	
01:00			0	0	0		13:00			8	10	18		
01:15			0	2	2		13:15			7	7	14		
01:30			2	0	2		13:30			7	8	15		
01:45			0	2	0	2	13:45			7	29	5	30	
02:00			0	0	0		14:00			2	6	8		
02:15			0	0	0		14:15			2	10	12		
02:30			0	0	0		14:30			5	10	15		
02:45			0	0	0		14:45			11	20	4	30	
03:00			0	0	0		15:00			13	9	22		
03:15			0	0	0		15:15			10	5	15		
03:30			0	0	0		15:30			19	10	29		
03:45			0	0	0		15:45			13	55	9	33	
04:00			0	2	2		16:00			5	7	12		
04:15			0	0	0		16:15			7	12	19		
04:30			0	0	0		16:30			9	8	17		
04:45			1	1	0	2	16:45			16	37	10	37	
05:00			0	3	3		17:00			15	7	22		
05:15			1	2	3		17:15			12	11	23		
05:30			1	2	3		17:30			11	10	21		
05:45			3	5	2	9	17:45			7	45	6	34	
06:00			2	4	6		18:00			8	5	13		
06:15			5	2	7		18:15			6	3	9		
06:30			4	10	14		18:30			1	7	8		
06:45			6	17	9	25	18:45			5	20	11	26	
07:00			4	7	11		19:00			3	3	6		
07:15			6	5	11		19:15			3	4	7		
07:30			4	9	13		19:30			1	5	6		
07:45			11	25	5	26	19:45			4	11	3	15	
08:00			6	7	13		20:00			2	5	7		
08:15			8	8	16		20:15			8	4	12		
08:30			11	10	21		20:30			6	2	8		
08:45			7	32	9	34	20:45			2	18	2	13	
09:00			4	9	13		21:00			1	3	4		
09:15			6	11	17		21:15			4	2	6		
09:30			10	6	16		21:30			1	3	4		
09:45			7	27	7	33	21:45			3	9	1	9	
10:00			4	9	13		22:00			1	2	3		
10:15			2	6	8		22:15			0	1	1		
10:30			2	5	7		22:30			0	1	1		
10:45			5	13	7	27	22:45			1	2	1	5	
11:00			7	4	11		23:00			0	1	1		
11:15			10	5	15		23:15			0	0	0		
11:30			6	5	11		23:30			1	2	3		
11:45			10	33	5	19	23:45			0	1	0	3	
TOTALS	156				178	334	TOTALS	276				256	532	
SPLIT %	46.7%				53.3%	38.6%	SPLIT %	51.9%				48.1%	61.4%	

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	432					434	866				
AM Peak Hour			07:45	08:30	08:30		PM Peak Hour			15:00	15:30	16:45					
AM Pk Volume			36	39	67		PM Pk Volume			55	38	92					
Pk Hr Factor			0.818	0.886	0.798		Pk Hr Factor			0.724	0.792	0.885					
7 - 9 Volume	0	0	57	60	117		4 - 6 Volume	0	0	82	71	153					
7 - 9 Peak Hour			07:45	08:00	07:45		4 - 6 Peak Hour			16:45	16:45	16:45					
7 - 9 Pk Volume	0	0	36	34	66		4 - 6 Pk Volume	0	0	54	38	92					
Pk Hr Factor	0.000	0.000	0.818	0.850	0.786		Pk Hr Factor	0.000	0.000	0.844	0.864	0.885					

VOLUME

County Rd 29 Bet. County Rd 98 & State Route 113

Day: Tuesday
Date: 5/22/2018

City: Woodland
Project #: CA18_7189_024

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						758		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	1	1		12:00			15	9	24		
00:15			1	1	2		12:15			12	17	29		
00:30			0	3	3		12:30			17	10	27		
00:45			0	1 4 9	4 10		12:45			19 63 16 52	35 115			
01:00			0	1	1		13:00			12	11	23		
01:15			1	0	1		13:15			6	11	17		
01:30			0	0	0		13:30			12	16	28		
01:45			1 2 2 3	3 5			13:45			14 44 11 49	25 93			
02:00			0	0	0		14:00			11	15	26		
02:15			0	1	1		14:15			9	20	29		
02:30			3	0	3		14:30			7	12	19		
02:45			0 3 0 1	0 4			14:45			17 44 7 54	24 98			
03:00			0	0	0		15:00			6	16	22		
03:15			1	0	1		15:15			6	20	26		
03:30			0	1	1		15:30			18	26	44		
03:45			0 1 0 1	0 2			15:45			10 40 17 79	27 119			
04:00			0	1	1		16:00			17	22	39		
04:15			0	0	0		16:15			20	22	42		
04:30			0	0	0		16:30			30	31	61		
04:45			0	3 4	3 4		16:45			21 88 16 91	37 179			
05:00			1	1	2		17:00			12	18	30		
05:15			0	2	2		17:15			22	15	37		
05:30			4	8	12		17:30			24	23	47		
05:45			1 6 5 16	6 22			17:45			16 74 20 76	36 150			
06:00			1	2	3		18:00			16	25	41		
06:15			0	6	6		18:15			13	28	41		
06:30			4	10	14		18:30			24	23	47		
06:45			8 13 9 27	17 40			18:45			19 72 22 98	41 170			
07:00			5	6	11		19:00			12	14	26		
07:15			10	6	16		19:15			9	25	34		
07:30			11	14	25		19:30			9	9	18		
07:45			6 32 14 40	20 72			19:45			4 34 17 65	21 99			
08:00			7	11	18		20:00			2	15	17		
08:15			11	14	25		20:15			6	12	18		
08:30			5	13	18		20:30			4	10	14		
08:45			20 43 22 60	42 103			20:45			7 19 3 40	10 59			
09:00			18	18	36		21:00			1	11	12		
09:15			18	27	45		21:15			6	4	10		
09:30			15	11	26		21:30			6	4	10		
09:45			15 66 20 76	35 142			21:45			5 18 6 25	11 43			
10:00			12	11	23		22:00			5	8	13		
10:15			12	16	28		22:15			4	4	8		
10:30			8	11	19		22:30			4	4	8		
10:45			7 39 18 56	25 95			22:45			4 17 3 19	7 36			
11:00			5	12	17		23:00			2	2	4		
11:15			8	10	18		23:15			0	2	2		
11:30			9	10	19		23:30			1	4	5		
11:45			12 34 10 42	22 76			23:45			2 5 3 11	5 16			
TOTALS	240 335				575	TOTALS	518 659				1177			
SPLIT %	41.7% 58.3%				32.8%	SPLIT %	44.0% 56.0%				67.2%			

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						758	994						1,752

AM Peak Hour			08:45	08:30	08:45	PM Peak Hour			16:00	18:00	16:00
AM Pk Volume			71	80	149	PM Pk Volume			88	98	179
Pk Hr Factor			0.888	0.741	0.828	Pk Hr Factor			0.733	0.875	0.734
7 - 9 Volume	0	0	75	100	175	4 - 6 Volume	0	0	162	167	329
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	43	60	103	4 - 6 Pk Volume	0	0	88	91	179
Pk Hr Factor	0.000	0.000	0.538	0.682	0.613	Pk Hr Factor	0.000	0.000	0.733	0.734	0.734

VOLUME

County Rd 29 Bet. State Route 113 & County Rd 102

Day: Thursday
Date: 5/31/2018

City: Woodland
Project #: CA18_7189_025

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						3,176	2,836	6,012
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			4	3	7		12:00			46	25	71		
00:15			1	1	2		12:15			39	30	69		
00:30			2	3	5		12:30			46	45	91		
00:45			4	11	2	9	12:45			52	183	40	140	
01:00			1	1	2		13:00			42	49	91		
01:15			1	0	1		13:15			32	46	78		
01:30			0	0	0		13:30			45	45	90		
01:45			2	4	0	1	13:45			51	170	40	180	
02:00			2	2	4		14:00			38	50	88		
02:15			2	2	4		14:15			47	49	96		
02:30			0	2	2		14:30			58	61	119		
02:45			1	5	3	9	14:45			61	204	47	207	
03:00			0	1	1		15:00			70	60	130		
03:15			1	0	1		15:15			53	68	121		
03:30			1	4	5		15:30			72	81	153		
03:45			2	4	0	5	15:45			77	272	52	261	
04:00			3	0	3		16:00			67	59	126		
04:15			1	3	4		16:15			71	67	138		
04:30			8	3	11		16:30			74	46	120		
04:45			8	20	4	10	16:45			79	291	78	250	
05:00			7	5	12		17:00			89	68	157		
05:15			6	5	11		17:15			79	81	160		
05:30			14	15	29		17:30			83	65	148		
05:45			26	53	12	37	17:45			67	318	53	267	
06:00			18	16	34		18:00			61	46	107		
06:15			31	19	50		18:15			52	47	99		
06:30			39	22	61		18:30			37	36	73		
06:45			53	141	32	89	18:45			47	197	39	168	
07:00			34	35	69		19:00			30	22	52		
07:15			55	50	105		19:15			25	42	67		
07:30			53	54	107		19:30			19	15	34		
07:45			85	227	72	211	19:45			25	99	36	115	
08:00			83	68	151		20:00			23	32	55		
08:15			90	70	160		20:15			24	16	40		
08:30			63	59	122		20:30			22	16	38		
08:45			57	293	50	247	20:45			26	95	20	84	
09:00			54	38	92		21:00			16	17	33		
09:15			32	45	77		21:15			14	20	34		
09:30			53	34	87		21:30			12	14	26		
09:45			40	179	40	157	21:45			7	49	13	64	
10:00			47	34	81		22:00			15	14	29		
10:15			19	25	44		22:15			10	8	18		
10:30			39	27	66		22:30			14	9	23		
10:45			34	139	32	118	22:45			8	47	4	35	
11:00			36	41	77		23:00			7	5	12		
11:15			35	42	77		23:15			4	6	10		
11:30			46	36	82		23:30			5	4	9		
11:45			39	156	34	153	23:45			3	19	4	19	
TOTALS	1232				1046	2278	TOTALS	1944				1790	3734	
SPLIT %	54.1%				45.9%	37.9%	SPLIT %	52.1%				47.9%	62.1%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	3,176					2,836	6,012	
AM Peak Hour			07:45	07:45	07:45		PM Peak Hour			16:45	16:45	16:45		
AM Pk Volume			321	269	590		PM Pk Volume			330	292	622		
Pk Hr Factor			0.892	0.934	0.922		Pk Hr Factor			0.927	0.901	0.972		
7 - 9 Volume	0	0	520	458	978		4 - 6 Volume	0	0	609	517	1126		
7 - 9 Peak Hour			07:45	07:45	07:45		4 - 6 Peak Hour			16:45	16:45	16:45		
7 - 9 Pk Volume	0	0	321	269	590		4 - 6 Pk Volume	0	0	330	292	622		
Pk Hr Factor	0.000	0.000	0.892	0.934	0.922		Pk Hr Factor	0.000	0.000	0.927	0.901	0.972		

VOLUME

County Rd 31 Bet. County Rd 93A & County Rd 95

Day: Tuesday

Date: 5/15/2018

City: Davis

Project #: CA18_7189_026

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						1,956	1,899	3,855	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			4	3	7		12:00			26	27	53			
00:15			1	0	1		12:15			26	17	43			
00:30			3	0	3		12:30			27	24	51			
00:45			1	9	2	5	12:45			20	99	21	89	41	188
01:00			0	3	3		13:00			28	33	61			
01:15			2	2	4		13:15			21	27	48			
01:30			0	0	0		13:30			36	26	62			
01:45			1	3	1	6	13:45			21	106	27	113	48	219
02:00			0	6	6		14:00			36	36	72			
02:15			0	1	1		14:15			28	41	69			
02:30			0	0	0		14:30			29	40	69			
02:45			1	1	3	10	14:45			35	128	40	157	75	285
03:00			1	2	3		15:00			38	29	67			
03:15			1	1	2		15:15			54	27	81			
03:30			1	1	2		15:30			37	34	71			
03:45			2	5	0	4	15:45			42	171	40	130	82	301
04:00			3	3	6		16:00			50	55	105			
04:15			5	3	8		16:15			42	29	71			
04:30			6	6	12		16:30			55	37	92			
04:45			11	25	8	20	16:45			54	201	38	159	92	360
05:00			8	9	17		17:00			53	57	110			
05:15			12	17	29		17:15			61	48	109			
05:30			26	18	44		17:30			38	59	97			
05:45			22	68	15	59	17:45			44	196	36	200	80	396
06:00			15	25	40		18:00			28	36	64			
06:15			21	20	41		18:15			35	23	58			
06:30			33	31	64		18:30			26	13	39			
06:45			19	88	34	110	18:45			28	117	19	91	47	208
07:00			30	25	55		19:00			12	19	31			
07:15			24	18	42		19:15			12	19	31			
07:30			28	33	61		19:30			16	11	27			
07:45			27	109	50	126	19:45			15	55	12	61	27	116
08:00			22	47	69		20:00			15	4	19			
08:15			28	41	69		20:15			23	9	32			
08:30			35	31	66		20:30			15	13	28			
08:45			26	111	30	149	20:45			21	74	11	37	32	111
09:00			25	27	52		21:00			15	17	32			
09:15			29	23	52		21:15			9	6	15			
09:30			33	20	53		21:30			7	13	20			
09:45			16	103	29	99	21:45			13	44	8	44	21	88
10:00			22	24	46		22:00			4	7	11			
10:15			28	33	61		22:15			10	7	17			
10:30			30	22	52		22:30			3	3	6			
10:45			25	105	21	100	22:45			4	21	5	22	9	43
11:00			30	14	44		23:00			0	2	2			
11:15			31	27	58		23:15			5	4	9			
11:30			22	31	53		23:30			4	2	6			
11:45			23	106	28	100	23:45			2	11	0	8	2	19
TOTALS	733					788	1521	TOTALS	1223					1111	2334
SPLIT %	48.2%					51.8%	39.5%	SPLIT %	52.4%					47.6%	60.5%

DAILY TOTALS			NB	SB	EB			WB			Total		
			0	0							1,956	1,899	3,855
AM Peak Hour			10:30	07:30	07:45	PM Peak Hour				16:30	16:45	16:45	
AM Pk Volume			116	171	281	PM Pk Volume				223	202	408	
Pk Hr Factor			0.935	0.855	0.912	Pk Hr Factor				0.914	0.856	0.927	
7 - 9 Volume	0	0	220	275	495	4 - 6 Volume	0	0		397	359	756	
7 - 9 Peak Hour			07:45	07:30	07:45	4 - 6 Peak Hour				16:30	16:45	16:45	
7 - 9 Pk Volume	0	0	112	171	281	4 - 6 Pk Volume	0	0		223	202	408	
Pk Hr Factor	0.000	0.000	0.800	0.855	0.912	Pk Hr Factor	0.000	0.000		0.914	0.856	0.927	

VOLUME

County Rd 31 Bet. County Rd 95 & County Rd 98

Day: Thursday
Date: 5/17/2018

City: Davis
Project #: CA18_7189_027

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						2,905	3,208	6,113
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			3	2	5		12:00			33	37	70		
00:15			5	2	7		12:15			38	30	68		
00:30			4	3	7		12:30			40	37	77		
00:45			1	13	3	10	12:45			36	147	30	134	
01:00			2	3	5		13:00			39	45	84		
01:15			1	0	1		13:15			38	46	84		
01:30			2	2	4		13:30			42	41	83		
01:45			0	5	0	5	13:45			41	160	41	173	
02:00			2	9	11		14:00			39	41	80		
02:15			1	7	8		14:15			41	52	93		
02:30			4	4	8		14:30			34	48	82		
02:45			3	10	2	22	14:45			54	168	60	201	
03:00			0	6	6		15:00			50	58	108		
03:15			3	3	6		15:15			61	58	119		
03:30			5	3	8		15:30			66	80	146		
03:45			7	15	4	16	15:45			78	255	65	261	
04:00			6	8	14		16:00			59	87	146		
04:15			6	13	19		16:15			81	59	140		
04:30			13	10	23		16:30			75	76	151		
04:45			24	49	12	43	16:45			67	282	71	293	
05:00			20	19	39		17:00			55	72	127		
05:15			19	26	45		17:15			54	68	122		
05:30			39	46	85		17:30			71	81	152		
05:45			37	115	37	128	17:45			52	232	73	294	
06:00			24	40	64		18:00			46	58	104		
06:15			27	36	63		18:15			47	57	104		
06:30			35	44	79		18:30			55	32	87		
06:45			28	114	34	154	18:45			38	186	37	184	
07:00			33	53	86		19:00			49	31	80		
07:15			45	49	94		19:15			37	20	57		
07:30			41	55	96		19:30			37	25	62		
07:45			57	176	67	224	19:45			23	146	35	111	
08:00			53	72	125		20:00			24	27	51		
08:15			42	61	103		20:15			25	32	57		
08:30			50	60	110		20:30			27	34	61		
08:45			39	184	37	230	20:45			31	107	28	121	
09:00			39	38	77		21:00			22	25	47		
09:15			29	28	57		21:15			18	14	32		
09:30			30	46	76		21:30			19	17	36		
09:45			27	125	32	144	21:45			18	77	17	73	
10:00			35	39	74		22:00			14	12	26		
10:15			35	40	75		22:15			7	20	27		
10:30			37	41	78		22:30			14	19	33		
10:45			36	143	29	149	22:45			7	42	10	61	
11:00			29	39	68		23:00			7	3	10		
11:15			20	40	60		23:15			5	3	8		
11:30			39	38	77		23:30			9	5	14		
11:45			36	124	41	158	23:45			9	30	8	19	
TOTALS	1073				1283	2356	TOTALS	1832				1925	3757	
SPLIT %	45.5%				54.5%	38.5%	SPLIT %	48.8%				51.2%	61.5%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	2,905					3,208	6,113	
AM Peak Hour			07:45	07:45	07:45		PM Peak Hour			15:45	17:00	15:45		
AM Pk Volume			202	260	462		PM Pk Volume			293	294	580		
Pk Hr Factor			0.886	0.903	0.924		Pk Hr Factor			0.904	0.907	0.960		
7 - 9 Volume	0	0	360	454	814		4 - 6 Volume	0	0	514	587	1101		
7 - 9 Peak Hour			07:45	07:45	07:45		4 - 6 Peak Hour			16:00	17:00	16:00		
7 - 9 Pk Volume	0	0	202	260	462		4 - 6 Pk Volume	0	0	282	294	575		
Pk Hr Factor	0.000	0.000	0.886	0.903	0.924		Pk Hr Factor	0.000	0.000	0.870	0.907	0.952		

VOLUME

County Rd 85B Bet. County Rd 23 & County Rd 21A

Day: Tuesday
Date: 5/22/2018

City: Esparto
Project #: CA18_7189_028

DAILY TOTALS					NB	SB	EBWB					Total	
					401	410						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	1			1		12:00	1	4			5	
00:15	0	0			0		12:15	4	1			5	
00:30	0	0			0		12:30	4	3			7	
00:45	2	2	1	2	3	4	12:45	4	13	6	14	10	27
01:00	0	0			0		13:00	6	6			12	
01:15	0	4			4		13:15	4	7			11	
01:30	0	0			0		13:30	6	5			11	
01:45	0	1	5		1	5	13:45	7	23	4	22	11	45
02:00	0	0			0		14:00	4	11			15	
02:15	1	1			2		14:15	10	6			16	
02:30	1	0			1		14:30	8	11			19	
02:45	2	4	1	2	3	6	14:45	2	24	6	34	8	58
03:00	1	1			2		15:00	11	4			15	
03:15	1	0			1		15:15	6	7			13	
03:30	0	0			0		15:30	11	8			19	
03:45	0	2	1	2	1	4	15:45	5	33	8	27	13	60
04:00	0	0			0		16:00	10	7			17	
04:15	1	2			3		16:15	6	11			17	
04:30	2	3			5		16:30	8	14			22	
04:45	0	3	3	8	3	11	16:45	9	33	12	44	21	77
05:00	0	1			1		17:00	8	10			18	
05:15	2	4			6		17:15	7	13			20	
05:30	6	3			9		17:30	6	10			16	
05:45	3	11	5	13	8	24	17:45	4	25	4	37	8	62
06:00	5	3			8		18:00	5	6			11	
06:15	2	1			3		18:15	8	12			20	
06:30	3	1			4		18:30	5	5			10	
06:45	5	15	7	12	12	27	18:45	5	23	5	28	10	51
07:00	3	5			8		19:00	3	2			5	
07:15	14	7			21		19:15	8	3			11	
07:30	8	4			12		19:30	8	3			11	
07:45	12	37	8	24	20	61	19:45	1	20	3	11	4	31
08:00	6	10			16		20:00	3	4			7	
08:15	6	7			13		20:15	1	4			5	
08:30	10	6			16		20:30	1	2			3	
08:45	9	31	3	26	12	57	20:45	3	8	4	14	7	22
09:00	1	5			6		21:00	1	1			2	
09:15	10	3			13		21:15	4	4			8	
09:30	8	4			12		21:30	2	2			4	
09:45	13	32	4	16	17	48	21:45	1	8	1	8	2	16
10:00	4	4			8		22:00	4	3			7	
10:15	12	2			14		22:15	1	3			4	
10:30	10	2			12		22:30	3	2			5	
10:45	2	28	4	12	6	40	22:45	0	8	3	11	3	19
11:00	3	4			7		23:00	2	4			6	
11:15	5	11			16		23:15	0	4			4	
11:30	3	8			11		23:30	0	1			1	
11:45	4	15	4	27	8	42	23:45	1	3	2	11	3	14
TOTALS	180	149			329		TOTALS	221	261			482	
SPLIT %	54.7%	45.3%			40.6%		SPLIT %	45.9%	54.1%			59.4%	

DAILY TOTALS					NB	SB	EBWB					Total
					401	410						0
AM Peak Hour	07:15	07:45			07:15		PM Peak Hour	15:00	16:30			16:30
AM Pk Volume	40	31			69		PM Pk Volume	33	49			81
Pk Hr Factor	0.714	0.775			0.821		Pk Hr Factor	0.750	0.875			0.920
7 - 9 Volume	68	50	0	0	118		4 - 6 Volume	58	81	0	0	139
7 - 9 Peak Hour	07:15	07:45			07:15		4 - 6 Peak Hour	16:00	16:30			16:30
7 - 9 Pk Volume	40	31	0	0	69		4 - 6 Pk Volume	33	49	0	0	81
Pk Hr Factor	0.714	0.775	0.000	0.000	0.821		Pk Hr Factor	0.825	0.875	0.000	0.000	0.920

VOLUME

County Rd 85B Bet. County Rd 21A & State Route 16

Day: Tuesday

Date: 5/22/2018

City: Esparto

Project #: CA18_7189_029

DAILY TOTALS					NB	SB	EBWB					Total	
					780	1,756						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	4	11			15		12:00	5	14			19	
00:15	3	15			18		12:15	7	15			22	
00:30	1	2			3		12:30	8	18			26	
00:45	2	10	6	34	8	44	12:45	14	34	20	67	34	101
01:00	2	5			7		13:00	11	18			29	
01:15	2	21			23		13:15	8	21			29	
01:30	2	7			9		13:30	14	18			32	
01:45	1	7	4	37	5	44	13:45	14	47	11	68	25	115
02:00	1	18			19		14:00	14	32			46	
02:15	1	13			14		14:15	19	38			57	
02:30	3	10			13		14:30	12	59			71	
02:45	2	7	8	49	10	56	14:45	11	56	55	184	66	240
03:00	1	7			8		15:00	13	37			50	
03:15	2	4			6		15:15	11	39			50	
03:30	0	6			6		15:30	8	37			45	
03:45	2	5	7	24	9	29	15:45	13	45	34	147	47	192
04:00	3	3			6		16:00	9	34			43	
04:15	3	7			10		16:15	6	49			55	
04:30	5	5			10		16:30	15	46			61	
04:45	5	16	7	22	12	38	16:45	10	40	35	164	45	204
05:00	6	6			12		17:00	12	34			46	
05:15	7	10			17		17:15	10	53			63	
05:30	14	17			31		17:30	4	38			42	
05:45	11	38	18	51	29	89	17:45	8	34	18	143	26	177
06:00	6	9			15		18:00	9	27			36	
06:15	3	16			19		18:15	7	39			46	
06:30	5	16			21		18:30	13	15			28	
06:45	9	23	14	55	23	78	18:45	9	38	25	106	34	144
07:00	3	12			15		19:00	11	29			40	
07:15	14	14			28		19:15	15	18			33	
07:30	11	14			25		19:30	14	16			30	
07:45	20	48	28	68	48	116	19:45	7	47	10	73	17	120
08:00	9	18			27		20:00	12	20			32	
08:15	11	19			30		20:15	13	12			25	
08:30	9	19			28		20:30	8	16			24	
08:45	12	41	10	66	22	107	20:45	12	45	17	65	29	110
09:00	7	15			22		21:00	7	17			24	
09:15	15	20			35		21:15	7	12			19	
09:30	8	18			26		21:30	4	10			14	
09:45	12	42	14	67	26	109	21:45	5	23	11	50	16	73
10:00	17	13			30		22:00	6	11			17	
10:15	16	18			34		22:15	1	16			17	
10:30	9	13			22		22:30	5	9			14	
10:45	10	52	16	60	26	112	22:45	6	18	5	41	11	59
11:00	13	7			20		23:00	6	20			26	
11:15	20	12			32		23:15	3	15			18	
11:30	10	15			25		23:30	1	18			19	
11:45	10	53	14	48	24	101	23:45	1	11	14	67	15	78
TOTALS	342	581			923		TOTALS	438	1175			1613	
SPLIT %	37.1%	62.9%			36.4%		SPLIT %	27.2%	72.8%			63.6%	

DAILY TOTALS						NB	SB							EB	WB	Total	
						780	1,756							0	0	2,536	
AM Peak Hour	07:15	07:45			07:45		PM Peak Hour	13:30	14:30			14:15					
AM Pk Volume	54	84			133		PM Pk Volume	61	190			244					
Pk Hr Factor	0.675	0.750			0.693		Pk Hr Factor	0.803	0.805			0.859					
7 - 9 Volume	89	134	0	0	223		4 - 6 Volume	74	307	0	0	381					
7 - 9 Peak Hour	07:15	07:45			07:45		4 - 6 Peak Hour	16:30	16:30			16:30					
7 - 9 Pk Volume	54	84	0	0	133		4 - 6 Pk Volume	47	168	0	0	215					
Pk Hr Factor	0.675	0.750	0.000	0.000	0.693		Pk Hr Factor	0.783	0.792	0.000	0.000	0.853					

VOLUME

County Rd 85 Bet. State Route 16 & County Rd 12

Day: Thursday
Date: 5/17/2018

City: Yolo County
Project #: CA18_7189_030

DAILY TOTALS					NB	SB	EBWB					Total
					247	229						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0			0	12:00	2	1			3	
00:15	0	0			0	12:15	1	4			5	
00:30	1	1			2	12:30	1	0			1	
00:45	0	1	0	1	0	2	1	5	0	5	1	10
01:00	0	0			0	13:00	3	2			5	
01:15	2	0			2	13:15	5	6			11	
01:30	0	1			1	13:30	3	7			10	
01:45	0	2	1	2	1	4	5	16	4	19	9	35
02:00	1	0			1	14:00	5	6			11	
02:15	0	0			0	14:15	6	2			8	
02:30	0	0			0	14:30	6	3			9	
02:45	0	1	0		0	1	20	37	4	15	24	52
03:00	0	0			0	15:00	10	1			11	
03:15	0	0			0	15:15	12	2			14	
03:30	0	0			0	15:30	8	4			12	
03:45	0	0			0	15:45	4	34	1	8	5	42
04:00	0	0			0	16:00	5	1			6	
04:15	1	2			3	16:15	8	2			10	
04:30	0	3			3	16:30	9	6			15	
04:45	0	1	7	12	7	13	10	32	2	11	12	43
05:00	1	12			13	17:00	7	1			8	
05:15	3	1			4	17:15	13	1			14	
05:30	0	4			4	17:30	3	1			4	
05:45	0	4	2	19	2	23	3	26	3	6	6	32
06:00	0	1			1	18:00	2	1			3	
06:15	3	11			14	18:15	7	3			10	
06:30	0	10			10	18:30	2	1			3	
06:45	3	6	8	30	11	36	1	12	1	6	2	18
07:00	2	4			6	19:00	0	0			0	
07:15	3	5			8	19:15	0	0			0	
07:30	0	3			3	19:30	1	1			2	
07:45	7	12	6	18	13	30	1	2	3	4	4	6
08:00	2	5			7	20:00	4	2			6	
08:15	4	10			14	20:15	2	1			3	
08:30	0	2			2	20:30	1	2			3	
08:45	1	7	0	17	1	24	1	8	1	6	2	14
09:00	2	6			8	21:00	0	2			2	
09:15	2	5			7	21:15	0	1			1	
09:30	0	5			5	21:30	2	2			4	
09:45	2	6	3	19	5	25	1	3	2	7	3	10
10:00	4	2			6	22:00	1	1			2	
10:15	6	1			7	22:15	1	0			1	
10:30	1	3			4	22:30	1	0			1	
10:45	3	14	1	7	4	21	0	3	1	2	1	5
11:00	1	1			2	23:00	2	0			2	
11:15	3	3			6	23:15	5	1			6	
11:30	1	3			4	23:30	0	4			4	
11:45	2	7	3	10	5	17	1	8	0	5	1	13
TOTALS	61	135			196		TOTALS	186	94			280
SPLIT %	31.1%	68.9%			41.2%		SPLIT %	66.4%	33.6%			58.8%

DAILY TOTALS					NB	SB						EB	WB	Total	
					247	229						0	0	476	
AM Peak Hour	10:00	06:15			06:15	PM Peak Hour	14:45	13:15			14:45				
AM Pk Volume	14	33			41	PM Pk Volume	50	23			61				
Pk Hr Factor	0.583	0.750			0.732	Pk Hr Factor	0.625	0.821			0.635				
7 - 9 Volume	19	35	0	0	54	4 - 6 Volume	58	17	0	0	75				
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	16:00			16:30				
7 - 9 Pk Volume	13	24	0	0	37	4 - 6 Pk Volume	39	11	0	0	49				
Pk Hr Factor	0.464	0.600	0.000	0.000	0.661	Pk Hr Factor	0.750	0.458	0.000	0.000	0.817				

VOLUME

County Rd 85/8/86 Bet. County Rd 12 & County Rd 6

Day: Thursday
Date: 5/17/2018

City: Yolo County
Project #: CA18_7189_031

DAILY TOTALS					NB	SB	EBWB					Total
					335	332						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0			0	12:00	8	4			12	
00:15	0	1			1	12:15	7	4			11	
00:30	1	0			1	12:30	6	4			10	
00:45	0	1	0	1	0	12:45	7	28	6	18	13	46
01:00	0	0			0	13:00	6	11			17	
01:15	0	0			0	13:15	5	10			15	
01:30	0	0			0	13:30	8	8			16	
01:45	0	0			0	13:45	4	23	7	36	11	59
02:00	0	0			0	14:00	11	8			19	
02:15	0	0			0	14:15	11	8			19	
02:30	0	0			0	14:30	9	10			19	
02:45	0	0			0	14:45	6	37	6	32	12	69
03:00	0	0			0	15:00	3	12			15	
03:15	1	0			1	15:15	9	7			16	
03:30	0	0			0	15:30	10	10			20	
03:45	0	1	0		0	15:45	6	28	7	36	13	64
04:00	0	0			0	16:00	10	12			22	
04:15	0	0			0	16:15	6	10			16	
04:30	1	0			1	16:30	19	7			26	
04:45	0	1	1	1	1	16:45	14	49	8	37	22	86
05:00	1	0			1	17:00	7	4			11	
05:15	1	1			2	17:15	10	10			20	
05:30	1	1			2	17:30	12	4			16	
05:45	0	3	1	3	1	17:45	9	38	10	28	19	66
06:00	4	2			6	18:00	5	7			12	
06:15	2	2			4	18:15	9	4			13	
06:30	3	2			5	18:30	2	9			11	
06:45	1	10	4	10	5	18:45	3	19	6	26	9	45
07:00	2	3			5	19:00	6	10			16	
07:15	3	3			6	19:15	0	0			0	
07:30	5	6			11	19:30	1	2			3	
07:45	5	15	1	13	6	19:45	0	7	1	13	1	20
08:00	7	9			16	20:00	0	1			1	
08:15	3	4			7	20:15	1	2			3	
08:30	2	2			4	20:30	0	0			0	
08:45	6	18	4	19	10	20:45	2	3	0	3	2	6
09:00	3	2			5	21:00	0	1			1	
09:15	1	6			7	21:15	0	1			1	
09:30	2	3			5	21:30	0	0			0	
09:45	7	13	2	13	9	21:45	1	1	1	3	2	4
10:00	5	6			11	22:00	0	0			0	
10:15	6	7			13	22:15	0	0			0	
10:30	5	2			7	22:30	0	0			0	
10:45	9	25	6	21	15	22:45	0	1	1		1	1
11:00	2	5			7	23:00	0	0			0	
11:15	2	4			6	23:15	0	0			0	
11:30	4	6			10	23:30	1	1			2	
11:45	6	14	2	17	8	23:45	0	1	0	1	0	2
TOTALS	101	98			199	TOTALS	234	234			468	
SPLIT %	50.8%	49.2%			29.8%	SPLIT %	50.0%	50.0%			70.2%	

DAILY TOTALS						NB	SB							EB	WB	Total	
						335	332							0	0	667	
AM Peak Hour	11:45	10:00			10:00	PM Peak Hour	16:30	15:30			16:00						
AM Pk Volume	27	21			46	PM Pk Volume	50	39			86						
Pk Hr Factor	0.844	0.750			0.767	Pk Hr Factor	0.658	0.813			0.827						
7 - 9 Volume	33	32	0	0	65	4 - 6 Volume	87	65	0	0	152						
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	16:30	16:00			16:00						
7 - 9 Pk Volume	20	20	0	0	40	4 - 6 Pk Volume	50	37	0	0	86						
Pk Hr Factor	0.714	0.556	0.000	0.000	0.625	Pk Hr Factor	0.658	0.771	0.000	0.000	0.827						

VOLUME

County Rd 87 Bet. State Route 16 & County Rd 14

Day: Thursday
Date: 5/17/2018

City: Capay
Project #: CA18_7189_032

DAILY TOTALS					NB	SB						EB	WB	Total	
					118	92						0	0	210	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0			0		12:00	1	1			2			
00:15	0	0			0		12:15	0	1			1			
00:30	0	0			0		12:30	3	1			4			
00:45	0	0			0		12:45	1	5	0	3	1	8		
01:00	0	0			0		13:00	1	2			3			
01:15	0	0			0		13:15	1	2			3			
01:30	0	0			0		13:30	1	7			8			
01:45	0	0			0		13:45	1	4	3	14	4	18		
02:00	0	0			0		14:00	1	2			3			
02:15	0	1			1		14:15	1	1			2			
02:30	0	0			0		14:30	2	2			4			
02:45	0	0	1		0	1	14:45	2	6	2	7	4	13		
03:00	0	0			0		15:00	0	1			1			
03:15	0	0			0		15:15	3	1			4			
03:30	0	0			0		15:30	3	0			3			
03:45	0	0			0		15:45	1	7	3	5	4	12		
04:00	0	0			0		16:00	2	5			7			
04:15	0	0			0		16:15	2	4			6			
04:30	0	0			0		16:30	5	6			11			
04:45	1	1	0		1	1	16:45	5	14	4	19	9	33		
05:00	0	1			1		17:00	2	1			3			
05:15	2	0			2		17:15	0	0			0			
05:30	2	3			5		17:30	2	1			3			
05:45	10	14	1	5	11	19	17:45	2	6	2	4	4	10		
06:00	12	0			12		18:00	2	1			3			
06:15	5	0			5		18:15	2	0			2			
06:30	2	2			4		18:30	1	1			2			
06:45	0	19	2	4	2	23	18:45	1	6	0	2	1	8		
07:00	1	1			2		19:00	0	1			1			
07:15	1	1			2		19:15	1	0			1			
07:30	0	2			2		19:30	0	0			0			
07:45	4	6	0	4	4	10	19:45	0	1	0	1	0	2		
08:00	3	2			5		20:00	1	0			1			
08:15	0	0			0		20:15	1	0			1			
08:30	2	0			2		20:30	0	0			0			
08:45	1	6	1	3	2	9	20:45	0	2	1	1	1	3		
09:00	2	1			3		21:00	0	0			0			
09:15	0	2			2		21:15	1	0			1			
09:30	0	5			5		21:30	0	0			0			
09:45	0	2	2	10	2	12	21:45	2	3	0		2	3		
10:00	7	1			8		22:00	0	1			1			
10:15	0	2			2		22:15	0	0			0			
10:30	0	0			0		22:30	0	0			0			
10:45	0	7	0	3	0	10	22:45	0	0	1		0	1		
11:00	3	2			5		23:00	0	0			0			
11:15	3	1			4		23:15	0	0			0			
11:30	2	0			2		23:30	0	0			0			
11:45	1	9	2	5	3	14	23:45	0	0			0			
TOTALS	64	35			99		TOTALS	54	57			111			
SPLIT %	64.6%	35.4%			47.1%		SPLIT %	48.6%	51.4%			52.9%			

DAILY TOTALS					NB	SB					EB	WB	Total	
					118	92					0	0	210	

AM Peak Hour	05:30	09:00			05:30	PM Peak Hour	16:00	16:00			16:00
AM Pk Volume	29	10			33	PM Pk Volume	14	19			33
Pk Hr Factor	0.604	0.500			0.688	Pk Hr Factor	0.700	0.792			0.750
7 - 9 Volume	12	7	0	0	19	4 - 6 Volume	20	23	0	0	43
7 - 9 Peak Hour	07:45	07:15			07:15	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	9	5	0	0	13	4 - 6 Pk Volume	14	19	0	0	33
Pk Hr Factor	0.563	0.625	0.000	0.000	0.650	Pk Hr Factor	0.700	0.792	0.000	0.000	0.750

VOLUME

County Rd 89 Bet. County Rd 29A & Country Rd 27

Day: Tuesday

Date: 5/15/2018

City: Winters

Project #: CA18_7189_033

DAILY TOTALS					NB	SB	EBWB					Total
					877	676						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	2	0			2	12:00	11	4			15	
00:15	0	0			0	12:15	4	4			8	
00:30	2	1			3	12:30	14	7			21	
00:45	0	4	1	2	16	12:45	13	42	11	26	68	
01:00	1	0			1	13:00	21	6			27	
01:15	1	0			1	13:15	14	8			22	
01:30	0	1			1	13:30	14	17			31	
01:45	0	2	0	1	3	13:45	9	58	9	40	98	
02:00	0	0			0	14:00	9	13			22	
02:15	0	0			0	14:15	9	7			16	
02:30	1	0			1	14:30	14	13			27	
02:45	0	1	0		1	14:45	8	40	13	46	86	
03:00	1	0			1	15:00	12	8			20	
03:15	0	0			0	15:15	16	10			26	
03:30	1	0			1	15:30	18	14			32	
03:45	2	4	0		4	15:45	19	65	8	40	105	
04:00	0	1			1	16:00	27	16			43	
04:15	0	1			1	16:15	16	15			31	
04:30	2	4			6	16:30	25	16			41	
04:45	3	5	3	9	14	16:45	24	92	16	63	155	
05:00	5	2			7	17:00	26	13			39	
05:15	7	4			11	17:15	28	12			40	
05:30	10	13			23	17:30	23	11			34	
05:45	23	45	18	37	82	17:45	23	100	9	45	145	
06:00	8	10			18	18:00	15	15			30	
06:15	11	8			19	18:15	12	9			21	
06:30	7	9			16	18:30	20	9			29	
06:45	8	34	14	41	75	18:45	15	62	5	38	100	
07:00	9	6			15	19:00	16	6			22	
07:15	9	8			17	19:15	10	13			23	
07:30	8	19			27	19:30	8	6			14	
07:45	19	45	15	48	93	19:45	12	46	2	27	73	
08:00	21	16			37	20:00	3	2			5	
08:15	9	15			24	20:15	10	8			18	
08:30	16	14			30	20:30	10	3			13	
08:45	9	55	14	59	114	20:45	6	29	4	17	46	
09:00	9	7			16	21:00	8	2			10	
09:15	10	9			19	21:15	4	1			5	
09:30	6	4			10	21:30	5	2			7	
09:45	15	40	17	37	77	21:45	3	20	4	9	29	
10:00	10	7			17	22:00	6	2			8	
10:15	6	9			15	22:15	2	2			4	
10:30	9	10			19	22:30	2	2			4	
10:45	6	31	6	32	63	22:45	2	12	4	10	22	
11:00	6	11			17	23:00	1	3			4	
11:15	10	8			18	23:15	2	2			4	
11:30	12	19			31	23:30	1	1			2	
11:45	11	39	5	43	82	23:45	2	6	0	6	12	
TOTALS	305	309			614	TOTALS	572	367			939	
SPLIT %	49.7%	50.3%			39.5%	SPLIT %	60.9%	39.1%			60.5%	

DAILY TOTALS					NB	SB					EB	WB	Total	
					877	676					0	0	1,553	

AM Peak Hour	07:45	07:30			07:45		PM Peak Hour	16:30	16:00			16:30	
AM Pk Volume	65	65			125		PM Pk Volume	103	63			160	
Pk Hr Factor	0.774	0.855			0.845		Pk Hr Factor	0.920	0.984			0.976	
7 - 9 Volume	100	107	0	0	207		4 - 6 Volume	192	108	0	0	300	
7 - 9 Peak Hour	07:45	07:30			07:45		4 - 6 Peak Hour	16:30	16:00			16:30	
7 - 9 Pk Volume	65	65	0	0	125		4 - 6 Pk Volume	103	63	0	0	160	
Pk Hr Factor	0.774	0.855	0.000	0.000	0.845		Pk Hr Factor	0.920	0.984	0.000	0.000	0.976	

VOLUME

County Rd 89 Bet. County Rd 27 & County Rd 24A

Day: Tuesday

Date: 5/15/2018

City: Winters

Project #: CA18_7189_034

DAILY TOTALS					NB	SB	EBWB					Total
					642	541						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	0			3	12:00	13	3			16	
00:15	0	2			2	12:15	7	8			15	
00:30	0	0			0	12:30	9	5			14	
00:45	1	4	0	2	16	12:45	8	37	9	25	1762	
01:00	0	0			0	13:00	12	7			19	
01:15	2	0			2	13:15	10	10			20	
01:30	1	0			1	13:30	9	12			21	
01:45	0	3	0		3	13:45	6	37	8	37	1474	
02:00	0	0			0	14:00	4	12			16	
02:15	0	0			0	14:15	9	7			16	
02:30	0	0			0	14:30	16	6			22	
02:45	0	0			0	14:45	7	36	10	35	1771	
03:00	0	1			1	15:00	7	6			13	
03:15	1	0			1	15:15	5	3			8	
03:30	1	0			1	15:30	13	15			28	
03:45	1	3	0	1	4	15:45	10	35	10	34	2069	
04:00	0	0			0	16:00	18	10			28	
04:15	0	1			1	16:15	12	18			30	
04:30	1	1			2	16:30	26	16			42	
04:45	1	2	3	5	7	16:45	17	73	15	59	32132	
05:00	2	1			3	17:00	21	14			35	
05:15	2	6			8	17:15	15	12			27	
05:30	4	16			20	17:30	20	7			27	
05:45	11	19	17	40	59	17:45	22	78	7	40	29118	
06:00	3	5			8	18:00	17	5			22	
06:15	7	7			14	18:15	11	6			17	
06:30	14	6			20	18:30	9	6			15	
06:45	5	29	11	29	58	18:45	13	50	4	21	1771	
07:00	6	8			14	19:00	9	3			12	
07:15	5	7			12	19:15	6	5			11	
07:30	4	18			22	19:30	5	2			7	
07:45	8	23	11	44	67	19:45	6	26	2	12	838	
08:00	16	10			26	20:00	2	4			6	
08:15	8	13			21	20:15	3	6			9	
08:30	10	7			17	20:30	6	6			12	
08:45	8	42	8	38	80	20:45	1	12	3	19	431	
09:00	5	7			12	21:00	8	2			10	
09:15	8	7			15	21:15	4	1			5	
09:30	4	1			5	21:30	4	1			5	
09:45	15	32	8	23	55	21:45	5	21	3	7	828	
10:00	8	12			20	22:00	2	1			3	
10:15	9	5			14	22:15	0	0			0	
10:30	8	8			16	22:30	1	2			3	
10:45	9	34	8	33	67	22:45	2	5	2	5	410	
11:00	5	8			13	23:00	1	1			2	
11:15	7	6			13	23:15	2	0			2	
11:30	14	9			23	23:30	1	2			3	
11:45	11	37	6	29	66	23:45	0	4	0	3	07	
TOTALS	228	244			472	TOTALS	414	297			711	
SPLIT %	48.3%	51.7%			39.9%	SPLIT %	58.2%	41.8%			60.1%	

DAILY TOTALS					NB	SB					EB	WB	Total	
					642	541					0	0	1,183	

AM Peak Hour	11:15	07:30			07:30		PM Peak Hour	16:30	16:15			16:15	
AM Pk Volume	45	52			88		PM Pk Volume	79	63			139	
Pk Hr Factor	0.804	0.722			0.846		Pk Hr Factor	0.760	0.875			0.827	
7 - 9 Volume	65	82	0	0	147		4 - 6 Volume	151	99	0	0	250	
7 - 9 Peak Hour	07:45	07:30			07:30		4 - 6 Peak Hour	16:30	16:15			16:15	
7 - 9 Pk Volume	42	52	0	0	88		4 - 6 Pk Volume	79	63	0	0	139	
Pk Hr Factor	0.656	0.722	0.000	0.000	0.846		Pk Hr Factor	0.760	0.875	0.000	0.000	0.827	

VOLUME

County Rd 89 Bet. County Rd 24A & State Route 16

Day: Thursday
Date: 5/24/2018

City: Madison
Project #: CA18_7189_035

DAILY TOTALS					NB	SB	EBWB					Total	
					1,134	1,057						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	2			5		12:00	11	8			19	
00:15	2	2			4		12:15	16	14			30	
00:30	2	5			7		12:30	18	11			29	
00:45	2	9	1	10	3	19	12:45	10	55	12	45	22	100
01:00	0	1			1		13:00	10	8			18	
01:15	1	2			3		13:15	14	19			33	
01:30	3	2			5		13:30	15	12			27	
01:45	3	7	2	7	5	14	13:45	16	55	16	55	32	110
02:00	1	1			2		14:00	10	15			25	
02:15	0	2			2		14:15	24	19			43	
02:30	1	2			3		14:30	12	10			22	
02:45	0	2	1	6	1	8	14:45	16	62	11	55	27	117
03:00	1	3			4		15:00	23	14			37	
03:15	1	1			2		15:15	26	15			41	
03:30	1	1			2		15:30	28	20			48	
03:45	1	4	1	6	2	10	15:45	23	100	17	66	40	166
04:00	1	5			6		16:00	25	19			44	
04:15	6	3			9		16:15	18	20			38	
04:30	4	1			5		16:30	35	28			63	
04:45	2	13	7	16	9	29	16:45	22	100	30	97	52	197
05:00	8	6			14		17:00	29	30			59	
05:15	4	17			21		17:15	25	25			50	
05:30	14	27			41		17:30	23	29			52	
05:45	12	38	21	71	33	109	17:45	28	105	21	105	49	210
06:00	6	24			30		18:00	30	16			46	
06:15	13	6			19		18:15	20	12			32	
06:30	6	12			18		18:30	15	4			19	
06:45	8	33	17	59	25	92	18:45	21	86	7	39	28	125
07:00	7	16			23		19:00	14	9			23	
07:15	18	22			40		19:15	27	13			40	
07:30	19	35			54		19:30	13	11			24	
07:45	12	56	20	93	32	149	19:45	11	65	6	39	17	104
08:00	13	28			41		20:00	8	5			13	
08:15	14	13			27		20:15	5	4			9	
08:30	28	18			46		20:30	14	10			24	
08:45	14	69	11	70	25	139	20:45	8	35	6	25	14	60
09:00	10	13			23		21:00	6	9			15	
09:15	16	16			32		21:15	6	2			8	
09:30	17	10			27		21:30	7	5			12	
09:45	17	60	11	50	28	110	21:45	7	26	4	20	11	46
10:00	18	16			34		22:00	11	3			14	
10:15	10	12			22		22:15	5	4			9	
10:30	16	14			30		22:30	8	2			10	
10:45	14	58	7	49	21	107	22:45	9	33	1	10	10	43
11:00	8	12			20		23:00	4	7			11	
11:15	13	12			25		23:15	0	5			5	
11:30	20	13			33		23:30	3	0			3	
11:45	14	55	11	48	25	103	23:45	1	8	4	16	5	24
TOTALS	404	485			889		TOTALS	730	572			1302	
SPLIT %	45.4%	54.6%			40.6%		SPLIT %	56.1%	43.9%			59.4%	

DAILY TOTALS					NB	SB	EBWB					Total
					1,134	1,057						0
AM Peak Hour	08:00	07:15			07:15	PM Peak Hour	16:30	16:45			16:30	
AM Pk Volume	69	105			167	PM Pk Volume	111	114			224	
Pk Hr Factor	0.616	0.750			0.773	Pk Hr Factor	0.793	0.950			0.889	
7 - 9 Volume	125	163	0	0	288	4 - 6 Volume	205	202	0	0	407	
7 - 9 Peak Hour	08:00	07:15			07:15	4 - 6 Peak Hour	16:30	16:45			16:30	
7 - 9 Pk Volume	69	105	0	0	167	4 - 6 Pk Volume	111	114	0	0	224	
Pk Hr Factor	0.616	0.750	0.000	0.000	0.773	Pk Hr Factor	0.793	0.950	0.000	0.000	0.889	

VOLUME

County Rd 94B Bet. State Route 16 & County Rd 19

Day: Thursday
Date: 5/24/2018

City: Woodland
Project #: CA18_7189_036

DAILY TOTALS					NB	SB	EBWB					Total
					478	513						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	1	1			2	12:00	2	9			11	
00:15	1	1			2	12:15	3	7			10	
00:30	1	1			2	12:30	5	9			14	
00:45	0	3	3	6	3 9	12:45	11	21	14	39	25 60	
01:00	1	1			2	13:00	4	5			9	
01:15	0	2			2	13:15	6	11			17	
01:30	0	0			0	13:30	6	7			13	
01:45	0	1	0	3	0 4	13:45	9	25	10	33	19 58	
02:00	0	0			0	14:00	10	9			19	
02:15	0	0			0	14:15	3	13			16	
02:30	0	0			0	14:30	4	20			24	
02:45	0	0			0	14:45	4	21	19	61	23 82	
03:00	0	0			0	15:00	8	5			13	
03:15	0	0			0	15:15	2	8			10	
03:30	0	1			1	15:30	4	14			18	
03:45	1	1	0	1	1 2	15:45	9	23	12	39	21 62	
04:00	1	0			1	16:00	6	8			14	
04:15	0	1			1	16:15	9	7			16	
04:30	1	0			1	16:30	11	19			30	
04:45	3	5	0	1	3 6	16:45	7	33	25	59	32 92	
05:00	10	1			11	17:00	6	19			25	
05:15	33	2			35	17:15	5	11			16	
05:30	38	2			40	17:30	13	32			45	
05:45	49	130	6	11	55 141	17:45	7	31	10	72	17 103	
06:00	5	8			13	18:00	2	10			12	
06:15	3	5			8	18:15	8	2			10	
06:30	4	4			8	18:30	5	4			9	
06:45	9	21	12	29	21 50	18:45	4	19	7	23	11 42	
07:00	8	4			12	19:00	3	5			8	
07:15	2	5			7	19:15	2	4			6	
07:30	5	6			11	19:30	1	3			4	
07:45	3	18	5	20	8 38	19:45	4	10	2	14	6 24	
08:00	1	3			4	20:00	5	1			6	
08:15	10	7			17	20:15	4	3			7	
08:30	4	6			10	20:30	2	0			2	
08:45	6	21	3	19	9 40	20:45	2	13	3	7	5 20	
09:00	6	6			12	21:00	2	0			2	
09:15	5	2			7	21:15	0	1			1	
09:30	5	5			10	21:30	3	0			3	
09:45	6	22	6	19	12 41	21:45	5	10	2	3	7 13	
10:00	3	4			7	22:00	0	1			1	
10:15	3	7			10	22:15	1	1			2	
10:30	6	6			12	22:30	0	0			0	
10:45	9	21	6	23	15 44	22:45	1	2	2	4	3 6	
11:00	4	7			11	23:00	1	1			2	
11:15	6	10			16	23:15	1	0			1	
11:30	9	5			14	23:30	1	1			2	
11:45	5	24	3	25	8 49	23:45	0	3	0	2	0 5	
TOTALS	267	157			424	TOTALS	211	356			567	
SPLIT %	63.0%	37.0%			42.8%	SPLIT %	37.2%	62.8%			57.2%	

DAILY TOTALS					NB	SB	EBWB					Total
					478	513						0
AM Peak Hour	05:00	06:00			05:15		PM Peak Hour	15:45	16:45			16:45
AM Pk Volume	130	29			143		PM Pk Volume	35	87			118
Pk Hr Factor	0.663	0.604			0.650		Pk Hr Factor	0.795	0.680			0.656
7 - 9 Volume	39	39	0	0	78		4 - 6 Volume	64	131	0	0	195
7 - 9 Peak Hour	08:00	07:30			07:30		4 - 6 Peak Hour	16:00	16:45			16:45
7 - 9 Pk Volume	21	21	0	0	40		4 - 6 Pk Volume	33	87	0	0	118
Pk Hr Factor	0.525	0.750	0.000	0.000	0.588		Pk Hr Factor	0.750	0.680	0.000	0.000	0.656

VOLUME

County Rd 98 Bet. County Rd 31 & County Rd 29

Day: Thursday
Date: 5/17/2018

City: Davis
Project #: CA18_7189_037

DAILY TOTALS				NB	SB					EB	WB	Total	
				1,444	1,511					0	0	2,955	

AM Period	NB		SB		EB		WB		TOTAL	PM Period	NB		SB		EB		WB		TOTAL
00:00	2		1						3	12:00	17		15						32
00:15	1		1						2	12:15	19		21						40
00:30	1		1						2	12:30	18		23						41
00:45	2	6	2	5					4 11	12:45	20	74	13	72					33 146
01:00	4		0						4	13:00	30		21						51
01:15	0		0						0	13:15	20		17						37
01:30	0		1						1	13:30	25		22						47
01:45	0	4	1	2					1 6	13:45	19	94	25	85					44 179
02:00	2		1						3	14:00	24		20						44
02:15	6		0						6	14:15	28		26						54
02:30	2		1						3	14:30	20		29						49
02:45	5	15	1	3					6 18	14:45	22	94	34	109					56 203
03:00	4		2						6	15:00	30		19						49
03:15	6		1						7	15:15	38		39						77
03:30	3		5						8	15:30	33		23						56
03:45	2	15	4	12					6 27	15:45	29	130	29	110					58 240
04:00	0		5						5	16:00	36		19						55
04:15	3		5						8	16:15	32		22						54
04:30	4		13						17	16:30	32		20						52
04:45	5	12	15	38					20 50	16:45	51	151	20	81					71 232
05:00	12		5						17	17:00	38		21						59
05:15	19		26						45	17:15	29		26						55
05:30	15		30						45	17:30	42		26						68
05:45	12	58	17	78					29 136	17:45	30	139	23	96					53 235
06:00	7		22						29	18:00	25		21						46
06:15	5		26						31	18:15	35		15						50
06:30	13		26						39	18:30	21		20						41
06:45	9	34	25	99					34 133	18:45	9	90	14	70					23 160
07:00	11		21						32	19:00	14		16						30
07:15	10		38						48	19:15	12		15						27
07:30	24		33						57	19:30	6		11						17
07:45	18	63	35	127					53 190	19:45	16	48	7	49					23 97
08:00	26		34						60	20:00	13		14						27
08:15	20		31						51	20:15	16		17						33
08:30	16		35						51	20:30	16		15						31
08:45	17	79	18	118					35 197	20:45	13	58	9	55					22 113
09:00	29		25						54	21:00	5		10						15
09:15	11		12						23	21:15	4		5						9
09:30	21		30						51	21:30	5		4						9
09:45	13	74	33	100					46 174	21:45	8	22	7	26					15 48
10:00	13		28						41	22:00	6		5						11
10:15	23		19						42	22:15	6		1						7
10:30	21		22						43	22:30	5		5						10
10:45	12	69	17	86					29 155	22:45	5	22	2	13					7 35
11:00	16		20						36	23:00	2		3						5
11:15	25		15						40	23:15	2		3						5
11:30	29		14						43	23:30	4		2						6
11:45	12	82	20	69					32 151	23:45	3	11	0	8					3 19
TOTALS	511		737						1248	TOTALS	933		774						1707
SPLIT %	40.9%		59.1%						42.2%	SPLIT %	54.7%		45.3%						57.8%

DAILY TOTALS				NB	SB					EB	WB	Total	
				1,444	1,511					0	0	2,955	

AM Peak Hour	07:30	07:15			07:30	PM Peak Hour	16:45	14:30			16:45
AM Pk Volume	88	140			221	PM Pk Volume	160	121			253
Pk Hr Factor	0.846	0.921			0.921	Pk Hr Factor	0.784	0.776			0.891
7 - 9 Volume	142	245	0	0	387	4 - 6 Volume	290	177	0	0	467
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	88	140	0	0	221	4 - 6 Pk Volume	160	96	0	0	253
Pk Hr Factor	0.846	0.921	0.000	0.000	0.921	Pk Hr Factor	0.784	0.923	0.000	0.000	0.891

VOLUME

County Rd 98 Bet. County Rd 29 & County Rd 27

Day: Thursday
Date: 5/31/2018

City: Woodland
Project #: CA18_7189_038

DAILY TOTALS					NB	SB	EBWB					Total
					1,526	1,534						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	4	0			4	12:00	30	16			46	
00:15	0	1			1	12:15	22	23			45	
00:30	0	0			0	12:30	22	21			43	
00:45	0	4	0	1	05	12:45	25	99	23	83	48182	
01:00	3	0			3	13:00	19	18			37	
01:15	1	1			2	13:15	27	20			47	
01:30	0	1			1	13:30	20	18			38	
01:45	0	4	1	3	17	13:45	31	97	23	79	54176	
02:00	0	0			0	14:00	39	27			66	
02:15	1	3			4	14:15	28	19			47	
02:30	2	1			3	14:30	32	28			60	
02:45	1	4	1	5	29	14:45	40	139	34	108	74247	
03:00	1	0			1	15:00	30	25			55	
03:15	1	1			2	15:15	26	26			52	
03:30	1	4			5	15:30	28	22			50	
03:45	2	5	0	5	210	15:45	27	111	29	102	56213	
04:00	3	4			7	16:00	46	16			62	
04:15	3	4			7	16:15	35	24			59	
04:30	1	11			12	16:30	53	17			70	
04:45	9	16	14	33	2349	16:45	30	164	15	72	45236	
05:00	9	12			21	17:00	46	23			69	
05:15	8	23			31	17:15	32	25			57	
05:30	31	31			62	17:30	28	23			51	
05:45	8	56	31	97	39153	17:45	29	135	25	96	54231	
06:00	7	23			30	18:00	22	18			40	
06:15	16	17			33	18:15	17	12			29	
06:30	9	22			31	18:30	16	23			39	
06:45	7	39	27	89	34128	18:45	21	76	15	68	36144	
07:00	13	25			38	19:00	10	16			26	
07:15	24	28			52	19:15	8	11			19	
07:30	21	47			68	19:30	14	5			19	
07:45	27	85	35	135	62220	19:45	12	44	14	46	2690	
08:00	18	26			44	20:00	4	5			9	
08:15	30	33			63	20:15	12	13			25	
08:30	21	24			45	20:30	10	8			18	
08:45	27	96	32	115	59211	20:45	7	33	16	42	2375	
09:00	18	28			46	21:00	12	9			21	
09:15	20	33			53	21:15	6	10			16	
09:30	19	31			50	21:30	5	3			8	
09:45	18	75	25	117	43192	21:45	7	30	2	24	954	
10:00	27	29			56	22:00	3	10			13	
10:15	27	20			47	22:15	6	2			8	
10:30	20	20			40	22:30	7	9			16	
10:45	10	84	23	92	33176	22:45	6	22	6	27	1249	
11:00	19	14			33	23:00	1	3			4	
11:15	23	24			47	23:15	5	6			11	
11:30	22	27			49	23:30	4	1			5	
11:45	30	94	19	84	49178	23:45	4	14	1	11	525	
TOTALS	562	776			1338	TOTALS	964	758			1722	
SPLIT %	42.0%	58.0%			43.7%	SPLIT %	56.0%	44.0%			56.3%	

DAILY TOTALS					NB	SB					EB	WB	Total	
					1,526	1,534					0	0	3,060	
AM Peak Hour	11:15	07:30			07:30		PM Peak Hour	16:00	14:30			14:00		
AM Pk Volume	105	141			237		PM Pk Volume	164	113			247		
Pk Hr Factor	0.875	0.750			0.871		Pk Hr Factor	0.774	0.831			0.834		
7 - 9 Volume	181	250	0	0	431		4 - 6 Volume	299	168	0	0	467		
7 - 9 Peak Hour	07:30	07:30			07:30		4 - 6 Peak Hour	16:00	17:00			16:15		
7 - 9 Pk Volume	96	141	0	0	237		4 - 6 Pk Volume	164	96	0	0	243		
Pk Hr Factor	0.800	0.750	0.000	0.000	0.871		Pk Hr Factor	0.774	0.960	0.000	0.000	0.868		

VOLUME

County Rd 98 Bet. County Rd 27 & County Rd 24

Day: Tuesday

Date: 5/15/2018

City: Woodland

Project #: CA18_7189_039

DAILY TOTALS					NB	SB	EBWB					Total
					2,012	2,028						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	3			6	12:00	36	28			64	
00:15	2	2			4	12:15	21	32			53	
00:30	0	2			2	12:30	26	36			62	
00:45	0	5	2	9	214	12:45	46	129	29	125	75254	
01:00	1	0			1	13:00	21	30			51	
01:15	1	0			1	13:15	40	21			61	
01:30	0	4			4	13:30	50	22			72	
01:45	1	3	0	4	17	13:45	43	154	27	100	70254	
02:00	0	1			1	14:00	32	35			67	
02:15	1	2			3	14:15	38	31			69	
02:30	1	1			2	14:30	18	40			58	
02:45	3	5	2	6	511	14:45	30	118	30	136	60254	
03:00	2	1			3	15:00	36	37			73	
03:15	4	2			6	15:15	36	32			68	
03:30	0	4			4	15:30	62	39			101	
03:45	1	7	4	11	518	15:45	52	186	25	133	77319	
04:00	0	3			3	16:00	49	24			73	
04:15	1	6			7	16:15	41	34			75	
04:30	4	10			14	16:30	61	30			91	
04:45	8	13	8	27	1640	16:45	46	197	35	123	81320	
05:00	14	14			28	17:00	40	39			79	
05:15	6	23			29	17:15	64	28			92	
05:30	12	44			56	17:30	43	40			83	
05:45	13	45	22	103	35148	17:45	42	189	28	135	70324	
06:00	9	38			47	18:00	47	15			62	
06:15	16	37			53	18:15	42	21			63	
06:30	10	36			46	18:30	38	20			58	
06:45	26	61	43	154	69215	18:45	25	152	11	67	36219	
07:00	18	43			61	19:00	15	9			24	
07:15	20	47			67	19:15	17	11			28	
07:30	25	50			75	19:30	13	6			19	
07:45	45	108	46	186	91294	19:45	10	55	13	39	2394	
08:00	34	48			82	20:00	19	11			30	
08:15	46	63			109	20:15	15	11			26	
08:30	30	57			87	20:30	15	5			20	
08:45	28	138	40	208	68346	20:45	12	61	8	35	2096	
09:00	24	40			64	21:00	5	19			24	
09:15	27	39			66	21:15	5	13			18	
09:30	25	33			58	21:30	8	6			14	
09:45	27	103	27	139	54242	21:45	11	29	8	46	1975	
10:00	22	34			56	22:00	3	3			6	
10:15	39	20			59	22:15	8	6			14	
10:30	19	21			40	22:30	2	3			5	
10:45	28	108	26	101	54209	22:45	5	18	1	13	631	
11:00	23	26			49	23:00	3	1			4	
11:15	29	31			60	23:15	5	1			6	
11:30	31	27			58	23:30	1	1			2	
11:45	34	117	39	123	73240	23:45	2	11	2	5	416	
TOTALS	713	1071			1784	TOTALS	1299	957			2256	
SPLIT %	40.0%	60.0%			44.2%	SPLIT %	57.6%	42.4%			55.8%	

DAILY TOTALS					NB	SB	EBWB					Total
					2,012	2,028						0
AM Peak Hour	07:45	07:45			07:45		PM Peak Hour	16:30	16:45			16:30
AM Pk Volume	155	214			369		PM Pk Volume	211	142			343
Pk Hr Factor	0.842	0.849			0.846		Pk Hr Factor	0.824	0.888			0.932
7 - 9 Volume	246	394	0	0	640		4 - 6 Volume	386	258	0	0	644
7 - 9 Peak Hour	07:45	07:45			07:45		4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	155	214	0	0	369		4 - 6 Pk Volume	211	142	0	0	343
Pk Hr Factor	0.842	0.849	0.000	0.000	0.846		Pk Hr Factor	0.824	0.888	0.000	0.000	0.932

VOLUME

County Rd 98 Bet. County Rd 24 & State Route 16

Day: Thursday
Date: 5/24/2018

City: Woodland
Project #: CA18_7189_040

DAILY TOTALS					NB	SB					EB	WB	Total
					5,070	5,900					0	0	10,970
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	3			6		12:00	81	121			202	
00:15	3	4			7		12:15	74	78			152	
00:30	0	6			6		12:30	63	112			175	
00:45	3	9	4	17	7	26	12:45	73	291	137	448	210	739
01:00	8	2			10		13:00	84	129			213	
01:15	1	4			5		13:15	74	125			199	
01:30	8	9			17		13:30	79	101			180	
01:45	1	18	4	19	5	37	13:45	89	326	95	450	184	776
02:00	1	1			2		14:00	75	106			181	
02:15	2	3			5		14:15	76	108			184	
02:30	3	4			7		14:30	89	134			223	
02:45	5	11	5	13	10	24	14:45	83	323	140	488	223	811
03:00	4	3			7		15:00	112	144			256	
03:15	15	3			18		15:15	76	131			207	
03:30	12	5			17		15:30	98	112			210	
03:45	2	33	7	18	9	51	15:45	112	398	102	489	214	887
04:00	12	9			21		16:00	86	108			194	
04:15	12	34			46		16:15	102	124			226	
04:30	11	22			33		16:30	114	112			226	
04:45	14	49	26	91	40	140	16:45	88	390	99	443	187	833
05:00	26	20			46		17:00	109	93			202	
05:15	33	53			86		17:15	105	93			198	
05:30	59	76			135		17:30	101	86			187	
05:45	48	166	45	194	93	360	17:45	101	416	92	364	193	780
06:00	35	73			108		18:00	102	66			168	
06:15	49	90			139		18:15	88	74			162	
06:30	41	79			120		18:30	72	60			132	
06:45	62	187	78	320	140	507	18:45	63	325	62	262	125	587
07:00	63	54			117		19:00	52	47			99	
07:15	79	88			167		19:15	49	36			85	
07:30	85	115			200		19:30	40	36			76	
07:45	111	338	152	409	263	747	19:45	38	179	30	149	68	328
08:00	121	138			259		20:00	53	39			92	
08:15	102	123			225		20:15	40	39			79	
08:30	87	79			166		20:30	40	31			71	
08:45	83	393	89	429	172	822	20:45	35	168	36	145	71	313
09:00	76	76			152		21:00	32	34			66	
09:15	55	73			128		21:15	18	26			44	
09:30	71	75			146		21:30	32	31			63	
09:45	60	262	79	303	139	565	21:45	22	104	10	101	32	205
10:00	79	80			159		22:00	21	16			37	
10:15	60	52			112		22:15	11	16			27	
10:30	65	76			141		22:30	18	8			26	
10:45	63	267	69	277	132	544	22:45	15	65	15	55	30	120
11:00	66	85			151		23:00	13	8			21	
11:15	88	96			184		23:15	10	12			22	
11:30	95	107			202		23:30	8	9			17	
11:45	64	313	93	381	157	694	23:45	8	39	6	35	14	74
TOTALS	2046	2471			4517		TOTALS	3024	3429			6453	
SPLIT %	45.3%	54.7%			41.2%		SPLIT %	46.9%	53.1%			58.8%	

DAILY TOTALS					NB	SB					EB	WB	Total
					5,070	5,900					0	0	10,970
AM Peak Hour	07:45	07:30			07:30		PM Peak Hour	16:30	14:30			14:30	
AM Pk Volume	421	528			947		PM Pk Volume	416	549			909	
Pk Hr Factor	0.870	0.868			0.900		Pk Hr Factor	0.912	0.953			0.888	
7 - 9 Volume	731	838	0	0	1569		4 - 6 Volume	806	807	0	0	1613	
7 - 9 Peak Hour	07:45	07:30			07:30		4 - 6 Peak Hour	16:30	16:00			16:15	
7 - 9 Pk Volume	421	528	0	0	947		4 - 6 Pk Volume	416	443	0	0	841	
Pk Hr Factor	0.870	0.868	0.000	0.000	0.900		Pk Hr Factor	0.912	0.893	0.000	0.000	0.930	

VOLUME

County Rd 99 Bet. County Rd 31 & County Rd 27

Day: Thursday
Date: 5/24/2018

City: Woodland
Project #: CA18_7189_041

DAILY TOTALS					NB	SB	EBWB					Total
					1,325	1,136						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	2	2			4	12:00	20	16			36	
00:15	0	0			0	12:15	17	19			36	
00:30	1	1			2	12:30	16	11			27	
00:45	0	3	0	3	06	12:45	18	71	16	62	34133	
01:00	0	1			1	13:00	20	11			31	
01:15	2	1			3	13:15	14	11			25	
01:30	3	1			4	13:30	21	19			40	
01:45	2	7	0	3	210	13:45	13	68	19	60	32128	
02:00	1	0			1	14:00	25	17			42	
02:15	1	0			1	14:15	19	10			29	
02:30	0	1			1	14:30	21	23			44	
02:45	0	2	0	1	03	14:45	34	99	13	63	47162	
03:00	0	1			1	15:00	25	11			36	
03:15	1	1			2	15:15	18	34			52	
03:30	2	1			3	15:30	39	27			66	
03:45	0	3	1	4	17	15:45	49	131	20	92	69223	
04:00	1	3			4	16:00	21	20			41	
04:15	0	3			3	16:15	30	18			48	
04:30	0	0			0	16:30	50	21			71	
04:45	1	2	6	12	714	16:45	29	130	17	76	46206	
05:00	2	3			5	17:00	36	24			60	
05:15	3	6			9	17:15	43	21			64	
05:30	9	14			23	17:30	32	15			47	
05:45	2	16	22	45	2461	17:45	35	146	25	85	60231	
06:00	1	10			11	18:00	27	18			45	
06:15	6	9			15	18:15	34	23			57	
06:30	10	11			21	18:30	15	14			29	
06:45	13	30	20	50	3380	18:45	18	94	15	70	33164	
07:00	6	17			23	19:00	16	10			26	
07:15	13	25			38	19:15	20	8			28	
07:30	21	20			41	19:30	12	12			24	
07:45	20	60	31	93	51153	19:45	16	64	9	39	25103	
08:00	18	43			61	20:00	6	7			13	
08:15	34	31			65	20:15	6	7			13	
08:30	23	25			48	20:30	5	13			18	
08:45	13	88	20	119	33207	20:45	6	23	7	34	1357	
09:00	15	19			34	21:00	10	6			16	
09:15	16	13			29	21:15	4	9			13	
09:30	16	14			30	21:30	5	6			11	
09:45	19	66	20	66	39132	21:45	7	26	4	25	1151	
10:00	16	16			32	22:00	4	3			7	
10:15	23	12			35	22:15	6	1			7	
10:30	18	9			27	22:30	3	3			6	
10:45	24	81	15	52	39133	22:45	5	18	2	9	727	
11:00	22	19			41	23:00	3	1			4	
11:15	23	15			38	23:15	3	4			7	
11:30	27	21			48	23:30	2	0			2	
11:45	15	87	12	67	27154	23:45	2	10	1	6	316	
TOTALS	445	515			960	TOTALS	880	621			1501	
SPLIT %	46.4%	53.6%			39.0%	SPLIT %	58.6%	41.4%			61.0%	

DAILY TOTALS					NB	SB	EBWB					Total
					1,325	1,136						0
AM Peak Hour	10:45	07:45			07:45		PM Peak Hour	16:30	15:15			16:30
AM Pk Volume	96	130			225		PM Pk Volume	158	101			241
Pk Hr Factor	0.889	0.756			0.865		Pk Hr Factor	0.790	0.743			0.849
7 - 9 Volume	148	212	0	0	360		4 - 6 Volume	276	161	0	0	437
7 - 9 Peak Hour	07:45	07:45			07:45		4 - 6 Peak Hour	16:30	17:00			16:30
7 - 9 Pk Volume	95	130	0	0	225		4 - 6 Pk Volume	158	85	0	0	241
Pk Hr Factor	0.699	0.756	0.000	0.000	0.865		Pk Hr Factor	0.790	0.850	0.000	0.000	0.849

VOLUME

County Rd 99 Bet. County Rd 27 & Gibson Rd

Day: Thursday
Date: 5/24/2018

City: Woodland
Project #: CA18_7189_042

DAILY TOTALS				NB	SB					EB	WB	Total	
				2,046	1,691					0	0	3,737	

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	4			6	12:00	25	19			44
00:15	1	0			1	12:15	31	24			55
00:30	2	1			3	12:30	21	13			34
00:45	2	7	0	5	2	12:45	27	104	17	73	44
01:00	0	1			1	13:00	32	15			47
01:15	4	2			6	13:15	26	23			49
01:30	2	1			3	13:30	32	23			55
01:45	2	8	1	5	3	13:45	28	118	23	84	51
02:00	1	0			1	14:00	29	26			55
02:15	1	3			4	14:15	36	18			54
02:30	1	1			2	14:30	42	27			69
02:45	0	3	0	4	0	14:45	40	147	23	94	63
03:00	0	2			2	15:00	46	20			66
03:15	0	3			3	15:15	31	40			71
03:30	3	4			7	15:30	37	32			69
03:45	1	4	3	12	4	15:45	73	187	37	129	110
04:00	1	6			7	16:00	52	27			79
04:15	1	5			6	16:15	54	22			76
04:30	1	4			5	16:30	66	26			92
04:45	0	3	10	25	10	16:45	56	228	20	95	76
05:00	2	7			9	17:00	60	35			95
05:15	1	16			17	17:15	75	25			100
05:30	6	27			33	17:30	57	26			83
05:45	1	10	18	68	19	17:45	56	248	28	114	84
06:00	6	14			20	18:00	53	26			79
06:15	9	21			30	18:15	46	29			75
06:30	11	34			45	18:30	27	22			49
06:45	11	37	32	101	43	18:45	32	158	25	102	57
07:00	14	31			45	19:00	24	15			39
07:15	17	49			66	19:15	32	10			42
07:30	26	46			72	19:30	23	20			43
07:45	45	102	62	188	107	19:45	25	104	11	56	36
08:00	25	65			90	20:00	16	6			22
08:15	38	53			91	20:15	16	12			28
08:30	36	42			78	20:30	14	13			27
08:45	25	124	32	192	57	20:45	9	55	9	40	18
09:00	30	20			50	21:00	13	13			26
09:15	19	17			36	21:15	13	8			21
09:30	23	23			46	21:30	7	8			15
09:45	23	95	26	86	49	21:45	17	50	7	36	24
10:00	24	20			44	22:00	7	7			14
10:15	25	16			41	22:15	4	5			9
10:30	22	11			33	22:30	9	1			10
10:45	21	92	20	67	41	22:45	7	27	4	17	11
11:00	38	20			58	23:00	4	6			10
11:15	23	18			41	23:15	8	3			11
11:30	37	25			62	23:30	3	2			5
11:45	20	118	23	86	43	23:45	2	17	1	12	3
TOTALS	603	839			1442	TOTALS	1443	852			2295
SPLIT %	41.8%	58.2%			38.6%	SPLIT %	62.9%	37.1%			61.4%

DAILY TOTALS				NB	SB					EB	WB	Total	
				2,046	1,691					0	0	3,737	

AM Peak Hour	07:45	07:30			07:45	PM Peak Hour	16:30	15:15			16:30
AM Pk Volume	144	226			366	PM Pk Volume	257	136			363
Pk Hr Factor	0.800	0.869			0.855	Pk Hr Factor	0.857	0.850			0.908
7 - 9 Volume	226	380	0	0	606	4 - 6 Volume	476	209	0	0	685
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	16:30	17:00			16:30
7 - 9 Pk Volume	144	226	0	0	366	4 - 6 Pk Volume	257	114	0	0	363
Pk Hr Factor	0.800	0.869	0.000	0.000	0.855	Pk Hr Factor	0.857	0.814	0.000	0.000	0.908

VOLUME

County Rd 99W Bet. County Rd 8 & County Rd 6

Day: Tuesday

Date: 5/22/2018

City: Dunnigan

Project #: CA18_7189_043

DAILY TOTALS					NB	SB	EBWB					Total
					939	557						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	14	2			16	12:00	8	9			17	
00:15	9	1			10	12:15	11	7			18	
00:30	8	1			9	12:30	5	9			14	
00:45	5	36	0	4	540	12:45	8	32	14	39	2271	
01:00	5	0			5	13:00	10	5			15	
01:15	8	1			9	13:15	12	7			19	
01:30	7	0			7	13:30	13	5			18	
01:45	8	28	1	2	930	13:45	5	40	3	20	860	
02:00	5	2			7	14:00	8	7			15	
02:15	9	0			9	14:15	9	6			15	
02:30	7	3			10	14:30	8	9			17	
02:45	4	25	0	5	430	14:45	3	28	8	30	1158	
03:00	4	4			8	15:00	11	3			14	
03:15	6	2			8	15:15	16	5			21	
03:30	6	3			9	15:30	16	6			22	
03:45	9	25	2	11	1136	15:45	11	54	9	23	2077	
04:00	7	1			8	16:00	18	13			31	
04:15	4	5			9	16:15	18	11			29	
04:30	4	3			7	16:30	13	9			22	
04:45	2	17	8	17	1034	16:45	18	67	4	37	22104	
05:00	2	6			8	17:00	16	6			22	
05:15	2	7			9	17:15	13	8			21	
05:30	4	16			20	17:30	10	4			14	
05:45	4	12	8	37	1249	17:45	11	50	7	25	1875	
06:00	2	11			13	18:00	8	2			10	
06:15	3	14			17	18:15	12	6			18	
06:30	4	12			16	18:30	12	5			17	
06:45	5	14	11	48	1662	18:45	6	38	7	20	1358	
07:00	6	16			22	19:00	24	4			28	
07:15	5	21			26	19:15	28	5			33	
07:30	6	8			14	19:30	25	4			29	
07:45	4	21	13	58	1779	19:45	19	96	2	15	21111	
08:00	9	6			15	20:00	21	6			27	
08:15	6	6			12	20:15	14	3			17	
08:30	12	8			20	20:30	8	6			14	
08:45	5	32	5	25	1057	20:45	5	48	2	17	765	
09:00	7	6			13	21:00	14	7			21	
09:15	5	10			15	21:15	6	2			8	
09:30	5	7			12	21:30	14	3			17	
09:45	11	28	6	29	1757	21:45	19	53	0	12	1965	
10:00	5	10			15	22:00	32	2			34	
10:15	13	11			24	22:15	19	4			23	
10:30	8	6			14	22:30	9	5			14	
10:45	4	30	4	31	861	22:45	17	77	2	13	1990	
11:00	7	7			14	23:00	14	2			16	
11:15	12	10			22	23:15	10	1			11	
11:30	11	7			18	23:30	4	1			5	
11:45	15	45	9	33	2478	23:45	15	43	2	6	1749	
TOTALS	313	300			613	TOTALS	626	257			883	
SPLIT %	51.1%	48.9%			41.0%	SPLIT %	70.9%	29.1%			59.0%	

DAILY TOTALS					NB	SB					EB	WB	Total	
					939	557					0	0	1,496	

AM Peak Hour	11:15	06:30			11:15		PM Peak Hour	19:00	15:45			19:00
AM Pk Volume	46	60			81		PM Pk Volume	96	42			111
Pk Hr Factor	0.767	0.714			0.844		Pk Hr Factor	0.857	0.808			0.841
7 - 9 Volume	53	83	0	0	136		4 - 6 Volume	117	62	0	0	179
7 - 9 Peak Hour	08:00	07:00			07:00		4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	32	58	0	0	79		4 - 6 Pk Volume	67	37	0	0	104
Pk Hr Factor	0.667	0.690	0.000	0.000	0.760		Pk Hr Factor	0.931	0.712	0.000	0.000	0.839

VOLUME

County Rd 99W Bet. County Rd 6 & County Rd 2

Day: Tuesday

Date: 5/22/2018

City: Dunnigan

Project #: CA18_7189_044

DAILY TOTALS				NB	SB	EB	WB	Total
				617	538	0	0	1,155

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		1						4		12:00	5		7						12	
00:15	5		1						6		12:15	9		8						17	
00:30	2		1						3		12:30	2		8						10	
00:45	0	10	0	3					0	13	12:45	8	24	11	34					19	58
01:00	0		0						0		13:00	9		5						14	
01:15	1		1						2		13:15	6		4						10	
01:30	0		0						0		13:30	10		4						14	
01:45	0	1	0	1					0	2	13:45	8	33	4	17					12	50
02:00	0		1						1		14:00	8		7						15	
02:15	0		0						0		14:15	8		5						13	
02:30	1		0						1		14:30	7		10						17	
02:45	0	1	1	2					1	3	14:45	3	26	8	30					11	56
03:00	1		1						2		15:00	10		5						15	
03:15	1		1						2		15:15	15		3						18	
03:30	1		2						3		15:30	13		6						19	
03:45	2	5	1	5					3	10	15:45	13	51	14	28					27	79
04:00	1		1						2		16:00	14		12						26	
04:15	1		3						4		16:15	18		14						32	
04:30	0		1						1		16:30	13		9						22	
04:45	3	5	4	9					7	14	16:45	14	59	5	40					19	99
05:00	1		2						3		17:00	19		6						25	
05:15	2		8						10		17:15	14		8						22	
05:30	4		18						22		17:30	13		2						15	
05:45	4	11	7	35					11	46	17:45	12	58	7	23					19	81
06:00	3		14						17		18:00	10		2						12	
06:15	1		11						12		18:15	12		5						17	
06:30	3		10						13		18:30	14		9						23	
06:45	6	13	10	45					16	58	18:45	10	46	3	19					13	65
07:00	9		9						18		19:00	11		3						14	
07:15	7		17						24		19:15	14		5						19	
07:30	6		8						14		19:30	11		2						13	
07:45	2	24	15	49					17	73	19:45	3	39	2	12					5	51
08:00	7		11						18		20:00	11		2						13	
08:15	5		6						11		20:15	9		5						14	
08:30	9		7						16		20:30	9		7						16	
08:45	5	26	7	31					12	57	20:45	11	40	7	21					18	61
09:00	10		7						17		21:00	5		5						10	
09:15	4		10						14		21:15	9		5						14	
09:30	6		9						15		21:30	8		2						10	
09:45	8	28	8	34					16	62	21:45	2	24	5	17					7	41
10:00	7		11						18		22:00	5		3						8	
10:15	8		11						19		22:15	2		3						5	
10:30	5		6						11		22:30	6		2						8	
10:45	5	25	5	33					10	58	22:45	7	20	3	11					10	31
11:00	7		11						18		23:00	3		2						5	
11:15	11		10						21		23:15	1		2						3	
11:30	10		5						15		23:30	3		2						5	
11:45	12	40	6	32					18	72	23:45	1	8	1	7					2	15
TOTALS	189		279						468		TOTALS	428		259						687	
SPLIT %	40.4%		59.6%						40.5%		SPLIT %	62.3%		37.7%						59.5%	

DAILY TOTALS				NB	SB	EB	WB	Total
				617	538	0	0	1,155

AM Peak Hour	11:00	07:15			07:00	PM Peak Hour	16:15	15:45			15:45
AM Pk Volume	40	51			73	PM Pk Volume	64	49			107
Pk Hr Factor	0.833	0.750			0.760	Pk Hr Factor	0.842	0.875			0.836
7 - 9 Volume	50	80	0	0	130	4 - 6 Volume	117	63	0	0	180
7 - 9 Peak Hour	08:00	07:15			07:00	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	26	51	0	0	73	4 - 6 Pk Volume	64	40	0	0	99
Pk Hr Factor	0.722	0.750	0.000	0.000	0.760	Pk Hr Factor	0.842	0.714	0.000	0.000	0.773

VOLUME

County Rd 101A Bet. Covell Blvd & County Rd 29

Day: Thursday
Date: 5/17/2018

City: Davis
Project #: CA18_7189_045

DAILY TOTALS					NB	SB	EBWB					Total
					1,692	1,696						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	2	3			5	12:00	33	22			55	
00:15	4	4			8	12:15	22	18			40	
00:30	4	0			4	12:30	31	25			56	
00:45	2	12	2	9	421	12:45	25	111	20	85	45196	
01:00	1	2			3	13:00	28	30			58	
01:15	1	0			1	13:15	15	21			36	
01:30	1	1			2	13:30	30	16			46	
01:45	0	3	0	3	06	13:45	28	101	27	94	55195	
02:00	0	2			2	14:00	32	21			53	
02:15	1	0			1	14:15	28	24			52	
02:30	1	0			1	14:30	31	38			69	
02:45	0	2	0	2	04	14:45	31	122	40	123	71245	
03:00	0	0			0	15:00	40	24			64	
03:15	2	0			2	15:15	24	33			57	
03:30	4	0			4	15:30	52	32			84	
03:45	2	8	1	1	39	15:45	32	148	30	119	62267	
04:00	0	0			0	16:00	42	23			65	
04:15	1	1			2	16:15	28	37			65	
04:30	2	0			2	16:30	29	40			69	
04:45	1	4	4	5	59	16:45	29	128	52	152	81280	
05:00	3	1			4	17:00	48	38			86	
05:15	5	3			8	17:15	37	37			74	
05:30	6	2			8	17:30	26	36			62	
05:45	2	16	9	15	1131	17:45	38	149	27	138	65287	
06:00	8	7			15	18:00	33	21			54	
06:15	11	11			22	18:15	14	27			41	
06:30	10	24			34	18:30	38	29			67	
06:45	15	44	17	59	32103	18:45	25	110	32	109	57219	
07:00	23	16			39	19:00	19	20			39	
07:15	20	16			36	19:15	13	14			27	
07:30	35	30			65	19:30	20	24			44	
07:45	18	96	57	119	75215	19:45	22	74	19	77	41151	
08:00	39	73			112	20:00	18	11			29	
08:15	27	46			73	20:15	19	14			33	
08:30	26	23			49	20:30	23	20			43	
08:45	31	123	31	173	62296	20:45	16	76	18	63	34139	
09:00	36	22			58	21:00	23	13			36	
09:15	17	31			48	21:15	17	13			30	
09:30	16	23			39	21:30	18	5			23	
09:45	31	100	28	104	59204	21:45	6	64	9	40	15104	
10:00	17	23			40	22:00	15	6			21	
10:15	14	13			27	22:15	6	9			15	
10:30	25	19			44	22:30	5	6			11	
10:45	14	70	20	75	34145	22:45	6	32	6	27	1259	
11:00	20	31			51	23:00	5	4			9	
11:15	27	13			40	23:15	6	2			8	
11:30	20	22			42	23:30	1	2			3	
11:45	16	83	29	95	45178	23:45	4	16	1	9	525	
TOTALS	561	660			1221	TOTALS	1131	1036			2167	
SPLIT %	45.9%	54.1%			36.0%	SPLIT %	52.2%	47.8%			64.0%	

DAILY TOTALS					NB	SB					EB	WB	Total	
					1,692	1,696					0	0	3,388	

AM Peak Hour	08:00	07:30			07:30		PM Peak Hour	15:30	16:15			16:30	
AM Pk Volume	123	206			325		PM Pk Volume	154	167			310	
Pk Hr Factor	0.788	0.705			0.725		Pk Hr Factor	0.740	0.803			0.901	
7 - 9 Volume	219	292	0	0	511		4 - 6 Volume	277	290	0	0	567	
7 - 9 Peak Hour	08:00	07:30			07:30		4 - 6 Peak Hour	17:00	16:15			16:30	
7 - 9 Pk Volume	123	206	0	0	325		4 - 6 Pk Volume	149	167	0	0	310	
Pk Hr Factor	0.788	0.705	0.000	0.000	0.725		Pk Hr Factor	0.776	0.803	0.000	0.000	0.901	

VOLUME

County Rd 102 Bet. Covell Blvd & County Rd 29

Day: Thursday
Date: 5/24/2018

City: Davis
Project #: CA18_7189_046

DAILY TOTALS				NB	SB					EB	WB	Total	
				4,762	5,206					0	0	9,968	

AM Period	NB		SB		EB		WB		TOTAL	PM Period	NB		SB		EB		WB		TOTAL
00:00	5		10						15	12:00	65		84						149
00:15	4		10						14	12:15	76		61						137
00:30	3		8						11	12:30	79		73						152
00:45	6	18	6	34					12 52	12:45	79 299	79	297					158 596	
01:00	1		2						3	13:00	70		60						130
01:15	0		2						2	13:15	80		75						155
01:30	4		3						7	13:30	65		76						141
01:45	4	9	3	10					7 19	13:45	82 297	74	285					156 582	
02:00	4		4						8	14:00	74		79						153
02:15	2		1						3	14:15	75		95						170
02:30	3		0						3	14:30	79		79						158
02:45	0	9	0	5					0 14	14:45	81 309	97	350					178 659	
03:00	0		3						3	15:00	90		89						179
03:15	2		0						2	15:15	122		97						219
03:30	2		1						3	15:30	130		116						246
03:45	2	6	4	8					6 14	15:45	134 476	128	430					262 906	
04:00	5		6						11	16:00	105		113						218
04:15	5		4						9	16:15	98		101						199
04:30	8		9						17	16:30	116		92						208
04:45	15	33	15	34					30 67	16:45	109 428	99	405					208 833	
05:00	10		6						16	17:00	125		118						243
05:15	13		23						36	17:15	130		135						265
05:30	16		32						48	17:30	127		96						223
05:45	18	57	39	100					57 157	17:45	116 498	78	427					194 925	
06:00	16		37						53	18:00	91		94						185
06:15	22		43						65	18:15	72		94						166
06:30	37		54						91	18:30	79		72						151
06:45	52	127	73	207					125 334	18:45	78 320	70	330					148 650	
07:00	61		50						111	19:00	67		68						135
07:15	41		95						136	19:15	67		50						117
07:30	75		88						163	19:30	50		43						93
07:45	71	248	143	376					214 624	19:45	43 227	67	228					110 455	
08:00	80		147						227	20:00	36		46						82
08:15	85		120						205	20:15	44		49						93
08:30	82		76						158	20:30	43		43						86
08:45	64	311	83	426					147 737	20:45	31 154	42	180					73 334	
09:00	63		73						136	21:00	26		26						52
09:15	46		54						100	21:15	34		33						67
09:30	67		55						122	21:30	30		29						59
09:45	69	245	55	237					124 482	21:45	20 110	24	112					44 222	
10:00	46		57						103	22:00	25		27						52
10:15	63		66						129	22:15	19		29						48
10:30	59		69						128	22:30	20		16						36
10:45	61	229	72	264					133 493	22:45	18 82	27	99					45 181	
11:00	66		68						134	23:00	15		19						34
11:15	46		76						122	23:15	13		19						32
11:30	54		91						145	23:30	5		12						17
11:45	63	229	72	307					135 536	23:45	8 41	5	55					13 96	
TOTALS	1521		2008						3529	TOTALS	3241		3198						6439
SPLIT %	43.1%		56.9%						35.4%	SPLIT %	50.3%		49.7%						64.6%

DAILY TOTALS				NB	SB					EB	WB	Total	
				4,762	5,206					0	0	9,968	

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	17:00	15:30			15:15
AM Pk Volume	318	498			809	PM Pk Volume	498	458			945
Pk Hr Factor	0.935	0.847			0.891	Pk Hr Factor	0.958	0.895			0.902
7 - 9 Volume	559	802	0	0	1361	4 - 6 Volume	926	832	0	0	1758
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	17:00	16:45			16:45
7 - 9 Pk Volume	318	498	0	0	809	4 - 6 Pk Volume	498	448	0	0	939
Pk Hr Factor	0.935	0.847	0.000	0.000	0.891	Pk Hr Factor	0.958	0.830	0.000	0.000	0.886

VOLUME

County Rd 102 Bet. County Rd 29 & County Rd 27

Day: Tuesday
Date: 5/15/2018

City: Woodland
Project #: CA18_7189_047

DAILY TOTALS					NB	SB	EBWB					Total	
					4,737	4,666						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	6	9			15		12:00	56	61			117	
00:15	6	3			9		12:15	71	73			144	
00:30	2	2			4		12:30	63	65			128	
00:45	5	19	1	15	6	34	12:45	57	247	59	258	116	505
01:00	4	5			9		13:00	72	58			130	
01:15	1	4			5		13:15	69	58			127	
01:30	2	3			5		13:30	53	61			114	
01:45	0	7	2	14	2	21	13:45	73	267	72	249	145	516
02:00	1	2			3		14:00	66	74			140	
02:15	5	2			7		14:15	79	78			157	
02:30	1	1			2		14:30	93	69			162	
02:45	0	7	1	6	1	13	14:45	86	324	85	306	171	630
03:00	2	2			4		15:00	95	86			181	
03:15	1	0			1		15:15	122	84			206	
03:30	7	3			10		15:30	138	82			220	
03:45	2	12	5	10	7	22	15:45	113	468	102	354	215	822
04:00	6	2			8		16:00	133	84			217	
04:15	5	5			10		16:15	119	89			208	
04:30	15	10			25		16:30	137	87			224	
04:45	8	34	11	28	19	62	16:45	128	517	85	345	213	862
05:00	12	10			22		17:00	140	91			231	
05:15	23	21			44		17:15	161	104			265	
05:30	22	25			47		17:30	146	99			245	
05:45	16	73	30	86	46	159	17:45	99	546	92	386	191	932
06:00	20	40			60		18:00	130	61			191	
06:15	22	43			65		18:15	103	68			171	
06:30	23	76			99		18:30	82	51			133	
06:45	33	98	66	225	99	323	18:45	70	385	53	233	123	618
07:00	41	63			104		19:00	66	51			117	
07:15	41	95			136		19:15	59	53			112	
07:30	46	104			150		19:30	61	48			109	
07:45	51	179	153	415	204	594	19:45	50	236	45	197	95	433
08:00	55	149			204		20:00	61	58			119	
08:15	44	123			167		20:15	35	42			77	
08:30	66	96			162		20:30	28	33			61	
08:45	58	223	88	456	146	679	20:45	34	158	26	159	60	317
09:00	44	57			101		21:00	21	24			45	
09:15	45	67			112		21:15	17	35			52	
09:30	59	58			117		21:30	24	22			46	
09:45	64	212	53	235	117	447	21:45	14	76	22	103	36	179
10:00	83	55			138		22:00	10	20			30	
10:15	66	59			125		22:15	21	9			30	
10:30	58	58			116		22:30	15	10			25	
10:45	60	267	68	240	128	507	22:45	23	69	12	51	35	120
11:00	76	66			142		23:00	17	12			29	
11:15	75	64			139		23:15	10	5			15	
11:30	64	69			133		23:30	6	9			15	
11:45	58	273	65	264	123	537	23:45	7	40	5	31	12	71
TOTALS	1404	1994			3398		TOTALS	3333	2672			6005	
SPLIT %	41.3%	58.7%			36.1%		SPLIT %	55.5%	44.5%			63.9%	

DAILY TOTALS					NB	SB					EB	WB	Total	
					4,737	4,666					0	0	9,403	

AM Peak Hour	10:45	07:30			07:45		PM Peak Hour	16:45	17:00			16:45	
AM Pk Volume	275	529			737		PM Pk Volume	575	386			954	
Pk Hr Factor	0.905	0.864			0.903		Pk Hr Factor	0.893	0.928			0.900	
7 - 9 Volume	402	871	0	0	1273		4 - 6 Volume	1063	731	0	0	1794	
7 - 9 Peak Hour	08:00	07:30			07:45		4 - 6 Peak Hour	16:45	17:00			16:45	
7 - 9 Pk Volume	223	529	0	0	737		4 - 6 Pk Volume	575	386	0	0	954	
Pk Hr Factor	0.845	0.864	0.000	0.000	0.903		Pk Hr Factor	0.893	0.928	0.000	0.000	0.900	

VOLUME

County Rd 102 Bet. County Rd 27 & Gibson Rd

Day: Tuesday
Date: 5/15/2018

City: Woodland
Project #: CA18_7189_048

DAILY TOTALS					NB	SB	EBWB					Total
					3,617	3,797						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	4	11			15	12:00	40	54			94	
00:15	2	8			10	12:15	55	55			110	
00:30	4	5			9	12:30	51	54			105	
00:45	1	11	1	25	236	12:45	46	192	52	215	40798	
01:00	2	3			5	13:00	49	54			103	
01:15	2	2			4	13:15	56	53			109	
01:30	0	3			3	13:30	47	51			98	
01:45	2	6	1	9	315	13:45	56	208	63	221	429119	
02:00	1	1			2	14:00	54	54			108	
02:15	2	1			3	14:15	57	69			126	
02:30	3	1			4	14:30	73	48			121	
02:45	0	6	1	4	110	14:45	62	246	90	261	507152	
03:00	0	1			1	15:00	76	77			153	
03:15	1	0			1	15:15	88	70			158	
03:30	7	2			9	15:30	97	74			171	
03:45	1	9	3	6	415	15:45	118	379	94	315	694212	
04:00	3	3			6	16:00	93	61			154	
04:15	4	4			8	16:15	105	51			156	
04:30	5	6			11	16:30	132	62			194	
04:45	6	18	10	23	1641	16:45	114	444	63	237	681177	
05:00	5	9			14	17:00	95	87			182	
05:15	7	16			23	17:15	133	77			210	
05:30	10	19			29	17:30	126	83			209	
05:45	9	31	29	73	38104	17:45	89	443	87	334	777176	
06:00	13	20			33	18:00	81	44			125	
06:15	12	30			42	18:15	73	60			133	
06:30	16	59			75	18:30	65	38			103	
06:45	16	57	50	159	66216	18:45	59	278	55	197	475114	
07:00	30	45			75	19:00	54	43			97	
07:15	20	79			99	19:15	34	39			73	
07:30	22	74			96	19:30	39	42			81	
07:45	42	114	143	341	185455	19:45	36	163	39	163	32675	
08:00	31	126			157	20:00	34	41			75	
08:15	39	94			133	20:15	25	36			61	
08:30	46	78			124	20:30	29	26			55	
08:45	53	169	63	361	116530	20:45	20	108	16	119	22736	
09:00	33	51			84	21:00	21	23			44	
09:15	30	55			85	21:15	16	28			44	
09:30	42	40			82	21:30	10	11			21	
09:45	45	150	41	187	86337	21:45	16	63	20	82	14536	
10:00	62	47			109	22:00	9	22			31	
10:15	66	42			108	22:15	16	7			23	
10:30	45	46			91	22:30	12	6			18	
10:45	44	217	57	192	101409	22:45	8	45	7	42	8715	
11:00	51	56			107	23:00	16	4			20	
11:15	67	55			122	23:15	6	3			9	
11:30	61	55			116	23:30	6	6			12	
11:45	47	226	49	215	96441	23:45	6	34	3	16	509	
TOTALS	1014	1595			2609	TOTALS	2603	2202			4805	
SPLIT %	38.9%	61.1%			35.2%	SPLIT %	54.2%	45.8%			64.8%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					3,617	3,797						0	0	7,414
AM Peak Hour	11:00	07:45			07:45		PM Peak Hour	16:30	17:00			16:45		
AM Pk Volume	226	441			599		PM Pk Volume	474	334			778		
Pk Hr Factor	0.843	0.771			0.809		Pk Hr Factor	0.891	0.960			0.926		
7 - 9 Volume	283	702	0	0	985		4 - 6 Volume	887	571	0	0	1458		
7 - 9 Peak Hour	08:00	07:45			07:45		4 - 6 Peak Hour	16:30	17:00			16:45		
7 - 9 Pk Volume	169	441	0	0	599		4 - 6 Pk Volume	474	334	0	0	778		
Pk Hr Factor	0.797	0.771	0.000	0.000	0.809		Pk Hr Factor	0.891	0.960	0.000	0.000	0.926		

VOLUME

County Rd 102 Bet. Gibson Rd & Interstate 5

Day: Tuesday

Date: 5/15/2018

City: Woodland

Project #: CA18_7189_049

DAILY TOTALS					NB	SB	EB					WB	Total	
					11,146	10,883						0	0	22,029
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	8	18			26		12:00	215	163			378		
00:15	14	7			21		12:15	167	179			346		
00:30	14	10			24		12:30	183	176			359		
00:45	5	41	13	48	18	89	12:45	164	729	214	732	378	1461	
01:00	7	15			22		13:00	174	172			346		
01:15	3	8			11		13:15	162	149			311		
01:30	6	9			15		13:30	169	158			327		
01:45	3	19	6	38	9	57	13:45	201	706	162	641	363	1347	
02:00	8	3			11		14:00	187	194			381		
02:15	4	8			12		14:15	195	173			368		
02:30	4	3			7		14:30	189	193			382		
02:45	3	19	7	21	10	40	14:45	214	785	182	742	396	1527	
03:00	8	7			15		15:00	224	235			459		
03:15	10	2			12		15:15	237	176			413		
03:30	19	11			30		15:30	226	214			440		
03:45	18	55	16	36	34	91	15:45	260	947	217	842	477	1789	
04:00	21	13			34		16:00	283	199			482		
04:15	27	16			43		16:15	250	177			427		
04:30	36	29			65		16:30	256	205			461		
04:45	56	140	28	86	84	226	16:45	275	1064	230	811	505	1875	
05:00	47	33			80		17:00	282	272			554		
05:15	51	50			101		17:15	304	211			515		
05:30	71	65			136		17:30	258	210			468		
05:45	65	234	91	239	156	473	17:45	205	1049	220	913	425	1962	
06:00	98	84			182		18:00	225	207			432		
06:15	99	113			212		18:15	180	175			355		
06:30	122	142			264		18:30	188	190			378		
06:45	122	441	150	489	272	930	18:45	159	752	159	731	318	1483	
07:00	134	133			267		19:00	134	144			278		
07:15	146	159			305		19:15	126	165			291		
07:30	146	203			349		19:30	149	134			283		
07:45	167	593	191	686	358	1279	19:45	137	546	131	574	268	1120	
08:00	153	168			321		20:00	115	140			255		
08:15	147	149			296		20:15	101	111			212		
08:30	122	176			298		20:30	74	106			180		
08:45	127	549	147	640	274	1189	20:45	65	355	91	448	156	803	
09:00	107	131			238		21:00	70	77			147		
09:15	109	142			251		21:15	56	74			130		
09:30	119	120			239		21:30	32	55			87		
09:45	126	461	133	526	259	987	21:45	33	191	63	269	96	460	
10:00	148	128			276		22:00	37	51			88		
10:15	166	122			288		22:15	33	40			73		
10:30	139	106			245		22:30	25	28			53		
10:45	139	592	142	498	281	1090	22:45	22	117	34	153	56	270	
11:00	162	159			321		23:00	21	21			42		
11:15	178	162			340		23:15	15	22			37		
11:30	179	157			336		23:30	19	19			38		
11:45	176	695	156	634	332	1329	23:45	11	66	24	86	35	152	
TOTALS	3839	3941			7780		TOTALS	7307	6942			14249		
SPLIT %	49.3%	50.7%			35.3%		SPLIT %	51.3%	48.7%			64.7%		

DAILY TOTALS					NB	SB					EB	WB	Total	
					11,146	10,883					0	0	22,029	

AM Peak Hour	11:15	07:15			11:45	PM Peak Hour	16:45	16:45			16:45
AM Pk Volume	748	721			1415	PM Pk Volume	1119	923			2042
Pk Hr Factor	0.870	0.888			0.936	Pk Hr Factor	0.920	0.848			0.921
7 - 9 Volume	1142	1326	0	0	2468	4 - 6 Volume	2113	1724	0	0	3837
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	613	721	0	0	1333	4 - 6 Pk Volume	1119	923	0	0	2042
Pk Hr Factor	0.918	0.888	0.000	0.000	0.931	Pk Hr Factor	0.920	0.848	0.000	0.000	0.921

VOLUME

Covell Blvd Bet. County Rd 98 & State Route 113

Day: Tuesday

Date: 5/15/2018

City: Davis

Project #: CA18_7189_050

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						3,176	3,268						6,444
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			2	4	6		12:00			45	40	85							
00:15			2	2	4		12:15			45	41	86							
00:30			2	2	4		12:30			41	47	88							
00:45			1	7	2	10	12:45			43	174	52	180	95	354				
01:00			2	2	4		13:00			45	48	93							
01:15			3	3	6		13:15			37	64	101							
01:30			1	0	1		13:30			49	39	88							
01:45			2	8	2	7	13:45			45	176	43	194	88	370				
02:00			2	0	2		14:00			43	54	97							
02:15			1	7	8		14:15			55	65	120							
02:30			1	3	4		14:30			44	74	118							
02:45			1	5	3	13	14:45			69	211	60	253	129	464				
03:00			0	2	2		15:00			56	53	109							
03:15			3	4	7		15:15			64	63	127							
03:30			2	2	4		15:30			71	71	142							
03:45			0	5	5	13	15:45			69	260	80	267	149	527				
04:00			2	3	5		16:00			59	69	128							
04:15			7	5	12		16:15			79	63	142							
04:30			7	8	15		16:30			61	50	111							
04:45			11	27	11	27	16:45			76	275	60	242	136	517				
05:00			12	8	20		17:00			70	66	136							
05:15			15	24	39		17:15			84	76	160							
05:30			37	24	61		17:30			63	75	138							
05:45			36	100	20	76	17:45			84	301	57	274	141	575				
06:00			33	29	62		18:00			51	43	94							
06:15			23	42	65		18:15			71	39	110							
06:30			37	37	74		18:30			58	37	95							
06:45			39	132	49	157	18:45			52	232	36	155	88	387				
07:00			36	42	78		19:00			32	33	65							
07:15			34	53	87		19:15			30	37	67							
07:30			54	58	112		19:30			33	23	56							
07:45			62	186	84	237	19:45			29	124	18	111	47	235				
08:00			44	85	129		20:00			22	37	59							
08:15			67	73	140		20:15			30	23	53							
08:30			51	63	114		20:30			27	25	52							
08:45			47	209	54	275	20:45			16	95	28	113	44	208				
09:00			47	49	96		21:00			22	27	49							
09:15			43	38	81		21:15			23	20	43							
09:30			45	46	91		21:30			12	17	29							
09:45			40	175	43	176	21:45			17	74	17	81	34	155				
10:00			53	44	97		22:00			12	18	30							
10:15			35	44	79		22:15			15	7	22							
10:30			44	31	75		22:30			9	7	16							
10:45			43	175	49	168	22:45			12	48	6	38	18	86				
11:00			42	49	91		23:00			7	5	12							
11:15			35	43	78		23:15			4	9	13							
11:30			38	47	85		23:30			7	2	9							
11:45			39	154	39	178	23:45			5	23	7	23	12	46				
TOTALS			1183	1337	2520		TOTALS			1993	1931	3924							
SPLIT %			46.9%	53.1%	39.1%		SPLIT %			50.8%	49.2%	60.9%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						3,176	3,268						6,444
AM Peak Hour			07:30	07:45	07:45		PM Peak Hour			17:00	15:15	17:00							
AM Pk Volume			227	305	529		PM Pk Volume			301	283	575							
Pk Hr Factor			0.847	0.897	0.906		Pk Hr Factor			0.896	0.884	0.898							
7 - 9 Volume	0	0	395	512	907		4 - 6 Volume	0	0	576	516	1092							
7 - 9 Peak Hour			07:30	07:45	07:45		4 - 6 Peak Hour			17:00	16:45	17:00							
7 - 9 Pk Volume	0	0	227	305	529		4 - 6 Pk Volume	0	0	301	277	575							
Pk Hr Factor	0.000	0.000	0.847	0.897	0.906		Pk Hr Factor	0.000	0.000	0.896	0.911	0.898							

VOLUME

Covell Blvd Bet. State Route 113 & County Rd 102

Day: Thursday
Date: 5/24/2018

City: Davis
Project #: CA18_7189_051

DAILY TOTALS				NB	SB	EB				WB	Total
				0	0	11,329				9,725	21,054

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			16	21	37	12:00			170	133	303			
00:15			21	14	35	12:15			173	163	336			
00:30			18	17	35	12:30			152	132	284			
00:45			23	78	15	67	12:45		173	668	147	575	320	1243
01:00			11	17	28	13:00			147	151	298			
01:15			9	6	15	13:15			131	145	276			
01:30			12	10	22	13:30			161	133	294			
01:45			13	45	8	41	13:45		149	588	158	587	307	1175
02:00			6	10	16	14:00			259	146	405			
02:15			2	3	5	14:15			210	160	370			
02:30			8	2	10	14:30			168	131	299			
02:45			5	21	7	22	14:45		184	821	173	610	357	1431
03:00			3	1	4	15:00			206	164	370			
03:15			8	2	10	15:15			255	169	424			
03:30			5	3	8	15:30			285	204	489			
03:45			6	22	3	9	15:45		282	1028	188	725	470	1753
04:00			6	7	13	16:00			269	141	410			
04:15			11	4	15	16:15			280	146	426			
04:30			10	7	17	16:30			294	165	459			
04:45			10	37	16	34	16:45		309	1152	189	641	498	1793
05:00			8	10	18	17:00			247	184	431			
05:15			15	19	34	17:15			283	203	486			
05:30			19	24	43	17:30			291	201	492			
05:45			39	81	36	89	17:45		260	1081	204	792	464	1873
06:00			19	28	47	18:00			248	185	433			
06:15			27	58	85	18:15			220	157	377			
06:30			40	62	102	18:30			186	194	380			
06:45			46	132	83	231	18:45		198	852	149	685	347	1537
07:00			84	77	161	19:00			162	174	336			
07:15			72	85	157	19:15			163	132	295			
07:30			88	118	206	19:30			157	140	297			
07:45			150	394	183	463	19:45		121	603	109	555	230	1158
08:00			218	255	473	20:00			135	125	260			
08:15			227	193	420	20:15			103	99	202			
08:30			168	147	315	20:30			146	116	262			
08:45			157	770	167	762	20:45		115	499	115	455	230	954
09:00			118	112	230	21:00			136	105	241			
09:15			106	93	199	21:15			116	97	213			
09:30			117	125	242	21:30			94	65	159			
09:45			142	483	161	491	21:45		84	430	83	350	167	780
10:00			130	105	235	22:00			85	75	160			
10:15			130	124	254	22:15			72	87	159			
10:30			117	143	260	22:30			70	59	129			
10:45			124	501	117	489	22:45		74	301	60	281	134	582
11:00			124	126	250	23:00			45	54	99			
11:15			120	155	275	23:15			49	47	96			
11:30			149	172	321	23:30			44	30	74			
11:45			169	562	155	608	23:45		42	180	32	163	74	343
TOTALS	3126				3306	6432	TOTALS	8203				6419	14622	
SPLIT %	48.6%				51.4%	30.6%	SPLIT %	56.1%				43.9%	69.4%	

DAILY TOTALS				NB	SB	EB				WB	Total
				0	0	11,329				9,725	21,054

AM Peak Hour			08:00	07:45	07:45	PM Peak Hour			16:00	17:15	16:45
AM Pk Volume			770	778	1541	PM Pk Volume			1152	793	1907
Pk Hr Factor			0.848	0.763	0.814	Pk Hr Factor			0.932	0.972	0.957
7 - 9 Volume	0	0	1164	1225	2389	4 - 6 Volume	0	0	2233	1433	3666
7 - 9 Peak Hour			08:00	07:45	07:45	4 - 6 Peak Hour			16:00	17:00	16:45
7 - 9 Pk Volume	0	0	770	778	1541	4 - 6 Pk Volume	0	0	1152	792	1907
Pk Hr Factor	0.000	0.000	0.848	0.763	0.814	Pk Hr Factor	0.000	0.000	0.932	0.971	0.957

VOLUME

Covell Blvd Bet. County Rd 102 & Mace Blvd

Day: Tuesday

Date: 5/22/2018

City: Davis

Project #: CA18_7189_052

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						7,631	7,259	14,890
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			14	9	23		12:00			98	111	209		
00:15			12	9	21		12:15			106	104	210		
00:30			6	12	18		12:30			105	89	194		
00:45			7	39	9	39	12:45			84	393	103	407	
01:00			6	6	12		13:00			102	85	187		
01:15			4	2	6		13:15			94	102	196		
01:30			4	1	5		13:30			79	85	164		
01:45			4	18	6	15	13:45			140	415	88	360	
02:00			3	5	8		14:00			96	104	200		
02:15			3	2	5		14:15			99	114	213		
02:30			3	2	5		14:30			134	127	261		
02:45			4	13	4	13	14:45			172	501	118	463	
03:00			3	3	6		15:00			142	134	276		
03:15			4	1	5		15:15			170	146	316		
03:30			5	7	12		15:30			162	171	333		
03:45			10	22	6	17	15:45			191	665	145	596	
04:00			4	2	6		16:00			182	143	325		
04:15			13	5	18		16:15			181	135	316		
04:30			18	8	26		16:30			159	163	322		
04:45			13	48	12	27	16:45			170	692	174	615	
05:00			15	18	33		17:00			153	146	299		
05:15			18	9	27		17:15			167	169	336		
05:30			29	24	53		17:30			173	176	349		
05:45			38	100	30	81	17:45			156	649	184	675	
06:00			43	28	71		18:00			138	121	259		
06:15			45	41	86		18:15			137	132	269		
06:30			74	60	134		18:30			127	142	269		
06:45			90	252	89	218	18:45			135	537	125	520	
07:00			88	80	168		19:00			103	131	234		
07:15			110	95	205		19:15			79	92	171		
07:30			115	99	214		19:30			75	100	175		
07:45			126	439	177	451	19:45			76	333	89	412	
08:00			151	194	345		20:00			88	72	160		
08:15			197	190	387		20:15			73	71	144		
08:30			165	110	275		20:30			94	69	163		
08:45			152	665	107	601	20:45			78	333	61	273	
09:00			123	96	219		21:00			52	64	116		
09:15			102	72	174		21:15			52	66	118		
09:30			86	79	165		21:30			41	50	91		
09:45			97	408	93	340	21:45			55	200	51	231	
10:00			69	90	159		22:00			37	47	84		
10:15			80	79	159		22:15			35	44	79		
10:30			99	72	171		22:30			31	43	74		
10:45			88	336	101	342	22:45			20	123	27	161	
11:00			95	64	159		23:00			21	25	46		
11:15			82	74	156		23:15			11	14	25		
11:30			95	93	188		23:30			19	18	37		
11:45			111	383	99	330	23:45			16	67	15	72	
TOTALS	2723				2474	5197	TOTALS	4908				4785	9693	
SPLIT %	52.4%				47.6%	34.9%	SPLIT %	50.6%				49.4%	65.1%	

DAILY TOTALS					NB	SB	EB				WB	Total
					0	0	7,631				7,259	14,890
AM Peak Hour			08:00	07:45	07:45		PM Peak Hour			15:30	17:00	16:45
AM Pk Volume			665	671	1310		PM Pk Volume			716	675	1328
Pk Hr Factor			0.844	0.865	0.846		Pk Hr Factor			0.937	0.917	0.951
7 - 9 Volume	0	0	1104	1052	2156		4 - 6 Volume	0	0	1341	1290	2631
7 - 9 Peak Hour			08:00	07:45	07:45		4 - 6 Peak Hour			16:00	17:00	16:45
7 - 9 Pk Volume	0	0	665	671	1310		4 - 6 Pk Volume	0	0	692	675	1328
Pk Hr Factor	0.000	0.000	0.844	0.865	0.846		Pk Hr Factor	0.000	0.000	0.951	0.917	0.951

VOLUME

East Street Bet. Gibson Rd & Interstate 5

Day: Thursday
Date: 5/24/2018

City: Woodland
Project #: CA18_7189_053

DAILY TOTALS					NB	SB	EBWB					Total	
					4,747	4,605						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	8	6			14		12:00	83	113			196	
00:15	8	4			12		12:15	86	82			168	
00:30	3	4			7		12:30	69	80			149	
00:45	3	22	4	18	7	40	12:45	77	315	71	346	148	661
01:00	3	4			7		13:00	80	80			160	
01:15	4	2			6		13:15	67	90			157	
01:30	3	3			6		13:30	69	88			157	
01:45	2	12	2	11	4	23	13:45	84	300	75	333	159	633
02:00	3	4			7		14:00	75	86			161	
02:15	3	3			6		14:15	82	79			161	
02:30	3	0			3		14:30	65	80			145	
02:45	1	10	2	9	3	19	14:45	77	299	91	336	168	635
03:00	1	4			5		15:00	93	95			188	
03:15	3	2			5		15:15	101	102			203	
03:30	5	5			10		15:30	84	102			186	
03:45	8	17	3	14	11	31	15:45	81	359	93	392	174	751
04:00	9	10			19		16:00	95	100			195	
04:15	11	9			20		16:15	79	107			186	
04:30	25	5			30		16:30	93	117			210	
04:45	59	104	11	35	70	139	16:45	100	367	133	457	233	824
05:00	31	14			45		17:00	95	120			215	
05:15	30	16			46		17:15	91	72			163	
05:30	65	11			76		17:30	78	74			152	
05:45	63	189	22	63	85	252	17:45	103	367	56	322	159	689
06:00	38	31			69		18:00	67	91			158	
06:15	50	16			66		18:15	60	75			135	
06:30	63	32			95		18:30	59	79			138	
06:45	86	237	46	125	132	362	18:45	54	240	78	323	132	563
07:00	49	42			91		19:00	58	72			130	
07:15	59	52			111		19:15	61	53			114	
07:30	75	60			135		19:30	49	51			100	
07:45	119	302	67	221	186	523	19:45	45	213	44	220	89	433
08:00	81	62			143		20:00	48	40			88	
08:15	97	65			162		20:15	35	42			77	
08:30	55	47			102		20:30	52	37			89	
08:45	53	286	52	226	105	512	20:45	43	178	38	157	81	335
09:00	38	55			93		21:00	30	22			52	
09:15	60	40			100		21:15	29	31			60	
09:30	63	58			121		21:30	22	24			46	
09:45	57	218	47	200	104	418	21:45	29	110	31	108	60	218
10:00	57	49			106		22:00	33	22			55	
10:15	53	80			133		22:15	14	16			30	
10:30	51	53			104		22:30	13	16			29	
10:45	65	226	69	251	134	477	22:45	14	74	16	70	30	144
11:00	62	82			144		23:00	14	7			21	
11:15	64	77			141		23:15	6	8			14	
11:30	67	89			156		23:30	10	10			20	
11:45	70	263	91	339	161	602	23:45	9	39	4	29	13	68
TOTALS	1886	1512			3398		TOTALS	2861	3093			5954	
SPLIT %	55.5%	44.5%			36.3%		SPLIT %	48.1%	51.9%			63.7%	

DAILY TOTALS					NB	SB	EBWB					Total
					4,747	4,605						0
AM Peak Hour	07:30	11:30		11:30	PM Peak Hour	16:30	16:15		16:15			
AM Pk Volume	372	375		681	PM Pk Volume	379	477		844			
Pk Hr Factor	0.782	0.830		0.869	Pk Hr Factor	0.948	0.897		0.906			
7 - 9 Volume	588	447	0	0	1035	4 - 6 Volume	734	779	0	0	1513	
7 - 9 Peak Hour	07:30	07:30		07:30	4 - 6 Peak Hour	16:30	16:15		16:15			
7 - 9 Pk Volume	372	254	0	0	626	4 - 6 Pk Volume	379	477	0	0	844	
Pk Hr Factor	0.782	0.948	0.000	0.000	0.841	Pk Hr Factor	0.948	0.897	0.000	0.000	0.906	

VOLUME

Gibson Rd Bet. County Rd 98 & State Route 113

Day: Tuesday

Date: 5/22/2018

City: Woodland

Project #: CA18_7189_054

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						3,007	3,034	6,041
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			1	2	3		12:00			49	38	87		
00:15			6	1	7		12:15			39	41	80		
00:30			3	1	4		12:30			36	54	90		
00:45			2	12	3	7	12:45			40	164	49	182	
					5	19						89	346	
01:00			4	5	9		13:00			43	35	78		
01:15			5	7	12		13:15			37	43	80		
01:30			1	0	1		13:30			41	44	85		
01:45			3	13	0	12	13:45			52	173	47	169	
					3	25						99	342	
02:00			1	1	2		14:00			32	32	64		
02:15			3	0	3		14:15			42	40	82		
02:30			2	1	3		14:30			81	51	132		
02:45			3	9	3	5	14:45			67	222	64	187	
					6	14						131	409	
03:00			2	3	5		15:00			71	55	126		
03:15			0	4	4		15:15			54	58	112		
03:30			4	4	8		15:30			76	58	134		
03:45			0	6	8	19	15:45			55	256	54	225	
					8	25						109	481	
04:00			1	3	4		16:00			40	35	75		
04:15			1	8	9		16:15			70	58	128		
04:30			4	13	17		16:30			59	73	132		
04:45			5	11	17	36	16:45			70	239	75	241	
					17	47						145	480	
05:00			5	25	30		17:00			62	59	121		
05:15			8	28	36		17:15			55	68	123		
05:30			14	59	73		17:30			77	52	129		
05:45			7	34	58	197	17:45			67	261	48	227	
					58	197						115	488	
06:00			14	26	40		18:00			59	42	101		
06:15			21	22	43		18:15			50	46	96		
06:30			28	40	68		18:30			49	46	95		
06:45			44	107	81	232	18:45			45	203	33	167	
					81	232						78	370	
07:00			29	41	70		19:00			37	41	78		
07:15			38	49	87		19:15			35	31	66		
07:30			67	65	132		19:30			31	28	59		
07:45			88	222	63	218	19:45			37	140	20	120	
					151	440						57	260	
08:00			79	81	160		20:00			18	35	53		
08:15			71	61	132		20:15			27	31	58		
08:30			43	72	115		20:30			21	22	43		
08:45			37	230	79	486	20:45			29	95	23	111	
					79	486						52	206	
09:00			33	33	66		21:00			32	19	51		
09:15			33	38	71		21:15			28	20	48		
09:30			34	33	67		21:30			11	11	22		
09:45			39	139	77	281	21:45			18	89	17	67	
					77	281						35	156	
10:00			39	35	74		22:00			8	10	18		
10:15			51	36	87		22:15			13	5	18		
10:30			47	38	85		22:30			8	4	12		
10:45			51	188	84	330	22:45			8	37	6	25	
					84	330						14	62	
11:00			35	45	80		23:00			6	8	14		
11:15			32	38	70		23:15			10	5	15		
11:30			28	46	74		23:30			8	4	12		
11:45			33	128	72	296	23:45			5	29	3	20	
					72	296						8	49	
TOTALS	1099				1293	2392	TOTALS	1908				1741	3649	
SPLIT %	45.9%				54.1%	39.6%	SPLIT %	52.3%				47.7%	60.4%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	3,007					3,034	6,041	
AM Peak Hour			07:30	07:45	07:30		PM Peak Hour			14:30	16:30	16:15		
AM Pk Volume			305	277	575		PM Pk Volume			273	275	526		
Pk Hr Factor			0.866	0.855	0.898		Pk Hr Factor			0.843	0.917	0.907		
7 - 9 Volume	0	0	452	474	926		4 - 6 Volume	0	0	500	468	968		
7 - 9 Peak Hour			07:30	07:45	07:30		4 - 6 Peak Hour			16:45	16:30	16:15		
7 - 9 Pk Volume	0	0	305	277	575		4 - 6 Pk Volume	0	0	264	275	526		
Pk Hr Factor	0.000	0.000	0.866	0.855	0.898		Pk Hr Factor	0.000	0.000	0.857	0.917	0.907		

VOLUME

Harbor Blvd Bet. U.S. 50 & Reed Ave

Day: Thursday
Date: 5/24/2018

City: West Sacramento
Project #: CA18_7189_055

DAILY TOTALS				NB	SB	EB				WB	Total
				10,303	11,333	0				0	21,636

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	19	38			57	12:00	239	185			424
00:15	17	15			32	12:15	188	164			352
00:30	11	20			31	12:30	185	211			396
00:45	15	62	12	85	27 147	12:45	190	802	182	742	372 1544
01:00	13	16			29	13:00	169	209			378
01:15	16	19			35	13:15	201	204			405
01:30	10	24			34	13:30	175	180			355
01:45	11	50	13	72	24 122	13:45	197	742	186	779	383 1521
02:00	16	11			27	14:00	144	197			341
02:15	21	20			41	14:15	165	212			377
02:30	20	14			34	14:30	168	195			363
02:45	15	72	18	63	33 135	14:45	170	647	195	799	365 1446
03:00	16	19			35	15:00	198	204			402
03:15	18	19			37	15:15	190	187			377
03:30	12	22			34	15:30	223	223			446
03:45	28	74	46	106	74 180	15:45	173	784	184	798	357 1582
04:00	22	25			47	16:00	193	224			417
04:15	21	43			64	16:15	194	240			434
04:30	28	38			66	16:30	218	247			465
04:45	24	95	38	144	62 239	16:45	228	833	242	953	470 1786
05:00	16	34			50	17:00	201	267			468
05:15	28	29			57	17:15	211	268			479
05:30	46	50			96	17:30	207	225			432
05:45	46	136	50	163	96 299	17:45	212	831	193	953	405 1784
06:00	78	58			136	18:00	192	204			396
06:15	97	87			184	18:15	169	171			340
06:30	80	102			182	18:30	133	150			283
06:45	102	357	118	365	220 722	18:45	119	613	157	682	276 1295
07:00	86	85			171	19:00	117	139			256
07:15	128	133			261	19:15	121	127			248
07:30	130	148			278	19:30	89	132			221
07:45	143	487	189	555	332 1042	19:45	107	434	120	518	227 952
08:00	122	172			294	20:00	109	114			223
08:15	148	173			321	20:15	100	87			187
08:30	141	144			285	20:30	91	100			191
08:45	119	530	136	625	255 1155	20:45	87	387	88	389	175 776
09:00	129	143			272	21:00	75	92			167
09:15	126	133			259	21:15	57	57			114
09:30	143	136			279	21:30	48	75			123
09:45	142	540	149	561	291 1101	21:45	56	236	66	290	122 526
10:00	146	158			304	22:00	48	71			119
10:15	180	148			328	22:15	38	57			95
10:30	152	175			327	22:30	44	41			85
10:45	145	623	171	652	316 1275	22:45	40	170	52	221	92 391
11:00	166	142			308	23:00	27	43			70
11:15	170	191			361	23:15	34	33			67
11:30	176	177			353	23:30	28	33			61
11:45	172	684	179	689	351 1373	23:45	25	114	20	129	45 243
TOTALS	3710	4080			7790	TOTALS	6593	7253			13846
SPLIT %	47.6%	52.4%			36.0%	SPLIT %	47.6%	52.4%			64.0%

DAILY TOTALS				NB	SB	EB				WB	Total
				10,303	11,333	0				0	21,636

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	16:30	16:30			16:30
AM Pk Volume	784	739			1523	PM Pk Volume	858	1024			1882
Pk Hr Factor	0.820	0.876			0.898	Pk Hr Factor	0.941	0.955			0.982
7 - 9 Volume	1017	1180	0	0	2197	4 - 6 Volume	1664	1906	0	0	3570
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	554	682	0	0	1232	4 - 6 Pk Volume	858	1024	0	0	1882
Pk Hr Factor	0.936	0.902	0.000	0.000	0.928	Pk Hr Factor	0.941	0.955	0.000	0.000	0.982

VOLUME

Jefferson Blvd Bet. Gregory Avenue & U.S. 50

Day: Tuesday

Date: 5/22/2018

City: West Sacramento

Project #: CA18_7189_056

DAILY TOTALS					NB	SB	EBWB					Total	
					10,640	10,094						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	7	11			18		12:00	115	140			255	
00:15	4	17			21		12:15	148	130			278	
00:30	9	16			25		12:30	123	138			261	
00:45	3	23	12	56	15	79	12:45	135	521	144	552	279	1073
01:00	6	6			12		13:00	132	139			271	
01:15	8	7			15		13:15	147	135			282	
01:30	3	6			9		13:30	141	116			257	
01:45	5	22	11	30	16	52	13:45	148	568	152	542	300	1110
02:00	5	10			15		14:00	164	157			321	
02:15	4	3			7		14:15	144	157			301	
02:30	6	2			8		14:30	172	166			338	
02:45	4	19	4	19	8	38	14:45	173	653	173	653	346	1306
03:00	3	7			10		15:00	172	236			408	
03:15	14	3			17		15:15	184	225			409	
03:30	10	3			13		15:30	279	214			493	
03:45	12	39	3	16	15	55	15:45	190	825	247	922	437	1747
04:00	11	3			14		16:00	161	218			379	
04:15	18	6			24		16:15	174	272			446	
04:30	46	8			54		16:30	162	282			444	
04:45	36	111	13	30	49	141	16:45	185	682	329	1101	514	1783
05:00	39	9			48		17:00	180	285			465	
05:15	36	23			59		17:15	195	318			513	
05:30	65	17			82		17:30	177	296			473	
05:45	64	204	37	86	101	290	17:45	161	713	256	1155	417	1868
06:00	91	36			127		18:00	148	207			355	
06:15	106	29			135		18:15	146	250			396	
06:30	149	53			202		18:30	127	187			314	
06:45	192	538	75	193	267	731	18:45	123	544	182	826	305	1370
07:00	259	84			343		19:00	136	179			315	
07:15	312	106			418		19:15	117	173			290	
07:30	326	133			459		19:30	112	149			261	
07:45	331	1228	185	508	516	1736	19:45	106	471	128	629	234	1100
08:00	323	195			518		20:00	77	149			226	
08:15	262	131			393		20:15	106	130			236	
08:30	241	102			343		20:30	95	102			197	
08:45	177	1003	100	528	277	1531	20:45	90	368	87	468	177	836
09:00	154	95			249		21:00	79	93			172	
09:15	155	81			236		21:15	75	74			149	
09:30	113	88			201		21:30	56	54			110	
09:45	147	569	89	353	236	922	21:45	37	247	53	274	90	521
10:00	134	82			216		22:00	33	49			82	
10:15	144	103			247		22:15	47	47			94	
10:30	127	89			216		22:30	26	46			72	
10:45	134	539	109	383	243	922	22:45	19	125	31	173	50	298
11:00	123	106			229		23:00	18	42			60	
11:15	149	107			256		23:15	18	38			56	
11:30	154	114			268		23:30	10	34			44	
11:45	140	566	133	460	273	1026	23:45	16	62	23	137	39	199
TOTALS	4861	2662			7523		TOTALS	5779	7432			13211	
SPLIT %	64.6%	35.4%			36.3%		SPLIT %	43.7%	56.3%			63.7%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					10,640	10,094						0	0	20,734	
AM Peak Hour	07:15	07:30			07:15		PM Peak Hour	15:00	16:45			16:45			
AM Pk Volume	1292	644			1911		PM Pk Volume	825	1228			1965			
Pk Hr Factor	0.976	0.826			0.922		Pk Hr Factor	0.739	0.933			0.956			
7 - 9 Volume	2231	1036	0	0	3267		4 - 6 Volume	1395	2256	0	0	3651			
7 - 9 Peak Hour	07:15	07:30			07:15		4 - 6 Peak Hour	16:45	16:45			16:45			
7 - 9 Pk Volume	1292	644	0	0	1911		4 - 6 Pk Volume	737	1228	0	0	1965			
Pk Hr Factor	0.976	0.826	0.000	0.000	0.922		Pk Hr Factor	0.945	0.933	0.000	0.000	0.956			

VOLUME

Mace Blvd Bet. County Rd 35 & County Rd 32D

Day: Tuesday
Date: 5/22/2018

City: Davis
Project #: CA18_7189_057

DAILY TOTALS					NB	SB	EBWB					Total
					346	618						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0			0	12:00	4	12			16	
00:15	0	0			0	12:15	5	9			14	
00:30	0	0			0	12:30	1	11			12	
00:45	0	0			0	12:45	2	12	7	39	9 51	
01:00	0	0			0	13:00	5	13			18	
01:15	0	0			0	13:15	2	12			14	
01:30	0	0			0	13:30	3	13			16	
01:45	0	0			0	13:45	5	15	7	45	12 60	
02:00	0	0			0	14:00	5	11			16	
02:15	0	0			0	14:15	3	1			4	
02:30	0	0			0	14:30	8	18			26	
02:45	0	0			0	14:45	4	20	10	40	14 60	
03:00	0	0			0	15:00	10	8			18	
03:15	0	0			0	15:15	23	17			40	
03:30	0	1			1	15:30	10	17			27	
03:45	0	2	3		2 3	15:45	19	62	11	53	30 115	
04:00	0	0			0	16:00	14	21			35	
04:15	0	1			1	16:15	20	11			31	
04:30	0	0			0	16:30	18	19			37	
04:45	0	1	2		1 2	16:45	14	66	8	59	22 125	
05:00	0	4			4	17:00	15	10			25	
05:15	0	4			4	17:15	19	12			31	
05:30	1	11			12	17:30	10	12			22	
05:45	0	1	3	22	3 23	17:45	5	49	14	48	19 97	
06:00	0	9			9	18:00	6	10			16	
06:15	0	2			2	18:15	4	7			11	
06:30	1	8			9	18:30	4	9			13	
06:45	1	2	7	26	8 28	18:45	2	16	3	29	5 45	
07:00	1	17			18	19:00	5	3			8	
07:15	1	9			10	19:15	0	4			4	
07:30	3	12			15	19:30	0	5			5	
07:45	4	9	9	47	13 56	19:45	1	6	2	14	3 20	
08:00	5	10			15	20:00	1	4			5	
08:15	6	9			15	20:15	0	5			5	
08:30	5	14			19	20:30	0	3			3	
08:45	5	21	5	38	10 59	20:45	0	1	3	15	3 16	
09:00	4	12			16	21:00	0	4			4	
09:15	4	9			13	21:15	0	1			1	
09:30	7	10			17	21:30	1	3			4	
09:45	7	22	8	39	15 61	21:45	0	1	4	12	4 13	
10:00	8	9			17	22:00	0	2			2	
10:15	1	12			13	22:15	0	0			0	
10:30	3	9			12	22:30	0	1			1	
10:45	8	20	7	37	15 57	22:45	0	0	3		0 3	
11:00	7	9			16	23:00	0	1			1	
11:15	3	9			12	23:15	0	1			1	
11:30	5	15			20	23:30	0	0			0	
11:45	8	23	12	45	20 68	23:45	0	0	2		0 2	
TOTALS	98	259			357	TOTALS	248	359			607	
SPLIT %	27.5%	72.5%			37.0%	SPLIT %	40.9%	59.1%			63.0%	

DAILY TOTALS					NB	SB	EB					WB	Total
					346	618						0	0
AM Peak Hour	09:15	11:15			11:30	PM Peak Hour	15:45	15:15			15:45		
AM Pk Volume	26	48			70	PM Pk Volume	71	66			133		
Pk Hr Factor	0.813	0.800			0.875	Pk Hr Factor	0.888	0.786			0.899		
7 - 9 Volume	30	85	0	0	115	4 - 6 Volume	115	107	0	0	222		
7 - 9 Peak Hour	08:00	07:00			07:45	4 - 6 Peak Hour	16:15	16:00			16:00		
7 - 9 Pk Volume	21	47	0	0	62	4 - 6 Pk Volume	67	59	0	0	125		
Pk Hr Factor	0.875	0.691	0.000	0.000	0.816	Pk Hr Factor	0.838	0.702	0.000	0.000	0.845		

VOLUME

Mace Blvd Bet. County Rd 32D & Interstate 80

Day: Thursday
Date: 5/24/2018

City: Davis
Project #: CA18_7189_058

DAILY TOTALS					NB	SB	EBWB					Total
					3,440	2,539						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	5	4			9	12:00	61	53			114	
00:15	4	2			6	12:15	36	56			92	
00:30	0	2			2	12:30	44	50			94	
00:45	1	10	1	9	2	12:45	55	196	48	207	103	403
01:00	1	2			3	13:00	46	35			81	
01:15	1	2			3	13:15	40	36			76	
01:30	2	0			2	13:30	51	44			95	
01:45	1	5	0	4	1	13:45	39	176	39	154	78	330
02:00	2	1			3	14:00	46	44			90	
02:15	1	4			5	14:15	51	40			91	
02:30	1	3			4	14:30	57	37			94	
02:45	1	5	0	8	1	14:45	70	224	44	165	114	389
03:00	0	0			0	15:00	89	37			126	
03:15	1	0			1	15:15	99	50			149	
03:30	0	0			0	15:30	121	51			172	
03:45	0	1	0		0	15:45	116	425	40	178	156	603
04:00	2	2			4	16:00	150	51			201	
04:15	3	2			5	16:15	89	34			123	
04:30	6	2			8	16:30	111	60			171	
04:45	3	14	2	8	5	16:45	106	456	57	202	163	658
05:00	5	11			16	17:00	109	43			152	
05:15	11	23			34	17:15	116	52			168	
05:30	12	26			38	17:30	82	60			142	
05:45	17	45	33	93	50	17:45	79	386	36	191	115	577
06:00	20	19			39	18:00	58	42			100	
06:15	17	10			27	18:15	55	40			95	
06:30	18	24			42	18:30	45	39			84	
06:45	23	78	39	92	62	18:45	46	204	27	148	73	352
07:00	30	34			64	19:00	30	37			67	
07:15	49	39			88	19:15	31	36			67	
07:30	63	25			88	19:30	10	30			40	
07:45	73	215	33	131	106	19:45	14	85	22	125	36	210
08:00	93	26			119	20:00	19	23			42	
08:15	68	48			116	20:15	17	30			47	
08:30	49	43			92	20:30	12	21			33	
08:45	40	250	36	153	76	20:45	9	57	21	95	30	152
09:00	38	38			76	21:00	6	22			28	
09:15	50	32			82	21:15	13	15			28	
09:30	56	29			85	21:30	9	12			21	
09:45	33	177	35	134	68	21:45	9	37	15	64	24	101
10:00	38	30			68	22:00	10	7			17	
10:15	43	43			86	22:15	5	7			12	
10:30	50	28			78	22:30	5	14			19	
10:45	38	169	40	141	78	22:45	7	27	10	38	17	65
11:00	35	43			78	23:00	1	8			9	
11:15	48	31			79	23:15	5	9			14	
11:30	48	48			96	23:30	3	3			6	
11:45	56	187	54	176	110	23:45	2	11	3	23	5	34
TOTALS	1156	949			2105	TOTALS	2284	1590			3874	
SPLIT %	54.9%	45.1%			35.2%	SPLIT %	59.0%	41.0%			64.8%	

DAILY TOTALS						NB	SB	EBWB						Total
						3,440	2,539							0
AM Peak Hour	07:30	11:45			07:45	PM Peak Hour	15:15	16:30					15:15	
AM Pk Volume	297	213			433	PM Pk Volume	486	212					678	
Pk Hr Factor	0.798	0.951			0.910	Pk Hr Factor	0.810	0.883					0.843	
7 - 9 Volume	465	284	0	0	749	4 - 6 Volume	842	393	0	0			1235	
7 - 9 Peak Hour	07:30	08:00			07:45	4 - 6 Peak Hour	16:00	16:30					16:00	
7 - 9 Pk Volume	297	153	0	0	433	4 - 6 Pk Volume	456	212	0	0			658	
Pk Hr Factor	0.798	0.797	0.000	0.000	0.910	Pk Hr Factor	0.760	0.883	0.000	0.000			0.818	

VOLUME

Main Street Bet. County Rd 98 & State Route 113

Day: Thursday
Date: 5/24/2018

City: Woodland
Project #: CA18_7189_059

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						6,238	5,553	11,791
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			10	19	29		12:00			116	83	199		
00:15			14	7	21		12:15			100	83	183		
00:30			4	13	17		12:30			109	95	204		
00:45			6	34	6	45	12:45			107	432	95	356	
01:00			7	3	10		13:00			96	84	180		
01:15			9	6	15		13:15			109	82	191		
01:30			9	5	14		13:30			85	73	158		
01:45			4	29	5	19	13:45			95	385	70	309	
02:00			1	3	4		14:00			117	92	209		
02:15			6	7	13		14:15			103	89	192		
02:30			12	4	16		14:30			163	86	249		
02:45			12	31	5	19	14:45			123	506	104	371	
03:00			3	3	6		15:00			109	92	201		
03:15			9	10	19		15:15			102	95	197		
03:30			9	9	18		15:30			145	98	243		
03:45			5	26	15	37	15:45			127	483	86	371	
04:00			9	10	19		16:00			138	114	252		
04:15			6	19	25		16:15			128	92	220		
04:30			20	25	45		16:30			137	107	244		
04:45			10	45	26	80	16:45			145	548	92	405	
05:00			13	41	54		17:00			112	133	245		
05:15			22	65	87		17:15			129	98	227		
05:30			24	107	131		17:30			160	101	261		
05:45			23	82	52	265	17:45			135	536	91	423	
06:00			41	48	89		18:00			107	98	205		
06:15			42	64	106		18:15			109	85	194		
06:30			56	57	113		18:30			85	85	170		
06:45			59	198	55	224	18:45			72	373	89	357	
07:00			60	72	132		19:00			86	73	159		
07:15			90	77	167		19:15			66	56	122		
07:30			99	76	175		19:30			49	56	105		
07:45			106	355	73	298	19:45			62	263	61	246	
08:00			115	71	186		20:00			60	47	107		
08:15			89	89	178		20:15			47	51	98		
08:30			101	77	178		20:30			51	29	80		
08:45			79	384	70	307	20:45			40	198	43	170	
09:00			71	70	141		21:00			42	47	89		
09:15			69	74	143		21:15			36	62	98		
09:30			90	61	151		21:30			34	28	62		
09:45			82	312	84	289	21:45			29	141	28	165	
10:00			90	60	150		22:00			21	34	55		
10:15			79	60	139		22:15			22	18	40		
10:30			89	71	160		22:30			29	15	44		
10:45			102	360	95	286	22:45			14	86	18	85	
11:00			75	102	177		23:00			22	16	38		
11:15			86	92	178		23:15			22	11	33		
11:30			91	99	190		23:30			20	12	32		
11:45			103	355	81	374	23:45			12	76	13	52	
TOTALS	2211				2243	4454	TOTALS	4027				3310	7337	
SPLIT %	49.6%				50.4%	37.8%	SPLIT %	54.9%				45.1%	62.2%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	6,238					5,553	11,791	
AM Peak Hour			11:45	10:45	11:45		PM Peak Hour			16:00	16:30	16:45		
AM Pk Volume			428	388	770		PM Pk Volume			548	430	970		
Pk Hr Factor			0.922	0.951	0.944		Pk Hr Factor			0.945	0.808	0.929		
7 - 9 Volume	0	0	739	605	1344		4 - 6 Volume	0	0	1084	828	1912		
7 - 9 Peak Hour			07:45	07:45	07:45		4 - 6 Peak Hour			16:00	16:30	16:45		
7 - 9 Pk Volume	0	0	411	310	721		4 - 6 Pk Volume	0	0	548	430	970		
Pk Hr Factor	0.000	0.000	0.893	0.871	0.969		Pk Hr Factor	0.000	0.000	0.945	0.808	0.929		

VOLUME

Old River Rd Bet. County Rd 127 & County Rd 118

Day: Thursday
Date: 5/24/2018

City: West Sacramento
Project #: CA18_7189_060

DAILY TOTALS					NB	SB	EBWB					Total
					2,351	2,001						0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	1			1	12:00	29	10			39	
00:15	1	1			2	12:15	24	12			36	
00:30	3	2			5	12:30	24	23			47	
00:45	2	6	0	4	210	12:45	28	105	20	65	48170	
01:00	3	0			3	13:00	21	17			38	
01:15	1	3			4	13:15	27	26			53	
01:30	0	0			0	13:30	26	17			43	
01:45	1	5	0	3	18	13:45	33	107	25	85	58192	
02:00	2	1			3	14:00	34	21			55	
02:15	0	1			1	14:15	37	24			61	
02:30	1	1			2	14:30	46	36			82	
02:45	1	4	1	4	28	14:45	36	153	41	122	77275	
03:00	0	0			0	15:00	44	47			91	
03:15	3	1			4	15:15	51	69			120	
03:30	5	2			7	15:30	60	41			101	
03:45	4	12	0	3	415	15:45	30	185	56	213	86398	
04:00	4	0			4	16:00	50	98			148	
04:15	6	5			11	16:15	59	92			151	
04:30	11	1			12	16:30	74	93			167	
04:45	4	25	2	8	633	16:45	93	276	102	385	195661	
05:00	11	3			14	17:00	77	82			159	
05:15	11	5			16	17:15	87	89			176	
05:30	31	8			39	17:30	83	75			158	
05:45	17	70	8	24	2594	17:45	82	329	57	303	139632	
06:00	22	14			36	18:00	74	52			126	
06:15	25	16			41	18:15	33	29			62	
06:30	32	11			43	18:30	28	26			54	
06:45	21	100	18	59	39159	18:45	10	145	14	121	24266	
07:00	30	21			51	19:00	13	14			27	
07:15	31	31			62	19:15	22	11			33	
07:30	42	50			92	19:30	17	10			27	
07:45	48	151	36	138	84289	19:45	14	66	10	45	24111	
08:00	40	30			70	20:00	10	11			21	
08:15	29	44			73	20:15	13	10			23	
08:30	38	19			57	20:30	11	5			16	
08:45	35	142	21	114	56256	20:45	8	42	10	36	1878	
09:00	36	27			63	21:00	9	9			18	
09:15	27	17			44	21:15	7	12			19	
09:30	43	18			61	21:30	9	3			12	
09:45	27	133	13	75	40208	21:45	10	35	4	28	1463	
10:00	37	26			63	22:00	5	4			9	
10:15	23	11			34	22:15	5	8			13	
10:30	31	18			49	22:30	7	0			7	
10:45	37	128	15	70	52198	22:45	3	20	4	16	736	
11:00	29	30			59	23:00	4	2			6	
11:15	33	17			50	23:15	6	1			7	
11:30	16	11			27	23:30	5	1			6	
11:45	14	92	15	73	29165	23:45	5	20	3	7	827	
TOTALS	868	575			1443	TOTALS	1483	1426			2909	
SPLIT %	60.2%	39.8%			33.2%	SPLIT %	51.0%	49.0%			66.8%	

DAILY TOTALS					NB	SB	EBWB					Total
					2,351	2,001						0
AM Peak Hour	07:15	07:30		07:30	PM Peak Hour	16:45	16:00		16:30			
AM Pk Volume	161	160		319	PM Pk Volume	340	385		697			
Pk Hr Factor	0.839	0.800		0.867	Pk Hr Factor	0.914	0.944		0.894			
7 - 9 Volume	293	252	0	0	545	4 - 6 Volume	605	688	0	0	1293	
7 - 9 Peak Hour	07:15	07:30		07:30	4 - 6 Peak Hour	16:45	16:00		16:30			
7 - 9 Pk Volume	161	160	0	0	319	4 - 6 Pk Volume	340	385	0	0	697	
Pk Hr Factor	0.839	0.800	0.000	0.000	0.867	Pk Hr Factor	0.914	0.944	0.000	0.000	0.894	

VOLUME

RailRd Avenue Bet. State Route 128 & Winters City Limits

Day: Tuesday

Date: 5/15/2018

City: Winters

Project #: CA18_7189_061

DAILY TOTALS					NB	SB	EBWB					Total	
					995	1,038						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	2	4			6		12:00	13	11			24	
00:15	0	0			0		12:15	12	6			18	
00:30	0	1			1		12:30	16	8			24	
00:45	0	2	1	6	1	8	12:45	16	57	11	36	27	93
01:00	2	4			6		13:00	22	9			31	
01:15	0	0			0		13:15	11	12			23	
01:30	0	0			0		13:30	13	10			23	
01:45	1	3	0	4	1	7	13:45	14	60	13	44	27	104
02:00	0	2			2		14:00	9	12			21	
02:15	0	0			0		14:15	10	15			25	
02:30	2	0			2		14:30	14	19			33	
02:45	1	3	0	2	1	5	14:45	10	43	24	70	34	113
03:00	1	0			1		15:00	16	16			32	
03:15	1	0			1		15:15	18	16			34	
03:30	0	0			0		15:30	23	32			55	
03:45	3	5	1	1	4	6	15:45	16	73	20	84	36	157
04:00	0	1			1		16:00	28	18			46	
04:15	2	1			3		16:15	11	33			44	
04:30	2	4			6		16:30	23	43			66	
04:45	4	8	4	10	8	18	16:45	23	85	33	127	56	212
05:00	13	0			13		17:00	26	23			49	
05:15	10	5			15		17:15	28	26			54	
05:30	24	10			34		17:30	19	27			46	
05:45	27	74	20	35	47	109	17:45	16	89	27	103	43	192
06:00	10	12			22		18:00	20	33			53	
06:15	18	9			27		18:15	9	19			28	
06:30	17	10			27		18:30	21	10			31	
06:45	14	59	13	44	27	103	18:45	18	68	17	79	35	147
07:00	14	11			25		19:00	10	11			21	
07:15	17	13			30		19:15	10	14			24	
07:30	21	18			39		19:30	8	9			17	
07:45	24	76	39	81	63	157	19:45	7	35	8	42	15	77
08:00	28	16			44		20:00	6	7			13	
08:15	18	12			30		20:15	8	7			15	
08:30	13	19			32		20:30	12	12			24	
08:45	13	72	13	60	26	132	20:45	6	32	9	35	15	67
09:00	9	14			23		21:00	7	6			13	
09:15	8	6			14		21:15	4	5			9	
09:30	14	7			21		21:30	4	5			9	
09:45	6	37	13	40	19	77	21:45	2	17	5	21	7	38
10:00	4	10			14		22:00	8	2			10	
10:15	12	12			24		22:15	2	2			4	
10:30	5	10			15		22:30	3	2			5	
10:45	8	29	12	44	20	73	22:45	2	15	4	10	6	25
11:00	7	15			22		23:00	1	5			6	
11:15	12	10			22		23:15	2	2			4	
11:30	17	15			32		23:30	0	2			2	
11:45	12	48	9	49	21	97	23:45	2	5	2	11	4	16
TOTALS	416	376			792		TOTALS	579	662			1241	
SPLIT %	52.5%	47.5%			39.0%		SPLIT %	46.7%	53.3%			61.0%	

DAILY TOTALS					NB	SB	EBWB					Total
					995	1,038						0
AM Peak Hour	07:30	07:15		07:15	PM Peak Hour	16:30	16:15		16:30			
AM Pk Volume	91	86		176	PM Pk Volume	100	132		225			
Pk Hr Factor	0.813	0.551		0.698	Pk Hr Factor	0.893	0.767		0.852			
7 - 9 Volume	148	141	0	0	289	4 - 6 Volume	174	230	0	0	404	
7 - 9 Peak Hour	07:30	07:15		07:15	4 - 6 Peak Hour	16:30	16:15		16:30			
7 - 9 Pk Volume	91	86	0	0	176	4 - 6 Pk Volume	100	132	0	0	225	
Pk Hr Factor	0.813	0.551	0.000	0.000	0.698	Pk Hr Factor	0.893	0.767	0.000	0.000	0.852	

VOLUME

Reed Avenue Bet. Interstate 80 & Jefferson Blvd

Day: Thursday
Date: 5/24/2018

City: Broderick
Project #: CA18_7189_062

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						10,480	9,154	19,634
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			28	9	37		12:00			172	140	312		
00:15			32	11	43		12:15			160	147	307		
00:30			18	9	27		12:30			153	151	304		
00:45			10	88	14	43	12:45			162	647	142	580	
					24	131						304	1227	
01:00			15	12	27		13:00			145	126	271		
01:15			16	13	29		13:15			161	122	283		
01:30			16	6	22		13:30			151	115	266		
01:45			15	62	20	51	13:45			136	593	134	497	
					35	113						270	1090	
02:00			9	8	17		14:00			165	112	277		
02:15			6	9	15		14:15			163	155	318		
02:30			12	10	22		14:30			179	148	327		
02:45			9	36	7	34	14:45			176	683	160	575	
					16	70						336	1258	
03:00			11	6	17		15:00			178	175	353		
03:15			7	7	14		15:15			211	109	320		
03:30			11	18	29		15:30			214	158	372		
03:45			10	39	18	49	15:45			190	793	131	573	
					28	88						321	1366	
04:00			13	17	30		16:00			210	142	352		
04:15			11	23	34		16:15			229	173	402		
04:30			15	35	50		16:30			235	143	378		
04:45			32	71	42	117	16:45			268	942	175	633	
					74	188						443	1575	
05:00			20	30	50		17:00			264	197	461		
05:15			17	57	74		17:15			285	173	458		
05:30			32	68	100		17:30			239	153	392		
05:45			21	90	72	227	17:45			244	1032	163	686	
					93	317						407	1718	
06:00			45	85	130		18:00			210	169	379		
06:15			43	114	157		18:15			199	162	361		
06:30			58	112	170		18:30			175	147	322		
06:45			80	226	108	419	18:45			158	742	114	592	
					188	645						272	1334	
07:00			81	112	193		19:00			162	121	283		
07:15			119	126	245		19:15			139	103	242		
07:30			190	138	328		19:30			118	128	246		
07:45			183	573	168	544	19:45			113	532	106	458	
					351	1117						219	990	
08:00			164	155	319		20:00			125	122	247		
08:15			166	139	305		20:15			126	74	200		
08:30			138	144	282		20:30			110	96	206		
08:45			115	583	141	579	20:45			125	486	95	387	
					256	1162						220	873	
09:00			123	122	245		21:00			105	89	194		
09:15			98	92	190		21:15			96	73	169		
09:30			106	124	230		21:30			84	83	167		
09:45			105	432	123	461	21:45			73	358	69	314	
					228	893						142	672	
10:00			104	100	204		22:00			92	69	161		
10:15			94	100	194		22:15			72	53	125		
10:30			118	123	241		22:30			59	34	93		
10:45			116	432	122	445	22:45			50	273	36	192	
					238	877						86	465	
11:00			133	124	257		23:00			44	30	74		
11:15			159	140	299		23:15			45	44	89		
11:30			144	151	295		23:30			54	31	85		
11:45			146	582	153	568	23:45			42	185	25	130	
					299	1150						67	315	
TOTALS			3214	3537	6751		TOTALS			7266	5617	12883		
SPLIT %			47.6%	52.4%	34.4%		SPLIT %			56.4%	43.6%	65.6%		

DAILY TOTALS			NB	SB	EB			WB			Total			
			0	0							10,480	9,154	19,634	
AM Peak Hour			07:30	07:45	07:30	PM Peak Hour			16:45	16:45	16:45			
AM Pk Volume			703	606	1303	PM Pk Volume			1056	698	1754			
Pk Hr Factor			0.925	0.902	0.928	Pk Hr Factor			0.926	0.886	0.951			
7 - 9 Volume	0	0	1156	1123	2279	4 - 6 Volume		0	0	1974	1319	3293		
7 - 9 Peak Hour			07:30	07:45	07:30	4 - 6 Peak Hour				16:45	16:45	16:45		
7 - 9 Pk Volume	0	0	703	606	1303	4 - 6 Pk Volume		0	0	1056	698	1754		
Pk Hr Factor			0.000	0.000	0.925	0.902	0.928	Pk Hr Factor		0.000	0.000	0.926	0.886	0.951

VOLUME

Russell Blvd Bet. Interstate 505 & County Rd 31

Day: Tuesday

Date: 5/15/2018

City: Winters

Project #: CA18_7189_063

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						2,902	2,702	5,604
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			6	3	9		12:00			39	47	86		
00:15			3	0	3		12:15			35	22	57		
00:30			3	1	4		12:30			38	38	76		
00:45			3	15	2	6	12:45			34	146	43	150	
01:00			2	1	3		13:00			36	39	75		
01:15			4	1	5		13:15			38	45	83		
01:30			0	0	0		13:30			43	37	80		
01:45			3	9	2	4	13:45			28	145	47	168	
02:00			1	10	11		14:00			41	59	100		
02:15			0	2	2		14:15			33	60	93		
02:30			3	3	6		14:30			36	44	80		
02:45			3	7	1	16	14:45			61	171	50	213	
03:00			1	5	6		15:00			48	53	101		
03:15			4	2	6		15:15			61	40	101		
03:30			2	4	6		15:30			61	70	131		
03:45			3	10	1	12	15:45			76	246	64	227	
04:00			3	2	5		16:00			58	67	125		
04:15			8	4	12		16:15			59	52	111		
04:30			6	7	13		16:30			64	71	135		
04:45			25	42	9	22	16:45			87	268	78	268	
05:00			14	8	22		17:00			66	73	139		
05:15			15	14	29		17:15			88	62	150		
05:30			30	13	43		17:30			62	76	138		
05:45			42	101	15	50	17:45			70	286	51	262	
06:00			19	22	41		18:00			59	49	108		
06:15			30	24	54		18:15			56	29	85		
06:30			31	30	61		18:30			37	38	75		
06:45			43	123	31	107	18:45			40	192	25	141	
07:00			38	46	84		19:00			32	27	59		
07:15			29	51	80		19:15			21	18	39		
07:30			45	61	106		19:30			24	15	39		
07:45			52	164	60	218	19:45			35	112	22	82	
08:00			35	61	96		20:00			30	11	41		
08:15			41	48	89		20:15			30	18	48		
08:30			38	53	91		20:30			29	12	41		
08:45			40	154	31	193	20:45			23	112	22	63	
09:00			30	38	68		21:00			22	10	32		
09:15			41	25	66		21:15			19	11	30		
09:30			36	35	71		21:30			16	14	30		
09:45			39	146	40	138	21:45			15	72	12	47	
10:00			31	31	62		22:00			16	8	24		
10:15			42	35	77		22:15			15	7	22		
10:30			32	34	66		22:30			10	6	16		
10:45			36	141	30	130	22:45			9	50	4	25	
11:00			42	37	79		23:00			6	5	11		
11:15			34	40	74		23:15			6	5	11		
11:30			42	33	75		23:30			6	6	12		
11:45			49	167	32	142	23:45			5	23	2	18	
TOTALS	1079				1038	2117	TOTALS	1823				1664	3487	
SPLIT %	51.0%				49.0%	37.8%	SPLIT %	52.3%				47.7%	62.2%	

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	2,902					2,702	5,604				
AM Peak Hour			07:30	07:15	07:30		PM Peak Hour			16:30	16:45	16:45					
AM Pk Volume			173	233	403		PM Pk Volume			305	289	592					
Pk Hr Factor			0.832	0.955	0.900		Pk Hr Factor			0.866	0.926	0.897					
7 - 9 Volume	0	0	318	411	729		4 - 6 Volume	0	0	554	530	1084					
7 - 9 Peak Hour			07:30	07:15	07:30		4 - 6 Peak Hour			16:30	16:45	16:45					
7 - 9 Pk Volume	0	0	173	233	403		4 - 6 Pk Volume	0	0	305	289	592					
Pk Hr Factor	0.000	0.000	0.832	0.955	0.900		Pk Hr Factor	0.000	0.000	0.866	0.926	0.897					

VOLUME

Russell Blvd Bet. County Rd 98 & State Route 113

Day: Thursday
Date: 5/17/2018

City: Bryte
Project #: CA18_7189_064

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						2,849	3,138	5,987	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			13	3	16		12:00			65	40	105			
00:15			4	6	10		12:15			41	38	79			
00:30			2	5	7		12:30			34	48	82			
00:45			11	30	4	18	12:45			42	182	55	181	97	363
01:00			5	2	7		13:00			30	57	87			
01:15			6	3	9		13:15			38	40	78			
01:30			5	2	7		13:30			29	40	69			
01:45			1	17	1	8	13:45			36	133	34	171	70	304
02:00			2	2	4		14:00			39	32	71			
02:15			1	2	3		14:15			41	41	82			
02:30			3	3	6		14:30			35	48	83			
02:45			3	9	4	11	14:45			32	147	57	178	89	325
03:00			0	1	1		15:00			43	46	89			
03:15			1	0	1		15:15			45	38	83			
03:30			0	1	1		15:30			61	73	134			
03:45			2	3	3	5	15:45			68	217	55	212	123	429
04:00			1	1	2		16:00			45	59	104			
04:15			0	0	0		16:15			60	41	101			
04:30			2	3	5		16:30			55	45	100			
04:45			1	4	6	10	16:45			73	233	45	190	118	423
05:00			1	4	5		17:00			79	55	134			
05:15			3	7	10		17:15			68	54	122			
05:30			3	13	16		17:30			71	62	133			
05:45			4	11	18	42	17:45			59	277	43	214	102	491
06:00			10	10	20		18:00			57	46	103			
06:15			8	20	28		18:15			61	43	104			
06:30			12	20	32		18:30			34	42	76			
06:45			12	42	21	71	18:45			50	202	50	181	100	383
07:00			23	42	65		19:00			43	53	96			
07:15			10	52	62		19:15			49	40	89			
07:30			24	75	99		19:30			47	22	69			
07:45			31	88	98	267	19:45			53	192	42	157	95	349
08:00			42	73	115		20:00			52	37	89			
08:15			42	103	145		20:15			34	39	73			
08:30			53	78	131		20:30			34	35	69			
08:45			36	173	87	341	20:45			42	162	38	149	80	311
09:00			33	57	90		21:00			36	26	62			
09:15			32	42	74		21:15			49	29	78			
09:30			25	40	65		21:30			45	23	68			
09:45			26	116	52	191	21:45			35	165	12	90	47	255
10:00			25	43	68		22:00			32	35	67			
10:15			35	40	75		22:15			32	20	52			
10:30			35	38	73		22:30			26	14	40			
10:45			32	127	39	160	22:45			24	114	11	80	35	194
11:00			38	28	66		23:00			17	11	28			
11:15			26	28	54		23:15			22	14	36			
11:30			27	57	84		23:30			17	8	25			
11:45			38	129	57	170	23:45			20	76	8	41	28	117
TOTALS	749				1294	2043	TOTALS	2100				1844	3944		
SPLIT %	36.7%				63.3%	34.1%	SPLIT %	53.2%				46.8%	65.9%		

DAILY TOTALS				NB	SB	EB				WB	Total
				0	0	2,849				3,138	5,987
AM Peak Hour			11:45	07:45	07:45	PM Peak Hour			16:45	15:30	16:45
AM Pk Volume			178	352	520	PM Pk Volume			291	228	507
Pk Hr Factor			0.685	0.854	0.897	Pk Hr Factor			0.921	0.781	0.946
7 - 9 Volume	0	0	261	608	869	4 - 6 Volume	0	0	510	404	914
7 - 9 Peak Hour			08:00	07:45	07:45	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	173	352	520	4 - 6 Pk Volume	0	0	291	216	507
Pk Hr Factor	0.000	0.000	0.816	0.854	0.897	Pk Hr Factor	0.000	0.000	0.921	0.871	0.946

VOLUME

Willow Point Rd Bet. State Route 84 & South River Rd

Day: Thursday
Date: 5/24/2018

City: Clarksburg
Project #: CA18_7189_065

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0						124			97
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0		12:00			0	1	1			
00:15			0	0	0		12:15			0	2	2			
00:30			0	0	0		12:30			2	2	4			
00:45			1	1	0	1	1	12:45		3	5	0	5	3	10
01:00			0	0	0		13:00			0	1	1		1	
01:15			2	0	2		13:15			4	0	4		4	
01:30			0	0	0		13:30			1	2	3		3	
01:45			0	2	0	0	2	13:45		2	7	0	3	2	10
02:00			0	0	0		14:00			3	2	5		5	
02:15			0	0	0		14:15			2	0	2		2	
02:30			0	0	0		14:30			1	5	6		6	
02:45			0	0	0		14:45			2	8	1	8	3	16
03:00			0	0	0		15:00			5	1	6		6	
03:15			0	0	0		15:15			0	3	3		3	
03:30			0	0	0		15:30			1	3	4		4	
03:45			0	0	0		15:45			4	10	1	8	5	18
04:00			0	0	0		16:00			1	2	3		3	
04:15			0	0	0		16:15			1	1	2		2	
04:30			1	0	1		16:30			7	4	11		11	
04:45			0	1	0	0	1	16:45		3	12	1	8	4	20
05:00			1	0	1		17:00			4	5	9		9	
05:15			2	1	3		17:15			2	5	7		7	
05:30			4	4	8		17:30			4	1	5		5	
05:45			1	8	0	5	1	17:45		3	13	1	12	4	25
06:00			1	2	3		18:00			1	3	4		4	
06:15			0	1	1		18:15			0	0	0		0	
06:30			2	0	2		18:30			1	0	1		1	
06:45			3	6	1	4	4	18:45		0	2	0	3	0	5
07:00			0	2	2		19:00			0	1	1		1	
07:15			1	2	3		19:15			3	1	4		4	
07:30			1	3	4		19:30			1	0	1		1	
07:45			2	4	1	8	3	19:45		0	4	1	3	1	7
08:00			6	3	9		20:00			2	0	2		2	
08:15			2	0	2		20:15			1	0	1		1	
08:30			5	2	7		20:30			0	0	0		0	
08:45			1	14	3	8	4	20:45		0	3	2	2	2	5
09:00			1	2	3		21:00			1	0	1		1	
09:15			1	5	6		21:15			0	0	0		0	
09:30			0	1	1		21:30			0	1	1		1	
09:45			0	2	1	9	1	21:45		1	2	1	2	2	4
10:00			0	0	0		22:00			1	1	2		2	
10:15			3	1	4		22:15			0	0	0		0	
10:30			3	1	4		22:30			0	0	0		0	
10:45			2	8	1	3	3	22:45		0	1	0	1	0	2
11:00			0	1	1		23:00			0	0	0		0	
11:15			4	0	4		23:15			0	0	0		0	
11:30			2	3	5		23:30			0	0	0		0	
11:45			5	11	1	5	6	23:45		0	0	0		0	
TOTALS			57	42	99		TOTALS			67	55	122			
SPLIT %			57.6%	42.4%	44.8%		SPLIT %			54.9%	45.1%	55.2%			

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						124	97						221

AM Peak Hour			07:45	08:30	08:00	PM Peak Hour			16:30	16:30	16:30
AM Pk Volume			15	12	22	PM Pk Volume			16	15	31
Pk Hr Factor			0.625	0.600	0.611	Pk Hr Factor			0.571	0.750	0.705
7 - 9 Volume	0	0	18	16	34	4 - 6 Volume	0	0	25	20	45
7 - 9 Peak Hour			07:45	07:15	08:00	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	15	9	22	4 - 6 Pk Volume	0	0	16	15	31
Pk Hr Factor	0.000	0.000	0.625	0.750	0.611	Pk Hr Factor	0.000	0.000	0.571	0.750	0.705

TRAFFIC COUNTS 2019

VOLUME

County Rd 32A Bet. Mace Blvd & County Rd 105

Day: Wednesday
Date: 4/10/2019

City: Davis
Project #: CA19_7136_003

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						925	830
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0	1 1 2		12:00	0	0	6	8	14 17 16 63	
00:15	0	0	0	1			12:15	0	0	6	11		
00:30	0	0	0	1			12:30	0	0	6	10		
00:45	0	0	0	0			12:45	0	0	8	26		
01:00	0	0	0	0	1 1		13:00	0	0	6	9	15 20 17 78	
01:15	0	0	0	0			13:15	0	0	3	17		
01:30	0	0	1	0			13:30	0	0	10	7		
01:45	0	0	0	1			13:45	0	0	12	31		
02:00	0	0	0	1	1 1		14:00	0	0	11	14	25 33 18 109	
02:15	0	0	0	0			14:15	0	0	20	13		
02:30	0	0	0	0			14:30	0	0	10	8		
02:45	0	0	0	0			14:45	0	0	17	58		
03:00	0	0	0	1	1 1 2		15:00	0	0	23	12	35 39 83 215	
03:15	0	0	0	0			15:15	0	0	19	20		
03:30	0	0	0	1			15:30	0	0	64	19		
03:45	0	0	0	0			15:45	0	0	36	142		
04:00	0	0	0	0	4 3 7		16:00	0	0	34	22	56 75 93 297	
04:15	0	0	0	0			16:15	0	0	45	30		
04:30	0	0	1	3			16:30	0	0	57	36		
04:45	0	0	0	1			16:45	0	0	42	178		
05:00	0	0	0	0	2 3 5		17:00	0	0	34	25	59 60 78 253	
05:15	0	0	0	2			17:15	0	0	34	26		
05:30	0	0	0	0			17:30	0	0	42	36		
05:45	0	0	0	3			17:45	0	0	40	150		
06:00	0	0	2	2	4 6 9 25		18:00	0	0	42	21	63 45 38 202	
06:15	0	0	1	5			18:15	0	0	25	20		
06:30	0	0	3	6			18:30	0	0	28	10		
06:45	0	0	6	12			18:45	0	0	32	127		
07:00	0	0	4	12	16 18 21 28		19:00	0	0	13	12	25 24 12 78	
07:15	0	0	11	7			19:15	0	0	13	11		
07:30	0	0	13	8			19:30	0	0	3	9		
07:45	0	0	16	44			19:45	0	0	8	37		
08:00	0	0	22	16	38 29 21 17		20:00	0	0	2	4	6 7 2 17	
08:15	0	0	14	15			20:15	0	0	2	5		
08:30	0	0	9	12			20:30	0	0	0	2		
08:45	0	0	4	49			20:45	0	0	1	5		
09:00	0	0	6	9	15 13 9 13		21:00	0	0	0	4	4 5 6 16	
09:15	0	0	6	7			21:15	0	0	0	5		
09:30	0	0	4	5			21:30	0	0	3	3		
09:45	0	0	3	19			21:45	0	0	0	3		
10:00	0	0	6	9	15 18 11 12		22:00	0	0	0	4	4 2 2 14	
10:15	0	0	4	14			22:15	0	0	0	2		
10:30	0	0	3	8			22:30	0	0	1	1		
10:45	0	0	5	18			22:45	0	0	4	5		
11:00	0	0	3	8	11 11 17 14		23:00	0	0	1	1	2 1 1 4	
11:15	0	0	3	8			23:15	0	0	1	0		
11:30	0	0	5	12			23:30	0	0	0	1		
11:45	0	0	6	17			23:45	0	0	0	2		
TOTALS	161				248	409	TOTALS	764				582	1346
SPLIT %	39.4%				60.6%	23.3%	SPLIT %	56.8%				43.2%	76.7%

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	925					830	1,755	
AM Peak Hour			07:30	08:00	07:30		PM Peak Hour			15:30	16:15	16:15		
AM Pk Volume			65	56	116		PM Pk Volume			179	122	300		
Pk Hr Factor			0.739	0.875	0.763		Pk Hr Factor			0.699	0.847	0.806		
7 - 9 Volume			0	0	93	95	4 - 6 Volume			0	0	328	222	550
7 - 9 Peak Hour				07:30	08:00	07:30	4 - 6 Peak Hour				16:00	16:15	16:15	
7 - 9 Pk Volume			0	0	65	56	4 - 6 Pk Volume			0	0	178	122	300
Pk Hr Factor			0.000	0.000	0.739	0.875	0.763	Pk Hr Factor			0.000	0.000	0.781	0.847

VOLUME

County Rd 32A Bet. County Rd 105 & Webster Rd

Day: Wednesday
Date: 4/10/2019

City: Davis
Project #: CA19_7136_004

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						1,659	1,130	2,789	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	0			12:00	0	0	10	16	26			
00:15	0	0	0	0			12:15	0	0	15	10	25			
00:30	0	0	0	0			12:30	0	0	21	10	31			
00:45	0	0	0	1	1	1	12:45	0	0	13	59	18	54	31	113
01:00	0	0	1	1	2		13:00	0	0	11	21	32			
01:15	0	0	0	1	1		13:15	0	0	11	13	24			
01:30	0	0	0	0			13:30	0	0	17	17	34			
01:45	0	0	0	1	0	2	13:45	0	0	19	58	18	69	37	127
02:00	0	0	0	1	1		14:00	0	0	19	23	42			
02:15	0	0	1	0	1		14:15	0	0	31	19	50			
02:30	0	0	0	0			14:30	0	0	19	17	36			
02:45	0	0	0	1	1	2	14:45	0	0	36	105	13	72	49	177
03:00	0	0	0	1	1		15:00	0	0	32	17	49			
03:15	0	0	0	0			15:15	0	0	48	25	73			
03:30	0	0	0	0			15:30	0	0	93	24	117			
03:45	0	0	5	5	0	1	15:45	0	0	50	223	26	92	76	315
04:00	0	0	0	1	1		16:00	0	0	55	29	84			
04:15	0	0	1	3	4		16:15	0	0	81	24	105			
04:30	0	0	1	2	3		16:30	0	0	104	26	130			
04:45	0	0	1	3	6	12	16:45	0	0	82	322	29	108	111	430
05:00	0	0	3	4	7		17:00	0	0	59	43	102			
05:15	0	0	4	3	7		17:15	0	0	60	37	97			
05:30	0	0	8	11	19		17:30	0	0	46	36	82			
05:45	0	0	3	18	16	34	17:45	0	0	57	222	32	148	89	370
06:00	0	0	4	12	16		18:00	0	0	61	24	85			
06:15	0	0	9	19	28		18:15	0	0	47	27	74			
06:30	0	0	6	21	27		18:30	0	0	40	17	57			
06:45	0	0	17	36	17	69	18:45	0	0	37	185	14	82	51	267
07:00	0	0	15	17	32		19:00	0	0	14	11	25			
07:15	0	0	26	22	48		19:15	0	0	18	8	26			
07:30	0	0	35	16	51		19:30	0	0	4	6	10			
07:45	0	0	37	113	21	76	19:45	0	0	9	45	9	34	18	79
08:00	0	0	38	20	58		20:00	0	0	2	4	6			
08:15	0	0	32	17	49		20:15	0	0	2	5	7			
08:30	0	0	23	15	38		20:30	0	0	0	2	2			
08:45	0	0	14	107	10	62	20:45	0	0	3	7	4	15	7	22
09:00	0	0	15	16	31		21:00	0	0	1	1	2			
09:15	0	0	11	14	25		21:15	0	0	2	4	6			
09:30	0	0	9	17	26		21:30	0	0	2	1	3			
09:45	0	0	10	45	11	58	21:45	0	0	1	6	1	7	2	13
10:00	0	0	14	15	29		22:00	0	0	0	2	2			
10:15	0	0	11	11	22		22:15	0	0	0	1	1			
10:30	0	0	11	15	26		22:30	0	0	0	2	2			
10:45	0	0	10	46	11	52	22:45	0	0	3	3	1	6	4	9
11:00	0	0	8	17	25		23:00	0	0	2	6	8			
11:15	0	0	12	18	30		23:15	0	0	2	5	7			
11:30	0	0	11	13	24		23:30	0	0	0	1	1			
11:45	0	0	14	45	13	61	23:45	0	0	0	4	1	13	1	17
TOTALS	420			430	850		TOTALS	1239			700	1939			
SPLIT %	49.4%			50.6%	30.5%		SPLIT %	63.9%			36.1%	69.5%			

DAILY TOTALS			NB	SB	EB			WB			Total
			0	0							1,659
AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			16:15	17:00	16:15
AM Pk Volume			142	79	216	PM Pk Volume			326	148	448
Pk Hr Factor			0.934	0.898	0.931	Pk Hr Factor			0.784	0.860	0.862
7 - 9 Volume	0	0	220	138	358	4 - 6 Volume	0	0	544	256	800
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:15	17:00	16:15
7 - 9 Pk Volume	0	0	142	79	216	4 - 6 Pk Volume	0	0	326	148	448
Pk Hr Factor	0.000	0.000	0.934	0.898	0.931	Pk Hr Factor	0.000	0.000	0.784	0.860	0.862

VOLUME

County Rd 98 Bet. Solano County Ln & County Rd 31

Day: Wednesday
Date: 4/10/2019

City: Davis
Project #: CA19_7136_005

DAILY TOTALS						NB	SB	EBWB						Total	
						2,059	1,949							0	0
AM Period	NB		SB		EB	WB	TOTAL	PM Period	NB		SB		EB	WB	TOTAL
00:00	5		2		0	0	7	12:00	37		26		0	0	63
00:15	3		0		0	0	3	12:15	33		35		0	0	68
00:30	1		0		0	0	1	12:30	25		35		0	0	60
00:45	2	11	2	4	0	0	415	12:45	39	134	23	119	0	0	62253
01:00	4		0		0	0	4	13:00	35		20		0	0	55
01:15	1		1		0	0	2	13:15	24		18		0	0	42
01:30	2		0		0	0	2	13:30	32		33		0	0	65
01:45	1	8	0	1	0	0	19	13:45	22	113	28	99	0	0	50212
02:00	2		1		0	0	3	14:00	30		36		0	0	66
02:15	0		3		0	0	3	14:15	40		41		0	0	81
02:30	2		2		0	0	4	14:30	37		39		0	0	76
02:45	2	6	4	10	0	0	616	14:45	32	139	39	155	0	0	71294
03:00	1		1		0	0	2	15:00	35		21		0	0	56
03:15	0		2		0	0	2	15:15	39		39		0	0	78
03:30	1		3		0	0	4	15:30	44		55		0	0	99
03:45	0	2	4	10	0	0	412	15:45	43	161	39	154	0	0	82315
04:00	3		1		0	0	4	16:00	52		46		0	0	98
04:15	5		6		0	0	11	16:15	43		33		0	0	76
04:30	6		4		0	0	10	16:30	53		42		0	0	95
04:45	2	16	14	25	0	0	1641	16:45	43	191	44	165	0	0	87356
05:00	10		14		0	0	24	17:00	40		53		0	0	93
05:15	9		10		0	0	19	17:15	60		41		0	0	101
05:30	15		14		0	0	29	17:30	50		33		0	0	83
05:45	28	62	17	55	0	0	45117	17:45	33	183	26	153	0	0	59336
06:00	14		18		0	0	32	18:00	35		25		0	0	60
06:15	17		32		0	0	49	18:15	44		26		0	0	70
06:30	22		35		0	0	57	18:30	38		19		0	0	57
06:45	36	89	46	131	0	0	82220	18:45	48	165	16	86	0	0	64251
07:00	29		30		0	0	59	19:00	19		13		0	0	32
07:15	23		34		0	0	57	19:15	27		17		0	0	44
07:30	41		35		0	0	76	19:30	23		22		0	0	45
07:45	31	124	34	133	0	0	65257	19:45	17	86	25	77	0	0	42163
08:00	30		29		0	0	59	20:00	15		26		0	0	41
08:15	37		40		0	0	77	20:15	11		14		0	0	25
08:30	33		32		0	0	65	20:30	15		12		0	0	27
08:45	32	132	28	129	0	0	60261	20:45	10	51	15	67	0	0	25118
09:00	22		34		0	0	56	21:00	11		13		0	0	24
09:15	26		26		0	0	52	21:15	7		6		0	0	13
09:30	23		24		0	0	47	21:30	7		3		0	0	10
09:45	24	95	28	112	0	0	52207	21:45	6	31	4	26	0	0	1057
10:00	26		25		0	0	51	22:00	8		3		0	0	11
10:15	30		22		0	0	52	22:15	6		4		0	0	10
10:30	24		26		0	0	50	22:30	3		2		0	0	5
10:45	25	105	29	102	0	0	54207	22:45	4	21	6	15	0	0	1036
11:00	25		20		0	0	45	23:00	9		3		0	0	12
11:15	35		30		0	0	65	23:15	5		4		0	0	9
11:30	23		32		0	0	55	23:30	2		1		0	0	3
11:45	31	114	29	111	0	0	60225	23:45	4	20	2	10	0	0	630
TOTALS	764		823				1587	TOTALS	1295		1126				2421
SPLIT %	48.1%		51.9%				39.6%	SPLIT %	53.5%		46.5%				60.4%

DAILY TOTALS						NB	SB	EBWB						Total
						2,059	1,949							0
AM Peak Hour	07:30	06:30			07:30	PM Peak Hour	16:30	16:30				16:30		
AM Pk Volume	139	145			277	PM Pk Volume	196	180				376		
Pk Hr Factor	0.848	0.788			0.899	Pk Hr Factor	0.817	0.849				0.931		
7 - 9 Volume	256	262	0	0	518	4 - 6 Volume	374	318	0	0		692		
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	16:30				16:30		
7 - 9 Pk Volume	139	138	0	0	277	4 - 6 Pk Volume	196	180	0	0		376		
Pk Hr Factor	0.848	0.863	0.000	0.000	0.899	Pk Hr Factor	0.817	0.849	0.000	0.000		0.931		

VOLUME

County Rd 102 Bet. I-5 & County Rd 17

Day: Wednesday
Date: 4/10/2019

City: Woodland
Project #: CA19_7136_006

DAILY TOTALS						NB	SB	EB						WB	Total	
						3,174	3,268							0		
AM Period	NB		SB		EB	WB	TOTAL	PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		2		0	0	8	12:00	40		33		0	0	73	
00:15	9		2		0	0	11	12:15	34		44		0	0	78	
00:30	3		2		0	0	5	12:30	41		49		0	0	90	
00:45	4	22	3	9	0	0	7 31	12:45	34	149	31	157	0	0	65 306	
01:00	4		4		0	0	8	13:00	56		31		0	0	87	
01:15	3		3		0	0	6	13:15	34		44		0	0	78	
01:30	1		1		0	0	2	13:30	41		36		0	0	77	
01:45	2	10	4	12	0	0	6 22	13:45	52	183	32	143	0	0	84 326	
02:00	16		0		0	0	16	14:00	59		56		0	0	115	
02:15	8		4		0	0	12	14:15	49		37		0	0	86	
02:30	5		7		0	0	12	14:30	72		32		0	0	104	
02:45	3	32	5	16	0	0	8 48	14:45	73	253	56	181	0	0	129 434	
03:00	3		10		0	0	13	15:00	66		36		0	0	102	
03:15	4		7		0	0	11	15:15	88		45		0	0	133	
03:30	3		15		0	0	18	15:30	99		59		0	0	158	
03:45	3	13	19	51	0	0	22 64	15:45	75	328	52	192	0	0	127 520	
04:00	3		17		0	0	20	16:00	73		51		0	0	124	
04:15	9		31		0	0	40	16:15	64		34		0	0	98	
04:30	4		48		0	0	52	16:30	78		40		0	0	118	
04:45	10	26	47	143	0	0	57 169	16:45	74	289	46	171	0	0	120 460	
05:00	11		35		0	0	46	17:00	94		49		0	0	143	
05:15	9		61		0	0	70	17:15	101		46		0	0	147	
05:30	22		69		0	0	91	17:30	77		71		0	0	148	
05:45	16	58	79	244	0	0	95 302	17:45	66	338	40	206	0	0	106 544	
06:00	26		52		0	0	78	18:00	60		42		0	0	102	
06:15	35		88		0	0	123	18:15	52		21		0	0	73	
06:30	53		67		0	0	120	18:30	43		47		0	0	90	
06:45	18	132	74	281	0	0	92 413	18:45	45	200	30	140	0	0	75 340	
07:00	31		77		0	0	108	19:00	34		24		0	0	58	
07:15	34		76		0	0	110	19:15	48		27		0	0	75	
07:30	30		77		0	0	107	19:30	35		19		0	0	54	
07:45	40	135	64	294	0	0	104 429	19:45	28	145	16	86	0	0	44 231	
08:00	39		80		0	0	119	20:00	31		20		0	0	51	
08:15	30		51		0	0	81	20:15	38		16		0	0	54	
08:30	37		73		0	0	110	20:30	31		19		0	0	50	
08:45	38	144	52	256	0	0	90 400	20:45	31	131	10	65	0	0	41 196	
09:00	47		48		0	0	95	21:00	20		12		0	0	32	
09:15	28		71		0	0	99	21:15	20		14		0	0	34	
09:30	29		34		0	0	63	21:30	25		19		0	0	44	
09:45	23	127	37	190	0	0	60 317	21:45	18	83	11	56	0	0	29 139	
10:00	27		49		0	0	76	22:00	24		8		0	0	32	
10:15	33		21		0	0	54	22:15	12		7		0	0	19	
10:30	31		46		0	0	77	22:30	15		9		0	0	24	
10:45	33	124	49	165	0	0	82 289	22:45	10	61	3	27	0	0	13 88	
11:00	35		39		0	0	74	23:00	12		4		0	0	16	
11:15	34		43		0	0	77	23:15	15		6		0	0	21	
11:30	46		33		0	0	79	23:30	8		2		0	0	10	
11:45	36	151	52	167	0	0	88 318	23:45	5	40	4	16	0	0	9 56	
TOTALS	974		1828				2802	TOTALS	2200		1440				3640	
SPLIT %	34.8%		65.2%				43.5%	SPLIT %	60.4%		39.6%				56.5%	

DAILY TOTALS					NB	SB						EB	WB						Total
					3,174	3,268						0	0						6,442
AM Peak Hour	11:15		06:15				06:15				PM Peak Hour	16:30		16:45					16:45
AM Pk Volume	156		306				443				PM Pk Volume	347		212					558
Pk Hr Factor	0.848		0.869				0.900				Pk Hr Factor	0.859		0.746					0.943
7 - 9 Volume	279		550		0	0	829				4 - 6 Volume	627		377		0	0		1004
7 - 9 Peak Hour	07:45		07:15				07:15				4 - 6 Peak Hour	16:30		16:45					16:45
7 - 9 Pk Volume	146		297		0	0	440				4 - 6 Pk Volume	347		212		0	0		558
Pk Hr Factor	0.913		0.928		0.000	0.000	0.924				Pk Hr Factor	0.859		0.746		0.000	0.000		0.943

VOLUME

County Rd 102 Bet. County Rd 17 & SR 113

Day: Wednesday
Date: 4/10/2019

City: Woodland
Project #: CA19_7136_007

DAILY TOTALS						NB	SB	EBWB						Total	
						4,552	4,157							0	0
AM Period	NB		SB		EB	WB	TOTAL	PM Period	NB		SB		EB	WB	TOTAL
00:00	8		2		0	0	10	12:00	51		39		0	0	90
00:15	4		2		0	0	6	12:15	44		44		0	0	88
00:30	1		2		0	0	3	12:30	42		34		0	0	76
00:45	2	15	0	6	0	0	221	12:45	57	194	58	175	0	0	115369
01:00	5		2		0	0	7	13:00	57		49		0	0	106
01:15	9		4		0	0	13	13:15	54		45		0	0	99
01:30	8		5		0	0	13	13:30	76		55		0	0	131
01:45	4	26	1	12	0	0	538	13:45	56	243	41	190	0	0	97433
02:00	14		3		0	0	17	14:00	98		50		0	0	148
02:15	12		1		0	0	13	14:15	68		48		0	0	116
02:30	4		6		0	0	10	14:30	78		50		0	0	128
02:45	4	34	7	17	0	0	1151	14:45	65	309	44	192	0	0	109501
03:00	1		8		0	0	9	15:00	85		40		0	0	125
03:15	1		14		0	0	15	15:15	115		46		0	0	161
03:30	4		16		0	0	20	15:30	171		53		0	0	224
03:45	7	13	21	59	0	0	2872	15:45	127	498	78	217	0	0	205715
04:00	2		22		0	0	24	16:00	118		53		0	0	171
04:15	5		31		0	0	36	16:15	152		51		0	0	203
04:30	7		50		0	0	57	16:30	133		57		0	0	190
04:45	12	26	60	163	0	0	72189	16:45	163	566	61	222	0	0	224788
05:00	8		64		0	0	72	17:00	157		90		0	0	247
05:15	11		66		0	0	77	17:15	131		73		0	0	204
05:30	18		99		0	0	117	17:30	128		46		0	0	174
05:45	25	62	97	326	0	0	122388	17:45	119	535	60	269	0	0	179804
06:00	22		77		0	0	99	18:00	116		50		0	0	166
06:15	38		108		0	0	146	18:15	87		57		0	0	144
06:30	49		98		0	0	147	18:30	75		40		0	0	115
06:45	46	155	87	370	0	0	133525	18:45	74	352	43	190	0	0	117542
07:00	34		83		0	0	117	19:00	62		49		0	0	111
07:15	45		85		0	0	130	19:15	61		46		0	0	107
07:30	40		108		0	0	148	19:30	54		60		0	0	114
07:45	37	156	74	350	0	0	111506	19:45	52	229	60	215	0	0	112444
08:00	36		54		0	0	90	20:00	55		45		0	0	100
08:15	32		76		0	0	108	20:15	49		56		0	0	105
08:30	43		64		0	0	107	20:30	38		28		0	0	66
08:45	40	151	57	251	0	0	97402	20:45	44	186	23	152	0	0	67338
09:00	47		65		0	0	112	21:00	37		26		0	0	63
09:15	32		65		0	0	97	21:15	38		16		0	0	54
09:30	34		66		0	0	100	21:30	38		17		0	0	55
09:45	27	140	55	251	0	0	82391	21:45	24	137	14	73	0	0	38210
10:00	42		35		0	0	77	22:00	31		15		0	0	46
10:15	28		46		0	0	74	22:15	20		15		0	0	35
10:30	52		50		0	0	102	22:30	29		9		0	0	38
10:45	46	168	60	191	0	0	106359	22:45	23	103	14	53	0	0	37156
11:00	41		44		0	0	85	23:00	21		7		0	0	28
11:15	36		51		0	0	87	23:15	28		9		0	0	37
11:30	32		51		0	0	83	23:30	19		7		0	0	26
11:45	62	171	40	186	0	0	102357	23:45	15	83	4	27	0	0	19110
TOTALS	1117		2182				3299	TOTALS	3435		1975				5410
SPLIT %	33.9%		66.1%				37.9%	SPLIT %	63.5%		36.5%				62.1%

DAILY TOTALS						NB	SB	EBWB						Total
						4,552	4,157							0
AM Peak Hour	11:45	05:30			06:15	PM Peak Hour	16:15	16:30				16:30		
AM Pk Volume	199	381			543	PM Pk Volume	605	281				865		
Pk Hr Factor	0.802	0.882			0.923	Pk Hr Factor	0.928	0.781				0.876		
7 - 9 Volume	307	601	0	0	908	4 - 6 Volume	1101	491	0	0		1592		
7 - 9 Peak Hour	07:15	07:00			07:00	4 - 6 Peak Hour	16:15	16:30				16:30		
7 - 9 Pk Volume	158	350	0	0	506	4 - 6 Pk Volume	605	281	0	0		865		
Pk Hr Factor	0.878	0.810	0.000	0.000	0.855	Pk Hr Factor	0.928	0.781	0.000	0.000		0.876		

VOLUME

County Rd 105 Bet. County Rd 32A & County Rd 28H

Day: Wednesday
Date: 4/10/2019

City: Davis
Project #: CA19_7136_008

DAILY TOTALS						NB	SB	EBWB						Total		
						797	1,008							0	0	1,805
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL					
00:00	0	0	0	0	145	12:00	18	13	0	0	31					
00:15	1	0	0	0		1	12:15	6	13	0	0	19				
00:30	0	0	0	0		0	12:30	12	18	0	0	30				
00:45	1	2	3	3		0	0	9	45	11	55	0	0	20	100	
01:00	0	0	0	0	117	13:00	23	11	0	0	34					
01:15	1	0	0	0		1	13:15	10	14	0	0	24				
01:30	0	0	0	0		0	13:30	13	18	0	0	31				
01:45	1	2	0	0		0	1	2	18	64	10	53	0	0	28	117
02:00	0	1	0	0	145	14:00	19	19	0	0	38					
02:15	0	0	0	0		1	14:15	19	20	0	0	39				
02:30	0	0	0	0		0	14:30	17	16	0	0	33				
02:45	0	0	1	0		0	1	14:45	15	70	20	75	0	0	35	145
03:00	0	1	0	0	180	15:00	11	19	0	0	30					
03:15	1	0	0	0		1	15:15	15	38	0	0	53				
03:30	0	5	0	0		5	15:30	22	34	0	0	56				
03:45	0	1	1	7		0	0	1	8	16	64	25	116	0	0	41
04:00	0	0	0	0	210	16:00	17	20	0	0	37					
04:15	1	1	0	0		2	16:15	14	41	0	0	55				
04:30	1	0	0	0		1	16:30	13	43	0	0	56				
04:45	1	3	1	2		0	0	2	5	18	62	44	148	0	0	62
05:00	1	3	0	0	203	17:00	20	32	0	0	52					
05:15	1	5	0	0		6	17:15	30	26	0	0	56				
05:30	6	10	0	0		16	17:30	34	18	0	0	52				
05:45	6	14	3	21		0	0	9	35	23	107	20	96	0	0	43
06:00	11	2	0	0	127	18:00	19	23	0	0	42					
06:15	14	10	0	0		24	18:15	14	23	0	0	37				
06:30	13	5	0	0		18	18:30	13	14	0	0	27				
06:45	12	50	17	34		0	0	29	84	13	59	8	68	0	0	21
07:00	9	16	0	0	116	19:00	5	9	0	0	14					
07:15	7	16	0	0		23	19:15	5	1	0	0	6				
07:30	7	24	0	0		31	19:30	2	2	0	0	4				
07:45	12	35	25	81		0	0	37	116	7	19	3	15	0	0	10
08:00	7	22	0	0	110	20:00	3	1	0	0	4					
08:15	8	24	0	0		32	20:15	3	1	0	0	4				
08:30	7	18	0	0		25	20:30	1	1	0	0	2				
08:45	8	30	16	80		0	0	24	110	4	11	2	5	0	0	6
09:00	8	12	0	0	89	21:00	1	4	0	0	5					
09:15	14	10	0	0		24	21:15	2	1	0	0	3				
09:30	13	7	0	0		20	21:30	1	1	0	0	2				
09:45	11	46	14	43		0	0	25	89	1	5	0	6	0	0	1
10:00	16	9	0	0	90	22:00	1	2	0	0	3					
10:15	12	14	0	0		26	22:15	1	1	0	0	2				
10:30	9	9	0	0		18	22:30	1	0	0	0	1				
10:45	11	48	10	42		0	0	21	90	2	5	1	4	0	0	3
11:00	14	8	0	0	100	23:00	3	0	0	0	3					
11:15	9	13	0	0		22	23:15	2	0	0	0	2				
11:30	15	14	0	0		29	23:30	1	1	0	0	2				
11:45	10	48	17	52		0	0	27	100	1	7	0	1	0	0	1
TOTALS	279		366		645	TOTALS	518		642		1160					
SPLIT %	43.3%		56.7%		35.7%	SPLIT %	44.7%		55.3%		64.3%					

DAILY TOTALS						NB	SB	EBWB						Total
						797	1,008							0
AM Peak Hour	09:15	07:30			07:30	PM Peak Hour	17:00	16:15			16:30			
AM Pk Volume	54	95			129	PM Pk Volume	107	160			226			
Pk Hr Factor	0.844	0.950			0.872	Pk Hr Factor	0.787	0.909			0.911			
7 - 9 Volume	65	161	0	0	226	4 - 6 Volume	169	244	0	0	413			
7 - 9 Peak Hour	07:00	07:30			07:30	4 - 6 Peak Hour	17:00	16:15			16:30			
7 - 9 Pk Volume	35	95	0	0	129	4 - 6 Pk Volume	107	160	0	0	226			
Pk Hr Factor	0.729	0.950	0.000	0.000	0.872	Pk Hr Factor	0.787	0.909	0.000	0.000	0.911			

VOLUME

South River Rd Bet. Clarksburg Rd & Freeport Bridge

Day: Wednesday
Date: 4/10/2019

City: Clarksburg
Project #: CA19_7136_009

DAILY TOTALS						NB	SB	EBWB						Total
						1,494	1,511							0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	1	1	0	0	2	12:00	27	18	0	0	45			
00:15	2	2	0	0	4	12:15	30	20	0	0	50			
00:30	1	1	0	0	2	12:30	20	25	0	0	45			
00:45	1	5	2	6	3	12:45	12	89	24	87	36			
01:00	1	0	0	0	1	13:00	22	35	0	0	57			
01:15	0	0	0	0		13:15	16	28	0	0	44			
01:30	1	1	0	0	2	13:30	17	41	0	0	58			
01:45	0	2	0	1	3	13:45	23	78	57	161	80			
02:00	0	0	0	0		14:00	85	40	0	0	125			
02:15	0	1	0	0	1	14:15	75	21	0	0	96			
02:30	1	0	0	0	1	14:30	22	28	0	0	50			
02:45	0	1	0	1	2	14:45	36	218	18	107	54			
03:00	0	0	0	0		15:00	20	28	0	0	48			
03:15	1	0	0	0	1	15:15	24	29	0	0	53			
03:30	0	1	0	0	1	15:30	30	30	0	0	60			
03:45	0	1	1	2	1	15:45	28	102	27	114	55			
04:00	0	1	0	0	1	16:00	28	42	0	0	70			
04:15	1	2	0	0	3	16:15	24	26	0	0	50			
04:30	1	1	0	0	2	16:30	29	33	0	0	62			
04:45	3	5	2	6	5	16:45	40	121	18	119	58			
05:00	3	4	0	0	7	17:00	43	17	0	0	60			
05:15	8	2	0	0	10	17:15	30	23	0	0	53			
05:30	4	4	0	0	8	17:30	31	29	0	0	60			
05:45	9	24	9	19	18	17:45	26	130	18	87	44			
06:00	8	8	0	0	16	18:00	22	11	0	0	33			
06:15	8	8	0	0	16	18:15	16	22	0	0	38			
06:30	16	17	0	0	33	18:30	16	19	0	0	35			
06:45	12	44	24	57	36	18:45	11	65	21	73	32			
07:00	13	21	0	0	34	19:00	15	17	0	0	32			
07:15	28	28	0	0	56	19:15	12	22	0	0	34			
07:30	20	35	0	0	55	19:30	13	15	0	0	28			
07:45	41	102	54	138	95	19:45	17	57	11	65	28			
08:00	39	51	0	0	90	20:00	18	10	0	0	28			
08:15	43	26	0	0	69	20:15	6	18	0	0	24			
08:30	56	16	0	0	72	20:30	6	16	0	0	22			
08:45	20	158	19	112	39	20:45	8	38	18	62	26			
09:00	16	12	0	0	28	21:00	5	12	0	0	17			
09:15	19	18	0	0	37	21:15	7	8	0	0	15			
09:30	13	15	0	0	28	21:30	2	7	0	0	9			
09:45	15	63	14	59	29	21:45	2	16	7	34	9			
10:00	18	24	0	0	42	22:00	4	11	0	0	15			
10:15	15	13	0	0	28	22:15	4	5	0	0	9			
10:30	20	16	0	0	36	22:30	5	6	0	0	11			
10:45	19	72	16	69	35	22:45	6	19	6	28	12			
11:00	28	21	0	0	49	23:00	1	1	0	0	2			
11:15	17	26	0	0	43	23:15	1	4	0	0	5			
11:30	14	19	0	0	33	23:30	2	3	0	0	5			
11:45	19	78	27	93	46	23:45	2	6	3	11	5			
TOTALS	555	563			1118	TOTALS	939	948			1887			
SPLIT %	49.6%	50.4%			37.2%	SPLIT %	49.8%	50.2%			62.8%			

DAILY TOTALS						NB	SB	EBWB						Total
						1,494	1,511							0
AM Peak Hour	07:45	07:15			07:45	PM Peak Hour	14:00	13:15				13:30		
AM Pk Volume	179	168			326	PM Pk Volume	218	166				359		
Pk Hr Factor	0.799	0.778			0.858	Pk Hr Factor	0.641	0.728				0.718		
7 - 9 Volume	260	250	0	0	510	4 - 6 Volume	251	206	0	0		457		
7 - 9 Peak Hour	07:45	07:15			07:45	4 - 6 Peak Hour	16:45	16:00				16:00		
7 - 9 Pk Volume	179	168	0	0	326	4 - 6 Pk Volume	144	119	0	0		240		
Pk Hr Factor	0.799	0.778	0.000	0.000	0.858	Pk Hr Factor	0.837	0.708	0.000	0.000		0.857		

VOLUME

South River Rd Bet. Freeport Bridge & Burrows Ave

Day: Wednesday
Date: 4/10/2019

City: Clarksburg
Project #: CA19_7136_010

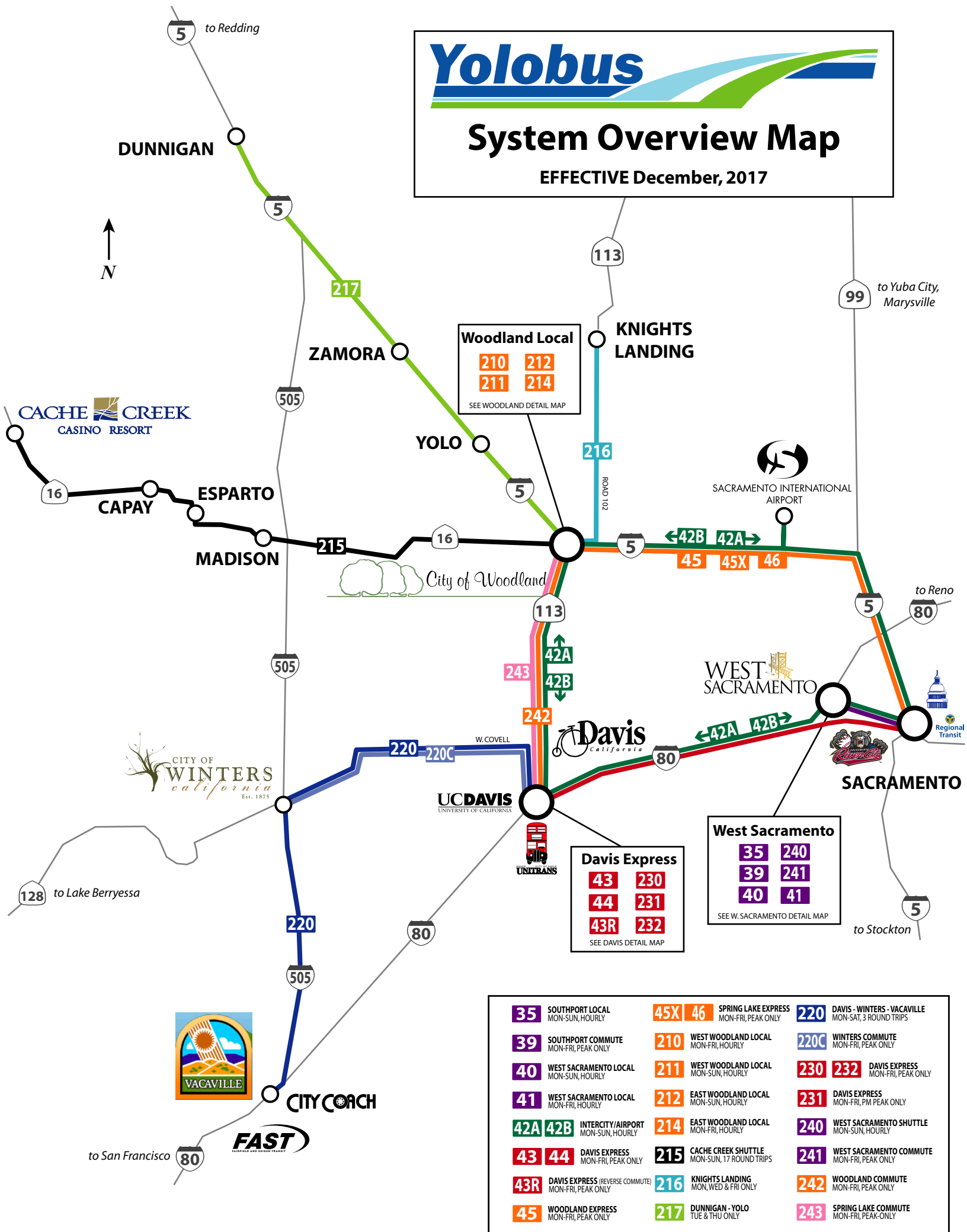
DAILY TOTALS						NB	SB	EBWB						Total
						1,132	1,380							0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	1	0	0	1	12:00	16	8	0	0	24			
00:15	1	2	0	0	3	12:15	7	9	0	0	16			
00:30	1	0	0	0	1	12:30	10	8	0	0	18			
00:45	1	3	0	3	1	12:45	7	40	12	37	19	77		
01:00	0	0	0	0		13:00	15	15	0	0	30			
01:15	0	1	0	0	1	13:15	11	9	0	0	20			
01:30	0	1	0	0	1	13:30	22	7	0	0	29			
01:45	0	0	2	0	2	13:45	10	58	13	44	23	102		
02:00	2	1	0	0	3	14:00	18	13	0	0	31			
02:15	1	0	0	0	1	14:15	13	22	0	0	35			
02:30	0	0	0	0		14:30	11	16	0	0	27			
02:45	0	3	0	1	4	14:45	19	61	19	70	38	131		
03:00	0	0	0	0		15:00	11	28	0	0	39			
03:15	0	0	0	0		15:15	14	37	0	0	51			
03:30	0	1	0	0	1	15:30	13	31	0	0	44			
03:45	0	0	1	0	1	15:45	28	66	49	145	77	211		
04:00	1	0	0	0	1	16:00	23	62	0	0	85			
04:15	0	1	0	0	1	16:15	27	72	0	0	99			
04:30	2	0	0	0	2	16:30	27	76	0	0	103			
04:45	0	3	1	2	1	16:45	25	102	90	300	115	402		
05:00	1	1	0	0	2	17:00	28	76	0	0	104			
05:15	3	3	0	0	6	17:15	34	87	0	0	121			
05:30	2	5	0	0	7	17:30	25	67	0	0	92			
05:45	2	8	4	13	6	17:45	26	113	60	290	86	403		
06:00	8	6	0	0	14	18:00	21	34	0	0	55			
06:15	12	6	0	0	18	18:15	21	29	0	0	50			
06:30	17	7	0	0	24	18:30	12	36	0	0	48			
06:45	31	68	10	29	41	18:45	19	73	18	117	37	190		
07:00	19	9	0	0	28	19:00	10	11	0	0	21			
07:15	67	15	0	0	82	19:15	15	19	0	0	34			
07:30	63	14	0	0	77	19:30	13	10	0	0	23			
07:45	46	195	19	57	65	19:45	15	53	8	48	23	101		
08:00	29	18	0	0	47	20:00	8	10	0	0	18			
08:15	34	13	0	0	47	20:15	5	4	0	0	9			
08:30	24	14	0	0	38	20:30	8	2	0	0	10			
08:45	15	102	8	53	23	20:45	5	26	2	18	7	44		
09:00	10	12	0	0	22	21:00	3	8	0	0	11			
09:15	10	7	0	0	17	21:15	7	3	0	0	10			
09:30	15	8	0	0	23	21:30	4	3	0	0	7			
09:45	8	43	12	39	20	21:45	3	17	3	17	6	34		
10:00	5	14	0	0	19	22:00	7	2	0	0	9			
10:15	8	10	0	0	18	22:15	0	3	0	0	3			
10:30	10	8	0	0	18	22:30	4	2	0	0	6			
10:45	12	35	8	40	20	22:45	2	13	0	7	2	20		
11:00	10	7	0	0	17	23:00	2	4	0	0	6			
11:15	7	10	0	0	17	23:15	3	0	0	0	3			
11:30	9	12	0	0	21	23:30	3	2	0	0	5			
11:45	13	39	11	40	24	23:45	3	11	1	7	4	18		
TOTALS	499		280		779	TOTALS	633		1100		1733			
SPLIT %	64.1%		35.9%		31.0%	SPLIT %	36.5%		63.5%		69.0%			

DAILY TOTALS						NB	SB	EBWB						Total
						1,132	1,380							0
AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	16:30	16:30			16:30			
AM Pk Volume	205	66			271	PM Pk Volume	114	329			443			
Pk Hr Factor	0.765	0.868			0.826	Pk Hr Factor	0.838	0.914			0.915			
7 - 9 Volume	297	110	0	0	407	4 - 6 Volume	215	590	0	0	805			
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:30	16:30			16:30			
7 - 9 Pk Volume	205	66	0	0	271	4 - 6 Pk Volume	114	329	0	0	443			
Pk Hr Factor	0.765	0.868	0.000	0.000	0.826	Pk Hr Factor	0.838	0.914	0.000	0.000	0.915			

Yolobus

System Overview Map

EFFECTIVE December, 2017



TECHNICAL APPENDIX 2 of 2

FOR

YOLO COUNTY CANNABIS ORDINANCE TRAFFIC IMPACT ANALYSIS

Yolo County, California

Prepared For:

ASCENT ENVIRONMENTAL

455 Capital Mall, Suite 300
Sacramento, CA 95814

Prepared By:

KD Anderson & Associates, Inc.

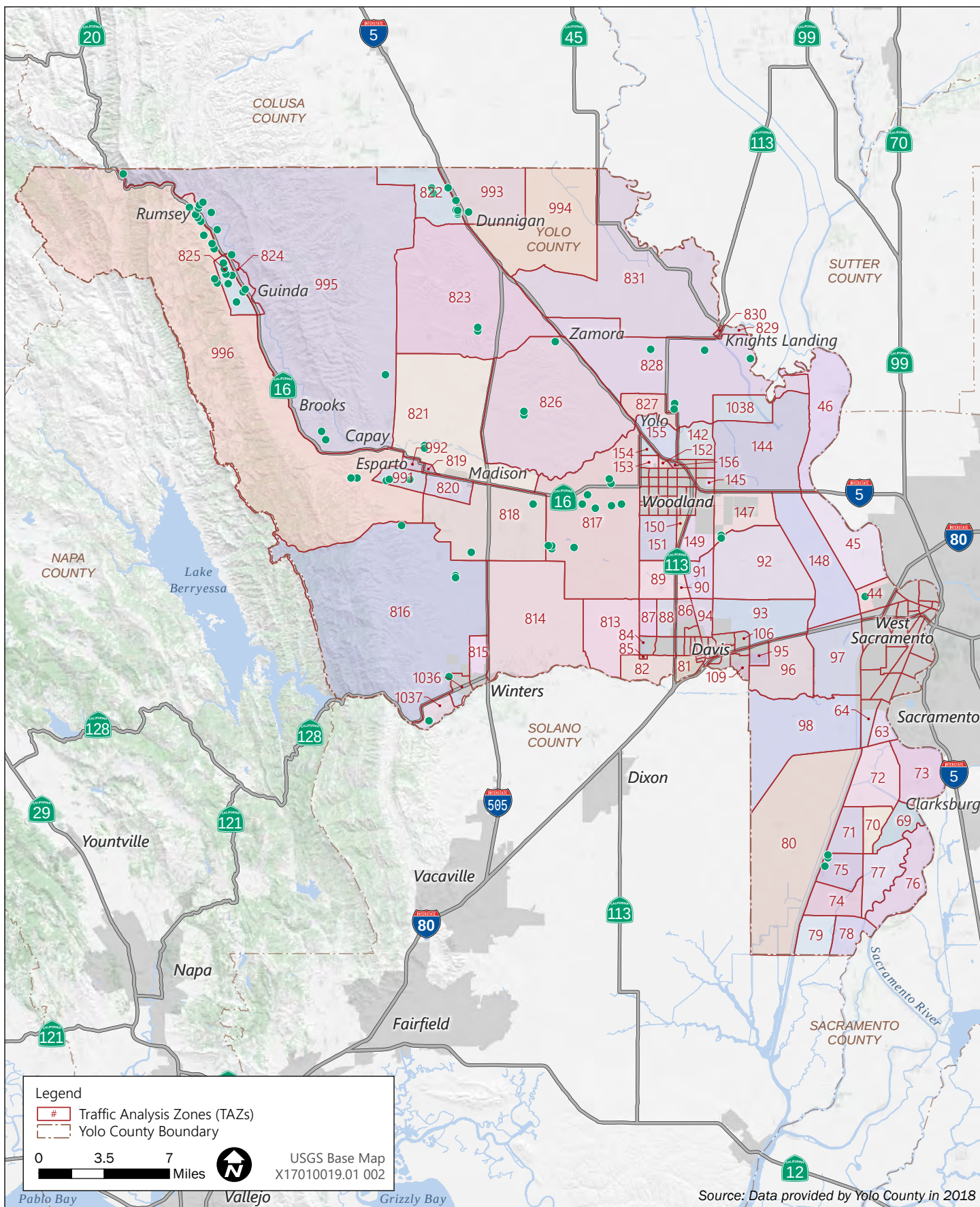
3853 Taylor Road, Suite G
Loomis, CA 95650
(916) 660-1555

August 29, 2019

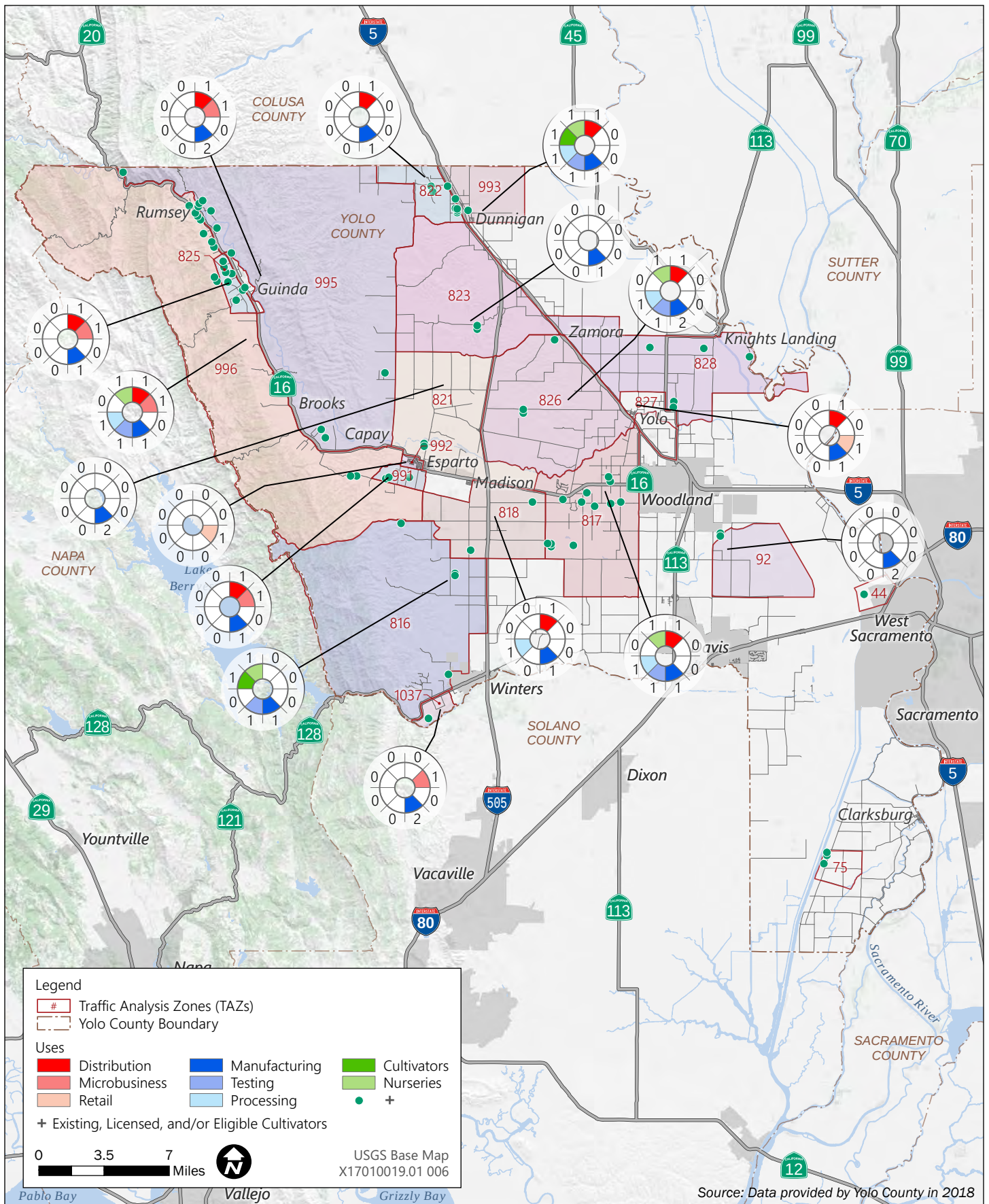
0563-003

KD Anderson & Associates, Inc.

Transportation Engineers

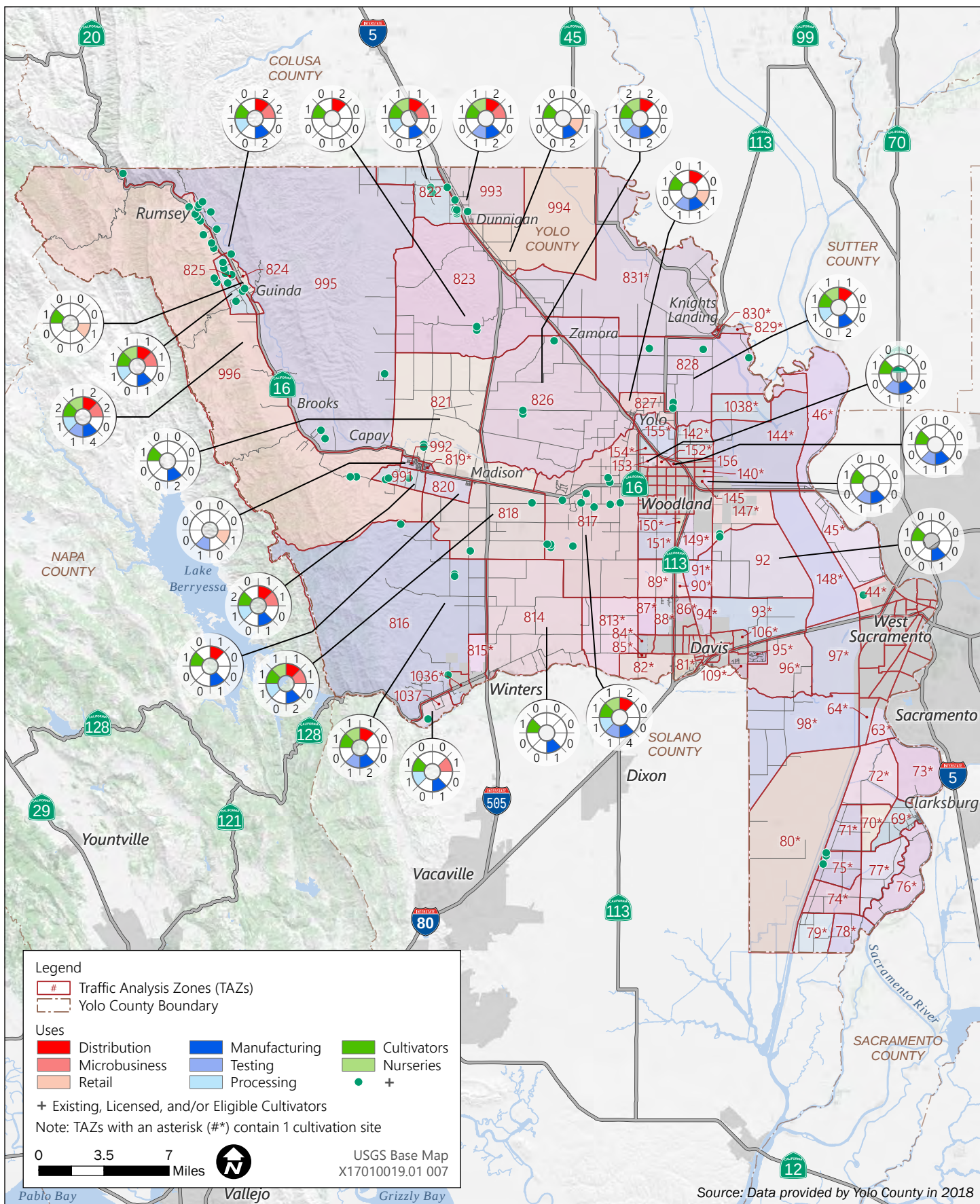


Traffic Analysis Zones (TAZs)



Alternative 2

ASCENT
ENVIRONMENTAL



Alternative 3

ASCENT
ENVIRONMENTAL

