FINAL Report: After Study

San Mateo County US 101 Ramp Metering Project

(SR 92 Interchange to San Francisco/San Mateo County Line)

Submitted to:

Caltrans

C/CAG City/County Association of Governments of San Mateo County

SAN MATEO COUNTY Transportation Authority

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San Mateo County
US 101 Ramp Metering Project:
Final Report – After Study

Prepared for:
Metropolitan Transportation Commission,
Caltrans, and
The City/County Association of Governments
of San Mateo County

June 1, 2016

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FEHR PEERS

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1.0 EXECUTIVE SUMMARY

Caltrans in collaboration with The City/County Association of Governments of San Mateo County (C/CAG), and the Metropolitan Transportation Commission (MTC) implemented ramp metering on US 101 in San Mateo County, California. The project limits included the approximately 14-mile US 101 freeway corridor between State Route (SR) 92 and the San Francisco/San Mateo County border (hereafter: ramp metering corridor). Throughout the ramp metering study process, Caltrans, C/CAG, and MTC worked closely with the local jurisdictions along the project corridor. Local jurisdictions provided review and comment on project deliverables, as well as, in-depth knowledge of local issues and concerns.

The project included extensive data collection along the corridor to help develop calibrated models to develop the ramp metering implementation plans and to measure the effects of ramp metering on traffic. For implementation purposes, the ramp metering corridor was separated into the northbound and southbound directions. The northbound corridor was first selected for evaluation and subsequent activation in November 2014. Following the northbound corridor, the southbound corridor was studied and then activated in May 2015.

Ramp Metering Implementation Timeline:

This report presents the detailed comparison of the conditions "Before" ramp metering (generally March 2014) and "After" ramp metering was implemented along the corridor (generally September 2015).

1.1 REPORT FINDINGS

Overall, the comparison of the "Before" and "After" data collection efforts demonstrate that the implementation of ramp metering was able to successfully manage traffic flows onto the freeway mainline and improve system operations.

Using the mainline delay for the AM and PM peak periods and traffic volume data collected, the total mainline delay was calculated for the "Before" and "After" conditions and is summarized in **Table ES-1**. The mainline delay decreased by 989 vehicle hours (veh-hrs) during the AM peak period and increased by

278 veh-hrs during the PM, for a net decrease of 711 veh-hrs of delay between the "Before" Study and the "After" Study for the northbound corridor.

TABLE ES-1: US-101 "BEFORE" VS. "AFTER" MAINLINE DELAY COMPARISON

Scenario	Northbound			Southbound		
	Mainline Delay (veh-hrs)		Total Mainline Delay (veh-hrs)	Mainline Delay (veh-hrs)		Total Mainline Delay (veh-hrs)
	AM	PM		AM	PM	
"Before"	2,289	1,504	3,793	3,370	1,997	5,367
"After"	1,300	1,782	3,082	2,420	1,632	4,052
Difference	**-989**	**278**	**-711**	**-950**	**-365**	**-1,315**

Source: Fehr & Peers, May 2016.

The southbound corridor showed reductions in mainline delays for both the AM and PM peak periods, with a 950 veh-hr decrease for the morning peak period and a 365 veh-hr decrease for the evening peak period. This equates to a total net decrease of 1,315 veh-hrs for the southbound corridor.

Operations changes to each study corridor are discussed below.

1.1.1 NORTHBOUND AM CORRIDOR

Travel times decreased in the "After" Study during the congested periods between 7:00 AM and 10:00 AM. On average travel times decreased by ten percent on the northbound AM corridor between the "Before" and "After" studies. Along the corridor there are seven bottlenecks, with the ones at Kehoe Avenue and South Airport Boulevard on-ramps being the two most notable. Queues approaching the bottlenecks at these two locations significantly reduced in length and duration. The improved traffic conditions in the southern and central portions of the corridor were primarily the result of increased bottleneck throughput due to ramp metering. However, this allowed more traffic to reach the northern part of the corridor and congestion approaching the Oyster Point Boulevard and Sierra Point Parkway bottlenecks developed more frequently.

Along with reducing bottleneck impacts in the southern and central portions of the corridor, ramp metering increased mainline traffic throughput for the corridor by between 2 and 16 percent. The greatest changes were observed in the southern end of the corridor between the 3rd/4th Street On-Ramp and Dore Off-Ramp, with an increase of over 5,000 vehicles over the 5-hour peak morning period.

As a result of the increased bottleneck throughput related to ramp metering, overall congestion in the corridor was reduced. Consequently, the travel times decreased in the "After" Study, despite the increase

in traffic demand between the study periods, and northbound corridor operations were improved during the AM peak period.

The northbound AM queues were contained in the available on-ramp storage at all of the ramp locations except Kehoe Avenue, where the maximum on-ramp queue exceeded the available storage by three vehicles from 7:00AM to 8:00AM. All ramp meters along the study corridor have end-of-queue detectors, which are embedded in the pavement toward the end the on-ramp's storage capacity. When the system detects that queues are reaching the end of the storage capacity, the ramp metering rates are increased up to the maximum metering rate to limit any spill back onto the local street network.

1.1.2 NORTHBOUND PM CORRIDOR

Based on the travel time runs conducted for the study, the maximum travel time in the "After" Study was slightly greater than the maximum travel time in the "Before" Study. To augment the travel time survey data, additional data comparison was conducted for the Northbound PM corridor using available INRIX data. INRIX data was compared for multiple time periods, not just March 2014 and September 2015, to better understand the before and after conditions along the corridor. Using INRIX data, travel times at the worst point of congestion average travel times decreased from the "Pre-Implementation" to "Post-Implementation" by 6.0 minutes. The use of the more comprehensive INRIX data set shows that implementation of ramp metering improved operations on Northbound US 101 during the evening peak period immediately after the meters were activated. The INRIX data suggests that the additional congestion and delay between the "Before" and "After" study data collection periods were more likely the result of increased corridor demand between the study periods rather than associated with ramp metering.

Along the corridor four bottlenecks developed during the "Before" Study, with the ones at South Airport Boulevard, Oyster Point Boulevard, and the Sierra Point Parkway on-ramps being the three most notable. These bottlenecks continued to develop in the "After" Study but, due to traffic demand increases along the corridor and increased bottleneck throughput due to ramp metering, congestion patterns changed and the bottlenecks developed at different times for each location and for varying durations. The increased throughput provided by ramp metering was, however, able to keep the peak period from spreading and the duration of congestion remained relatively unchanged in spite of the increase in traffic demand.

Although mainline volumes decreased by approximately seven percent in the central portion of the corridor between the Airport Boulevard and Grand Avenue on-ramps, mainline traffic throughput increased by eleven percent in the southern part of the corridor between the 3rd/4th Street On-Ramp and

Dore Off-Ramp and increased three percent in the northern part of the corridor between the Sierra Point Parkway and Harney Way Off-Ramp.

Based on the observations, the northbound PM queues were contained in the available on-ramp storage at all of the ramp locations except in the South Airport Boulevard On-Ramp, where the maximum storage capacity of three vehicles per lane was exceeded by between one and four vehicles each hour between 3:00 PM and 8:00 PM. All ramp meters along the study corridor have end-of-queue detectors, which are embedded in the pavement toward the end the on-ramp's storage capacity. When the system detects that queues are reaching the end of the storage capacity, the ramp metering rates are increased up to the maximum metering rate to limit any spill back onto the local street network.

1.1.3 SOUTHBOUND AM CORRIDOR

Travel times decreased in the "After" Study between the congested period of 7:00 AM and 10:00 AM. On average travel times decreased by nearly ten percent on the southbound AM corridor between the "Before" and "After" studies. For the "Before" Study congestion on southbound US 101 in the AM study period was primarily due to two bottlenecks in the southern end of the corridor at Hillsdale Boulevard (south of the study corridor) and SR 92. There were also a few minor bottlenecks in the northern part of the corridor. Overall, the increased bottleneck throughputs associated with ramp metering eliminated the "Before" Study bottlenecks north of SR 92 without negatively impacting queues and delay from the bottleneck at SR 92, as well as the bottleneck south of the study corridor. As a result, corridor travel times were reduced despite the increase in traffic demand for the corridor.

Mainline traffic throughput remained relatively unchanged between the "Before" and "After" conditions. Additionally, the on-ramp traffic volumes varied for each location throughout the five-hour AM period, but "After" study volumes are generally similar to the "Before" study volumes.

The southbound AM queues were contained in the available on-ramp storage at all of the ramp locations except at the Poplar Avenue On-Ramp, where the maximum storage capacity of six vehicles was exceeded by one vehicle. All ramp meters along the study corridor have end-of-queue detectors, which are embedded in the pavement toward the end the on-ramp's storage capacity. When the system detects that queues are reaching the end of the storage capacity, the ramp metering rates are increased up to the maximum metering rate to limit any spill back onto the local street network

1.1.4 SOUTHBOUND PM CORRIDOR

On average travel times decreased by four percent on the southbound PM corridor between the "Before" and "After" Study. There were slight increases in travel time during select 15-minute time periods;

however, there were noticeable travel time decreases during the most congested period between 4:30 and 5:45 PM.

Along the corridor there were four bottlenecks that developed during the "Before" and "After studies, including south of the SFO Domestic, Broadway, Poplar Avenue, and 3Rd Avenue on-ramps. Overall, bottleneck management as a result of ramp metering reduced corridor travel times in spite of the increase in traffic demand between the "Before " and "After" studies.

The mainline traffic volumes between the "Before" Study and the "After" Study mostly decreased. Between Millbrae Avenue EB On-ramp & Broadway/Rollins Road Off-ramp, the mainline mixed flow traffic volumes decreased by eight percent (3,582 vehicles). This was unexpected, since the data showed that the bottleneck at the SFO Domestic on-ramp had a shorter duration than in the "Before" Study. The on-ramp traffic volumes varied for each location throughout the six-hour PM period. The traffic volumes generally increased at most of the on-ramps.

The southbound PM queues were contained in the available on-ramp storage at all of the ramp locations except the following at Produce Avenue/Airport Boulevard On-Ramp and the Poplar Avenue On-Ramp. Generally, these queues did not substantially affect the operation of the local street network. All ramp meters along the study corridor have end-of-queue detectors, which are embedded in the pavement toward the end the on-ramp's storage capacity. When the system detects that queues are reaching the end of the storage capacity, the ramp metering rates are increased up to the maximum metering rate to limit any spill back onto the local street network.

1.1.5 NEXT STEPS

For those locations where queues were observed to exceed the on-ramp's storage capacity, Caltrans will continue to periodically monitor these locations as part of their regular maintenance procedures. Additionally, Caltrans will continue to monitor the freeway-to-freeway connectors at I-380 and SR 92, since these ramps typically have higher vehicle volumes.

2.0 INTRODUCTION

This chapter introduces the project area and provides a summary of the ramp metering implementation process that was conducted to develop and implement the ramp metering on the San Mateo County US 101 study corridor.

2.1 INTRODUCTION AND PROJECT AREA

Caltrans in collaboration with the City/County Association of Governments of San Mateo County (C/CAG), and the Metropolitan Transportation Commission (MTC) implemented ramp metering on US 101 in San Mateo County, California. The project stakeholders were active participants throughout the ramp metering study process including attendance at project meetings, review, and comment on project deliverables, as well as providing in-depth knowledge of local issues and concerns at specific ramp locations. Project stakeholders included:

- Caltrans District 4
- MTCC/CAG
- San Mateo County Transportation Authority
- The Ramp Metering Technical Committee (RMTC), with members from:
    - City of Foster City
    - City of San Mateo
    - City of Burlingame
    - San Francisco International Airport
    - City of Millbrae
    - City of San Bruno
    - City of South San Francisco
    - City of Brisbane

The project limits included the approximately 14-mile US 101 freeway corridor between State Route (SR) 92 and the San Francisco/San Mateo County border (hereafter: ramp metering corridor). HOV lanes are provided at select on-ramps of US 101, though there are no HOV lanes on the mainline within the study corridor.

For implementation purposes, the ramp metering corridor was separated into the northbound and southbound directions. The northbound corridor was first selected for evaluation and subsequent activation in November 2014. Following the northbound corridor, the southbound corridor was studied and then activated in May 2015. **Figure 1** illustrates the US 101 corridor and the on-ramps where ramp metering was implemented. All on-ramps immediately south of the ramp metering corridor were already metered at the time this San Mateo County ramp metering implementation study was initiated.

Both the northbound and southbound corridors were studied for the AM (5:00 to 10:00 AM) and PM (2:00 to 8:00 PM) study periods. Through the ramp metering rate development process, ramp metering was determined to operate between 6:00 and 10:00 AM for the morning peak period for both the northbound and southbound corridors. For the evening peak period the northbound corridor is metered between 3:00 and 8:00 PM and for the southbound corridor between 2:30 and 8:00 PM. For select on-ramp locations, ramp metering times were limited to accommodate ramp demands. Ramps not actively metered during the morning and evening peak periods rest on green. **Table 1 and 2** summarize the ramp meter locations and the final hours of ramp metering operation for the northbound and southbound corridors, respectively.

This report documents the "After" Study evaluation of the ramp metering study for the San Mateo County US 101 Ramp Metering implementation plan. The "After" Study data reported in this document includes freeway travel time data, freeway mainline and ramp traffic volumes, observations of on-ramp queues, as well as traffic volumes for select local arterials and intersections.

TABLE 1:
NORTHBOUND US-101 CORRIDOR ON-RAMP METER LOCATIONS AND HOURS OF OPERATION

Metered On-Ramp Locations	Type of Ramp	Lane Configuration		Active Metering Hours[1]	
		MF	HOV	AM	PM
1. Westbound SR 92	Connector	2	0	Rest on Green	Rest on Green
A. Eastbound SR 92[2]	Loop Connector	1	0	Not Metered	
2. Fashion Island Boulevard	Diagonal	1	1	6:00-10:00 AM	3:00-8:00 PM
3. Kehoe Avenue	Hook	1	0	6:00-10:00 AM	3:00-8:00 PM
4. 3rd Avenue/4th Avenue	Diagonal/Loop	2	0	6:00-7:15 AM	3:00-8:00 PM
5. Peninsula Avenue/Airport Boulevard	Hook	2	0	6:00-10:00 AM	3:00-8:00 PM
6. Anza Boulevard	Hook	1	0	6:00-10:00 AM	3:00-8:00 PM
7. Broadway/Old Bayshore Hwy[3]	Hook	2	0	Under Construction	
8. Millbrae Avenue Collector Ramp	Diagonal	2	0	6:00-10:00 AM	3:00-8:00 PM
9. SFO Domestic	Diagonal	1	0	6:00-7:15 AM 8:00-10:00 AM	3:00-8:00 PM
10. San Bruno Avenue/SFO International	Diagonal	2	0	6:00-10:00 AM	3:00-8:00 PM
11. Eastbound I-380	Connector	2	0	6:00-7:15 AM	3:00-8:00 PM
12. Westbound I-380/North Access Road	Connector	1	0	6:00-10:00 AM	3:00-8:00 PM
13. Westbound I-380/Airport Boulevard	Connector	1	0	6:00-10:00 AM	3:00-8:00 PM
14. South Airport Boulevard	Hook	1	0	6:00-10:00 AM	3:00-8:00 PM
15. Grand Avenue/Airport Boulevard	Diagonal	1	0	6:00-10:00 AM	3:00-8:00 PM
16. Oyster Point Boulevard	Diagonal	2	1	6:00-10:00 AM	3:00-8:00 PM
17. Sierra Point Parkway	Diagonal	1	0	6:00-10:00 AM	3:00-8:00 PM
18. Harney Way	Hook	1	0	6:00-10:00 AM	3:00-8:00 PM

Notes:

1. Ramp metering operation is between 6:00 and 10:00 AM for the morning peak period and between 3:00 and 8:00 PM for the evening peak period. Ramps not metered during the morning and evening metering periods rest on green.
2. Ramp metering equipment was not installed at this location, because the traffic volumes cannot be metered with the existing geometric configuration.
3. Broadway/Rollins Road on-ramp interchange is currently under construction for approximately two years. Rates developed in this report reflect future configurations.

Source: Fehr & Peers, May 2016.

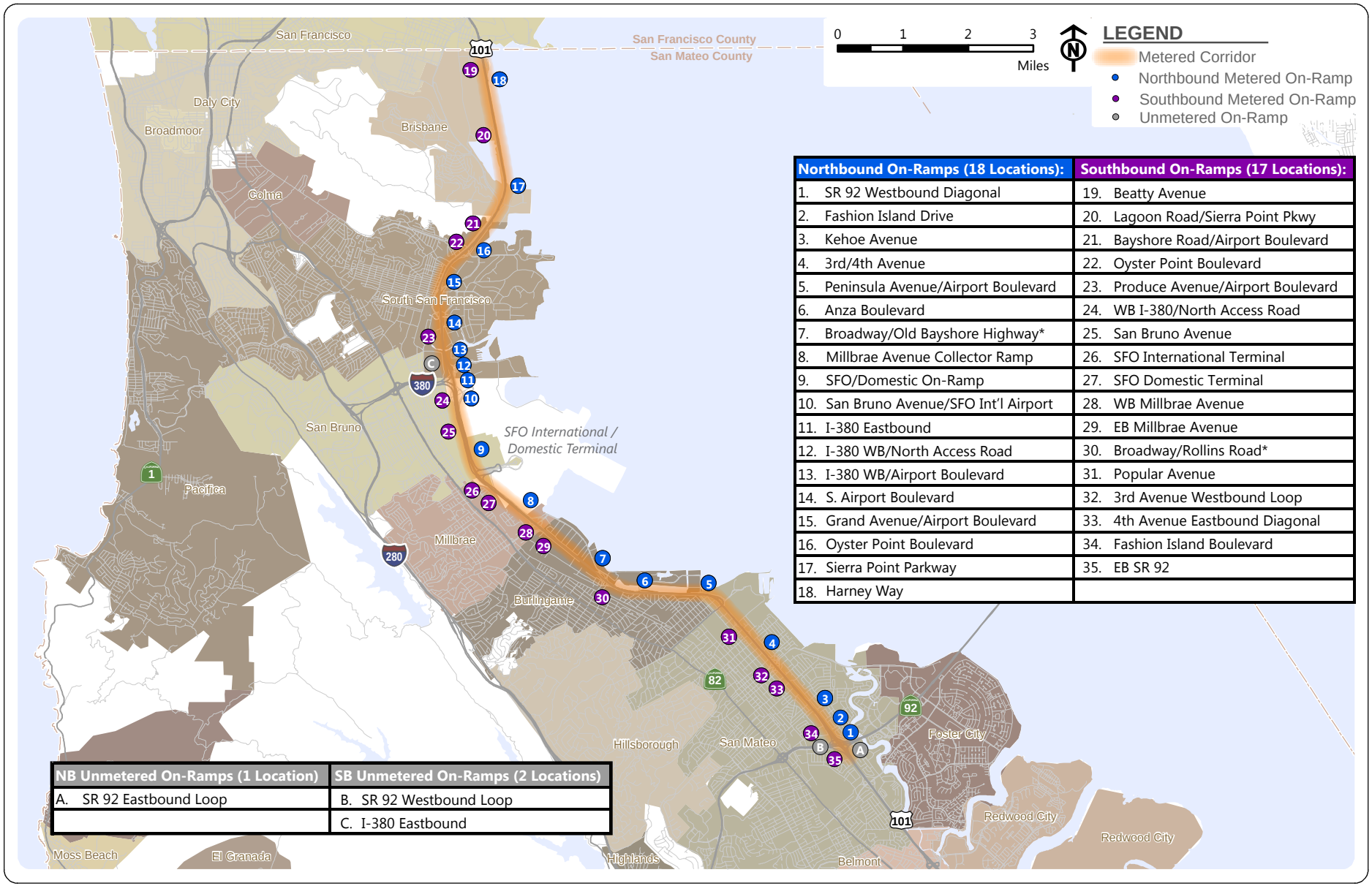
TABLE 2:
SOUTHBOUND US-101 CORRIDOR ON-RAMP METER LOCATIONS AND HOURS OF OPERATION

On-Ramp Locations	Type of Ramp	Lane Configuration		Active Metering Hours[1]	
		MF	HOV	AM	PM
19. Beatty Avenue	Diagonal	2	0	6:00-10:00 AM	2:30-8:00 PM
20. Lagoon Road/Sierra Point Pkwy	Hook	1	0	6:00-10:00 AM	2:30-8:00 PM
21. Bayshore Road/Airport Boulevard	Diagonal	1	1	6:00-10:00 AM	2:30-8:00 PM
22. Oyster Point Boulevard	Flyover	2	0	6:00-10:00 AM	2:30-8:00 PM
23. Produce Avenue/Airport Boulevard	Diagonal	3	0	6:00-10:00 AM	2:30-8:00 PM
B. Eastbound I-380[2]	Connector	2	0	Not Metered	
24. Westbound I-380/North Access Road	Diagonal	2	0	6:00-10:00 AM	2:30-8:00 PM
25. San Bruno Avenue[3]	Diagonal	1	0	6:00-10:00 AM	2:30-8:00 PM
26. SFO International	Flyover	2	0	6:00-10:00 AM	2:30-8:00 PM
27. SFO Domestic	Diagonal	2	0	6:00-10:00 AM	2:30-8:00 PM
28. Westbound Millbrae Avenue	Loop	1	0	6:00-10:00 AM	2:30-8:00 PM
29. Eastbound Millbrae Avenue	Diagonal	2	1	6:00-10:00 AM	2:30-8:00 PM
30. Broadway/Rollins Road[4]	Diagonal	2	0	Under Construction	
31. Poplar Avenue	Hook	1	0	6:00-10:00 AM	3:30-8:00 PM
32. 3rd Avenue	Loop	1	0	6:00-7:00 AM	2:30-8:00 PM
33. 4th Avenue	Diagonal	2	0	6:00-10:00 AM	2:30-8:00 PM
34. Fashion Island Boulevard	Diagonal	1	1	6:00-10:00 AM	2:30-8:00 PM
C. Westbound SR 92[2]	Loop Connector	1	0	Not Metered	
35. Eastbound SR 92	Connector	1	0	6:00-6:45 AM	5:00-7:15 PM

Notes:

1. Ramp metering operation is between 6:00 and 10:00 AM for the morning peak period and between 2:30 and 8:00 PM for the evening peak period. Ramps not metered during the morning and evening metering periods rest on green.
2. Ramp metering equipment was not installed at this location, because the traffic volumes cannot be metered with the existing geometric configuration.
3. San Bruno Avenue on-ramp will meter vehicles onto the San Bruno/SFO collector where they can then access SFO or Southbound US 101 corridor unrestrictedly.
4. Broadway/Rollins Road on-ramp interchange is currently under construction for approximately two years. Rates developed in this report reflect future configurations.

Source: Fehr & Peers, May 2016.



Northbound On-Ramps (18 Locations):	Southbound On-Ramps (17 Locations):
1. SR 92 Westbound Diagonal	19. Beatty Avenue
2. Fashion Island Drive	20. Lagoon Road/Sierra Point Pkwy
3. Kehoe Avenue	21. Bayshore Road/Airport Boulevard
4. 3rd/4th Avenue	22. Oyster Point Boulevard
5. Peninsula Avenue/Airport Boulevard	23. Produce Avenue/Airport Boulevard
6. Anza Boulevard	24. WB I-380/North Access Road
7. Broadway/Old Bayshore Highway*	25. San Bruno Avenue
8. Millbrae Avenue Collector Ramp	26. SFO International Terminal
9. SFO/Domestic On-Ramp	27. SFO Domestic Terminal
10. San Bruno Avenue/SFO Int'l Airport	28. WB Millbrae Avenue
11. I-380 Eastbound	29. EB Millbrae Avenue
12. I-380 WB/North Access Road	30. Broadway/Rollins Road*
13. I-380 WB/Airport Boulevard	31. Popular Avenue
14. S. Airport Boulevard	32. 3rd Avenue Westbound Loop
15. Grand Avenue/Airport Boulevard	33. 4th Avenue Eastbound Diagonal
16. Oyster Point Boulevard	34. Fashion Island Boulevard
17. Sierra Point Parkway	35. EB SR 92
18. Harney Way	

NB Unmetered On-Ramps (1 Location)	SB Unmetered On-Ramps (2 Locations)
A. SR 92 Eastbound Loop	B. SR 92 Westbound Loop
	C. I-380 Eastbound

* The US 101/Broadway interchange is under construction. Rates were developed to reflect future configuration.

Figure 1

Ramp Metering Locations

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Date: April 2016

2.2 RAMP METERING IMPLEMENTATION PROCESS

This section of the report includes a summary of the ramp metering implementation plan, including data collection, model calibration, and ramp metering rate development. This summary references previous project deliverables that include more in-depth information and analysis.

2.2.1 BEFORE STUDY DATA AND CONDITIONS

In May 2014 Fehr & Peers submitted the "Draft Transportation Analysis Report: Existing Data Collection" report to MTC, Caltrans, and C/CAG for review. This report summarizes the March 2014 data collected to represent existing conditions of the US 101 study corridor to support the development of a ramp metering implementation plan. Specifically, this report includes a description of the study corridor and existing transportation infrastructure; a summary of the data collection effort (15-minute traffic counts, 15-minute increment travel time runs); a discussion of visual observations including freeway bottleneck locations, excessive ramp queuing, and traffic incidents; and a presentation of the data recommended for selection of representative traffic operations on a typical weekday day.

2.2.2 FREQ CALIBRATION REPORT AND RAMP METERING RATE DEVELOPMENT

As part of the calibration process, Fehr & Peers worked closely with Caltrans and MTC to fine-tune the FREQ models to develop calibrated models that accurately represented existing conditions for the northbound and southbound US 101 study corridors. As noted, given the complexity of the study corridor, ramp metering rates were first developed for the northbound corridor and subsequently for the southbound corridor.

2.2.2.1 Northbound US 101 Corridor

Fehr & Peers developed recommended ramp metering rates for the northbound US 101 study corridor for both the AM and PM study periods. Draft metering rates were submitted to MTC, Caltrans, and C/CAG in September 2014 for review. The Draft metering rates were reviewed and presented to the RMTC in September 2014. Comments were received from MTC, Caltrans, C/CAG, and the RMTC on the proposed metering rates and incorporated into a final set of metering rates with the final rates summarized and submitted in the October 2014 "San Mateo County Northbound US 101 Ramp Metering Implementation Plan (SR 92 Interchange to San Francisco/San Mateo County Line): Final Report - Recommended Ramp Metering Rates" report. The final ramp metering rates were presented to the RMTC at the October 23, 2014 meeting.

2.2.2.2 Southbound US 101 Corridor

Fehr & Peers developed recommended ramp metering rates for the southbound US 101 study corridor for both the AM and PM study periods. As part of the rate development process for the southbound AM corridor, Caltrans, in consultation with the project team, implemented at-demand and non-restrictive metering rates for all study on-ramps during the entire AM metering period. As a result, all on-ramps have minimal delay and operate similar to conditions without the implementation of ramp metering. Metering rates for the PM peak period were developed following the normal process by holding cars on the ramp to improve mainline operations without impacting local street traffic or causing undue delay.

Draft metering rates were submitted to MTC, Caltrans, and C/CAG in March 2015 for review. The draft metering rates were presented to the RMTC in mid-March 2015 for review and comments. Comments were received from MTC, Caltrans, C/CAG, and the RMTC on the proposed metering rates and incorporated into a final set of metering rates with the final rates summarized and submitted in the April 2015 "San Mateo County Southbound US 101 Ramp Metering Implementation Plan (SR 92 Interchange to San Francisco/San Mateo County Line): Final Report - Recommended Ramp Metering Rates" report. The final ramp metering rates were presented to the RMTC for review and comments at the March 24, 2015 meeting.

2.2.2.3 Final Recommended Ramp Metering Rates

The final recommended rates for the northbound (October 2014) and southbound (April 2015) corridors summarized the proposed model metering rates, projected travel time after the ramp metering implementation, vehicular volumes, queuing and delays for the study corridor. Fehr & Peers utilized this final set of rates to establish Time of Day (TOD) ramp metering plans based on freeway vehicular occupancy information provided by Caltrans. Some keys to the development of the metering plans included:

- Metering rates were developed with the intent of maximizing the efficiency of the freeway system by keeping the mainline operating at or near capacity.
- Metering rates were set to optimally reduce freeway congestion by utilizing the available storage on each on-ramp while not creating undue delay on any specific on-ramp.
    - On-ramps with lower observed demands were metered with higher rates to break up platooning of cars and improve merging conditions, while minimizing individual wait times.
    - To manage flows onto the mainline, and to better regulate the merging conditions between mainline and on-ramp vehicles, on-ramps with higher observed demands were metered to constrain flow onto the mainline without inducing undue delay at the ramps.

- Ramp metering rates typically ranged between a minimum of 240 vehicles per hour per lane (vphpl) and a maximum of 900 vphpl for mixed flow on-ramp lanes.
- Where on-ramp traffic demand exceeded the maximum rate of 900 vphpl, a more aggressive metering rate (between 900 vphpl and 1050 vphpl) was used to simulate two cars per green operations (Northbound US 101 On-Ramps: Westbound SR 92 diagonal and Eastbound I-380 connector; Southbound US 101 On-Ramps: Eastbound SR 92 diagonal).
- If the operation of 1050 vphpl (two cars per green) would continue to result in excessive spillback beyond the available ramp storage capacity, the ramp meters would be set to rest on green during those times (Northbound US 101 On-Ramps: Westbound SR 92 diagonal, 3rd/4th Avenue, SFO Domestic and the Eastbound I-380 flyover; Southbound US 101 On-Ramps: Poplar Avenue, 3rd Avenue and the Eastbound SR 92 diagonal).
- At on-ramp locations with an HOV lane, the HOV demand rate was assumed to be 10 percent of the total count volume and to be fully served by the ramp-meters.
- At ramp locations where more than one mixed flow lane is available, the same metering rate was used for all mixed-flow lanes.
- At locations where multiple on-ramps and metering points would feed into the freeway mainline through a single point (such as Westbound I-380/North Access Road), manual calculations were completed to develop the appropriate rates for each metering point.

2.2.3 FIELD IMPLEMENTATION AND FINE TUNING

For implementation purposes, each corridor (northbound and southbound) was activated during different periods. On the northbound corridor, implementation of ramp metering occurred in November 2014, with the PM peak period starting on November 12, 2014, and AM peak period starting one week later on November 18, 2014.. On the southbound corridor, ramp metering implementation occurred in May 2015, with the PM peak period starting on May 5, 2015, and AM peak period starting a week later on May 12, 2015.

Fehr & Peers and Caltrans staff conducted field observations of the ramp and mainline operations immediately before and after implementation and completed additional follow-up reviews after initial deployment of ramp metering. A series of field observations and briefing meetings were conducted during the first week of implementation to determine if any immediate changes to metering rates were required for safety reasons or to identify issues with implementation that were unforeseen during metering rate deployment. Follow-up reviews were conducted to determine if additional fine-tuning was necessary to enhance operations. The following highlights the ramp metering rate adjustments that were implemented as part of the field review.

- **Northbound AM Peak Period**
  - Eastbound I-380 On-Ramp Mixed-Flow Lane:
    - 6:00 AM to 6:20 AM from 1050 vphpl to 600 vphpl.
    - 6:20 AM to 7:15 AM from 1050 vphpl to 1020 vphpl.
- **Northbound PM Peak Period**
  - Westbound SR-92 Diagonal On-Ramp Mixed-Flow Lane:
    - 5:45 PM to 7:00 PM from 1020 vphpl to rest on green.
    - 7:00 PM to 8:00 PM from 800 vphpl to rest on green.
    - The high demand at this ramp exceeds maximum ramp metering rates.
  - Kehoe Avenue On-Ramp Mixed-Flow Lane:
    - 4:00 PM to 5:00 PM from 510 vphpl to 720 vphpl.
    - 6:00 PM to 8:00 PM from 510 vphpl to 650 vphpl.
  - Eastbound I-380 On-Ramp Mixed-Flow Lane:
    - 3:00 PM to 3:30 PM from 1050 vphpl to 600 vphpl.
    - 3:30 PM to 4:00 PM from 1050 vphpl to 720 vphpl.
    - 4:00 PM to 4:45 PM from 800 vphpl to 720 vphpl.
    - 4:45 PM to 5:00 PM from 1020 vphpl to 720 vphpl.
    - 5:00 PM to 6:30 PM from 1020 vphpl to 840 vphpl.
    - 6:30 PM to 7:15 PM from 900 vphpl to 840 vphpl.
    - 7:15 PM to 8:00 PM from 900 vphpl to 720 vphpl.
  - Oyster Point Boulevard On-Ramp Mixed-Flow Lane:
    - 3:00 PM to 4:00 PM from 900 vphpl to 560 vphpl.
    - 5:00 PM to 6:00 PM from 650 vphpl to 480 vphpl.
- **Southbound AM Peak Period**
  - Bayshore Road/Airport Boulevard On-Ramp Mixed-Flow Lane:
    - 6:00 AM to 7:00 AM from 520 vphpl to 550 vphpl.
  - Produce Avenue/Airport Boulevard On-Ramp Mixed-Flow Lane:

        - 6:00 AM to 10:00 AM from 510 vphpl to 720 vphpl.
    - Eastbound 4th Avenue Diagonal On-Ramp Mixed-Flow Lane:
        - 7:00 AM to 10:00 AM from 510 vphpl to rest on green.
    - Eastbound SR-92 Diagonal On-Ramp Mixed-Flow Lane:
        - 6:00 AM to 6:45 AM from 710 vphpl to 720 vphpl.
- **Southbound PM Peak Period**
    - Oyster Point Boulevard On-Ramp Mixed-Flow Lane:
        - 4:30 PM to 6:00 PM from 450 vphpl to 600 vphpl.
    - Produce Avenue/Airport Boulevard On-Ramp Mixed-Flow Lane:
        - 2:30 PM to 4:00 PM from 580 vphpl to 720 vphpl.
        - 4:00 PM to 5:00 PM from 700 vphpl to 900 vphpl.
        - 5:00 PM to 6:00 PM from 720 vphpl to 900 vphpl.
        - 6:00 PM to 6:45 PM from 530 vphpl to 720 vphpl.
        - 6:45 PM to 9:00 PM from 380 vphpl to 720 vphpl.
    - San Bruno Diagonal On-Ramp Mixed-Flow Lane:
        - 2:30 PM to 3:00 PM from 570 vphpl to 720 vphpl.
    - SFO Domestic Terminal On-Ramp Mixed-Flow Lane:
        - 2:30 PM to 7:00 PM from 480 vphpl to 450 vphpl.
    - Eastbound Millbrae Avenue On-Ramp Mixed-Flow Lane:
        - 4:00 PM to 5:00 PM from 450 vphpl to 400 vphpl.
    - Eastbound SR-92 Diagonal On-Ramp Mixed-Flow Lane:
        - 5:00 PM to 7:15 PM from 1020 vphpl to 1060 vphpl.
        - 7:15 PM to 8:00 PM from 1020 vphpl to rest on green.

In addition to the metering rate adjustments the following equipment fixes/adjustments were made for the identified reasons:

- Northbound
  - Westbound SR-92 On-Ramp to Northbound 101 Connector, electrical issues with signals fixed
  - Harney Way Hook On-Ramp, knocked down "Meter-On" sign fixed
  - Additional "2 Cars per Green" signs installed at the Eastbound I-380 Connector to Northbound US 101.
- Southbound
  - Southbound SFO International On-Ramp Advanced Warning Sign moved further back to increase visibility.
  - Poplar Avenue Diagonal On-Ramp knocked down "Meter-On" sign and signal fixed

3.0 AFTER STUDY DATA COLLECTION

This chapter of the report outlines the "After" Study data collection effort. "After" Study data was collected over a two-week period in late September 2015. To provide a detailed comparison with "Before" Study data, freeway travel time, freeway mainline volumes, and freeway ramp volumes were collected throughout the study area. Detailed observations on ramp queue lengths were collected at all on-ramps within the study area, except SR 92 Westbound On-ramp (rest on green) and Broadway/Old Bayshore On-ramp (under construction). Arterial and intersection volumes were also collected to analyze potential diversion of traffic to bypass routes along US 101. The data collection methodology is summarized in the following sections.

The Bay Area has experienced economic growth and associated growth in traffic volumes over the last few years. This growth in traffic volumes has been noticeable on the San Mateo County US 101 Ramp Metering Study corridor where traffic volumes between March 2014 ("Before" Study data collection period) and September 2015 ("After" Study data collection period) have increased. To illustrate the growth in traffic volumes, **Table 3** below compares average daily traffic (ADT) volumes from March 2014 ("Before" Study Period) to October 2014 (Before first activation in November 2014 on US 101 just south of the study area (near Ralston Avenue/Marin Parkway) in both the northbound and southbound directions.

TABLE 3: US-101 MAINLINE FLOW

Direction	Week		Percent Increase	Numerical Increase
	3/3/2014* (Pre-Metering)	10/20/2014* (Pre-Activation)		
Northbound	102,786	133,951	30.3%	31,165
Southbound	90,765	102,984	13.5%	12,219
Total	**193,551**	**236,936**	**22.4%**	**43,385**

Source: Caltrans PeMS Aggregates Time Series Report at the Ralston Avenue/Harbor Boulevard segment (LDS 401859 and 401831 for Northbound and Southbound, respectively). Average data for Tuesday, Wednesday, and Thursday of week indicated.

As shown in **Table 3**, traffic volumes on US 101 just south of the study corridor have increased by approximately 22 percent, which is a substantial increase for a five-month time period.

3.1 REPRESENTATIVE DAY

Similar to the Existing Data Collections report (May 2014), the data was reviewed to identify a "representative day" For the "After" Study data collection. A "representative day" is defined as a day in which:

- there were no freeway or local street incidents that would adversely impact the collected data, and
- Bottleneck locations and associated queues and travel times are consistent with observed travel patterns when compared to historical data.

3.1.1 Traffic Incidents

In addition, accident information was reviewed from field observations made by the drivers during the travel time surveys. Additional accident information was queried from the Caltrans Performance Measurement System (PeMS) website to determine if there were any significant incidents near the study area that would affect the typical day travel time surveys. The Caltrans PeMS website collects historic and real-time traffic data, including accident information from California Highway Patrol (CHP) Incident Logs, on all state facilities. Incidents identified in the AM and PM periods are summarized below:

- Tuesday, September, 29, 2015:
  - 6:10 PM: US 101 Northbound at I-380 eastbound connector.
- Wednesday, September 30, 2015:
  - 5:58 PM: US 101 Southbound at North Access Road On-Ramp.
- Thursday, October 1, 2015:
  - 5:54 PM: US 101 Northbound at San Francisco International Airport Off-Ramp

Data sets that included the documented collision data and observed atypical queues were removed from consideration. With the remaining data sets, daily variations of the same study segment/period were examined to identify a single data set that reflected typical study period operations. Fehr & Peers used the September 29, 2015 traffic count and travel time data to represent the "After" Study conditions for comparison to the "Before" Study. The September 29, 2015 date was selected even though there was an incident reported during the PM peak hour in the northbound direction. A review of the travel time data showed that the incident only affected travel times and queues through the corridor for one 15-minute time slice. The only exception to the use of the September 29, 2015 data are the northbound travel times

between 2:00 and 3:00 PM. During this period, data showed higher than normal travel times and the September 30, 2015 data set was substituted to represent typical traffic conditions during that time. Each of the data sets is discussed in more detail below.

3.2 FREEWAY TRAVEL TIME DATA

Freeway travel times were collected by conducting travel time runs using the GPS floating car technique. This data was augmented with data available via INRIX, which collects data using GPS-enabled smartphones. The GPS floating car data represents the travel characteristics of one vehicle within the traffic stream, generally in a single lane. INRIX data is an aggregate of many vehicles travelling in all lanes. The travel time data for the GPS travel time surveys and INRIX are each discussed below.

3.2.1 GPS TRAVEL TIME SURVEYS

GPS travel time surveys were conducted along US-101 to collect "After" Study end-to-end travel time information for comparison to the "Before" Study travel time information. GPS travel time surveys were collected on Tuesday September 29, Wednesday September 30, and Thursday October 1, 2015, in both directions of the US-101 study corridor in the AM and PM periods from 5:00 AM to 10:00 AM and 2:00 PM to 8:00 PM. As noted previously, September 29, 2015 was selected to be representative of a typical day. The speed profiles are shown in **Appendix A**. The following sections summarize the travel time survey methodology.

3.2.1.1 Methodology

GPS travel times were collected every 15 minutes during the AM and PM periods. Travel time surveys were collected using GPS hardware and software to track time, longitude and latitude location, and velocity. Since there are no HOV lanes in this study corridor, no separate travel time data was collected for HOV lanes. Travel time surveys for the northbound direction on US-101 began upstream of the study corridor at the Hillsdale Boulevard on-ramp and ended at the Harney Way off-ramp. For the southbound direction, travel time surveys began at the Sierra Point Parkway/Lagoon Road on-ramp and concluded at the Ralston Avenue off-ramp. Each driver used the "floating car technique," per Caltrans guidance. Drivers kept pace with the average speed of traffic, but did not exceed the posted speed limit of 65 mph.

3.3 TRAFFIC VOLUME DATA

Traffic volume data was collected at freeway mainline and ramp locations, as well as for select local arterials and intersections.

3.3.1 FREEWAY MAINLINE AND ON-RAMP VOLUMES

Freeway mainline, on-ramp, and off-ramp volumes were collected on US-101 during the study periods. Traffic volume data was compared to the "Before" Study volumes to determine the differences before and after ramp metering. The following summarizes the methodology for collecting traffic volume data.

3.3.1.1 Methodology

Volume counts were collected using different methods. Caltrans loop detectors were used at most on-ramp study locations. Where Caltrans loop detectors were not available, mechanical hose tube counts or Wavetronix radar data collection methods were used (provided by Fehr & Peers). Mainline count data was collected via Wavetronix and provided by Fehr & Peers. The study locations are illustrated in **Figure 2**. For many of the locations, the Caltrans detector loops were installed after the "Before" Study, and therefore the volume data for "Before" and "After" studies were from different data collection methods. The "Before" Study on-ramp volumes were primarily collected using mechanical hose tube counts, while the "After" Study volumes were primarily collected using Caltrans loop detectors. The volume counts in the "After" Study were collected at 15-minute intervals during fall 2015 and are summarized in **Appendix B**.

3.3.2 ARTERIAL AND INTERSECTION VOLUMES

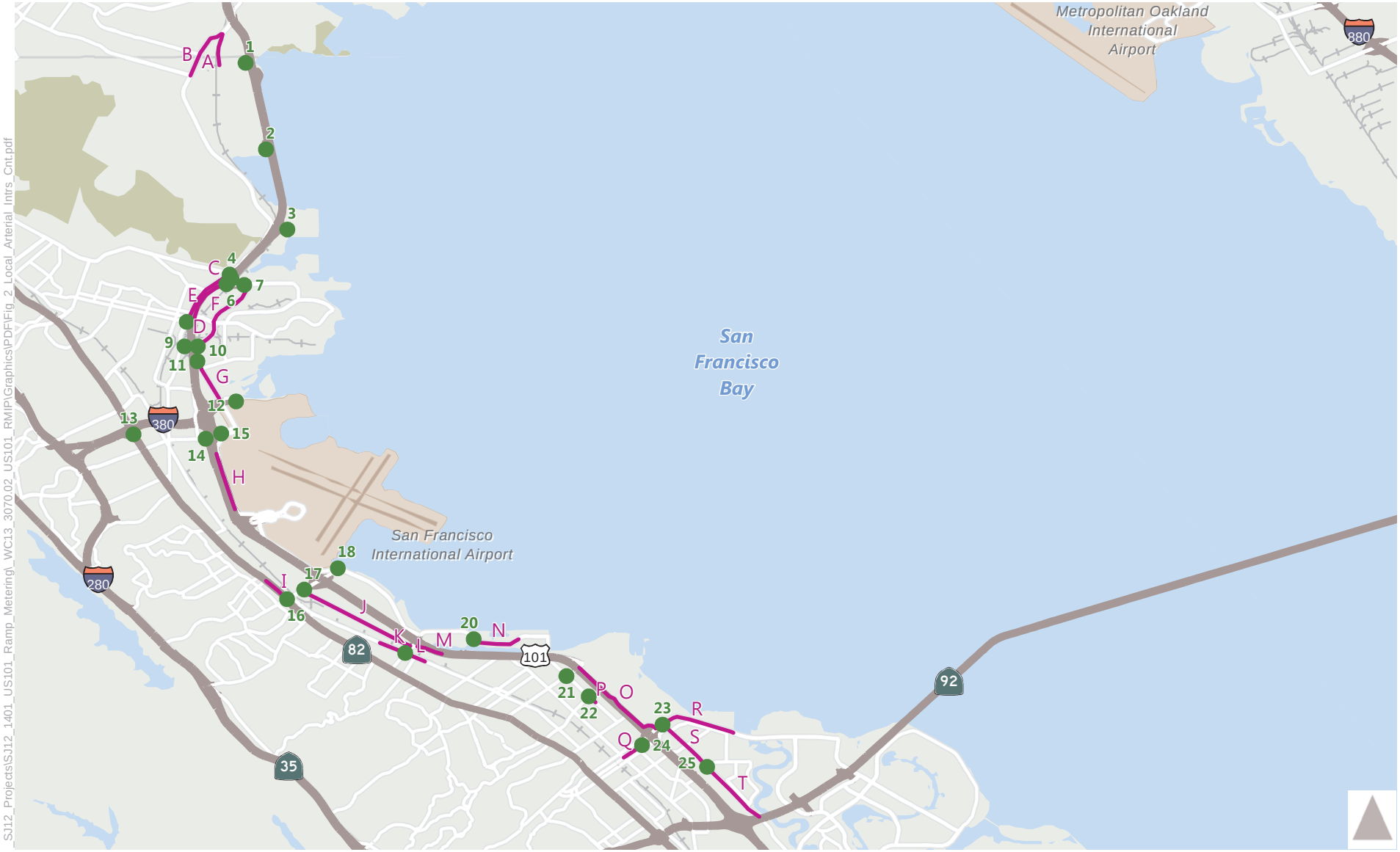
Traffic volumes were collected on arterials and at intersections near US-101 in the study area during the study periods. Traffic volume data was summarized in the "After" Study and used for comparison with the "Before" Study to determine if there is a shift in arterial traffic volumes due to ramp metering. The following summarizes the methodology used for collecting traffic volume data, data reduction process, and results.

3.3.2.1 Methodology

Mechanical tube counts were collected on arterials located near US-101 as illustrated in **Figure 2**. The tube counts were collected over 72 consecutive hours, mid-week (Tuesday through Thursday) at 15-minute intervals, during the weeks of September 21st and September 28th 2015 and are summarized in **Appendix C**. Manual intersection turning movement counts were collected during the same two week period, with each intersection being counted once the week of September 21st and once the week of September 28th 2015. The intersection turning movement counts were collected during the AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak periods, at 15-minute intervals and are summarized in **Appendix D.**

3.4 ON-RAMP QUEUES

Observations on on-ramp queues were collected March 8, 9, 16, and 17, 2016 during the morning and evening peak periods. All on-ramp locations listed in **Table 1** were observed except the SR 92 Westbound On-ramp (rest on green) and Broadway/Old Bayshore On-ramp (under construction). Maximum on-ramp queues were reported in number of vehicles in each lane of the on-ramps at approximately 15-minute intervals. The field observation notes are included in **Appendix E**.



Study Intersections

Study Segments

Figure 2

Local Arterial and Intersection Count Locations

4.0 NORTHBOUND US 101 "BEFORE" VERSUS "AFTER" STUDY COMPARISON

The "After" Study data was compared to the "Before" condition data to determine the impact of ramp metering on the northbound corridor. The following summarizes the comparison between the northbound "Before" and "After" Study data results for freeway travel time surveys, as well as freeway mainline and on-ramp volumes, and on-ramp queues for each of the peak periods.

4.1 AM PEAK PERIOD

This section compares the "After" Study data to the "Before" Study data for the Northbound AM corridor.

4.1.1 FREEWAY TRAVEL TIME COMPARISON

GPS Freeway travel time runs for the AM peak period on Northbound US-101 (from Hillsdale Boulevard on-ramp to Harney Way off-ramp) for the "After" Study were compared to the "Before" Study travel time runs.

4.1.1.1 GPS Travel Time Data

Speed profiles for each 15-minute time slice along Northbound US-101 in the AM peak period are shown in **Appendix A** for travel time surveys completed on March 20, 2014 and September 29, 2015.

Table 4 and **Figure 3** provide a summary of the travel times during the "Before" and "After" Study for each 15-minute period between 5:00 AM and 10:00 AM for the northbound corridor. During non-congested times between 5:00 AM and 7:00 AM, travel times generally remained unchanged in the "After" Study in comparison to the "Before" Study, while travel times decreased in the "After" Study during the congested periods between 7:00 AM and 10:00 AM. On average travel times decreased by ten percent on the northbound AM corridor between the "Before" and "After" studies. The congested period ended about 30 minutes sooner in the "After" study (9:00 AM) as compared to the "Before" study (9:30 AM).

At 5:00 AM, the travel times began at free flow conditions at around 13 minutes for the 14 mile corridor in both the "Before" Study and the "After" Study. The travel times increased and peaked at 8:15 AM in the "After" Study, while the travel times increased and peaked at 8:30 AM in the "Before" Study. The maximum travel time of 21.5 minutes in the "After" Study was less than the maximum travel time of 26.4 minutes in the "Before" Study. Congestion had mostly dissipated at around 9:45 AM in the "Before" Study, with travel

times around 14 minutes (which is just one minute over the free flow travel time of 13 minutes), while it had ended 45 minutes earlier at 9:00 AM in the "After" Study.

TABLE 4: NORTHBOUND AM US-101 (HILLSDALE BOULEVARD ON-RAMP TO HARNEY WAY OFF-RAMP) "BEFORE" STUDY VS. "AFTER" STUDY TRAVEL TIME COMPARISON

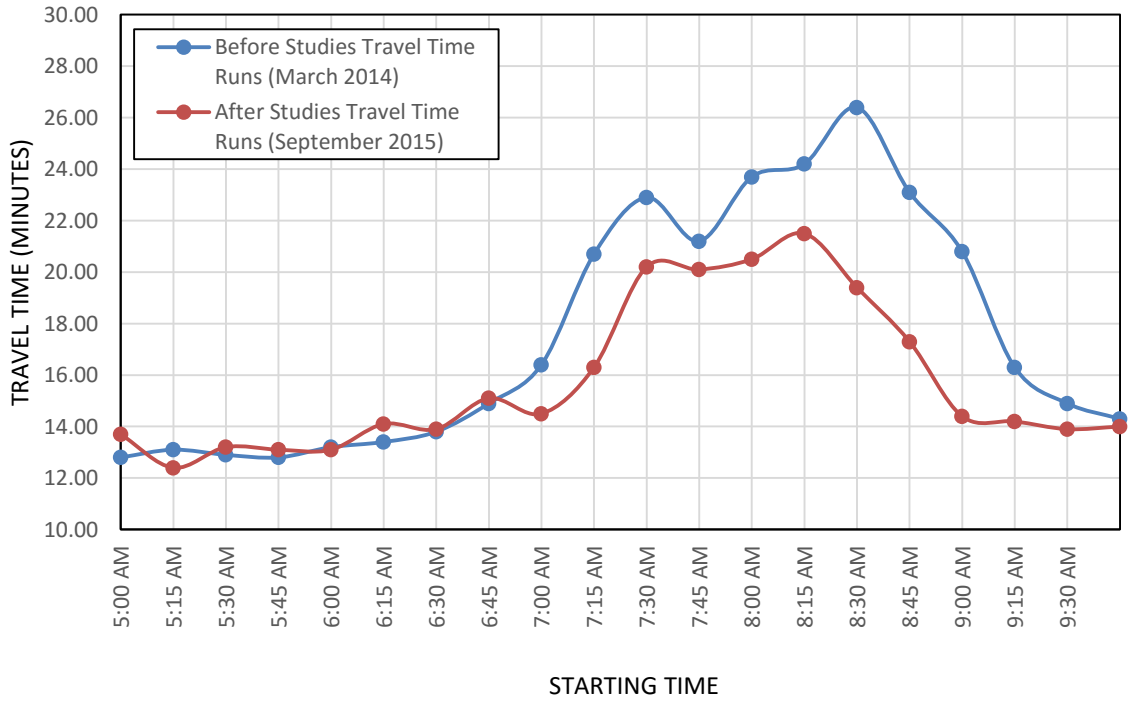
Start Time	"Before" Study (min)[1]	"After" Study (min)[2]	Difference (min)	% Change
5:00 AM	12.8	13.7	0.9	7.0%
5:15 AM	13.1	12.4	-0.7	-5.3%
5:30 AM	12.9	13.2	0.3	2.3%
5:45 AM	12.8	13.1	0.3	2.3%
6:00 AM	13.2	13.1	-0.1	-0.8%
6:15 AM	13.4	14.1	0.7	5.2%
6:30 AM	13.8	13.9	0.1	0.7%
6:45 AM	14.9	15.1	0.2	1.3%
7:00 AM	16.4	14.5	-1.9	-11.6%
7:15 AM	20.7	16.3	-4.4	-21.3%
7:30 AM	22.9	20.2	-2.7	-11.8%
7:45 AM	21.2	20.1	-1.1	-5.2%
8:00 AM	23.7	20.5	-3.2	-13.5%
8:15 AM	24.2	***21.5***	-2.7	-11.2%
8:30 AM	***26.4***	19.4	-7.0	-26.5%
8:45 AM	23.1	17.3	-5.8	-25.1%
9:00 AM	20.8	14.4	**-6.4**	**-30.8%**
9:15 AM	16.3	14.2	-2.1	-12.9%
9:30 AM	14.9	13.9	-1.0	-6.7%
9:45 AM	14.3	14.0	-0.3	-2.1%
Average	**17.6**	**15.7**	**-1.8**	**-10.2%**

Notes:
1. "Before" travel times reflect conditions on 03/20/2014.
2. "After" travel time reflect conditions on 09/29/2015.
Red bold text denotes maximum percent change in travel times between "Before" and "After" studies.
Italic/bold text denotes maximum observed travel times for the "Before" and "After" studies.

Despite that the mainline traffic demand has increased by approximately ten percent from the data collection time of the "Before" Study to the "After" Study, the "After" Study showed significant improvements in vehicle travel time on the study corridor. The average travel time over the five-hour period decreased from 17.6 minutes to 15.7 minutes, which equates to a ten percent reduction in travel times. The maximum percent difference in travel time occurred at 9:00 AM, when the "Before" Study travel

time of 20.8 minutes decreased to 14.4 minutes in the "After" Study for a decrease of 6.4 minutes, or 30.8 percent (highlighted with bold red text in the **Table 4**). The maximum time difference occurred at 8:30 AM when travel times decreased by 7.0 minutes between the "Before" and "After" studies.

FIGURE 3: NORTHBOUND AM (HILLSDALE BOULEVARD ON-RAMP TO HARNEY WAY OFF-RAMP) "BEFORE" VS. "AFTER" STUDY TRAVEL TIME



4.1.2 FREEWAY MAINLINE DELAY

Using the mainline delay for the AM peak period and traffic volume data collected, the total mainline delay was calculated for the "Before" and "After" conditions. The total mainline delay decreased by 43 percent, or approximately 989 vehicle-hours (veh-hours), from 2,289 veh-hrs of delay in the "Before" Study to 1,300 veh-hrs of delay in the "After" Study, with calculations shown in **APPENDIX F**.

4.1.3 FREEEWAY MAINLINE BOTTLENECK AND QUEUE COMPARISON

This section discusses the observed Northbound AM bottlenecks and queues in the "Before" and "After" studies and compares operations for the two study periods for the northbound corridor. Speed profile comparisons for the "After" Study are provided in **Appendix A**.

The morning peak period "Before" Study congestion on northbound US 101 was primarily due to seven bottlenecks that developed, including north of the Kehoe Avenue, 3rd/4th Avenue, Peninsula

Avenue/Airport Boulevard, Broadway, South Airport Boulevard, Oyster Point Boulevard and Sierra Parkway on-ramps. Following the implementation of ramp metering, these bottlenecks were still present but increased bottleneck throughput resulted in less overall congestion and delay approaching them, particularly in the southern and central portions of the corridor, even with the increase in corridor traffic volumes as outlined in **Table 3**.

In the southern part of the corridor, queues approaching the bottleneck at Kehoe Avenue significantly reduced in length and duration. "Before" Study queues, which extended through the SR-92 interchange for about 60 minutes, only extended through the SR-92 interchanges for about 15 minutes in the "After" Study and the duration of queues approaching the bottleneck were reduced by about 75 minutes.

The portions of the peak period when bottlenecks developed at 3rd/4th Avenue and Peninsula Avenue/Airport Boulevard reduced from about 75 minutes to about 15 minutes and 30 minutes, respectively. Queues approaching the 3rd/4th Avenue bottleneck, which at times extended through the SR-92 interchange during the "Before" Study, were limited to the area of the 3rd/4th Avenue interchange during the "After" Study and queues approaching the Peninsula Avenue/Airport Boulevard bottleneck remained relatively minor and within the interchange area.

In the central part of the corridor, the bottleneck at Broadway again resulted in minor queues within the interchange but only developed for 30 minutes in the "After" Study, compared to about 60 minutes in the "Before" Study. Maximum queues approaching the bottleneck at South Airport Boulevard were also reduced in the "After" Study, by as much as about one mile, while congestion continued to develop approaching the bottleneck for about 75 minutes.

The improved traffic conditions in the southern and central portions of the corridor were primarily the result of increased bottleneck throughput due to ramp metering. However, this allowed more traffic to reach the northern part of the corridor and congestion approaching the Oyster Point Boulevard and Sierra Point Parkway bottlenecks developed more frequently. The duration of queues approaching the bottleneck at Oyster Point Parkway increased from about 30 minutes to about 60 minutes and maximum queue lengths increased slightly but were still limited to the interchange area. Congestion approaching the Sierra Point Parkway bottleneck also developed for an additional 30 minutes in the "After" Study but maximum approaching queues continued to be within the area of the interchange.

As a result of the increased bottleneck throughput related to ramp metering, overall congestion in the corridor was reduced. Consequently, the travel times decreased in the "After" Study, despite the increase in traffic demand between the study periods, and northbound corridor operations were improved during the AM peak period.

4.1.4 TRAFFIC VOLUME DATA COMPARISON

The average "Before" and "After" mainline and on-ramp traffic volumes for the five-hour AM study period were summarized to compare the "Before" versus "After" ramp metering conditions.

4.1.4.1 Freeway Mainline Volumes

Table 5 summarizes the average freeway mainline traffic volumes for the "Before" Study and "After" Study during the AM peak period, along with the difference and percent change for each. At the first location between the 3rd/4th Street On-Ramp and the Dore Off-Ramp, the mainline mixed flow traffic volumes increased significantly by 16 percent (5,113 vehicles). The "Before" Study showed a bottleneck that developed from 8:00 AM until 9:15 AM between the 3rd/4th Street On-Ramp and the Dore Off-Ramp. This bottleneck was no longer observed in the "After" Study, with the exception of a 15 minute time period at 8:30 AM. The reduction of this bottleneck contributes the large increase in mainline throughput between the 7:00 AM and 9:00 AM period. Additionally, the increase in volumes is likely due to the increase in throughput at the Kehoe Avenue bottleneck, as explained in the previous section.

TABLE 5: NORTHBOUND AM US-101 MAINLINE "BEFORE" VS. "AFTER" FIVE-HOUR TRAFFIC VOLUMES COMPARISON

Mainline Location	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
Between 3rd/4th On-ramp & Dore Off-ramp	"Before"[1]	4,440	7,116	7,261	6,548	6,914	32,279
	"After"[2]	5,013	7,438	8,895	8,565	7,481	37,392
	Difference	573	322	1,634	2,017	567	5,113
	% Change	13%	5%	23%	31%	8%	16%
Between Airport Hook On-ramp & Grand Ave Off-ramp	"Before"[1]	3,504	6,368	8,279	8,102	7,691	33,943
	"After"[2]	3,723	6,462	8,595	8,221	7,940	34,941
	Difference	219	94	317	120	249	999
	% Change	6%	1%	4%	1%	3%	3%
Between Sierra Point Pkwy Diagonal On-ramp & Harney Way Off-ramp	"Before"[1]	2,933	5,481	7,066	6,574	5,886	27,940
	"After"[2]	2,698	5,841	7,359	6,490	6,155	28,543
	Difference	-235	360	293	-84	269	603
	% Change	-8%	7%	4%	-1%	5%	2%

Notes:
1. "Before" volumes reflect conditions on 03/20/2014.
2. "After" volumes reflect conditions on 09/29/2015.
Source: Fehr & Peers, May 2016.

At the second location between the Airport Boulevard Hook On-Ramp and Grand Avenue Off-Ramp, the mainline mixed flow traffic volumes increased by about three percent (999 vehicles) over the five hour period. The increase in flow can be attributed to the improved bottleneck operations at this location.

At the third location between Sierra Point Parkway Diagonal On-Ramp & Harney Way Off-Ramp, the total five hour mainline mixed flow traffic volumes stayed relatively the same with an increase of two percent (603 vehicles).

4.1.4.2 Freeway On-Ramp Volumes

Table 6 summarizes the average AM peak hour on-ramp traffic volumes for the "Before" Study, "After" Study, the difference in traffic volumes, and percent change in traffic volume at each location.

TABLE 6: NORTHBOUND AM US-101 ON-RAMP AVERAGE "BEFORE" VS. "AFTER" FIVE-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
SR 92 WB Diagonal	"Before"[1]	1,594	2,324	1,995	1,815	1,895	9,622
	"After"[2]	1,932	2,233	2,314	2,238	2,342	11,059
	Difference	338	-91	319	423	447	1,436
	% Change	21%	-4%	16%	23%	24%	15%
Fashion Island Boulevard	"Before"[1]	76	179	358	344	276	1,234
	"After"[2]	90	180	388	386	250	1,294
	Difference	14	1	30	42	-26	61
	% Change	18%	1%	8%	12%	-9%	5%
Kehoe Avenue	"Before"[1]	44	97	255	192	102	689
	"After"[2]	50	163	467	366	196	1,242
	Difference	6	66	212	174	94	552
	% Change	14%	68%	83%	91%	92%	80%
3rd Avenue	"Before"[1]	295	925	2,063	2,064	1,268	6,616
	"After"[2]	299	782	1,905	2,027	955	5,968
	Difference	4	-143	-158	-37	-313	-647
	% Change	1%	-15%	-8%	-2%	-25%	-10%
Peninsula Avenue/Airport Boulevard	"Before"[1]	228	537	915	873	525	3,078
	"After"[2]	226	540	953	960	580	3,259
	Difference	-2	3	38	87	55	181
	% Change	-1%	1%	4%	10%	10%	6%

TABLE 6: NORTHBOUND AM US-101 ON-RAMP AVERAGE "BEFORE" VS. "AFTER" FIVE-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
Anza Boulevard	"Before"[1]	52	76	105	107	119	459
	"After"[2]	43	69	139	123	98	472
	Difference	-9	-7	34	16	-21	13
	% Change	-17%	-9%	32%	15%	-18%	3%
Broadway/Old Bayshore Hwy	"Before"[1]	251	581	874	924	867	3,497
	"After"[2]	266	549	891	919	748	3,373
	Difference	15	-32	17	-5	-119	-124
	% Change	6%	-6%	2%	-1%	-14%	-4%
Millbrae Avenue Collector Ramp	"Before"[1]	246	481	817	902	731	3,178
	"After"[2]	306	474	795	928	547	3,050
	Difference	60	-7	-22	26	-184	-127
	% Change	24%	-1%	-3%	3%	-25%	-4%
SFO Domestic	"Before"[1]	600	625	588	551	703	3,066
	"After"[2]	589	575	603	564	758	3,089
	Difference	-11	-50	15	13	55	22
	% Change	-2%	-8%	3%	2%	8%	1%
San Bruno/SFO International	"Before"[1]	208	356	459	462	564	2,050
	"After"[2]	280	470	590	548	592	2,480
	Difference	72	114	131	86	28	431
	% Change	35%	32%	29%	19%	5%	21%
I-380 EB	"Before"[1]	810	1,746	2,953	3,123	2,153	10,785
	"After"[2]	876	1,546	2,923	3,191	2,243	10,779
	Difference	66	-200	-30	68	90	-6
	% Change	8%	-11%	-1%	2%	4%	0%
I-380 WB/North Access Road	"Before"[1]	24	54	40	25	32	175
	"After"[2]	32	55	39	20	36	182
	Difference	8	1	-1	-5	4	7
	% Change	33%	2%	-2%	-20%	12%	4%
I-380 WB/South Airport Boulevard	"Before"[1]	9	33	32	45	49	167
	"After"[2]	4	37	50	39	41	171
	Difference	-5	4	18	-6	-8	3
	% Change	-58%	12%	56%	-13%	-16%	2%

TABLE 6: NORTHBOUND AM US-101 ON-RAMP AVERAGE "BEFORE" VS. "AFTER" FIVE-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
South Airport Boulevard	"Before"[1]	137	211	256	271	258	1,133
	"After"[2]	120	276	277	295	345	1,313
	Difference	-17	65	21	24	87	180
	% Change	-12%	31%	8%	9%	34%	16%
Grand Avenue/Airport Boulevard	"Before"[1]	276	531	641	558	531	2,537
	"After"[2]	286	550	611	544	488	2,479
	Difference	10	19	-30	-14	-43	-58
	% Change	4%	4%	-5%	-3%	-8%	-2%
Oyster Point Boulevard	"Before"[1]	198	399	601	487	397	2,081
	"After"[2]	253	600	958	751	590	3,152
	Difference	55	201	357	264	193	1,070
	% Change	28%	50%	59%	54%	49%	51%
Sierra Point Parkway	"Before"[1]	18	45	67	67	56	253
	"After"[2]	17	43	89	81	76	306
	Difference	-1	-2	22	14	20	53
	% Change	-6%	-4%	33%	21%	36%	21%
Harney Way	"Before"[1]	85	123	302	225	185	921
	"After"[2]	84	163	384	333	239	1,203
	Difference	-1	40	82	108	54	283
	% Change	-1%	32%	27%	48%	29%	31%

Notes:
1. "Before" volumes reflect conditions on 03/20/2014.
2. "After" volumes reflect conditions on 09/29/2015.
Source: Fehr & Peers, February 2016.

The on-ramp traffic volumes varied for each location throughout the five-hour AM period. The traffic volumes generally increased at most of the on-ramps, with the exception of several on-ramp locations. The significant changes in on-ramp traffic volumes include

- SR 92 Westbound (+1,436 vehicles)
- Kehoe Avenue (+552 vehicles)
- 3rd Avenue (- 647 vehicles)
- Oyster Point Boulevard (+1,070 vehicles)

The above changes in on-ramp traffic volumes mostly occurred in the vicinity of two bottleneck locations, Kehoe Avenue and Oyster Point Boulevard. As a result of a reduced bottleneck at Kehoe Avenue, the Kehoe Avenue on-ramp traffic volumes increased by 80 percent, over 550 vehicles, whereas traffic volumes on the immediate downstream on-ramp at 3rd Avenue decreased by about 650 vehicles. .

4.1.5 ON-RAMP QUEUES

The on-ramp queues and storage capacities for the Northbound AM corridor are summarized in **Table 7**.

Based on the observations, the northbound AM queues were contained in the available on-ramp storage at all of the ramp locations except Kehoe Avenue, where the maximum on-ramp queue exceeded the available storage by three vehicles from 7:00AM to 8:00AM. Queues were observed at the I-380 Eastbound connector to Northbound US 101 between 8:00 AM and 10:00 AM, even though the meters were resting in green. Any observed queues were due to congestion on northbound US-101 limiting the amount of traffic able to enter from eastbound I-380 and not the operations of ramp metering.

TABLE 7: NORHTBOUND AM ON-RAMP CAPACITY AND MAX QUEUE COMPARISON[1]

On-Ramp	Comparison	6-7 AM	7-8 AM	8-9 AM	9-10 AM
SR 92 Westbound	Capacity	37	37	37	37
	Queue	Ramp Not Observed; Rest on Green			
Fashion Island Drive	Capacity	26	26	26	26
	Queue	2	6	3	5
Kehoe Avenue	Capacity	4	4	4	4
	Queue	4	**7**	3	1
3rd/4th Avenue	Capacity	21	21	21	21
	Queue	5	10	0	0
Peninsula Avenue/Airport Boulevard	Capacity	3	34	34	34
	Queue	3	20	15	2
Anza Boulevard	Capacity	30	30	30	30
	Queue	1	4	0	0
Broadway/Old Bayshore Highway	Capacity	10	10	10	10
	Queue	Ramp Not Observed; Under Construction			
Millbrae Avenue	Capacity	61	61	61	61
	Queue	8	12	6	4
SFO Domestic	Capacity	17	17	17	17
	Queue	10	10	7	11

TABLE 7: NORHTBOUND AM ON-RAMP CAPACITY AND MAX QUEUE COMPARISON[1]

On-Ramp	Comparison	6-7 AM	7-8 AM	8-9 AM	9-10 AM
San Bruno Avenue/SFO International	Capacity	64	64	64	64
	Queue	2	2	3	3
I-380 Eastbound	Capacity	74	74	74	74
	Queue	25	25	Meters Rest on Green – Observed ramp queuing due to mainline congestion	
I-380 Westbound/North Access Road	Capacity	24	24	24	24
	Queue	0	0	0	4
I-380 Westbound/Airport Boulevard	Capacity	22	22	22	22
	Queue	0	0	0	4
South Airport Boulevard	Capacity	3	3	3	3
	Queue	2	3	3	3
Grand Avenue/Airport Boulevard	Capacity	20	20	20	20
	Queue	8	8	20	20
Oyster Point Boulevard	Capacity	17	17	17	17
	Queue	3	4	2	-
Sierra Point Parkway	Capacity	35	35	35	35
	Queue	1	2	2	2
Harney Way	Capacity	67	67	67	67
	Queue	1	2	1	2

Notes:
1. Capacity and queues expressed in vehicles. Capacity assumes 30 feet per vehicle. Maximum queues of one vehicle or less were noted as zero queues.
Bold text denotes queues that exceed available storage capacity.
Source: Fehr & Peers, May 2016.

All metered on-ramps are equipped with end-of-queue detectors, which are embedded in the pavement toward the end the on-ramp's storage capacity. When the system detects that queues are reaching the end of the storage capacity, the ramp metering rates are increased to limit any spill back onto the local street network.

4.2 PM PEAK PERIOD

This section compares the "After" Study data to the "Before" Study data for the Northbound PM corridor.

4.2.1 FREEWAY TRAVEL TIME COMPARISON

Freeway travel time runs for the PM peak period on Northbound US-101 (from Hillsdale Boulevard on-ramp to Harney Way off-ramp) for the "After" Study were compared to the "Before" Study travel time runs.

4.2.1.1 GPS Travel Time Data

Speed profiles for each 15-minute time slice along Northbound US-101 in the PM peak period is shown in **Appendix A** for travel time surveys completed on March 20, 2014 and September 29, 2015.

Table 8 and **Figure 5** provide a summary of the travel times during the "Before" and "After" Study for each 15-minute period between 2:00 PM and 8:00 PM for the northbound corridor.

The travel time data shows that there was an increase in travel times in the "After" Study in comparison to the "Before" Study for most of the study period; though the increase was most noticeable between 5:45 PM and 6:45 PM.

The travel times began at near free flow conditions at 2:00 PM for both the "Before" and "After" studies at just over 13 minutes. The travel times increased and peaked at 5:45 PM in the "After" Study, while the travel times increased and peaked at 5:30 PM in the "Before" Study. The maximum travel time of 22.7 minutes in the "After" Study was slightly greater than the maximum travel time of 21.8 minutes in the "Before" Study. The congestion in the "Before" and "After" Study periods both continued after the study period with a travel time of 14.8 minutes at 8:00 PM. The average travel time over the six-hour period increased from 15.9 minutes to 16.4 minutes. The maximum difference in travel time occurred at 6:30 PM, when the "Before" Study travel time of 18.4 minutes increased to 22.0 minutes in the "After" Study for an increase of 3.6 minutes, or 19.6 percent (highlighted in the **Table 8** with bold red text).

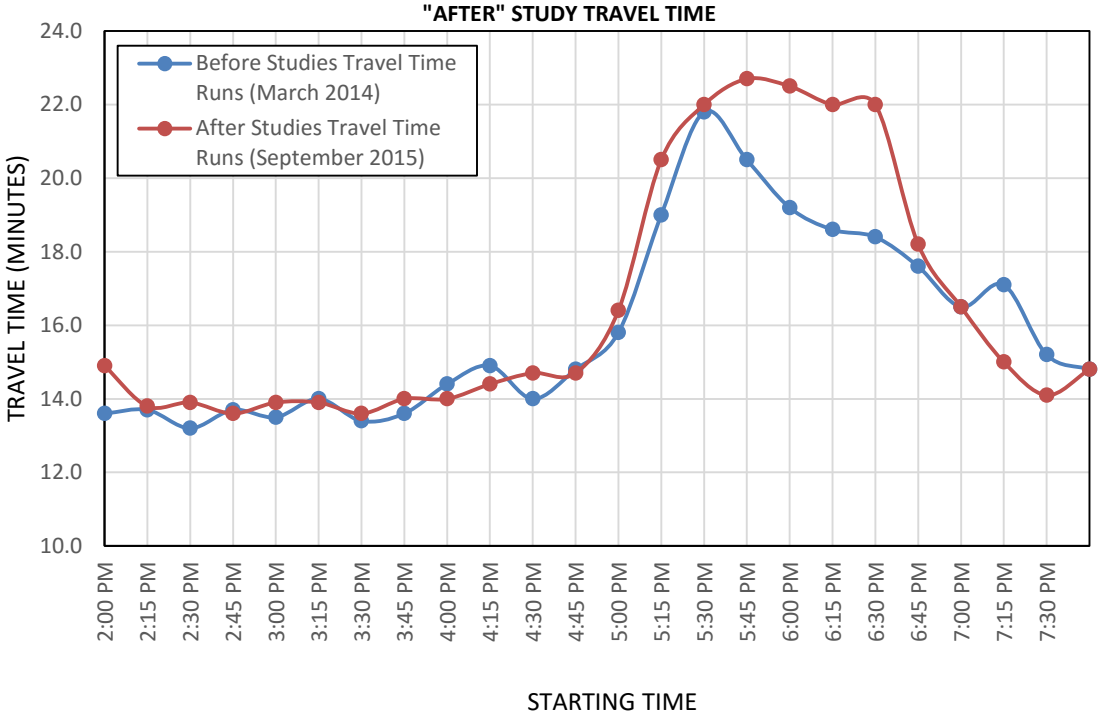
TABLE 8: NORTHBOUND PM US-101 (HILLSDALE BOULEVARD ON-RAMP TO HARNEY WAY OFF-RAMP) "BEFORE" STUDY VS. "AFTER" STUDY TRAVEL TIME COMPARISON

Start Time	"Before" Study (min)[1]	"After" Study (min)[2]	Difference (min)	% Change
2:00 PM	13.6	13.2	-0.4	-2.9%
2:15 PM	13.7	13.5	-0.2	-1.5%
2:30 PM	13.2	13.4	0.2	1.5%
2:45 PM	13.7	14.4	0.7	5.1%
3:00 PM	13.5	13.9	0.4	3.0%
3:15 PM	14.0	13.9	-0.1	-0.7%
3:30 PM	13.4	13.6	0.2	1.5%
3:45 PM	13.6	14.0	0.4	2.9%
4:00 PM	14.4	14.0	-0.4	-2.8%
4:15 PM	14.9	14.4	-0.5	-3.4%
4:30 PM	14.0	14.7	0.7	5.0%
4:45 PM	14.8	14.7	-0.1	-0.7%
5:00 PM	15.8	16.4	0.6	3.8%
5:15 PM	19.0	20.5	1.5	7.9%
5:30 PM	***21.8***	22.0	0.2	0.9%
5:45 PM	20.5	***22.7***	2.2	10.7%
6:00 PM	19.2	22.5	3.3	17.2%
6:15 PM	18.6	22.0	3.4	18.3%
6:30 PM	18.4	22.0	**3.6**	**19.6%**
6:45 PM	17.6	18.2	0.6	3.4%
7:00 PM	16.5	16.5	0.0	0.0%
7:15 PM	17.1	15.0	-2.1	-12.3%
7:30 PM	15.2	14.1	-1.1	-7.2%
7:45 PM	14.8	14.8	0.0	0.0%
Average	**15.9**	**16.4**	**0.5**	**3.1%**

Notes:
1. "Before" travel times reflect conditions on 03/20/2014.
2. "After" travel time reflect conditions on 09/29/2015 for travel times starting at 3:15 PM. Data from 09/30/2015 was used for travel times between 2:00 and 3:00 PM, since the 09/29/2015 data showed higher than normal travel times during that time period as compared to all three data sets.

Red bold text denotes maximum difference in travel times between "Before" and "After" studies.
Italic/bold text denotes maximum observed travel times for the "Before" and "After" studies.

FIGURE 5: NORTHBOUND PM (HILLSDALE BOULEVARD ON-RAMP TO HARNEY WAY OFF-RAMP) "BEFORE" VS. "AFTER" STUDY TRAVEL TIME



4.2.1.2 INRIX Travel Time Data

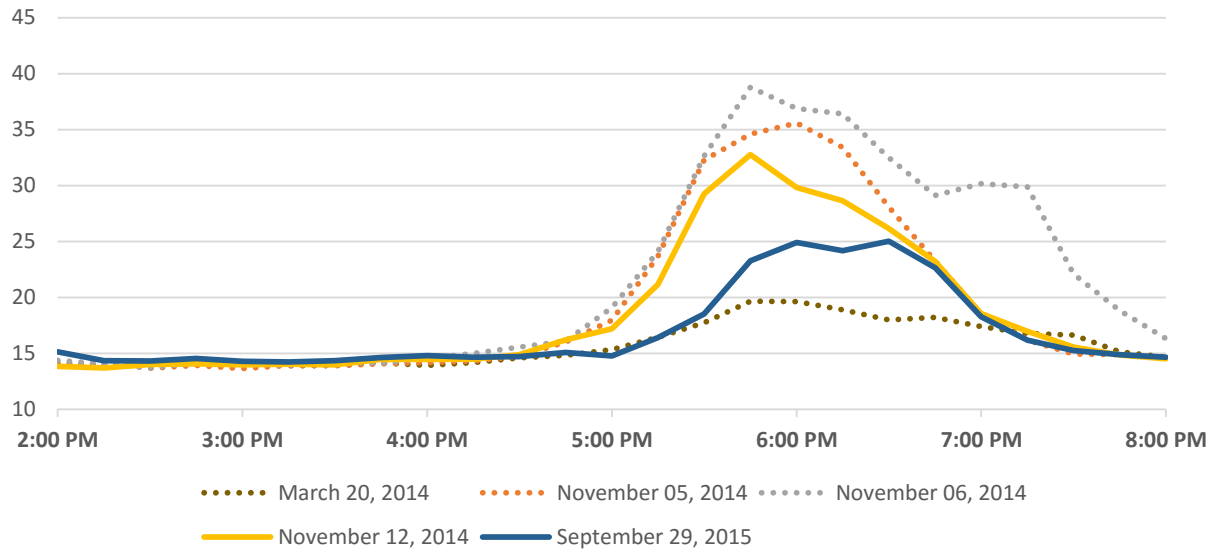
In addition to reviewing travel time data from floating car surveys, northbound PM travel time data was obtained from INRIX for comparative purposes. INRIX data can be obtained for greater time periods to more clearly illustrate the changes in travel times along the northbound PM corridor. INRIX travel data captures the travel time between set points along a roadway by gathering information anonymously from vehicles and GPS-enabled smartphones that pass the set points. It should be noted that the INRIX travel time data uses speeds from all lanes on the freeway mainline, including auxiliary lanes, which can have different speeds than the through lanes that the freeway travel time surveys are based on. Since our study corridor does not have any HOV lanes, this does not affect our analysis.

The INRIX travel time data was provided by MTC for northbound US-101 between the Hillsdale on-ramp and the Bayshore Road off-ramp. INRIX data was provided immediately before and after ramp metering implementation, as well as for the days the GPS travel time data was collected:

- Pre-implementation: March 20, 2014 ("Before" Study GPS Data Collection Date)
- Pre-Implementation: November 5 and 6, 2014
- Post-Implementation: November 12, 2014
- Post-implementation: September 29, 2015 ("After" Study GPS Data Collection Date)

INRIX data was compared for the weeks during the Pre- Implementation and Post-Implementation. **Figure 6** shows the comparison of travel times along Northbound US-101 between the Hillsdale On-Ramp and the Harney Way Off-Ramp during these study periods.

FIGURE 6: NORTHBOUND PM (HILLSDALE BOULEVARD ON-RAMP TO 3rd/BAYSHORE OFF-RAMP) "BEFORE" VS. "AFTER" STUDY INRIX TRAVEL TIME



Comparing the travel times at the worst point of congestion in November 2014 for "Pre-Implementation" at around 5:45 PM, average travel times decreased from the "Pre-Implementation" to "Post-Implementation" by 6.0 minutes from nearly 39.0 minutes to 33.0 minutes. The use of the more comprehensive INRIX data set shows that implementation of ramp metering improved operations on Northbound US 101 during the evening peak period immediately after the meters were activated. Between March 2014, when the "Before" manual travel time data was collected, and November 2015, when the "Pre-Implementation" INRIX data was collected, the max travel times increased from about 20.0 minutes to 39.0 minutes. This represents a 95 percent increase in travel times between March 2014 and November 2015. As discussed earlier in **Table 3**, traffic volumes on US 101 increased by approximately ten percent between March 2014 and January 2015; resulting in increased travel times and congestion on the corridor even without the implementation of ramp metering.

In INRIX data suggests that the additional congestion and delay along between the "Before" and "After" study data collections periods were more likely the result of increased corridor demand between the study periods rather than associated with ramp metering.

4.2.2 FREEWAY MAINLINE DELAY

Using the Caltrans methodology for calculating total delay, the total mainline delay increased by 278 veh-hours, from 1,504 veh-hrs of delay in the "Before" Study to 1,782 veh-hrs of delay in the "After" Study. This represents a nearly 18 percent increase in mainline delay. However, using the November 2014 INRIX data for "Pre-Implementation" to "Post-Implementation" comparison, total mainline delay actually decreases by 1,114 veh-hrs delay, from 4,121 veh-hrs of delay in the "Before" Study to 3,007 veh-hrs delay in the "After" Study. The mainline delay calculations are shown in **APPENDIX F**. These mainline delay calculations are

4.2.3 FREEEWAY MAINLINE BOTTLENECK AND QUEUE COMPARISON

This section discusses the observed Northbound PM bottlenecks and queues in the "Before" and "After" studies and compares operations for the two study periods for the northbound corridor. Speed profile comparisons for the "After" Study are provided in **Appendix A.**

"Before" Study congestion on northbound US 101 was due to four bottlenecks, which developed north of the South Airport Boulevard, Grand Avenue, Oyster Point Boulevard and the Sierra Point Parkway on-ramps. These bottlenecks continued to develop in the "After" Study but, due to traffic demand increases along the corridor and increased bottleneck throughput due to ramp metering, congestion patterns changed and the bottlenecks developed at different times for each location and for varying durations. During the period between 5:00 PM and 6:30 PM, the increases in bottleneck throughput due to ramp metering were not able to off-set the demand increases for the corridor and congestion approaching the bottlenecks increased significantly. At the height of the peak, congestion resulting from the Sierra Point Parkway bottleneck extend through the three upstream bottlenecks and resulted in queues that extended as far south as the Millbrae Avenue on-ramp, an increase of over two miles when compared to maximum queues from the "Before" Study. The increased throughput provided by ramp metering was, however, able to keep the peak period from spreading and the duration of congestion remained relatively unchanged in spite of the increase in traffic demand.

4.2.4 TRAFFIC VOLUME DATA COMPARISON

The average "Before" and "After" mainline and on-ramp traffic volumes for the six-hour study PM period were summarized to compare the "Before" versus "After" ramp metering conditions.

4.2.4.1 Freeway Mainline Volumes

Table 9 summarizes the average freeway mainline traffic volumes for the "Before" Study and "After" Study at each count location during the PM peak hour, along with the difference and percent change for each.

TABLE 9: NORTHBOUND PM US-101 MAINLINE AVERAGE "BEFORE" VS. "AFTER" SIX-HOUR TRAFFIC VOLUMES COMPARISON

Mainline Location	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
Between 3rd/4th On-ramp & Dore Off-ramp	"Before"[1]	6,959	7,103	7,573	6,916	6,785	7,003	42,339
	"After"[2]	7,447	7,881	8,444	8,278	7,515	7,399	46,964
	Difference	488	778	871	1,362	730	396	4,625
	% Change	7%	11%	12%	20%	11%	6%	11%
Between Airport Hook On-ramp & Grand Ave Off-ramp	"Before"[1]	6,802	6,928	7,461	8,028	7,546	6,970	43,735
	"After"[2]	6,504	6,181	7,077	7,443	6,961	6,495	40,661
	Difference	-298	-747	-384	-585	-585	-475	-3,074
	% Change	-4%	-11%	-5%	-7%	-8%	-7%	-7%
Between Sierra Point Pkwy Diagonal On-ramp & Harney Way Off-ramp	"Before"[1]	6,081	6,083	6,664	7,569	7,032	6,357	39,786
	"After"[2]	6,271	6,377	7,056	7,698	7,288	6,422	41,112
	Difference	190	294	392	129	256	65	1,326
	% Change	3%	5%	6%	2%	4%	1%	3%

Notes:
1. "Before" volumes reflect conditions on 03/20/2014.
2. "After" volumes reflect conditions on 09/29/2015.
Source: Fehr & Peers, February 2016.

At the first location near the 3rd/4th Street On-Ramp and the Dore Off-Ramp, the mainline mixed flow traffic volumes increased by 11 percent (4,625 vehicles). This change is likely due to the growth in traffic demand as well as the increase in bottleneck throughput on the southern section of the corridor and south of SR 92. In the "Before" study, a few bottlenecks developed in the southern section of the study corridor sporadically, but each only developed for a short amount of time. Although traffic demand has increased in the "After" study, the implementation of ramp metering has prevented these bottlenecks from developing at all. Therefore, the increase in throughput related to ramp metering was able to off-set the effects of increased traffic demand in this section of the study corridor.

At the second location between Airport Hook On-ramp & Grand Ave Off-ramp, the mainline mixed flow traffic volumes decreased by seven percent (3,074 vehicles). The decrease in throughput at this location can be attributed to the bottlenecks at South Airport Boulevard and Oyster Point Parkway. The South Airport Avenue bottleneck developed for about 75 minutes longer and with greater queue lengths as

compared to the "Before" Study; the Oyster Point Parkway bottleneck also extended back to this section more frequently in the "After" study.

At the third location between Sierra Point Pkwy Diagonal On-ramp & Harney Way Off-ramp, the mainline mixed flow traffic volumes increased by about three percent (1,326 vehicles). The improved flow can be attributed to ramp metering, which increased bottleneck throughput at Sierra Point Parkway and reduced the bottleneck's associated queued lengths and duration.

4.2.4.2 Freeway On-Ramp Volumes

Table 10 summarizes the average PM peak hour on-ramp traffic volumes for the "Before" Study, "After" Study, the difference in traffic volumes, and percent change in traffic volume at each location.

TABLE 10: NORTHBOUND PM US-101 ON-RAMP AVERAGE "BEFORE" VS. "AFTER" SIX-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
SR 92 WB Diagonal	"Before"[1]	1,692	1,753	2,049	2,160	1,842	1,424	9,495
	"After"[2]	1,678	1,776	2,129	2,338	2,079	1,532	10,000
	Difference	-14	23	80	178	237	108	504
	% Change	-1%	1%	4%	8%	13%	8%	5%
Fashion Island Boulevard	"Before"[1]	352	395	533	573	433	286	2,287
	"After"[2]	349	447	558	598	470	305	2,422
	Difference	-3	52	25	25	37	19	136
	% Change	-1%	13%	5%	4%	9%	7%	6%
Kehoe Avenue	"Before"[1]	71	121	116	130	110	88	547
	"After"[2]	112	149	194	131	107	111	693
	Difference	41	28	78	1	-3	23	145
	% Change	58%	23%	67%	1%	-3%	26%	26%
3rd Avenue	"Before"[1]	861	972	1,225	1,568	1,097	900	5,723
	"After"[2]	857	1,012	1,240	1,428	1,169	967	5,706
	Difference	-4	40	15	-140	72	67	-17
	% Change	0%	4%	1%	-9%	7%	7%	0%
Peninsula Avenue/Airport Boulevard	"Before"[1]	411	511	533	535	385	319	2,375
	"After"[2]	428	568	552	580	597	479	2,725
	Difference	17	57	19	45	212	160	350
	% Change	4%	11%	4%	8%	55%	50%	15%

TABLE 10: NORTHBOUND PM US-101 ON-RAMP AVERAGE "BEFORE" VS. "AFTER" SIX-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
Anza Boulevard	"Before"[1]	153	199	278	343	227	185	1,200
	"After"[2]	178	182	316	415	267	280	1,358
	Difference	25	-17	38	72	40	95	158
	% Change	16%	-9%	14%	21%	18%	51%	13%
Broadway/Old Bayshore Hwy	"Before"[1]	784	767	750	782	674	627	3,757
	"After"[2]	695	773	844	886	720	680	3,918
	Difference	-89	6	94	104	46	53	161
	% Change	-11%	1%	13%	13%	7%	8%	4%
Millbrae Avenue Collector Ramp	"Before"[1]	1,034	1,047	1,099	1,122	899	717	5,202
	"After"[2]	1,245	1,090	1,132	1,158	726	748	5,351
	Difference	211	43	33	36	-173	31	150
	% Change	20%	4%	3%	3%	-19%	4%	3%
SFO Domestic	"Before"[1]	928	839	688	665	686	933	3,807
	"After"[2]	1,032	768	692	639	744	813	3,875
	Difference	104	-71	4	-26	58	-120	69
	% Change	11%	-8%	1%	-4%	8%	-13%	2%
San Bruno/SFO International	"Before"[1]	844	838	731	674	591	559	3,678
	"After"[2]	1,055	1,005	793	806	610	585	4,269
	Difference	211	167	62	132	19	26	591
	% Change	25%	20%	8%	20%	3%	5%	16%
I-380 EB	"Before"[1]	1,206	1,296	1,638	1,753	1,726	1,412	7,619
	"After"[2]	1,163	1,148	1,306	1,632	1,618	1,264	6,867
	Difference	-43	-148	-332	-121	-108	-148	-752
	% Change	-4%	-11%	-20%	-7%	-6%	-10%	-10%
I-380 WB/North Access Road	"Before"[1]	95	59	49	55	59	55	317
	"After"[2]	125	64	63	108	84	73	444
	Difference	30	5	14	53	25	18	127
	% Change	31%	8%	29%	97%	43%	33%	40%
I-380 WB/South Airport Boulevard	"Before"[1]	114	99	93	85	93	74	484
	"After"[2]	119	111	122	167	152	91	671
	Difference	5	12	29	82	59	17	187
	% Change	4%	12%	31%	96%	64%	23%	39%

TABLE 10: NORTHBOUND PM US-101 ON-RAMP AVERAGE "BEFORE" VS. "AFTER" SIX-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
South Airport Boulevard	"Before"[1]	326	364	419	403	333	266	1,845
	"After"[2]	352	362	383	506	401	296	2,004
	Difference	26	-2	-36	103	68	30	159
	% Change	8%	-1%	-9%	26%	20%	11%	9%
Grand Avenue/Airport Boulevard	"Before"[1]	605	670	786	807	575	405	3,444
	"After"[2]	597	596	738	737	561	412	3,229
	Difference	-8	-74	-48	-70	-14	7	-214
	% Change	-1%	-11%	-6%	-9%	-2%	2%	-6%
Oyster Point Boulevard	"Before"[1]	447	458	690	772	488	303	2,855
	"After"[2]	775	848	1,220	1,364	956	531	5,163
	Difference	328	390	530	592	468	228	2,308
	% Change	73%	85%	77%	77%	96%	75%	81%
Sierra Point Parkway	"Before"[1]	69	85	136	191	108	52	589
	"After"[2]	89	73	122	216	104	68	604
	Difference	20	-12	-14	25	-4	16	15
	% Change	29%	-14%	-10%	13%	-4%	31%	3%
Harney Way	"Before"[1]	119	130	138	128	87	72	602
	"After"[2]	133	155	140	162	106	110	696
	Difference	14	25	2	34	19	38	94
	% Change	12%	19%	1%	27%	22%	53%	16%

Notes:
1. "Before" volumes reflect conditions on 03/20/2014.
2. "After" volumes reflect conditions on 09/29/2015.
Source: Fehr & Peers, May 2016.

The on-ramp traffic volumes varied for each location throughout the six-hour PM period. The traffic volumes generally increased at most of the on-ramps, with the exception of the several on-ramp locations. The significant changes in on-ramp traffic volumes include:

- Peninsula Avenue/Airport Boulevard (+350 vehicles)
- San Bruno/SFO International (+591 vehicles)
- Eastbound I-380 (-752 vehicles)
- Oyster Point Boulevard (+2,308 vehicles)

The majority of the increase in traffic volumes at Peninsula Avenue/Airport Boulevard occurred between 6:00 and 8:00 PM. Since there were no bottlenecks present in the southern section of the study corridor during this time period in both the "Before" and "After" studies, this change is likely due to traffic demand increase. The decrease in traffic volumes on the Eastbound I-380 connector is a result of longer congestion duration and greater queue lengths extended through to this section from the bottlenecks at South Airport Boulevard and Grand Avenue. On the other hand, the Oyster Point Boulevard on-ramp traffic volumes increased by 2,300 vehicles, approximately 81 percent, compared to the "Before" study. Other than the increased traffic demand, this volume increase is also likely due to an improved throughput at the Oyster Point Boulevard bottleneck, because more traffic was able to get on to the freeway despite that the duration of congestion and queue lengths at Oyster Point Boulevard did not reduce in the "After" study.

4.2.5 ON-RAMP QUEUES

The on-ramp queues and capacities for the Northbound PM corridor are summarized in **Table 11**.

Based on the observations, the northbound PM queues were contained in the available on-ramp storage at all of the ramp locations except the following:

- South Airport Boulevard On-Ramp: the maximum storage capacity of three vehicles per lane was exceeded by between one and four vehicles each hour between 3:00 PM and 8:00 PM.

As noted earlier, all ramp meters along the study corridor have end-of-queue detectors, which are embedded in the pavement toward the end the on-ramp's storage capacity. When the system detects that queues are reaching the end of the storage capacity, the ramp metering rates are increased up to the maximum metering rate to limit any spill back onto the local street network.

It should also be noted that queues were observed at the I-380 Eastbound connector to Northbound US 101 between 4:00 PM and 8:00 PM. The exact extent of the queues could not be measured. These queues typically extended to the length of the connector and at times spilled back onto Eastbound I-380.

TABLE 11: NORTHBOUND PM ON-RAMP CAPACITY AND MAX QUEUE COMPARISON[1]

On-Ramp	Comparison	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM
SR 92 Westbound	Capacity	37	37	37	37	37
	Queue	Ramp Not Observed; Rest on Green				
Fashion Island Drive	Capacity	26	26	26	26	26
	Queue	2	6	4	6	4
Kehoe Avenue	Capacity	4	4	4	4	4
	Queue	4	3	1	1	3

TABLE 11: NORTHBOUND PM ON-RAMP CAPACITY AND MAX QUEUE COMPARISON[1]

On-Ramp	Comparison	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM
3rd/4th Avenue	Capacity	21	21	21	21	21
	Queue	4	11	20	14	5
Peninsula Avenue/Airport Boulevard	Capacity	3	34	34	34	34
	Queue	3	4	9	4	2
Anza Boulevard	Capacity	30	30	30	30	30
	Queue	3	1	1	1	0
Broadway/Old Bayshore Highway	Capacity	10	10	10	10	10
	Queue	Ramp Not Observed; Under Construction				
Millbrae Avenue	Capacity	61	61	61	61	61
	Queue	4	12	20	5	5
SFO Domestic	Capacity	17	17	17	17	17
	Queue	4	9	10	3	0
San Bruno Avenue/SFO International	Capacity	64	64	64	64	64
	Queue	3	5	12	5	6
I-380 Eastbound	Capacity	74	74	74	74	74
	Queue	15	**74**	**74**	**74**	**74**
I-380 Westbound/North Access Road	Capacity	24	24	24	24	24
	Queue	0	0	0	0	0
I-380 Westbound/Airport Boulevard	Capacity	22	22	22	22	22
	Queue	1	1	1	0	0
South Airport Boulevard	Capacity	3	3	3	3	3
	Queue	**4**	**7**	**6**	**4**	**5**
Grand Avenue/Airport Boulevard	Capacity	20	20	20	20	20
	Queue	8	1	5	14	20
Oyster Point Boulevard	Capacity	17	17	17	17	17
	Queue	14	8	6	14	9
Sierra Point Parkway	Capacity	35	35	35	35	35
	Queue	3	2	9	2	2
Harney Way	Capacity	67	67	67	67	67
	Queue	1	2	0	1	1

Notes:
1. Capacity and queues expressed in vehicles. Capacity assumes 30 feet per vehicle. Maximum queues of one vehicle or less were noted as zero queues.

Bold text denotes queues that exceed available storage capacity.

Source: Fehr & Peers, May 2016.

5.0 SOUTHBOUND US-101 "BEFORE" VERSUS "AFTER" STUDY COMPARISON

The "After" Study data was compared to the "Before" condition data to determine the impact of ramp metering on the southbound corridor. The following summarizes the comparison between the southbound "Before" and "After" Study data results for freeway travel time surveys, as well as freeway mainline and on-ramp volumes, and select on-ramp queues for each of the peak periods.

5.1 AM PEAK PERIOD

This section compares the "After" Study data to the "Before" Study data for the Southbound AM corridor.

5.1.1 FREEWAY TRAVEL TIME COMPARISON

GPS Freeway travel time runs for the AM peak period on Southbound US-101 (from Beatty Avenue On-ramp to Hillsdale Boulevard Off-ramp) for the "After" Study were compared to the "Before" Study travel time runs.

5.1.1.1 GPS Travel Time Data

Speed profiles for each 15-minute time slice along Southbound US-101 in the AM and PM periods are shown in **Appendix A** for travel time surveys completed on March 19, 2014 and September 29, 2015.

Table 13 and **Figure 7** provide a summary of the travel times during the "Before" and "After" Study for each 15-minute period between 5:00 AM and 10:00 AM for the southbound corridor. During non-congested times between 5:00 AM and 6:30/6:45 AM, travel times generally remained unchanged in the "After" Study in comparison to the "Before" Study, while travel times decreased in the "After" Study between 7:00 AM and 10:00 AM. On average travel times decreased by nearly ten percent on the southbound AM corridor between the "Before" and "After" studies.

Changes in travel times from 5:00 to 6:30 AM are negligible. There was a slight increase in travel times in the "After" Study in comparison to the "Before" Study from 6:30 AM to 7:00 AM. However, there was a decrease in travel times during the most congested period from 7:15 AM to 10:00 AM, with the exception of the 9:00 AM travel time, where the "After" Study showed a one minute increase.

TABLE 13: SOUTHBOUND US-101 "BEFORE" STUDY VS. "AFTER" STUDY TRAVEL TIME COMPARISON

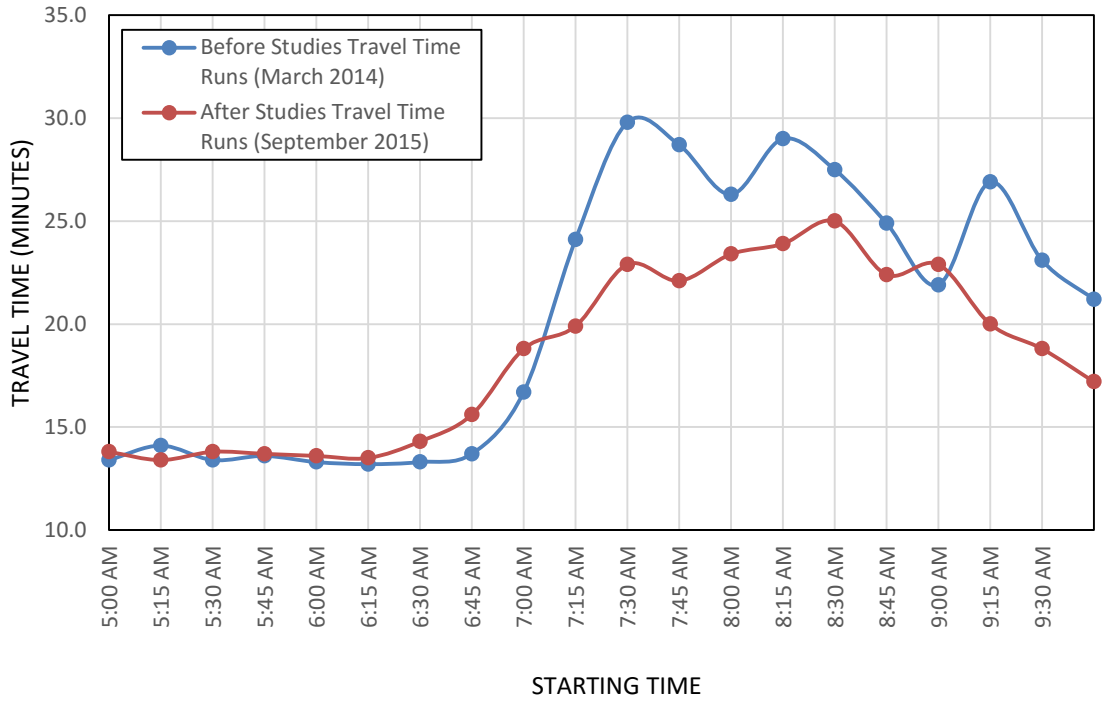
Start Time	"Before" Study (min)[1]	"After" Study (min)[2]	Difference (min)	% Change
5:00 AM	13.4	13.8	0.4	3.0%
5:15 AM	14.1	13.4	-0.7	-5.0%
5:30 AM	13.4	13.8	0.4	3.0%
5:45 AM	13.6	13.7	0.1	0.7%
6:00 AM	13.3	13.6	0.3	2.3%
6:15 AM	13.2	13.5	0.3	2.3%
6:30 AM	13.3	14.3	1.0	7.5%
6:45 AM	13.7	15.6	1.9	13.9%
7:00 AM	16.7	18.8	2.1	12.6%
7:15 AM	24.1	19.9	-4.2	-17.4%
7:30 AM	***29.8***	22.9	**-6.9**	**-23.2%**
7:45 AM	28.7	22.1	-6.6	-23.0%
8:00 AM	26.3	23.4	-2.9	-11.0%
8:15 AM	29.0	23.9	-5.1	-17.6%
8:30 AM	27.5	***25.0***	-2.5	-9.1%
8:45 AM	24.9	22.4	-2.5	-10.0%
9:00 AM	21.9	22.9	1.0	4.6%
9:15 AM	26.9	20.0	**-6.9**	**-25.7%**
9:30 AM	23.1	18.8	-4.3	-18.6%
9:45 AM	21.2	17.2	-4.0	-18.9%
Average	**20.4**	**18.5**	**-2.0**	**-9.8%**

Notes:
1. "Before" travel times reflect conditions on 03/19/2014.
2. "After" travel time reflect conditions on 09/29/2015.
Red bold text denotes maximum difference in travel times between "Before" and "After" studies.
Italic/bold text denotes maximum observed travel times for the "Before" and "After" studies.
Source: Fehr & Peers, February 2015.

The travel times began at free flow conditions at 5:00 AM in both the "Before" Study and the "After" Study at around 13 minutes. The travel times increased and peaked at 8:30 AM in the "After" Study, while the travel times increased and peaked at 7:30 AM in the "Before" Study. The maximum travel time of 25.0 minutes in the "After" Study was less than the maximum travel time of 29.8 minutes in the "Before" Study. The congestion in both the "After" and "Before" studies continued on past the study period end time of 10:00 AM. However, at the end of the study period, the travel time for the "After" Study was less than the "Before" Study by four minutes. The average travel time over the five-hour period decreased from 20.4

minutes to 18.5 minutes. The maximum difference in travel time occurred at 7:30 AM as well as at 9:15 AM with a decrease in travel time of 6.9 minutes, or 23.2 percent and 25.7 percent respectively.

FIGURE 7: SOUTHBOUND AM (LAGOON ROAD ON-RAMP TO RALSTON AVENUE OFF-RAMP) "BEFORE" VS. "AFTER" STUDY TRAVEL TIME



5.1.2 FREEWAY MAINLINE DELAY

Using the Caltrans methodology for calculating total delay, the total mainline delay decreased by 950 veh-hours, from 3,370 veh-hrs of delay in the "Before" Study to 2,420 veh-hrs of delay in the "After" Study. This represents an approximate 28 percent reduction in mainline delay. The mainline delay calculations are shown in **APPENDIX F**.

5.1.3 FREEEWAY MAINLINE BOTTLENECK AND QUEUE COMPARISON

This section discusses the observed Southbound AM bottlenecks and queues in the "Before" and "After" studies and compares operations for the two study periods for the southbound corridor. Speed profile comparisons for the "After" Study are provided in **Appendix A.**

Congestion on southbound US 101 in the AM study period was primarily due to two bottlenecks in the southern end of the corridor in the "Before" Study, including south of the Hillsdale Boulevard loop on-ramp (south of the study corridor) and south of the SR 92 Diagonal on-ramp. Bottlenecks developed at

one or both of the locations for most of the study period between about 7:00AM and 10:00 AM and resulted in maximum queues extending as far north as the Millbrae Avenue interchange, a distance of over 6.5 miles. For the "After" Study, the bottlenecks at Hillsdale Avenue and SR 92 continued to develop for a large portion of the study period but began to dissipate more quickly and maximum queues only extended about 4 miles, to north of the Poplar Avenue interchange, about 2.5 miles less than in the "Before" Study.

Minor bottlenecks also developed further north on the corridor, downstream of the SFO Domestic on-ramp for about 45 minutes and the Millbrae Avenue on-ramp for about 30 minutes, in the "Before" Study with maximum queues extending north about 0.7 miles and 0.8 miles, respectively. These bottlenecks did not develop during the "After" Study, likely due to the increased bottleneck throughput associated with ramp metering.

Overall, the increased bottleneck throughputs associated with ramp metering eliminated the "Before" Study bottlenecks north of SR 92 without negatively impacting queues and delay from the bottleneck at SR 92, as well as the bottleneck south of the study corridor. As a result, corridor travel times were reduced despite the increase in traffic demand for the corridor as outlined in **Table 3.**

5.1.4 TRAFFIC VOLUME DATA COMPARISON

The average "Before" and "After" mainline and on-ramp traffic volumes for the five-hour study period were summarized to compare the "Before" versus "After" ramp metering conditions.

5.1.4.1 Freeway Mainline Volumes

Table 14 summarizes the freeway mainline traffic volumes for the "Before" Study and "After" Study at each mainline locations during the AM peak hour, along with the difference and percent change for each.

The mainline traffic volumes increased at both locations as compared to the "After" Study. At the first location near between Beatty Avenue On-ramp & Lagoon Road/Sierra Point Parkway Off-ramp, the mainline mixed flow traffic volumes stayed relatively the same with an increase of one percent (336 vehicles). This indicates that between the "Before" and "After" studies about the same amount of traffic is entering the study corridor.

At the second location between Millbrae Avenue EB On-ramp & Broadway/Rollins Road Off-ramp, the mainline mixed flow traffic volumes also stayed relatively the same with an increase of one percent (278 vehicles). This is not unexpected, since the main bottlenecks within the study corridor are further south; thus throughput in the northern portion of the study corridor stayed relatively the same.

TABLE 14: SOUTHBOUND AM US-101 MAINLINE "BEFORE" VS. "AFTER" FIVE-HOUR TRAFFIC VOLUMES COMPARISON

Mainline Location	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
Between Beatty Avenue On-ramp & Lagoon Road/Sierra Point Parkway Off-ramp (F&P)	"Before"[1]	3,235	5,884	7,316	7,532	6,892	30,859
	"After"[2]	2,988	5,945	7,849	7,851	6,562	31,195
	Difference	-247	61	533	319	-330	336
	% Change	-8%	1%	7%	4%	-5%	1%
Between Millbrae Avenue EB On-ramp & Broadway/Rollins Road Off-ramp (F&P)	"Before"[1]	2,993	6,357	7,872	7,692	7,446	32,360
	"After"[2]	3,054	6,595	8,073	7,844	7,072	32,638
	Difference	61	238	201	152	-374	278
	% Change	2%	4%	3%	2%	-5%	1%

Notes:
1. "Before" volumes reflect conditions on 03/20/2014.
2. "After" volumes reflect conditions on 09/29/2015.
Source: Fehr & Peers, February 2016.

5.1.4.2 Freeway On-Ramp Volumes

Table 15 summarizes the AM peak hour on-ramp traffic volumes for the "Before" Study, "After" Study, the difference in traffic volumes, and percent change in traffic volume at each location.

TABLE 15: SOUTHBOUND AM US-101 ON-RAMP "BEFORE" VS. "AFTER" FIVE-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
SR 92 EB Diagonal	"Before"[1]	346	802	1,329	1,248	1,280	5,005
	"After"[2]	315	855	1,278	1,213	1,256	4,917
	Difference	-31	53	-51	-35	-24	-88
	% Change	-9%	7%	-4%	-3%	-2%	-2%
Fashion Island Boulevard	"Before"[1]	95	285	747	815	567	2,509
	"After"[2]	104	277	793	839	601	2,614
	Difference	9	-8	46	24	34	105
	% Change	9%	-3%	6%	3%	6%	4%
4th Avenue EB Diagonal	"Before"[1]	183	423	691	729	651	2,677
	"After"[2]	178	434	733	725	671	2,741
	Difference	-5	11	42	-4	20	64
	% Change	-3%	3%	6%	-1%	3%	2%

TABLE 15: SOUTHBOUND AM US-101 ON-RAMP "BEFORE" VS. "AFTER" FIVE-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
3rd Avenue WB Loop	"Before"[1]	159	408	949	901	862	3,279
	"After"[2]	155	395	1,026	888	979	3,443
	Difference	-4	-13	77	-13	117	164
	% Change	-3%	-3%	8%	-1%	14%	5%
Poplar Avenue	"Before"[1]	234	576	769	747	645	2,971
	"After"[2]	201	581	771	749	676	2,978
	Difference	-33	5	2	2	31	7
	% Change	-14%	1%	0%	0%	5%	0%
Broadway/Rollins Road	"Before"[1]	150	493	855	886	674	3,058
	"After"[2]	151	383	614	662	604	2,414
	Difference	1	-110	-241	-224	-70	-644
	% Change	1%	-22%	-28%	-25%	-10%	-21%
Millbrae Avenue EB	"Before"[1]	89	192	283	315	291	1,170
	"After"[2]	91	183	294	282	262	1,112
	Difference	2	-9	11	-33	-29	-58
	% Change	2%	-5%	4%	-10%	-10%	-5%
Millbrae Avenue WB	"Before"[1]	20	46	90	79	78	313
	"After"[2]	24	48	103	86	82	343
	Difference	4	2	13	7	4	30
	% Change	20%	4%	14%	9%	5%	10%
SFO Domestic Terminal	"Before"[1]	404	416	458	386	501	2,165
	"After"[2]	382	414	452	417	497	2,162
	Difference	-22	-2	-6	31	-4	-3
	% Change	-5%	0%	-1%	8%	-1%	0%
SFO International Terminal	"Before"[1]	69	98	137	196	315	815
	"After"[2]	76	91	121	206	269	763
	Difference	7	-7	-16	10	-46	-52
	% Change	10%	-7%	-12%	5%	-15%	-6%
San Bruno Avenue Collector	"Before"[1]	209	391	478	627	621	2,326
	"After"[2]	208	376	463	595	639	2,281
	Difference	-1	-15	-15	-32	18	-45
	% Change	0%	-4%	-3%	-5%	3%	-2%

TABLE 15: SOUTHBOUND AM US-101 ON-RAMP "BEFORE" VS. "AFTER" FIVE-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
I-380 WB/ North Access Road	"Before"[1]	46	138	142	159	192	677
	"After"[2]	59	130	128	151	219	687
	Difference	13	-8	-14	-8	27	10
	% Change	28%	-6%	-10%	-5%	14%	1%
Produce Avenue	"Before"[1]	396	755	1,079	1,121	1,023	4,374
	"After"[2]	386	802	1,082	1,121	1,013	4,404
	Difference	-10	47	3	0	-10	30
	% Change	-3%	6%	0%	0%	-1%	1%
Oyster Point Boulevard	"Before"[1]	223	433	706	747	552	2,661
	"After"[2]	216	417	726	744	594	2,697
	Difference	-7	-16	20	-3	42	36
	% Change	-3%	-4%	3%	0%	8%	1%
Airport Boulevard/Bayshore Road	"Before"[1]	281	580	947	844	593	3,245
	"After"[2]	298	575	879	791	606	3,149
	Difference	17	-5	-68	-53	13	-96
	% Change	6%	-1%	-7%	-6%	2%	-3%
Lagoon Road/Sierra Point Parkway	"Before"[1]	25	49	95	120	91	380
	"After"[2]	25	59	98	106	76	364
	Difference	0	10	3	-14	-15	-16
	% Change	0%	20%	3%	-12%	-16%	-4%
Beatty Avenue/Alana Way	"Before"[1]	104	207	293	253	238	1,095
	"After"[2]	87	221	287	285	232	1,112
	Difference	-17	14	-6	32	-6	17
	% Change	-16%	7%	-2%	13%	-3%	2%

Notes:
1. "Before" volumes reflect conditions on 03/20/2014.
2. "After" volumes reflect conditions on 09/29/2015.
Source: Fehr & Peers, February 2016.

The on-ramp traffic volumes varied for each location throughout the five-hour AM period, but "After" study volumes are generally similar to the "Before" study volumes The only major change in on-ramp traffic volumes is at the Broadway/Rollins Road, where the "After" study on-ramp volume decreased by 644 vehicles as compared to the "Before" study. Since this on-ramp was not metered, the volume decrease is likely due to the on-going construction that diverted traffic to alternate routes. .

5.1.5 ON-RAMP QUEUES

The on-ramp queues and storage capacities for the Southbound AM corridor are summarized in **Table 16**.

Based on the observations, the southbound AM queues were contained in the available on-ramp storage at all of the ramp locations except the following:

- Poplar Avenue On-Ramp: the maximum storage capacity of six vehicles was exceeded by one vehicle between 6:00 AM and 7:00 AM.

As noted earlier, all ramp meters along the study corridor have end-of-queue detectors, which are embedded in the pavement toward the end the on-ramp's storage capacity. When the system detects that queues are reaching the end of the storage capacity, the ramp metering rates are increased up to the maximum metering rate to limit any spill back onto the local street network.

It should also be noted that queues were observed at the at 3rd/4th Avenue On-Ramp between 7:00 AM and 9:30 AM and on the SR-92 Eastbound Connector Ramp between 6:45 AM and 8:45 AM, even though the meters were resting in green. Any observed queues were due to congestion on the US-101 mainline limiting the amount of traffic that enter from the ramps and not operations of ramp metering.

TABLE 16: SOUTHBOUND AM ON-RAMP CAPACITY AND MAX QUEUE COMPARISON[1]

On-Ramp	Comparison	6-7 AM	7-8 AM	8-9 AM	9-10 AM
Beatty Avenue	Capacity	14	14	14	14
	Queue	2	2	2	2
Lagoon Road/Sierra Point Pkwy	Capacity	15	15	15	15
	Queue	1	0	2	0
Bayshore Road/Airport Boulevard	Capacity	36	36	36	36
	Queue	9	10	12	9
Oyster Point Boulevard	Capacity	34	34	34	34
	Queue	2	7	3	13
Produce Avenue/ Airport Boulevard	Capacity	6	6	6	6
	Queue	2	2	2	4
Westbound I-380/North Access Road	Capacity	73	73	73	73
	Queue	0	3	3	3
San Bruno Avenue	Capacity	17	17	17	17
	Queue	2	3	2	5

SFO International	Capacity	22	22	22	22
	Queue	0	1	1	1
SFO Domestic	Capacity	76	76	76	76
	Queue	3	2	1	1
Westbound Millbrae Avenue	Capacity	26	26	26	26
	Queue	0	1	1	1
Eastbound Millbrae Avenue	Capacity	24	24	24	24
	Queue	1	3	5	1
Broadway/Rollins Road[3]	Capacity	17	17	17	17
	Queue	Ramp Not Observed; Under Construction			
Poplar Avenue	Capacity	6	6	6	6
	Queue	**7**	6	5	2
3rd Avenue/4th Avenue	Capacity	17	17	17	17
	Queue	3	Meters Rest on Green – observed ramp queueing due to mainline congestion.		
Fashion Island Boulevard	Capacity	25	25	25	25
	Queue	4	2	20	5
SR-92 Eastbound	Capacity	64	64	64	64
	Queue	26	Meters Rest on Green - observed ramp queueing due to mainline congestion.		

Notes:
1. Capacity and queues expressed in vehicles. Capacity assumes 30 feet per vehicle. Maximum queues of one vehicle or less were noted as zero queues.
Bold text denotes queues that exceed available storage capacity.
Source: Fehr & Peers, May 2016.

5.2 PM PEAK PERIOD

This section compares the "After" Study data to the "Before" Study data for the Southbound PM corridor.

5.2.1 FREEWAY TRAVEL TIME COMPARISON

GPS freeway travel time runs for the PM peak period on Southbound US-101 for the "After" Study were compared to the "Before" Study travel time runs.

5.2.1.1 GPS Travel Time Data

Speed profiles for each 15-minute time slice along Southbound US-101 in the AM and PM periods are shown in **Appendix A** for travel time surveys completed on March 20, 2014 and September 29, 2015.

Table 17 and **Figure 9** provide a summary of the travel times during the "Before" and "After" Study for each 15-minute period between 2:00 PM and 8:00 PM for the southbound corridor.

TABLE 17: SOUTHBOUND PM PERIOD US-101 "BEFORE" STUDY VS. "AFTER" STUDY TRAVEL TIME COMPARISON

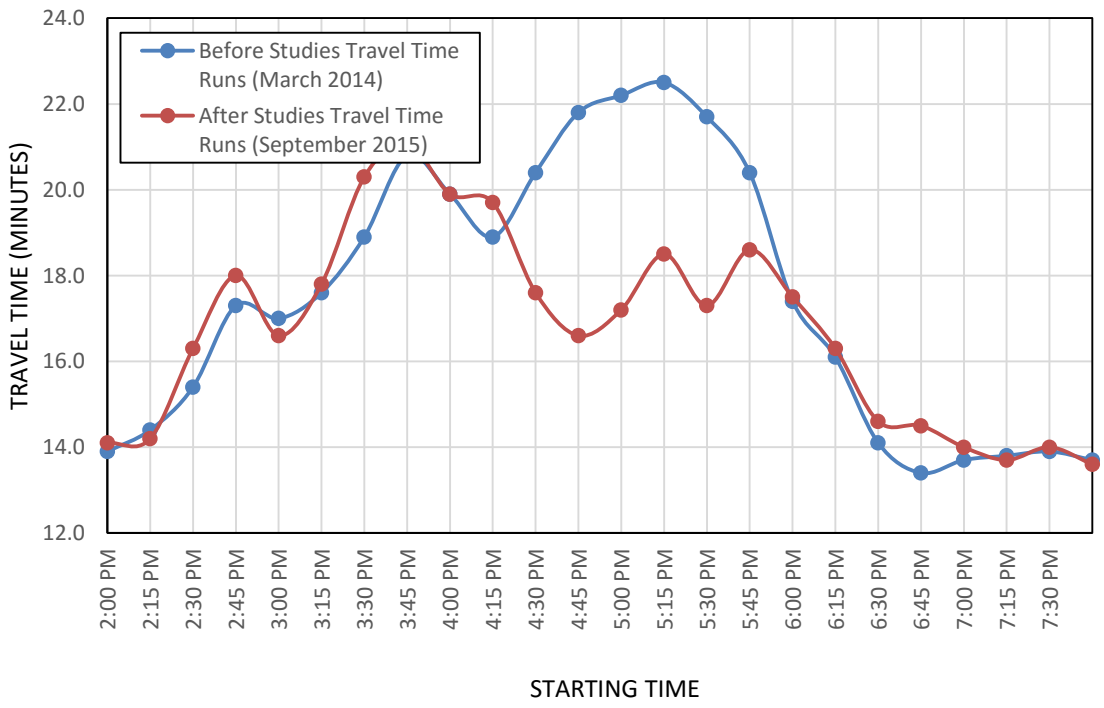
Start Time	"Before" Study (min)[1]	"After" Study (min)[2]	Difference (min)	% Change
2:00 PM	13.9	14.1	0.2	1.4%
2:15 PM	14.4	14.2	-0.2	-1.4%
2:30 PM	15.4	16.3	0.9	5.8%
2:45 PM	17.3	18.0	0.7	4.0%
3:00 PM	17.0	16.6	-0.4	-2.4%
3:15 PM	17.6	17.8	0.2	1.1%
3:30 PM	18.9	20.3	1.4	7.4%
3:45 PM	20.8	***21.1***	0.3	1.4%
4:00 PM	19.9	19.9	0.0	0.0%
4:15 PM	18.9	19.7	0.8	4.2%
4:30 PM	20.4	17.6	-2.8	-13.7%
4:45 PM	21.8	16.6	**-5.2**	**-23.9%**
5:00 PM	22.2	17.2	-5.0	-22.5%
5:15 PM	***22.5***	18.5	-4.0	-17.8%
5:30 PM	21.7	17.3	-4.4	-20.3%
5:45 PM	20.4	18.6	-1.8	-8.8%
6:00 PM	17.4	17.5	0.1	0.6%
6:15 PM	16.1	16.3	0.2	1.2%
6:30 PM	14.1	14.6	0.5	3.5%
6:45 PM	13.4	14.5	1.1	8.2%
7:00 PM	13.7	14.0	0.3	2.2%
7:15 PM	13.8	13.7	-0.1	-0.7%
7:30 PM	13.9	14.0	0.1	0.7%
7:45 PM	13.7	13.6	-0.1	-0.7%
Average	**17.5**	**16.8**	**-0.7**	**-4.0%**

Notes:
1. "Before" travel times reflect conditions on 03/20/2014.
2. "After" travel time reflect conditions on 09/29/2015.
Red bold text denotes maximum difference in travel times between "Before" and "After" studies.
Italic/bold text denotes maximum observed travel times for the "Before" and "After" studies.
Source: Fehr & Peers, February 2015.

On average travel times decreased by four percent on the southbound PM corridor between the "Before" and "After" Study. There were slight increases in travel time from 3:15 to 3:45 PM, at 4:15 PM, and 6:15 to 7:00 PM; however, there were noticeable travel time decreases during the most congested period between 4:30 and 5:45 PM.

The travel times began at near free flow conditions in the "Before" Study but at slightly higher travel times in the "After" Study. The travel times increased and peaked at 3:45 PM in the "After" Study, while the travel times increased and peaked at 5:15 PM in the "Before" Study. The maximum travel time of 21.1 minutes in the "After" Study was less than the maximum travel time of 22.5 minutes in the "Before" Study. The congestion in both the "Before" and "After" studies ended at the end of our study period with travel times of 13.7 and 13.6 minutes for the "Before" and "After" studies, respectively. The average travel time over the six-hour period decreased from 17.5 minutes to 16.8 minutes. The maximum difference in travel time occurred at 4:45 PM, when the "Before" Study travel time of 21.8 minutes decreased to 16.6 minutes in the "After" Study for an decrease of 5.2 minutes, or 23.9 percent (highlighted in the **Table 17** with bold red text).

FIGURE 9: SOUTHBOUND PM (LAGOON ROAD ON-RAMP TO RALSTON AVENUE OFF-RAMP) "BEFORE" VS. "AFTER" STUDY TRAVEL TIME



5.2.2 FREEWAY MAINLINE DELAY

Using the Caltrans methodology for calculating total delay, the total mainline delay decreased by 365 veh-hours, from 1,997 veh-hrs of delay in the "Before" Study to 1,632 veh-hrs of delay in the "After" Study. This represents an approximate 18 percent reduction in mainline delay. The mainline delay calculations are shown in **APPENDIX F**.

5.2.3 FREEEWAY MAINLINE BOTTLENECK AND QUEUE COMPARISON

This section discusses the observed Southbound PM bottlenecks and queues in the "Before" and "After" studies and compares operations for the two study periods for the southbound corridor. Speed profile comparisons for the "After" Study are provided in **Appendix A**.

"Before" Study congestion on southbound US 101 was caused by four bottlenecks that developed during the study period, including south of the SFO Domestic, Broadway, Poplar Avenue and 3Rd Avenue on-ramps. Additional congestion on southbound US 101 was caused by queue spill-backs from the southbound US 101 to SR 92 connector off-ramp. Congestion related to these bottlenecks and the spill-back from the SR 92 connector continued to develop in the "After" Study with similar or reduced queue lengths and some changes to the periods in which congestion developed for each.

The bottleneck at the SFO Domestic on-ramp experienced similar maximum queue lengths, extending about 1.5 miles north to the I-380 interchange, but congestion ended much sooner at 4:30 PM, compared to 6:15 in the "Before" Study. Similarly, the Broadway On-Ramp bottleneck experienced similar maximum queue lengths that extended about two miles through the Broadway interchange and congestion dissipated about 60 minutes earlier than in the "Before" Study. While the increased throughput of these bottlenecks improved conditions approaching them, it also allowed more traffic to reach the freeway segments further south and, as a result, congestion approaching the bottleneck at Poplar Avenue developed about 30 minutes longer in the "After" Study. The increased bottleneck throughput there, however, prevented the area of queuing from extending further north and maximum queue lengths remained at about 2 miles, from the bottleneck to the Broadway interchange. Congestion approaching the 3rd Avenue bottleneck remained similar to "Before" Study conditions and the bottleneck continued to develop for about 105 minutes and maximum queues extended about 1 mile north as far as the Poplar interchange.

Ramp metering was, however, able to better manage the bottleneck and congestion began to run-off about an hour sooner than in the "Before" Study. Overall, bottleneck management as a result of ramp metering reduced corridor travel times in spite of the increase in traffic demand between the "Before " and "After" studies.

5.2.4 TRAFFIC VOLUME DATA COMPARISON

The average "Before" and "After" mainline and on-ramp volumes for the six-hour study period were summarized to compare the "Before" versus "After" ramp metering conditions.

5.2.4.1 Freeway Mainline Volumes

Table 18 summarizes the freeway mainline traffic volumes for the "Before" Study and "After" Study at each mainline location during the PM peak hour, along with the difference and percent change for each.

The mainline traffic volumes between the "Before" Study and the "After" Study mostly decreased. At the first location between Beatty Avenue On-ramp and Lagoon Road/Sierra Point Parkway Off-ramp, the mainline mixed flow traffic volumes stayed relatively the same with an increase of two percent (623 vehicles). This indicates that between the "Before" and "After" studies about the same amount of traffic is entering the study corridor in the evening peak period.

TABLE 18: SOUTHBOUND PM US-101 MAINLINE "BEFORE" VS. "AFTER" SIX-HOUR TRAFFIC VOLUMES COMPARISON

Mainline Location	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
Between Beatty Avenue On-ramp & Lagoon Road/Sierra Point Parkway Off-ramp	"Before"[1]	6,374	6,762	6,962	6,718	6,083	5,335	38,234
	"After"[2]	6,505	6,873	6,838	7,130	6,059	5,452	38,857
	Difference	131	111	-124	412	-24	117	623
	% Change	2%	2%	-2%	6%	0%	2%	2%
Between Millbrae Avenue EB On-ramp & Broadway/Rollins Road Off-ramp	"Before"[1]	8,181	8,460	8,307	8,271	7,804	6,737	47,760
	"After"[2]	7,474	7,772	8,115	7,769	7,146	5,902	43,198
	Difference	-707	-688	-192	-502	-658	-835	-3,582
	% Change	-9%	-8%	-2%	-6%	-8%	-12%	-8%

Notes:
1. "Before" travel times reflect conditions on 03/20/2014.
2. "After" travel time reflect conditions on 09/29/2015.
Source: Fehr & Peers, February 2015.

At the second location between Millbrae Avenue EB On-ramp & Broadway/Rollins Road Off-ramp, the mainline mixed flow traffic volumes decreased by eight percent (3,582 vehicles). This was unexpected, since the data showed that the bottleneck at the SFO Domestic on-ramp had a shorter duration than in the "Before" Study.

5.2.4.2 Freeway On-Ramp Volumes

Table 19 summarizes the average PM peak hour on-ramp traffic volumes for the "Before" Study, "After" Study, the difference in traffic volumes, and percent change in traffic volume at each location.

TABLE 19: SOUTHBOUND PM US-101 ON-RAMP AVERAGE "BEFORE" VS. "AFTER" SIX-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
SR 92 EB Diagonal	"Before"[1]	1,100	1,178	971	750	838	787	4,837
	"After"[2]	1,054	1,231	1,045	849	781	725	4,960
	Difference	-46	53	74	99	-57	-62	123
	% Change	-4%	4%	8%	13%	-7%	-8%	3%
Fashion Island Boulevard	"Before"[1]	319	345	389	395	355	279	1,803
	"After"[2]	317	345	377	412	399	259	1,850
	Difference	-2	0	-12	17	44	-20	47
	% Change	-1%	0%	-3%	4%	12%	-7%	3%
4th Avenue EB Diagonal	"Before"[1]	877	860	742	651	626	685	3,756
	"After"[2]	847	841	782	685	695	657	3,850
	Difference	-30	-19	40	34	69	-28	94
	% Change	-3%	-2%	5%	5%	11%	-4%	3%
3rd Avenue WB Loop	"Before"[1]	481	581	523	390	352	314	2,327
	"After"[2]	459	559	510	448	379	302	2,355
	Difference	-22	-22	-13	58	27	-12	28
	% Change	-5%	-4%	-2%	15%	8%	-4%	1%
Poplar Avenue	"Before"[1]	842	847	743	675	680	699	3,787
	"After"[2]	848	804	757	652	673	680	3,734
	Difference	6	-43	14	-23	-7	-19	-53
	% Change	1%	-5%	2%	-3%	-1%	-3%	-1%
Broadway/Rollins Road	"Before"[1]	979	1,127	1,163	1,100	839	730	5,208
	"After"[2]	862	972	950	903	733	598	4,420
	Difference	-117	-155	-213	-197	-106	-132	-788
	% Change	-12%	-14%	-18%	-18%	-13%	-18%	-15%
Millbrae Avenue EB	"Before"[1]	357	367	324	336	372	299	1,756
	"After"[2]	422	449	393	463	486	392	2,213
	Difference	65	82	69	127	114	93	457
	% Change	18%	22%	21%	38%	31%	31%	26%

TABLE 19: SOUTHBOUND PM US-101 ON-RAMP AVERAGE "BEFORE" VS. "AFTER" SIX-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
Millbrae Avenue WB	"Before"[1]	151	169	158	136	101	89	715
	"After"[2]	162	181	174	161	116	97	794
	Difference	11	12	16	25	15	8	79
	% Change	7%	7%	10%	18%	15%	9%	11%
SFO Domestic Terminal	"Before"[1]	544	591	516	409	482	775	2,542
	"After"[2]	468	544	397	436	504	632	2,349
	Difference	-76	-47	-119	27	22	-143	-193
	% Change	-14%	-8%	-23%	7%	5%	-18%	-8%
SFO International Terminal	"Before"[1]	495	460	385	352	268	274	1,960
	"After"[2]	468	393	340	418	360	254	1,979
	Difference	-27	-67	-45	66	92	-20	19
	% Change	-5%	-15%	-12%	19%	34%	-7%	1%
San Bruno Avenue Collector	"Before"[1]	981	833	851	792	737	803	4,194
	"After"[2]	970	814	774	805	782	759	4,145
	Difference	-11	-19	-77	13	45	-44	-49
	% Change	-1%	-2%	-9%	2%	6%	-5%	-1%
I-380 WB/ North Access Road	"Before"[1]	478	379	375	398	281	264	1,911
	"After"[2]	514	419	450	486	342	271	2,211
	Difference	36	40	75	88	61	7	300
	% Change	8%	11%	20%	22%	22%	3%	16%
Produce Avenue	"Before"[1]	1,463	1,631	1,936	2,021	1,402	998	9,451
	"After"[2]	1,295	1,431	1,724	1,747	1,406	981	8,584
	Difference	-168	-200	-212	-274	4	-17	-867
	% Change	-11%	-12%	-11%	-14%	0%	-2%	-9%
Oyster Point Boulevard	"Before"[1]	731	869	1,154	1,159	755	523	4,668
	"After"[2]	690	758	1,037	1,056	741	451	4,282
	Difference	-41	-111	-117	-103	-14	-72	-386
	% Change	-6%	-13%	-10%	-9%	-2%	-14%	-8%
Airport Boulevard/ Bayshore Road	"Before"[1]	543	553	655	659	505	377	2,915
	"After"[2]	546	532	577	608	434	301	2,697
	Difference	3	-21	-78	-51	-71	-76	-218
	% Change	1%	-4%	-12%	-8%	-14%	-20%	-7%

TABLE 19: SOUTHBOUND PM US-101 ON-RAMP AVERAGE "BEFORE" VS. "AFTER" SIX-HOUR TRAFFIC VOLUMES COMPARISON

On-Ramps	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
Lagoon Road/Sierra Point Parkway	"Before"[1]	138	167	243	306	186	118	1,040
	"After"[2]	134	179	258	312	186	123	1,069
	Difference	-4	12	15	6	0	5	29
	% Change	-3%	7%	6%	2%	0%	4%	3%
Beatty Avenue/Alana Way	"Before"[1]	234	264	237	219	163	131	1,117
	"After"[2]	230	267	250	201	176	145	1,124
	Difference	-4	3	13	-18	13	14	7
	% Change	-2%	1%	5%	-8%	8%	11%	1%

Notes:
1. "Before" travel times reflect conditions on 03/20/2014.
2. "After" travel time reflect conditions on 09/29/2015.
Source: Fehr & Peers, February 2015.

The on-ramp traffic volumes varied for each location throughout the six-hour PM period. The traffic volumes generally increased at most of the on-ramps, with the exception of the following locations, which experienced nominal decreases in traffic volumes:

- Broadway/Rollins Road (-788 vehicles)
- Millbrae Avenue Eastbound (+457 vehicles)
- SFO Domestic Terminal (193 vehicles)

Similar to the AM peak period conditions, the traffic volume decrease at the Broadway On-ramp is because of the on-going construction that diverted traffic to alternate routes. The increase in traffic volumes at the Millbrae Avenue On-ramp is due to the reduced queue lengths at the Millbrae Avenue bottleneck related to ramp metering. It is unclear why the on-ramp volumes decreased at the Produce Avenue and Oyster Point Boulevard on-ramps, since this section of the mainline generally does not experience any delays or bottlenecks.

5.2.5 ON-RAMP QUEUES

The on-ramp queues and storage capacities for the Southbound PM corridor are summarized in **Table 20**.

TABLE 20: SOUTHBOUND PM ON-RAMP CAPACITY AND MAX QUEUE COMPARISON[1]

On-Ramp	Comparison	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM
Beatty Avenue	Capacity	14	14	14	14	14
	Queue	6	3	2	1	2
Lagoon Road/Sierra Point Pkwy	Capacity	15	15	15	15	15
	Queue	0	0	2	0	0
Bayshore Road/Airport Boulevard	Capacity	36	36	36	36	36
	Queue	10	20	24	19	21
Oyster Point Boulevard	Capacity	34	34	34	34	34
	Queue	18	22	22	6	2
Produce Avenue/ Airport Boulevard	Capacity	6	6	6	6	6
	Queue	**13**	**15**	**17**	**8**	5
Westbound I-380/N. Access Road	Capacity	73	73	73	73	73
	Queue	3	2	2	0	0
San Bruno Avenue	Capacity	17	17	17	17	17
	Queue	5	7	4	4	3
SFO International	Capacity	22	22	22	22	22
	Queue	3	2	2	1	1
SFO Domestic	Capacity	76	76	76	76	76
	Queue	3	3	1	1	1
Westbound Millbrae Avenue	Capacity	26	26	26	26	26
	Queue	1	1	1	1	4
Eastbound Millbrae Avenue	Capacity	24	24	24	24	24
	Queue	6	6	7	7	7
Broadway/Rollins Road[3]	Capacity	17	17	17	17	17
	Queue	Ramp Not Observed; Under Construction				
Poplar Avenue	Capacity	6	6	6	6	6
	Queue	5	**8**	2	1	3
3rd Avenue/4th Avenue	Capacity	17	17	17	17	17
	Queue	12	4	2	4	2
Fashion Island Boulevard	Capacity	25	25	25	25	25
	Queue	6	8	6	4	3
SR-92 Eastbound	Capacity	64	64	64	64	64

	Queue	0	0	14	26	0

Notes:
1. Capacity and queues expressed in vehicles. Capacity assumes 30 feet per vehicle. Maximum queues of one vehicle or less were noted as zero queues.
Bold text denotes queues that exceed available storage capacity.
Source: Fehr & Peers, May 2016.

Based on the observations, the southbound PM queues were contained in the available on-ramp storage at all of the ramp locations except the following:

- Produce Avenue/Airport Boulevard On-Ramp: the maximum storage capacity of six vehicles per lane was exceeded by between 2 and 11 vehicles each hour between 3:00 PM and 8:00 PM. It should be noted that even though the queues exceeded the ramp storage capacity, these queues generally did not substantially affect the operation of the Terminal Court intersection or the driveways for the park-and-ride lots. Additionally, the queues did not extend back and affect operation of the Southbound US 101 Off-Ramp or the San Mateo Avenue/Airport Boulevard intersection.
- Poplar Avenue On-Ramp: the maximum storage capacity of six vehicles per lane was exceeded by two vehicles between 4:00 PM and 5:00 PM.

As noted earlier, all ramp meters along the study corridor have end-of-queue detectors, which are embedded in the pavement toward the end the on-ramp's storage capacity. When the system detects that queues are reaching the end of the storage capacity, the ramp metering rates are increased up to the maximum metering rate to limit any spill back onto the local street network.

6.0 LOCAL ARTERIAL AND INTERSECTION "BEFORE" VERSUS "AFTER" STUDY COMPARISON

The following summarizes the comparison between the "Before" and "After" Study data results for local arterial and intersection volumes.

6.1 AM PEAK PERIOD ARTERIAL VOLUMES

The average "Before" and "After" arterial volumes for the five-hour study period were summarized to compare the "Before" versus "After" ramp metering conditions. **Table 22** summarizes the average arterial traffic volumes for the "Before" Study and "After" Study during the AM peak hour, along with the difference and percent change for each.

TABLE 22: ARTERIAL AVERAGE FIVE-HOUR AM PERIOD VOLUMES

Arterial Location	Direction	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
Tunnel Avenue Between Beatty Avenue And Bayshore Boulevard	NB	"Before"	40	107	166	157	93	563
		"After"	52	109	184	202	179	726
		Difference	12	2	18	45	86	163
		% Change	30%	2%	11%	29%	92%	29%
Tunnel Avenue Between Beatty Avenue And Bayshore Boulevard	SB	"Before"	7	28	48	56	47	186
		"After"	63	149	217	215	168	812
		Difference	56	121	169	159	121	626
		% Change	800%	432%	352%	284%	257%	337%
Bayshore Boulevard Between Geneva Avenue And Tunnel Avenue	NB	"Before"	151	305	478	530	411	1,875
		"After"	365	723	914	875	793	3,670
		Difference	214	418	436	345	382	1,795
		% Change	142%	137%	91%	65%	93%	96%
Bayshore Boulevard Between Geneva Avenue And Tunnel Avenue	SB	"Before"	65	65	65	65	65	325
		"After"	218	365	564	581	511	2,239
		Difference	153	300	499	516	446	1,914
		% Change	235%	462%	768%	794%	686%	589%
Airport Boulevard Between Grand Avenue And Oyster Point Boulevard	NB	"Before"	48	88	177	176	136	625
		"After"	131	296	486	455	287	1,655
		Difference	83	208	309	279	151	1,030
		% Change	173%	236%	175%	159%	111%	165%

TABLE 22: ARTERIAL AVERAGE FIVE-HOUR AM PERIOD VOLUMES

Arterial Location	Direction	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
Airport Boulevard Between Grand Avenue And Oyster Point Boulevard	SB	"Before"	102	160	270	338	273	1,143
		"After"	96	177	281	372	301	1,227
		Difference	-6	17	11	34	28	84
		% Change	-6%	11%	4%	10%	10%	7%
Gateway Boulevard Between East Grand Avenue And South Airport Boulevard	NB	"Before"	125	229	394	490	312	1,550
		"After"	129	240	372	511	392	1,644
		Difference	4	11	-22	21	80	94
		% Change	3%	5%	-6%	4%	26%	6%
Gateway Boulevard Between East Grand Avenue And South Airport Boulevard	SB	"Before"	56	56	56	56	56	280
		"After"	116	172	267	331	356	1,242
		Difference	60	116	211	275	300	962
		% Change	107%	207%	377%	491%	536%	344%
Dubuque Avenue Between Grand Avenue And Oyster Point Boulevard	NB	"Before"	7	23	49	64	67	210
		"After"	24	71	89	99	103	386
		Difference	17	48	40	35	36	176
		% Change	243%	209%	82%	55%	54%	84%
Dubuque Avenue Between Grand Avenue And Oyster Point Boulevard	SB	"Before"	11	22	35	45	45	158
		"After"	45	88	119	126	96	474
		Difference	34	66	84	81	51	316
		% Change	309%	300%	240%	180%	113%	200%
Gateway Boulevard Between Oyster Point Boulevard And East Grand Avenue	NB	"Before"	59	140	253	323	266	1,041
		"After"	62	153	307	389	350	1,261
		Difference	3	13	54	66	84	220
		% Change	5%	9%	21%	20%	32%	21%
Gateway Boulevard Between Oyster Point Boulevard And East Grand Avenue	SB	"Before"	103	245	479	634	377	1,838
		"After"	101	208	318	453	375	1,455
		Difference	-2	-37	-161	-181	-2	-383
		% Change	-2%	-15%	-34%	-29%	-1%	-21%
South Airport Boulevard Between Utah Avenue And North Access Road	NB	"Before"	100	270	599	951	581	2,501
		"After"	111	388	743	1,193	718	3,153
		Difference	11	118	144	242	137	652
		% Change	11%	44%	24%	25%	24%	26%

TABLE 22: ARTERIAL AVERAGE FIVE-HOUR AM PERIOD VOLUMES

Arterial Location	Direction	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
South Airport Boulevard Between Utah Avenue And North Access Road	SB	"Before"	224	292	448	490	539	1,993
		"After"	188	310	402	470	541	1,911
		Difference	-36	18	-46	-20	2	-82
		% Change	-16%	6%	-10%	-4%	0%	-4%
Elevated Ramp From SFO Airport To Us-101 Northbound	NB	"Before"	380	472	577	543	691	2,663
		"After"	556	816	864	922	1,055	4,213
		Difference	176	344	287	379	364	1,550
		% Change	46%	73%	50%	70%	53%	58%
El Camino Real Between Hillcrest Boulevard And Millbrae Avenue	NB	"Before"	194	400	777	1,001	1,077	3,449
		"After"	204	368	733	1,044	1,029	3,378
		Difference	10	-32	-44	43	-48	-71
		% Change	5%	-8%	-6%	4%	-4%	-2%
El Camino Real Between Hillcrest Boulevard And Millbrae Avenue	SB	"Before"	306	682	1,313	1,474	1,210	4,985
		"After"	331	664	1,342	1,517	1,203	5,057
		Difference	25	-18	29	43	-7	72
		% Change	8%	-3%	2%	3%	-1%	1%
Rollins Road Between Millbrae Avenue And Broadway	NB	"Before"	146	187	321	315	289	1,258
		"After"	121	158	217	276	250	1,022
		Difference	-25	-29	-104	-39	-39	-236
		% Change	-17%	-16%	-32%	-12%	-13%	-19%
Rollins Road Between Millbrae Avenue And Broadway	SB	"Before"	60	159	309	314	273	1,115
		"After"	58	138	291	332	304	1,123
		Difference	-2	-21	-18	18	31	8
		% Change	-3%	-13%	-6%	6%	11%	1%
California Drive Between Broadway And Grove Avenue	NB	"Before"	40	156	412	604	417	1,629
		"After"	39	161	412	606	384	1,602
		Difference	-1	5	0	2	-33	-27
		% Change	-3%	3%	0%	0%	-8%	-2%
California Drive Between Broadway And Grove Avenue	SB	"Before"	66	191	605	830	560	2,252
		"After"	31	130	399	628	436	1,624
		Difference	-35	-61	-206	-202	-124	-628
		% Change	-53%	-32%	-34%	-24%	-22%	-28%

TABLE 22: ARTERIAL AVERAGE FIVE-HOUR AM PERIOD VOLUMES

Arterial Location	Direction	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
California Drive Between Broadway And Sanchez Avenue	NB	"Before"	124	258	639	822	568	2,411
		"After"	77	219	565	715	513	2,089
		Difference	-47	-39	-74	-107	-55	-322
		% Change	-38%	-15%	-12%	-13%	-10%	-13%
California Drive Between Broadway And Sanchez Avenue	SB	"Before"	58	177	445	694	597	1,971
		"After"	62	150	465	647	564	1,888
		Difference	4	-27	20	-47	-33	-83
		% Change	7%	-15%	4%	-7%	-6%	-4%
Rollins Road Between Cadillac Way And Toyon Drive	NB	"Before"	85	194	298	273	218	1,068
		"After"	58	122	157	134	131	602
		Difference	-27	-72	-141	-139	-87	-466
		% Change	-32%	-37%	-47%	-51%	-40%	-44%
Rollins Road Between Cadillac Way And Toyon Drive	SB	"Before"	44	94	262	354	245	999
		"After"	36	57	177	181	135	586
		Difference	-8	-37	-85	-173	-110	-413
		% Change	-18%	-39%	-32%	-49%	-45%	-41%
Airport Boulevard Between Anza Boulevard And Bay View Place	NB	"Before"	37	68	129	175	149	558
		"After"	35	57	142	223	133	590
		Difference	-2	-11	13	48	-16	32
		% Change	-5%	-16%	10%	27%	-11%	6%
Airport Boulevard Between Anza Boulevard And Bay View Place	SB	"Before"	91	152	283	400	333	1,259
		"After"	92	149	283	432	343	1,299
		Difference	1	-3	0	32	10	40
		% Change	1%	-2%	0%	8%	3%	3%
Bayshore Boulevard Between 3Rd Avenue And Peninsula Avenue	NB	"Before"	55	158	358	345	216	1,132
		"After"	71	144	423	363	218	1,219
		Difference	16	-14	65	18	2	87
		% Change	29%	-9%	18%	5%	1%	8%
Bayshore Boulevard Between 3Rd Avenue And Peninsula Avenue	SB	"Before"	11	41	128	169	105	454
		"After"	22	54	153	185	122	536
		Difference	11	13	25	16	17	82
		% Change	100%	32%	20%	9%	16%	18%

TABLE 22: ARTERIAL AVERAGE FIVE-HOUR AM PERIOD VOLUMES

Arterial Location	Direction	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
Humboldt Street Between Poplar Avenue And Indian Avenue	NB	"Before"	42	121	240	268	150	821
		"After"	41	128	274	302	155	900
		Difference	-1	7	34	34	5	79
		% Change	-2%	6%	14%	13%	3%	10%
Humboldt Street Between Poplar Avenue And Indian Avenue	SB	"Before"	12	30	246	293	183	764
		"After"	11	59	275	304	148	797
		Difference	-1	29	29	11	-35	33
		% Change	-8%	97%	12%	4%	-19%	4%
4Th Avenue Between Delaware Street And Humboldt Street	EB	"Before"	204	529	1,254	1,343	1,061	4,391
		"After"	228	569	1,271	1,351	1,025	4,444
		Difference	24	40	17	8	-36	53
		% Change	12%	8%	1%	1%	-3%	1%
3Rd Avenue / J Hart Clinton Between Norfolk Street And Detroit Drive	NB	"Before"	64	186	644	998	624	2,516
		"After"	51	260	1,010	1,117	633	3,071
		Difference	-13	74	366	119	9	555
		% Change	-20%	40%	57%	12%	1%	22%
3Rd Avenue / J Hart Clinton Between Norfolk Street And Detroit Drive	SB	"Before"	32	146	801	959	481	2,419
		"After"	88	262	745	1,144	684	2,923
		Difference	56	116	-56	185	203	504
		% Change	175%	79%	-7%	19%	42%	21%
South Norfolk Street Between Kehoe Avenue And 3Rd Avenue	NB	"Before"	20	69	250	257	145	741
		"After"	87	180	487	447	250	1,451
		Difference	67	111	237	190	105	710
		% Change	335%	161%	95%	74%	72%	96%
South Norfolk Street Between Kehoe Avenue And 3Rd Avenue	SB	"Before"	21	54	268	245	151	739
		"After"	29	74	386	328	219	1,036
		Difference	8	20	118	83	68	297
		% Change	38%	37%	44%	34%	45%	40%
South Norfolk Street Between Fashion Island Boulevard And Kehoe Avenue	NB	"Before"	12	28	156	210	116	522
		"After"	22	53	262	311	152	800
		Difference	10	25	106	101	36	278
		% Change	83%	89%	68%	48%	31%	53%

TABLE 22: ARTERIAL AVERAGE FIVE-HOUR AM PERIOD VOLUMES

Arterial Location	Direction	Comparison	5-6 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM	Total
South Norfolk Street Between Fashion Island Boulevard And Kehoe Avenue	SB	"Before"	56	140	406	435	277	1,314
		"After"	49	124	366	417	289	1,245
		Difference	-7	-16	-40	-18	12	-69
		% Change	-13%	-11%	-10%	-4%	4%	-5%

Source: Fehr & Peers, February 2015.

The arterial volumes varied throughout the study area in the AM period. The following arterials experienced insignificant volume changes between the "Before" Study and the "After" Study and were therefore likely unaffected by the ramp metering:

- El Camino Real between Hillcrest Boulevard and Millbrae Avenue: There was a two percent (71 vehicles) decrease in the northbound direction and a 1 percent (72 vehicles) decrease in the SB direction over five hours.
- Rollins Road between Millbrae Avenue and Broadway: There was a 19 percent (236 vehicles) decrease in the northbound direction and a 1 percent (8 vehicles) decrease in the SB direction over five hours.
- California Drive between Broadway and Grove Avenue: There was a two percent (27 vehicles) decrease in the northbound direction and a 28 percent (628 vehicles) decrease in the southbound direction over 5 hours.
- California Drive between Broadway and Sanchez Avenue: There was a 13 percent (322 vehicles) decrease in the northbound direction and a 4 percent (83 vehicles) decrease in the southbound direction over 5 hours.
- Airport Boulevard between Anza Boulevard and Bay View Place: There was a six percent increase (32 vehicles) in the northbound direction and a 3 percent (40 vehicles) increase in the southbound direction over 5 hours.
- Bayshore Boulevard between 3rd Avenue and Peninsula Avenue: There was an eight percent (87 vehicles) increase in the northbound direction and an 18 percent (82 vehicles) increase in the southbound direction over 5 hours.
- Humboldt Avenue between Poplar Avenue and Indian Avenue: There was a ten percent (79 vehicle) increase in the Northbound direction and a 4 percent (33) vehicle) increase in the Southbound direction over 5 hours.
- 4th Avenue between Delaware Street and Humboldt Street: There was a one percent (53 vehicles) increase in the EB direction over 5 hours.

More significant volume changes between the "Before" Study and the "After" Study occurred at the following locations:

- Tunnel Avenue between Beatty Avenue and Bayshore Boulevard: There was a 29 percent (163 vehicles) increase in the northbound direction and a 337 percent (626 vehicles) increase in the southbound direction over 5 hours.
- Bayshore Boulevard between Geneva Avenue and Tunnel Avenue: There was a 96 percent (1795 vehicle) increase in the northbound direction and a 589 percent (1914 vehicle) increase in the southbound direction over 5 hours.
- Airport Boulevard between Grand Avenue and Oyster Point Boulevard: There was 165 percent (1030 vehicle) increase in the northbound direction and a seven percent (84 vehicles) decrease in the southbound direction over 5 hours.
- Gateway Boulevard between East Grand Avenue and South Airport Boulevard: There was a six percent (94 vehicles) increase in the northbound direction but a 344 percent (962 vehicles) increase in the southbound direction over 5 hours.
- Dubuque Avenue between Grand Avenue and Oyster Point Boulevard: There was an 84 percent (176) vehicle increase in the northbound direction and a 200 percent (316 vehicles) increase in the southbound direction over 5 hours.
- Gateway Boulevard between Oyster Point Boulevard and East Grand Avenue: There was a 21 percent (220 vehicles) increase in the northbound direction and a 21 percent (383 vehicles) decrease in the southbound direction over 5 hours.
- South Airport Boulevard between Utah Avenue and North Access Road: there was a 26 percent (652 vehicles) increase in the northbound direction and a four percent (82 vehicles) decrease in the southbound direction over 5 hours.
- Elevated Ramp from SFO Airport to US-101 Northbound: There was a 58 percent (1550 vehicle) increase in the northbound direction over 5 hours.
- Rollins Road between Cadillac Way and Toyon Drive: There was a 44 percent (466 vehicles) decrease in the northbound direction and a 41 percent (413 vehicles) decrease in the southbound direction over 5 hours.
- 3rd Avenue / J Hart Clinton between Norfolk Street and Detroit Drive: There was a 22 percent (555 vehicles) increase in the northbound direction and a 21 percent (504 vehicles) increase in the southbound direction over 5 hours.
- South Norfolk Street between Kehoe Avenue and 3rd Avenue: There was a 96 percent (710 vehicles) increase the northbound direction and a 40 percent (297 vehicles) increase in the southbound direction over 5 hours.

- South Norfolk Street between Fashion Island Boulevard and Kehoe Avenue: There was a 53 percent (278 vehicles) increase in the northbound direction and a five percent (69 vehicles) decrease in the southbound direction.

Generally there was an increase in volumes between the "Before" Study and "After" Study as evidenced by the increase in ADT volumes. It is uncertain if these volume changes were directly related to ramp metering or as a result of general increases in traffic volumes.

6.2 PM PEAK PERIOD ARTERIAL VOLUMES

The average "Before" and "After" arterial volumes for the six-hour study period were summarized to compare the "Before" versus "After" ramp metering conditions. **Table 23** summarizes the average arterial traffic volumes for the "Before" Study and "After" Study during the PM peak hour, along with the difference and percent change for each.

TABLE 23: ARTERIAL AVERAGE SIX-HOUR PM PERIOD VOLUMES

Arterial Location	Direction	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
Tunnel Avenue Between Beatty Avenue And Bayshore Boulevard	NB	"Before"	73	71	78	95	91	48	408
		"After"	166	164	147	163	142	89	782
		Difference	93	93	69	68	51	41	374
		% Change	127%	131%	88%	72%	56%	85%	92%
Tunnel Avenue Between Beatty Avenue And Bayshore Boulevard	SB	"Before"	35	37	42	44	27	17	185
		"After"	114	104	113	107	86	68	524
		Difference	79	67	71	63	59	51	339
		% Change	226%	181%	169%	143%	219%	300%	183%
Bayshore Boulevard Between Geneva Avenue And Tunnel Avenue	NB	"Before"	563	657	770	999	830	536	3,819
		"After"	797	821	875	974	866	659	4,333
		Difference	234	164	105	-25	36	123	514
		% Change	42%	25%	14%	-3%	4%	23%	13%
Bayshore Boulevard Between Geneva Avenue And Tunnel Avenue	SB	"Before"	65	65	65	65	65	65	325
		"After"	442	612	731	789	707	557	3,281
		Difference	377	547	666	724	642	492	2,956
		% Change	580%	842%	1025%	1114%	988%	757%	910%
Airport Boulevard Between Grand Avenue And Oyster Point Boulevard	NB	"Before"	203	203	217	296	238	176	1,157
		"After"	334	335	371	469	405	283	1,914
		Difference	131	132	154	173	167	107	757
		% Change	65%	65%	71%	58%	70%	61%	65%

TABLE 23: ARTERIAL AVERAGE SIX-HOUR PM PERIOD VOLUMES

Arterial Location	Direction	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
Airport Boulevard Between Grand Avenue And Oyster Point Boulevard	SB	"Before"	317	287	326	383	280	209	1,593
		"After"	402	422	490	552	428	340	2,294
		Difference	85	135	164	169	148	131	701
		% Change	27%	47%	50%	44%	53%	63%	44%
Gateway Boulevard Between East Grand Avenue And South Airport Boulevard	NB	"Before"	236	207	208	236	234	152	1,121
		"After"	318	307	309	323	331	204	1,588
		Difference	82	100	101	87	97	52	467
		% Change	35%	48%	49%	37%	41%	34%	42%
Gateway Boulevard Between East Grand Avenue And South Airport Boulevard	SB	"Before"	56	56	56	56	56	56	280
		"After"	524	574	713	770	547	318	3,128
		Difference	468	518	657	714	491	262	2,848
		% Change	836%	925%	1173%	1275%	877%	468%	1017%
Dubuque Avenue Between Grand Avenue And Oyster Point Boulevard	NB	"Before"	78	85	86	88	72	39	409
		"After"	141	133	153	141	105	61	673
		Difference	63	48	67	53	33	22	264
		% Change	81%	56%	78%	60%	46%	56%	65%
Dubuque Avenue Between Grand Avenue And Oyster Point Boulevard	SB	"Before"	45	47	62	57	33	18	244
		"After"	99	76	74	65	58	33	372
		Difference	54	29	12	8	25	15	128
		% Change	120%	62%	19%	14%	76%	83%	52%
Gateway Boulevard Between Oyster Point Boulevard And East Grand Avenue	NB	"Before"	311	401	658	761	396	198	2,527
		"After"	304	389	570	687	442	192	2,392
		Difference	-7	-12	-88	-74	46	-6	-135
		% Change	-2%	-3%	-13%	-10%	12%	-3%	-5%
Gateway Boulevard Between Oyster Point Boulevard And East Grand Avenue	SB	"Before"	196	182	200	234	119	77	931
		"After"	224	233	275	299	189	106	1,220
		Difference	28	51	75	65	70	29	289
		% Change	14%	28%	38%	28%	59%	38%	31%
South Airport Boulevard Between Utah Avenue And North Access Road	NB	"Before"	516	492	491	518	471	378	2,488
		"After"	575	595	657	752	724	507	3,303
		Difference	59	103	166	234	253	129	815
		% Change	11%	21%	34%	45%	54%	34%	33%

TABLE 23: ARTERIAL AVERAGE SIX-HOUR PM PERIOD VOLUMES

Arterial Location	Direction	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
South Airport Boulevard Between Utah Avenue And North Access Road	SB	"Before"	789	895	1,208	1,410	901	554	5,203
		"After"	816	929	1,161	1,284	871	540	5,061
		Difference	27	34	-47	-126	-30	-14	-142
		% Change	3%	4%	-4%	-9%	-3%	-3%	-3%
Elevated Ramp From SFO Airport To Us-101 Northbound	NB	"Before"	901	1,114	1,002	1,008	867	873	4,892
		"After"	1,277	1,380	1,321	1,162	1,045	991	6,185
		Difference	376	266	319	154	178	118	1,293
		% Change	42%	24%	32%	15%	21%	14%	26%
El Camino Real Between Hillcrest Boulevard And Millbrae Avenue	NB	"Before"	1,451	1,666	1,636	1,868	1,694	1,298	8,315
		"After"	1,373	1,560	1,590	1,814	1,613	1,276	7,950
		Difference	-78	-106	-46	-54	-81	-22	-365
		% Change	-5%	-6%	-3%	-3%	-5%	-2%	-4%
El Camino Real Between Hillcrest Boulevard And Millbrae Avenue	SB	"Before"	1,428	1,440	1,320	1,453	1,320	1,033	6,961
		"After"	1,437	1,441	1,393	1,474	1,307	1,068	7,052
		Difference	9	1	73	21	-13	35	91
		% Change	1%	0%	6%	1%	-1%	3%	1%
Rollins Road Between Millbrae Avenue And Broadway	NB	"Before"	260	294	355	356	245	169	1,510
		"After"	275	273	305	316	241	174	1,410
		Difference	15	-21	-50	-40	-4	5	-100
		% Change	6%	-7%	-14%	-11%	-2%	3%	-7%
Rollins Road Between Millbrae Avenue And Broadway	SB	"Before"	305	362	400	446	430	220	1,943
		"After"	401	440	434	484	445	252	2,204
		Difference	96	78	34	38	15	32	261
		% Change	31%	22%	9%	9%	3%	15%	13%
California Drive Between Broadway And Grove Avenue	NB	"Before"	575	636	591	671	607	455	3,080
		"After"	478	547	506	623	519	387	2,673
		Difference	-97	-89	-85	-48	-88	-68	-407
		% Change	-17%	-14%	-14%	-7%	-14%	-15%	-13%
California Drive Between Broadway And Grove Avenue	SB	"Before"	573	741	673	762	600	357	3,349
		"After"	467	600	813	622	561	351	3,063
		Difference	-106	-141	140	-140	-39	-6	-286
		% Change	-18%	-19%	21%	-18%	-7%	-2%	-9%

TABLE 23: ARTERIAL AVERAGE SIX-HOUR PM PERIOD VOLUMES

Arterial Location	Direction	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
California Drive Between Broadway And Sanchez Avenue	NB	"Before"	684	742	703	758	622	493	3,509
		"After"	615	673	643	761	654	519	3,346
		Difference	-69	-69	-60	3	32	26	-163
		% Change	-10%	-9%	-9%	0%	5%	5%	-5%
California Drive Between Broadway And Sanchez Avenue	SB	"Before"	622	672	704	762	717	508	3,477
		"After"	567	609	647	672	635	485	3,130
		Difference	-55	-63	-57	-90	-82	-23	-347
		% Change	-9%	-9%	-8%	-12%	-11%	-5%	-10%
Rollins Road Between Cadillac Way And Toyon Drive	NB	"Before"	216	246	238	220	193	148	1,113
		"After"	125	120	136	128	110	99	619
		Difference	-91	-126	-102	-92	-83	-49	-494
		% Change	-42%	-51%	-43%	-42%	-43%	-33%	-44%
Rollins Road Between Cadillac Way And Toyon Drive	SB	"Before"	280	382	454	542	504	286	2,162
		"After"	229	256	289	407	354	195	1,535
		Difference	-51	-126	-165	-135	-150	-91	-627
		% Change	-18%	-33%	-36%	-25%	-30%	-32%	-29%
Airport Boulevard Between Anza Boulevard And Bay View Place	NB	"Before"	207	217	267	350	270	197	1,311
		"After"	189	222	293	383	298	198	1,385
		Difference	-18	5	26	33	28	1	74
		% Change	-9%	2%	10%	9%	10%	1%	6%
Airport Boulevard Between Anza Boulevard And Bay View Place	SB	"Before"	223	257	295	408	286	184	1,469
		"After"	296	335	391	475	369	249	1,866
		Difference	73	78	96	67	83	65	397
		% Change	33%	30%	33%	16%	29%	35%	27%
Bayshore Boulevard Between 3Rd Avenue And Peninsula Avenue	NB	"Before"	229	263	261	320	293	203	1,366
		"After"	238	259	288	364	283	210	1,432
		Difference	9	-4	27	44	-10	7	66
		% Change	4%	-2%	10%	14%	-3%	3%	5%
Bayshore Boulevard Between 3Rd Avenue And Peninsula Avenue	SB	"Before"	166	265	309	432	288	131	1,460
		"After"	441	387	429	547	425	204	2,229
		Difference	275	122	120	115	137	73	769
		% Change	166%	46%	39%	27%	48%	56%	53%

TABLE 23: ARTERIAL AVERAGE SIX-HOUR PM PERIOD VOLUMES

Arterial Location	Direction	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
Humboldt Street Between Poplar Avenue And Indian Avenue	NB	"Before"	145	186	198	221	237	141	987
		"After"	163	170	222	244	230	167	1,029
		Difference	18	-16	24	23	-7	26	42
		% Change	12%	-9%	12%	10%	-3%	18%	4%
Humboldt Street Between Poplar Avenue And Indian Avenue	SB	"Before"	213	277	318	283	232	109	1,323
		"After"	258	254	305	354	285	151	1,456
		Difference	45	-23	-13	71	53	42	133
		% Change	21%	-8%	-4%	25%	23%	39%	10%
4Th Avenue Between Delaware Street And Humboldt Street	EB	"Before"	1,382	1,455	1,488	1,625	1,394	1,170	7,344
		"After"	1,378	1,432	1,495	1,407	1,194	1,281	6,906
		Difference	-4	-23	7	-218	-200	111	-438
		% Change	0%	-2%	0%	-13%	-14%	9%	-6%
3Rd Avenue / J Hart Clinton Between Norfolk Street And Detroit Drive	NB	"Before"	354	438	455	656	534	257	2,437
		"After"	442	524	840	1,121	685	380	3,612
		Difference	88	86	385	465	151	123	1,175
		% Change	25%	20%	85%	71%	28%	48%	48%
3Rd Avenue / J Hart Clinton Between Norfolk Street And Detroit Drive	SB	"Before"	379	422	641	976	695	349	3,113
		"After"	424	705	1,226	1,428	1,250	595	5,033
		Difference	45	283	585	452	555	246	1,920
		% Change	12%	67%	91%	46%	80%	70%	62%
South Norfolk Street Between Kehoe Avenue And 3Rd Avenue	NB	"Before"	236	226	231	303	288	191	1,284
		"After"	297	263	269	315	278	219	1,422
		Difference	61	37	38	12	-10	28	138
		% Change	26%	16%	16%	4%	-3%	15%	11%
South Norfolk Street Between Kehoe Avenue And 3Rd Avenue	SB	"Before"	275	341	352	415	376	253	1,759
		"After"	348	393	507	596	512	361	2,356
		Difference	73	52	155	181	136	108	597
		% Change	27%	15%	44%	44%	36%	43%	34%
South Norfolk Street Between Fashion Island Boulevard And Kehoe Avenue	NB	"Before"	176	182	201	271	257	160	1,087
		"After"	185	234	222	261	223	173	1,125
		Difference	9	52	21	-10	-34	13	38
		% Change	5%	29%	10%	-4%	-13%	8%	3%

TABLE 23: ARTERIAL AVERAGE SIX-HOUR PM PERIOD VOLUMES

Arterial Location	Direction	Comparison	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	Total
South Norfolk Street Between Fashion Island Boulevard And Kehoe Avenue	SB	"Before"	273	320	292	343	312	221	1,540
		"After"	282	330	375	542	450	282	1,979
		Difference	9	10	83	199	138	61	439
		% Change	3%	3%	28%	58%	44%	28%	29%

Source: Fehr & Peers, February 2015.

The arterial volumes varied throughout the study area in the AM period. The following arterials experienced insignificant volume changes between the "Before" Study and the "After" Study and were therefore likely unaffected by the ramp metering:

- El Camino Real between Hillcrest Boulevard and Millbrae Avenue: There was a 4 percent (365 vehicles) decrease in the northbound direction and just a 1 percent (92 vehicles) increase in the SB direction over five hours.
- Rollins Road between Millbrae Avenue and Broadway: There was a 7 percent (100 vehicles) decrease in the northbound direction and a 12 percent (261 vehicles) increase in the southbound direction over 5 hours.
- California Drive between Broadway and Grove Avenue: There was a 13 percent (407 vehicles) decrease in the northbound direction and a 9 percent (286 vehicles) decrease in the southbound direction over 5 hours.
- California Drive between Broadway and Sanchez Avenue: There was a 5 percent (163 vehicles) decrease in the northbound direction and a 10 percent (347 vehicles) decrease in the southbound direction over 5 hours.
- Airport Boulevard between Anza Boulevard and Bay View Place: There was a 6 percent (74 vehicles) increase in the northbound direction and a 27 percent (397 vehicles) increase in the southbound direction over 5 hours.
- Humboldt Street between Poplar Avenue and Indian Avenue: There was a 4 percent (42 vehicles) increase in the northbound direction and a 10 percent (133 vehicles) increase in the southbound direction over 5 hours.
- 4th Avenue between Delaware Street and Humboldt Street: There was a 6 percent (438 vehicles) decrease in the EB direction over 5 hours.
- South Borfolk Street between Fashion Island Boulevard and Kehoe Avenue: There was a 3 percent (38 vehicles) increase in the northbound direction and a 29 percent (439 vehicles) increase in the southbound direction over 5 hours.

More significant volume changes between the "Before" Study and the "After" Study occurred at the following locations:

- Tunnel Avenue between Beatty Avenue and Bayshore Boulevard: There as a 92 percent (374 vehicles) increase in the northbound direction and a 183 percent (339 vehicles) increase in the southbound direction over 5 hours.
- Bayshore Boulevard between Geneva Avenue and Tunnel Avenue: There was a 13 percent (514 vehicles) increase in the northbound direction as well as a 910 percent (2,956 vehicles) increase in the southbound direction.
- Airport Boulevard between Grand Avenue and Oyster Point Boulevard: There was a 65 percent (757 vehicles) increase in the northbound direction and a 44 percent (701 vehicles) decrease in the southbound direction over 5 hours.
- Gateway Boulevard between East Grand Avenue and South Airport Boulevard: There was a 42 percent (467 vehicles) increase in the northbound direction and a 1017 percent (2,848 vehicles) increase in the southbound direction over 5 hours.
- Dubuque Avenue between Grand Avenue and Oyster Point Boulevard: There was a 65 percent (264 vehicles) increase in the northbound direction and a 52 percent (128 vehicles) increase in the southbound direction over 5 hours.
- Gateway Boulevard between Oyster Point Boulevard and East Grand Avenue. There was 5 percent (135 vehicles) increase in the northbound direction and a 31 percent (289 vehicles) increase in the southbound direction over 5 hours.
- South Airport Boulevard between Utah Avenue and North Access Road: There was a 33 percent (815 vehicles) increase in the northbound direction and a 3 percent (142 vehicles) decrease in the southbound direction over 5 hours.
- Elevated Ramp from SFO Airport to US-101 northbound: There was a 26 percent (1,293 vehicles) increase in the northbound direction over 5 hours.
- Rollins Road between Cadillac Way and Toyon Drive: There was a 44 percent (494 vehicles) decrease in the northbound direction and a 29 percent (627 vehicles) decrease in the southbound direction over 5 hours.
- Bayshore Boulevard between 3rd Avenue and Peninsula Avenue: There was a 5 percent (66 vehicles) increase in the northbound direction but a 53 percent (769 vehicles) increase in the southbound direction over 5 hours.
- 3rd Avenue / J Hart Clinton Drive between Norfolk Street and Detroit Drive: There was a 48 percent (1,175 vehicles) increase in the northbound direction and a 62 percent (1,920 vehicles) increase in the southbound direction over 5 hours.

- South Norfolk Street between Kehoe Avenue and 3rd Avenue: There was an 11 percent (138 vehicles) increase in the northbound direction and a 34 percent (597 vehicles) increase in the southbound direction over 5 hours.

In general there was an increase in volumes between the "Before" Study and "After" Study as shown in the increase in ADT volumes. It is uncertain if these volume changes were directly related to ramp metering or are a general increase in traffic volumes throughout the study area.

6.3 AM AND PM PEAK PERIOD INTERSECTION VOLUME CHANGES

For several intersections, the comparison of the "Before" and "After" intersection turning movement counts for the AM and PM peak hour show very little change in volumes. Thus, ramp-metering did not affect turning movement counts those locations, which include:

- Alana Way/Beatty Avenue (#1): All-way Stop Controlled
- Lagoon Road/Sierra Point Parkway (#2): All-way Stop Controlled
- Sierra Point Parkway/Marina Boulevard (#3): All-way Stop Controlled
- Oyster Point Boulevard/Airport Boulevard (#4): Signalized
- Produce Avenue/San Mateo Avenue (#9): Signalized
- El Camino Real/Eastbound I-380 (#13): Signalized
- California Drive/Broadway (#19): Signalized
- Airport Boulevard/DeAnza Boulevard (#20): Signalized

Some more notable changes were observed at the remaining intersections, which are discussed below:

Oyster Point Boulevard/Dubuque Avenue-US 101 Northbound On-Ramp (#5): The Oyster Point Boulevard/Dubuque Avenue-US 101 Northbound On-Ramp intersection is a signalized location. During the AM peak hour there was a reduction of 130 vehicles for the northbound right-turn vehicles from Dubuque Avenue onto eastbound Oyster Point Boulevard with a complementary increase of 200 vehicles in the eastbound through volumes.

In the PM peak hour there was a 140 vehicle reduction in the westbound left-turn volume from Oyster Point Boulevard onto southbound Dubuque Avenue with a complementary increase in the westbound through movement. Since the southbound right-turn volumes at the adjacent Dubuque Avenue/US 101

Southbound Ramp intersection (#6) also decrease by 115 vehicles, it is possible that some vehicles are accessing alternate routes to avoid the queuing on the Southbound US 101 On-Ramp at Dubuque Avenue. However, the downstream intersections adjacent to southbound on-ramps (intersection # 8 and #9) do not show a substantial increase in volumes. Thus, if there is diversion from the Southbound US 101 On-Ramp at Dubuque Avenue, the vehicles are dispersing throughout the network and not necessarily diverting to a specific on-ramp. Though ramp-metering has had some effect on volumes for the Oyster Point Boulevard/Dubuque Avenue-US 101 Northbound On-Ramp and Dubuque Avenue/US 101 Southbound Ramp intersections, the diversion does not appear to have substantial system-wide impacts.

Dubuque Avenue/US 101 Southbound Ramp intersection (#6): The Dubuque Avenue/US 101 Southbound Ramp intersection is a signalized location. Please see discussion above for the Oyster Point Boulevard/Dubuque Avenue-US 101 Northbound On-Ramp intersection about the potential effect of ramp-metering.

Oyster Point Boulevard/Gateway Boulevard (#7): The Oyster Point Boulevard/Gateway Boulevard intersection is a signalized location. There are some nominal changes in the AM peak hour, with a 100 vehicle decrease in the eastbound through movement on Oyster Point Boulevard and a 90 vehicle reduction in the eastbound right-turn movement onto southbound Gateway Boulevard. However, these shifts are likely due to changes in land use access, rather than ramp metering, since these routes could not be considered alternative access routes to on-ramps. The turning movement counts during the PM peak hour showed very little change and was not affected by ramp metering.

Grand Avenue/Airport Boulevard (#8): The Grand Avenue/Airport Boulevard intersection is a signalized location. There are some nominal changes to the turning movement volumes between the "Before" and "After" studies; however, these shifts are likely due to changes in land use access, rather than ramp metering, since these routes to not present routes that could be considered alternative access routes to on-ramps.

Gateway Boulevard/Airport Boulevard (#10): The Gateway Boulevard/Airport Boulevard intersection is a signalized location. There are some nominal changes to the turning movement volumes between the "Before" and "After" studies; however, these shifts are likely due to changes in land use access, rather than ramp metering, since these routes to not present routes that could be considered alternative access routes to on-ramps.

South Airport Boulevard/US 101 Northbound Ramps (#11): The South Airport Boulevard/US 101 Northbound Ramps intersection is a signalized location. The turning movement counts during the AM peak hour showed very little change between the "Before" and "After" study period and were not affected by ramp metering. During the PM peak hour, the northbound and southbound through volumes each

increased by about 130 vehicles. However, there were not complementary decreases in the turning movements onto Northbound US 101 (northbound left-turn and southbound right-turn); it is unlikely that ramp metering resulted in any traffic diversion at this location.

North Access Road/South Airport Boulevard-US 101 Ramps (#12): The North Access Road/South Airport Boulevard-US 101 Ramp intersection is a signalized location. During both the AM and PM peak hours, the northbound through movement showed an increase in volume of about 240 to 290 vehicles, respectively. However, there were not complementary decreases in the turning movements toward the freeway (northbound left-turn and southbound right-turn); it is unlikely that ramp metering resulted in any traffic diversion at this location.

San Bruno Avenue/US 101 Southbound Ramps (#14): The San Bruno Avenue/US 101 Southbound Ramp intersection is a signalized location. During both the AM and PM peak hours, the westbound left-turn movement from San Bruno Avenue onto the southbound ramps showed an increase in volume of about 110 vehicles in the AM peak hour and 225 vehicles in the PM peak hour. Since this actually represents an increase in on-ramp volumes and that there is no easy access to alternative routes to a southbound ramp from the airport, it is unlikely that ramp metering directly resulted in the increased on-ramp volumes at this location.

San Bruno Avenue/US 101 Northbound Ramps (#15): The San Bruno Avenue/US 101 Northbound Ramp intersection is a signalized location directly east of the southbound ramp intersection. The northbound ramps show increases in the westbound and eastbound through movements that related to the changes in the southbound ramp intersection, discussed above. Additionally, the northbound right-turn and southbound left-turn movements increased by approximately 180 and 120 vehicles, respectively. These movements are associated with increased access to the airport (SFO) and not likely attributed to the implementation of ramp metering.

El Camino Real/Millbrae Avenue (#16): The El Camino Real/Millbrae Avenue intersection is a signalized location. During the AM peak hour, the northbound right-turn and southbound left-turn movements showed an increase in volume of about 110 vehicles each. However, their volumes likely represent an increase in vehicle access to the Millbrae BART station, since the on-ramp volume counts, presented earlier in the report, did not show any noticeable increases in volumes. The changes between the "Before" and "After" counts for the PM peak hour are nominal and it is unlikely that ramp metering directly affected turning movement volumes at this location.

Rollins Road/Millbrae Avenue (#17): The Rollins Road/Millbrae Avenue intersection is a signalized location directly east of the El Camino Real intersection (#16). During the AM peak period, the eastbound and westbound through movements show a reduction in volumes, while the complementary movements

of the westbound right-turn and eastbound left-turn movements show an increase in volumes. The changes are due to increased access to the Millbrae BART station and are not likely due to the implementation of ramp-metering. The changes between the "Before" and "After" counts for the PM peak hour are nominal, with the exception of the 190 vehicle reduction in the westbound through movement. However, it is unlikely that ramp metering directly affected turning movement volumes at this location during the PM peak hour.

Bayshore Highway/Millbrae Avenue (#18): The Bayshore Highway/Millbrae Avenue intersection is a signalized location. In both the AM and PM peak hours, the eastbound right-turn movement shows an increase of approximately 200 vehicles. However, these shifts are likely due to changes in land use access, rather than ramp metering, since the alternative southbound on-ramp access points south along Bayshore Highway do not show any substantial increase in volumes.

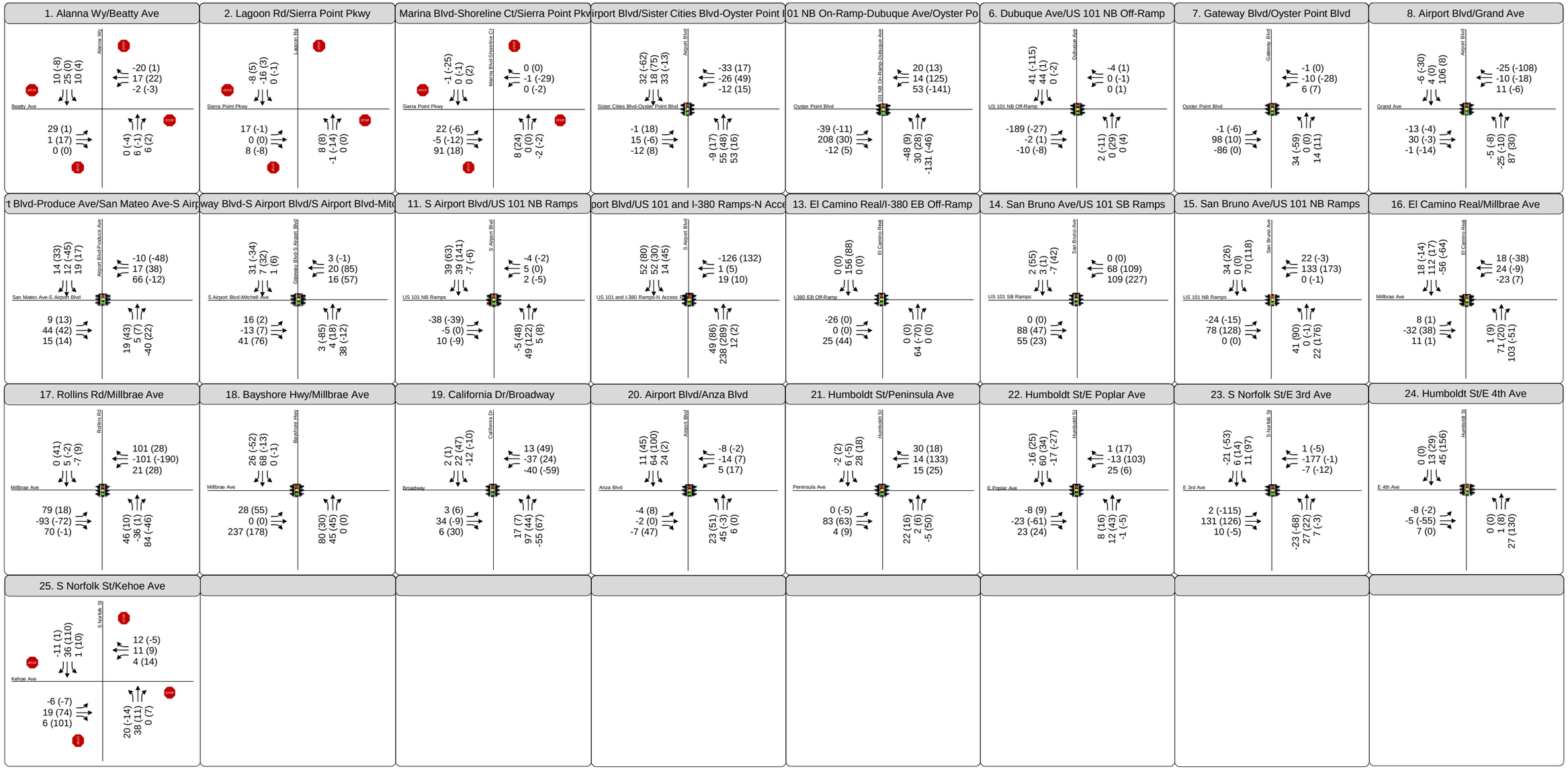
Peninsula Avenue/Humboldt Street (#22): The Peninsula Avenue/Humboldt Street intersection is signalized location. The eastbound through volume increased by 80 vehicles in the AM peak hour and the westbound through movement increased by 130 vehicles. However, these shifts are likely due to changes in land use access, since these represent complementary increase in volumes, i.e. an eastbound AM increase and an increase in the opposing direction during the evening peak hour.

3rd Avenue/Norfolk Street (#23): The 3rd Avenue/Norfolk Street intersection is a signalized location. During the AM peak hour, the "Before" and "After" only show nominal changes in intersection turning movement volumes. In the PM peak hour, the westbound through volumes toward the US 101 interchange increased. Since there were no substantial decreases in on-ramp access at adjacent interchanges, these changes are likely due to changes in land use access and not the result of ramp metering.

4th Avenue/Humboldt Street (#24): The 4thAvenue/Humboldt Street intersection is a signalized location. During the AM peak hour, the "Before" and "After" only show nominal changes in intersection turning movement volumes. In the PM peak hour, the northbound right-turn and southbound right-turn volumes toward the US 101 interchange increased. Since there were no substantial decreases in ramp access at adjacent interchanges, these changes are likely due to changes in land use access and not the result of ramp metering.

Kehoe Avenue/Norfolk Street (#25): The Kehoe Avenue/Norfolk Street intersection is a signalized location. During the AM peak hour, the "Before" and "After" only show nominal changes in intersection turning movement volumes. In the PM peak hour, the southbound through and eastbound right-turn volumes increased by approximately 100 vehicles each. However, these shifts are likely due to changes in

land use access, rather than ramp metering, since these routes to not present routes that could be considered alternative access routes to on-ramps.



LEGEND

1	Study Intersection	AM (PM)	Peak Hour Traffic Volume
	Study Corridor	STOP	Stop Sign
	Turn Lane		

FEHR PEERS

Figure 10

Peak Hour Turning Movement Comparisons between "Before" and "After" Studies

7.0 NEXT STEPS

As discussed in this "After" Study report, the on-ramp queues were primarily contained within the ramp storages for each on-ramp on northbound and southbound US 101, except for a few locations. For the northbound AM peak period, the Kehoe Avenue on-ramp had queues that exceeded the ramp storage. For the northbound PM peak period the South Airport Boulevard On-Ramp had queues that exceeded the ramp storage. For the southbound AM peak period the Poplar Avenue On-Ramp had queues that exceed the ramp storage. And for the southbound PM peak period, the Produce Avenue/Airport Boulevard On-Ramp and Popular Avenue On-Ramp both had queues that exceeded the ramp storage. Caltrans will continue to monitor these on-ramp locations periodically as part of their regular maintenance procedures. Additionally, Caltrans will continue to monitor the freeway-to-freeway connectors at I-380 and SR 92, since these ramps typically have higher vehicle volumes.

APPENDICES

Appendix A:
Freeway GPS Travel Time Profiles

Pre-Metering AM

NDS

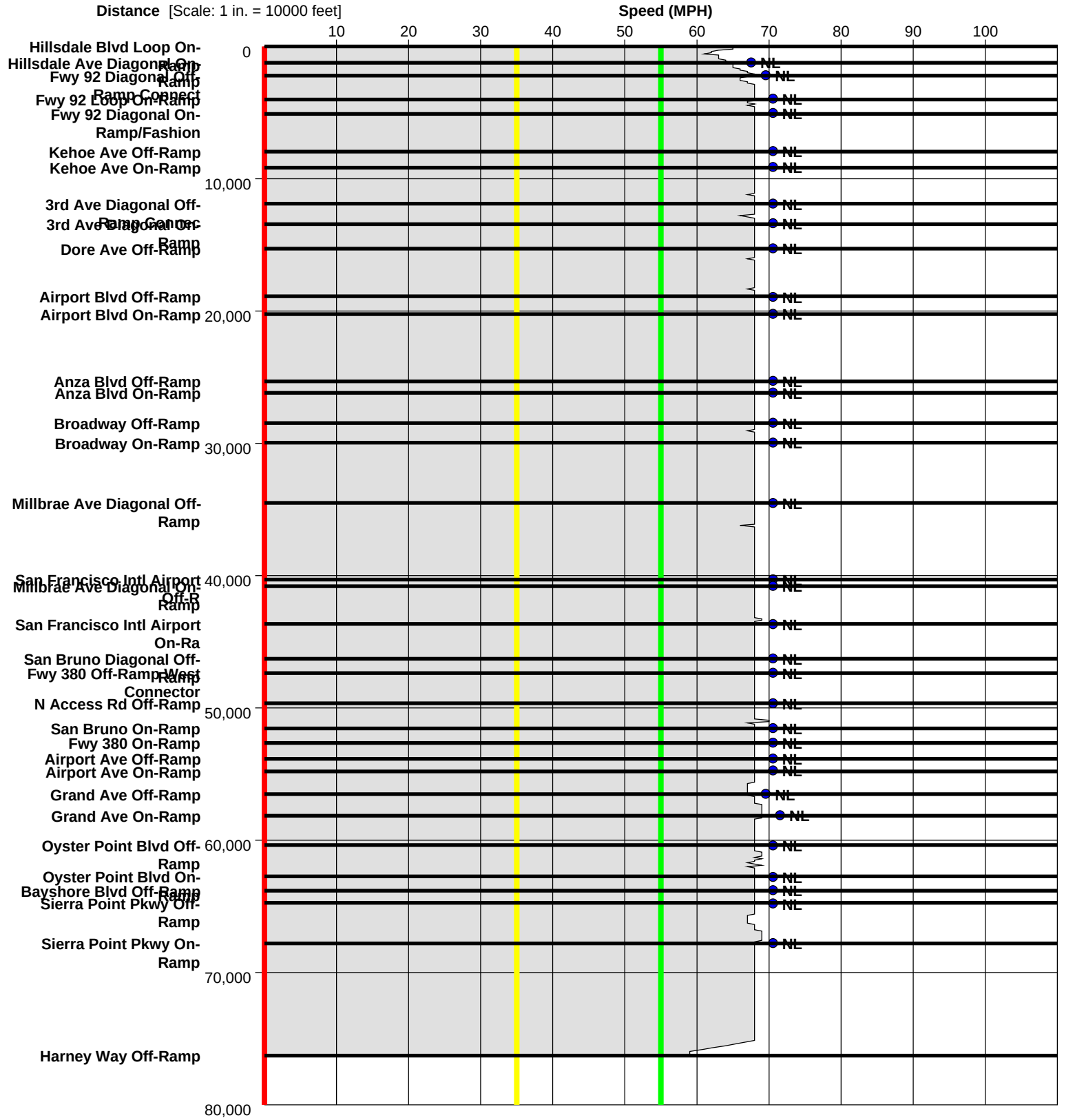
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **42**

Speed Profile

Run : US 101-NB-001 Start Time: 05:02 (This is a Before Run)



NDS

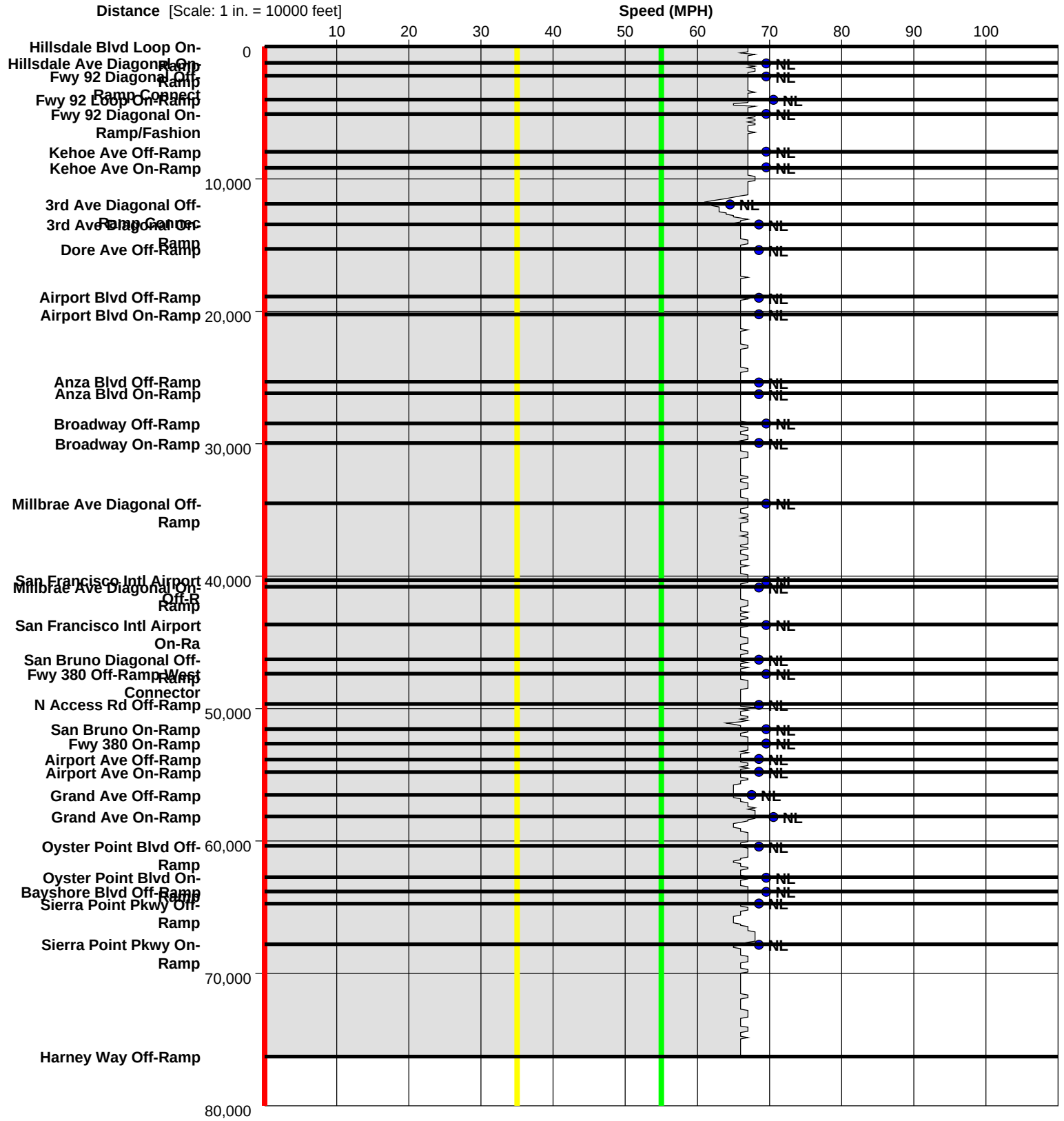
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **43**

Speed Profile

Run : US 101-NB-002 Start Time: 05:16 (This is a Before Run)



NDS

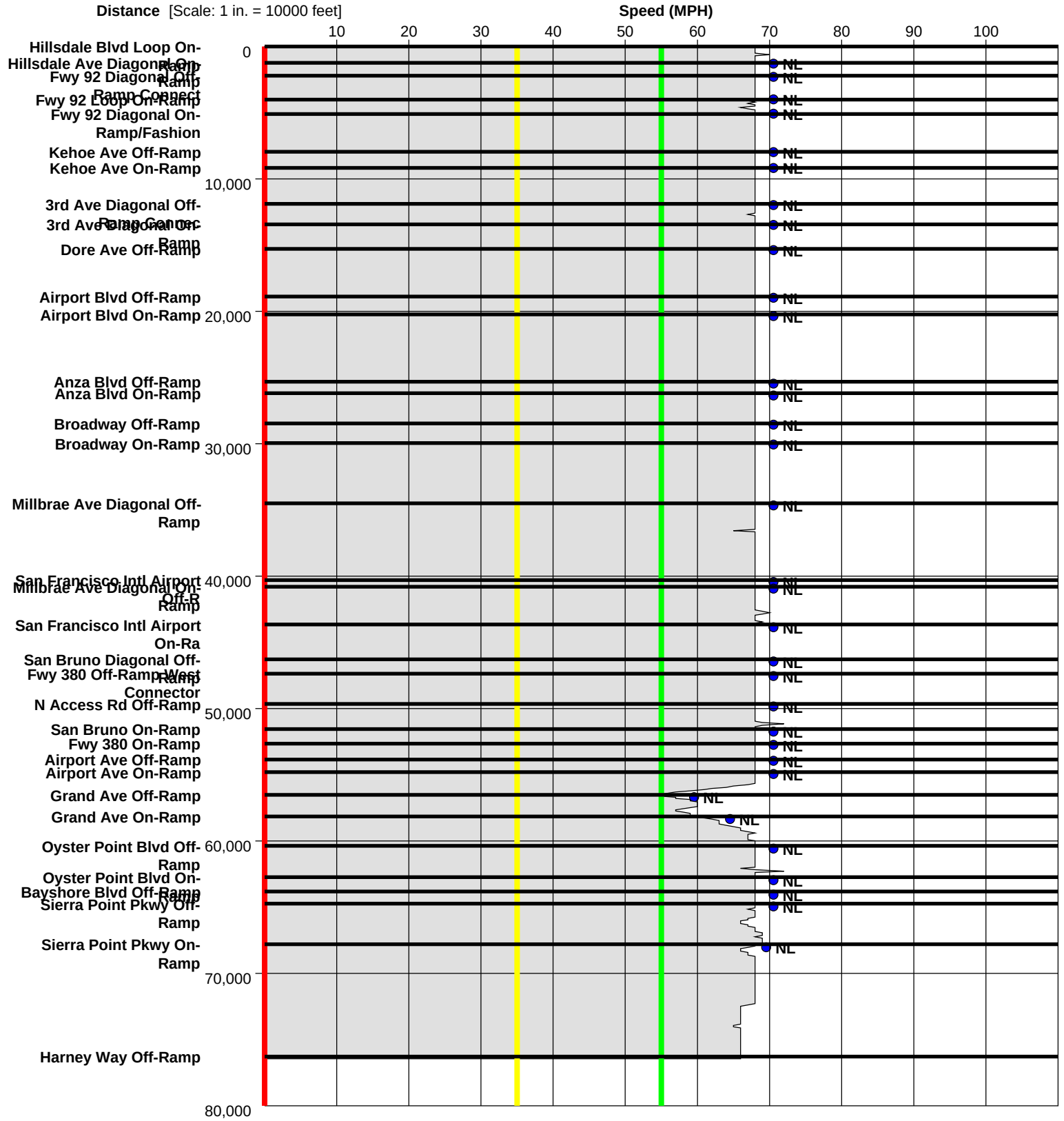
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **44**

Speed Profile

Run : US 101-NB-003 Start Time: 05:31 (This is a Before Run)



NDS

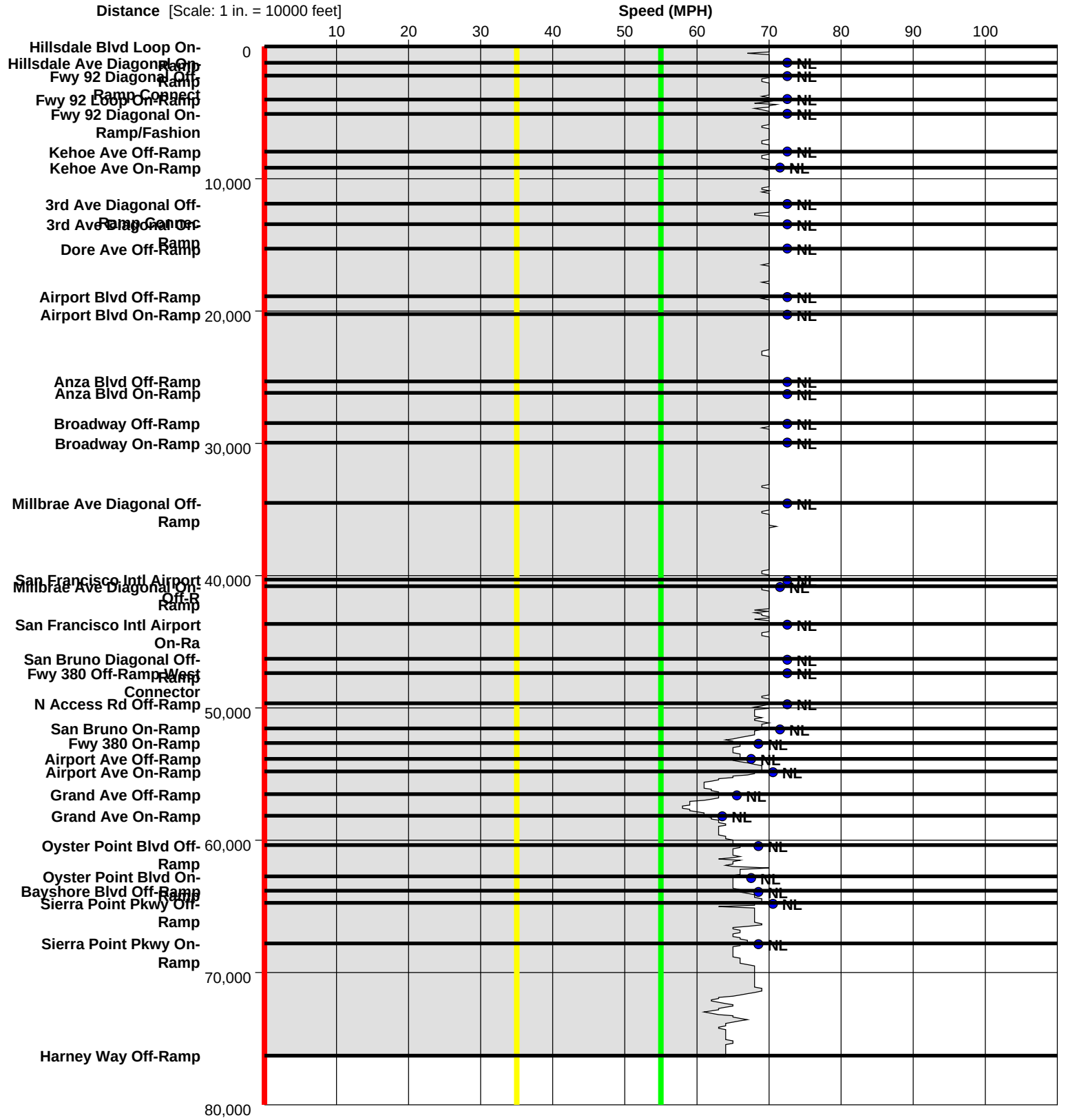
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **45**

Speed Profile

Run : US 101-NB-004 Start Time: 05:45 (This is a Before Run)



NDS

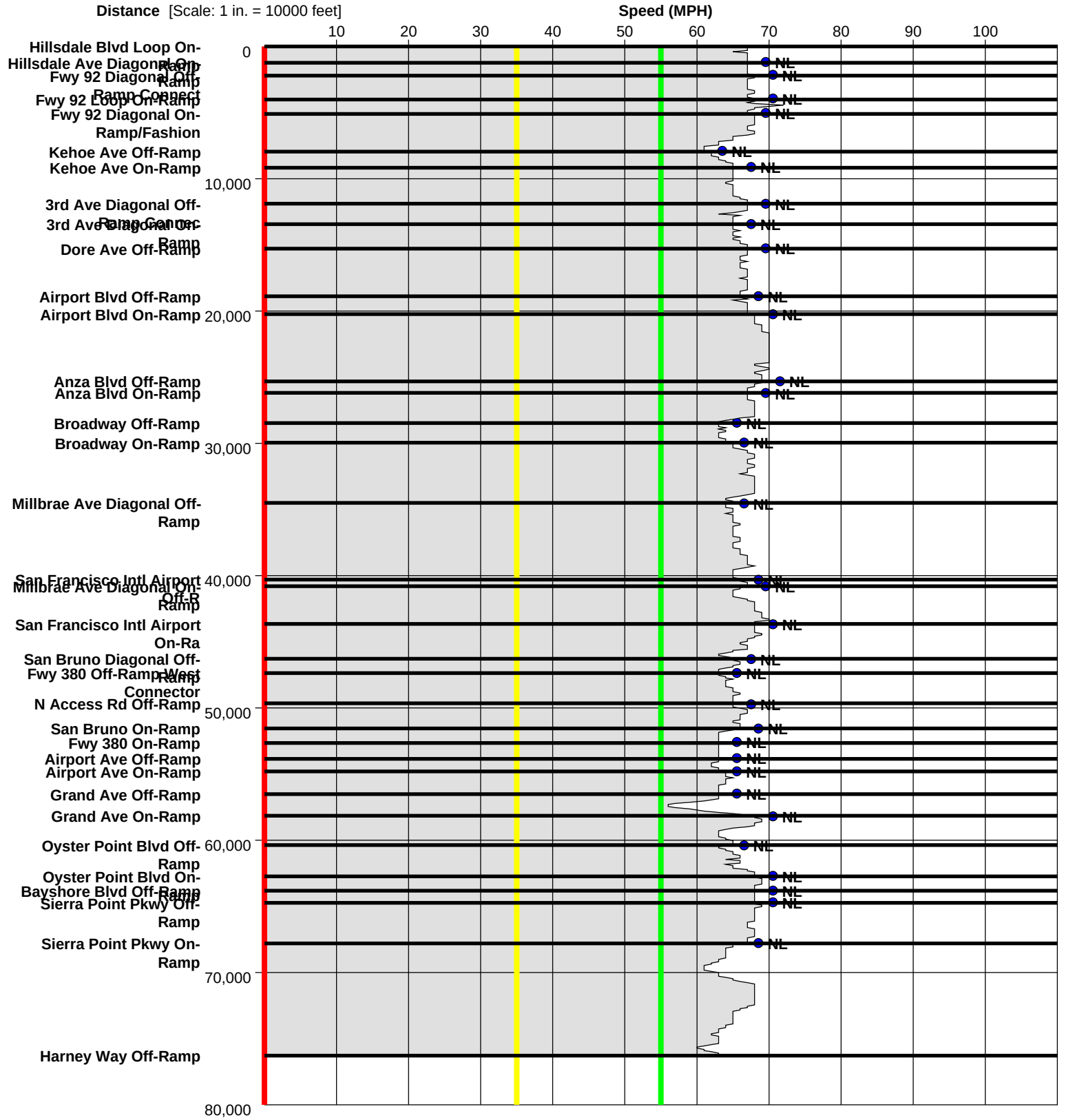
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **46**

Speed Profile

Run : US 101-NB-005 Start Time: 06:01 (This is a Before Run)



NDS

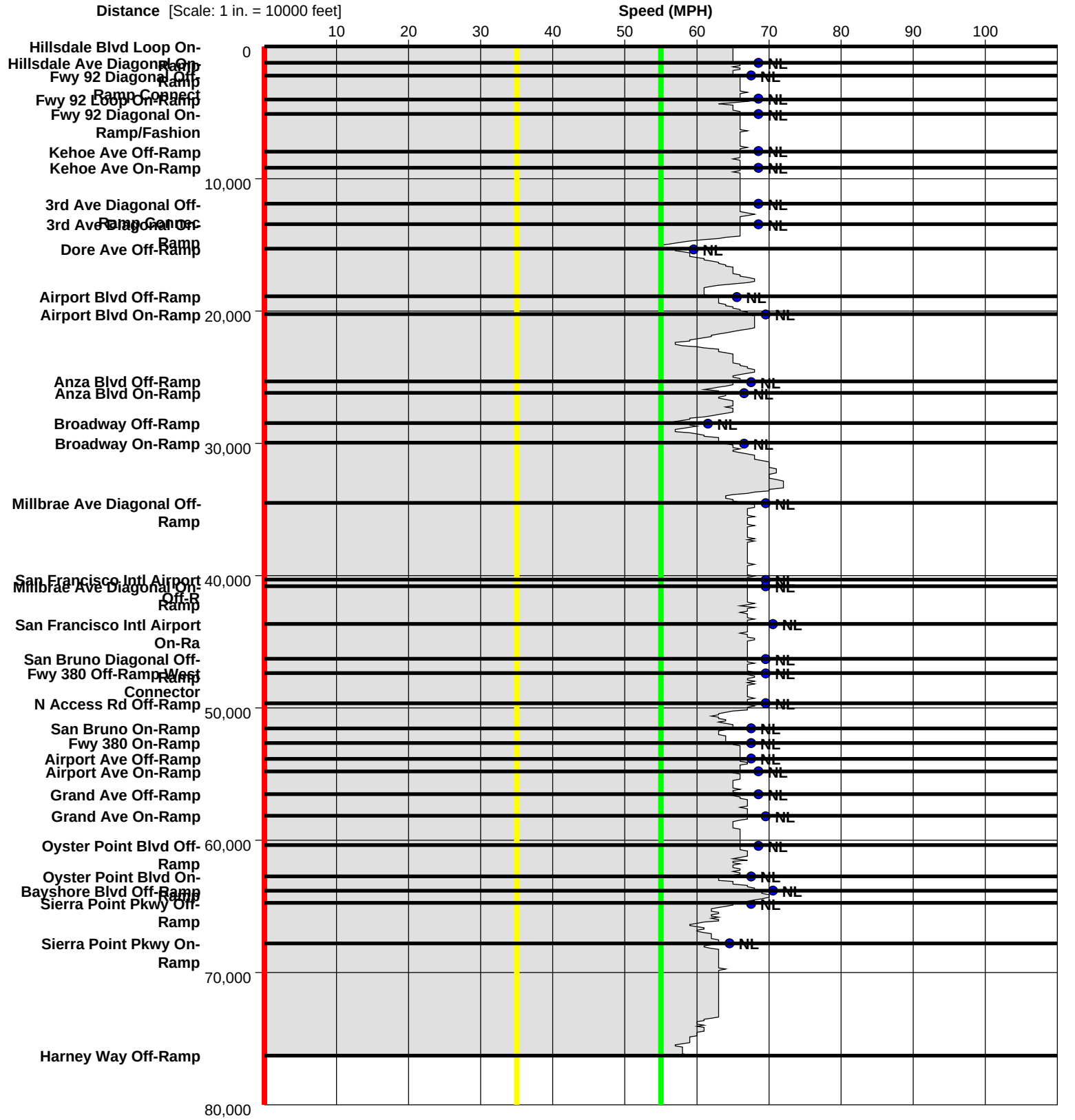
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **47**

Speed Profile

Run : US 101-NB-006 Start Time: 06:16 (This is a Before Run)



NDS

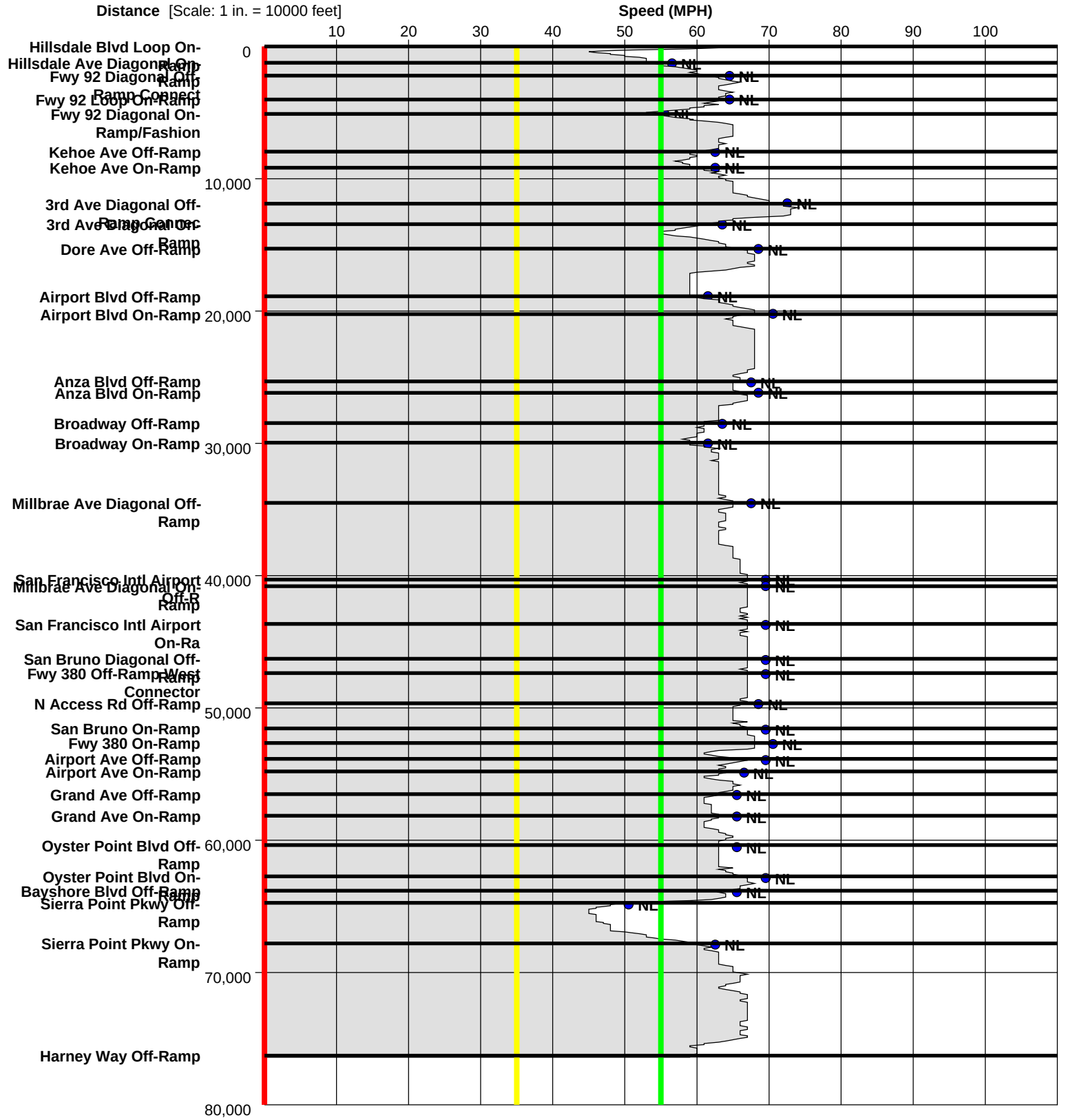
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **48**

Speed Profile

Run : US 101-NB-007 Start Time: 06:32 (This is a Before Run)



NDS

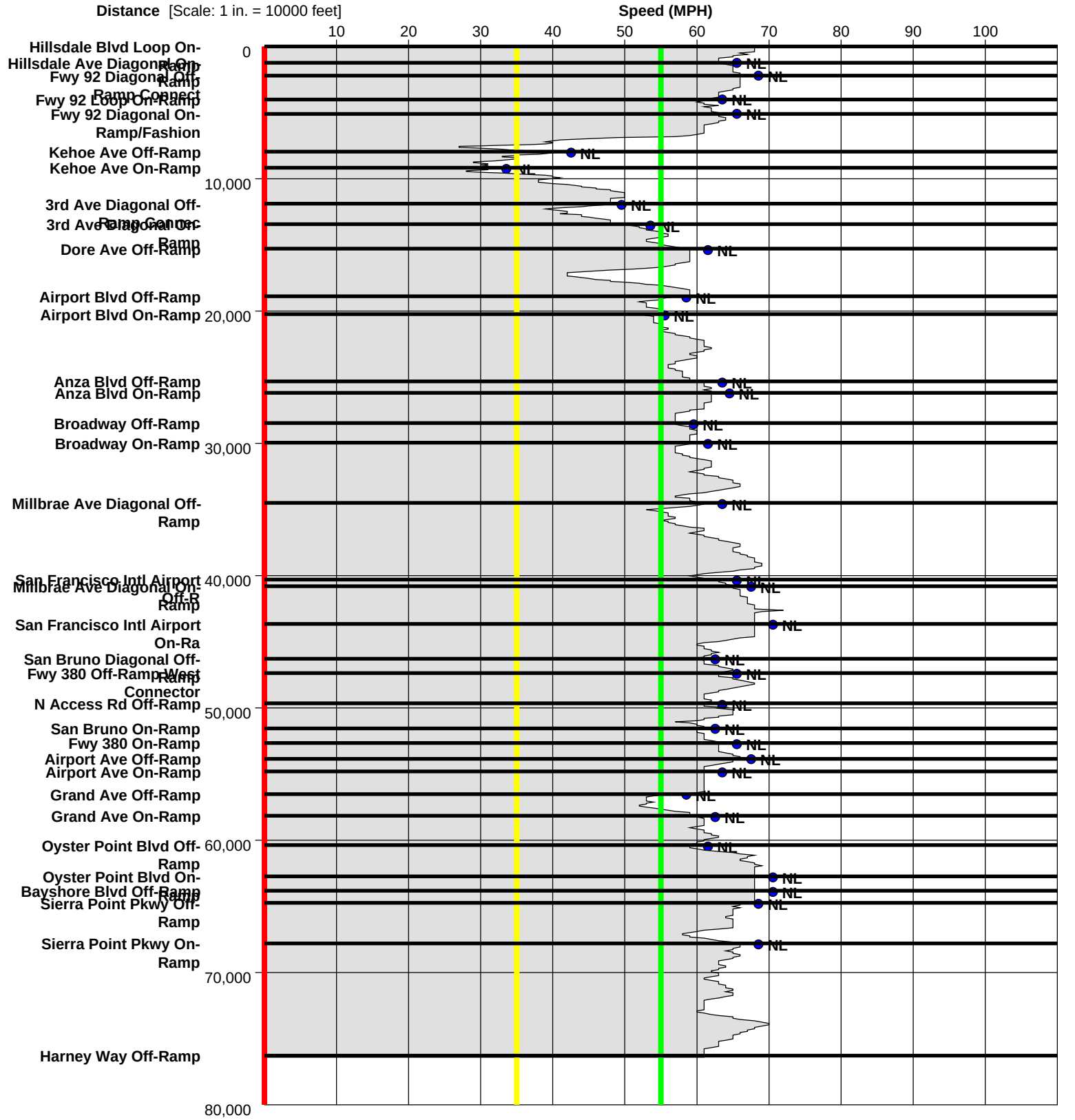
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **49**

Speed Profile

Run : US 101-NB-008 Start Time: 06:46 (This is a Before Run)



NDS

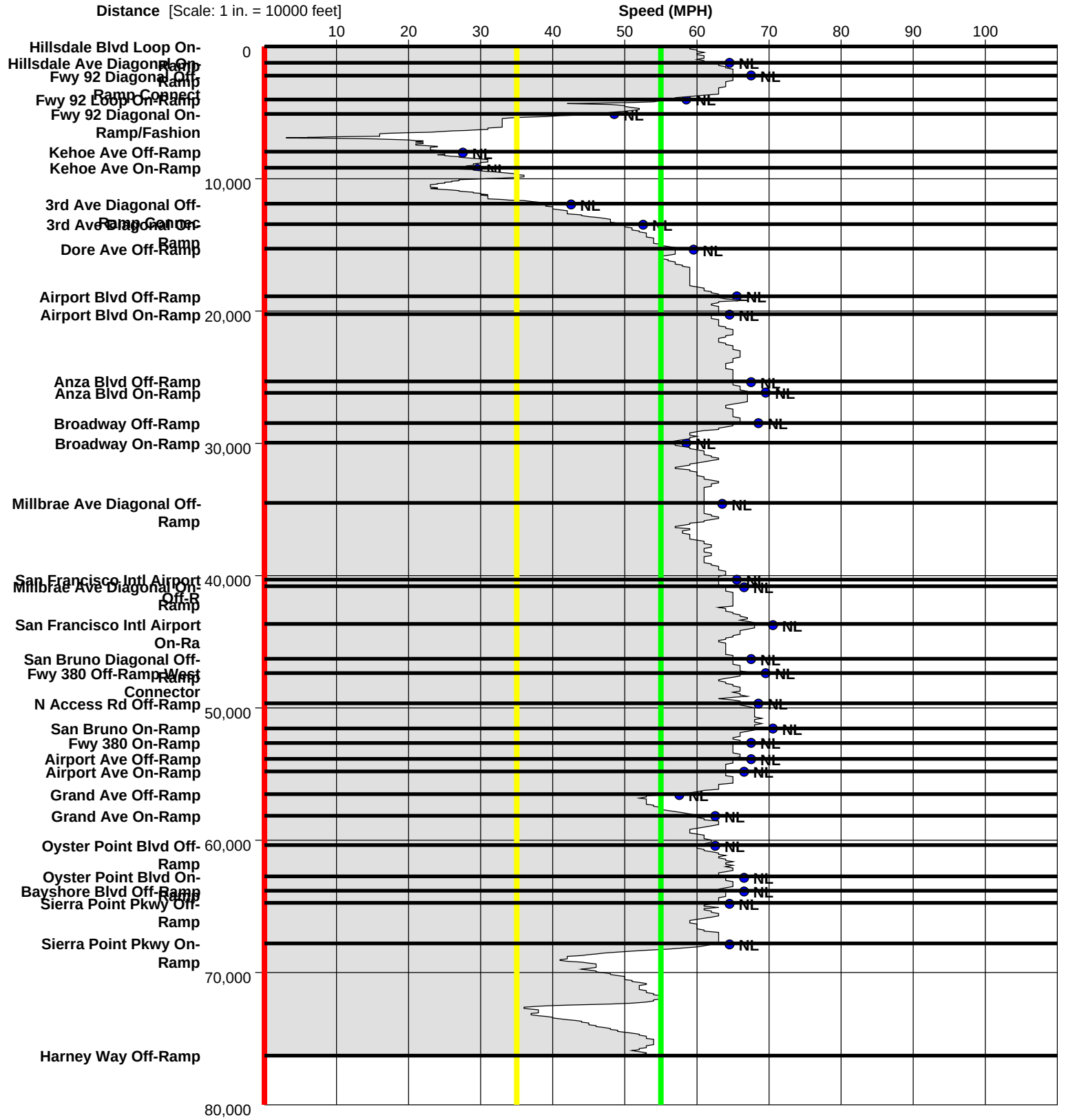
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **50**

Speed Profile

Run : US 101-NB-009 Start Time: 07:01 (This is a Before Run)



NDS

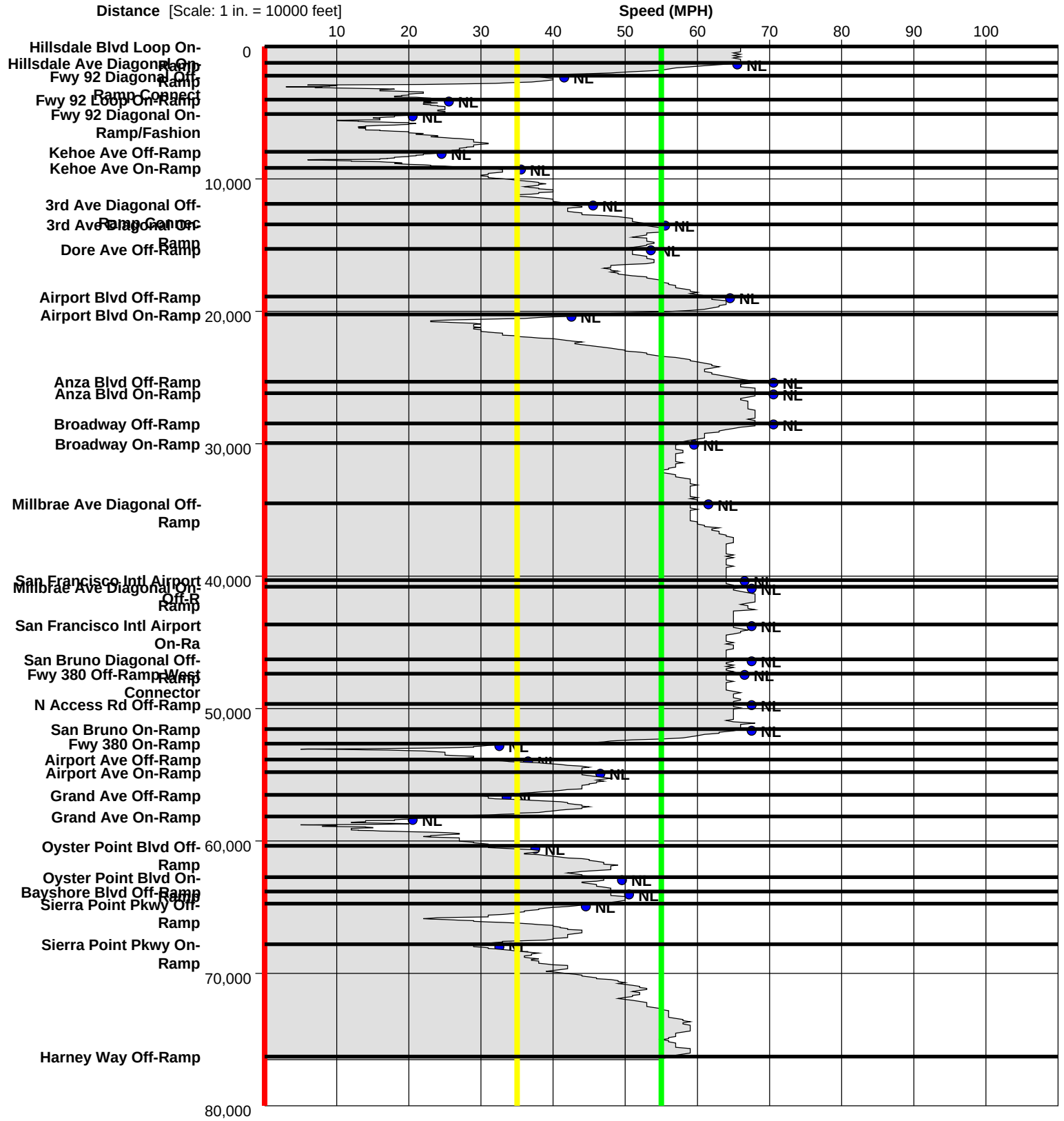
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **51**

Speed Profile

Run : US 101-NB-010 Start Time: 07:17 (This is a Before Run)



NDS

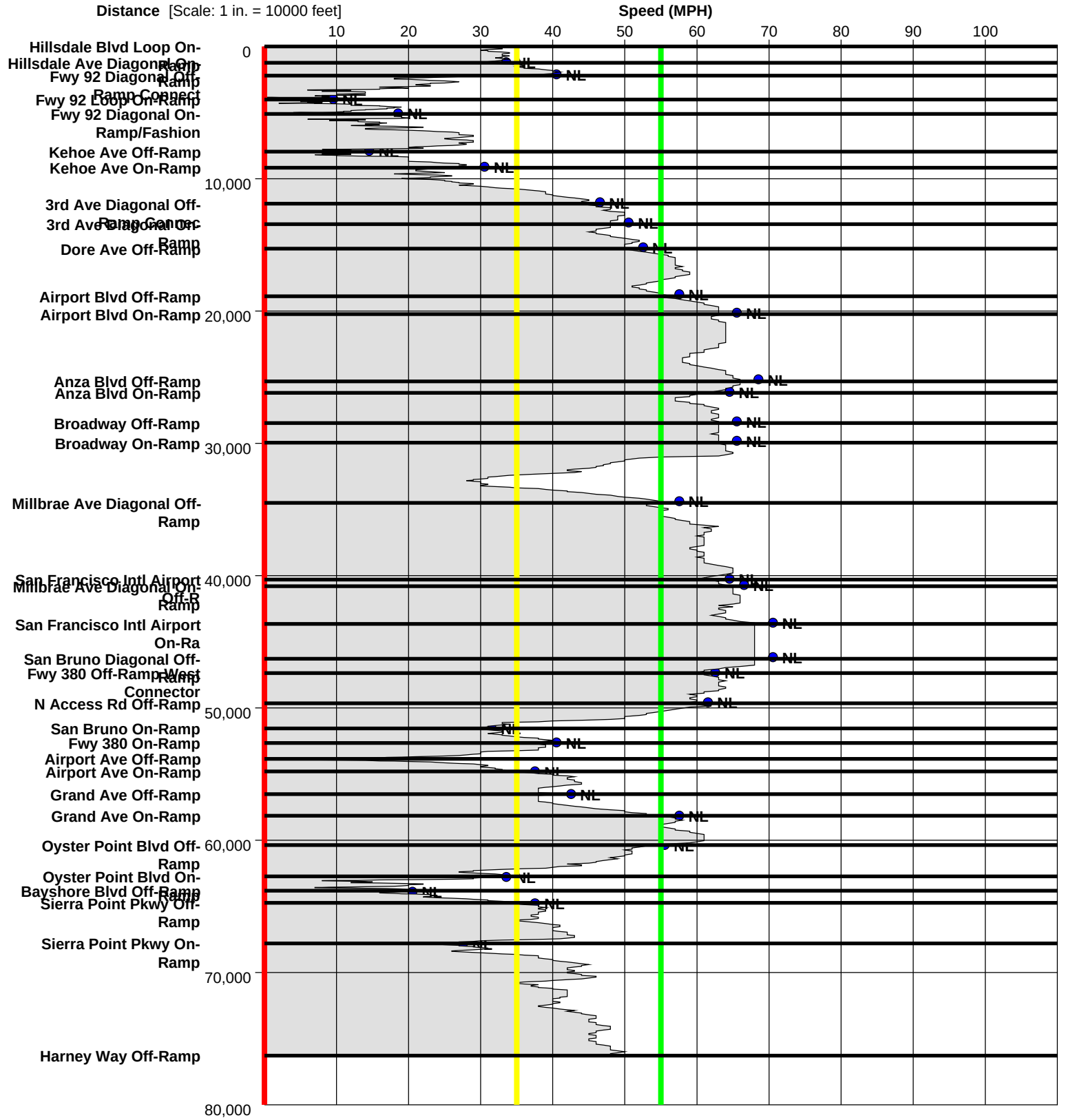
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **52**

Speed Profile

Run : US 101-NB-011 Start Time: 07:32 (This is a Before Run)



NDS

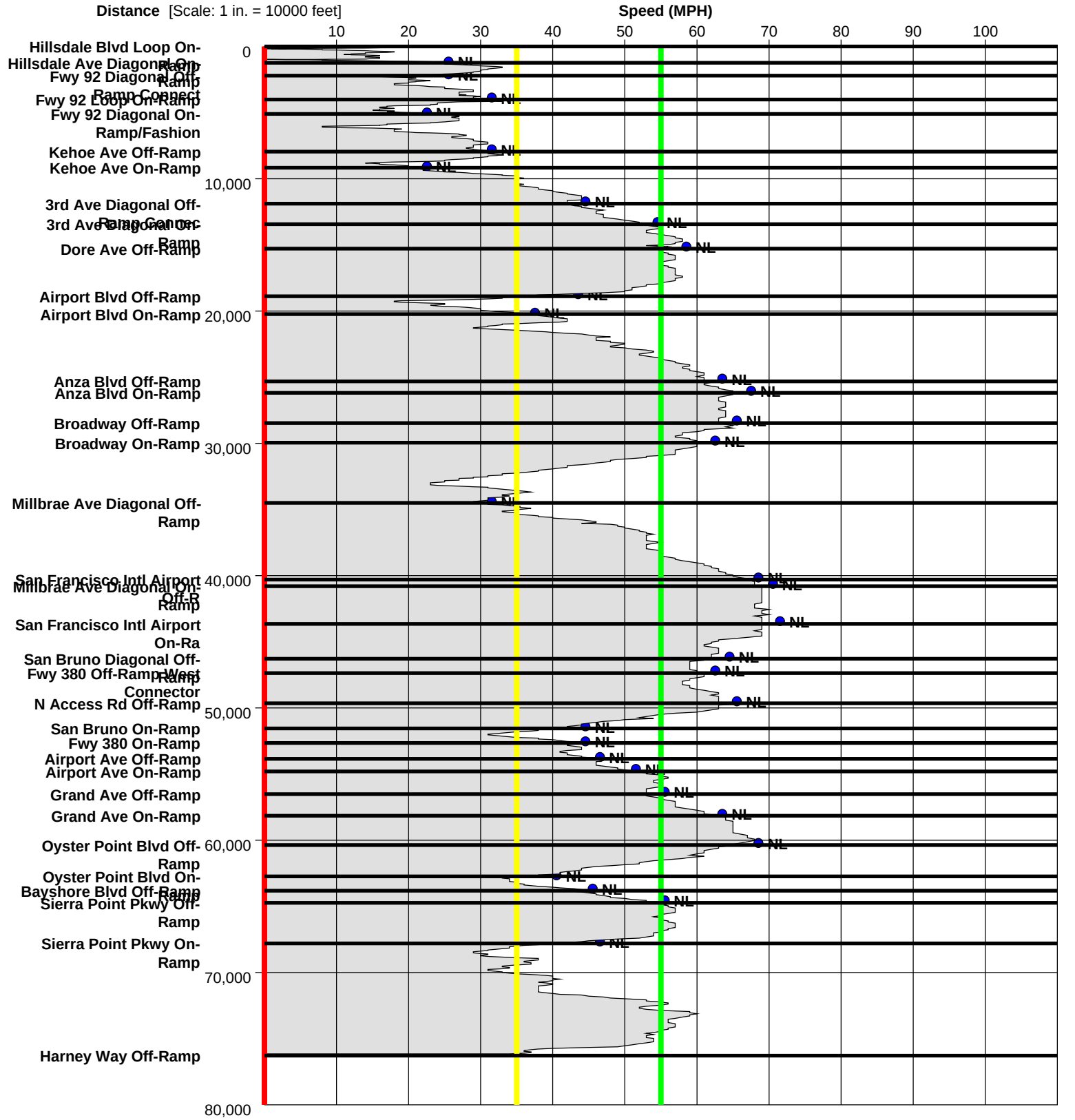
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **53**

Speed Profile

Run : US 101-NB-012 Start Time: 07:47 (This is a Before Run)



NDS

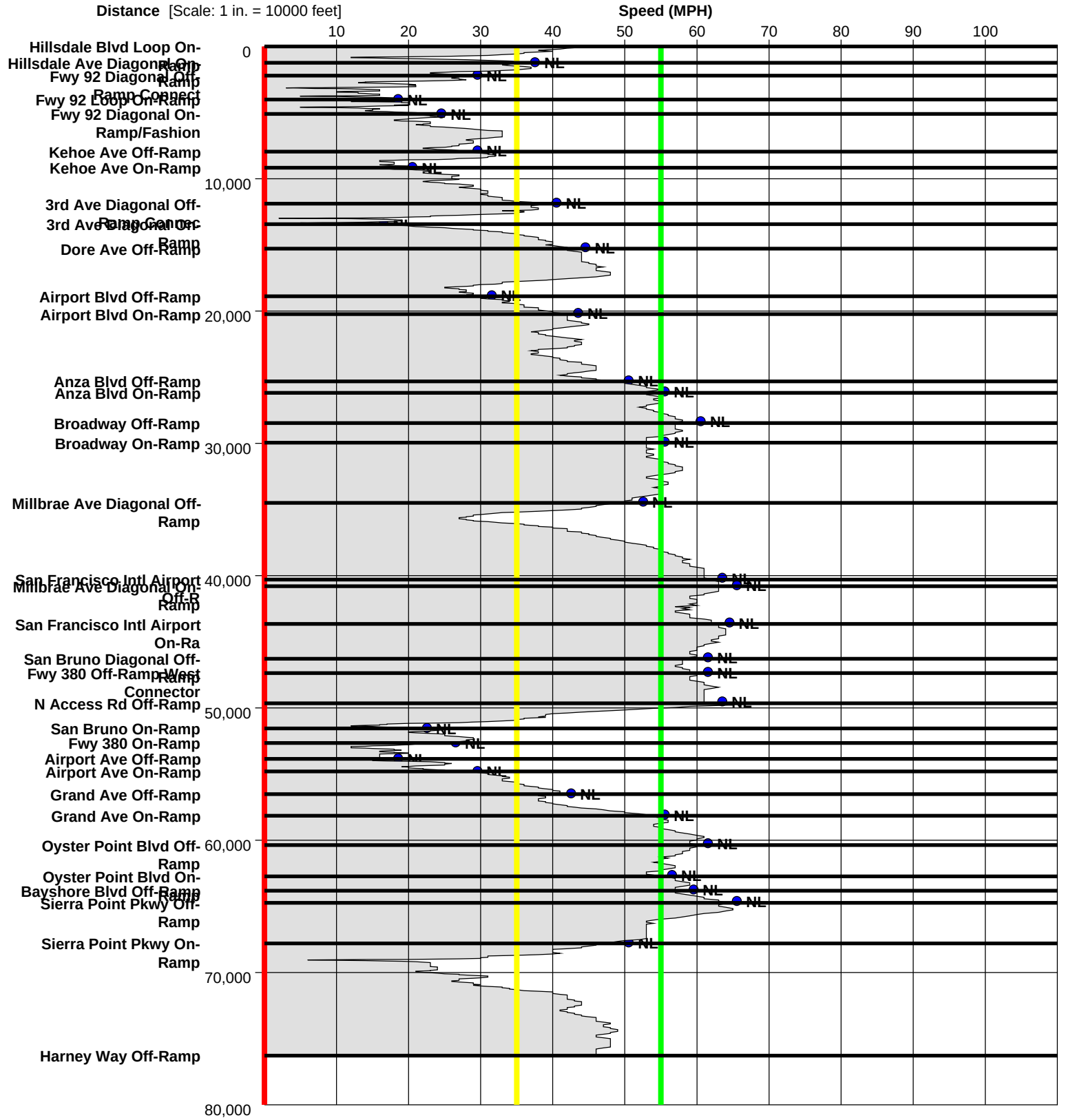
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **54**

Speed Profile

Run : US 101-NB-013 Start Time: 08:01 (This is a Before Run)



NDS

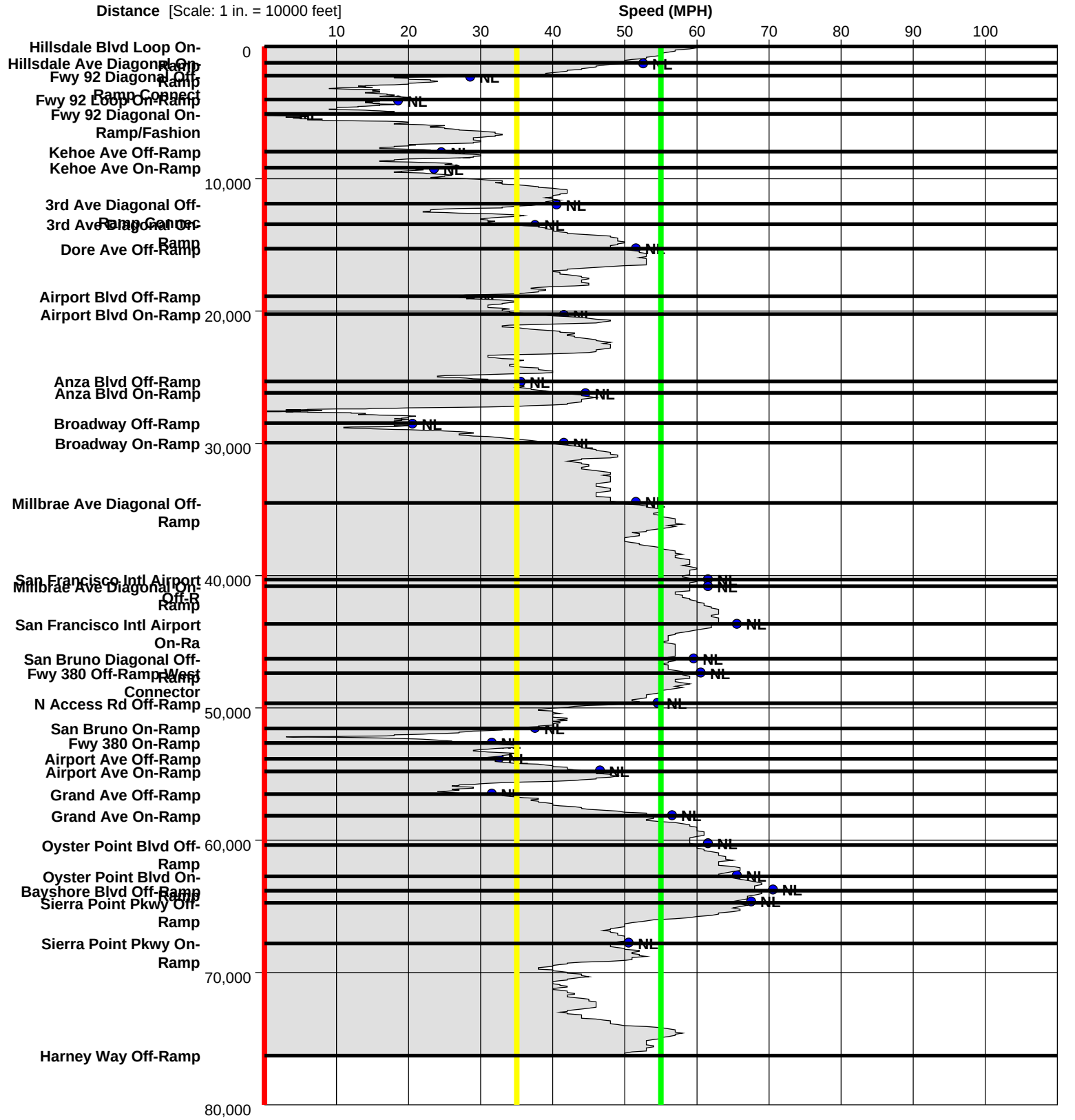
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **55**

Speed Profile

Run : US 101-NB-014 Start Time: 08:17 (This is a Before Run)



NDS

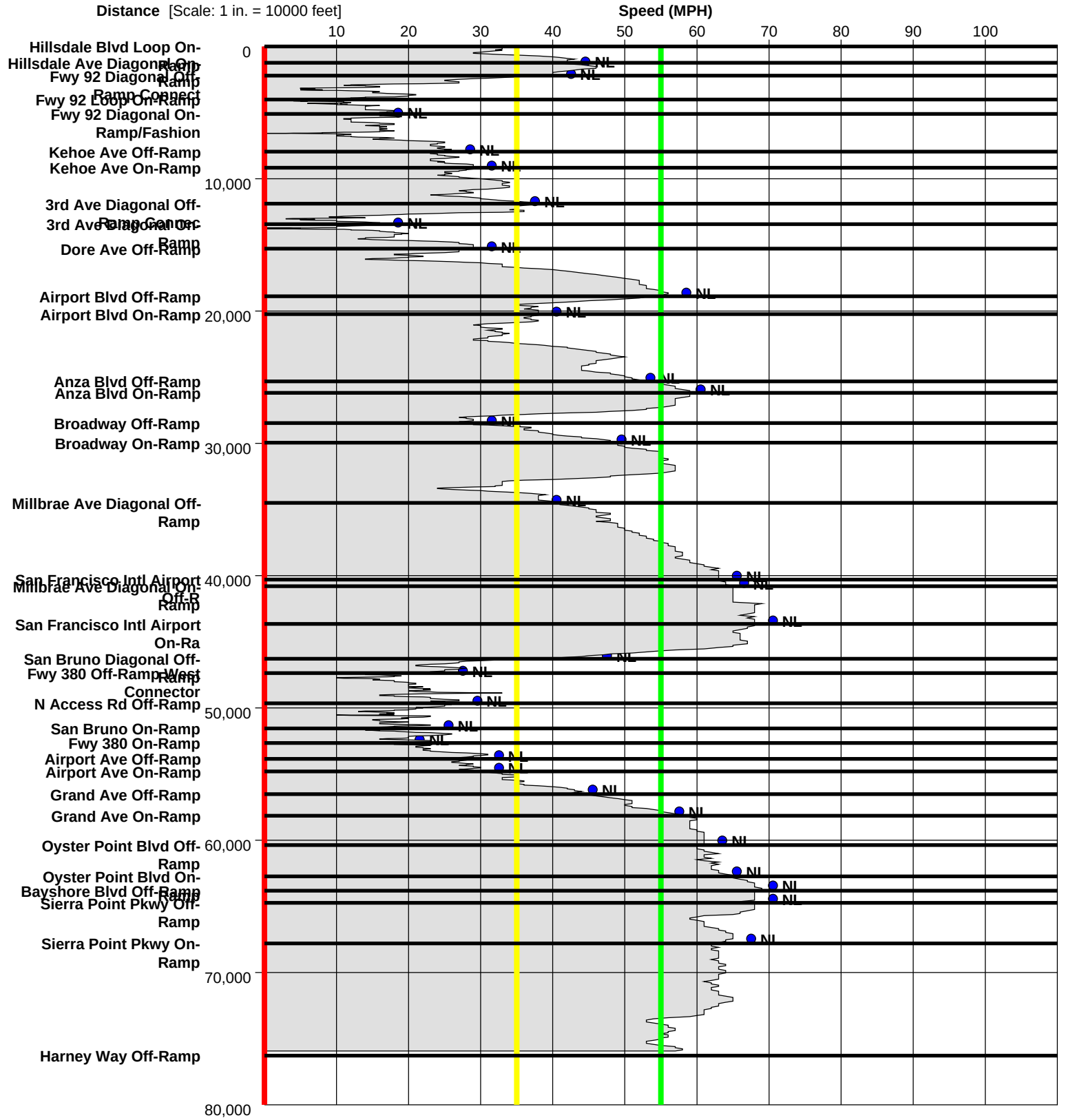
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **56**

Speed Profile

Run : US 101-NB-015 Start Time: 08:32 (This is a Before Run)



NDS

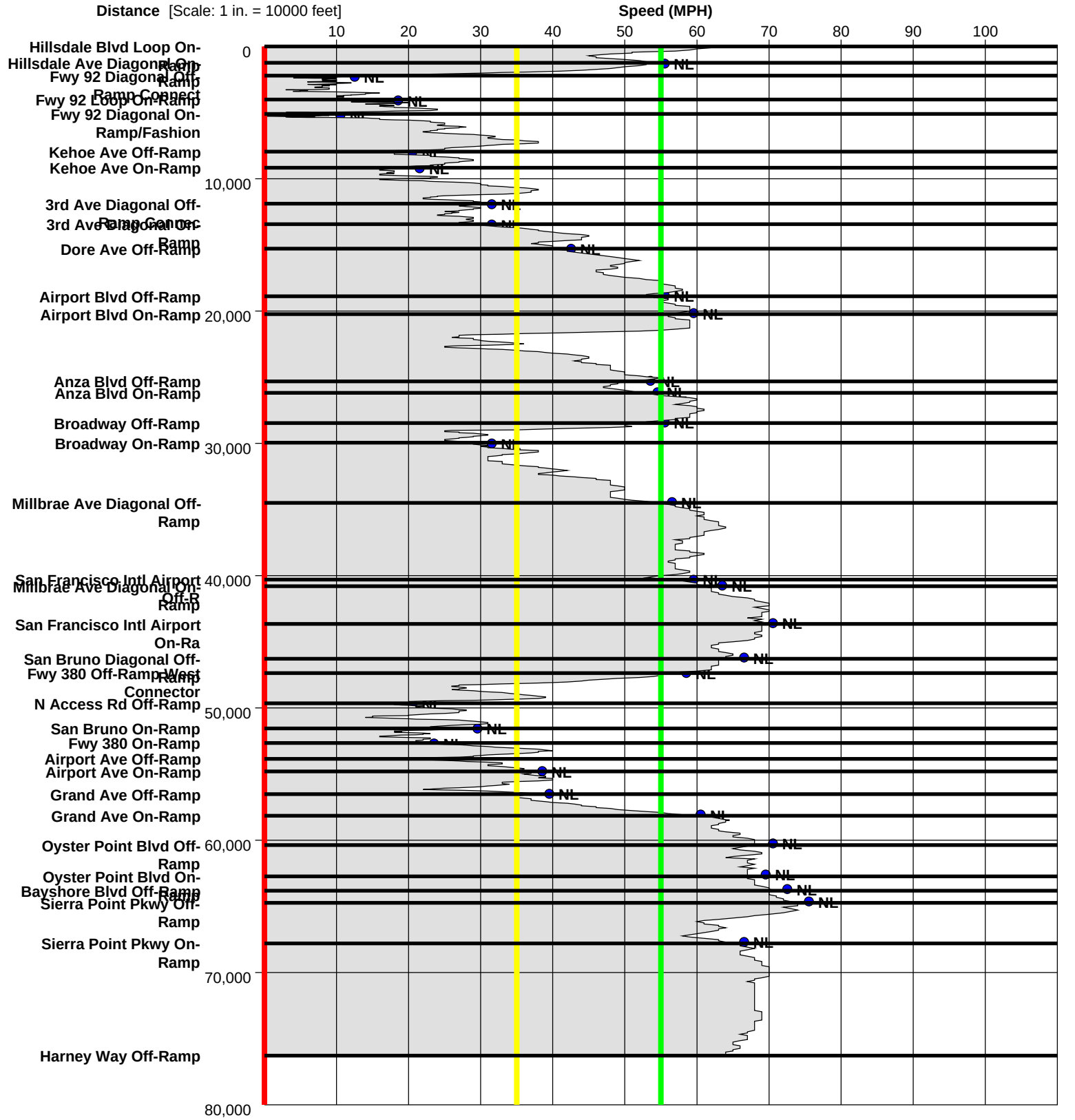
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **57**

Speed Profile

Run : US 101-NB-016 Start Time: 08:46 (This is a Before Run)



NDS

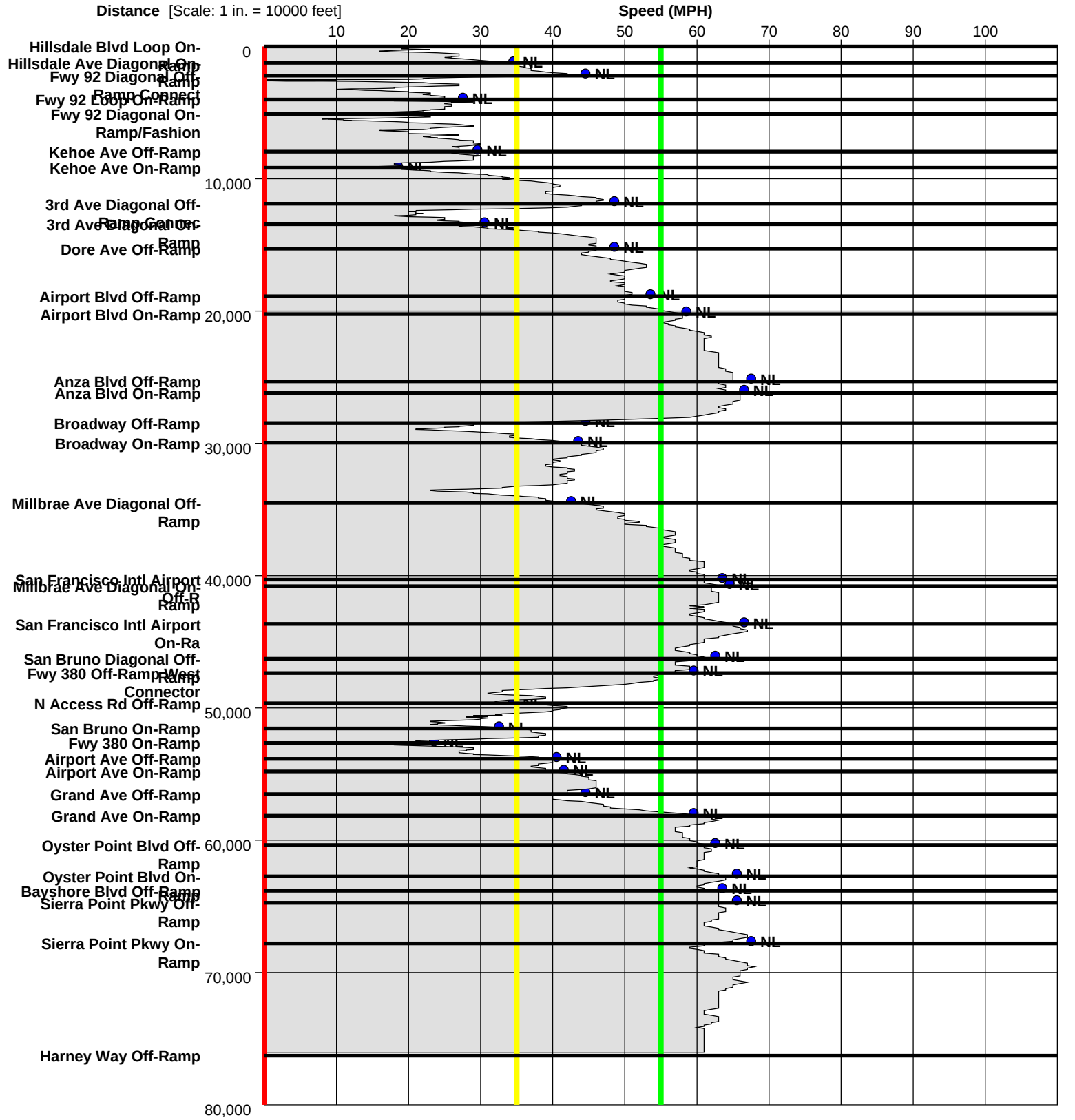
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **58**

Speed Profile

Run : US 101-NB-017 Start Time: 09:01 (This is a Before Run)



NDS

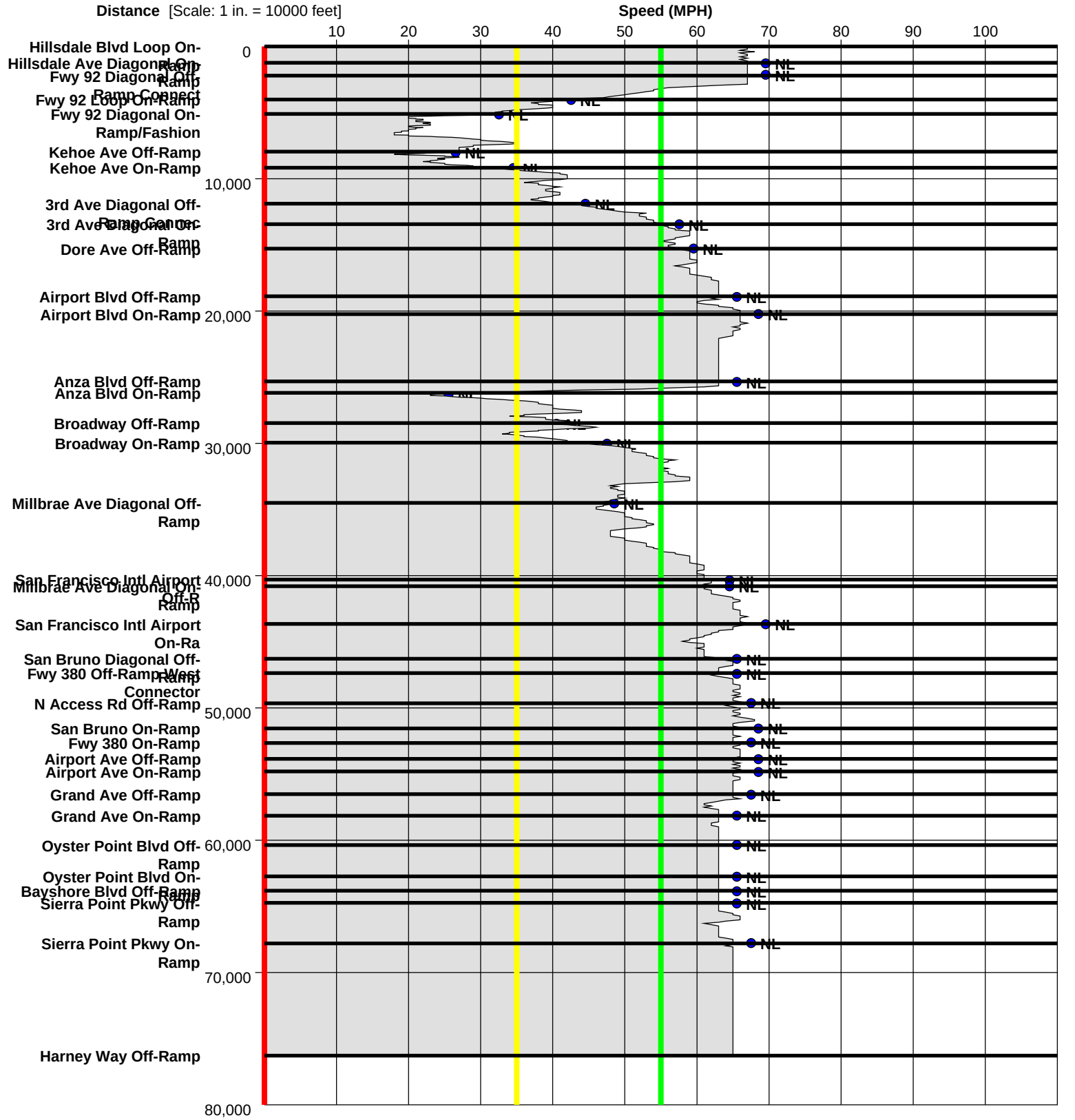
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **59**

Speed Profile

Run : US 101-NB-018 Start Time: 09:16 (This is a Before Run)



NDS

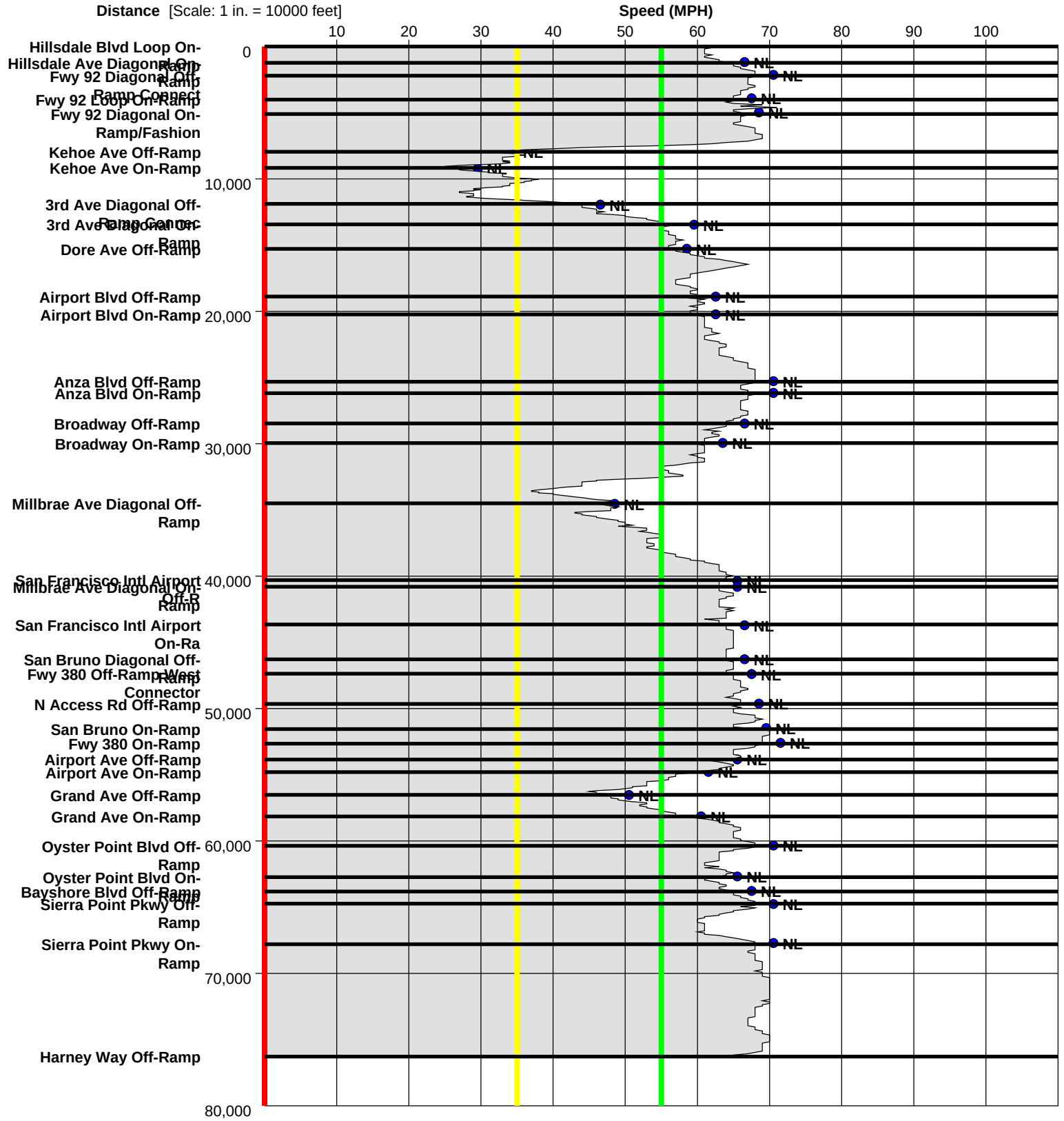
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **60**

Speed Profile

Run : US 101-NB-019 Start Time: 09:32 (This is a Before Run)



NDS

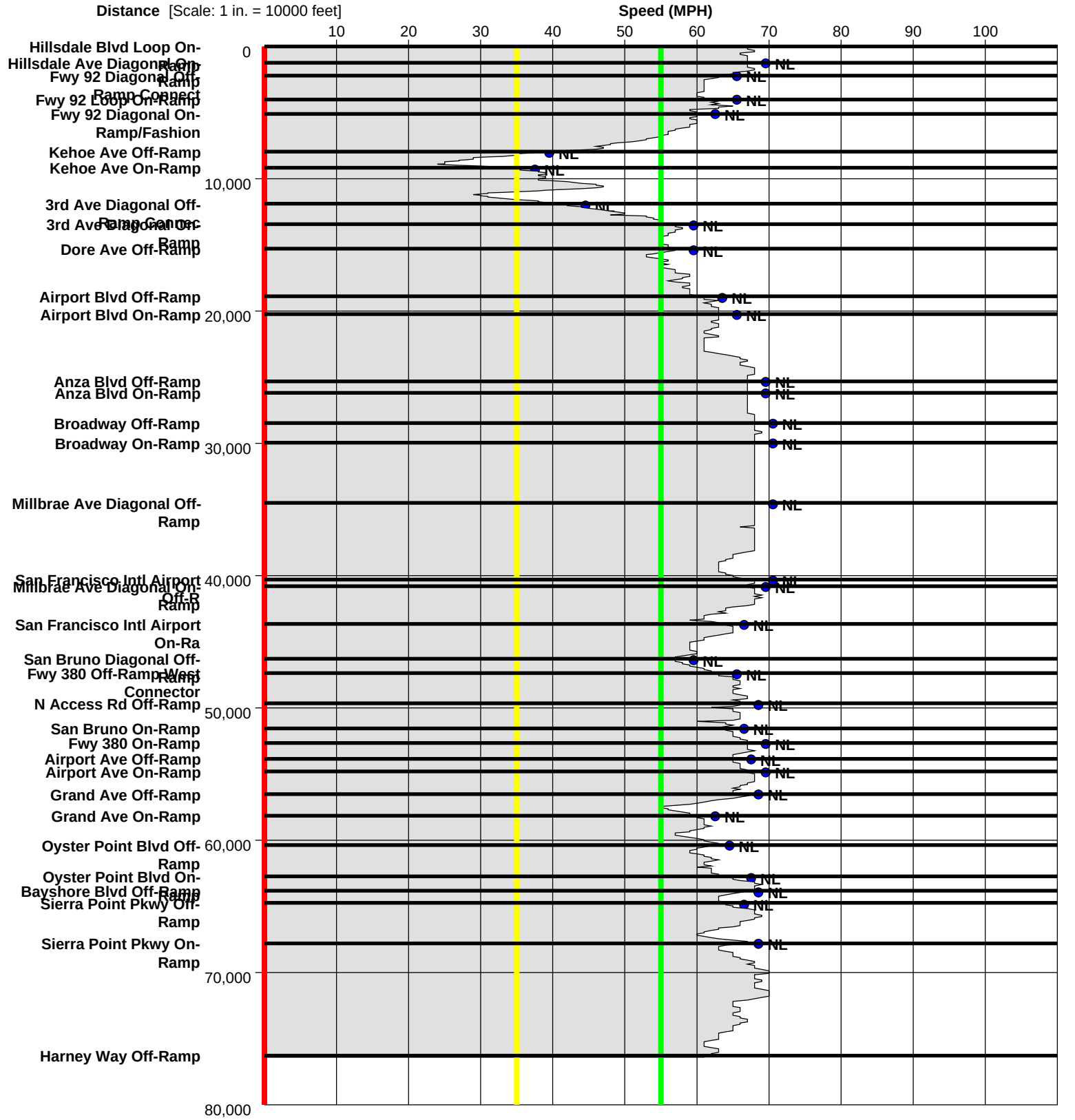
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **3/20/2014**
Page No. : **61**

Speed Profile

Run : US 101-NB-020 Start Time: 09:47 (This is a Before Run)



NDS

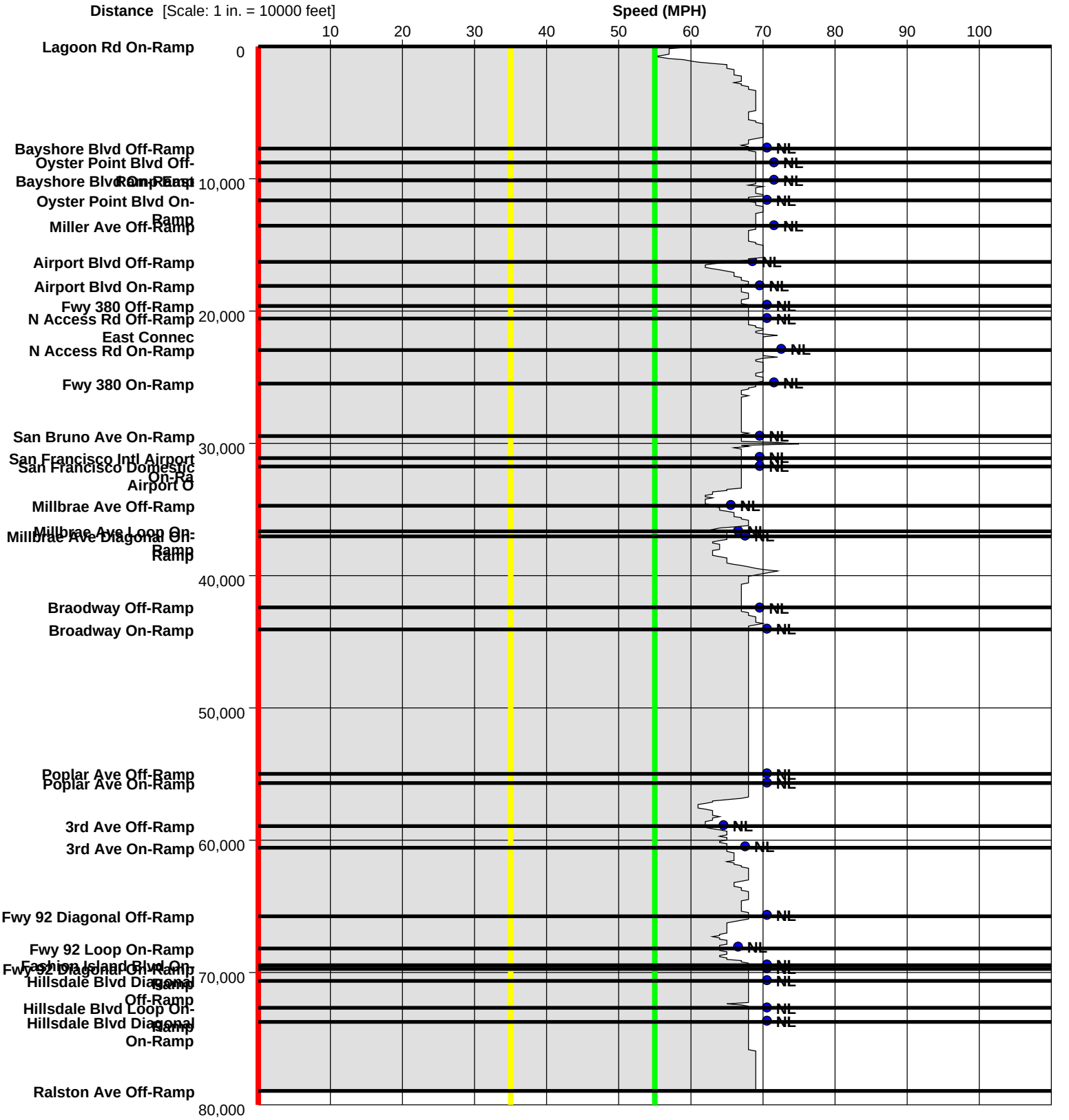
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **42**

Speed Profile

Run : US 101-SB-001 Start Time: 05:01 (This is a Before Run)

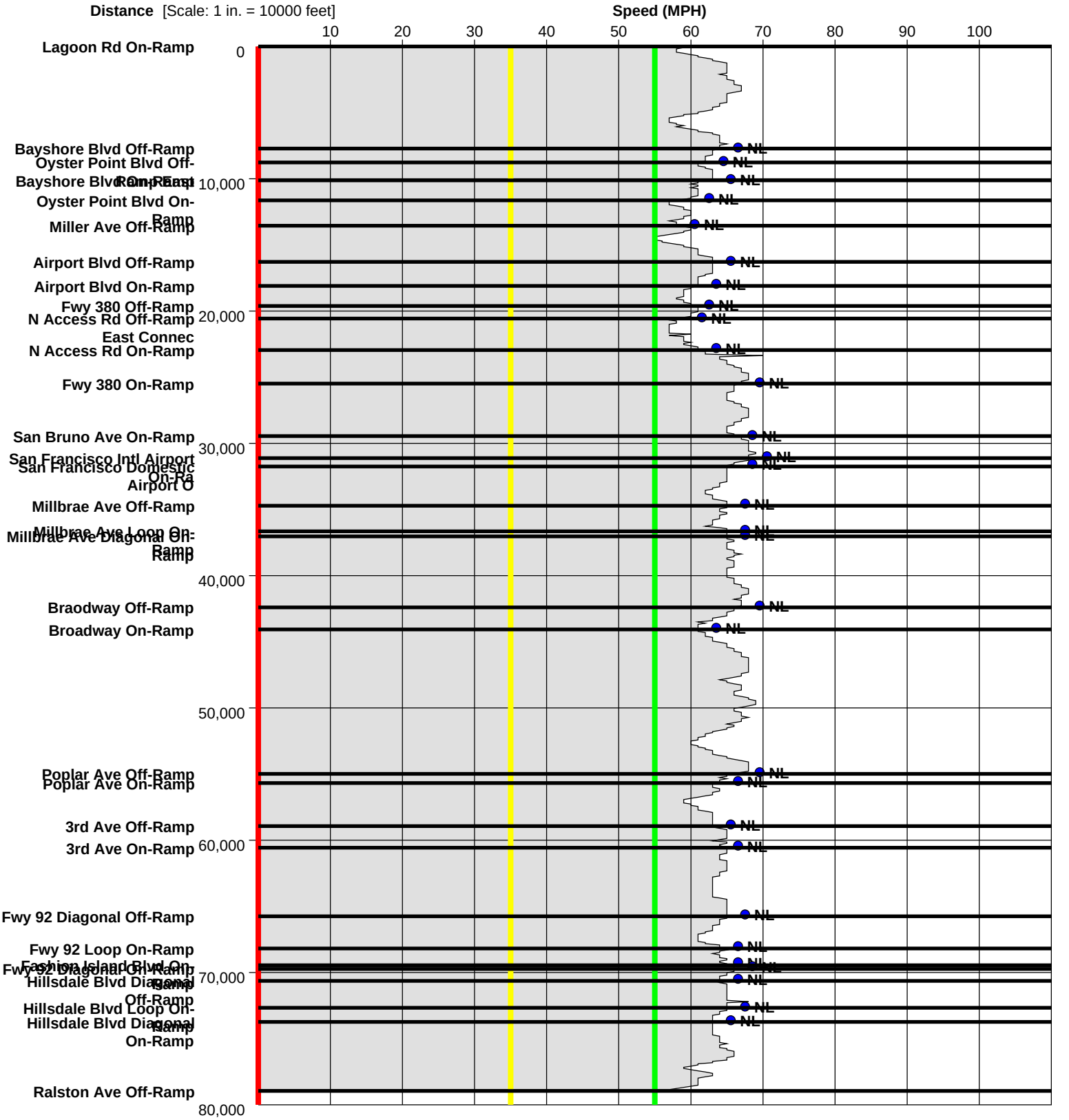


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **43**

Speed Profile

Run : US 101-SB-002 Start Time: 05:17 (This is a Before Run)

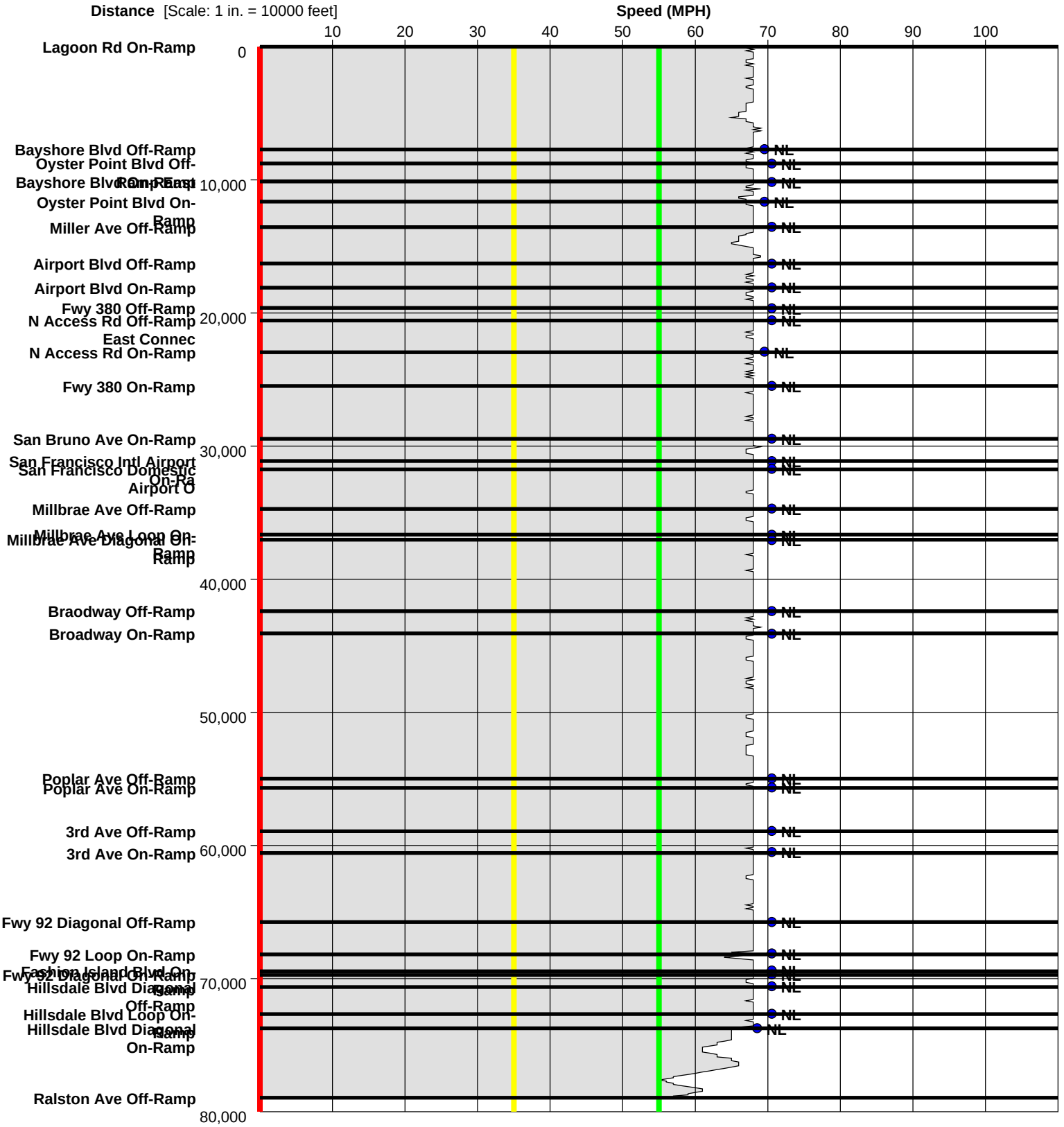


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **44**

Speed Profile

Run : US 101-SB-003 Start Time: 05:30 (This is a Before Run)

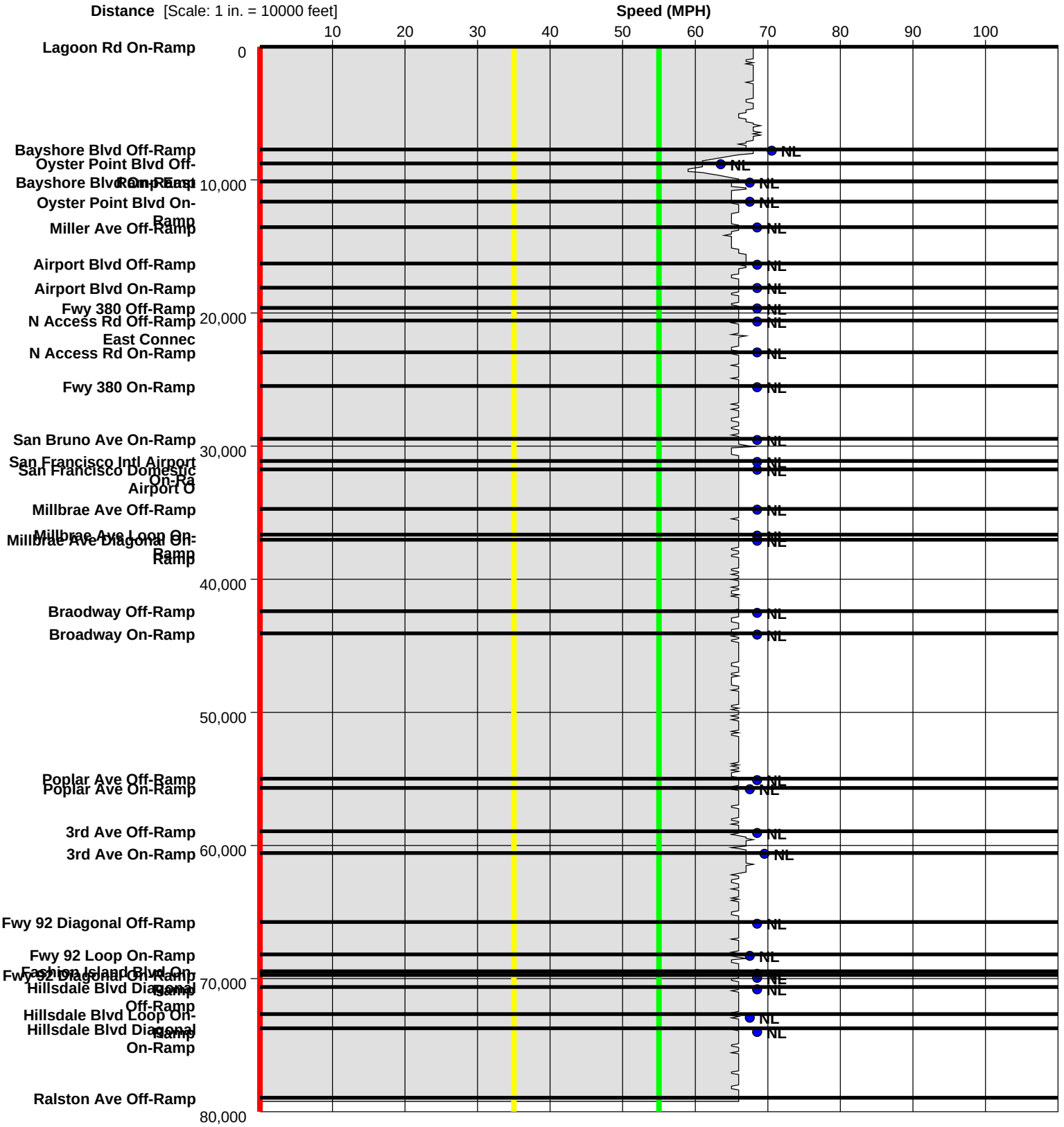


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **45**

Speed Profile

Run : US 101-SB-004 Start Time: 05:46 (This is a Before Run)

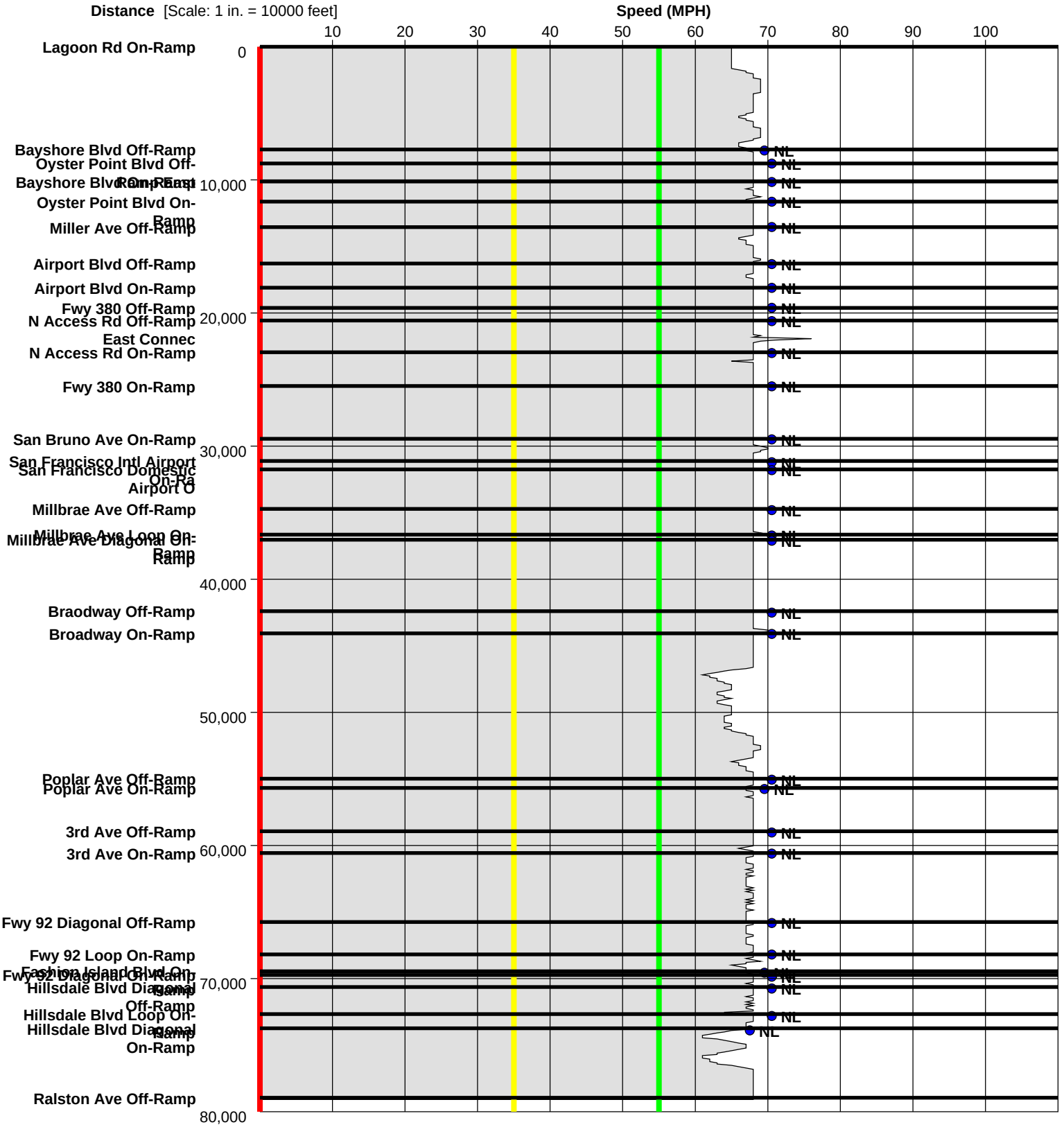


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **46**

Speed Profile

Run : US 101-SB-005 Start Time: 06:01 (This is a Before Run)

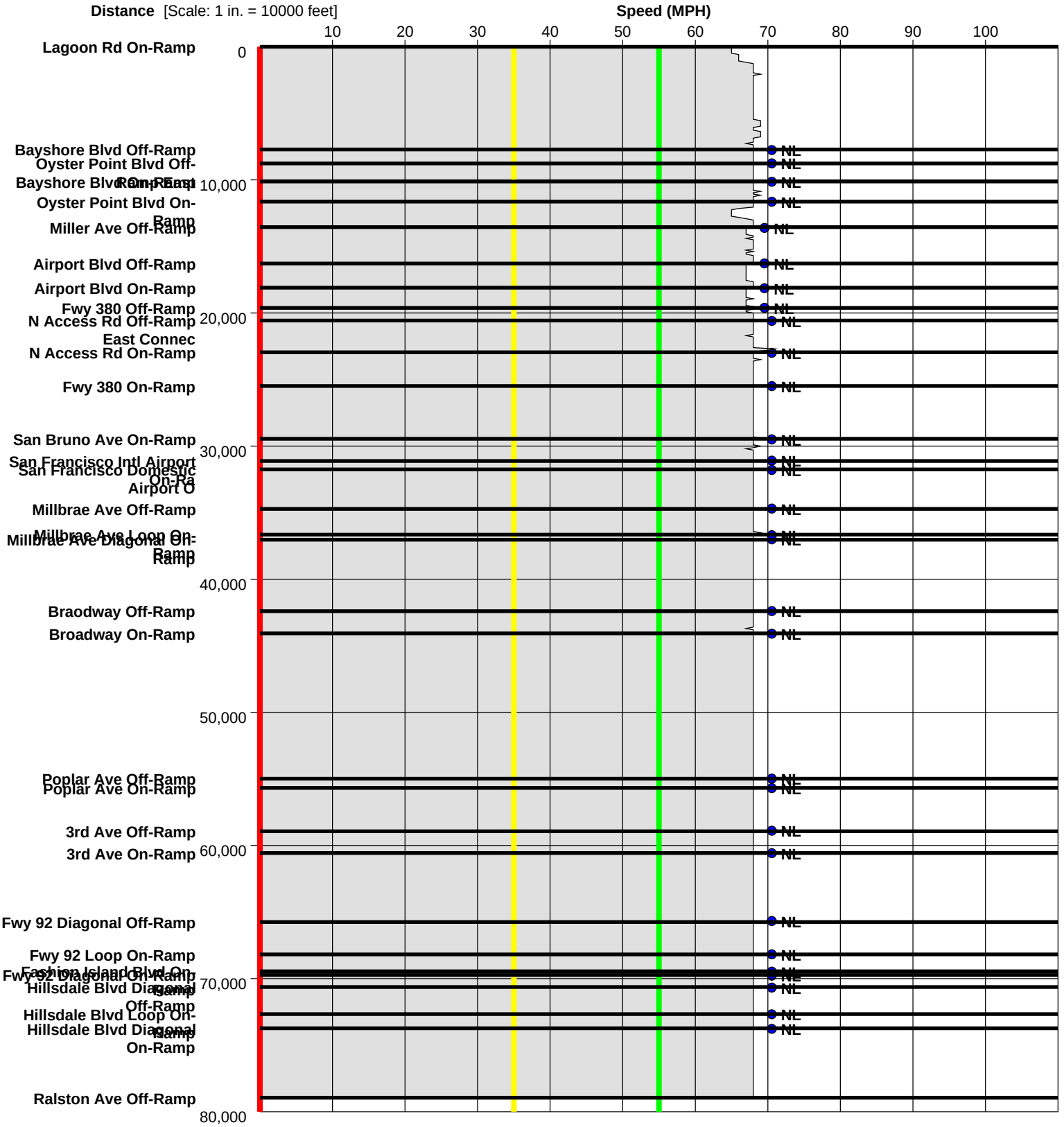


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **47**

Speed Profile

Run : US 101-SB-006 Start Time: 06:16 (This is a Before Run)

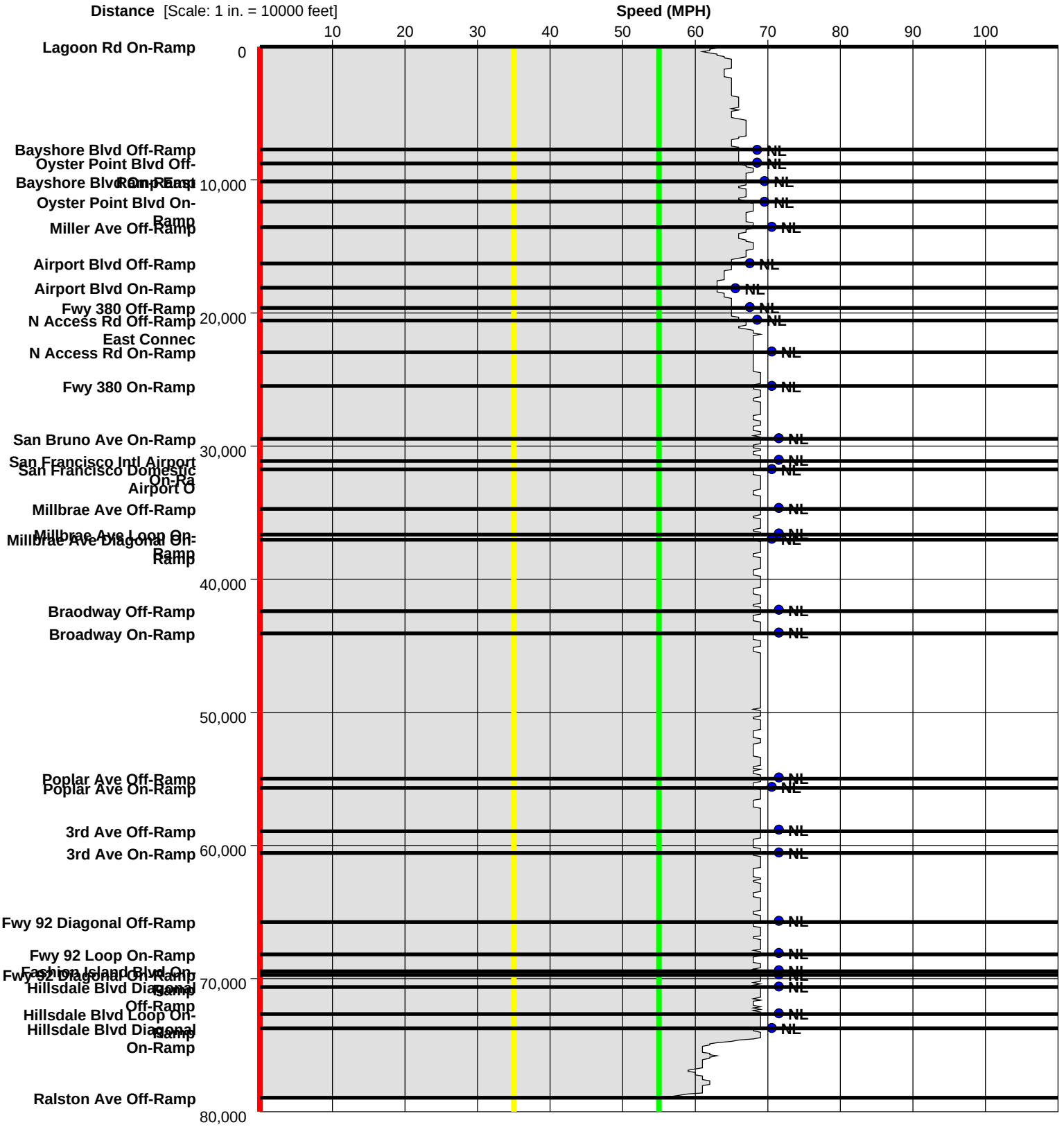


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **48**

Speed Profile

Run : US 101-SB-007 Start Time: 06:30 (This is a Before Run)

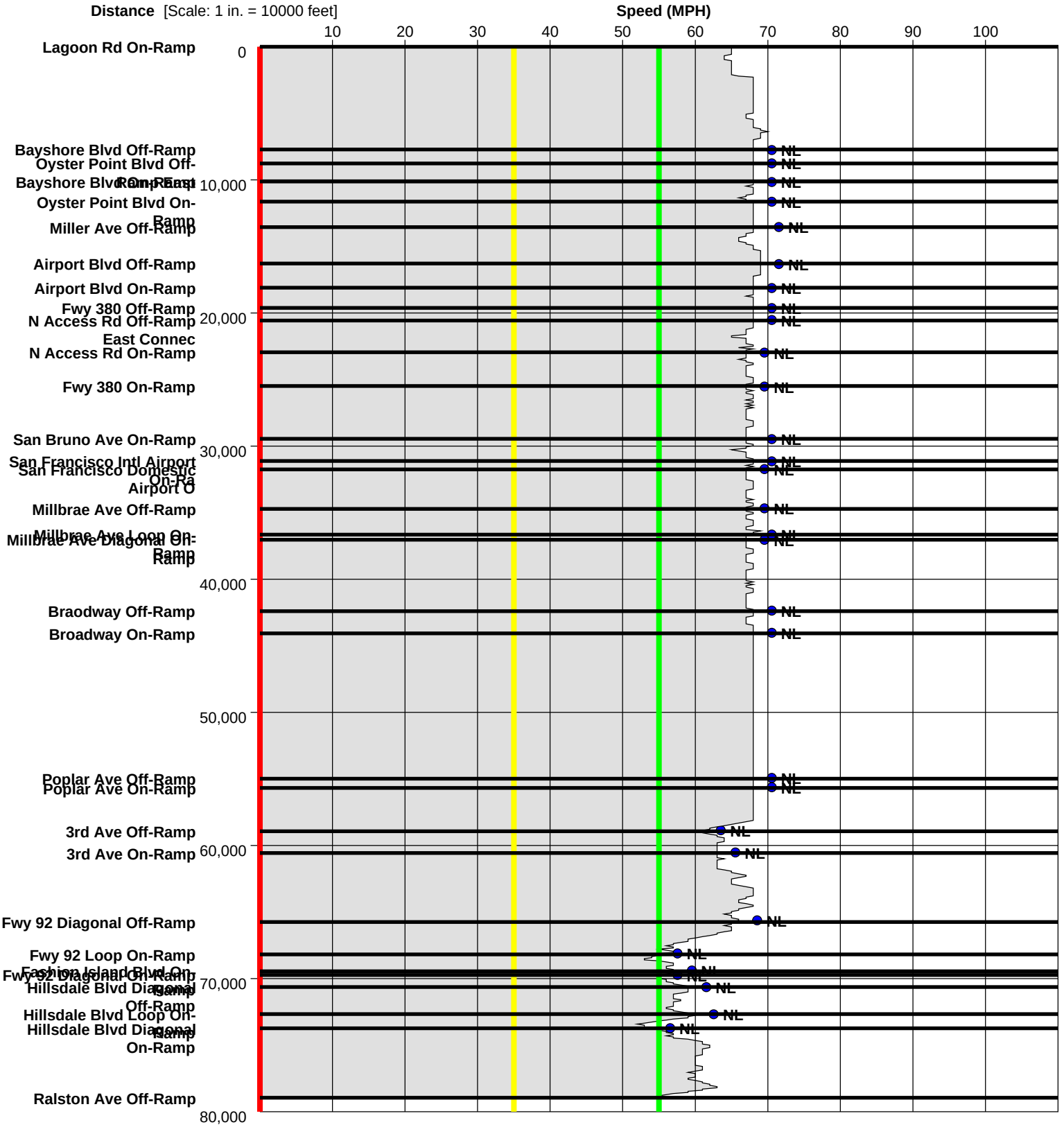


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **49**

Speed Profile

Run : US 101-SB-008 Start Time: 06:46 (This is a Before Run)

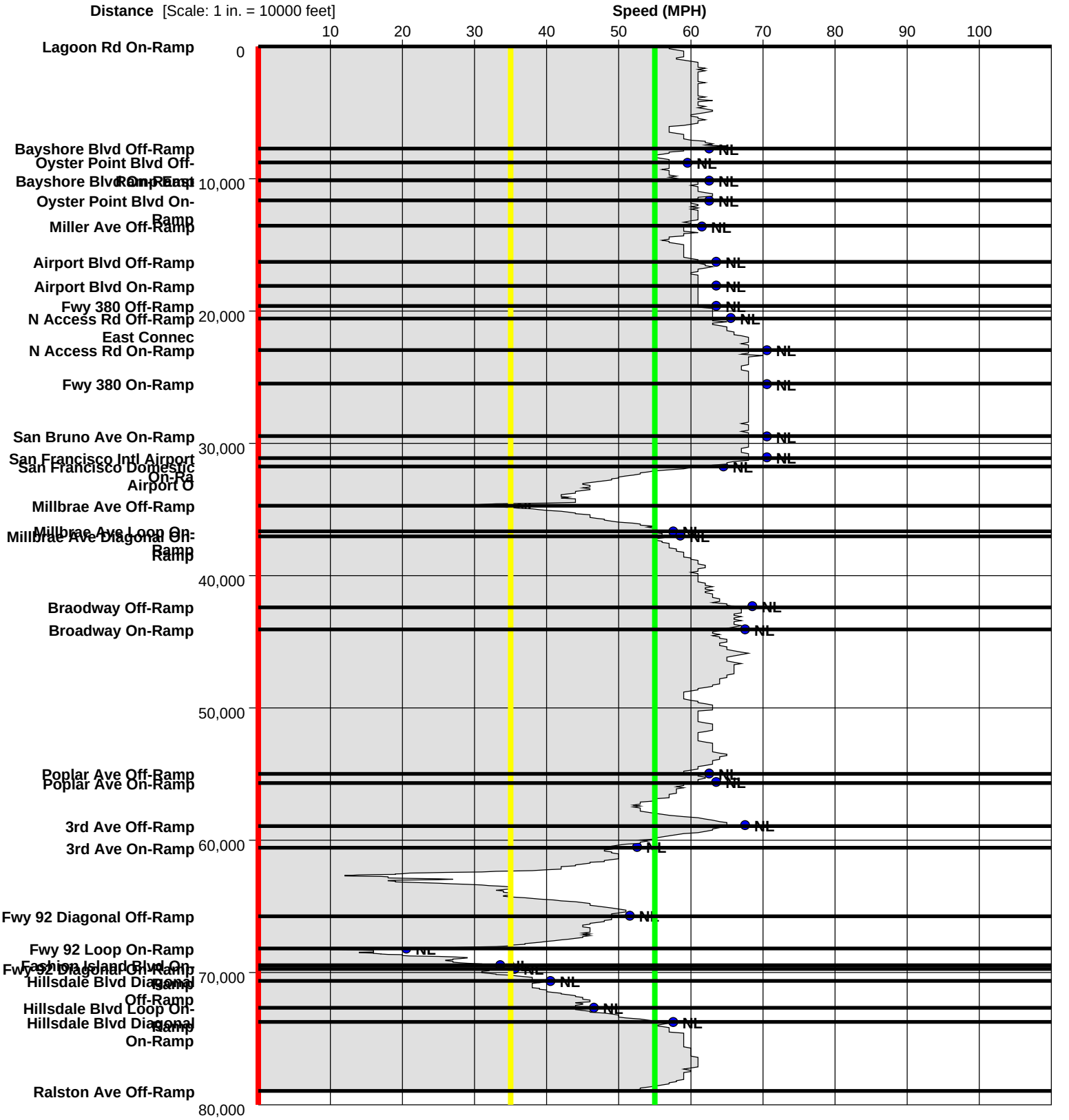


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **50**

Speed Profile

Run : US 101-SB-009 Start Time: 07:02 (This is a Before Run)

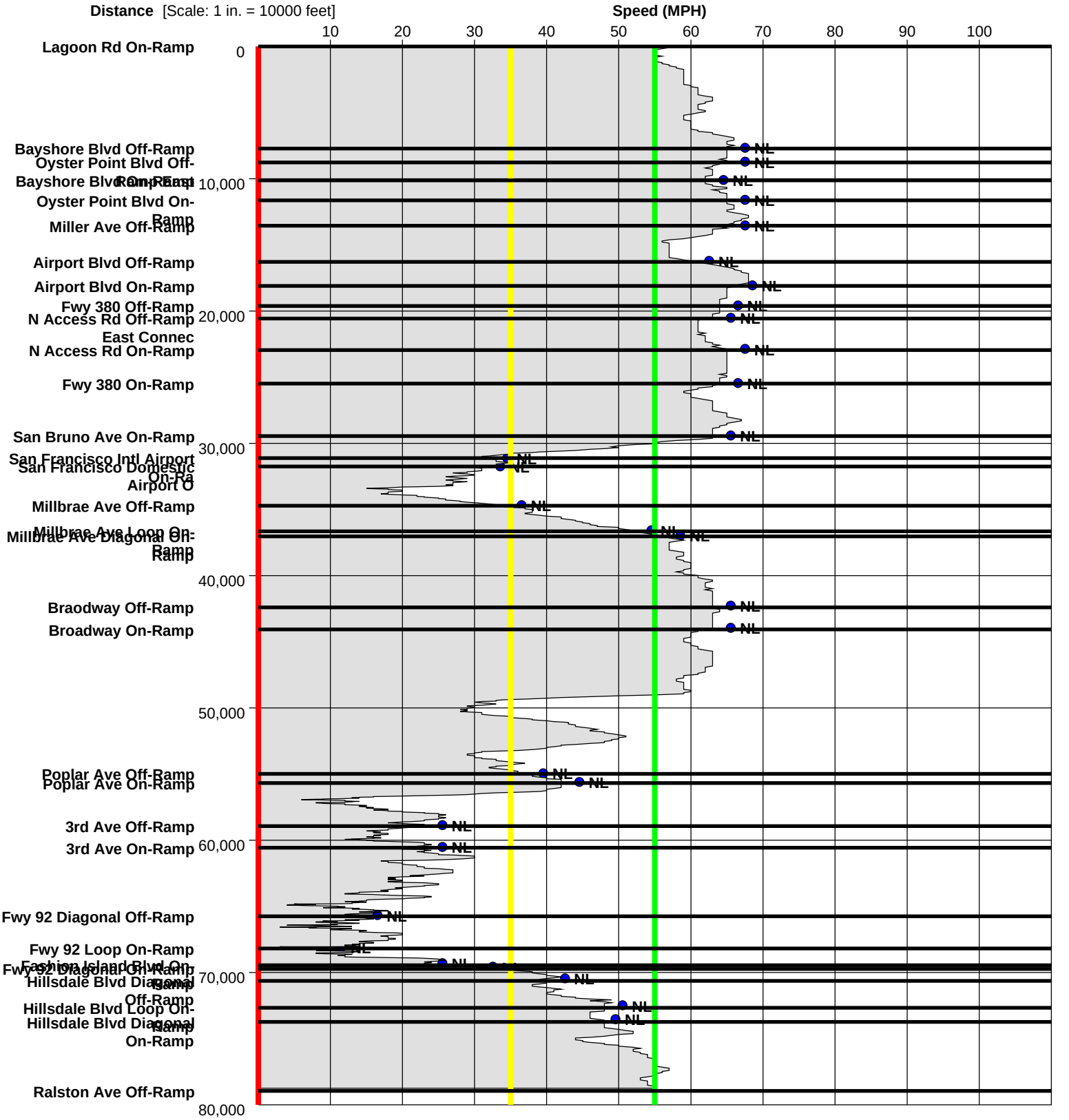


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **51**

Speed Profile

Run : US 101-SB-010 Start Time: 07:16 (This is a Before Run)



NDS

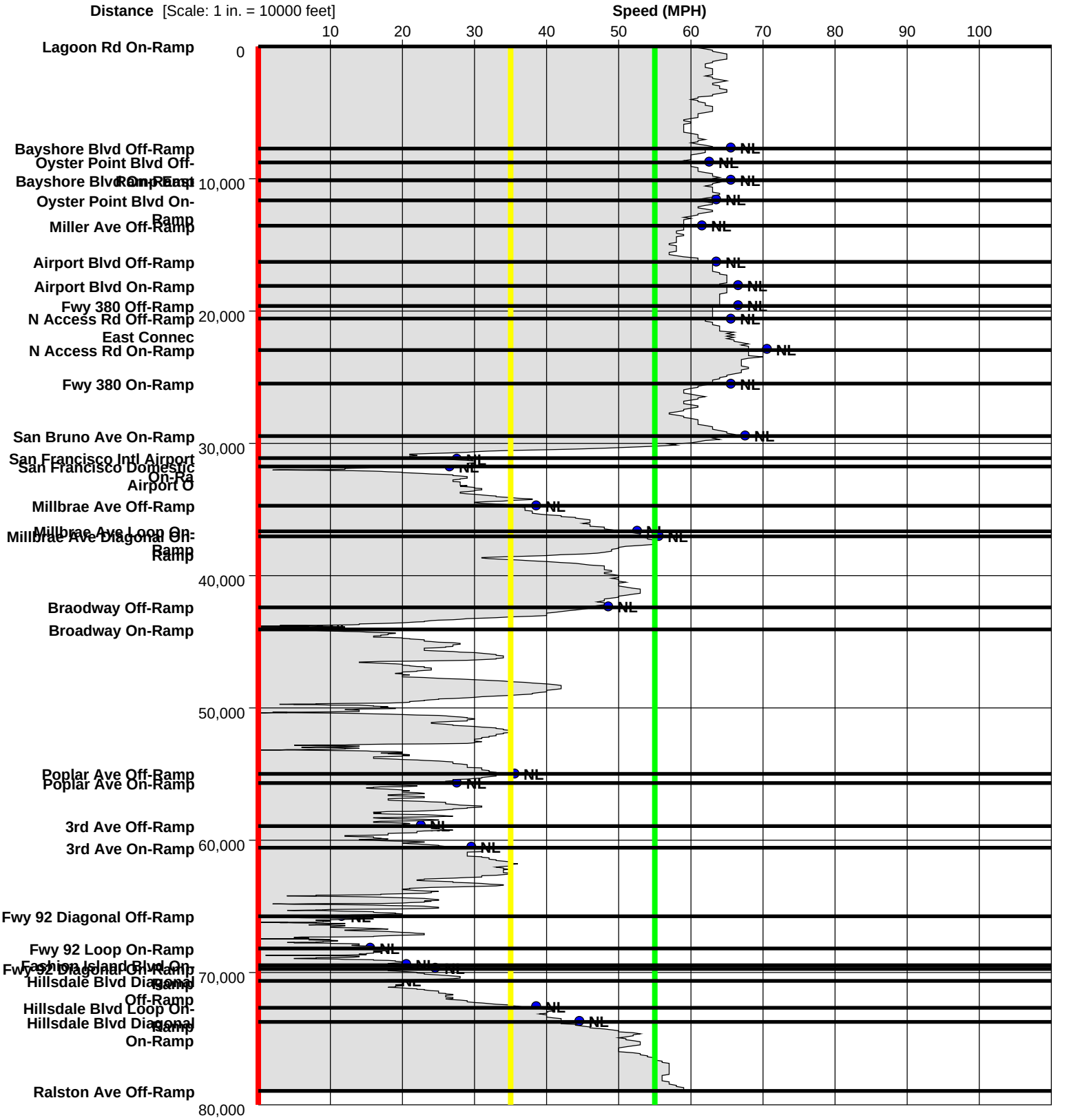
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **52**

Speed Profile

Run : US 101-SB-011 Start Time: 07:31 (This is a Before Run)

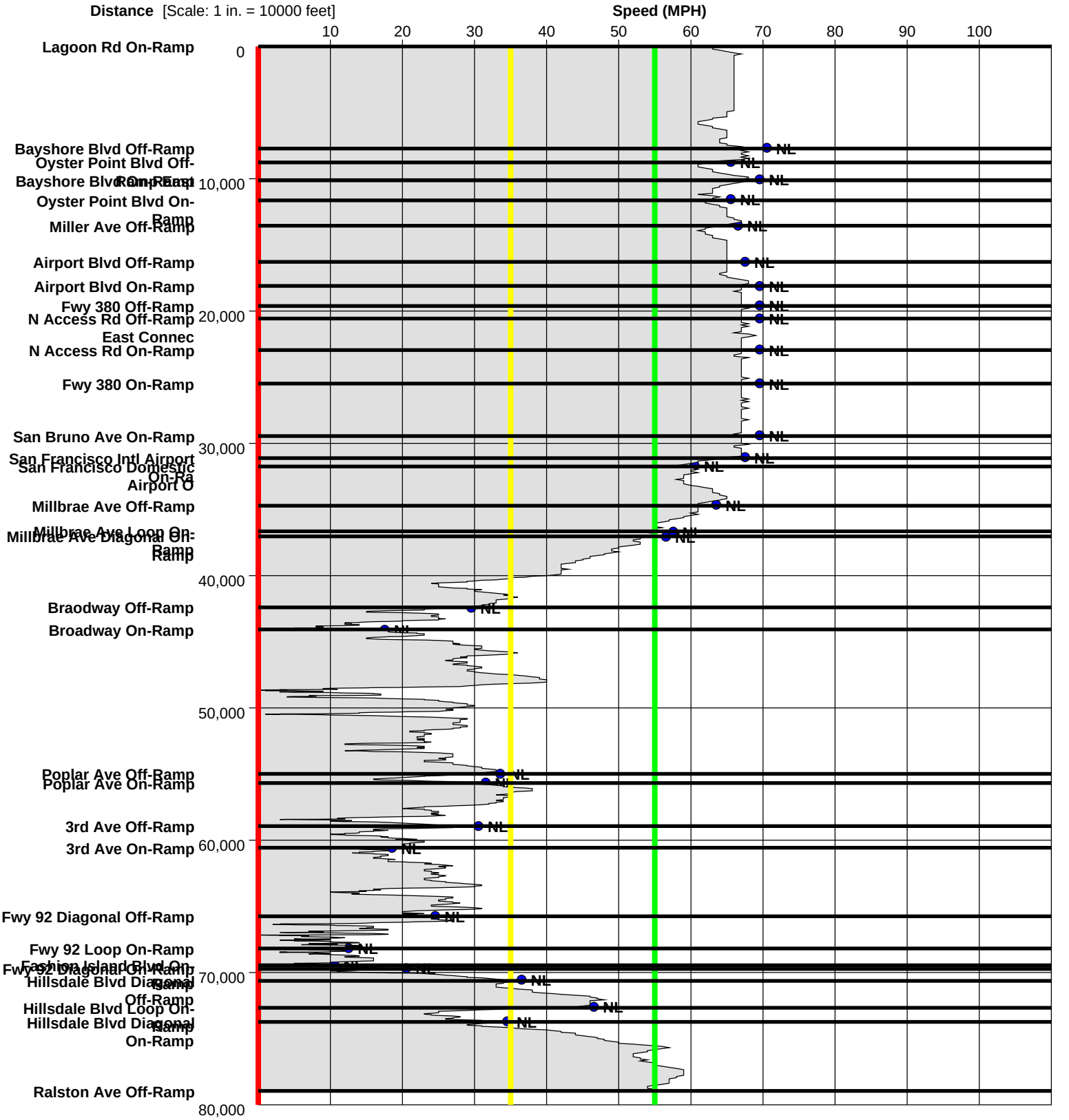


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **53**

Speed Profile

Run : US 101-SB-012 Start Time: 07:46 (This is a Before Run)



NDS

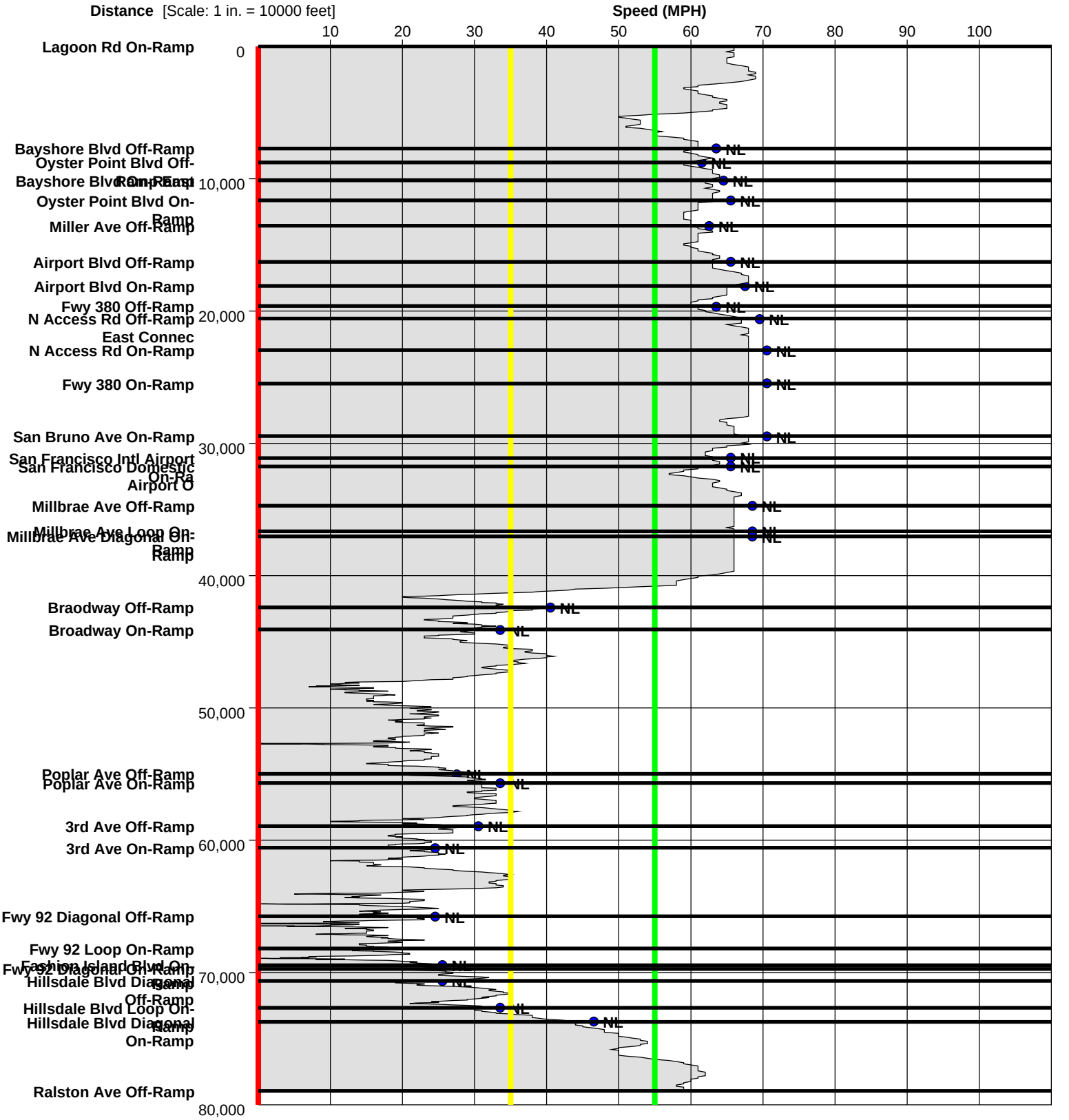
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **54**

Speed Profile

Run : US 101-SB-013 Start Time: 08:02 (This is a Before Run)

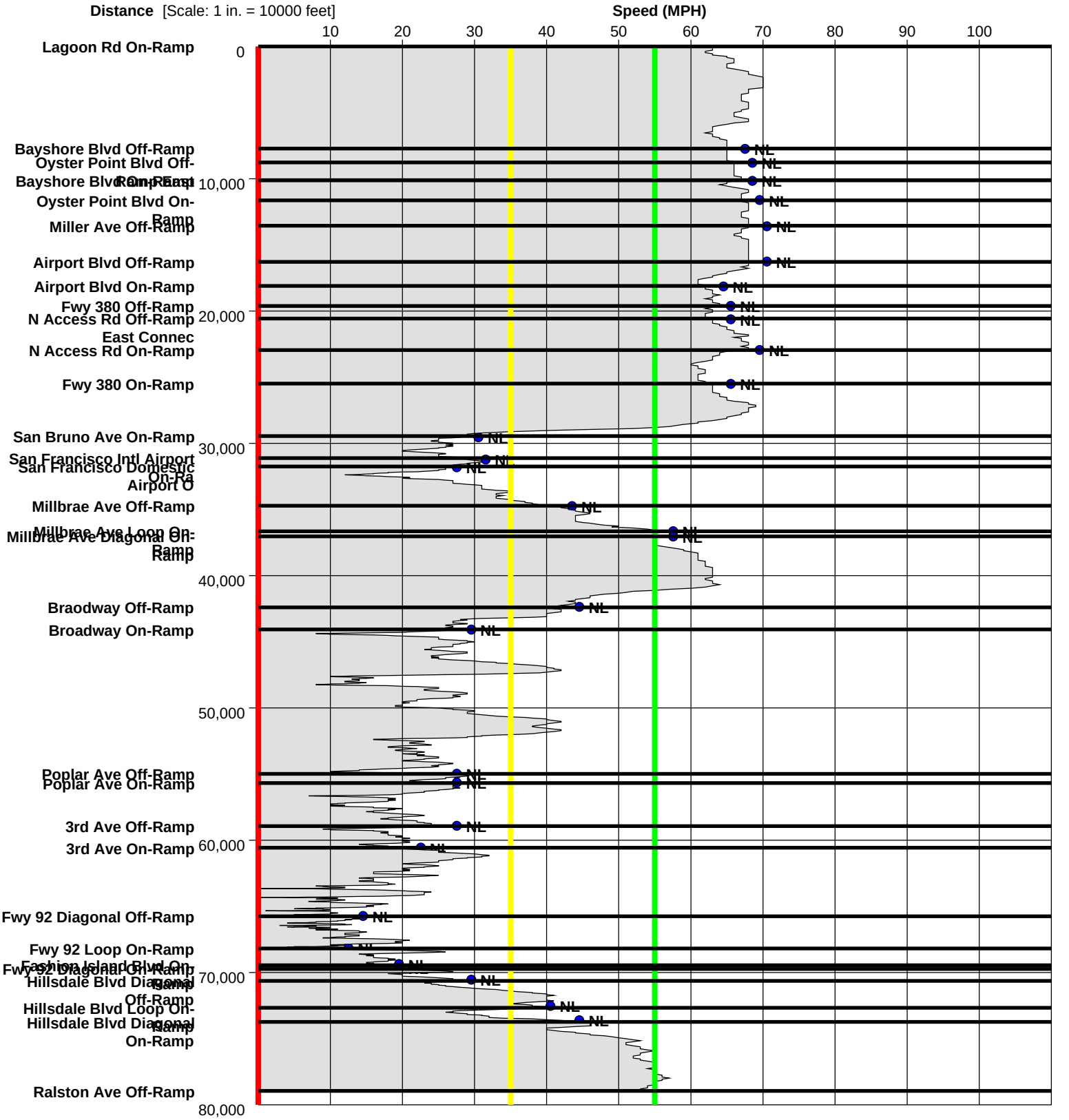


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **55**

Speed Profile

Run : US 101-SB-014 Start Time: 08:17 (This is a Before Run)



NDS

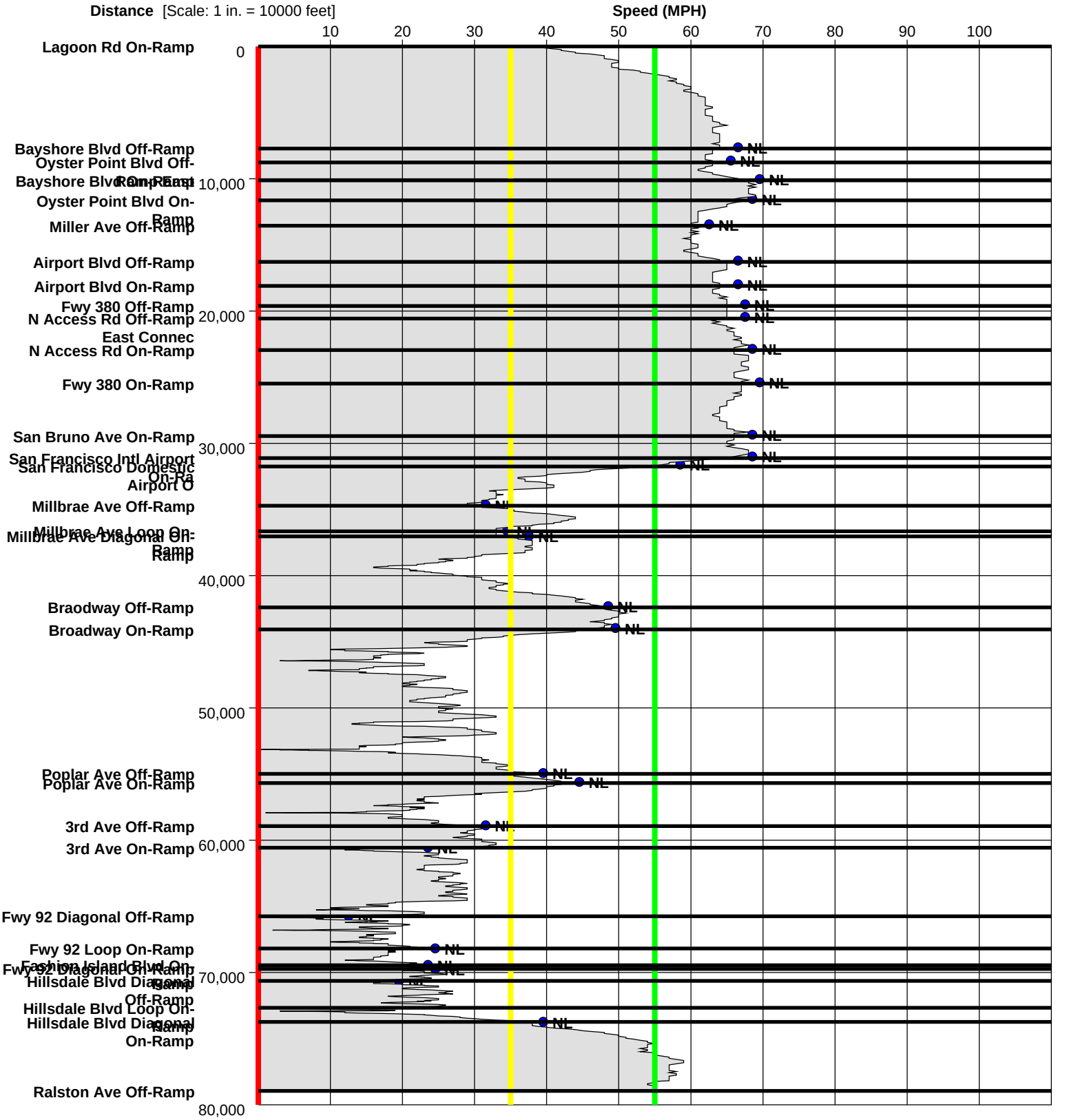
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **56**

Speed Profile

Run : US 101-SB-015 Start Time: 08:32 (This is a Before Run)

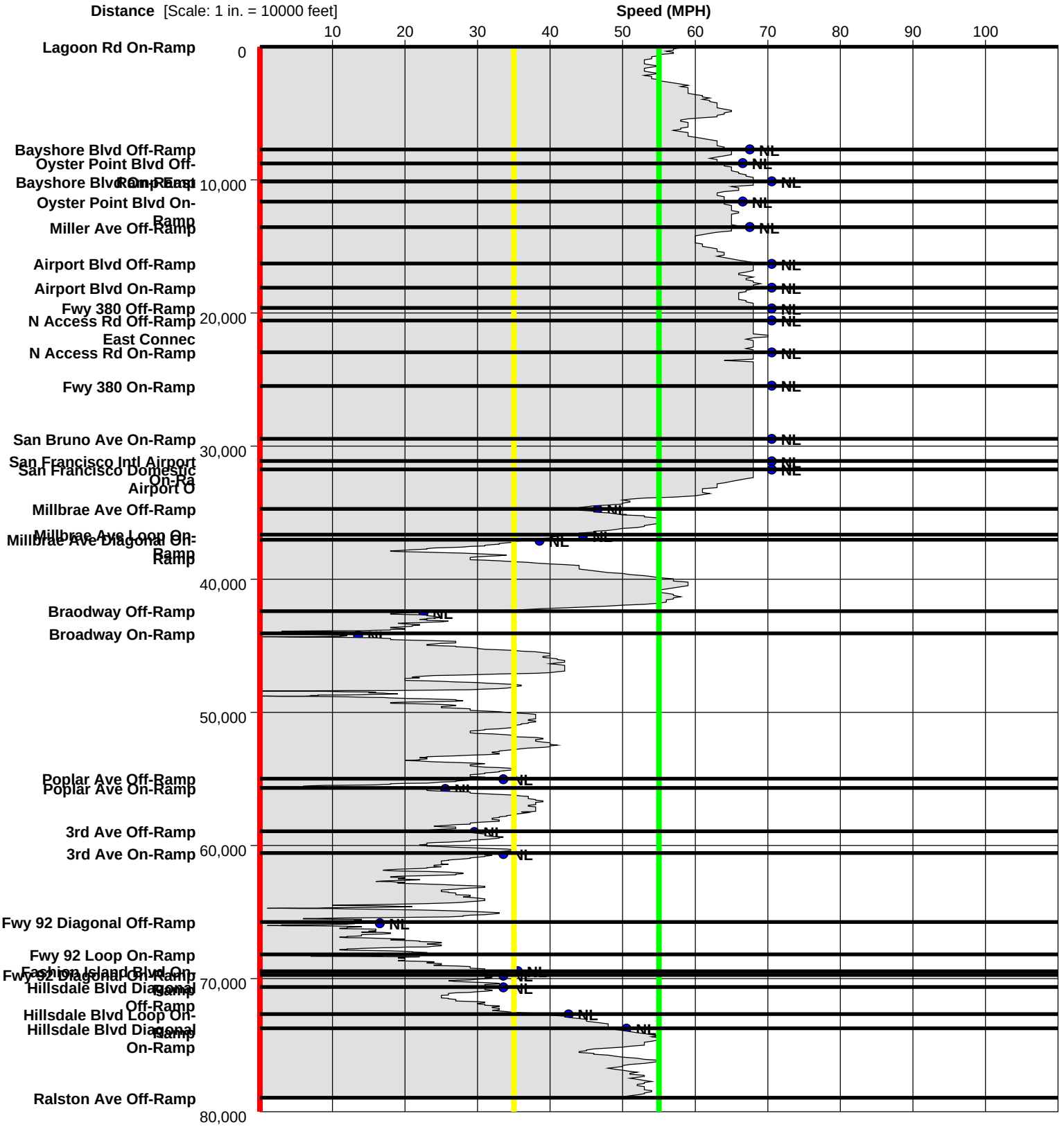


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **57**

Speed Profile

Run : US 101-SB-016 Start Time: 08:47 (This is a Before Run)

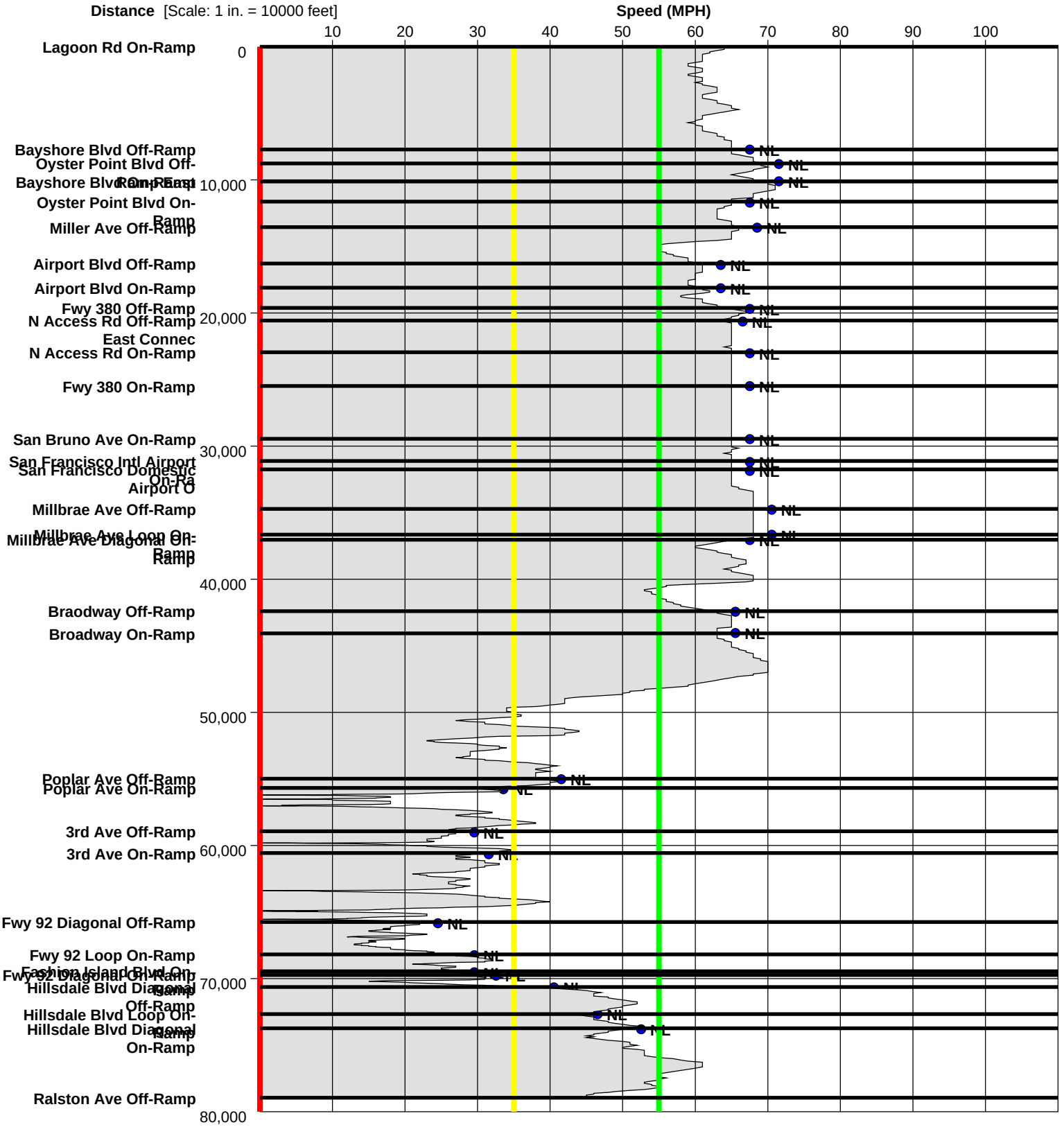


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **58**

Speed Profile

Run : US 101-SB-017 Start Time: 09:02 (This is a Before Run)



NDS

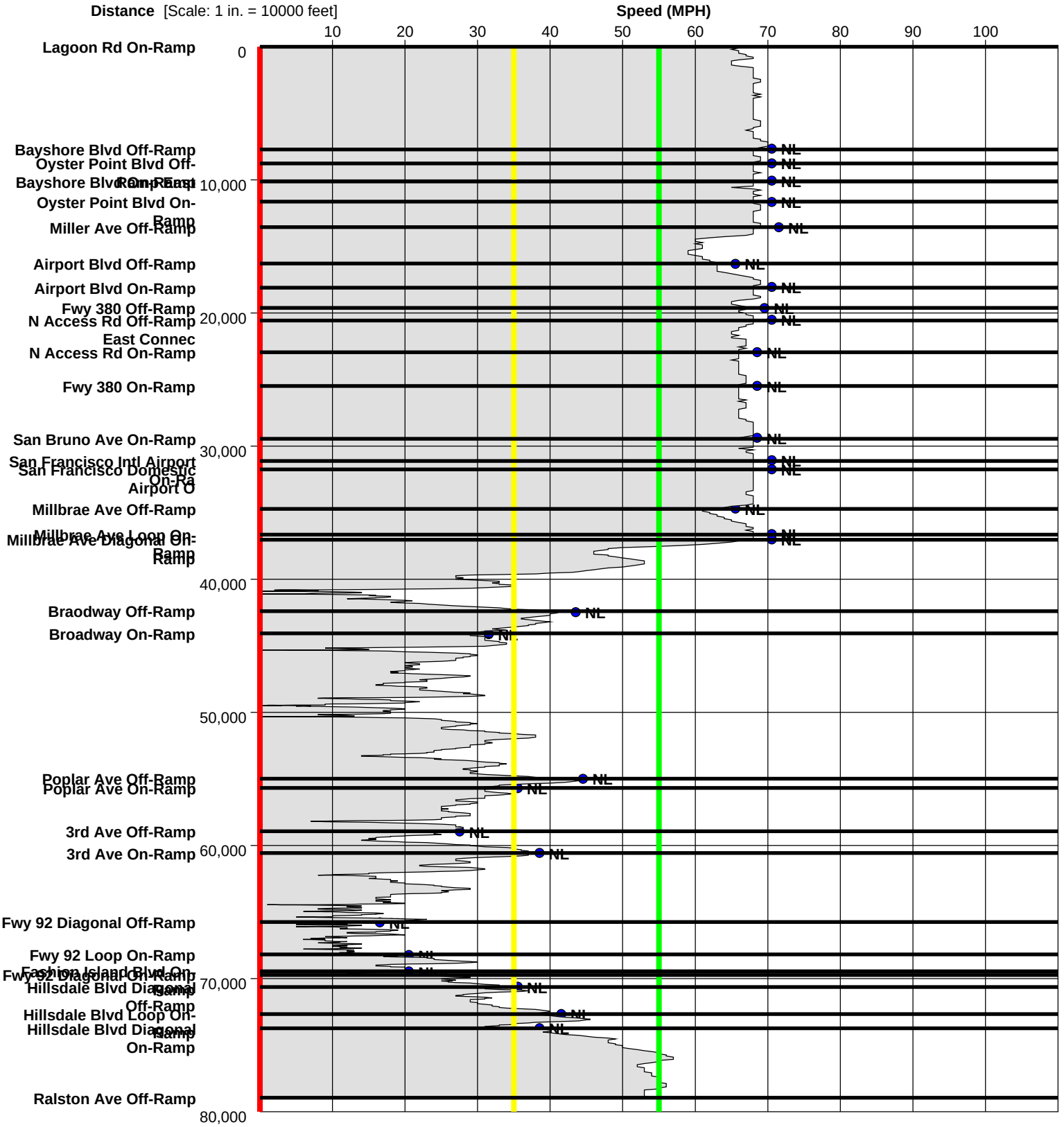
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **59**

Speed Profile

Run : US 101-SB-018 Start Time: 09:18 (This is a Before Run)



NDS

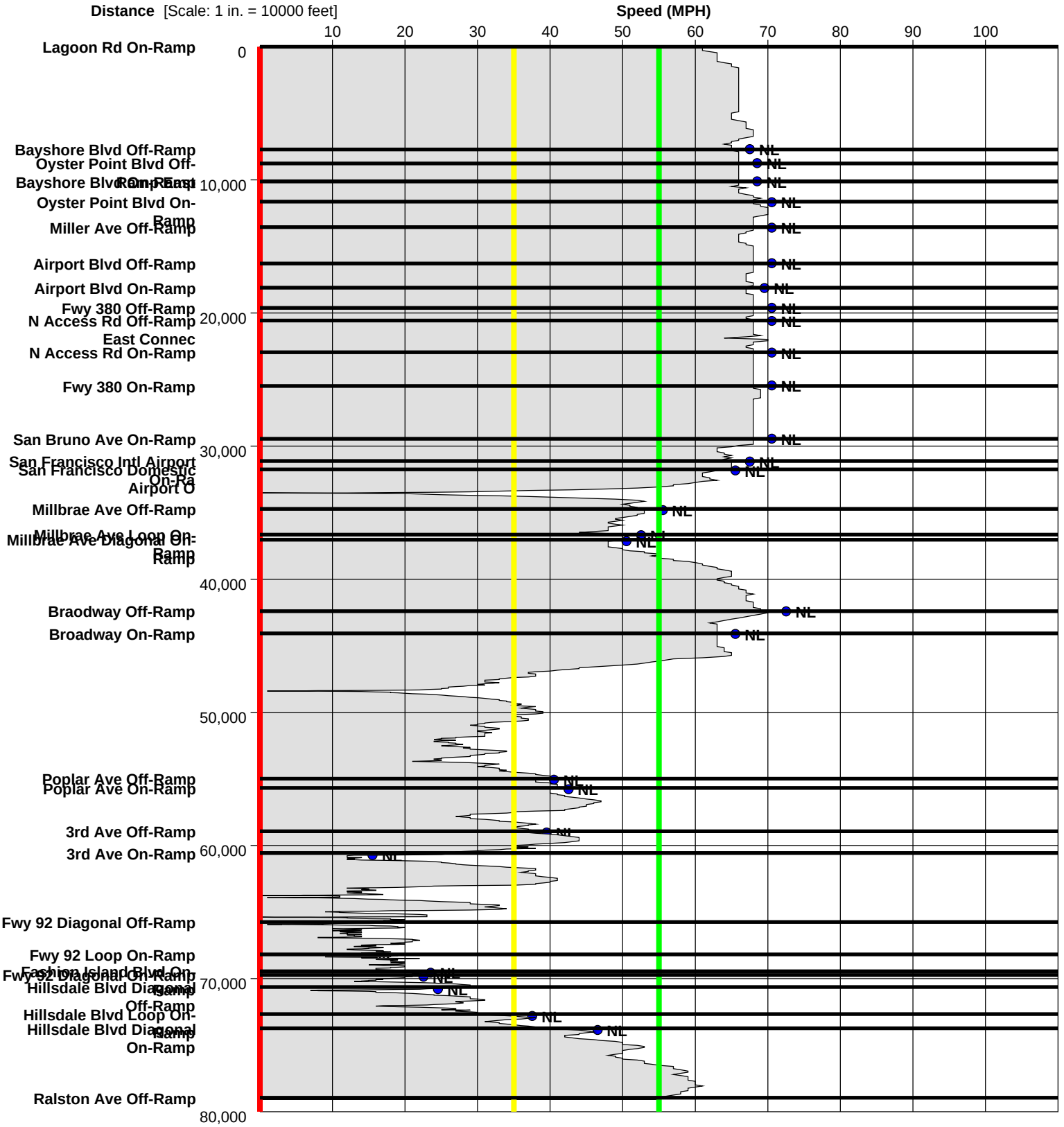
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **60**

Speed Profile

Run : US 101-SB-019 Start Time: 09:32 (This is a Before Run)

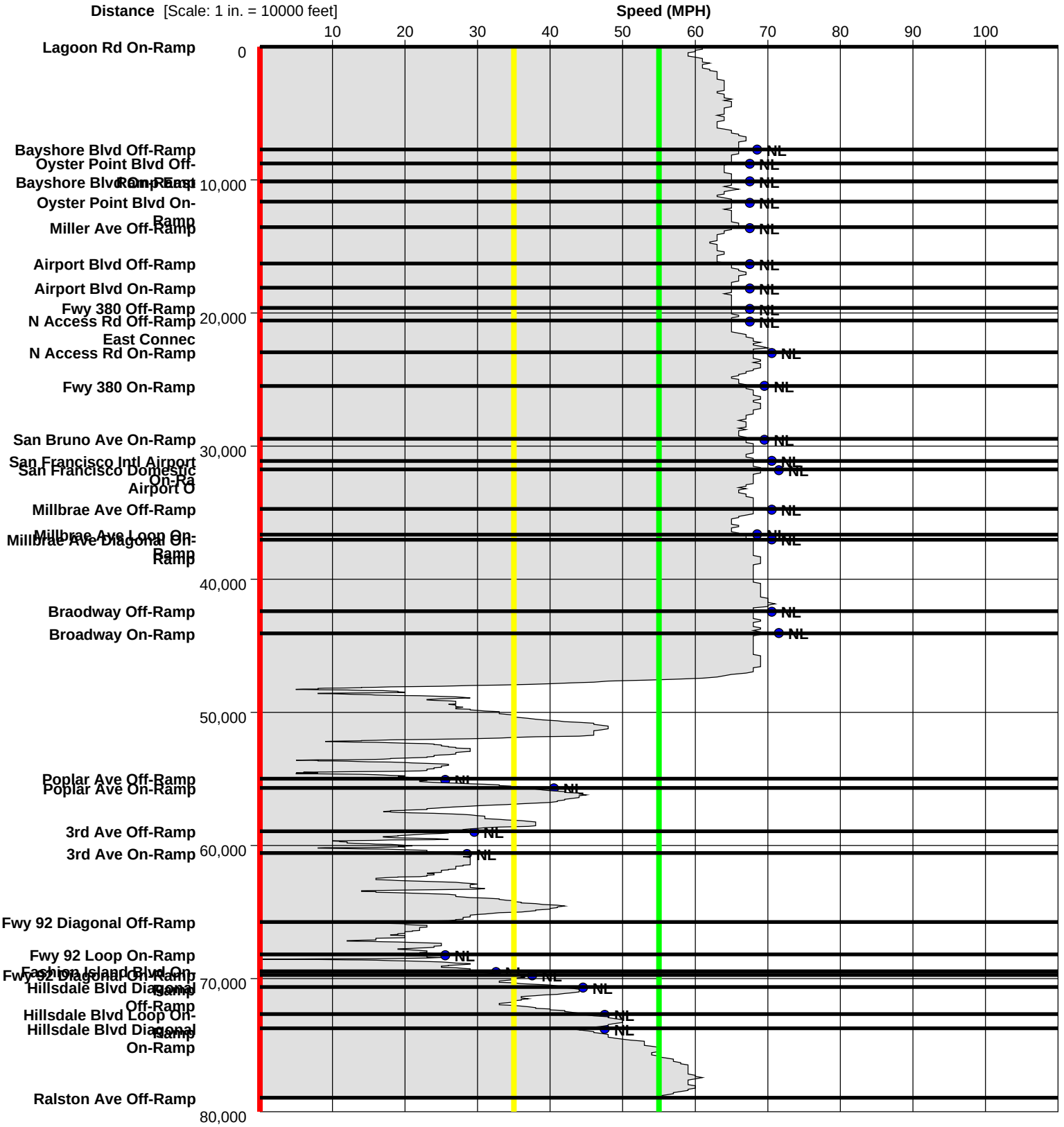


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **3/19/2014**
Page No. : **61**

Speed Profile

Run : US 101-SB-020 Start Time: 09:47 (This is a Before Run)



Pre-Metering PM

NDS

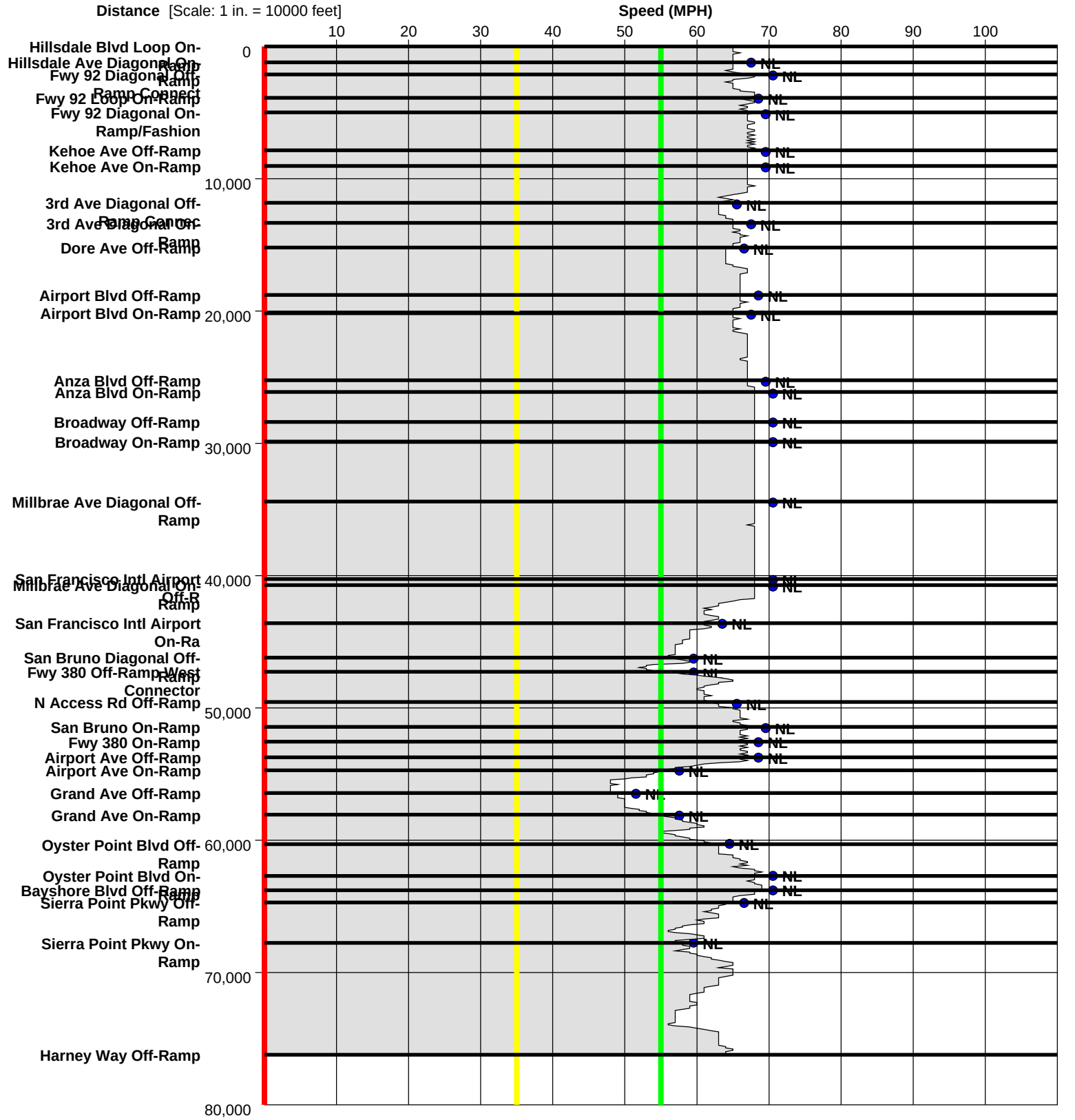
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **42**

Speed Profile

Run : US 101-NB-001 Start Time: 14:01 (This is a Before Run)



NDS

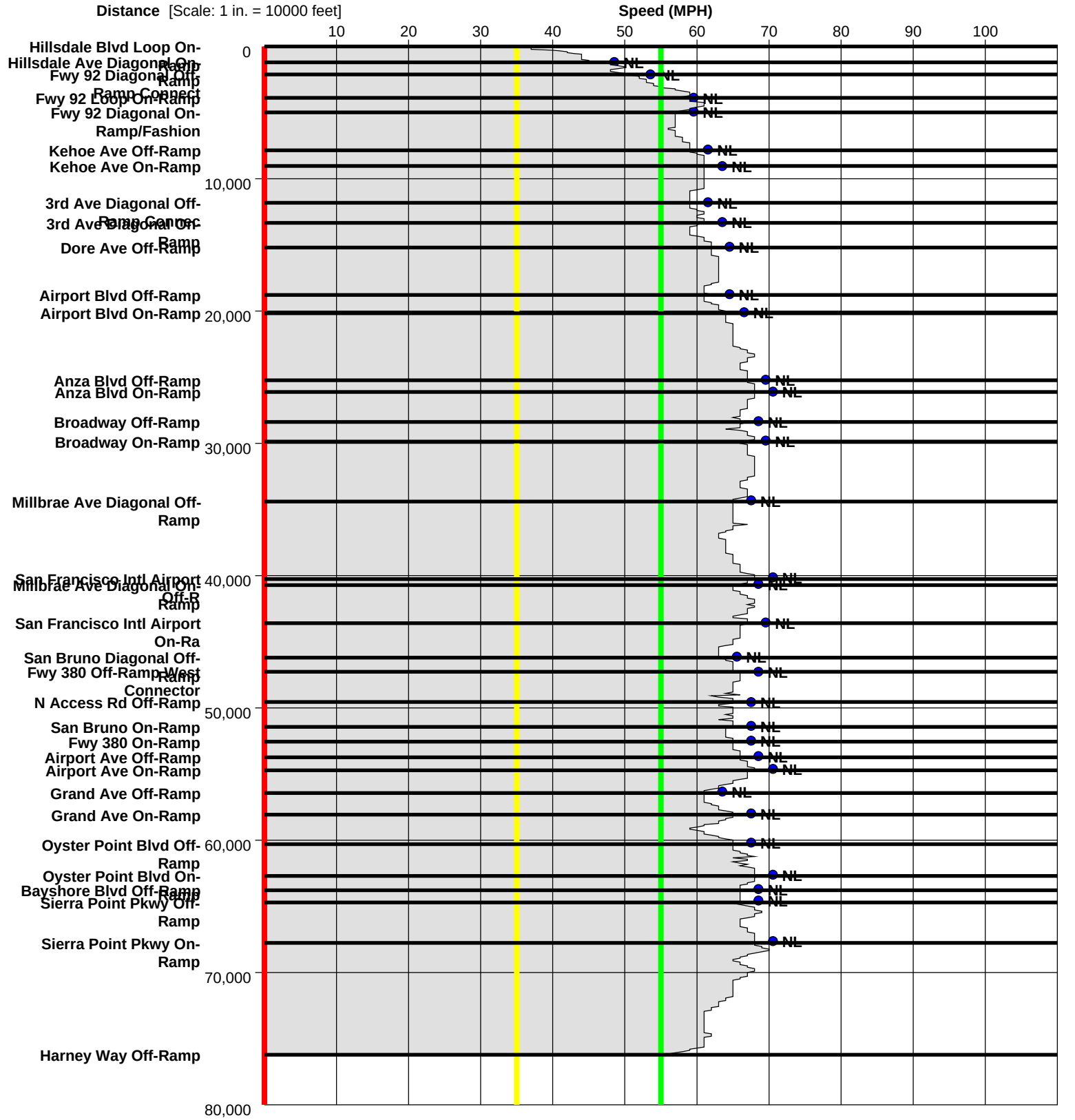
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **43**

Speed Profile

Run : US 101-NB-002 Start Time: 14:17 (This is a Before Run)



NDS

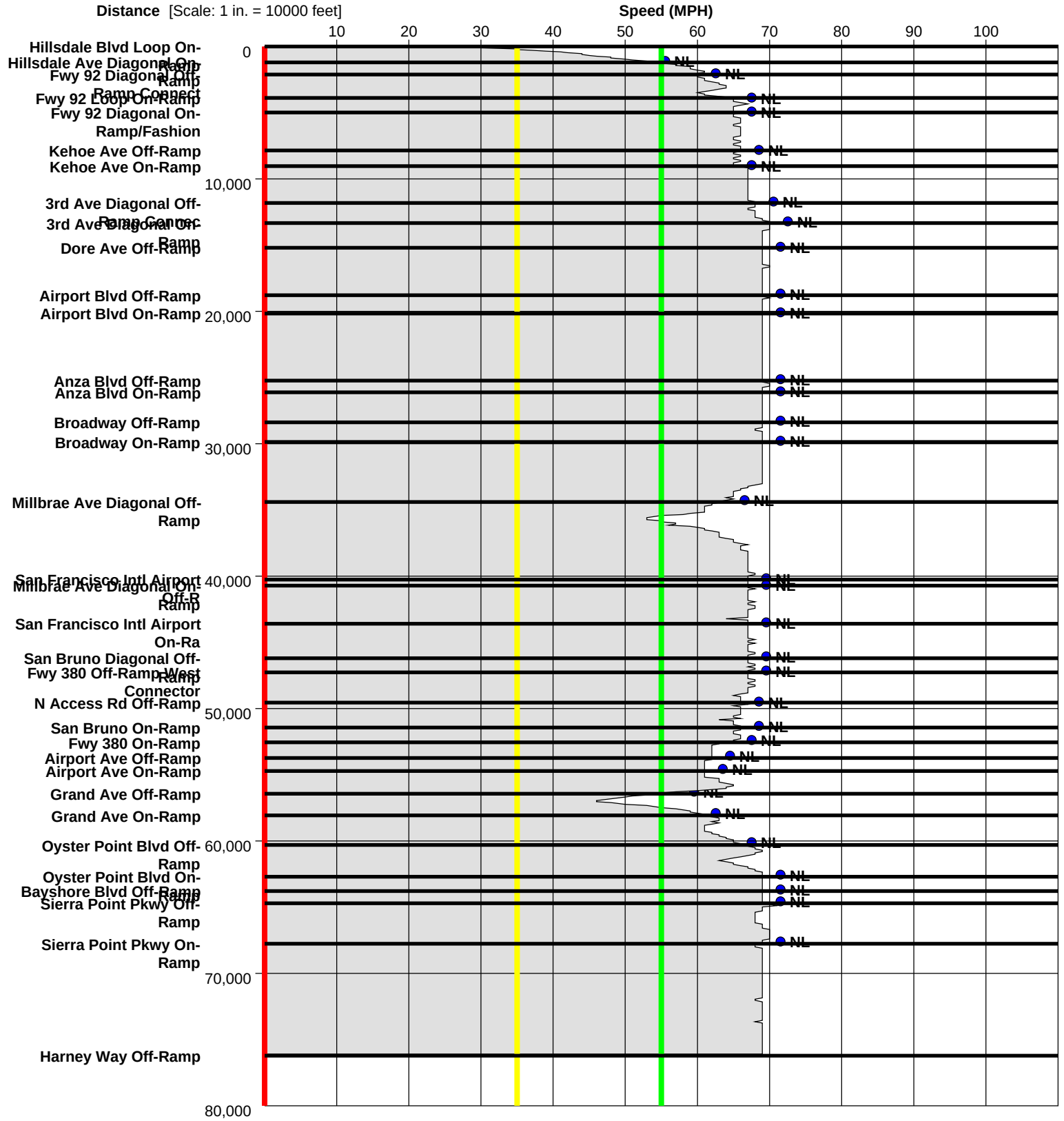
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **44**

Speed Profile

Run : US 101-NB-003 Start Time: 14:32 (This is a Before Run)



NDS

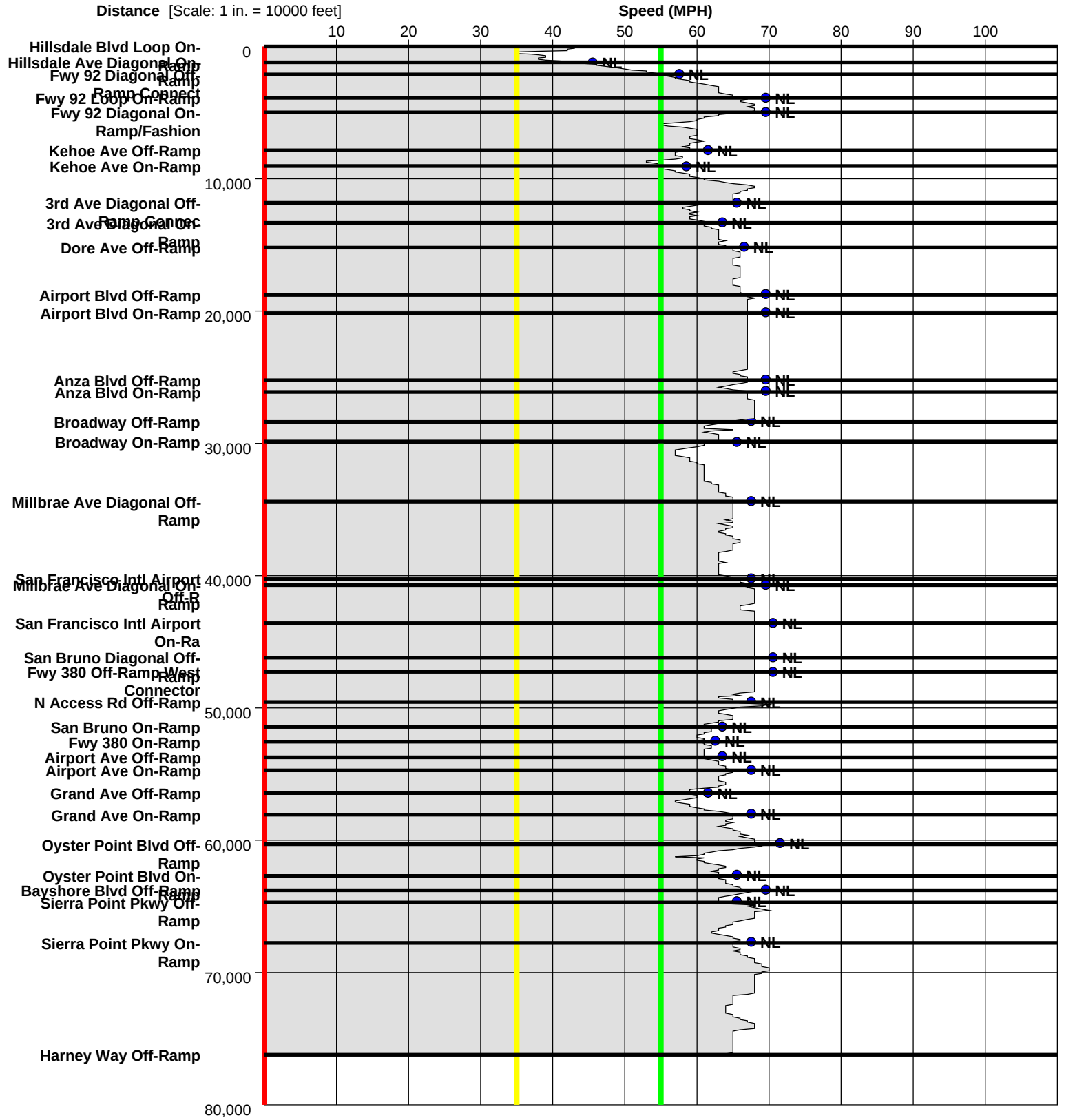
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **45**

Speed Profile

Run : US 101-NB-004 Start Time: 14:47 (This is a Before Run)



NDS

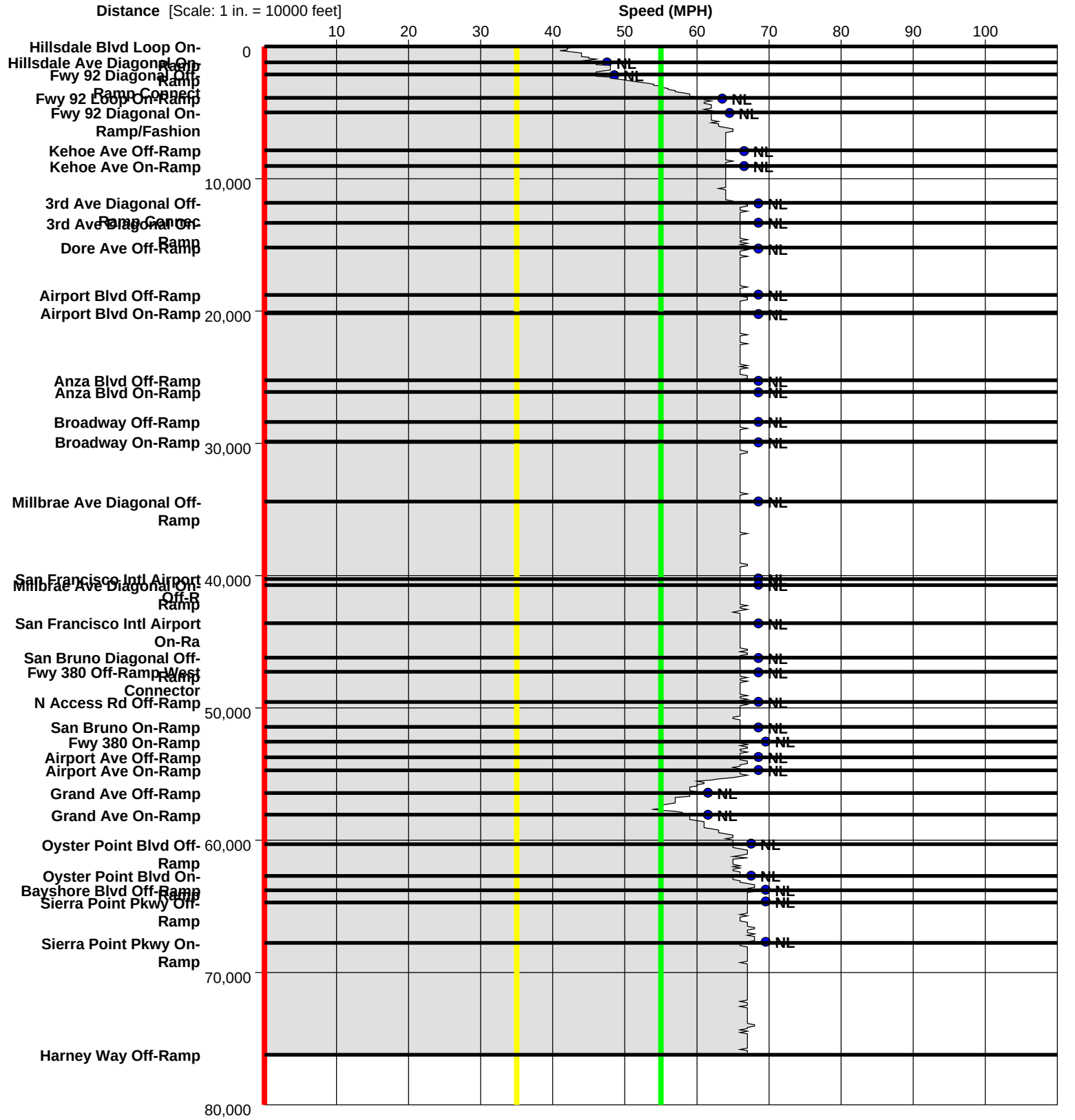
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **46**

Speed Profile

Run : US 101-NB-005 Start Time: 15:02 (This is a Before Run)

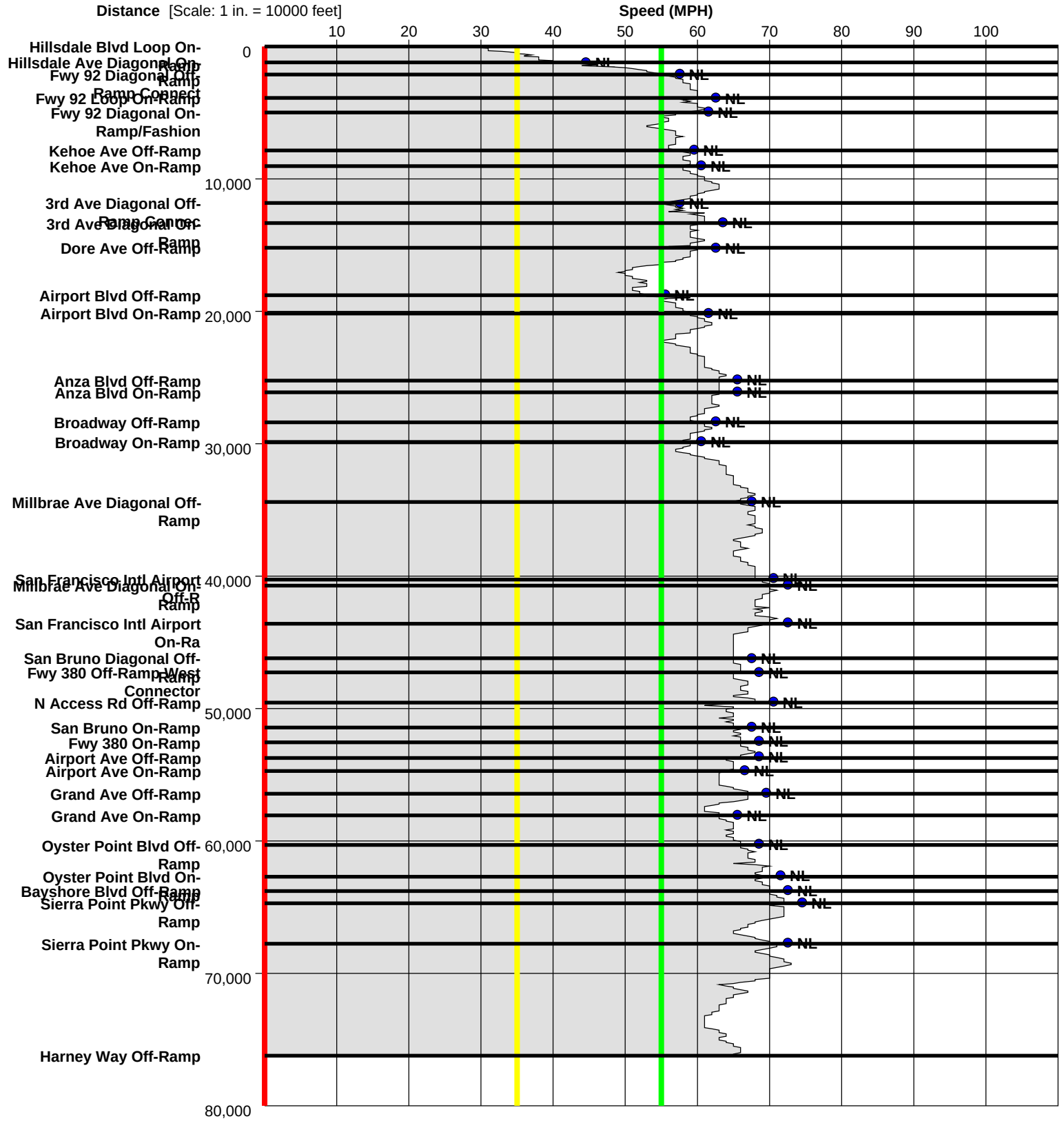


NDS
US 101
NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **47**

Speed Profile

Run : US 101-NB-006 Start Time: 15:16 (This is a Before Run)



NDS

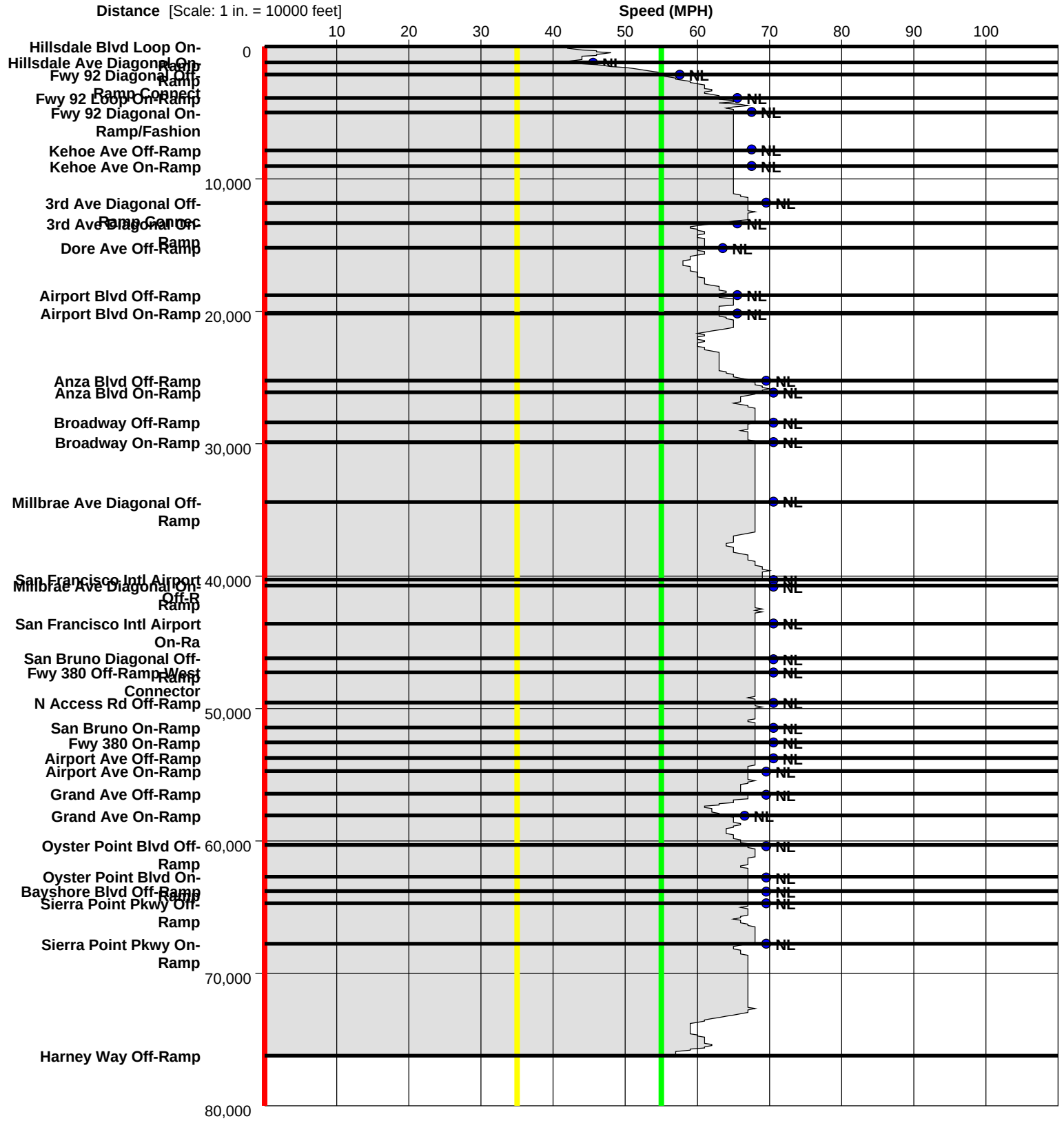
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **48**

Speed Profile

Run : US 101-NB-007 Start Time: 15:31 (This is a Before Run)



NDS

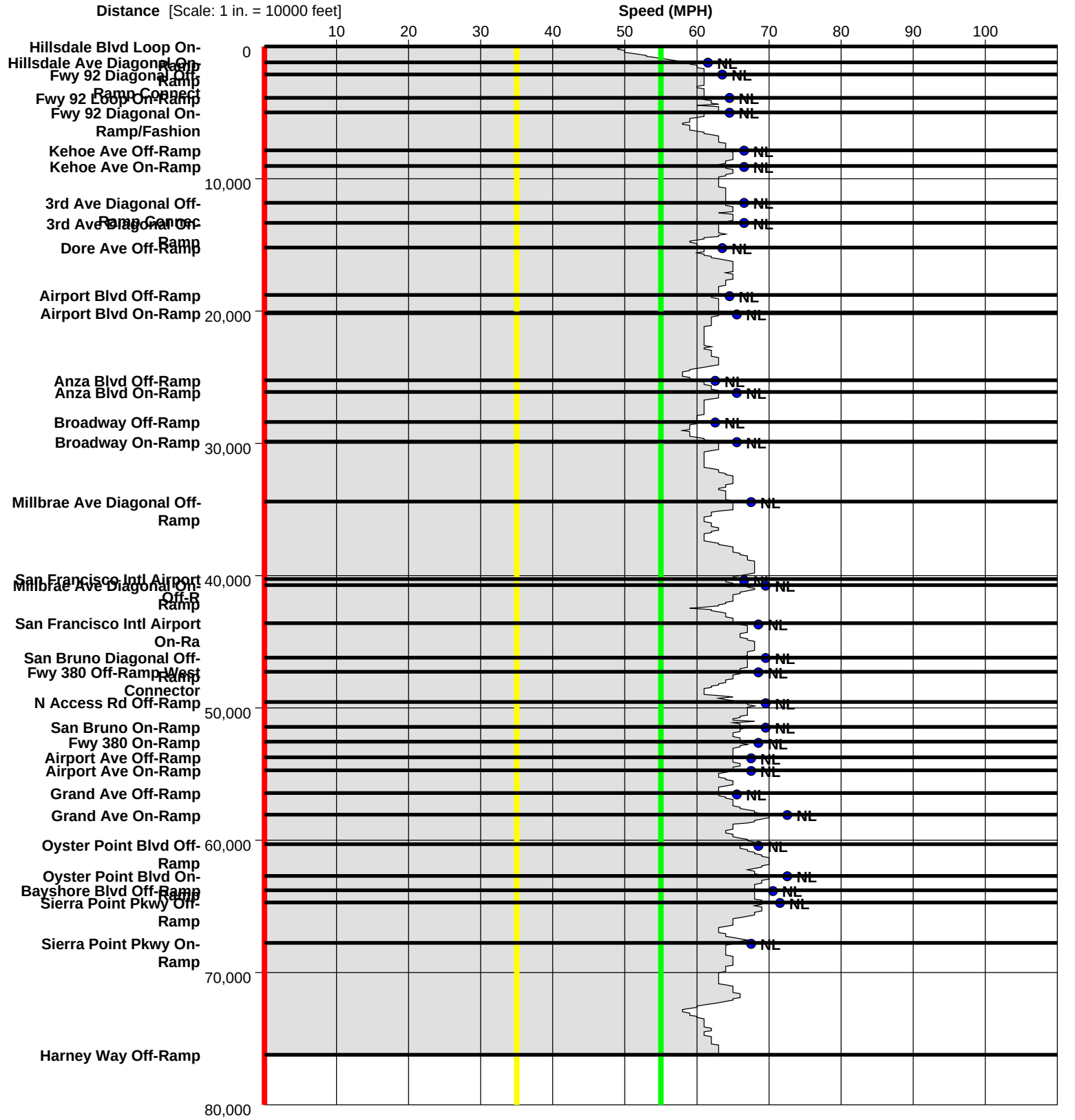
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **49**

Speed Profile

Run : US 101-NB-008 Start Time: 15:47 (This is a Before Run)



NDS

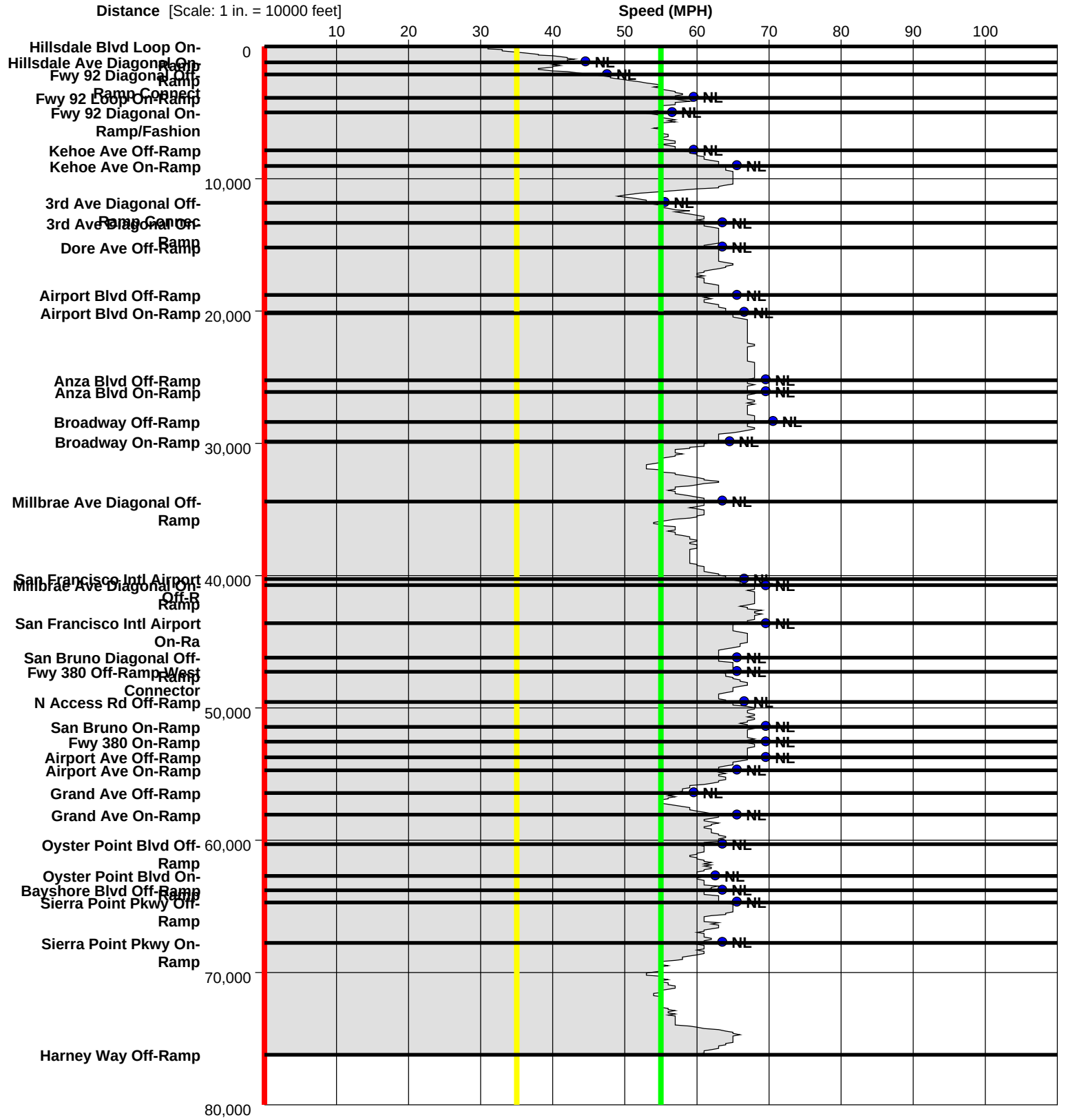
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **50**

Speed Profile

Run : US 101-NB-009 Start Time: 16:02 (This is a Before Run)



NDS

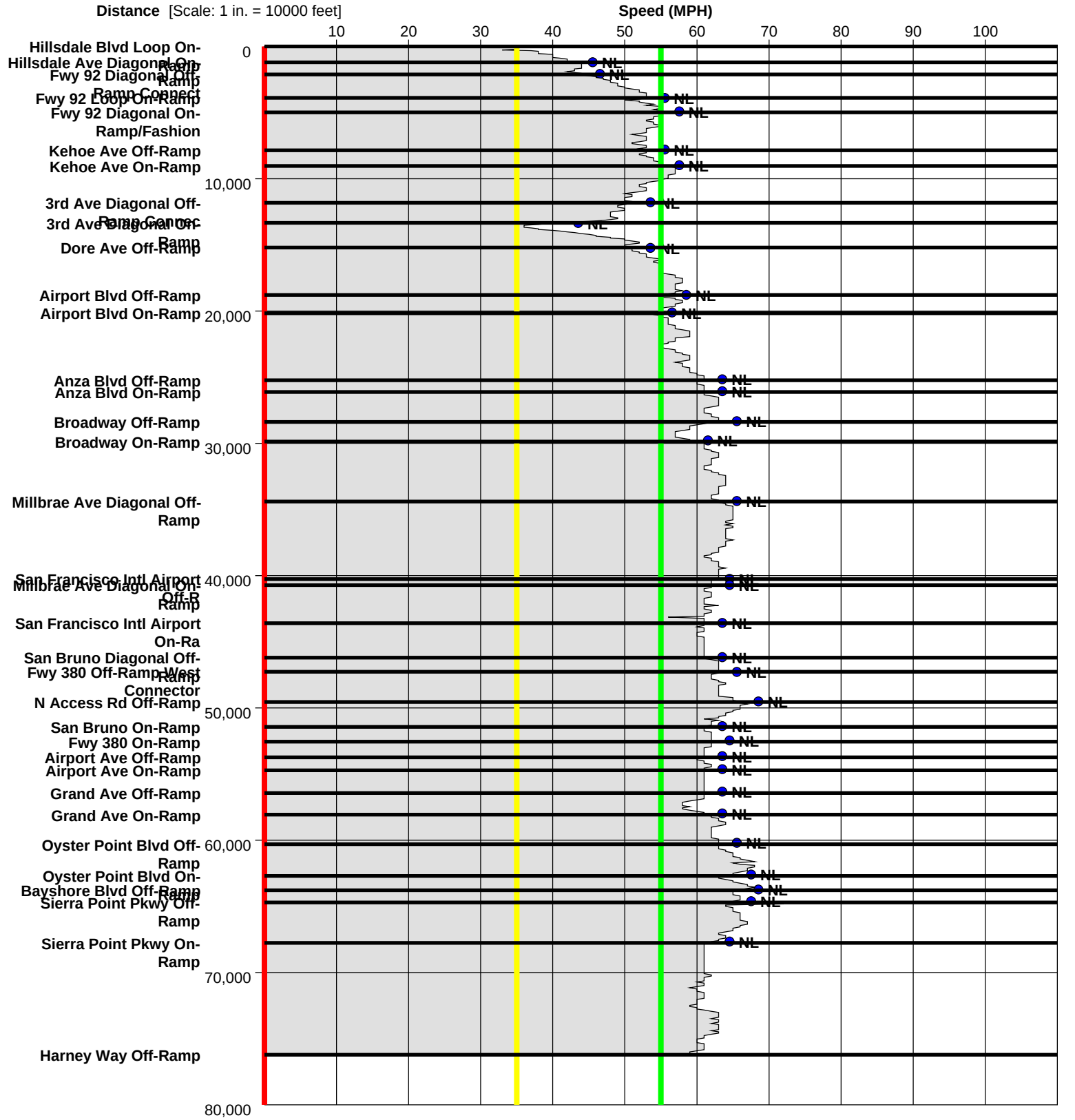
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **51**

Speed Profile

Run : US 101-NB-010 Start Time: 16:17 (This is a Before Run)

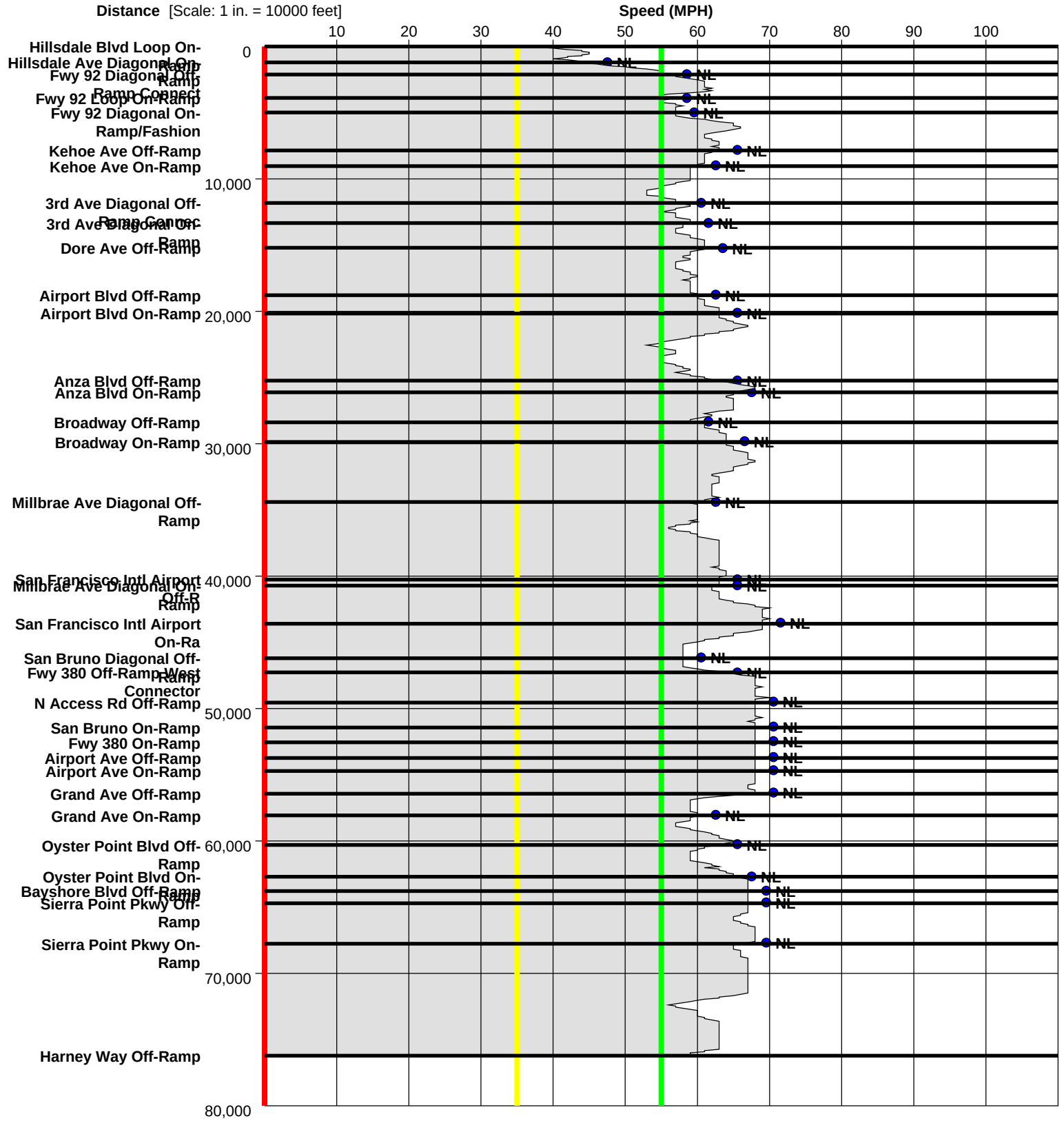


NDS
US 101
NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **52**

Speed Profile

Run : US 101-NB-011 Start Time: 16:30 (This is a Before Run)



NDS

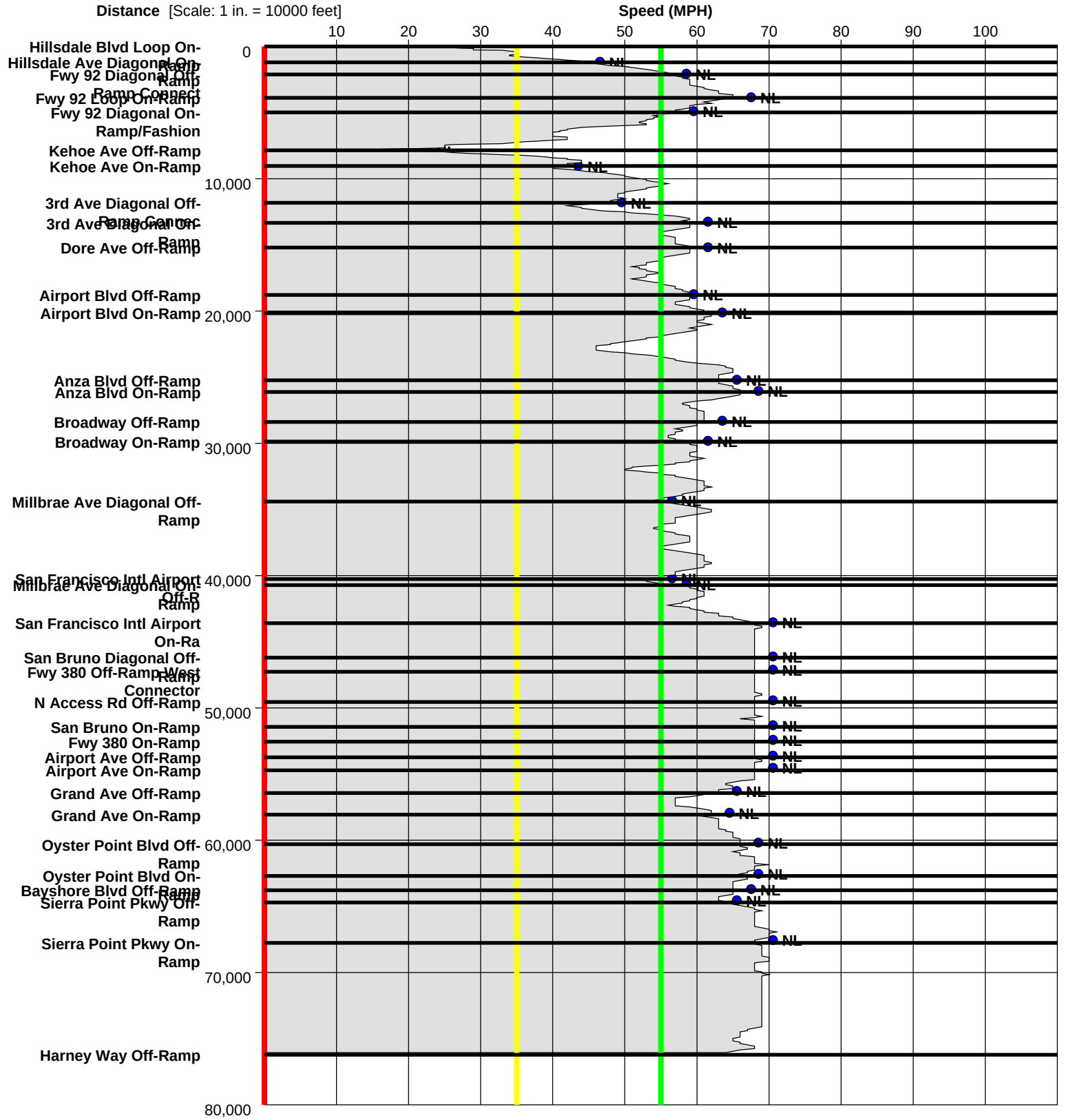
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **53**

Speed Profile

Run : US 101-NB-012 Start Time: 16:47 (This is a Before Run)



NDS

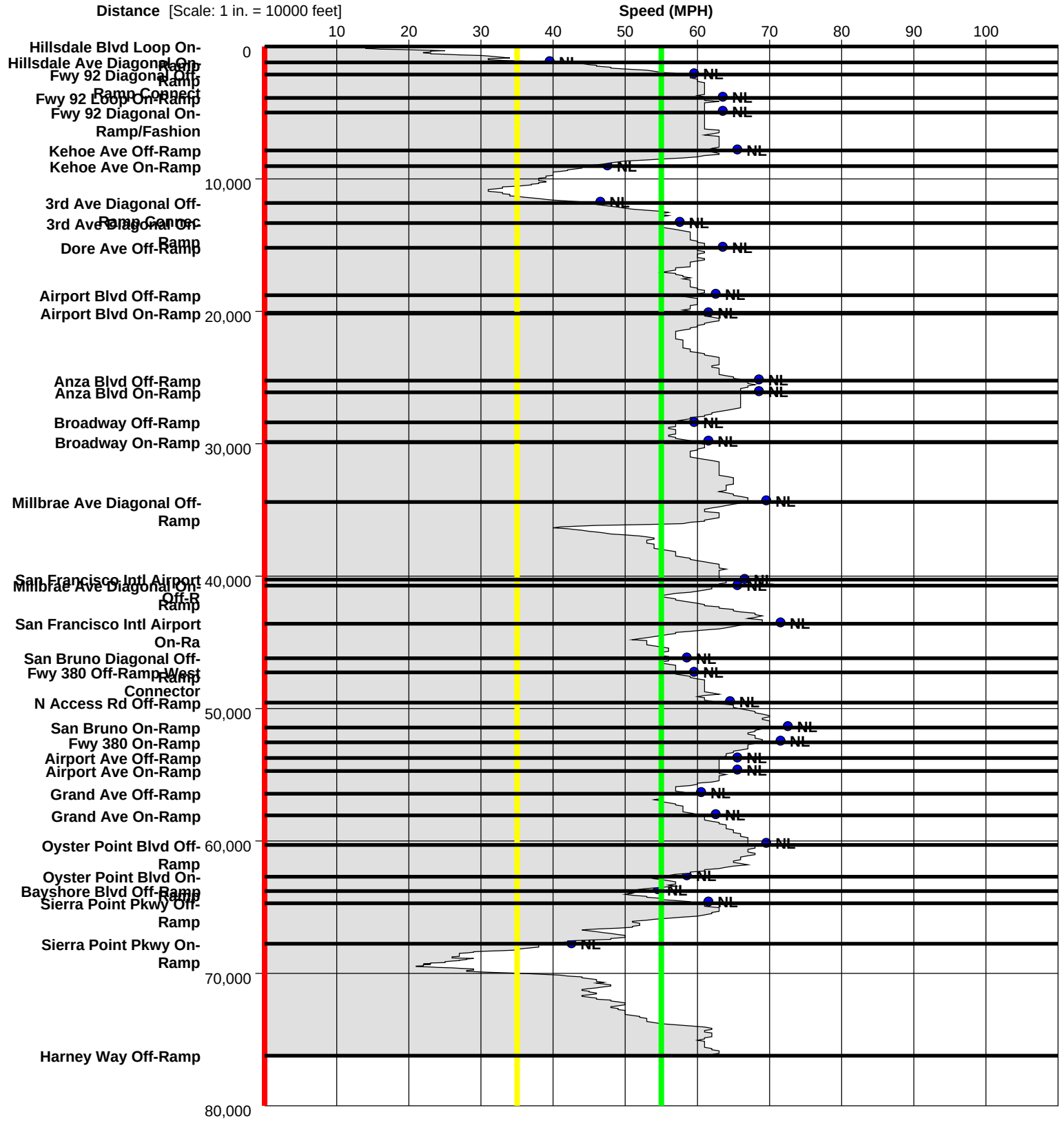
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **54**

Speed Profile

Run : US 101-NB-013 Start Time: 17:02 (This is a Before Run)



NDS

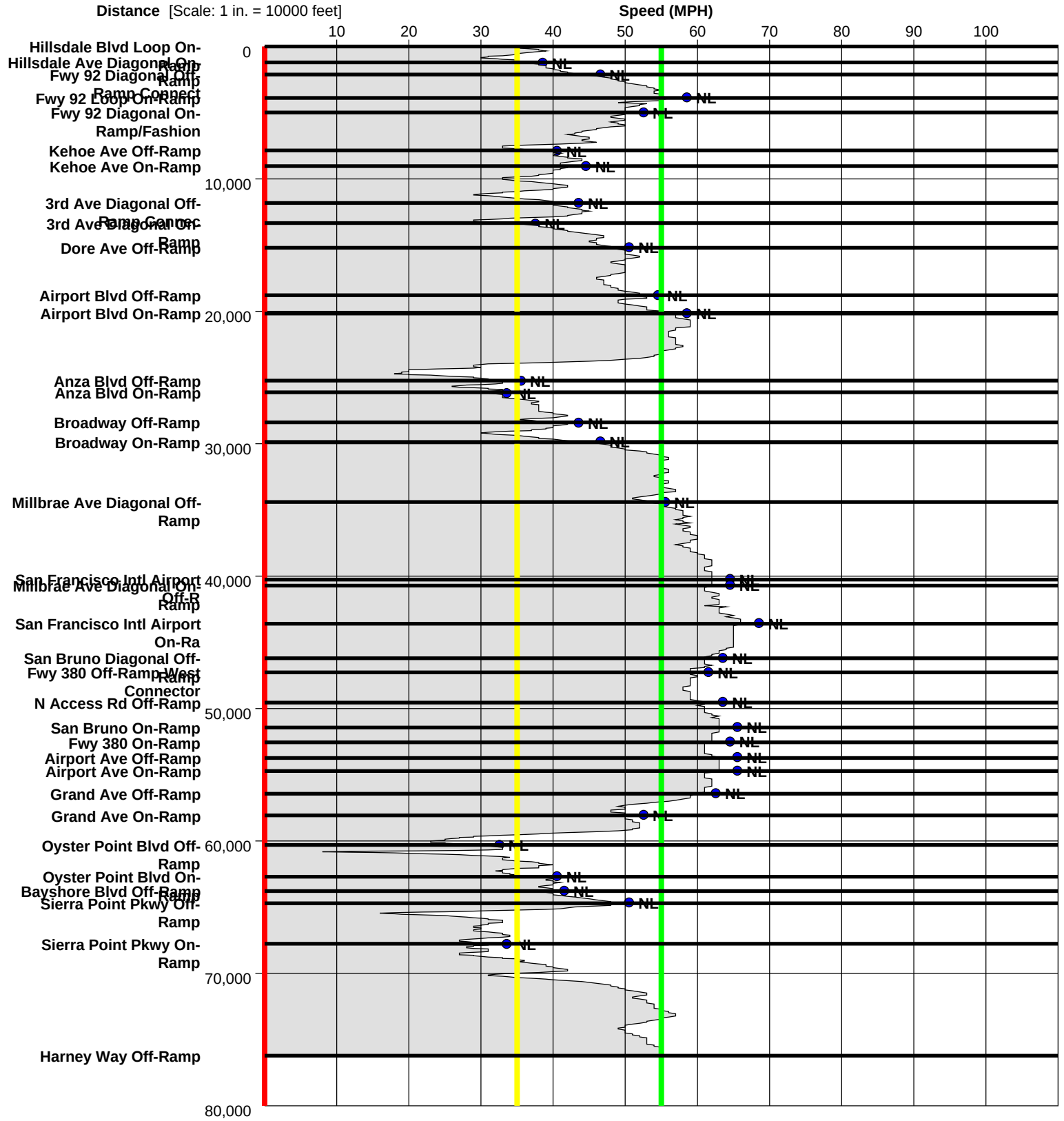
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **55**

Speed Profile

Run : US 101-NB-014 Start Time: 17:16 (This is a Before Run)



NDS

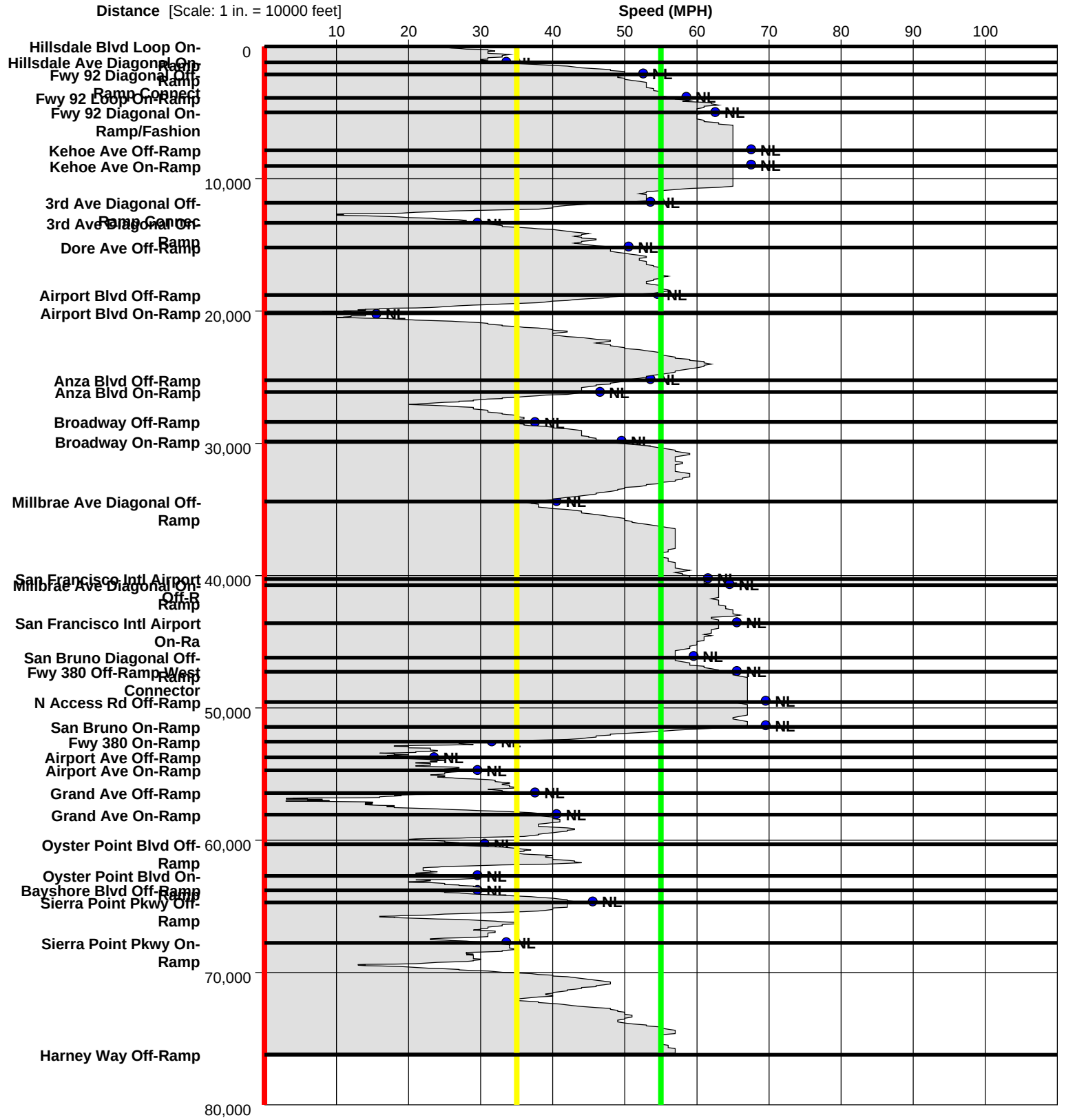
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **56**

Speed Profile

Run : US 101-NB-015 Start Time: 17:32 (This is a Before Run)



NDS

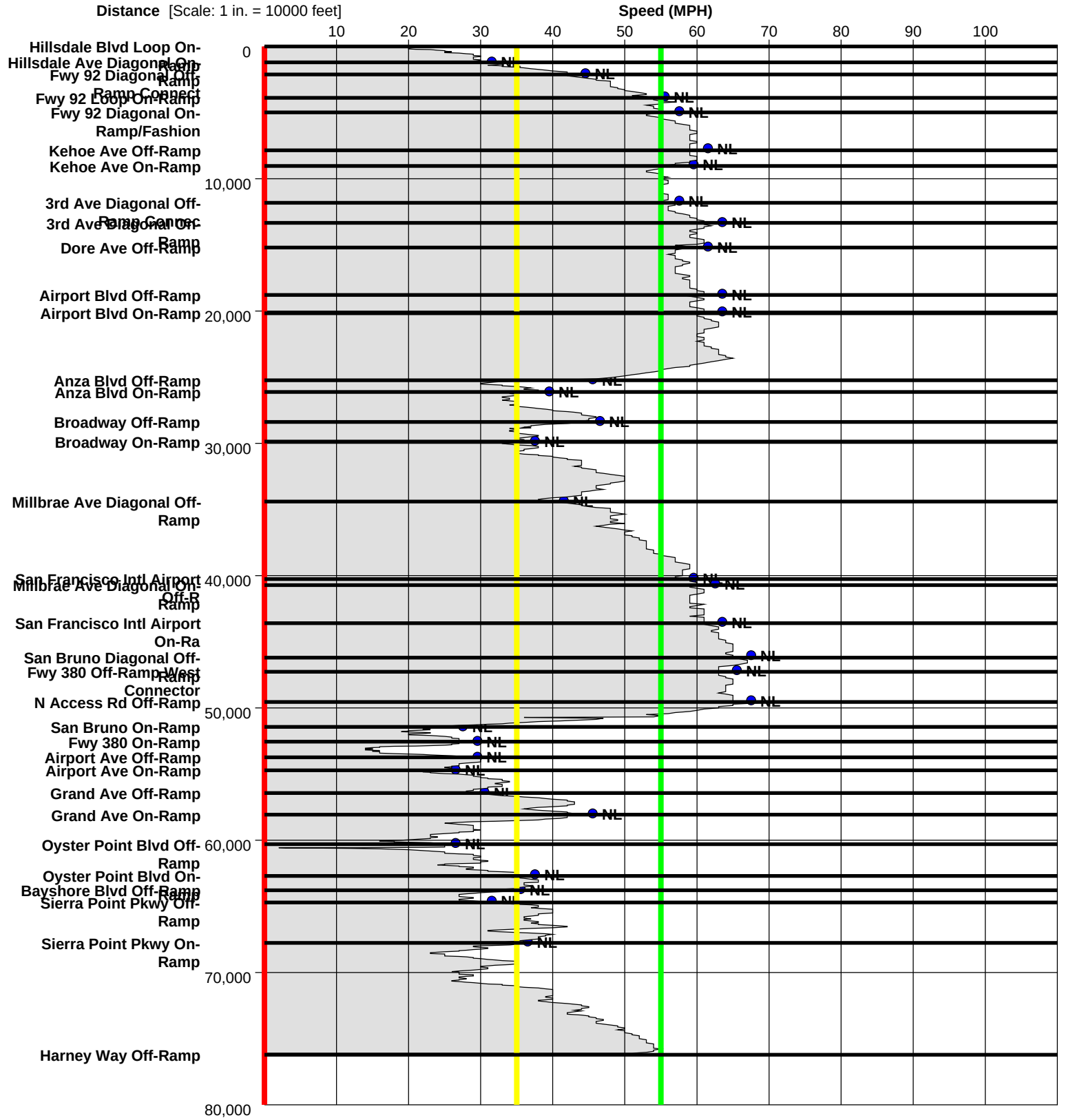
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **57**

Speed Profile

Run : US 101-NB-016 Start Time: 17:47 (This is a Before Run)



NDS

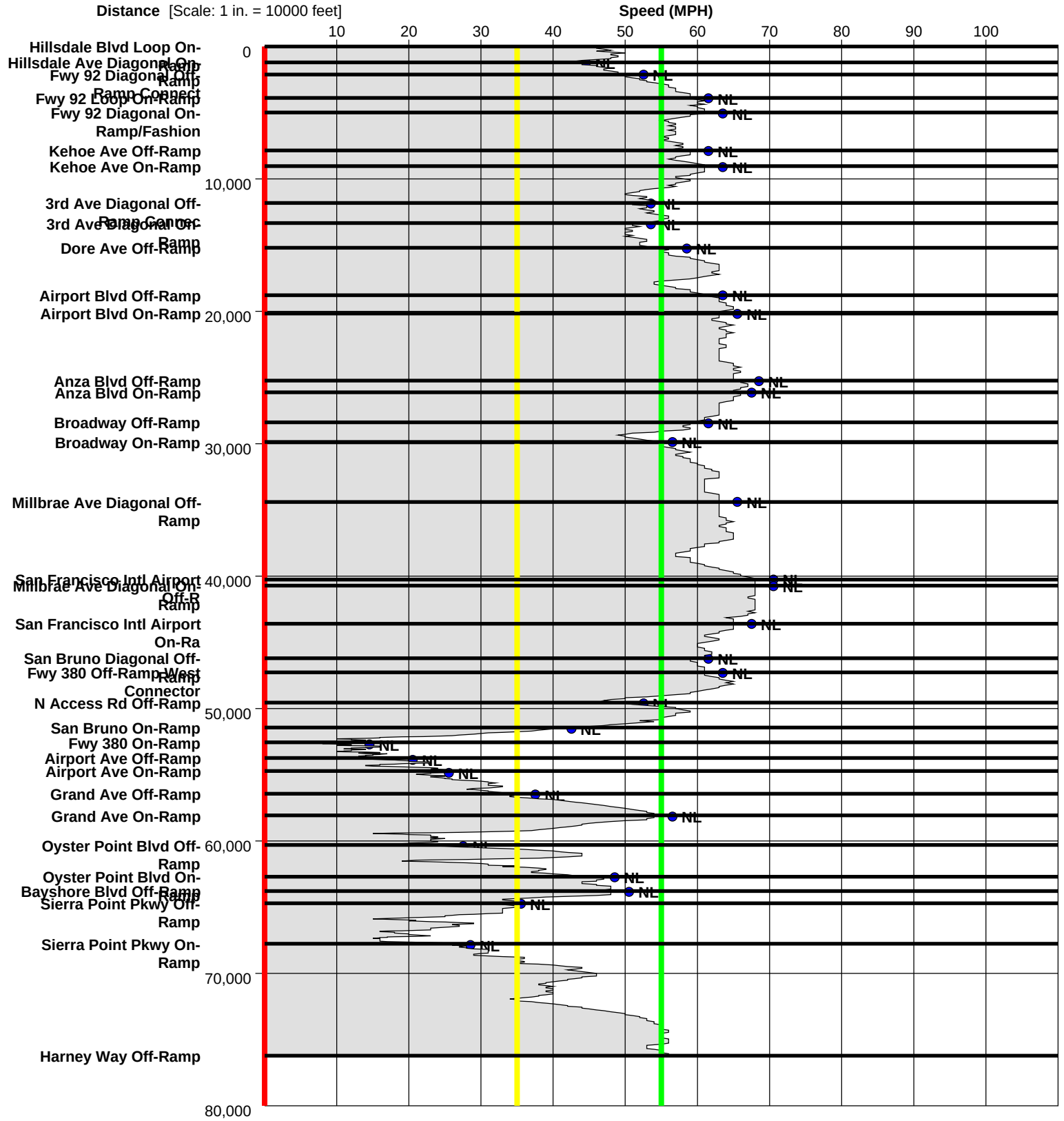
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **58**

Speed Profile

Run : US 101-NB-017 Start Time: 18:01 (This is a Before Run)



NDS

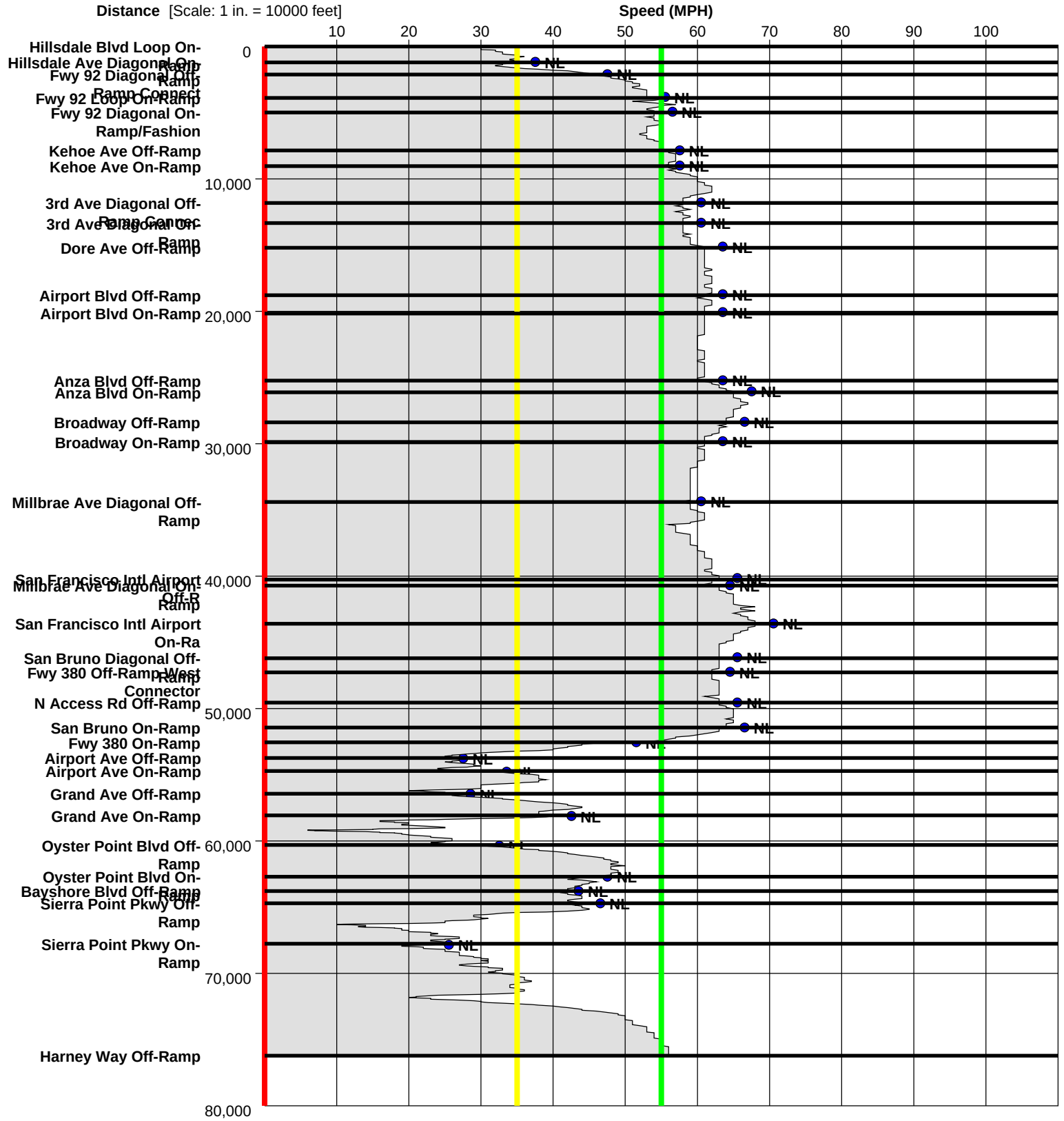
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **59**

Speed Profile

Run : US 101-NB-018 Start Time: 18:17 (This is a Before Run)

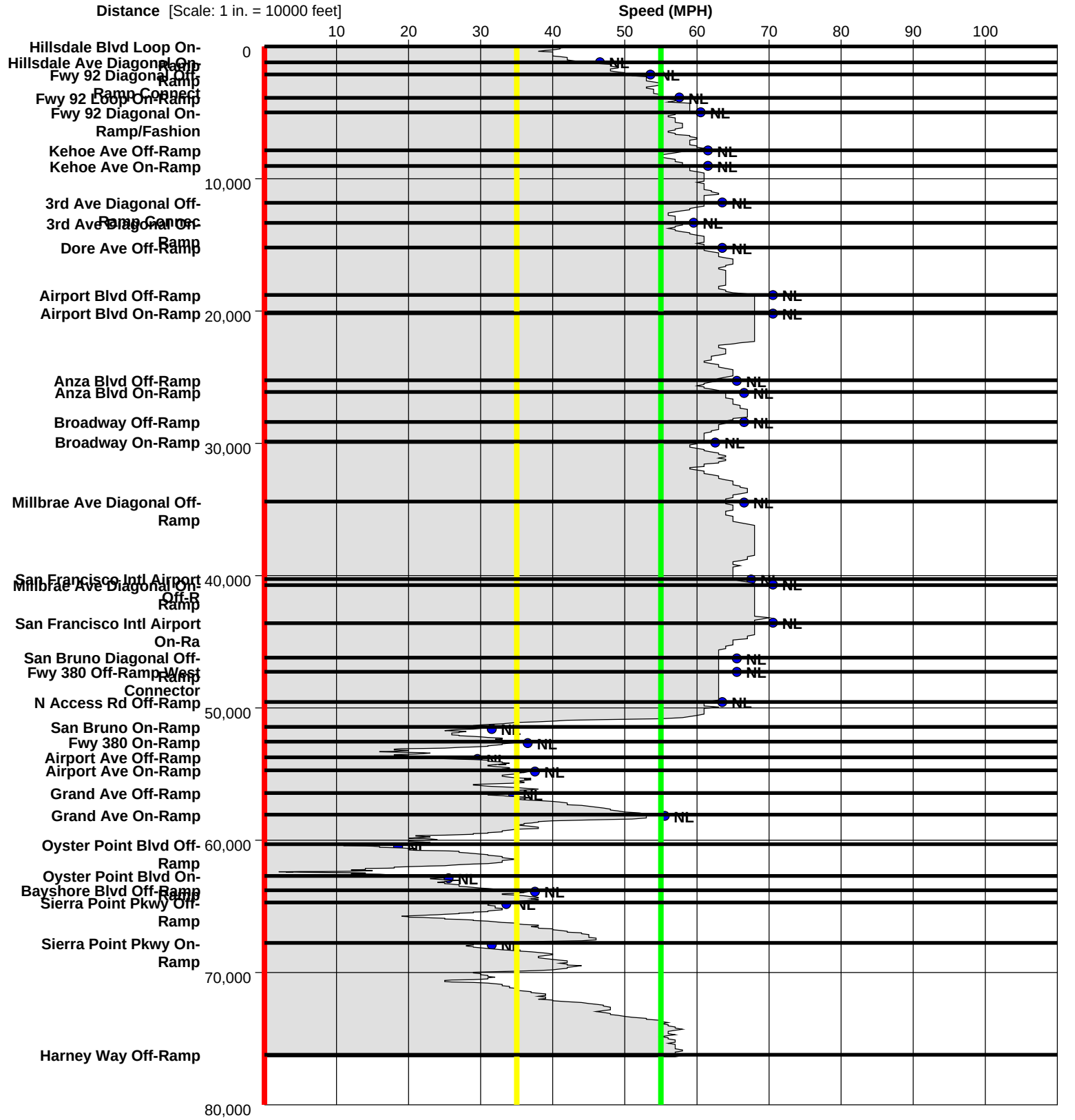


NDS
US 101
NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **60**

Speed Profile

Run : US 101-NB-019 Start Time: 18:32 (This is a Before Run)



NDS

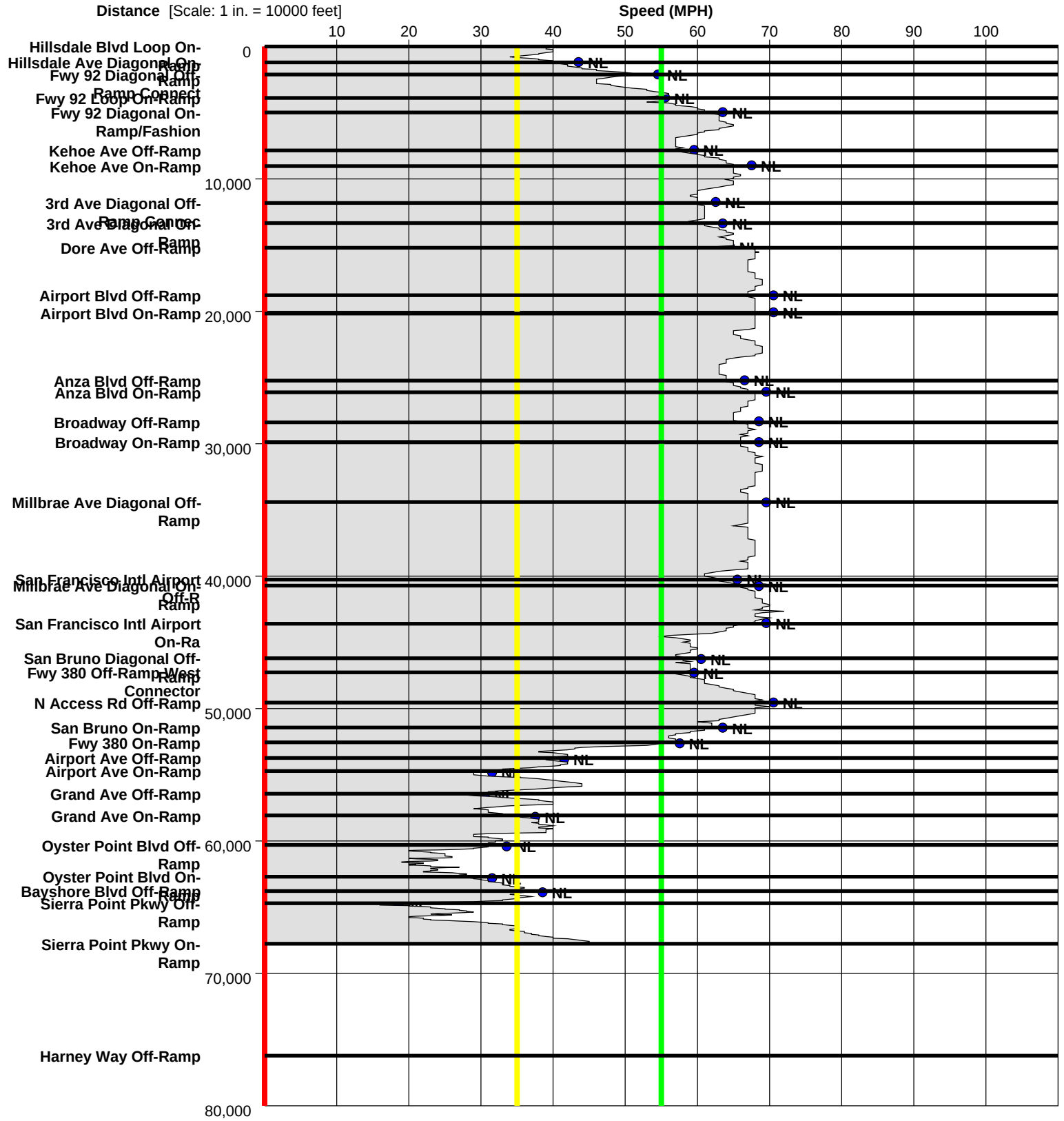
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **3/20/2014**
Page No. : **61**

Speed Profile

Run : US 101-NB-020 Start Time: 18:46 (This is a Before Run)



NDS

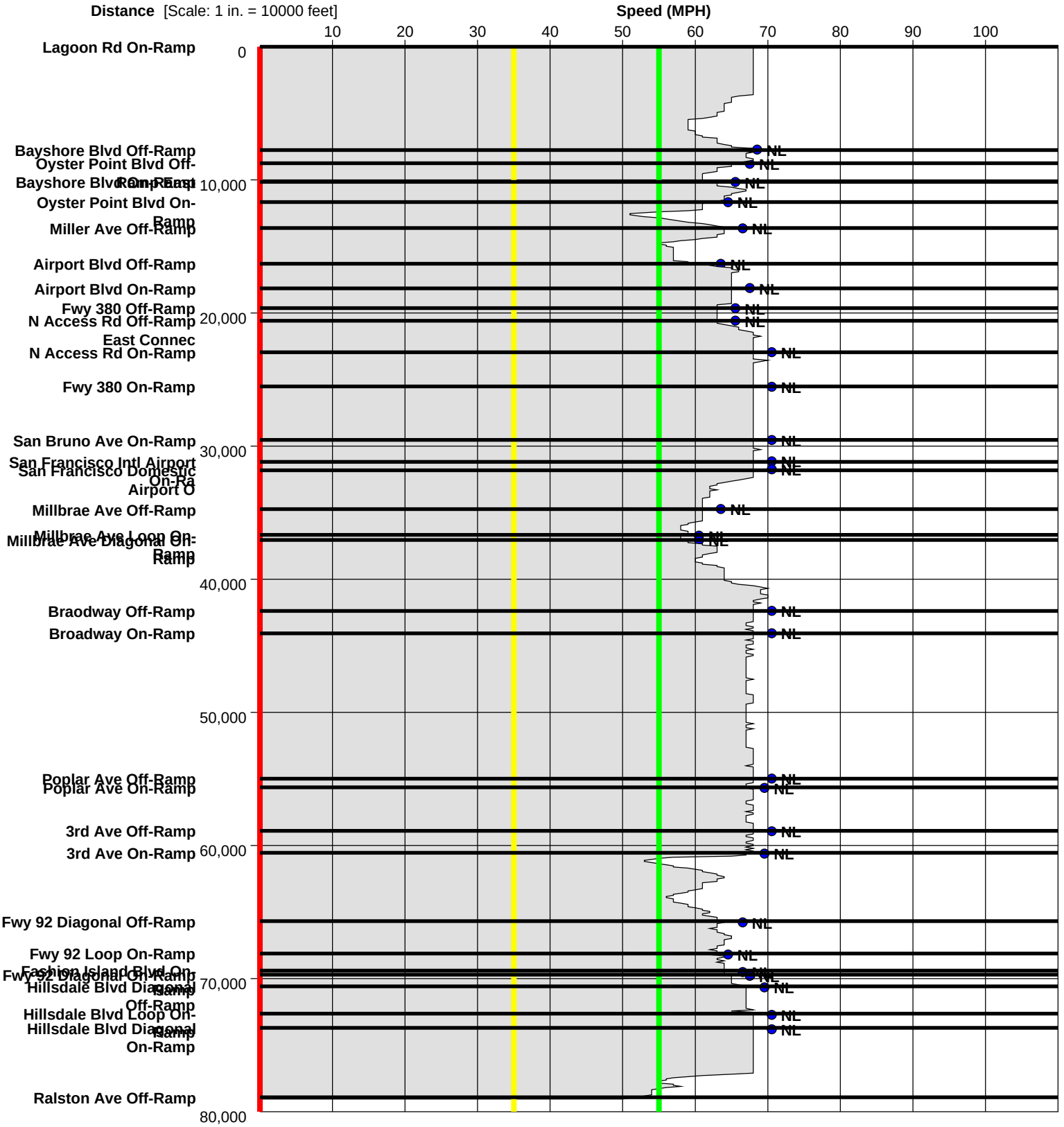
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **42**

Speed Profile

Run : US 101-SB-001 Start Time: 14:02 (This is a Before Run)



NDS

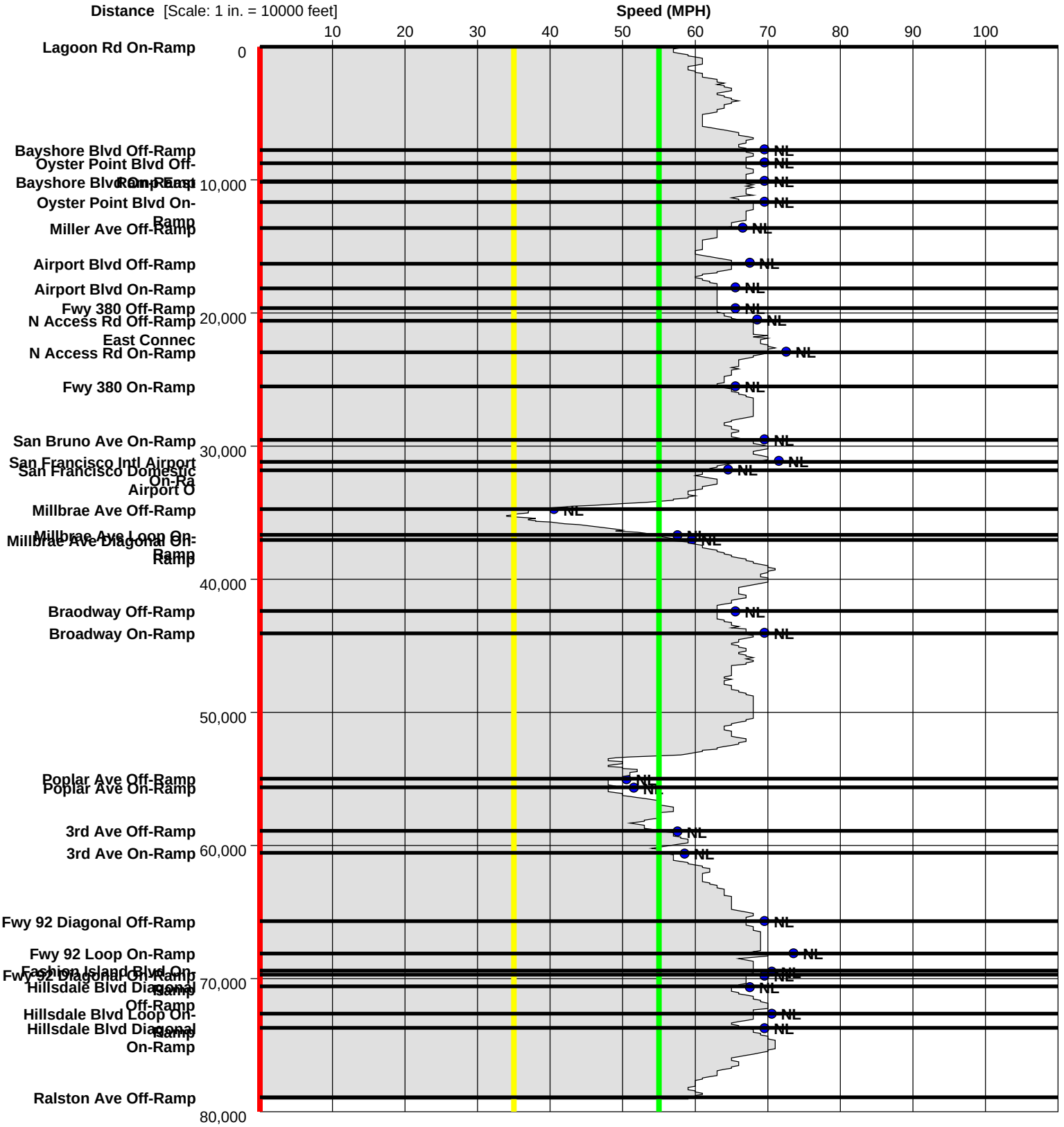
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **43**

Speed Profile

Run : US 101-SB-002 Start Time: 14:16 (This is a Before Run)



NDS

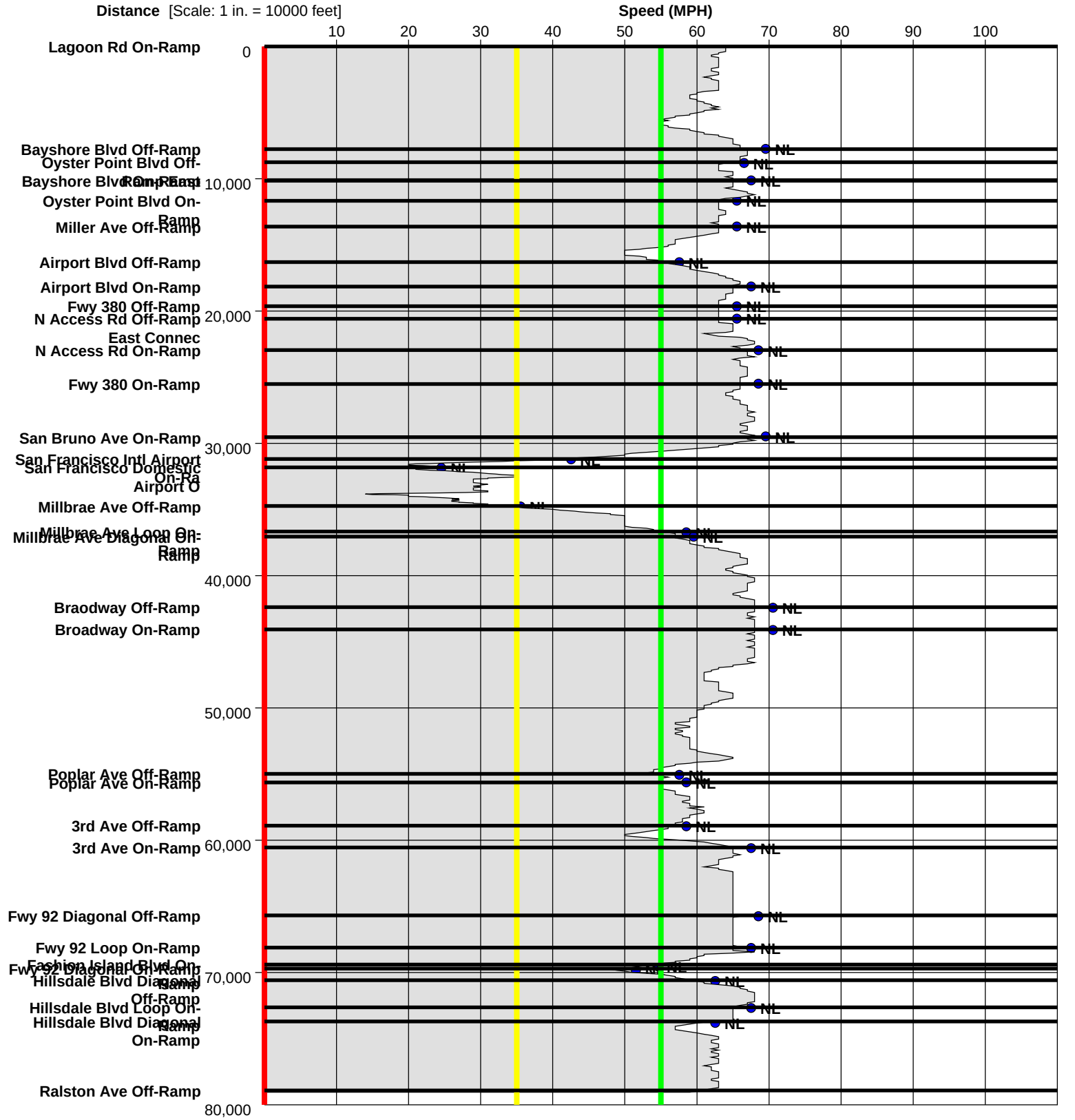
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **44**

Speed Profile

Run : US 101-SB-003 Start Time: 14:31 (This is a Before Run)

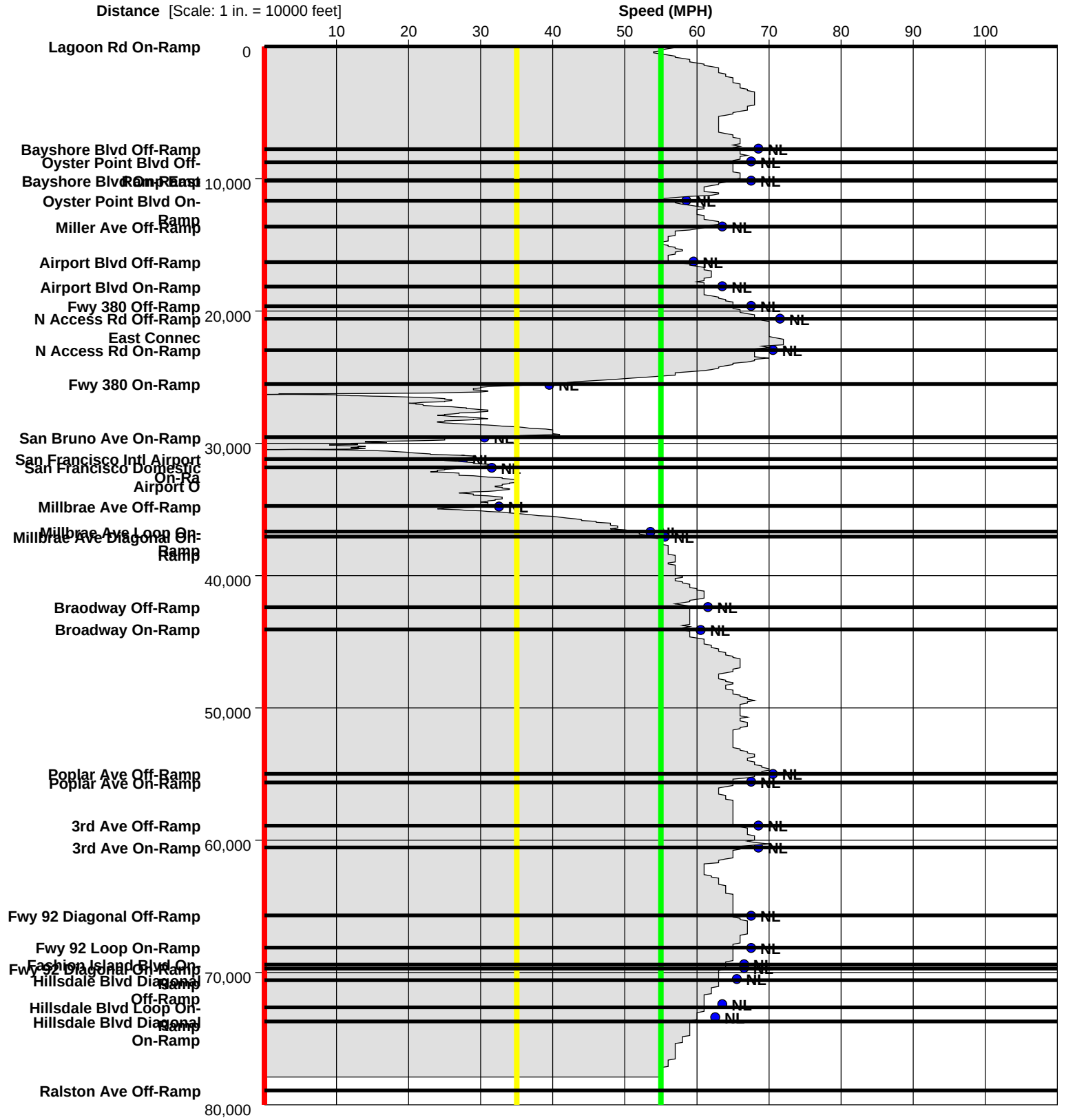


NDS
US 101
SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **45**

Speed Profile

Run : US 101-SB-004 Start Time: 14:45 (This is a Before Run)



NDS

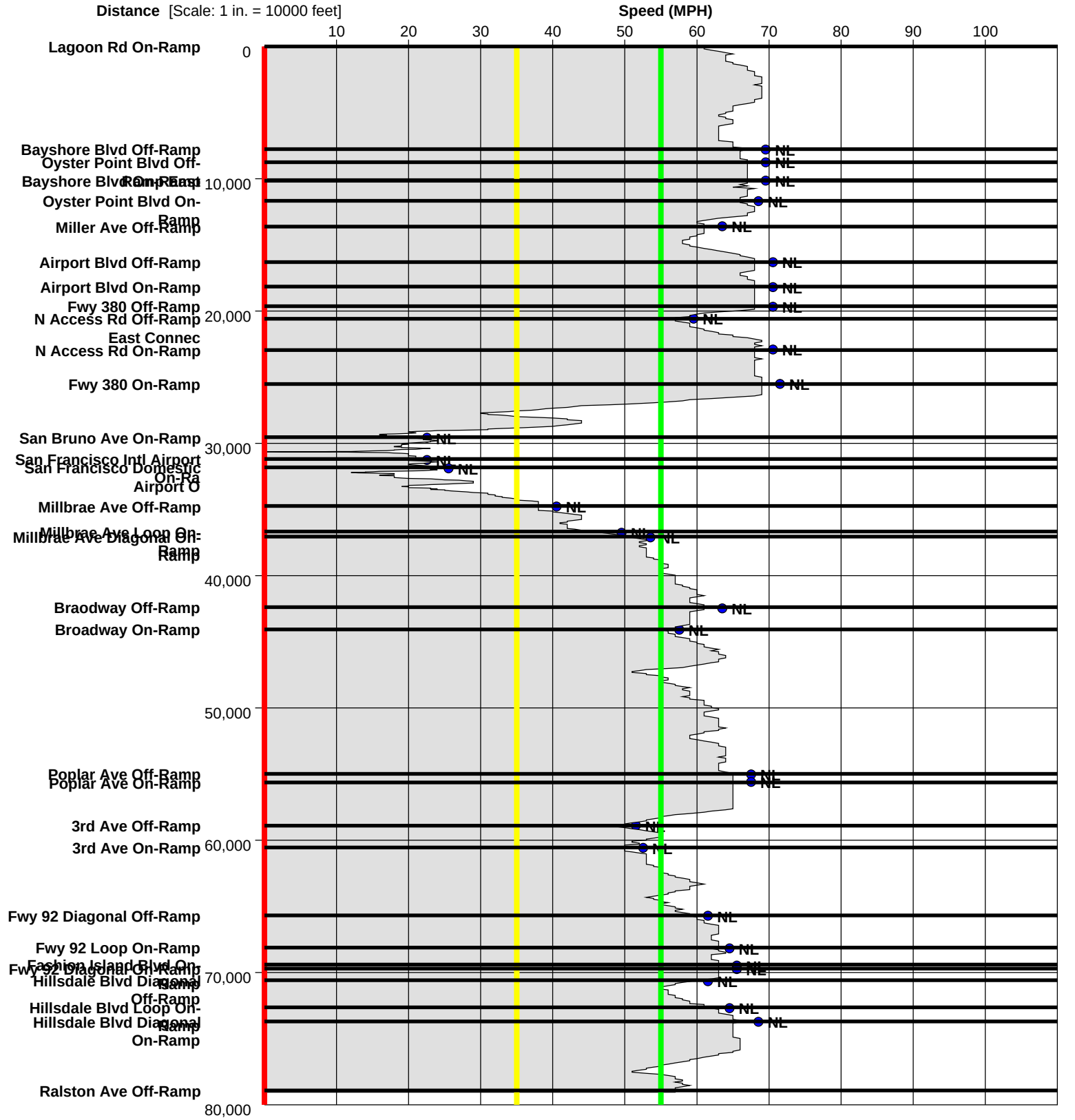
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **46**

Speed Profile

Run : US 101-SB-005 Start Time: 15:01 (This is a Before Run)



NDS

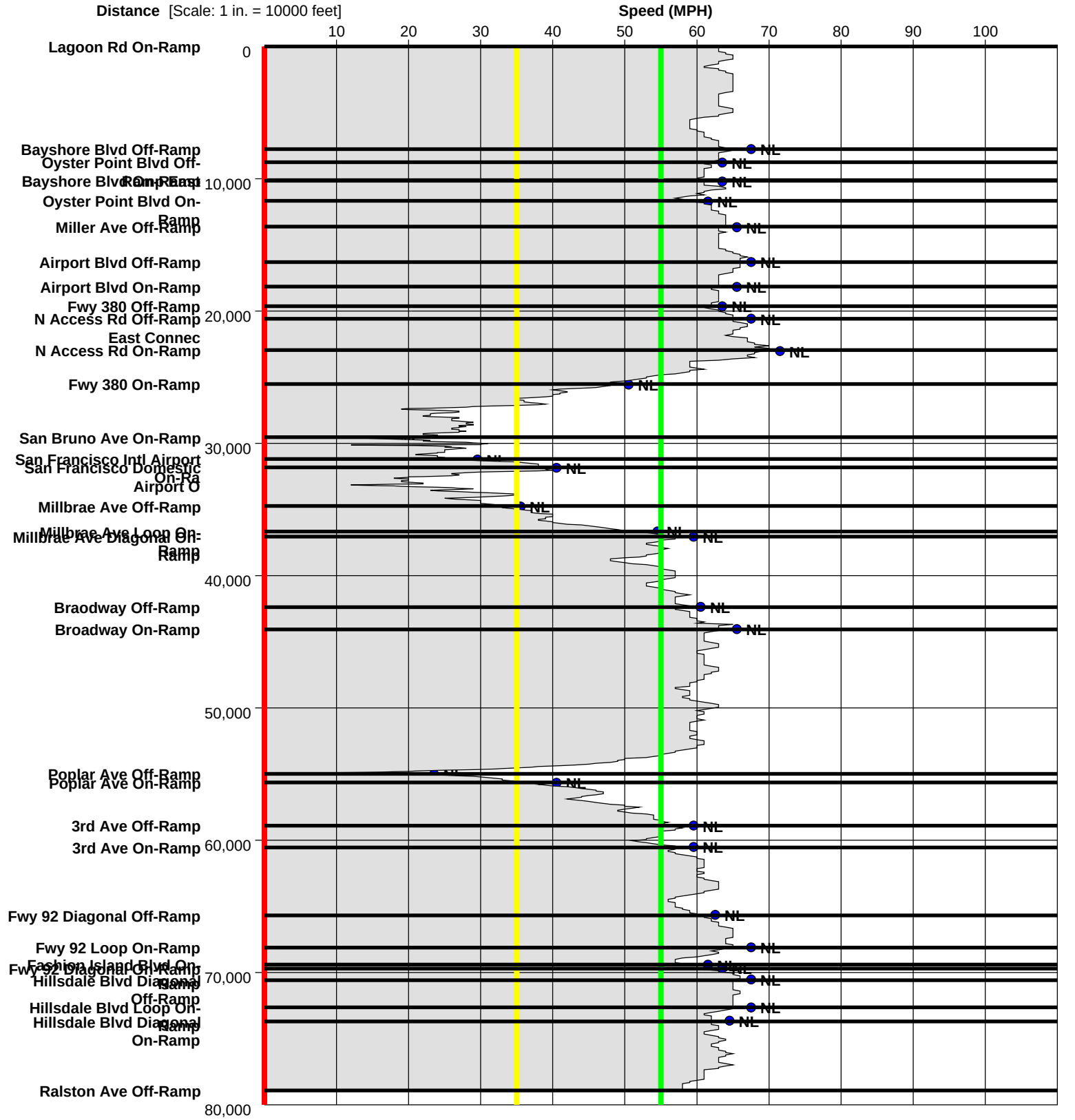
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **47**

Speed Profile

Run : US 101-SB-006 Start Time: 15:15 (This is a Before Run)

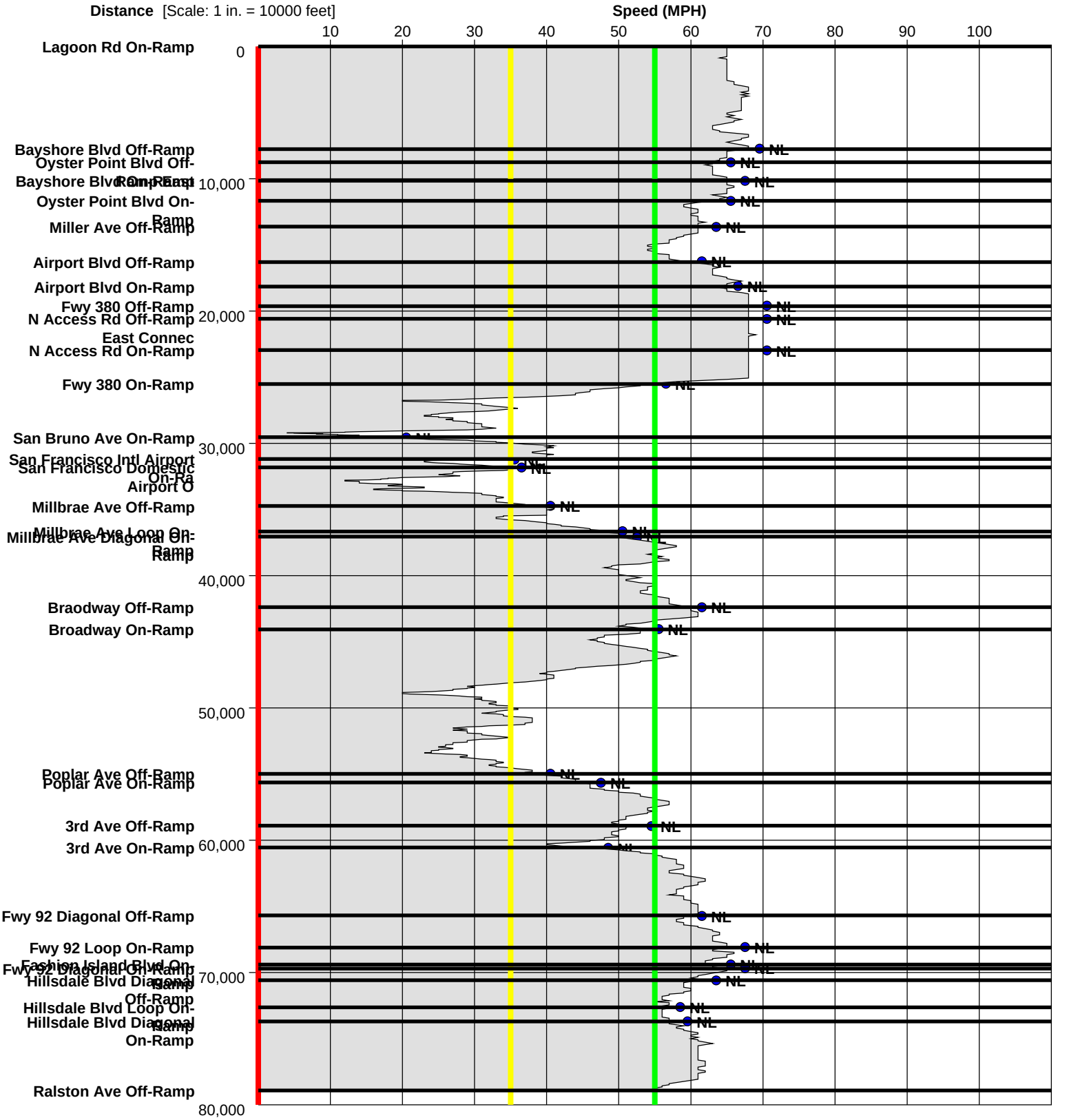


NDS
US 101
SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **48**

Speed Profile

Run : US 101-SB-007 Start Time: 15:31 (This is a Before Run)



NDS

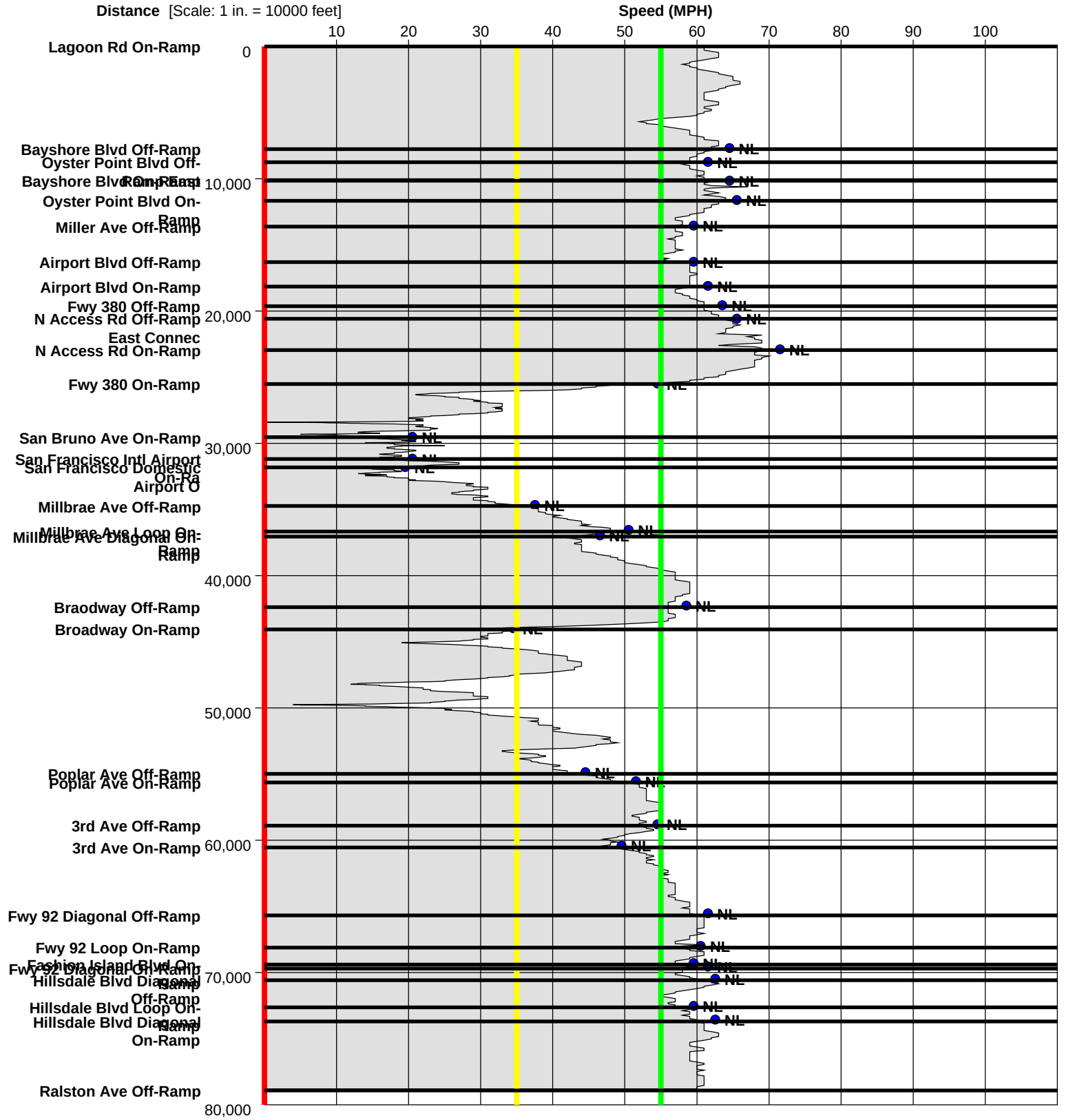
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **49**

Speed Profile

Run : US 101-SB-008 Start Time: 15:46 (This is a Before Run)



NDS

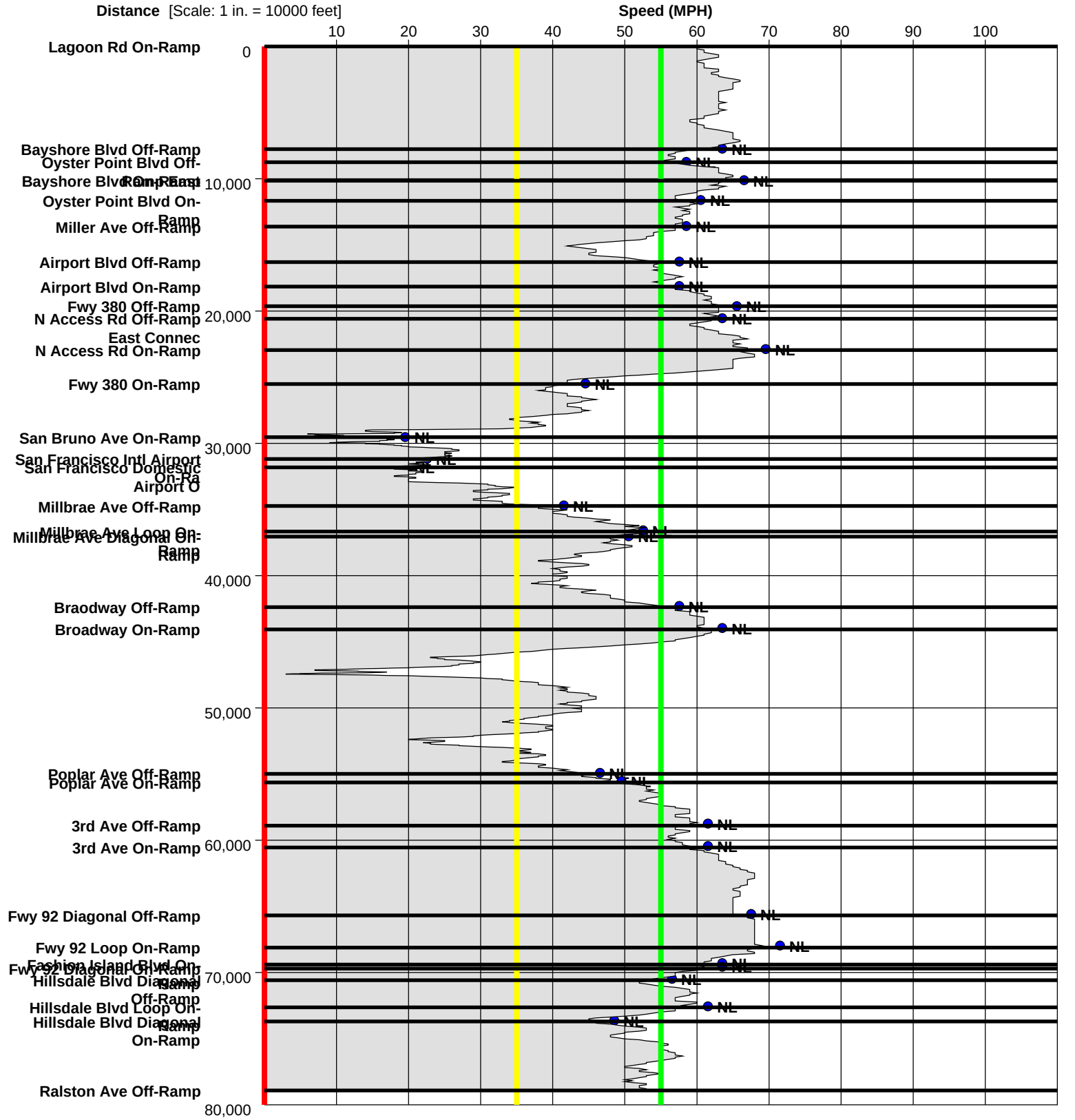
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **50**

Speed Profile

Run : US 101-SB-009 Start Time: 16:01 (This is a Before Run)



NDS

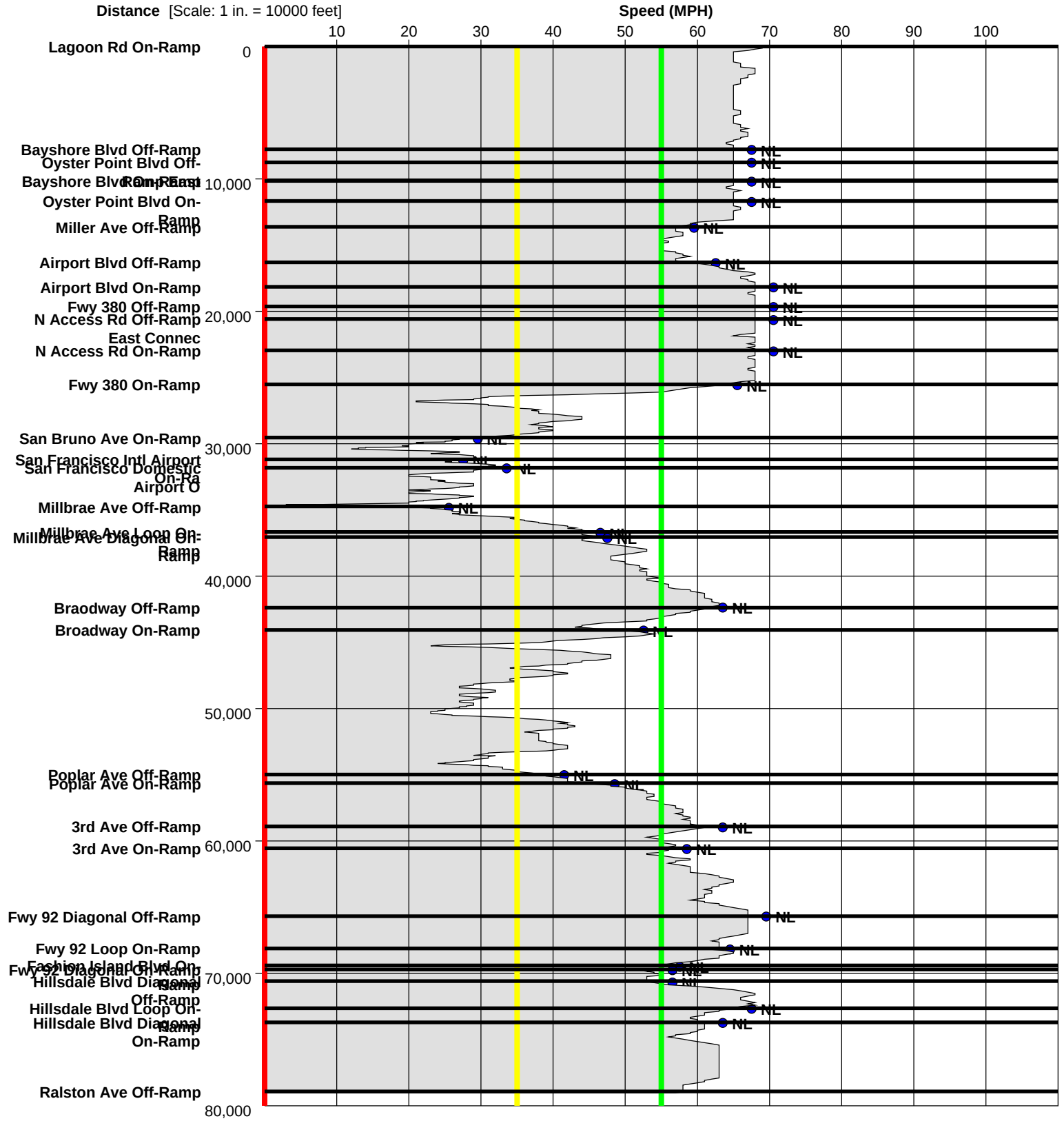
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **51**

Speed Profile

Run : US 101-SB-010 Start Time: 16:17 (This is a Before Run)

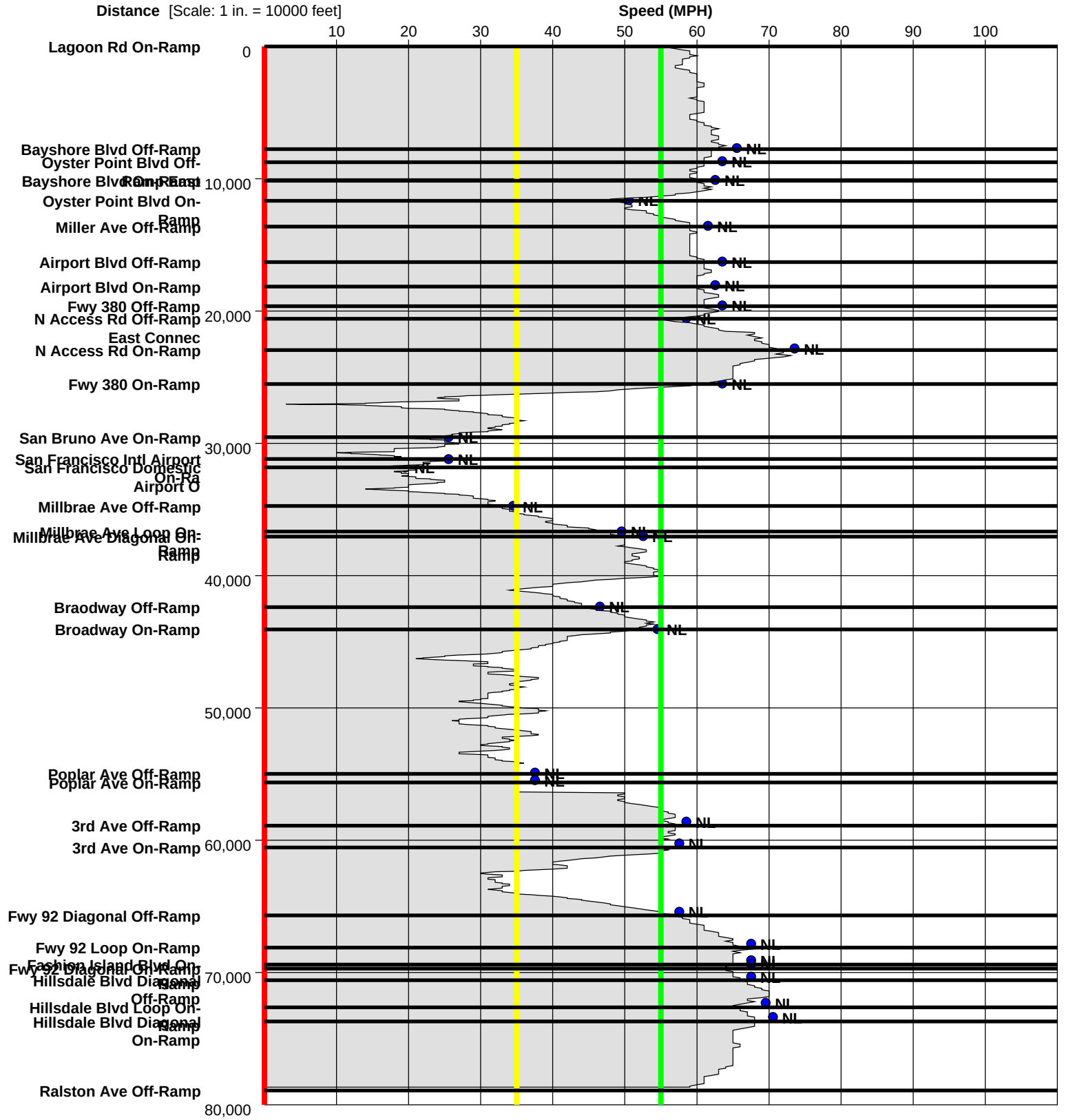


NDS
US 101
SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **52**

Speed Profile

Run : US 101-SB-011 Start Time: 16:31 (This is a Before Run)



NDS

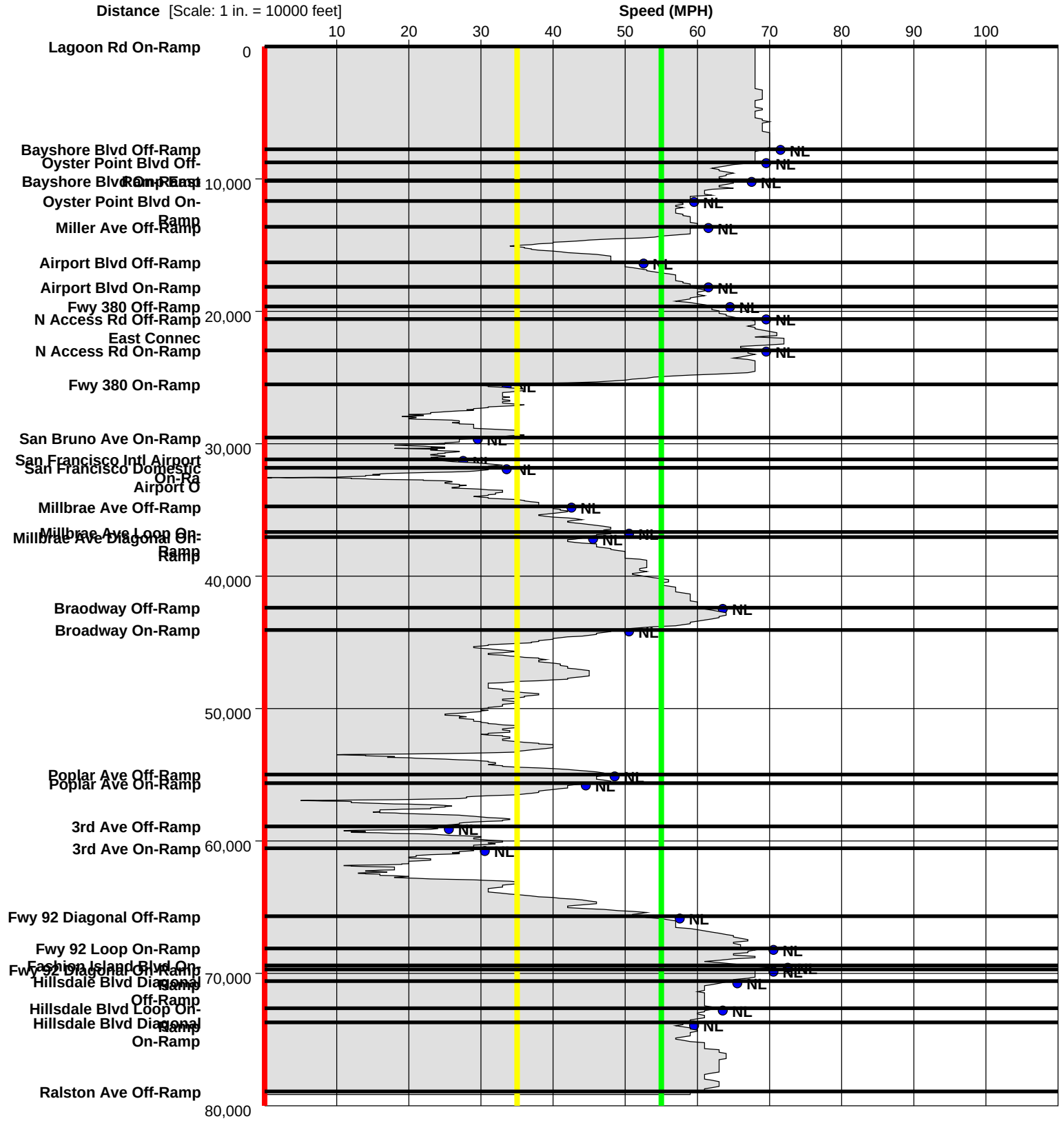
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **53**

Speed Profile

Run : US 101-SB-012 Start Time: 16:46 (This is a Before Run)



NDS

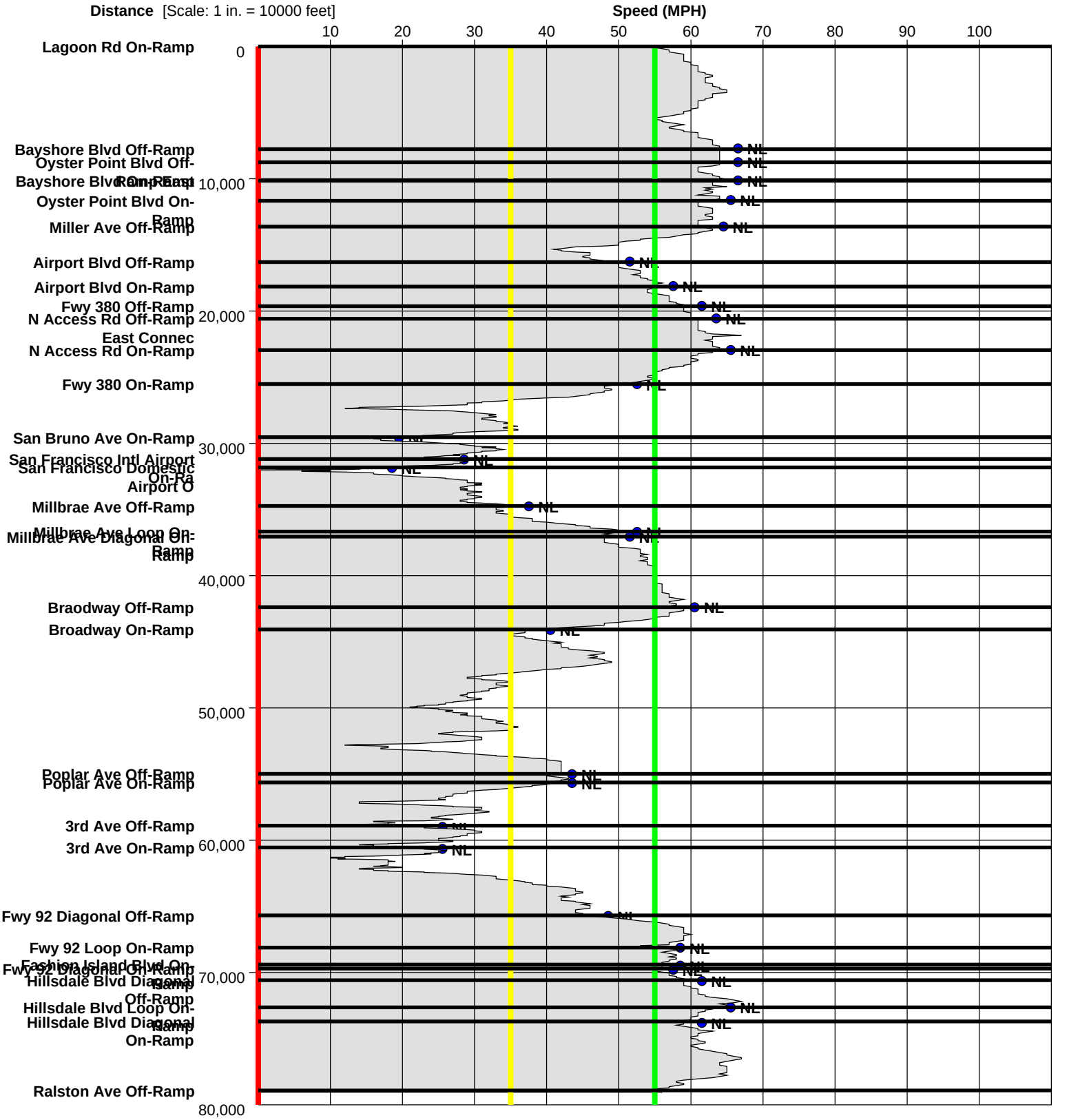
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **54**

Speed Profile

Run : US 101-SB-013 Start Time: 17:02 (This is a Before Run)



NDS

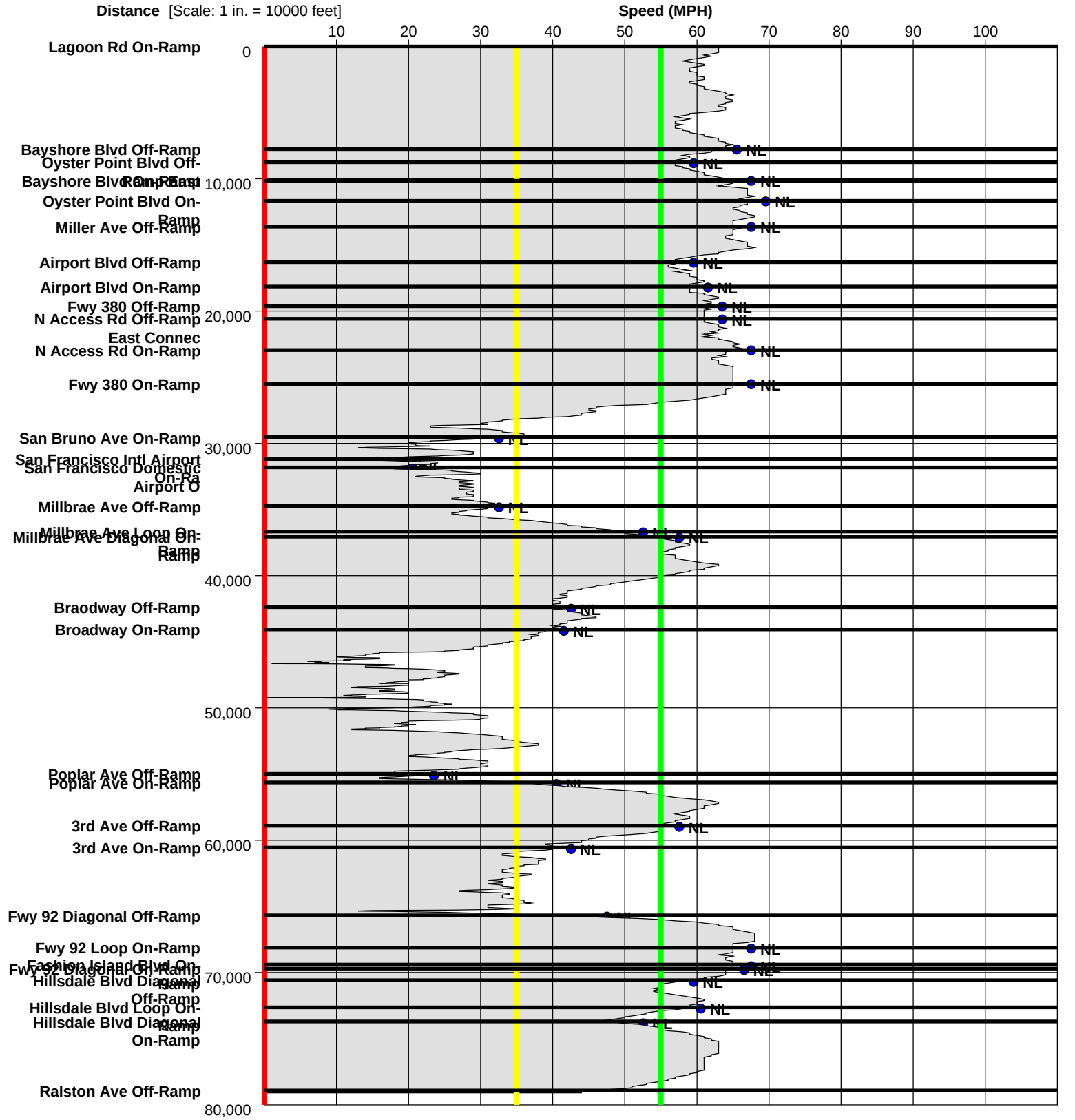
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **55**

Speed Profile

Run : US 101-SB-014 Start Time: 17:16 (This is a Before Run)



NDS

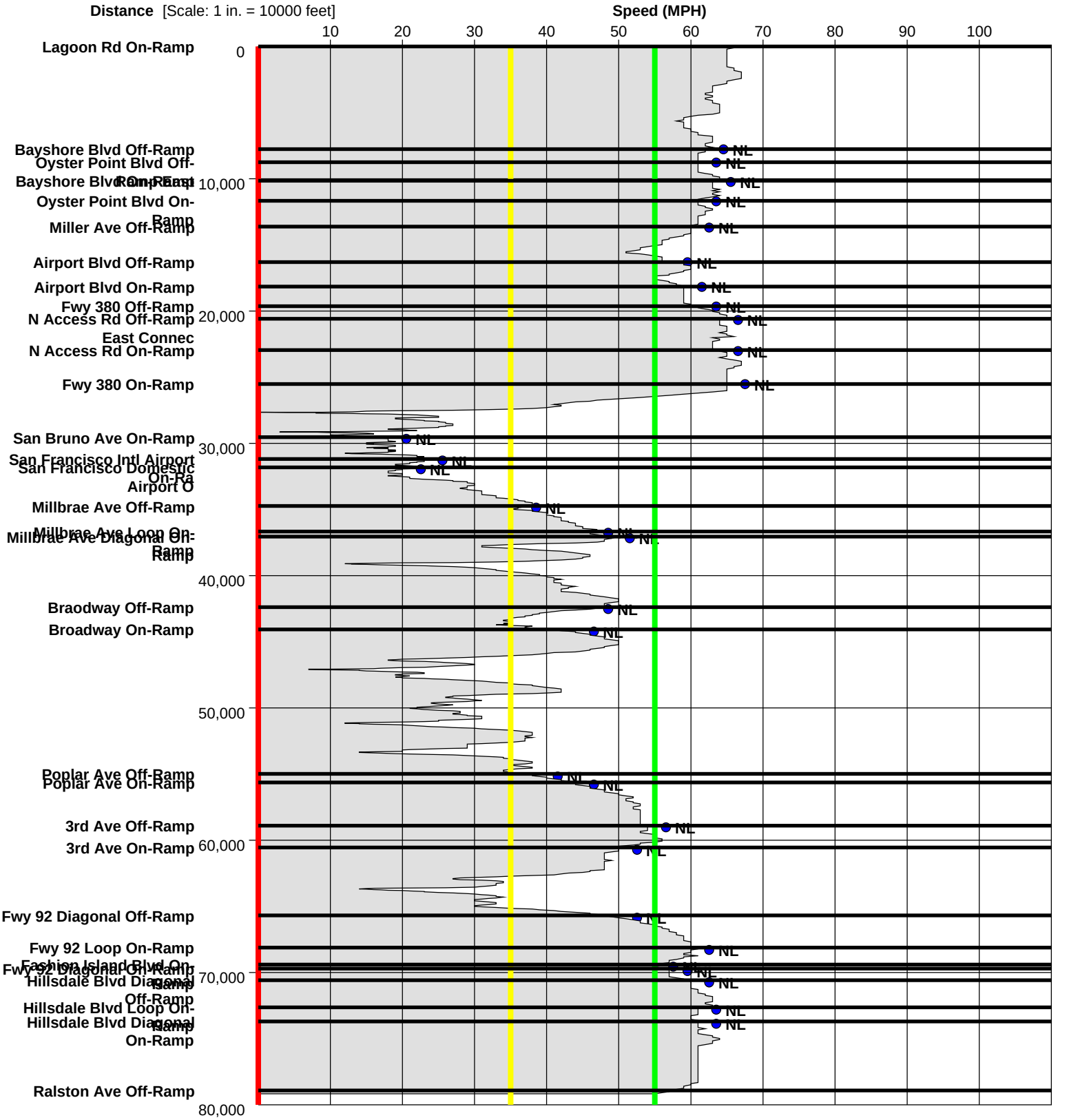
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **56**

Speed Profile

Run : US 101-SB-015 Start Time: 17:31 (This is a Before Run)



NDS

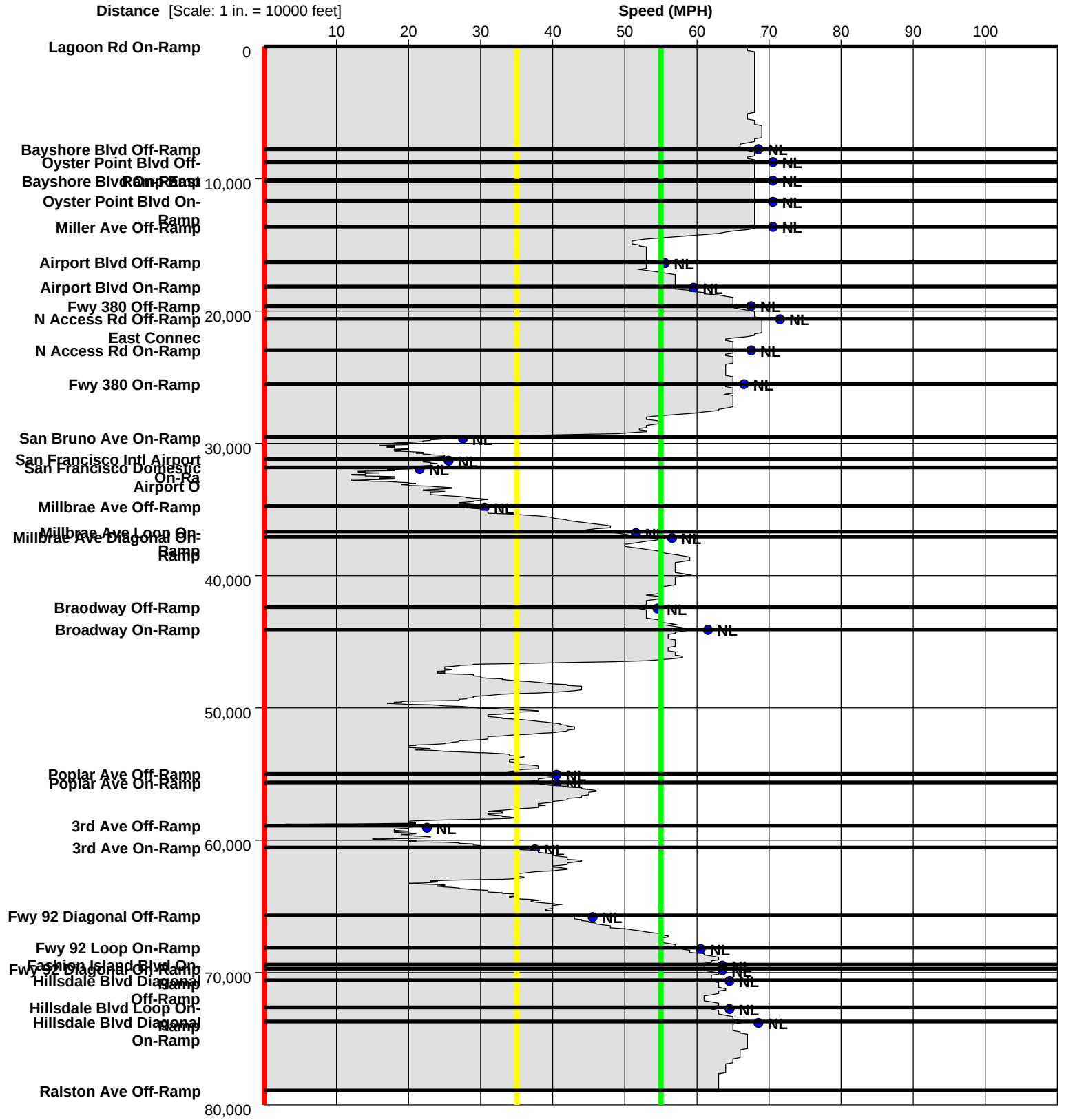
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **57**

Speed Profile

Run : US 101-SB-016 Start Time: 17:45 (This is a Before Run)



NDS

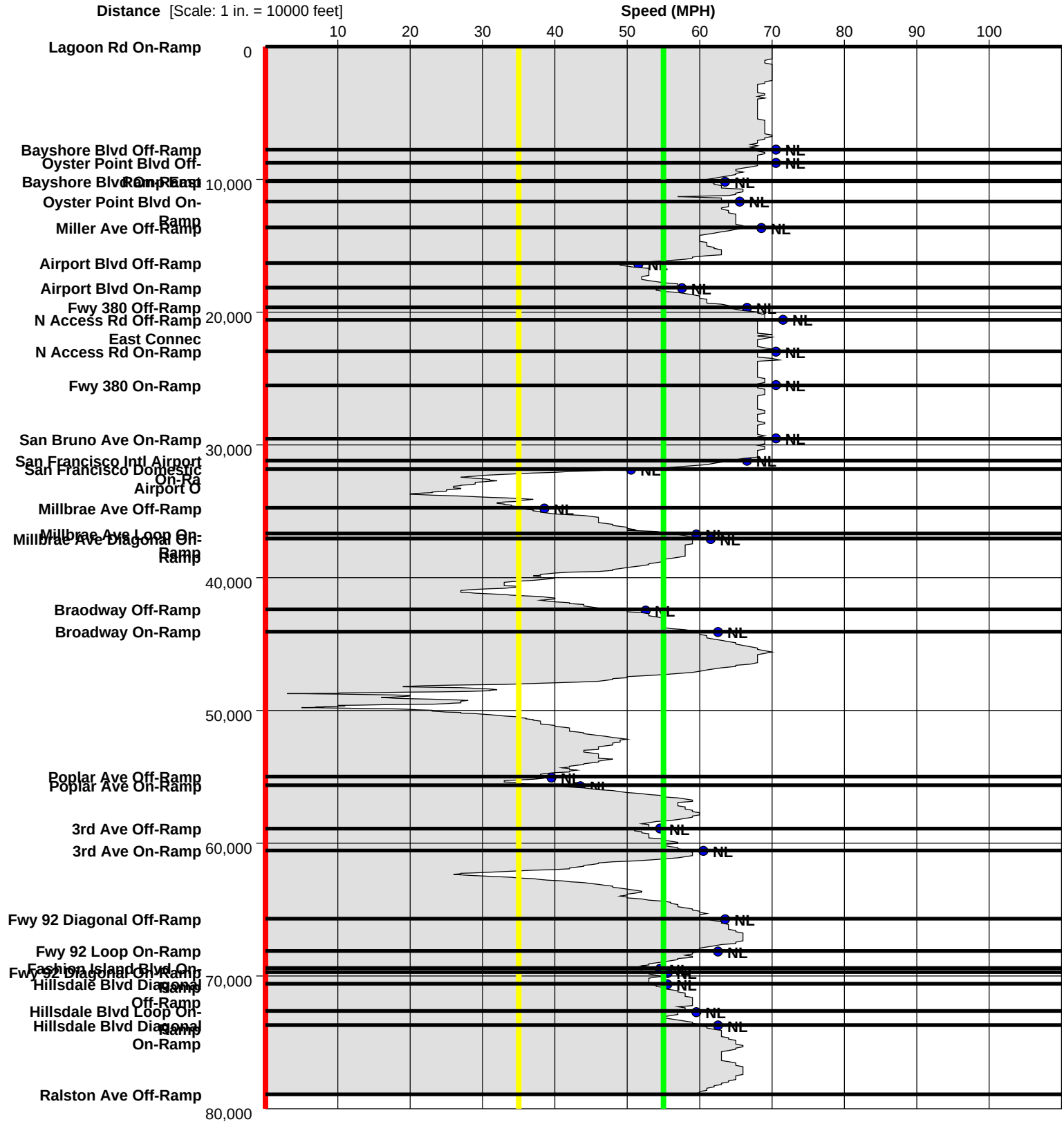
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **58**

Speed Profile

Run : US 101-SB-017 Start Time: 18:02 (This is a Before Run)



NDS

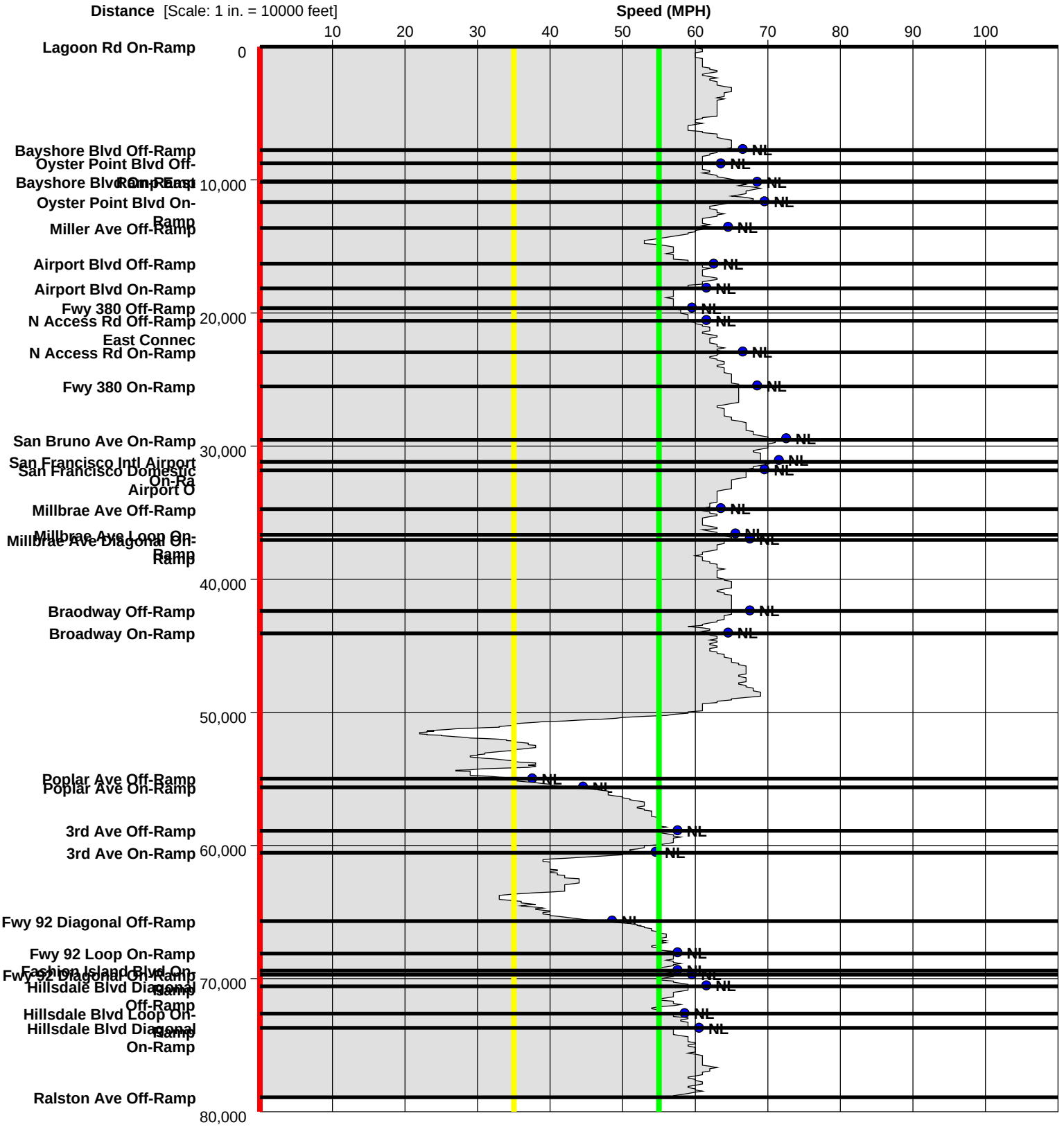
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **59**

Speed Profile

Run : US 101-SB-018 Start Time: 18:16 (This is a Before Run)



NDS

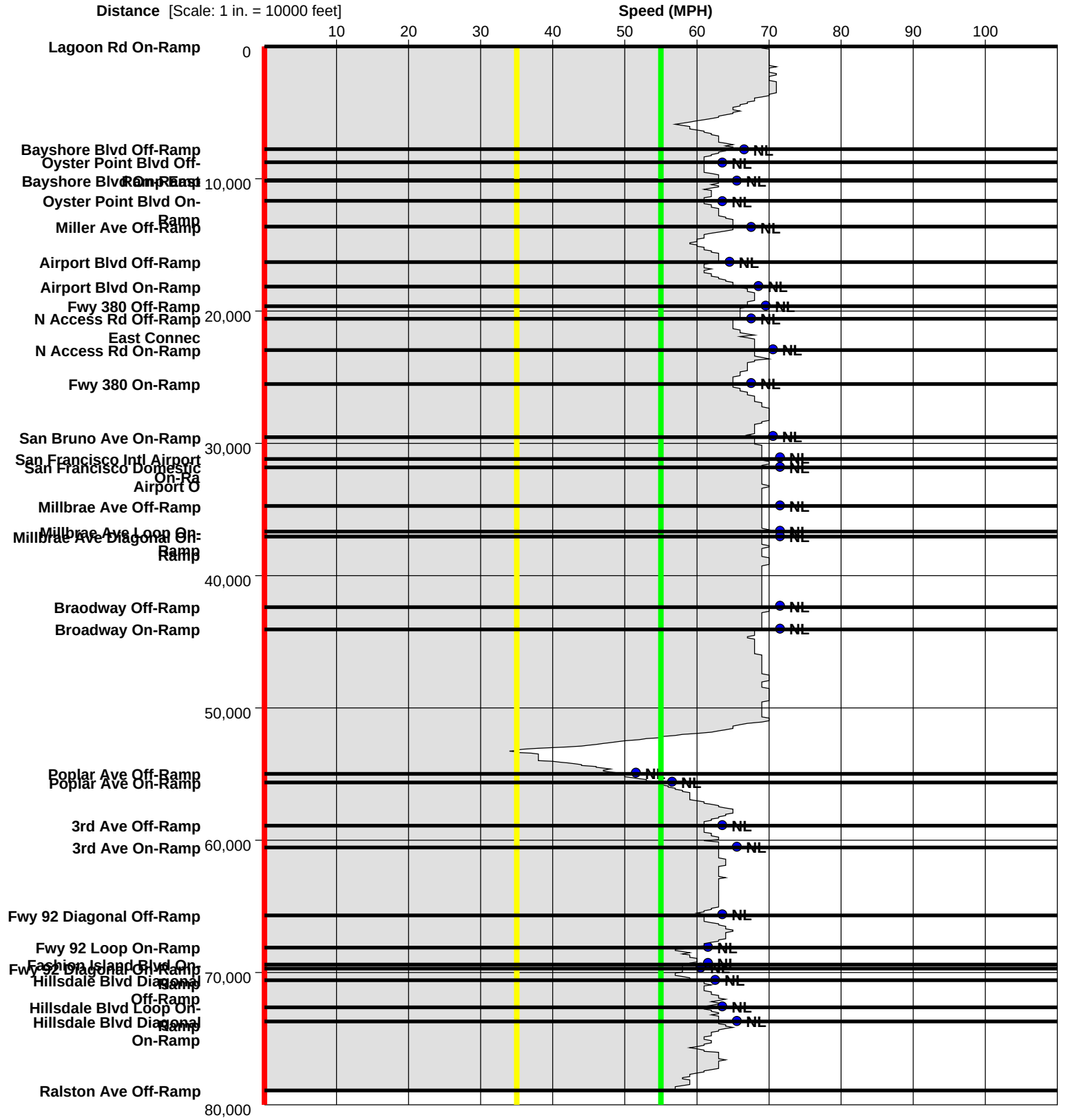
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **60**

Speed Profile

Run : US 101-SB-019 Start Time: 18:31 (This is a Before Run)

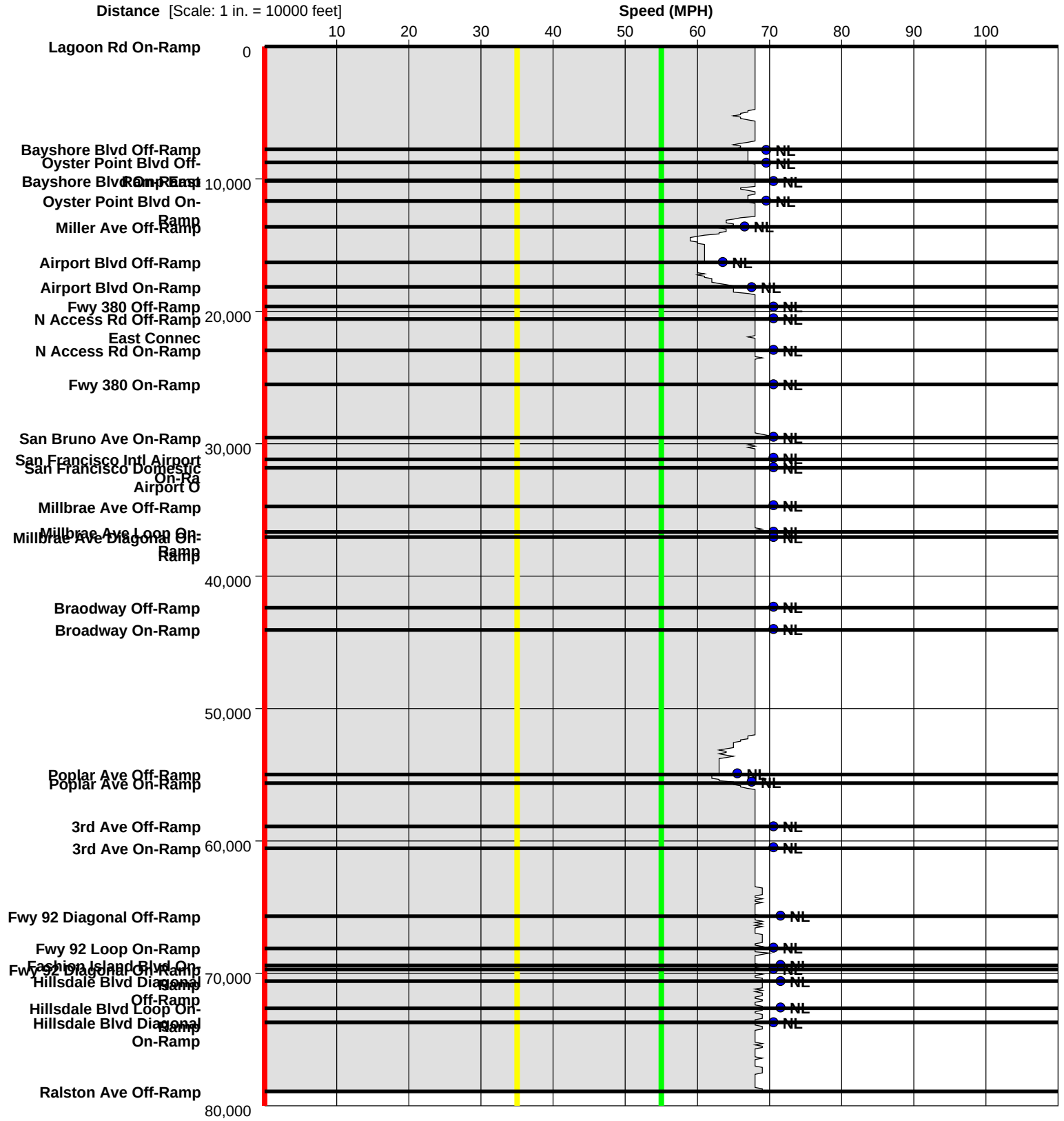


NDS
US 101
SB PM

Study Name : **US 101 SB PM**
Study Date : **3/20/2014**
Page No. : **61**

Speed Profile

Run : US 101-SB-020 Start Time: 18:45 (This is a Before Run)



Post-Metering AM

NDS

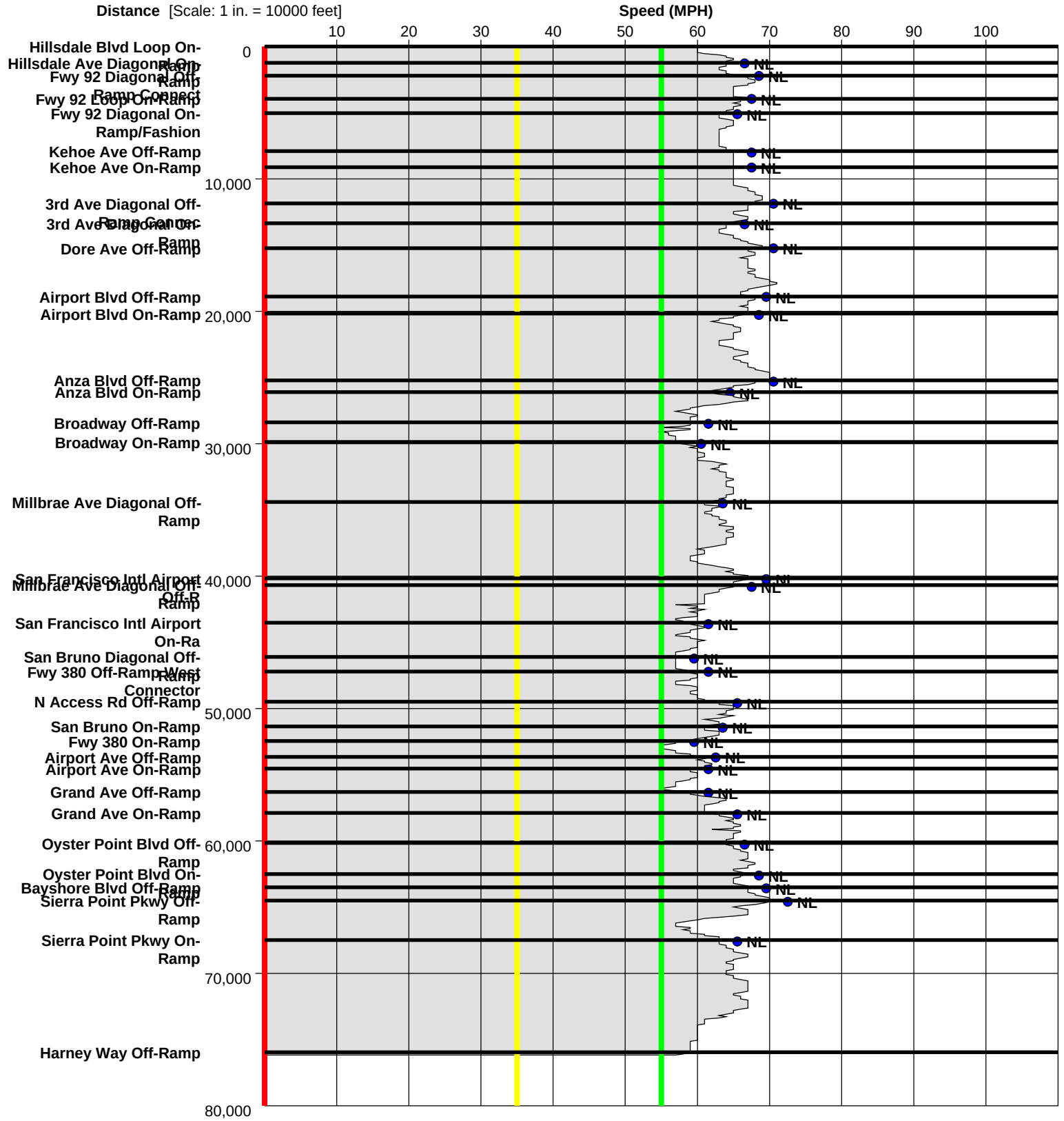
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **28**

Speed Profile

Run : US 101-NB-001 Start Time: 05:02 (This is an After Run)



NDS

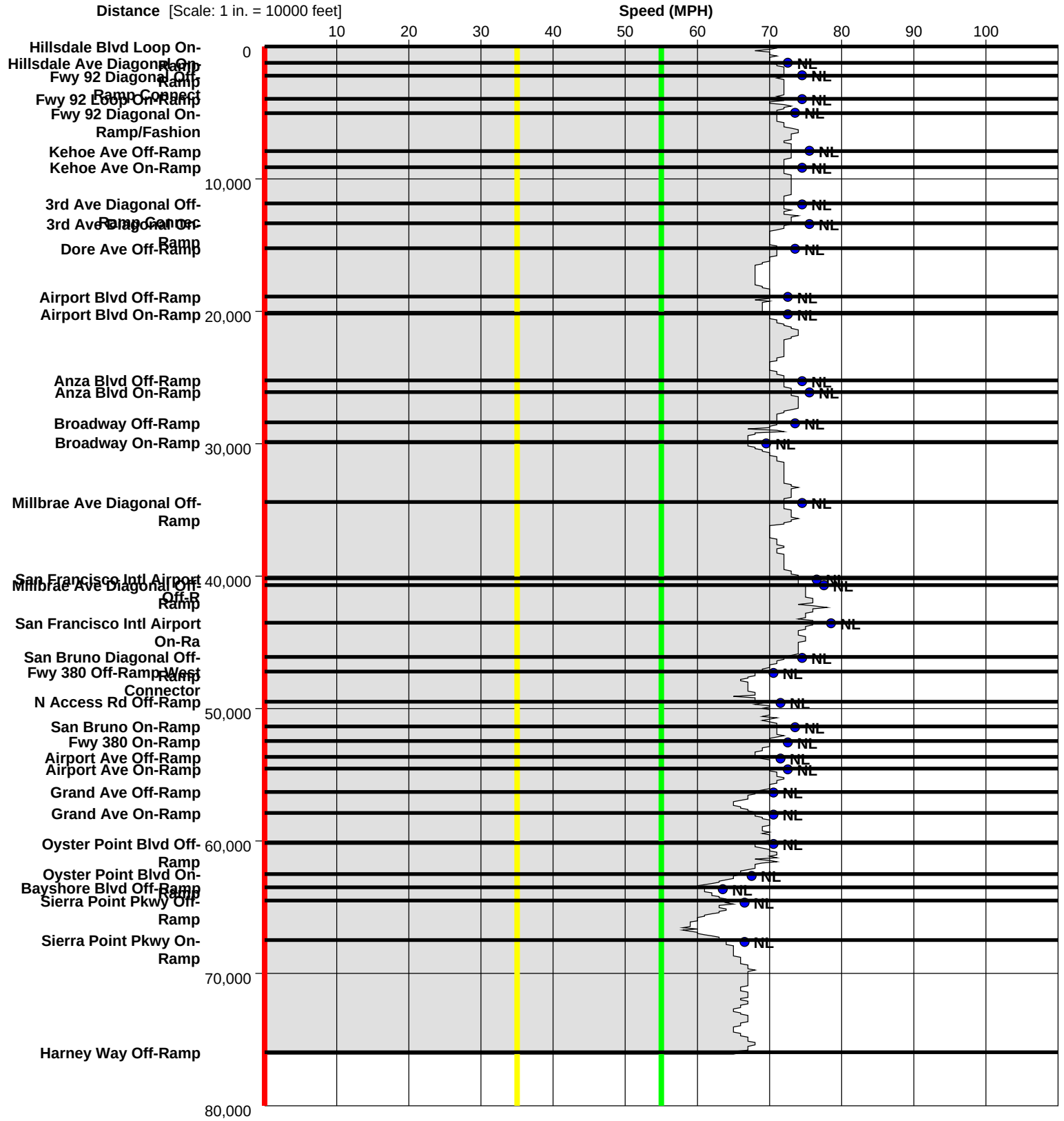
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **29**

Speed Profile

Run : US 101-NB-002 Start Time: 05:16 (This is an After Run)



NDS

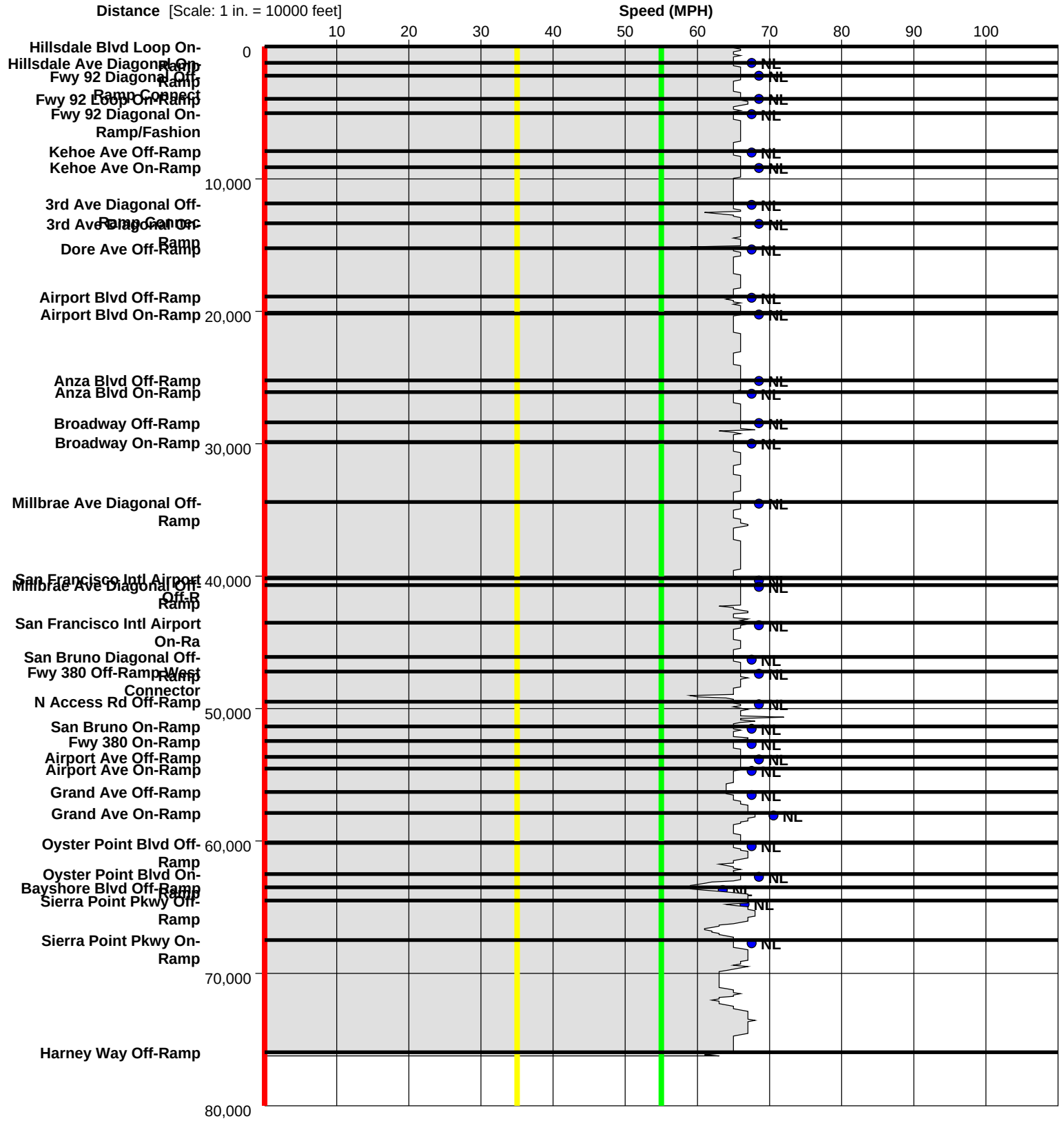
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **30**

Speed Profile

Run : US 101-NB-003 Start Time: 05:32 (This is an After Run)



NDS

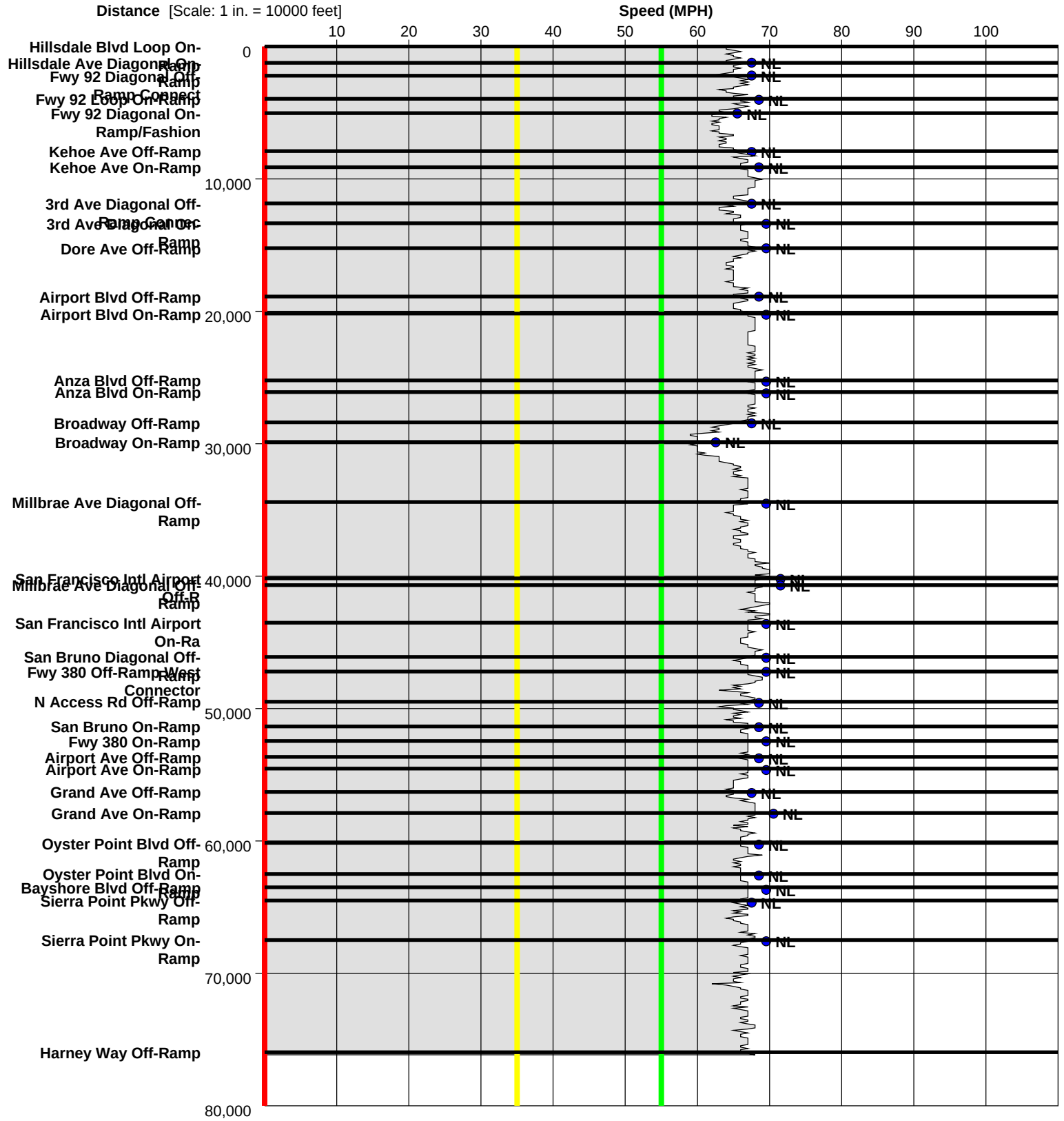
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **31**

Speed Profile

Run : US 101-NB-004 Start Time: 05:46 (This is an After Run)



NDS

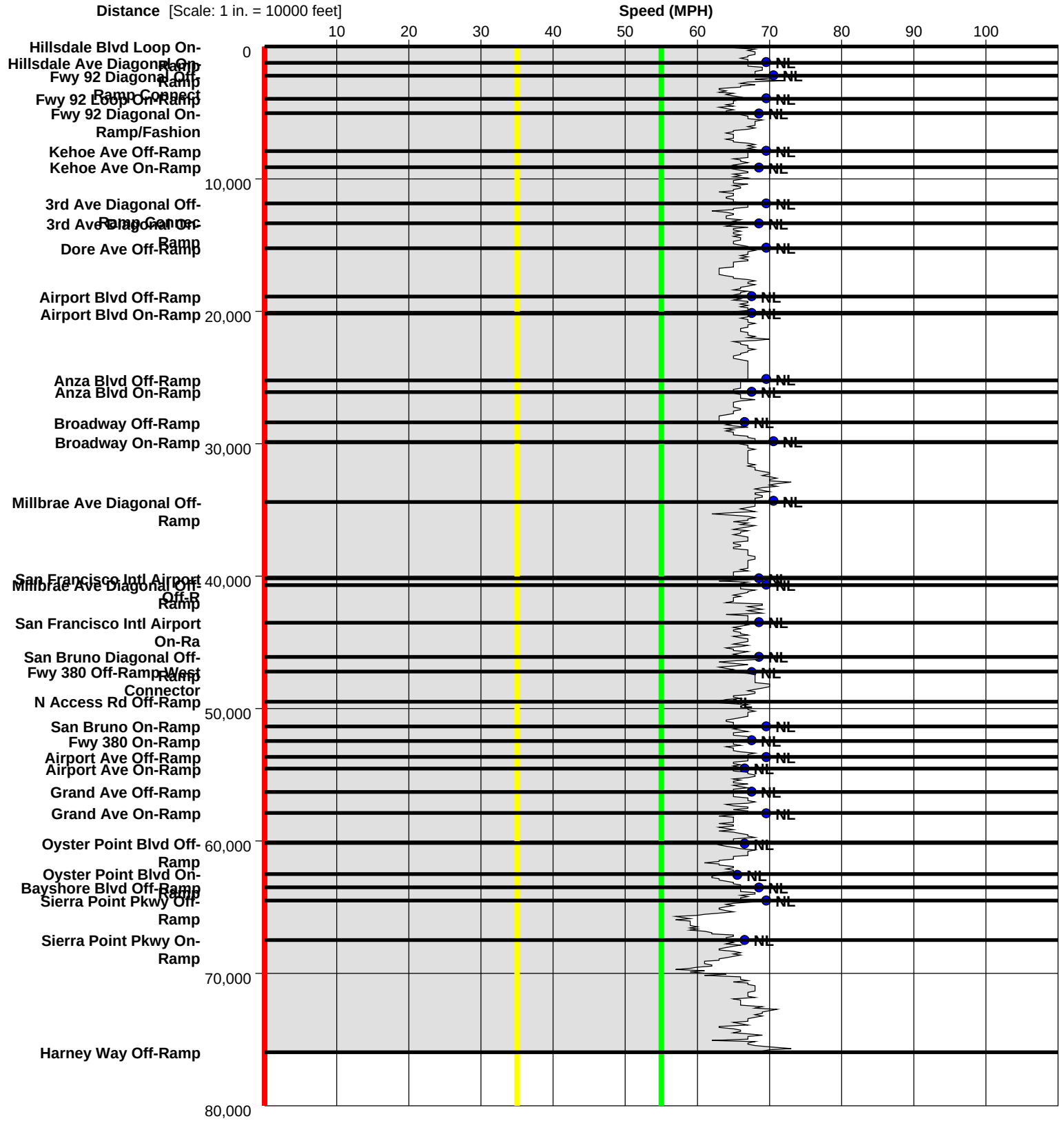
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **32**

Speed Profile

Run : US 101-NB-005 Start Time: 06:02 (This is an After Run)



NDS

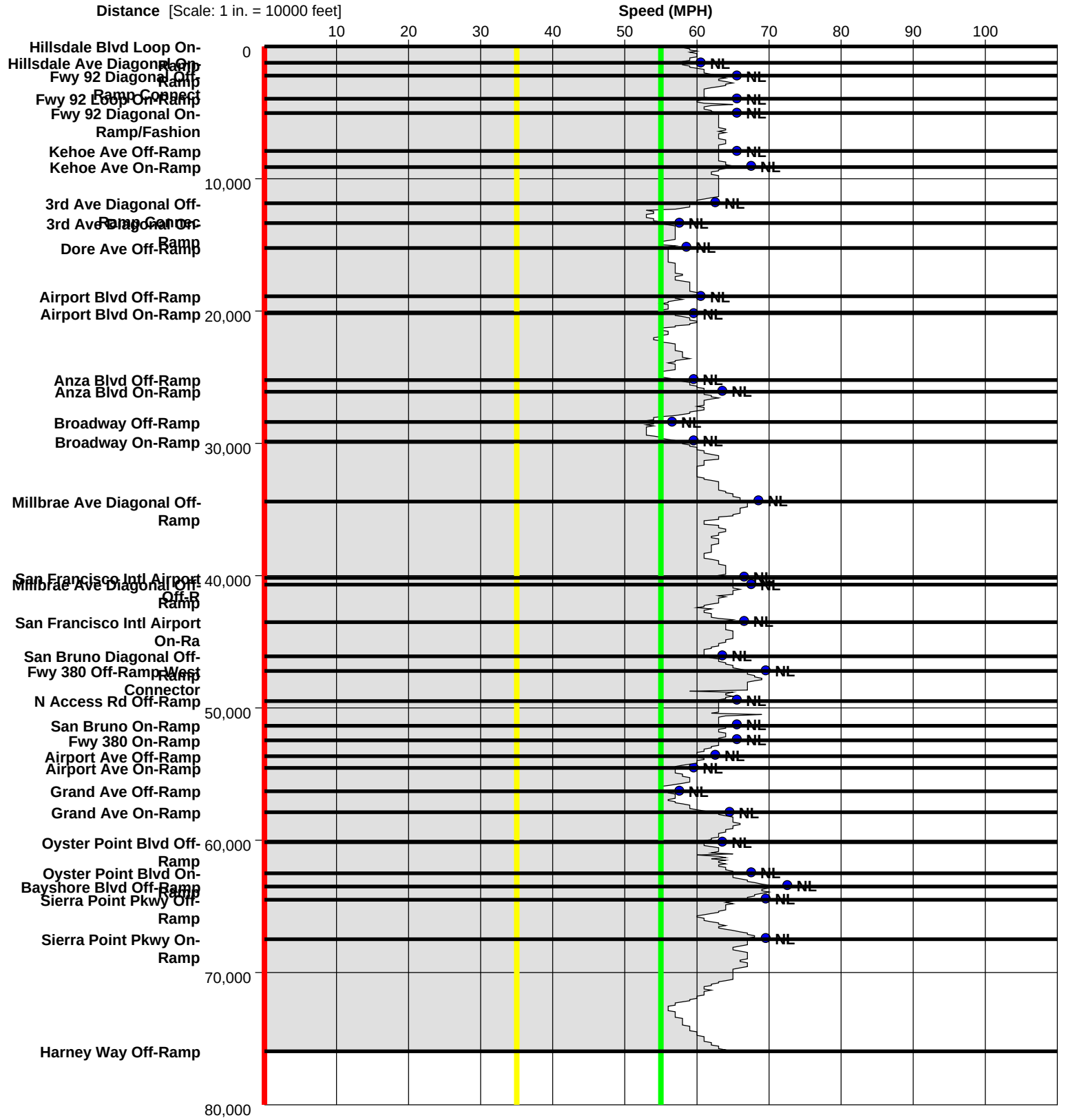
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **33**

Speed Profile

Run : US 101-NB-006 Start Time: 06:16 (This is an After Run)



NDS

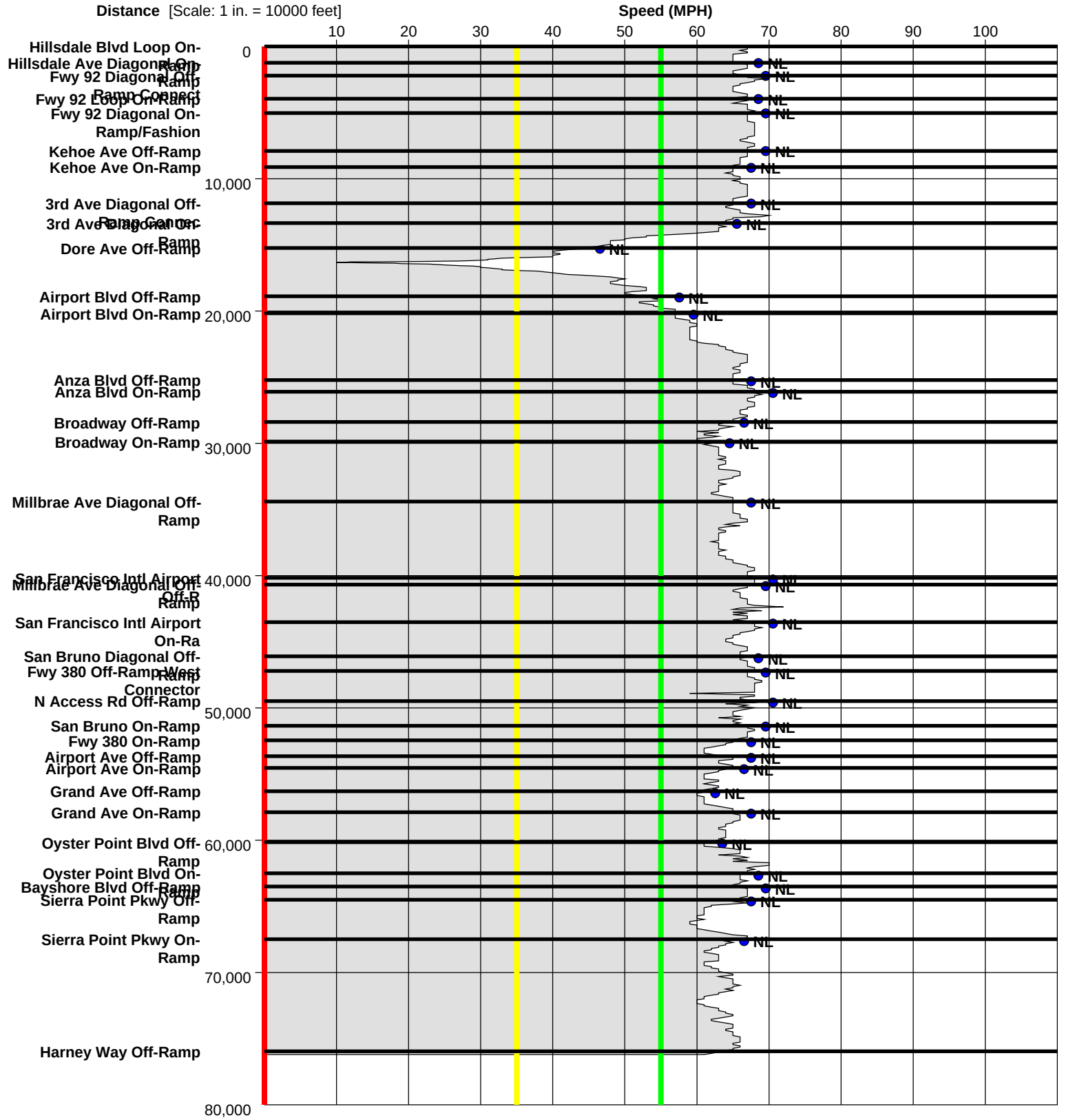
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **34**

Speed Profile

Run : US 101-NB-007 Start Time: 06:33 (This is an After Run)



NDS

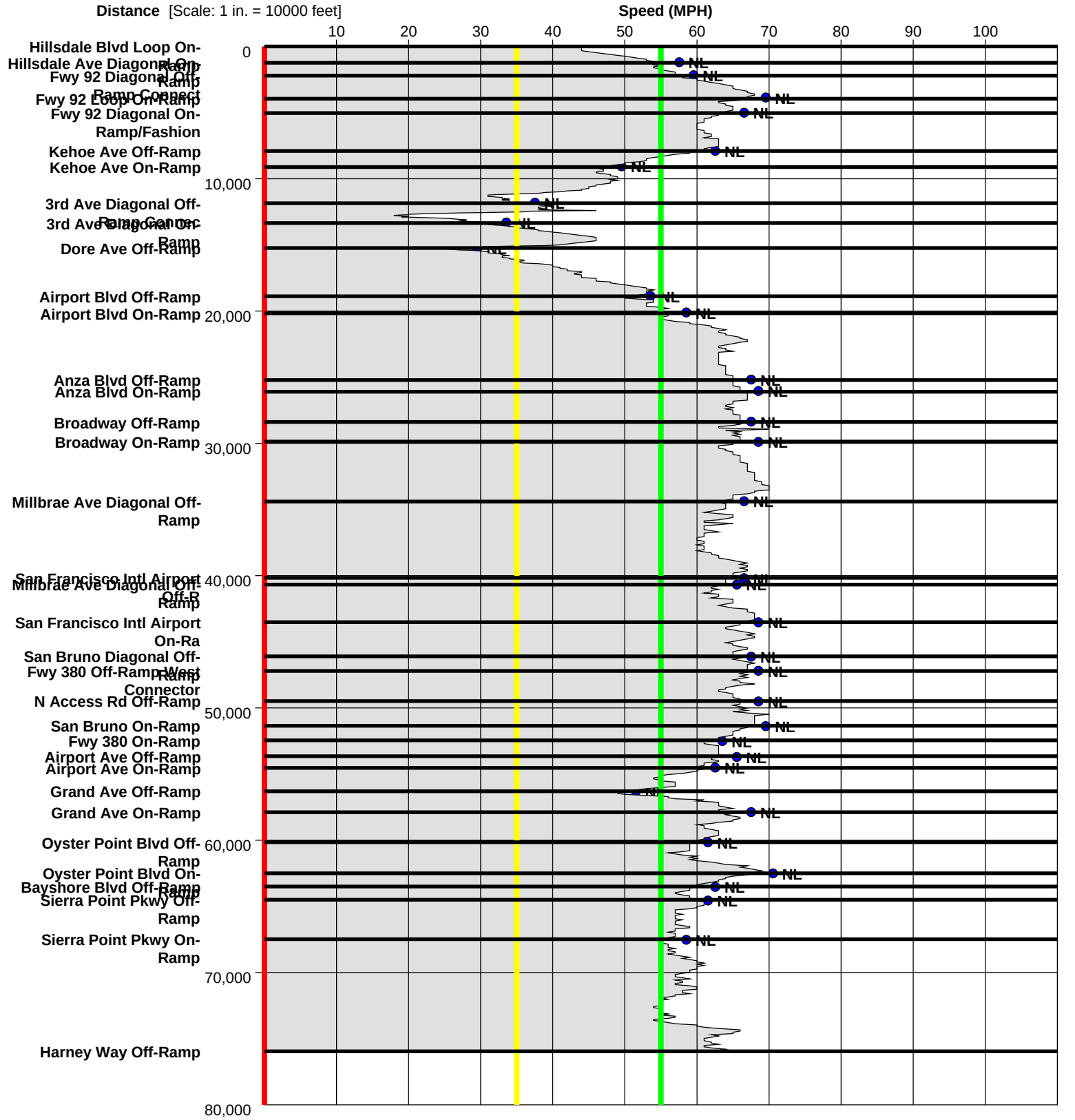
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **35**

Speed Profile

Run : US 101-NB-008 Start Time: 06:47 (This is an After Run)

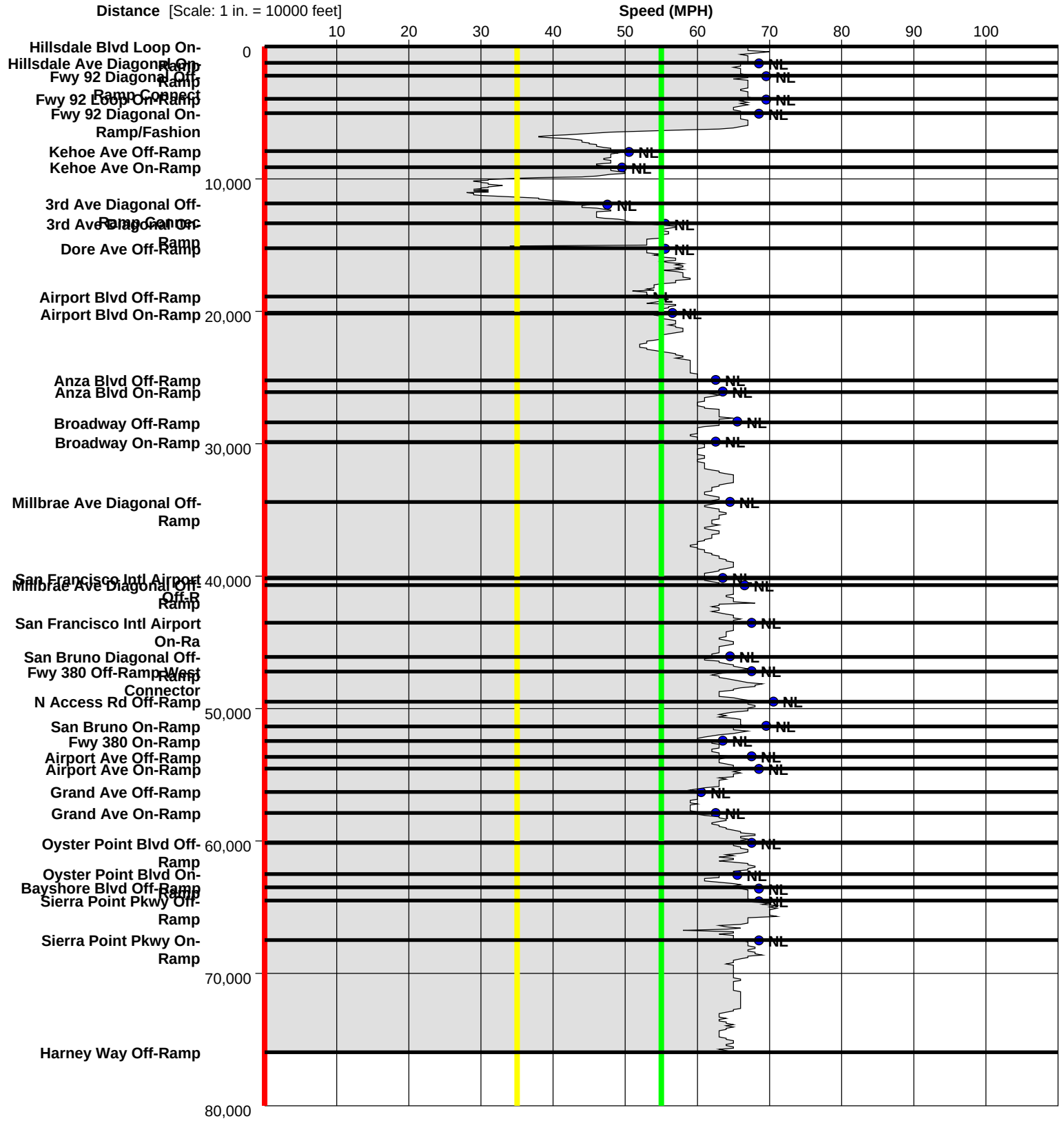


NDS
US 101
NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **36**

Speed Profile

Run : US 101-NB-009 Start Time: 07:01 (This is an After Run)



NDS

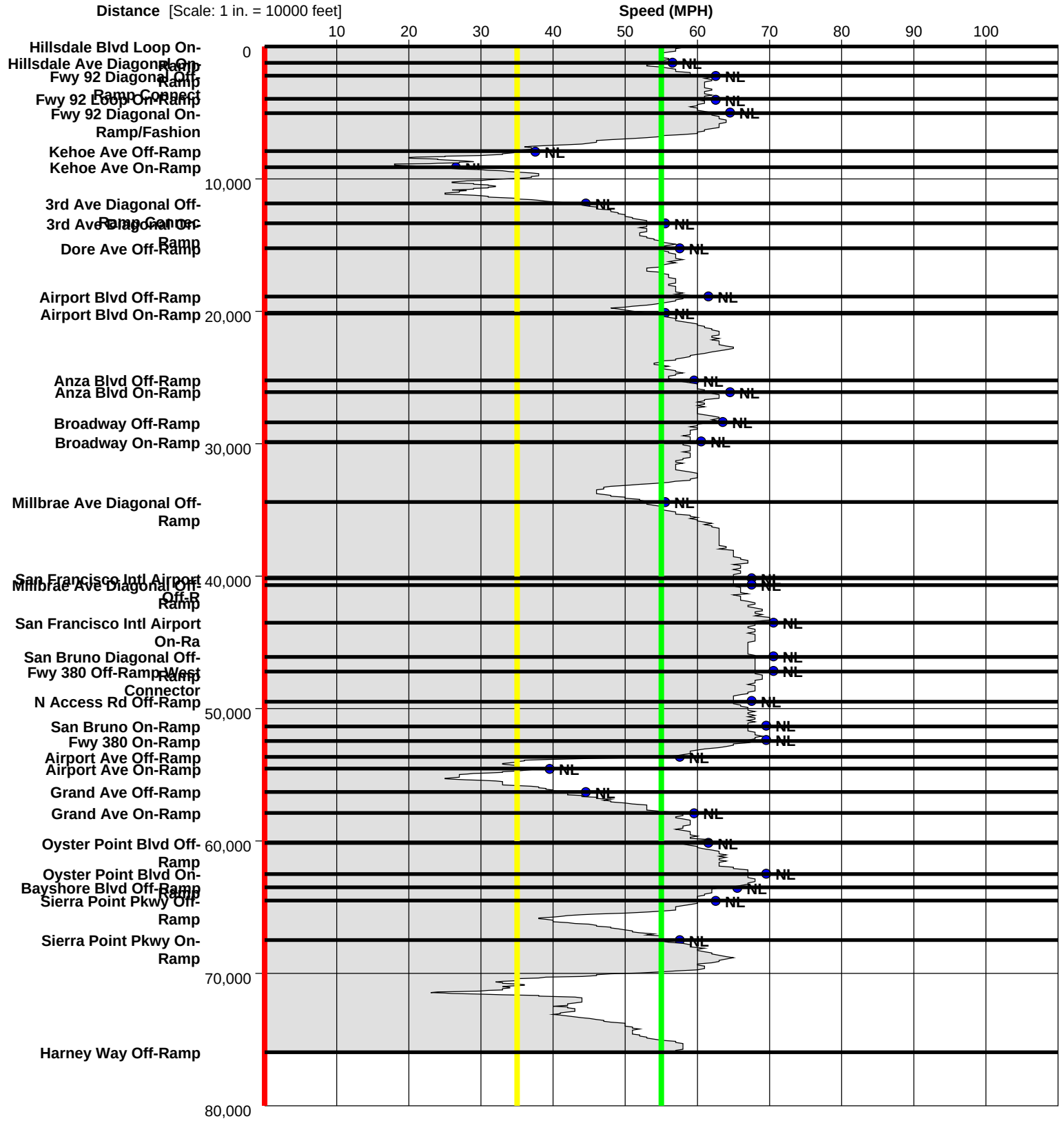
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **37**

Speed Profile

Run : US 101-NB-010 Start Time: 07:17 (This is an After Run)



NDS

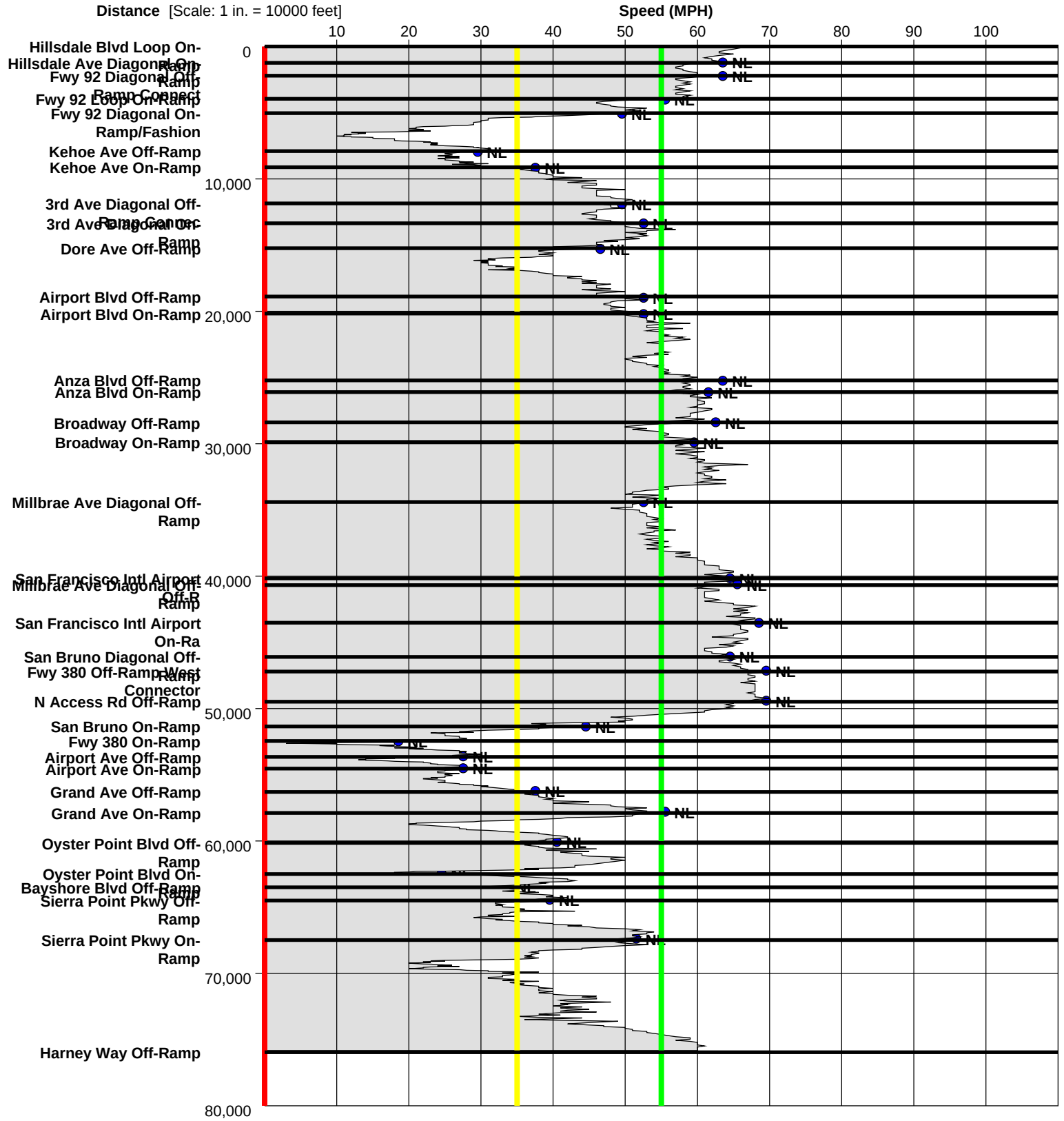
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **38**

Speed Profile

Run : US 101-NB-011 Start Time: 07:33 (This is an After Run)



NDS

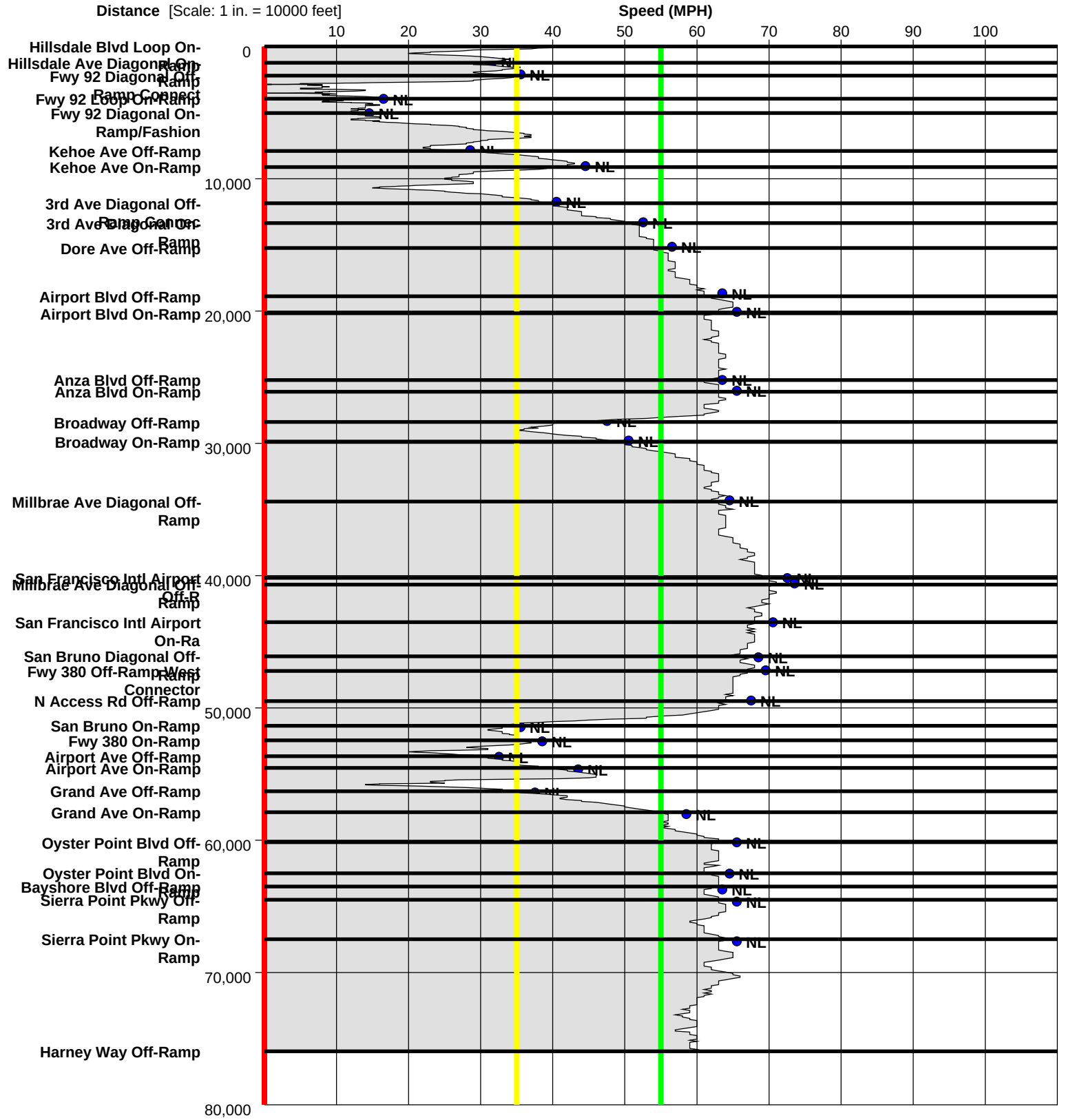
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **39**

Speed Profile

Run : US 101-NB-012 Start Time: 07:47 (This is an After Run)



NDS

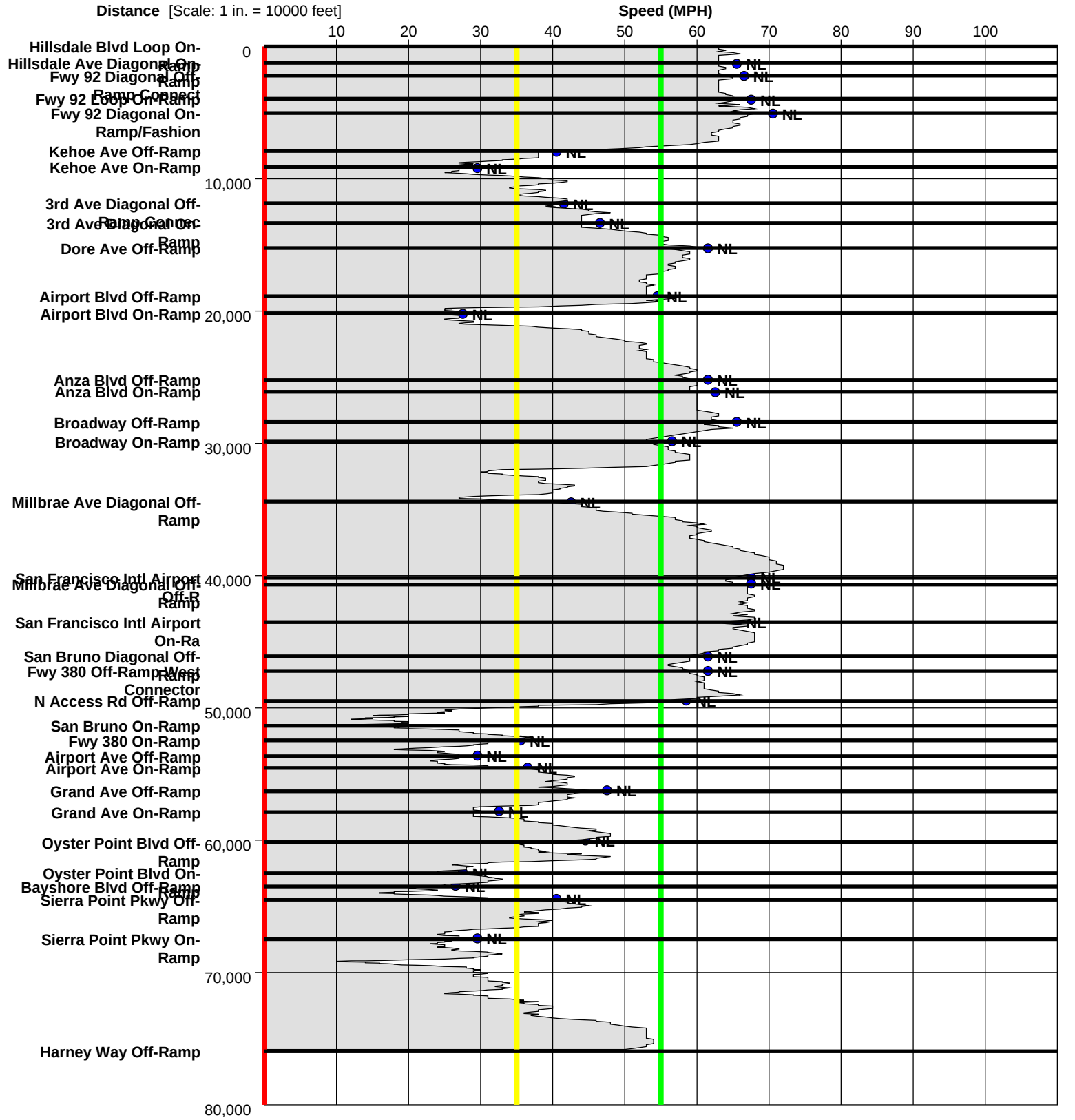
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **40**

Speed Profile

Run : US 101-NB-013 Start Time: 08:03 (This is an After Run)



NDS

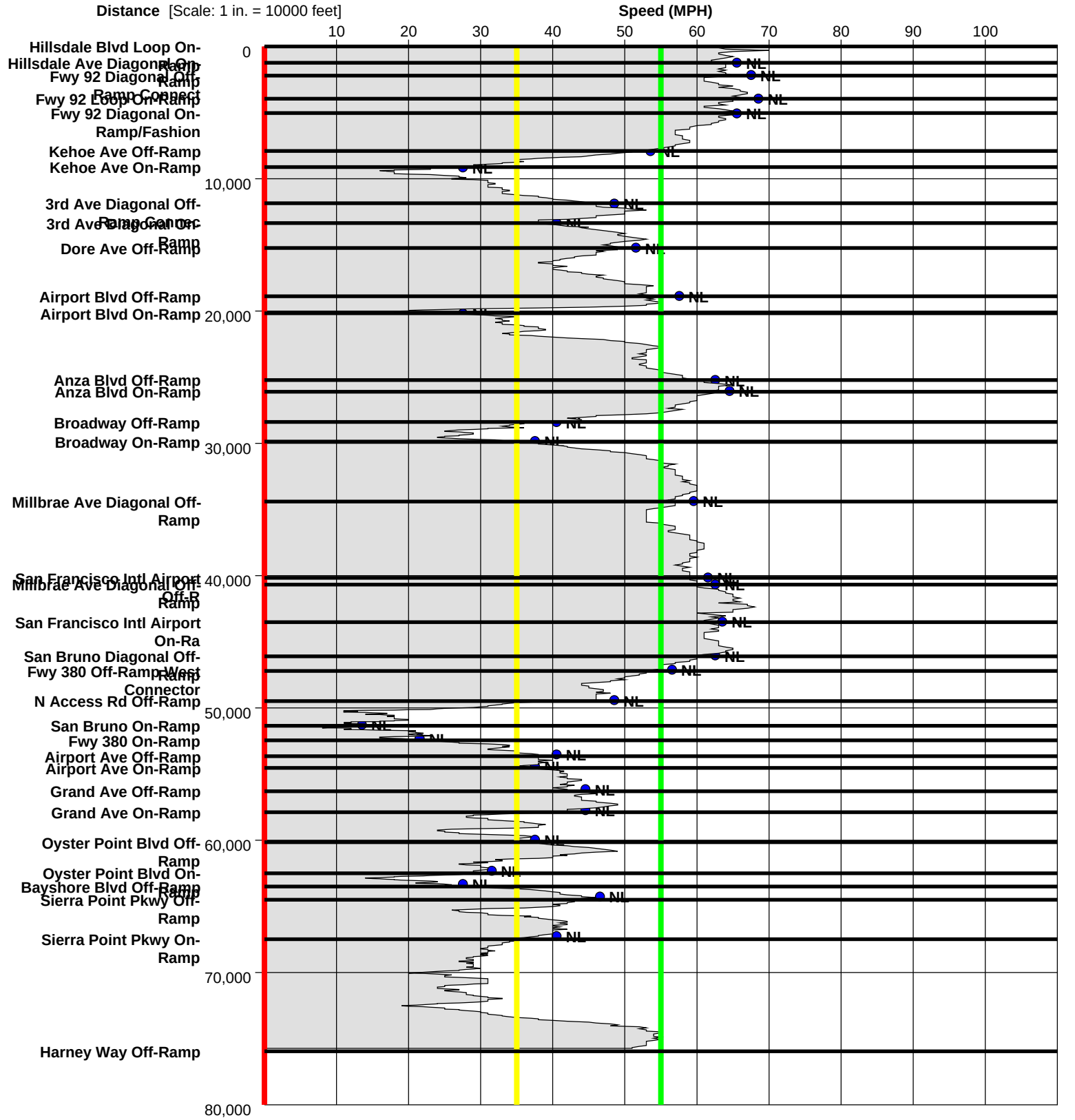
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **41**

Speed Profile

Run : US 101-NB-014 Start Time: 08:16 (This is an After Run)



NDS

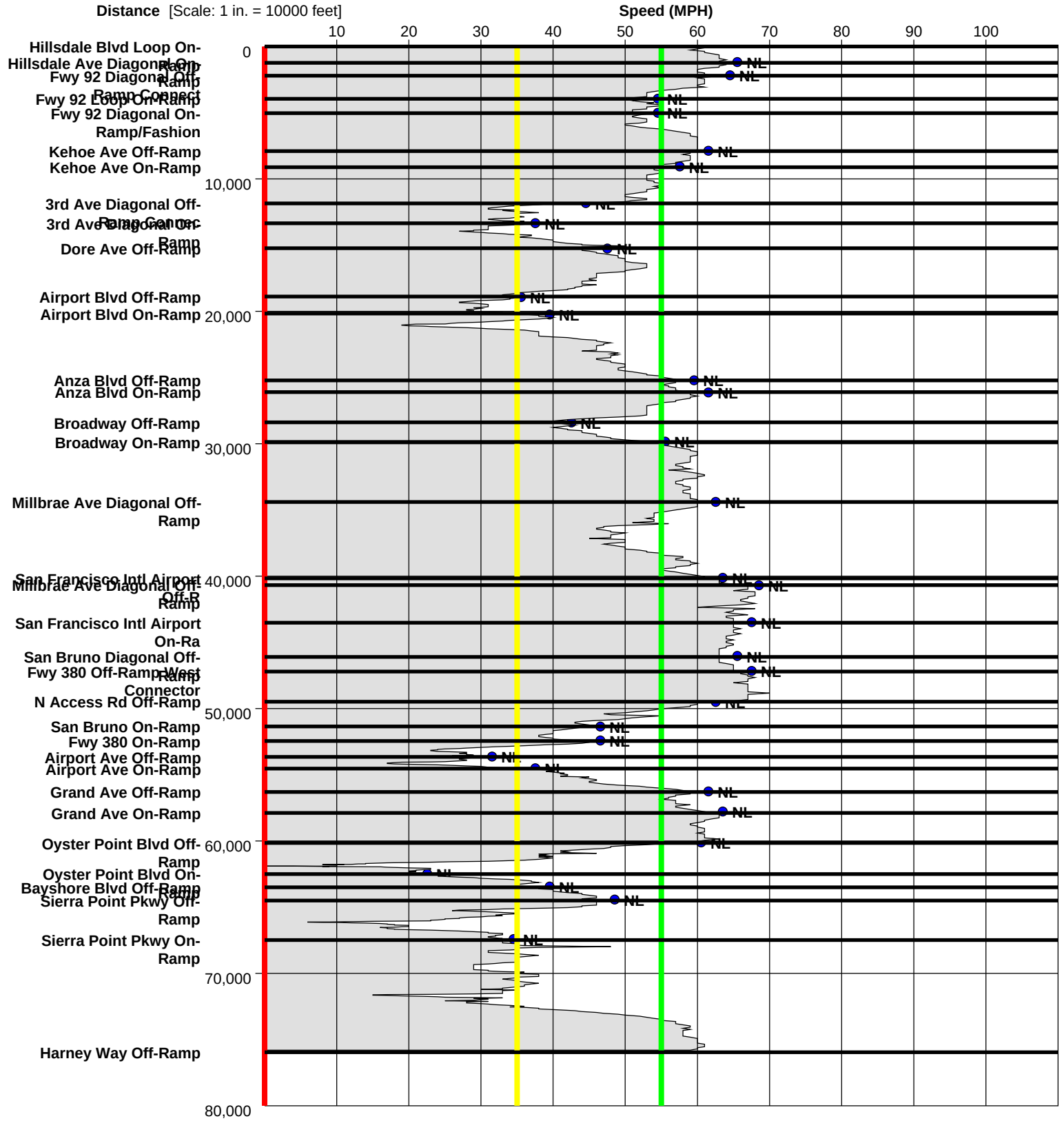
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **42**

Speed Profile

Run : US 101-NB-015 Start Time: 08:32 (This is an After Run)



NDS

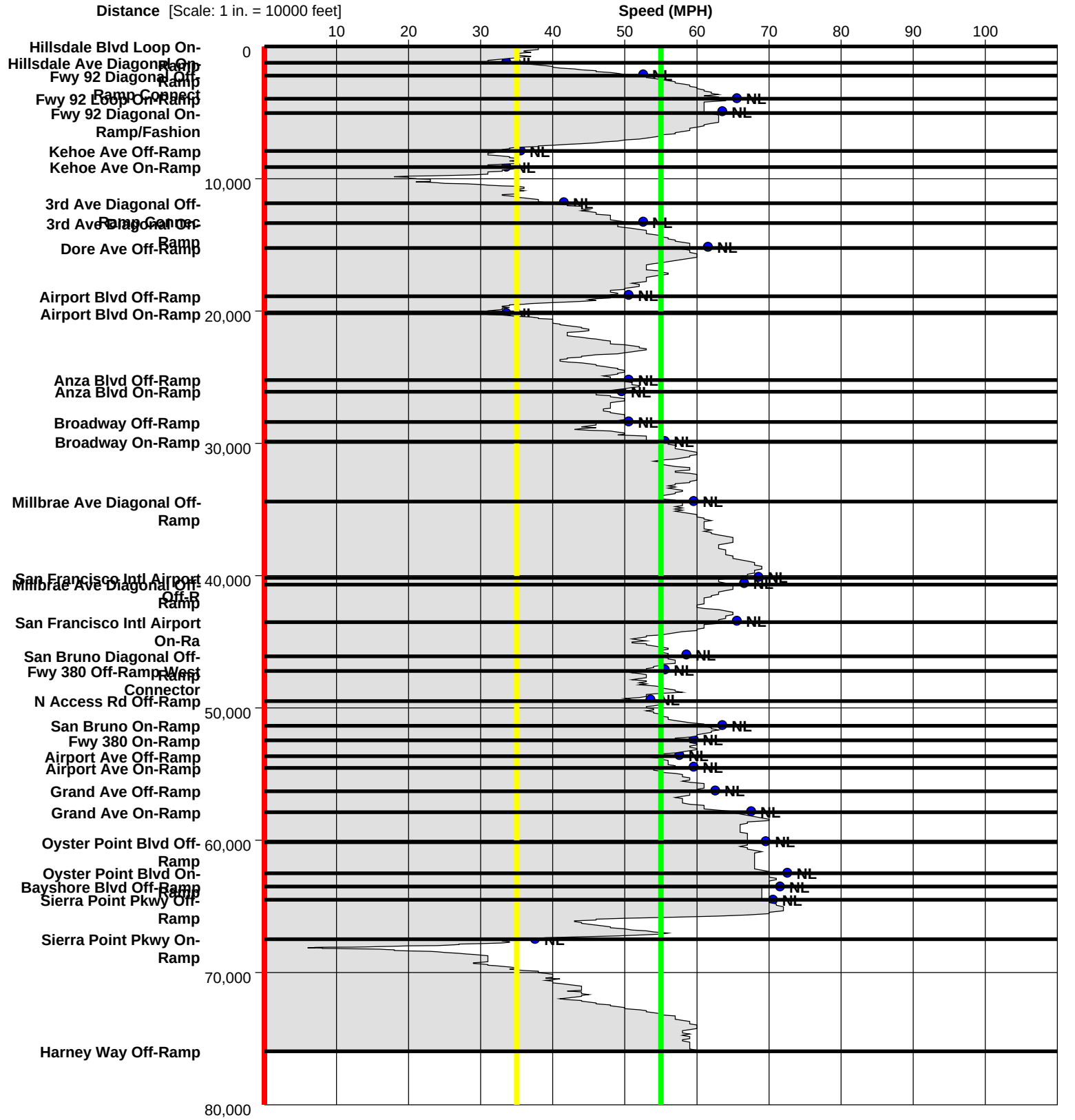
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **43**

Speed Profile

Run : US 101-NB-016 Start Time: 08:48 (This is an After Run)



NDS

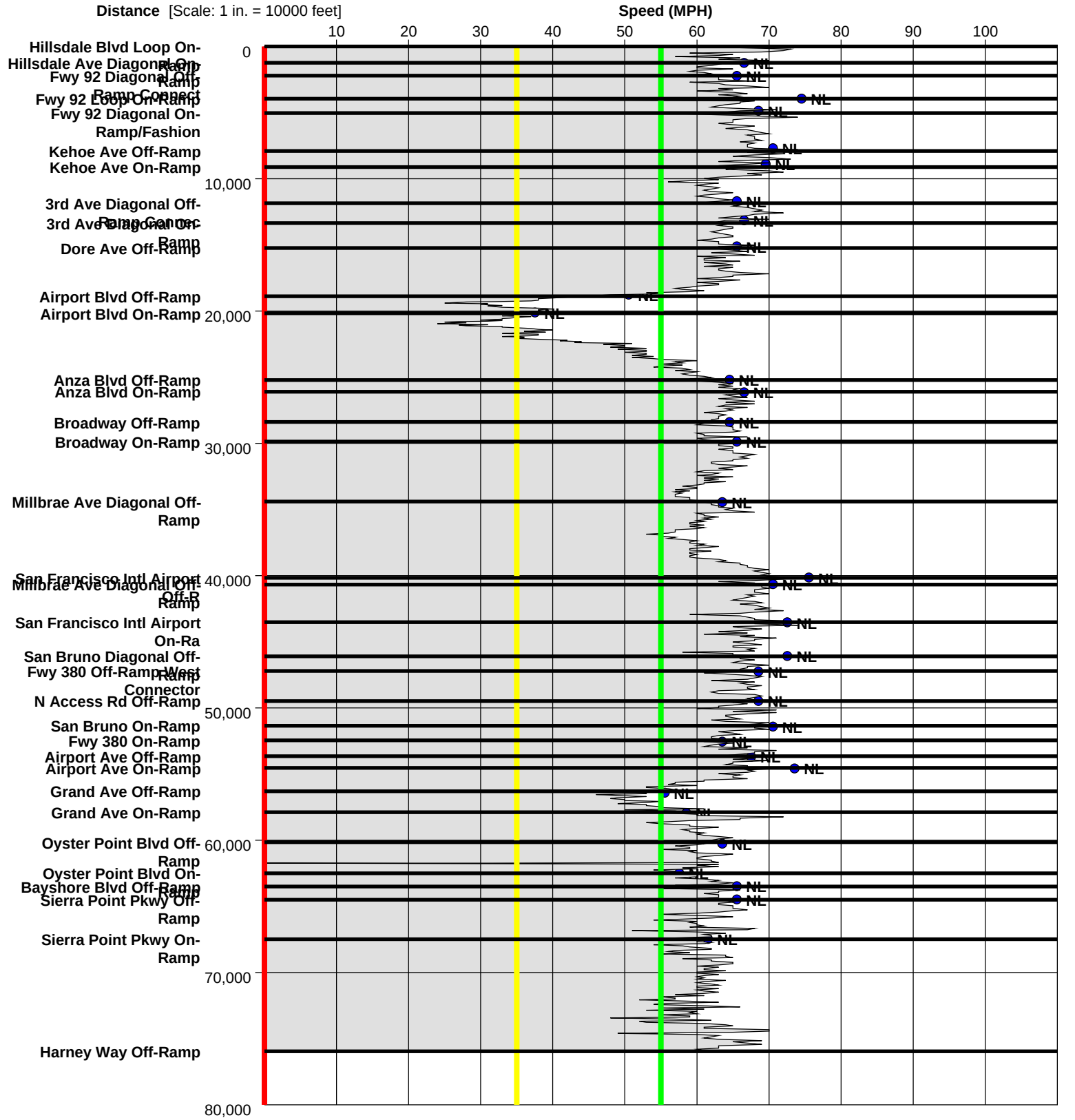
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **44**

Speed Profile

Run : US 101-NB-017 Start Time: 09:02 (This is an After Run)



NDS

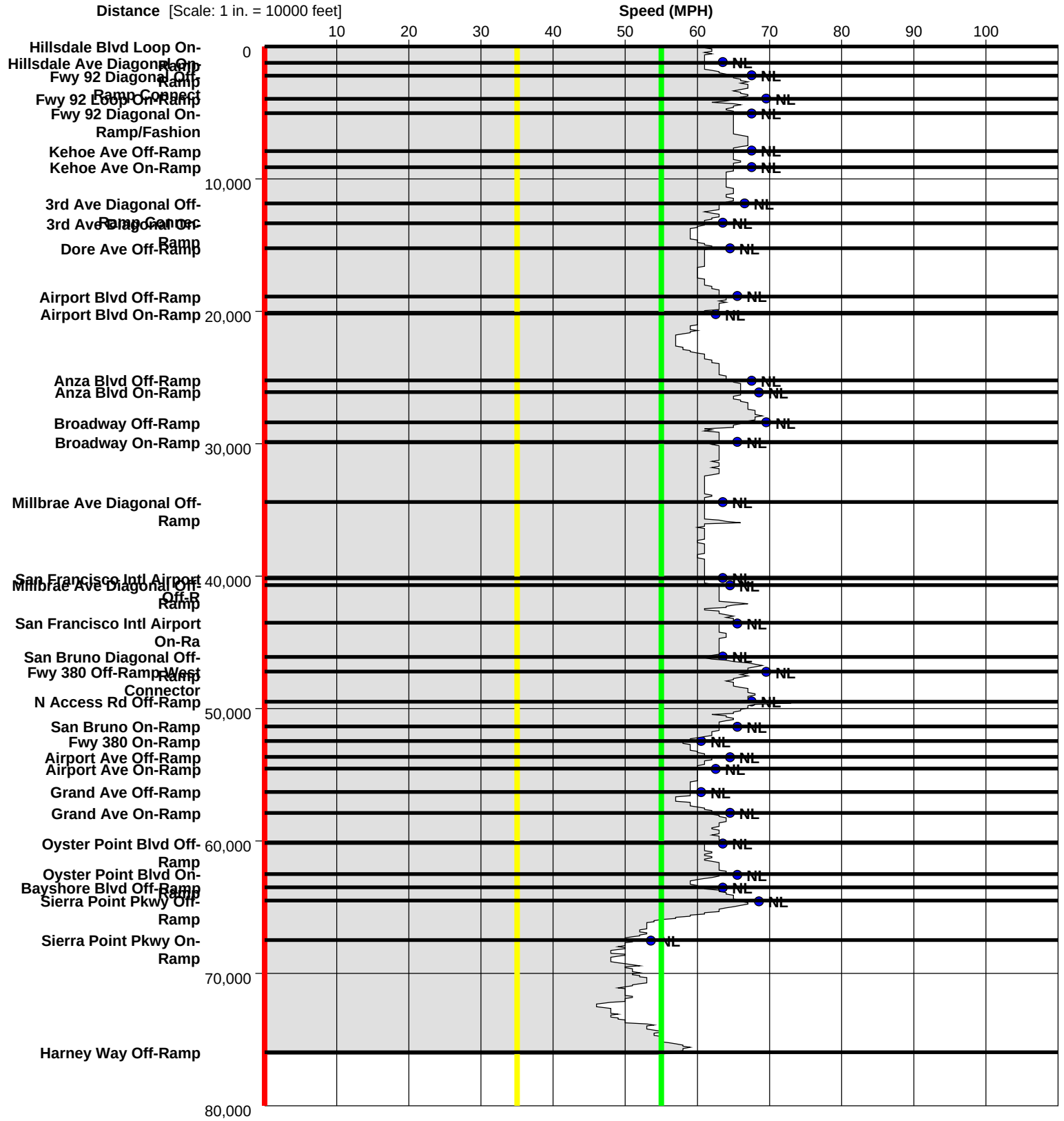
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **45**

Speed Profile

Run : US 101-NB-018 Start Time: 09:16 (This is an After Run)



NDS

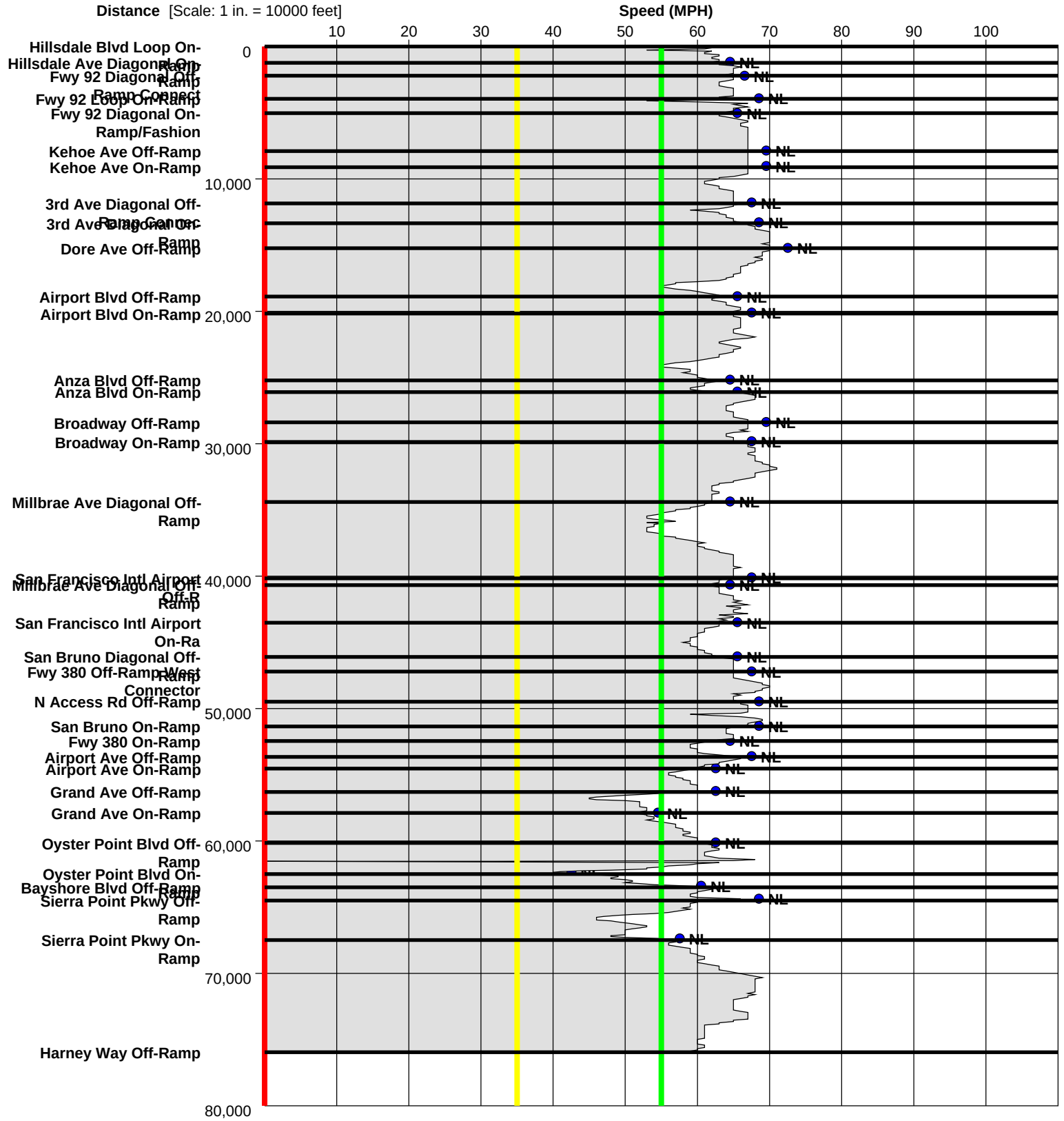
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **46**

Speed Profile

Run : US 101-NB-019 Start Time: 09:32 (This is an After Run)



NDS

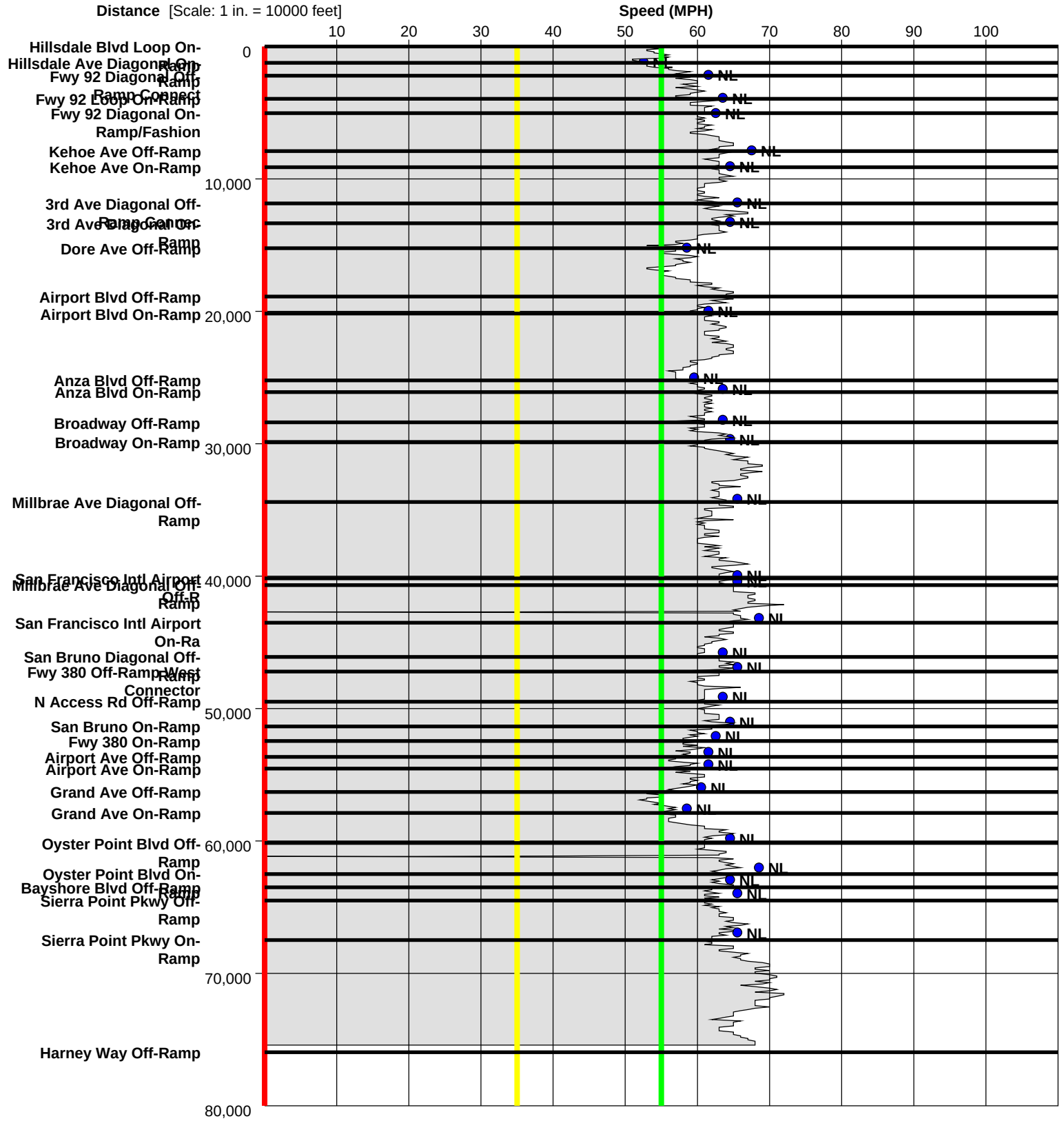
US 101

NB AM

Study Name : **US 101 NB AM**
Study Date : **9/29/2015**
Page No. : **47**

Speed Profile

Run : US 101-NB-020 Start Time: 09:47 (This is an After Run)

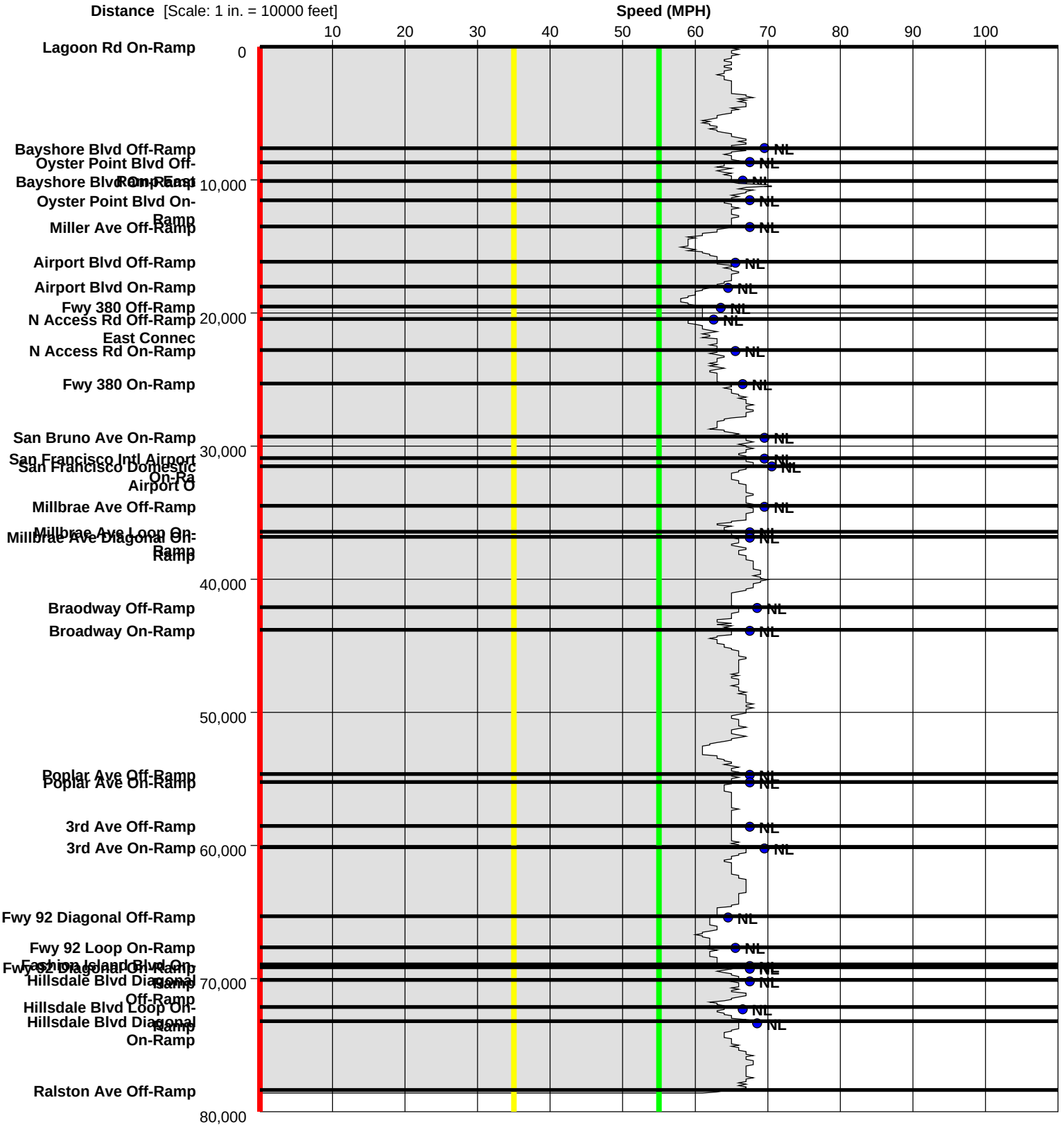


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **28**

Speed Profile

Run : US 101-SB-001 Start Time: 05:01 (This is an After Run)



NDS

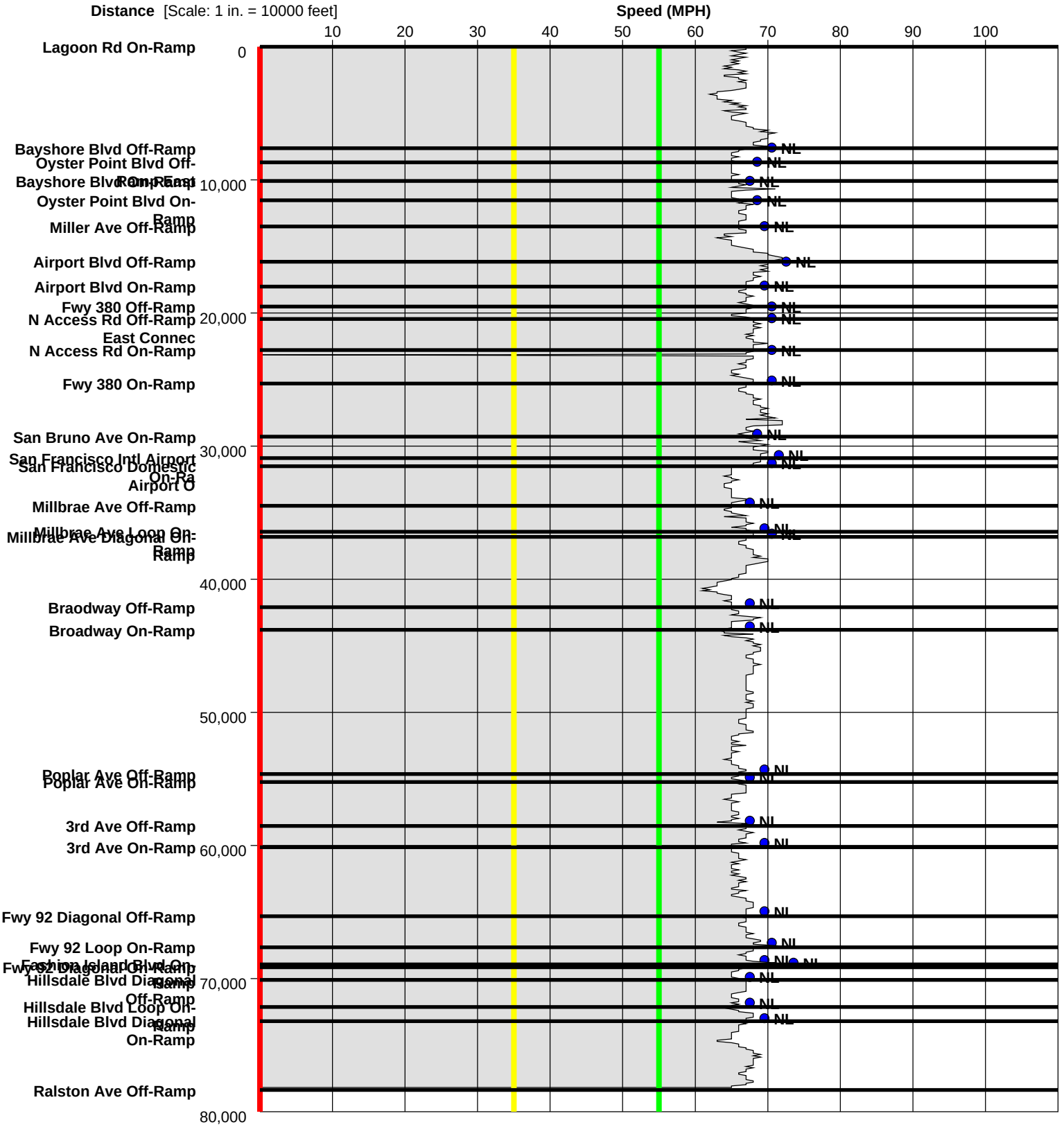
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **29**

Speed Profile

Run : US 101-SB-002 Start Time: 05:17 (This is an After Run)

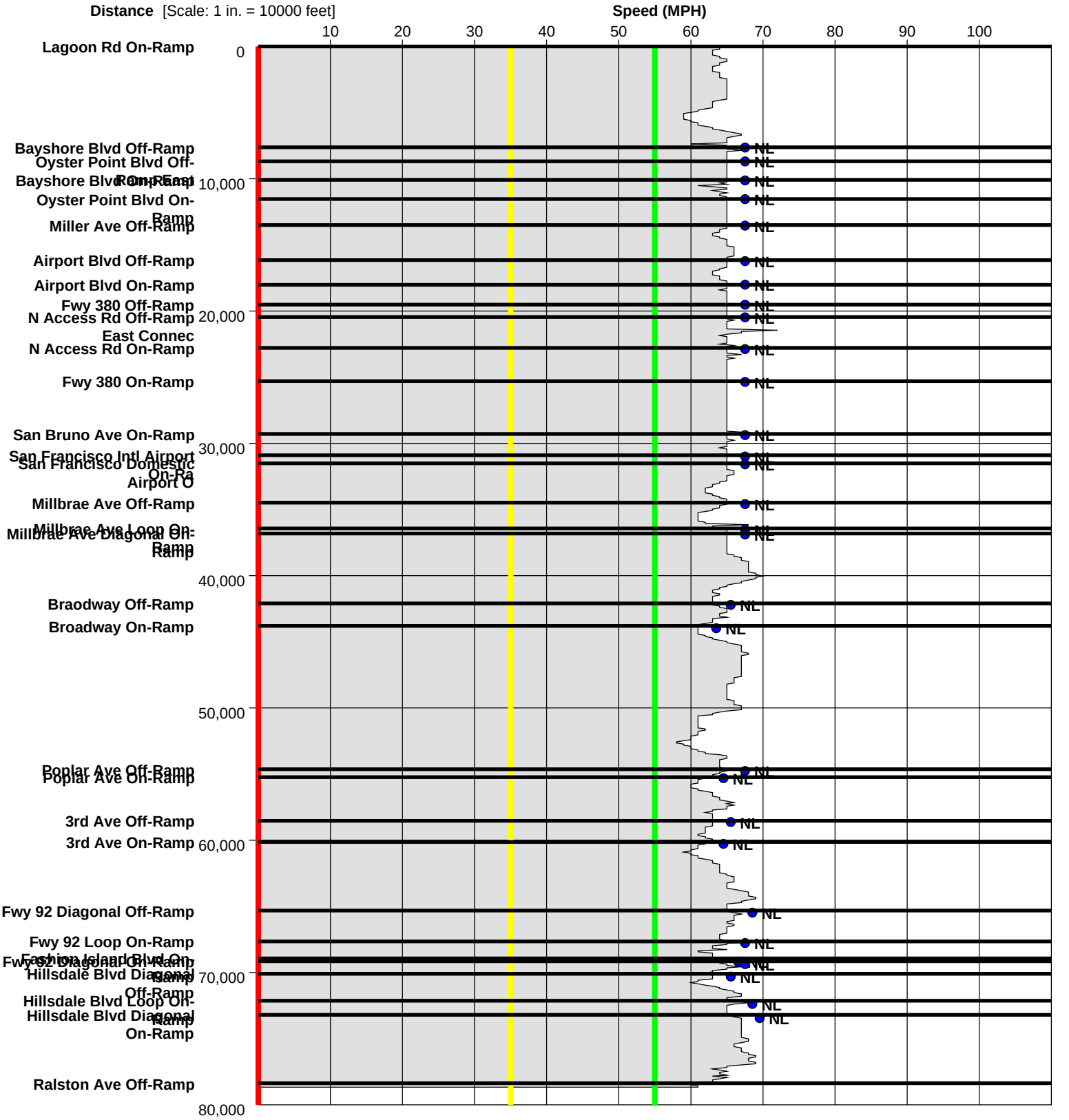


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **30**

Speed Profile

Run : US 101-SB-003 Start Time: 05:31 (This is an After Run)

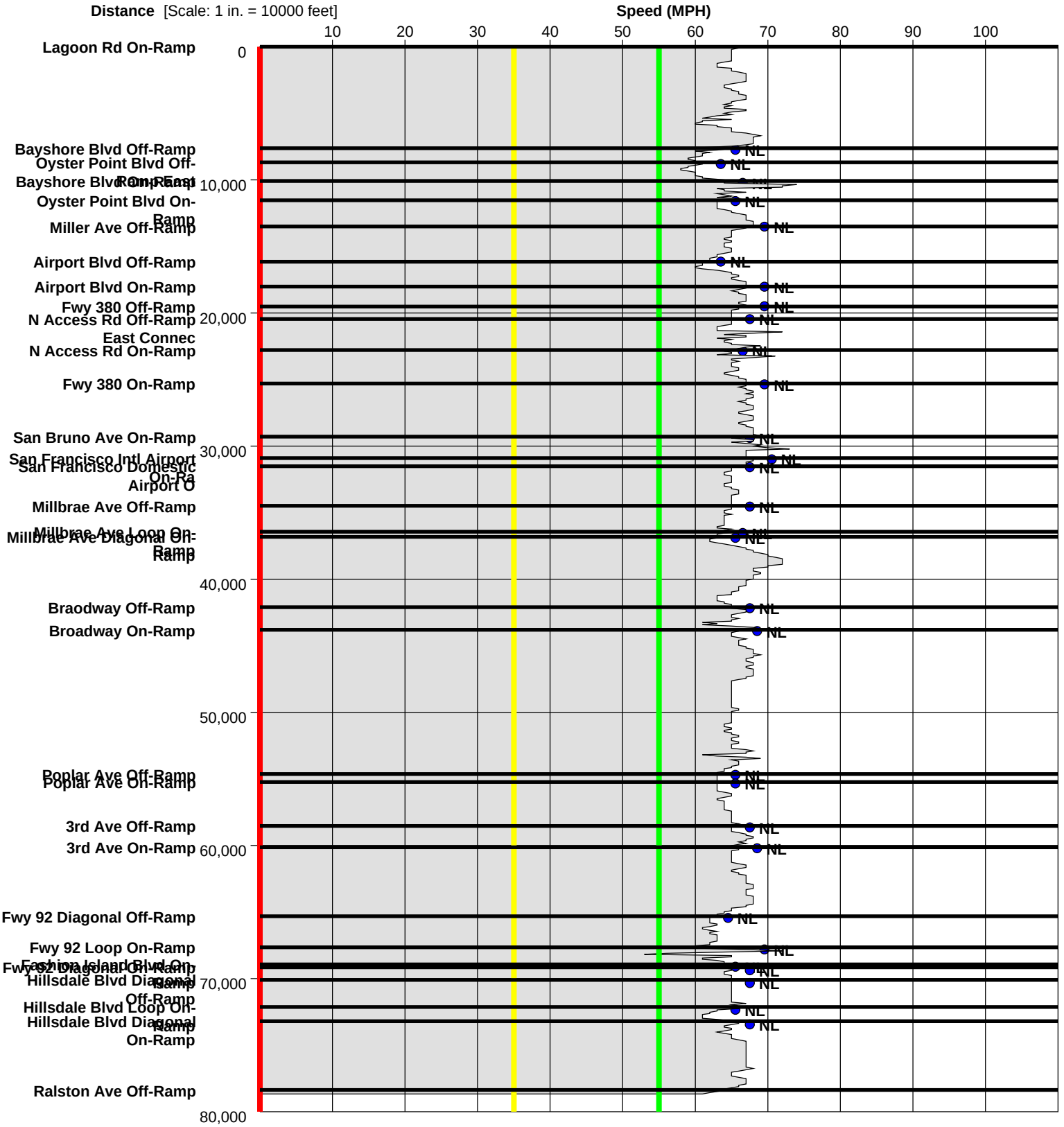


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **31**

Speed Profile

Run : US 101-SB-004 Start Time: 05:46 (This is an After Run)

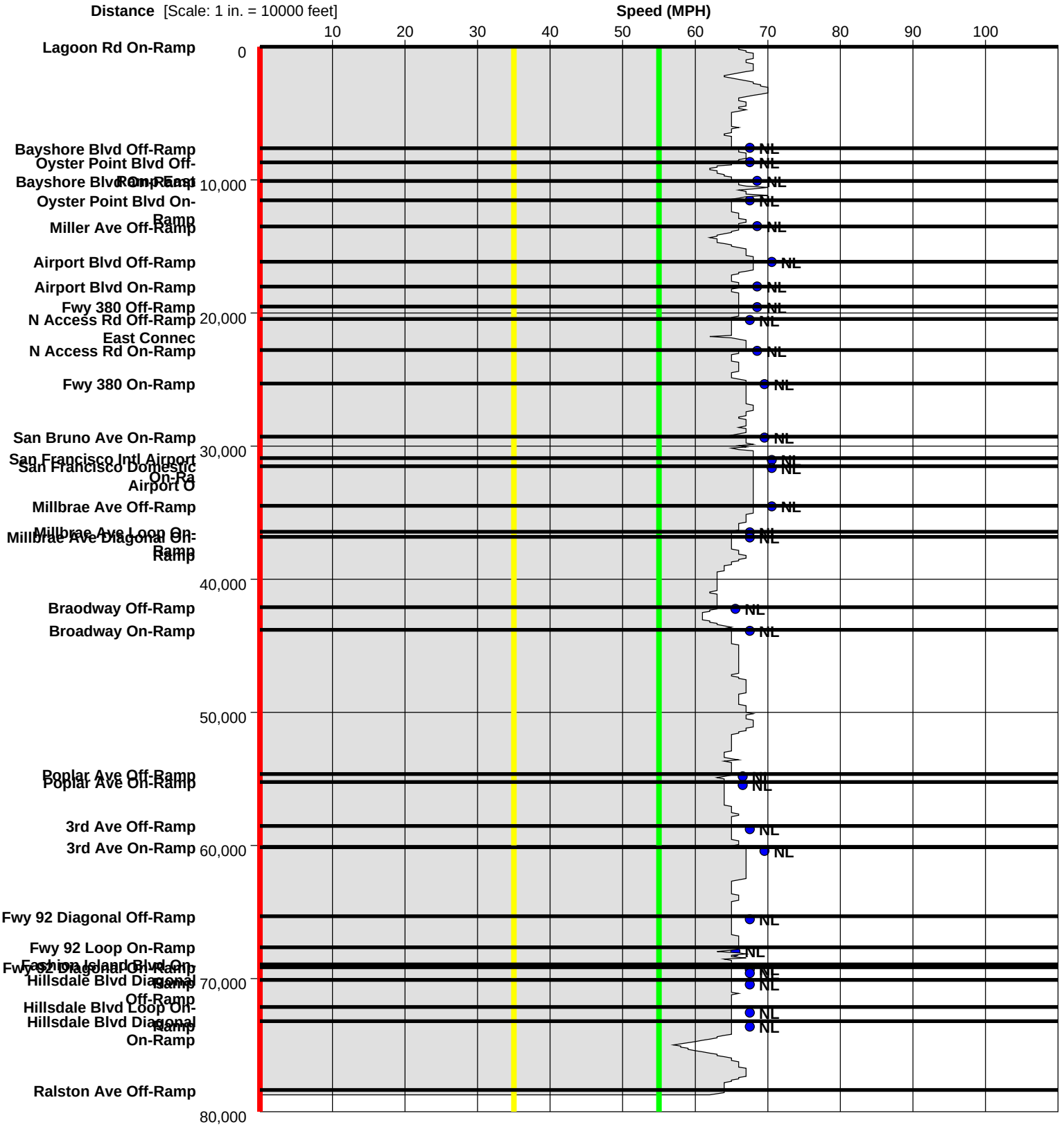


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **32**

Speed Profile

Run : US 101-SB-005 Start Time: 06:01 (This is an After Run)



NDS

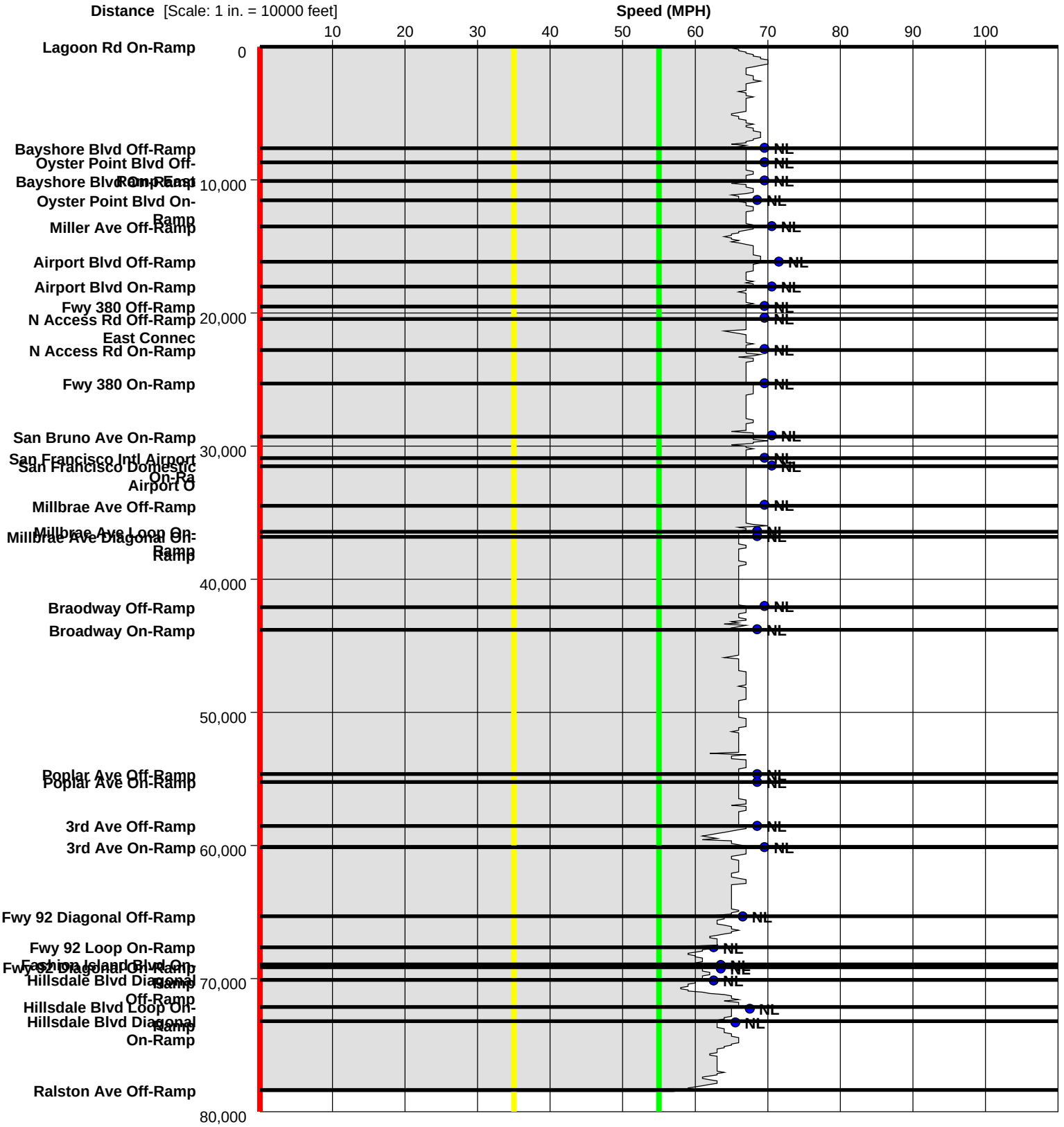
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **33**

Speed Profile

Run : US 101-SB-006 Start Time: 06:16 (This is an After Run)



NDS

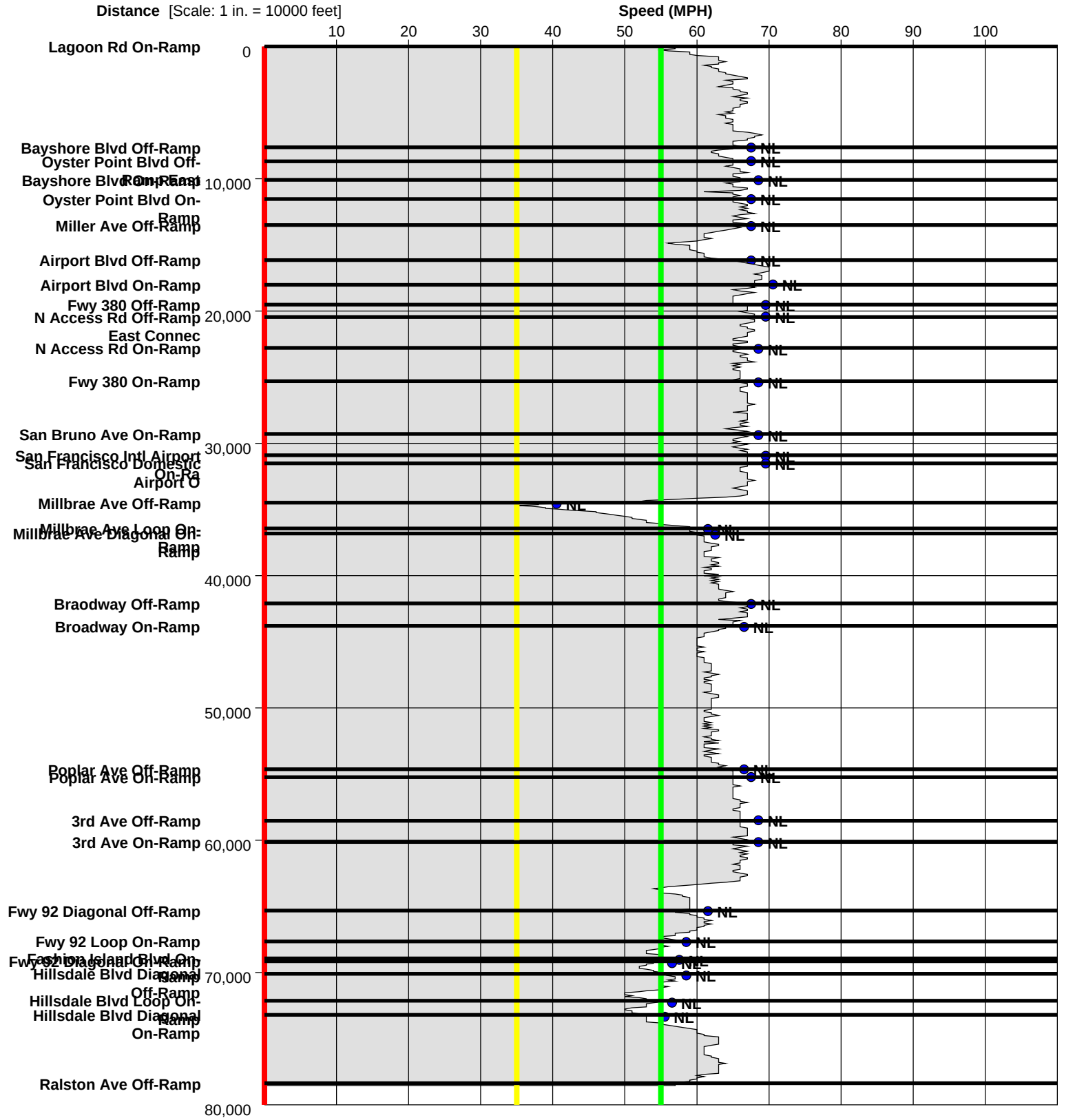
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **34**

Speed Profile

Run : US 101-SB-007 Start Time: 06:31 (This is an After Run)



NDS

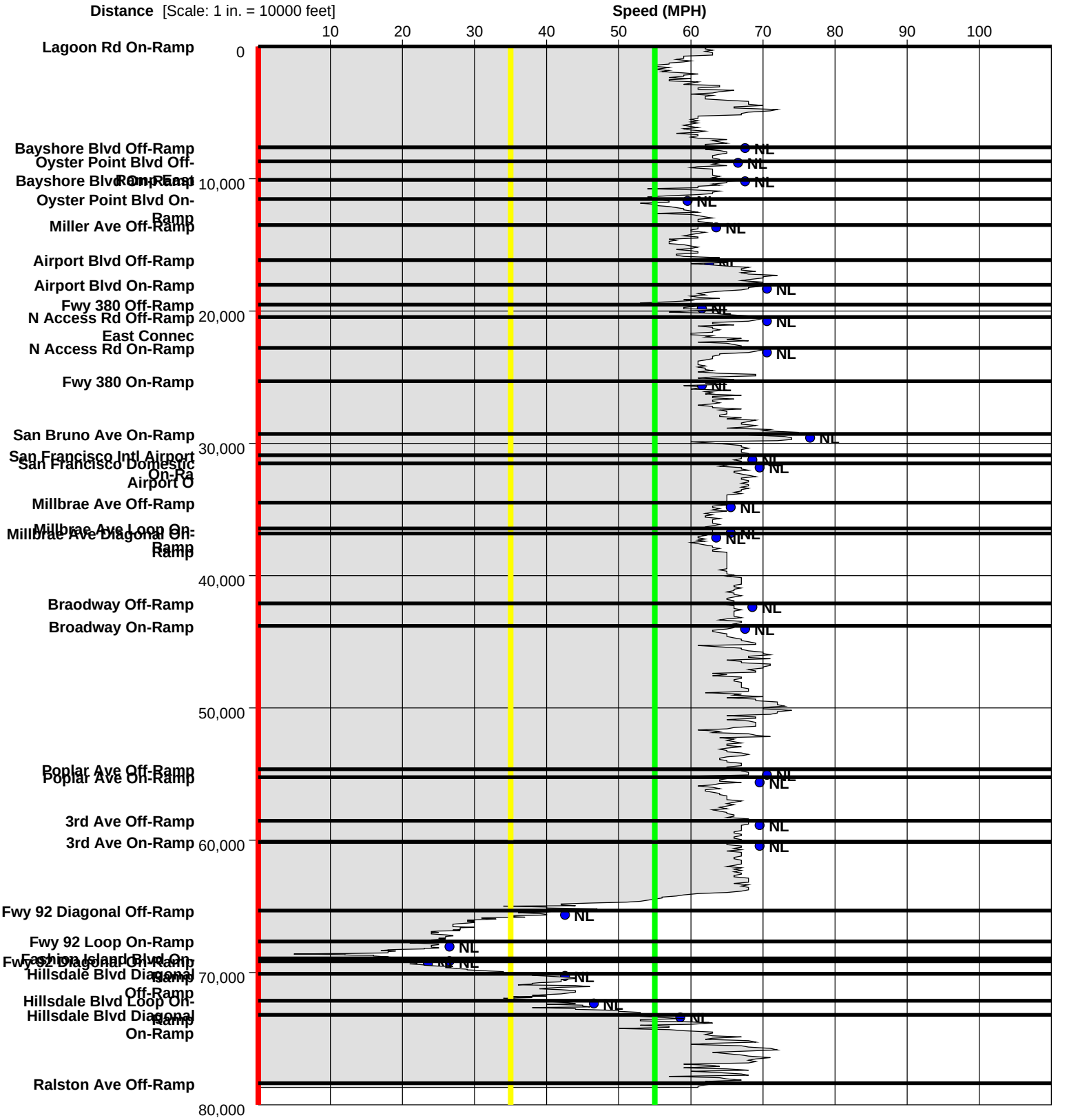
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **35**

Speed Profile

Run : US 101-SB-008 Start Time: 06:47 (This is an After Run)

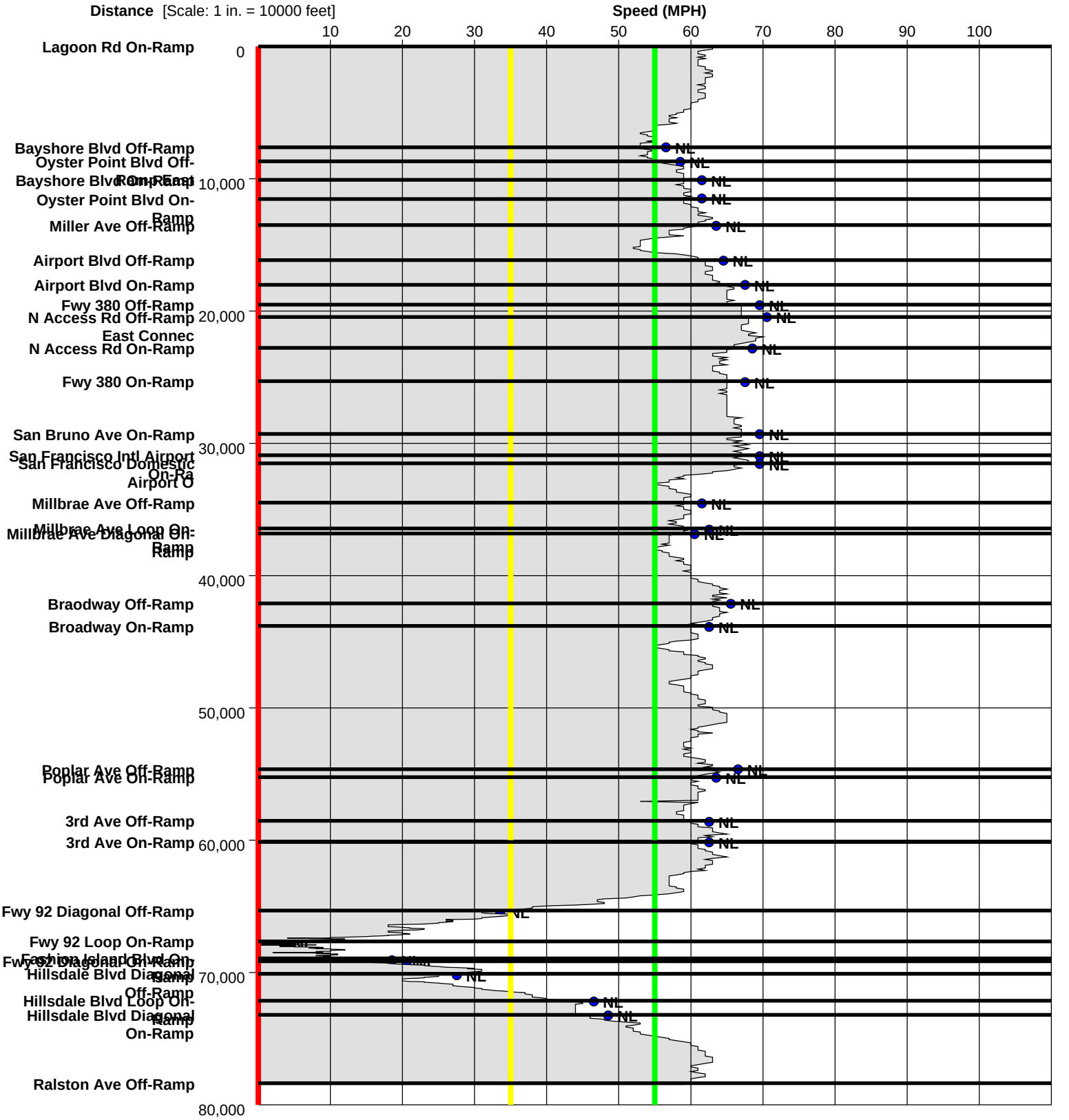


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **36**

Speed Profile

Run : US 101-SB-009 Start Time: 07:00 (This is an After Run)



NDS

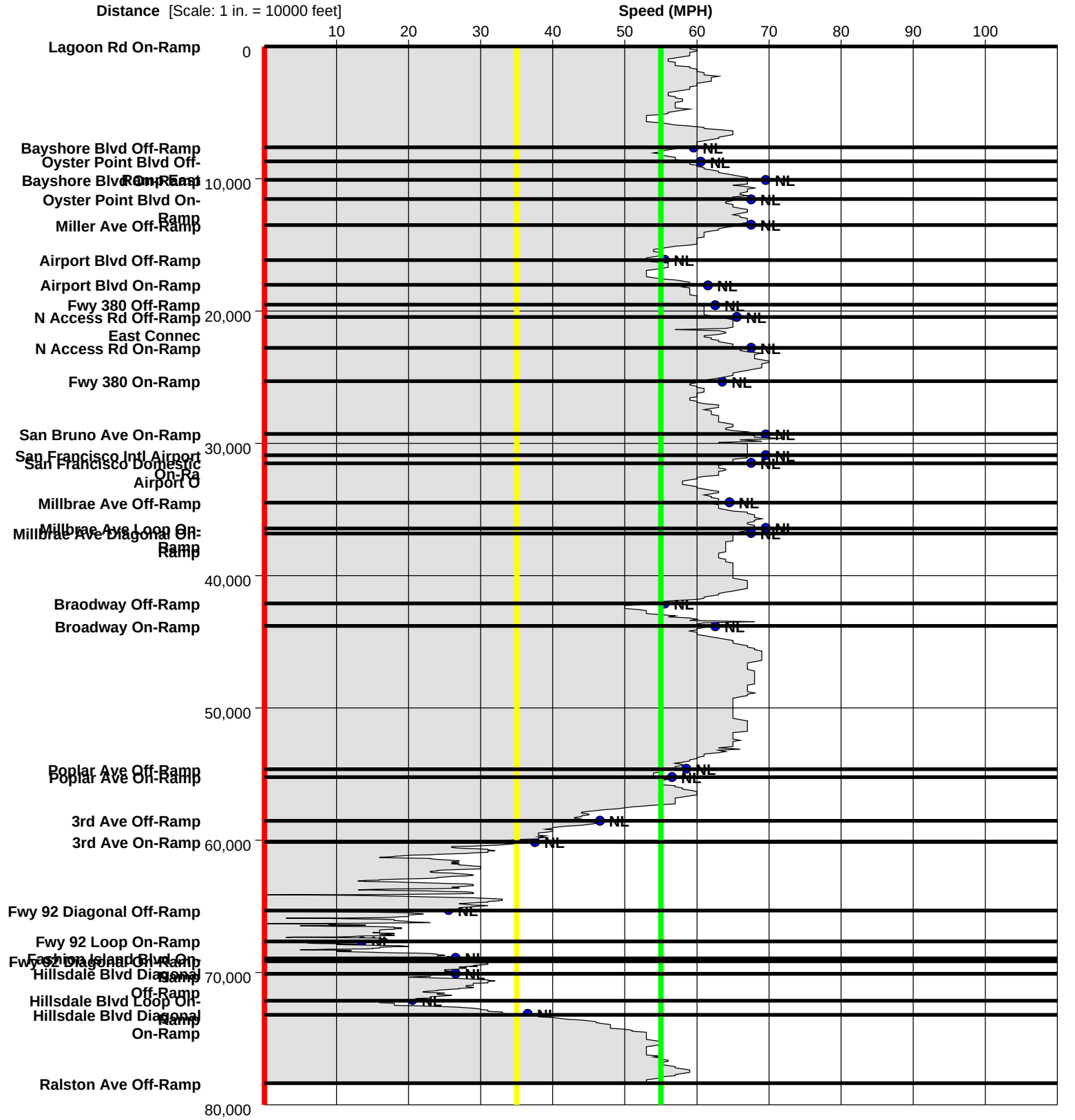
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **37**

Speed Profile

Run : US 101-SB-010 Start Time: 07:17 (This is an After Run)



NDS

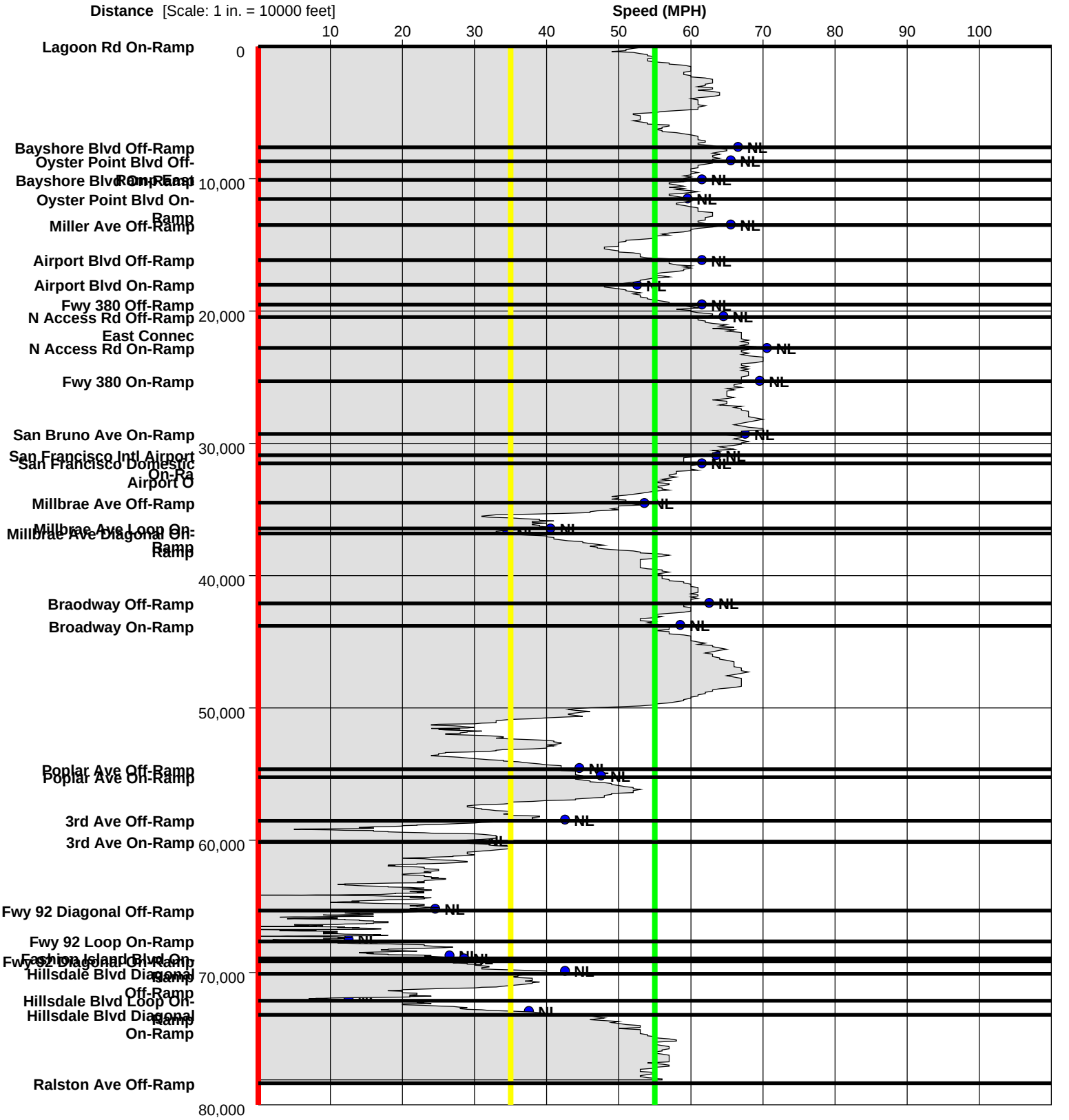
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **38**

Speed Profile

Run : US 101-SB-011 Start Time: 07:32 (This is an After Run)



NDS

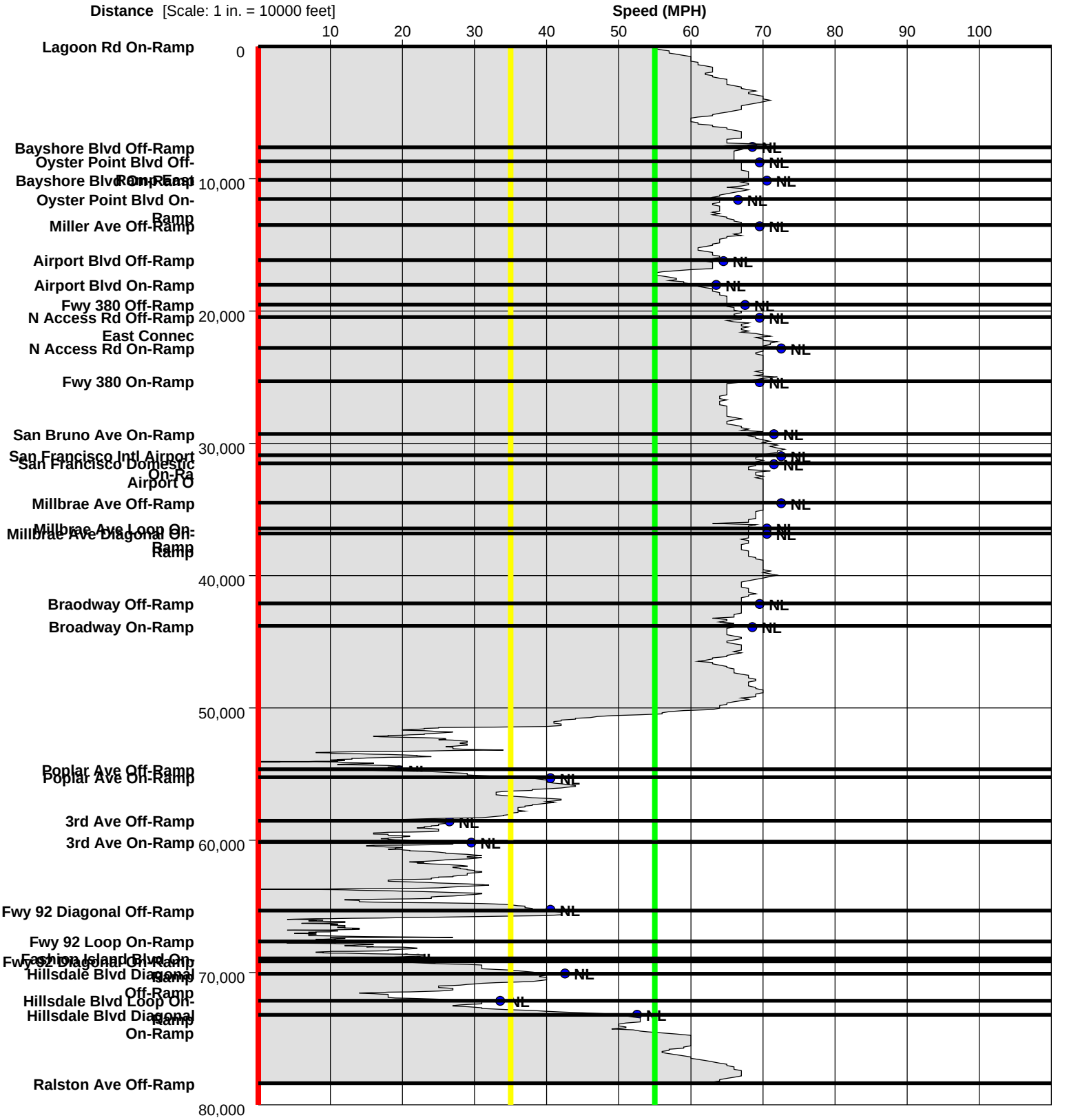
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **39**

Speed Profile

Run : US 101-SB-012 Start Time: 07:46 (This is an After Run)

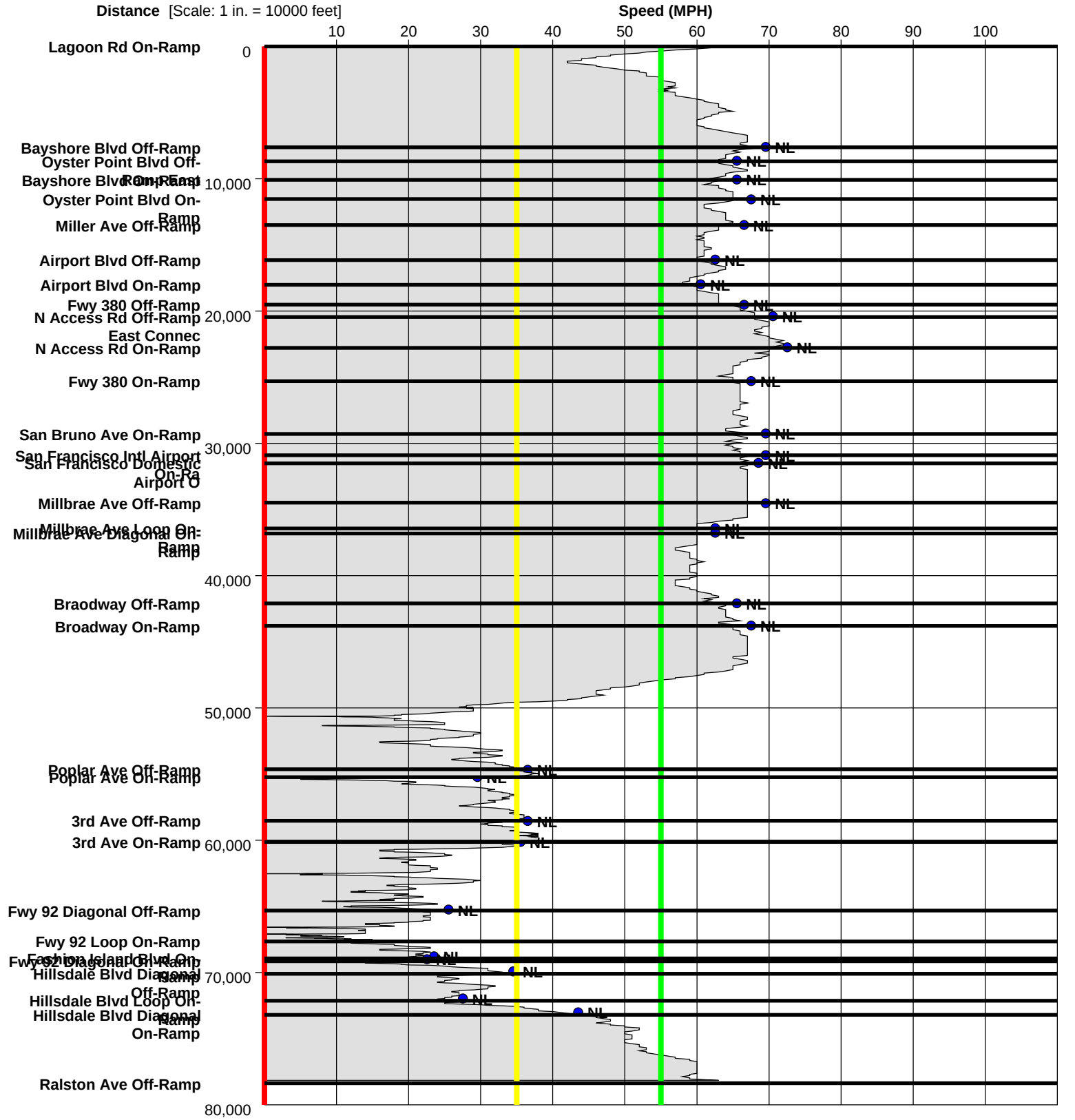


NDS
US 101
SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **40**

Speed Profile

Run : US 101-SB-013 Start Time: 08:01 (This is an After Run)



NDS

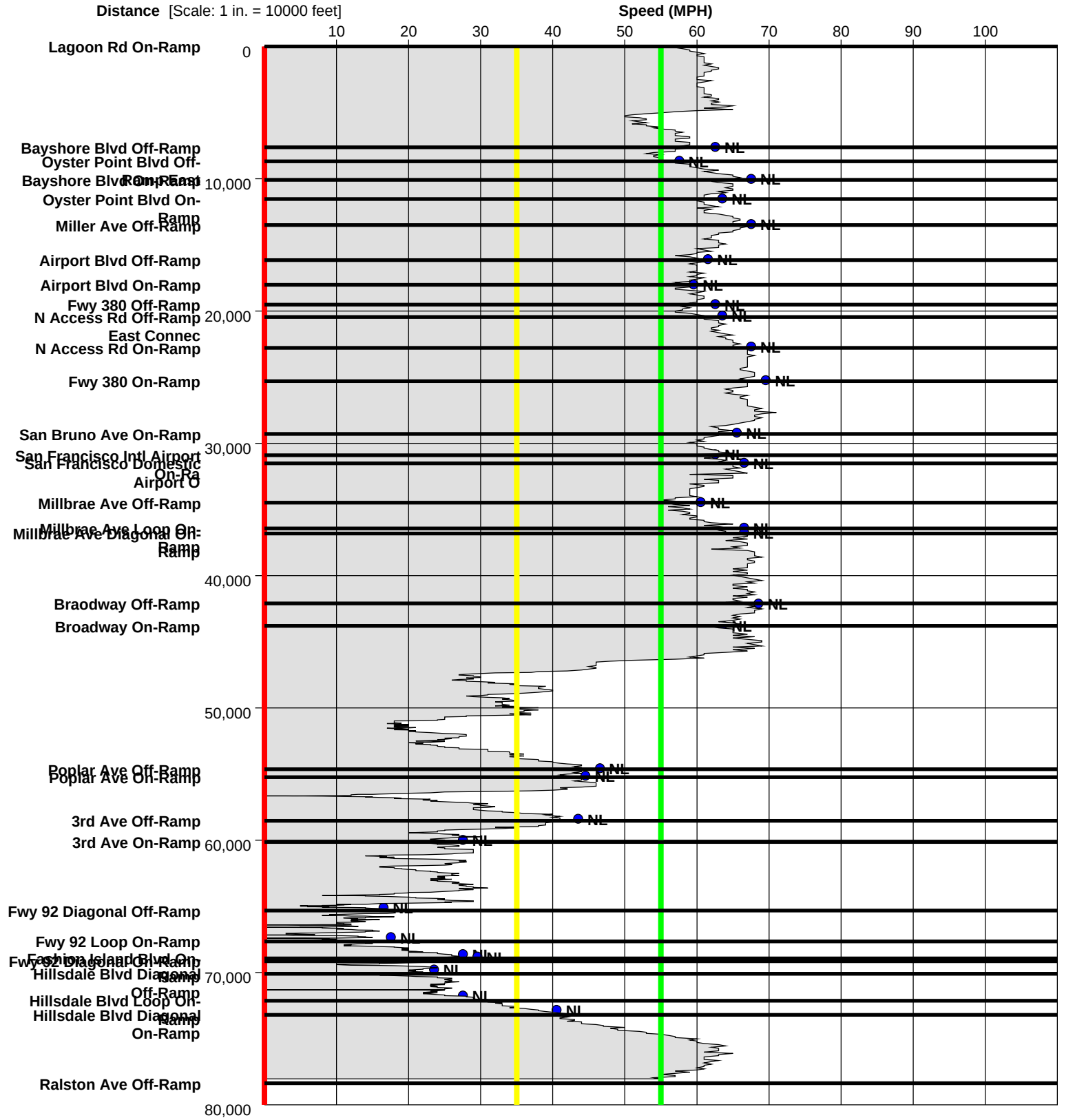
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **41**

Speed Profile

Run : US 101-SB-014 Start Time: 08:17 (This is an After Run)



NDS

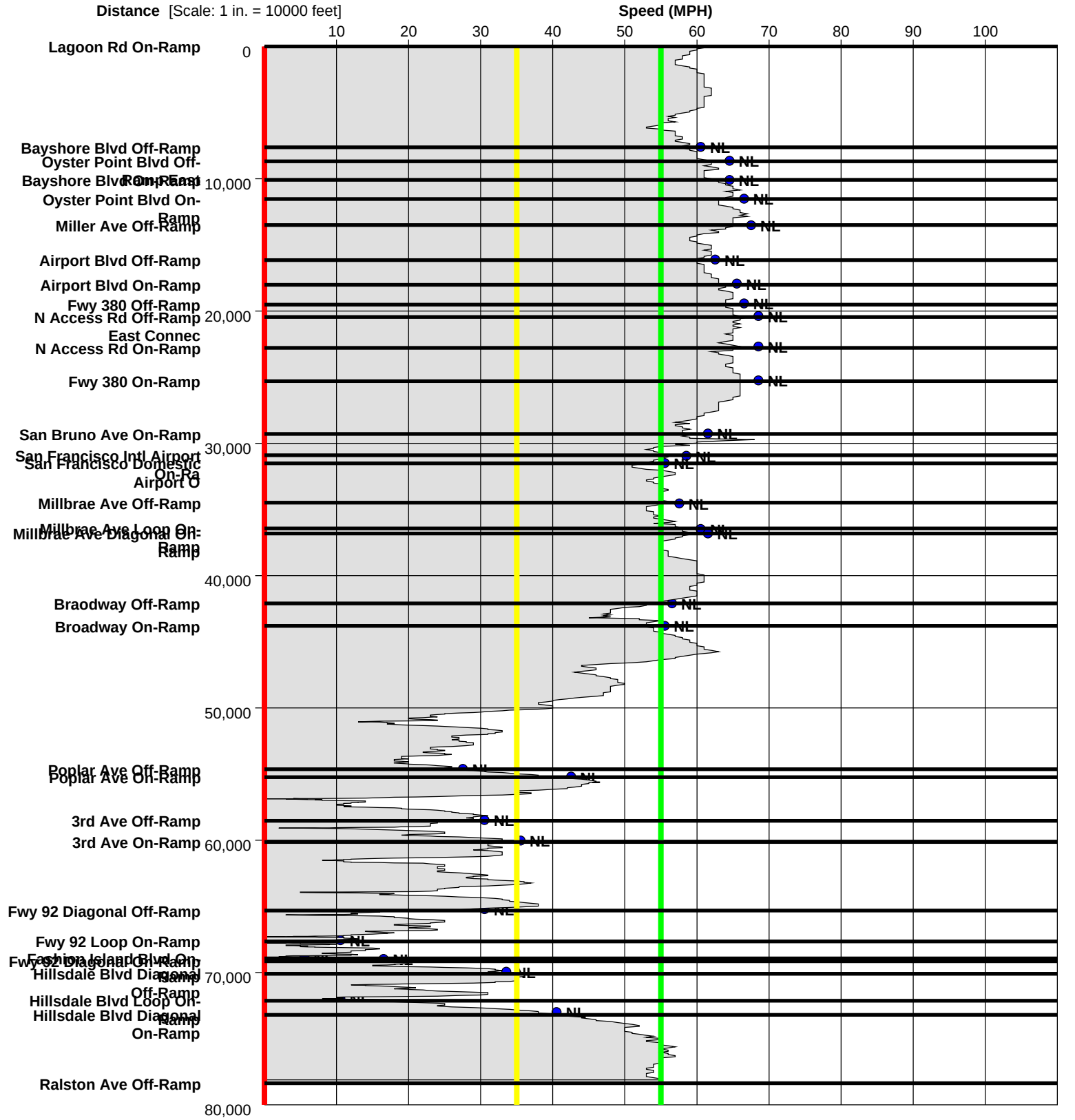
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **42**

Speed Profile

Run : US 101-SB-015 Start Time: 08:31 (This is an After Run)



NDS

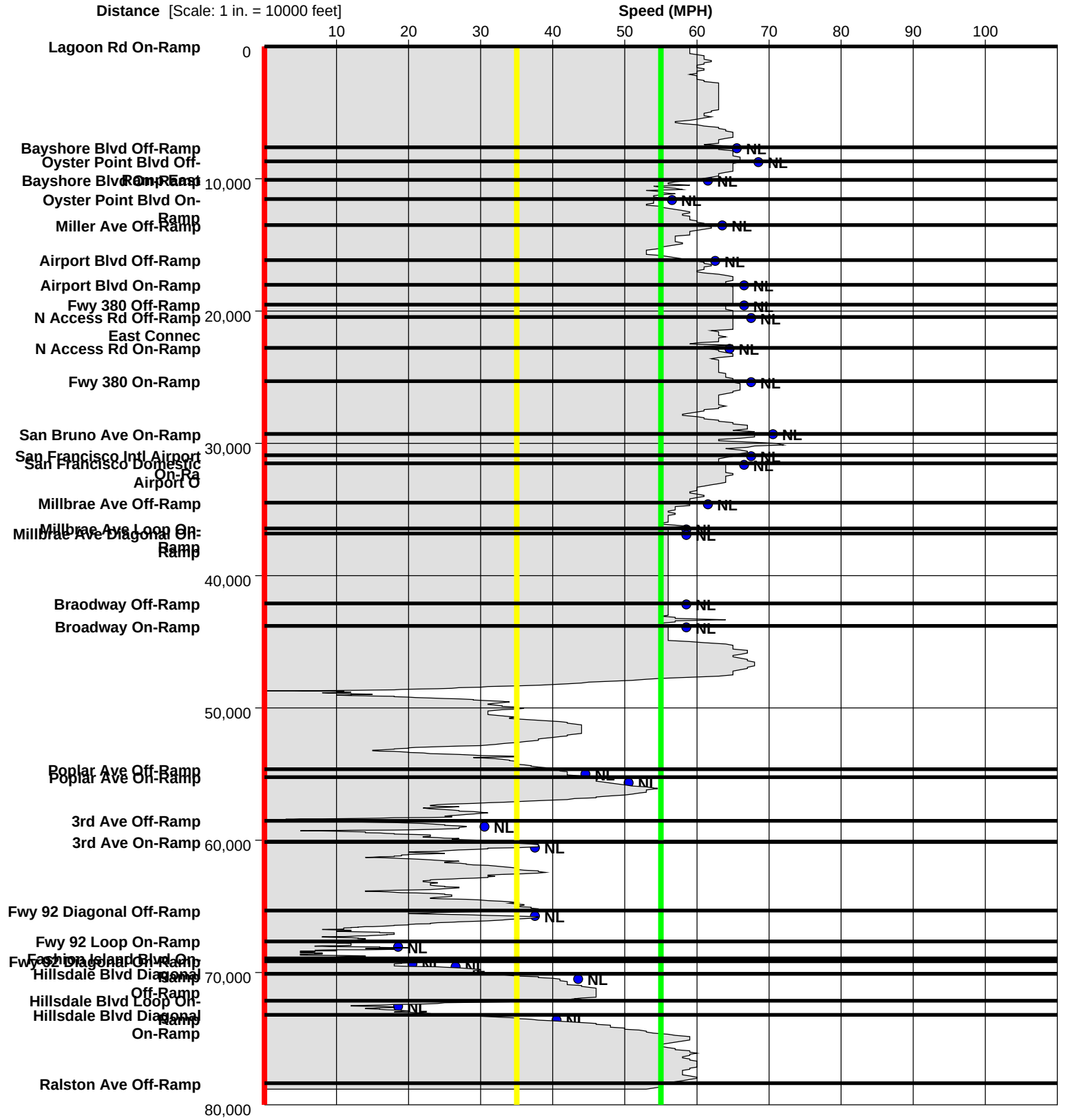
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **43**

Speed Profile

Run : US 101-SB-016 Start Time: 08:48 (This is an After Run)



NDS

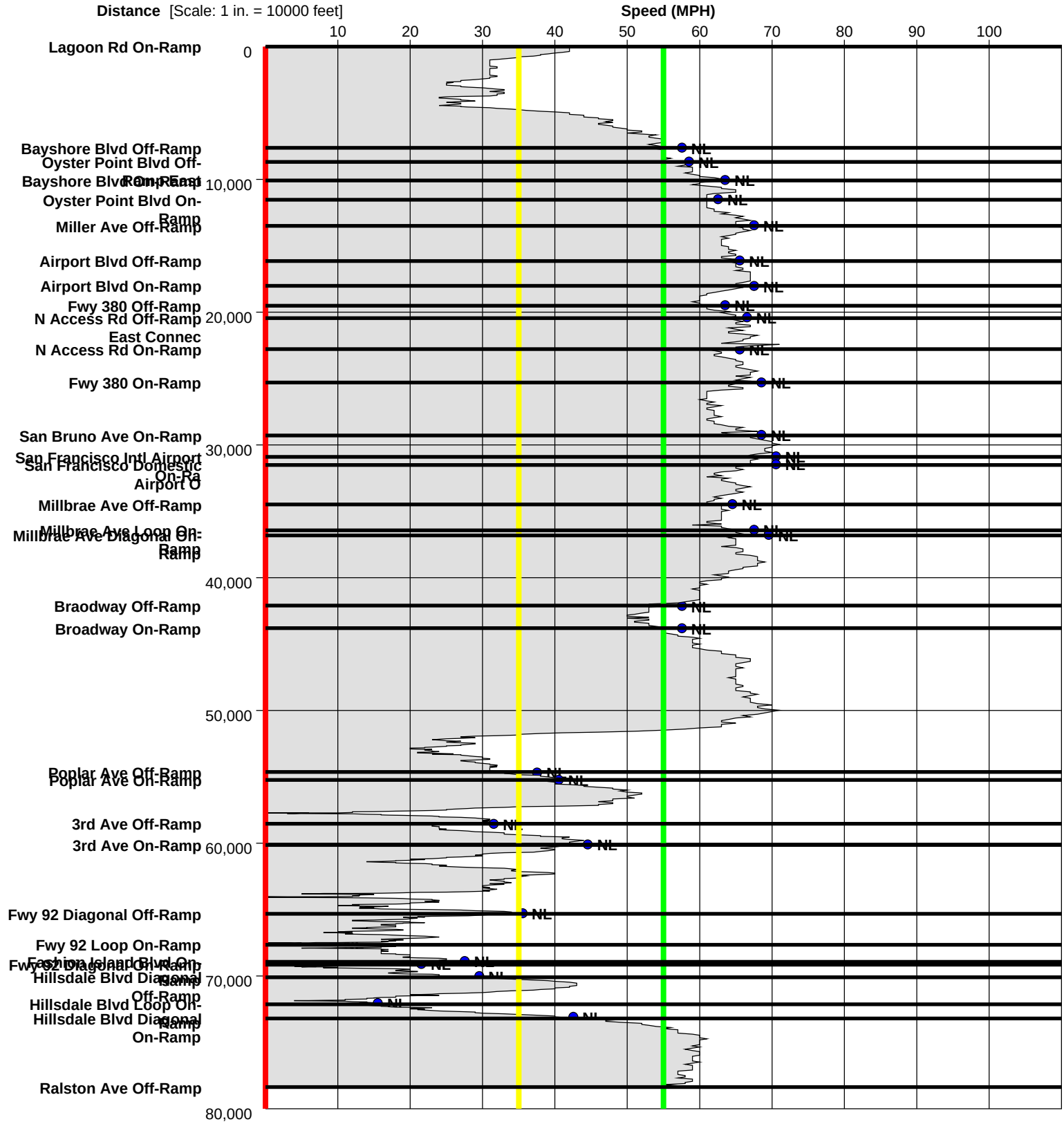
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **44**

Speed Profile

Run : US 101-SB-017 Start Time: 09:01 (This is an After Run)



NDS

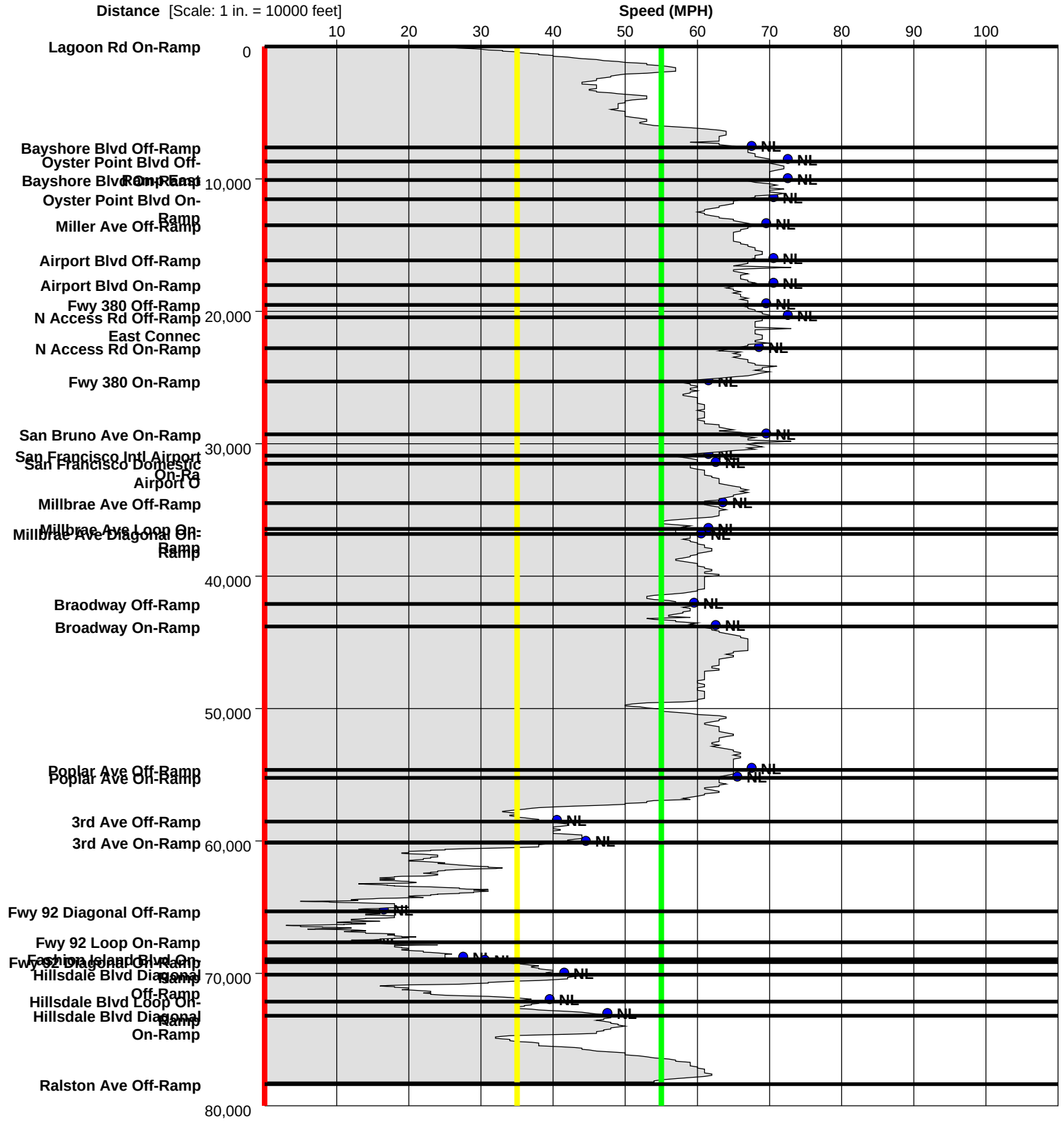
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **45**

Speed Profile

Run : US 101-SB-018 Start Time: 09:18 (This is an After Run)



NDS

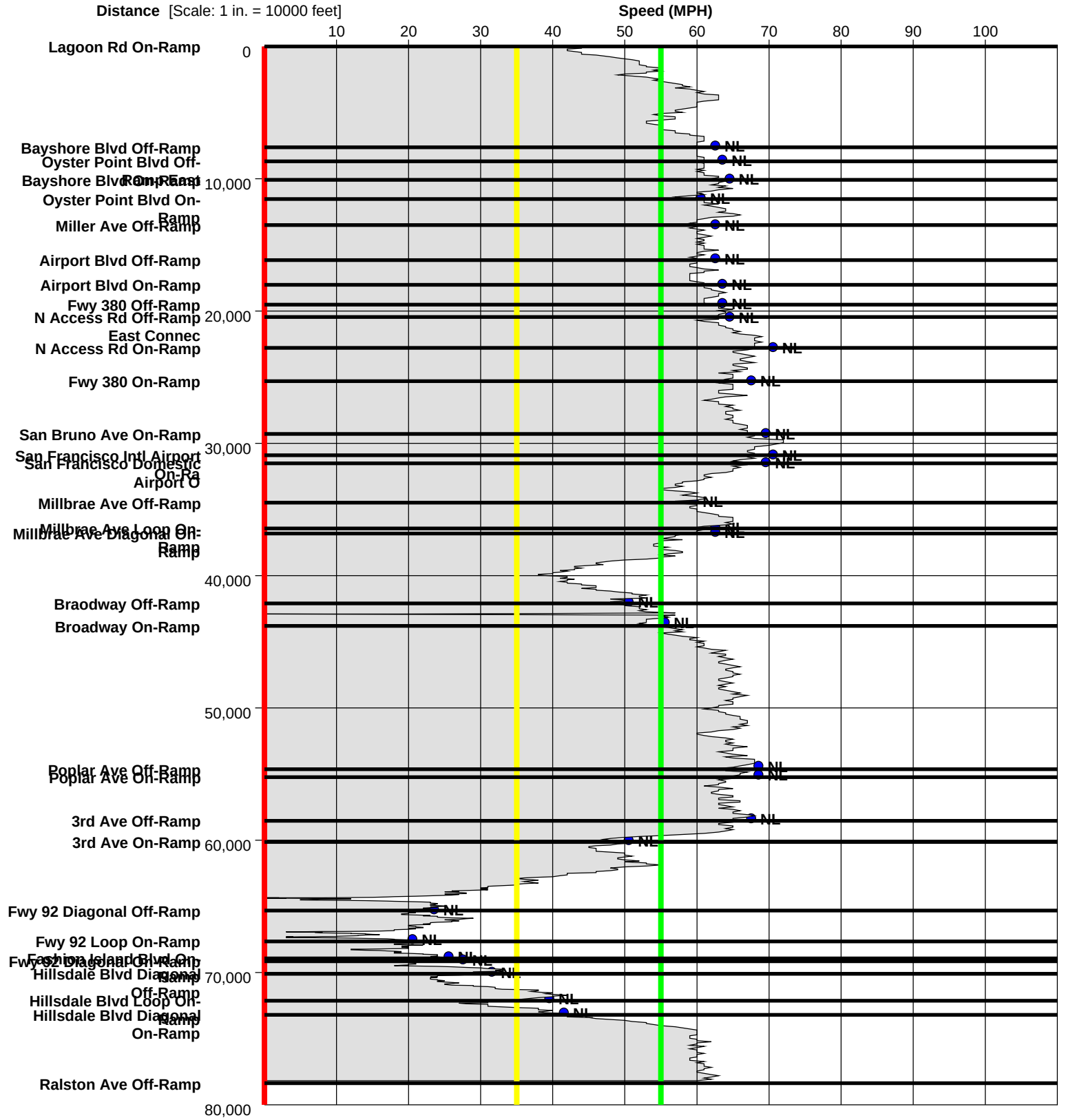
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **46**

Speed Profile

Run : US 101-SB-019 Start Time: 09:30 (This is an After Run)



NDS

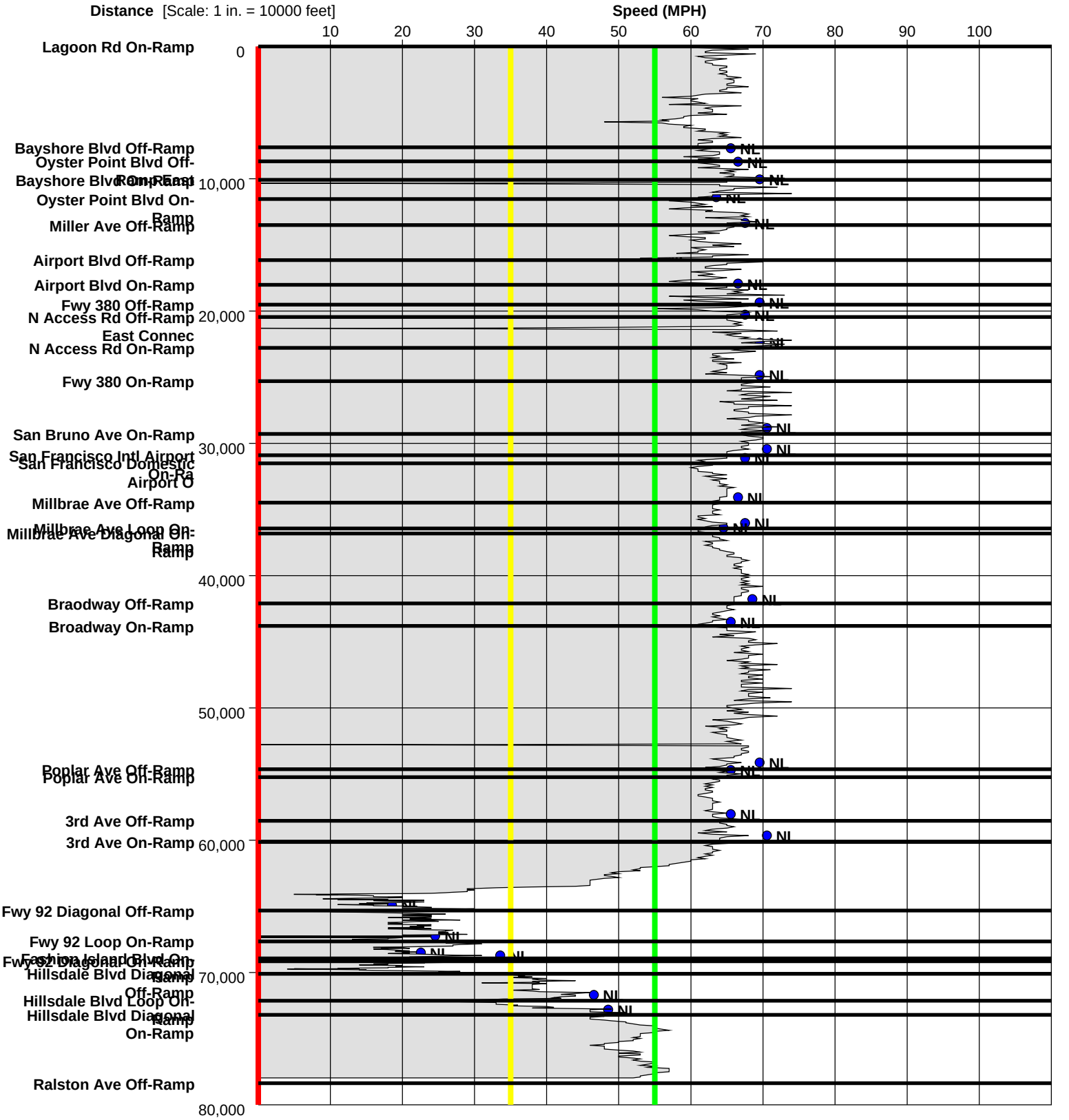
US 101

SB AM

Study Name : **US 101 SB AM**
Study Date : **9/29/2015**
Page No. : **47**

Speed Profile

Run : US 101-SB-020 Start Time: 09:47 (This is an After Run)



Post-Metering PM

NDS

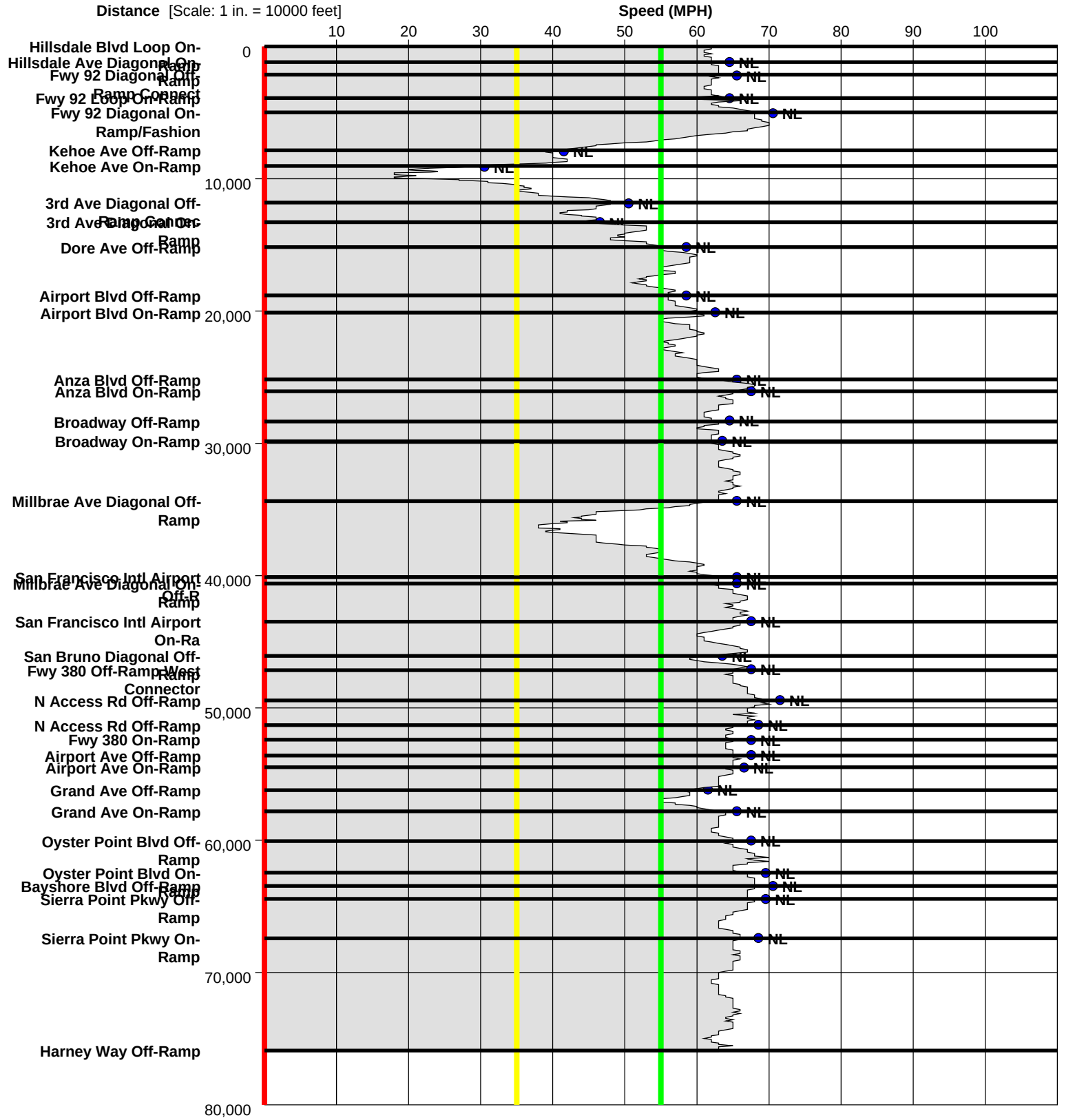
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **28**

Speed Profile

Run : US 101-NB-001 Start Time: 14:02 (This is an After Run)



NDS

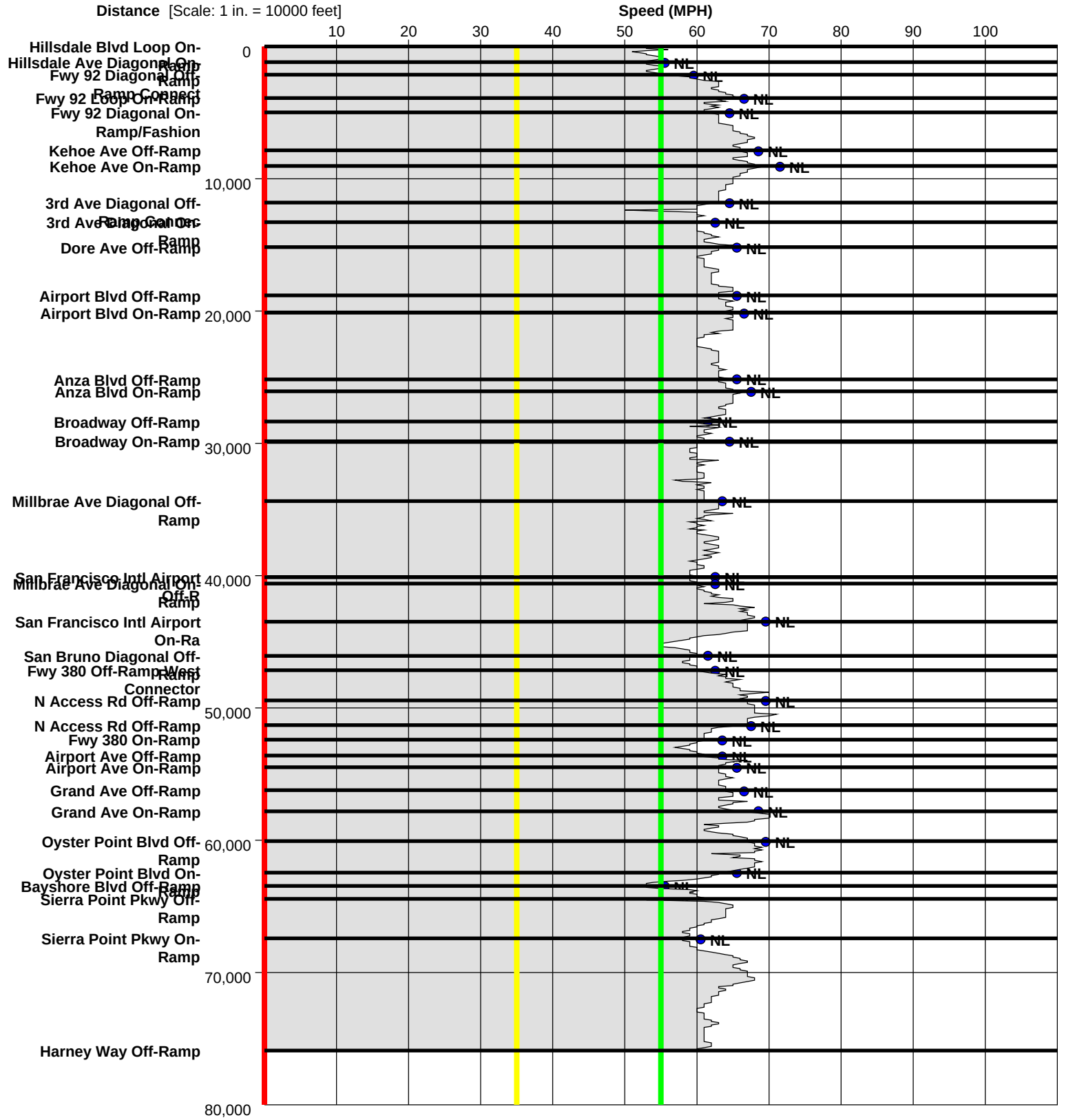
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **29**

Speed Profile

Run : US 101-NB-002 Start Time: 14:18 (This is an After Run)



NDS

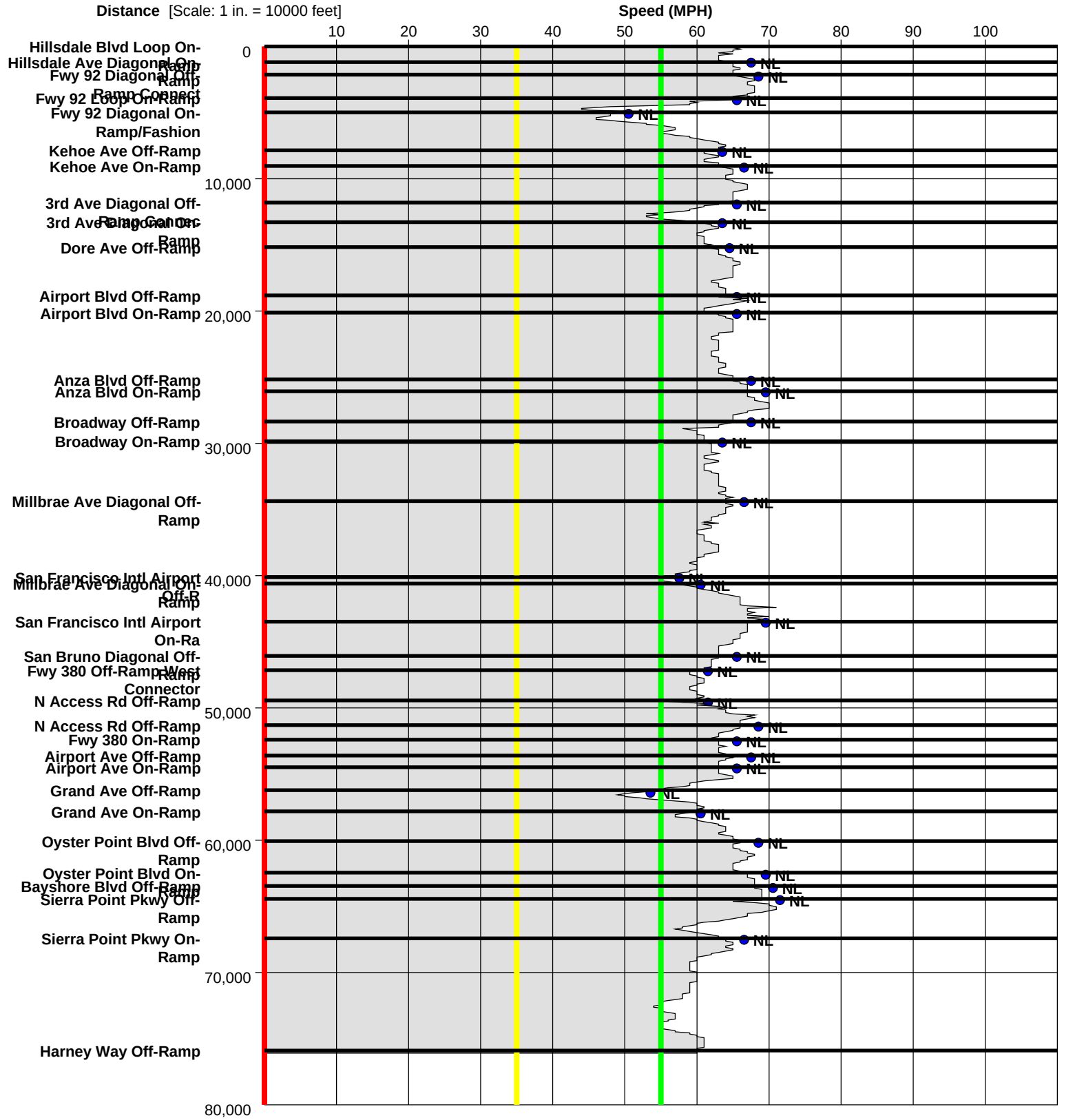
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **30**

Speed Profile

Run : US 101-NB-003 Start Time: 14:32 (This is an After Run)



NDS

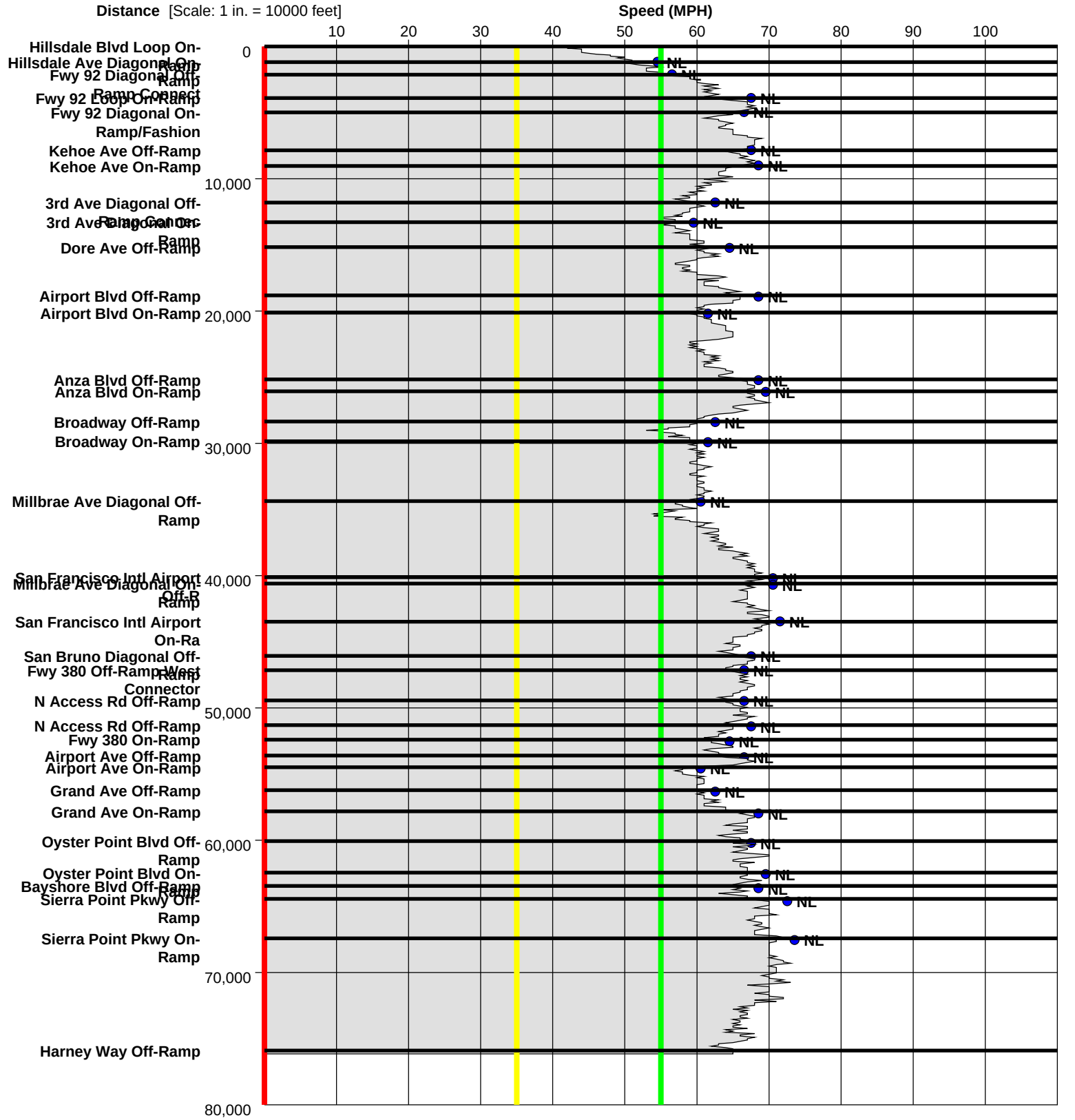
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **31**

Speed Profile

Run : US 101-NB-004 Start Time: 14:46 (This is an After Run)



NDS

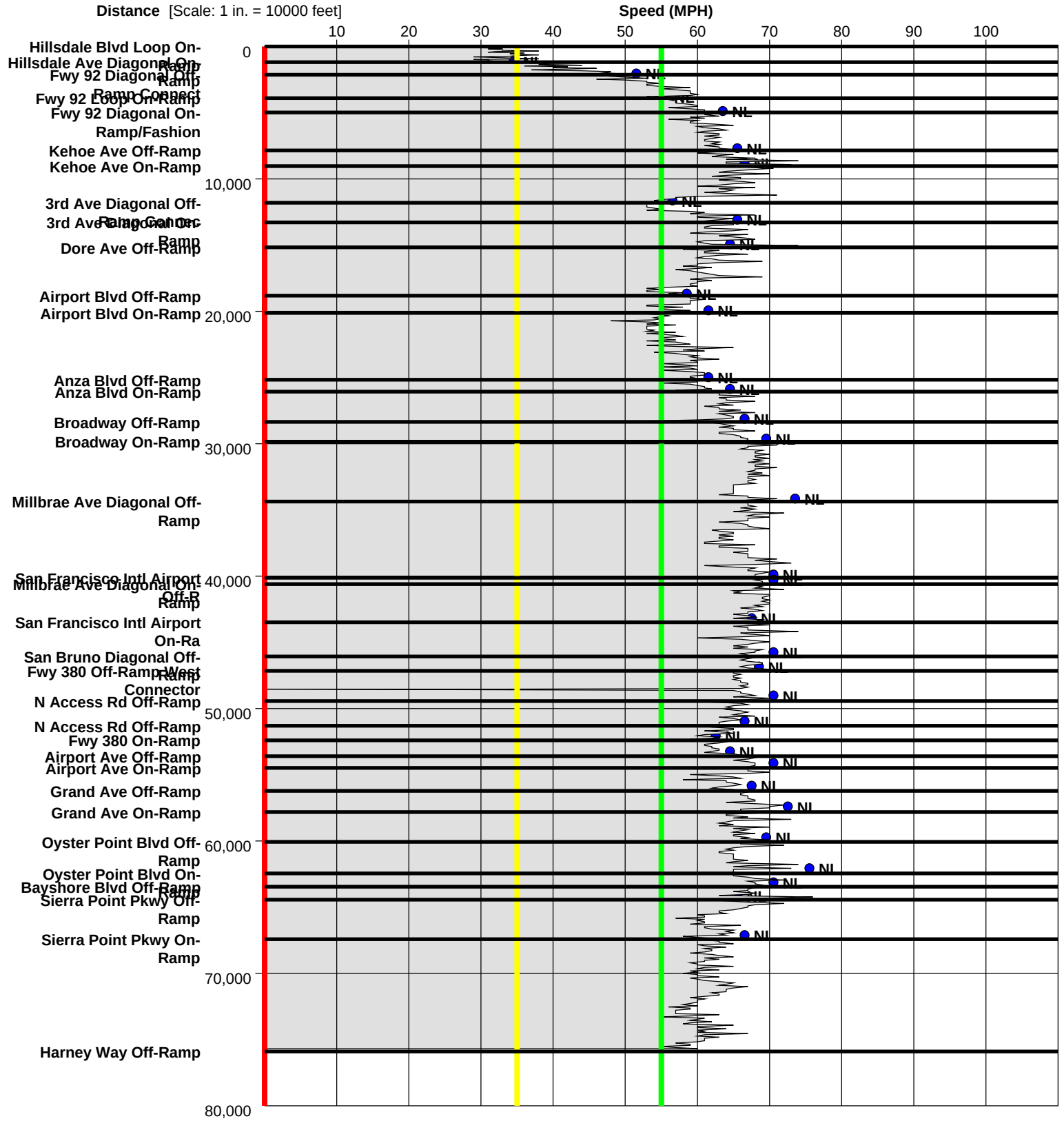
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **32**

Speed Profile

Run : US 101-NB-005 Start Time: 15:02 (This is an After Run)



NDS

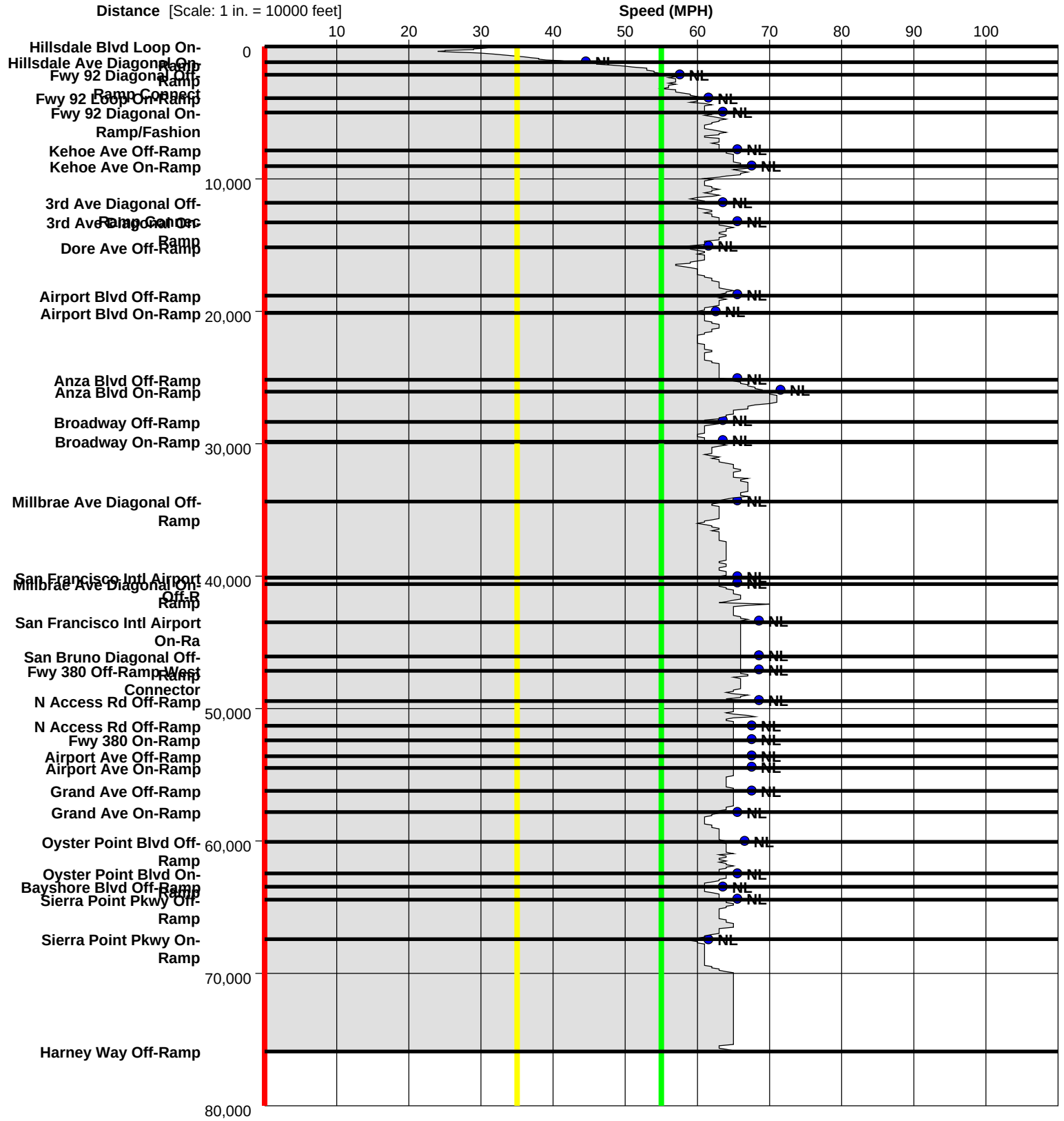
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **33**

Speed Profile

Run : US 101-NB-006 Start Time: 15:17 (This is an After Run)



NDS

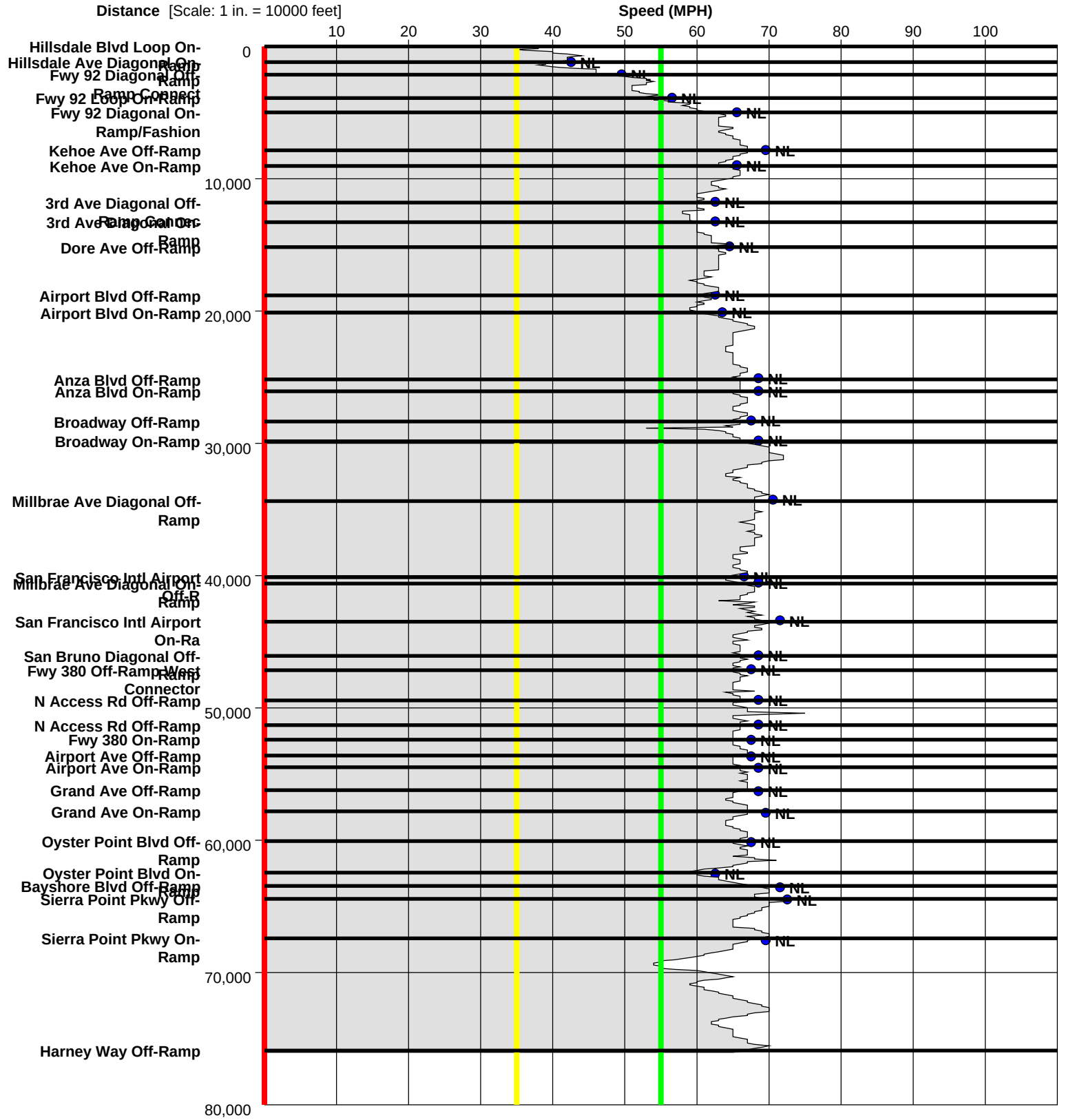
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **34**

Speed Profile

Run : US 101-NB-007 Start Time: 15:32 (This is an After Run)



NDS

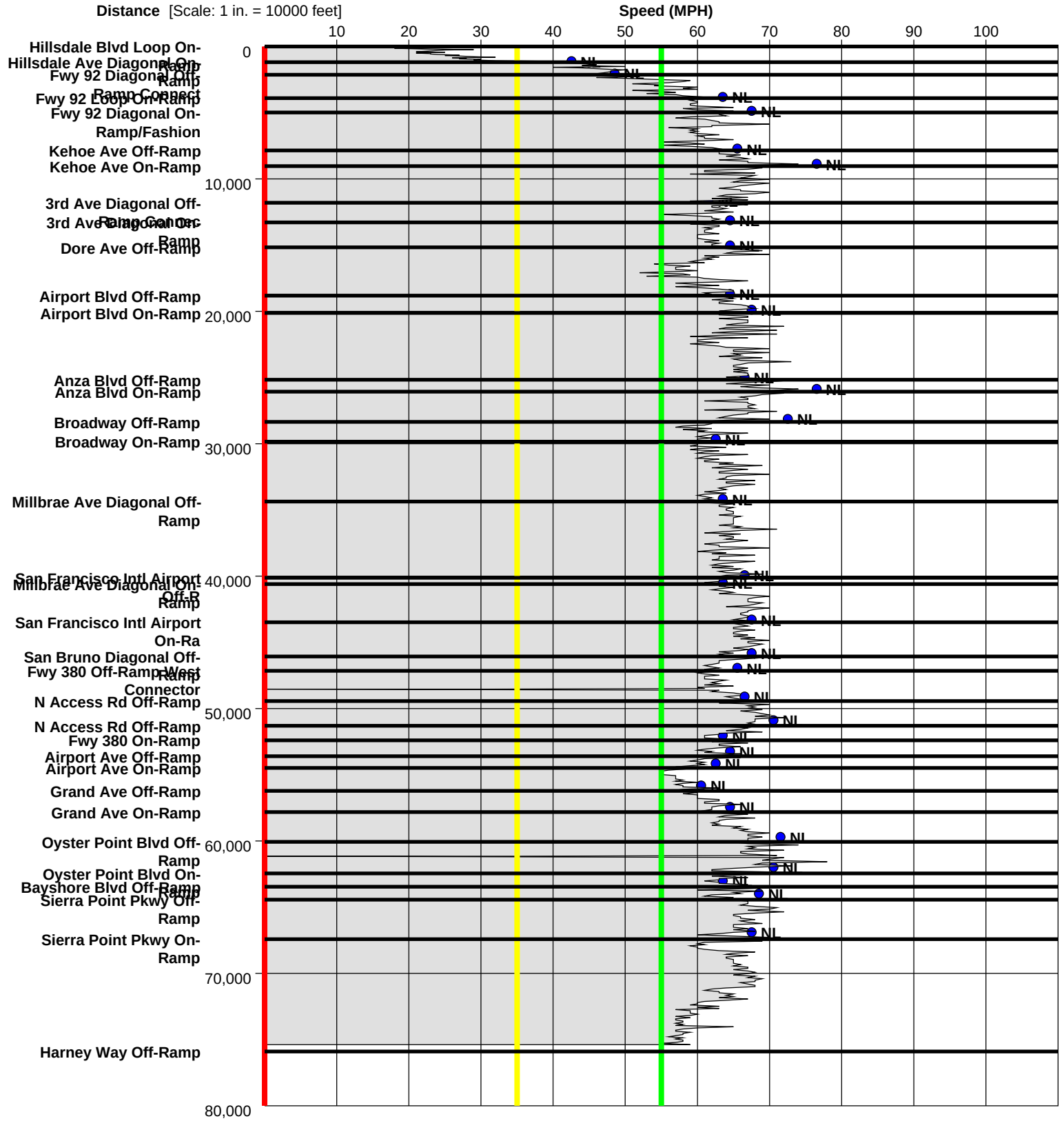
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **35**

Speed Profile

Run : US 101-NB-008 Start Time: 15:47 (This is an After Run)



NDS

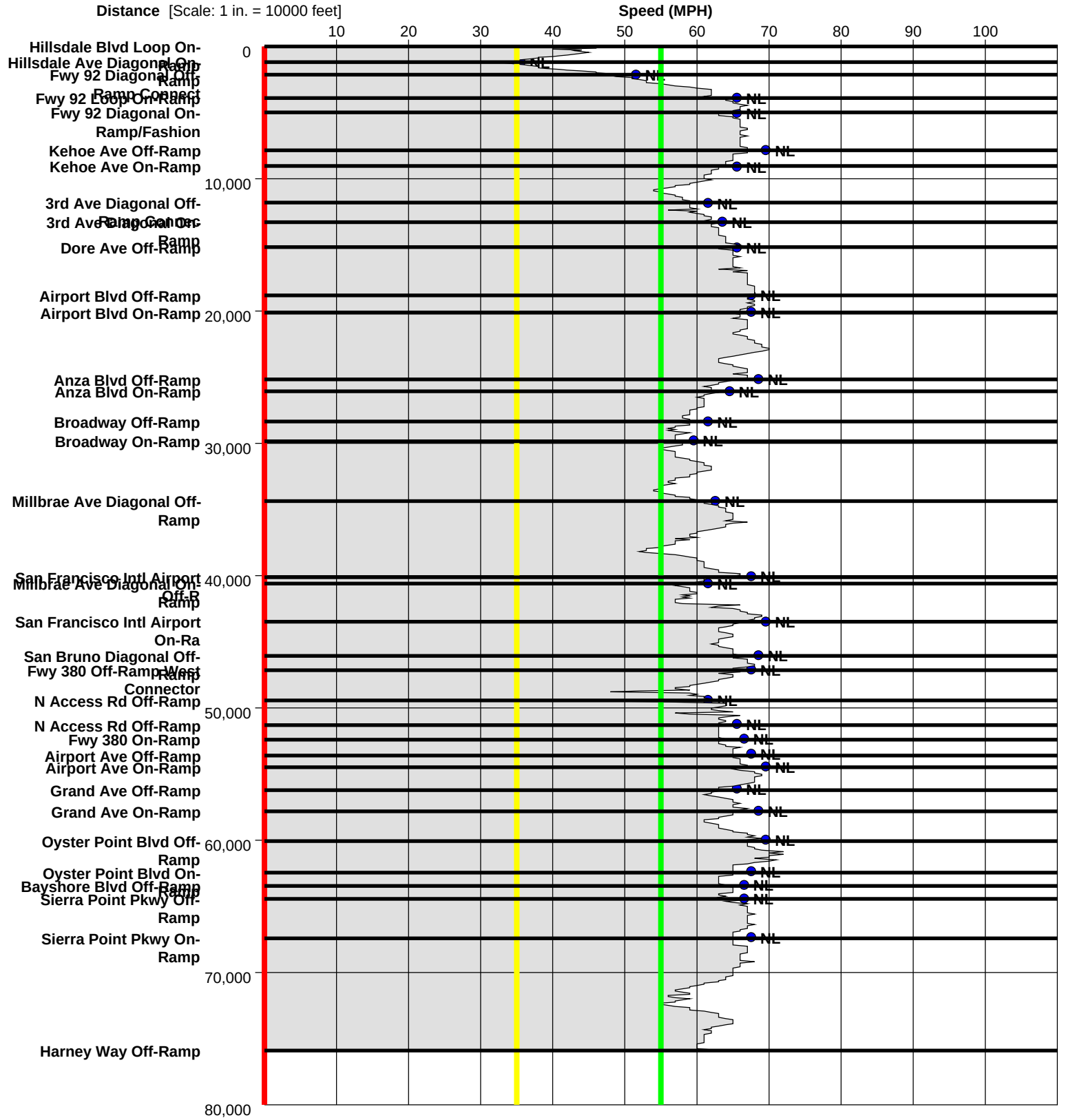
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **36**

Speed Profile

Run : US 101-NB-009 Start Time: 16:03 (This is an After Run)



NDS

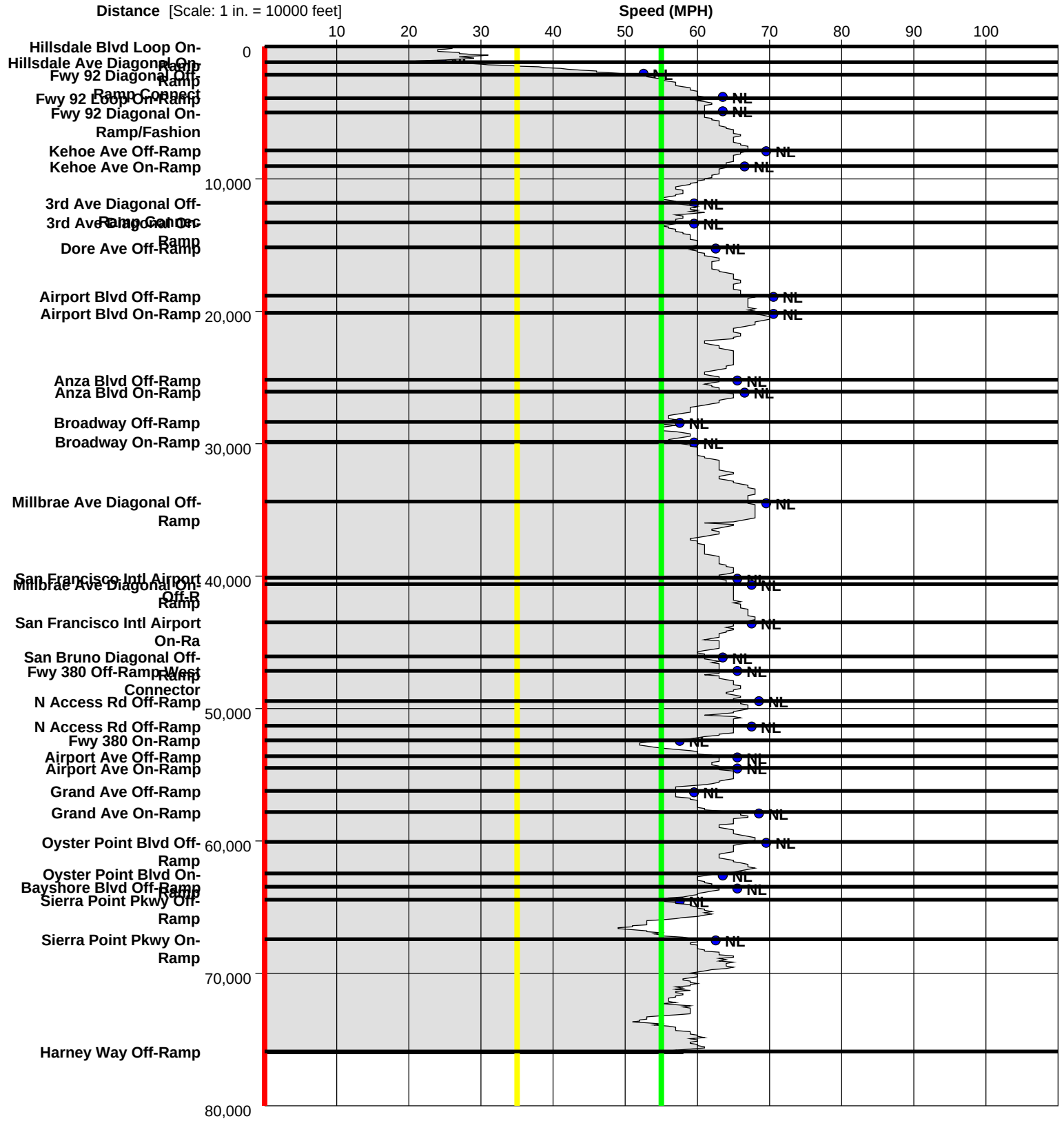
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **37**

Speed Profile

Run : US 101-NB-010 Start Time: 16:16 (This is an After Run)



NDS

US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **38**

Speed Profile

Run : US 101-NB-011 Start Time: 16:32 (This is an After Run)

NDS

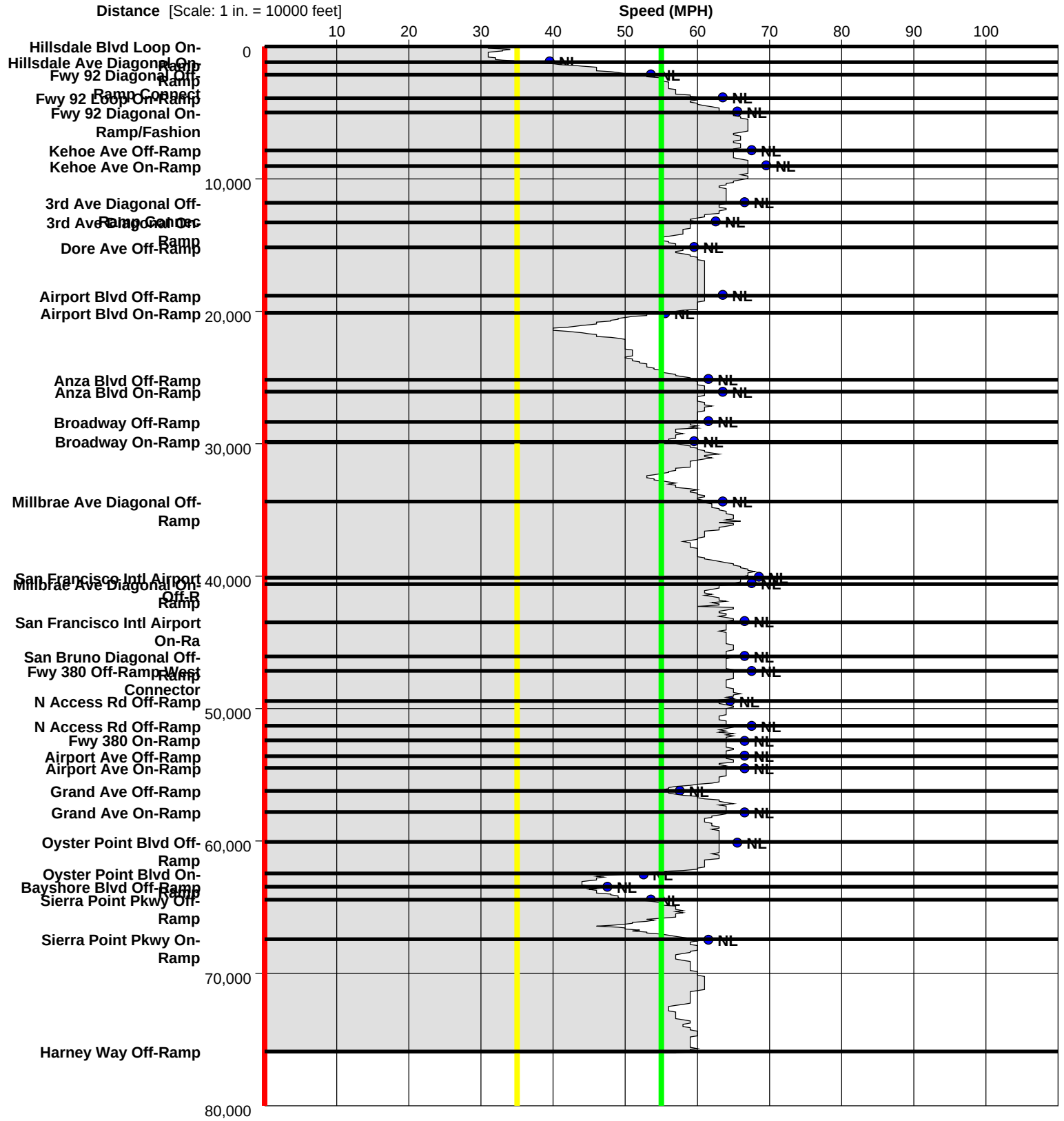
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **39**

Speed Profile

Run : US 101-NB-012 Start Time: 16:47 (This is an After Run)



NDS

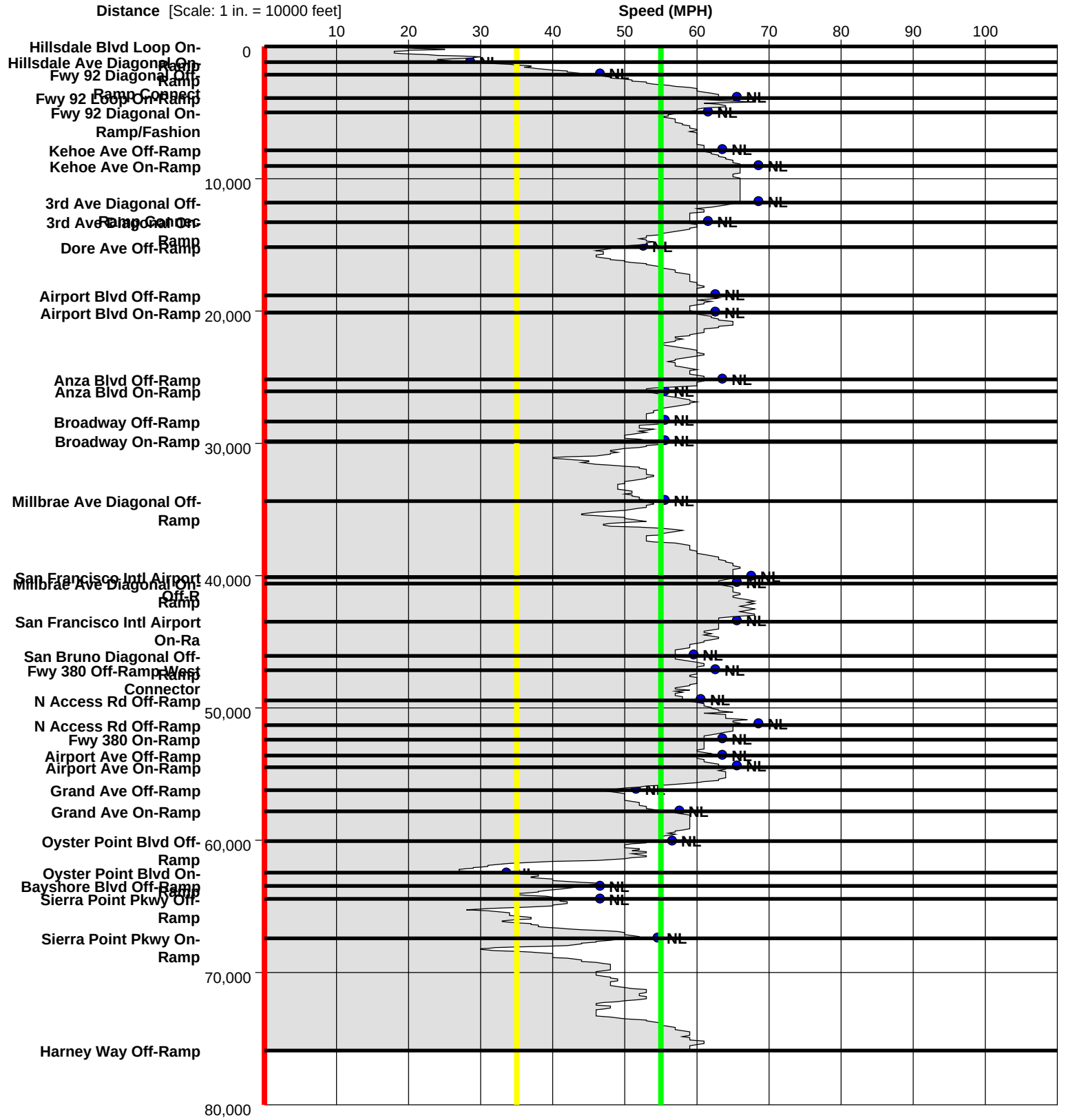
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **40**

Speed Profile

Run : US 101-NB-013 Start Time: 17:02 (This is an After Run)



NDS

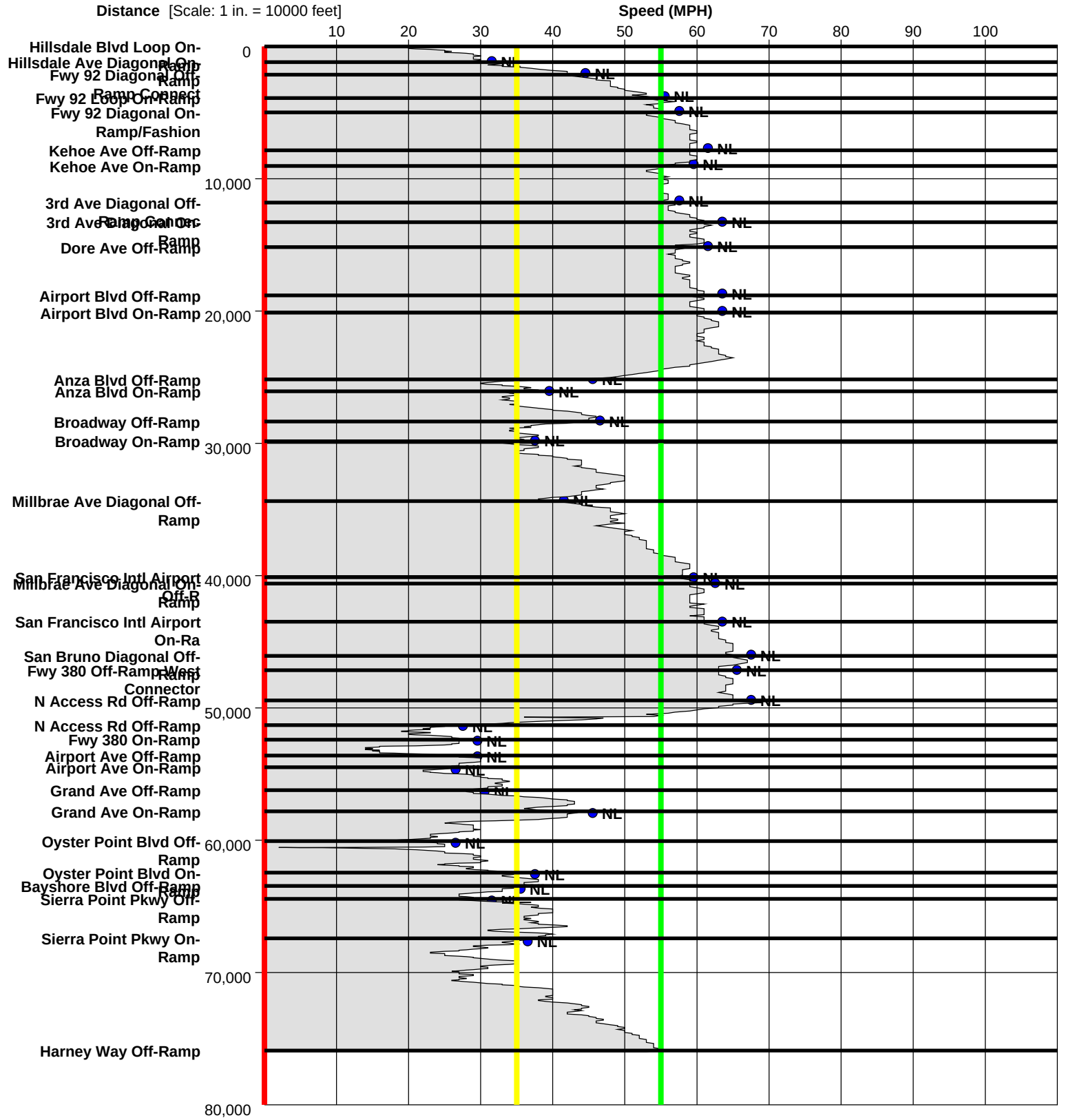
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **41**

Speed Profile

Run : US 101-NB-014 Start Time: 17:17 (This is an After Run)



NDS

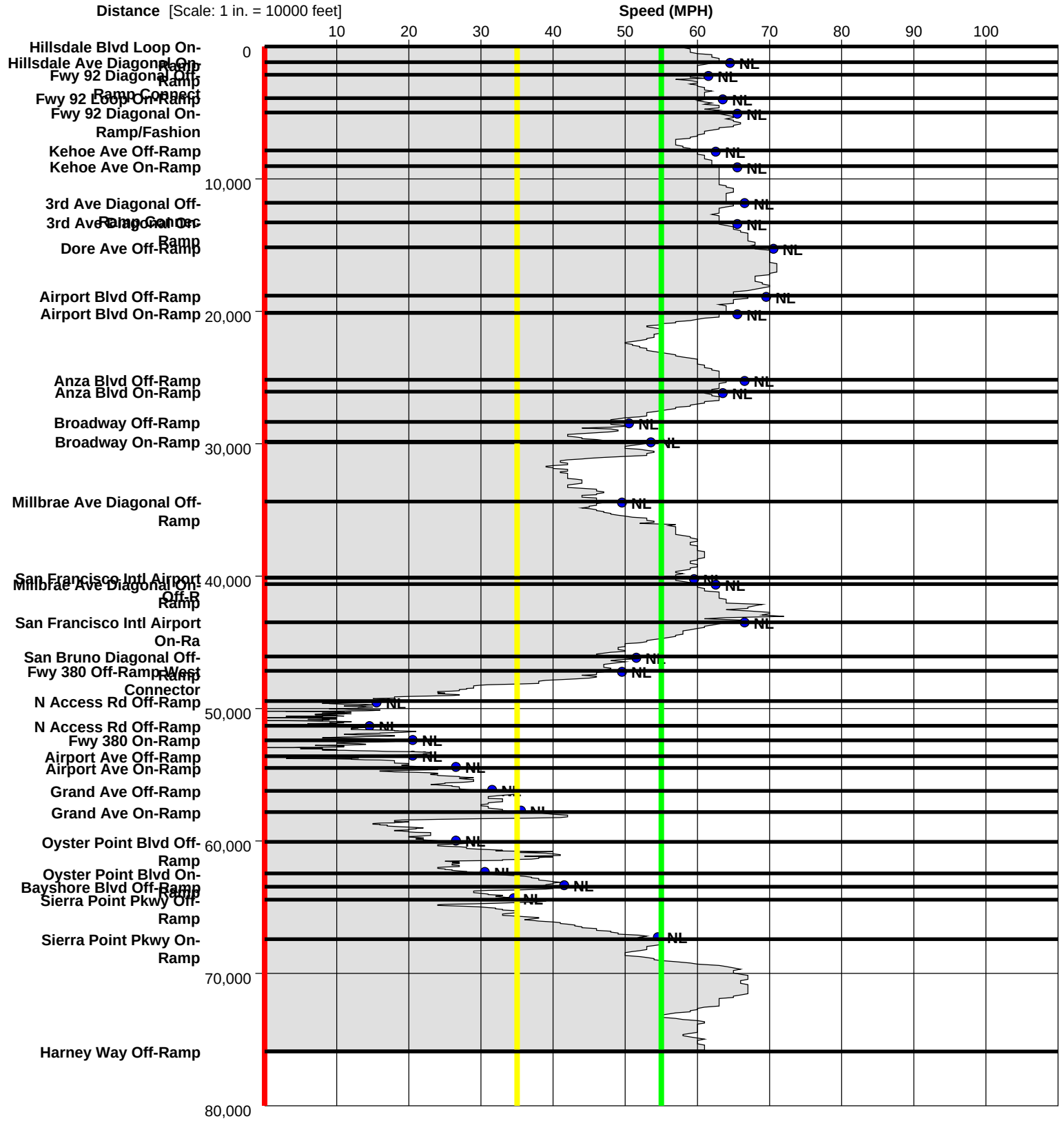
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **42**

Speed Profile

Run : US 101-NB-015 Start Time: 17:33 (This is an After Run)



NDS

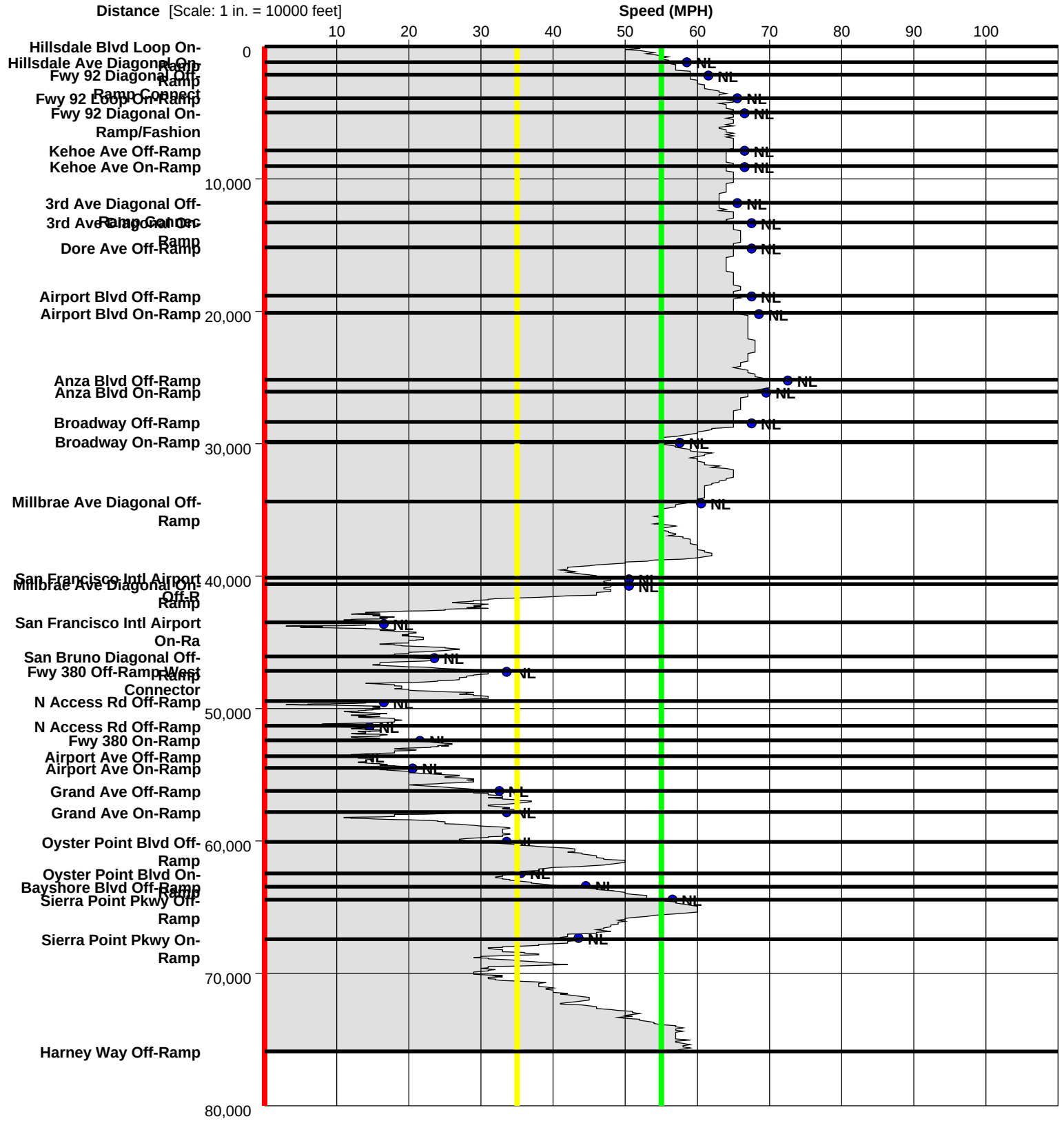
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **43**

Speed Profile

Run : US 101-NB-016 Start Time: 17:48 (This is an After Run)



NDS

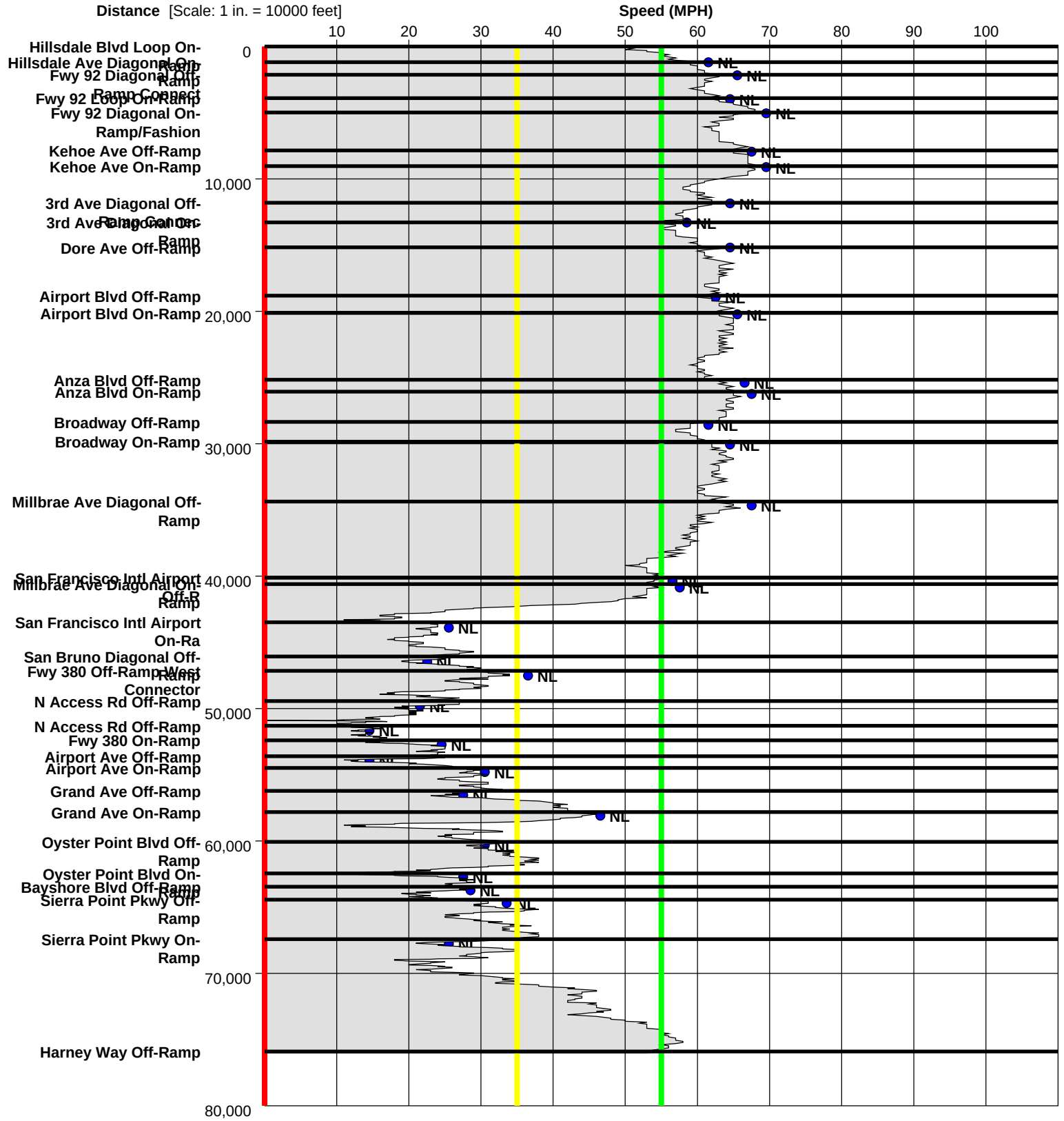
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **44**

Speed Profile

Run : US 101-NB-017 Start Time: 18:02 (This is an After Run)



NDS

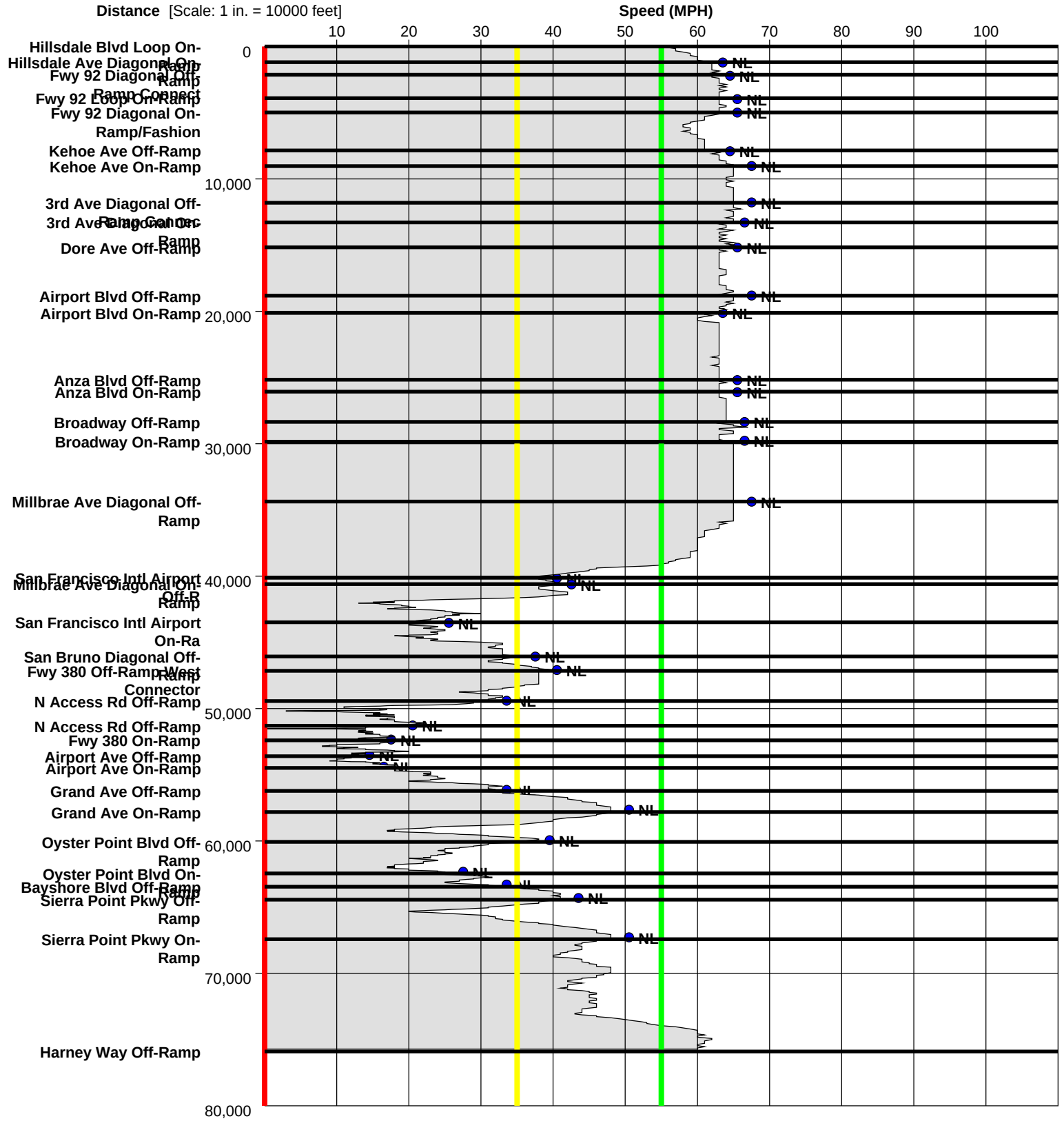
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **45**

Speed Profile

Run : US 101-NB-018 Start Time: 18:17 (This is an After Run)



NDS

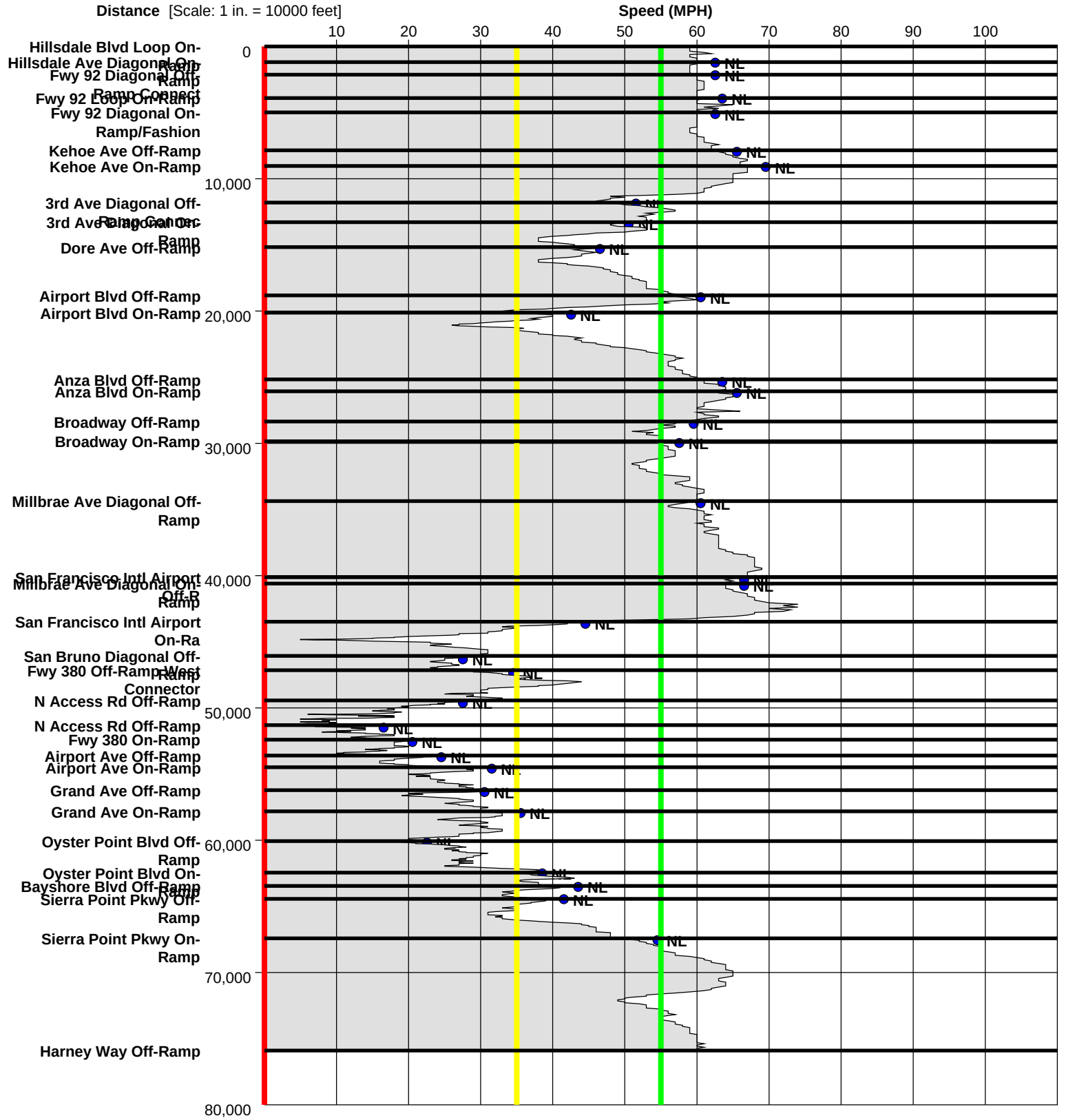
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **46**

Speed Profile

Run : US 101-NB-019 Start Time: 18:31 (This is an After Run)



NDS

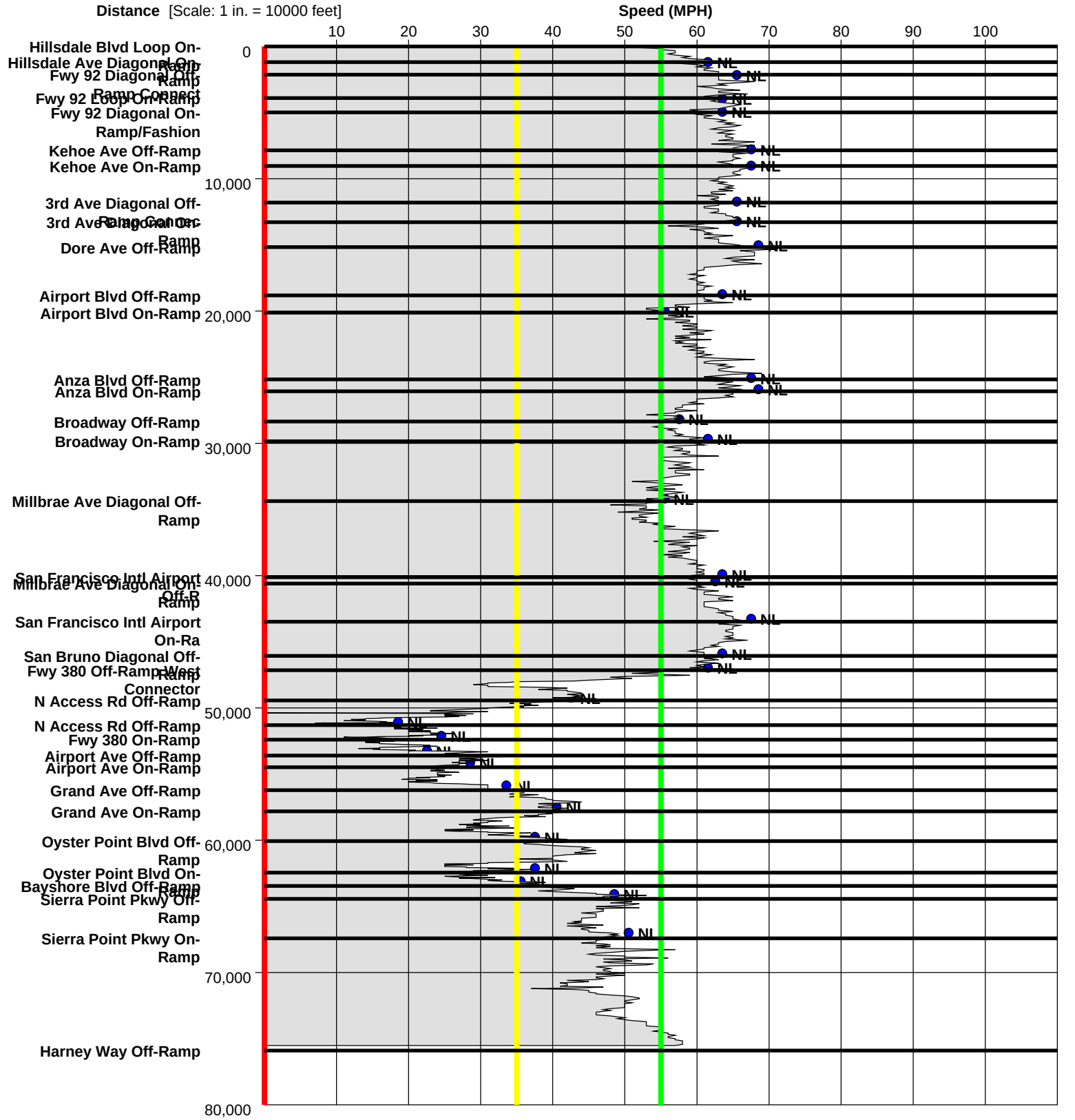
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **47**

Speed Profile

Run : US 101-NB-020 Start Time: 18:46 (This is an After Run)



NDS

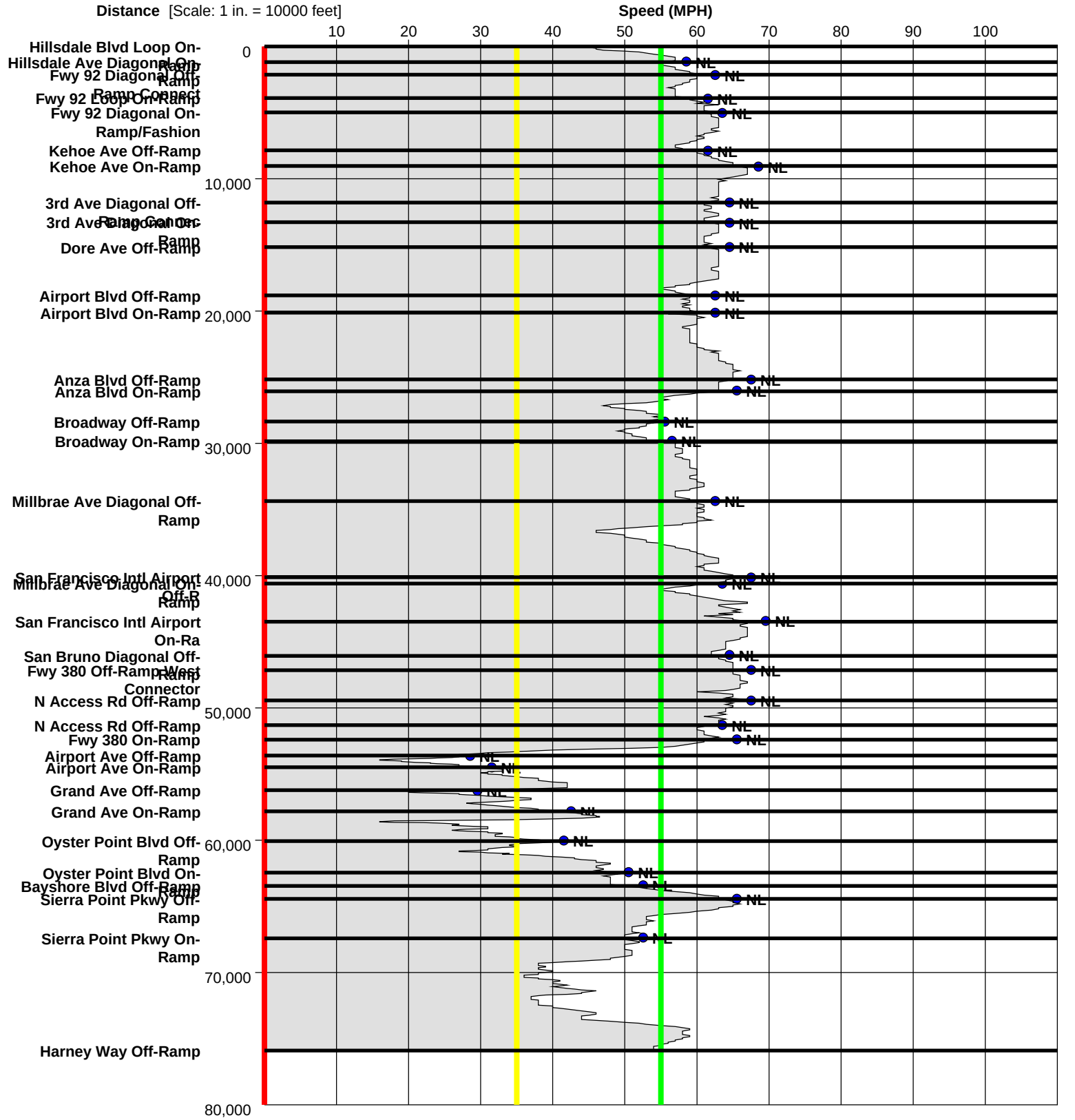
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **48**

Speed Profile

Run : US 101-NB-021 Start Time: 19:02 (This is an After Run)



NDS

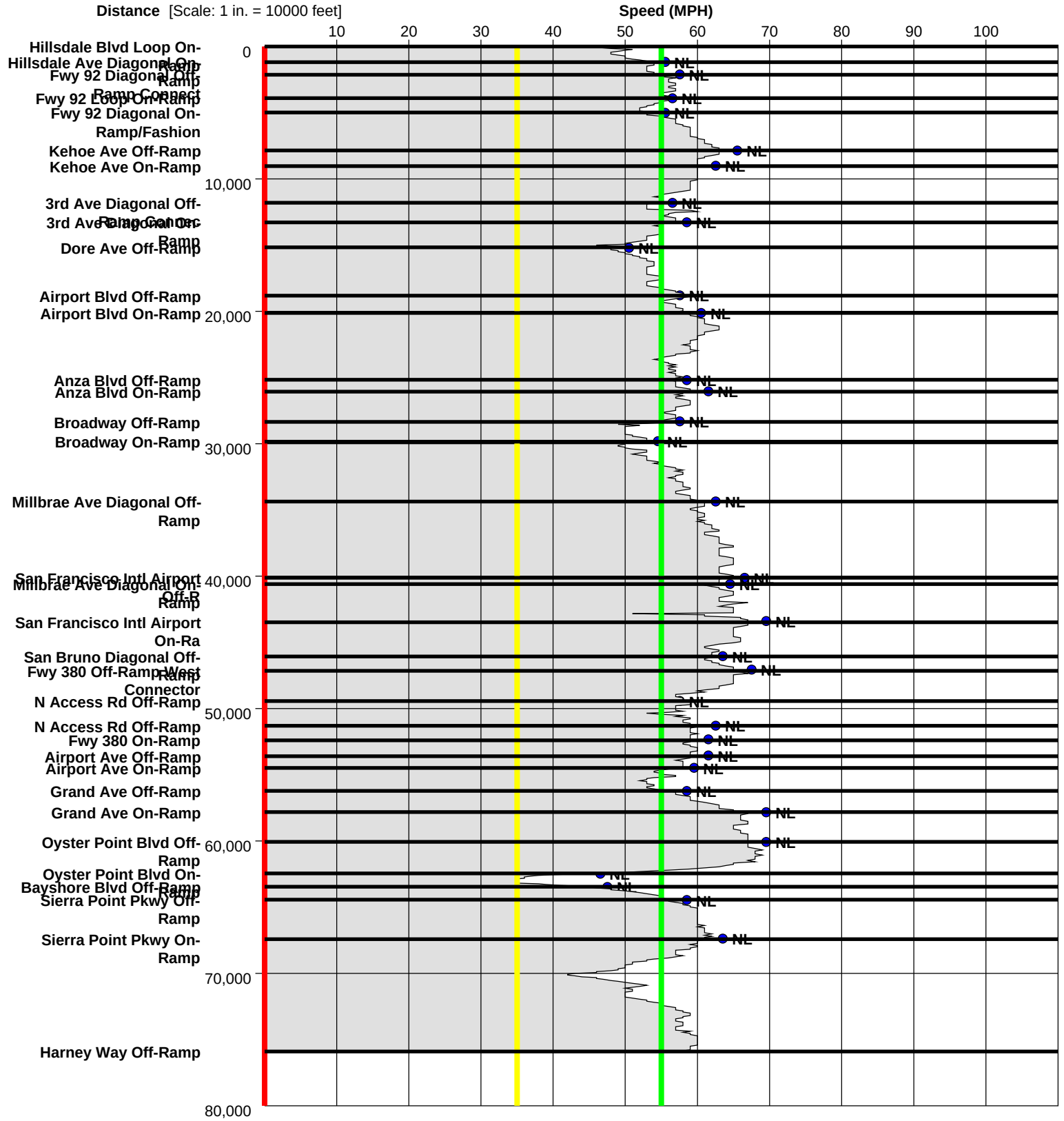
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **49**

Speed Profile

Run : US 101-NB-022 Start Time: 19:18 (This is an After Run)



NDS

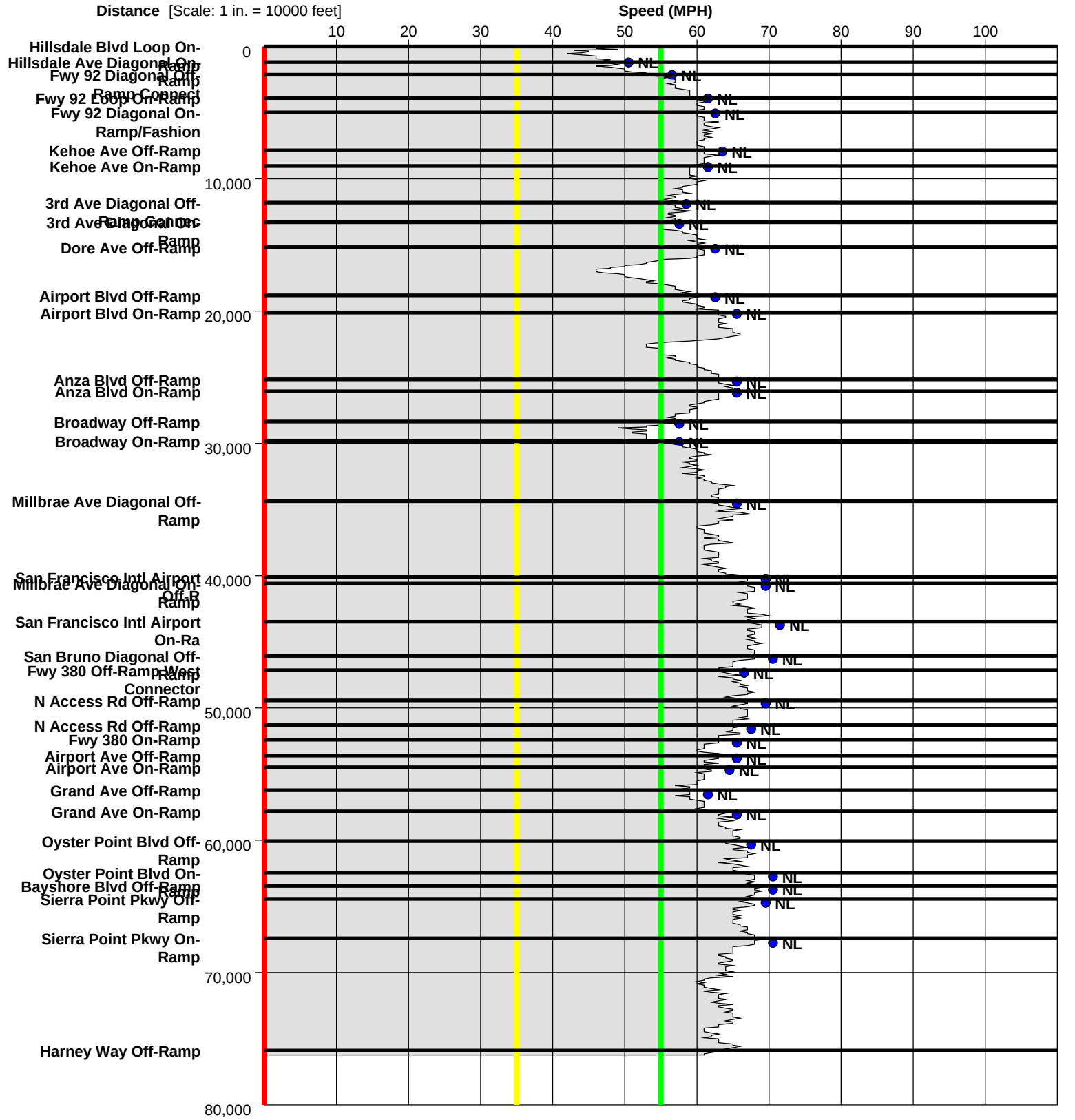
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **50**

Speed Profile

Run : US 101-NB-023 Start Time: 19:32 (This is an After Run)



NDS

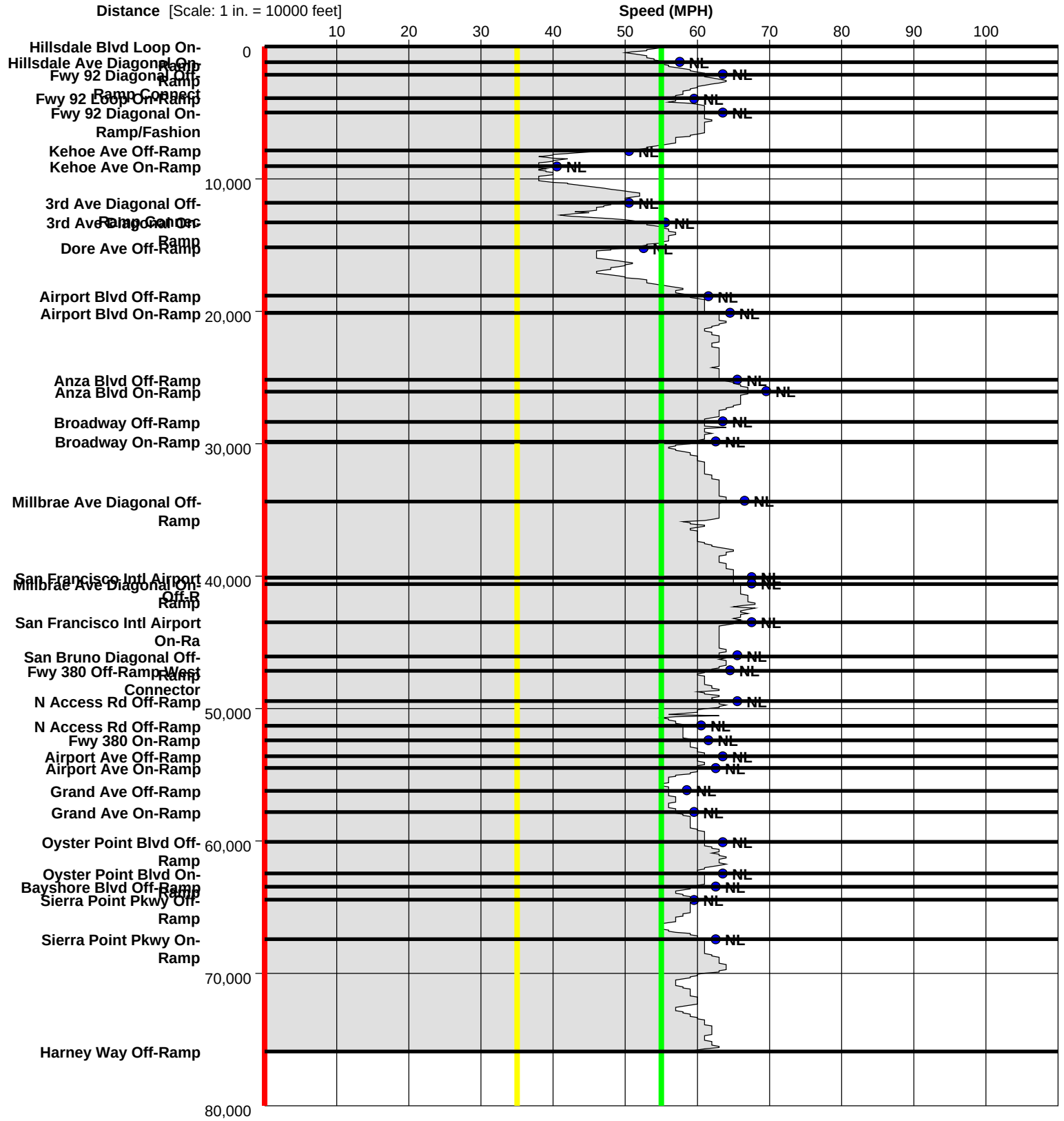
US 101

NB PM

Study Name : **US 101 NB PM**
Study Date : **9/29/2015**
Page No. : **51**

Speed Profile

Run : US 101-NB-024 Start Time: 19:47 (This is an After Run)



NDS

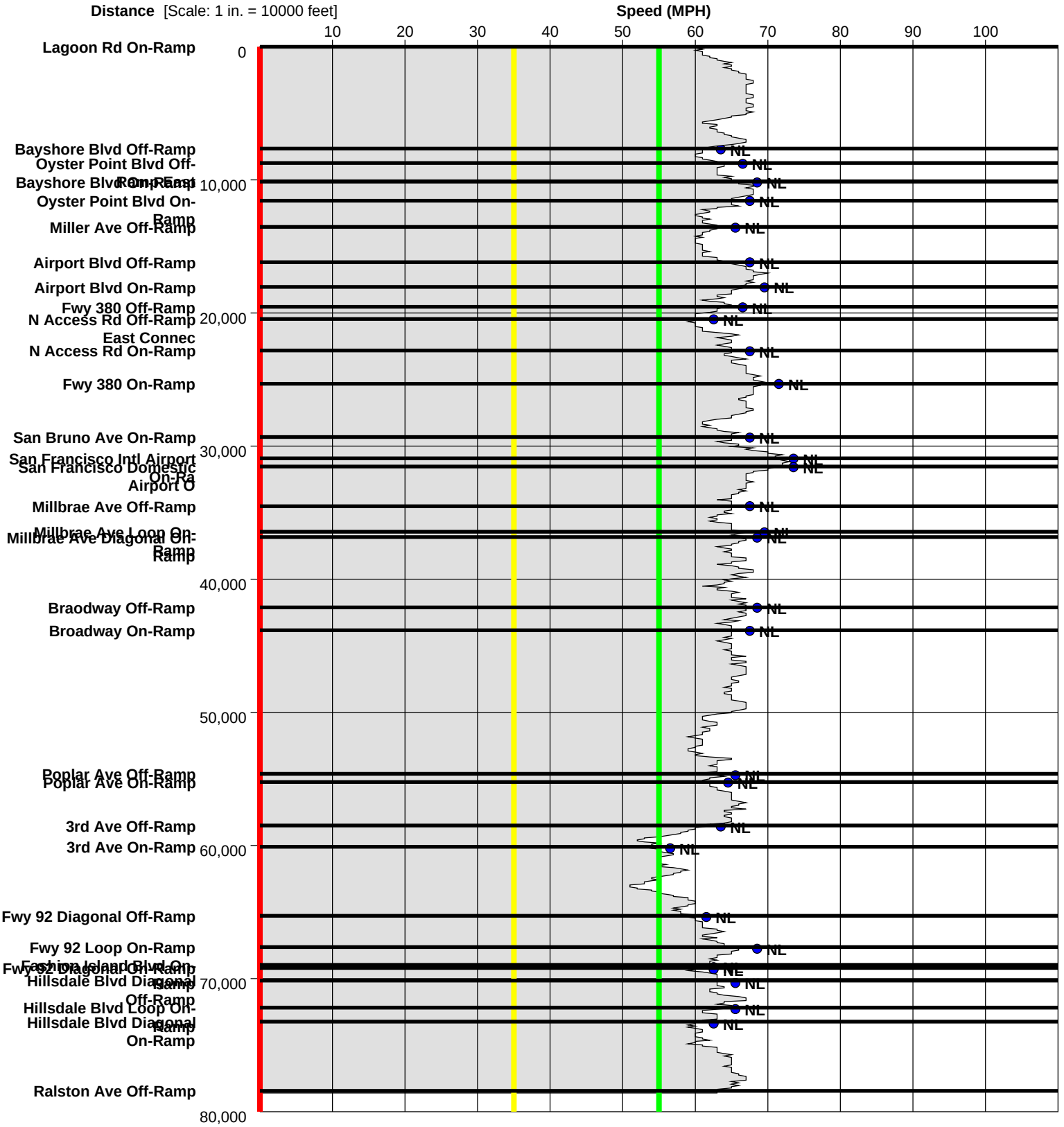
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **28**

Speed Profile

Run : US 101-SB-001 Start Time: 14:00 (This is an After Run)



NDS

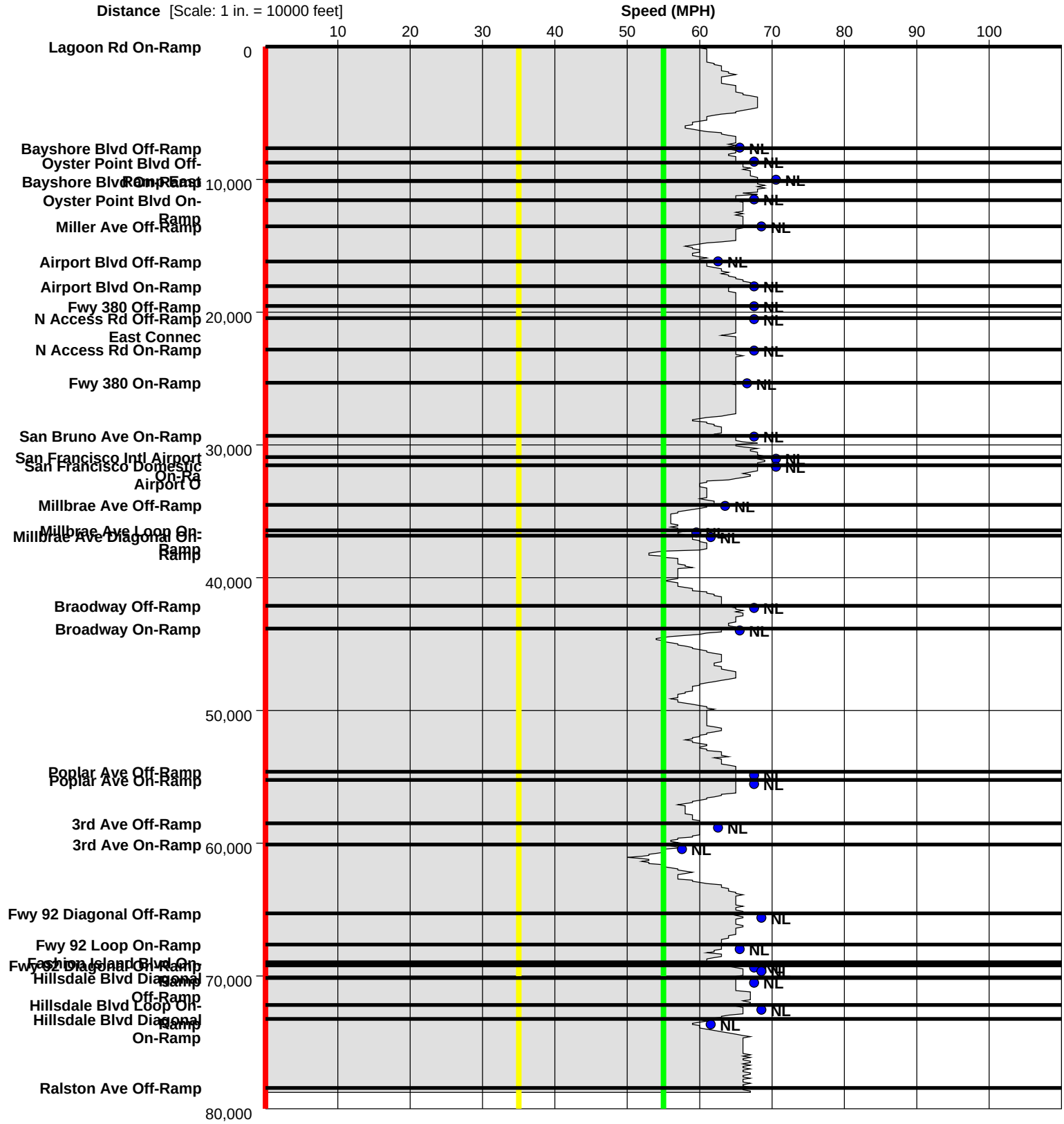
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **29**

Speed Profile

Run : US 101-SB-002 Start Time: 14:16 (This is an After Run)



NDS

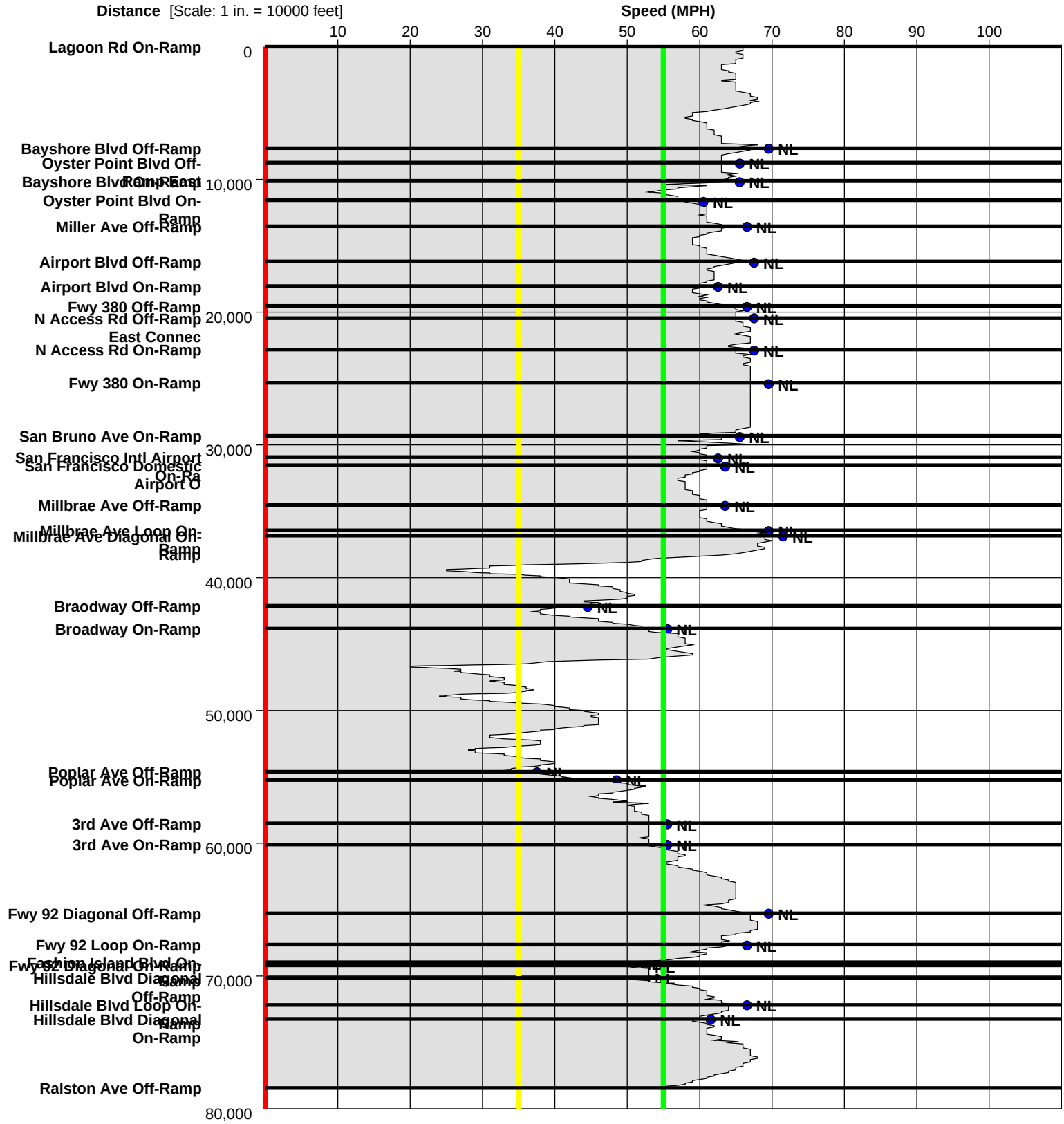
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **30**

Speed Profile

Run : US 101-SB-003 Start Time: 14:31 (This is an After Run)

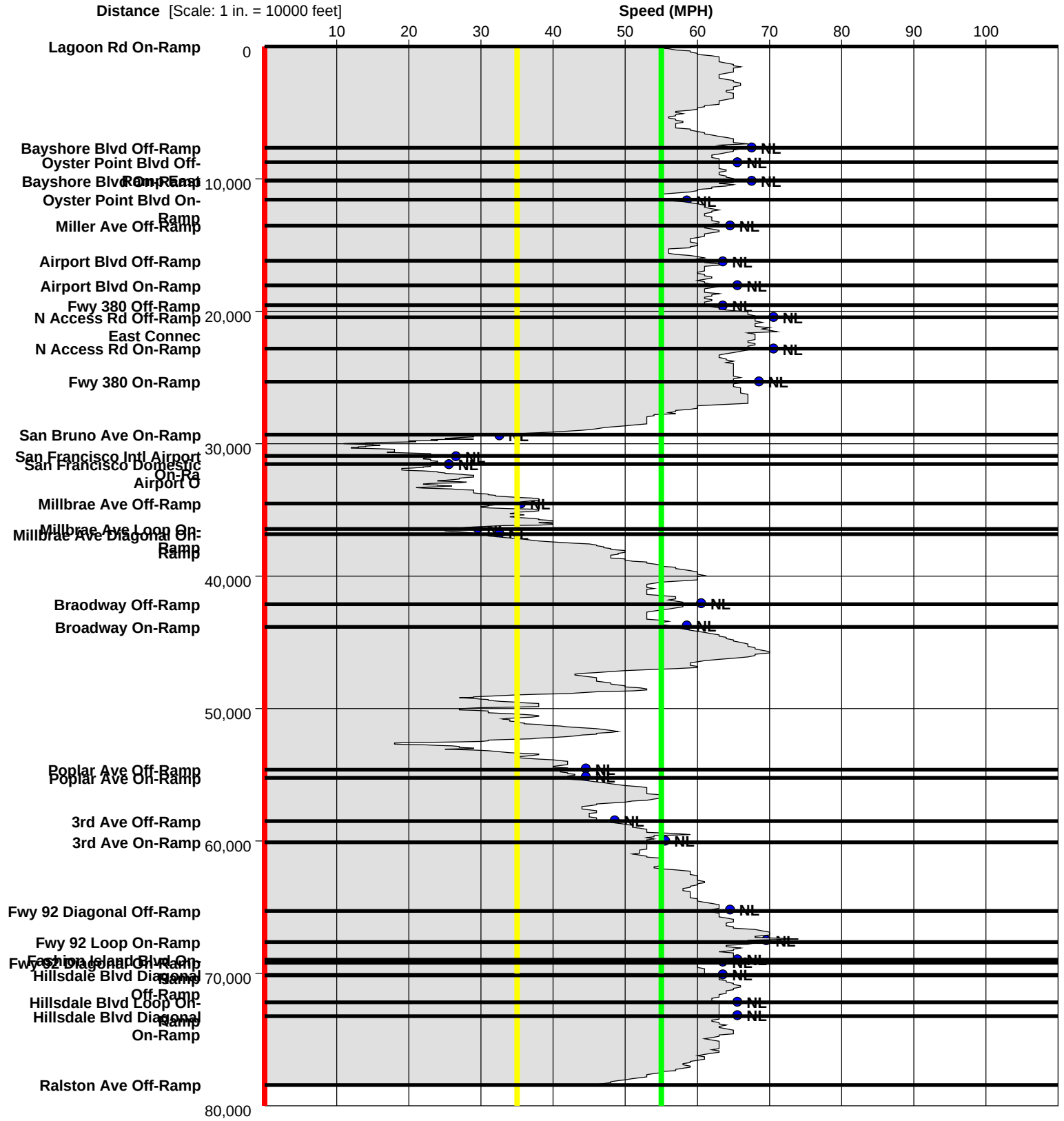


NDS
US 101
SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **31**

Speed Profile

Run : US 101-SB-004 Start Time: 14:48 (This is an After Run)



NDS

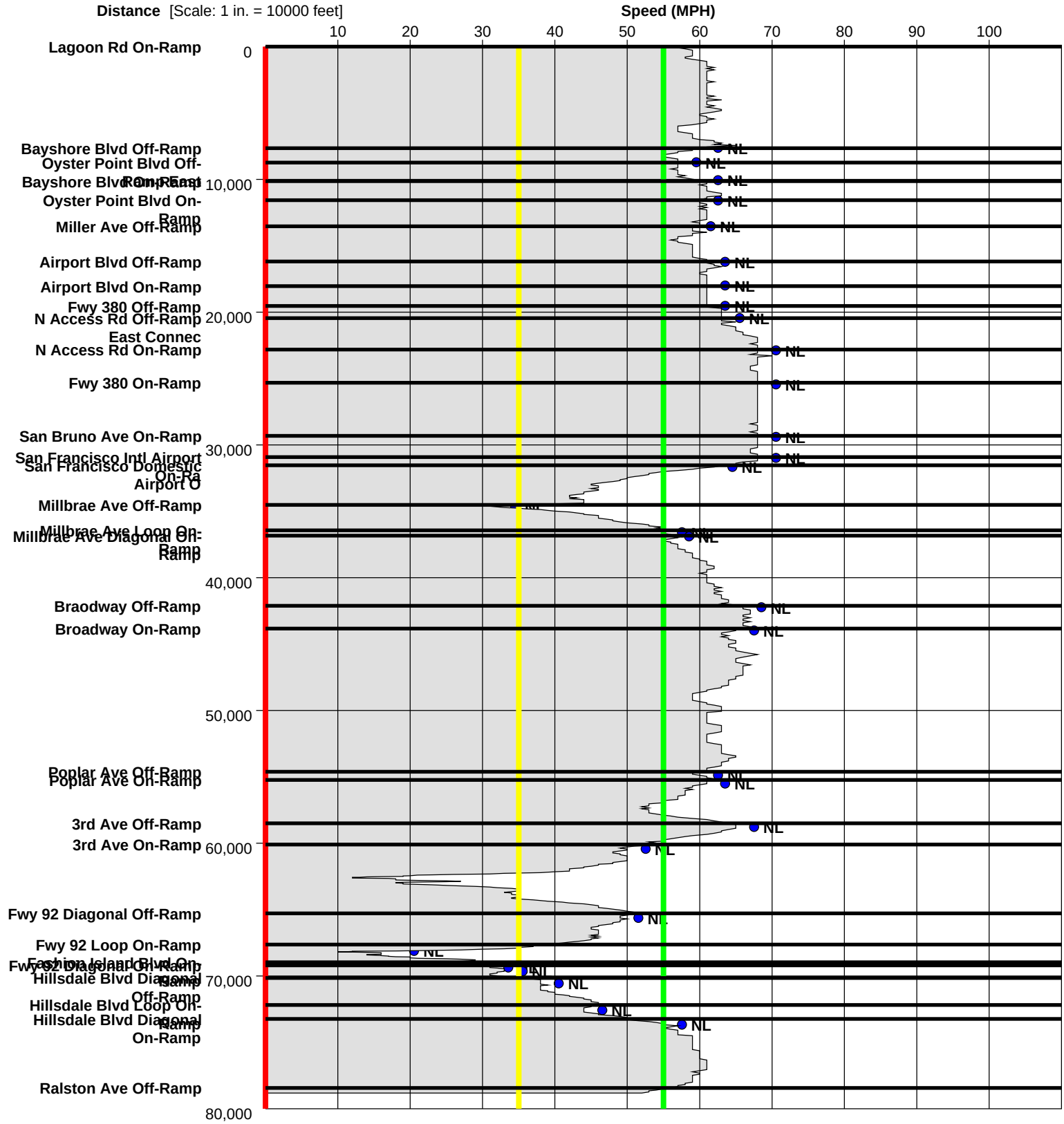
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **32**

Speed Profile

Run : US 101-SB-005 Start Time: 15:02 (This is an After Run)



NDS

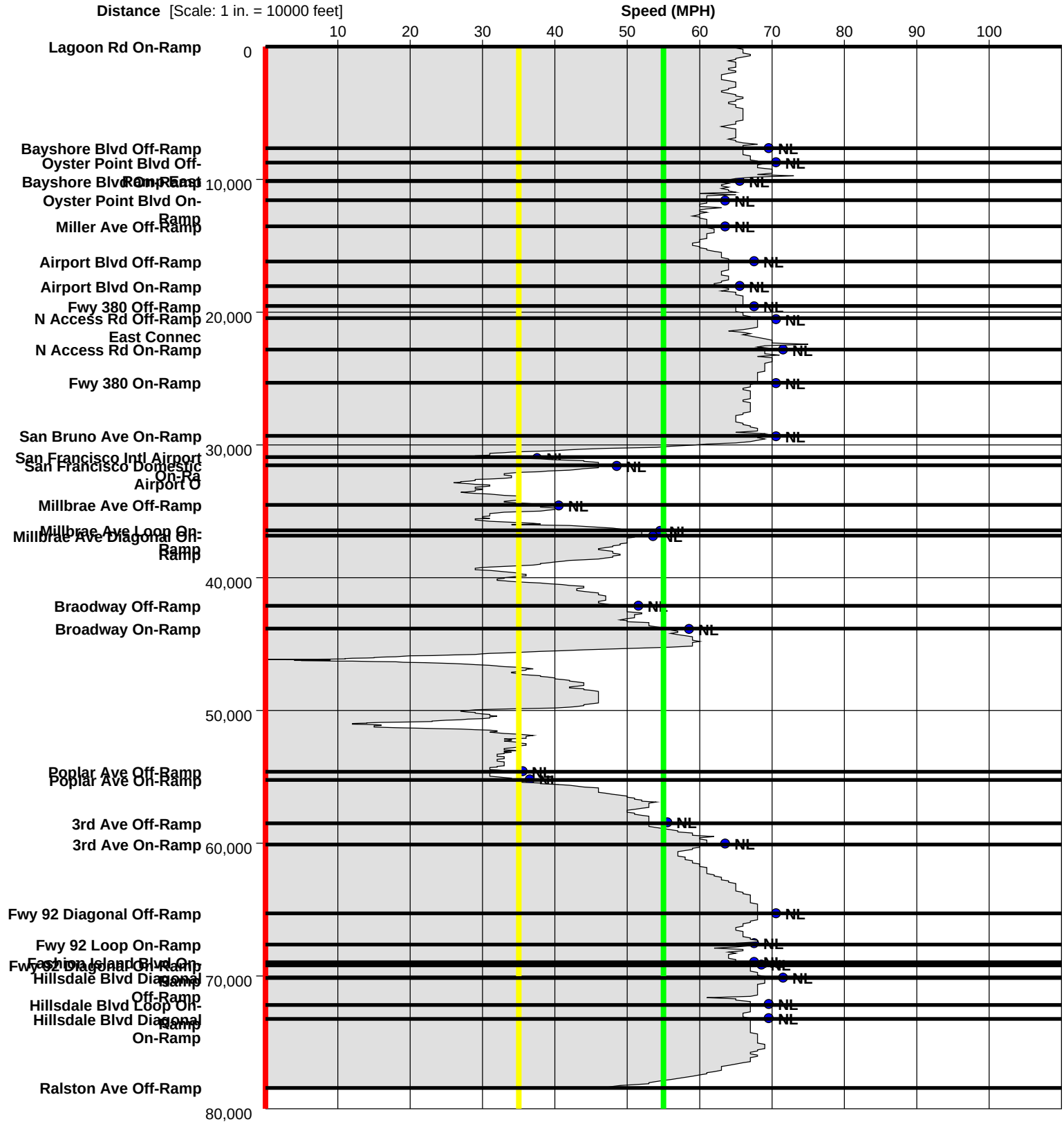
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **33**

Speed Profile

Run : US 101-SB-006 Start Time: 15:16 (This is an After Run)



NDS

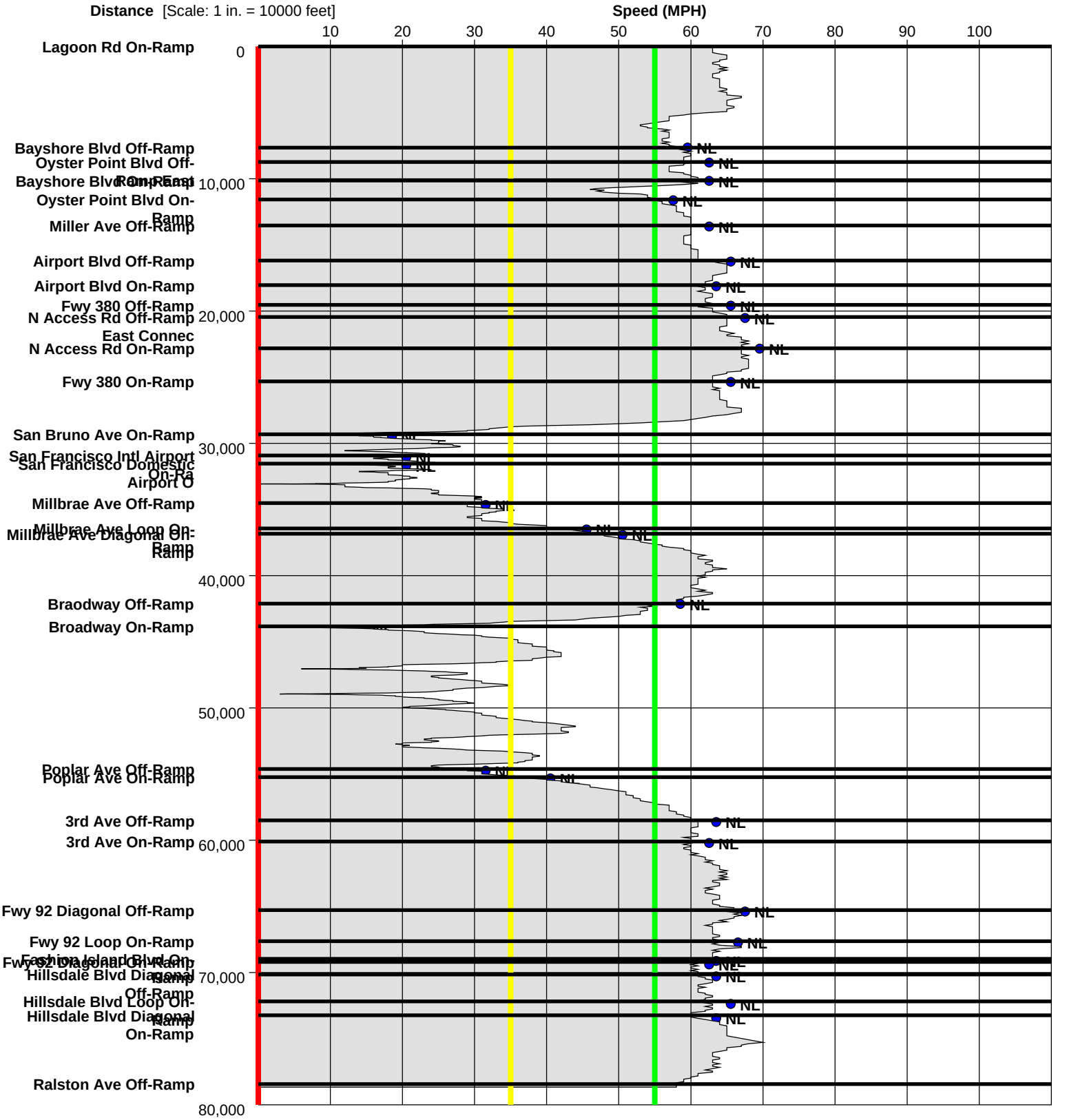
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **34**

Speed Profile

Run : US 101-SB-007 Start Time: 15:30 (This is an After Run)



NDS

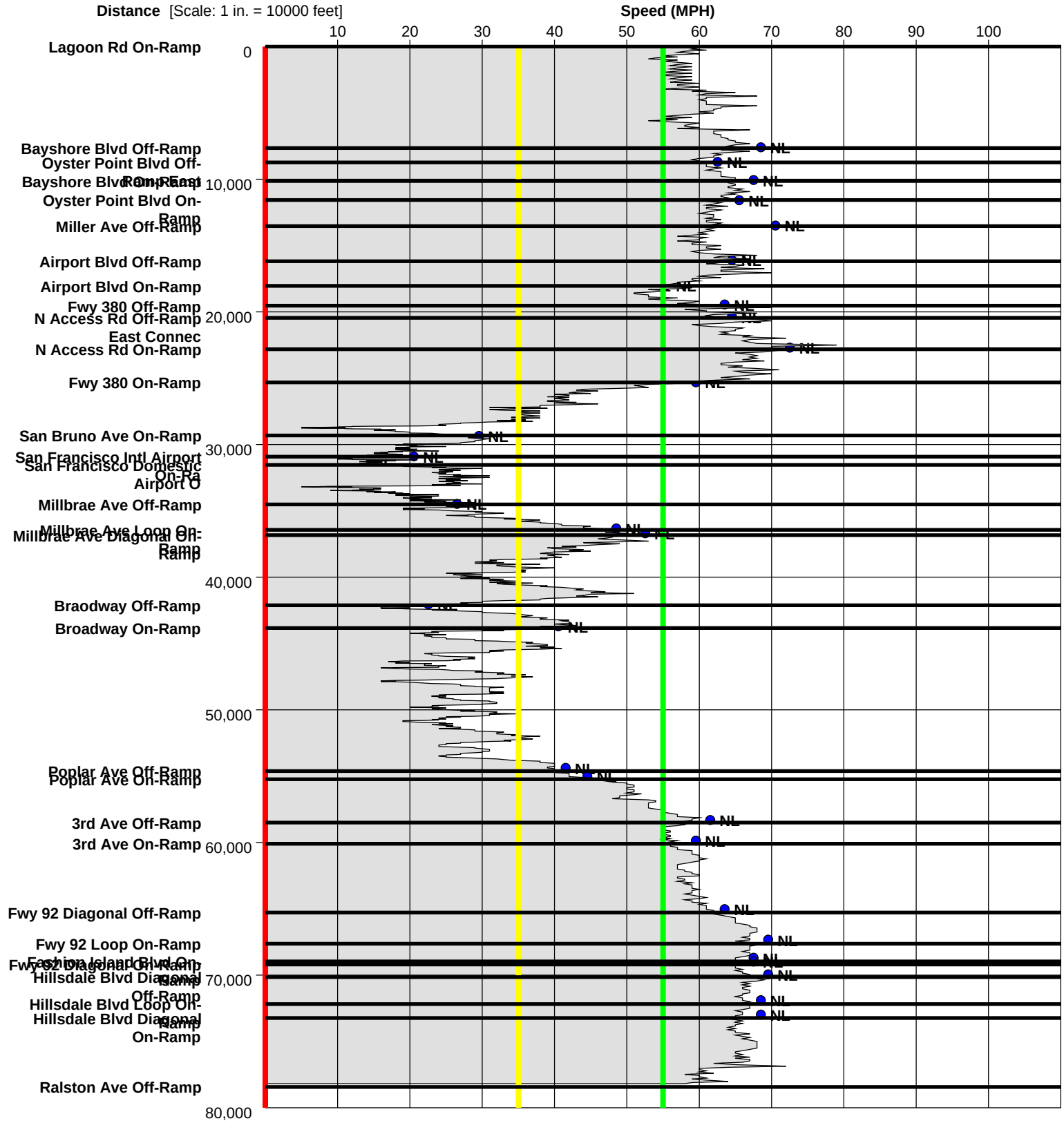
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **35**

Speed Profile

Run : US 101-SB-008 Start Time: 15:47 (This is an After Run)

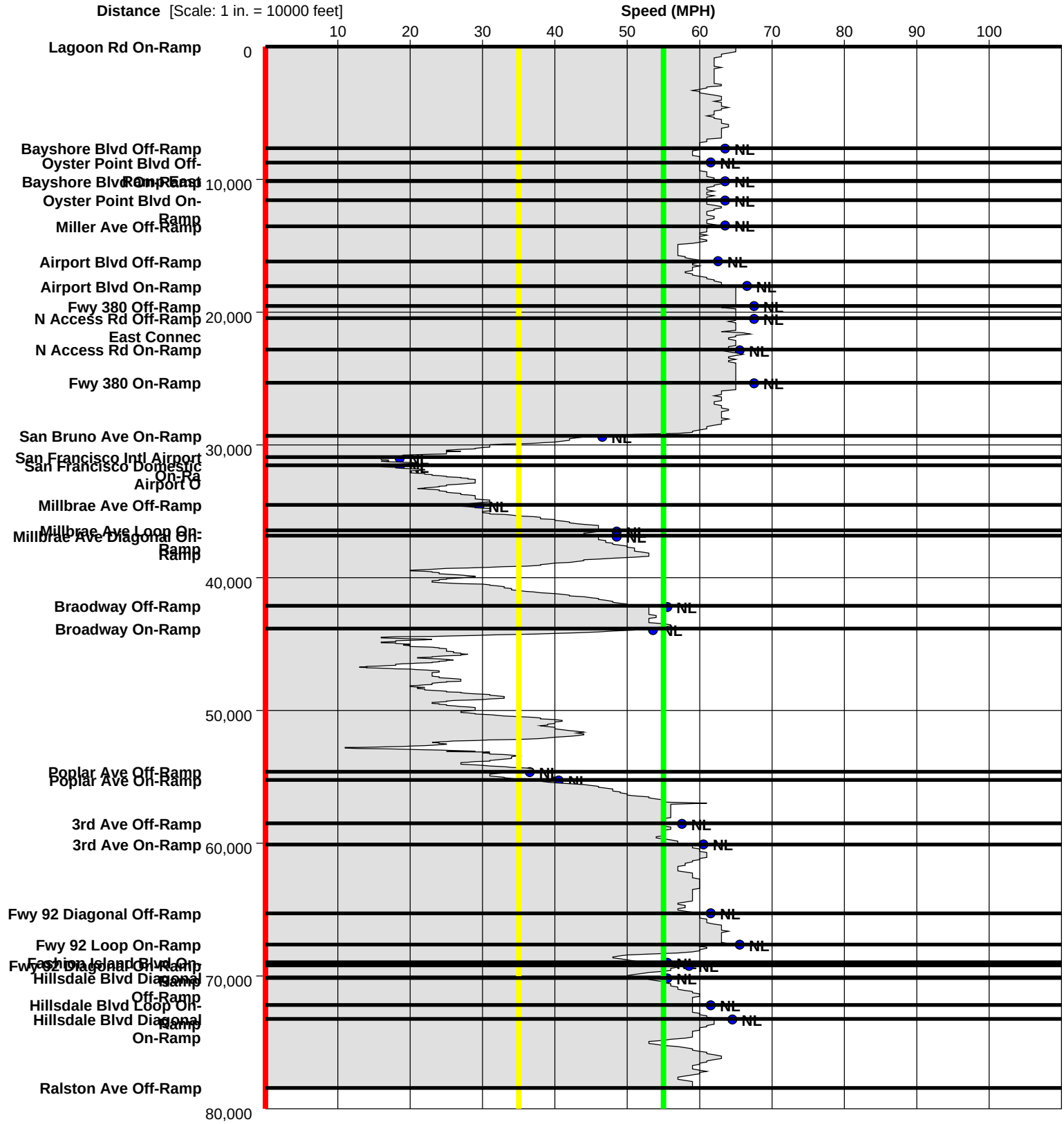


NDS
US 101
SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **36**

Speed Profile

Run : US 101-SB-009 Start Time: 16:01 (This is an After Run)

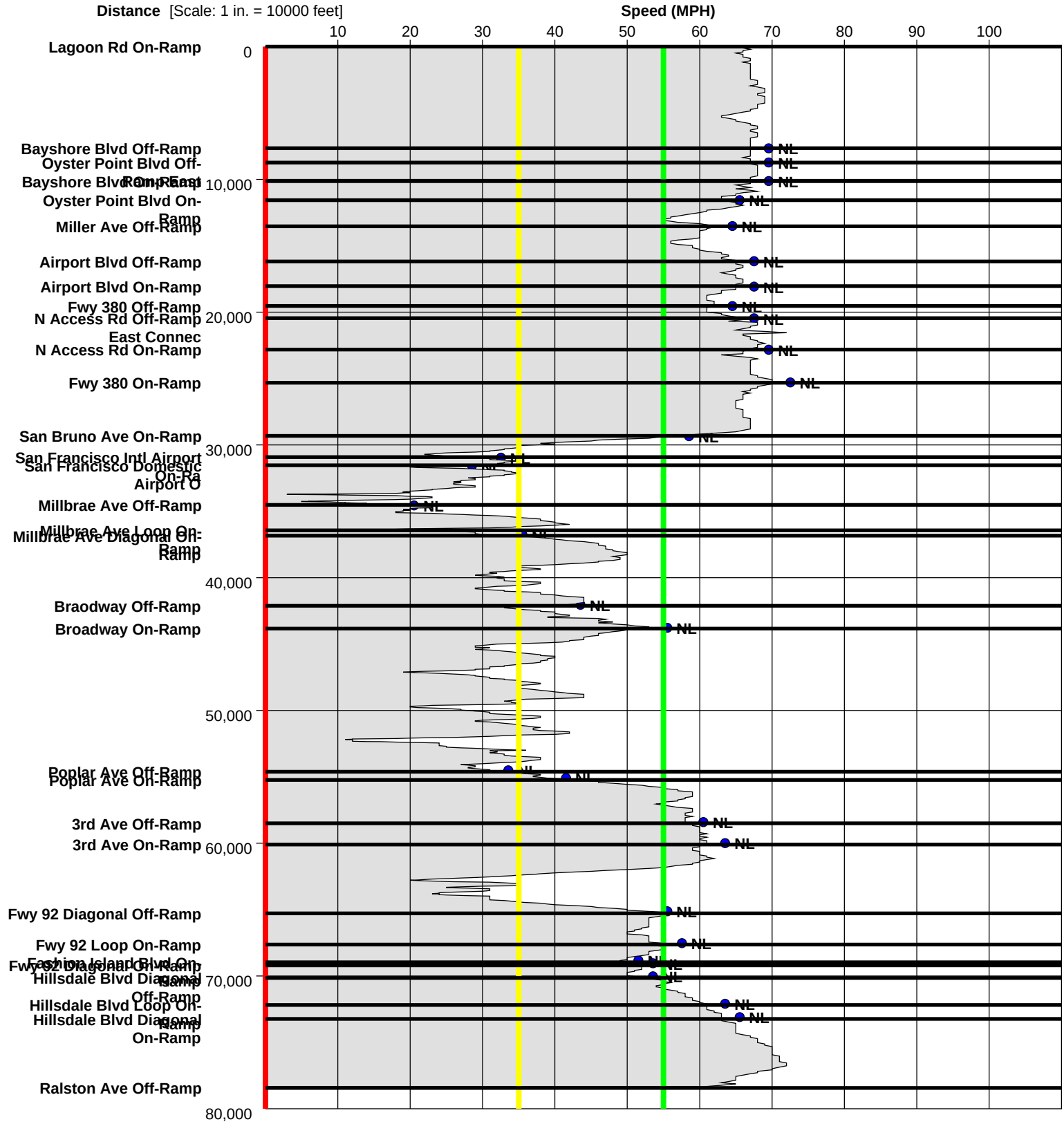


NDS
US 101
SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **37**

Speed Profile

Run : US 101-SB-010 Start Time: 16:17 (This is an After Run)



NDS

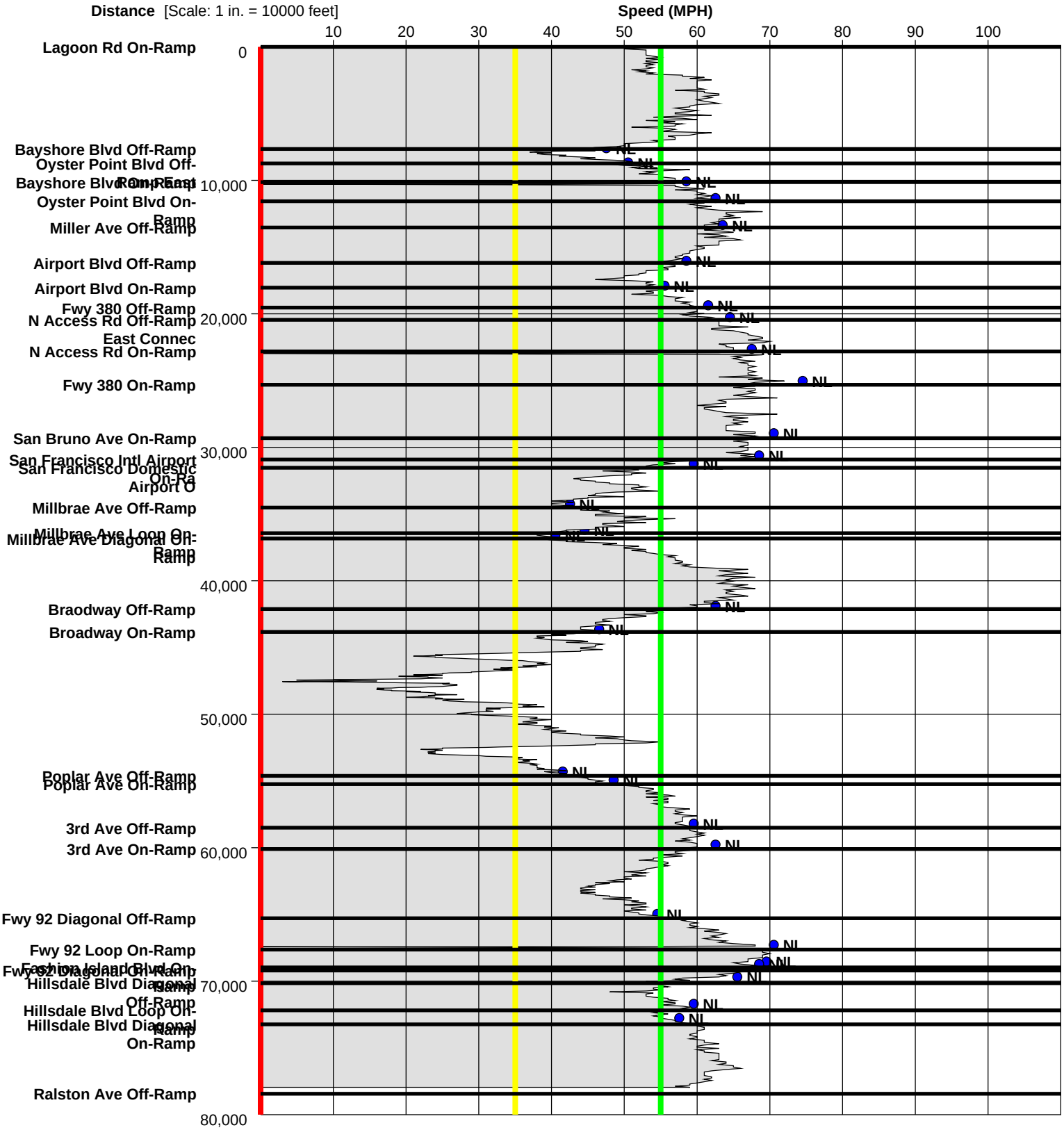
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **38**

Speed Profile

Run : US 101-SB-011 Start Time: 16:31 (This is an After Run)

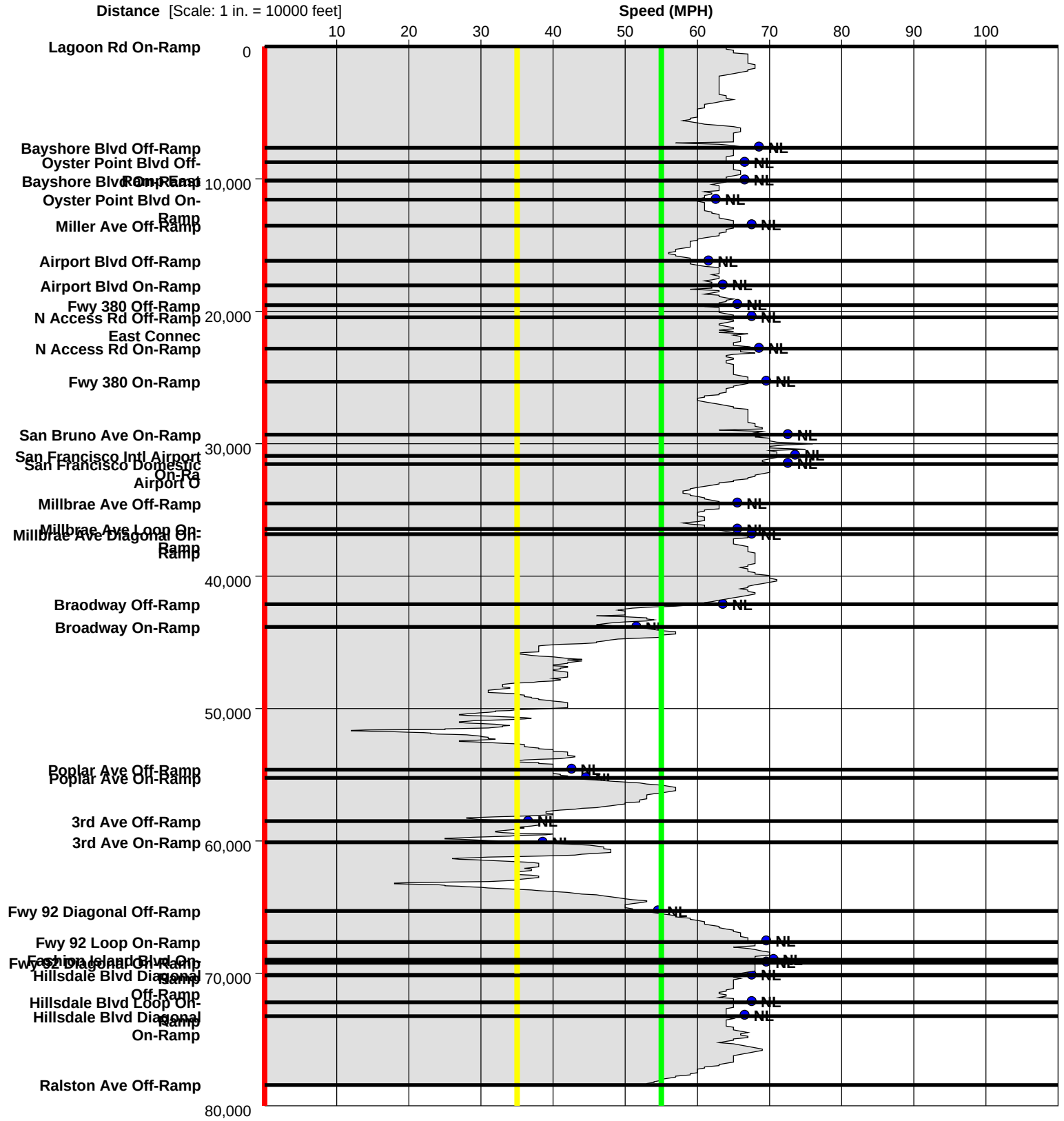


NDS
US 101
SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **39**

Speed Profile

Run : US 101-SB-012 Start Time: 16:46 (This is an After Run)



NDS

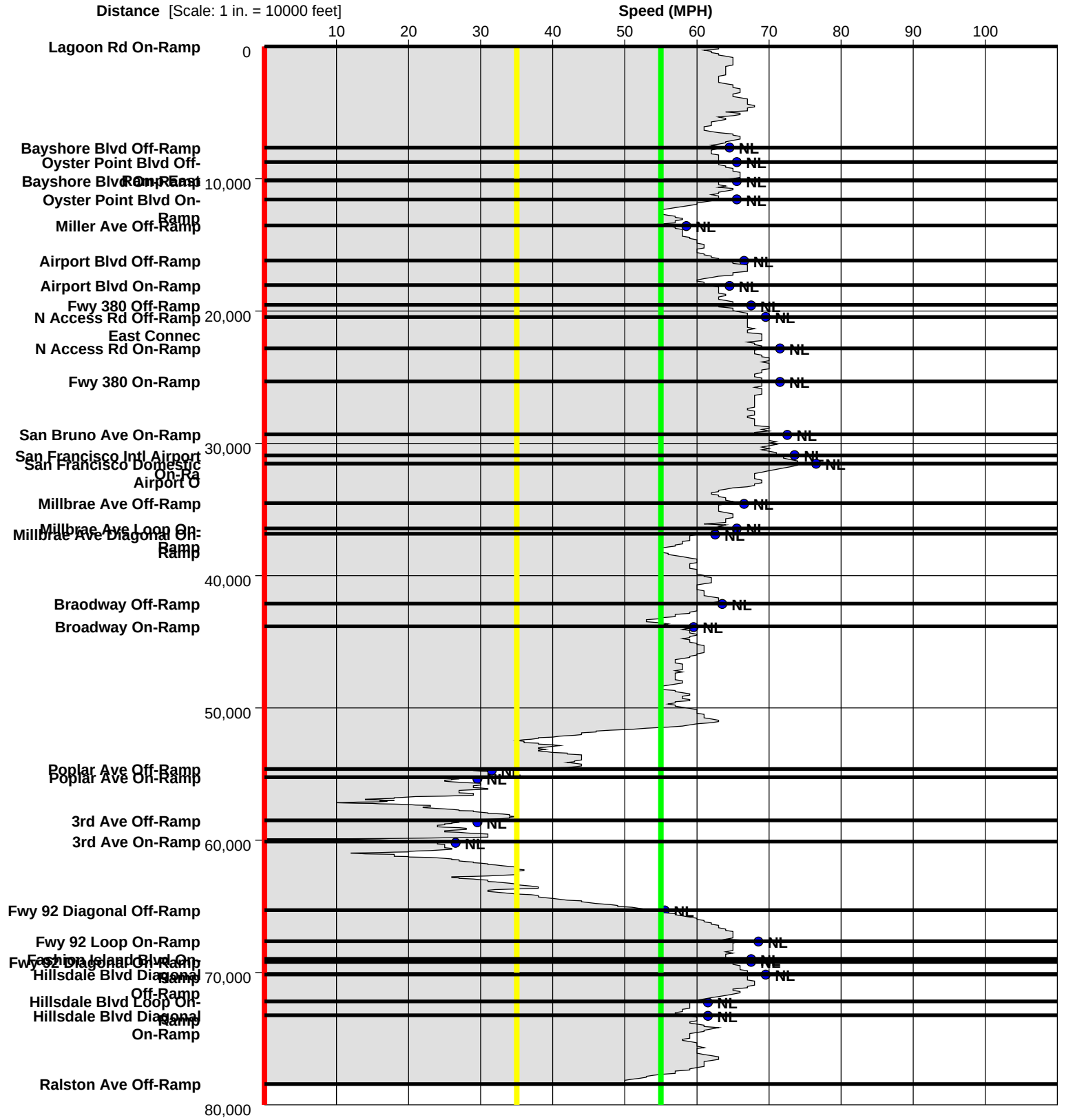
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **40**

Speed Profile

Run : US 101-SB-013 Start Time: 17:01 (This is an After Run)



NDS

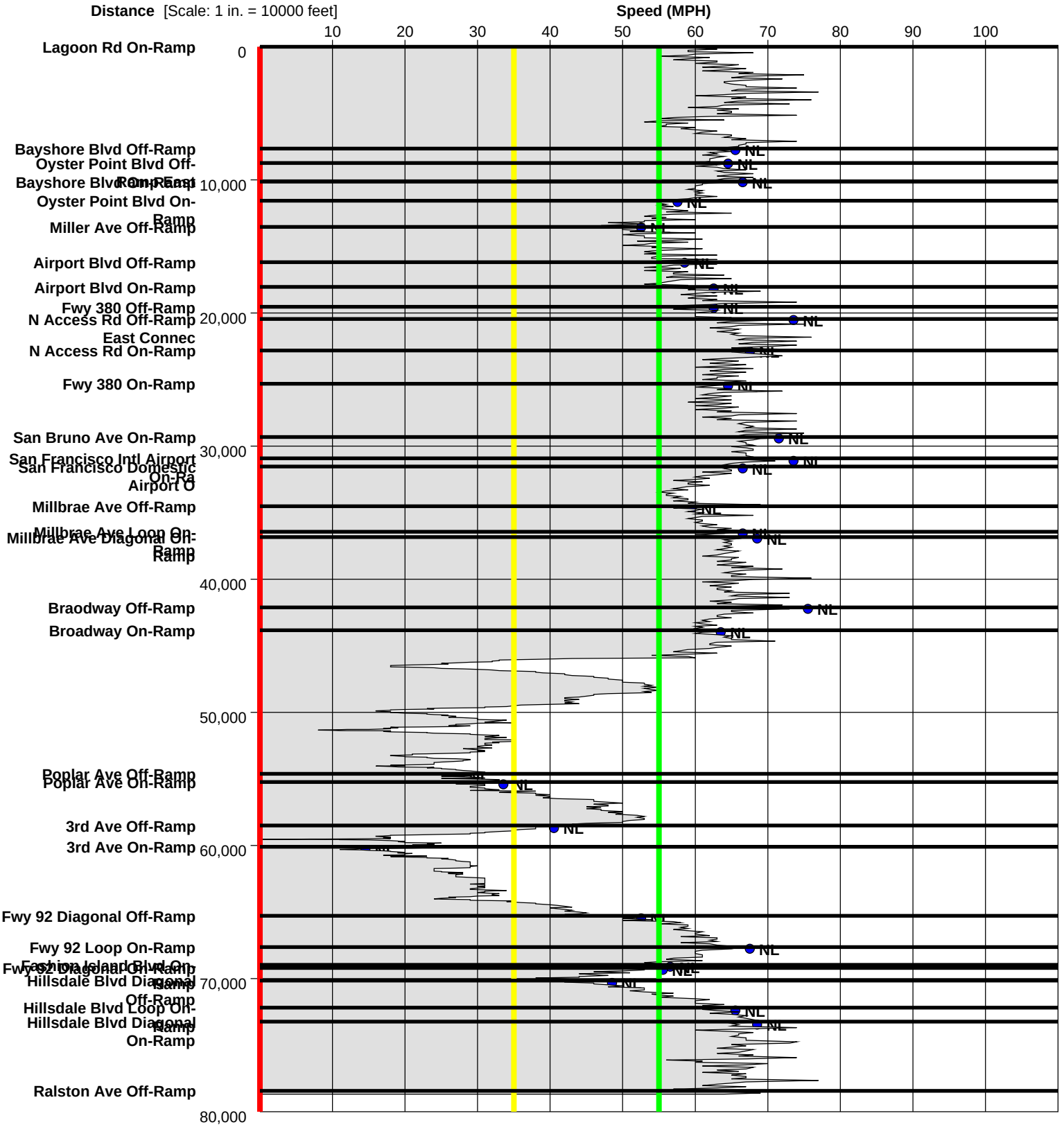
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **41**

Speed Profile

Run : US 101-SB-014 Start Time: 17:17 (This is an After Run)



NDS

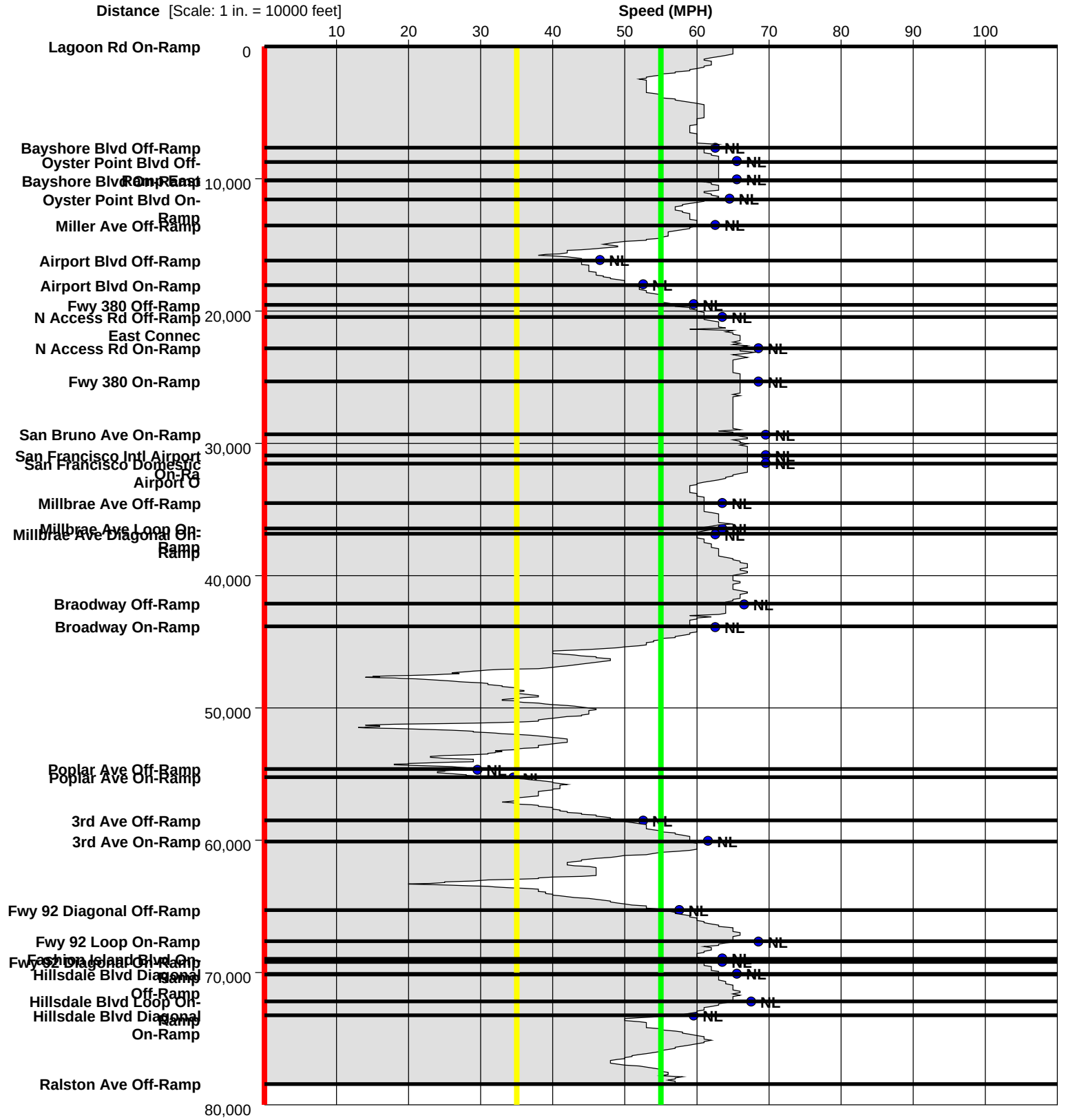
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **42**

Speed Profile

Run : US 101-SB-015 Start Time: 17:32 (This is an After Run)



NDS

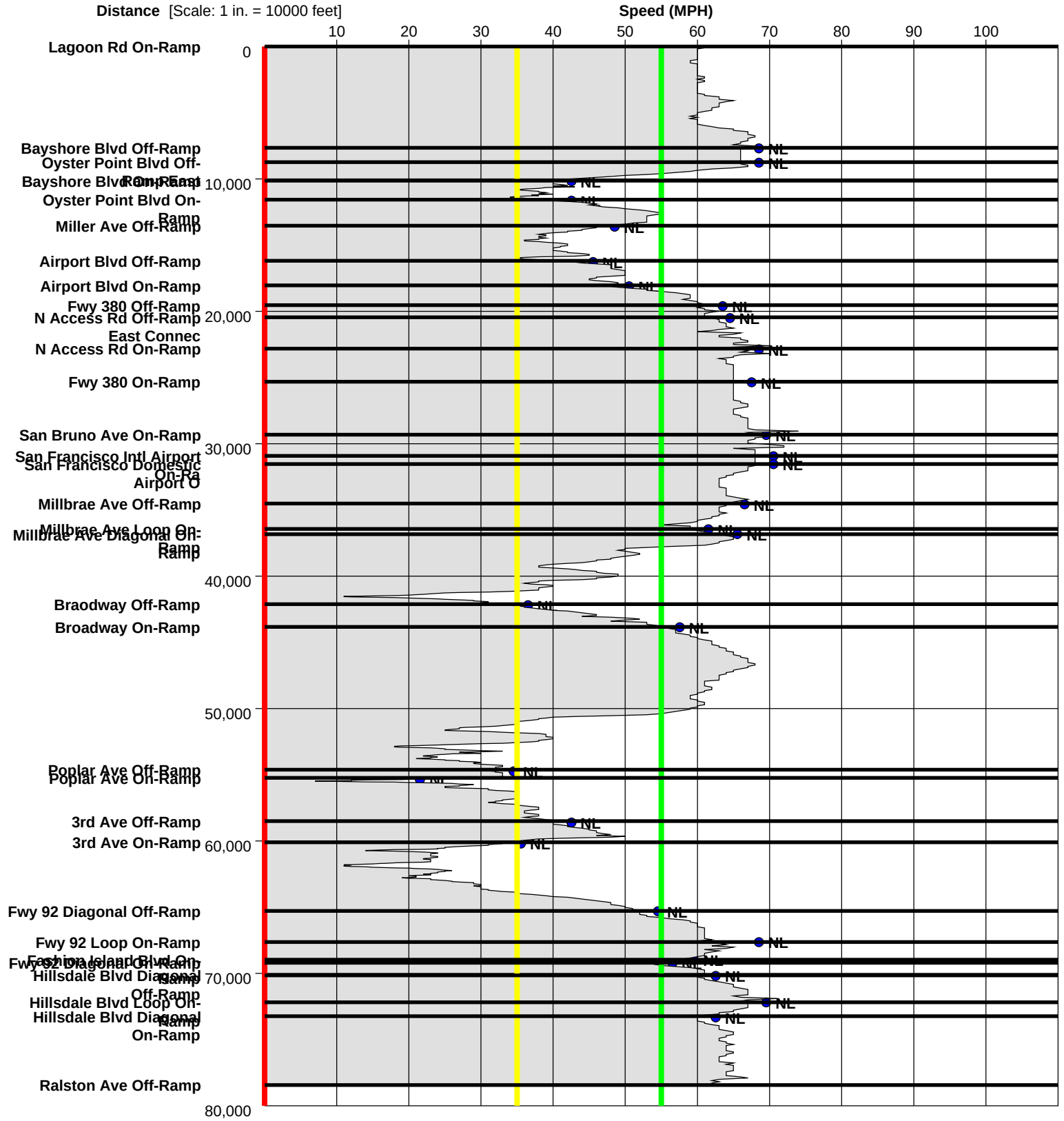
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **43**

Speed Profile

Run : US 101-SB-016 Start Time: 17:46 (This is an After Run)



NDS

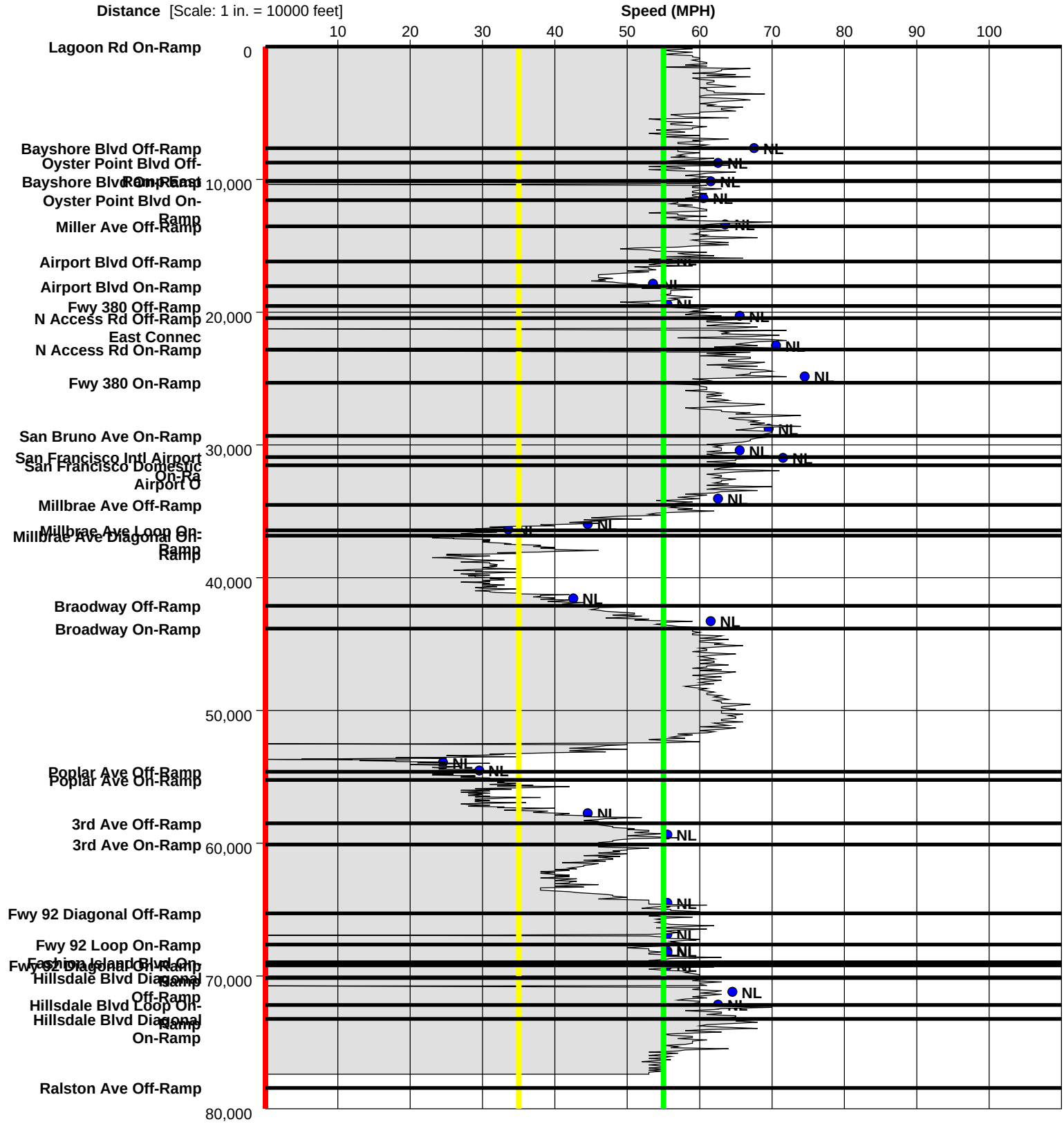
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **44**

Speed Profile

Run : US 101-SB-017 Start Time: 18:01 (This is an After Run)



NDS

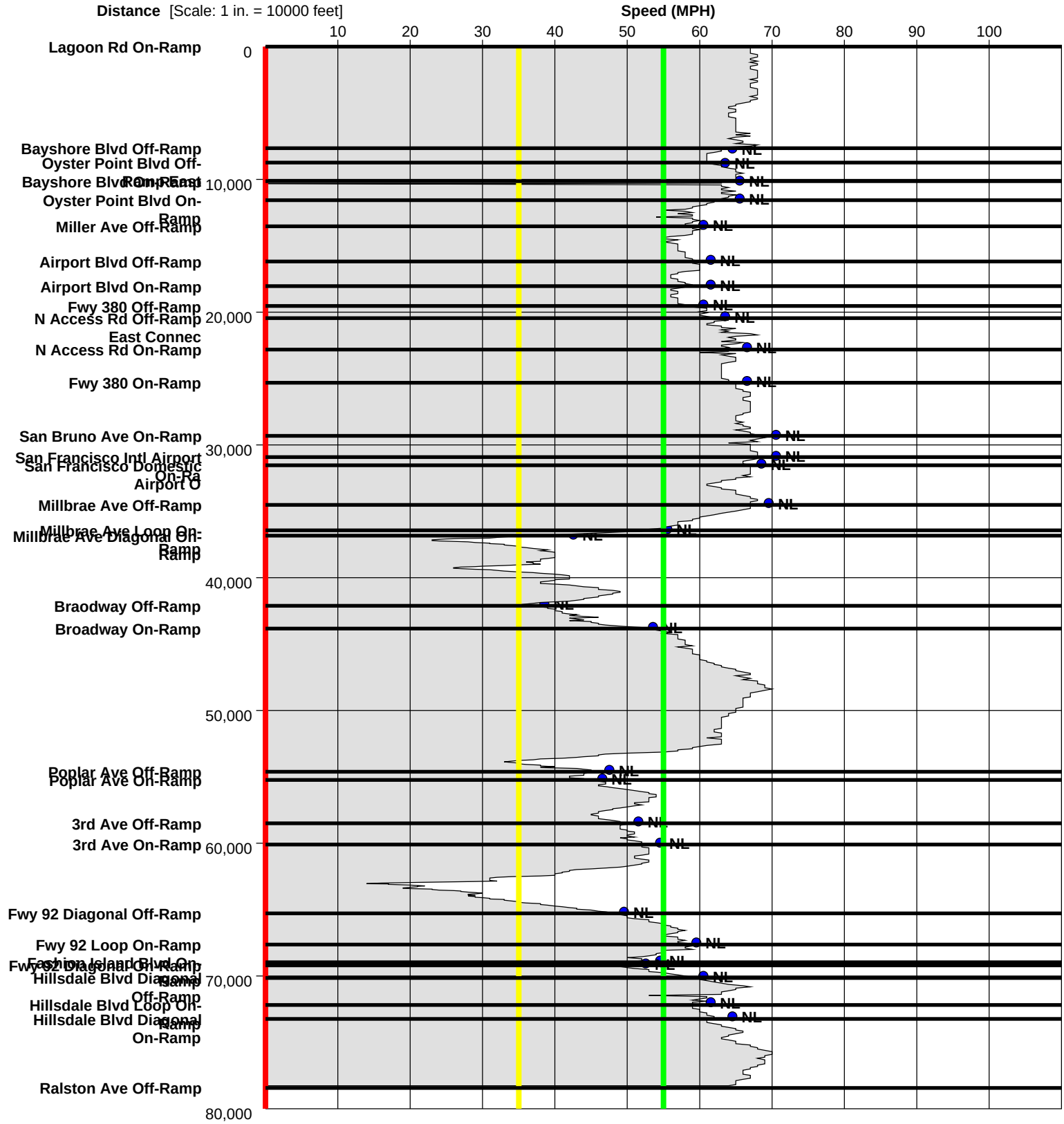
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **45**

Speed Profile

Run : US 101-SB-018 Start Time: 18:16 (This is an After Run)



NDS

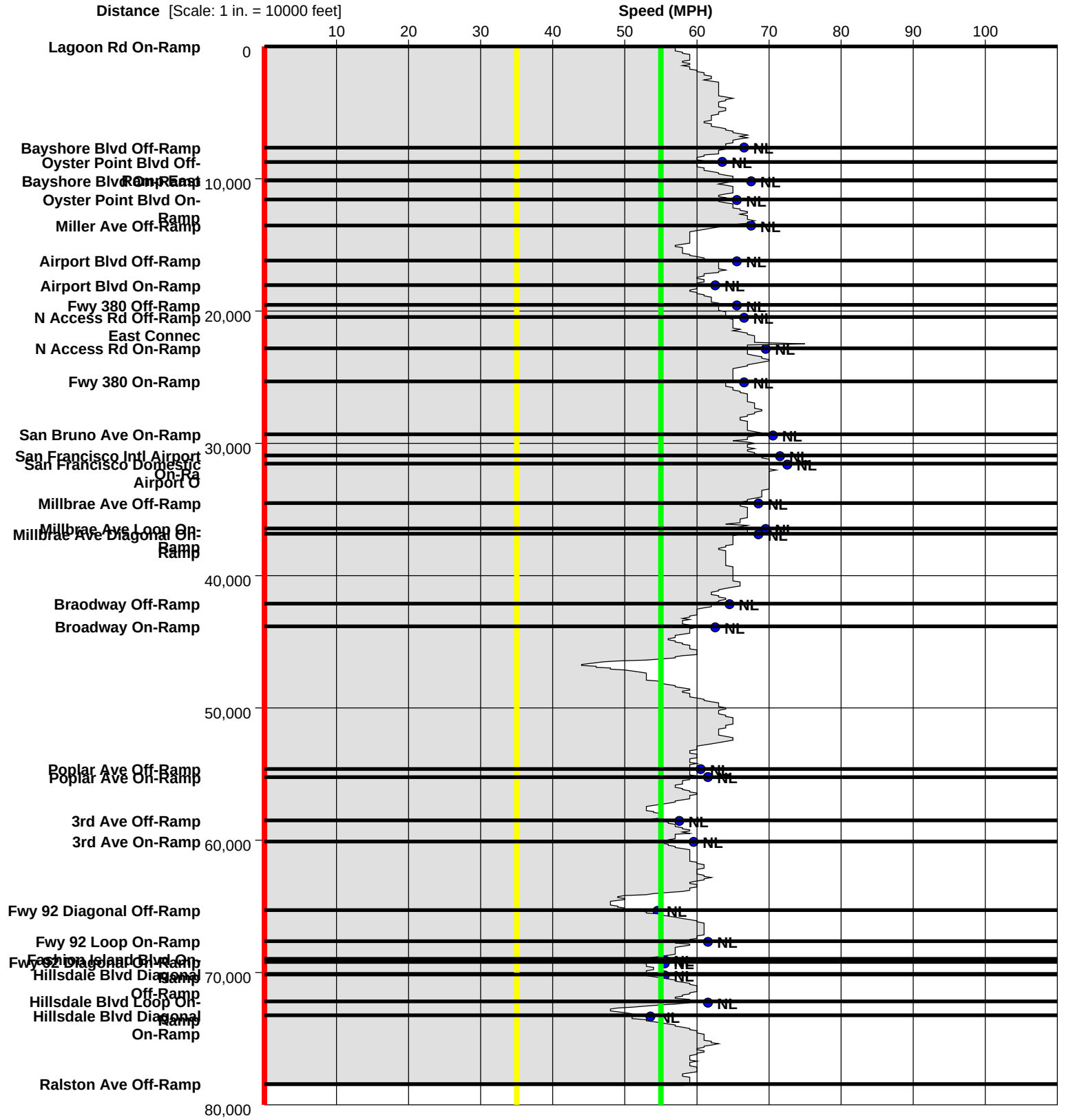
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **46**

Speed Profile

Run : US 101-SB-019 Start Time: 18:30 (This is an After Run)



NDS

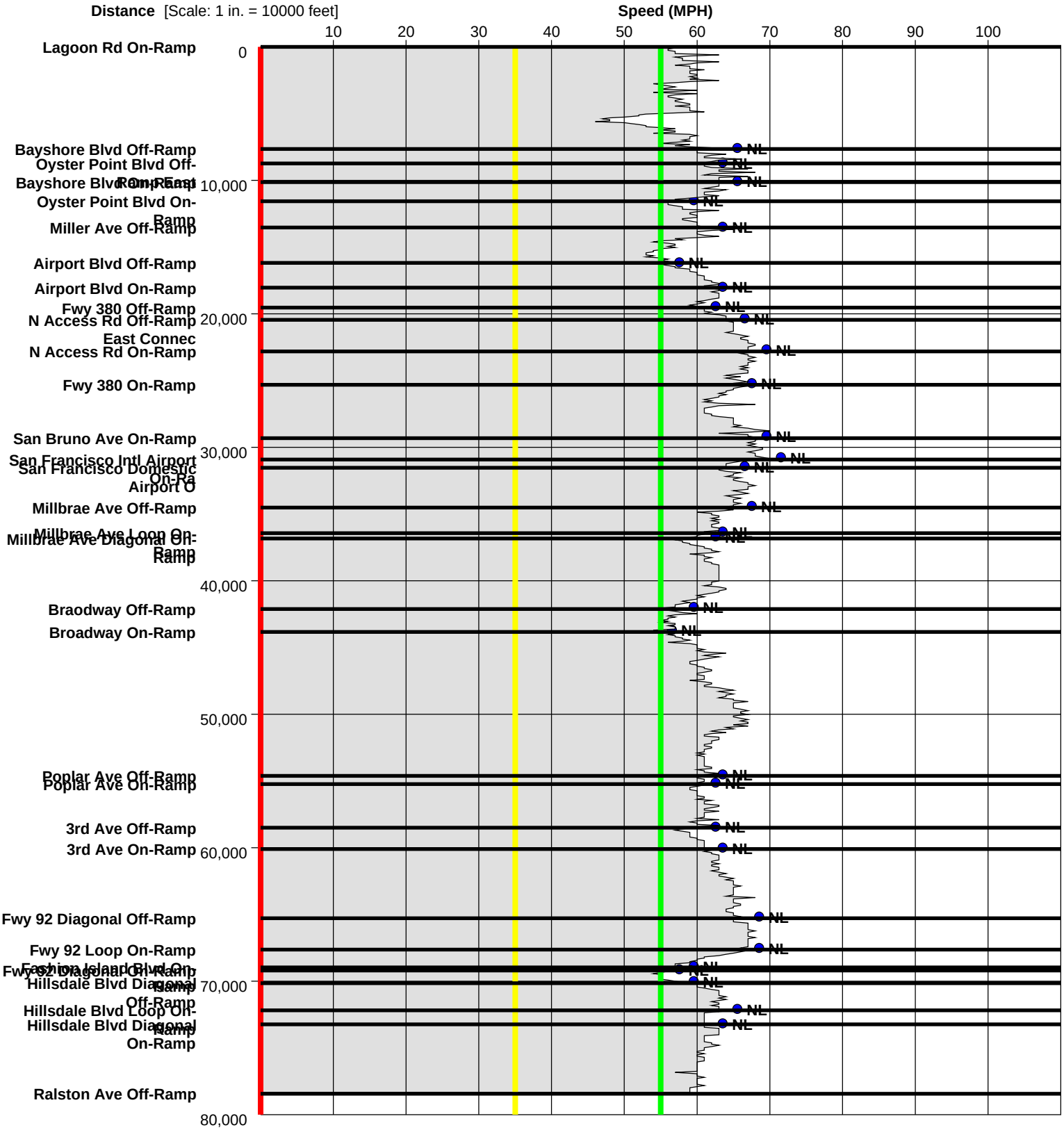
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **47**

Speed Profile

Run : US 101-SB-020 Start Time: 18:47 (This is an After Run)



NDS

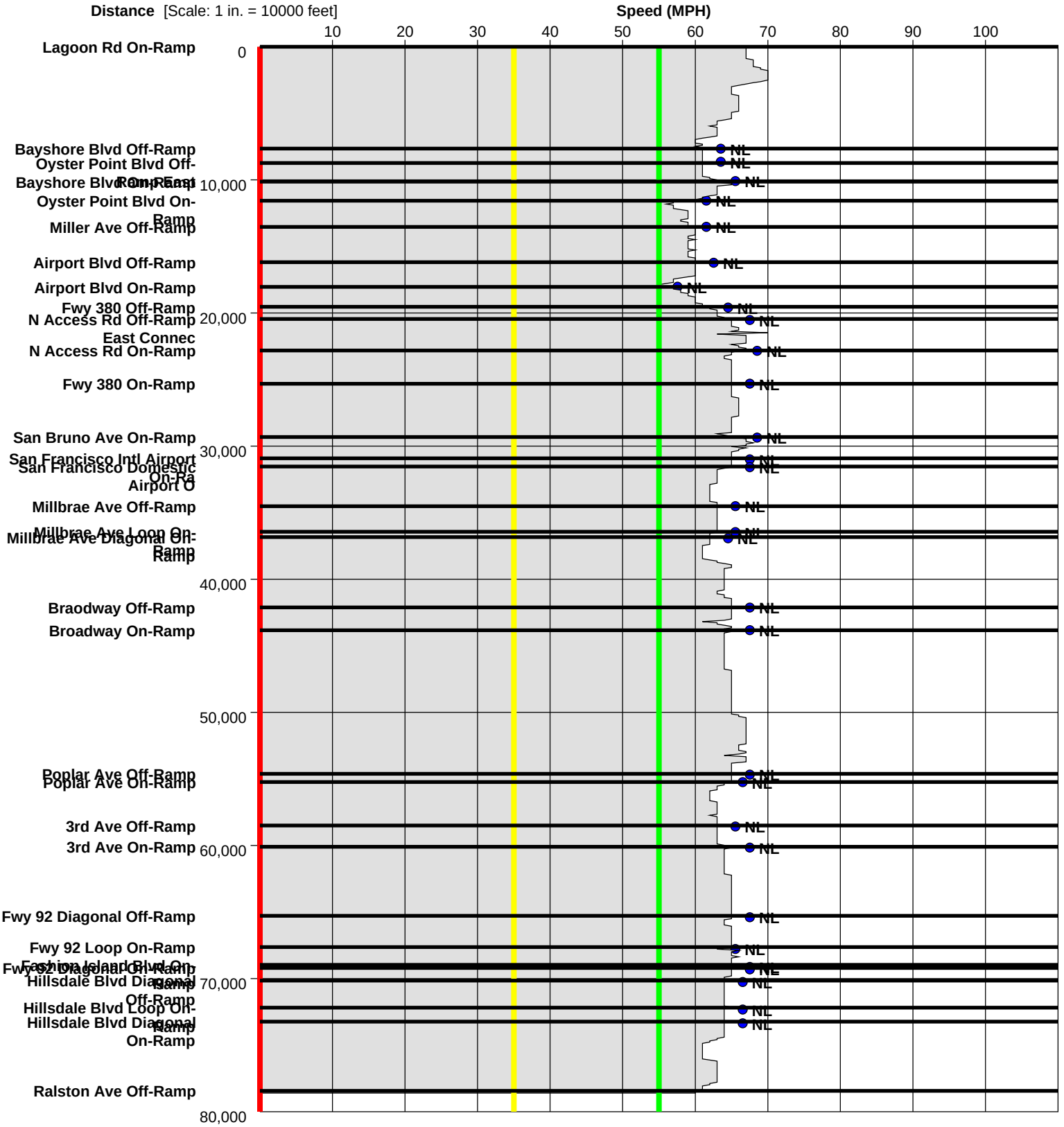
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **48**

Speed Profile

Run : US 101-SB-021 Start Time: 19:01 (This is an After Run)



NDS

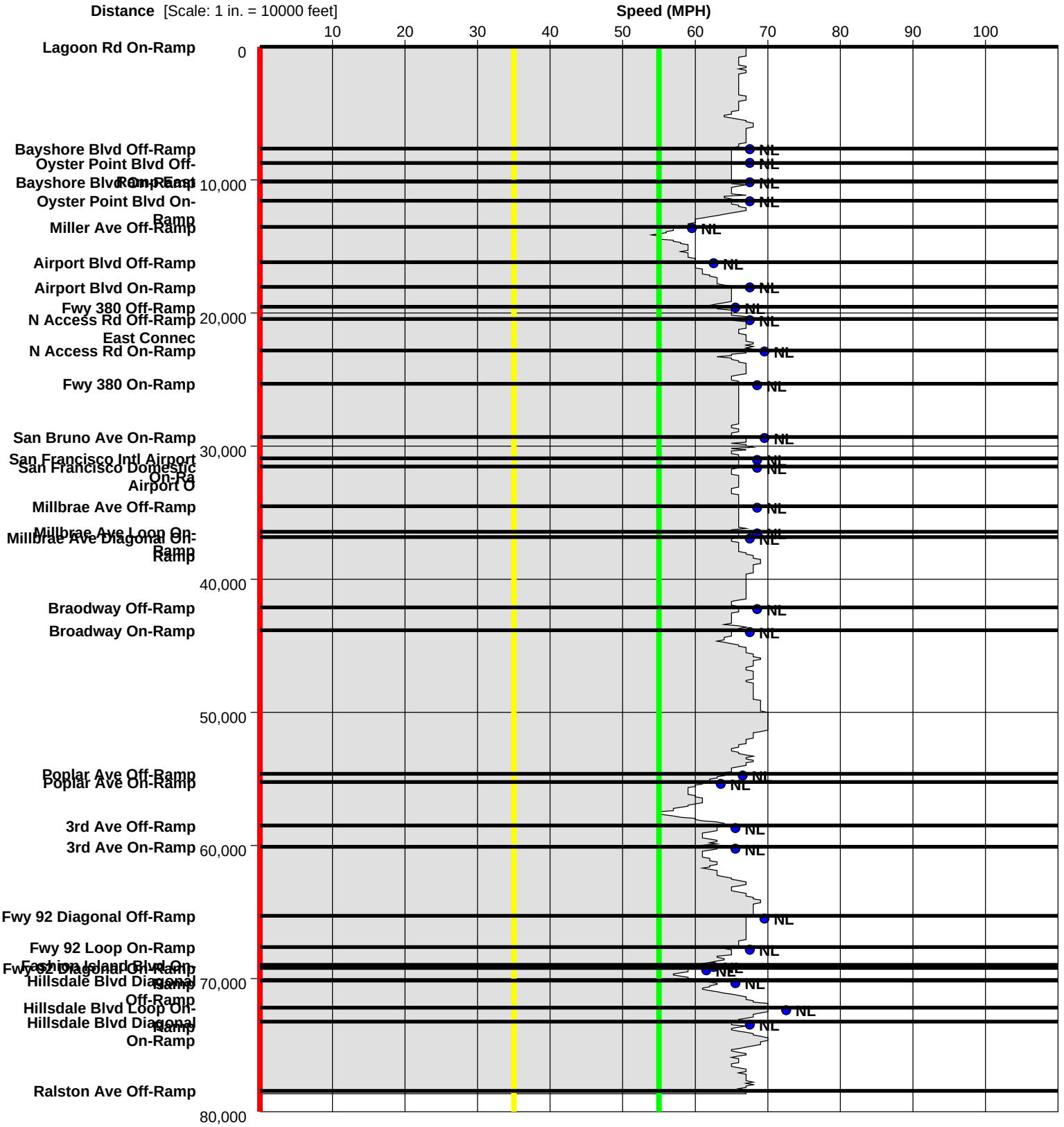
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **49**

Speed Profile

Run : US 101-SB-022 Start Time: 19:16 (This is an After Run)

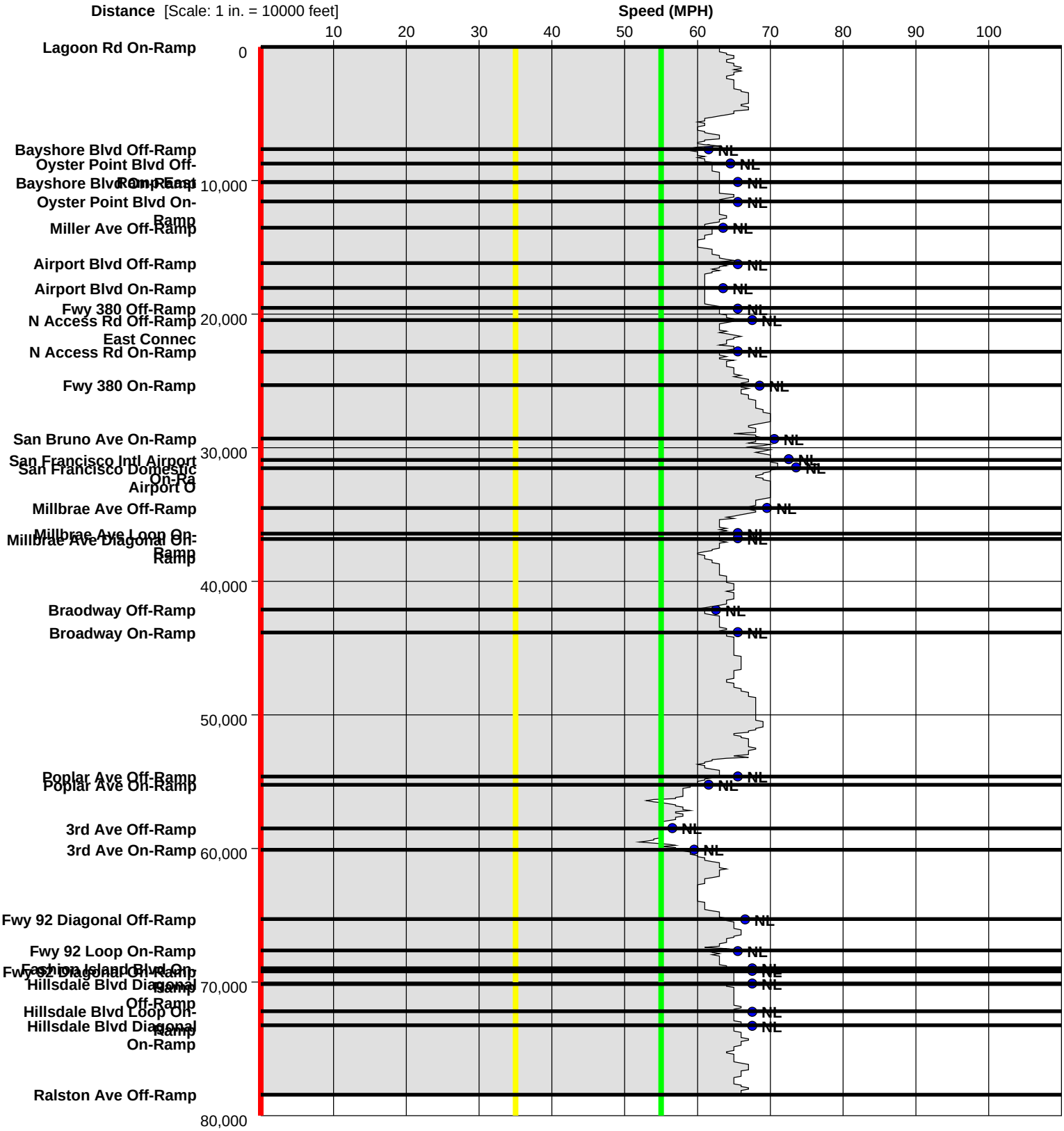


NDS
US 101
SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **50**

Speed Profile

Run : US 101-SB-023 Start Time: 19:31 (This is an After Run)



NDS

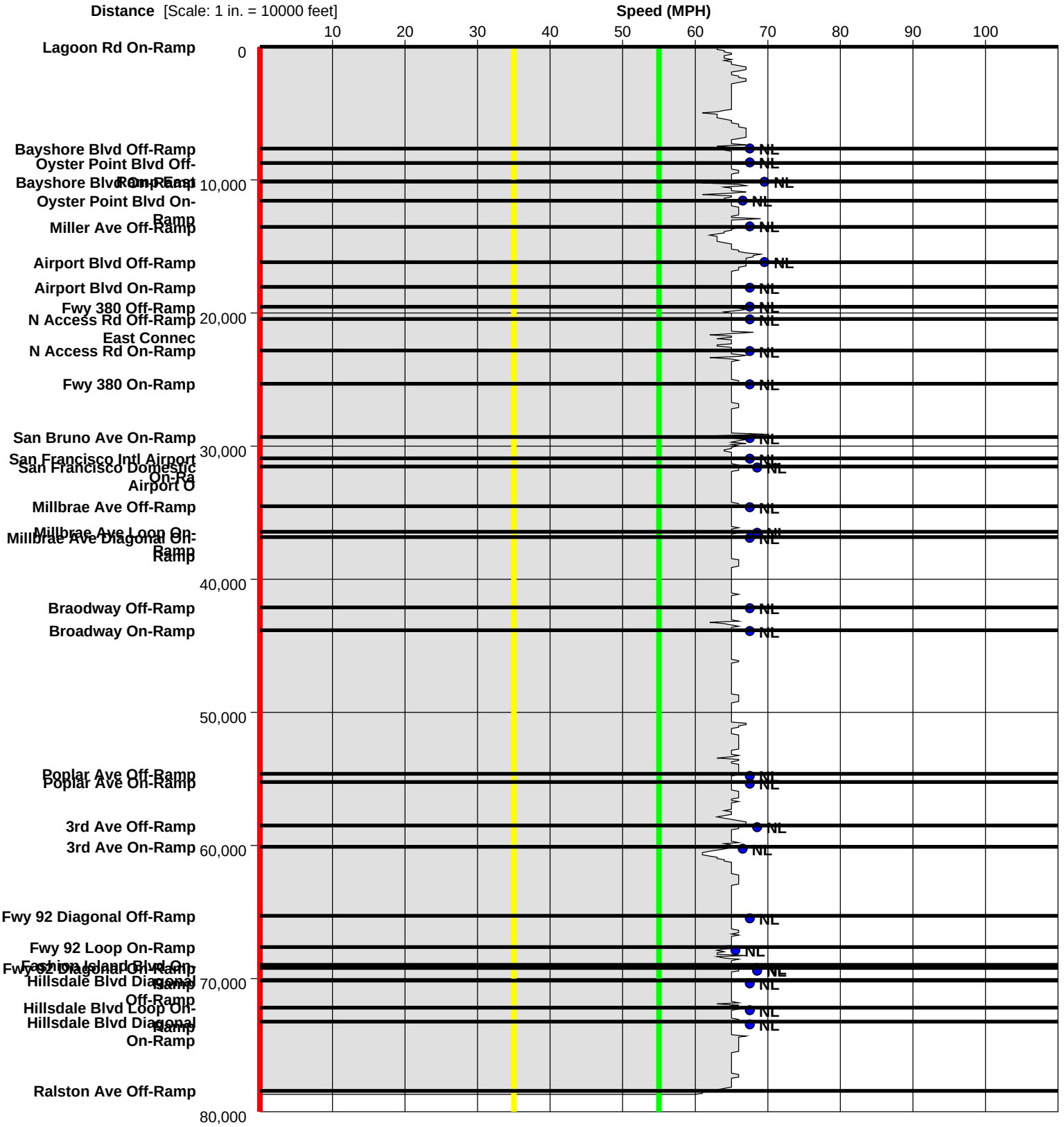
US 101

SB PM

Study Name : **US 101 SB PM**
Study Date : **9/29/2015**
Page No. : **51**

Speed Profile

Run : US 101-SB-024 Start Time: 19:46 (This is an After Run)



Appendix B:
Freeway Mainline and On-Ramp Count Data

						2014 Average hourly volumes																				
2014_VL_ID	VL_ID	Filename	Location Description	Segment	DIR	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
A|NB	A|NB	SM Nb 101 Volume Summary_20140912.xlsx	Northbound US-101 Between SR92 WB On-ramps &SR 92 EB On-ramp	A	NB						4368	6845	6508	6298	6629					6882	7003	7421	6645	6607	6965				
B|NB	B|NB	SM Nb 101 Volume Summary_20140912.xlsx	Northbound US-101 Between 3rd/4th On-ramp & Dore Off-ramp	B	NB						4399	6970	6843	6421	6915					6959	7103	7573	6916	6785	7003				
C|NB	C|NB	SM Nb 101 Volume Summary_20140912.xlsx	Northbound US-101 Between Airport Hook On-ramp & Grand Ave Off-ramp	C	NB						3967	7247	9347	9084	8605					7677	7854	8457	8893	8244	7650				
D|NB	D|NB	SM Nb 101 Volume Summary_20140912.xlsx	Northbound US-101 Between Sierra Point Pkwy Diagonal On-ramp & Harney Way	D	NB						2925	5443	7011	6588	5879					6078	6079	6649	7593	7032	6393				
A|SB	A|SB	Yr2014_Volumes_Database_Summary_20140430.xlsx	Southbound US-101 Between Beatty Avenue On-ramp & Lagoon Road/Sierra Poin	A	SB						3185	5783	7141	7527	6773					6125	6574	6740	6550	6043	5137				
B|SB	B|SB	Yr2014_Volumes_Database_Summary_20140430.xlsx	Southbound US-101 Between Millbrae Avenue EB On-ramp & Broadway/Rollins Rc	B	SB						3021	5303	7381	7725	7516					8040	8226	8168	7690	7497	6544				
C|SB	C|SB	Yr2014_Volumes_Database_Summary_20140430.xlsx	Southbound US-101 Between US 101 Southbound SR 92/Fashion Island Boulevar	C	SB						2630	5003	5310	4943	5270					5849	5995	6041	5115	5827	4846				
D|SB	D|SB	Yr2014_Volumes_Database_Summary_20140430.xlsx	Southbound US-101 Between Hillsdale Boulevard EB Diagonal On-ramp & Ralston	D	SB						2879	6061	7923	8120	7876					7043	7041	7073	6212	6379	5442				

2015 Average hourly volumes over 3 days

VL_ID	Filename	Location Description	Segm	DIR	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
A|NB	2015 US-101 N	Northbound US-101 Between SR92 WB On-ramps &SR 92 EB On-ramp	A	NB						3075	4887	5205	4941	4759					5551	5726	5458	4767	4904	5689				
B|NB	2015 US-101 N	Northbound US-101 Between 3rd/4th On-ramp & Dore Off-ramp	B	NB						4893	7582	8904	8679	7530					7464	7845	8219	7881	7207	7138				
C|NB	2015 US-101 N	Northbound US-101 Between Airport Hook On-ramp & Grand Ave Off-ramp	C	NB						3886	6658	8556	8083	7332					6468	6321	7219	7222	6976	6713				
D|NB	2015 US-101 N	Northbound US-101 Between Sierra Point Pkwy Diagonal On-ramp & Harney Way Off-ramp	D	NB						3100	6180	7344	6191	5969					6232	6358	7254	7459	7137	6534				
A|SB	2015 US-101 N	Southbound US-101 Between Beatty Avenue On-ramp & Lagoon Road/Sierra Point Parkway Off-ramp (F&P)	A	SB						3295	6277	7573	7680	7027					7051	7223	7236	6740	5804	5683				
B|SB	2015 US-101 N	Southbound US-101 Between Millbrae Avenue EB On-ramp & Broadway/Rollins Road Off-ramp (F&P)	B	SB						3118	6502	7843	7748	7223					6364	7535	7670	7157	6484	6134				
C|SB	2015 US-101 N	Southbound US-101 Between US 101 Southbound SR 92/Fashion Island Boulevard Off-ramp & US 101 Southbound SR 92 WB Loop On-ramp (F&P)	C	SB						2565	5032	4721	4425	4470					4620	4786	4571	4131	4274	4195				
D|SB	2015 US-101 N	Southbound US-101 Between Hillsdale Boulevard EB Diagonal On-ramp & Ralston Avenue/Harbor Blvd Off-ramp	D	SB						3397	6626	8514	8104	7883					6971	7131	6857	6279	5950	5687				

no change compared to version 1

SB - Week starting 4/27/2015

2014 Average hourly volumes

VL_ID	Filename	Location Description	Segment	DIR	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
1	NB	Yr2014_Volu SR 92 WB Diagonal	1	NB						1594	2324	1995	1815	1895					1692	1753	2049	2160	1842	1424				
2	NB	Yr2014_Volu Fashion Island Boulevard	2	NB						76	179	358	344	276					352	395	533	573	433	286				
3	NB	Yr2014_Volu Kehoe Avenue	3	NB						44	97	255	192	102					71	121	116	130	110	88				
4	NB	Yr2014_Volu 3rd Avenue	4	NB						295	925	2063	2064	1268					861	972	1225	1568	1097	900				
5	NB	Yr2014_Volu Peninsula Avenue/Airport Boulevard	5	NB						228	537	915	873	525					411	511	533	535	385	319				
6	NB	Yr2014_Volu Anza Boulevard	6	NB						52	76	105	107	119					153	199	278	343	227	185				
7	NB	Yr2014_Volu Broadway/Old Bayshore Hwy	7	NB						251	581	874	924	867					784	767	750	782	674	627				
8	NB	Yr2014_Volu Millbrae Avenue Collector Ramp	8	NB						246	481	817	902	731					1034	1047	1099	1122	899	717				
9	NB	Yr2014_Volu SFO Domestic	9	NB						600	625	588	551	703					928	839	688	665	686	933				
10	NB	Yr2014_Volu San Bruno/SFO International	10	NB						208	356	459	462	564					844	838	731	674	591	559				
11	NB	Yr2014_Volu SR 380 EB	11	NB						810	1746	2953	3123	2153					1206	1296	1638	1753	1726	1412				
12	NB	Yr2014_Volu SR 380 WB/North Access Road	12	NB						24	54	40	25	32					95	59	49	55	59	55				
13	NB	Yr2014_Volu SR 380 WB/South Airport Boulevard	13	NB						9	33	32	45	49					114	99	93	85	93	74				
14	NB	Yr2014_Volu South Airport Boulevard	14	NB						137	211	256	271	258					326	364	419	403	333	266				
15	NB	Yr2014_Volu Grand Avenue/Airport Boulevard	15	NB						276	531	641	558	531					605	670	786	807	575	405				
16	NB	Yr2014_Volu Oyster Point Boulevard	16	NB						198	399	601	487	397					447	458	690	772	488	303				
17	NB	Yr2014_Volu Sierra Point Parkway	17	NB						18	45	67	67	56					69	85	136	191	108	52				
18	NB	Yr2014_Volu Harney Way	18	NB						85	123	302	225	185					119	130	138	128	87	72				
19	SB	Yr2014_Volu SR 92 EB Diagonal	19	SB						346	802	1,329	1,248	1,280					1,100	1,178	971	750	838	787				
20	SB	Yr2014_Volu Fashion Island Boulevard	20	SB						95	285	747	815	567					319	345	389	395	355	279				
21	SB	Yr2014_Volu 4th Avenue EB Diagonal	21	SB						183	423	691	729	651					877	860	742	651	626	685				
22	SB	Yr2014_Volu 3rd Avenue WB Loop	22	SB						159	408	949	901	862					481	581	523	390	352	314				
23	SB	Yr2014_Volu Poplar Avenue	23	SB						234	576	769	747	645					842	847	743	675	680	699				
24	SB	Yr2014_Volu Broadway/Rollins Road	24	SB						150	493	855	886	674					979	1,127	1,163	1,100	839	730				
25	SB	Yr2014_Volu Millbrae Avenue EB	25	SB						89	192	283	315	291					357	367	324	336	372	299				
26	SB	Yr2014_Volu Millbrae Avenue WB	26	SB						20	46	90	79	78					151	169	158	136	101	89				
27	SB	Yr2014_Volu SFO Domestic Terminal	27	SB						404	416	458	386	501					544	591	516	409	482	775				
28	SB	Yr2014_Volu SFO International Terminal	28	SB						69	98	137	196	315					495	460	385	352	268	274				
29	SB	Yr2014_Volu San Bruno Avenue Collector	29	SB						209	391	478	627	621					981	833	851	792	737	803				
30	SB	Yr2014_Volu SR 380 WB/ North Access Road	30	SB						46	138	142	159	192					478	379	375	398	281	264				
31	SB	Yr2014_Volu Produce Avenue	31	SB						396	755	1,079	1,121	1,023					1,463	1,631	1,936	2,021	1,402	998				
32	SB	Yr2014_Volu Oyster Point Boulevard	32	SB						223	433	706	747	552					731	869	1,154	1,159	755	523				
33	SB	Yr2014_Volu Airport Boulevard/Bayshore Road	33	SB						281	580	947	844	593					543	553	655	659	505	377				
34	SB	Yr2014_Volu Lagoon Road/Sierra Point Parkway	34	SB						25	49	95	120	91					138	167	243	306	186	118				
35	SB	Yr2014_Volu Beatty Avenue/Alana Way	35	SB						104	207	293	253	238					234	264	237	219	163	131				

NB - Week ending 11/7/2014

VL_ID	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM
1	1242	1778	1303	1384	1575	1216	1683	1758	2030	2193	1841	1312
2	61	155	283	262	226	177	365	417	552	580	427	273
3	41	73	177	131	67	54	66	71	77	75	73	49
4	314	1101	2259	2214	1217	754	889	931	1207	1502	999	722
5	247	594	992	854	502	381	414	519	568	555	409	306
6	55	77	107	109	117	115	157	203	279	352	209	161
7												
8	217	492	843	888	718	770	947	994	1077	1140	884	732
9	598	645	583	551	824	931	884	868	703	657	683	923
10	274	434	512	526	679	681	960	908	800	799	645	610
11	818	1874	3008	3119	2107	1541	1236	1374	1777	1939	2045	1570
12	22	49	41	21	33	47	103	55	47	49	54	51
13	9	32	31	55	49	75	118	100	78	64	79	61
14	138	212	261	269	251	272	316	353	407	376	311	223
15	285	556	651	550	536	501	609	662	809	831	582	404
16	188	430	667	517	413	348	458	489	735	805	493	326
17	20	44	68	74	61	56	71	91	145	194	105	50
18	90	122	289	203	170	176	127	120	133	123	84	66
19												
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Week ending 11/14/2014

VL_ID	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM
1	1725	2556	2293	1929	2045	1890	1681	1748	2097	2195	1896	1422
2	80	188	387	360	291	280	332	378	502	602	428	289
3	45	66	147	131	76	57	69	127	131	157	123	104
4	277	827	1884	1903	1292	777	848	997	1232	1692	1152	971
5	215	499	873	852	527	414	419	515	517	534	382	340
6	47	67	91	94	106	115	141	198	292	356	246	211
7												
8	229	460	768	856	716	722	938	1087	1096	1145	901	682
9	593	632	625	575	668	969	1037	872	690	662	724	963
10	256	423	492	511	606	719	975	961	854	694	644	652
11	806	1765	2888	3068	2207	1483	1226	1349	1716	1774	1640	1387
12	27	55	41	27	34	47	90	59	47	56	62	56
13	8	29	32	43	48	75	113	115	92	89	93	61
14	134	195	237	272	252	274	326	378	402	401	362	254
15	265	506	632	548	524	486	604	676	793	818	589	409
16	206	384	590	501	419	359	430	456	670	765	497	304
17	16	46	65	66	54	56	68	89	133	197	104	52
18	83	112	252	209	169	183	118	138	136	135	86	74
19												
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Week ending 11/21/2014

VL_ID	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM
1	1814	2637	2389	2133	2064	1924	1711	1753	2020	2091	1788	1537
2	88	195	404	411	310	281	360	390	545	538	445	296
3	45	151	440	313	164	60	78	164	139	158	134	111
4	295	847	2046	2075	1296	942	847	987	1237	1509	1141	1006
5	222	518	881	912	546	425	399	500	513	517	364	312
6	53	83	117	118	135	110	160	196	263	321	227	183
7												
8	292	492	840	963	760	926	1216	1061	1125	1082	912	736
9	608	597	555	526	618	800	864	778	671	677	652	914
10	94	210	374	350	408	498	598	644	538	529	485	414
11	806	1598	2963	3183	2146	1434	1157	1166	1422	1545	1492	1279
12	23	57	39	27	30	44	93	64	53	59	60	58
13	9	38	34	36	49	56	110	83	109	102	106	101
14	138	227	271	271	270	283	336	361	447	432	326	320
15	277	531	641	575	534	503	603	672	756	773	554	403
16	199	382	547	442	359	340	452	430	664	747	474	280
17	17	45	69	61	54	57	67	75	131	183	114	54
18	83	136	365	264	217	174	112	133	144	126	92	77
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SB - Week starting 5/4/2015

2015 Average hourly volumes

VL_ID	Filename	Location Description	Segm	DIR	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
1|NB		SR 92 WB Diagonal	1	NB						1920	2524	2282	2203	2183	2239				1780	1831	2106	2320	2072	1565				
2|NB		Fashion Island Boulevard	2	NB						89	191	390	392	289	271				338	408	530	614	468	316				
3|NB		Kehoe Avenue	3	NB						50	160	461	367	188	85				97	139	162	135	100	116				
4|NB		3rd Avenue	4	NB						301	824	1970	2112	1167	892				927	1030	1242	1460	1066	1025				
5|NB		Peninsula Avenue/Airport Boulevard	5	NB						227	507	972	946	597	461				437	557	597	624	536	443				
6|NB		Anza Boulevard	6	NB						50	68	127	124	127	139				167	196	296	410	275	232				
7|NB		Broadway/Old Bayshore Hwy	7	NB						266	549	891	919	748					695	773	844	886	720	680				
8|NB		Millbrae Avenue Collector Ramp	8	NB						306	474	795	928	547	941				1245	1090	1132	1158	726	748				
9|NB		SFO Domestic	9	NB						629	566	622	551	743	1081				1093	830	796	733	756	987				
10|NB		San Bruno/SFO International	10	NB						319	488	620	564	630	771				1090	1090	833	821	726	623				
11|NB		SR 380 EB	11	NB						870	1573	2875	3120	2186	1606				1220	1136	1303	1612	1595	1349				
12|NB		SR 380 WB/North Access Road	12	NB						31	62	47	29	31	43				114	69	72	110	89	75				
13|NB		SR 380 WB/South Airport Boulevard	13	NB						8	42	49	34	50	65				112	117	140	192	183	119				
14|NB		South Airport Boulevard	14	NB						128	287	294	308	338	333				364	367	431	494	399	330				
15|NB		Grand Avenue/Airport Boulevard	15	NB						282	533	602	546	498	500				579	617	741	731	543	431				
16|NB		Oyster Point Boulevard	16	NB						264	610	927	792	604	520				760	835	1182	1324	932	583				
17|NB		Sierra Point Parkway	17	NB						18	37	79	80	73	59				77	82	123	193	109	69				
18|NB		Harney Way	18	NB						82	145	383	317	231	185				150	155	150	160	116	93				
19|SB		SR 92 EB Diagonal	19	SB						315	826	1284	1251	1253	1209				1053	1189	1022	746	766	729				
20|SB		Fashion Island Boulevard	20	SB						104	279	742	832	617	383				315	354	390	399	358	264				
21|SB		4th Avenue EB Diagonal	21	SB						174	422	708	725	655	661				850	845	757	637	653	650				
22|SB		3rd Avenue WB Loop	22	SB						144	396	990	886	945	596				468	562	448	410	361	295				
23|SB		Poplar Avenue	23	SB						224	575	785	713	661	704				856	802	774	654	639	692				
24|SB		Broadway/Rollins Road	24	SB						151	383	614	662	604					862	972	950	903	733	598				
25|SB		Millbrae Avenue EB	25	SB						89	189	282	286	288	279				403	462	388	438	469	403				
26|SB		Millbrae Avenue WB	26	SB						23	49	101	84	78	83				162	184	179	162	121	92				
27|SB		SFO Domestic Terminal	27	SB						404	424	448	409	503	579				594	589	537	496	515	722				
28|SB		SFO International Terminal	28	SB						77	111	138	225	283	312				520	462	343	339	315	300				
29|SB		San Bruno Avenue Collector	29	SB						215	391	445	595	647	732				1000	836	803	795	773	791				
30|SB		SR 380 WB/ North Access Road	30	SB						48	139	141	156	213	268				500	407	427	447	304	271				
31|SB		Produce Avenue	31	SB						390	752	1055	1101	1038	1052				1384	1316	1550	1599	1277	928				
32|SB		Oyster Point Boulevard	32	SB						218	425	720	742	602	431				682	813	1022	1030	734	457				
33|SB		Airport Boulevard/Bayshore Road	33	SB						287	582	894	834	585	503				534	530	576	620	456	331				
34|SB		Lagoon Road/Sierra Point Parkway	34	SB						26	55	97	110	80	103				138	163	239	321	189	118				
35|SB		Beatty Avenue/Alana Way	35	SB						87	201	289	282	224	209				232	258	257	211	180	140				

Appendix C:
Arterial Roadway Count Data

Pre-Metering Arterial Volumes

Segment	Direction	Hourly Study Period (Time of Day)																							
		S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19	S20	S21	S22	S23	S24
		12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
4TH AVE BT DELAWARE ST & HUMBOLDT ST	SB	155	77	59	56	75	204	529	1254	1343	1061	1066	1159	1329	1442	1382	1455	1488	1625	1394	1170	1127	1036	695	339
AIRPORT BLVD BT ANZA BLVD & BAY VIEW PL	NB	45	21	15	12	27	37	68	129	175	149	128	185	209	197	207	217	267	350	270	197	166	155	123	73
AIRPORT BLVD BT ANZA BLVD & BAY VIEW PL	SB	32	19	18	14	53	91	152	283	400	333	210	204	236	233	223	257	295	408	286	184	128	113	89	46
AIRPORT BLVD BT GRAND AVE & OYSTER POINT BLVD	NB	33	21	19	17	26	48	88	177	176	136	137	163	214	225	203	203	217	296	238	176	121	104	71	54
AIRPORT BLVD BT GRAND AVE & OYSTER POINT BLVD	SB	42	40	36	35	47	102	160	270	338	273	264	319	387	331	317	287	326	383	280	209	163	142	101	74
BAYSHORE BLVD BT 3RD AVE & PENINSULA AVE	NB	21	10	8	11	25	55	158	358	345	216	176	201	206	201	229	263	261	320	293	203	143	113	83	40
BAYSHORE BLVD BT 3RD AVE & PENINSULA AVE	SB	13	11	6	6	6	11	41	128	169	105	85	107	133	139	166	265	309	432	288	131	111	99	63	31
BAYSHORE BLVD BT GENEVA AVE & TUNNEL AVE	NB	117	88	100	99	113	151	305	478	530	411	389	416	456	511	563	657	770	999	830	536	365	345	273	200
BAYSHORE BLVD BT GENEVA AVE & TUNNEL AVE	SB	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
CALIFORNIA DR BT BROADWAY & GROVE AVE	NB	35	17	8	10	23	40	156	412	604	417	369	404	459	492	575	636	591	671	607	455	298	234	158	71
CALIFORNIA DR BT BROADWAY & GROVE AVE	SB	22	11	7	8	20	66	191	605	830	560	494	508	538	528	573	741	673	762	600	357	226	147	89	59
CALIFORNIA DR BT BROADWAY & SANCHEZ AVE	NB	36	23	17	24	41	124	258	639	822	568	515	564	615	639	684	742	703	758	622	493	410	336	206	86
CALIFORNIA DR BT BROADWAY & SANCHEZ AVE	SB	47	32	22	21	35	58	177	445	694	597	550	619	654	585	622	672	704	762	717	508	324	241	180	96
DUBUQUE AVE BT GRAND AVE & OYSTER POINT BLVD	NB	4	4	4	1	3	7	23	49	64	67	79	89	88	94	78	85	86	88	72	39	28	18	16	9
DUBUQUE AVE BT GRAND AVE & OYSTER POINT BLVD	SB	0	0	3	6	3	11	22	35	45	45	46	54	51	54	45	47	62	57	33	18	15	10	7	4
EL CAMINO REAL BT HILLCREST BLVD & MILLBRAE AVE	NB	185	104	62	51	90	194	400	777	1001	1077	1137	1354	1524	1422	1451	1666	1636	1868	1694	1298	1031	839	624	375
EL CAMINO REAL BT HILLCREST BLVD & MILLBRAE AVE	SB	141	82	47	62	123	306	682	1313	1474	1210	1129	1235	1419	1444	1428	1440	1320	1453	1320	1033	846	715	515	273
ELEVATED RAMP FROM SFO AIRPORT TO US-101 NB	NB	444	280	100	58	222	380	472	577	543	691	765	869	858	880	901	1114	1002	1008	867	873	803	899	874	826
GATEWAY BLVD BT GRAND AVE & S AIRPORT BLVD	NB	30	24	30	40	78	125	229	394	490	312	237	223	297	294	236	207	208	236	234	152	114	85	70	50
GATEWAY BLVD BT GRAND AVE & S AIRPORT BLVD	SB	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
GATEWAY BLVD BT OYSTER POINT BLVD & E GRAND AVE	NB	25	10	10	14	25	59	140	253	323	266	213	282	316	296	311	401	658	761	396	198	106	71	55	40
GATEWAY BLVD BT OYSTER POINT BLVD & E GRAND AVE	SB	14	9	15	19	45	103	245	479	634	377	230	233	249	222	196	182	200	234	119	77	64	54	42	26
HUMBOLDT ST BT POPLAR AVE & INDIAN AVE	NB	9	5	4	10	19	42	121	240	268	150	118	142	139	143	145	186	198	221	237	141	106	95	46	22
HUMBOLDT ST BT POPLAR AVE & INDIAN AVE	SB	11	5	5	3	5	12	30	246	293	183	120	120	163	169	213	277	318	283	232	109	77	94	39	24
3RD AVE/J HART CLINTON DR BT NORFOLK ST & DETROIT DR	EB	12	10	7	6	19	64	186	644	998	624	374	309	359	360	354	438	455	656	534	257	158	97	58	27
3RD AVE/J HART CLINTON DR BT NORFOLK ST & DETROIT DR	WB	15	8	4	5	9	32	146	801	959	481	323	387	411	333	379	422	641	976	695	349	208	116	68	33
ROLLINS RD BT CALILLAC WY & TOYON DR	NB	21	11	14	17	33	85	194	298	273	218	186	188	206	190	216	246	238	220	193	148	105	86	56	40
ROLLINS RD BT CADILLAC WY & TOYON DR	SB	45	27	18	16	26	44	94	262	354	245	225	221	235	236	280	382	454	542	504	286	206	170	148	90
ROLLINS RD BT MILLBRAE AVE & BROADWAY	NB	28	10	5	9	23	146	187	321	315	289	238	253	295	269	260	294	355	356	245	169	105	73	49	24
ROLLINS RD BT MILLBRAE AVE & BROADWAY	SB	26	13	7	12	31	60	159	309	314	273	251	270	277	276	305	362	400	446	430	220	143	99	67	63
S AIRPORT BLVD BT US-101 NB RAMPS & UTAH AVE	NB	70	55	45	36	54	100	270	599	951	581	441	500	536	574	516	492	491	518	471	378	273	173	152	109
S AIRPORT BLVD BT US-101 NB RAMPS & UTAH AVE	SB	90	63	61	100	116	224	292	448	490	539	617	716	828	789	789	895	1208	1410	901	554	378	318	222	150
S NORFOLK ST BT FASHION ISLAND BLVD & KEHOE AVE	NB	9	5	4	5	8	12	28	156	210	116	106	143	147	142	176	182	201	271	257	160	118	83	46	23
S NORFOLK ST BT FASHION ISLAND BLVD & KEHOE AVE	SB	17	8	7	8	26	56	140	406	435	277	235	217	289	262	273	320	292	343	312	221	163	104	66	37
S NORFOLK ST BT KEHOE AVE & 3RD AVE	NB	13	8	4	3	11	20	69	250	257	145	131	168	208	165	236	226	231	303	288	191	145	103	50	28
S NORFOLK ST BT KEHOE AVE & 3RD AVE	SB	26	14	8	6	14	21	54	268	245	151	134	189	236	239	275	341	352	415	376	253	185	162	109	58
TUNNEL AVE BT BEATTY AVE & BAYSHORE BLVD	NB	6	7	7	7	16	40	107	166	157	93	82	83	77	87	73	71	78	95	91	48	24	19	15	10
TUNNEL AVE BT BEATTY AVE & BAYSHORE BLVD	SB	1	4	2	0	3	7	28	48	56	47	37	39	44	39	35	37	42	44	27	17	12	11	5	4

Post-Metering Arterial Volumes

							Hourly total (startig at)																							
Filename	Tab	Loc 1	Loc 2	Segment	Date	DIR	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
San Mateo Loc A ADT Results.xls	Loc A - Day 1 - Week 1	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/22/2015	NB	25	11	10	22	28	52	119	160	209	196	156	164	147	185	147	149	136	172	134	103	45	27	20	22
San Mateo Loc A ADT Results.xls	Loc A - Day 1 - Week 1	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/22/2015	SB	15	15	13	25	39	57	156	226	216	174	138	124	103	131	112	114	120	110	97	67	54	50	24	30
San Mateo Loc A ADT Results.xls	Loc A - Day 2 - Week 1	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/23/2015	NB	21	25	10	20	36	60	103	200	211	171	177	164	178	188	193	180	156	139	107	88	50	30	26	19
San Mateo Loc A ADT Results.xls	Loc A - Day 2 - Week 1	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/23/2015	SB	15	10	16	36	48	68	155	210	218	167	147	133	113	127	107	122	114	100	98	75	51	59	32	25
San Mateo Loc A ADT Results.xls	Loc A - Day 3 - Week 1	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/24/2015	NB	24	12	11	22	29	52	109	177	201	156	162	149	174	162	154	181	119	158	220	100	58	33	33	18
San Mateo Loc A ADT Results.xls	Loc A - Day 3 - Week 1	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/24/2015	SB	16	11	17	28	48	62	139	214	209	182	147	123	118	112	105	106	100	101	99	84	48	57	39	30
San Mateo Loc A ADT Results.xls	Loc A - Day 1 - Week 2	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/29/2015	NB	17	8	15	27	20	50	102	172	215	166	171	150	157	165	177	167	143	163	130	94	49	34	34	18
San Mateo Loc A ADT Results.xls	Loc A - Day 1 - Week 2	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/29/2015	SB	19	10	16	24	55	50	143	218	216	165	130	115	110	108	126	100	109	97	85	71	41	52	51	25
San Mateo Loc A ADT Results.xls	Loc A - Day 2 - Week 2	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/30/2015	NB	20	9	18	28	28	48	108	196	181	182	178	170	190	166	152	157	175	185	134	77	46	24	25	19
San Mateo Loc A ADT Results.xls	Loc A - Day 2 - Week 2	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	9/30/2015	SB	17	10	25	21	51	69	160	214	218	156	134	139	120	111	120	90	134	124	65	46	31	23	28	26
San Mateo Loc A ADT Results.xls	Loc A - Day 3 - Week 2	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	10/1/2015	NB	16	14	19	18	31	48	113	197	197	200	168	159	196	169	171	147	155	158	126	73	60	34	25	17
San Mateo Loc A ADT Results.xls	Loc A - Day 3 - Week 2	Tunnel Avenue Between Beatty Avenue	And Bayshore Boulevard	A	10/1/2015	SB	17	11	14	27	33	73	140	220	214	164	140	93	116	103	116	92	100	107	69	66	38	38	27	18
San Mateo Loc B ADT Results.xls	Loc B - Day 1 - Week 1	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/22/2015	NB	139	104	115	146	241	346	711	959	854	848	718	686	702	782	782	856	879	1010	829	652	512	396	315	216
San Mateo Loc B ADT Results.xls	Loc B - Day 1 - Week 1	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/22/2015	SB	140	116	95	67	94	196	357	607	559	476	414	355	305	323	438	566	711	805	656	564	448	378	323	259
San Mateo Loc B ADT Results.xls	Loc B - Day 2 - Week 1	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/23/2015	NB	122	105	118	142	244	375	731	874	900	789	721	724	717	735	813	815	896	917	767	639	504	405	346	210
San Mateo Loc B ADT Results.xls	Loc B - Day 2 - Week 1	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/23/2015	SB	150	127	88	86	105	233	384	571	570	537	518	479	505	527	618	722	807	806	702	529	453	336	322	249
San Mateo Loc B ADT Results.xls	Loc B - Day 3 - Week 1	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/24/2015	NB	141	110	116	161	216	351	737	881	878	777	754	674	698	762	761	840	858	966	1020	670	544	454	339	226
San Mateo Loc B ADT Results.xls	Loc B - Day 3 - Week 1	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/24/2015	SB	162	112	65	82	105	202	354	570	637	523	432	370	340	306	308	527	680	800	762	628	502	396	342	267
San Mateo Loc B ADT Results.xls	Loc B - Day 1 - Week 2	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/29/2015	NB	122	91	97	165	220	374	678	903	849	744	723	713	688	729	810	801	903	1019	800	629	496	362	327	210
San Mateo Loc B ADT Results.xls	Loc B - Day 1 - Week 2	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/29/2015	SB	158	101	92	69	93	168	319	496	507	422	367	395	399	338	332	584	668	695	653	548	440	369	290	270
San Mateo Loc B ADT Results.xls	Loc B - Day 2 - Week 2	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/30/2015	NB	139	102	137	146	218	377	732	921	893	778	774	715	782	814	789	792	874	972	872	657	485	391	331	228
San Mateo Loc B ADT Results.xls	Loc B - Day 2 - Week 2	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	9/30/2015	SB	159	84	87	109	119	219	376	582	645	555	400	365	347	299	332	531	688	798	759	567	494	380	318	229
San Mateo Loc B ADT Results.xls	Loc B - Day 3 - Week 2	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	10/1/2015	NB	151	111	128	151	226	365	748	943	878	823	757	720	736	774	827	820	840	959	910	706	516	454	362	238
San Mateo Loc B ADT Results.xls	Loc B - Day 3 - Week 2	Bayshore Boulevard Between Geneva Avenue	And Tunnel Avenue	B	10/1/2015	SB	172	145	83	110	107	288	401	560	567	551	529	476	515	543	624	744	834	830	708	504	427	376	321	203
San Mateo Loc C ADT Results.xls	Loc C - Day 1 - Week 1	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/22/2015	NB	30	31	25	30	49	132	308	455	443	258	211	228	326	373	308	320	345	461	354	249	167	134	99	61
San Mateo Loc C ADT Results.xls	Loc C - Day 1 - Week 1	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/22/2015	SB	60	46	47	30	40	90	148	263	370	287	269	359	423	351	431	377	495	517	380	295	241	196	186	93
San Mateo Loc C ADT Results.xls	Loc C - Day 2 - Week 1	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/23/2015	NB	37	34	23	26	52	134	301	485	465	311	269	248	319	366	368	322	380	443	376	272	181	143	111	52
San Mateo Loc C ADT Results.xls	Loc C - Day 2 - Week 1	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/23/2015	SB	55	46	38	29	46	97	195	276	368	310	330	374	431	396	415	436	527	553	402	302	213	212	138	118
San Mateo Loc C ADT Results.xls	Loc C - Day 3 - Week 1	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/24/2015	NB	30	37	27	25	57	120	307	496	455	282	243	269	340	377	312	340	360	480	418	277	197	170	103	54
San Mateo Loc C ADT Results.xls	Loc C - Day 3 - Week 1	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/24/2015	SB	75	48	42	28	52	92	173	266	360	324	298	395	446	387	420	502	448	558	450	323	244	188	165	121
San Mateo Loc C ADT Results.xls	Loc C - Day 1 - Week 2	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/29/2015	NB	39	25	17	25	52	130	295	501	438	264	239	245	328	362	318	326	394	491	416	268	134	144	94	62
San Mateo Loc C ADT Results.xls	Loc C - Day 1 - Week 2	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/29/2015	SB	80	53	38	27	38	86	172	291	365	293	312	365	434	388	406	406	484	535	363	283	207	192	188	98
San Mateo Loc C ADT Results.xls	Loc C - Day 2 - Week 2	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/30/2015	NB	30	25	27	28	58	127	260	498	473	284	247	259	309	407	319	336	397	472	441	313	159	135	115	61
San Mateo Loc C ADT Results.xls	Loc C - Day 2 - Week 2	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	9/30/2015	SB	62	51	47	25	32	87	176	292	391	302	271	359	425	391	327	393	455	509	484	520	238	192	208	120
San Mateo Loc C ADT Results.xls	Loc C - Day 3 - Week 2	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	10/1/2015	NB	34	28	25	24	57	143	305	478	456	320	255	294	316	369	378	364	349	467	422	317	192	161	101	64
San Mateo Loc C ADT Results.xls	Loc C - Day 3 - Week 2	Airport Boulevard Between Grand Avenue	And Oyster Point Boulevard	C	10/1/2015	SB	63	50	42	32	39	126	196	297	377	290	329	391	409	397	413	420	531	641	486	314	247	232	164	110
San Mateo Loc D ADT Results.xls	Loc D - Day 1 - Week 1	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/22/2015	NB	35	24	36	31	67	144	254	355	462	337	259	274	344	316	298	285	295	336	323	205	93	69	79	56
San Mateo Loc D ADT Results.xls	Loc D - Day 1 - Week 1	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/22/2015	SB	55	31	51	43	73	127	170	255	343	345	286	374	450	378	549	557	723	771	524	293	188	116	114	74
San Mateo Loc D ADT Results.xls	Loc D - Day 2 - Week 1	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/23/2015	NB	33	23	31	40	89	118	241	398	584	533	288	245	306	370	342	338	334	326	311	178	112	72	66	50
San Mateo Loc D ADT Results.xls	Loc D - Day 2 - Week 1	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/23/2015	SB	45	39	34	50	84	117	181	270	327	368	304	403	442	431	533	567	685	769	517	301	204	155	108	66
San Mateo Loc D ADT Results.xls	Loc D - Day 3 - Week 1	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/24/2015	NB	31	18	36	37	74	154	238	331	516	450	226	248	313	300	333	337	312	334	312	206	122	80	87	55
San Mateo Loc D ADT Results.xls	Loc D - Day 3 - Week 1	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/24/2015	SB	45	40	35	55	82	119	177	241	317	350	331	388	438	389	528	614	698	772	562	308	217	132	131	85
San Mateo Loc D ADT Results.xls	Loc D - Day 1 - Week 2	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/29/2015	NB	36	25	25	19	76	148	244	377	499	346	272	272	286	289	278	238	238	265	325	223	104	72	70	62
San Mateo Loc D ADT Results.xls	Loc D - Day 1 - Week 2	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/29/2015	SB	46	27	34	46	76	109	176	289	332	369	320	407	440	426	505	549	706	756	524	328	181	136	121	101
San Mateo Loc D ADT Results.xls	Loc D - Day 2 - Week 2	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/30/2015	NB	30	20	35	27	91	129	213	403	488	328	270	232	249	338	338	320	335	330	380	224	101	90	63	65
San Mateo Loc D ADT Results.xls	Loc D - Day 2 - Week 2	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	9/30/2015	SB	43	26	32	57	66	110	168	260	337	344	335	399	420	400	512	542	731	793	567	366	213	147	125	102
San Mateo Loc D ADT Results.xls	Loc D - Day 3 - Week 2	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	10/1/2015	NB	22	29	24	58	72	83	252	365	515	360	223	274	307	291	317	324	342	349	335	189	112	91	72	52
San Mateo Loc D ADT Results.xls	Loc D - Day 3 - Week 2	Gateway Boulevard Between East Grand Avenue	And South Airport Boulevard	D	10/1/2015	SB	53	33	44	47	86	114	157	284	331	358	325	393	477	446	518	616	735	757	587	313	211	151	108	81
San Mateo Loc E ADT Results.xls	Loc E - Day 1 - Week 1	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/22/2015	NB	5	5	4	10	10	35	84	81	98	103	119	120	113	116	135	140	162	116	115	53	42	16	24	7
San Mateo Loc E ADT Results.xls	Loc E - Day 1 - Week 1	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/22/2015	SB	5	2	5	5	26	51	99	137	133	87	97	82	89	95	87	76	71	61	58	27	21	4	5	2
San Mateo Loc E ADT Results.xls	Loc E - Day 2 - Week 1	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/23/2015	NB	6	6	2	5	15	32	80	86	118	97	136	130	119	130	167	118	163	109	88	52	32	24	21	8
San Mateo Loc E ADT Results.xls	Loc E - Day 2 - Week 1	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/23/2015	SB	4	5	8	6	24	54	96	113	120	101	86	86	80	103	98	81	74	46	55	22	12	3	4	1
San Mateo Loc E ADT Results.xls	Loc E - Day 3 - Week 1	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/24/2015	NB	2	6	4	4	7	33	95	94	113	97	113	127	142	115	126	105	178	142	86	39	31	25	32	4
San Mateo Loc E ADT Results.xls	Loc E - Day 3 - Week 1	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/24/2015	SB	5	3	4	4	21	55	104	135	121	89	109	91	79	89	85	64	79	46	41	29	24	14	2	3
San Mateo Loc E ADT Results.xls	Loc E - Day 1 - Week 2	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/29/2015	NB	14	7	7	3	6	8	45	93	79	115	85	107	101	124	129	125	116	175	146	71	36	21	38	15
San Mateo Loc E ADT Results.xls	Loc E - Day 1 - Week 2	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/29/2015	SB	3	5	3	15	4	37	75	82	123	111	81	90	59	102	111	83	66	76	88	54	22	16	8	3
San Mateo Loc E ADT Results.xls	Loc E - Day 2 - Week 2	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/30/2015	NB	6	3	2	3	11	25	92	80	104	103	115	136	128	125	155	139	181	130	66	59	28	18	24	6
San Mateo Loc E ADT Results.xls	Loc E - Day 2 - Week 2	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	9/30/2015	SB	4	1	7	7	24	44	104	133	118	93	106	92	81	105	106	75	75	76	46	29	15	4	5	1
San Mateo Loc E ADT Results.xls	Loc E - Day 3 - Week 2	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	10/1/2015	NB	3	9	1	2	5	9	30	101	79	100	100	123	119	134	131	171	118	172	127	94	46	24	24	17
San Mateo Loc E ADT Results.xls	Loc E - Day 3 - Week 2	Dubuque Avenue Between Grand Avenue	And Oyster Point Boulevard	E	10/1/2015	SB	11	6	1	4	9	31	52	111	139	96	102	95	82	79	105	78	81	85	58	39	26	9	18	9
San Mateo Loc F ADT Results.xls	Loc F - Day 1 - Week 1	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/22/2015	NB	25	9	10	15	18	58	169	298	363	298	243	280	360	345	330	366	542	714	411	160	82	61	58	38
San Mateo Loc F ADT Results.xls	Loc F - Day 1 - Week 1	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/22/2015	SB	18	7	16	22	52	107	202	340	469	383	241	288	297	252	205	227	303	318	172	100	77	43	40	30
San Mateo Loc F ADT Results.xls	Loc F - Day 2 - Week 1	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/23/2015	NB	25	16	15	26	34	69	126	358	430	442	275	272	362	346	296	445	554	650	366	157	104	62	43	40
San Mateo Loc F ADT Results.xls	Loc F - Day 2 - Week 1	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/23/2015	SB	18	15	14	20	59	98	223	332	436	373	231	275	327	280	214	248	266	315	190	76	73	56	33	32
San Mateo Loc F ADT Results.xls	Loc F - Day 3 - Week 1	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/24/2015	NB	14	10	13	13	24	56	158	282	401	354	268	323	366	337	300	376	572	695	463	180	108	69	55	40
San Mateo Loc F ADT Results.xls	Loc F - Day 3 - Week 1	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/24/2015	SB	13	13	20	15	50	100	213	286	443	367	270	298	303	259	230	237	259	278	166	88	86	62	44	32
San Mateo Loc F ADT Results.xls	Loc F - Day 1 - Week 2	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/24/2015	NB	14	10	13	13	24	56	158	282	401	354	268	323	366	337	300	376	572	695	463	180	108	69	55	40
San Mateo Loc F ADT Results.xls	Loc F - Day 1 - Week 2	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/24/2015	SB	13	13	20	15	50	100	213	286	443	367	270	298	303	259	230	237	259	278	166	88	86	62	44	32
San Mateo Loc F ADT Results.xls	Loc F - Day 2 - Week 2	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/30/2015	NB	21	7	15	11	29	68	145	324	356	313	220	328	362	316	299	390	585	695	492	250	120	59	58	38
San Mateo Loc F ADT Results.xls	Loc F - Day 2 - Week 2	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	9/30/2015	SB	13	16	17	20	48	97	197	317	453	384	215	278	333	286	236	227	296	276	229	183	95	55	63	44
San Mateo Loc F ADT Results.xls	Loc F - Day 3 - Week 2	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	10/1/2015	NB	28	22	15	33	26	65	159	296	385	340	236	296	376	304	300	381	592	672	458	222	89	74	61	47
San Mateo Loc F ADT Results.xls	Loc F - Day 3 - Week 2	Gateway Boulevard Between Oyster Point Boulevard	And East Grand Avenue	F	10/1/2015	SB	21	17	15	20	53	102	199	347	475	373	246	264	289	287	227	221	266	330	210	103	80	67	48	38
San Mateo Loc G ADT Results.xls	Loc G - Day 1 - Week 1	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/22/2015	NB	63	46	45	27	56	108	405	754	1004	652	482	506	629	618	530	616	627	678	607	481	324	181	148	107
San Mateo Loc G ADT Results.xls	Loc G - Day 1 - Week 1	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/22/2015	SB	95	62	63	76	104	188	322	432	513	601	614	766	888	835	890	982	1373	1493	981	574	402	268	209	164

San Mateo Loc G ADT Results.xls	Loc G - Day 2 - Week 1	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/23/2015 NB	71	54	49	43	66	104	350	765	1350	958	514	523	594	581	587	629	646	680	652	416	329	173	130	123
San Mateo Loc G ADT Results.xls	Loc G - Day 2 - Week 1	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/23/2015 SB	96	65	50	88	112	199	337	458	485	595	669	796	801	854	884	1054	1268	1462	915	560	419	281	226	171
San Mateo Loc G ADT Results.xls	Loc G - Day 3 - Week 1	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/24/2015 NB	74	39	44	35	61	116	378	744	1362	683	472	524	605	615	622	617	717	795	617	502	328	190	136	116
San Mateo Loc G ADT Results.xls	Loc G - Day 3 - Week 1	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/24/2015 SB	87	65	71	90	141	197	316	435	524	598	684	760	883	852	913	1068	1290	1471	989	600	424	266	223	173
San Mateo Loc G ADT Results.xls	Loc G - Day 1 - Week 2	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/29/2015 NB	67	53	42	31	59	106	394	670	1184	624	492	526	544	570	542	562	597	745	768	472	286	164	149	116
San Mateo Loc G ADT Results.xls	Loc G - Day 1 - Week 2	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/29/2015 SB	107	72	54	80	83	183	331	415	468	533	641	760	847	798	809	955	1225	1297	974	530	431	262	218	156
San Mateo Loc G ADT Results.xls	Loc G - Day 2 - Week 2	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/30/2015 NB	78	64	44	38	65	117	387	761	1062	676	490	517	540	545	561	543	691	837	945	639	328	201	171	112
San Mateo Loc G ADT Results.xls	Loc G - Day 2 - Week 2	South Airport Boulevard Between Utah Avenue	And North Access Road	G	9/30/2015 SB	116	75	59	95	88	187	307	386	479	530	651	699	766	841	797	785	949	1085	743	542	332	206	161	122
San Mateo Loc G ADT Results.xls	Loc G - Day 3 - Week 2	South Airport Boulevard Between Utah Avenue	And North Access Road	G	10/1/2015 NB	66	40	37	53	73	114	416	763	1195	716	506	581	601	613	607	600	664	777	756	531	352	187	150	110
San Mateo Loc G ADT Results.xls	Loc G - Day 3 - Week 2	South Airport Boulevard Between Utah Avenue	And North Access Road	G	10/1/2015 SB	87	54	44	69	99	176	247	288	351	387	478	584	610	690	602	729	862	897	623	431	305	220	144	110
San Mateo Loc H ADT Results.xls	Loc H - Day 1 - Week 1	Elevated Ramp From Sfo Airport	To Us-101 Northbound	H	9/22/2015 NB	460	169	94	64	256	492	933	980	988	958	931	1093	1194	1085	1256	1350	1266	1187	1013	975	1136	1246	921	699
San Mateo Loc H ADT Results.xls	Loc H - Day 2 - Week 1	Elevated Ramp From Sfo Airport	To Us-101 Northbound	H	9/23/2015 NB	373	192	93	114	297	467	683	812	706	1030	941	1170	1291	1181	1278	1463	1226	1284	1078	938	1128	954	965	662
San Mateo Loc H ADT Results.xls	Loc H - Day 3 - Week 1	Elevated Ramp From Sfo Airport	To Us-101 Northbound	H	9/24/2015 NB	404	197	90	151	402	575	776	859	961	1249	1239	1258	1235	1234	1413	1725	1334	1527	1302	1098	1137	1161	1008	754
San Mateo Loc H ADT Results.xls	Loc H - Day 1 - Week 2	Elevated Ramp From Sfo Airport	To Us-101 Northbound	H	9/29/2015 NB	547	131	70	97	407	562	846	799	998	929	1124	1211	1244	1258	1409	1135	1353	1007	896	1025	1043	1001	860	483
San Mateo Loc H ADT Results.xls	Loc H - Day 2 - Week 2	Elevated Ramp From Sfo Airport	To Us-101 Northbound	H	9/30/2015 NB	242	114	139	269	501	608	917	780	974	1006	1128	1304	1211	1105	1253	1375	1429	971	1020	970	979	759	580	425
San Mateo Loc H ADT Results.xls	Loc H - Day 3 - Week 2	Elevated Ramp From Sfo Airport	To Us-101 Northbound	H	10/1/2015 NB	497	194	92	104	373	634	741	955	905	1160	1015	1336	1102	1029	1052	1234	1316	995	960	942	896	946	693	490
San Mateo Loc I ADT Results.xls	Loc I - Day 1 - Week 1	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/22/2015 NB	201	118	57	62	101	201	387	739	1077	988	985	1205	1343	1287	1398	1587	1609	1817	1640	1310	948	764	522	342
San Mateo Loc I ADT Results.xls	Loc I - Day 1 - Week 1	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/22/2015 SB	124	74	64	54	134	345	687	1374	1562	1178	1039	1124	1274	1345	1380	1475	1351	1483	1346	1034	846	626	479	248
San Mateo Loc I ADT Results.xls	Loc I - Day 2 - Week 1	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/23/2015 NB	171	97	69	54	121	198	370	733	992	1108	1066	1261	1410	1423	1354	1590	1570	1854	1658	1296	1021	761	566	354
San Mateo Loc I ADT Results.xls	Loc I - Day 2 - Week 1	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/23/2015 SB	117	58	57	72	131	310	651	1342	1567	1247	1084	1221	1346	1422	1451	1510	1334	1470	1308	1121	865	723	456	266
San Mateo Loc I ADT Results.xls	Loc I - Day 3 - Week 1	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/24/2015 NB	198	94	71	62	83	203	372	746	1054	1012	1091	1297	1461	1309	1391	1556	1612	1832	1565	1306	1009	750	609	419
San Mateo Loc I ADT Results.xls	Loc I - Day 3 - Week 1	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/24/2015 SB	138	74	55	75	127	352	670	1312	1496	1225	1103	1181	1302	1418	1466	1492	1351	1384	1268	1049	781	656	542	314
San Mateo Loc I ADT Results.xls	Loc I - Day 1 - Week 2	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/29/2015 NB	179	85	52	56	88	209	361	741	1057	1034	1044	1301	1437	1280	1399	1521	1550	1784	1607	1215	850	769	526	328
San Mateo Loc I ADT Results.xls	Loc I - Day 1 - Week 2	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/29/2015 SB	231	114	72	75	135	320	655	1293	1488	1199	1074	1202	1310	1450	1351	1355	1474	1526	1366	1296	775	745	522	272
San Mateo Loc I ADT Results.xls	Loc I - Day 2 - Week 2	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/30/2015 NB	176	110	67	58	97	198	370	700	1020	1080	1020	1255	1423	1369	1338	1536	1626	1766	1698	1277	962	770	584	354
San Mateo Loc I ADT Results.xls	Loc I - Day 2 - Week 2	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	9/30/2015 SB	130	63	66	79	136	352	678	1390	1513	1185	1142	1150	1065	1556	1563	1360	1513	1485	1304	879	823	758	265	155
San Mateo Loc I ADT Results.xls	Loc I - Day 3 - Week 2	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	10/1/2015 NB	196	87	54	68	93	217	346	739	1063	952	1012	1297	1389	1280	1357	1568	1574	1833	1511	1249	972	690	520	302
San Mateo Loc I ADT Results.xls	Loc I - Day 3 - Week 2	El Camino Real Between Hillcrest Boulevard	And Millbrae Avenue	I	10/1/2015 SB	110	57	67	68	112	309	645	1339	1477	1185	1108	1112	1326	1381	1410	1454	1336	1497	1249	1029	816	572	424	209
San Mateo Loc J ADT Results.xls	Loc J - Day 1 - Week 1	Rollins Road Between Millbrae Avenue	And Broadway	J	9/22/2015 NB	54	7	6	12	27	121	171	217	294	238	230	248	267	240	250	285	302	346	257	183	133	74	42	16
San Mateo Loc J ADT Results.xls	Loc J - Day 1 - Week 1	Rollins Road Between Millbrae Avenue	And Broadway	J	9/22/2015 SB	25	16	8	12	25	37	98	226	329	315	268	221	267	305	348	434	434	492	502	288	160	200	96	62
San Mateo Loc J ADT Results.xls	Loc J - Day 2 - Week 1	Rollins Road Between Millbrae Avenue	And Broadway	J	9/23/2015 NB	26	12	4	8	33	116	162	213	262	269	222	221	291	247	284	276	314	307	219	177	95	62	51	14
San Mateo Loc J ADT Results.xls	Loc J - Day 2 - Week 1	Rollins Road Between Millbrae Avenue	And Broadway	J	9/23/2015 SB	24	9	11	17	31	60	143	293	319	318	284	289	292	266	363	424	396	475	398	246	155	113	86	58
San Mateo Loc J ADT Results.xls	Loc J - Day 3 - Week 1	Rollins Road Between Millbrae Avenue	And Broadway	J	9/24/2015 NB	13	8	9	13	31	112	156	224	291	252	203	275	293	238	251	266	292	277	231	162	154	76	52	26
San Mateo Loc J ADT Results.xls	Loc J - Day 3 - Week 1	Rollins Road Between Millbrae Avenue	And Broadway	J	9/24/2015 SB	30	17	13	11	35	59	151	303	336	292	311	275	296	334	390	436	436	462	397	232	151	127	76	71
San Mateo Loc J ADT Results.xls	Loc J - Day 1 - Week 2	Rollins Road Between Millbrae Avenue	And Broadway	J	9/24/2015 NB	13	8	9	13	31	112	156	224	291	252	203	275	293	238	251	266	292	277	231	162	154	76	52	26
San Mateo Loc J ADT Results.xls	Loc J - Day 1 - Week 2	Rollins Road Between Millbrae Avenue	And Broadway	J	9/24/2015 SB	30	17	13	11	35	59	151	303	336	292	311	275	296	334	390	436	436	462	397	232	151	127	76	71
San Mateo Loc J ADT Results.xls	Loc J - Day 2 - Week 2	Rollins Road Between Millbrae Avenue	And Broadway	J	9/30/2015 NB	19	12	5	9	39	129	154	205	258	237	200	226	275	281	285	253	322	350	234	173	106	66	45	25
San Mateo Loc J ADT Results.xls	Loc J - Day 2 - Week 2	Rollins Road Between Millbrae Avenue	And Broadway	J	9/30/2015 SB	32	7	9	24	28	73	134	308	326	301	275	277	284	303	369	428	432	477	498	261	163	107	71	69
San Mateo Loc J ADT Results.xls	Loc J - Day 3 - Week 2	Rollins Road Between Millbrae Avenue	And Broadway	J	10/1/2015 NB	18	10	5	22	35	133	151	217	257	250	218	257	286	249	328	293	310	340	274	185	150	60	36	23
San Mateo Loc J ADT Results.xls	Loc J - Day 3 - Week 2	Rollins Road Between Millbrae Avenue	And Broadway	J	10/1/2015 SB	26	11	12	20	38	62	151	315	348	304	225	284	289	360	546	479	468	536	475	251	136	126	73	78
San Mateo Loc K ADT Results.xls	Loc K - Day 1 - Week 1	California Drive Between Broadway	And Grove Avenue	K	9/22/2015 NB	25	19	10	5	8	36	144	414	598	335	334	353	404	425	463	585	499	626	565	381	292	203	110	42
San Mateo Loc K ADT Results.xls	Loc K - Day 1 - Week 1	California Drive Between Broadway	And Grove Avenue	K	9/22/2015 SB	23	22	6	9	6	28	136	417	572	399	343	402	390	379	513	642	580	585	560	346	202	84	74	56
San Mateo Loc K ADT Results.xls	Loc K - Day 2 - Week 1	California Drive Between Broadway	And Grove Avenue	K	9/23/2015 NB	15	14	11	7	8	37	152	368	596	442	362	348	409	420	490	545	505	625	515	434	312	172	112	39
San Mateo Loc K ADT Results.xls	Loc K - Day 2 - Week 1	California Drive Between Broadway	And Grove Avenue	K	9/23/2015 SB	36	22	17	17	15	37	156	401	686	489	343	457	419	412	433	640	614	668	547	402	228	126	72	47
San Mateo Loc K ADT Results.xls	Loc K - Day 3 - Week 1	California Drive Between Broadway	And Grove Avenue	K	9/24/2015 NB	25	7	16	3	5	40	153	411	620	381	335	400	366	438	472	546	486	613	553	349	344	192	116	53
San Mateo Loc K ADT Results.xls	Loc K - Day 3 - Week 1	California Drive Between Broadway	And Grove Avenue	K	9/24/2015 SB	31	22	22	7	9	31	163	425	679	485	382	435	390	449	438	608	616	673	570	284	154	76	39	23
San Mateo Loc K ADT Results.xls	Loc K - Day 1 - Week 2	California Drive Between Broadway	And Grove Avenue	K	9/29/2015 NB	20	15	10	9	11	33	172	408	621	374	354	416	393	419	529	550	521	645	547	343	255	189	89	36
San Mateo Loc K ADT Results.xls	Loc K - Day 1 - Week 2	California Drive Between Broadway	And Grove Avenue	K	9/29/2015 SB	14	14	6	11	11	30	66	333	474	333	215	292	327	352	455	524	1938	613	560	342	163	89	39	17
San Mateo Loc K ADT Results.xls	Loc K - Day 2 - Week 2	California Drive Between Broadway	And Grove Avenue	K	9/30/2015 NB	28	16	5	5	15	43	206	463	561	387	363	338	392	445	491	485	504	603	516	352	245	217	81	40
San Mateo Loc K ADT Results.xls	Loc K - Day 2 - Week 2	California Drive Between Broadway	And Grove Avenue	K	9/30/2015 SB	7	10	7	5	9	28	132	355	736	478	389	436	394	386	427	574	560	649	614	389	229	133	73	56
San Mateo Loc K ADT Results.xls	Loc K - Day 3 - Week 2	California Drive Between Broadway	And Grove Avenue	K	10/1/2015 NB	23	13	8	6	11	46	136	406	639	383	352	336	332	429	424	570	519	624	419	460	285	236	136	61
San Mateo Loc K ADT Results.xls	Loc K - Day 3 - Week 2	California Drive Between Broadway	And Grove Avenue	K	10/1/2015 SB	20	8	5	6	5	30	126	463	618	432	380	387	368	371	534	611	572	543	517	344	219	136	71	54
San Mateo Loc L ADT Results.xls	Loc L - Day 1 - Week 1	California Drive Between Broadway	And Sanchez Avenue	L	9/22/2015 NB	42	33	10	14	27	76	245	570	749	496	501	489	520	541	614	660	646	768	713	541	509	326	197	78
San Mateo Loc L ADT Results.xls	Loc L - Day 1 - Week 1	California Drive Between Broadway	And Sanchez Avenue	L	9/22/2015 SB	77	34	17	16	36	65	160	479	659	566	544	547	571	543	596	565	641	676	635	535	312	308	186	101
San Mateo Loc L ADT Results.xls	Loc L - Day 2 - Week 1	California Drive Between Broadway	And Sanchez Avenue	L	9/23/2015 NB	22	102	16	8	21	87	202	514	728	534	486	490	537	560	603	708	641	741	598	515	453	355	185	65
San Mateo Loc L ADT Results.xls	Loc L - Day 2 - Week 1	California Drive Between Broadway	And Sanchez Avenue	L	9/23/2015 SB	48	29	13	22	16	62	139	420	704	530	518	591	550	505	563	602	615	660	629	477	311	233	170	90
San Mateo Loc L ADT Results.xls	Loc L - Day 3 - Week 1	California Drive Between Broadway	And Sanchez Avenue	L	9/24/2015 NB	34	15	14	10	26	82	220	584	705	482	426	499	490	602	629	675	682	793	616	511	460	344	201	86
San Mateo Loc L ADT Results.xls	Loc L - Day 3 - Week 1	California Drive Between Broadway	And Sanchez Avenue	L	9/24/2015 SB	42	32	22	27	30	66	141	485	597	588	531	561	562	525	557	604	683	675	630	476	331	259	169	121
San Mateo Loc L ADT Results.xls	Loc L - Day 1 - Week 2	California Drive Between Broadway	And Sanchez Avenue	L	9/29/2015 NB	23	20	21	11	34	72	223	576	705	515	453	492	574	546	600	629	663	775	670	463	436	310	157	73
San Mateo Loc L ADT Results.xls	Loc L - Day 1 - Week 2	California Drive Between Broadway	And Sanchez Avenue	L	9/29/2015 SB	50	24	21	17	33	50	151	482	665	549	485	555	576	517	543	619	625	670	652	455	300	202	179	108
San Mateo Loc L ADT Results.xls	Loc L - Day 2 - Week 2	California Drive Between Broadway	And Sanchez Avenue	L	9/30/2015 NB	33	16	10	15	31	68	215	565	691	565	434	496	525	578	634	666	602	729	647	544	419	392	183	88
San Mateo Loc L ADT Results.xls	Loc L - Day 2 - Week 2	California Drive Between Broadway	And Sanchez Avenue	L	9/30/2015 SB	45	26	11	23	31	71	156	428	636	592	499	568	540	549	556	589	641	685	641	471	327	233	158	112
San Mateo Loc L ADT Results.xls	Loc L - Day 3 - Week 2	California Drive Between Broadway	And Sanchez Avenue	L	10/1/2015 NB	36	16	15	21	38	79	211	578	709	486	493	558	480	624	608	702	623	757	678	537	456	339	221	77
San Mateo Loc L ADT Results.xls	Loc L - Day 3 - Week 2	California Drive Between Broadway	And Sanchez Avenue	L	10/1/2015 SB	51	32	19	18	43	57	155	498	621	561	527	552	548	553	587	676	678	665	625	497	336	222	159	128
San Mateo Loc M ADT Results.xls	Loc M - Day 1 - Week 1	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/22/2015 NB	18	13	11	15	21	54	127	158	133	158	97	126	124	119	130	114	128	119	117	103	64	53	39	26
San Mateo Loc M ADT Results.xls	Loc M - Day 1 - Week 1	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/22/2015 SB	27	19	12	15	16	30	61	180	210	164	143	169	141	150	180	247	298	413	398	194	149	387	146	56
San Mateo Loc M ADT Results.xls	Loc M - Day 2 - Week 1	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/23/2015 NB	12	9	10	15	21	61	123	153	126	129	101	121	131	136	127	117	118	143	86	90	75	50	33	24
San Mateo Loc M ADT Results.xls	Loc M - Day 2 - Week 1	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/23/2015 SB	31	18	11	10	16	39	49	152	177	125	115	153	166	173	186	256	283	412	325	185	158	104	81	48
San Mateo Loc M ADT Results.xls	Loc M - Day 3 - Week 1	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/24/2015 NB	13	6	5	10	21	63	124	147	141	134	121	123	102	133	115	110	108	115	95	109	65	58	27	21
San Mateo Loc M ADT Results.xls	Loc M - Day 3 - Week 1	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/24/2015 SB	31	25	20	14	14	45	52	166	163	114	147	154	159	173	203	251	322	502	354	201	157	125	114	75
San Mateo Loc M ADT Results.xls	Loc M - Day 1 - Week 2	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/29/2015 NB	23	21	14	18	35	63	129	173	130	115	121	110	116	117	133	132	142	100	89	79	61	52	37	20
San Mateo Loc M ADT Results.xls	Loc M - Day 1 - Week 2	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/29/2015 SB	48	28	13	16	18	32	62	206	151	152	137	172	157	213	216	261	340	401	299	207	134	124	86	55
San Mateo Loc M ADT Results.xls	Loc M - Day 2 - Week 2	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/30/2015 NB	10	17	10	11	20	49	110	161	144	132	101	95	109	106	130	112	125	113	87	76	57	62	41	26
San Mateo Loc M ADT Results.xls	Loc M - Day 2 - Week 2	Rollins Road Between Cadillac Way	And Toyon Drive	M	9/30/2015 SB	34	18	10	19	21	37	55	173	231	136	156	147	174	163	171	256	268	405	479	235	148	120	78	53
San Mateo Loc M ADT Results.xls	Loc M - Day 3 - Week 2	Rollins Road Between Cadillac Way	And Toyon Drive	M	10/1/2015 NB	17	17	10	13	34	56	116	147	131	116	97	112	112	113	116	136	195	179	187	137	97	68	53	28
San Mateo Loc M ADT Results.xls	Loc M - Day 3 - Week 2	Rollins Road Between Cadillac Way	And Toyon Drive	M	10/1/2015 SB	39	25	15	23	24	33	62	186	153	118	110	146	148	232	416	263	224	308	270	147	116	116	77	56
San Mateo Loc N ADT Results.xls	Loc N - Day 1 - Week 1	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/22/2015 NB	31	16	3	13	14	30	45	127	245	136	110	143	169	170	167	205	255	306	225	179	132	118	97	39
San Mateo Loc N ADT Results.xls	Loc N - Day 1 - Week 1	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/22/2015 SB	45	19	10	25	48	90	145	311	477	357	216	218	232	243	229	315	352	480	370	237	129	215	95	42
San Mateo Loc N ADT Results.xls	Loc N - Day 2 - Week 1	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/23/2015 NB	36	19	11	8	19	38	51	141	194	123	131	142	176	193	216	230	289	442	338	220	124	136	184	82

San Mateo Loc N ADT Results.xls	Loc N - Day 2 - Week 1	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/23/2015 SB	31	12	12	21	48	108	151	277	416	338	259	254	312	248	273	327	426	467	362	265	150	98	88	56
San Mateo Loc N ADT Results.xls	Loc N - Day 3 - Week 1	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/24/2015 NB	37	23	9	16	22	28	52	118	212	124	131	156	194	172	192	245	314	418	325	212	169	149	102	48
San Mateo Loc N ADT Results.xls	Loc N - Day 3 - Week 1	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/24/2015 SB	36	23	12	38	55	99	147	244	455	399	281	267	255	267	275	349	360	400	315	266	176	111	85	50
San Mateo Loc N ADT Results.xls	Loc N - Day 1 - Week 2	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/29/2015 NB	41	36	16	15	13	36	67	169	271	123	154	209	239	210	194	227	304	386	281	225	159	125	96	69
San Mateo Loc N ADT Results.xls	Loc N - Day 1 - Week 2	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/29/2015 SB	35	27	17	14	37	73	161	292	447	298	230	228	265	256	222	300	400	441	280	219	141	118	75	47
San Mateo Loc N ADT Results.xls	Loc N - Day 2 - Week 2	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/30/2015 NB	37	24	12	12	28	39	66	138	215	150	139	183	194	213	167	200	289	353	282	173	142	168	182	75
San Mateo Loc N ADT Results.xls	Loc N - Day 2 - Week 2	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	9/30/2015 SB	29	15	16	38	52	85	149	295	404	340	278	247	250	248	241	294	342	501	484	291	153	98	80	63
San Mateo Loc N ADT Results.xls	Loc N - Day 3 - Week 2	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	10/1/2015 NB	46	31	20	13	32	39	62	157	203	142	138	171	212	206	196	222	306	395	339	179	157	145	130	59
San Mateo Loc N ADT Results.xls	Loc N - Day 3 - Week 2	Airport Boulevard Between Anza Boulevard	And Bay View Place	N	10/1/2015 SB	29	17	15	29	74	97	140	281	395	328	252	224	266	297	536	423	464	562	400	213	149	119	89	58
San Mateo Loc O ADT Results.xls	Loc O - Day 1 - Week 1	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/22/2015 NB	24	16	6	14	29	77	143	435	375	222	184	177	212	220	210	270	275	366	281	221	133	93	88	35
San Mateo Loc O ADT Results.xls	Loc O - Day 1 - Week 1	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/22/2015 SB	23	20	4	3	5	30	65	153	188	141	76	111	145	184	451	422	409	576	448	224	125	152	70	37
San Mateo Loc O ADT Results.xls	Loc O - Day 2 - Week 1	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/23/2015 NB	24	12	6	12	28	58	154	447	335	226	194	199	207	211	275	232	273	409	245	206	163	101	78	36
San Mateo Loc O ADT Results.xls	Loc O - Day 2 - Week 1	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/23/2015 SB	19	5	5	6	4	15	49	165	181	122	75	124	142	162	509	373	400	523	328	187	117	94	64	41
San Mateo Loc O ADT Results.xls	Loc O - Day 3 - Week 1	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/24/2015 NB	19	16	10	19	24	68	136	406	383	206	189	196	222	229	223	270	306	390	287	207	149	142	71	43
San Mateo Loc O ADT Results.xls	Loc O - Day 3 - Week 1	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/24/2015 SB	13	10	4	9	5	24	51	148	211	121	81	114	150	170	479	429	389	490	304	189	101	78	47	36
San Mateo Loc O ADT Results.xls	Loc O - Day 1 - Week 2	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/29/2015 NB	24	15	3	10	24	69	151	412	337	226	183	186	225	217	237	285	309	363	288	218	136	108	85	27
San Mateo Loc O ADT Results.xls	Loc O - Day 1 - Week 2	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/29/2015 SB	25	8	4	6	13	15	53	130	182	96	82	106	173	172	505	383	470	505	360	156	137	86	45	36
San Mateo Loc O ADT Results.xls	Loc O - Day 2 - Week 2	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/30/2015 NB	21	8	7	8	24	75	146	426	368	203	194	186	226	201	249	237	278	287	295	203	137	108	70	48
San Mateo Loc O ADT Results.xls	Loc O - Day 2 - Week 2	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	9/30/2015 SB	9	7	4	5	5	22	57	162	163	128	124	110	177	173	229	321	408	587	608	249	143	116	53	43
San Mateo Loc O ADT Results.xls	Loc O - Day 3 - Week 2	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	10/1/2015 NB	25	19	9	12	25	77	133	409	378	224	186	206	226	236	234	259	289	371	304	205	144	115	66	50
San Mateo Loc O ADT Results.xls	Loc O - Day 3 - Week 2	Bayshore Boulevard Between 3Rd Avenue	And Peninsula Avenue	O	10/1/2015 SB	12	5	6	5	4	25	48	159	186	126	104	133	147	221	471	393	498	601	500	218	111	112	55	49
San Mateo Loc P ADT Results.xls	Loc P - Day 1 - Week 1	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/22/2015 NB	12	10	6	8	18	50	120	256	322	156	99	136	141	144	157	138	191	275	251	217	97	72	38	10
San Mateo Loc P ADT Results.xls	Loc P - Day 1 - Week 1	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/22/2015 SB	17	8	4	3	6	7	61	287	267	168	86	113	167	183	249	376	331	332	301	209	71	86	46	30
San Mateo Loc P ADT Results.xls	Loc P - Day 2 - Week 1	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/23/2015 NB	12	10	10	7	19	43	104	268	301	140	106	133	166	155	164	171	201	234	204	141	105	64	37	8
San Mateo Loc P ADT Results.xls	Loc P - Day 2 - Week 1	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/23/2015 SB	10	8	8	11	14	13	71	282	277	121	86	136	221	120	252	177	267	340	196	119	66	92	26	19
San Mateo Loc P ADT Results.xls	Loc P - Day 3 - Week 1	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/24/2015 NB	14	6	8	5	21	41	141	287	307	151	141	146	142	158	143	210	244	222	182	138	85	42	27	7
San Mateo Loc P ADT Results.xls	Loc P - Day 3 - Week 1	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/24/2015 SB	7	6	6	4	6	12	62	279	347	170	108	114	127	199	204	282	312	324	261	121	83	78	46	23
San Mateo Loc P ADT Results.xls	Loc P - Day 1 - Week 2	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/29/2015 NB	13	4	4	9	11	35	129	273	291	151	106	127	140	160	161	186	237	272	258	141	97	68	29	12
San Mateo Loc P ADT Results.xls	Loc P - Day 1 - Week 2	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/29/2015 SB	17	13	9	8	9	8	52	271	350	138	112	123	155	176	230	279	354	359	200	111	80	83	39	25
San Mateo Loc P ADT Results.xls	Loc P - Day 2 - Week 2	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/30/2015 NB	8	4	11	10	20	39	132	271	284	158	124	153	152	168	187	177	240	200	286	170	93	72	46	23
San Mateo Loc P ADT Results.xls	Loc P - Day 2 - Week 2	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	9/30/2015 SB	12	3	3	2	7	11	40	265	266	165	108	131	243	156	216	210	286	434	378	182	89	99	45	18
San Mateo Loc P ADT Results.xls	Loc P - Day 3 - Week 2	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	10/1/2015 NB	13	5	9	8	22	39	141	286	307	176	136	139	159	157	163	139	216	262	196	192	94	88	48	35
San Mateo Loc P ADT Results.xls	Loc P - Day 3 - Week 2	Humboldt Street Between Poplar Avenue	And Indian Avenue	P	10/1/2015 SB	12	7	5	8	6	14	67	265	314	124	92	121	140	302	398	199	277	333	376	162	71	72	34	16
San Mateo Loc Q ADT Results.xls	Loc Q - Day 1 - Week 1	4Th Avenue Between Delaware Street	And Humboldt Street	Q	9/22/2015 EB	141	77	40	49	95	216	573	1275	1378	970	980	1153	1216	1299	1362	1424	1509	1280	1131	1260	1116	1023	706	296
San Mateo Loc Q ADT Results.xls	Loc Q - Day 2 - Week 1	4Th Avenue Between Delaware Street	And Humboldt Street	Q	9/23/2015 EB	133	70	46	37	83	228	559	1302	1321	1030	1055	1099	1273	1453	1359	1308	1495	1573	1379	1262	1212	973	722	316
San Mateo Loc Q ADT Results.xls	Loc Q - Day 3 - Week 1	4Th Avenue Between Delaware Street	And Humboldt Street	Q	9/24/2015 EB	152	73	64	40	98	217	581	1242	1332	1028	1035	1137	1297	1365	1388	1470	1493	1470	1316	1279	1159	1084	714	400
San Mateo Loc Q ADT Results.xls	Loc Q - Day 1 - Week 2	4Th Avenue Between Delaware Street	And Humboldt Street	Q	9/29/2015 EB	160	78	43	36	73	234	573	1284	1393	1001	1023	1095	1182	1334	1298	1493	1452	1419	1356	1206	1032	984	635	324
San Mateo Loc Q ADT Results.xls	Loc Q - Day 2 - Week 2	4Th Avenue Between Delaware Street	And Humboldt Street	Q	9/30/2015 EB	145	89	44	48	90	227	546	1251	1312	1042	977	1100	1266	1406	1340	1383	1477	1236	940	1390	1166	1021	724	419
San Mateo Loc Q ADT Results.xls	Loc Q - Day 3 - Week 2	4Th Avenue Between Delaware Street	And Humboldt Street	Q	10/1/2015 EB	169	95	48	59	99	248	579	1271	1370	1076	1029	1193	1261	1416	1518	1511	1541	1466	1042	1288	1103	1090	686	378
San Mateo Loc R ADT Results.xls	Loc R - Day 1 - Week 1	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/22/2015 NB	8	7	7	6	8	32	252	941	1083	549	395	385	456	381	461	554	910	1091	689	341	193	104	87	27
San Mateo Loc R ADT Results.xls	Loc R - Day 1 - Week 1	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/22/2015 SB	9	3	1	11	30	86	266	657	1233	719	397	319	350	393	394	727	1202	1462	1345	809	165	113	78	23
San Mateo Loc R ADT Results.xls	Loc R - Day 2 - Week 1	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/23/2015 NB	6	5	7	6	17	71	294	1024	1167	654	425	416	434	336	385	461	760	1250	636	406	212	104	37	6
San Mateo Loc R ADT Results.xls	Loc R - Day 2 - Week 1	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/23/2015 SB	14	3	8	7	20	82	266	779	1151	692	340	295	373	408	433	619	1162	1419	1102	387	199	102	61	29
San Mateo Loc R ADT Results.xls	Loc R - Day 3 - Week 1	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/24/2015 NB	9	4	7	7	6	64	273	1145	1181	716	507	491	525	393	516	564	884	1139	745	408	214	105	95	48
San Mateo Loc R ADT Results.xls	Loc R - Day 3 - Week 1	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/24/2015 SB	17	5	4	11	38	76	256	718	1178	721	391	301	409	360	389	772	1256	1482	1269	481	179	112	66	23
San Mateo Loc R ADT Results.xls	Loc R - Day 1 - Week 2	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/29/2015 NB	8	8	10	3	6	35	218	904	1029	538	400	392	421	338	432	552	882	1072	671	344	170	131	67	42
San Mateo Loc R ADT Results.xls	Loc R - Day 1 - Week 2	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/29/2015 SB	20	8	6	8	5	86	221	712	1130	656	332	298	379	415	401	698	1194	1401	1104	296	135	107	64	30
San Mateo Loc R ADT Results.xls	Loc R - Day 2 - Week 2	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/30/2015 NB	10	5	10	4	10	51	278	943	1054	594	419	392	398	330	379	482	714	1075	676	409	179	154	77	34
San Mateo Loc R ADT Results.xls	Loc R - Day 2 - Week 2	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	9/30/2015 SB	18	5	6	8	41	117	298	889	1034	625	351	307	366	410	404	562	1194	1370	1380	1012	200	110	77	34
San Mateo Loc R ADT Results.xls	Loc R - Day 3 - Week 2	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	10/1/2015 NB	11	9	7	4	11	53	242	1105	1188	748	503	496	465	357	476	532	888	1096	692	374	215	109	72	31
San Mateo Loc R ADT Results.xls	Loc R - Day 3 - Week 2	3Rd Avenue / J Hart Clinton Between	Norfolk Street And Detroit Drive	R	10/1/2015 SB	17	8	7	5	28	83	262	713	1138	688	370	313	356	392	520	853	1345	1435	1297	586	173	113	63	39
San Mateo Loc S ADT Results.xls	Loc B - Day 1 - Week 1	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/22/2015 NB	20	12	6	14	25	89	189	479	448	255	217	216	269	252	334	267	269	277	270	237	146	127	50	33
San Mateo Loc S ADT Results.xls	Loc B - Day 1 - Week 1	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/22/2015 SB	46	26	10	11	9	22	83	365	329	218	198	237	312	233	401	383	533	566	491	362	219	176	130	75
San Mateo Loc S ADT Results.xls	Loc B - Day 2 - Week 1	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/23/2015 NB	18	6	6	14	26	91	180	497	469	238	191	224	315	278	270	254	267	334	267	254	184	101	69	37
San Mateo Loc S ADT Results.xls	Loc B - Day 2 - Week 1	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/23/2015 SB	24	24	15	6	13	20	71	396	320	213	170	242	341	354	296	400	505	582	470	344	240	194	123	73
San Mateo Loc S ADT Results.xls	Loc B - Day 3 - Week 1	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/24/2015 NB	21	12	10	19	20	90	178	478	419	247	195	229	277	256	324	274	241	335	254	221	170	124	88	38
San Mateo Loc S ADT Results.xls	Loc B - Day 3 - Week 1	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/24/2015 SB	40	28	19	15	11	33	71	373	343	221	205	273	305	274	394	432	491	589	474	300	234	191	139	90
San Mateo Loc S ADT Results.xls	Loc B - Day 1 - Week 2	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/29/2015 NB	16	9	9	12	23	75	196	470	416	234	212	231	280	243	345	284	284	280	300	183	150	91	66	37
San Mateo Loc S ADT Results.xls	Loc B - Day 1 - Week 2	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/29/2015 SB	24	23	12	14	30	33	67	399	304	203	207	280	285	256	405	433	476	567	489	304	235	155	126	90
San Mateo Loc S ADT Results.xls	Loc B - Day 2 - Week 2	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/30/2015 NB	20	10	11	13	36	88	168	500	466	262	216	230	309	295	253	249	276	333	288	208	135	131	72	56
San Mateo Loc S ADT Results.xls	Loc B - Day 2 - Week 2	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/30/2015 SB	37	23	12	3	9	32	77	391	337	228	221	265	348	353	295	354	519	637	574	427	245	206	135	89
San Mateo Loc S ADT Results.xls	Loc B - Day 3 - Week 2	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/30/2015 NB	20	10	11	13	36	88	168	500	466	262	216	230	309	295	253	249	276	333	288	208	135	131	72	56
San Mateo Loc S ADT Results.xls	Loc B - Day 3 - Week 2	South Norfolk Street Between Kehoe Avenue	And 3Rd Avenue	S	9/30/2015 SB	37	23	12	3	9	32	77	391	337	228	221	265	348	353	295	354	519	637	574	427	245	206	135	89
San Mateo Loc T ADT Results.xls	Loc B - Day 1 - Week 1	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/22/2015 NB	13	3	8	4	8	24	57	278	323	136	116	131	170	139	185	244	208	244	204	169	101	67	48	15
San Mateo Loc T ADT Results.xls	Loc B - Day 1 - Week 1	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/22/2015 SB	23	18	8	5	14	58	133	383	415	267	241	227	237	209	298	337	376	586	440	331	160	116	76	31
San Mateo Loc T ADT Results.xls	Loc B - Day 2 - Week 1	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/23/2015 NB	4	6	6	5	12	24	46	259	335	146	130	133	216	147	171	185	207	274	217	167	111	71	37	18
San Mateo Loc T ADT Results.xls	Loc B - Day 2 - Week 1	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/23/2015 SB	17	10	6	8	19	47	114	379	395	292	220	261	296	274	251	310	383	559	469	259	162	116	65	15
San Mateo Loc T ADT Results.xls	Loc B - Day 3 - Week 1	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/24/2015 NB	8	2	5	3	5	20	63	245	294	154	109	131	165	151	188	238	224	270	217	186	99	85	38	30
San Mateo Loc T ADT Results.xls	Loc B - Day 3 - Week 1	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/24/2015 SB	11	11	2	10	16	51	120	344	432	298	223	222	264	222	300	333	388	588	458	286	167	114	73	34
San Mateo Loc T ADT Results.xls	Loc B - Day 1 - Week 2	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/29/2015 NB	13	4	6	4	6	20	58	249	302	146	120	132	189	139	202	242	228	241	222	146	86	66	38	16
San Mateo Loc T ADT Results.xls	Loc B - Day 1 - Week 2	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/29/2015 SB	29	17	6	6	13	46	135	376	411	279	209	240	255	231	311	323	358	520	414	253	160	103	63	30
San Mateo Loc T ADT Results.xls	Loc B - Day 2 - Week 2	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/30/2015 NB	11	2	5	2	7	21	48	279	281	159	123	98	225	210	197	278	224	301	263	195	112	59	33	20
San Mateo Loc T ADT Results.xls	Loc B - Day 2 - Week 2	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	9/30/2015 SB	16	10	6	3	16	46	136	352	434	300	233	282	327	279	236	344	376	475	496	309	199	136	70	43
San Mateo Loc T ADT Results.xls	Loc B - Day 3 - Week 2	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	10/1/2015 NB	8	3	8	5	4	21	46	264	333	172	128	130	182	145	168	214	240	233	212	173	103	75	40	18
San Mateo Loc T ADT Results.xls	Loc B - Day 3 - Week 2	South Norfolk Street Between Fashion Island Boulevard	And Kehoe Avenue	T	10/1/2015 SB	27	16	12	9	10	45	107	361	415	296	207	237	292	246	293	333	368	524	422	256	176	120	78	24

Appendix D:
Intersection Turning Movement Count Data

Pre-Metering – Week 1

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 25PM FINAL
Site Code : 00000025
Start Date : 5/9/2013
Page No : 1

Groups Printed- Bikes

	S. NORFOLK ST Southbound					KEHOE AVE Westbound					S. NORFOLK ST Northbound					KEHOE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Grand Total	1	7	0	0	8	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	12
Apprch %	12.5	87.5	0	0		0	0	0	0		25	75	0	0		0	0	0	0		
Total %	8.3	58.3	0	0	66.7	0	0	0	0	0	8.3	25	0	0	33.3	0	0	0	0	0	

	S. NORFOLK ST Southbound				KEHOE AVE Westbound				S. NORFOLK ST Northbound				KEHOE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**4**
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	**1**	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	1	4	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
% App. Total	20	80	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.333	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.438

Traffic Data Service

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File Name : 25PM FINAL
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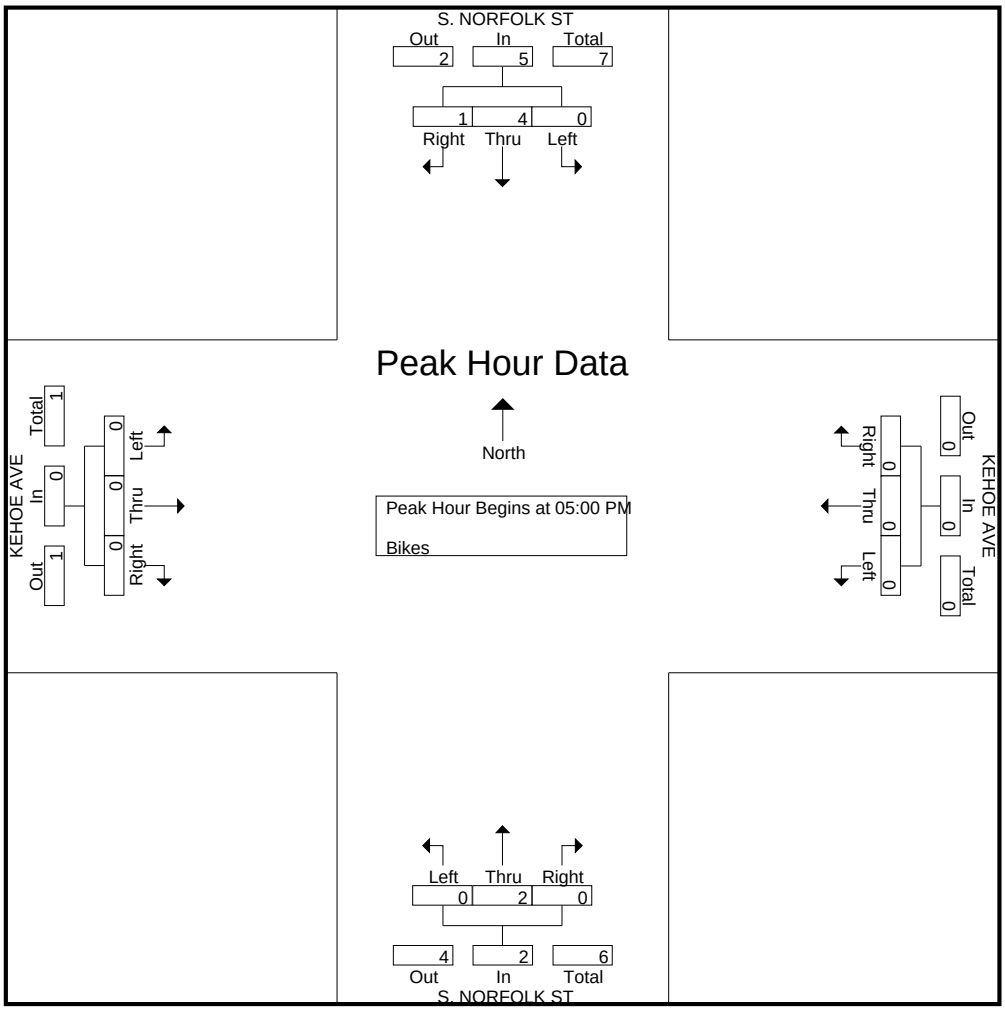

Traffic Data Service

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File Name : 25PM FINAL
Site Code : 00000025
Start Date : 5/9/2013
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Groups Printed- Vehicles

	S. NORFOLK ST Southbound					KEHOE AVE Westbound					S. NORFOLK ST Northbound					KEHOE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	45	20	0	71	7	19	8	1	35	2	32	14	0	48	18	19	26	0	63	217
04:15 PM	11	64	26	0	101	3	14	9	1	27	6	35	25	0	66	20	27	26	0	73	267
04:30 PM	15	39	25	0	79	8	24	14	2	48	4	31	17	4	56	11	24	34	0	69	252
04:45 PM	7	55	21	1	84	7	17	7	1	32	1	22	15	0	38	14	13	36	0	63	217
Total	39	203	92	1	335	25	74	38	5	142	13	120	71	4	208	63	83	122	0	268	953
05:00 PM	9	48	30	0	87	7	22	10	3	42	3	44	18	0	65	19	18	23	0	60	254
05:15 PM	10	70	22	1	103	13	22	20	1	56	4	44	21	0	69	22	23	34	2	81	309
05:30 PM	14	65	25	0	104	9	15	12	2	38	7	52	19	0	78	15	28	30	0	73	293
05:45 PM	19	64	28	0	111	4	18	10	2	34	3	45	17	1	66	23	30	41	3	97	308
Total	52	247	105	1	405	33	77	52	8	170	17	185	75	1	278	79	99	128	5	311	1164
Grand Total	91	450	197	2	740	58	151	90	13	312	30	305	146	5	486	142	182	250	5	579	2117
Apprch %	12.3	60.8	26.6	0.3		18.6	48.4	28.8	4.2		6.2	62.8	30	1		24.5	31.4	43.2	0.9		
Total %	4.3	21.3	9.3	0.1	35	2.7	7.1	4.3	0.6	14.7	1.4	14.4	6.9	0.2	23	6.7	8.6	11.8	0.2	27.4	

	S. NORFOLK ST Southbound				KEHOE AVE Westbound				S. NORFOLK ST Northbound				KEHOE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	48	**30**	87	7	**22**	10	39	3	44	18	65	19	18	23	60	251
05:15 PM	10	**70**	22	102	**13**	22	**20**	**55**	4	44	**21**	69	22	23	34	79	**305**
05:30 PM	14	65	25	104	9	15	12	36	**7**	**52**	19	**78**	15	28	30	73	291
05:45 PM	**19**	64	28	**111**	4	18	10	32	3	45	17	65	**23**	**30**	**41**	**94**	302
Total Volume	52	247	105	404	33	77	52	162	17	185	75	277	79	99	128	306	1149
% App. Total	12.9	61.1	26		20.4	47.5	32.1		6.1	66.8	27.1		25.8	32.4	41.8		
PHF	.684	.882	.875	.910	.635	.875	.650	.736	.607	.889	.893	.888	.859	.825	.780	.814	.942

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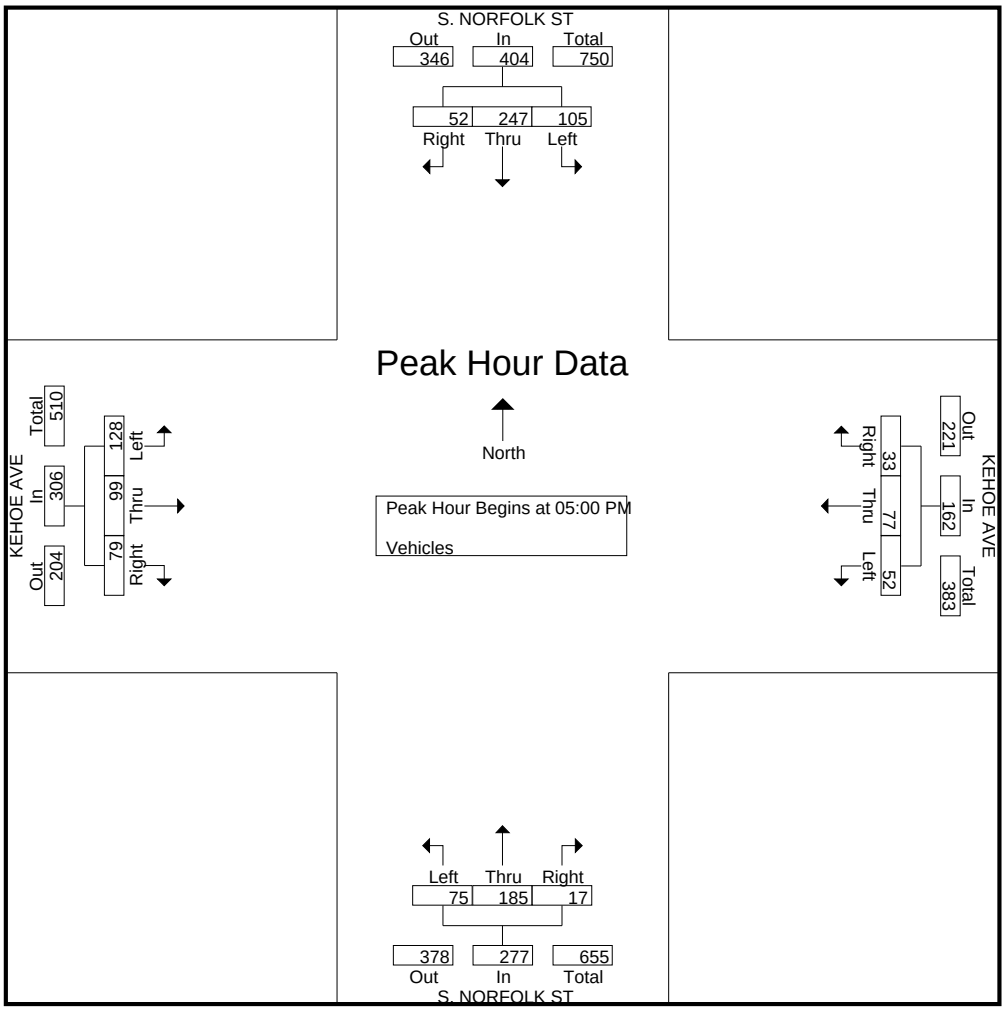

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Groups Printed- Bikes

	S. NORFOLK ST Southbound					KEHOE AVE Westbound					S. NORFOLK ST Northbound					KEHOE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
07:45 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	4	1	0	5	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	7	1	0	8	2	0	1	0	3	0	7	0	0	7	0	0	0	0	0	18
Apprch %	0	87.5	12.5	0		66.7	0	33.3	0		0	100	0	0		0	0	0	0		
Total %	0	38.9	5.6	0	44.4	11.1	0	5.6	0	16.7	0	38.9	0	0	38.9	0	0	0	0	0	

	S. NORFOLK ST Southbound				KEHOE AVE Westbound				S. NORFOLK ST Northbound				KEHOE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	**1**	0	**1**	**2**	0	1	0	1	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**5**
07:45 AM	0	**2**	**1**	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	4	1	5	1	0	1	2	0	7	0	7	0	0	0	0	14
% App. Total	0	80	20		50	0	50		0	100	0		0	0	0		
PHF	.000	.500	.250	.417	.250	.000	.250	.250	.000	.350	.000	.350	.000	.000	.000	.000	.700

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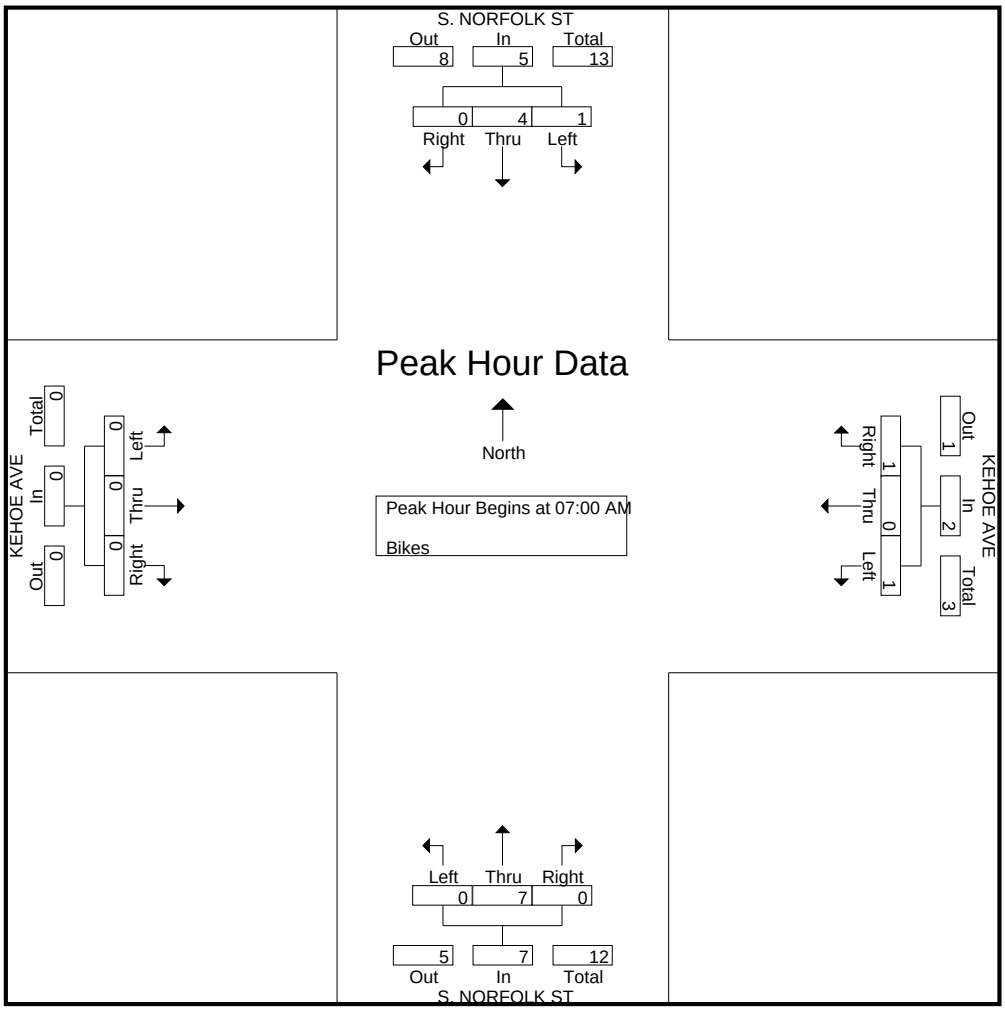

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Groups Printed- Vehicles

	S. NORFOLK ST Southbound					KEHOE AVE Westbound					S. NORFOLK ST Northbound					KEHOE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	23	3	1	42	1	24	6	2	33	1	14	23	0	38	5	5	11	3	24	137
07:15 AM	16	43	5	1	65	2	22	9	1	34	1	11	18	3	33	6	15	11	3	35	167
07:30 AM	12	47	26	0	85	3	42	12	4	61	1	24	24	14	63	5	14	25	2	46	255
07:45 AM	13	52	40	6	111	24	70	12	1	107	4	32	38	1	75	5	26	28	1	60	353
Total	56	165	74	8	303	30	158	39	8	235	7	81	103	18	209	21	60	75	9	165	912
08:00 AM	13	74	10	0	97	7	43	14	0	64	5	40	49	0	94	13	6	30	6	55	310
08:15 AM	11	58	10	0	79	4	24	10	1	39	2	32	42	0	76	9	7	20	1	37	231
08:30 AM	7	48	6	0	61	9	22	10	1	42	1	28	26	1	56	15	9	20	0	44	203
08:45 AM	3	51	7	0	61	7	25	8	0	40	1	37	29	0	67	6	10	18	0	34	202
Total	34	231	33	0	298	27	114	42	2	185	9	137	146	1	293	43	32	88	7	170	946
Grand Total	90	396	107	8	601	57	272	81	10	420	16	218	249	19	502	64	92	163	16	335	1858
Apprch %	15	65.9	17.8	1.3		13.6	64.8	19.3	2.4		3.2	43.4	49.6	3.8		19.1	27.5	48.7	4.8		
Total %	4.8	21.3	5.8	0.4	32.3	3.1	14.6	4.4	0.5	22.6	0.9	11.7	13.4	1	27	3.4	5	8.8	0.9	18	

	S. NORFOLK ST Southbound				KEHOE AVE Westbound				S. NORFOLK ST Northbound				KEHOE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	47	26	85	3	42	12	57	1	24	24	49	5	14	25	44	235
07:45 AM	**13**	52	**40**	**105**	**24**	**70**	12	**106**	4	32	38	74	5	**26**	28	**59**	**344**
08:00 AM	13	**74**	10	97	7	43	**14**	64	**5**	**40**	**49**	**94**	**13**	6	**30**	49	304
08:15 AM	11	58	10	79	4	24	10	38	2	32	42	76	9	7	20	36	229
Total Volume	49	231	86	366	38	179	48	265	12	128	153	293	32	53	103	188	1112
% App. Total	13.4	63.1	23.5		14.3	67.5	18.1		4.1	43.7	52.2		17	28.2	54.8		
PHF	.942	.780	.538	.871	.396	.639	.857	.625	.600	.800	.781	.779	.615	.510	.858	.797	.808

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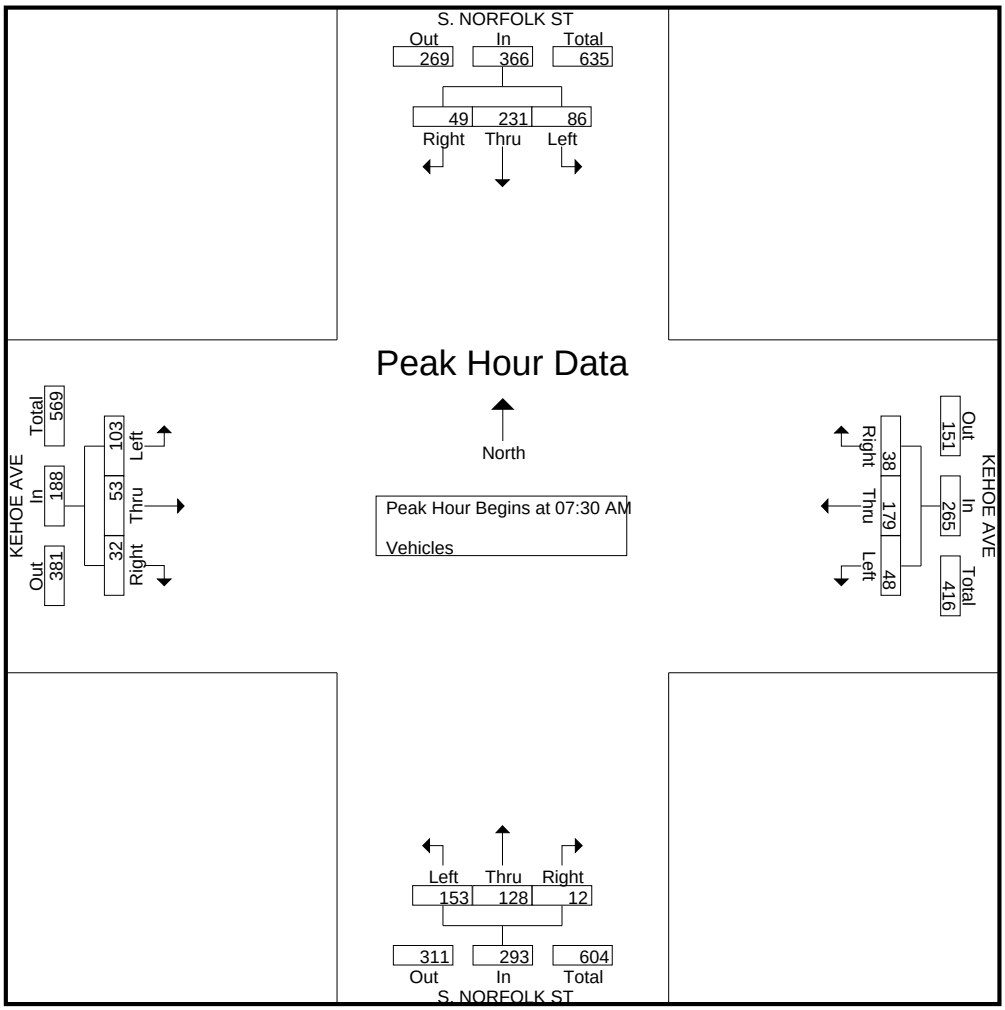

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Groups Printed- Bikes

	S. NORFOLK ST Southbound					J. HART CLINTON DR Westbound					S. NORFOLK ST Northbound					E. 3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	1	0	3	8
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	4
Grand Total	1	0	0	0	1	1	6	0	0	7	0	0	1	0	1	0	2	1	0	3	12
Apprch %	100	0	0	0		14.3	85.7	0	0		0	0	100	0		0	66.7	33.3	0		
Total %	8.3	0	0	0	8.3	8.3	50	0	0	58.3	0	0	8.3	0	8.3	0	16.7	8.3	0	25	

	S. NORFOLK ST Southbound				J. HART CLINTON DR Westbound				S. NORFOLK ST Northbound				E. 3RD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	**1**	1	2
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	2
Total Volume	1	0	0	1	1	3	0	4	0	0	1	1	0	2	1	3	9
% App. Total	100	0	0		25	75	0		0	0	100		0	66.7	33.3		
PHF	.250	.000	.000	.250	.250	.250	.000	.333	.000	.000	.250	.250	.000	.500	.250	.750	.563

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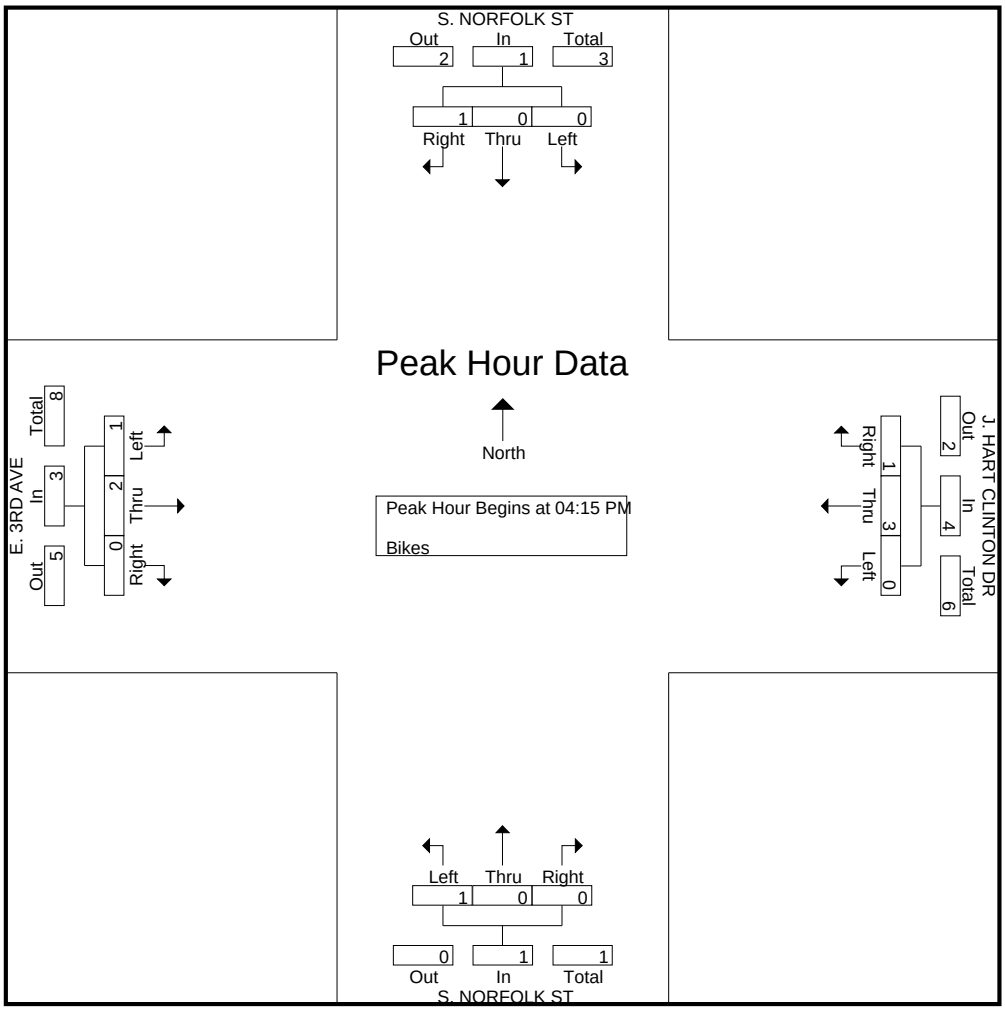

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Groups Printed- Vehicles

	S. NORFOLK ST Southbound					J. HART CLINTON DR Westbound					S. NORFOLK ST Northbound					E. 3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	32	21	18	3	74	13	127	20	3	163	11	12	82	1	106	127	73	63	15	278	621
04:15 PM	24	24	18	5	71	19	137	17	6	179	9	12	96	4	121	165	98	48	10	321	692
04:30 PM	26	31	23	0	80	15	143	11	2	171	14	20	76	1	111	146	92	77	9	324	686
04:45 PM	31	35	19	1	86	11	184	12	1	208	18	20	105	2	145	156	96	84	15	351	790
Total	113	111	78	9	311	58	591	60	12	721	52	64	359	8	483	594	359	272	49	1274	2789
05:00 PM	28	35	34	0	97	15	201	18	3	237	24	13	93	0	130	173	116	95	0	384	848
05:15 PM	24	28	32	0	84	23	284	24	2	333	29	28	128	0	185	190	146	65	0	401	1003
05:30 PM	36	33	41	0	110	17	261	23	0	301	16	23	117	0	156	146	134	72	0	352	919
05:45 PM	27	36	29	0	92	25	254	21	2	302	10	23	120	0	153	165	131	77	0	373	920
Total	115	132	136	0	383	80	1000	86	7	1173	79	87	458	0	624	674	527	309	0	1510	3690
Grand Total	228	243	214	9	694	138	1591	146	19	1894	131	151	817	8	1107	1268	886	581	49	2784	6479
Apprch %	32.9	35	30.8	1.3		7.3	84	7.7	1		11.8	13.6	73.8	0.7		45.5	31.8	20.9	1.8		
Total %	3.5	3.8	3.3	0.1	10.7	2.1	24.6	2.3	0.3	29.2	2	2.3	12.6	0.1	17.1	19.6	13.7	9	0.8	43	

	S. NORFOLK ST Southbound				J. HART CLINTON DR Westbound				S. NORFOLK ST Northbound				E. 3RD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	28	35	34	97	15	201	18	234	24	13	93	130	173	116	**95**	384	845
05:15 PM	24	28	32	84	23	**284**	**24**	**331**	**29**	**28**	**128**	**185**	**190**	**146**	65	**401**	**1001**
05:30 PM	**36**	33	**41**	**110**	17	261	23	301	16	23	117	156	146	134	72	352	919
05:45 PM	27	**36**	29	92	**25**	254	21	300	10	23	120	153	165	131	77	373	918
Total Volume	115	132	136	383	80	1000	86	1166	79	87	458	624	674	527	309	1510	3683
% App. Total	30	34.5	35.5		6.9	85.8	7.4		12.7	13.9	73.4		44.6	34.9	20.5		
PHF	.799	.917	.829	.870	.800	.880	.896	.881	.681	.777	.895	.843	.887	.902	.813	.941	.920

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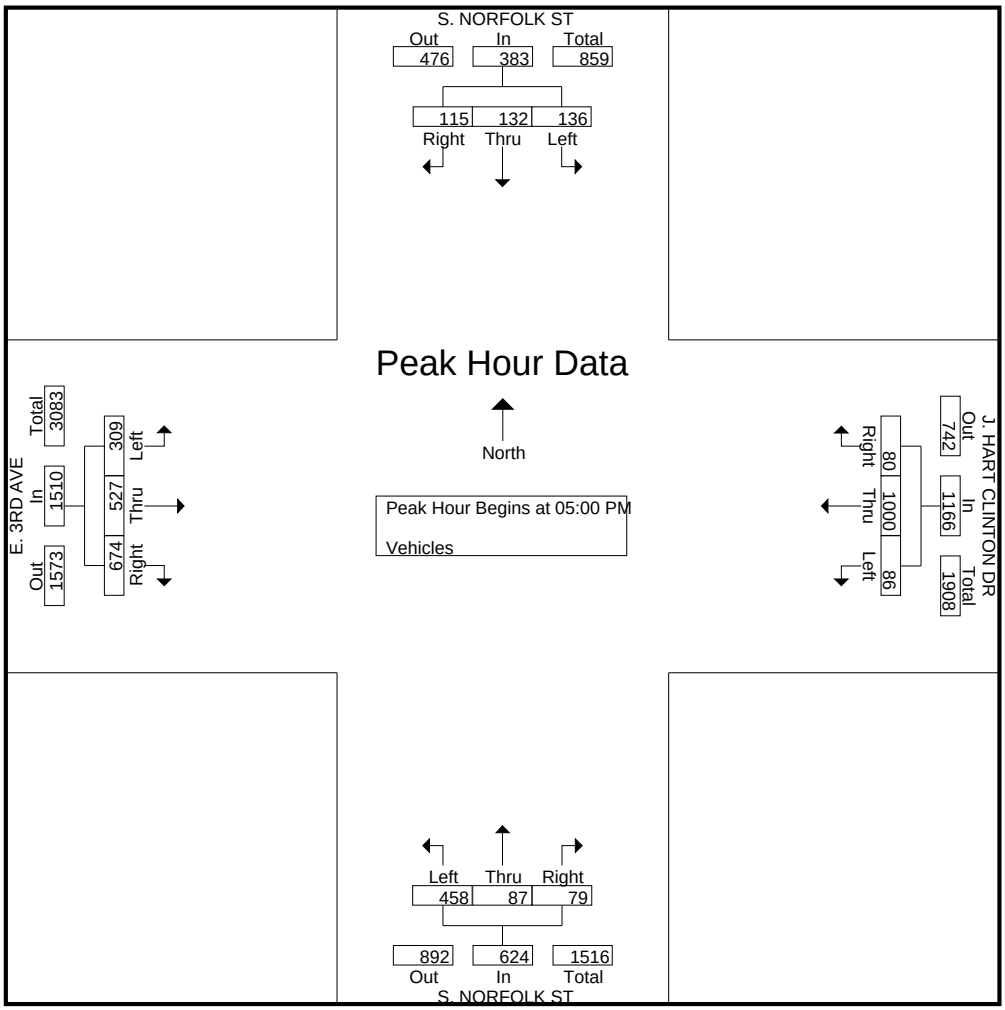

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Groups Printed- Bikes

	S. NORFOLK ST Southbound					J. HART CLINTON DR Westbound					S. NORFOLK ST Northbound					E. 3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	4
07:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	0	1	0	0	1	0	0	4	0	4	0	4	0	0	4	12
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
08:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	0	6	0	0	6	11
Grand Total	1	2	1	0	4	1	3	0	0	4	0	0	5	0	5	0	10	0	0	10	23
Apprch %	25	50	25	0		25	75	0	0		0	0	100	0		0	100	0	0		
Total %	4.3	8.7	4.3	0	17.4	4.3	13	0	0	17.4	0	0	21.7	0	21.7	0	43.5	0	0	43.5	

	S. NORFOLK ST Southbound				J. HART CLINTON DR Westbound				S. NORFOLK ST Northbound				E. 3RD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	**2**	0	**2**	**4**
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	1	1	0	2	0	2	4
07:30 AM	**1**	0	0	1	0	**1**	0	**1**	0	0	1	1	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	2	0	3	0	1	0	1	0	0	4	4	0	4	0	4	12
% App. Total	33.3	66.7	0		0	100	0		0	0	100		0	100	0		
PHF	.250	.500	.000	.750	.000	.250	.000	.250	.000	.000	.500	.500	.000	.500	.000	.500	.750

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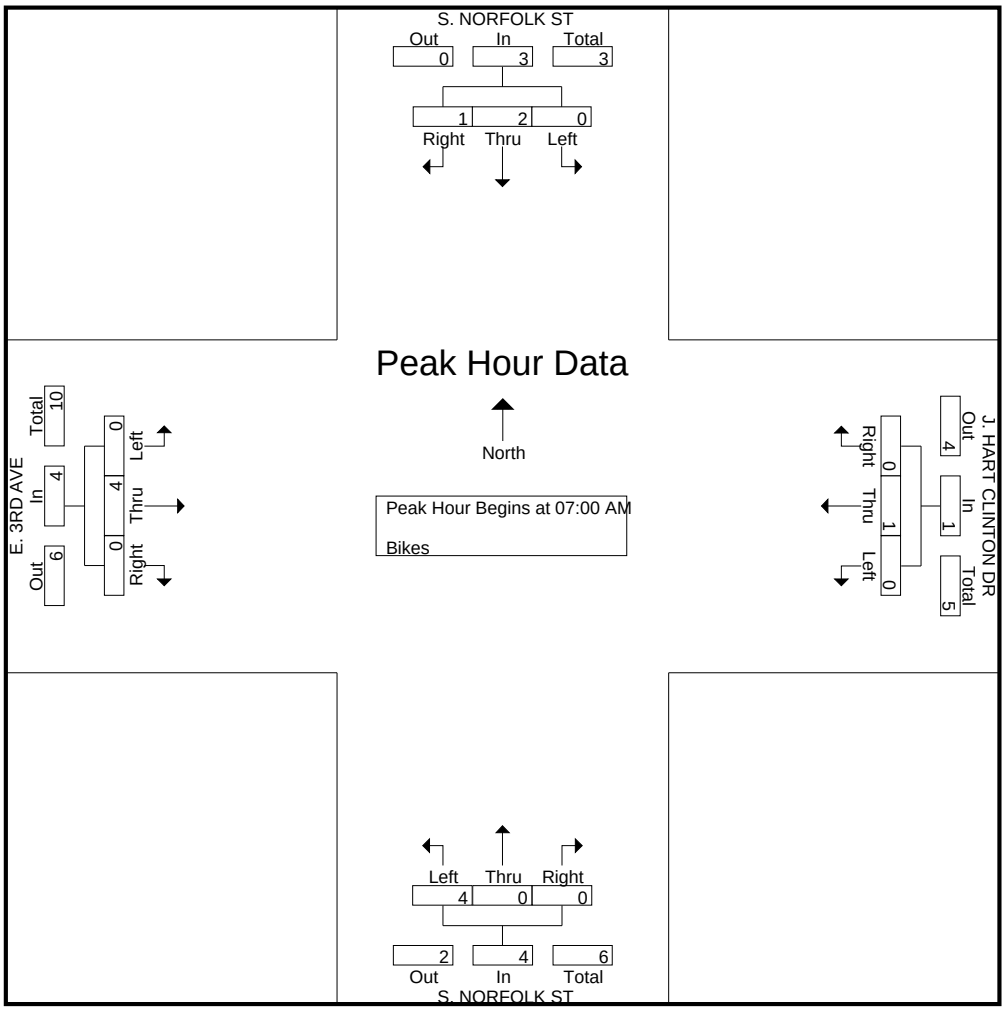

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Groups Printed- Vehicles

	S. NORFOLK ST Southbound					J. HART CLINTON DR Westbound					S. NORFOLK ST Northbound					E. 3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	36	7	9	1	53	2	99	5	1	107	9	3	87	1	100	46	88	24	6	164	424
07:15 AM	56	12	13	1	82	5	119	10	4	138	10	8	130	8	156	61	128	36	12	237	613
07:30 AM	38	48	12	2	100	14	289	14	5	322	15	24	156	4	199	87	204	42	20	353	974
07:45 AM	25	58	16	6	105	35	331	33	8	407	20	60	176	4	260	134	241	57	13	445	1217
Total	155	125	50	10	340	56	838	62	18	974	54	95	549	17	715	328	661	159	51	1199	3228
08:00 AM	38	28	28	0	94	26	271	23	3	323	26	43	163	2	234	84	205	71	0	360	1011
08:15 AM	41	24	29	0	94	10	295	15	1	321	20	24	159	2	205	74	230	38	0	342	962
08:30 AM	43	22	32	0	97	9	268	15	1	293	17	15	110	6	148	67	222	47	0	336	874
08:45 AM	31	21	19	0	71	11	183	11	3	208	17	7	119	0	143	67	183	24	3	277	699
Total	153	95	108	0	356	56	1017	64	8	1145	80	89	551	10	730	292	840	180	3	1315	3546
Grand Total	308	220	158	10	696	112	1855	126	26	2119	134	184	1100	27	1445	620	1501	339	54	2514	6774
Apprch %	44.3	31.6	22.7	1.4		5.3	87.5	5.9	1.2		9.3	12.7	76.1	1.9		24.7	59.7	13.5	2.1		
Total %	4.5	3.2	2.3	0.1	10.3	1.7	27.4	1.9	0.4	31.3	2	2.7	16.2	0.4	21.3	9.2	22.2	5	0.8	37.1	

	S. NORFOLK ST Southbound				J. HART CLINTON DR Westbound				S. NORFOLK ST Northbound				E. 3RD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	38	48	12	98	14	289	14	317	15	24	156	195	87	204	42	333	943
07:45 AM	25	**58**	16	**99**	**35**	**331**	**33**	**399**	20	**60**	**176**	**256**	**134**	**241**	57	**432**	**1186**
08:00 AM	38	28	28	94	26	271	23	320	**26**	43	163	232	84	205	**71**	360	1006
08:15 AM	**41**	24	**29**	94	10	295	15	320	20	24	159	203	74	230	38	342	959
Total Volume	142	158	85	385	85	1186	85	1356	81	151	654	886	379	880	208	1467	4094
% App. Total	36.9	41	22.1		6.3	87.5	6.3		9.1	17	73.8		25.8	60	14.2		
PHF	.866	.681	.733	.972	.607	.896	.644	.850	.779	.629	.929	.865	.707	.913	.732	.849	.863

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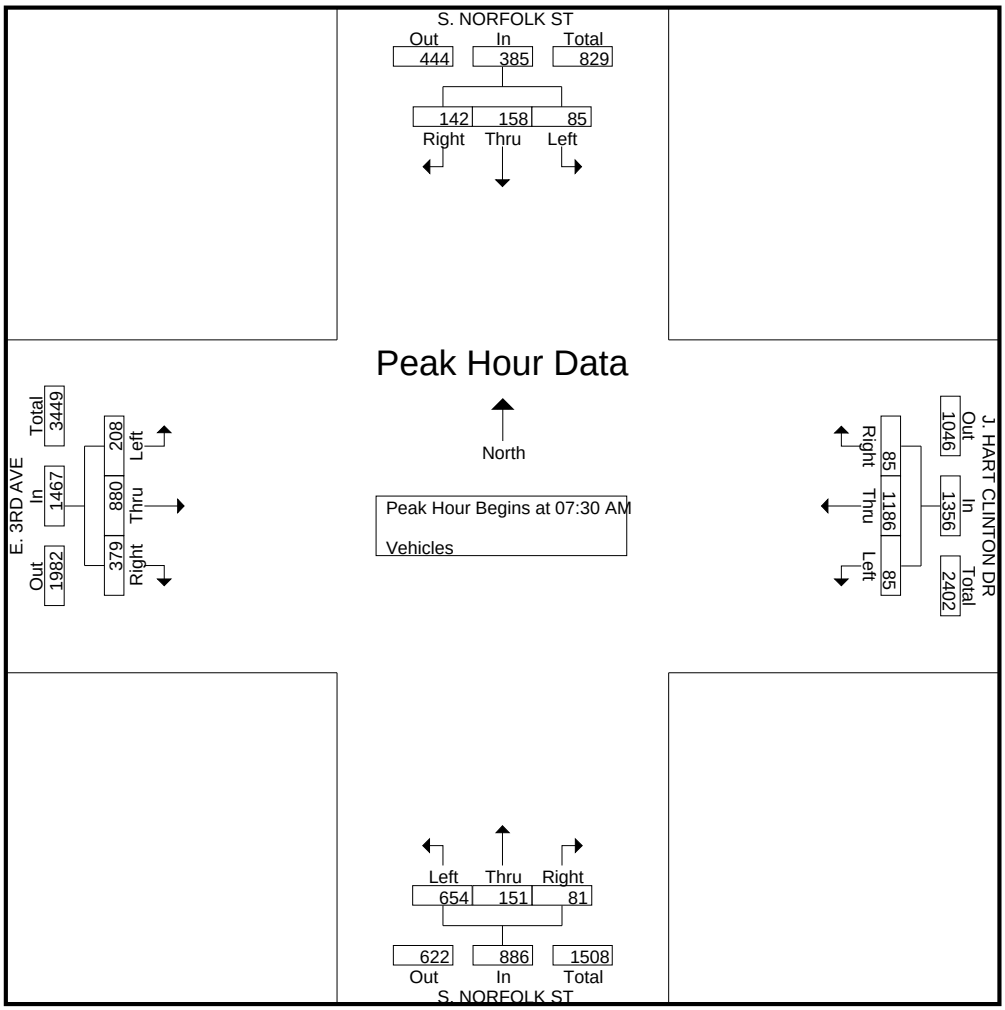

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File Name : 23PM FINAL
Site Code : 00000023
Start Date : 5/9/2013
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Groups Printed- Bikes

	S. HUMBOLDT ST Southbound					E. 4TH AVE Westbound					S. HUMBOLDT ST Northbound					E. 4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	1	2	0	0	3	8
Grand Total	0	3	0	0	3	0	0	0	0	0	3	3	0	0	6	1	5	0	0	6	15
Apprch %	0	100	0	0		0	0	0	0		50	50	0	0		16.7	83.3	0	0		
Total %	0	20	0	0	20	0	0	0	0	0	20	20	0	0	40	6.7	33.3	0	0	40	

	S. HUMBOLDT ST Southbound				E. 4TH AVE Westbound				S. HUMBOLDT ST Northbound				E. 4TH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**1**	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	2
05:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	2	0	2	3
Total Volume	0	1	0	1	0	0	0	0	2	2	0	4	1	5	0	6	11
% App. Total	0	100	0		0	0	0		50	50	0		16.7	83.3	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500	.250	.417	.000	.500	.917

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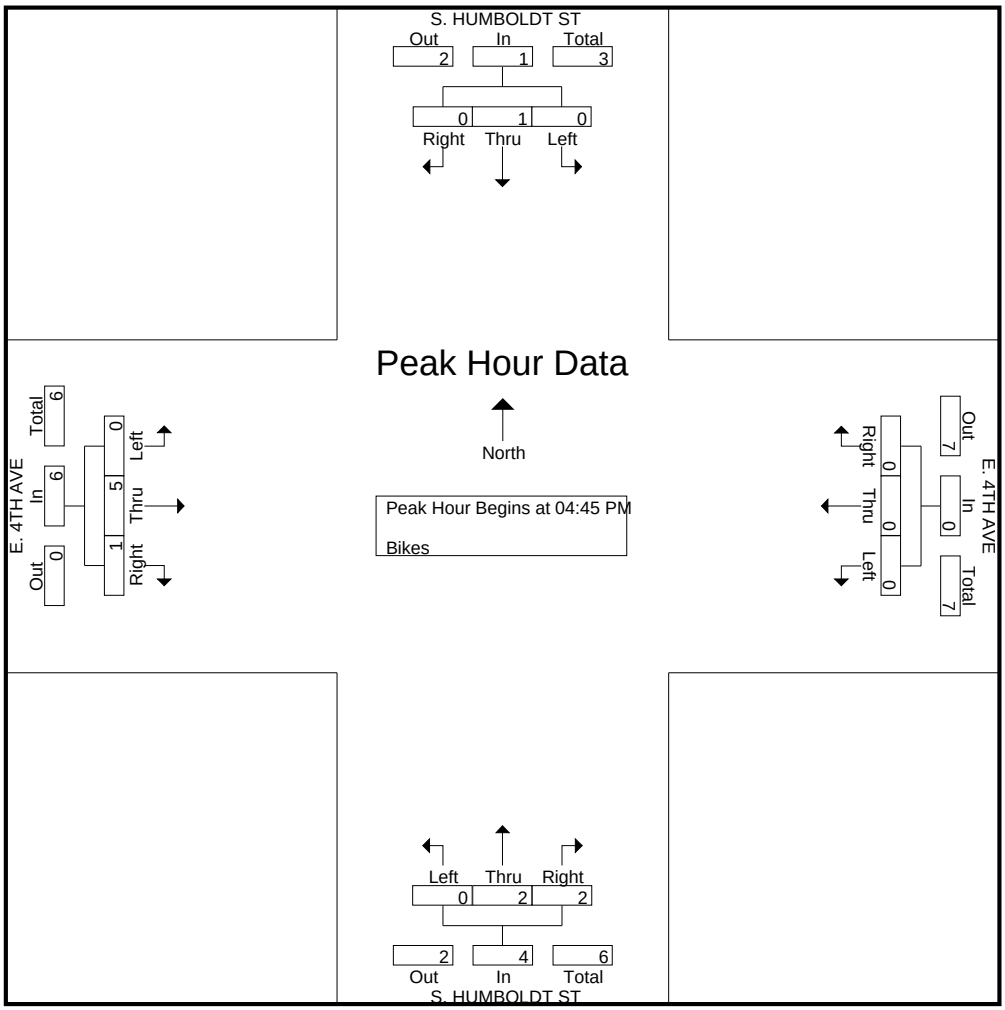

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Groups Printed- Vehicles

	S. HUMBOLDT ST Southbound					E. 4TH AVE Westbound					S. HUMBOLDT ST Northbound					E. 4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	48	59	10	117	0	0	0	0	0	35	13	0	0	48	1	354	9	3	367	532
04:15 PM	0	41	82	1	124	0	0	0	1	1	45	18	0	1	64	2	375	8	0	385	574
04:30 PM	0	59	87	10	156	0	0	0	0	0	42	16	0	0	58	3	350	6	5	364	578
04:45 PM	0	61	83	1	145	0	0	0	3	3	49	15	0	6	70	5	380	5	2	392	610
Total	0	209	311	22	542	0	0	0	4	4	171	62	0	7	240	11	1459	28	10	1508	2294
05:00 PM	0	58	77	13	148	0	0	0	3	3	65	13	0	1	79	1	406	3	5	415	645
05:15 PM	0	51	65	2	118	0	0	0	3	3	65	14	0	6	85	1	456	4	2	463	669
05:30 PM	0	67	85	9	161	0	0	0	8	8	46	14	0	2	62	3	404	3	0	410	641
05:45 PM	0	40	74	7	121	0	0	0	4	4	56	16	0	4	76	1	424	10	4	439	640
Total	0	216	301	31	548	0	0	0	18	18	232	57	0	13	302	6	1690	20	11	1727	2595
Grand Total	0	425	612	53	1090	0	0	0	22	22	403	119	0	20	542	17	3149	48	21	3235	4889
Apprch %	0	39	56.1	4.9		0	0	0	100		74.4	22	0	3.7		0.5	97.3	1.5	0.6		
Total %	0	8.7	12.5	1.1	22.3	0	0	0	0.4	0.4	8.2	2.4	0	0.4	11.1	0.3	64.4	1	0.4	66.2	

	S. HUMBOLDT ST Southbound				E. 4TH AVE Westbound				S. HUMBOLDT ST Northbound				E. 4TH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	58	77	135	0	0	0	0	**65**	13	0	78	1	406	3	410	623
05:15 PM	0	51	65	116	0	0	0	0	65	14	0	**79**	1	**456**	4	**461**	**656**
05:30 PM	0	**67**	**85**	**152**	0	0	0	0	46	14	0	60	**3**	404	3	410	622
05:45 PM	0	40	74	114	0	0	0	0	56	**16**	0	72	1	424	**10**	435	621
Total Volume	0	216	301	517	0	0	0	0	232	57	0	289	6	1690	20	1716	2522
% App. Total	0	41.8	58.2		0	0	0		80.3	19.7	0		0.3	98.5	1.2		
PHF	.000	.806	.885	.850	.000	.000	.000	.000	.892	.891	.000	.915	.500	.927	.500	.931	.961

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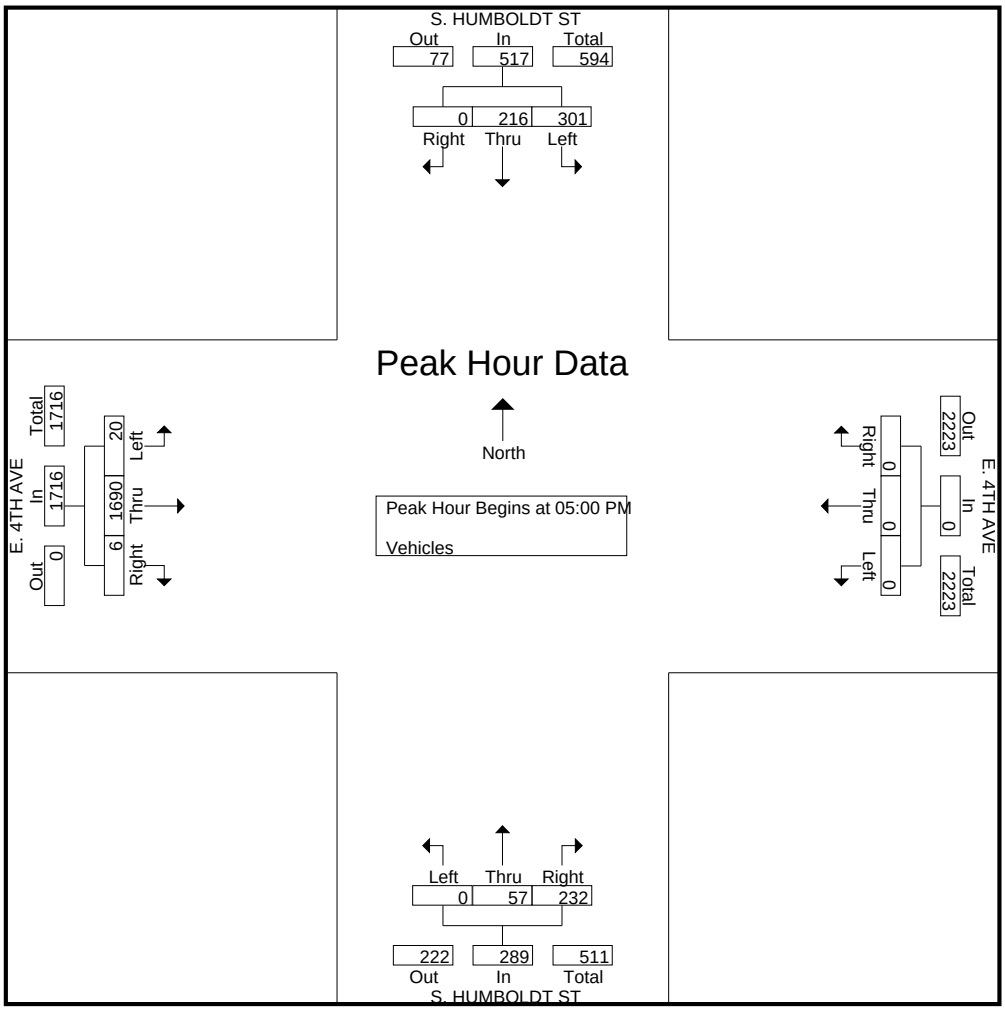

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Groups Printed- Bikes

	S. HUMBOLDT ST Southbound					E. 4TH AVE Westbound					S. HUMBOLDT ST Northbound					E. 4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	8
Grand Total	0	5	0	0	5	0	0	0	0	0	2	0	0	0	2	0	10	0	0	10	17
Apprch %	0	100	0	0		0	0	0	0		100	0	0	0		0	100	0	0		
Total %	0	29.4	0	0	29.4	0	0	0	0	0	11.8	0	0	0	11.8	0	58.8	0	0	58.8	

	S. HUMBOLDT ST Southbound				E. 4TH AVE Westbound				S. HUMBOLDT ST Northbound				E. 4TH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	9
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.750

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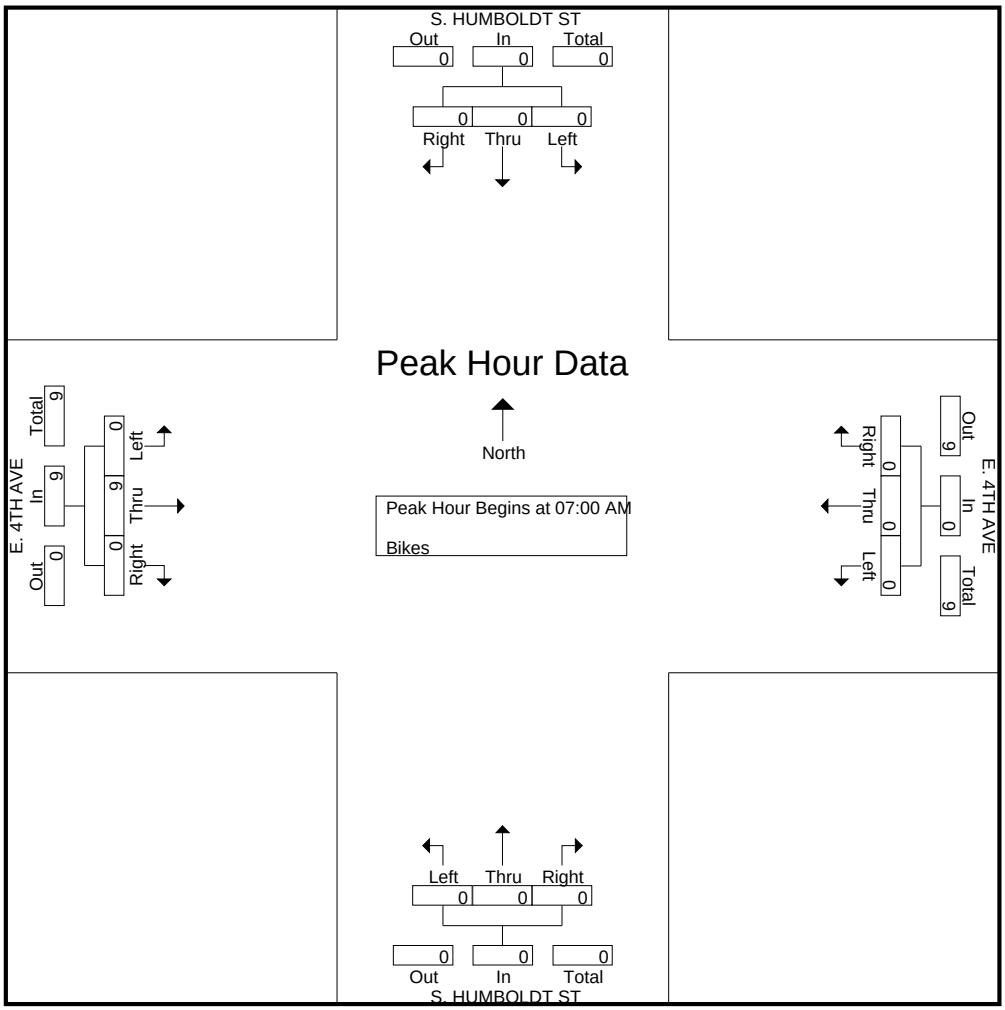

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Groups Printed- Vehicles

	S. HUMBOLDT ST Southbound					E. 4TH AVE Westbound					S. HUMBOLDT ST Northbound					E. 4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	41	59	1	101	0	0	0	2	2	27	4	0	1	32	3	245	6	1	255	390
07:15 AM	0	43	76	6	125	0	0	0	5	5	33	6	0	1	40	3	293	4	4	304	474
07:30 AM	0	42	85	8	135	0	0	0	4	4	50	11	0	0	61	2	357	6	3	368	568
07:45 AM	0	71	110	4	185	0	0	0	4	4	92	13	0	0	105	0	355	5	2	362	656
Total	0	197	330	19	546	0	0	0	15	15	202	34	0	2	238	8	1250	21	10	1289	2088
08:00 AM	0	54	105	2	161	0	0	0	0	0	72	21	0	0	93	0	383	5	0	388	642
08:15 AM	0	48	81	4	133	0	0	0	1	1	54	10	0	1	65	1	334	12	0	347	546
08:30 AM	0	44	76	4	124	0	0	0	2	2	58	17	0	1	76	1	298	2	4	305	507
08:45 AM	0	43	91	3	137	0	0	0	1	1	42	10	0	0	52	1	291	9	1	302	492
Total	0	189	353	13	555	0	0	0	4	4	226	58	0	2	286	3	1306	28	5	1342	2187
Grand Total	0	386	683	32	1101	0	0	0	19	19	428	92	0	4	524	11	2556	49	15	2631	4275
Apprch %	0	35.1	62	2.9		0	0	0	100		81.7	17.6	0	0.8		0.4	97.1	1.9	0.6		
Total %	0	9	16	0.7	25.8	0	0	0	0.4	0.4	10	2.2	0	0.1	12.3	0.3	59.8	1.1	0.4	61.5	

	S. HUMBOLDT ST Southbound				E. 4TH AVE Westbound				S. HUMBOLDT ST Northbound				E. 4TH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	42	85	127	0	0	0	0	50	11	0	61	**2**	357	6	365	553
07:45 AM	0	**71**	**110**	**181**	0	0	0	0	**92**	13	0	**105**	0	355	5	360	**646**
08:00 AM	0	54	105	159	0	0	0	0	72	**21**	0	93	0	**383**	5	**388**	640
08:15 AM	0	48	81	129	0	0	0	0	54	10	0	64	1	334	**12**	347	540
Total Volume	0	215	381	596	0	0	0	0	268	55	0	323	3	1429	28	1460	2379
% App. Total	0	36.1	63.9		0	0	0		83	17	0		0.2	97.9	1.9		
PHF	.000	.757	.866	.823	.000	.000	.000	.000	.728	.655	.000	.769	.375	.933	.583	.941	.921

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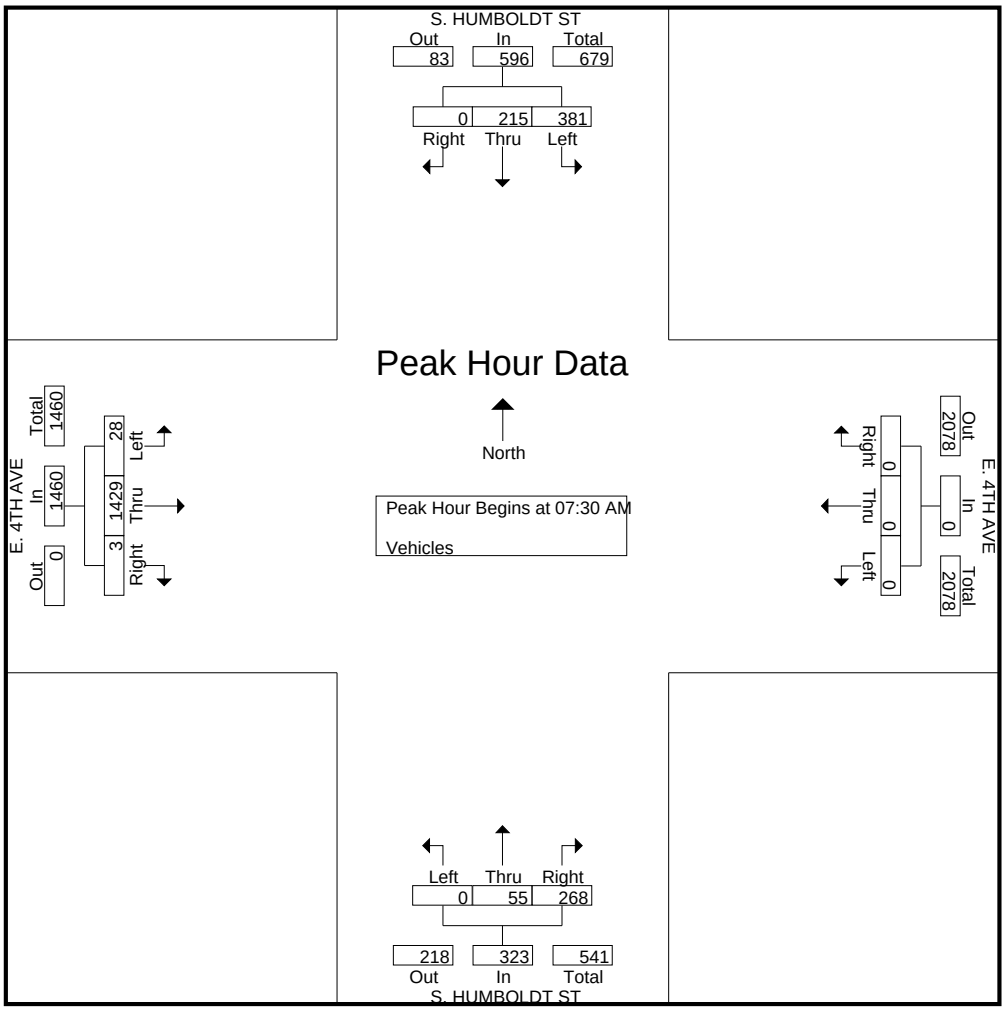

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File Name : 22PM FINAL
Site Code : 00000022
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Groups Printed- Bikes

	N. HUMBOLDT ST Southbound					E. POPLAR AVE Westbound					N. HUMBOLDT ST Northbound					E. POPLAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Grand Total	0	4	0	0	4	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	8
Apprch %	0	100	0	0		0	50	50	0		100	0	0	0		0	100	0	0		
Total %	0	50	0	0	50	0	12.5	12.5	0	25	12.5	0	0	0	12.5	0	12.5	0	0	12.5	

	N. HUMBOLDT ST Southbound				E. POPLAR AVE Westbound				N. HUMBOLDT ST Northbound				E. POPLAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	**1**	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	1	1	2	0	0	0	0	0	1	0	1	6
% App. Total	0	100	0		0	50	50		0	0	0		0	100	0		
PHF	.000	.750	.000	.750	.000	.250	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375

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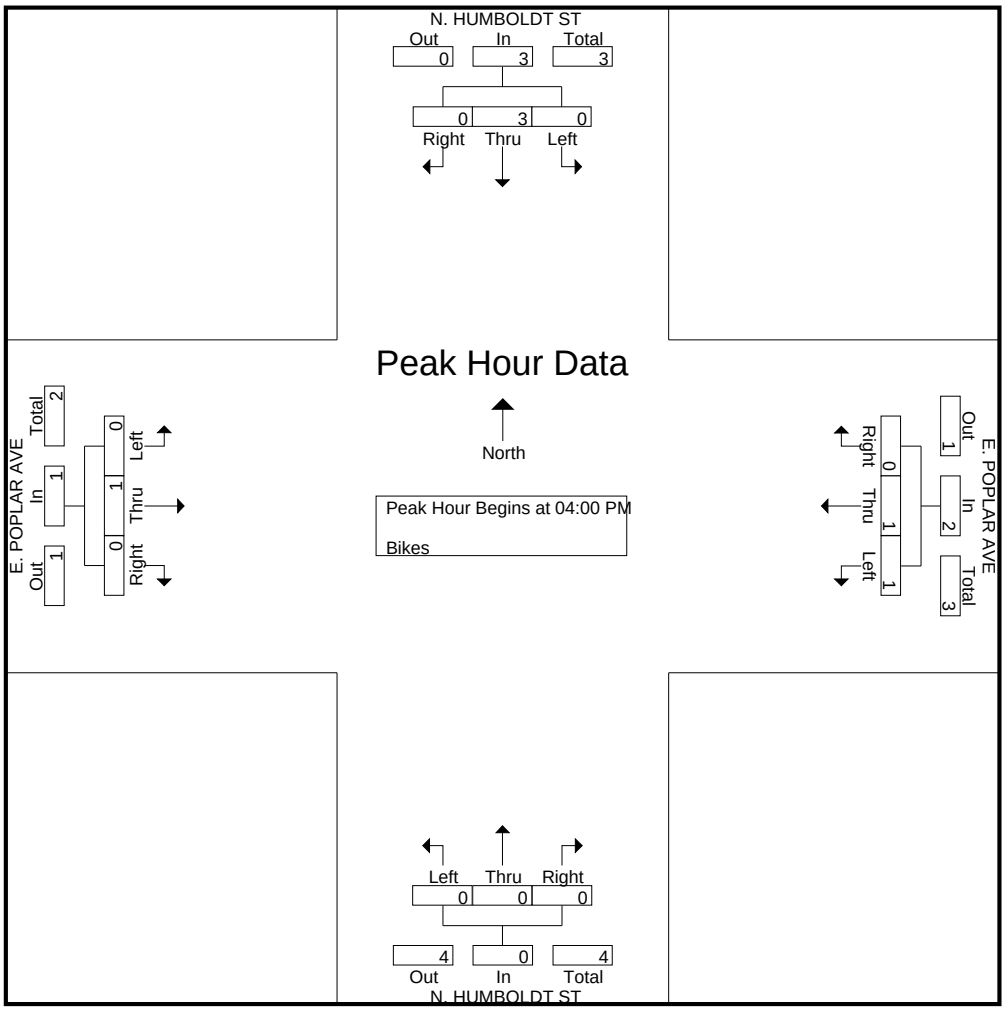

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Groups Printed- Vehicles

	N. HUMBOLDT ST Southbound					E. POPLAR AVE Westbound					N. HUMBOLDT ST Northbound					E. POPLAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	42	30	7	87	18	86	4	7	115	0	51	5	6	62	12	64	17	6	99	363
04:15 PM	8	43	40	2	93	17	75	15	2	109	0	35	17	5	57	27	49	16	6	98	357
04:30 PM	9	45	27	4	85	19	84	12	0	115	2	38	14	3	57	51	46	20	3	120	377
04:45 PM	6	36	25	3	70	24	90	3	3	120	5	32	5	3	45	23	46	10	2	81	316
Total	31	166	122	16	335	78	335	34	12	459	7	156	41	17	221	113	205	63	17	398	1413
05:00 PM	15	47	29	0	91	15	85	10	9	119	2	44	4	7	57	26	55	13	3	97	364
05:15 PM	16	50	25	2	93	15	96	13	4	128	2	36	12	3	53	27	40	13	2	82	356
05:30 PM	14	31	27	0	72	22	94	11	3	130	6	46	9	6	67	16	50	17	6	89	358
05:45 PM	13	35	28	4	80	13	108	12	4	137	0	49	22	7	78	8	58	10	0	76	371
Total	58	163	109	6	336	65	383	46	20	514	10	175	47	23	255	77	203	53	11	344	1449
Grand Total	89	329	231	22	671	143	718	80	32	973	17	331	88	40	476	190	408	116	28	742	2862
Apprch %	13.3	49	34.4	3.3		14.7	73.8	8.2	3.3		3.6	69.5	18.5	8.4		25.6	55	15.6	3.8		
Total %	3.1	11.5	8.1	0.8	23.4	5	25.1	2.8	1.1	34	0.6	11.6	3.1	1.4	16.6	6.6	14.3	4.1	1	25.9	

	N. HUMBOLDT ST Southbound				E. POPLAR AVE Westbound				N. HUMBOLDT ST Northbound				E. POPLAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	47	**29**	**91**	15	85	10	110	2	44	4	50	26	55	13	**94**	345
05:15 PM	**16**	**50**	25	91	15	96	**13**	124	2	36	12	50	**27**	40	13	80	345
05:30 PM	14	31	27	72	**22**	94	11	127	**6**	46	9	61	16	50	**17**	83	343
05:45 PM	13	35	28	76	13	**108**	12	**133**	0	**49**	**22**	**71**	8	**58**	10	76	**356**
Total Volume	58	163	109	330	65	383	46	494	10	175	47	232	77	203	53	333	1389
% App. Total	17.6	49.4	33		13.2	77.5	9.3		4.3	75.4	20.3		23.1	61	15.9		
PHF	.906	.815	.940	.907	.739	.887	.885	.929	.417	.893	.534	.817	.713	.875	.779	.886	.975

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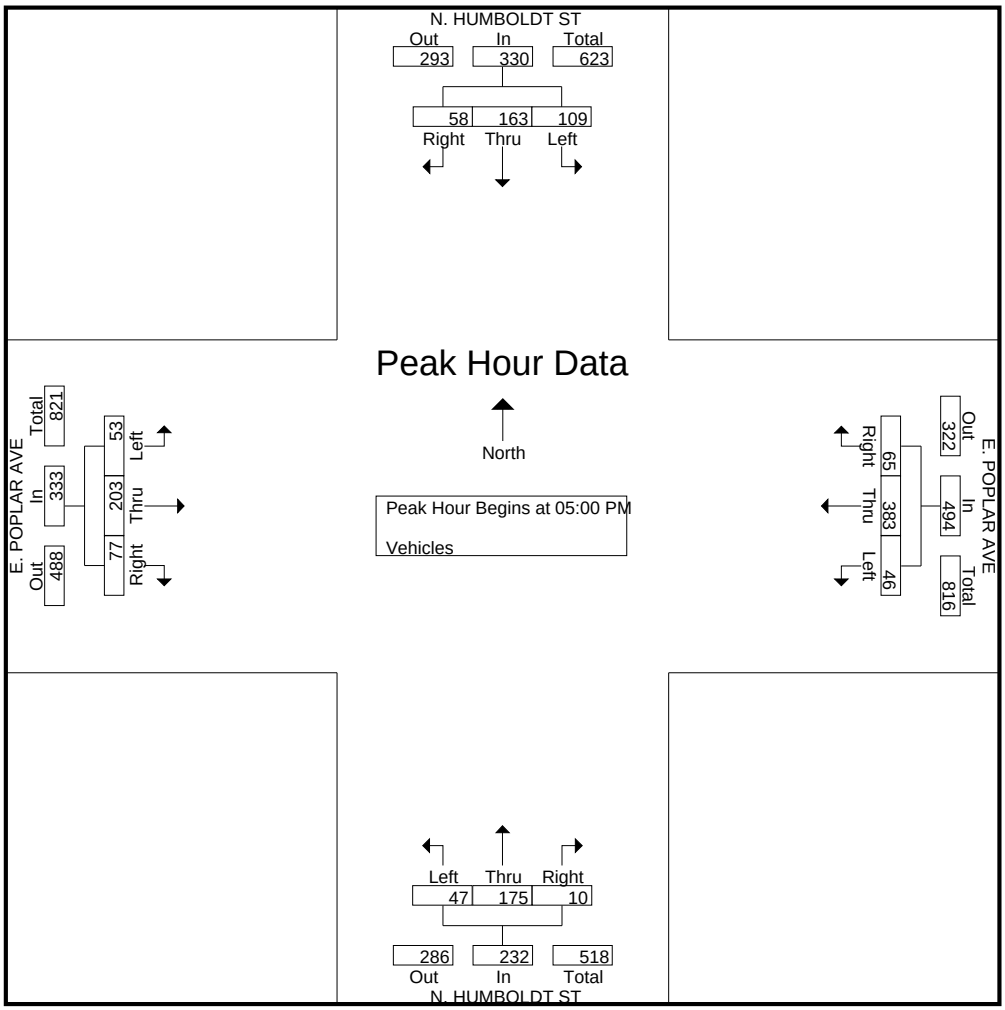

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Groups Printed- Bikes

	N. HUMBOLDT ST Southbound					E. POPLAR AVE Westbound					N. HUMBOLDT ST Northbound					E. POPLAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
08:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Grand Total	1	2	0	0	3	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	9
Apprch %	33.3	66.7	0	0		50	50	0	0		0	100	0	0		0	0	0	0		
Total %	11.1	22.2	0	0	33.3	11.1	11.1	0	0	22.2	0	44.4	0	0	44.4	0	0	0	0	0	

	N. HUMBOLDT ST Southbound				E. POPLAR AVE Westbound				N. HUMBOLDT ST Northbound				E. POPLAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
08:00 AM	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	1	0	0	1	0	4	0	4	0	0	0	0	7
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.875

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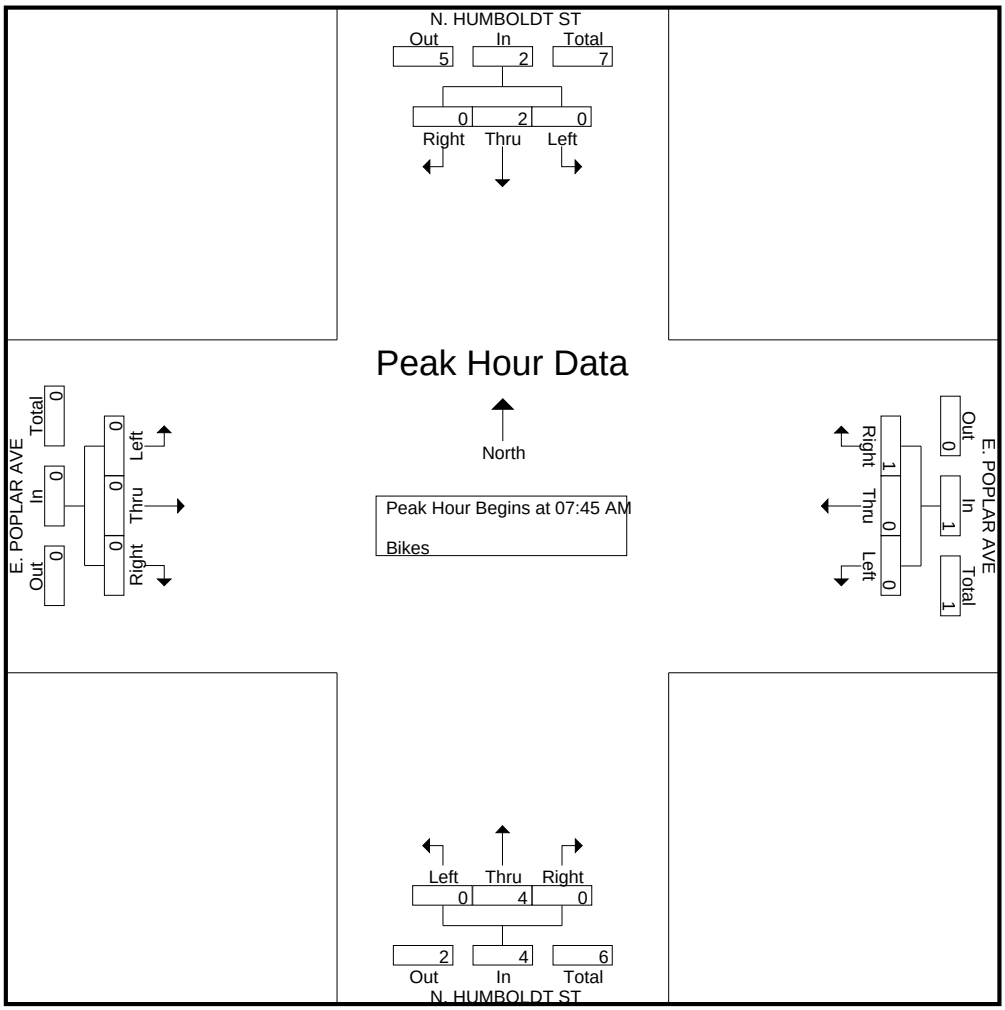

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Groups Printed- Vehicles

	N. HUMBOLDT ST Southbound					E. POPLAR AVE Westbound					N. HUMBOLDT ST Northbound					E. POPLAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	15	27	4	51	9	48	7	4	68	2	23	5	9	39	3	67	6	4	80	238
07:15 AM	23	16	20	12	71	10	75	6	26	117	3	46	7	36	92	9	67	15	5	96	376
07:30 AM	58	44	34	9	145	6	92	4	6	108	2	58	20	19	99	33	34	8	17	92	444
07:45 AM	65	51	19	8	143	17	94	21	4	136	0	58	14	7	79	27	24	17	7	75	433
Total	151	126	100	33	410	42	309	38	40	429	7	185	46	71	309	72	192	46	33	343	1491
08:00 AM	18	50	24	2	94	19	66	17	8	110	1	46	14	1	62	36	42	13	7	98	364
08:15 AM	12	25	28	5	70	16	93	6	4	119	5	54	18	5	82	20	42	18	13	93	364
08:30 AM	15	28	31	1	75	11	94	5	2	112	2	47	34	2	85	20	44	6	7	77	349
08:45 AM	24	36	28	2	90	11	107	13	1	132	1	32	22	3	58	25	34	15	11	85	365
Total	69	139	111	10	329	57	360	41	15	473	9	179	88	11	287	101	162	52	38	353	1442
Grand Total	220	265	211	43	739	99	669	79	55	902	16	364	134	82	596	173	354	98	71	696	2933
Apprch %	29.8	35.9	28.6	5.8		11	74.2	8.8	6.1		2.7	61.1	22.5	13.8		24.9	50.9	14.1	10.2		
Total %	7.5	9	7.2	1.5	25.2	3.4	22.8	2.7	1.9	30.8	0.5	12.4	4.6	2.8	20.3	5.9	12.1	3.3	2.4	23.7	

	N. HUMBOLDT ST Southbound				E. POPLAR AVE Westbound				N. HUMBOLDT ST Northbound				E. POPLAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	58	44	**34**	**136**	6	92	4	102	2	**58**	**20**	**80**	33	34	8	75	393
07:45 AM	**65**	**51**	19	135	17	**94**	**21**	**132**	0	58	14	72	27	24	17	68	**407**
08:00 AM	18	50	24	92	**19**	66	17	102	1	46	14	61	**36**	**42**	13	**91**	346
08:15 AM	12	25	28	65	16	93	6	115	**5**	54	18	77	20	42	**18**	80	337
Total Volume	153	170	105	428	58	345	48	451	8	216	66	290	116	142	56	314	1483
% App. Total	35.7	39.7	24.5		12.9	76.5	10.6		2.8	74.5	22.8		36.9	45.2	17.8		
PHF	.588	.833	.772	.787	.763	.918	.571	.854	.400	.931	.825	.906	.806	.845	.778	.863	.911

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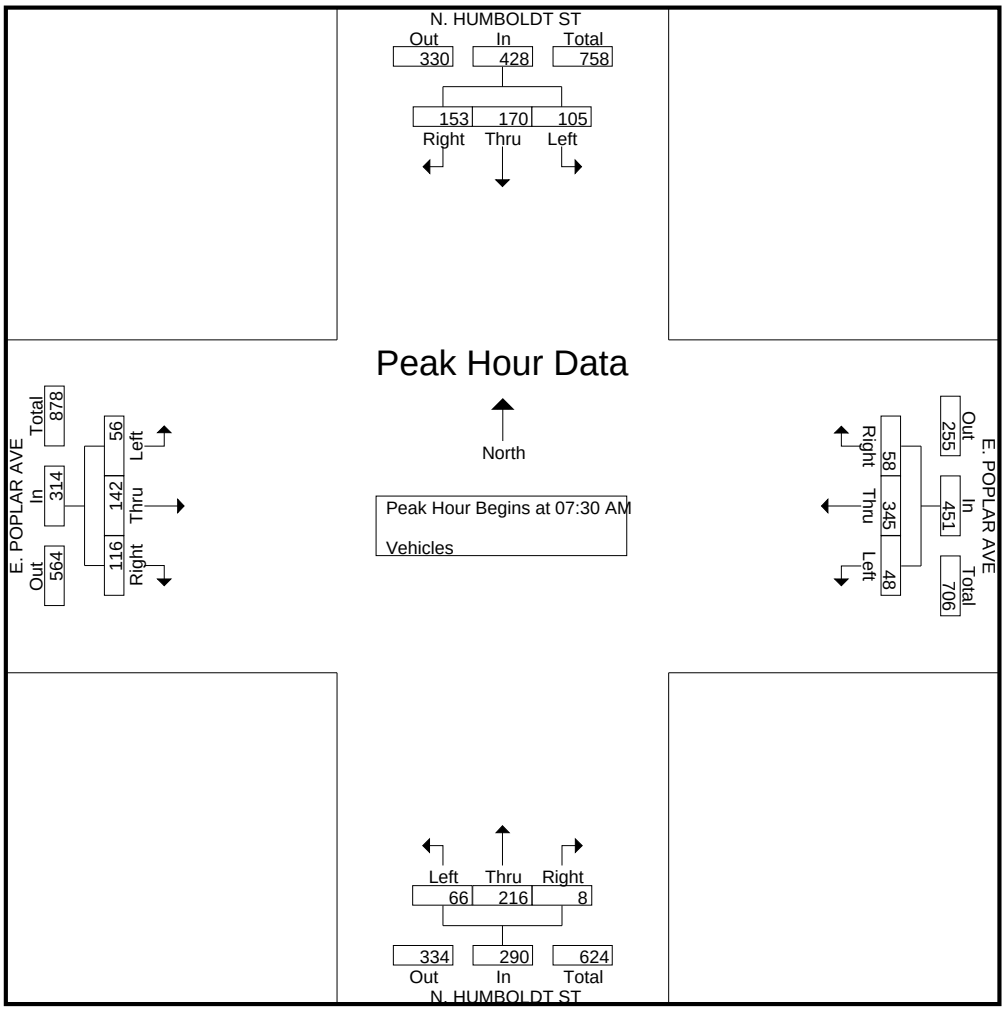

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Groups Printed- Bikes

	HUMBOLDT ST Southbound					PENINSULA AVE Westbound					HUMBOLDT ST Northbound					PENINSULA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
04:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	2	0	1	0	3	0	0	0	0	0	1	3	0	0	4	9
05:00 PM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	4
05:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	1	0	0	1	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	3	2	2	0	0	4	0	0	1	0	1	0	2	0	0	2	10
Grand Total	0	4	1	0	5	4	2	1	0	7	0	0	1	0	1	1	5	0	0	6	19
Apprch %	0	80	20	0		57.1	28.6	14.3	0		0	0	100	0		16.7	83.3	0	0		
Total %	0	21.1	5.3	0	26.3	21.1	10.5	5.3	0	36.8	0	0	5.3	0	5.3	5.3	26.3	0	0	31.6	

	HUMBOLDT ST Southbound				PENINSULA AVE Westbound				HUMBOLDT ST Northbound				PENINSULA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**	3
04:45 PM	0	0	0	0	**2**	0	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	1	**1**	**2**	1	0	0	1	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	1	**2**	0	**3**	0	0	**1**	**1**	0	1	0	1	**5**
Total Volume	0	2	1	3	4	2	0	6	0	0	1	1	0	4	0	4	14
% App. Total	0	66.7	33.3		66.7	33.3	0		0	0	100		0	100	0		
PHF	.000	.500	.250	.375	.500	.250	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	.700

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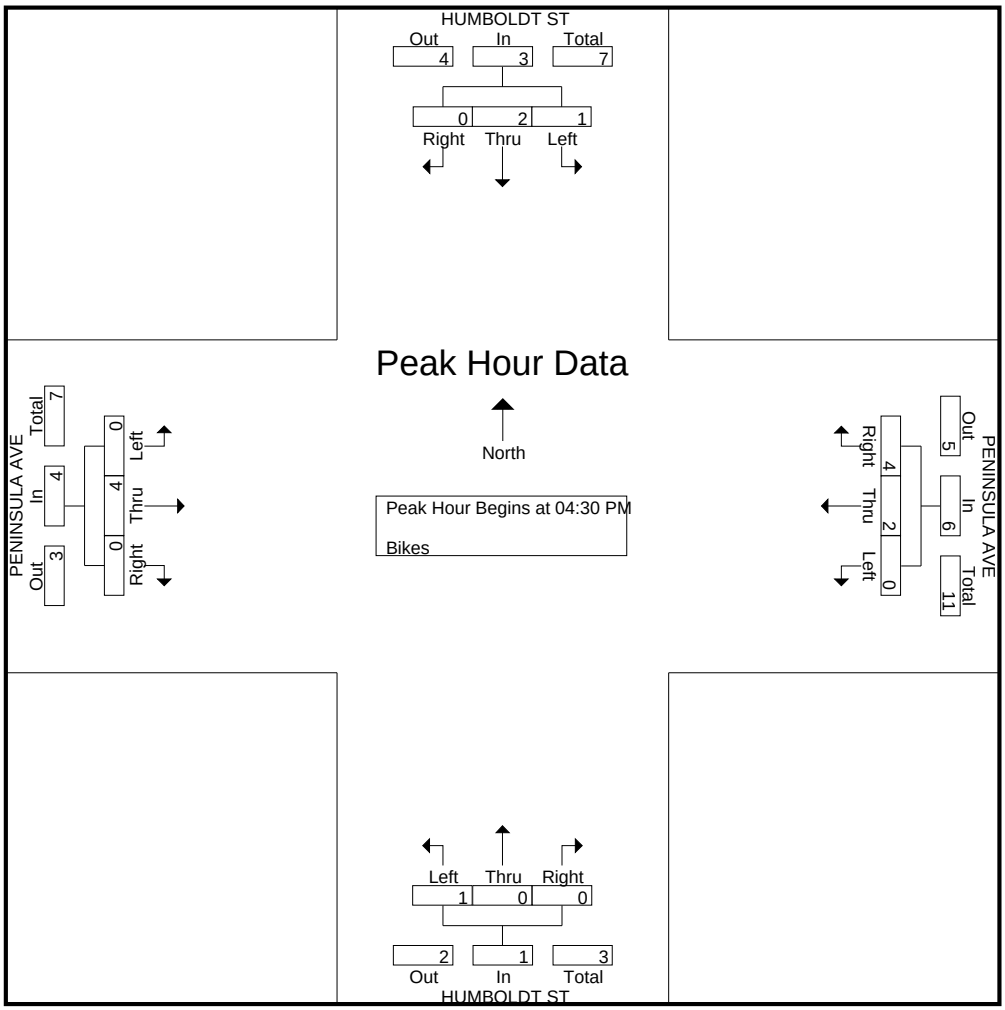

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Groups Printed- Vehicles

	HUMBOLDT ST Southbound					PENINSULA AVE Westbound					HUMBOLDT ST Northbound					PENINSULA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	23	15	3	43	30	183	51	0	264	48	11	11	3	73	30	169	4	1	204	584
04:15 PM	2	16	14	1	33	29	199	53	0	281	53	6	11	9	79	32	135	0	4	171	564
04:30 PM	4	18	20	2	44	28	168	54	0	250	42	10	9	3	64	28	174	4	2	208	566
04:45 PM	3	16	25	0	44	38	190	49	0	277	43	4	16	8	71	26	138	4	1	169	561
Total	11	73	74	6	164	125	740	207	0	1072	186	31	47	23	287	116	616	12	8	752	2275
05:00 PM	8	19	22	3	52	36	187	56	1	280	49	6	9	4	68	29	165	3	4	201	601
05:15 PM	3	27	19	6	55	32	176	43	0	251	38	8	14	2	62	38	161	3	7	209	577
05:30 PM	1	15	18	1	35	28	212	58	0	298	43	9	3	4	59	30	149	4	1	184	576
05:45 PM	1	17	25	1	44	43	231	44	0	318	51	8	20	4	83	30	145	2	1	178	623
Total	13	78	84	11	186	139	806	201	1	1147	181	31	46	14	272	127	620	12	13	772	2377
Grand Total	24	151	158	17	350	264	1546	408	1	2219	367	62	93	37	559	243	1236	24	21	1524	4652
Apprch %	6.9	43.1	45.1	4.9		11.9	69.7	18.4	0		65.7	11.1	16.6	6.6		15.9	81.1	1.6	1.4		
Total %	0.5	3.2	3.4	0.4	7.5	5.7	33.2	8.8	0	47.7	7.9	1.3	2	0.8	12	5.2	26.6	0.5	0.5	32.8	

	HUMBOLDT ST Southbound				PENINSULA AVE Westbound				HUMBOLDT ST Northbound				PENINSULA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**8**	19	22	**49**	36	187	56	279	49	6	9	64	29	**165**	3	197	589
05:15 PM	3	**27**	19	49	32	176	43	251	38	8	14	60	**38**	161	3	**202**	562
05:30 PM	1	15	18	34	28	212	**58**	298	43	**9**	3	55	30	149	**4**	183	570
05:45 PM	1	17	**25**	43	**43**	**231**	44	**318**	**51**	8	**20**	**79**	30	145	2	177	**617**
Total Volume	13	78	84	175	139	806	201	1146	181	31	46	258	127	620	12	759	2338
% App. Total	7.4	44.6	48		12.1	70.3	17.5		70.2	12	17.8		16.7	81.7	1.6		
PHF	.406	.722	.840	.893	.808	.872	.866	.901	.887	.861	.575	.816	.836	.939	.750	.939	.947

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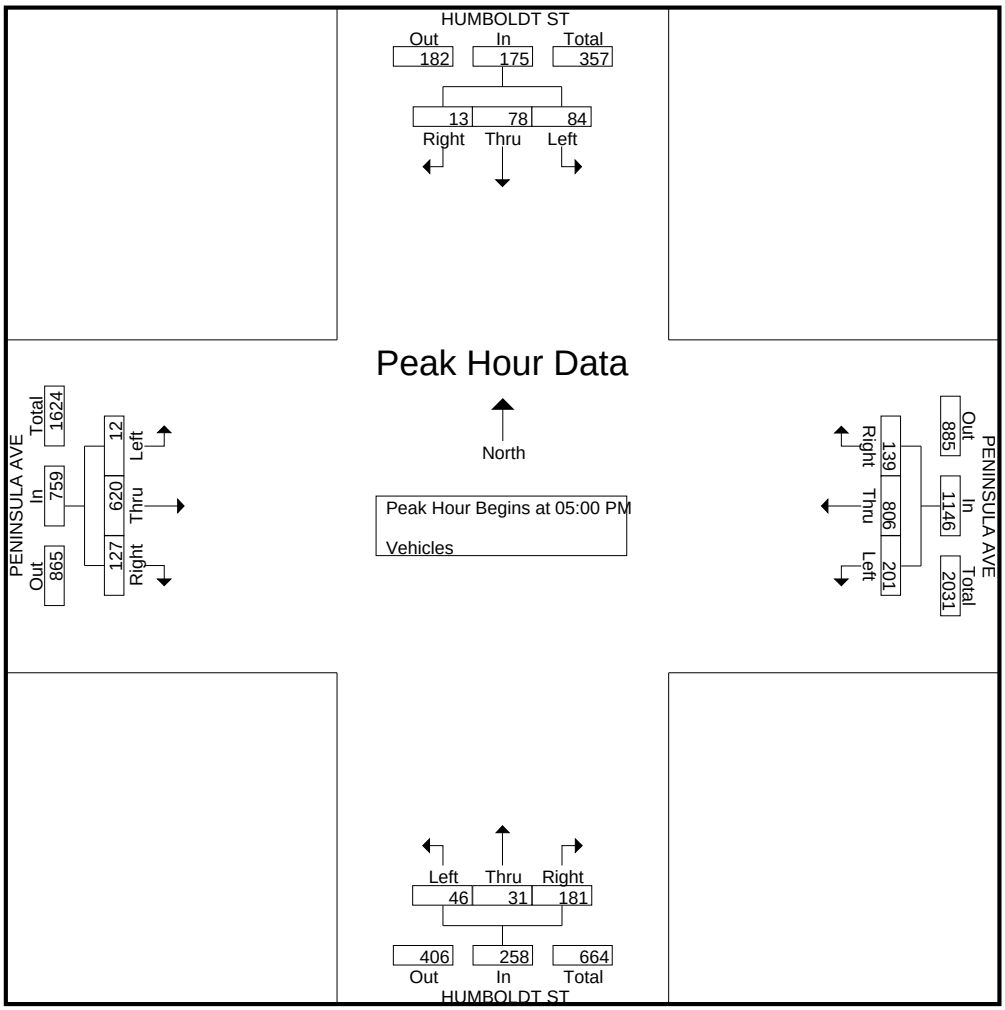

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File Name : 21AM FINAL
Site Code : 00000021
Start Date : 5/9/2013
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Groups Printed- Bikes

	HUMBOLDT ST Southbound					PENINSULA AVE Westbound					HUMBOLDT ST Northbound					PENINSULA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	6
07:45 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Total	0	0	3	0	3	0	3	0	0	3	1	1	0	0	2	0	3	0	0	3	11
08:00 AM	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	7
08:15 AM	0	0	1	0	1	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	4
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	6
Total	0	1	8	0	9	1	1	1	0	3	1	1	0	0	2	0	4	0	0	4	18
Grand Total	0	1	11	0	12	1	4	1	0	6	2	2	0	0	4	0	7	0	0	7	29
Apprch %	0	8.3	91.7	0		16.7	66.7	16.7	0		50	50	0	0		0	100	0	0		
Total %	0	3.4	37.9	0	41.4	3.4	13.8	3.4	0	20.7	6.9	6.9	0	0	13.8	0	24.1	0	0	24.1	

	HUMBOLDT ST Southbound				PENINSULA AVE Westbound				HUMBOLDT ST Northbound				PENINSULA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	0	**3**	0	**3**	0	0	0	0	0	1	0	1	6
07:45 AM	0	0	1	1	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	3
08:00 AM	0	**1**	**3**	**4**	0	0	0	0	0	1	0	1	0	**2**	0	**2**	**7**
08:15 AM	0	0	1	1	**1**	1	0	2	1	0	0	1	0	0	0	0	4
Total Volume	0	1	7	8	1	4	0	5	2	2	0	4	0	3	0	3	20
% App. Total	0	12.5	87.5		20	80	0		50	50	0		0	100	0		
PHF	.000	.250	.583	.500	.250	.333	.000	.417	.500	.500	.000	.500	.000	.375	.000	.375	.714

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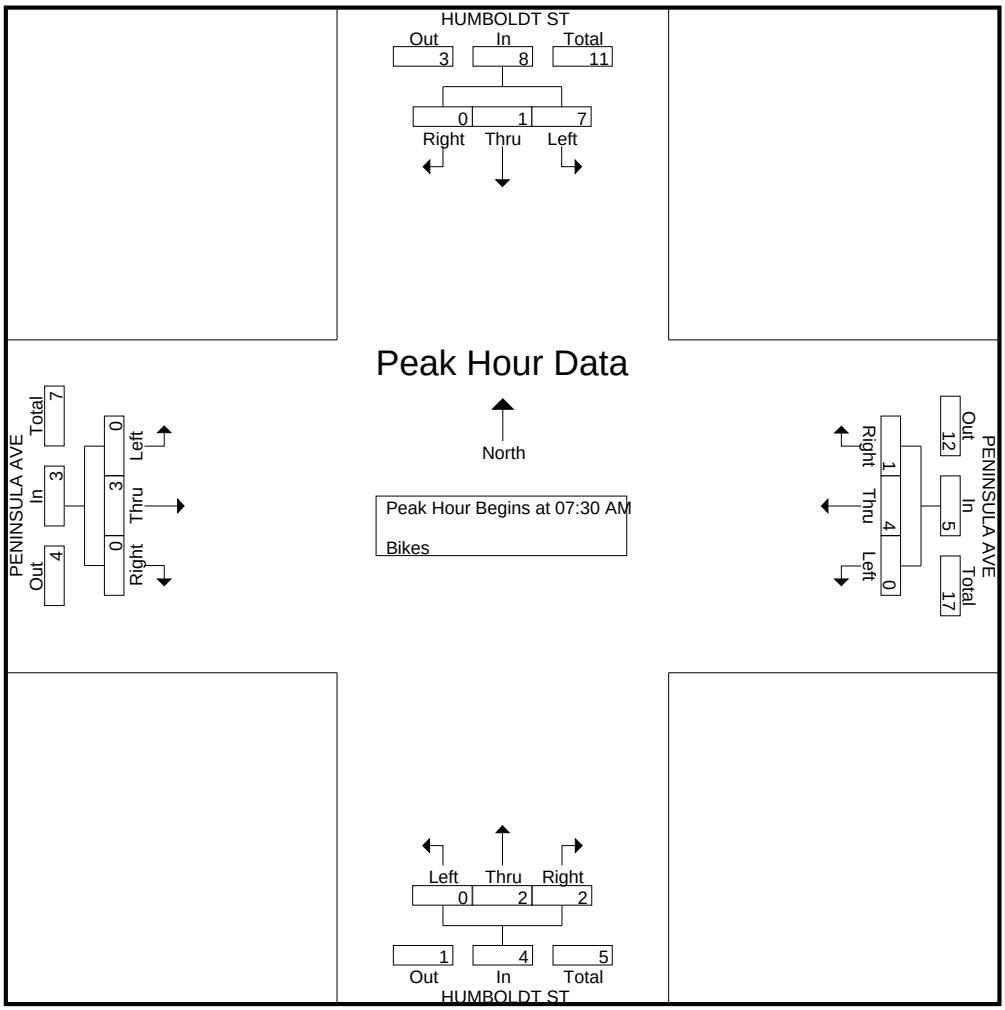

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File Name : 21AM FINAL
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Groups Printed- Vehicles

	HUMBOLDT ST Southbound					PENINSULA AVE Westbound					HUMBOLDT ST Northbound					PENINSULA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	9	12	2	24	28	79	19	0	126	43	3	9	3	58	17	144	1	6	168	376
07:15 AM	1	7	6	2	16	16	114	26	1	157	59	9	16	3	87	19	156	1	2	178	438
07:30 AM	2	17	19	5	43	29	178	67	0	274	72	7	11	0	90	20	252	3	11	286	693
07:45 AM	1	16	20	2	39	41	210	70	0	321	77	15	18	1	111	29	239	2	3	273	744
Total	5	49	57	11	122	114	581	182	1	878	251	34	54	7	346	85	791	7	22	905	2251
08:00 AM	5	14	27	2	48	25	136	28	0	189	76	9	13	0	98	25	242	1	2	270	605
08:15 AM	5	15	24	3	47	23	160	21	0	204	86	12	19	1	118	31	194	2	0	227	596
08:30 AM	0	19	23	1	43	31	126	30	0	187	50	5	16	1	72	22	178	4	2	206	508
08:45 AM	0	16	10	3	29	19	153	29	0	201	48	7	14	0	69	31	167	3	1	202	501
Total	10	64	84	9	167	98	575	108	0	781	260	33	62	2	357	109	781	10	5	905	2210
Grand Total	15	113	141	20	289	212	1156	290	1	1659	511	67	116	9	703	194	1572	17	27	1810	4461
Apprch %	5.2	39.1	48.8	6.9		12.8	69.7	17.5	0.1		72.7	9.5	16.5	1.3		10.7	86.9	0.9	1.5		
Total %	0.3	2.5	3.2	0.4	6.5	4.8	25.9	6.5	0	37.2	11.5	1.5	2.6	0.2	15.8	4.3	35.2	0.4	0.6	40.6	

	HUMBOLDT ST Southbound				PENINSULA AVE Westbound				HUMBOLDT ST Northbound				PENINSULA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	**17**	19	38	29	178	67	274	72	7	11	90	20	**252**	**3**	**275**	677
07:45 AM	1	16	20	37	**41**	**210**	**70**	**321**	77	**15**	18	110	29	239	2	270	**738**
08:00 AM	**5**	14	**27**	**46**	25	136	28	189	76	9	13	98	25	242	1	268	601
08:15 AM	5	15	24	44	23	160	21	204	**86**	12	**19**	**117**	**31**	194	2	227	592
Total Volume	13	62	90	165	118	684	186	988	311	43	61	415	105	927	8	1040	2608
% App. Total	7.9	37.6	54.5		11.9	69.2	18.8		74.9	10.4	14.7		10.1	89.1	0.8		
PHF	.650	.912	.833	.897	.720	.814	.664	.769	.904	.717	.803	.887	.847	.920	.667	.945	.883

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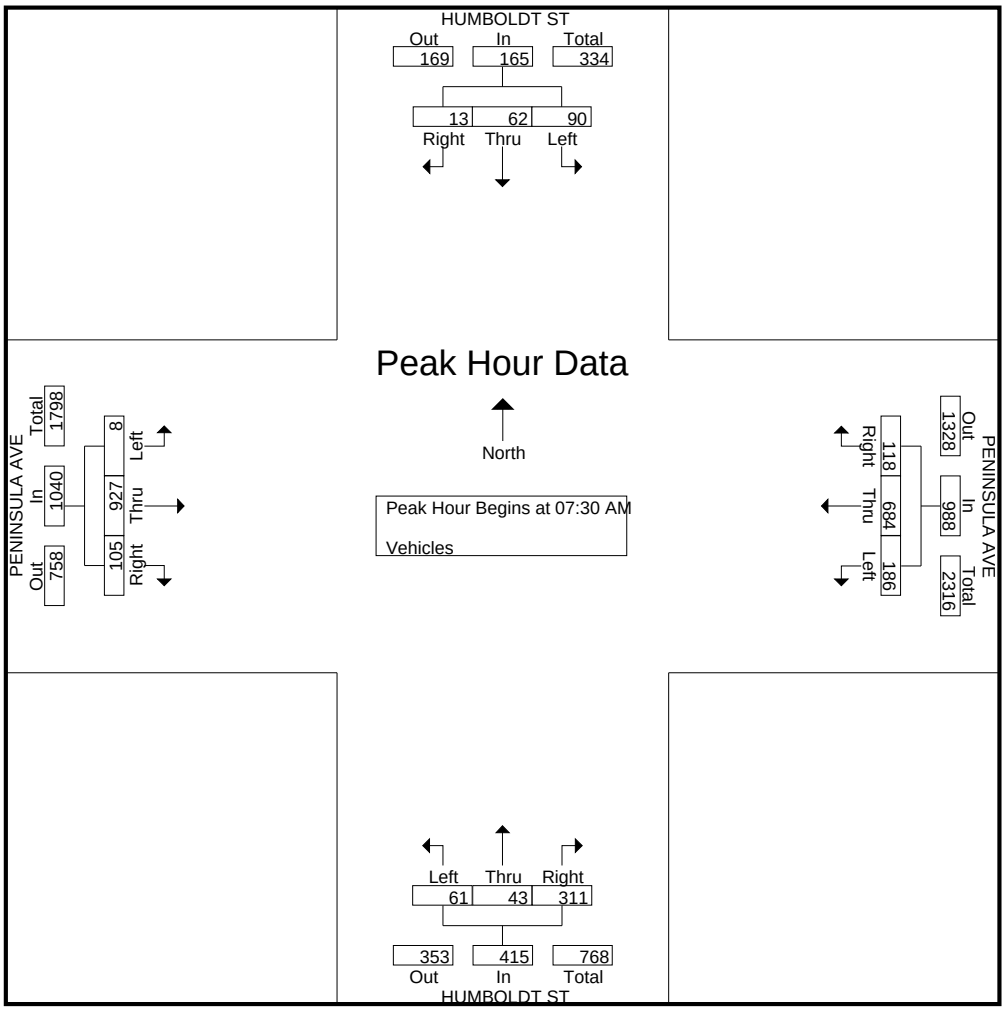

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File Name : 20PM FINAL
Site Code : 00000020
Start Date : 5/9/2013
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Groups Printed- Bikes

	AIRPORT BLVD Southbound					ANZA BLVD Westbound					AIRPORT BLVD Northbound					ANZA BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	4	0	0	4	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	12
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:30 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	0	17	0	0	17	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	19
Grand Total	0	21	0	0	21	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	31
Apprch %	0	100	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	67.7	0	0	67.7	6.5	0	0	0	6.5	0	25.8	0	0	25.8	0	0	0	0	0	

	AIRPORT BLVD Southbound				ANZA BLVD Westbound				AIRPORT BLVD Northbound				ANZA BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
05:30 PM	0	**7**	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	**7**
05:45 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Total Volume	0	17	0	17	0	0	0	0	0	2	0	2	0	0	0	0	19
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.607	.000	.607	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.679

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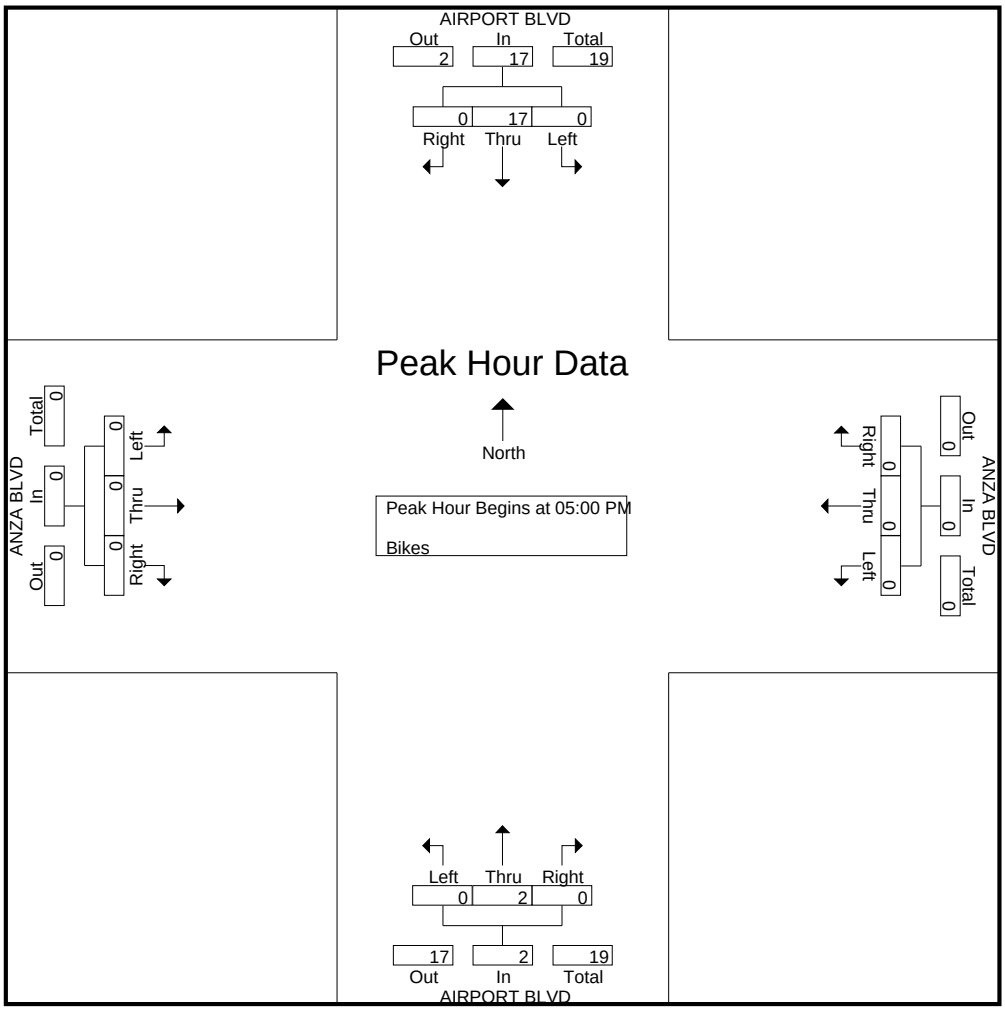

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File Name : 20PM FINAL
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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					ANZA BLVD Westbound					AIRPORT BLVD Northbound					ANZA BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	13	56	10	0	79	7	18	4	0	29	4	30	44	0	78	15	10	7	0	32	218
04:15 PM	9	68	14	2	93	5	14	3	0	22	3	39	26	0	68	8	7	6	0	21	204
04:30 PM	11	66	11	0	88	11	21	8	0	40	3	43	49	0	95	11	11	7	0	29	252
04:45 PM	10	52	6	1	69	12	11	8	0	31	5	44	38	0	87	13	10	6	0	29	216
Total	43	242	41	3	329	35	64	23	0	122	15	156	157	0	328	47	38	26	0	111	890
05:00 PM	5	66	10	3	84	8	13	8	0	29	3	50	55	0	108	12	3	10	3	28	249
05:15 PM	20	53	7	8	88	7	20	7	0	34	5	51	59	0	115	9	4	11	4	28	265
05:30 PM	17	90	10	1	118	5	21	6	3	35	2	44	38	0	84	20	4	8	0	32	269
05:45 PM	12	81	12	7	112	7	17	9	0	33	4	42	49	0	95	6	6	13	2	27	267
Total	54	290	39	19	402	27	71	30	3	131	14	187	201	0	402	47	17	42	9	115	1050
Grand Total	97	532	80	22	731	62	135	53	3	253	29	343	358	0	730	94	55	68	9	226	1940
Apprch %	13.3	72.8	10.9	3		24.5	53.4	20.9	1.2		4	47	49	0		41.6	24.3	30.1	4		
Total %	5	27.4	4.1	1.1	37.7	3.2	7	2.7	0.2	13	1.5	17.7	18.5	0	37.6	4.8	2.8	3.5	0.5	11.6	

	AIRPORT BLVD Southbound				ANZA BLVD Westbound				AIRPORT BLVD Northbound				ANZA BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	66	10	81	**8**	13	8	29	3	50	55	108	12	3	10	25	243
05:15 PM	**20**	53	7	80	7	20	7	**34**	**5**	**51**	**59**	**115**	9	4	11	24	253
05:30 PM	17	**90**	10	**117**	5	**21**	6	32	2	44	38	84	**20**	4	8	**32**	**265**
05:45 PM	12	81	**12**	105	7	17	**9**	33	4	42	49	95	6	**6**	**13**	25	258
Total Volume	54	290	39	383	27	71	30	128	14	187	201	402	47	17	42	106	1019
% App. Total	14.1	75.7	10.2		21.1	55.5	23.4		3.5	46.5	50		44.3	16	39.6		
PHF	.675	.806	.813	.818	.844	.845	.833	.941	.700	.917	.852	.874	.588	.708	.808	.828	.961

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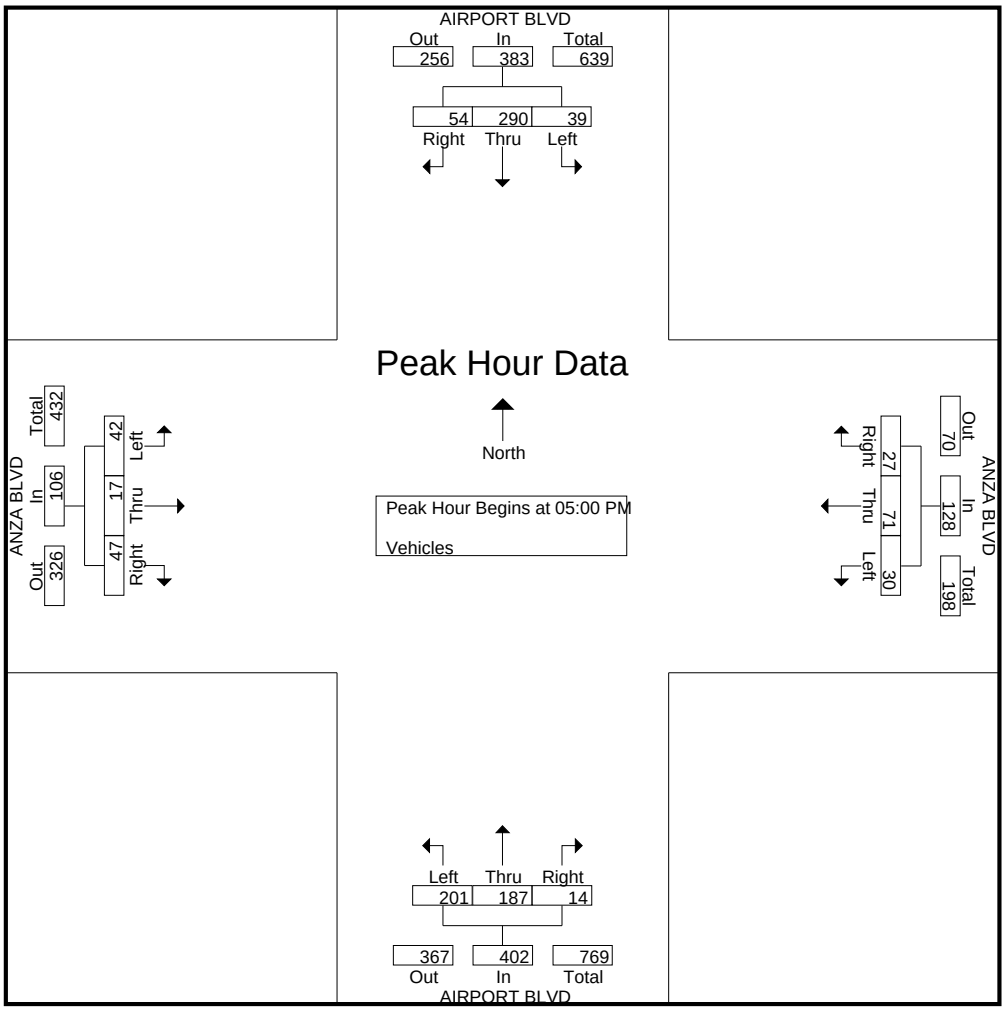

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File Name : 20AM FINAL
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Groups Printed- Bikes

	AIRPORT BLVD Southbound					ANZA BLVD Westbound					AIRPORT BLVD Northbound					ANZA BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	15	0	0	15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	18
07:15 AM	0	29	0	0	29	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	34
07:30 AM	0	203	0	0	203	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	210
07:45 AM	0	233	0	0	233	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	243
Total	0	480	0	0	480	1	0	0	0	1	1	22	0	0	23	0	0	1	0	1	505
08:00 AM	0	84	0	0	84	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	89
08:15 AM	0	29	0	0	29	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	36
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
08:45 AM	0	6	1	0	7	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	13
Total	0	124	1	0	125	0	0	1	0	1	0	18	0	0	18	0	0	0	0	0	144
Grand Total	0	604	1	0	605	1	0	1	0	2	1	40	0	0	41	0	0	1	0	1	649
Apprch %	0	99.8	0.2	0		50	0	50	0		2.4	97.6	0	0		0	0	100	0		
Total %	0	93.1	0.2	0	93.2	0.2	0	0.2	0	0.3	0.2	6.2	0	0	6.3	0	0	0.2	0	0.2	

	AIRPORT BLVD Southbound				ANZA BLVD Westbound				AIRPORT BLVD Northbound				ANZA BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	203	0	203	**1**	0	0	**1**	**1**	5	0	6	0	0	0	0	210
07:45 AM	0	**233**	0	**233**	0	0	0	0	0	**9**	0	**9**	0	0	**1**	**1**	**243**
08:00 AM	0	84	0	84	0	0	0	0	0	5	0	5	0	0	0	0	89
08:15 AM	0	29	0	29	0	0	0	0	0	7	0	7	0	0	0	0	36
Total Volume	0	549	0	549	1	0	0	1	1	26	0	27	0	0	1	1	578
% App. Total	0	100	0		100	0	0		3.7	96.3	0		0	0	100		
PHF	.000	.589	.000	.589	.250	.000	.000	.250	.250	.722	.000	.750	.000	.000	.250	.250	.595

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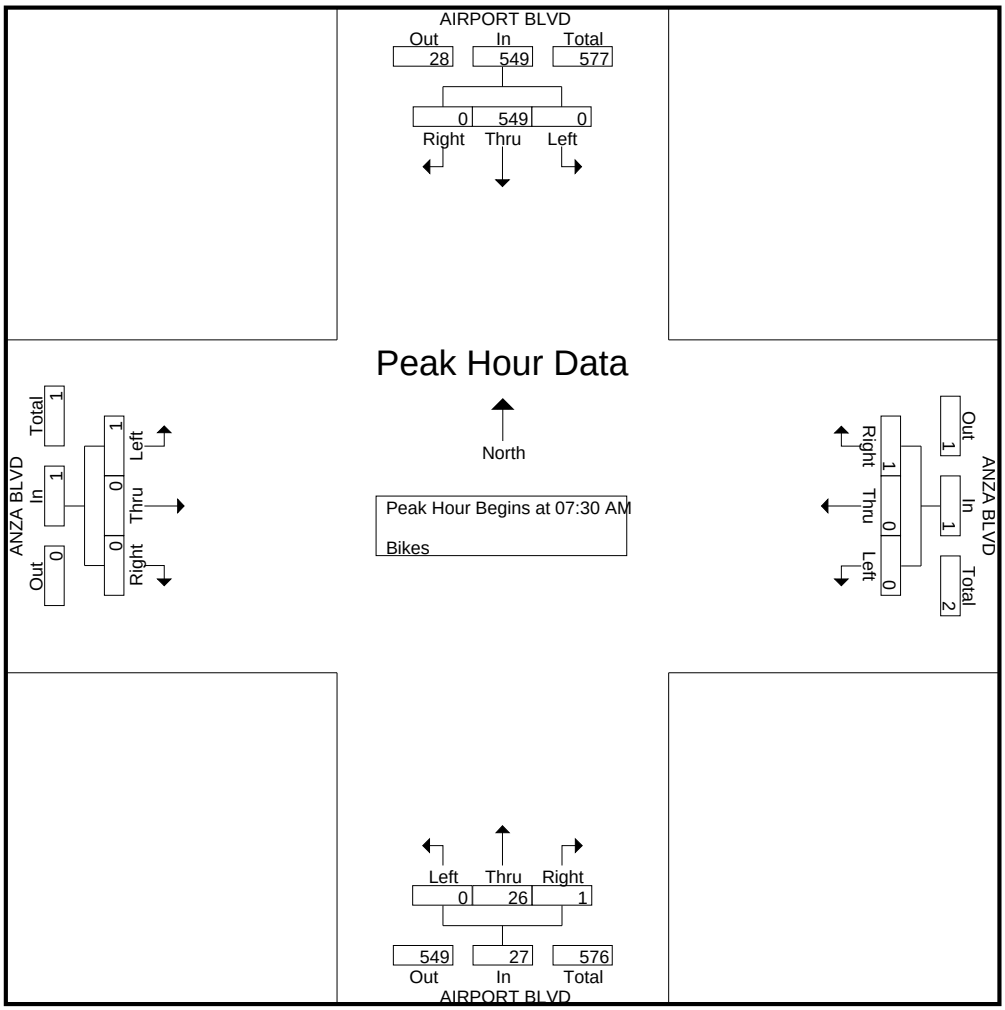

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File Name : 20AM FINAL
Site Code : 00000020
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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					ANZA BLVD Westbound					AIRPORT BLVD Northbound					ANZA BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	40	3	0	46	6	5	1	2	14	4	9	17	1	31	5	9	8	3	25	116
07:15 AM	7	42	7	1	57	9	8	0	0	17	5	17	10	0	32	14	5	8	0	27	133
07:30 AM	12	58	18	1	89	8	10	1	0	19	2	16	16	1	35	17	8	3	0	28	171
07:45 AM	4	70	13	3	90	6	13	7	0	26	4	19	20	1	44	12	13	5	0	30	190
Total	26	210	41	5	282	29	36	9	2	76	15	61	63	3	142	48	35	24	3	110	610
08:00 AM	1	71	21	0	93	5	14	2	0	21	9	19	15	2	45	17	9	9	0	35	194
08:15 AM	5	86	25	1	117	8	8	6	1	23	7	24	15	1	47	15	7	8	1	31	218
08:30 AM	5	71	25	0	101	8	12	3	2	25	3	20	14	1	38	15	22	9	0	46	210
08:45 AM	9	81	17	2	109	2	9	2	0	13	3	24	11	0	38	13	10	3	0	26	186
Total	20	309	88	3	420	23	43	13	3	82	22	87	55	4	168	60	48	29	1	138	808
Grand Total	46	519	129	8	702	52	79	22	5	158	37	148	118	7	310	108	83	53	4	248	1418
Apprch %	6.6	73.9	18.4	1.1		32.9	50	13.9	3.2		11.9	47.7	38.1	2.3		43.5	33.5	21.4	1.6		
Total %	3.2	36.6	9.1	0.6	49.5	3.7	5.6	1.6	0.4	11.1	2.6	10.4	8.3	0.5	21.9	7.6	5.9	3.7	0.3	17.5	

	AIRPORT BLVD Southbound				ANZA BLVD Westbound				AIRPORT BLVD Northbound				ANZA BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	70	13	87	6	13	**7**	**26**	4	19	**20**	43	12	13	5	30	186
08:00 AM	1	71	21	93	5	**14**	2	21	**9**	19	15	43	**17**	9	**9**	35	192
08:15 AM	**5**	**86**	**25**	**116**	**8**	8	6	22	7	**24**	15	**46**	15	7	8	30	**214**
08:30 AM	5	71	25	101	8	12	3	23	3	20	14	37	15	**22**	9	**46**	207
Total Volume	15	298	84	397	27	47	18	92	23	82	64	169	59	51	31	141	799
% App. Total	3.8	75.1	21.2		29.3	51.1	19.6		13.6	48.5	37.9		41.8	36.2	22		
PHF	.750	.866	.840	.856	.844	.839	.643	.885	.639	.854	.800	.918	.868	.580	.861	.766	.933

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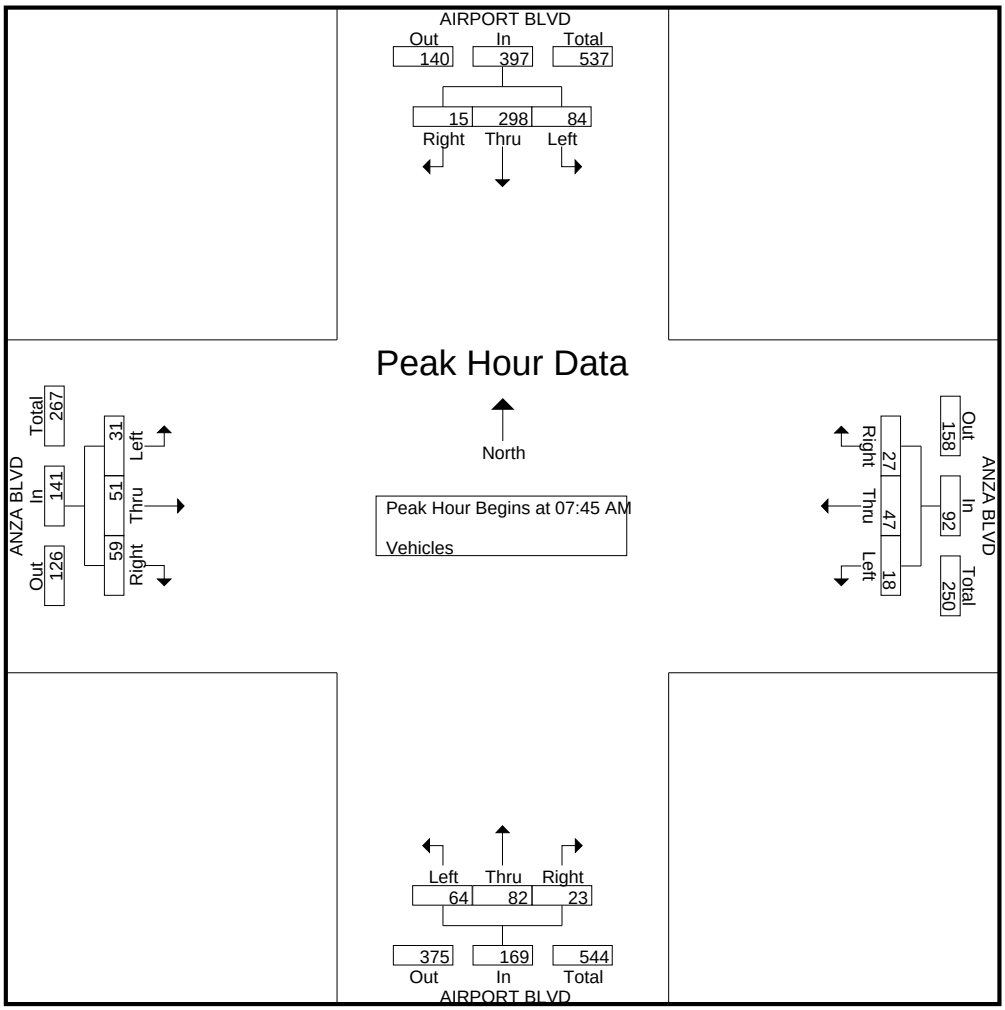

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File Name : 19PM FINAL
Site Code : 00000019
Start Date : 5/14/2013
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Groups Printed- Bikes

	CALIFORNIA DR Southbound					BROADWAY Westbound					CALIFORNIA DR Northbound					BROADWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	1	0	1	0	2	0	3	1	0	4	0	4	0	0	4	10
05:00 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
05:15 PM	0	2	0	0	2	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	6	1	0	7	0	2	2	0	4	1	1	0	0	2	0	0	0	0	0	13
Grand Total	0	6	1	0	7	1	2	3	0	6	1	4	1	0	6	0	4	0	0	4	23
Apprch %	0	85.7	14.3	0		16.7	33.3	50	0		16.7	66.7	16.7	0		0	100	0	0		
Total %	0	26.1	4.3	0	30.4	4.3	8.7	13	0	26.1	4.3	17.4	4.3	0	26.1	0	17.4	0	0	17.4	

	CALIFORNIA DR Southbound				BROADWAY Westbound				CALIFORNIA DR Northbound				BROADWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	1	1	0	**1**	**1**	**2**	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
05:00 PM	0	1	**1**	**2**	0	0	0	0	**1**	0	0	1	0	0	0	0	3
05:15 PM	0	**2**	0	2	0	**2**	**2**	**4**	0	0	0	0	0	0	0	0	**6**
Total Volume	0	3	1	4	0	2	3	5	1	1	1	3	0	3	0	3	15
% App. Total	0	75	25		0	40	60		33.3	33.3	33.3		0	100	0		
PHF	.000	.375	.250	.500	.000	.250	.375	.313	.250	.250	.250	.375	.000	.250	.000	.250	.625

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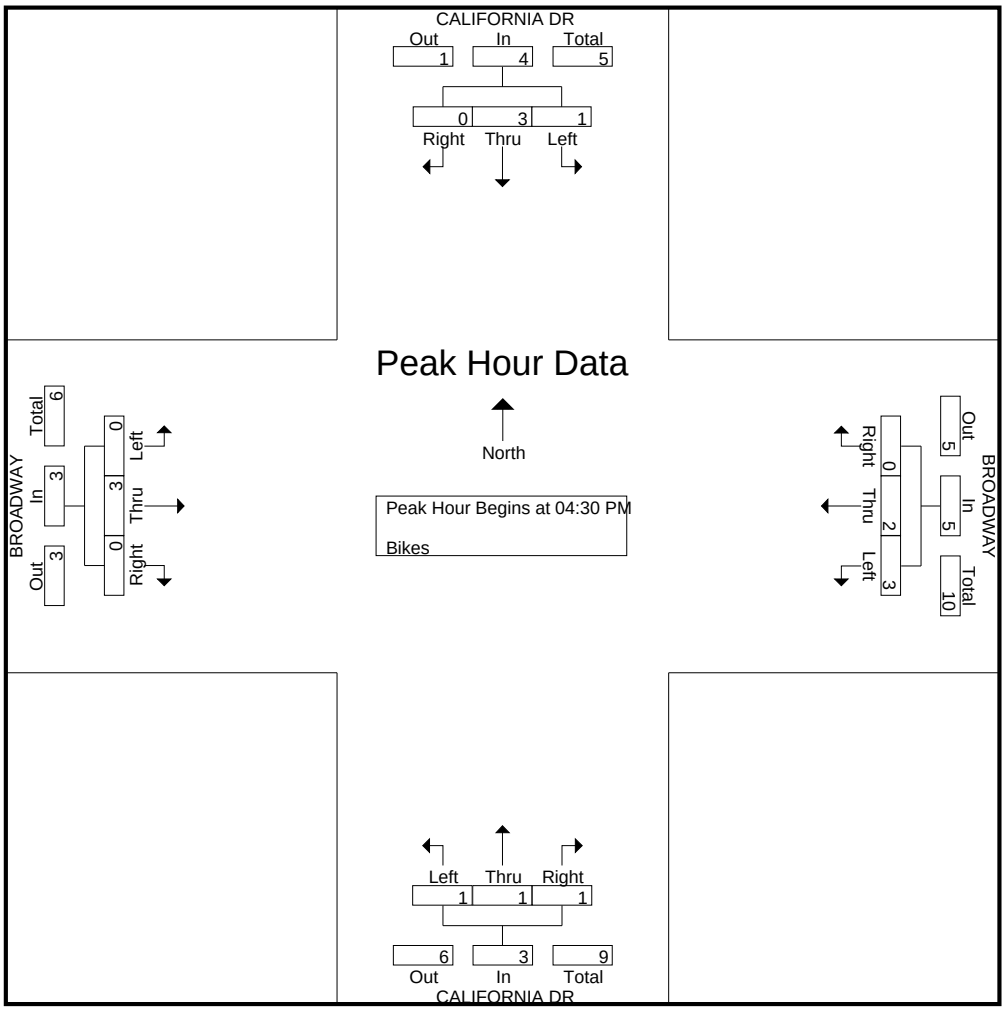

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File Name : 19PM FINAL
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Groups Printed- Vehicles

	CALIFORNIA DR Southbound					BROADWAY Westbound					CALIFORNIA DR Northbound					BROADWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	72	97	9	185	88	105	81	2	276	75	66	6	11	158	11	76	5	1	93	712
04:15 PM	6	70	90	6	172	82	89	79	1	251	82	87	14	21	204	10	74	0	2	86	713
04:30 PM	4	59	96	3	162	83	109	75	3	270	118	54	10	8	190	6	53	2	2	63	685
04:45 PM	15	66	63	1	145	72	96	84	1	253	89	61	6	22	178	10	66	2	4	82	658
Total	32	267	346	19	664	325	399	319	7	1050	364	268	36	62	730	37	269	9	9	324	2768
05:00 PM	8	78	111	2	199	83	116	87	3	289	86	88	4	11	189	14	72	4	1	91	768
05:15 PM	11	83	106	2	202	84	115	84	3	286	96	104	7	13	220	8	70	2	16	96	804
05:30 PM	4	86	96	6	192	102	102	89	5	298	79	83	15	7	184	16	60	6	8	90	764
05:45 PM	6	75	76	6	163	87	105	93	5	290	84	107	7	10	208	14	52	4	5	75	736
Total	29	322	389	16	756	356	438	353	16	1163	345	382	33	41	801	52	254	16	30	352	3072
Grand Total	61	589	735	35	1420	681	837	672	23	2213	709	650	69	103	1531	89	523	25	39	676	5840
Apprch %	4.3	41.5	51.8	2.5		30.8	37.8	30.4	1		46.3	42.5	4.5	6.7		13.2	77.4	3.7	5.8		
Total %	1	10.1	12.6	0.6	24.3	11.7	14.3	11.5	0.4	37.9	12.1	11.1	1.2	1.8	26.2	1.5	9	0.4	0.7	11.6	

	CALIFORNIA DR Southbound				BROADWAY Westbound				CALIFORNIA DR Northbound				BROADWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	78	**111**	197	83	**116**	87	286	86	88	4	178	14	**72**	4	**90**	751
05:15 PM	**11**	83	106	**200**	84	115	84	283	**96**	104	7	**207**	8	70	2	80	**770**
05:30 PM	4	**86**	96	186	**102**	102	89	**293**	79	83	**15**	177	**16**	60	**6**	82	738
05:45 PM	6	75	76	157	87	105	**93**	285	84	**107**	7	198	14	52	4	70	710
Total Volume	29	322	389	740	356	438	353	1147	345	382	33	760	52	254	16	322	2969
% App. Total	3.9	43.5	52.6		31	38.2	30.8		45.4	50.3	4.3		16.1	78.9	5		
PHF	.659	.936	.876	.925	.873	.944	.949	.979	.898	.893	.550	.918	.813	.882	.667	.894	.964

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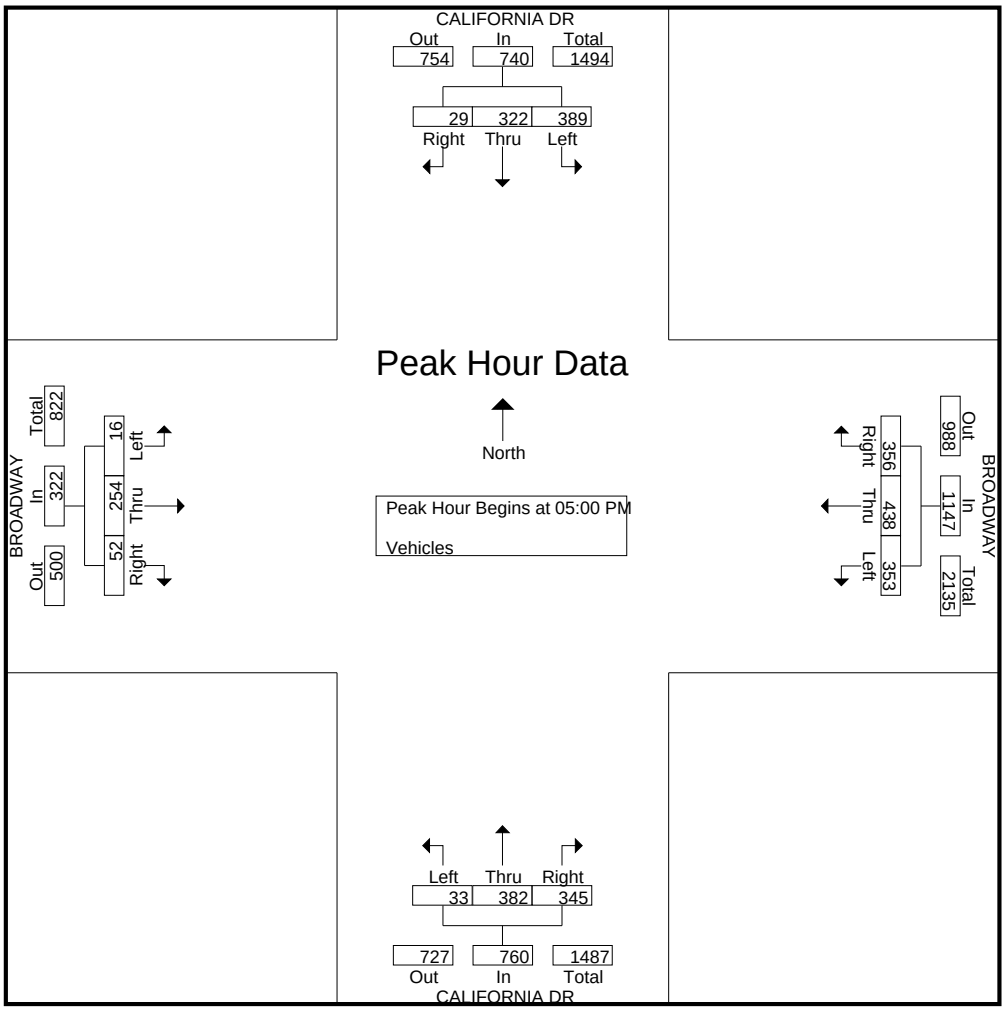

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Site Code : 00000019
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Groups Printed- Bikes

	CALIFORNIA DR Southbound					BROADWAY Westbound					CALIFORNIA DR Northbound					BROADWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
08:15 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	1	0	0	0	1	5
Total	0	5	0	0	5	0	0	4	0	4	1	5	0	0	6	1	0	0	0	1	16
Grand Total	0	8	0	0	8	0	0	4	0	4	1	10	0	0	11	1	0	0	0	1	24
Apprch %	0	100	0	0		0	0	100	0		9.1	90.9	0	0		100	0	0	0		
Total %	0	33.3	0	0	33.3	0	0	16.7	0	16.7	4.2	41.7	0	0	45.8	4.2	0	0	0	4.2	

	CALIFORNIA DR Southbound				BROADWAY Westbound				CALIFORNIA DR Northbound				BROADWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	**2**	0	2	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
08:30 AM	0	1	0	1	0	0	0	0	**1**	2	0	**3**	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	**3**	**3**	0	1	0	1	**1**	0	0	**1**	**5**
Total Volume	0	5	0	5	0	0	4	4	1	5	0	6	1	0	0	1	16
% App. Total	0	100	0		0	0	100		16.7	83.3	0		100	0	0		
PHF	.000	.625	.000	.625	.000	.000	.333	.333	.250	.625	.000	.500	.250	.000	.000	.250	.800

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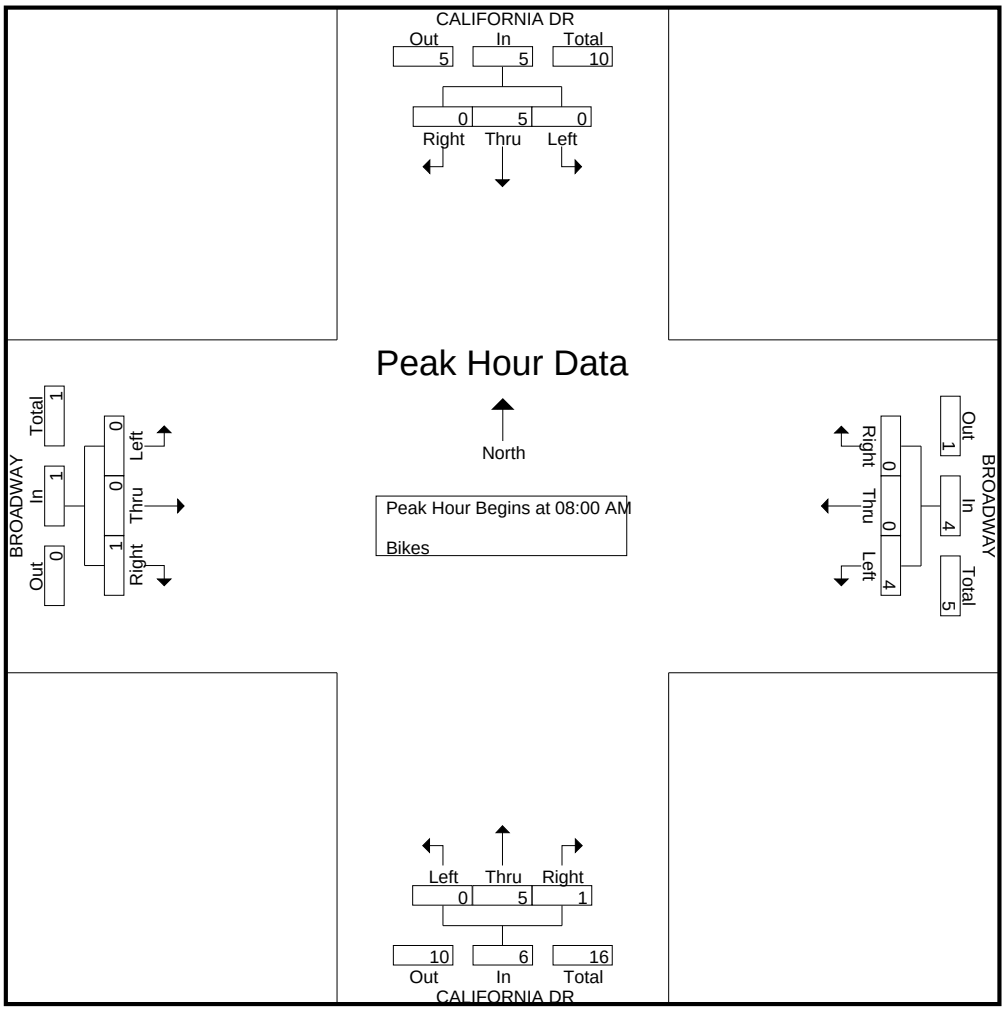

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Groups Printed- Vehicles

	CALIFORNIA DR Southbound					BROADWAY Westbound					CALIFORNIA DR Northbound					BROADWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	28	72	4	106	30	43	34	1	108	72	27	3	3	105	1	70	0	3	74	393
07:15 AM	5	40	73	6	124	42	49	38	1	130	114	35	4	11	164	6	75	0	1	82	500
07:30 AM	3	78	97	2	180	61	68	49	1	179	115	60	1	4	180	5	72	1	2	80	619
07:45 AM	5	89	152	2	248	87	81	71	3	242	107	89	13	7	216	6	86	1	3	96	802
Total	15	235	394	14	658	220	241	192	6	659	408	211	21	25	665	18	303	2	9	332	2314
08:00 AM	4	72	106	3	185	81	64	68	0	213	125	104	6	10	245	7	100	1	2	110	753
08:15 AM	5	94	101	2	202	70	91	66	1	228	119	79	4	6	208	9	102	1	1	113	751
08:30 AM	7	91	110	2	210	50	74	67	2	193	115	67	11	1	194	4	107	3	1	115	712
08:45 AM	9	93	90	1	193	61	67	76	1	205	104	71	5	5	185	10	88	0	1	99	682
Total	25	350	407	8	790	262	296	277	4	839	463	321	26	22	832	30	397	5	5	437	2898
Grand Total	40	585	801	22	1448	482	537	469	10	1498	871	532	47	47	1497	48	700	7	14	769	5212
Apprch %	2.8	40.4	55.3	1.5		32.2	35.8	31.3	0.7		58.2	35.5	3.1	3.1		6.2	91	0.9	1.8		
Total %	0.8	11.2	15.4	0.4	27.8	9.2	10.3	9	0.2	28.7	16.7	10.2	0.9	0.9	28.7	0.9	13.4	0.1	0.3	14.8	

	CALIFORNIA DR Southbound				BROADWAY Westbound				CALIFORNIA DR Northbound				BROADWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	89	**152**	**246**	**87**	81	**71**	**239**	107	89	**13**	209	6	86	1	93	**787**
08:00 AM	4	72	106	182	81	64	68	213	**125**	**104**	6	**235**	7	100	1	108	738
08:15 AM	5	**94**	101	200	70	**91**	66	227	119	79	4	202	**9**	102	1	112	741
08:30 AM	**7**	91	110	208	50	74	67	191	115	67	11	193	4	**107**	**3**	**114**	706
Total Volume	21	346	469	836	288	310	272	870	466	339	34	839	26	395	6	427	2972
% App. Total	2.5	41.4	56.1		33.1	35.6	31.3		55.5	40.4	4.1		6.1	92.5	1.4		
PHF	.750	.920	.771	.850	.828	.852	.958	.910	.932	.815	.654	.893	.722	.923	.500	.936	.944

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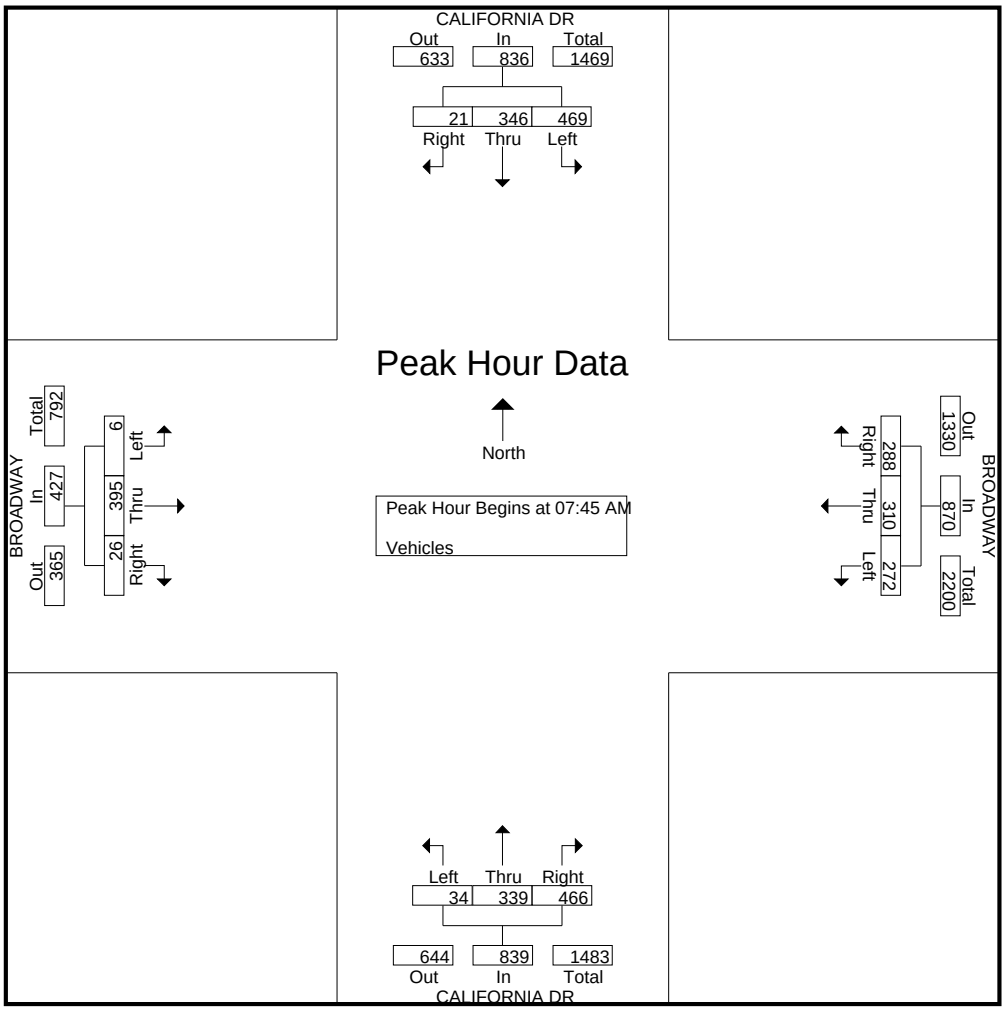

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File Name : 18PM FINAL
Site Code : 00000018
Start Date : 5/8/2013
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Groups Printed- Bikes

	S. MC DONNELL RD Southbound					Westbound					BAYSHORE HWY Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	6	0	0	7	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	14
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	6
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	7	0	0	8	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	15
Grand Total	2	13	0	0	15	0	0	0	0	0	0	6	8	0	14	0	0	0	0	0	29
Apprch %	13.3	86.7	0	0		0	0	0	0		0	42.9	57.1	0		0	0	0	0		
Total %	6.9	44.8	0	0	51.7	0	0	0	0	0	0	20.7	27.6	0	48.3	0	0	0	0	0	

	S. MC DONNELL RD Southbound				Westbound				BAYSHORE HWY Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	1	**2**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	1	**3**	**4**	0	0	0	0	**6**
05:30 PM	0	1	0	1	0	0	0	0	0	**2**	1	3	0	0	0	0	4
Total Volume	2	5	0	7	0	0	0	0	0	4	4	8	0	0	0	0	15
% App. Total	28.6	71.4	0		0	0	0		0	50	50		0	0	0		
PHF	.500	.625	.000	.583	.000	.000	.000	.000	.000	.500	.333	.500	.000	.000	.000	.000	.625

Traffic Data Service

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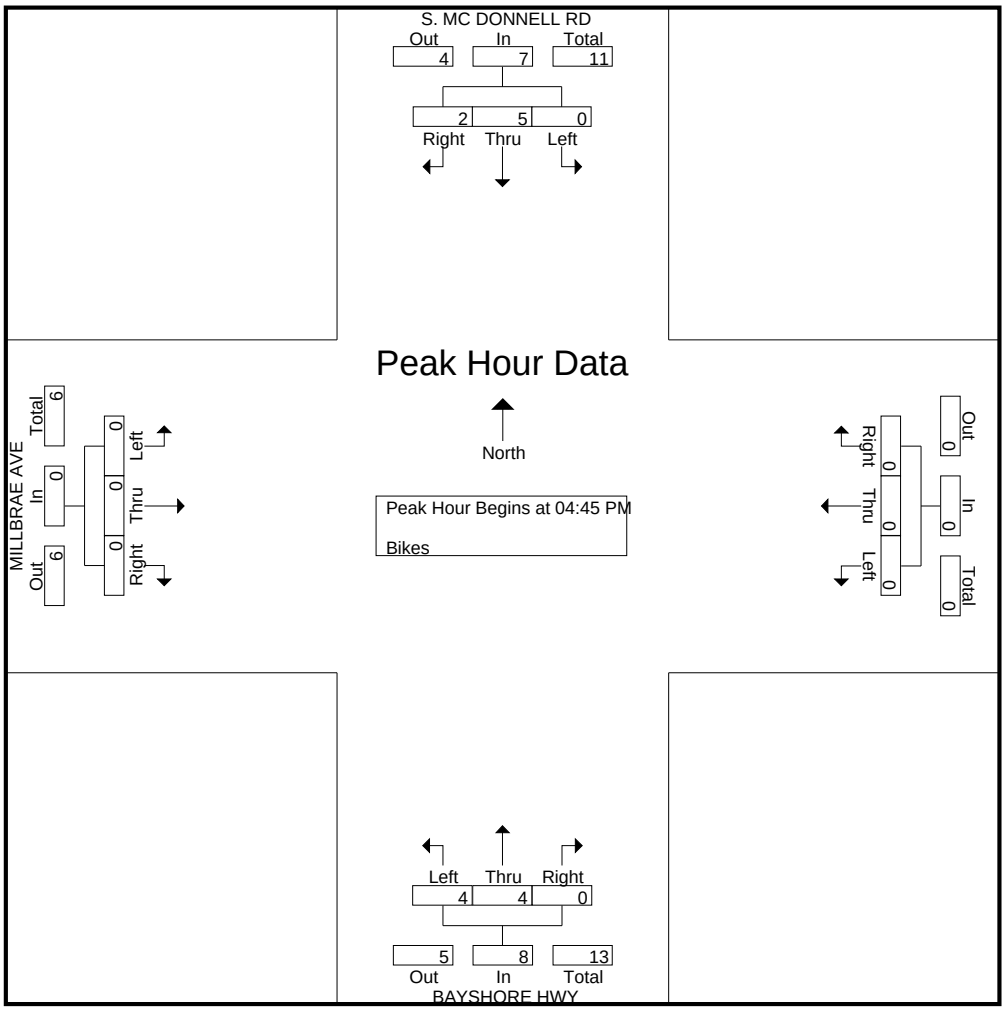

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Groups Printed- Vehicles

	S. MC DONNELL RD Southbound					Westbound					BAYSHORE HWY Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	50	48	0	0	98	0	0	0	0	0	0	9	170	0	179	124	0	25	0	149	426
04:15 PM	55	63	0	0	118	0	0	0	0	0	0	20	144	1	165	132	0	14	0	146	429
04:30 PM	64	75	0	0	139	0	0	0	0	0	0	25	224	1	250	136	0	27	0	163	552
04:45 PM	54	48	0	0	102	0	0	0	0	0	0	10	200	0	210	120	0	21	0	141	453
Total	223	234	0	0	457	0	0	0	0	0	0	64	738	2	804	512	0	87	0	599	1860
05:00 PM	75	60	0	0	135	0	0	0	0	0	0	17	214	1	232	130	0	14	0	144	511
05:15 PM	82	88	0	0	170	0	0	0	0	0	0	25	210	0	235	137	0	30	0	167	572
05:30 PM	90	94	0	0	184	0	0	0	0	0	0	26	240	3	269	134	0	17	0	151	604
05:45 PM	79	90	0	0	169	0	0	0	0	0	0	26	229	0	255	131	0	21	0	152	576
Total	326	332	0	0	658	0	0	0	0	0	0	94	893	4	991	532	0	82	0	614	2263
Grand Total	549	566	0	0	1115	0	0	0	0	0	0	158	1631	6	1795	1044	0	169	0	1213	4123
Apprch %	49.2	50.8	0	0		0	0	0	0		0	8.8	90.9	0.3		86.1	0	13.9	0		
Total %	13.3	13.7	0	0	27	0	0	0	0	0	0	3.8	39.6	0.1	43.5	25.3	0	4.1	0	29.4	

	S. MC DONNELL RD Southbound				Westbound				BAYSHORE HWY Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	75	60	0	135	0	0	0	0	0	17	214	231	130	0	14	144	510
05:15 PM	82	88	0	170	0	0	0	0	0	25	210	235	**137**	0	**30**	**167**	572
05:30 PM	**90**	**94**	0	**184**	0	0	0	0	0	**26**	**240**	**266**	134	0	17	151	**601**
05:45 PM	79	90	0	169	0	0	0	0	0	26	229	255	131	0	21	152	576
Total Volume	326	332	0	658	0	0	0	0	0	94	893	987	532	0	82	614	2259
% App. Total	49.5	50.5	0		0	0	0		0	9.5	90.5		86.6	0	13.4		
PHF	.906	.883	.000	.894	.000	.000	.000	.000	.000	.904	.930	.928	.971	.000	.683	.919	.940

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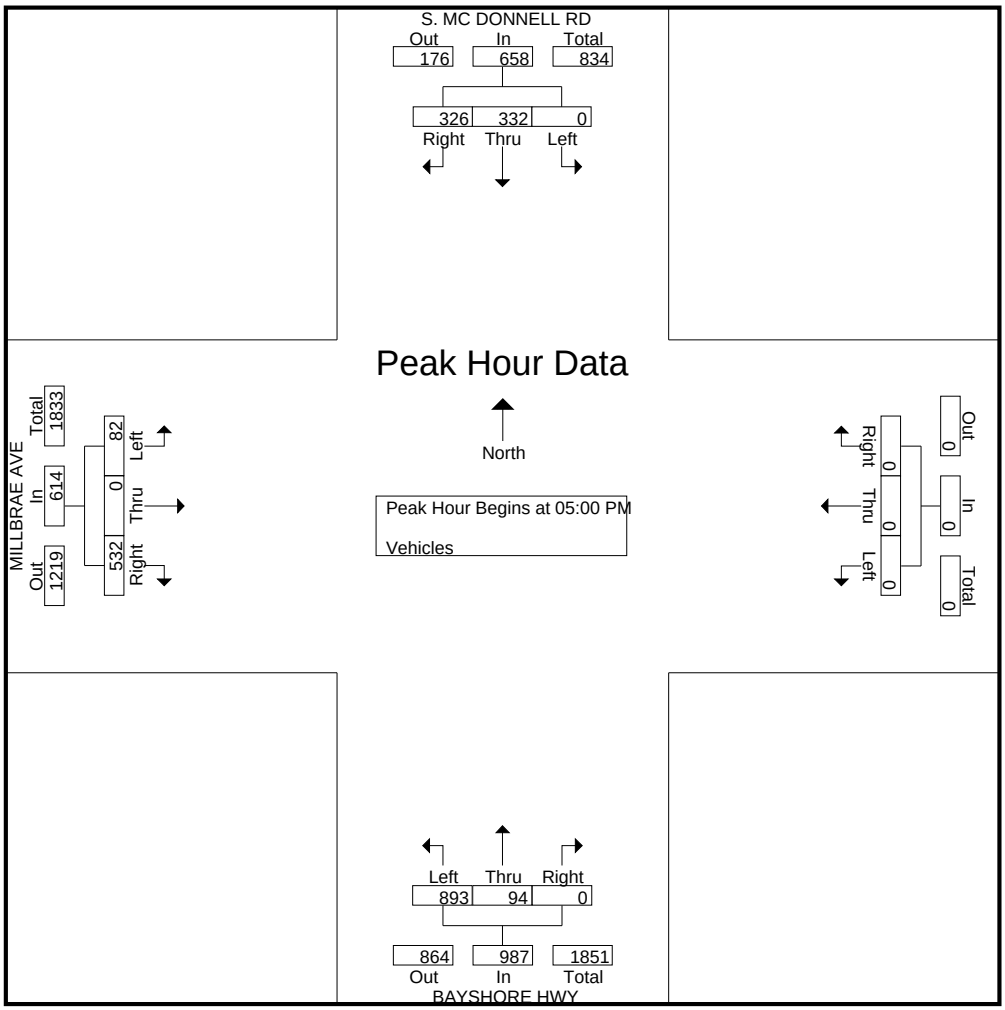

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Groups Printed- Bikes

	S. MC DONNELL RD Southbound					Westbound					BAYSHORE HWY Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	11	0	0	11	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	12
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
07:30 AM	0	12	0	0	12	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	17
07:45 AM	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	16
Total	0	37	0	0	37	0	0	0	0	0	0	7	1	0	8	4	0	1	0	5	50
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	14
Grand Total	0	46	0	0	46	0	0	0	0	0	0	10	2	0	12	4	0	2	0	6	64
Apprch %	0	100	0	0		0	0	0	0		0	83.3	16.7	0		66.7	0	33.3	0		
Total %	0	71.9	0	0	71.9	0	0	0	0	0	0	15.6	3.1	0	18.8	6.2	0	3.1	0	9.4	

	S. MC DONNELL RD Southbound				Westbound				BAYSHORE HWY Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	11	0	11	0	0	0	0	0	0	**1**	1	0	0	0	0	12
07:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
07:30 AM	0	**12**	0	**12**	0	0	0	0	0	2	0	2	**2**	0	**1**	**3**	**17**
07:45 AM	0	12	0	12	0	0	0	0	0	**3**	0	**3**	1	0	0	1	16
Total Volume	0	37	0	37	0	0	0	0	0	7	1	8	4	0	1	5	50
% App. Total	0	100	0		0	0	0		0	87.5	12.5		80	0	20		
PHF	.000	.771	.000	.771	.000	.000	.000	.000	.000	.583	.250	.667	.500	.000	.250	.417	.735

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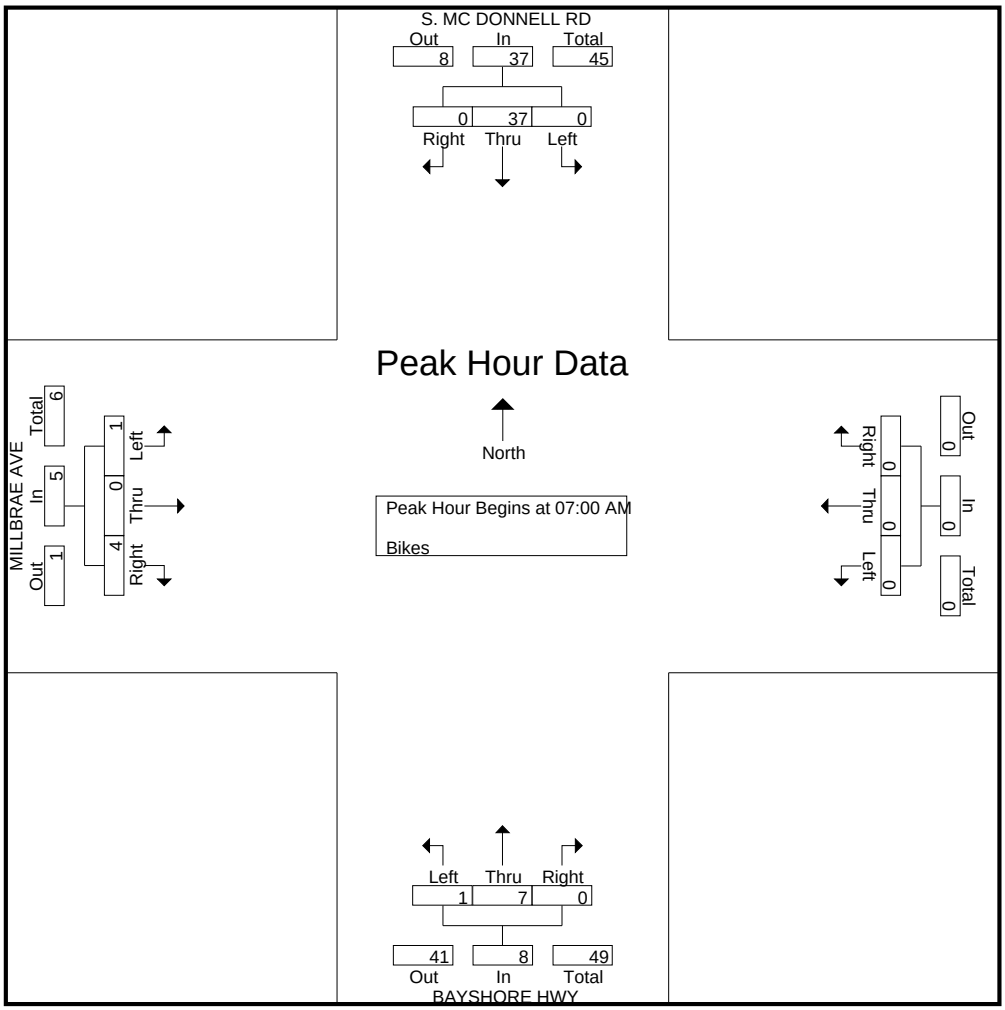

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Groups Printed- Vehicles

	S. MC DONNELL RD Southbound					Westbound					BAYSHORE HWY Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	3	0	0	9	0	0	0	0	0	0	19	71	0	90	120	0	28	0	148	247
07:15 AM	9	9	0	0	18	0	0	0	0	0	0	12	81	2	95	162	0	37	0	199	312
07:30 AM	8	5	0	0	13	0	0	0	0	0	0	13	84	1	98	192	0	27	0	219	330
07:45 AM	12	10	0	0	22	0	0	0	0	0	0	13	86	2	101	210	0	30	0	240	363
Total	35	27	0	0	62	0	0	0	0	0	0	57	322	5	384	684	0	122	0	806	1252
08:00 AM	9	12	0	0	21	0	0	0	0	0	0	13	90	1	104	193	0	33	0	226	351
08:15 AM	8	7	0	0	15	0	0	0	0	0	0	6	76	0	82	235	0	28	0	263	360
08:30 AM	9	8	0	0	17	0	0	0	0	0	0	11	71	0	82	228	0	37	0	265	364
08:45 AM	12	7	0	0	19	0	0	0	0	0	0	14	104	2	120	262	0	25	0	287	426
Total	38	34	0	0	72	0	0	0	0	0	0	44	341	3	388	918	0	123	0	1041	1501
Grand Total	73	61	0	0	134	0	0	0	0	0	0	101	663	8	772	1602	0	245	0	1847	2753
Apprch %	54.5	45.5	0	0		0	0	0	0		0	13.1	85.9	1		86.7	0	13.3	0		
Total %	2.7	2.2	0	0	4.9	0	0	0	0	0	0	3.7	24.1	0.3	28	58.2	0	8.9	0	67.1	

	S. MC DONNELL RD Southbound				Westbound				BAYSHORE HWY Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	9	**12**	0	**21**	0	0	0	0	0	13	90	103	193	0	33	226	350
08:15 AM	8	7	0	15	0	0	0	0	0	6	76	82	235	0	28	263	360
08:30 AM	9	8	0	17	0	0	0	0	0	11	71	82	228	0	**37**	265	364
08:45 AM	**12**	7	0	19	0	0	0	0	0	**14**	**104**	**118**	**262**	0	25	**287**	**424**
Total Volume	38	34	0	72	0	0	0	0	0	44	341	385	918	0	123	1041	1498
% App. Total	52.8	47.2	0		0	0	0		0	11.4	88.6		88.2	0	11.8		
PHF	.792	.708	.000	.857	.000	.000	.000	.000	.000	.786	.820	.816	.876	.000	.831	.907	.883

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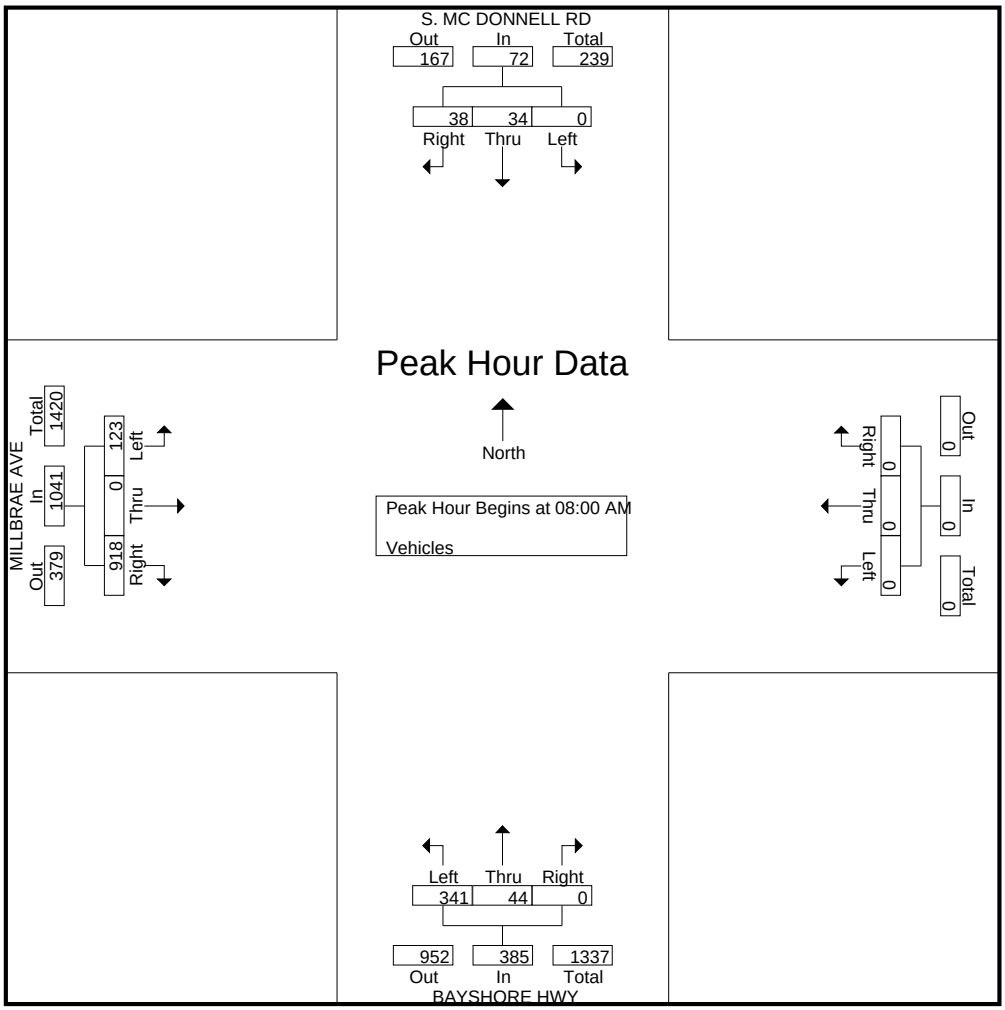

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Groups Printed- Bikes

	ROLLINS RD Southbound					MILLBRAE AVE Westbound					ROLLINS RD Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	6
Grand Total	0	0	0	0	0	1	2	0	0	3	1	6	0	0	7	0	0	0	0	0	10
Apprch %	0	0	0	0		33.3	66.7	0	0		14.3	85.7	0	0		0	0	0	0		
Total %	0	0	0	0	0	10	20	0	0	30	10	60	0	0	70	0	0	0	0	0	

	ROLLINS RD Southbound				MILLBRAE AVE Westbound				ROLLINS RD Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	0	0	0	1	0	0	1	0	5	0	5	0	0	0	0	6
% App. Total	0	0	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.417	.000	.417	.000	.000	.000	.000	.500

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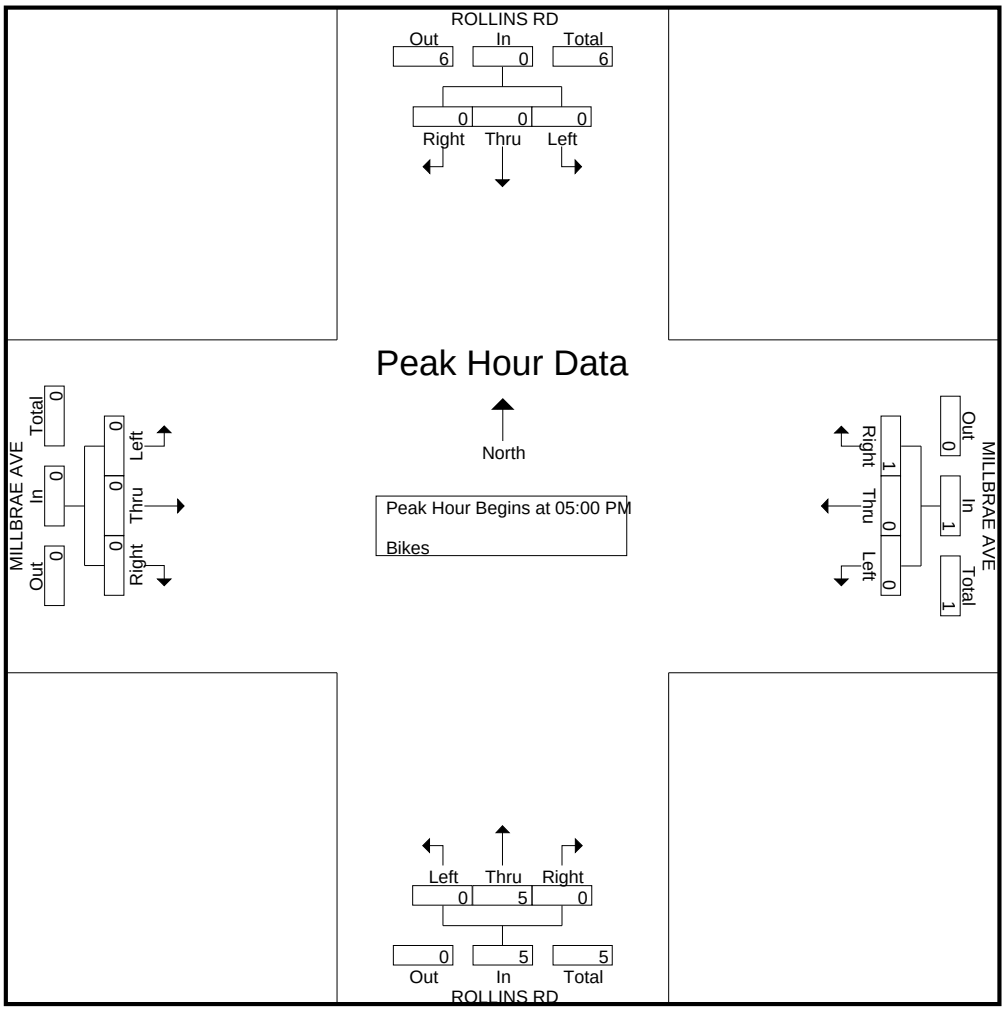

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Groups Printed- Vehicles

	ROLLINS RD Southbound					MILLBRAE AVE Westbound					ROLLINS RD Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	27	6	60	3	96	16	304	131	0	451	131	4	73	2	210	57	243	15	2	317	1074
04:15 PM	22	8	53	2	85	24	368	104	0	496	109	1	48	5	163	62	299	18	6	385	1129
04:30 PM	32	9	66	1	108	32	315	116	0	463	163	9	79	4	255	54	286	20	9	369	1195
04:45 PM	53	12	74	1	140	29	394	115	0	538	130	6	90	6	232	55	260	20	7	342	1252
Total	134	35	253	7	429	101	1381	466	0	1948	533	20	290	17	860	228	1088	73	24	1413	4650
05:00 PM	46	10	70	0	126	48	440	101	0	589	161	10	106	5	282	62	240	12	9	323	1320
05:15 PM	47	17	131	2	197	37	407	126	0	570	139	5	76	10	230	61	291	22	13	387	1384
05:30 PM	71	9	72	0	152	43	460	113	0	616	118	6	101	13	238	43	325	23	12	403	1409
05:45 PM	49	12	82	0	143	37	439	155	0	631	130	10	76	1	217	59	276	26	7	368	1359
Total	213	48	355	2	618	165	1746	495	0	2406	548	31	359	29	967	225	1132	83	41	1481	5472
Grand Total	347	83	608	9	1047	266	3127	961	0	4354	1081	51	649	46	1827	453	2220	156	65	2894	10122
Apprch %	33.1	7.9	58.1	0.9		6.1	71.8	22.1	0		59.2	2.8	35.5	2.5		15.7	76.7	5.4	2.2		
Total %	3.4	0.8	6	0.1	10.3	2.6	30.9	9.5	0	43	10.7	0.5	6.4	0.5	18	4.5	21.9	1.5	0.6	28.6	

	ROLLINS RD Southbound				MILLBRAE AVE Westbound				ROLLINS RD Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	46	10	70	126	**48**	440	101	589	**161**	**10**	**106**	**277**	**62**	240	12	314	1306
05:15 PM	47	**17**	**131**	**195**	37	407	126	570	139	5	76	220	61	291	22	374	1359
05:30 PM	**71**	9	72	152	43	**460**	113	616	118	6	101	225	43	**325**	23	**391**	**1384**
05:45 PM	49	12	82	143	37	439	**155**	**631**	130	10	76	216	59	276	**26**	361	1351
Total Volume	213	48	355	616	165	1746	495	2406	548	31	359	938	225	1132	83	1440	5400
% App. Total	34.6	7.8	57.6		6.9	72.6	20.6		58.4	3.3	38.3		15.6	78.6	5.8		
PHF	.750	.706	.677	.790	.859	.949	.798	.953	.851	.775	.847	.847	.907	.871	.798	.921	.975

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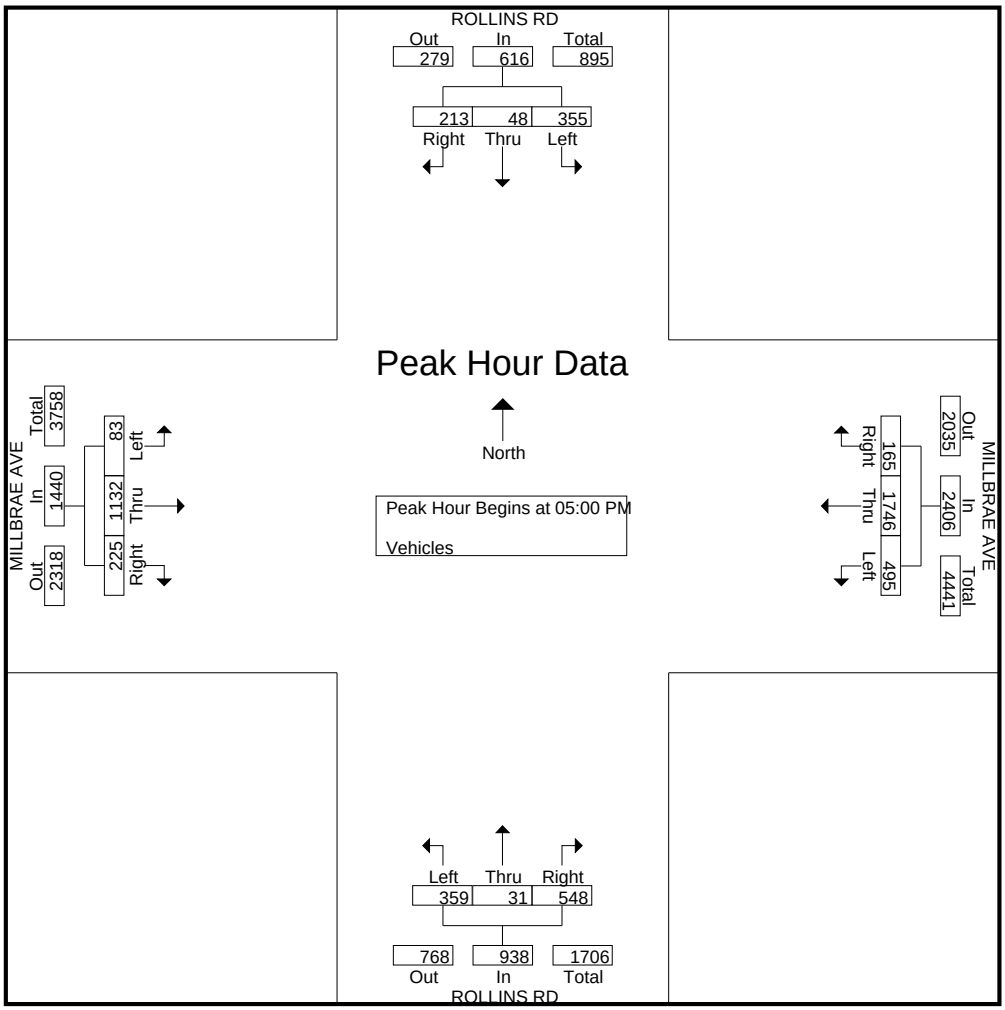

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Groups Printed- Bikes

	ROLLINS RD Southbound					MILLBRAE AVE Westbound					ROLLINS RD Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:00 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
08:15 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
Total	0	3	3	0	6	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	11
Grand Total	0	5	7	0	12	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	17
Apprch %	0	41.7	58.3	0		0	0	100	0		66.7	33.3	0	0		0	0	0	0		
Total %	0	29.4	41.2	0	70.6	0	0	11.8	0	11.8	11.8	5.9	0	0	17.6	0	0	0	0	0	

	ROLLINS RD Southbound				MILLBRAE AVE Westbound				ROLLINS RD Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	1	0	0	**1**	**1**	**1**	0	0	1	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	1	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	**2**	2	0	0	0	0	1	**1**	0	**2**	0	0	0	0	**4**
Total Volume	0	3	3	6	0	0	2	2	2	1	0	3	0	0	0	0	11
% App. Total	0	50	50		0	0	100		66.7	33.3	0		0	0	0		
PHF	.000	.750	.375	.750	.000	.000	.500	.500	.500	.250	.000	.375	.000	.000	.000	.000	.688

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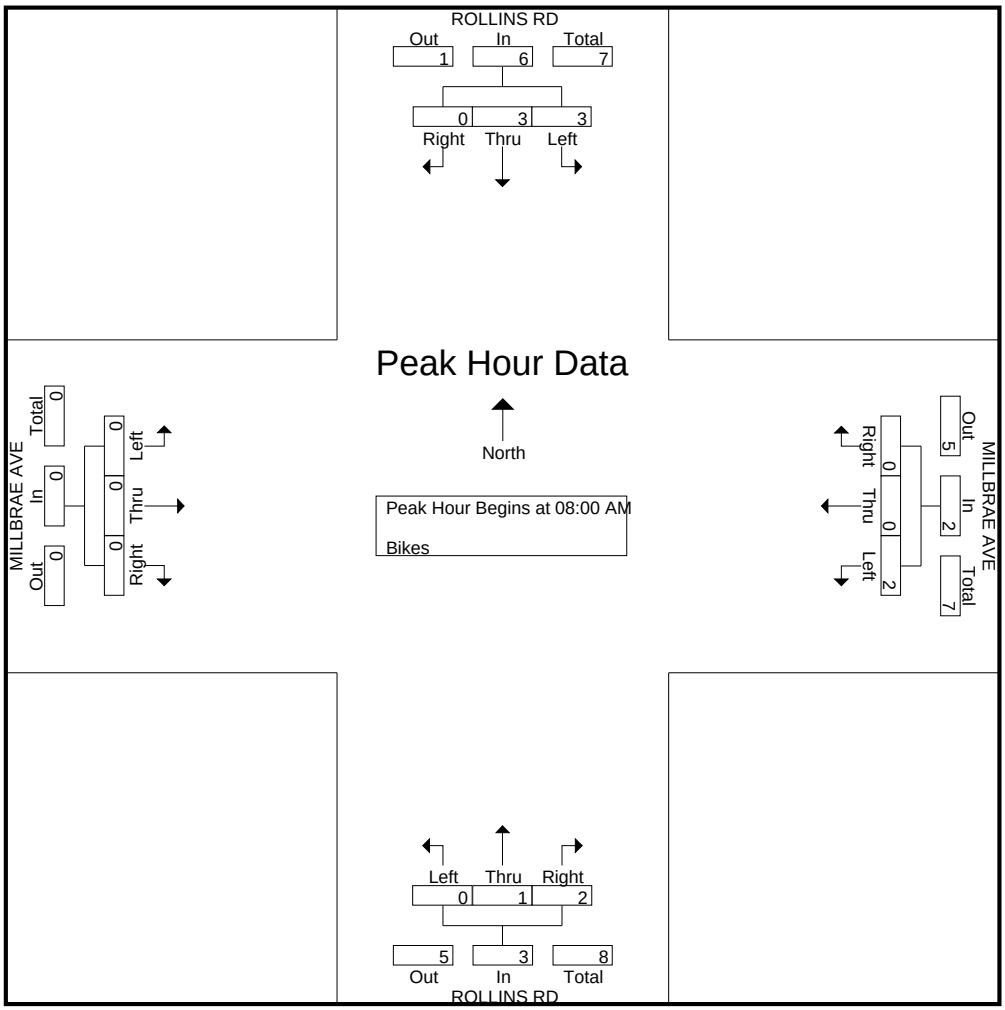

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Groups Printed- Vehicles

	ROLLINS RD Southbound					MILLBRAE AVE Westbound					ROLLINS RD Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	14	4	28	0	46	159	167	74	0	400	67	18	18	9	112	34	251	64	14	363	921
07:15 AM	13	2	31	1	47	148	208	103	0	459	54	20	19	9	102	44	263	64	11	382	990
07:30 AM	8	2	23	0	33	138	210	90	0	438	42	26	24	5	97	55	288	75	3	421	989
07:45 AM	9	4	23	0	36	134	286	118	0	538	48	21	17	13	99	88	405	77	15	585	1258
Total	44	12	105	1	162	579	871	385	0	1835	211	85	78	36	410	221	1207	280	43	1751	4158
08:00 AM	7	1	25	0	33	138	223	130	0	491	67	19	22	3	111	74	313	80	3	470	1105
08:15 AM	8	1	19	0	28	96	232	105	0	433	62	28	16	8	114	73	413	59	15	560	1135
08:30 AM	6	4	25	0	35	74	195	96	0	365	61	17	31	8	117	94	346	42	14	496	1013
08:45 AM	11	0	20	1	32	65	287	108	0	460	59	17	34	3	113	85	332	55	3	475	1080
Total	32	6	89	1	128	373	937	439	0	1749	249	81	103	22	455	326	1404	236	35	2001	4333
Grand Total	76	18	194	2	290	952	1808	824	0	3584	460	166	181	58	865	547	2611	516	78	3752	8491
Apprch %	26.2	6.2	66.9	0.7		26.6	50.4	23	0		53.2	19.2	20.9	6.7		14.6	69.6	13.8	2.1		
Total %	0.9	0.2	2.3	0	3.4	11.2	21.3	9.7	0	42.2	5.4	2	2.1	0.7	10.2	6.4	30.8	6.1	0.9	44.2	

	ROLLINS RD Southbound				MILLBRAE AVE Westbound				ROLLINS RD Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**9**	**4**	23	**36**	134	**286**	118	**538**	48	21	17	86	88	405	77	**570**	**1230**
08:00 AM	7	1	**25**	33	**138**	223	**130**	491	**67**	19	22	108	74	313	**80**	467	1099
08:15 AM	8	1	19	28	96	232	105	433	62	**28**	16	106	73	**413**	59	545	1112
08:30 AM	6	4	25	35	74	195	96	365	61	17	**31**	**109**	**94**	346	42	482	991
Total Volume	30	10	92	132	442	936	449	1827	238	85	86	409	329	1477	258	2064	4432
% App. Total	22.7	7.6	69.7		24.2	51.2	24.6		58.2	20.8	21		15.9	71.6	12.5		
PHF	.833	.625	.920	.917	.801	.818	.863	.849	.888	.759	.694	.938	.875	.894	.806	.905	.901

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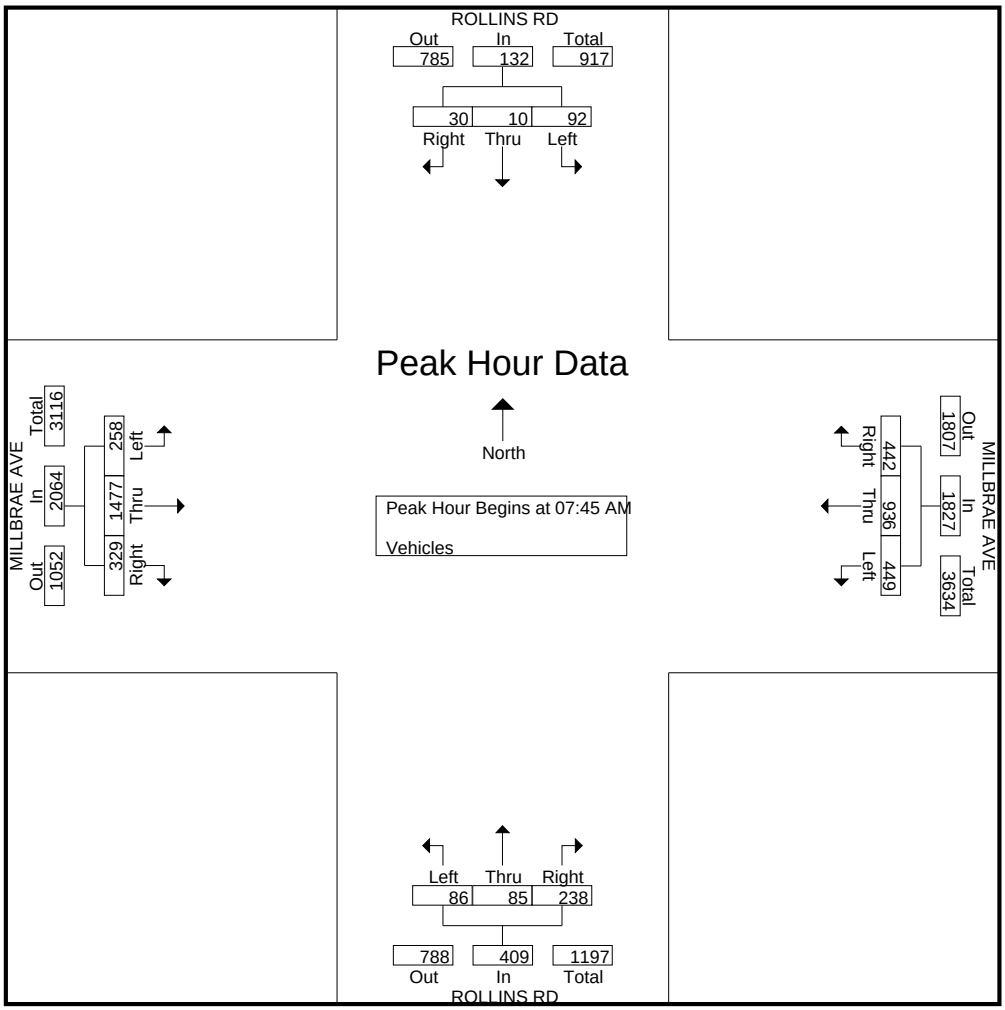

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File Name : 16PM FINAL
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Groups Printed- Bikes

	EL CAMINO REAL Southbound					MILLBRAE AVE Westbound					EL CAMINO REAL Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	1	7	0	0	8	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	10
Apprch %	12.5	87.5	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	10	70	0	0	80	0	0	0	0	0	0	10	0	0	10	0	10	0	0	10	

	EL CAMINO REAL Southbound				MILLBRAE AVE Westbound				EL CAMINO REAL Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
05:30 PM	**1**	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	7	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
% App. Total	12.5	87.5	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.438	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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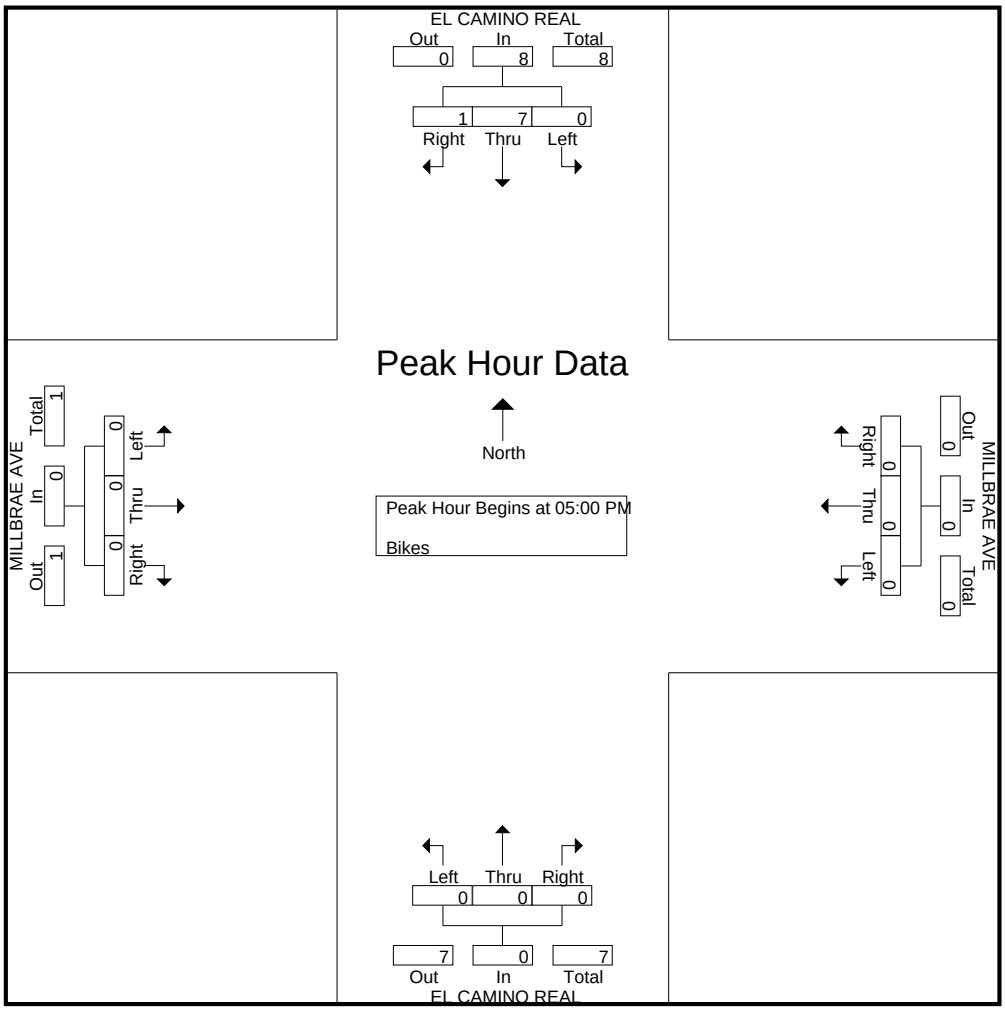

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Groups Printed- Vehicles

	EL CAMINO REAL Southbound					MILLBRAE AVE Westbound					EL CAMINO REAL Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	187	144	3	334	183	74	156	0	413	136	155	8	6	305	6	73	15	2	96	1148
04:15 PM	6	196	157	11	370	193	80	153	1	427	138	176	10	1	325	9	53	22	5	89	1211
04:30 PM	16	211	190	3	420	194	77	131	9	411	145	183	11	0	339	7	45	25	1	78	1248
04:45 PM	3	164	146	8	321	233	139	184	4	560	121	161	12	2	296	5	62	22	6	95	1272
Total	25	758	637	25	1445	803	370	624	14	1811	540	675	41	9	1265	27	233	84	14	358	4879
05:00 PM	12	243	148	8	411	260	129	184	4	577	133	186	10	9	338	8	59	21	3	91	1417
05:15 PM	16	210	161	12	399	246	140	177	5	568	145	194	8	7	354	10	72	29	3	114	1435
05:30 PM	12	249	165	19	445	243	159	174	5	581	143	177	5	2	327	8	64	24	6	102	1455
05:45 PM	20	228	135	18	401	241	167	230	2	640	146	179	13	3	341	5	59	35	3	102	1484
Total	60	930	609	57	1656	990	595	765	16	2366	567	736	36	21	1360	31	254	109	15	409	5791
Grand Total	85	1688	1246	82	3101	1793	965	1389	30	4177	1107	1411	77	30	2625	58	487	193	29	767	10670
Apprch %	2.7	54.4	40.2	2.6		42.9	23.1	33.3	0.7		42.2	53.8	2.9	1.1		7.6	63.5	25.2	3.8		
Total %	0.8	15.8	11.7	0.8	29.1	16.8	9	13	0.3	39.1	10.4	13.2	0.7	0.3	24.6	0.5	4.6	1.8	0.3	7.2	

	EL CAMINO REAL Southbound				MILLBRAE AVE Westbound				EL CAMINO REAL Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	243	148	403	**260**	129	184	573	133	186	10	329	8	59	21	88	1393
05:15 PM	16	210	161	387	246	140	177	563	145	**194**	8	**347**	**10**	**72**	29	**111**	1408
05:30 PM	12	**249**	**165**	**426**	243	159	174	576	143	177	5	325	8	64	24	96	1423
05:45 PM	**20**	228	135	383	241	**167**	**230**	**638**	**146**	179	**13**	338	5	59	**35**	99	**1458**
Total Volume	60	930	609	1599	990	595	765	2350	567	736	36	1339	31	254	109	394	5682
% App. Total	3.8	58.2	38.1		42.1	25.3	32.6		42.3	55	2.7		7.9	64.5	27.7		
PHF	.750	.934	.923	.938	.952	.891	.832	.921	.971	.948	.692	.965	.775	.882	.779	.887	.974

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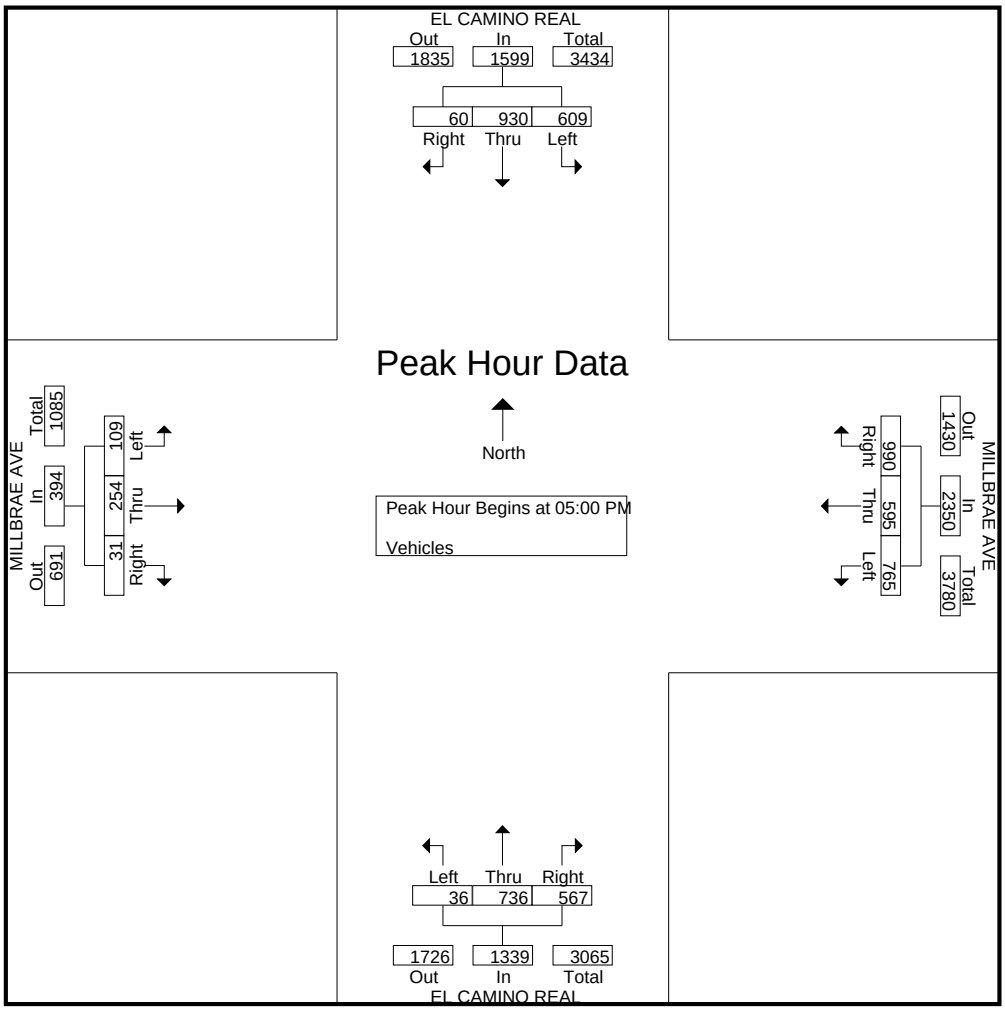

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Groups Printed- Bikes

	EL CAMINO REAL Southbound					MILLBRAE AVE Westbound					EL CAMINO REAL Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	50	50	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	33.3	33.3	0	66.7	0	33.3	0	0	33.3	0	0	0	0	0	0	0	0	0	0	

	EL CAMINO REAL Southbound				MILLBRAE AVE Westbound				EL CAMINO REAL Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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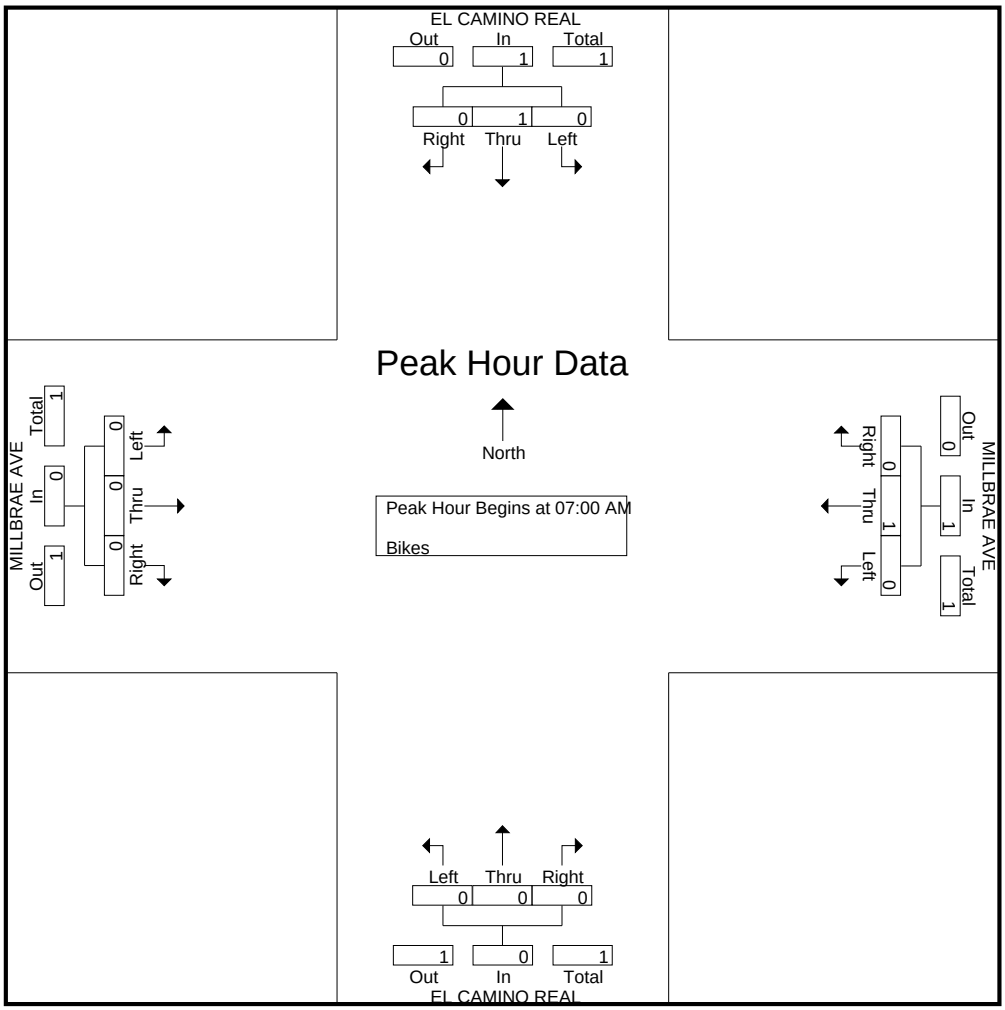

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Groups Printed- Vehicles

	EL CAMINO REAL Southbound					MILLBRAE AVE Westbound					EL CAMINO REAL Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	66	147	16	232	97	29	66	1	193	108	45	3	0	156	0	95	12	2	109	690
07:15 AM	3	123	165	13	304	118	37	93	1	249	124	56	3	0	183	1	113	9	9	132	868
07:30 AM	1	174	163	9	347	109	33	93	3	238	158	82	1	3	244	2	119	25	1	147	976
07:45 AM	5	148	213	16	382	143	37	125	1	306	165	75	4	3	247	1	180	24	6	211	1146
Total	12	511	688	54	1265	467	136	377	6	986	555	258	11	6	830	4	507	70	18	599	3680
08:00 AM	5	187	200	27	419	123	41	93	0	257	150	90	4	0	244	3	145	11	8	167	1087
08:15 AM	4	206	189	28	427	111	32	101	0	244	167	99	8	0	274	7	166	22	4	199	1144
08:30 AM	6	202	207	20	435	113	48	78	0	239	148	90	6	0	244	9	161	17	9	196	1114
08:45 AM	2	152	150	10	314	160	41	130	3	334	151	126	9	2	288	7	134	12	8	161	1097
Total	17	747	746	85	1595	507	162	402	3	1074	616	405	27	2	1050	26	606	62	29	723	4442
Grand Total	29	1258	1434	139	2860	974	298	779	9	2060	1171	663	38	8	1880	30	1113	132	47	1322	8122
Apprch %	1	44	50.1	4.9		47.3	14.5	37.8	0.4		62.3	35.3	2	0.4		2.3	84.2	10	3.6		
Total %	0.4	15.5	17.7	1.7	35.2	12	3.7	9.6	0.1	25.4	14.4	8.2	0.5	0.1	23.1	0.4	13.7	1.6	0.6	16.3	

	EL CAMINO REAL Southbound				MILLBRAE AVE Westbound				EL CAMINO REAL Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	148	**213**	366	**143**	37	**125**	**305**	165	75	4	244	1	**180**	**24**	**205**	**1120**
08:00 AM	5	187	200	392	123	41	93	257	150	90	4	244	3	145	11	159	1052
08:15 AM	4	**206**	189	399	111	32	101	244	**167**	**99**	**8**	**274**	7	166	22	195	1112
08:30 AM	**6**	202	207	**415**	113	**48**	78	239	148	90	6	244	**9**	161	17	187	1085
Total Volume	20	743	809	1572	490	158	397	1045	630	354	22	1006	20	652	74	746	4369
% App. Total	1.3	47.3	51.5		46.9	15.1	38		62.6	35.2	2.2		2.7	87.4	9.9		
PHF	.833	.902	.950	.947	.857	.823	.794	.857	.943	.894	.688	.918	.556	.906	.771	.910	.975

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File Name : 16AM FINAL
Site Code : 00000016
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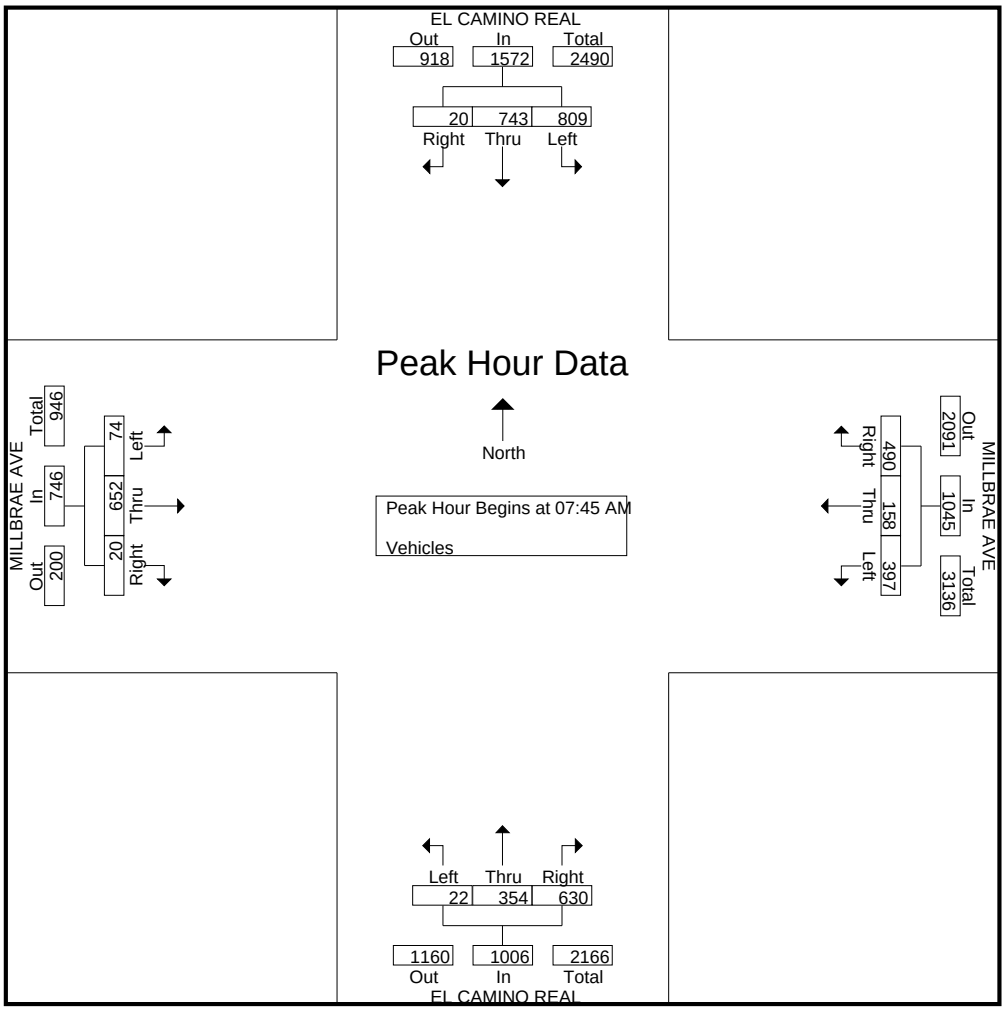

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File Name : 15PM FINAL
Site Code : 00000015
Start Date : 5/8/2013
Page No : 1

Groups Printed- Bikes

	US-101 NB RAMPS Southbound					SAN BRUNO AVE Westbound					US-101 NB RAMPS Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
04:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	4	1	0	5	13
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
Grand Total	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	6	2	0	8	17
Apprch %	0	0	0	0		11.1	88.9	0	0		0	0	0	0		0	75	25	0		
Total %	0	0	0	0	0	5.9	47.1	0	0	52.9	0	0	0	0	0	0	35.3	11.8	0	47.1	

	US-101 NB RAMPS Southbound				SAN BRUNO AVE Westbound				US-101 NB RAMPS Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**1**	**2**	3
04:15 PM	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	0	0	0	**4**
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	2	3
Total Volume	0	0	0	0	1	7	0	8	0	0	0	0	0	4	1	5	13
% App. Total	0	0	0		12.5	87.5	0		0	0	0		0	80	20		
PHF	.000	.000	.000	.000	.250	.583	.000	.500	.000	.000	.000	.000	.000	.500	.250	.625	.813

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File Name : 15PM FINAL
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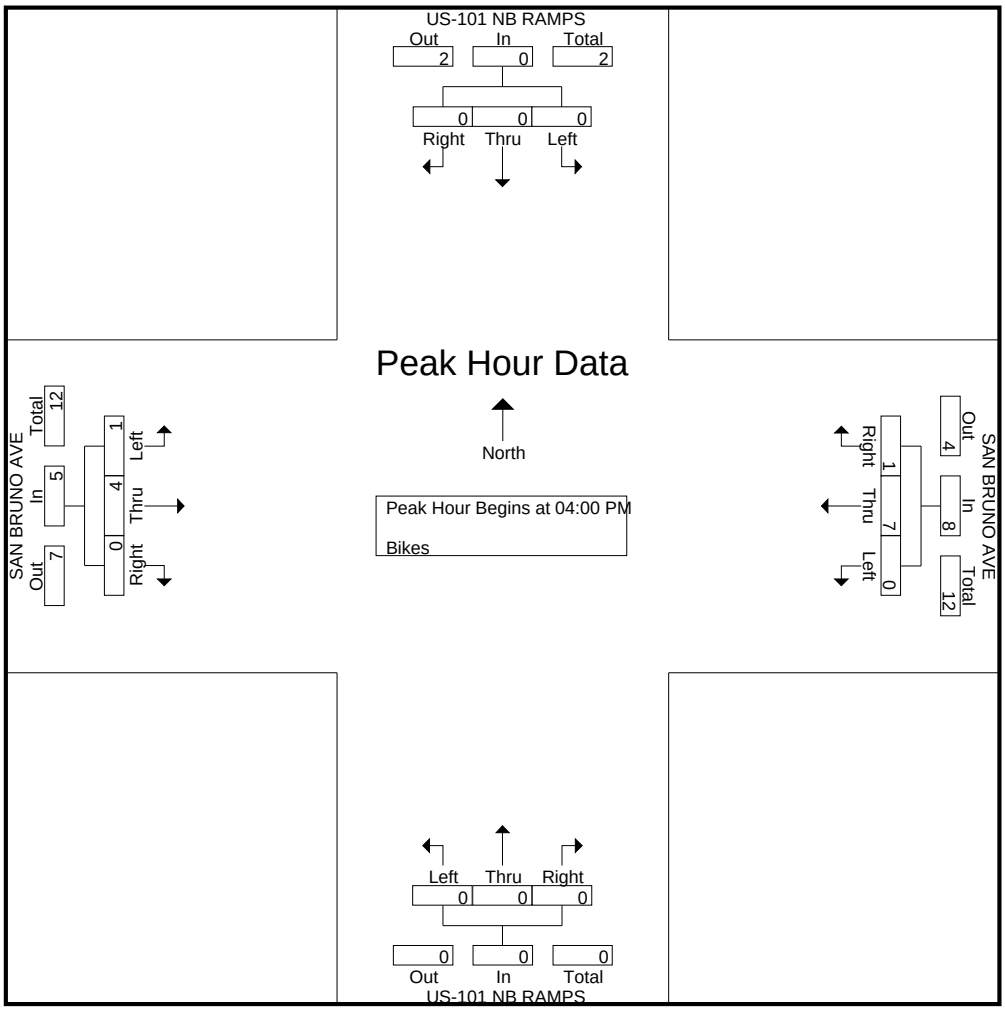

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File Name : 15PM FINAL
Site Code : 00000015
Start Date : 5/8/2013
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Groups Printed- Vehicles

	US-101 NB RAMPS Southbound					SAN BRUNO AVE Westbound					US-101 NB RAMPS Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	0	24	0	35	78	153	1	1	233	55	0	59	0	114	0	95	38	0	133	515
04:15 PM	11	0	19	2	32	60	133	0	0	193	41	0	76	0	117	0	59	37	0	96	438
04:30 PM	11	0	14	2	27	72	127	0	0	199	65	0	75	0	140	0	81	34	0	115	481
04:45 PM	13	0	15	3	31	65	108	0	1	174	45	0	85	1	131	0	60	57	0	117	453
Total	46	0	72	7	125	275	521	1	2	799	206	0	295	1	502	0	295	166	0	461	1887
05:00 PM	13	0	24	3	40	66	125	1	0	192	1	0	81	1	83	0	76	43	0	119	434
05:15 PM	11	0	17	1	29	46	134	0	0	180	0	0	87	0	87	0	59	41	0	100	396
05:30 PM	20	0	16	1	37	53	129	0	0	182	0	0	85	1	86	0	75	37	0	112	417
05:45 PM	17	0	18	3	38	53	121	0	0	174	0	0	64	0	64	0	66	43	0	109	385
Total	61	0	75	8	144	218	509	1	0	728	1	0	317	2	320	0	276	164	0	440	1632
Grand Total	107	0	147	15	269	493	1030	2	2	1527	207	0	612	3	822	0	571	330	0	901	3519
Apprch %	39.8	0	54.6	5.6		32.3	67.5	0.1	0.1		25.2	0	74.5	0.4		0	63.4	36.6	0		
Total %	3	0	4.2	0.4	7.6	14	29.3	0.1	0.1	43.4	5.9	0	17.4	0.1	23.4	0	16.2	9.4	0	25.6	

	US-101 NB RAMPS Southbound				SAN BRUNO AVE Westbound				US-101 NB RAMPS Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	11	0	**24**	**35**	**78**	**153**	**1**	**232**	55	0	59	114	0	**95**	38	**133**	**514**
04:15 PM	11	0	19	30	60	133	0	193	41	0	76	117	0	59	37	96	436
04:30 PM	11	0	14	25	72	127	0	199	**65**	0	75	**140**	0	81	34	115	479
04:45 PM	**13**	0	15	28	65	108	0	173	45	0	**85**	130	0	60	**57**	117	448
Total Volume	46	0	72	118	275	521	1	797	206	0	295	501	0	295	166	461	1877
% App. Total	39	0	61		34.5	65.4	0.1		41.1	0	58.9		0	64	36		
PHF	.885	.000	.750	.843	.881	.851	.250	.859	.792	.000	.868	.895	.000	.776	.728	.867	.913

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File Name : 15PM FINAL
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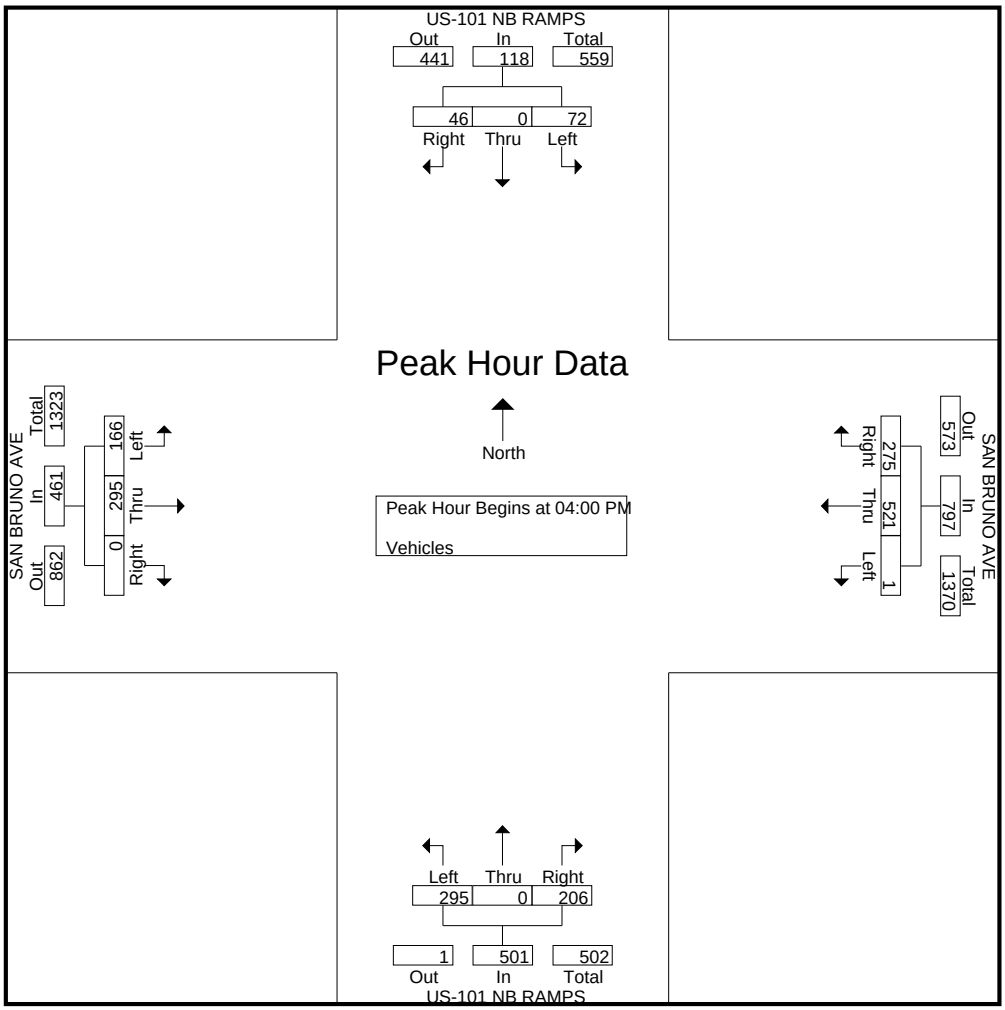

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File Name : 15AM FINAL
Site Code : 00000015
Start Date : 5/8/2013
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Groups Printed- Bikes

	US-101 NB RAMPS Southbound					SAN BRUNO AVE Westbound					US-101 NB RAMPS Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	2	0	8	9
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	75	25	0		
Total %	0	0	0	0	0	0	11.1	0	0	11.1	0	0	0	0	0	0	66.7	22.2	0	88.9	

	US-101 NB RAMPS Southbound				SAN BRUNO AVE Westbound				US-101 NB RAMPS Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	**2**	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	4	1	5	6
% App. Total	0	0	0		0	100	0		0	0	0		0	80	20		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.250	.625	.750

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File Name : 15AM FINAL
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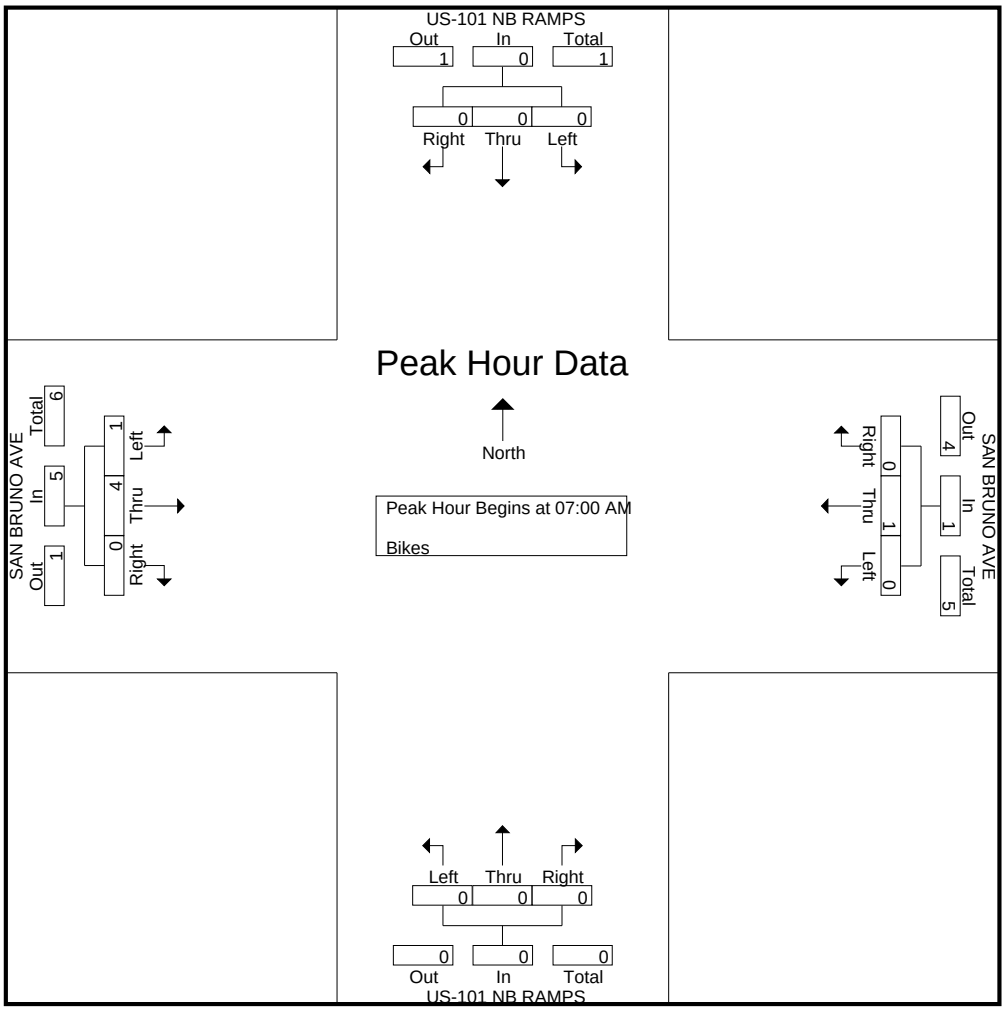

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File Name : 15AM FINAL
Site Code : 00000015
Start Date : 5/8/2013
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Groups Printed- Vehicles

	US-101 NB RAMPS Southbound					SAN BRUNO AVE Westbound					US-101 NB RAMPS Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	0	17	1	25	27	30	0	1	58	67	0	39	3	109	0	68	50	0	118	310
07:15 AM	6	0	13	2	21	18	28	0	0	46	79	0	60	1	140	0	95	43	0	138	345
07:30 AM	7	0	13	3	23	16	42	0	1	59	67	2	64	3	136	0	101	57	0	158	376
07:45 AM	3	0	11	2	16	15	34	0	1	50	72	0	57	2	131	0	82	46	0	128	325
Total	23	0	54	8	85	76	134	0	3	213	285	2	220	9	516	0	346	196	0	542	1356
08:00 AM	2	0	14	2	18	17	48	0	2	67	70	0	52	3	125	0	87	50	0	137	347
08:15 AM	5	0	11	1	17	27	49	0	1	77	49	0	38	0	87	0	99	49	0	148	329
08:30 AM	9	0	10	2	21	34	49	0	0	83	69	1	55	1	126	0	74	34	0	108	338
08:45 AM	9	0	20	2	31	23	55	1	0	79	63	0	49	0	112	0	90	41	0	131	353
Total	25	0	55	7	87	101	201	1	3	306	251	1	194	4	450	0	350	174	0	524	1367
Grand Total	48	0	109	15	172	177	335	1	6	519	536	3	414	13	966	0	696	370	0	1066	2723
Apprch %	27.9	0	63.4	8.7		34.1	64.5	0.2	1.2		55.5	0.3	42.9	1.3		0	65.3	34.7	0		
Total %	1.8	0	4	0.6	6.3	6.5	12.3	0	0.2	19.1	19.7	0.1	15.2	0.5	35.5	0	25.6	13.6	0	39.1	

	US-101 NB RAMPS Southbound				SAN BRUNO AVE Westbound				US-101 NB RAMPS Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	0	13	19	**18**	28	0	46	**79**	0	60	**139**	0	95	43	138	342
07:30 AM	**7**	0	13	**20**	16	42	0	58	67	**2**	**64**	133	0	**101**	**57**	**158**	**369**
07:45 AM	3	0	11	14	15	34	0	49	72	0	57	129	0	82	46	128	320
08:00 AM	2	0	**14**	16	17	**48**	0	**65**	70	0	52	122	0	87	50	137	340
Total Volume	18	0	51	69	66	152	0	218	288	2	233	523	0	365	196	561	1371
% App. Total	26.1	0	73.9		30.3	69.7	0		55.1	0.4	44.6		0	65.1	34.9		
PHF	.643	.000	.911	.863	.917	.792	.000	.838	.911	.250	.910	.941	.000	.903	.860	.888	.929

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File Name : 15AM FINAL
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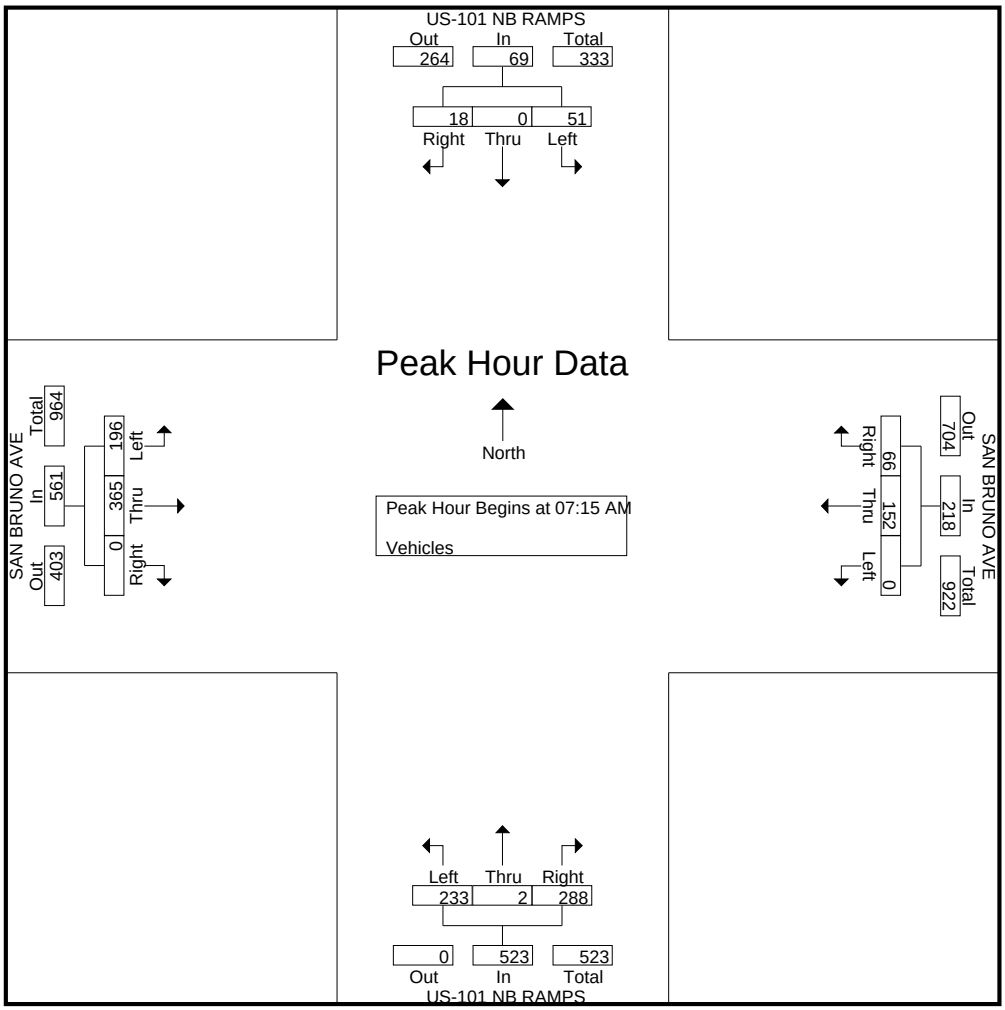

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File Name : 14PM FINAL
Site Code : 00000014
Start Date : 5/8/2013
Page No : 1

Groups Printed- Bikes

	US-101 SB OFF-RAMP Southbound					SAN BRUNO AVE Westbound					US-101 SB ON-RAMP Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	

	US-101 SB OFF-RAMP Southbound				SAN BRUNO AVE Westbound				US-101 SB ON-RAMP Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.625

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File Name : 14PM FINAL
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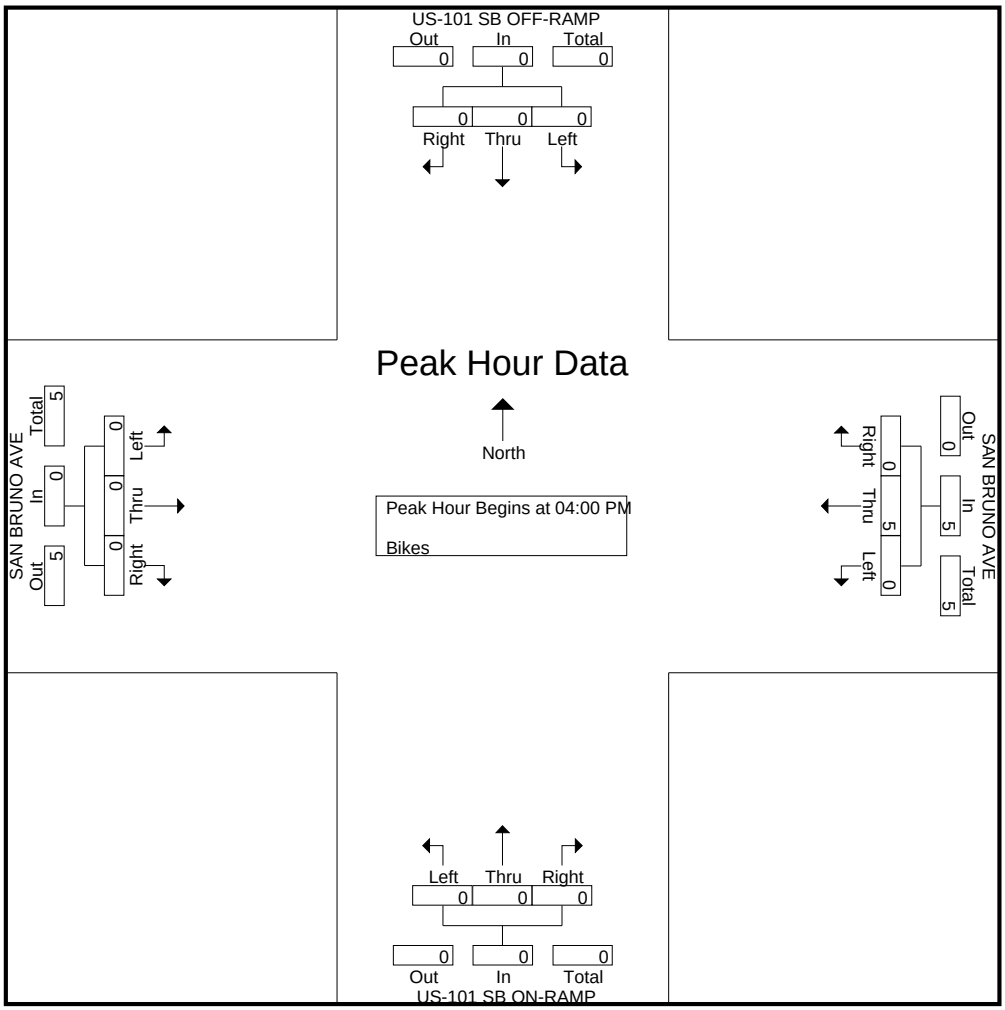

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File Name : 14PM FINAL
Site Code : 00000014
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Groups Printed- Vehicles

	US-101 SB OFF-RAMP Southbound					SAN BRUNO AVE Westbound					US-101 SB ON-RAMP Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	94	0	51	0	145	0	113	96	0	209	0	0	0	1	1	85	80	0	0	165	520
04:15 PM	92	0	36	1	129	0	134	87	0	221	0	0	0	1	1	83	59	0	1	143	494
04:30 PM	95	0	36	2	133	0	132	84	0	216	0	0	0	2	2	73	81	0	0	154	505
04:45 PM	93	0	31	5	129	0	139	79	0	218	0	0	0	1	1	85	80	0	0	165	513
Total	374	0	154	8	536	0	518	346	0	864	0	0	0	5	5	326	300	0	1	627	2032
05:00 PM	97	1	35	1	134	0	150	77	0	227	0	0	0	2	2	81	87	0	0	168	531
05:15 PM	87	0	28	2	117	0	132	80	0	212	0	0	0	1	1	82	77	0	0	159	489
05:30 PM	77	1	36	3	117	0	160	80	0	240	0	0	0	0	0	69	74	0	0	143	500
05:45 PM	99	0	40	4	143	0	127	82	0	209	0	0	0	1	1	66	70	0	1	137	490
Total	360	2	139	10	511	0	569	319	0	888	0	0	0	4	4	298	308	0	1	607	2010
Grand Total	734	2	293	18	1047	0	1087	665	0	1752	0	0	0	9	9	624	608	0	2	1234	4042
Apprch %	70.1	0.2	28	1.7		0	62	38	0		0	0	0	100		50.6	49.3	0	0.2		
Total %	18.2	0	7.2	0.4	25.9	0	26.9	16.5	0	43.3	0	0	0	0.2	0.2	15.4	15	0	0	30.5	

	US-101 SB OFF-RAMP Southbound				SAN BRUNO AVE Westbound				US-101 SB ON-RAMP Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	92	0	**36**	128	0	134	**87**	221	0	0	0	0	83	59	0	142	491
04:30 PM	95	0	36	131	0	132	84	216	0	0	0	0	73	81	0	154	501
04:45 PM	93	0	31	124	0	139	79	218	0	0	0	0	**85**	80	0	165	507
05:00 PM	**97**	**1**	35	**133**	0	**150**	77	**227**	0	0	0	0	81	**87**	0	**168**	**528**
Total Volume	377	1	138	516	0	555	327	882	0	0	0	0	322	307	0	629	2027
% App. Total	73.1	0.2	26.7		0	62.9	37.1		0	0	0		51.2	48.8	0		
PHF	.972	.250	.958	.970	.000	.925	.940	.971	.000	.000	.000	.000	.947	.882	.000	.936	.960

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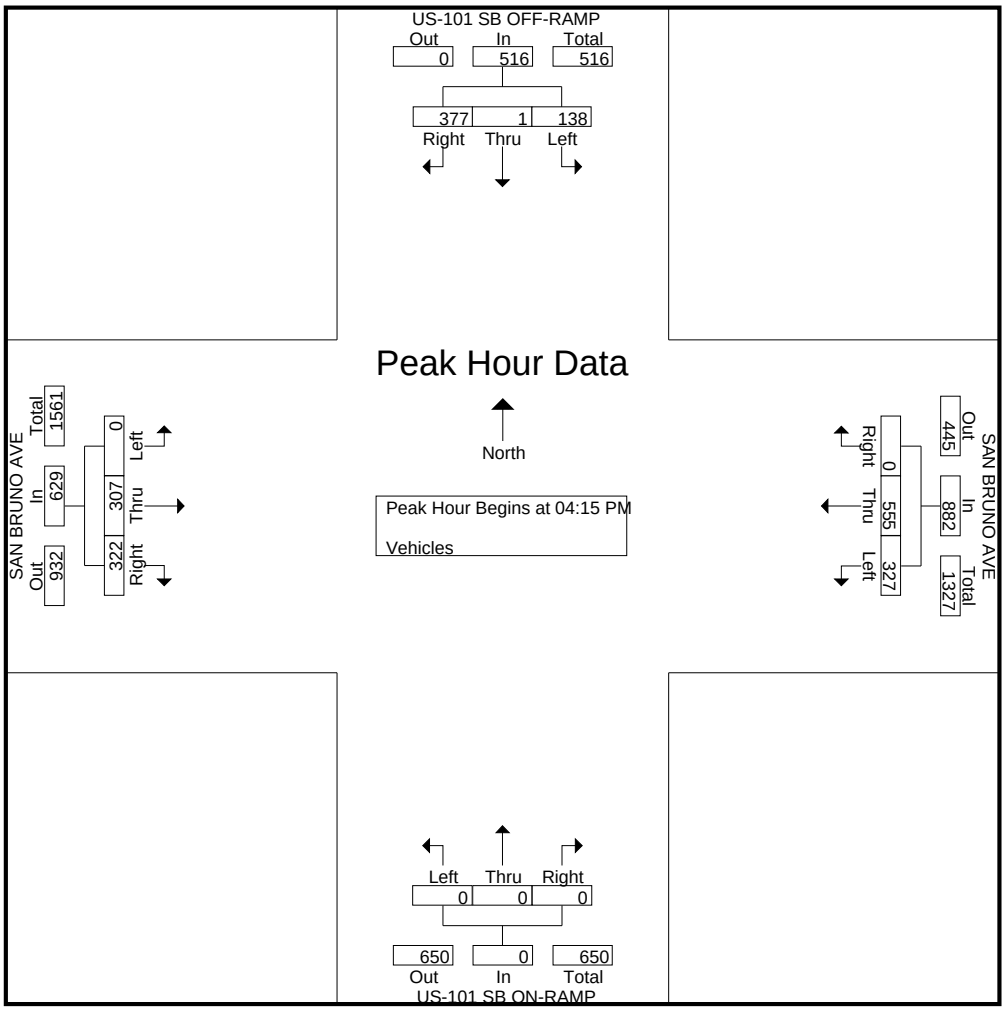

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File Name : 14AM FINAL
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Groups Printed- Bikes

	US-101 SB OFF-RAMP Southbound					SAN BRUNO AVE Westbound					US-101 SB ON-RAMP Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	13
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	7.7	0	0	7.7	0	0	0	0	0	0	92.3	0	0	92.3	

	US-101 SB OFF-RAMP Southbound				SAN BRUNO AVE Westbound				US-101 SB ON-RAMP Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	8	0	8	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.667	.000	.667	.750

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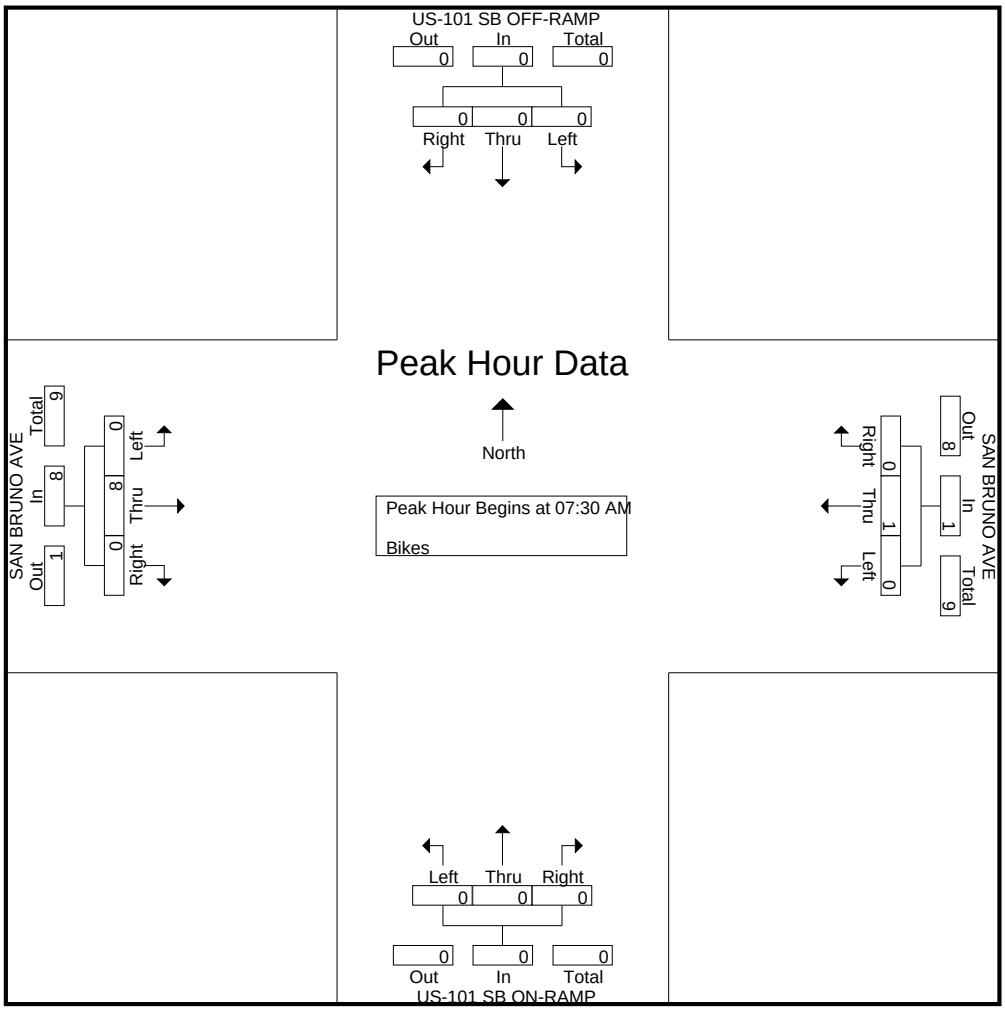

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Groups Printed- Vehicles

	US-101 SB OFF-RAMP Southbound					SAN BRUNO AVE Westbound					US-101 SB ON-RAMP Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	27	1	43	0	71	0	53	26	0	79	0	0	0	0	0	66	69	0	0	135	285
07:15 AM	40	0	63	1	104	0	72	25	0	97	0	0	0	2	2	55	76	0	0	131	334
07:30 AM	36	0	61	2	99	0	79	29	0	108	0	0	0	3	3	75	102	0	0	177	387
07:45 AM	34	0	54	1	89	0	68	28	0	96	0	0	0	5	5	76	73	0	0	149	339
Total	137	1	221	4	363	0	272	108	0	380	0	0	0	10	10	272	320	0	0	592	1345
08:00 AM	42	0	50	2	94	0	74	31	0	105	0	0	0	0	0	64	82	0	0	146	345
08:15 AM	30	0	54	0	84	0	56	36	0	92	0	0	0	0	0	62	96	0	0	158	334
08:30 AM	40	0	48	4	92	0	85	26	0	111	0	0	0	1	1	55	59	0	0	114	318
08:45 AM	27	0	54	2	83	0	71	42	0	113	0	0	0	1	1	63	84	0	0	147	344
Total	139	0	206	8	353	0	286	135	0	421	0	0	0	2	2	244	321	0	0	565	1341
Grand Total	276	1	427	12	716	0	558	243	0	801	0	0	0	12	12	516	641	0	0	1157	2686
Apprch %	38.5	0.1	59.6	1.7		0	69.7	30.3	0		0	0	0	100		44.6	55.4	0	0		
Total %	10.3	0	15.9	0.4	26.7	0	20.8	9	0	29.8	0	0	0	0.4	0.4	19.2	23.9	0	0	43.1	

	US-101 SB OFF-RAMP Southbound				SAN BRUNO AVE Westbound				US-101 SB ON-RAMP Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	36	0	**61**	**97**	0	**79**	29	**108**	0	0	0	0	75	**102**	0	**177**	**382**
07:45 AM	34	0	54	88	0	68	28	96	0	0	0	0	**76**	73	0	149	333
08:00 AM	**42**	0	50	92	0	74	31	105	0	0	0	0	64	82	0	146	343
08:15 AM	30	0	54	84	0	56	**36**	92	0	0	0	0	62	96	0	158	334
Total Volume	142	0	219	361	0	277	124	401	0	0	0	0	277	353	0	630	1392
% App. Total	39.3	0	60.7		0	69.1	30.9		0	0	0		44	56	0		
PHF	.845	.000	.898	.930	.000	.877	.861	.928	.000	.000	.000	.000	.911	.865	.000	.890	.911

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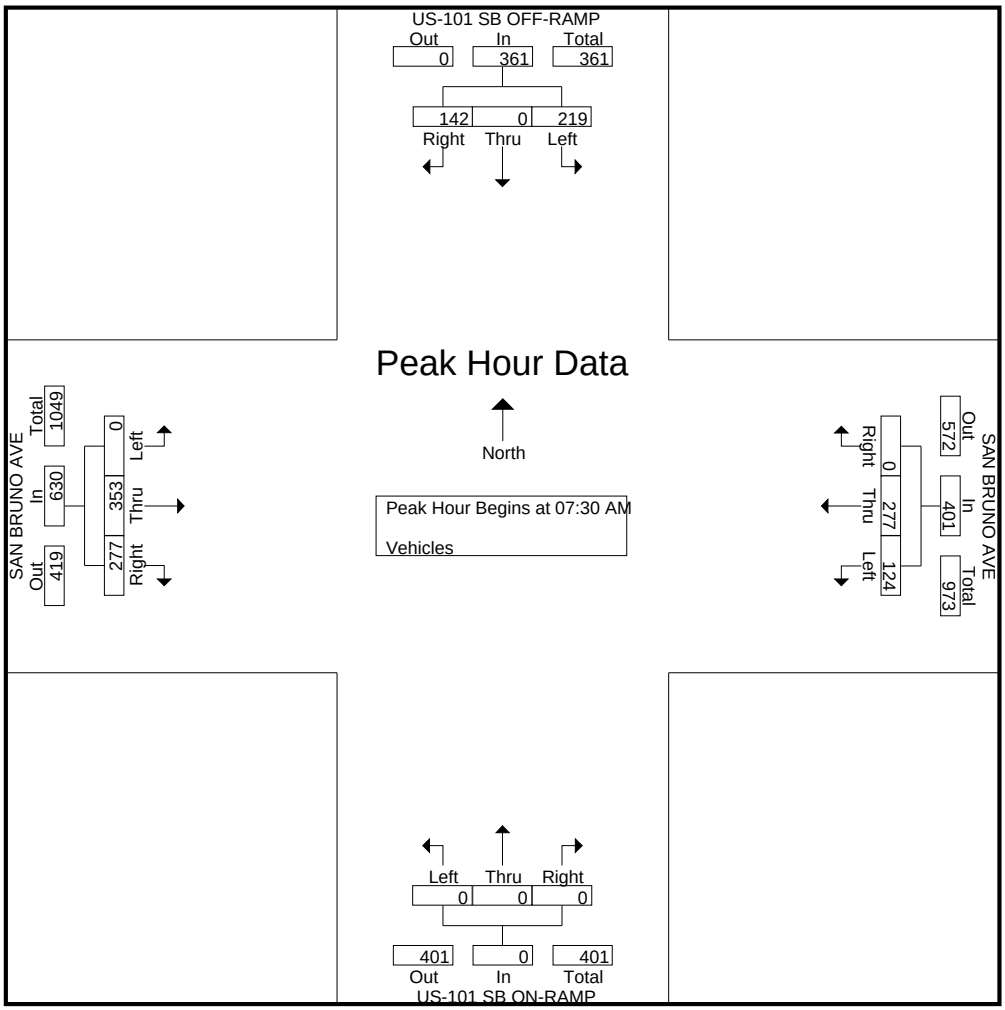

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File Name : 13PM FINAL
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Groups Printed- Bikes

	EL CAMINO REAL Southbound					I-380 EB RAMPS Westbound					EL CAMINO REAL Northbound					I-380 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

	EL CAMINO REAL Southbound				I-380 EB RAMPS Westbound				EL CAMINO REAL Northbound				I-380 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

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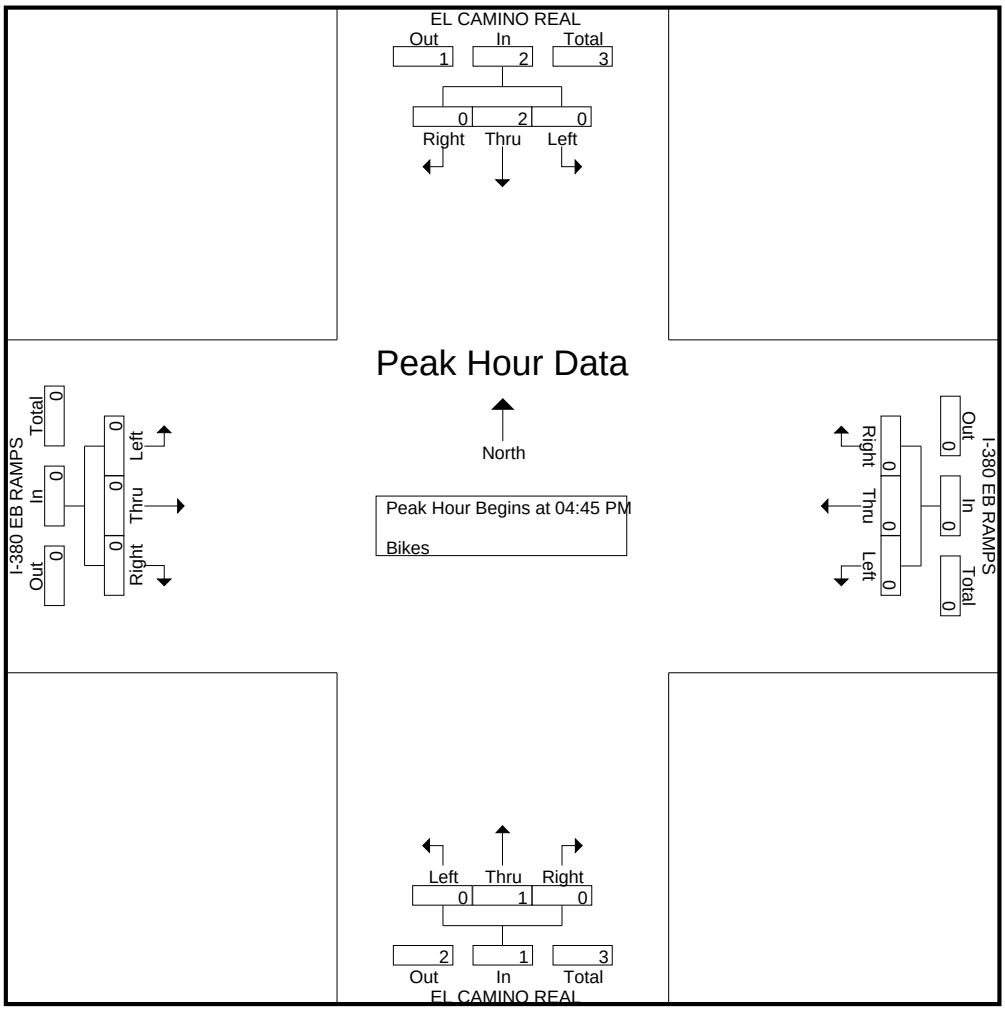

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Groups Printed- Vehicles

	EL CAMINO REAL Southbound					I-380 EB RAMPS Westbound					EL CAMINO REAL Northbound					I-380 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	215	317	0	0	532	0	0	0	5	5	141	295	0	0	436	72	0	49	1	122	1095
04:15 PM	177	334	0	0	511	0	0	0	7	7	110	301	0	0	411	83	0	68	2	153	1082
04:30 PM	181	324	0	0	505	0	0	0	4	4	132	381	0	0	513	75	0	73	2	150	1172
04:45 PM	205	379	0	0	584	0	0	0	1	1	164	332	0	0	496	91	0	75	2	168	1249
Total	778	1354	0	0	2132	0	0	0	17	17	547	1309	0	0	1856	321	0	265	7	593	4598
05:00 PM	193	327	0	0	520	0	0	0	8	8	172	379	0	0	551	74	0	85	3	162	1241
05:15 PM	196	360	0	5	561	0	0	0	8	8	190	351	0	0	541	84	0	85	5	174	1284
05:30 PM	167	395	0	1	563	0	0	0	5	5	201	352	0	0	553	88	0	72	2	162	1283
05:45 PM	167	354	0	0	521	0	0	0	3	3	143	354	0	0	497	95	0	87	4	186	1207
Total	723	1436	0	6	2165	0	0	0	24	24	706	1436	0	0	2142	341	0	329	14	684	5015
Grand Total	1501	2790	0	6	4297	0	0	0	41	41	1253	2745	0	0	3998	662	0	594	21	1277	9613
Apprch %	34.9	64.9	0	0.1		0	0	0	100		31.3	68.7	0	0		51.8	0	46.5	1.6		
Total %	15.6	29	0	0.1	44.7	0	0	0	0.4	0.4	13	28.6	0	0	41.6	6.9	0	6.2	0.2	13.3	

	EL CAMINO REAL Southbound				I-380 EB RAMPS Westbound				EL CAMINO REAL Northbound				I-380 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**205**	379	0	**584**	0	0	0	0	164	332	0	496	**91**	0	75	166	1246
05:00 PM	193	327	0	520	0	0	0	0	172	**379**	0	551	74	0	**85**	159	1230
05:15 PM	196	360	0	556	0	0	0	0	190	351	0	541	84	0	85	**169**	1266
05:30 PM	167	**395**	0	562	0	0	0	0	**201**	352	0	**553**	88	0	72	160	**1275**
Total Volume	761	1461	0	2222	0	0	0	0	727	1414	0	2141	337	0	317	654	5017
% App. Total	34.2	65.8	0		0	0	0		34	66	0		51.5	0	48.5		
PHF	.928	.925	.000	.951	.000	.000	.000	.000	.904	.933	.000	.968	.926	.000	.932	.967	.984

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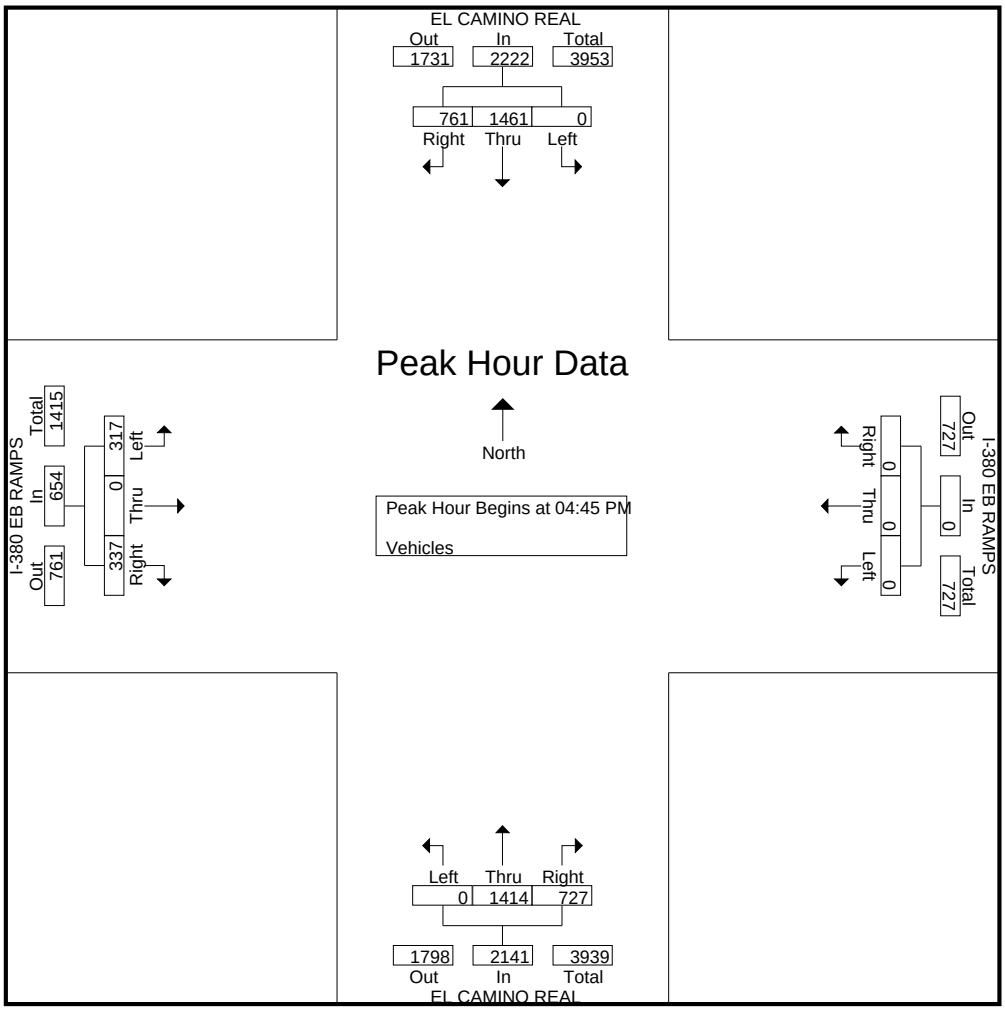

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Groups Printed- Bikes

	EL CAMINO REAL Southbound					I-380 EB RAMPS Westbound					EL CAMINO REAL Northbound					I-380 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	20	0	0	20	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	

	EL CAMINO REAL Southbound				I-380 EB RAMPS Westbound				EL CAMINO REAL Northbound				I-380 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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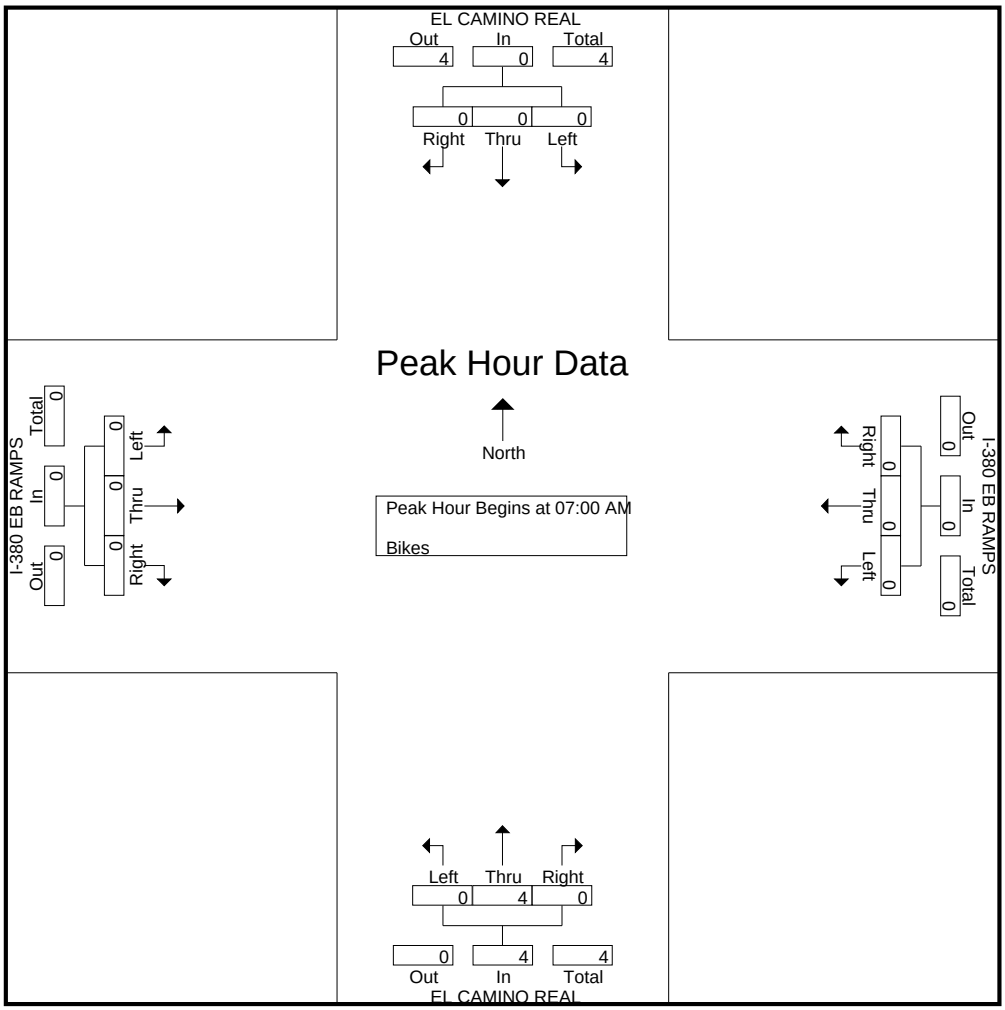

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Groups Printed- Vehicles

	EL CAMINO REAL Southbound					I-380 EB RAMPS Westbound					EL CAMINO REAL Northbound					I-380 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	169	152	0	1	322	0	0	0	1	1	140	116	0	0	256	30	0	41	4	75	654
07:15 AM	186	212	0	0	398	0	0	0	1	1	128	154	0	0	282	40	0	41	1	82	763
07:30 AM	201	234	0	0	435	0	0	0	1	1	166	174	0	0	340	51	0	31	0	82	858
07:45 AM	242	320	0	0	562	0	0	0	3	3	146	245	0	0	391	40	0	46	4	90	1046
Total	798	918	0	1	1717	0	0	0	6	6	580	689	0	0	1269	161	0	159	9	329	3321
08:00 AM	233	289	0	1	523	0	0	0	3	3	162	239	0	0	401	35	0	59	2	96	1023
08:15 AM	266	291	0	1	558	0	0	0	2	2	159	229	0	0	388	32	0	57	4	93	1041
08:30 AM	203	292	0	1	496	0	0	0	2	2	138	208	0	0	346	50	0	61	5	116	960
08:45 AM	196	361	0	1	558	0	0	0	1	1	120	199	0	0	319	55	0	50	2	107	985
Total	898	1233	0	4	2135	0	0	0	8	8	579	875	0	0	1454	172	0	227	13	412	4009
Grand Total	1696	2151	0	5	3852	0	0	0	14	14	1159	1564	0	0	2723	333	0	386	22	741	7330
Apprch %	44	55.8	0	0.1		0	0	0	100		42.6	57.4	0	0		44.9	0	52.1	3		
Total %	23.1	29.3	0	0.1	52.6	0	0	0	0.2	0.2	15.8	21.3	0	0	37.1	4.5	0	5.3	0.3	10.1	

	EL CAMINO REAL Southbound				I-380 EB RAMPS Westbound				EL CAMINO REAL Northbound				I-380 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	242	**320**	0	**562**	0	0	0	0	146	**245**	0	391	40	0	46	86	**1039**
08:00 AM	233	289	0	522	0	0	0	0	**162**	239	0	**401**	35	0	59	94	1017
08:15 AM	**266**	291	0	557	0	0	0	0	159	229	0	388	32	0	57	89	1034
08:30 AM	203	292	0	495	0	0	0	0	138	208	0	346	**50**	0	**61**	**111**	952
Total Volume	944	1192	0	2136	0	0	0	0	605	921	0	1526	157	0	223	380	4042
% App. Total	44.2	55.8	0		0	0	0		39.6	60.4	0		41.3	0	58.7		
PHF	.887	.931	.000	.950	.000	.000	.000	.000	.934	.940	.000	.951	.785	.000	.914	.856	.973

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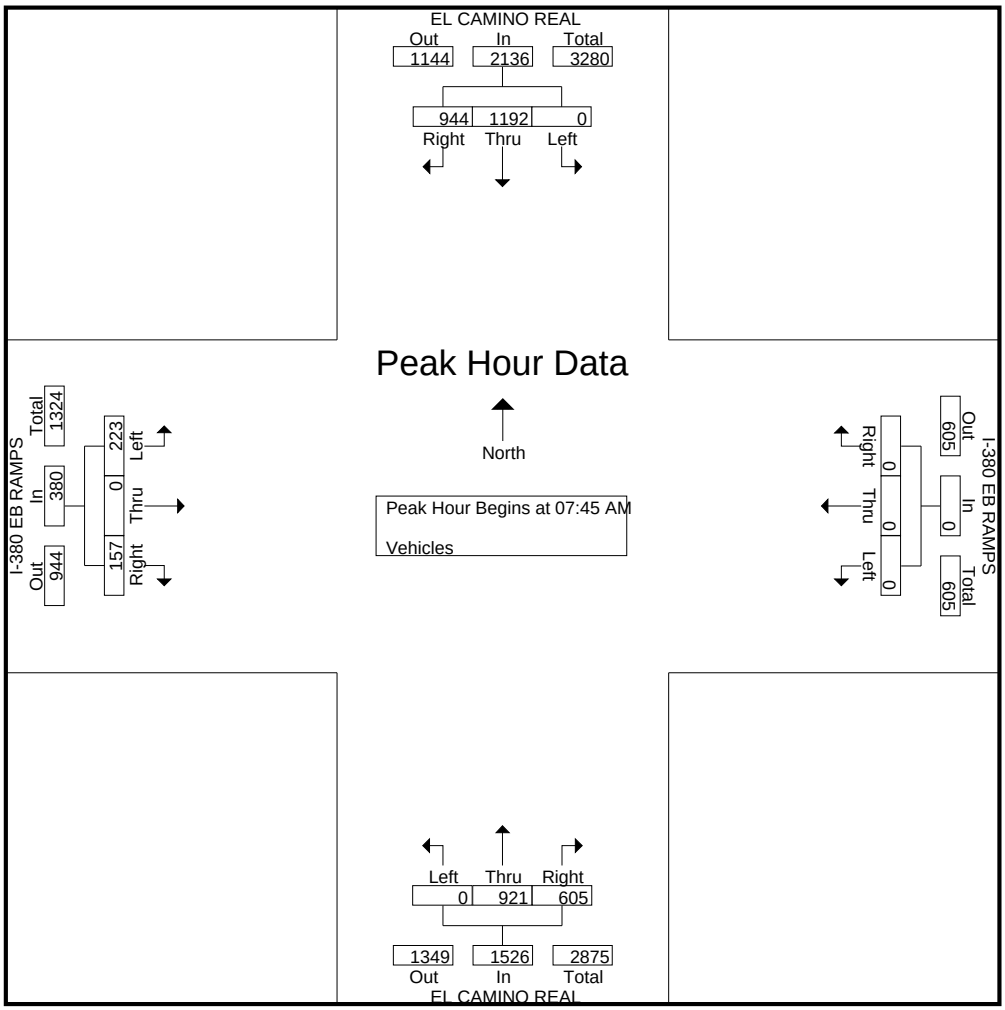

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File Name : 12PM FINAL
Site Code : 00000012
Start Date : 5/8/2013
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Groups Printed- Bikes

	S. AIRPORT BLVD Southbound					N. ACCESS RD Westbound					S. AIRPORT BLVD Northbound					US-101 & I-380 ON-RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
04:15 PM	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total	3	5	0	0	8	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	14
05:00 PM	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
Total	1	7	0	0	8	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	13
Grand Total	4	12	0	0	16	0	2	0	0	2	0	8	0	0	8	0	0	1	0	1	27
Apprch %	25	75	0	0		0	100	0	0		0	100	0	0		0	0	100	0		
Total %	14.8	44.4	0	0	59.3	0	7.4	0	0	7.4	0	29.6	0	0	29.6	0	0	3.7	0	3.7	

	S. AIRPORT BLVD Southbound				N. ACCESS RD Westbound				S. AIRPORT BLVD Northbound				US-101 & I-380 ON-RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**2**	0	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	**5**	0	**6**	0	0	0	0	0	1	0	1	0	0	0	0	**7**
05:00 PM	1	2	0	3	0	**1**	0	**1**	0	2	0	2	0	0	0	0	6
Total Volume	4	7	0	11	0	1	0	1	0	6	0	6	0	0	0	0	18
% App. Total	36.4	63.6	0		0	100	0		0	100	0		0	0	0		
PHF	.500	.350	.000	.458	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.643

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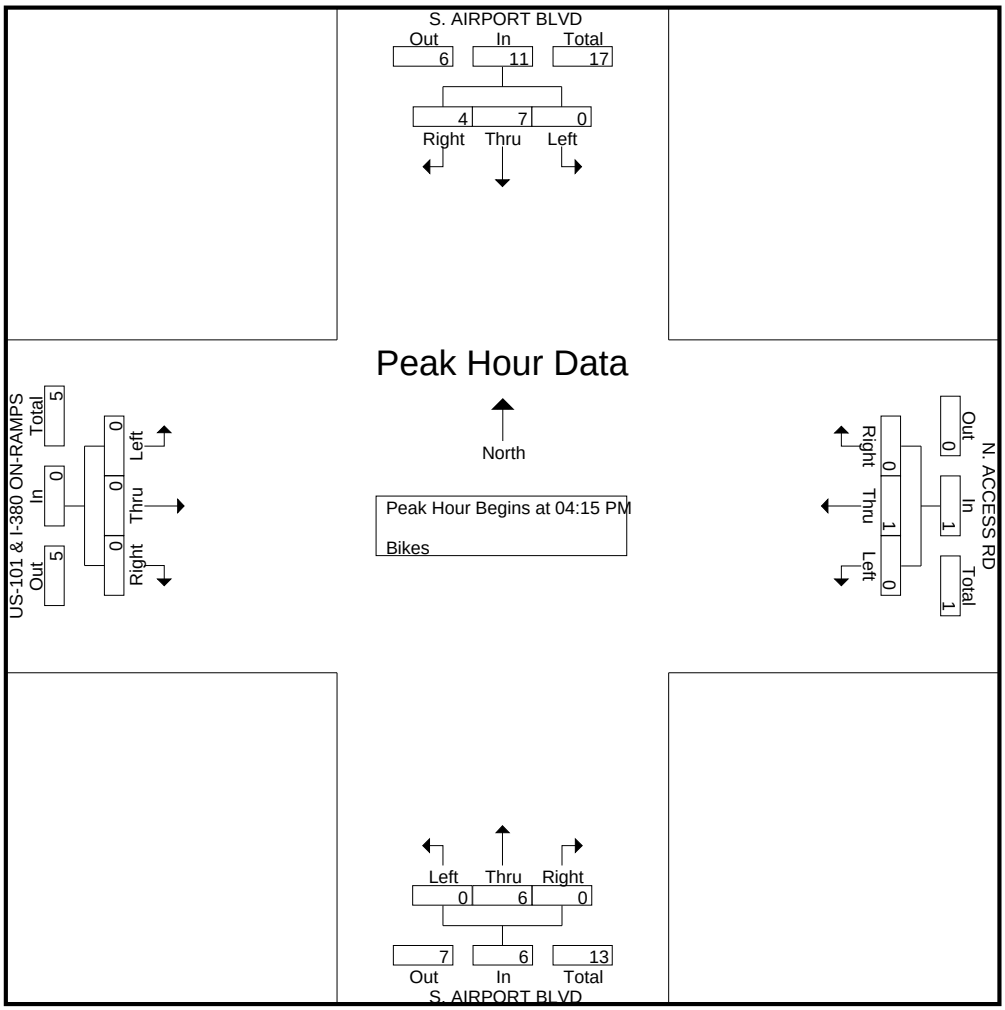

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File Name : 12PM FINAL
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Groups Printed- Vehicles

	S. AIRPORT BLVD Southbound					N. ACCESS RD Westbound					S. AIRPORT BLVD Northbound					US-101 & I-380 ON-RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	170	67	61	0	298	30	0	6	2	38	16	95	69	0	180	0	0	0	1	1	517
04:15 PM	171	70	84	0	325	34	1	7	0	42	18	101	80	0	199	0	0	0	1	1	567
04:30 PM	170	94	90	0	354	41	1	9	1	52	15	110	81	0	206	0	0	0	0	0	612
04:45 PM	193	112	75	0	380	35	1	10	0	46	28	99	75	0	202	0	0	0	0	0	628
Total	704	343	310	0	1357	140	3	32	3	178	77	405	305	0	787	0	0	0	2	2	2324
05:00 PM	225	102	72	0	399	23	1	10	0	34	25	96	75	1	197	0	0	0	2	2	632
05:15 PM	234	108	83	0	425	33	2	8	1	44	15	108	77	0	200	0	0	0	0	0	669
05:30 PM	198	93	78	1	370	18	0	4	0	22	18	102	47	0	167	0	0	0	3	3	562
05:45 PM	169	97	65	0	331	28	1	10	0	39	15	102	64	0	181	0	0	0	0	0	551
Total	826	400	298	1	1525	102	4	32	1	139	73	408	263	1	745	0	0	0	5	5	2414
Grand Total	1530	743	608	1	2882	242	7	64	4	317	150	813	568	1	1532	0	0	0	7	7	4738
Apprch %	53.1	25.8	21.1	0		76.3	2.2	20.2	1.3		9.8	53.1	37.1	0.1		0	0	0	100		
Total %	32.3	15.7	12.8	0	60.8	5.1	0.1	1.4	0.1	6.7	3.2	17.2	12	0	32.3	0	0	0	0.1	0.1	

	S. AIRPORT BLVD Southbound				N. ACCESS RD Westbound				S. AIRPORT BLVD Northbound				US-101 & I-380 ON-RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	170	94	**90**	354	**41**	1	9	**51**	15	**110**	**81**	**206**	0	0	0	0	611
04:45 PM	193	**112**	75	380	35	1	**10**	46	**28**	99	75	202	0	0	0	0	628
05:00 PM	225	102	72	399	23	1	10	34	25	96	75	196	0	0	0	0	629
05:15 PM	**234**	108	83	**425**	33	**2**	8	43	15	108	77	200	0	0	0	0	**668**
Total Volume	822	416	320	1558	132	5	37	174	83	413	308	804	0	0	0	0	2536
% App. Total	52.8	26.7	20.5		75.9	2.9	21.3		10.3	51.4	38.3		0	0	0		
PHF	.878	.929	.889	.916	.805	.625	.925	.853	.741	.939	.951	.976	.000	.000	.000	.000	.949

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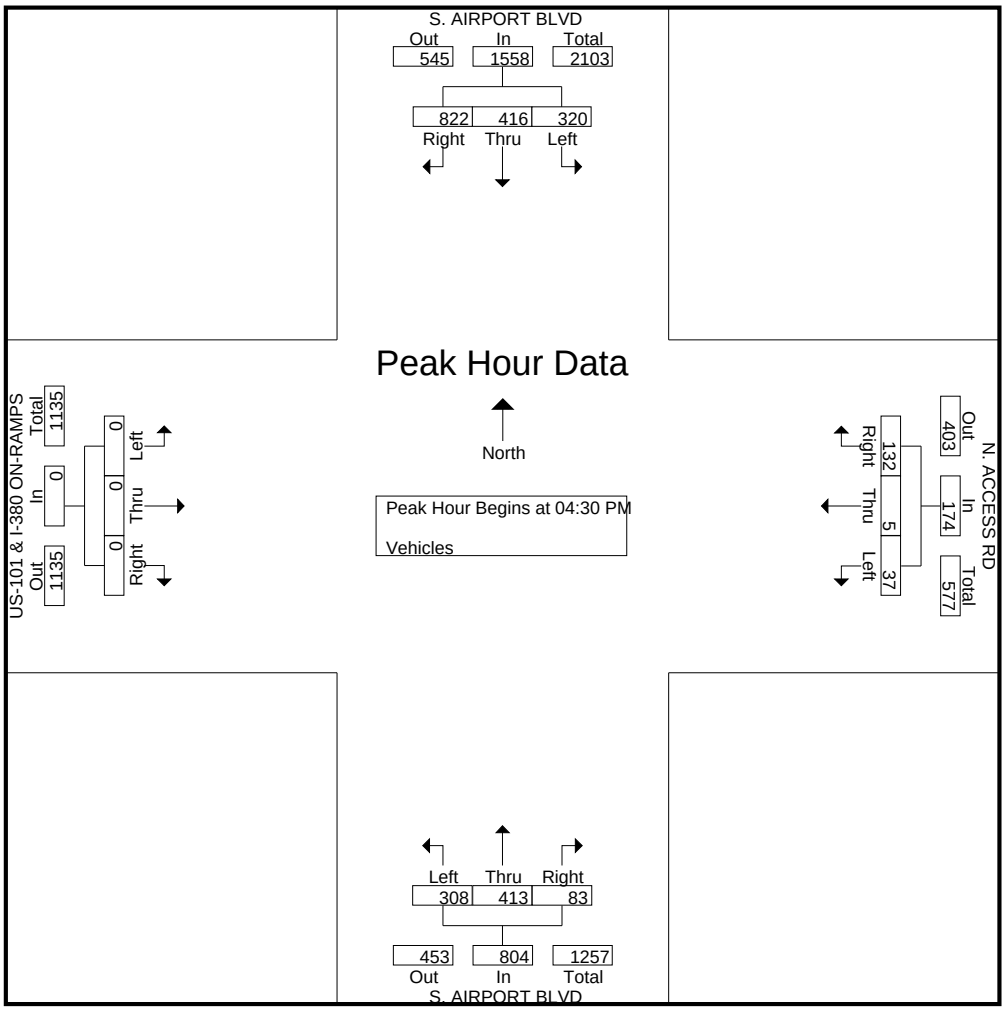

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File Name : 12AM FINAL
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Groups Printed- Bikes

	S. AIRPORT BLVD Southbound					N. ACCESS RD Westbound					S. AIRPORT BLVD Northbound					US-101 & I-380 ON-RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
07:15 AM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
07:30 AM	0	18	0	0	18	3	0	0	0	3	0	1	0	0	1	0	1	0	0	1	23
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	9
Total	0	33	0	0	33	3	0	0	0	3	0	11	0	0	11	0	2	0	0	2	49
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	6
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	16
Grand Total	0	38	0	0	38	3	0	0	0	3	0	20	0	0	20	0	2	2	0	4	65
Apprch %	0	100	0	0		100	0	0	0		0	100	0	0		0	50	50	0		
Total %	0	58.5	0	0	58.5	4.6	0	0	0	4.6	0	30.8	0	0	30.8	0	3.1	3.1	0	6.2	

	S. AIRPORT BLVD Southbound				N. ACCESS RD Westbound				S. AIRPORT BLVD Northbound				US-101 & I-380 ON-RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
07:15 AM	0	8	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
07:30 AM	0	**18**	0	**18**	**3**	0	0	**3**	0	1	0	1	0	**1**	0	**1**	**23**
07:45 AM	0	2	0	2	0	0	0	0	0	**6**	0	**6**	0	1	0	1	9
Total Volume	0	33	0	33	3	0	0	3	0	11	0	11	0	2	0	2	49
% App. Total	0	100	0		100	0	0		0	100	0		0	100	0		
PHF	.000	.458	.000	.458	.250	.000	.000	.250	.000	.458	.000	.458	.000	.500	.000	.500	.533

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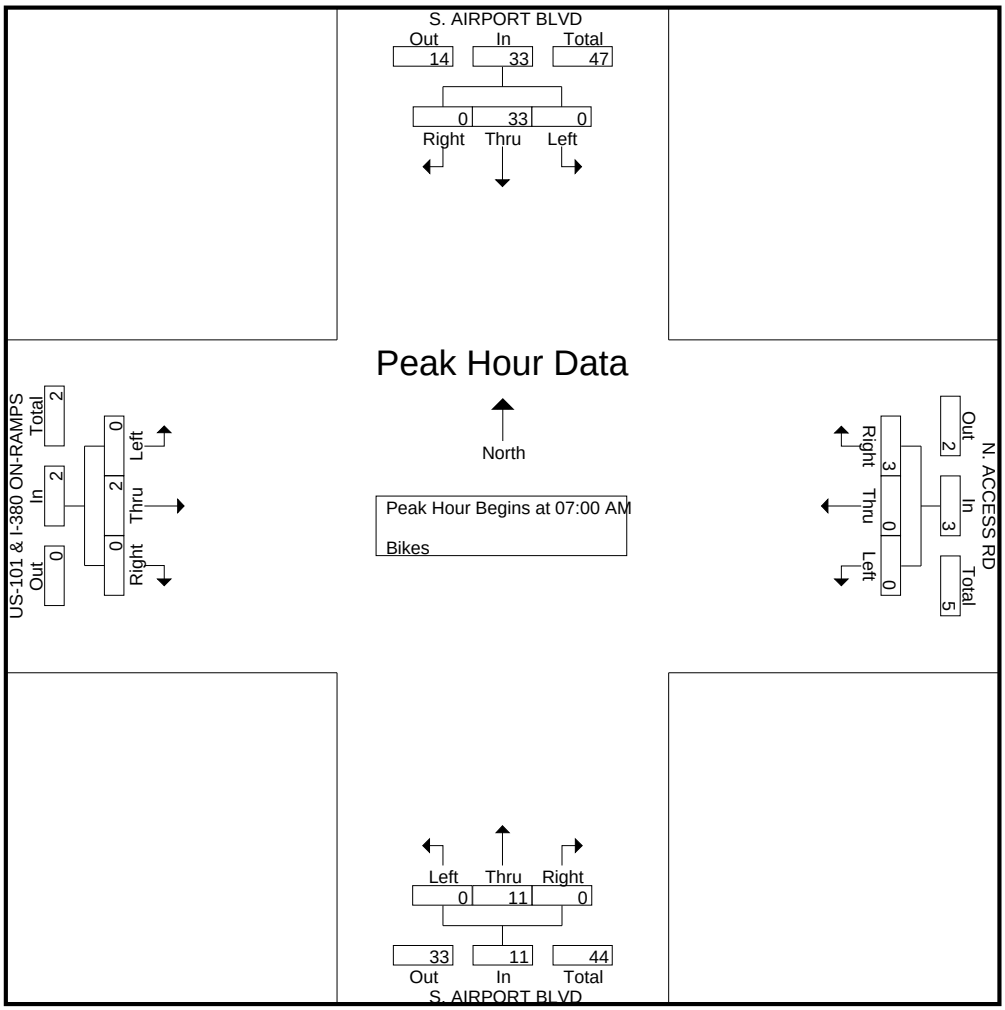

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Groups Printed- Vehicles

	S. AIRPORT BLVD Southbound					N. ACCESS RD Westbound					S. AIRPORT BLVD Northbound					US-101 & I-380 ON-RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	49	24	25	0	98	31	1	6	0	38	4	91	13	0	108	0	0	0	0	0	244
07:15 AM	61	45	17	0	123	72	0	4	0	76	15	117	15	0	147	0	0	0	0	0	346
07:30 AM	45	41	27	0	113	96	0	5	0	101	7	137	23	0	167	0	0	0	1	1	382
07:45 AM	39	41	27	0	107	82	0	6	0	88	11	167	34	0	212	0	0	0	0	0	407
Total	194	151	96	0	441	281	1	21	0	303	37	512	85	0	634	0	0	0	1	1	1379
08:00 AM	44	45	29	0	118	73	0	5	0	78	16	147	23	0	186	0	0	0	0	0	382
08:15 AM	36	43	27	0	106	58	1	9	1	69	7	163	15	0	185	0	0	0	0	0	360
08:30 AM	39	37	25	0	101	77	0	10	1	88	16	180	21	0	217	0	0	0	0	0	406
08:45 AM	51	36	34	1	122	84	0	13	2	99	13	203	15	0	231	0	0	0	0	0	452
Total	170	161	115	1	447	292	1	37	4	334	52	693	74	0	819	0	0	0	0	0	1600
Grand Total	364	312	211	1	888	573	2	58	4	637	89	1205	159	0	1453	0	0	0	1	1	2979
Apprch %	41	35.1	23.8	0.1		90	0.3	9.1	0.6		6.1	82.9	10.9	0		0	0	0	100		
Total %	12.2	10.5	7.1	0	29.8	19.2	0.1	1.9	0.1	21.4	3	40.4	5.3	0	48.8	0	0	0	0	0	

	S. AIRPORT BLVD Southbound				N. ACCESS RD Westbound				S. AIRPORT BLVD Northbound				US-101 & I-380 ON-RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	44	**45**	29	118	73	0	5	78	**16**	147	**23**	186	0	0	0	0	382
08:15 AM	36	43	27	106	58	**1**	9	68	7	163	15	185	0	0	0	0	359
08:30 AM	39	37	25	101	77	0	10	87	16	180	21	217	0	0	0	0	405
08:45 AM	**51**	36	**34**	**121**	**84**	0	**13**	**97**	13	**203**	15	**231**	0	0	0	0	**449**
Total Volume	170	161	115	446	292	1	37	330	52	693	74	819	0	0	0	0	1595
% App. Total	38.1	36.1	25.8		88.5	0.3	11.2		6.3	84.6	9		0	0	0		
PHF	.833	.894	.846	.921	.869	.250	.712	.851	.813	.853	.804	.886	.000	.000	.000	.000	.888

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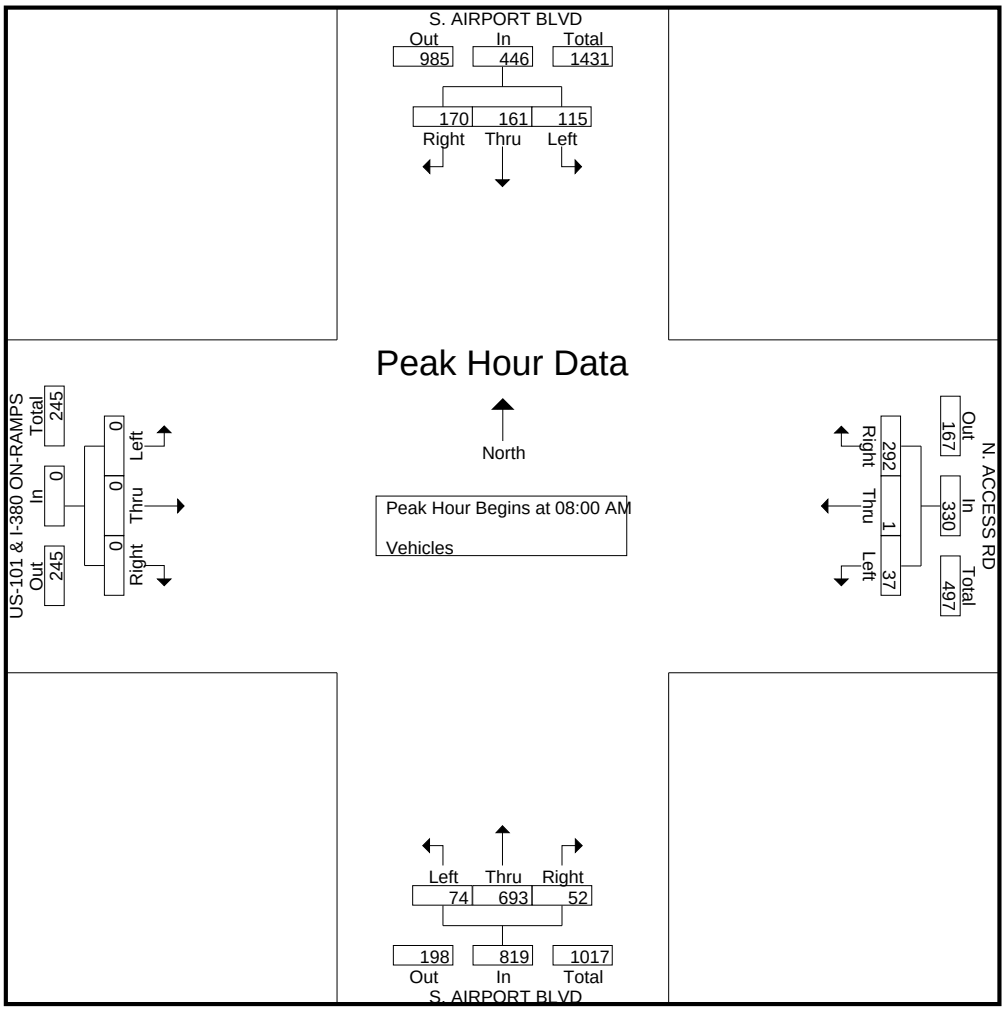

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File Name : 11PM FINAL
Site Code : 00000011
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Groups Printed- Bikes

	MARINA BLVD Southbound					SIERRA POINT PKWY Westbound					SHORELINE CT Northbound					SIERRA POINT PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	2	0	3	0	0	2	0	2	1	0	0	0	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	1	0	0	0	1	6
Total	0	0	0	0	0	0	2	0	0	2	0	0	12	0	12	1	0	0	0	1	15
Grand Total	0	1	0	0	1	0	3	2	0	5	0	0	14	0	14	2	0	0	0	2	22
Apprch %	0	100	0	0		0	60	40	0		0	0	100	0		100	0	0	0		
Total %	0	4.5	0	0	4.5	0	13.6	9.1	0	22.7	0	0	63.6	0	63.6	9.1	0	0	0	9.1	

	MARINA BLVD Southbound				SIERRA POINT PKWY Westbound				SHORELINE CT Northbound				SIERRA POINT PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	**4**	**4**	0	0	0	0	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	4	4	**1**	0	0	**1**	**6**
Total Volume	0	0	0	0	0	2	0	2	0	0	12	12	1	0	0	1	15
% App. Total	0	0	0		0	100	0		0	0	100		100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.750	.750	.250	.000	.000	.250	.625

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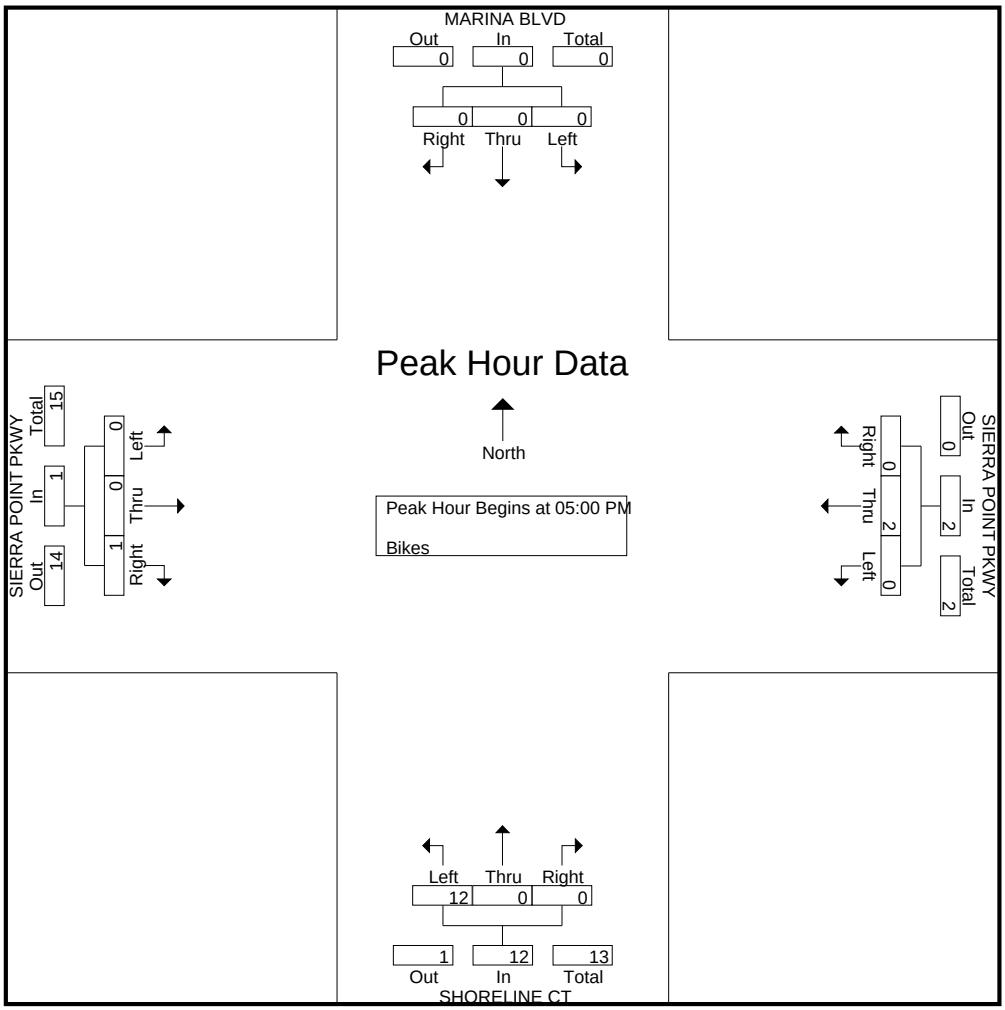

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Groups Printed- Vehicles

	MARINA BLVD Southbound					SIERRA POINT PKWY Westbound					SHORELINE CT Northbound					SIERRA POINT PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	18	0	0	0	18	0	18	0	2	20	2	2	28	0	32	21	6	6	4	37	107
04:15 PM	21	0	0	0	21	0	15	2	0	17	3	0	29	0	32	18	12	4	0	34	104
04:30 PM	25	0	0	0	25	0	28	2	5	35	0	0	53	0	53	24	5	4	0	33	146
04:45 PM	26	1	0	0	27	1	32	0	1	34	3	0	44	1	48	18	7	3	2	30	139
Total	90	1	0	0	91	1	93	4	8	106	8	2	154	1	165	81	30	17	6	134	496
05:00 PM	40	0	0	0	40	0	30	0	0	30	1	0	89	0	90	11	9	5	0	25	185
05:15 PM	34	1	0	0	35	0	43	1	1	45	4	0	94	1	99	15	14	2	1	32	211
05:30 PM	29	0	0	0	29	0	33	0	1	34	2	0	70	2	74	11	10	3	0	24	161
05:45 PM	28	2	0	1	31	0	23	2	2	27	1	0	44	2	47	15	4	2	2	23	128
Total	131	3	0	1	135	0	129	3	4	136	8	0	297	5	310	52	37	12	3	104	685
Grand Total	221	4	0	1	226	1	222	7	12	242	16	2	451	6	475	133	67	29	9	238	1181
Apprch %	97.8	1.8	0	0.4		0.4	91.7	2.9	5		3.4	0.4	94.9	1.3		55.9	28.2	12.2	3.8		
Total %	18.7	0.3	0	0.1	19.1	0.1	18.8	0.6	1	20.5	1.4	0.2	38.2	0.5	40.2	11.3	5.7	2.5	0.8	20.2	

	MARINA BLVD Southbound				SIERRA POINT PKWY Westbound				SHORELINE CT Northbound				SIERRA POINT PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	26	**1**	0	27	**1**	32	0	33	3	0	44	47	**18**	7	3	28	135
05:00 PM	**40**	0	0	**40**	0	30	0	30	1	0	89	90	11	9	**5**	25	185
05:15 PM	34	1	0	35	0	**43**	**1**	**44**	**4**	0	**94**	**98**	15	**14**	2	**31**	**208**
05:30 PM	29	0	0	29	0	33	0	33	2	0	70	72	11	10	3	24	158
Total Volume	129	2	0	131	1	138	1	140	10	0	297	307	55	40	13	108	686
% App. Total	98.5	1.5	0		0.7	98.6	0.7		3.3	0	96.7		50.9	37	12		
PHF	.806	.500	.000	.819	.250	.802	.250	.795	.625	.000	.790	.783	.764	.714	.650	.871	.825

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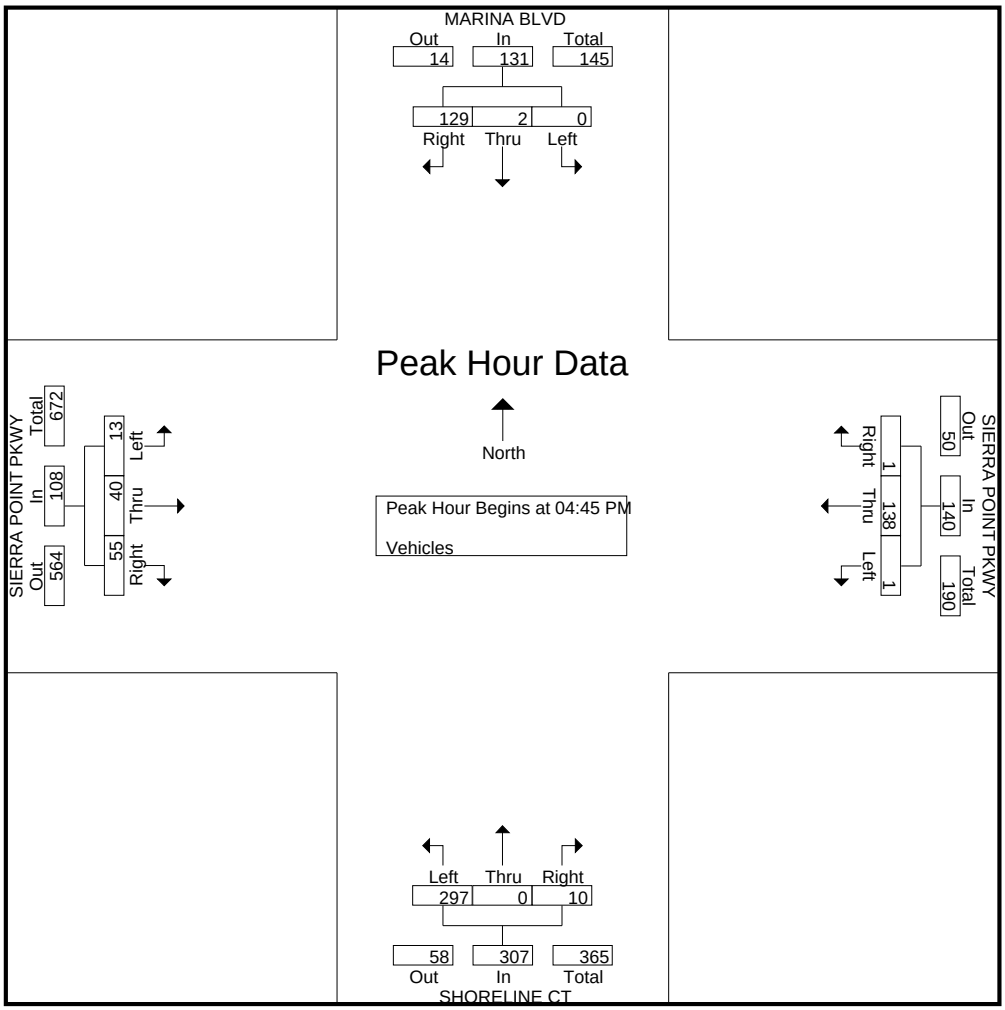

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Groups Printed- Bikes

	MARINA BLVD Southbound					SIERRA POINT PKWY Westbound					SHORELINE CT Northbound					SIERRA POINT PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	35
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	6	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	1	0	0	13	15
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	47	1	0	0	48	50
Apprch %	0	0	0	0		0	0	0	0		0	0	100	0		97.9	2.1	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	94	2	0	0	96	

	MARINA BLVD Southbound				SIERRA POINT PKWY Westbound				SHORELINE CT Northbound				SIERRA POINT PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**11**	0	0	**11**	**11**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	11
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	35	35
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.795	.000	.000	.795	.795

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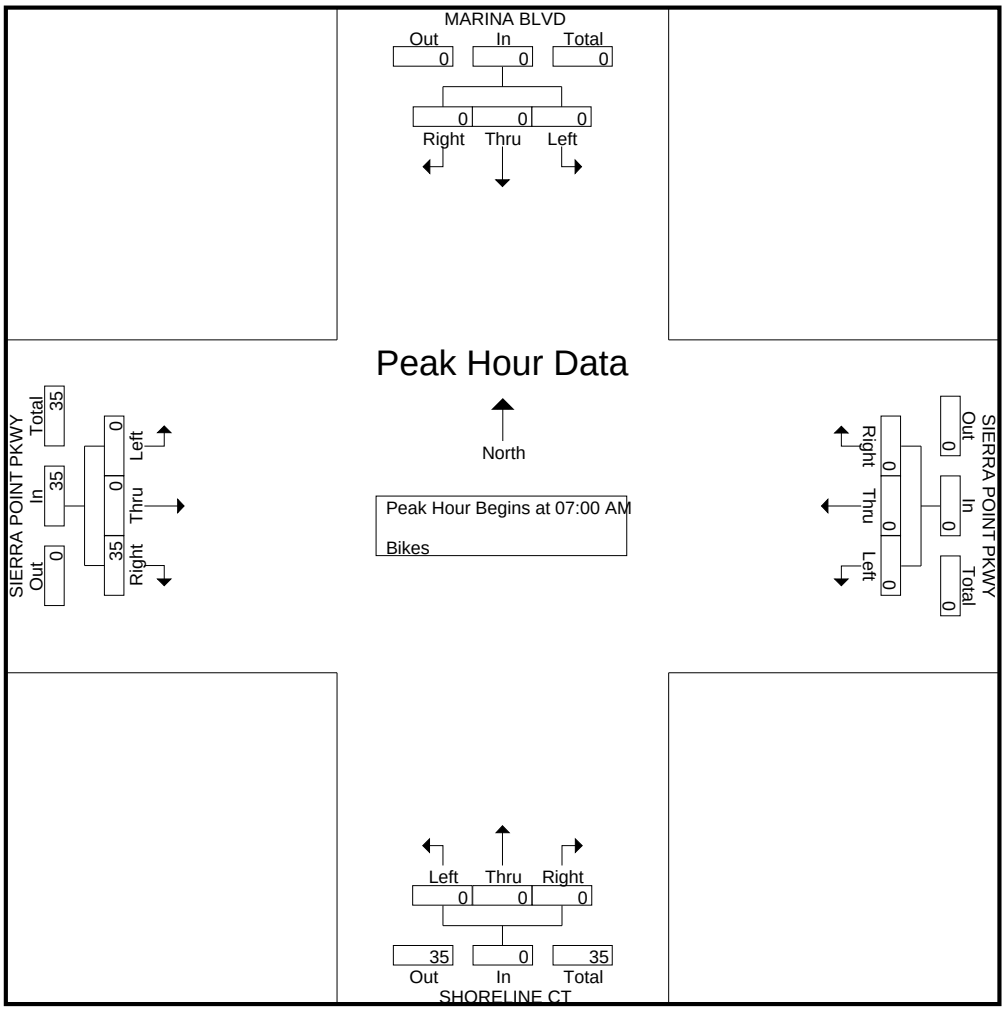

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Groups Printed- Vehicles

	MARINA BLVD Southbound					SIERRA POINT PKWY Westbound					SHORELINE CT Northbound					SIERRA POINT PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	9	0	9	31	10	9	0	50	61
07:15 AM	2	1	0	0	3	0	2	0	0	2	0	0	18	0	18	34	12	6	0	52	75
07:30 AM	0	1	0	0	1	0	7	1	2	10	1	0	18	5	24	36	16	7	1	60	95
07:45 AM	4	0	1	1	6	0	6	0	1	7	0	0	15	3	18	49	17	10	0	76	107
Total	8	2	1	1	12	0	15	1	3	19	1	0	60	8	69	150	55	32	1	238	338
08:00 AM	4	0	0	0	4	0	2	2	1	5	1	0	16	1	18	53	24	15	0	92	119
08:15 AM	7	1	0	0	8	0	5	0	2	7	2	1	13	3	19	54	29	18	0	101	135
08:30 AM	3	0	0	1	4	0	7	0	3	10	2	3	16	5	26	58	38	30	1	127	167
08:45 AM	6	1	0	3	10	0	6	2	1	9	2	0	7	1	10	83	31	39	3	156	185
Total	20	2	0	4	26	0	20	4	7	31	7	4	52	10	73	248	122	102	4	476	606
Grand Total	28	4	1	5	38	0	35	5	10	50	8	4	112	18	142	398	177	134	5	714	944
Apprch %	73.7	10.5	2.6	13.2		0	70	10	20		5.6	2.8	78.9	12.7		55.7	24.8	18.8	0.7		
Total %	3	0.4	0.1	0.5	4	0	3.7	0.5	1.1	5.3	0.8	0.4	11.9	1.9	15	42.2	18.8	14.2	0.5	75.6	

	MARINA BLVD Southbound				SIERRA POINT PKWY Westbound				SHORELINE CT Northbound				SIERRA POINT PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	0	0	4	0	2	**2**	4	1	0	**16**	17	53	24	15	92	117
08:15 AM	**7**	**1**	0	**8**	0	5	0	5	**2**	1	13	16	54	29	18	101	130
08:30 AM	3	0	0	3	0	**7**	0	7	2	**3**	16	**21**	58	**38**	30	126	157
08:45 AM	6	1	0	7	0	6	2	**8**	2	0	7	9	**83**	31	**39**	**153**	**177**
Total Volume	20	2	0	22	0	20	4	24	7	4	52	63	248	122	102	472	581
% App. Total	90.9	9.1	0		0	83.3	16.7		11.1	6.3	82.5		52.5	25.8	21.6		
PHF	.714	.500	.000	.688	.000	.714	.500	.750	.875	.333	.813	.750	.747	.803	.654	.771	.821

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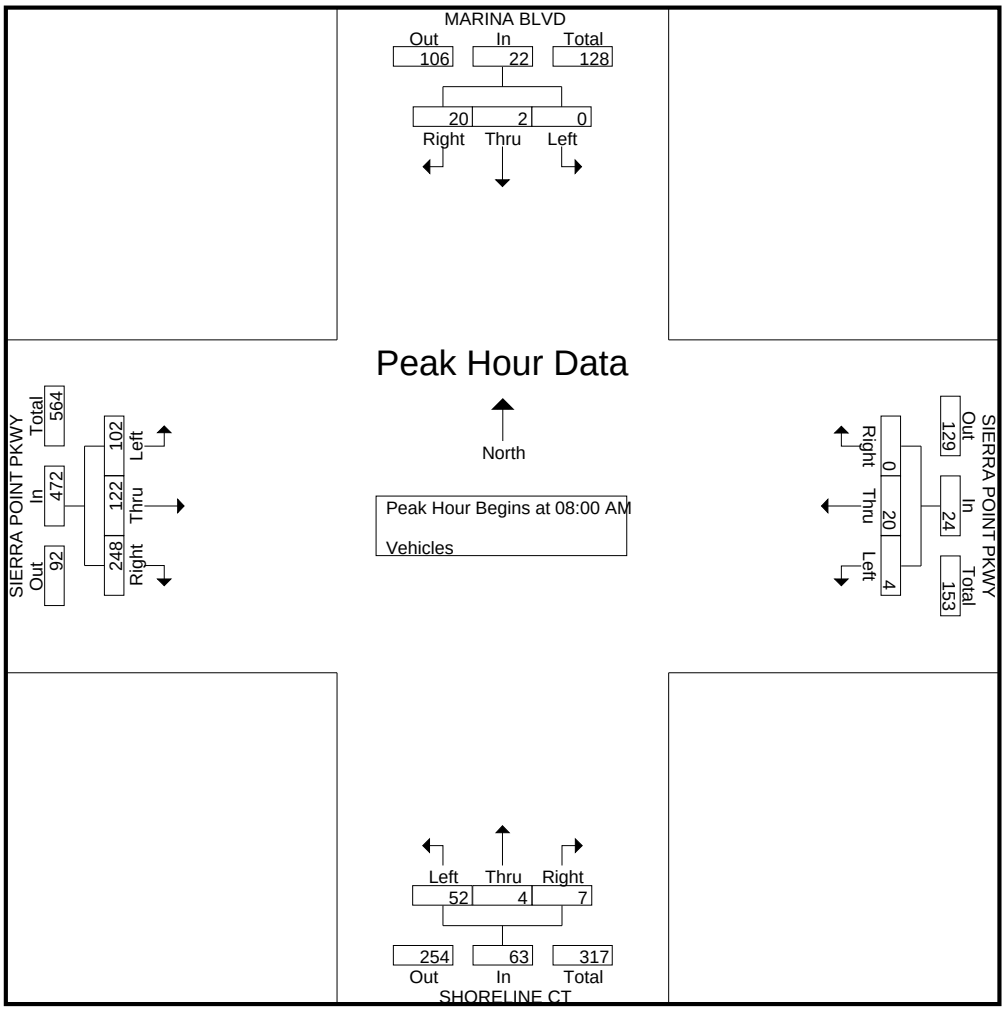

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Groups Printed- Bikes

	S. AIRPORT BLVD Southbound					DRIVEWAY Westbound					S. AIRPORT BLVD Northbound					US-101 NB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	88.9	0	0	88.9	0	0	0	0	0	0	11.1	0	0	11.1	0	0	0	0	0	

	S. AIRPORT BLVD Southbound				DRIVEWAY Westbound				S. AIRPORT BLVD Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.417

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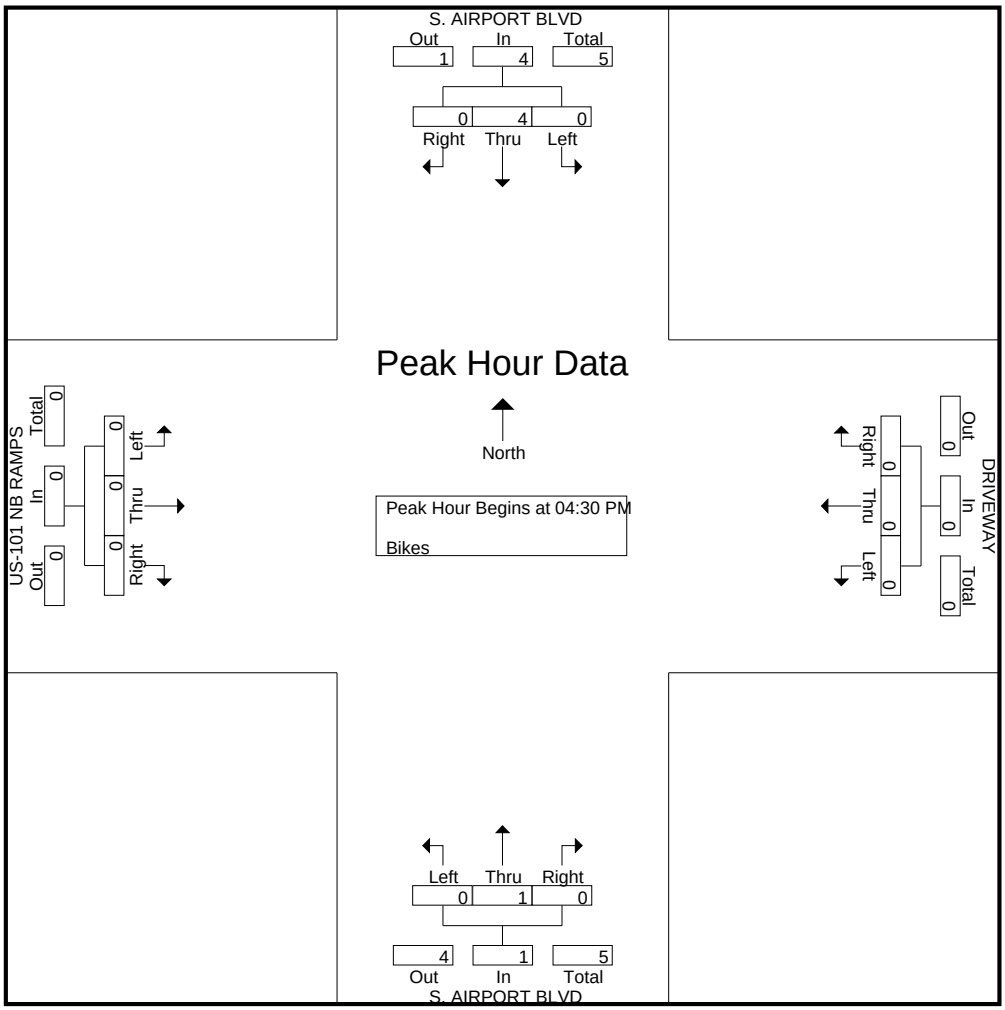

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Groups Printed- Vehicles

	S. AIRPORT BLVD Southbound					DRIVEWAY Westbound					S. AIRPORT BLVD Northbound					US-101 NB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	34	100	4	1	139	4	1	5	0	10	4	67	65	0	136	45	2	88	1	136	421
04:15 PM	28	102	4	0	134	2	2	8	1	13	4	71	48	0	123	50	0	89	0	139	409
04:30 PM	32	99	3	0	134	1	2	7	1	11	3	84	69	0	156	42	6	96	0	144	445
04:45 PM	37	111	7	0	155	3	3	7	2	15	3	82	80	0	165	34	1	90	0	125	460
Total	131	412	18	1	562	10	8	27	4	49	14	304	262	0	580	171	9	363	1	544	1735
05:00 PM	46	123	8	3	180	3	1	2	1	7	6	54	89	0	149	43	3	108	3	157	493
05:15 PM	35	94	6	0	135	1	1	4	15	21	2	65	75	0	142	33	2	81	3	119	417
05:30 PM	31	115	8	1	155	2	3	5	4	14	4	118	72	0	194	32	2	105	1	140	503
05:45 PM	19	113	3	1	136	3	3	5	1	12	3	109	92	0	204	30	5	119	0	154	506
Total	131	445	25	5	606	9	8	16	21	54	15	346	328	0	689	138	12	413	7	570	1919
Grand Total	262	857	43	6	1168	19	16	43	25	103	29	650	590	0	1269	309	21	776	8	1114	3654
Apprch %	22.4	73.4	3.7	0.5		18.4	15.5	41.7	24.3		2.3	51.2	46.5	0		27.7	1.9	69.7	0.7		
Total %	7.2	23.5	1.2	0.2	32	0.5	0.4	1.2	0.7	2.8	0.8	17.8	16.1	0	34.7	8.5	0.6	21.2	0.2	30.5	

	S. AIRPORT BLVD Southbound				DRIVEWAY Westbound				S. AIRPORT BLVD Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**46**	**123**	**8**	**177**	**3**	1	2	6	**6**	54	89	149	**43**	3	108	**154**	486
05:15 PM	35	94	6	135	1	1	4	6	2	65	75	142	33	2	81	116	399
05:30 PM	31	115	8	154	2	**3**	**5**	10	4	**118**	72	194	32	2	105	139	497
05:45 PM	19	113	3	135	3	3	5	**11**	3	109	**92**	**204**	30	**5**	**119**	154	**504**
Total Volume	131	445	25	601	9	8	16	33	15	346	328	689	138	12	413	563	1886
% App. Total	21.8	74	4.2		27.3	24.2	48.5		2.2	50.2	47.6		24.5	2.1	73.4		
PHF	.712	.904	.781	.849	.750	.667	.800	.750	.625	.733	.891	.844	.802	.600	.868	.914	.936

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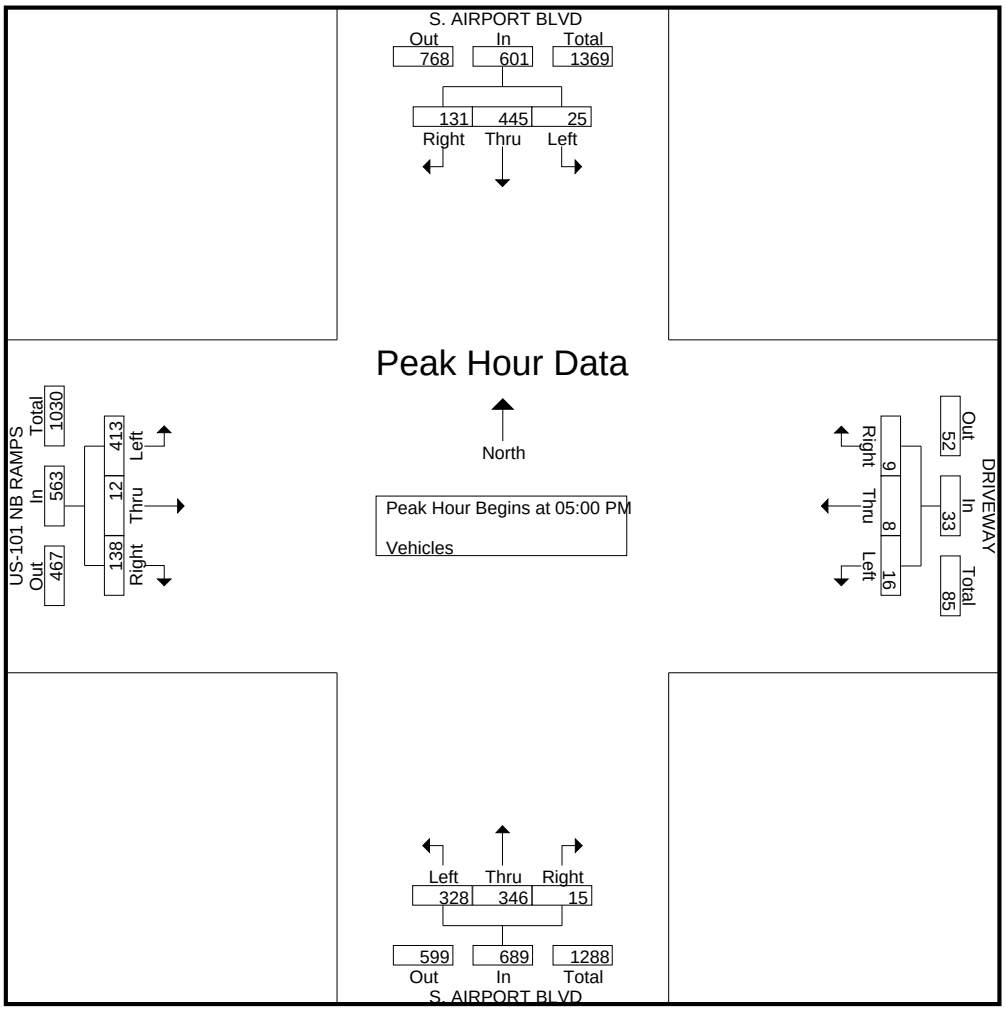

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File Name : 10AM FINAL
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Groups Printed- Bikes

	S. AIRPORT BLVD Southbound					DRIVEWAY Westbound					S. AIRPORT BLVD Northbound					US-101 NB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
07:15 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	30	0	0	30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	33
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Grand Total	0	34	0	0	34	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	39
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	87.2	0	0	87.2	0	0	0	0	0	0	12.8	0	0	12.8	0	0	0	0	0	

	S. AIRPORT BLVD Southbound				DRIVEWAY Westbound				S. AIRPORT BLVD Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:15 AM	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	**18**	0	**18**	0	0	0	0	0	0	0	0	0	0	0	0	**18**
07:45 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
Total Volume	0	30	0	30	0	0	0	0	0	3	0	3	0	0	0	0	33
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.458

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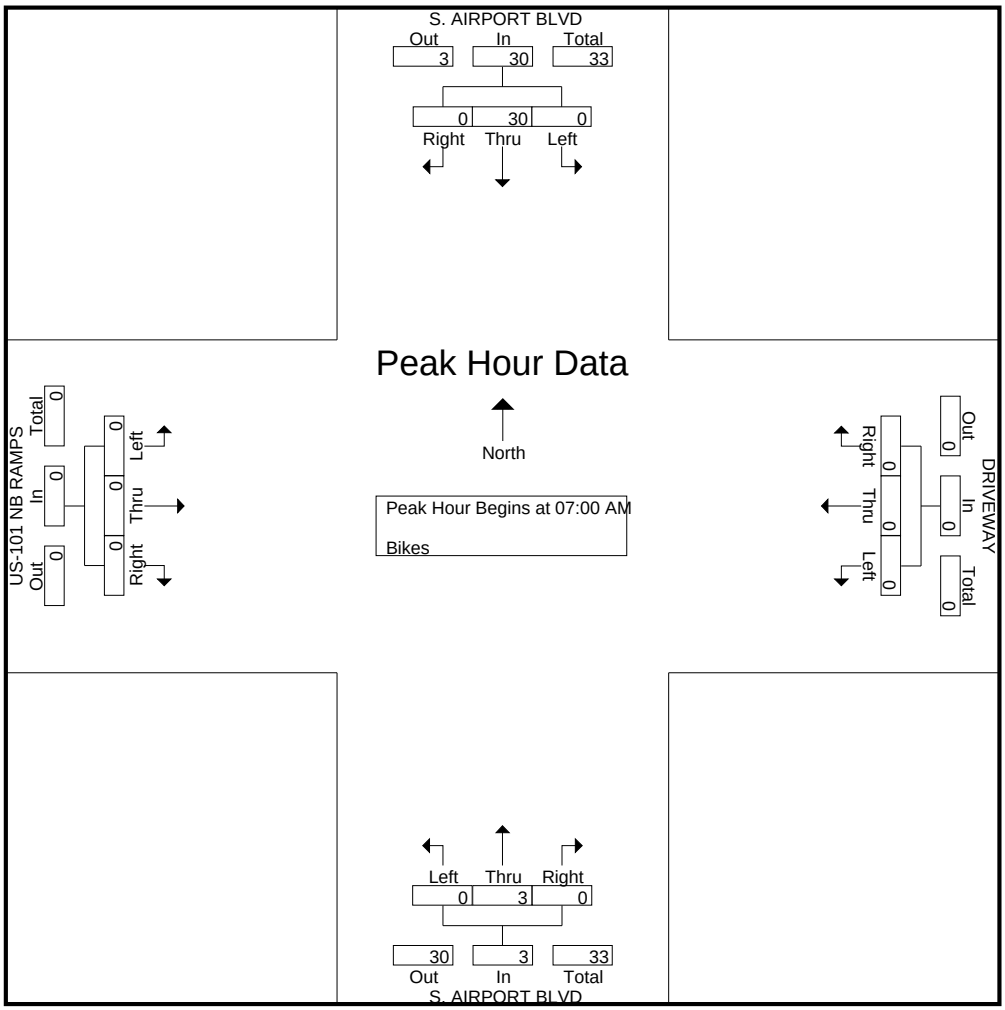

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Groups Printed- Vehicles

	S. AIRPORT BLVD Southbound					DRIVEWAY Westbound					S. AIRPORT BLVD Northbound					US-101 NB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	22	59	1	0	82	2	0	6	0	8	4	39	34	0	77	78	6	155	1	240	407
07:15 AM	26	73	6	0	105	6	2	0	2	10	2	37	41	0	80	78	1	178	0	257	452
07:30 AM	42	72	5	0	119	3	4	3	1	11	2	45	36	0	83	84	2	194	0	280	493
07:45 AM	23	75	4	0	102	2	0	6	3	11	2	47	41	0	90	107	4	228	0	339	542
Total	113	279	16	0	408	13	6	15	6	40	10	168	152	0	330	347	13	755	1	1116	1894
08:00 AM	22	75	2	0	99	2	0	2	0	4	2	64	32	0	98	107	3	239	0	349	550
08:15 AM	23	91	5	0	119	2	0	3	0	5	1	48	33	0	82	90	4	234	1	329	535
08:30 AM	22	71	8	0	101	4	0	4	1	9	1	68	72	0	141	116	6	200	0	322	573
08:45 AM	25	82	6	0	113	7	1	2	0	10	0	44	47	0	91	113	4	229	0	346	560
Total	92	319	21	0	432	15	1	11	1	28	4	224	184	0	412	426	17	902	1	1346	2218
Grand Total	205	598	37	0	840	28	7	26	7	68	14	392	336	0	742	773	30	1657	2	2462	4112
Apprch %	24.4	71.2	4.4	0		41.2	10.3	38.2	10.3		1.9	52.8	45.3	0		31.4	1.2	67.3	0.1		
Total %	5	14.5	0.9	0	20.4	0.7	0.2	0.6	0.2	1.7	0.3	9.5	8.2	0	18	18.8	0.7	40.3	0	59.9	

	S. AIRPORT BLVD Southbound				DRIVEWAY Westbound				S. AIRPORT BLVD Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	22	75	2	99	2	0	2	4	**2**	64	32	98	107	3	**239**	**349**	550
08:15 AM	23	**91**	5	**119**	2	0	3	5	1	48	33	82	90	4	234	328	534
08:30 AM	22	71	**8**	101	4	0	**4**	8	1	**68**	**72**	**141**	**116**	**6**	200	322	**572**
08:45 AM	**25**	82	6	113	**7**	**1**	2	**10**	0	44	47	91	113	4	229	346	560
Total Volume	92	319	21	432	15	1	11	27	4	224	184	412	426	17	902	1345	2216
% App. Total	21.3	73.8	4.9		55.6	3.7	40.7		1	54.4	44.7		31.7	1.3	67.1		
PHF	.920	.876	.656	.908	.536	.250	.688	.675	.500	.824	.639	.730	.918	.708	.944	.963	.969

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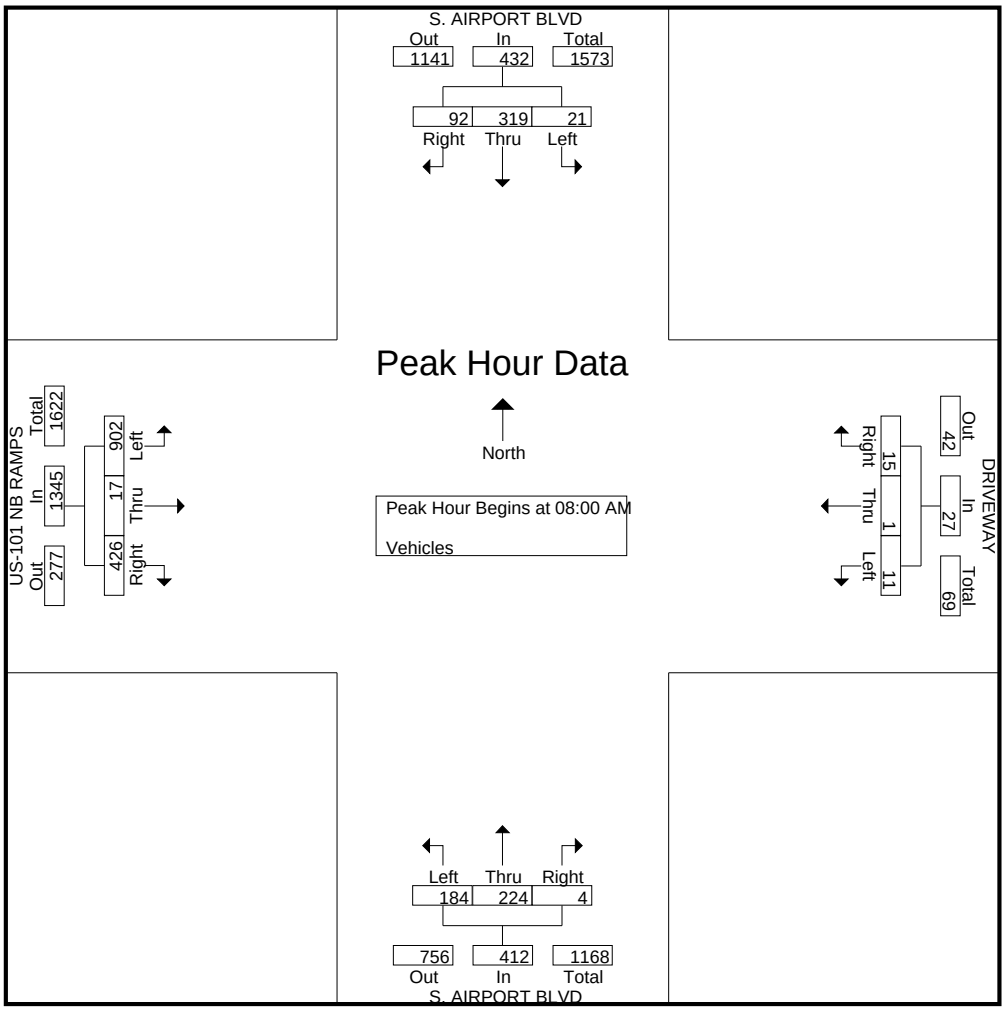

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File Name : 9PM FINAL
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Groups Printed- Bikes

	GATEWAY BLVD Southbound					MITCHELL AVE Westbound					S. AIRPORT BLVD Northbound					S. AIRPORT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
04:15 PM	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	3
04:45 PM	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
Total	3	4	0	0	7	0	3	0	0	3	0	3	3	0	6	0	0	1	0	1	17
05:00 PM	1	1	0	0	2	0	1	0	0	1	0	2	1	0	3	0	0	2	0	2	8
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	7	0	0	8	0	1	0	0	1	0	4	2	0	6	2	0	2	0	4	19
Grand Total	4	11	0	0	15	0	4	0	0	4	0	7	5	0	12	2	0	3	0	5	36
Apprch %	26.7	73.3	0	0		0	100	0	0		0	58.3	41.7	0		40	0	60	0		
Total %	11.1	30.6	0	0	41.7	0	11.1	0	0	11.1	0	19.4	13.9	0	33.3	5.6	0	8.3	0	13.9	

	GATEWAY BLVD Southbound				MITCHELL AVE Westbound				S. AIRPORT BLVD Northbound				S. AIRPORT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**3**	0	**3**	0	**2**	0	**2**	0	0	**1**	1	0	0	0	0	6
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
04:45 PM	**2**	1	0	3	0	0	0	0	0	**2**	1	**3**	0	0	0	0	6
05:00 PM	1	1	0	2	0	1	0	1	0	2	1	3	0	0	**2**	**2**	**8**
Total Volume	3	5	0	8	0	4	0	4	0	5	3	8	0	0	3	3	23
% App. Total	37.5	62.5	0		0	100	0		0	62.5	37.5		0	0	100		
PHF	.375	.417	.000	.667	.000	.500	.000	.500	.000	.625	.750	.667	.000	.000	.375	.375	.719

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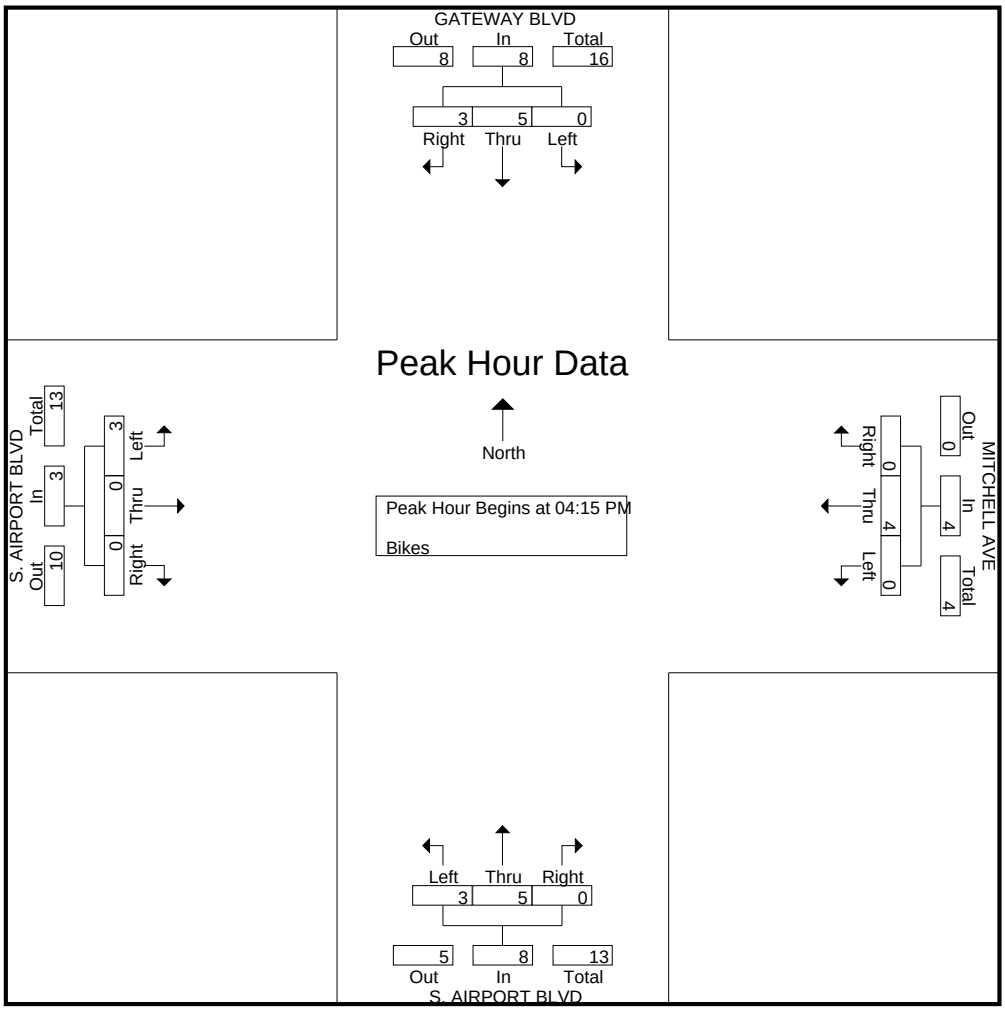

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File Name : 9PM FINAL
Site Code : 00000009
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Groups Printed- Vehicles

	GATEWAY BLVD Southbound					MITCHELL AVE Westbound					S. AIRPORT BLVD Northbound					S. AIRPORT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	97	43	1	1	142	3	49	17	1	70	7	38	117	0	162	90	11	9	1	111	485
04:15 PM	118	41	2	1	162	4	56	11	3	74	5	35	133	1	174	89	24	6	1	120	530
04:30 PM	121	72	4	3	200	3	74	16	4	97	10	41	144	3	198	86	12	15	1	114	609
04:45 PM	119	74	0	6	199	2	76	10	5	93	27	86	154	1	268	81	13	11	0	105	665
Total	455	230	7	11	703	12	255	54	13	334	49	200	548	5	802	346	60	41	3	450	2289
05:00 PM	120	77	1	2	200	4	97	22	3	126	6	45	153	1	205	79	19	15	0	113	644
05:15 PM	134	66	0	2	202	6	82	16	3	107	14	37	126	0	177	84	20	13	1	118	604
05:30 PM	129	40	1	2	172	2	70	14	0	86	11	94	150	0	255	76	18	9	1	104	617
05:45 PM	132	41	2	2	177	3	61	13	2	79	13	88	153	2	256	65	9	11	1	86	598
Total	515	224	4	8	751	15	310	65	8	398	44	264	582	3	893	304	66	48	3	421	2463
Grand Total	970	454	11	19	1454	27	565	119	21	732	93	464	1130	8	1695	650	126	89	6	871	4752
Apprch %	66.7	31.2	0.8	1.3		3.7	77.2	16.3	2.9		5.5	27.4	66.7	0.5		74.6	14.5	10.2	0.7		
Total %	20.4	9.6	0.2	0.4	30.6	0.6	11.9	2.5	0.4	15.4	2	9.8	23.8	0.2	35.7	13.7	2.7	1.9	0.1	18.3	

	GATEWAY BLVD Southbound				MITCHELL AVE Westbound				S. AIRPORT BLVD Northbound				S. AIRPORT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	119	74	0	193	2	76	10	88	**27**	86	**154**	**267**	81	13	11	105	**653**
05:00 PM	120	**77**	**1**	198	4	**97**	**22**	**123**	6	45	153	204	79	19	**15**	113	638
05:15 PM	**134**	66	0	**200**	**6**	82	16	104	14	37	126	177	**84**	**20**	13	**117**	598
05:30 PM	129	40	1	170	2	70	14	86	11	**94**	150	255	76	18	9	103	614
Total Volume	502	257	2	761	14	325	62	401	58	262	583	903	320	70	48	438	2503
% App. Total	66	33.8	0.3		3.5	81	15.5		6.4	29	64.6		73.1	16	11		
PHF	.937	.834	.500	.951	.583	.838	.705	.815	.537	.697	.946	.846	.952	.875	.800	.936	.958

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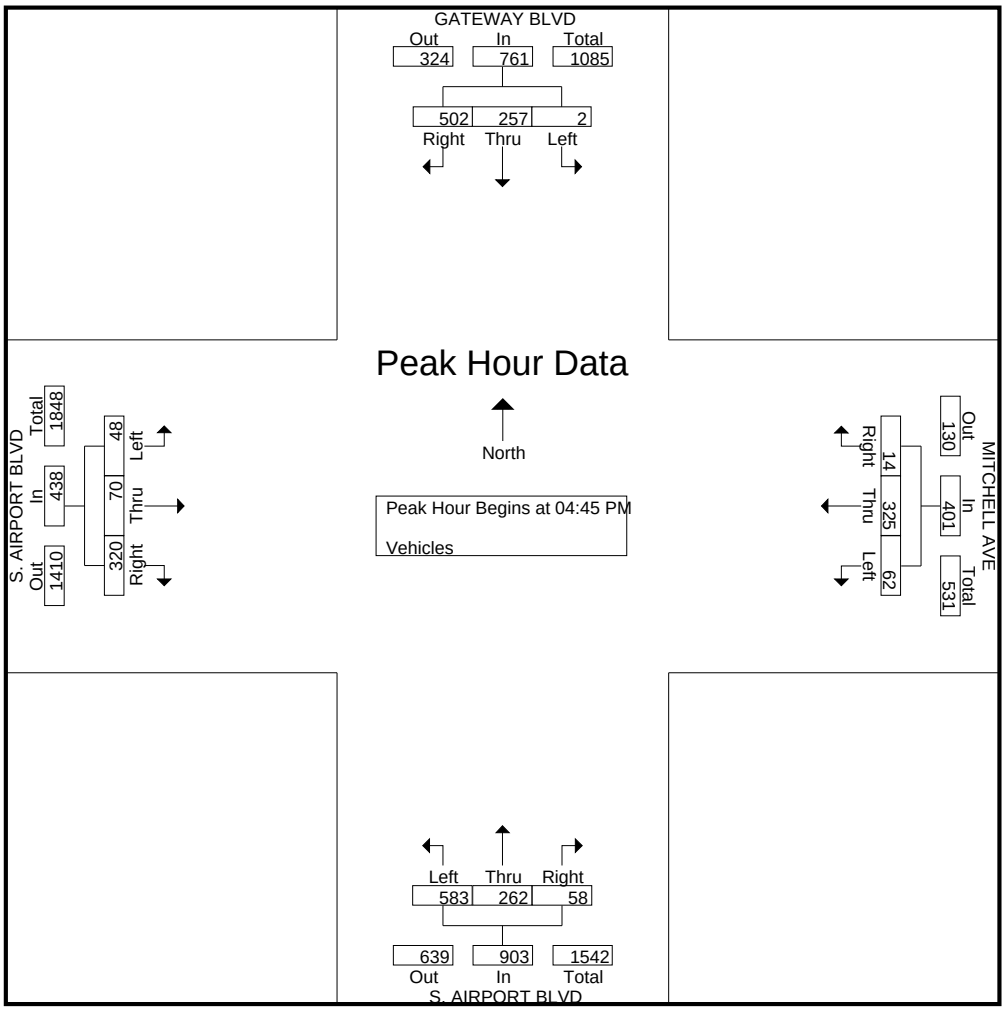

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Groups Printed- Bikes

	GATEWAY BLVD Southbound					MITCHELL AVE Westbound					S. AIRPORT BLVD Northbound					S. AIRPORT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	94	0	0	94	1	0	0	0	1	0	7	0	0	7	2	1	3	0	6	108
07:15 AM	0	278	0	0	278	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	279
07:30 AM	0	126	0	0	126	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	134
07:45 AM	0	25	0	0	25	0	0	0	0	0	1	7	2	0	10	1	0	0	0	1	36
Total	0	523	0	0	523	1	0	0	0	1	1	20	2	0	23	3	2	5	0	10	557
08:00 AM	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	1	5	0	0	6	19
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	2	1	1	0	4	14
08:30 AM	2	2	0	0	4	0	0	0	0	0	0	7	1	0	8	1	1	0	0	2	14
08:45 AM	1	3	0	0	4	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	12
Total	3	20	0	0	23	0	0	0	0	0	0	20	2	0	22	5	7	2	0	14	59
Grand Total	3	543	0	0	546	1	0	0	0	1	1	40	4	0	45	8	9	7	0	24	616
Apprch %	0.5	99.5	0	0		100	0	0	0		2.2	88.9	8.9	0		33.3	37.5	29.2	0		
Total %	0.5	88.1	0	0	88.6	0.2	0	0	0	0.2	0.2	6.5	0.6	0	7.3	1.3	1.5	1.1	0	3.9	

	GATEWAY BLVD Southbound				MITCHELL AVE Westbound				S. AIRPORT BLVD Northbound				S. AIRPORT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	94	0	94	**1**	0	0	**1**	0	**7**	0	7	**2**	**1**	**3**	**6**	108
07:15 AM	0	**278**	0	**278**	0	0	0	0	0	0	0	0	0	1	0	1	**279**
07:30 AM	0	126	0	126	0	0	0	0	0	6	0	6	0	0	2	2	134
07:45 AM	0	25	0	25	0	0	0	0	**1**	7	**2**	**10**	1	0	0	1	36
Total Volume	0	523	0	523	1	0	0	1	1	20	2	23	3	2	5	10	557
% App. Total	0	100	0		100	0	0		4.3	87	8.7		30	20	50		
PHF	.000	.470	.000	.470	.250	.000	.000	.250	.250	.714	.250	.575	.375	.500	.417	.417	.499

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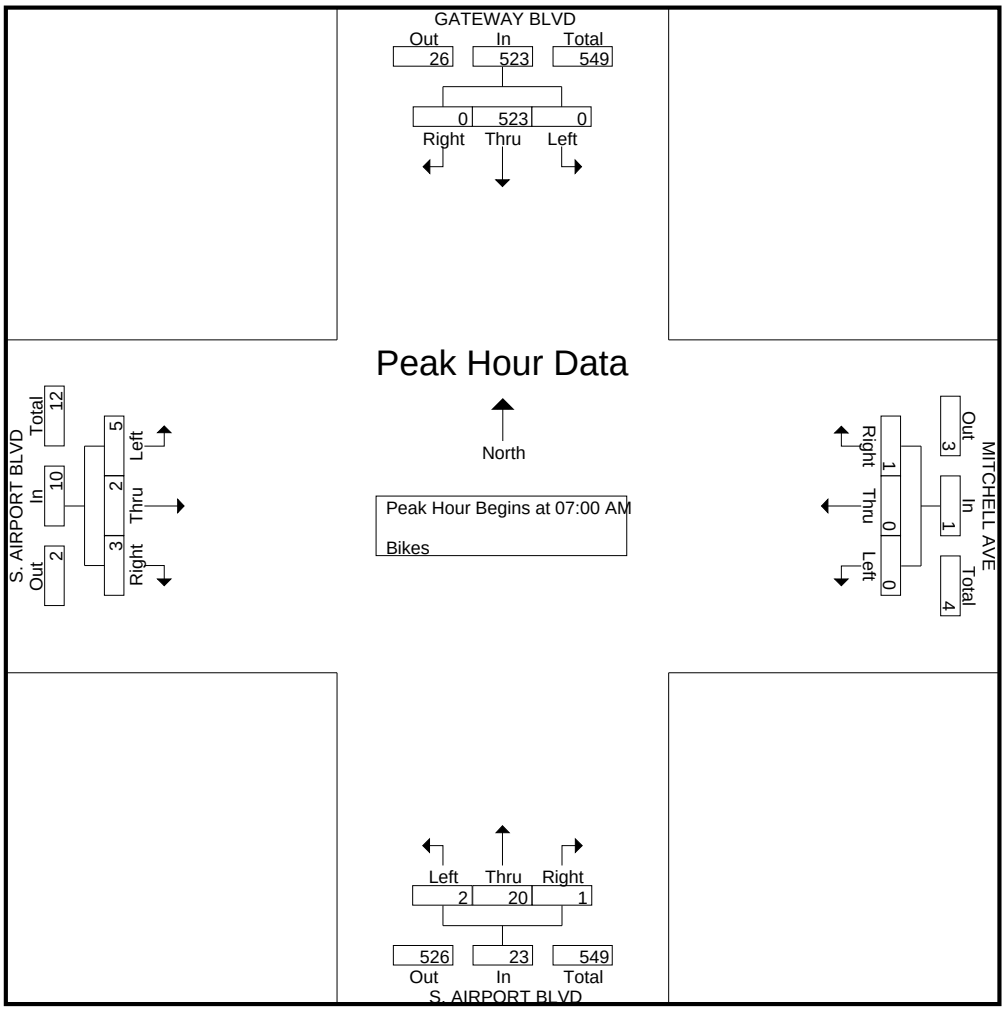

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Groups Printed- Vehicles

	GATEWAY BLVD Southbound					MITCHELL AVE Westbound					S. AIRPORT BLVD Northbound					S. AIRPORT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	28	15	1	2	46	2	11	7	1	21	41	55	72	0	168	70	26	8	2	106	341
07:15 AM	24	10	3	3	40	8	15	7	0	30	61	58	92	0	211	85	37	11	1	134	415
07:30 AM	42	17	4	2	65	6	17	4	2	29	55	96	89	0	240	87	59	18	1	165	499
07:45 AM	30	19	5	3	57	4	13	3	2	22	94	111	104	1	310	98	66	11	0	175	564
Total	124	61	13	10	208	20	56	21	5	102	251	320	357	1	929	340	188	48	4	580	1819
08:00 AM	39	14	3	7	63	5	23	2	0	30	76	110	104	1	291	91	47	7	0	145	529
08:15 AM	36	28	3	5	72	4	10	7	3	24	75	103	106	3	287	83	56	12	1	152	535
08:30 AM	37	18	3	1	59	5	30	8	1	44	61	107	91	0	259	79	57	17	0	153	515
08:45 AM	30	18	3	4	55	3	31	8	3	45	51	109	118	0	278	80	46	15	2	143	521
Total	142	78	12	17	249	17	94	25	7	143	263	429	419	4	1115	333	206	51	3	593	2100
Grand Total	266	139	25	27	457	37	150	46	12	245	514	749	776	5	2044	673	394	99	7	1173	3919
Apprch %	58.2	30.4	5.5	5.9		15.1	61.2	18.8	4.9		25.1	36.6	38	0.2		57.4	33.6	8.4	0.6		
Total %	6.8	3.5	0.6	0.7	11.7	0.9	3.8	1.2	0.3	6.3	13.1	19.1	19.8	0.1	52.2	17.2	10.1	2.5	0.2	29.9	

	GATEWAY BLVD Southbound				MITCHELL AVE Westbound				S. AIRPORT BLVD Northbound				S. AIRPORT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	30	19	**5**	54	4	13	3	20	**94**	**111**	104	**309**	**98**	**66**	11	**175**	**558**
08:00 AM	**39**	14	3	56	**5**	23	2	30	76	110	104	290	91	47	7	145	521
08:15 AM	36	**28**	3	**67**	4	10	7	21	75	103	**106**	284	83	56	12	151	523
08:30 AM	37	18	3	58	5	**30**	**8**	**43**	61	107	91	259	79	57	**17**	153	513
Total Volume	142	79	14	235	18	76	20	114	306	431	405	1142	351	226	47	624	2115
% App. Total	60.4	33.6	6		15.8	66.7	17.5		26.8	37.7	35.5		56.2	36.2	7.5		
PHF	.910	.705	.700	.877	.900	.633	.625	.663	.814	.971	.955	.924	.895	.856	.691	.891	.948

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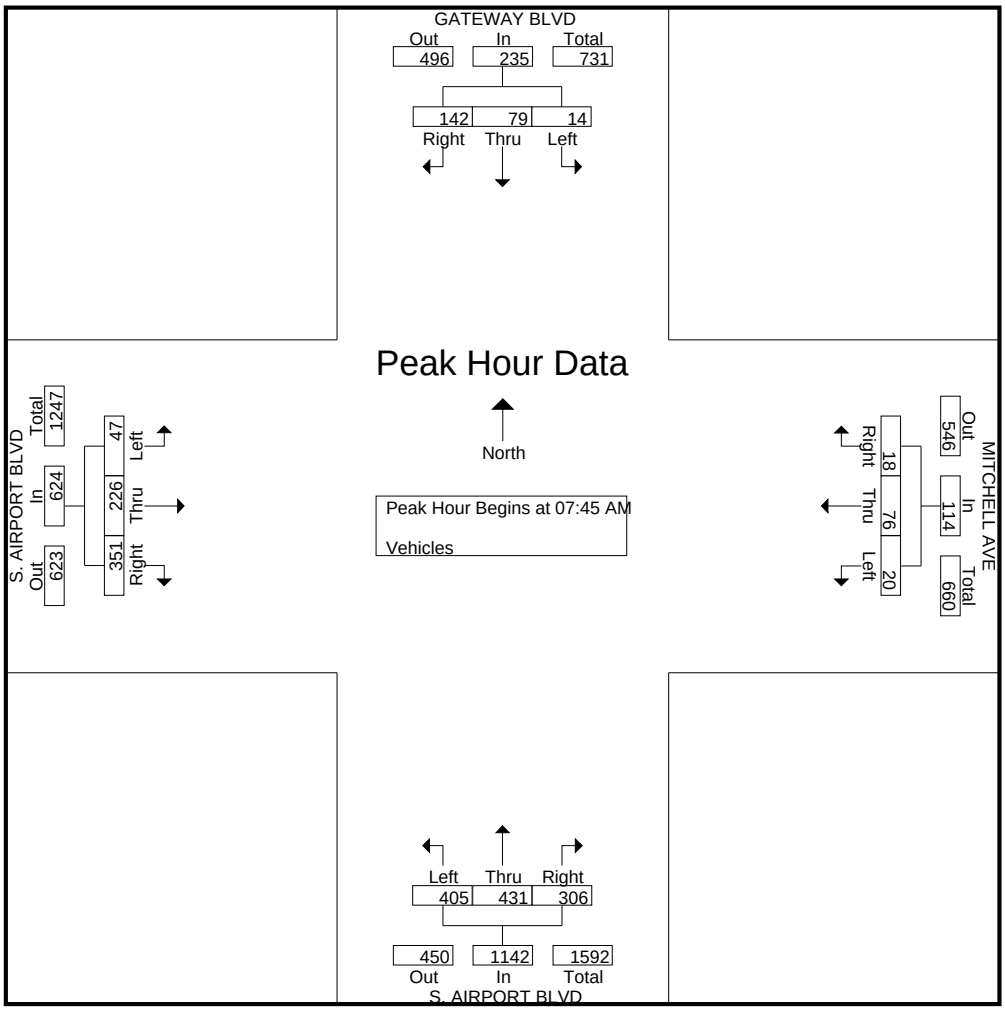

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File Name : 8PM FINAL
Site Code : 00000008
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Groups Printed- Bikes

	AIRPORT BLVD Southbound					AIRPORT BLVD Westbound					PRODUCE AVE Northbound					SAN MATEO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	1	2	0	3	14
05:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	1	0	1	3	15	0	0	18	0	0	0	0	0	0	1	2	0	3	22
Apprch %	0	0	100	0		16.7	83.3	0	0		0	0	0	0		0	33.3	66.7	0		
Total %	0	0	4.5	0	4.5	13.6	68.2	0	0	81.8	0	0	0	0	0	0	4.5	9.1	0	13.6	

	AIRPORT BLVD Southbound				AIRPORT BLVD Westbound				PRODUCE AVE Northbound				SAN MATEO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	**1**	**1**	4
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	**1**	3	0	4	0	0	0	0	0	**1**	0	1	**5**
05:00 PM	0	0	0	0	1	**4**	0	**5**	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	2	12	0	14	0	0	0	0	0	1	1	2	16
% App. Total	0	0	0		14.3	85.7	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.500	.750	.000	.700	.000	.000	.000	.000	.000	.250	.250	.500	.800

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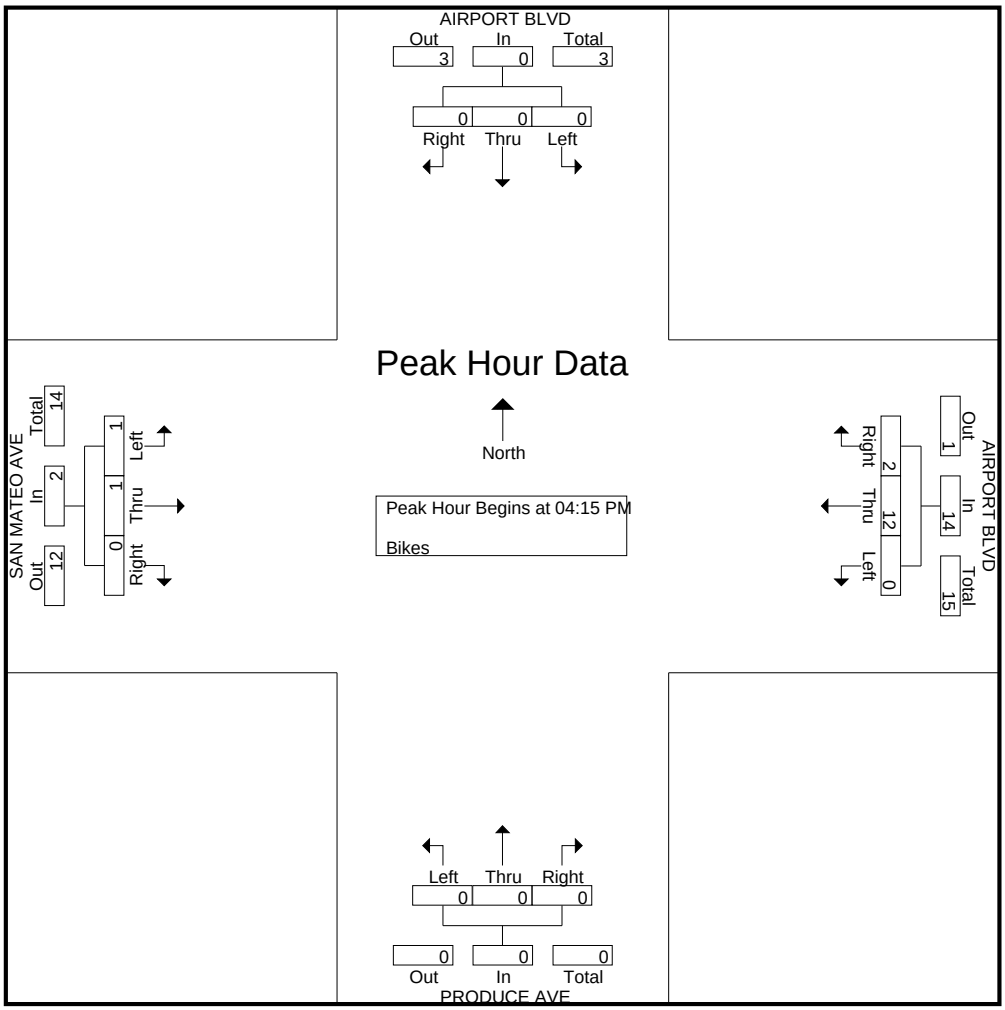

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File Name : 8PM FINAL
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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					AIRPORT BLVD Westbound					PRODUCE AVE Northbound					SAN MATEO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	20	231	31	0	282	76	47	156	0	279	46	8	22	0	76	57	35	35	1	128	765
04:15 PM	15	219	36	0	270	103	40	177	0	320	62	10	26	0	98	40	20	14	0	74	762
04:30 PM	16	238	22	0	276	103	52	181	0	336	53	4	20	3	80	68	35	33	0	136	828
04:45 PM	18	250	34	0	302	109	48	206	0	363	46	1	23	2	72	54	33	28	2	117	854
Total	69	938	123	0	1130	391	187	720	0	1298	207	23	91	5	326	219	123	110	3	455	3209
05:00 PM	15	285	19	1	320	108	38	201	0	347	36	8	36	0	80	51	46	28	0	125	872
05:15 PM	20	240	23	0	283	99	47	187	2	335	35	7	18	0	60	48	37	32	0	117	795
05:30 PM	14	258	25	1	298	108	37	198	1	344	35	8	21	1	65	51	30	31	0	112	819
05:45 PM	20	199	23	1	243	118	27	193	0	338	26	6	23	0	55	30	23	32	0	85	721
Total	69	982	90	3	1144	433	149	779	3	1364	132	29	98	1	260	180	136	123	0	439	3207
Grand Total	138	1920	213	3	2274	824	336	1499	3	2662	339	52	189	6	586	399	259	233	3	894	6416
Apprch %	6.1	84.4	9.4	0.1		31	12.6	56.3	0.1		57.8	8.9	32.3	1		44.6	29	26.1	0.3		
Total %	2.2	29.9	3.3	0	35.4	12.8	5.2	23.4	0	41.5	5.3	0.8	2.9	0.1	9.1	6.2	4	3.6	0	13.9	

	AIRPORT BLVD Southbound				AIRPORT BLVD Westbound				PRODUCE AVE Northbound				SAN MATEO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	16	238	22	276	103	**52**	181	336	**53**	4	20	77	**68**	35	**33**	**136**	825
04:45 PM	18	250	**34**	302	**109**	48	**206**	**363**	46	1	23	70	54	33	28	115	850
05:00 PM	15	**285**	19	**319**	108	38	201	347	36	**8**	**36**	**80**	51	**46**	28	125	**871**
05:15 PM	**20**	240	23	283	99	47	187	333	35	7	18	60	48	37	32	117	793
Total Volume	69	1013	98	1180	419	185	775	1379	170	20	97	287	221	151	121	493	3339
% App. Total	5.8	85.8	8.3		30.4	13.4	56.2		59.2	7	33.8		44.8	30.6	24.5		
PHF	.863	.889	.721	.925	.961	.889	.941	.950	.802	.625	.674	.897	.813	.821	.917	.906	.958

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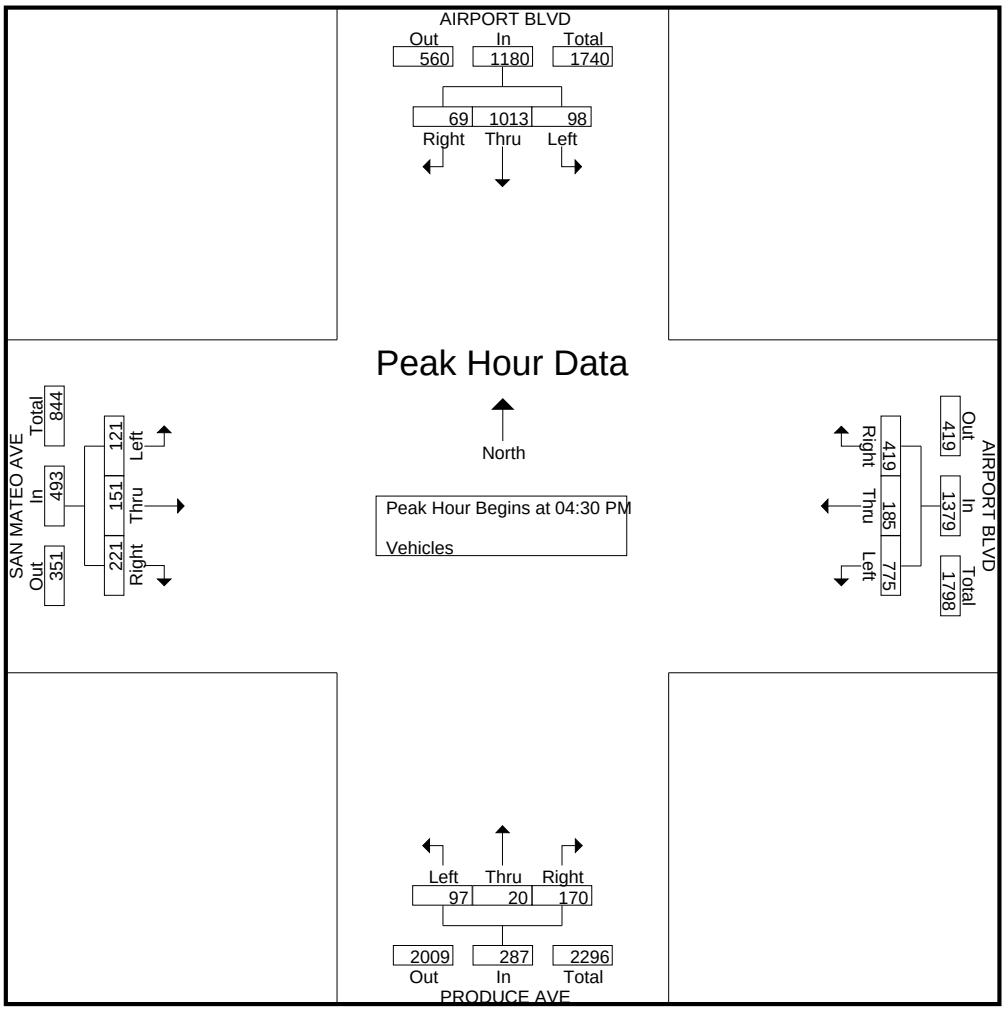

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File Name : 8AM FINAL
Site Code : 00000008
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Groups Printed- Bikes

	AIRPORT BLVD Southbound					AIRPORT BLVD Westbound					PRODUCE AVE Northbound					SAN MATEO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
07:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	4	0	3	0	7	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	12
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	6
Total	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	1	9	3	0	13	20
Grand Total	5	0	4	0	9	1	4	0	0	5	1	0	0	0	1	1	12	4	0	17	32
Apprch %	55.6	0	44.4	0		20	80	0	0		100	0	0	0		5.9	70.6	23.5	0		
Total %	15.6	0	12.5	0	28.1	3.1	12.5	0	0	15.6	3.1	0	0	0	3.1	3.1	37.5	12.5	0	53.1	

	AIRPORT BLVD Southbound				AIRPORT BLVD Westbound				PRODUCE AVE Northbound				SAN MATEO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**	**5**	0	**6**	**7**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	**1**	3	3
08:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	1	1	4
08:45 AM	0	0	**1**	1	**1**	1	0	2	0	0	0	0	0	2	1	3	6
Total Volume	1	0	1	2	1	4	0	5	0	0	0	0	1	9	3	13	20
% App. Total	50	0	50		20	80	0		0	0	0		7.7	69.2	23.1		
PHF	.250	.000	.250	.500	.250	.333	.000	.417	.000	.000	.000	.000	.250	.450	.750	.542	.714

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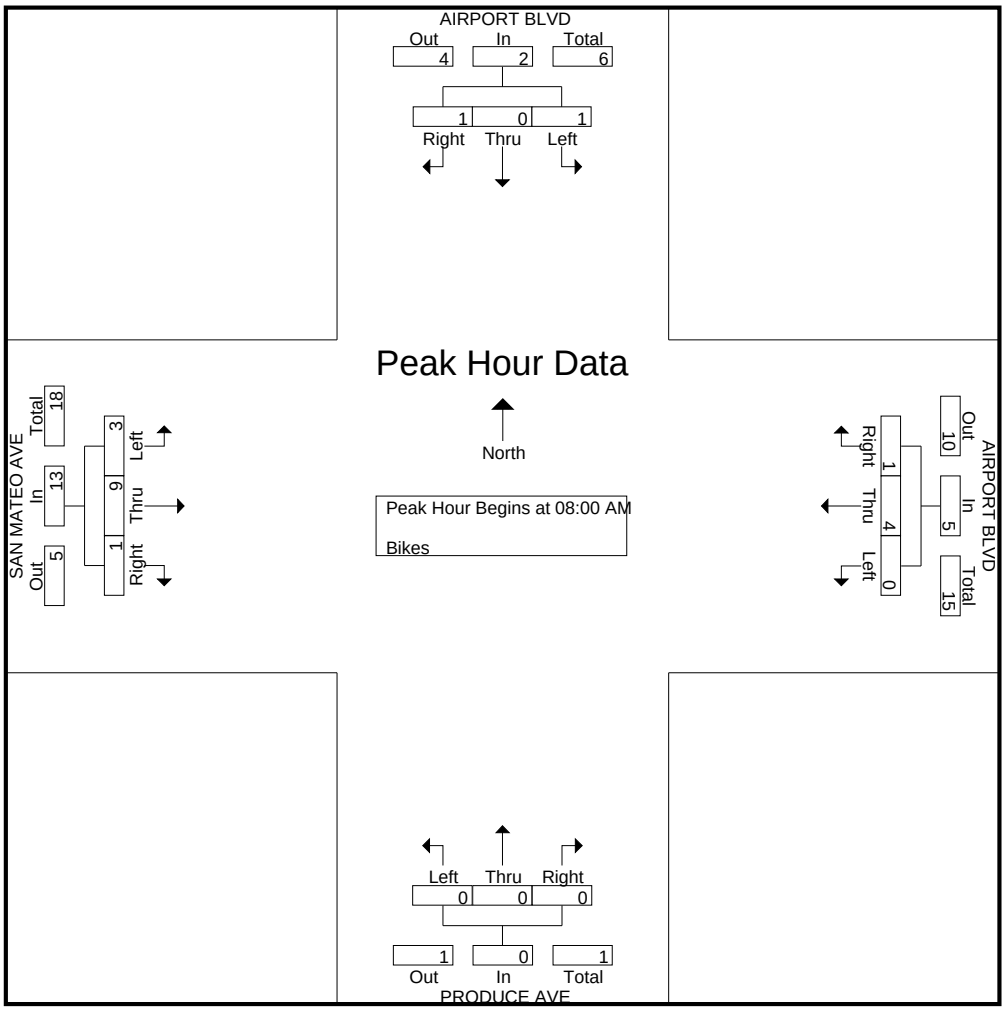

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File Name : 8AM FINAL
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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					AIRPORT BLVD Westbound					PRODUCE AVE Northbound					SAN MATEO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	132	30	2	170	36	37	42	0	115	63	3	35	1	102	29	24	14	0	67	454
07:15 AM	17	152	31	2	202	33	39	50	1	123	75	9	32	2	118	25	30	20	1	76	519
07:30 AM	22	188	27	2	239	38	36	67	0	141	103	5	45	1	154	31	30	18	0	79	613
07:45 AM	10	187	53	1	251	50	38	52	0	140	101	5	56	6	168	19	33	16	3	71	630
Total	55	659	141	7	862	157	150	211	1	519	342	22	168	10	542	104	117	68	4	293	2216
08:00 AM	24	121	41	3	189	48	44	66	3	161	76	10	31	1	118	22	41	15	1	79	547
08:15 AM	19	124	38	1	182	56	45	49	0	150	93	7	27	4	131	27	28	15	1	71	534
08:30 AM	19	94	39	3	155	37	44	57	1	139	82	9	43	0	134	37	33	20	7	97	525
08:45 AM	24	89	31	2	146	44	42	67	2	155	80	12	32	0	124	28	32	16	2	78	503
Total	86	428	149	9	672	185	175	239	6	605	331	38	133	5	507	114	134	66	11	325	2109
Grand Total	141	1087	290	16	1534	342	325	450	7	1124	673	60	301	15	1049	218	251	134	15	618	4325
Apprch %	9.2	70.9	18.9	1		30.4	28.9	40	0.6		64.2	5.7	28.7	1.4		35.3	40.6	21.7	2.4		
Total %	3.3	25.1	6.7	0.4	35.5	7.9	7.5	10.4	0.2	26	15.6	1.4	7	0.3	24.3	5	5.8	3.1	0.3	14.3	

	AIRPORT BLVD Southbound				AIRPORT BLVD Westbound				PRODUCE AVE Northbound				SAN MATEO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	22	**188**	27	237	38	36	**67**	141	**103**	5	45	153	**31**	30	**18**	**79**	610
07:45 AM	10	187	**53**	**250**	50	38	52	140	101	5	**56**	**162**	19	33	16	68	**620**
08:00 AM	**24**	121	41	186	48	44	66	**158**	76	**10**	31	117	22	**41**	15	78	539
08:15 AM	19	124	38	181	**56**	**45**	49	150	93	7	27	127	27	28	15	70	528
Total Volume	75	620	159	854	192	163	234	589	373	27	159	559	99	132	64	295	2297
% App. Total	8.8	72.6	18.6		32.6	27.7	39.7		66.7	4.8	28.4		33.6	44.7	21.7		
PHF	.781	.824	.750	.854	.857	.906	.873	.932	.905	.675	.710	.863	.798	.805	.889	.934	.926

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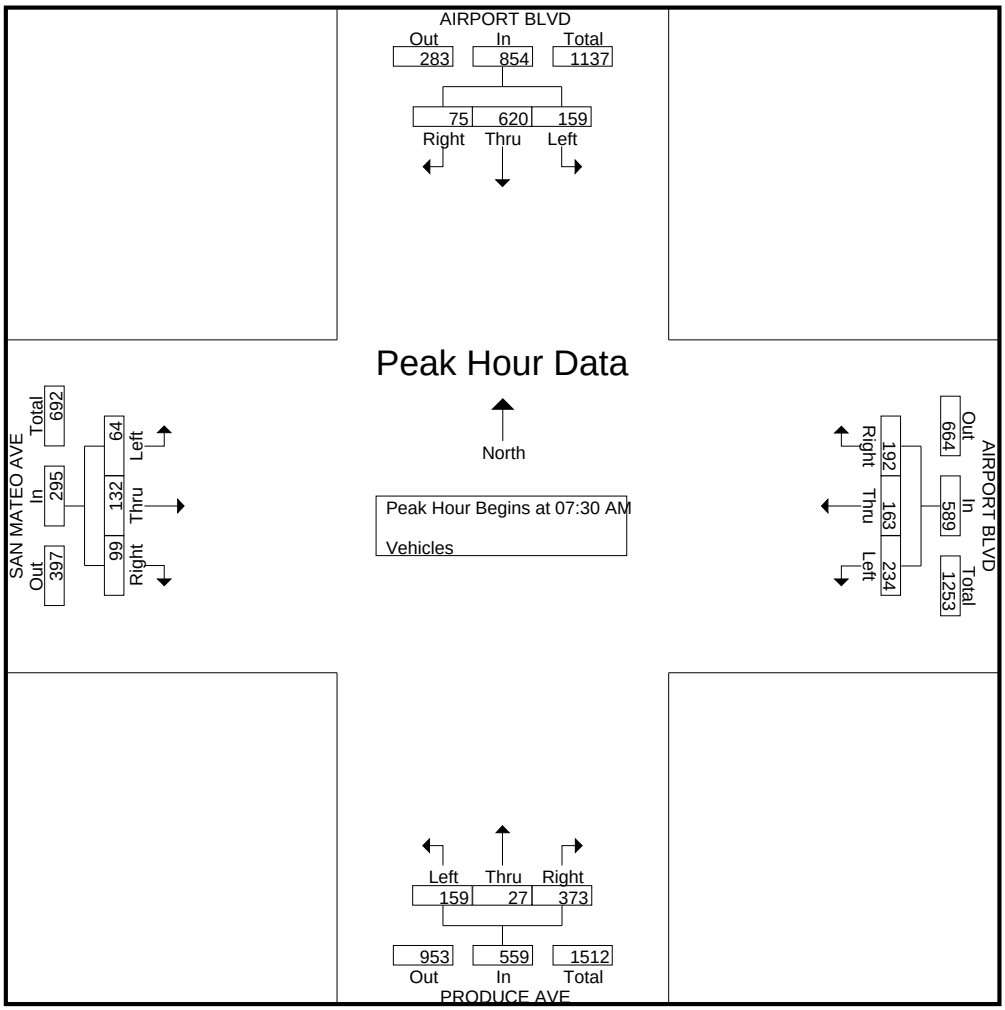

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File Name : 7PM FINAL
Site Code : 00000007
Start Date : 5/7/2013
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Groups Printed- Bikes

	AIRPORT BLVD Southbound					GRAND AVE Westbound					AIRPORT BLVD Northbound					GRAND AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	6
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Grand Total	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	10
Apprch %	100	0	0	0		0	83.3	16.7	0		0	0	0	0		0	100	0	0		
Total %	10	0	0	0	10	0	50	10	0	60	0	0	0	0	0	0	30	0	0	30	

	AIRPORT BLVD Southbound				GRAND AVE Westbound				AIRPORT BLVD Northbound				GRAND AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	**1**	**3**
04:15 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	2	1	3	0	0	0	0	0	2	0	2	6
% App. Total	100	0	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.500	.250	.375	.000	.000	.000	.000	.000	.500	.000	.500	.500

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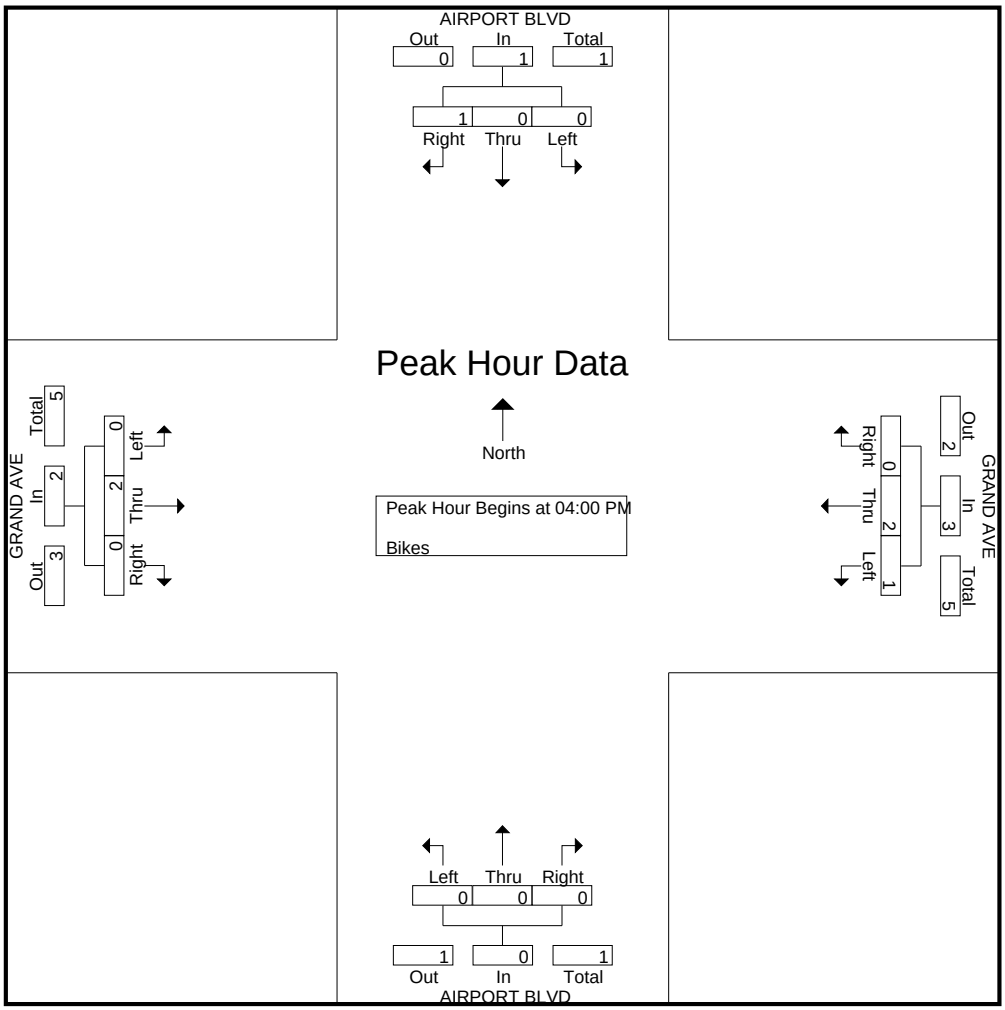

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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					GRAND AVE Westbound					AIRPORT BLVD Northbound					GRAND AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	24	96	32	0	152	48	48	131	1	228	16	78	12	6	112	22	15	39	4	80	572
04:15 PM	31	100	37	0	168	53	49	178	0	280	28	76	19	13	136	24	22	35	4	85	669
04:30 PM	37	89	31	0	157	43	58	197	0	298	29	103	12	10	154	30	18	33	3	84	693
04:45 PM	29	100	23	0	152	50	45	174	0	269	29	98	12	8	147	37	20	48	8	113	681
Total	121	385	123	0	629	194	200	680	1	1075	102	355	55	37	549	113	75	155	19	362	2615
05:00 PM	35	88	30	0	153	74	65	191	0	330	27	111	21	18	177	12	19	15	2	48	708
05:15 PM	33	94	26	0	153	64	68	196	0	328	24	131	11	10	176	26	14	52	1	93	750
05:30 PM	33	111	35	0	179	43	56	173	1	273	31	121	24	15	191	21	17	42	1	81	724
05:45 PM	28	84	35	0	147	42	36	184	0	262	31	135	22	8	196	27	16	49	3	95	700
Total	129	377	126	0	632	223	225	744	1	1193	113	498	78	51	740	86	66	158	7	317	2882
Grand Total	250	762	249	0	1261	417	425	1424	2	2268	215	853	133	88	1289	199	141	313	26	679	5497
Apprch %	19.8	60.4	19.7	0		18.4	18.7	62.8	0.1		16.7	66.2	10.3	6.8		29.3	20.8	46.1	3.8		
Total %	4.5	13.9	4.5	0	22.9	7.6	7.7	25.9	0	41.3	3.9	15.5	2.4	1.6	23.4	3.6	2.6	5.7	0.5	12.4	

	AIRPORT BLVD Southbound				GRAND AVE Westbound				AIRPORT BLVD Northbound				GRAND AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**35**	88	30	153	**74**	65	191	**330**	27	111	21	159	12	**19**	15	46	688
05:15 PM	33	94	26	153	64	**68**	**196**	328	24	131	11	166	26	14	**52**	**92**	**739**
05:30 PM	33	**111**	**35**	**179**	43	56	173	272	**31**	121	**24**	176	21	17	42	80	707
05:45 PM	28	84	35	147	42	36	184	262	31	**135**	22	**188**	**27**	16	49	92	689
Total Volume	129	377	126	632	223	225	744	1192	113	498	78	689	86	66	158	310	2823
% App. Total	20.4	59.7	19.9		18.7	18.9	62.4		16.4	72.3	11.3		27.7	21.3	51		
PHF	.921	.849	.900	.883	.753	.827	.949	.903	.911	.922	.813	.916	.796	.868	.760	.842	.955

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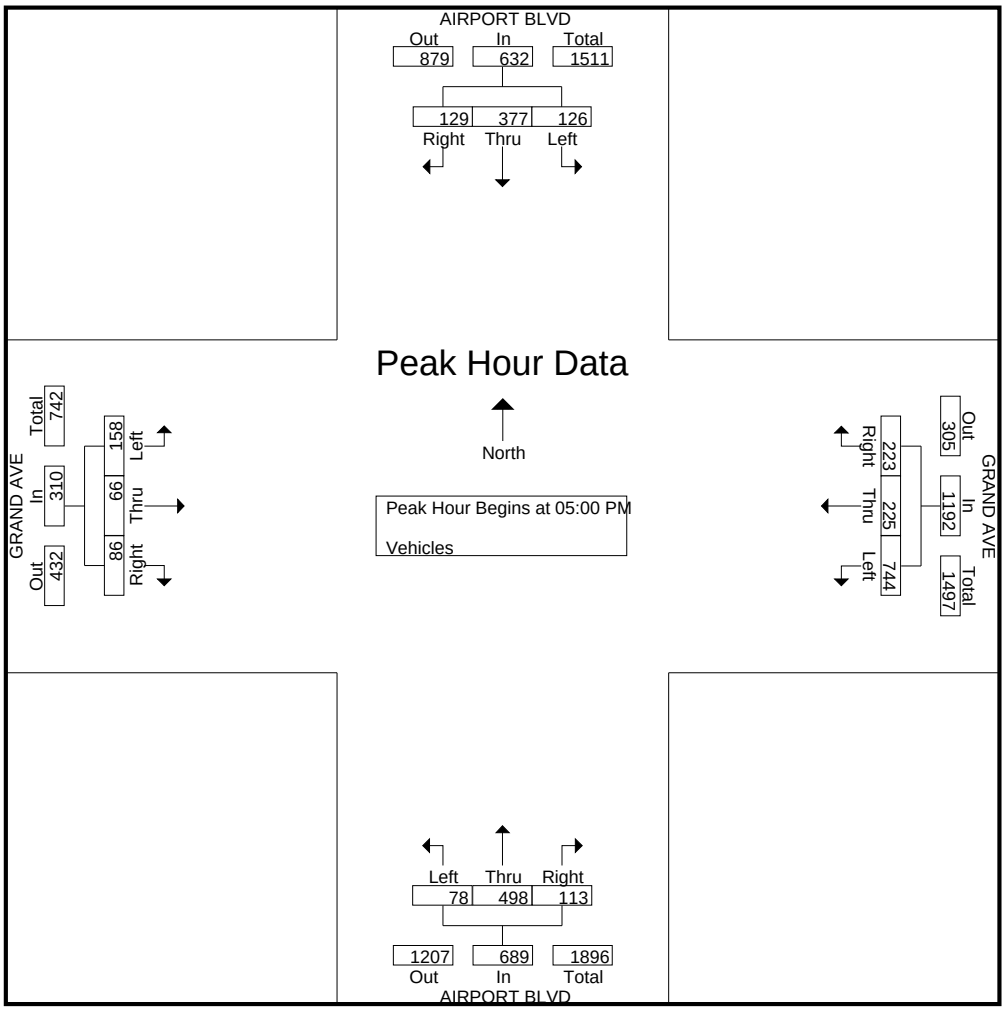

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Groups Printed- Bikes

	AIRPORT BLVD Southbound					GRAND AVE Westbound					AIRPORT BLVD Northbound					GRAND AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Total	0	3	2	0	5	0	0	0	0	0	1	2	0	0	3	0	3	0	0	3	11
08:00 AM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	5
Grand Total	0	4	2	0	6	0	1	0	0	1	2	3	0	0	5	0	4	0	0	4	16
Apprch %	0	66.7	33.3	0		0	100	0	0		40	60	0	0		0	100	0	0		
Total %	0	25	12.5	0	37.5	0	6.2	0	0	6.2	12.5	18.8	0	0	31.2	0	25	0	0	25	

	AIRPORT BLVD Southbound				GRAND AVE Westbound				AIRPORT BLVD Northbound				GRAND AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**2**	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
07:30 AM	0	**2**	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	**3**	0	**3**	**4**
08:00 AM	0	1	0	1	0	**1**	0	**1**	1	0	0	1	0	1	0	1	4
Total Volume	0	3	2	5	0	1	0	1	2	2	0	4	0	4	0	4	14
% App. Total	0	60	40		0	100	0		50	50	0		0	100	0		
PHF	.000	.375	.250	.625	.000	.250	.000	.250	.500	.500	.000	1.00	.000	.333	.000	.333	.875

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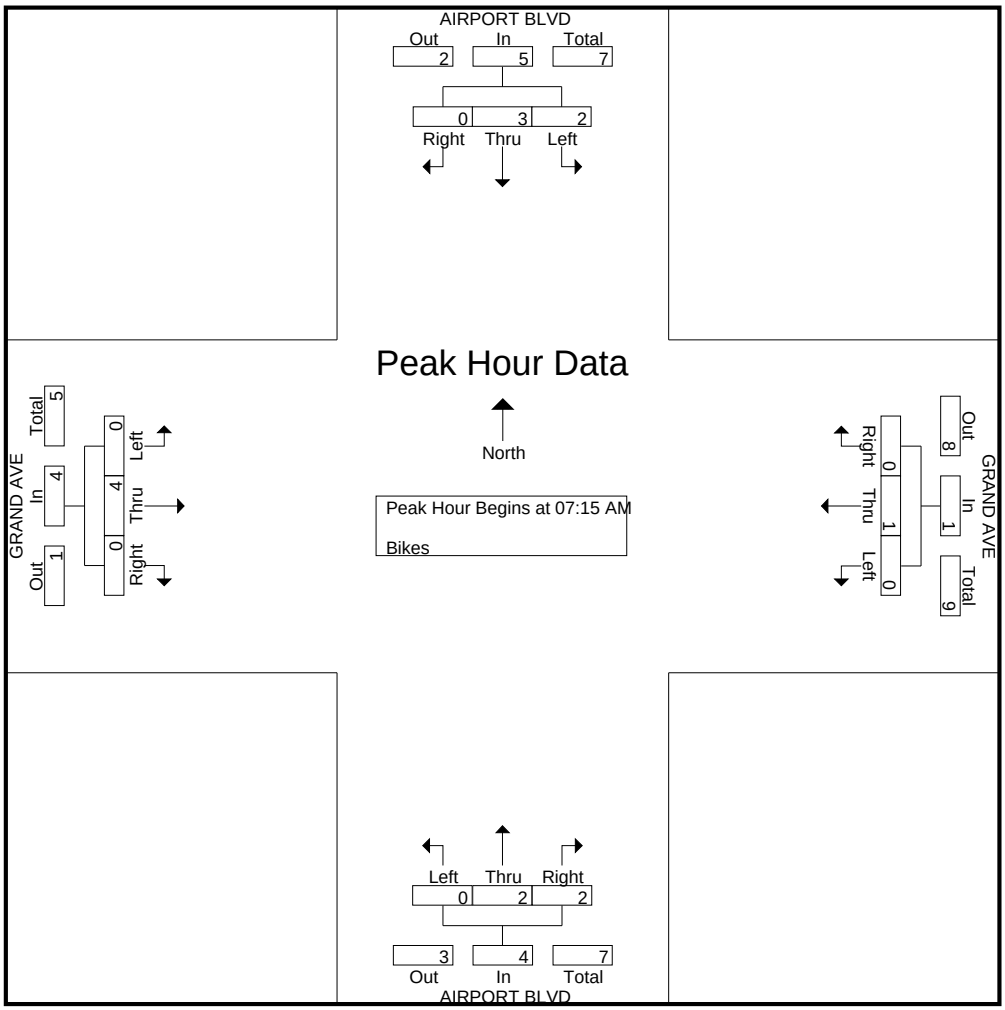

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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					GRAND AVE Westbound					AIRPORT BLVD Northbound					GRAND AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	88	56	0	164	6	23	34	1	64	19	82	7	8	116	21	16	60	4	101	445
07:15 AM	18	89	63	0	170	12	19	33	1	65	30	85	9	14	138	17	25	70	4	116	489
07:30 AM	13	96	70	0	179	16	22	36	0	74	32	85	9	14	140	13	34	57	4	108	501
07:45 AM	28	104	100	0	232	18	28	38	0	84	41	79	9	15	144	20	40	50	4	114	574
Total	79	377	289	0	745	52	92	141	2	287	122	331	34	51	538	71	115	237	16	439	2009
08:00 AM	14	90	98	0	202	18	32	37	0	87	55	95	7	4	161	18	33	56	2	109	559
08:15 AM	29	98	88	0	215	22	25	43	0	90	41	84	9	10	144	16	30	50	5	101	550
08:30 AM	27	91	105	1	224	23	29	38	0	90	51	77	9	7	144	17	30	40	4	91	549
08:45 AM	25	90	106	0	221	12	35	77	0	124	41	78	6	5	130	17	37	37	3	94	569
Total	95	369	397	1	862	75	121	195	0	391	188	334	31	26	579	68	130	183	14	395	2227
Grand Total	174	746	686	1	1607	127	213	336	2	678	310	665	65	77	1117	139	245	420	30	834	4236
Apprch %	10.8	46.4	42.7	0.1		18.7	31.4	49.6	0.3		27.8	59.5	5.8	6.9		16.7	29.4	50.4	3.6		
Total %	4.1	17.6	16.2	0	37.9	3	5	7.9	0	16	7.3	15.7	1.5	1.8	26.4	3.3	5.8	9.9	0.7	19.7	

	AIRPORT BLVD Southbound				GRAND AVE Westbound				AIRPORT BLVD Northbound				GRAND AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	14	90	98	202	18	32	37	87	**55**	**95**	7	**157**	**18**	33	**56**	**107**	553
08:15 AM	**29**	**98**	88	215	22	25	43	90	41	84	**9**	134	16	30	50	96	535
08:30 AM	27	91	105	**223**	**23**	29	38	90	51	77	9	137	17	30	40	87	537
08:45 AM	25	90	**106**	221	12	**35**	**77**	**124**	41	78	6	125	17	**37**	37	91	**561**
Total Volume	95	369	397	861	75	121	195	391	188	334	31	553	68	130	183	381	2186
% App. Total	11	42.9	46.1		19.2	30.9	49.9		34	60.4	5.6		17.8	34.1	48		
PHF	.819	.941	.936	.965	.815	.864	.633	.788	.855	.879	.861	.881	.944	.878	.817	.890	.974

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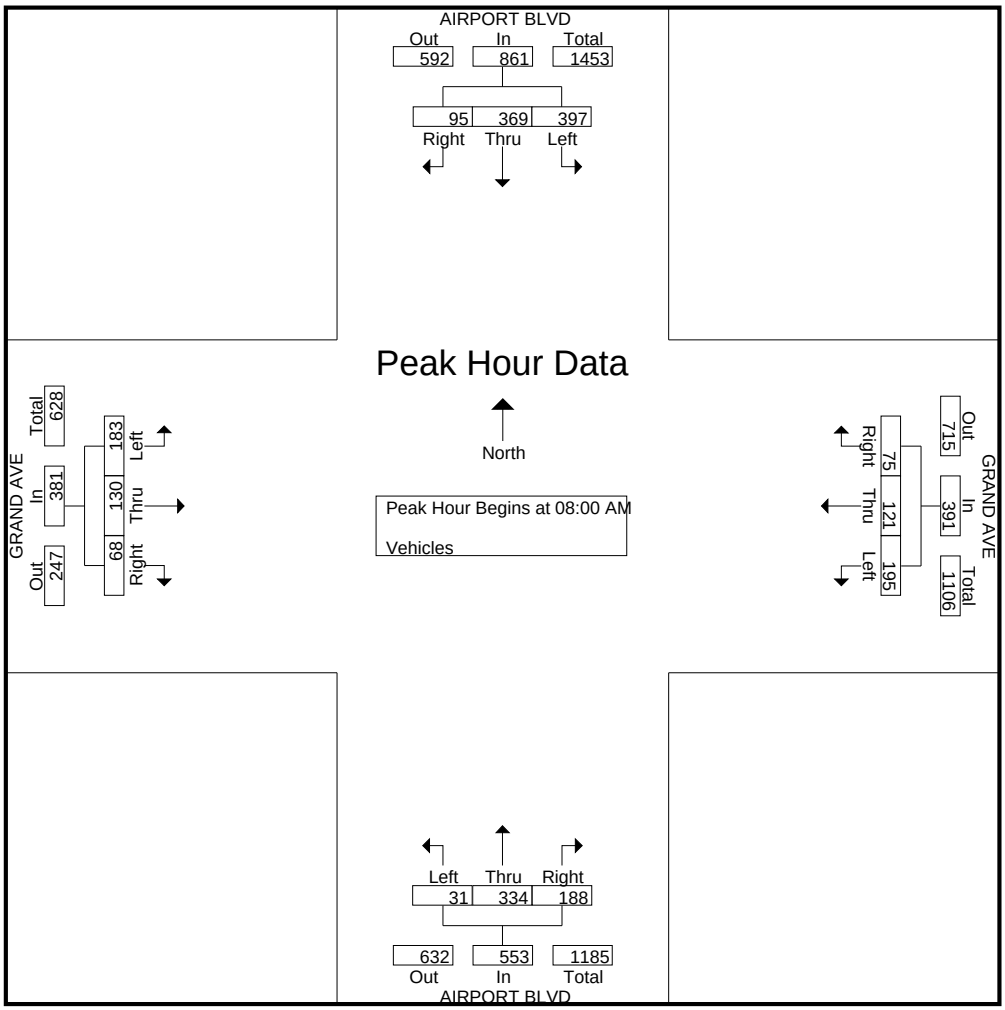

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Groups Printed- Bikes

	Southbound					OYSTER POINT BLVD Westbound					GATEWAY BLVD Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	1	3	0	0	4	9
Grand Total	0	0	0	0	0	0	7	1	0	8	1	0	3	0	4	1	3	0	0	4	16
Apprch %	0	0	0	0		0	87.5	12.5	0		25	0	75	0		25	75	0	0		
Total %	0	0	0	0	0	0	43.8	6.2	0	50	6.2	0	18.8	0	25	6.2	18.8	0	0	25	

	Southbound				OYSTER POINT BLVD Westbound				GATEWAY BLVD Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	**1**	**2**	**1**	0	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	2	0	2	0	0	**2**	**2**	0	0	0	0	**4**
Total Volume	0	0	0	0	0	5	1	6	1	0	2	3	0	0	0	0	9
% App. Total	0	0	0		0	83.3	16.7		33.3	0	66.7		0	0	0		
PHF	.000	.000	.000	.000	.000	.625	.250	.750	.250	.000	.250	.375	.000	.000	.000	.000	.563

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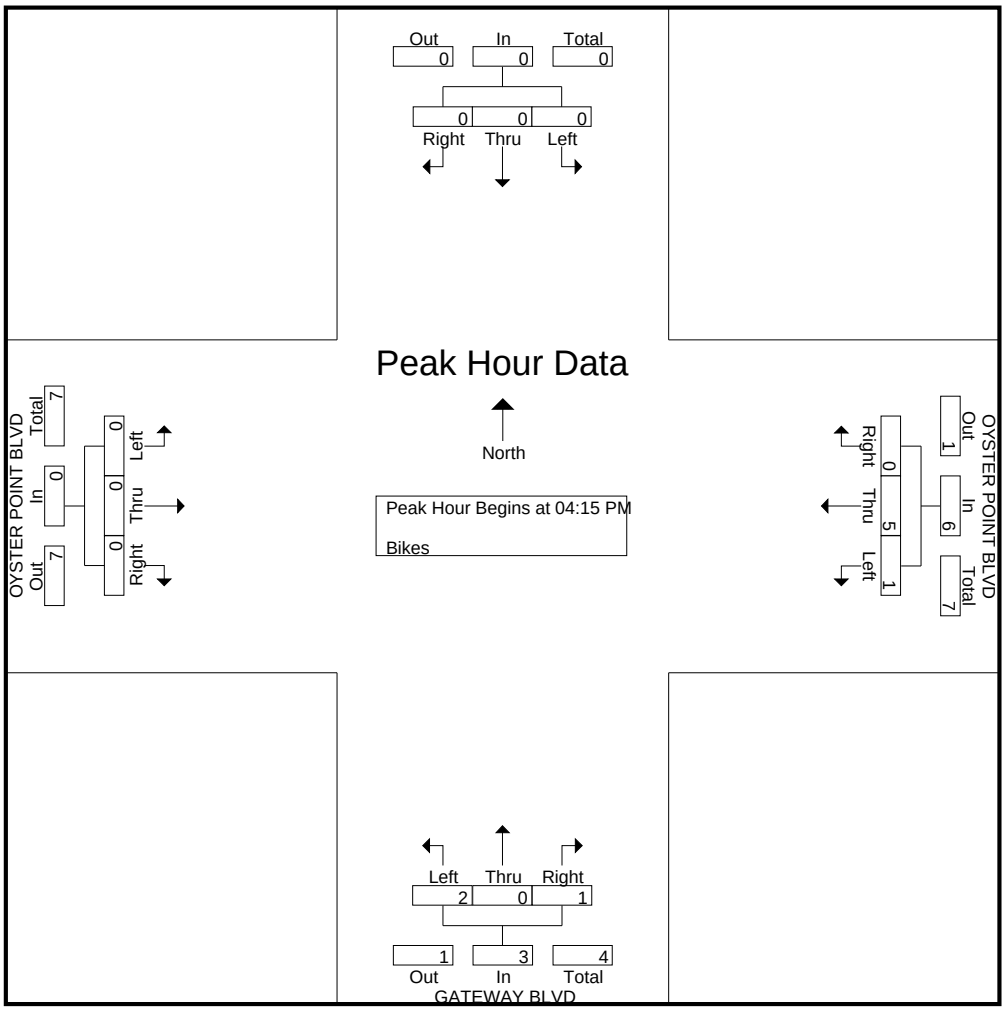
Peak Hour Data



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Groups Printed- Vehicles

	Southbound					OYSTER POINT BLVD Westbound					GATEWAY BLVD Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	303	9	0	312	17	0	151	0	168	18	95	0	0	113	593
04:15 PM	0	0	0	0	0	0	243	5	0	248	16	0	145	0	161	30	80	2	0	112	521
04:30 PM	0	0	0	1	1	0	370	9	0	379	14	0	191	0	205	30	97	2	0	129	714
04:45 PM	0	0	0	1	1	0	364	10	0	374	10	0	204	0	214	39	114	1	1	155	744
Total	0	0	0	2	2	0	1280	33	0	1313	57	0	691	0	748	117	386	5	1	509	2572
05:00 PM	0	0	0	3	3	0	453	15	0	468	23	0	293	0	316	23	88	1	0	112	899
05:15 PM	0	0	0	1	1	0	414	7	1	422	16	0	279	0	295	30	96	2	0	128	846
05:30 PM	0	0	0	3	3	0	385	24	2	411	23	0	222	0	245	20	74	2	0	96	755
05:45 PM	0	0	0	4	4	0	319	10	0	329	19	0	195	0	214	18	68	4	0	90	637
Total	0	0	0	11	11	0	1571	56	3	1630	81	0	989	0	1070	91	326	9	0	426	3137
Grand Total	0	0	0	13	13	0	2851	89	3	2943	138	0	1680	0	1818	208	712	14	1	935	5709
Apprch %	0	0	0	100		0	96.9	3	0.1		7.6	0	92.4	0		22.2	76.1	1.5	0.1		
Total %	0	0	0	0.2	0.2	0	49.9	1.6	0.1	51.6	2.4	0	29.4	0	31.8	3.6	12.5	0.2	0	16.4	

	Southbound				OYSTER POINT BLVD Westbound				GATEWAY BLVD Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	364	10	374	10	0	204	214	**39**	**114**	1	**154**	742
05:00 PM	0	0	0	0	0	**453**	15	**468**	**23**	0	**293**	**316**	23	88	1	112	**896**
05:15 PM	0	0	0	0	0	414	7	421	16	0	279	295	30	96	**2**	128	844
05:30 PM	0	0	0	0	0	385	**24**	409	23	0	222	245	20	74	2	96	750
Total Volume	0	0	0	0	0	1616	56	1672	72	0	998	1070	112	372	6	490	3232
% App. Total	0	0	0		0	96.7	3.3		6.7	0	93.3		22.9	75.9	1.2		
PHF	.000	.000	.000	.000	.000	.892	.583	.893	.783	.000	.852	.847	.718	.816	.750	.795	.902

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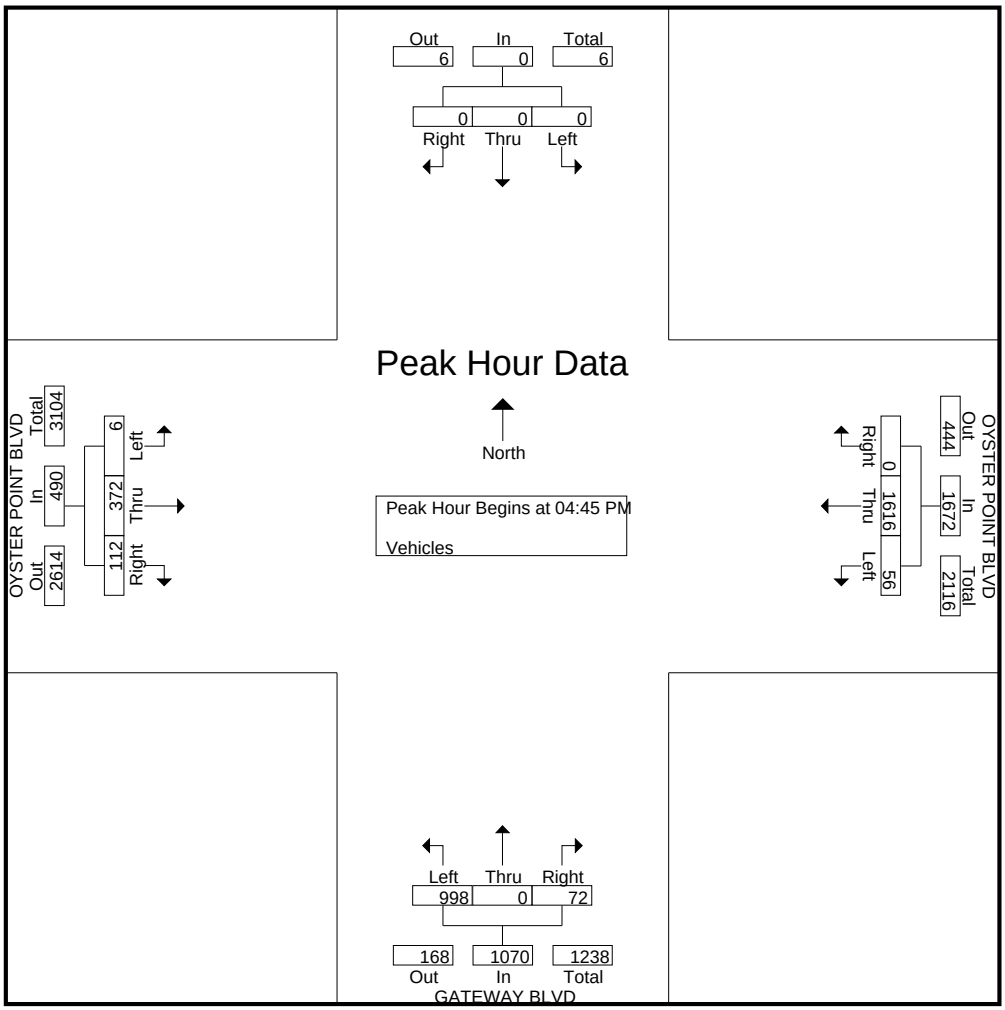

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Groups Printed- Bikes

	Southbound					OYSTER POINT BLVD Westbound					GATEWAY BLVD Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	13	0	14	0	0	0	0	0	0	0	0	0	0	14
07:15 AM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	1	0	0	2	4
Total	0	0	0	0	0	2	0	23	0	25	1	0	0	0	1	1	2	0	0	3	29
08:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	1	4	0	0	5	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	2	0	0	4	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	4	7	0	0	11	16
Grand Total	0	0	0	0	0	2	0	24	0	26	5	0	0	0	5	5	9	0	0	14	45
Apprch %	0	0	0	0		7.7	0	92.3	0		100	0	0	0		35.7	64.3	0	0		
Total %	0	0	0	0	0	4.4	0	53.3	0	57.8	11.1	0	0	0	11.1	11.1	20	0	0	31.1	

	Southbound				OYSTER POINT BLVD Westbound				GATEWAY BLVD Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	0	**13**	**14**	0	0	0	0	0	0	0	0	**14**
07:15 AM	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8
07:30 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	**1**	0	1	3
07:45 AM	0	0	0	0	1	0	0	1	**1**	0	0	**1**	**1**	1	0	**2**	4
Total Volume	0	0	0	0	2	0	23	25	1	0	0	1	1	2	0	3	29
% App. Total	0	0	0		8	0	92		100	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.500	.000	.442	.446	.250	.000	.000	.250	.250	.500	.000	.375	.518

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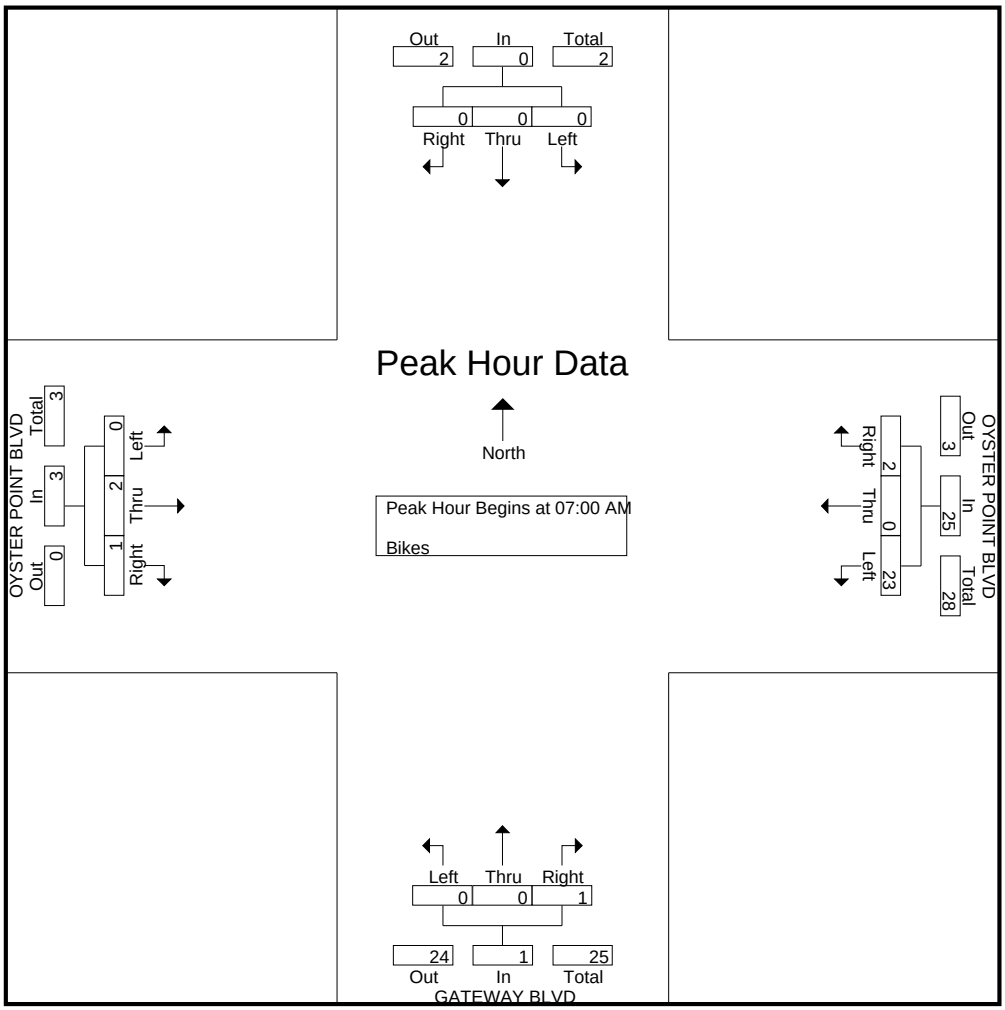

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Groups Printed- Vehicles

	Southbound					OYSTER POINT BLVD Westbound					GATEWAY BLVD Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	2	2	0	52	5	1	58	9	0	21	0	30	68	218	0	0	286	376
07:15 AM	0	0	0	4	4	0	80	3	5	88	14	0	21	1	36	100	241	0	0	341	469
07:30 AM	0	0	0	2	2	0	77	6	3	86	13	0	27	1	41	124	317	1	0	442	571
07:45 AM	0	0	0	0	0	0	98	6	1	105	19	0	34	0	53	188	402	0	0	590	748
Total	0	0	0	8	8	0	307	20	10	337	55	0	103	2	160	480	1178	1	0	1659	2164
08:00 AM	0	0	0	0	0	1	109	10	0	120	25	0	51	0	76	167	398	0	0	565	761
08:15 AM	0	0	0	1	1	0	82	9	1	92	20	0	65	0	85	134	441	0	0	575	753
08:30 AM	0	0	0	0	0	1	89	7	0	97	28	0	61	0	89	174	427	0	0	601	787
08:45 AM	0	0	0	0	0	0	131	6	1	138	28	0	42	0	70	141	442	0	0	583	791
Total	0	0	0	1	1	2	411	32	2	447	101	0	219	0	320	616	1708	0	0	2324	3092
Grand Total	0	0	0	9	9	2	718	52	12	784	156	0	322	2	480	1096	2886	1	0	3983	5256
Apprch %	0	0	0	100		0.3	91.6	6.6	1.5		32.5	0	67.1	0.4		27.5	72.5	0	0		
Total %	0	0	0	0.2	0.2	0	13.7	1	0.2	14.9	3	0	6.1	0	9.1	20.9	54.9	0	0	75.8	

	Southbound				OYSTER POINT BLVD Westbound				GATEWAY BLVD Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	**1**	109	**10**	120	25	0	51	76	167	398	0	565	761
08:15 AM	0	0	0	0	0	82	9	91	20	0	**65**	85	134	441	0	575	751
08:30 AM	0	0	0	0	1	89	7	97	**28**	0	61	**89**	**174**	427	0	**601**	787
08:45 AM	0	0	0	0	0	**131**	6	**137**	28	0	42	70	141	**442**	0	583	**790**
Total Volume	0	0	0	0	2	411	32	445	101	0	219	320	616	1708	0	2324	3089
% App. Total	0	0	0		0.4	92.4	7.2		31.6	0	68.4		26.5	73.5	0		
PHF	.000	.000	.000	.000	.500	.784	.800	.812	.902	.000	.842	.899	.885	.966	.000	.967	.978

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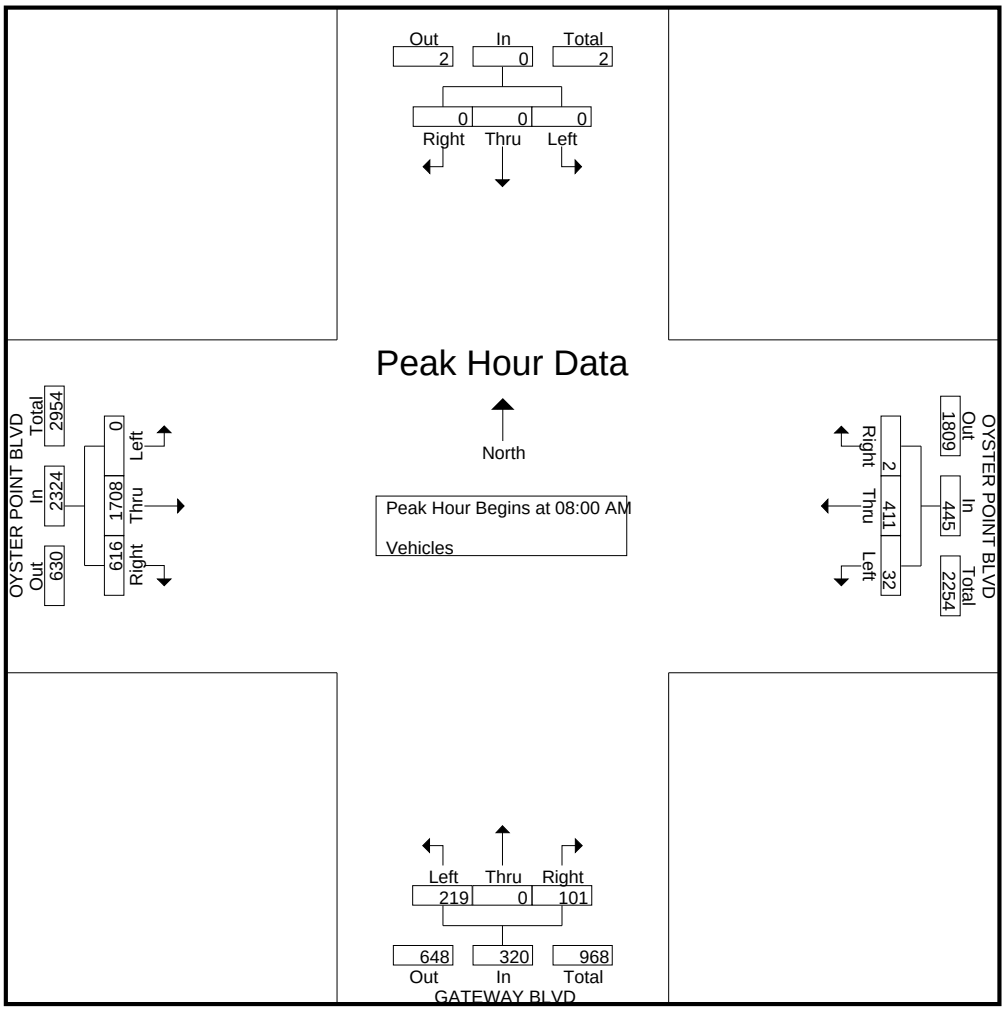

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Groups Printed- Bikes

	DUBUQUE AVE Southbound					STREET Westbound					DUBUQUE AVE Northbound					US-101 RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	DUBUQUE AVE Southbound				STREET Westbound				DUBUQUE AVE Northbound				US-101 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

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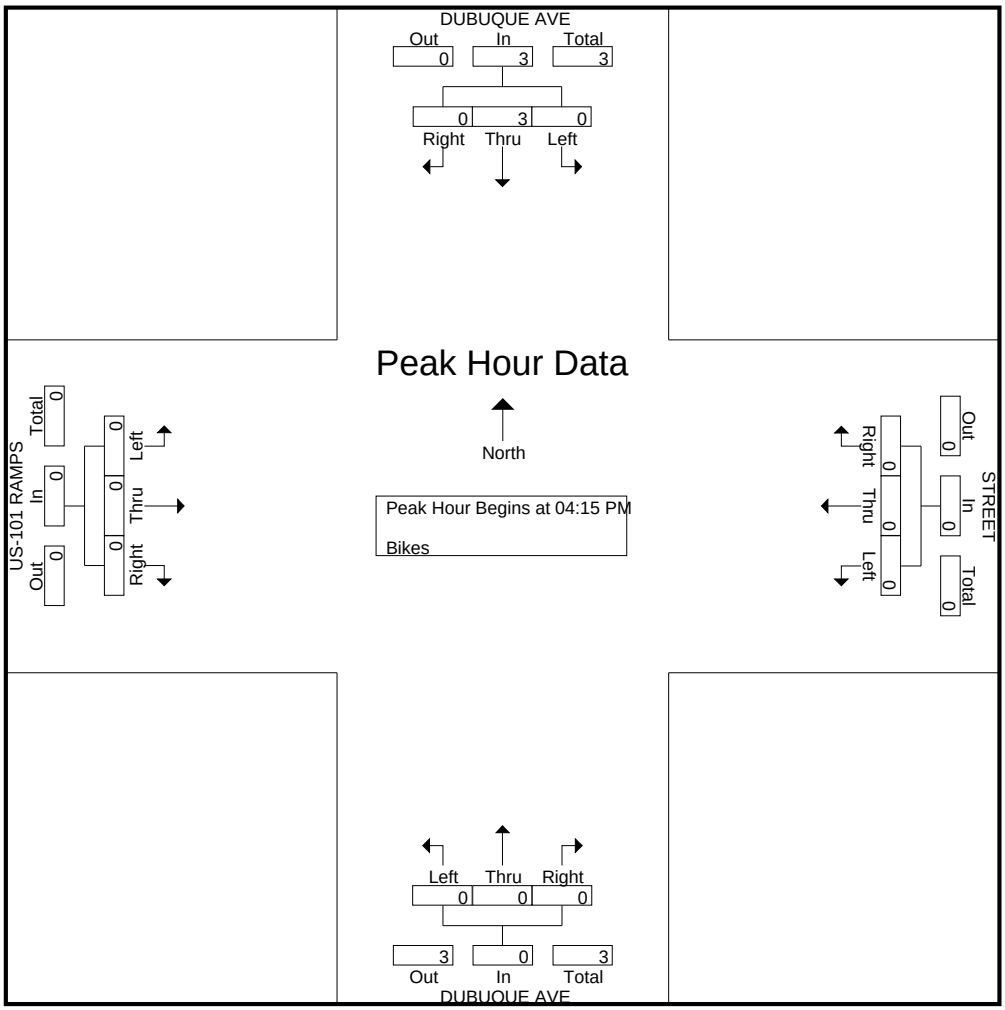

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Groups Printed- Vehicles

	DUBUQUE AVE Southbound					STREET Westbound					DUBUQUE AVE Northbound					US-101 RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	227	20	0	0	247	0	0	0	0	0	1	34	7	0	42	9	0	103	0	112	401
04:15 PM	209	25	0	0	234	0	0	0	0	0	2	27	8	0	37	7	0	98	0	105	376
04:30 PM	280	27	0	0	307	0	2	0	0	2	0	36	7	0	43	9	0	101	0	110	462
04:45 PM	254	19	0	0	273	1	1	0	0	2	0	31	14	0	45	6	1	138	0	145	465
Total	970	91	0	0	1061	1	3	0	0	4	3	128	36	0	167	31	1	440	0	472	1704
05:00 PM	307	20	1	0	328	2	0	0	2	4	0	30	9	0	39	8	0	109	0	117	488
05:15 PM	369	17	1	0	387	0	0	0	0	0	0	27	8	0	35	4	0	131	0	135	557
05:30 PM	264	18	1	0	283	0	0	0	0	0	0	35	8	0	43	1	1	125	0	127	453
05:45 PM	219	23	1	0	243	4	1	0	2	7	1	34	6	0	41	4	2	113	0	119	410
Total	1159	78	4	0	1241	6	1	0	4	11	1	126	31	0	158	17	3	478	0	498	1908
Grand Total	2129	169	4	0	2302	7	4	0	4	15	4	254	67	0	325	48	4	918	0	970	3612
Apprch %	92.5	7.3	0.2	0		46.7	26.7	0	26.7		1.2	78.2	20.6	0		4.9	0.4	94.6	0		
Total %	58.9	4.7	0.1	0	63.7	0.2	0.1	0	0.1	0.4	0.1	7	1.9	0	9	1.3	0.1	25.4	0	26.9	

	DUBUQUE AVE Southbound				STREET Westbound				DUBUQUE AVE Northbound				US-101 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	280	**27**	0	307	0	**2**	0	**2**	0	**36**	7	43	**9**	0	101	110	462
04:45 PM	254	19	0	273	1	1	0	2	0	31	**14**	**45**	6	**1**	**138**	**145**	465
05:00 PM	307	20	**1**	328	**2**	0	0	2	0	30	9	39	8	0	109	117	486
05:15 PM	**369**	17	1	**387**	0	0	0	0	0	27	8	35	4	0	131	135	**557**
Total Volume	1210	83	2	1295	3	3	0	6	0	124	38	162	27	1	479	507	1970
% App. Total	93.4	6.4	0.2		50	50	0		0	76.5	23.5		5.3	0.2	94.5		
PHF	.820	.769	.500	.837	.375	.375	.000	.750	.000	.861	.679	.900	.750	.250	.868	.874	.884

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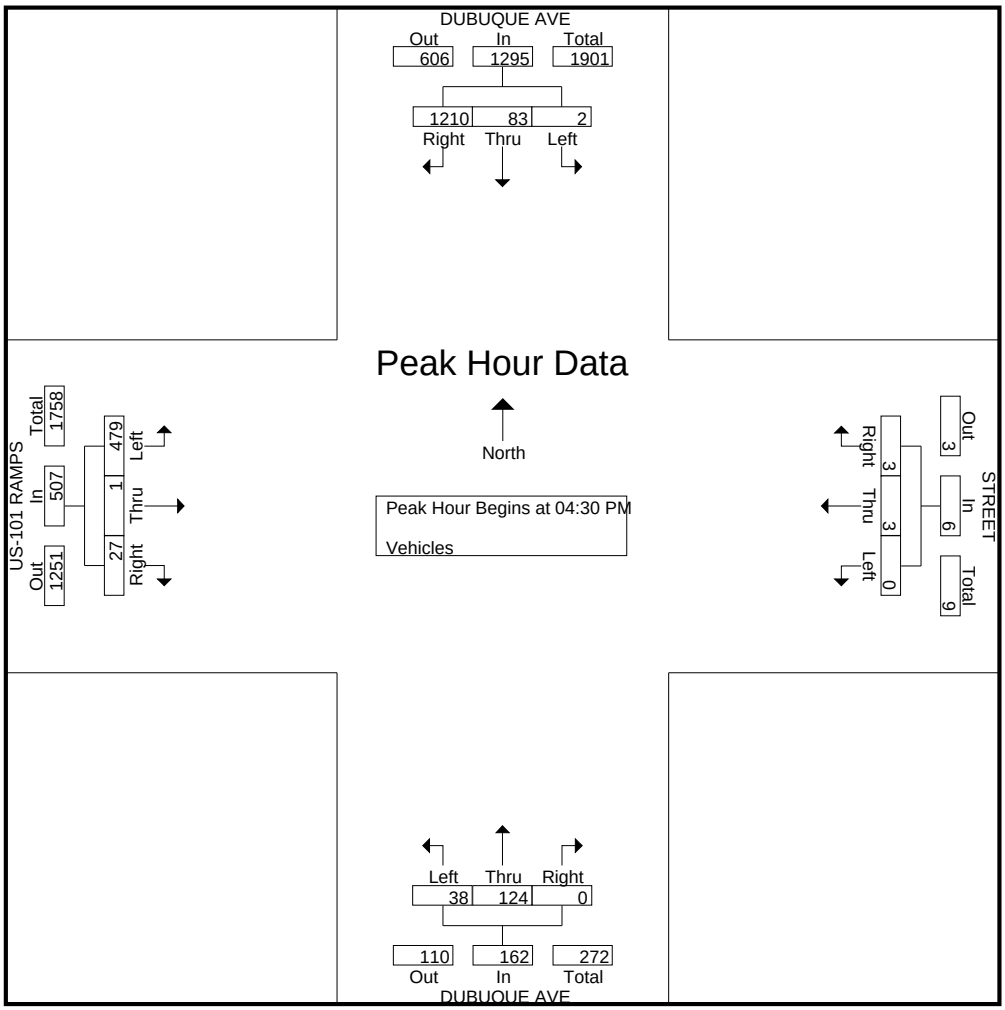

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Groups Printed- Bikes

	DUBUQUE AVE Southbound					STREET Westbound					DUBUQUE AVE Northbound					US-101 RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

	DUBUQUE AVE Southbound				STREET Westbound				DUBUQUE AVE Northbound				US-101 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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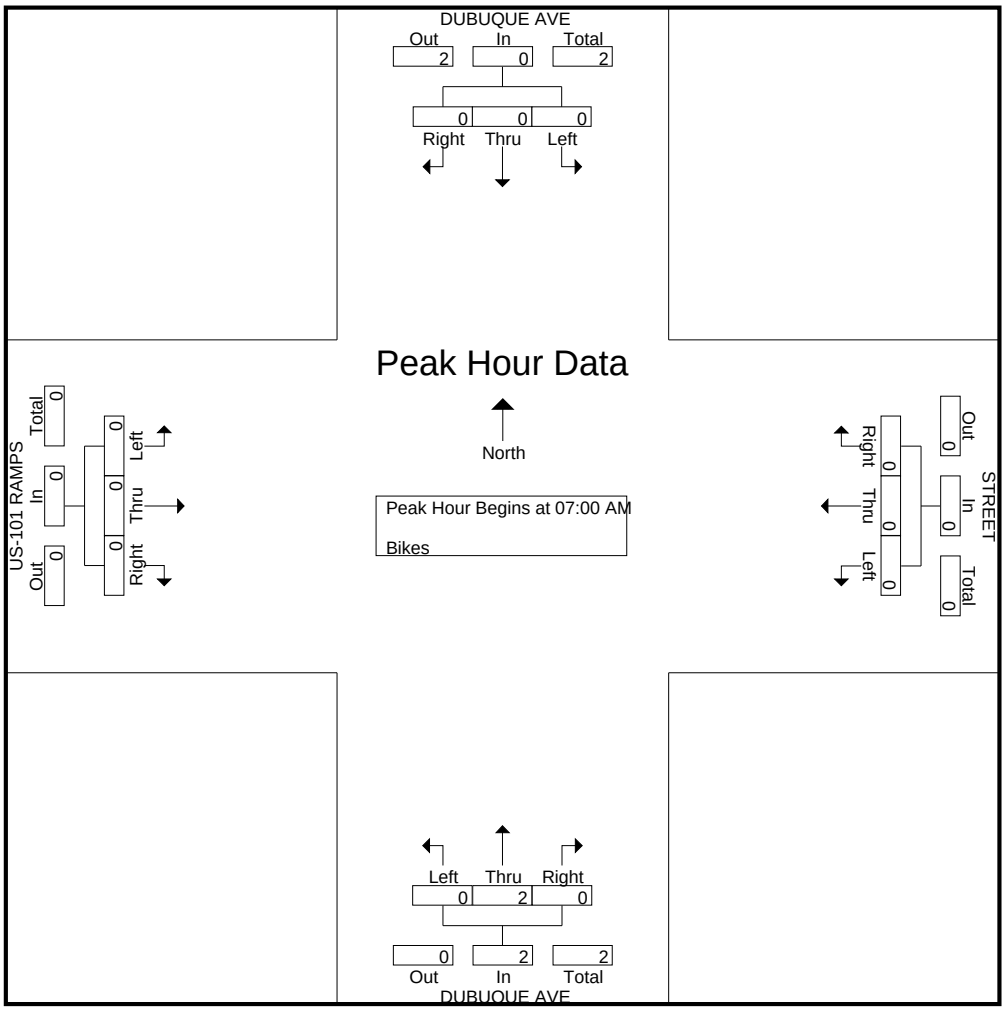

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Groups Printed- Vehicles

	DUBUQUE AVE Southbound					STREET Westbound					DUBUQUE AVE Northbound					US-101 RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	113	6	0	0	119	1	0	0	0	1	0	11	1	0	12	6	1	111	0	118	250
07:15 AM	151	6	1	0	158	0	0	0	0	0	0	8	0	0	8	5	0	118	0	123	289
07:30 AM	155	14	0	0	169	1	0	0	0	1	0	7	0	0	7	5	0	158	0	163	340
07:45 AM	162	14	1	0	177	0	0	0	0	0	0	10	0	0	10	4	0	207	0	211	398
Total	581	40	2	0	623	2	0	0	0	2	0	36	1	0	37	20	1	594	0	615	1277
08:00 AM	149	9	0	0	158	0	1	0	1	2	1	15	1	0	17	8	2	195	0	205	382
08:15 AM	173	21	1	0	195	1	1	0	1	3	0	10	2	0	12	13	2	215	0	230	440
08:30 AM	165	23	0	0	188	3	0	0	2	5	0	18	5	0	23	13	0	227	0	240	456
08:45 AM	155	20	0	0	175	1	0	0	1	2	0	19	2	0	21	15	0	214	0	229	427
Total	642	73	1	0	716	5	2	0	5	12	1	62	10	0	73	49	4	851	0	904	1705
Grand Total	1223	113	3	0	1339	7	2	0	5	14	1	98	11	0	110	69	5	1445	0	1519	2982
Apprch %	91.3	8.4	0.2	0		50	14.3	0	35.7		0.9	89.1	10	0		4.5	0.3	95.1	0		
Total %	41	3.8	0.1	0	44.9	0.2	0.1	0	0.2	0.5	0	3.3	0.4	0	3.7	2.3	0.2	48.5	0	50.9	

	DUBUQUE AVE Southbound				STREET Westbound				DUBUQUE AVE Northbound				US-101 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	149	9	0	158	0	**1**	0	1	**1**	15	1	17	8	**2**	195	205	381
08:15 AM	**173**	21	**1**	**195**	1	1	0	2	0	10	2	12	13	2	215	230	439
08:30 AM	165	**23**	0	188	**3**	0	0	**3**	0	18	**5**	**23**	13	0	**227**	**240**	**454**
08:45 AM	155	20	0	175	1	0	0	1	0	**19**	2	21	**15**	0	214	229	426
Total Volume	642	73	1	716	5	2	0	7	1	62	10	73	49	4	851	904	1700
% App. Total	89.7	10.2	0.1		71.4	28.6	0		1.4	84.9	13.7		5.4	0.4	94.1		
PHF	.928	.793	.250	.918	.417	.500	.000	.583	.250	.816	.500	.793	.817	.500	.937	.942	.936

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File Name : 5AM FINAL
Site Code : 00000005
Start Date : 5/7/2013
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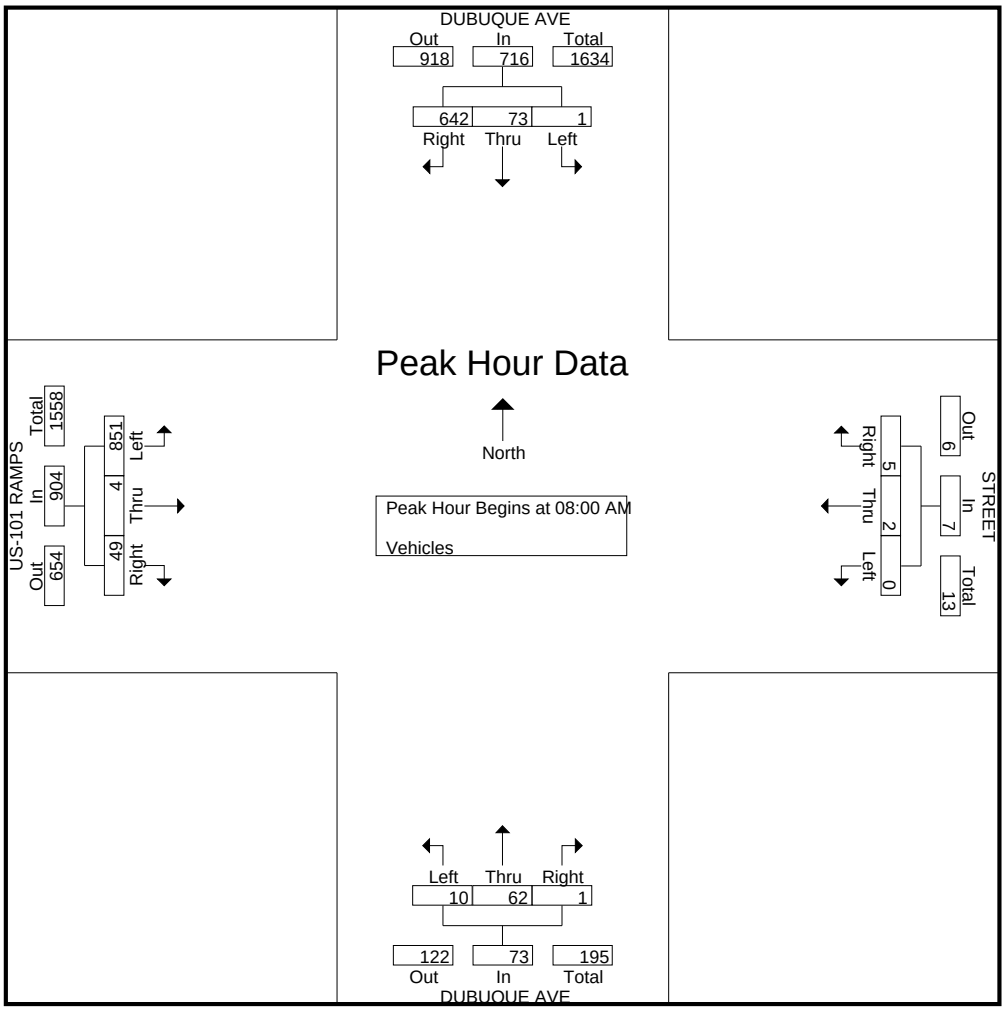

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File Name : 4PM FINAL
Site Code : 00000004
Start Date : 5/7/2013
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Groups Printed- Bikes

	US-101 NB ON-RAMP Southbound					OYSTER POINT BLVD Westbound					DUBUQUE AVE Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	4
Grand Total	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3	1	0	0	4	7
Apprch %	0	0	0	0		0	0	100	0		0	0	0	0		75	25	0	0		
Total %	0	0	0	0	0	0	0	42.9	0	42.9	0	0	0	0	0	42.9	14.3	0	0	57.1	

	US-101 NB ON-RAMP Southbound				OYSTER POINT BLVD Westbound				DUBUQUE AVE Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**2**
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	3	1	0	4	5
% App. Total	0	0	0		0	0	100		0	0	0		75	25	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.375	.250	.000	.500	.625

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File Name : 4PM FINAL
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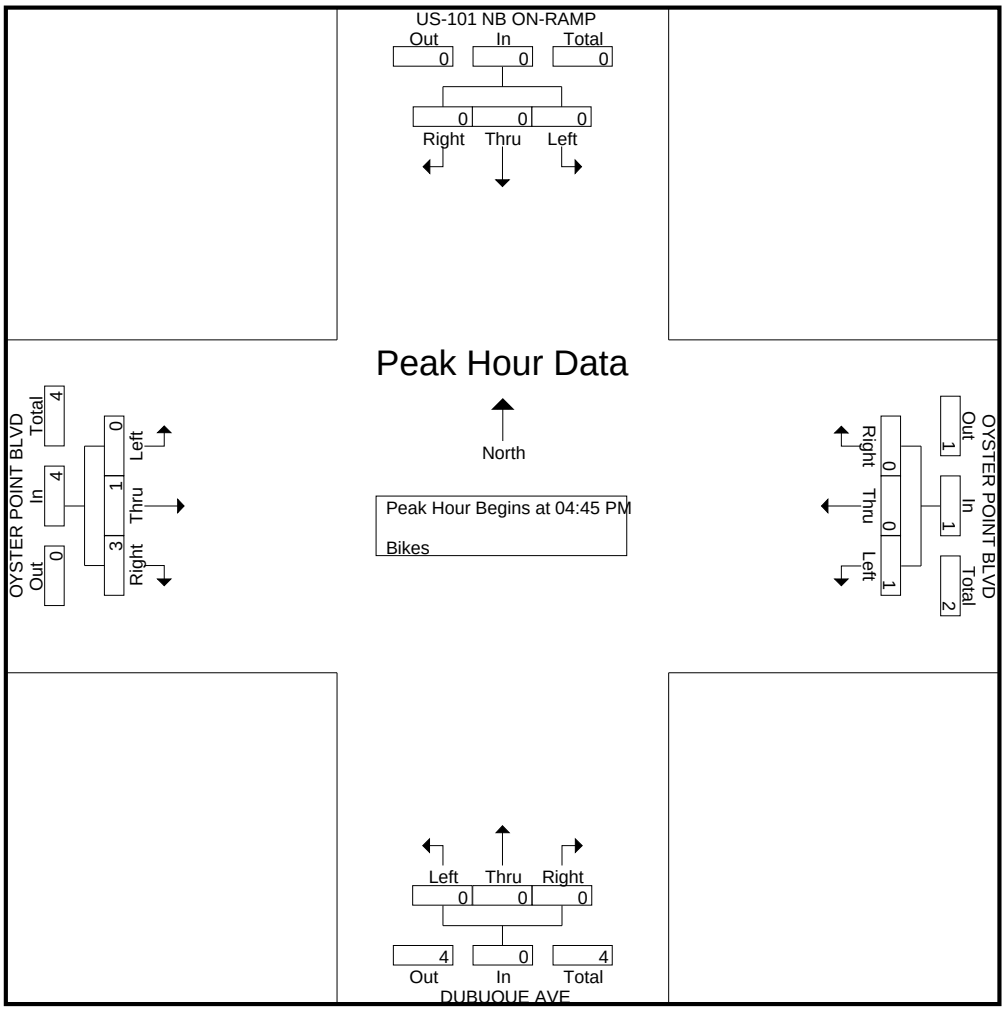

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File Name : 4PM FINAL
Site Code : 00000004
Start Date : 5/7/2013
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Groups Printed- Vehicles

	US-101 NB ON-RAMP Southbound					OYSTER POINT BLVD Westbound					DUBUQUE AVE Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	181	79	179	0	439	42	12	78	2	134	67	27	52	0	146	719
04:15 PM	0	0	0	0	0	159	56	176	0	391	27	16	73	1	117	73	39	43	0	155	663
04:30 PM	0	0	0	0	0	229	119	224	5	577	38	20	77	5	140	84	44	49	0	177	894
04:45 PM	0	0	0	0	0	211	111	226	0	548	55	15	99	0	169	65	59	60	0	184	901
Total	0	0	0	0	0	780	365	805	5	1955	162	63	327	8	560	289	169	204	0	662	3177
05:00 PM	0	0	0	0	0	249	164	276	1	690	36	12	94	2	144	58	53	90	0	201	1035
05:15 PM	0	0	0	0	0	252	149	287	2	690	25	23	128	1	177	57	52	74	0	183	1050
05:30 PM	0	0	0	1	1	241	138	224	1	604	20	29	111	3	163	52	44	67	0	163	931
05:45 PM	0	0	0	0	0	243	128	185	0	556	17	22	107	3	149	56	47	48	0	151	856
Total	0	0	0	1	1	985	579	972	4	2540	98	86	440	9	633	223	196	279	0	698	3872
Grand Total	0	0	0	1	1	1765	944	1777	9	4495	260	149	767	17	1193	512	365	483	0	1360	7049
Apprch %	0	0	0	100		39.3	21	39.5	0.2		21.8	12.5	64.3	1.4		37.6	26.8	35.5	0		
Total %	0	0	0	0	0	25	13.4	25.2	0.1	63.8	3.7	2.1	10.9	0.2	16.9	7.3	5.2	6.9	0	19.3	

	US-101 NB ON-RAMP Southbound				OYSTER POINT BLVD Westbound				DUBUQUE AVE Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	211	111	226	548	**55**	15	99	169	**65**	**59**	60	184	901
05:00 PM	0	0	0	0	249	**164**	276	**689**	36	12	94	142	58	53	**90**	**201**	1032
05:15 PM	0	0	0	0	**252**	149	**287**	688	25	23	**128**	**176**	57	52	74	183	**1047**
05:30 PM	0	0	0	0	241	138	224	603	20	**29**	111	160	52	44	67	163	926
Total Volume	0	0	0	0	953	562	1013	2528	136	79	432	647	232	208	291	731	3906
% App. Total	0	0	0		37.7	22.2	40.1		21	12.2	66.8		31.7	28.5	39.8		
PHF	.000	.000	.000	.000	.945	.857	.882	.917	.618	.681	.844	.919	.892	.881	.808	.909	.933

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File Name : 4PM FINAL
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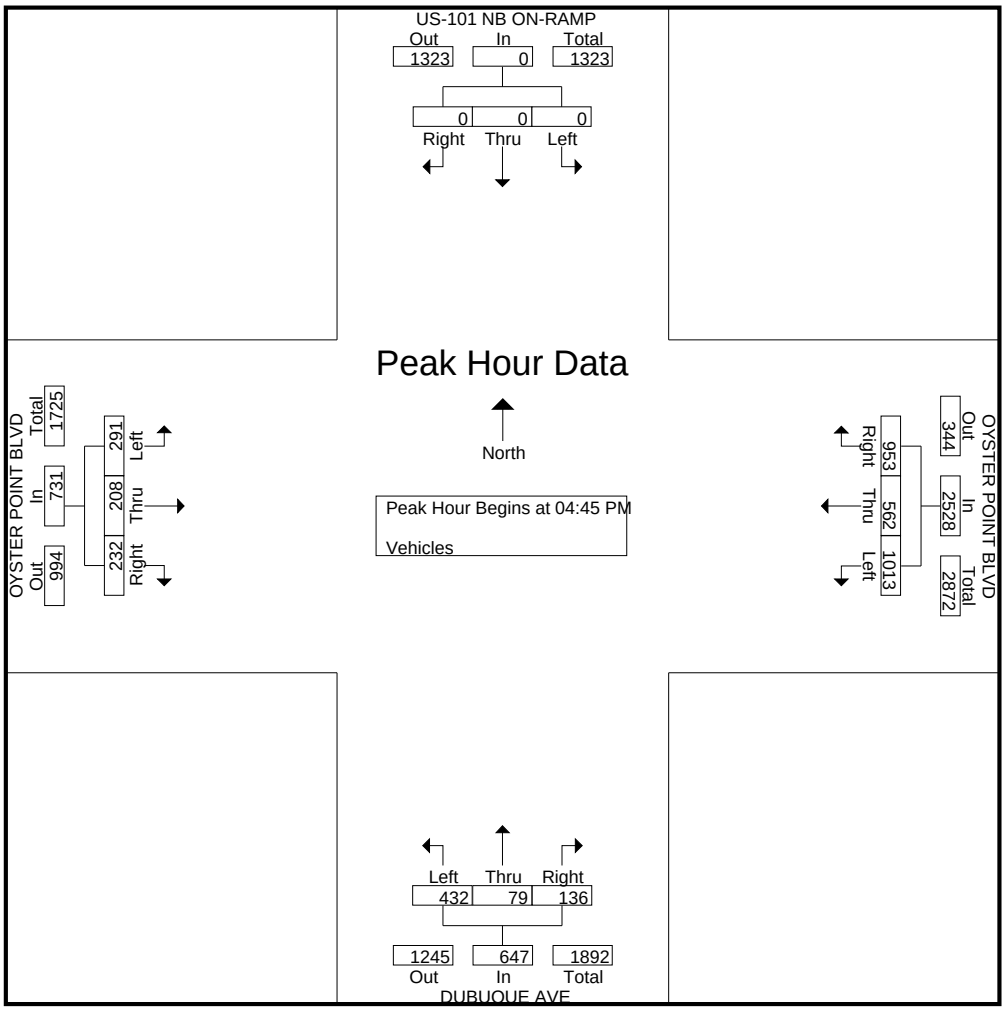

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 5/7/2013
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Groups Printed- Bikes

	US-101 NB ON-RAMP Southbound					OYSTER POINT BLVD Westbound					DUBUQUE AVE Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	1	5	0	0	6	9
Grand Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	1	6	0	0	7	11
Apprch %	0	0	0	0		0	0	0	0		50	0	50	0		14.3	85.7	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	18.2	0	18.2	0	36.4	9.1	54.5	0	0	63.6	

	US-101 NB ON-RAMP Southbound				OYSTER POINT BLVD Westbound				DUBUQUE AVE Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**2**	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	2	**3**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	2	0	1	3	1	5	0	6	9
% App. Total	0	0	0		0	0	0		66.7	0	33.3		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.375	.250	.625	.000	.750	.750

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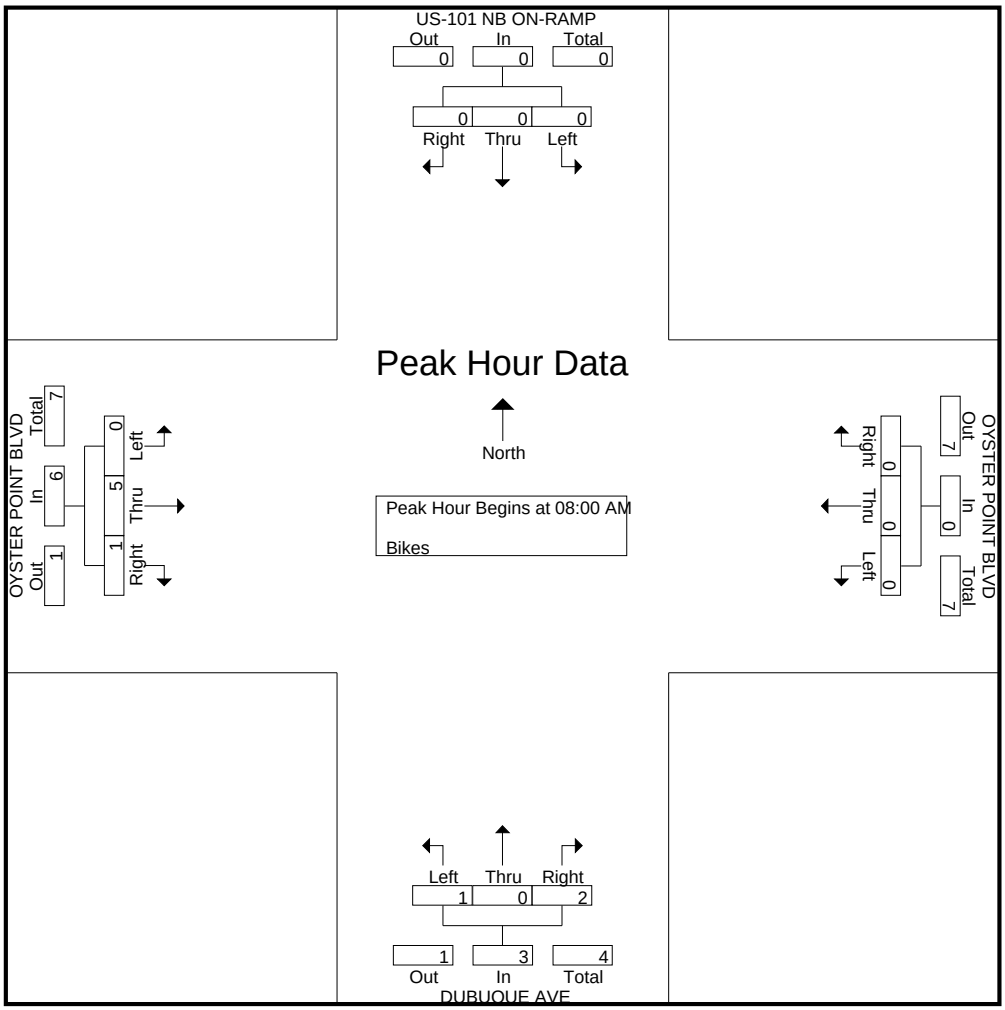

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File Name : 4AM FINAL
Site Code : 00000004
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Groups Printed- Vehicles

	US-101 NB ON-RAMP Southbound					OYSTER POINT BLVD Westbound					DUBUQUE AVE Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	36	14	12	4	66	92	8	28	4	132	113	69	125	0	307	505
07:15 AM	0	0	0	0	0	53	19	27	3	102	78	5	45	2	130	137	88	150	0	375	607
07:30 AM	0	0	0	0	0	49	21	23	2	95	116	5	44	2	167	153	128	155	0	436	698
07:45 AM	0	0	0	0	0	55	34	33	2	124	150	4	61	0	215	147	207	141	0	495	834
Total	0	0	0	0	0	193	88	95	11	387	436	22	178	8	644	550	492	571	0	1613	2644
08:00 AM	0	0	0	0	0	76	30	32	1	139	128	13	75	1	217	122	174	115	0	411	767
08:15 AM	0	0	0	0	0	61	28	61	0	150	166	7	58	3	234	137	205	137	0	479	863
08:30 AM	0	0	0	0	0	68	28	47	0	143	164	12	68	1	245	140	182	107	0	429	817
08:45 AM	0	0	0	0	0	66	25	70	0	161	160	10	58	1	229	112	162	79	0	353	743
Total	0	0	0	0	0	271	111	210	1	593	618	42	259	6	925	511	723	438	0	1672	3190
Grand Total	0	0	0	0	0	464	199	305	12	980	1054	64	437	14	1569	1061	1215	1009	0	3285	5834
Apprch %	0	0	0	0		47.3	20.3	31.1	1.2		67.2	4.1	27.9	0.9		32.3	37	30.7	0		
Total %	0	0	0	0	0	8	3.4	5.2	0.2	16.8	18.1	1.1	7.5	0.2	26.9	18.2	20.8	17.3	0	56.3	

	US-101 NB ON-RAMP Southbound				OYSTER POINT BLVD Westbound				DUBUQUE AVE Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	55	**34**	33	122	150	4	61	215	**147**	**207**	**141**	**495**	832
08:00 AM	0	0	0	0	**76**	30	32	138	128	**13**	**75**	216	122	174	115	411	765
08:15 AM	0	0	0	0	61	28	**61**	**150**	**166**	7	58	231	137	205	137	479	**860**
08:30 AM	0	0	0	0	68	28	47	143	164	12	68	**244**	140	182	107	429	816
Total Volume	0	0	0	0	260	120	173	553	608	36	262	906	546	768	500	1814	3273
% App. Total	0	0	0		47	21.7	31.3		67.1	4	28.9		30.1	42.3	27.6		
PHF	.000	.000	.000	.000	.855	.882	.709	.922	.916	.692	.873	.928	.929	.928	.887	.916	.951

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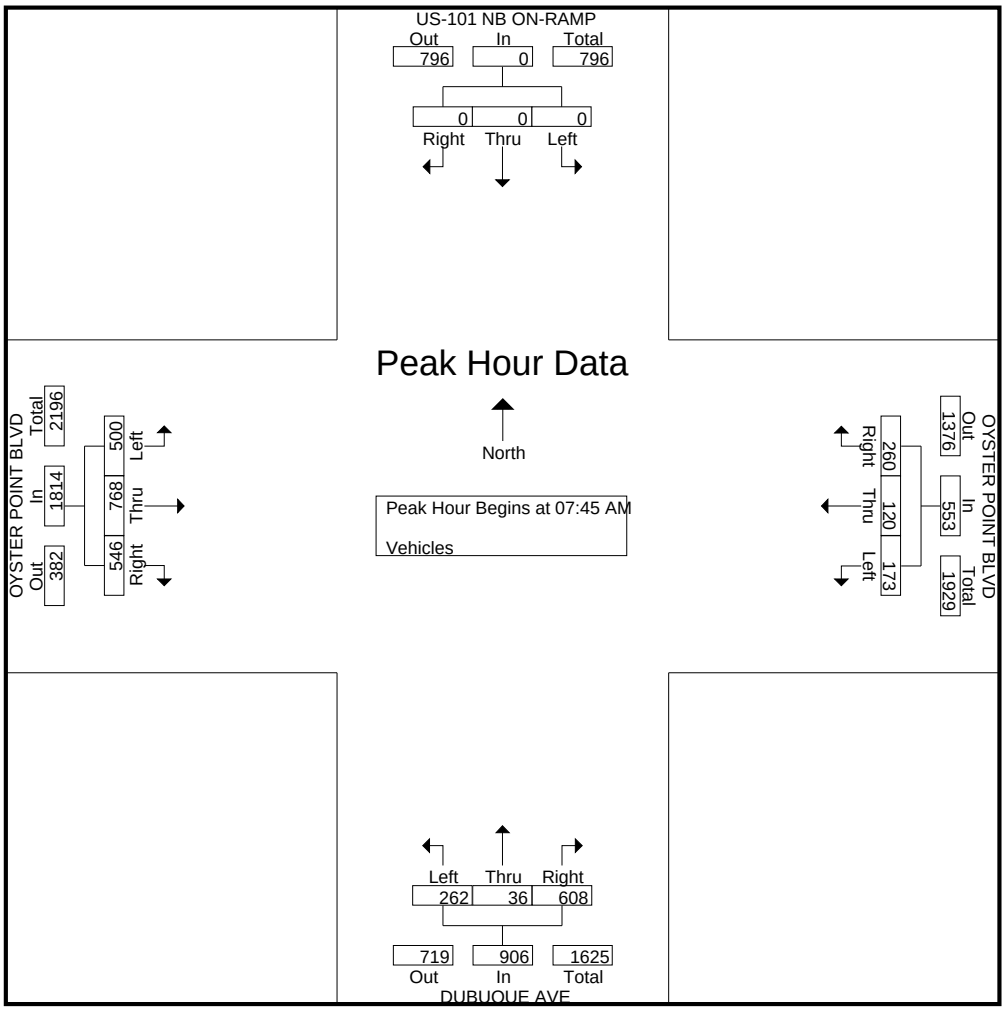

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 5/7/2013
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Groups Printed- Bikes

	AIRPORT BLVD Southbound					OYSTER POINT BLVD Westbound					AIRPORT BLVD Northbound					SISTER CITIES BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	4	0	0	5	0	1	0	0	1	0	0	0	0	0	7
Grand Total	1	1	1	0	3	1	5	0	0	6	0	2	0	0	2	0	0	0	0	0	11
Apprch %	33.3	33.3	33.3	0		16.7	83.3	0	0		0	100	0	0		0	0	0	0		
Total %	9.1	9.1	9.1	0	27.3	9.1	45.5	0	0	54.5	0	18.2	0	0	18.2	0	0	0	0	0	

	AIRPORT BLVD Southbound				OYSTER POINT BLVD Westbound				AIRPORT BLVD Northbound				SISTER CITIES BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	0	0	0	2
04:45 PM	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	**1**	0	0	1	0	**3**	0	**3**	0	1	0	1	0	0	0	0	**5**
Total Volume	1	1	1	3	0	4	0	4	0	2	0	2	0	0	0	0	9
% App. Total	33.3	33.3	33.3		0	100	0		0	100	0		0	0	0		
PHF	.250	.250	.250	.375	.000	.333	.000	.333	.000	.500	.000	.500	.000	.000	.000	.000	.450

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File Name : 3PM FINAL
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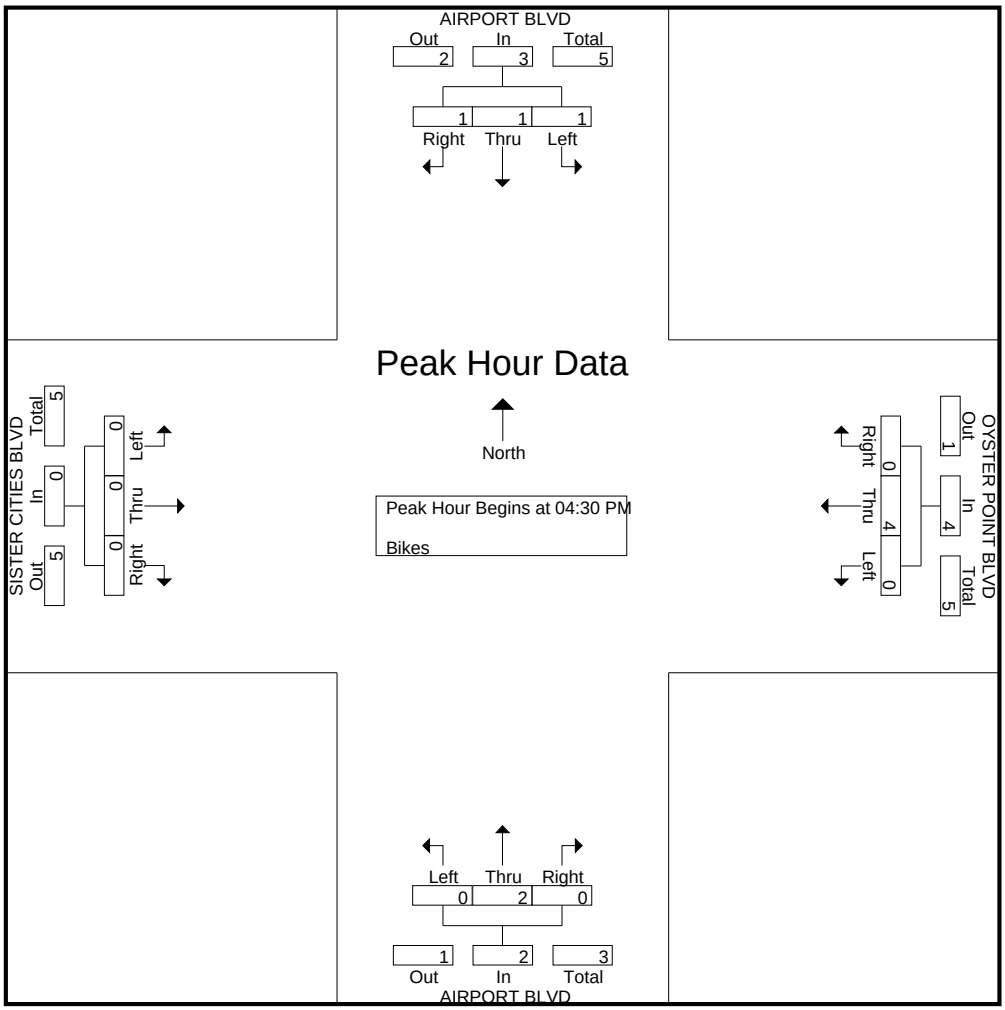

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 5/7/2013
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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					OYSTER POINT BLVD Westbound					AIRPORT BLVD Northbound					SISTER CITIES BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	61	66	32	0	159	10	107	28	0	145	48	21	8	0	77	6	75	25	0	106	487
04:15 PM	80	70	36	0	186	5	116	41	0	162	46	22	13	1	82	7	79	14	0	100	530
04:30 PM	117	78	41	0	236	10	144	27	0	181	45	35	4	2	86	2	99	13	0	114	617
04:45 PM	87	70	33	0	190	9	161	32	0	202	54	32	20	1	107	11	102	20	1	134	633
Total	345	284	142	0	771	34	528	128	0	690	193	110	45	4	352	26	355	72	1	454	2267
05:00 PM	105	92	40	0	237	12	206	39	0	257	58	40	9	0	107	3	87	22	0	112	713
05:15 PM	135	84	42	0	261	14	243	53	0	310	57	57	11	1	126	10	102	21	1	134	831
05:30 PM	106	94	44	0	244	24	193	48	0	265	48	50	13	2	113	10	82	17	0	109	731
05:45 PM	100	79	40	0	219	32	159	30	0	221	38	53	13	2	106	8	86	23	0	117	663
Total	446	349	166	0	961	82	801	170	0	1053	201	200	46	5	452	31	357	83	1	472	2938
Grand Total	791	633	308	0	1732	116	1329	298	0	1743	394	310	91	9	804	57	712	155	2	926	5205
Apprch %	45.7	36.5	17.8	0		6.7	76.2	17.1	0		49	38.6	11.3	1.1		6.2	76.9	16.7	0.2		
Total %	15.2	12.2	5.9	0	33.3	2.2	25.5	5.7	0	33.5	7.6	6	1.7	0.2	15.4	1.1	13.7	3	0	17.8	

	AIRPORT BLVD Southbound				OYSTER POINT BLVD Westbound				AIRPORT BLVD Northbound				SISTER CITIES BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	105	92	40	237	12	206	39	257	**58**	40	9	107	3	87	22	112	713
05:15 PM	**135**	84	42	**261**	14	**243**	**53**	**310**	57	**57**	11	**125**	**10**	**102**	21	**133**	**829**
05:30 PM	106	**94**	**44**	244	24	193	48	265	48	50	**13**	111	10	82	17	109	729
05:45 PM	100	79	40	219	**32**	159	30	221	38	53	13	104	8	86	**23**	117	661
Total Volume	446	349	166	961	82	801	170	1053	201	200	46	447	31	357	83	471	2932
% App. Total	46.4	36.3	17.3		7.8	76.1	16.1		45	44.7	10.3		6.6	75.8	17.6		
PHF	.826	.928	.943	.920	.641	.824	.802	.849	.866	.877	.885	.894	.775	.875	.902	.885	.884

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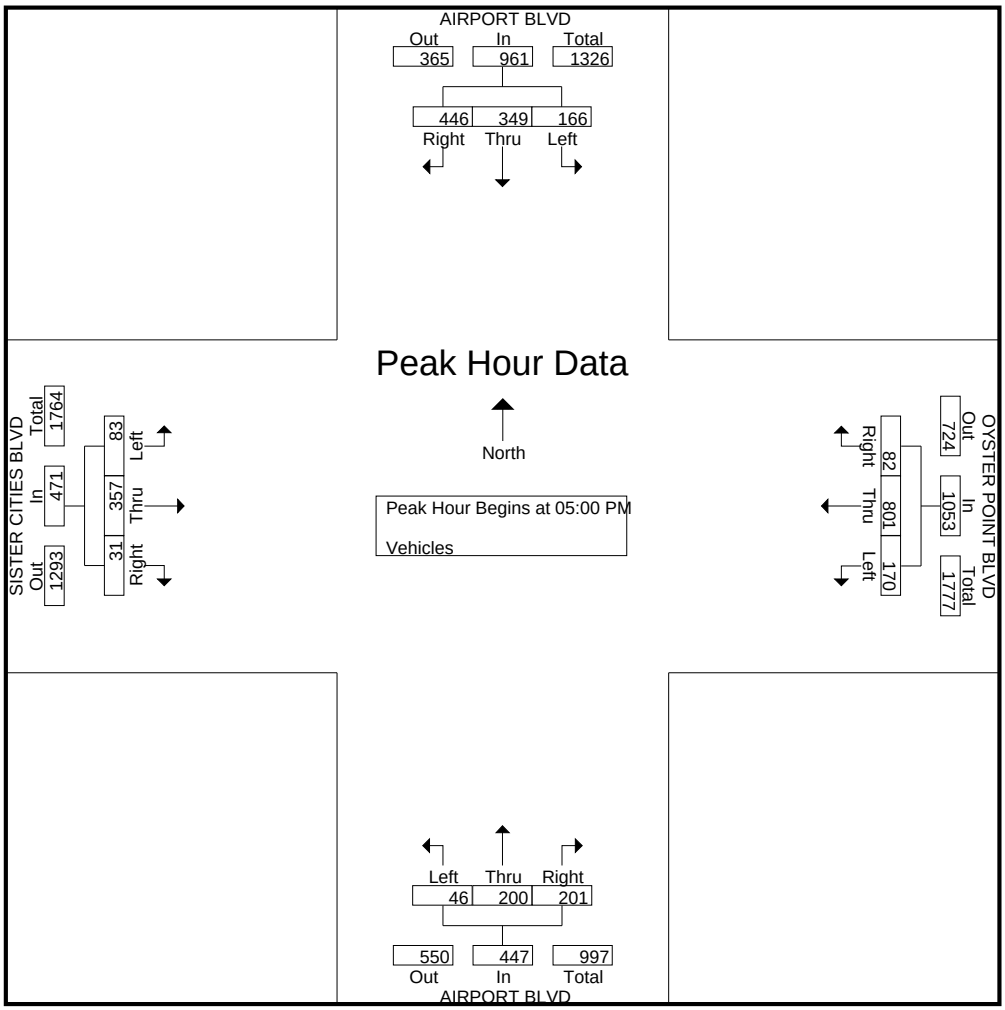

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Groups Printed- Bikes

	AIRPORT BLVD Southbound					OYSTER POINT BLVD Westbound					AIRPORT BLVD Northbound					SISTER CITIES BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	1	1	0	3	5
Total	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	3	1	1	0	5	9
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	4	0	8	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	11
Grand Total	0	6	4	0	10	1	0	0	0	1	1	3	0	0	4	3	1	1	0	5	20
Apprch %	0	60	40	0		100	0	0	0		25	75	0	0		60	20	20	0		
Total %	0	30	20	0	50	5	0	0	0	5	5	15	0	0	20	15	5	5	0	25	

	AIRPORT BLVD Southbound				OYSTER POINT BLVD Westbound				AIRPORT BLVD Northbound				SISTER CITIES BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	0	0	0	**1**	0	0	**1**	**1**	**1**	**1**	**3**	**5**
08:00 AM	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	1	0	0	0	0	0	**1**	0	1	0	0	0	0	2
08:30 AM	0	2	**2**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	5	3	8	0	0	0	0	1	1	0	2	1	1	1	3	13
% App. Total	0	62.5	37.5		0	0	0		50	50	0		33.3	33.3	33.3		
PHF	.000	.625	.375	.500	.000	.000	.000	.000	.250	.250	.000	.500	.250	.250	.250	.250	.650

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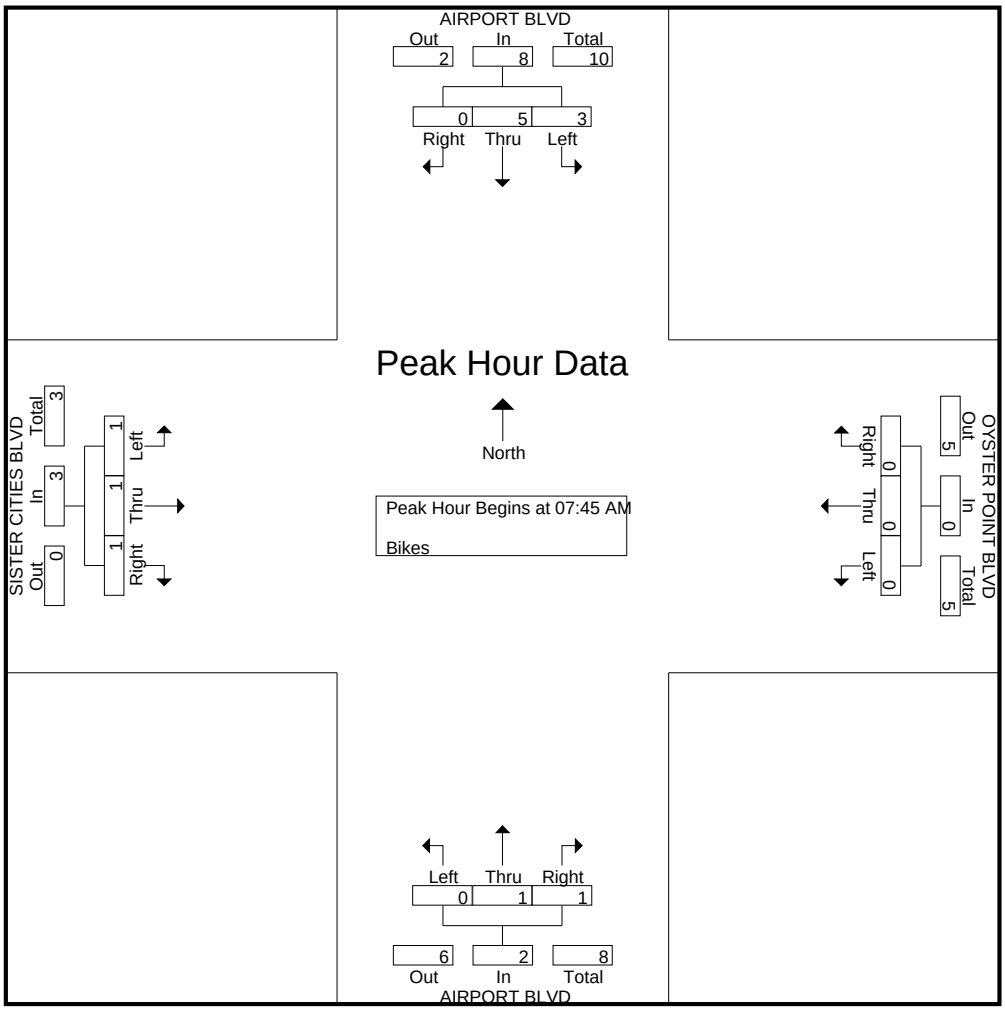

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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					OYSTER POINT BLVD Westbound					AIRPORT BLVD Northbound					SISTER CITIES BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	27	3	6	0	36	6	21	5	0	32	6	17	2	0	25	1	75	10	0	86	179
07:15 AM	22	65	41	0	128	11	23	17	0	51	83	26	0	1	110	31	223	16	0	270	559
07:30 AM	35	41	50	0	126	19	43	12	0	74	84	23	7	0	114	8	315	13	0	336	650
07:45 AM	45	62	58	0	165	24	51	13	0	88	91	26	4	2	123	16	326	24	2	368	744
Total	129	171	155	0	455	60	138	47	0	245	264	92	13	3	372	56	939	63	2	1060	2132
08:00 AM	49	74	66	0	189	27	47	24	0	98	76	33	13	1	123	15	264	20	0	299	709
08:15 AM	43	56	77	0	176	28	47	24	0	99	94	25	6	1	126	13	310	35	0	358	759
08:30 AM	40	53	65	0	158	29	47	20	0	96	66	24	8	1	99	13	310	20	2	345	698
08:45 AM	49	55	59	0	163	18	50	15	0	83	61	16	6	2	85	9	255	25	1	290	621
Total	181	238	267	0	686	102	191	83	0	376	297	98	33	5	433	50	1139	100	3	1292	2787
Grand Total	310	409	422	0	1141	162	329	130	0	621	561	190	46	8	805	106	2078	163	5	2352	4919
Apprch %	27.2	35.8	37	0		26.1	53	20.9	0		69.7	23.6	5.7	1		4.5	88.4	6.9	0.2		
Total %	6.3	8.3	8.6	0	23.2	3.3	6.7	2.6	0	12.6	11.4	3.9	0.9	0.2	16.4	2.2	42.2	3.3	0.1	47.8	

	AIRPORT BLVD Southbound				OYSTER POINT BLVD Westbound				AIRPORT BLVD Northbound				SISTER CITIES BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	45	62	58	165	24	**51**	13	88	91	26	4	121	**16**	**326**	24	**366**	740
08:00 AM	**49**	**74**	66	**189**	27	47	**24**	98	76	**33**	**13**	122	15	264	20	299	708
08:15 AM	43	56	**77**	176	28	47	24	**99**	**94**	25	6	**125**	13	310	**35**	358	**758**
08:30 AM	40	53	65	158	**29**	47	20	96	66	24	8	98	13	310	20	343	695
Total Volume	177	245	266	688	108	192	81	381	327	108	31	466	57	1210	99	1366	2901
% App. Total	25.7	35.6	38.7		28.3	50.4	21.3		70.2	23.2	6.7		4.2	88.6	7.2		
PHF	.903	.828	.864	.910	.931	.941	.844	.962	.870	.818	.596	.932	.891	.928	.707	.933	.957

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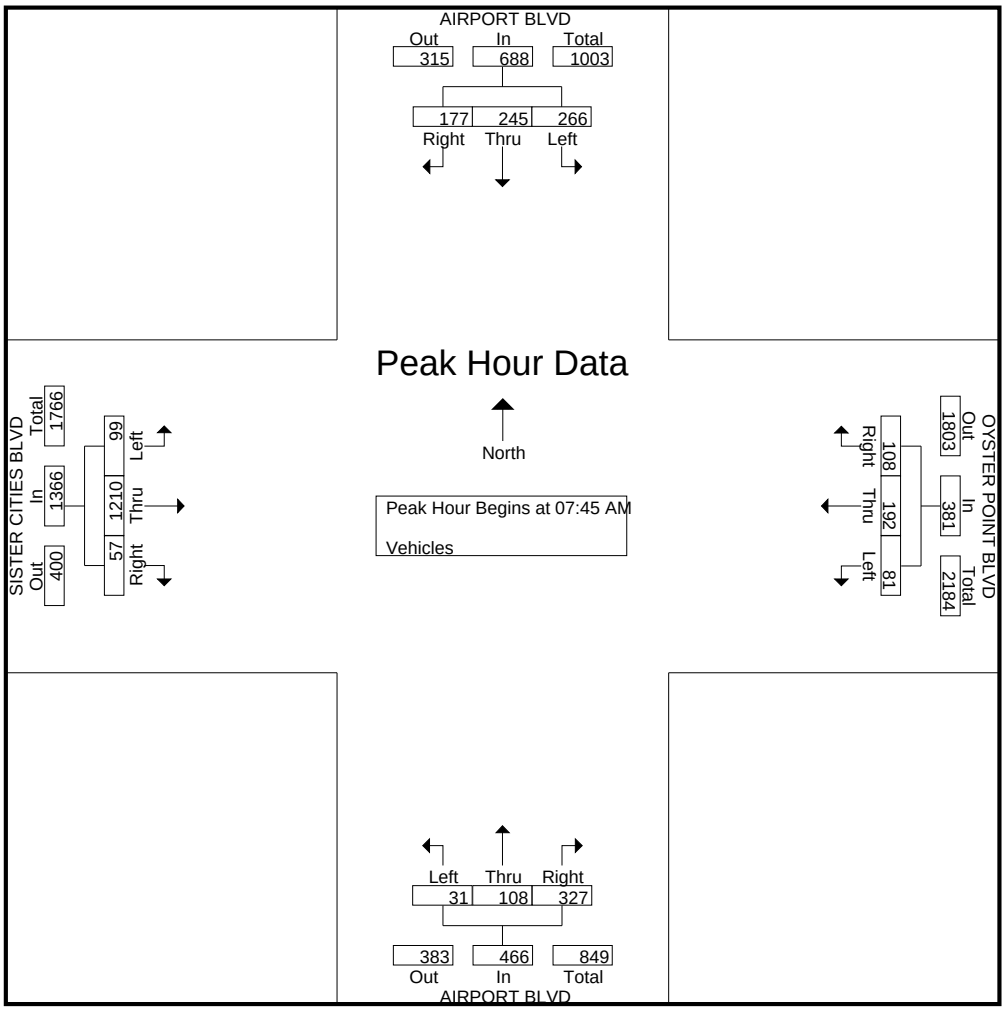

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Site Code : 00000002
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Groups Printed- Bikes

	SIERRA POINT PKWY Southbound					Westbound					SIERRA POINT PKWY Northbound					LAGOON RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	2	0	0	0	2	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	5	0	0	0	5	17
Grand Total	1	0	0	0	1	0	0	0	0	0	0	1	15	0	16	6	0	0	0	6	23
Apprch %	100	0	0	0		0	0	0	0		0	6.2	93.8	0		100	0	0	0		
Total %	4.3	0	0	0	4.3	0	0	0	0	0	0	4.3	65.2	0	69.6	26.1	0	0	0	26.1	

	SIERRA POINT PKWY Southbound				Westbound				SIERRA POINT PKWY Northbound				LAGOON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	3	**2**	0	0	**2**	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	**5**	**5**	2	0	0	2	**7**
Total Volume	0	0	0	0	0	0	0	0	0	0	12	12	5	0	0	5	17
% App. Total	0	0	0		0	0	0		0	0	100		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.600	.600	.625	.000	.000	.625	.607

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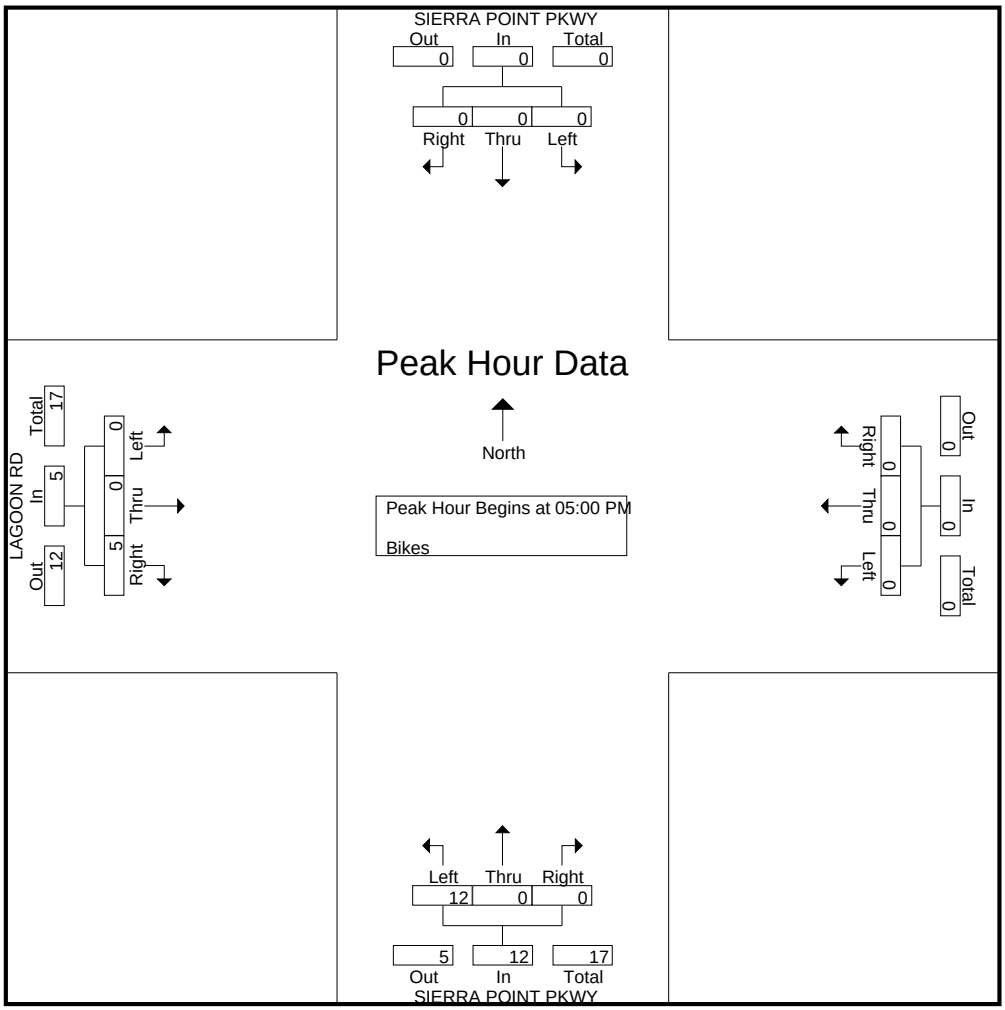

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Groups Printed- Vehicles

	SIERRA POINT PKWY Southbound					Westbound					SIERRA POINT PKWY Northbound					LAGOON RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	33	12	0	0	45	0	0	0	0	0	0	41	7	0	48	6	0	13	0	19	112
04:15 PM	35	9	0	0	44	0	0	0	0	0	0	40	9	0	49	4	0	7	0	11	104
04:30 PM	27	10	0	0	37	0	0	0	0	0	0	61	9	0	70	15	0	8	0	23	130
04:45 PM	35	15	0	0	50	0	0	0	0	0	0	65	12	0	77	3	0	9	0	12	139
Total	130	46	0	0	176	0	0	0	0	0	0	207	37	0	244	28	0	37	0	65	485
05:00 PM	39	12	1	0	52	0	0	0	0	0	0	92	18	0	110	12	0	9	0	21	183
05:15 PM	36	10	0	0	46	0	0	0	0	0	0	90	10	0	100	9	0	10	0	19	165
05:30 PM	36	8	0	0	44	0	0	0	0	0	0	68	13	0	81	6	0	12	0	18	143
05:45 PM	33	9	0	0	42	0	0	0	0	0	0	58	10	0	68	11	0	3	0	14	124
Total	144	39	1	0	184	0	0	0	0	0	0	308	51	0	359	38	0	34	0	72	615
Grand Total	274	85	1	0	360	0	0	0	0	0	0	515	88	0	603	66	0	71	0	137	1100
Apprch %	76.1	23.6	0.3	0		0	0	0	0		0	85.4	14.6	0		48.2	0	51.8	0		
Total %	24.9	7.7	0.1	0	32.7	0	0	0	0	0	0	46.8	8	0	54.8	6	0	6.5	0	12.5	

	SIERRA POINT PKWY Southbound				Westbound				SIERRA POINT PKWY Northbound				LAGOON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	35	**15**	0	50	0	0	0	0	0	65	12	77	3	0	9	12	139
05:00 PM	**39**	12	**1**	**52**	0	0	0	0	0	**92**	**18**	**110**	**12**	0	9	**21**	**183**
05:15 PM	36	10	0	46	0	0	0	0	0	90	10	100	9	0	10	19	165
05:30 PM	36	8	0	44	0	0	0	0	0	68	13	81	6	0	**12**	18	143
Total Volume	146	45	1	192	0	0	0	0	0	315	53	368	30	0	40	70	630
% App. Total	76	23.4	0.5		0	0	0		0	85.6	14.4		42.9	0	57.1		
PHF	.936	.750	.250	.923	.000	.000	.000	.000	.000	.856	.736	.836	.625	.000	.833	.833	.861

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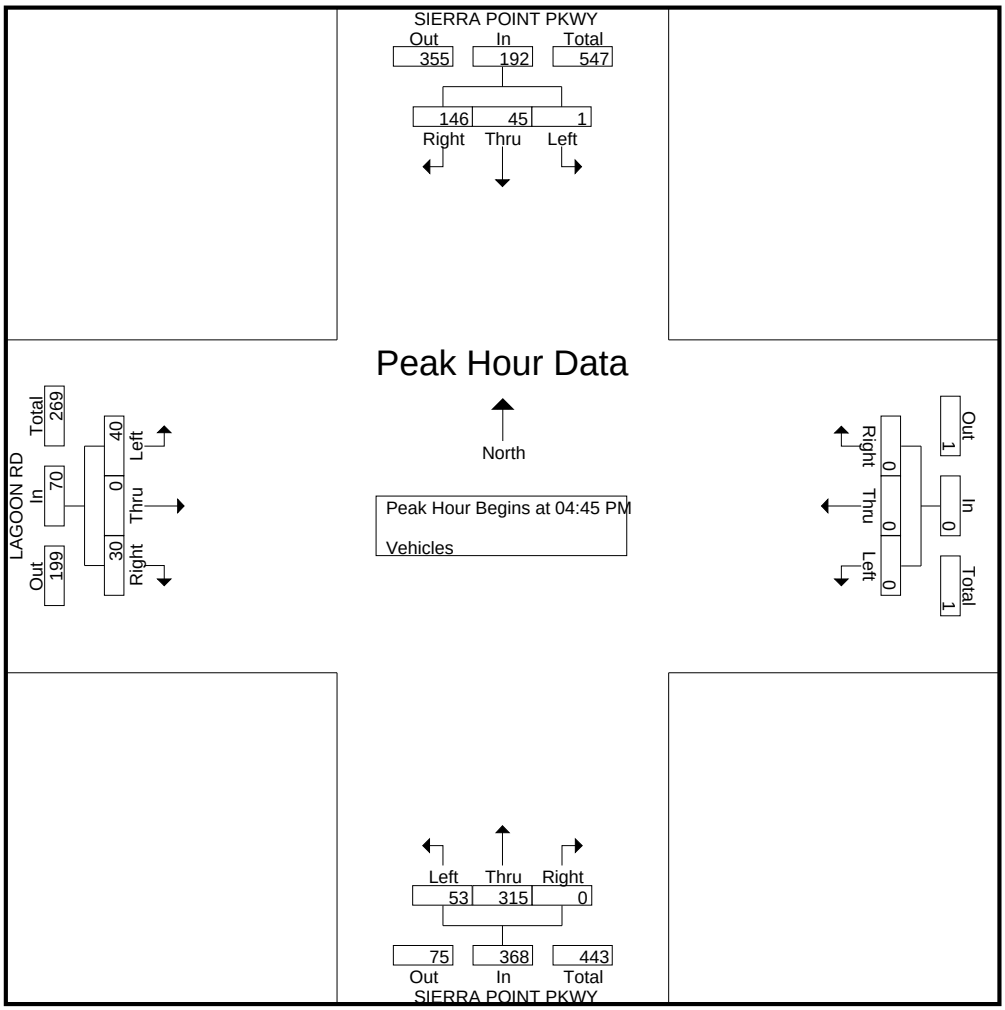

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Groups Printed- Bikes

	SIERRA POINT PKWY Southbound					Westbound					SIERRA POINT PKWY Northbound					LAGOON RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	17
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	30
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	14	0	0	0	14	16
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	44	0	0	0	44	46
Apprch %	0	0	0	0		0	0	0	0		0	0	100	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	4.3	0	4.3	95.7	0	0	0	95.7	

	SIERRA POINT PKWY Southbound				Westbound				SIERRA POINT PKWY Northbound				LAGOON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**17**	0	0	**17**	**17**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	30
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.441	.000	.000	.441	.441

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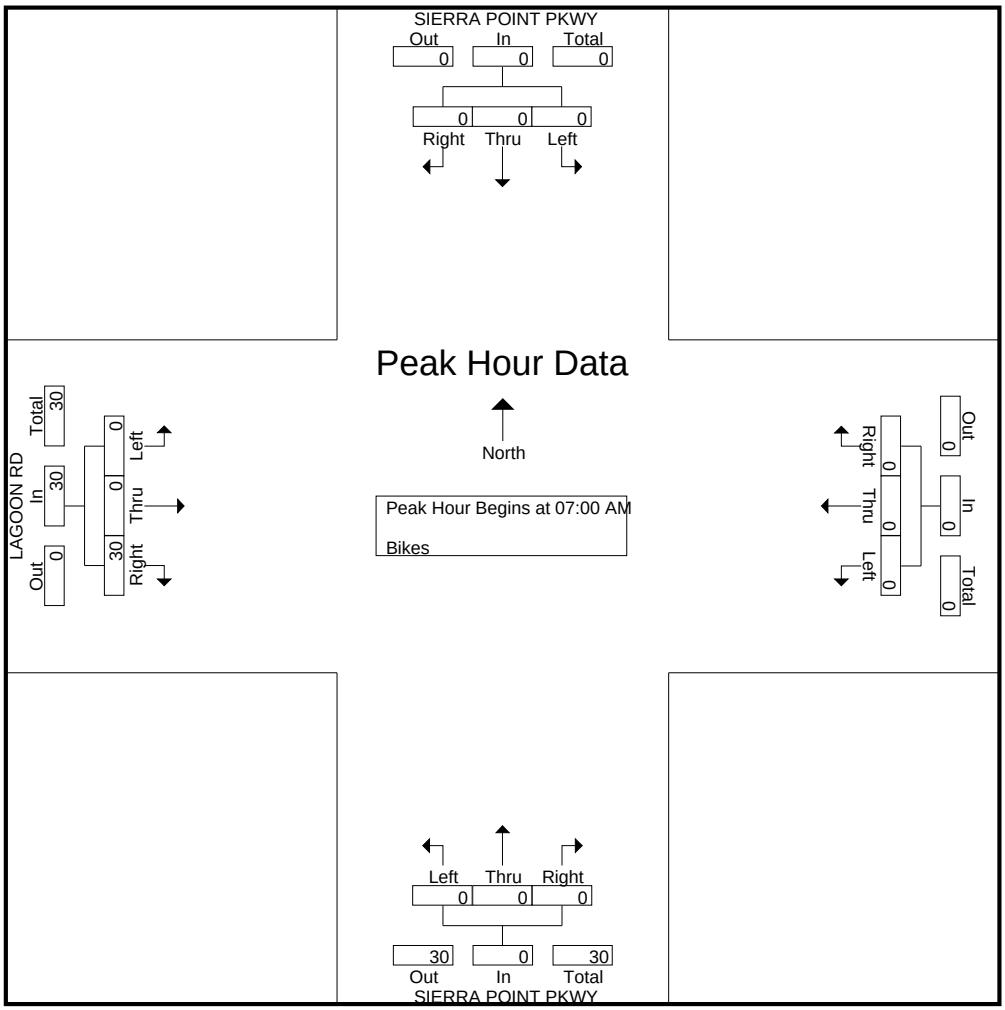

Traffic Data Service

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/7/2013
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Groups Printed- Vehicles

	SIERRA POINT PKWY Southbound					Westbound					SIERRA POINT PKWY Northbound					LAGOON RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	16	17	0	0	33	0	0	0	0	0	0	5	5	0	10	10	0	10	0	20	63
07:15 AM	20	12	0	0	32	0	0	0	0	0	0	12	5	0	17	15	0	6	0	21	70
07:30 AM	21	27	0	0	48	0	0	0	0	0	0	9	7	0	16	19	0	16	0	35	99
07:45 AM	19	24	0	0	43	0	0	0	0	0	0	12	2	0	14	14	0	11	0	25	82
Total	76	80	0	0	156	0	0	0	0	0	0	38	19	0	57	58	0	43	0	101	314
08:00 AM	22	26	0	0	48	0	0	0	0	0	0	10	10	0	20	13	0	9	0	22	90
08:15 AM	22	25	0	0	47	0	0	0	0	0	0	13	5	0	18	23	0	7	0	30	95
08:30 AM	13	56	0	0	69	0	0	0	0	0	0	7	8	0	15	21	0	7	0	28	112
08:45 AM	18	60	0	0	78	0	0	0	0	0	0	18	6	0	24	19	0	4	0	23	125
Total	75	167	0	0	242	0	0	0	0	0	0	48	29	0	77	76	0	27	0	103	422
Grand Total	151	247	0	0	398	0	0	0	0	0	0	86	48	0	134	134	0	70	0	204	736
Apprch %	37.9	62.1	0	0		0	0	0	0		0	64.2	35.8	0		65.7	0	34.3	0		
Total %	20.5	33.6	0	0	54.1	0	0	0	0	0	0	11.7	6.5	0	18.2	18.2	0	9.5	0	27.7	

	SIERRA POINT PKWY Southbound				Westbound				SIERRA POINT PKWY Northbound				LAGOON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**22**	26	0	48	0	0	0	0	0	10	**10**	20	13	0	**9**	22	90
08:15 AM	22	25	0	47	0	0	0	0	0	13	5	18	**23**	0	7	**30**	95
08:30 AM	13	56	0	69	0	0	0	0	0	7	8	15	21	0	7	28	112
08:45 AM	18	**60**	0	**78**	0	0	0	0	0	**18**	6	**24**	19	0	4	23	**125**
Total Volume	75	167	0	242	0	0	0	0	0	48	29	77	76	0	27	103	422
% App. Total	31	69	0		0	0	0		0	62.3	37.7		73.8	0	26.2		
PHF	.852	.696	.000	.776	.000	.000	.000	.000	.000	.667	.725	.802	.826	.000	.750	.858	.844

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File Name : 2AM FINAL
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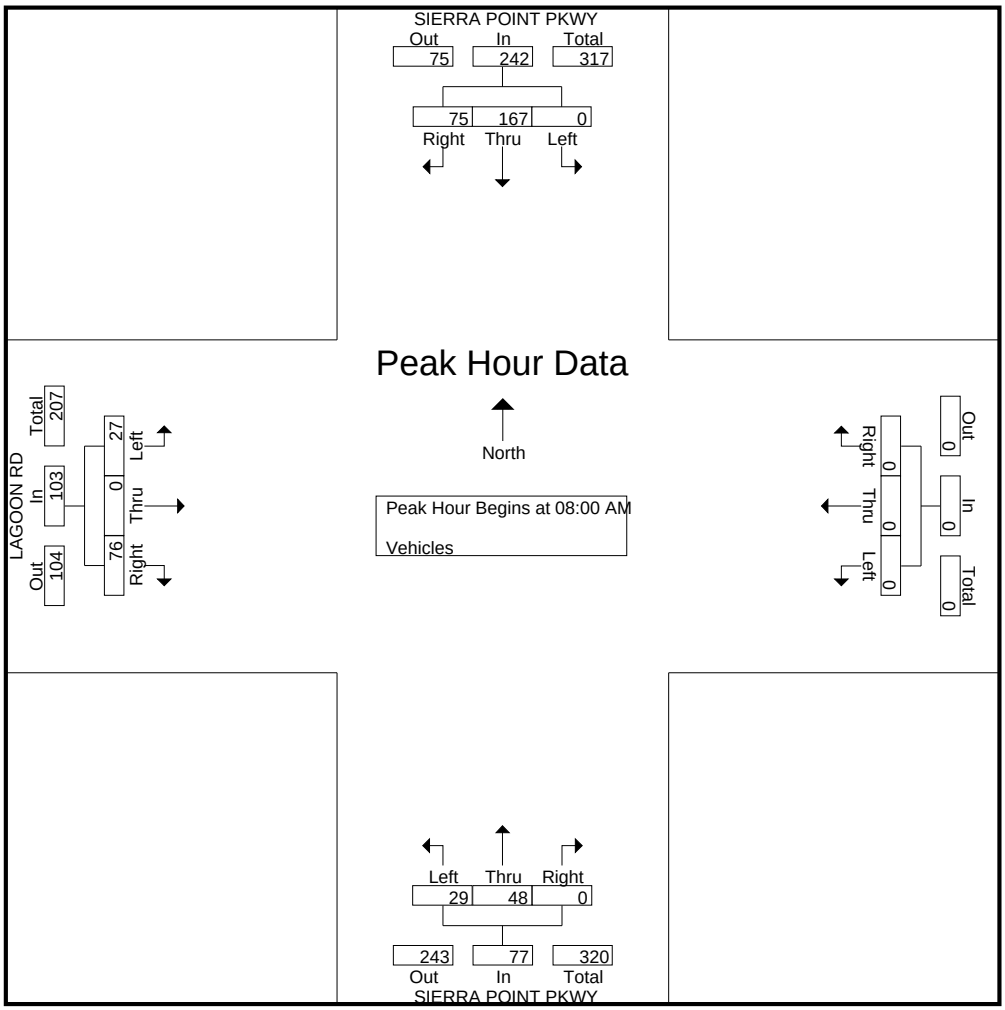

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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/7/2013
Page No : 1

Groups Printed- Bikes

	ALANA WAY Southbound					US-101 SB RAMPS Westbound					DVWY Northbound					BEATTY AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	ALANA WAY Southbound				US-101 SB RAMPS Westbound				DVWY Northbound				BEATTY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Traffic Data Service

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File Name : 1PM FINAL
Site Code : 00000001
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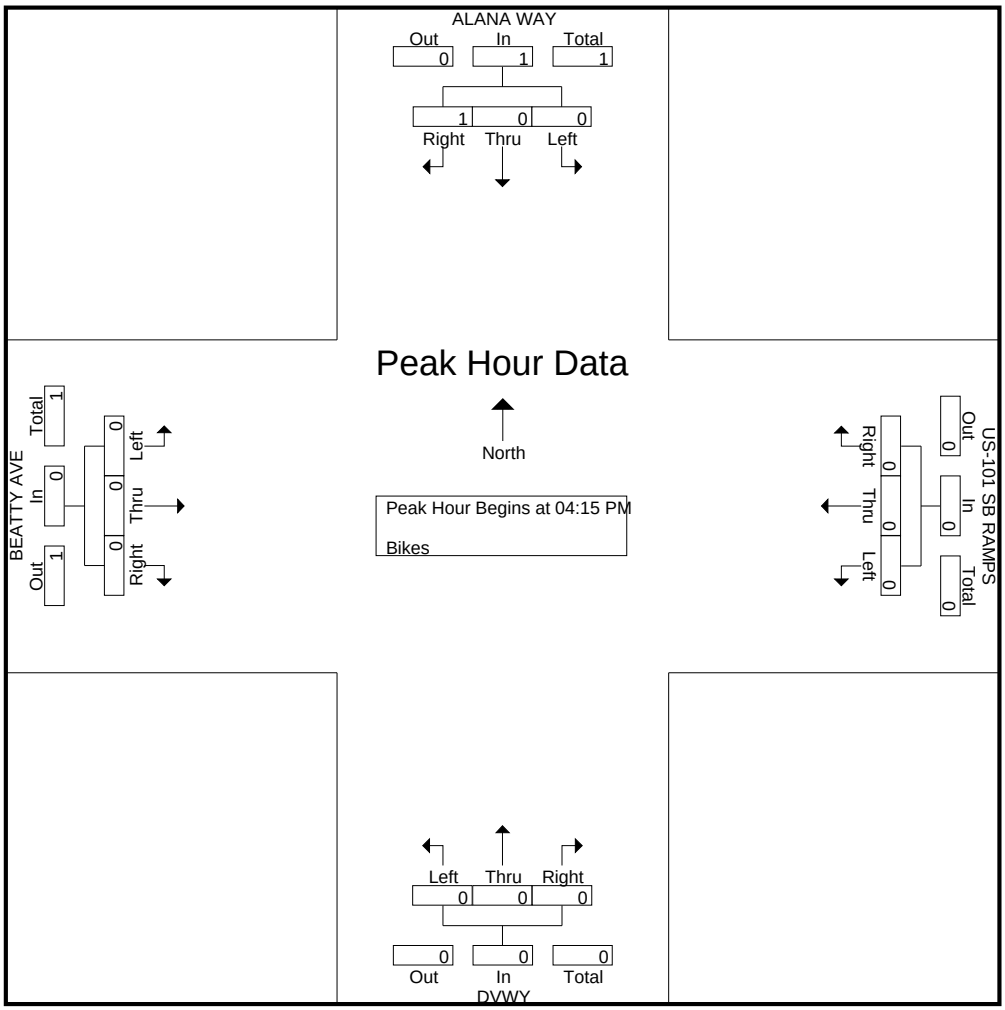

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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/7/2013
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Groups Printed- Vehicles

	ALANA WAY Southbound					US-101 SB RAMPS Westbound					DVWY Northbound					BEATTY AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	0	28	0	35	26	11	4	0	41	1	4	0	0	5	0	24	6	0	30	111
04:15 PM	10	1	24	0	35	35	7	1	0	43	0	4	0	0	4	0	21	4	0	25	107
04:30 PM	8	0	38	0	46	26	1	2	0	29	2	3	0	0	5	0	21	9	0	30	110
04:45 PM	8	0	35	0	43	34	5	1	0	40	1	2	0	0	3	0	14	7	0	21	107
Total	33	1	125	0	159	121	24	8	0	153	4	13	0	0	17	0	80	26	0	106	435
05:00 PM	6	0	9	0	15	27	4	0	0	31	0	0	0	0	0	0	7	8	0	15	61
05:15 PM	4	0	9	0	13	24	4	0	0	28	0	0	0	0	0	0	6	3	0	9	50
05:30 PM	5	0	0	0	5	33	4	0	0	37	0	0	0	0	0	0	0	6	0	6	48
05:45 PM	7	0	0	0	7	26	3	0	0	29	0	0	0	0	0	0	0	2	0	2	38
Total	22	0	18	0	40	110	15	0	0	125	0	0	0	0	0	0	13	19	0	32	197
Grand Total	55	1	143	0	199	231	39	8	0	278	4	13	0	0	17	0	93	45	0	138	632
Apprch %	27.6	0.5	71.9	0		83.1	14	2.9	0		23.5	76.5	0	0		0	67.4	32.6	0		
Total %	8.7	0.2	22.6	0	31.5	36.6	6.2	1.3	0	44	0.6	2.1	0	0	2.7	0	14.7	7.1	0	21.8	

	ALANA WAY Southbound				US-101 SB RAMPS Westbound				DVWY Northbound				BEATTY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	7	0	28	35	26	**11**	**4**	41	1	**4**	0	**5**	0	**24**	6	**30**	**111**
04:15 PM	**10**	**1**	24	35	**35**	7	1	**43**	0	4	0	4	0	21	4	25	107
04:30 PM	8	0	**38**	**46**	26	1	2	29	**2**	3	0	5	0	21	**9**	30	110
04:45 PM	8	0	35	43	34	5	1	40	1	2	0	3	0	14	7	21	107
Total Volume	33	1	125	159	121	24	8	153	4	13	0	17	0	80	26	106	435
% App. Total	20.8	0.6	78.6		79.1	15.7	5.2		23.5	76.5	0		0	75.5	24.5		
PHF	.825	.250	.822	.864	.864	.545	.500	.890	.500	.813	.000	.850	.000	.833	.722	.883	.980

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File Name : 1PM FINAL
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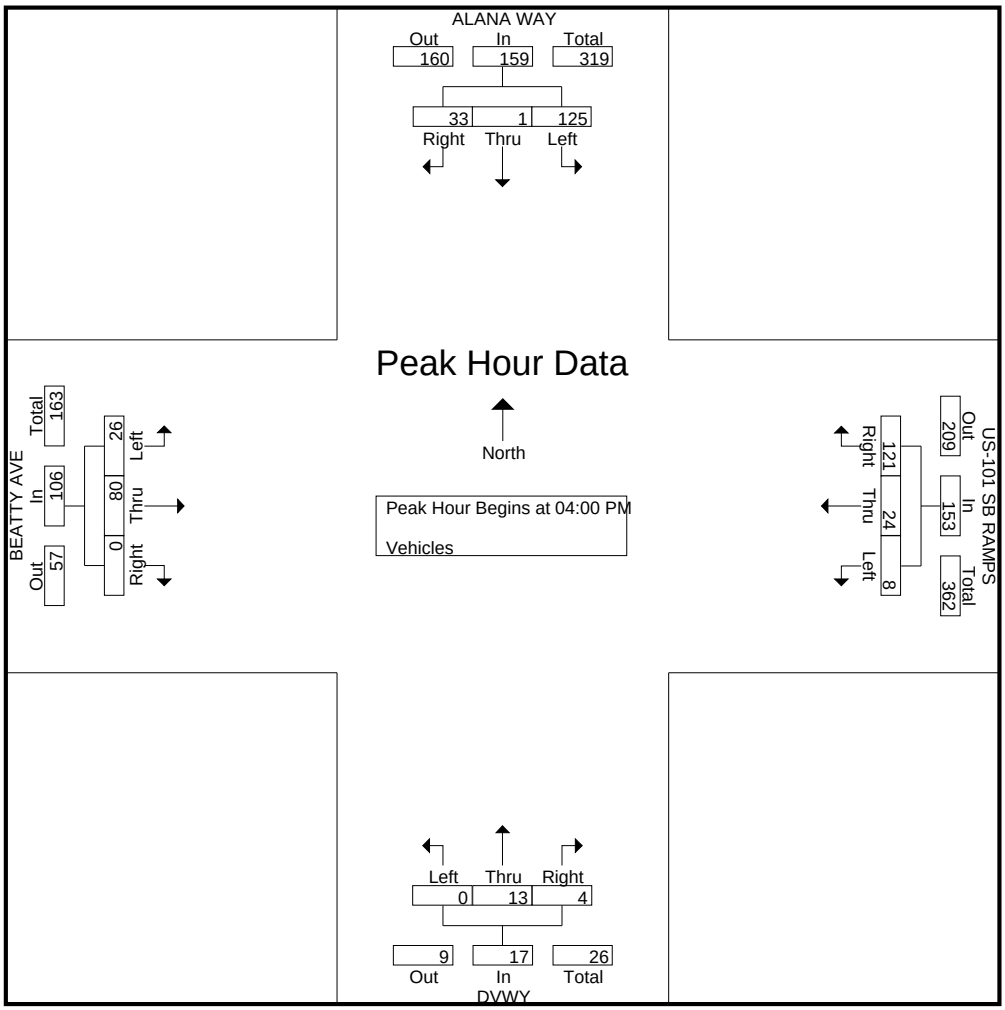

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File Name : 1AM FINAL
Site Code : 00000001
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Groups Printed- Bikes

	ALANA WAY Southbound					US-101 SB RAMPS Westbound					DVWY Northbound					BEATTY AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	ALANA WAY Southbound				US-101 SB RAMPS Westbound				DVWY Northbound				BEATTY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 1AM FINAL
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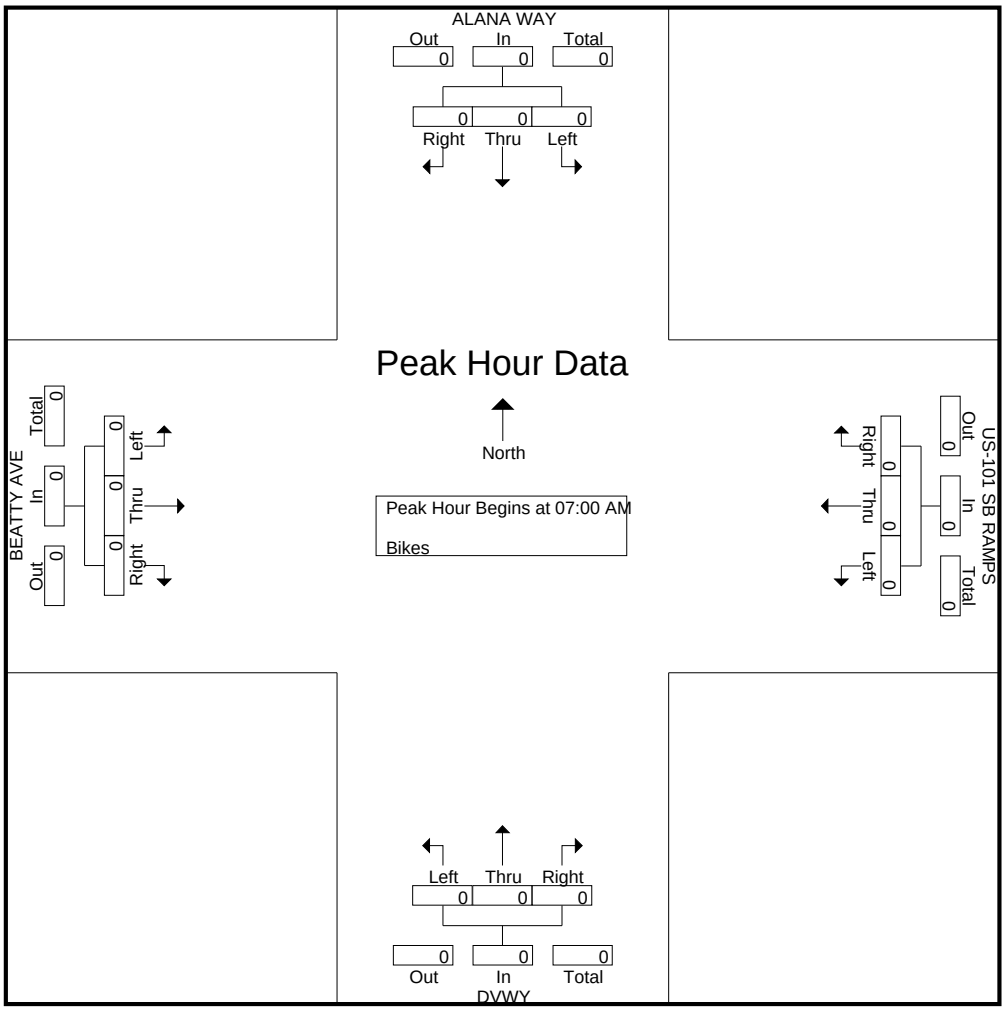

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File Name : 1AM FINAL
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Groups Printed- Vehicles

	ALANA WAY Southbound					US-101 SB RAMPS Westbound					DVWY Northbound					BEATTY AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	13	5	20	0	38	18	20	7	0	45	1	4	0	1	6	1	25	9	0	35	124
07:15 AM	11	0	22	0	33	25	16	5	0	46	2	13	2	0	17	0	41	20	0	61	157
07:30 AM	5	6	27	0	38	18	18	8	0	44	0	13	0	0	13	1	44	25	0	70	165
07:45 AM	11	2	27	0	40	27	13	5	0	45	1	6	1	0	8	1	36	15	0	52	145
Total	40	13	96	0	149	88	67	25	0	180	4	36	3	1	44	3	146	69	0	218	591
08:00 AM	7	2	38	0	47	30	17	12	0	59	2	8	0	0	10	0	39	29	1	69	185
08:15 AM	6	0	44	0	50	20	17	7	0	44	0	11	0	0	11	0	31	26	0	57	162
08:30 AM	9	0	32	0	41	26	11	9	0	46	0	5	2	0	7	0	34	26	0	60	154
08:45 AM	13	4	21	0	38	18	29	13	0	60	0	10	0	0	10	1	33	9	0	43	151
Total	35	6	135	0	176	94	74	41	0	209	2	34	2	0	38	1	137	90	1	229	652
Grand Total	75	19	231	0	325	182	141	66	0	389	6	70	5	1	82	4	283	159	1	447	1243
Apprch %	23.1	5.8	71.1	0		46.8	36.2	17	0		7.3	85.4	6.1	1.2		0.9	63.3	35.6	0.2		
Total %	6	1.5	18.6	0	26.1	14.6	11.3	5.3	0	31.3	0.5	5.6	0.4	0.1	6.6	0.3	22.8	12.8	0.1	36	

	ALANA WAY Southbound				US-101 SB RAMPS Westbound				DVWY Northbound				BEATTY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	**6**	27	38	18	**18**	8	44	0	**13**	0	**13**	**1**	**44**	25	**70**	165
07:45 AM	**11**	2	27	40	27	13	5	45	1	6	**1**	8	1	36	15	52	145
08:00 AM	7	2	38	47	**30**	17	**12**	**59**	**2**	8	0	10	0	39	**29**	68	**184**
08:15 AM	6	0	**44**	**50**	20	17	7	44	0	11	0	11	0	31	26	57	162
Total Volume	29	10	136	175	95	65	32	192	3	38	1	42	2	150	95	247	656
% App. Total	16.6	5.7	77.7		49.5	33.9	16.7		7.1	90.5	2.4		0.8	60.7	38.5		
PHF	.659	.417	.773	.875	.792	.903	.667	.814	.375	.731	.250	.808	.500	.852	.819	.882	.891

Traffic Data Service

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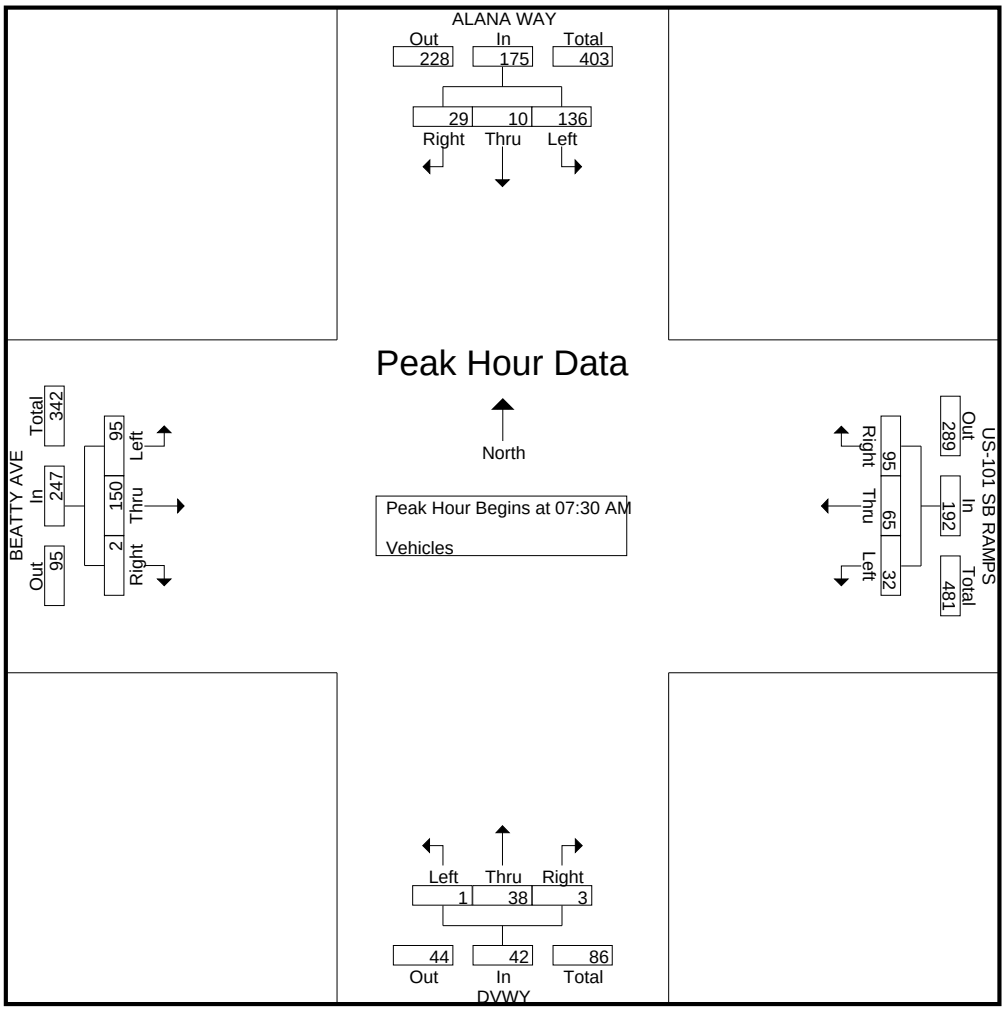

Pre-Metering – Week 2

Traffic Data Service

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File Name : 25PM FINAL
Site Code : 00000025
Start Date : 5/21/2013
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Groups Printed- Bikes

	S. NORFOLK ST Southbound					KEHOE AVE Westbound					S. NORFOLK ST Northbound					KEHOE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	5	1	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
Grand Total	1	8	1	0	10	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	13
Apprch %	10	80	10	0		0	0	100	0		0	100	0	0		0	100	0	0		
Total %	7.7	61.5	7.7	0	76.9	0	0	7.7	0	7.7	0	7.7	0	0	7.7	0	7.7	0	0	7.7	

	S. NORFOLK ST Southbound				KEHOE AVE Westbound				S. NORFOLK ST Northbound				KEHOE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**2**	0	2	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**3**
05:30 PM	0	2	**1**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	**1**	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	5	1	7	0	0	0	0	0	0	0	0	0	1	0	1	8
% App. Total	14.3	71.4	14.3		0	0	0		0	0	0		0	100	0		
PHF	.250	.625	.250	.583	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.667

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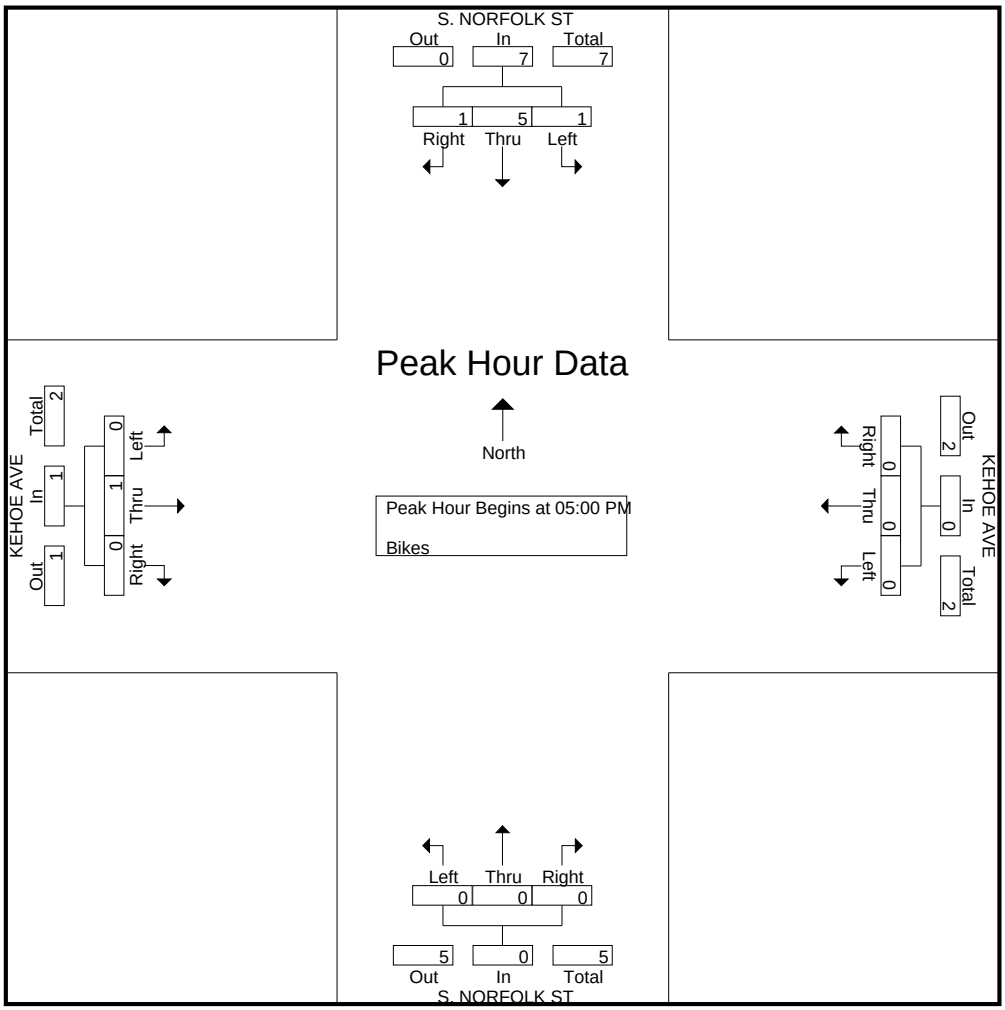

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Groups Printed- Vehicles

	S. NORFOLK ST Southbound					KEHOE AVE Westbound					S. NORFOLK ST Northbound					KEHOE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	51	17	2	75	9	12	7	2	30	2	29	9	3	43	16	14	22	6	58	206
04:15 PM	10	74	20	0	104	5	15	7	4	31	3	28	8	0	39	13	20	25	0	58	232
04:30 PM	3	62	15	0	80	6	13	6	0	25	2	30	12	0	44	10	25	30	2	67	216
04:45 PM	13	58	19	0	90	4	10	7	1	22	3	29	28	1	61	15	13	38	3	69	242
Total	31	245	71	2	349	24	50	27	7	108	10	116	57	4	187	54	72	115	11	252	896
05:00 PM	5	65	12	0	82	6	13	8	0	27	4	37	14	0	55	12	17	35	1	65	229
05:15 PM	16	63	16	0	95	6	12	6	0	24	4	30	19	0	53	19	21	36	0	76	248
05:30 PM	15	60	28	2	105	5	15	5	0	25	1	37	16	0	54	22	20	38	1	81	265
05:45 PM	9	60	14	0	83	4	11	6	0	21	6	22	9	0	37	10	36	34	0	80	221
Total	45	248	70	2	365	21	51	25	0	97	15	126	58	0	199	63	94	143	2	302	963
Grand Total	76	493	141	4	714	45	101	52	7	205	25	242	115	4	386	117	166	258	13	554	1859
Apprch %	10.6	69	19.7	0.6		22	49.3	25.4	3.4		6.5	62.7	29.8	1		21.1	30	46.6	2.3		
Total %	4.1	26.5	7.6	0.2	38.4	2.4	5.4	2.8	0.4	11	1.3	13	6.2	0.2	20.8	6.3	8.9	13.9	0.7	29.8	

	S. NORFOLK ST Southbound				KEHOE AVE Westbound				S. NORFOLK ST Northbound				KEHOE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	13	58	19	90	4	10	7	21	3	29	**28**	**60**	15	13	**38**	66	237
05:00 PM	5	**65**	12	82	**6**	13	**8**	**27**	**4**	**37**	14	55	12	17	35	64	228
05:15 PM	**16**	63	16	95	6	12	6	24	4	30	19	53	19	**21**	36	76	248
05:30 PM	15	60	**28**	**103**	5	**15**	5	25	1	37	16	54	**22**	20	38	**80**	**262**
Total Volume	49	246	75	370	21	50	26	97	12	133	77	222	68	71	147	286	975
% App. Total	13.2	66.5	20.3		21.6	51.5	26.8		5.4	59.9	34.7		23.8	24.8	51.4		
PHF	.766	.946	.670	.898	.875	.833	.813	.898	.750	.899	.688	.925	.773	.845	.967	.894	.930

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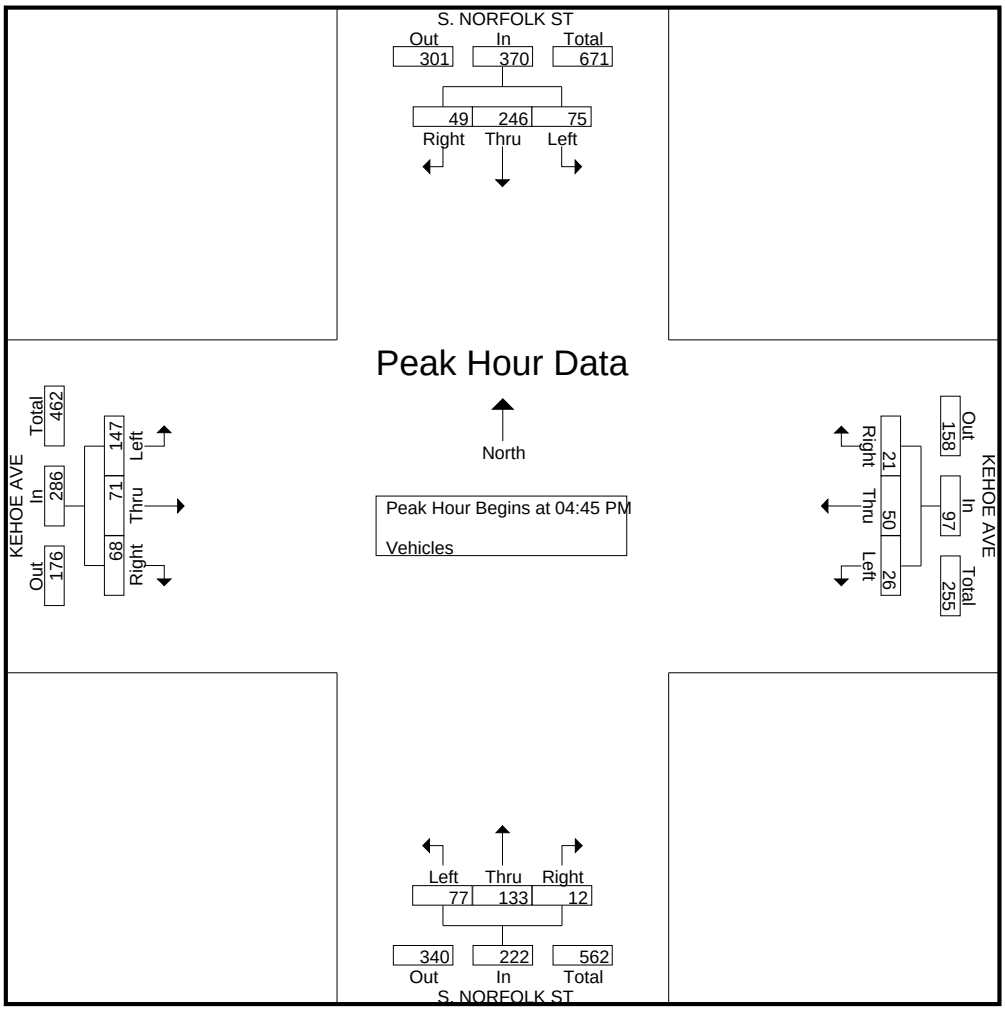

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Groups Printed- Bikes

	S. NORFOLK ST Southbound					KEHOE AVE Westbound					S. NORFOLK ST Northbound					KEHOE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Apprch %	0	75	25	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	75	25	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	S. NORFOLK ST Southbound				KEHOE AVE Westbound				S. NORFOLK ST Northbound				KEHOE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
08:45 AM	0	1	**1**	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
% App. Total	0	83.3	16.7		0	0	0		0	0	0		0	0	0		
PHF	.000	.417	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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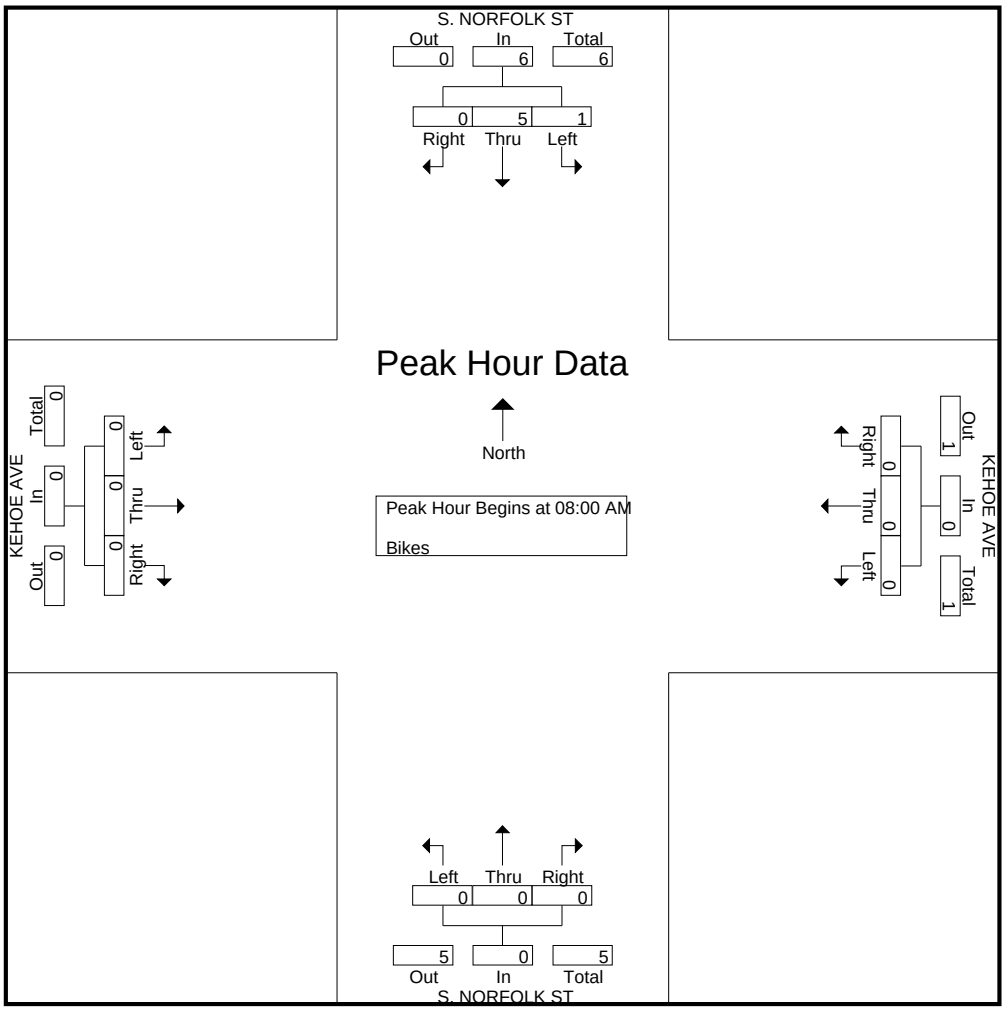

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Groups Printed- Vehicles

	S. NORFOLK ST Southbound					KEHOE AVE Westbound					S. NORFOLK ST Northbound					KEHOE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	13	19	5	1	38	2	25	9	3	39	0	15	14	0	29	7	10	12	2	31	137
07:15 AM	12	46	22	0	80	9	25	3	0	37	0	15	29	1	45	6	9	7	1	23	185
07:30 AM	21	38	28	0	87	9	45	9	10	73	2	29	31	17	79	5	15	26	1	47	286
07:45 AM	8	53	39	6	106	14	65	19	1	99	3	40	36	0	79	7	28	34	1	70	354
Total	54	156	94	7	311	34	160	40	14	248	5	99	110	18	232	25	62	79	5	171	962
08:00 AM	15	69	15	0	99	12	47	14	0	73	1	27	40	0	68	11	11	21	0	43	283
08:15 AM	7	67	3	0	77	1	29	7	1	38	2	51	41	1	95	5	7	14	0	26	236
08:30 AM	15	55	9	0	79	14	26	14	2	56	2	29	21	0	52	8	12	30	2	52	239
08:45 AM	9	42	5	0	56	4	14	12	1	31	2	27	23	1	53	6	6	19	0	31	171
Total	46	233	32	0	311	31	116	47	4	198	7	134	125	2	268	30	36	84	2	152	929
Grand Total	100	389	126	7	622	65	276	87	18	446	12	233	235	20	500	55	98	163	7	323	1891
Apprch %	16.1	62.5	20.3	1.1		14.6	61.9	19.5	4		2.4	46.6	47	4		17	30.3	50.5	2.2		
Total %	5.3	20.6	6.7	0.4	32.9	3.4	14.6	4.6	1	23.6	0.6	12.3	12.4	1.1	26.4	2.9	5.2	8.6	0.4	17.1	

	S. NORFOLK ST Southbound				KEHOE AVE Westbound				S. NORFOLK ST Northbound				KEHOE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**21**	38	28	87	9	45	9	63	2	29	31	62	5	15	26	46	258
07:45 AM	8	53	**39**	**100**	**14**	**65**	**19**	**98**	**3**	40	36	79	7	**28**	**34**	**69**	**346**
08:00 AM	15	**69**	15	99	12	47	14	73	1	27	40	68	**11**	11	21	43	283
08:15 AM	7	67	3	77	1	29	7	37	2	**51**	**41**	**94**	5	7	14	26	234
Total Volume	51	227	85	363	36	186	49	271	8	147	148	303	28	61	95	184	1121
% App. Total	14	62.5	23.4		13.3	68.6	18.1		2.6	48.5	48.8		15.2	33.2	51.6		
PHF	.607	.822	.545	.908	.643	.715	.645	.691	.667	.721	.902	.806	.636	.545	.699	.667	.810

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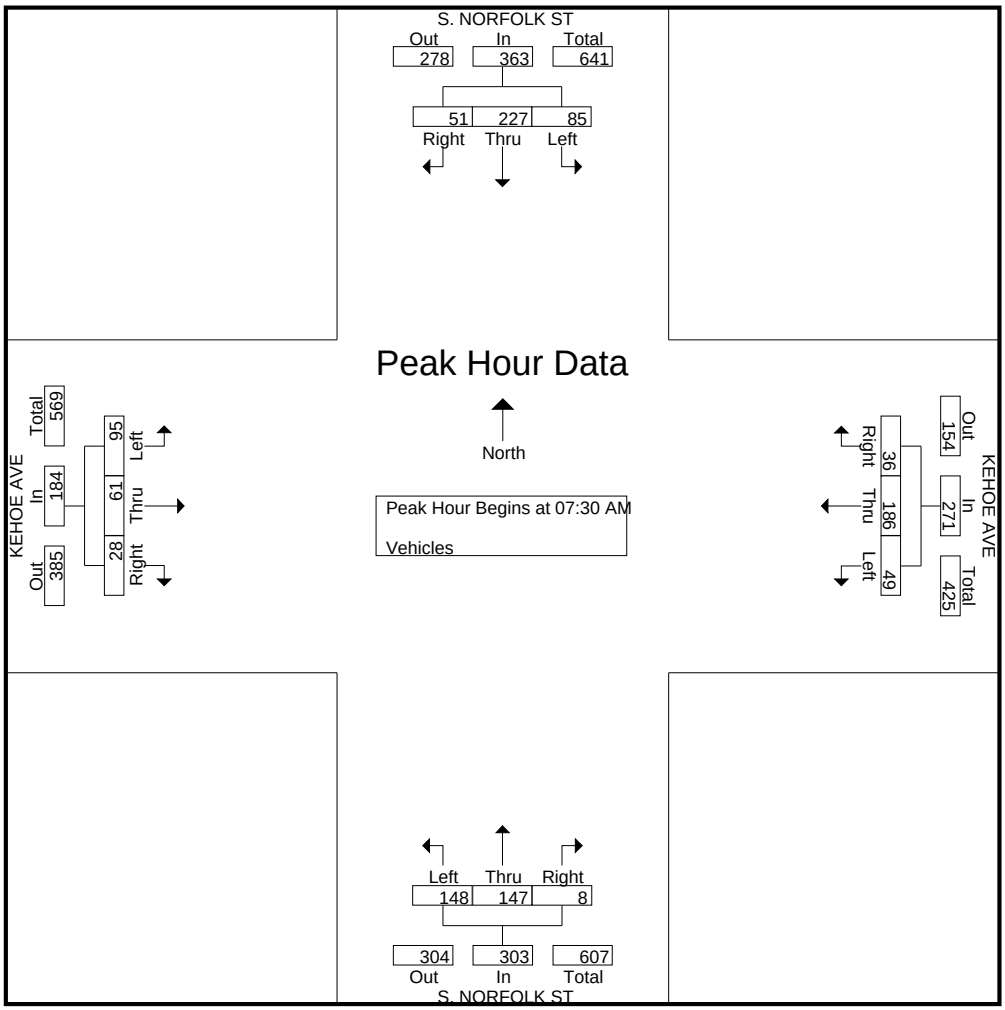

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Groups Printed- Bikes

	S. NORFOLK ST Southbound					J. HART CLINTON DR Westbound					S. NORFOLK ST Northbound					E. 3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	6
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	8	1	0	0	9	11
Grand Total	3	0	0	0	3	0	3	0	0	3	0	1	0	0	1	9	1	0	0	10	17
Apprch %	100	0	0	0		0	100	0	0		0	100	0	0		90	10	0	0		
Total %	17.6	0	0	0	17.6	0	17.6	0	0	17.6	0	5.9	0	0	5.9	52.9	5.9	0	0	58.8	

	S. NORFOLK ST Southbound				J. HART CLINTON DR Westbound				S. NORFOLK ST Northbound				E. 3RD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1	**1**	0	2	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2	0	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	3
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	8	1	0	9	11
% App. Total	0	0	0		0	100	0		0	100	0		88.9	11.1	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.667	.250	.000	.750	.917

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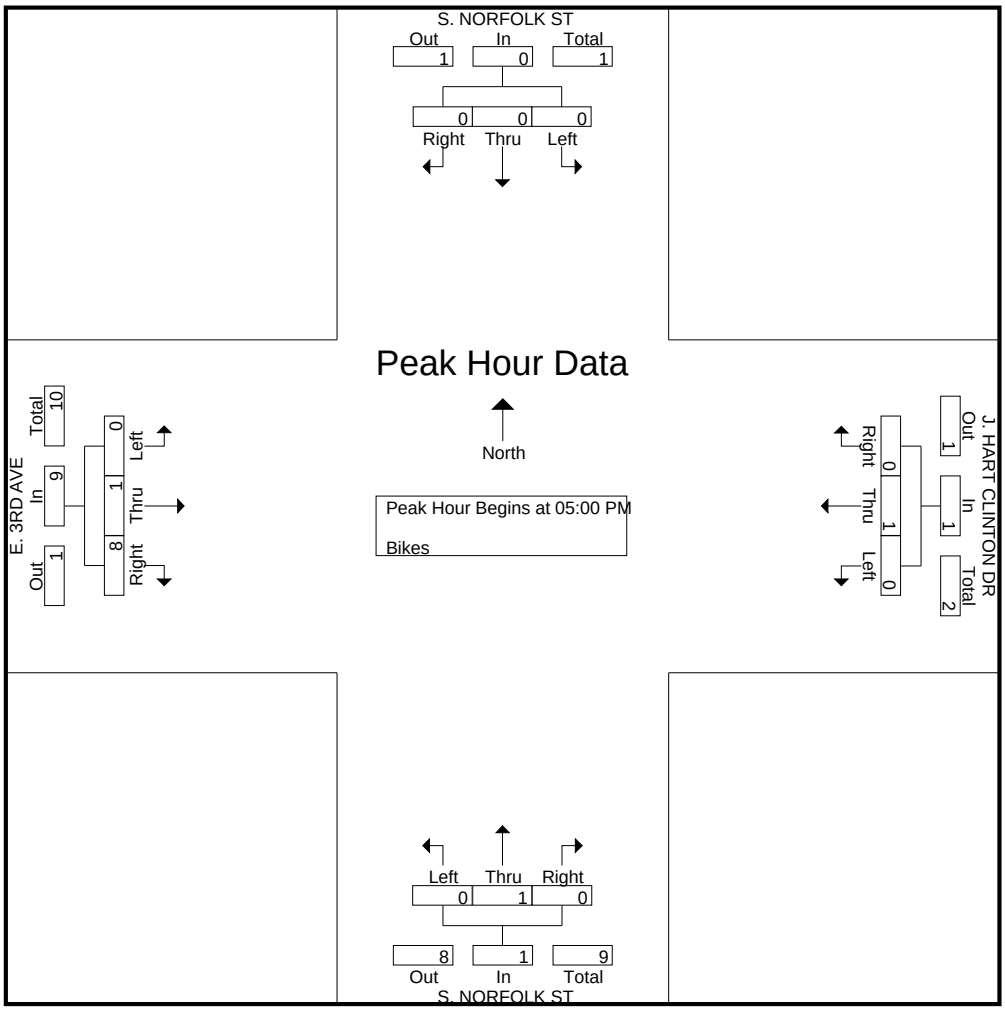

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Groups Printed- Vehicles

	S. NORFOLK ST Southbound					J. HART CLINTON DR Westbound					S. NORFOLK ST Northbound					E. 3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	25	26	16	2	69	19	123	19	1	162	19	21	102	0	142	111	70	53	10	244	617
04:15 PM	30	32	15	2	79	14	129	10	1	154	14	10	105	0	129	127	81	82	10	300	662
04:30 PM	28	29	12	1	70	10	146	29	3	188	16	21	105	1	143	160	81	64	6	311	712
04:45 PM	21	37	24	0	82	17	171	19	3	210	10	20	80	2	112	128	126	92	22	368	772
Total	104	124	67	5	300	60	569	77	8	714	59	72	392	3	526	526	358	291	48	1223	2763
05:00 PM	33	32	25	4	94	21	239	24	0	284	13	20	95	0	128	166	90	66	15	337	843
05:15 PM	30	34	37	4	105	11	220	10	2	243	9	13	108	1	131	179	144	74	10	407	886
05:30 PM	30	22	29	5	86	23	233	17	2	275	19	34	111	2	166	181	116	72	8	377	904
05:45 PM	31	29	36	0	96	21	213	17	0	251	12	27	93	3	135	149	120	83	5	357	839
Total	124	117	127	13	381	76	905	68	4	1053	53	94	407	6	560	675	470	295	38	1478	3472
Grand Total	228	241	194	18	681	136	1474	145	12	1767	112	166	799	9	1086	1201	828	586	86	2701	6235
Apprch %	33.5	35.4	28.5	2.6		7.7	83.4	8.2	0.7		10.3	15.3	73.6	0.8		44.5	30.7	21.7	3.2		
Total %	3.7	3.9	3.1	0.3	10.9	2.2	23.6	2.3	0.2	28.3	1.8	2.7	12.8	0.1	17.4	19.3	13.3	9.4	1.4	43.3	

	S. NORFOLK ST Southbound				J. HART CLINTON DR Westbound				S. NORFOLK ST Northbound				E. 3RD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**33**	32	25	90	21	**239**	**24**	**284**	13	20	95	128	166	90	66	322	824
05:15 PM	30	**34**	**37**	**101**	11	220	10	241	9	13	108	130	179	**144**	74	**397**	869
05:30 PM	30	22	29	81	**23**	233	17	273	**19**	**34**	**111**	**164**	**181**	116	72	369	**887**
05:45 PM	31	29	36	96	21	213	17	251	12	27	93	132	149	120	**83**	352	831
Total Volume	124	117	127	368	76	905	68	1049	53	94	407	554	675	470	295	1440	3411
% App. Total	33.7	31.8	34.5		7.2	86.3	6.5		9.6	17	73.5		46.9	32.6	20.5		
PHF	.939	.860	.858	.911	.826	.947	.708	.923	.697	.691	.917	.845	.932	.816	.889	.907	.961

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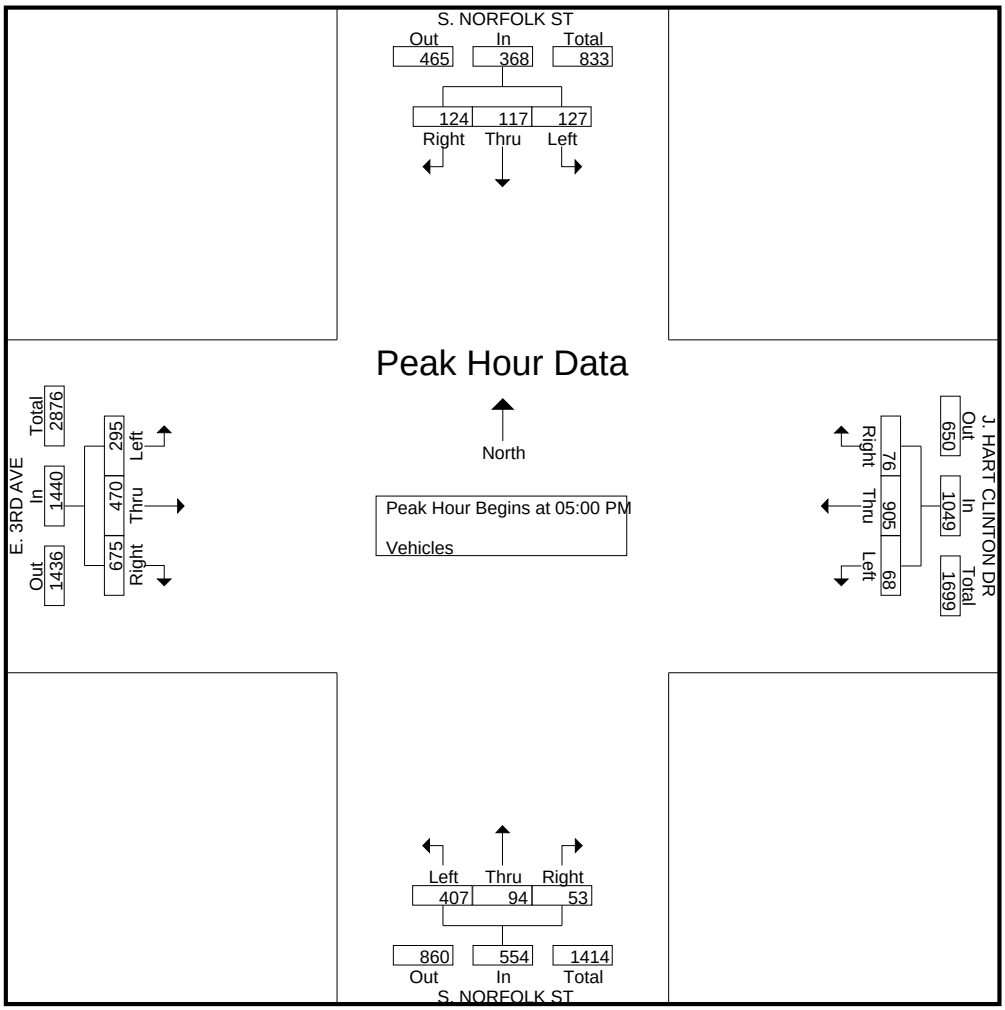

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Groups Printed- Bikes

	S. NORFOLK ST Southbound					J. HART CLINTON DR Westbound					S. NORFOLK ST Northbound					E. 3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	4
07:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
08:15 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	3	0	0	3	1	1	0	0	2	1	0	0	0	1	1	2	0	0	3	9
Grand Total	2	3	0	0	5	1	2	0	0	3	1	0	1	0	2	2	4	0	0	6	16
Apprch %	40	60	0	0		33.3	66.7	0	0		50	0	50	0		33.3	66.7	0	0		
Total %	12.5	18.8	0	0	31.2	6.2	12.5	0	0	18.8	6.2	0	6.2	0	12.5	12.5	25	0	0	37.5	

	S. NORFOLK ST Southbound				J. HART CLINTON DR Westbound				S. NORFOLK ST Northbound				E. 3RD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	**1**	0	0	0	0	0	0	**1**	**1**	**1**	**1**	0	**2**	**4**
07:30 AM	1	0	0	1	0	**1**	0	**1**	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	2	0	0	2	0	1	0	1	0	0	1	1	2	3	0	5	9
% App. Total	100	0	0		0	100	0		0	0	100		40	60	0		
PHF	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.250	.250	.500	.750	.000	.625	.563

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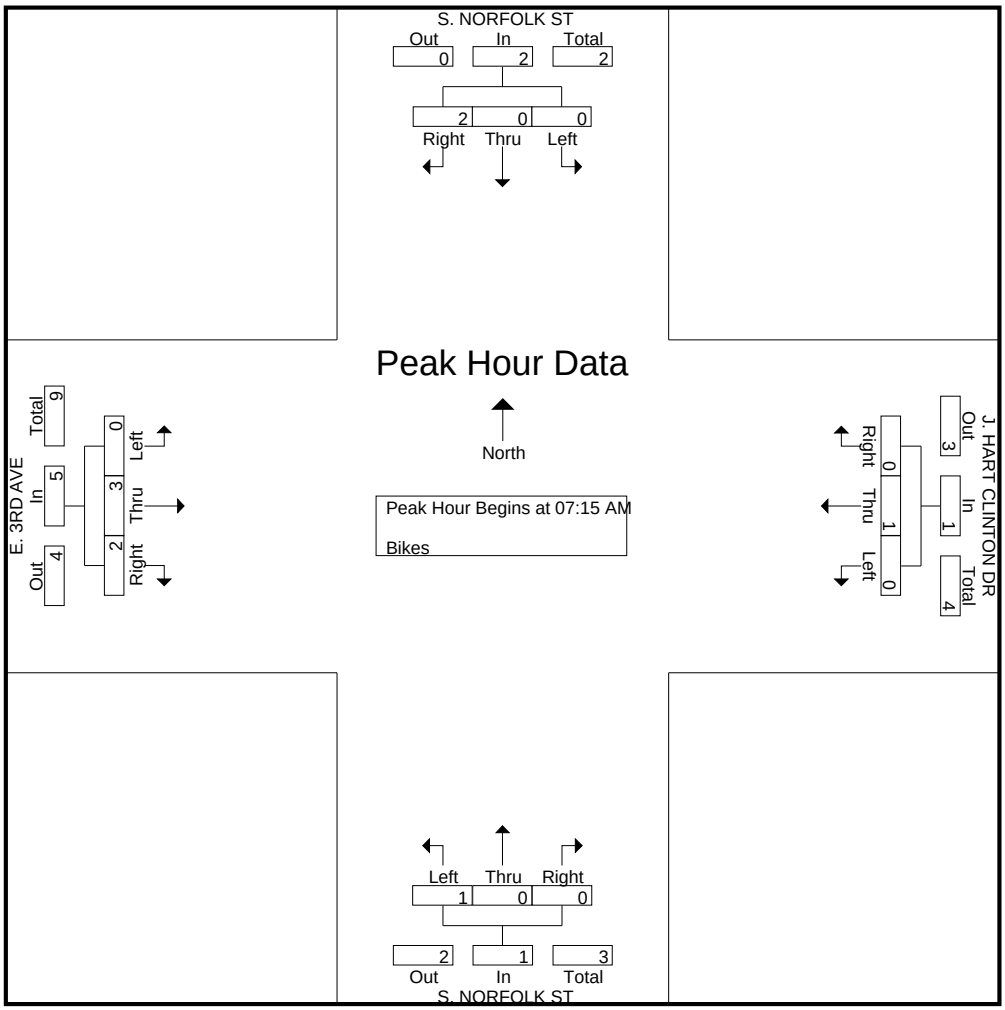

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File Name : 24AM FINAL
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Groups Printed- Vehicles

	S. NORFOLK ST Southbound					J. HART CLINTON DR Westbound					S. NORFOLK ST Northbound					E. 3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	40	11	6	1	58	1	99	5	0	105	14	8	109	1	132	51	63	24	12	150	445
07:15 AM	47	20	12	2	81	4	142	10	0	156	12	9	118	2	141	71	135	29	7	242	620
07:30 AM	37	42	15	4	98	10	342	26	0	378	13	25	175	6	219	80	145	37	7	269	964
07:45 AM	28	60	17	4	109	34	241	27	0	302	22	52	169	0	243	128	241	64	2	435	1089
Total	152	133	50	11	346	49	824	68	0	941	61	94	571	9	735	330	584	154	28	1096	3118
08:00 AM	36	25	29	2	92	33	280	20	1	334	28	49	167	4	248	84	221	61	8	374	1048
08:15 AM	41	25	28	3	97	11	267	15	1	294	12	15	116	0	143	77	235	43	2	357	891
08:30 AM	34	20	21	3	78	10	227	12	0	249	15	10	133	1	159	78	209	45	6	338	824
08:45 AM	37	14	16	1	68	11	176	8	1	196	12	5	97	1	115	72	168	39	4	283	662
Total	148	84	94	9	335	65	950	55	3	1073	67	79	513	6	665	311	833	188	20	1352	3425
Grand Total	300	217	144	20	681	114	1774	123	3	2014	128	173	1084	15	1400	641	1417	342	48	2448	6543
Apprch %	44.1	31.9	21.1	2.9		5.7	88.1	6.1	0.1		9.1	12.4	77.4	1.1		26.2	57.9	14	2		
Total %	4.6	3.3	2.2	0.3	10.4	1.7	27.1	1.9	0	30.8	2	2.6	16.6	0.2	21.4	9.8	21.7	5.2	0.7	37.4	

	S. NORFOLK ST Southbound				J. HART CLINTON DR Westbound				S. NORFOLK ST Northbound				E. 3RD AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	37	42	15	94	10	**342**	26	**378**	13	25	**175**	213	80	145	37	262	947
07:45 AM	28	**60**	17	**105**	**34**	241	**27**	302	22	**52**	169	243	**128**	**241**	**64**	**433**	**1083**
08:00 AM	36	25	**29**	90	33	280	20	333	**28**	49	167	**244**	84	221	61	366	1033
08:15 AM	**41**	25	28	94	11	267	15	293	12	15	116	143	77	235	43	355	885
Total Volume	142	152	89	383	88	1130	88	1306	75	141	627	843	369	842	205	1416	3948
% App. Total	37.1	39.7	23.2		6.7	86.5	6.7		8.9	16.7	74.4		26.1	59.5	14.5		
PHF	.866	.633	.767	.912	.647	.826	.815	.864	.670	.678	.896	.864	.721	.873	.801	.818	.911

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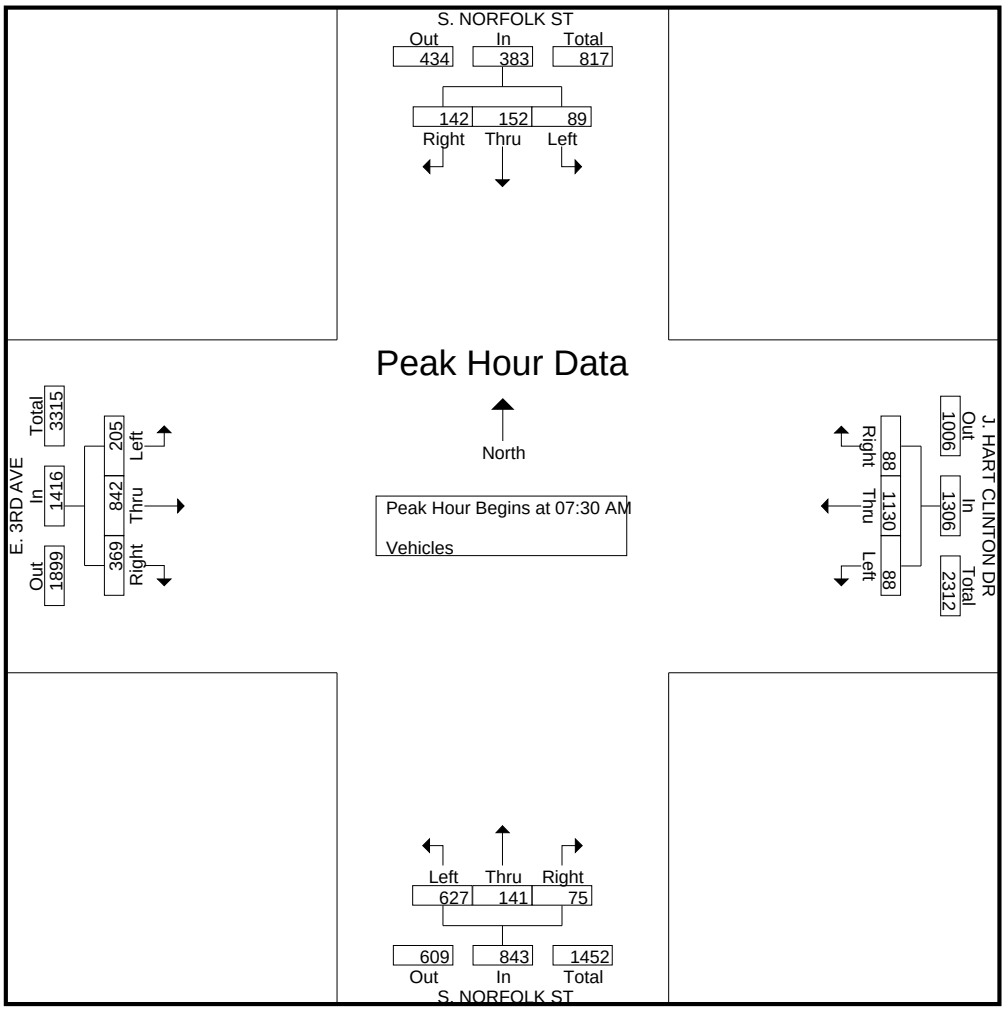

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File Name : 23PM FINAL
Site Code : 00000023
Start Date : 5/21/2013
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Groups Printed- Bikes

	S. HUMBOLDT ST Southbound					E. 4TH AVE Westbound					S. HUMBOLDT ST Northbound					E. 4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
Grand Total	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	5
Apprch %	0	100	0	0		0	0	0	0		50	50	0	0		0	100	0	0		
Total %	0	20	0	0	20	0	0	0	0	0	20	20	0	0	40	0	40	0	0	40	

	S. HUMBOLDT ST Southbound				E. 4TH AVE Westbound				S. HUMBOLDT ST Northbound				E. 4TH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1	4
% App. Total	0	100	0		0	0	0		50	50	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.250	.000	.250	.000	.250	.500

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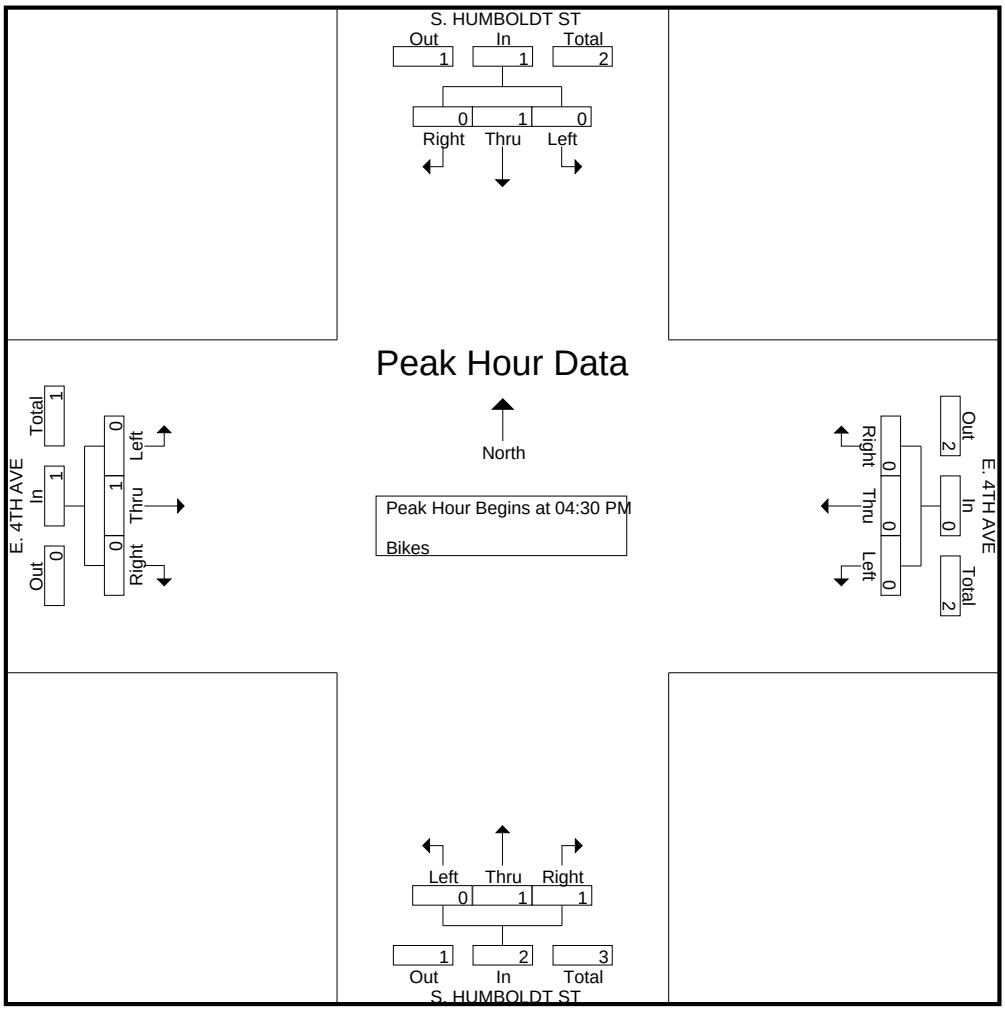

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Groups Printed- Vehicles

	S. HUMBOLDT ST Southbound					E. 4TH AVE Westbound					S. HUMBOLDT ST Northbound					E. 4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	30	54	7	91	0	0	0	3	3	39	8	0	1	48	1	373	8	1	383	525
04:15 PM	0	49	70	6	125	0	0	0	1	1	50	9	0	0	59	3	355	4	0	362	547
04:30 PM	0	53	71	5	129	0	0	0	1	1	44	12	0	3	59	1	378	4	2	385	574
04:45 PM	0	55	70	10	135	0	0	0	0	0	50	17	0	0	67	0	404	8	3	415	617
Total	0	187	265	28	480	0	0	0	5	5	183	46	0	4	233	5	1510	24	6	1545	2263
05:00 PM	0	54	86	7	147	0	0	0	0	0	55	14	0	1	70	5	376	5	3	389	606
05:15 PM	0	53	77	2	132	0	0	0	2	2	55	11	0	3	69	2	413	12	1	428	631
05:30 PM	0	56	95	6	157	0	0	0	1	1	48	22	0	4	74	0	396	8	2	406	638
05:45 PM	0	49	68	6	123	0	0	0	5	5	34	11	0	0	45	1	382	14	1	398	571
Total	0	212	326	21	559	0	0	0	8	8	192	58	0	8	258	8	1567	39	7	1621	2446
Grand Total	0	399	591	49	1039	0	0	0	13	13	375	104	0	12	491	13	3077	63	13	3166	4709
Apprch %	0	38.4	56.9	4.7		0	0	0	100		76.4	21.2	0	2.4		0.4	97.2	2	0.4		
Total %	0	8.5	12.6	1	22.1	0	0	0	0.3	0.3	8	2.2	0	0.3	10.4	0.3	65.3	1.3	0.3	67.2	

	S. HUMBOLDT ST Southbound				E. 4TH AVE Westbound				S. HUMBOLDT ST Northbound				E. 4TH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	55	70	125	0	0	0	0	50	17	0	67	0	404	8	412	604
05:00 PM	0	54	86	140	0	0	0	0	**55**	14	0	69	**5**	376	5	386	595
05:15 PM	0	53	77	130	0	0	0	0	55	11	0	66	2	**413**	**12**	**427**	623
05:30 PM	0	**56**	**95**	**151**	0	0	0	0	48	**22**	0	**70**	0	396	8	404	**625**
Total Volume	0	218	328	546	0	0	0	0	208	64	0	272	7	1589	33	1629	2447
% App. Total	0	39.9	60.1		0	0	0		76.5	23.5	0		0.4	97.5	2		
PHF	.000	.973	.863	.904	.000	.000	.000	.000	.945	.727	.000	.971	.350	.962	.688	.954	.979

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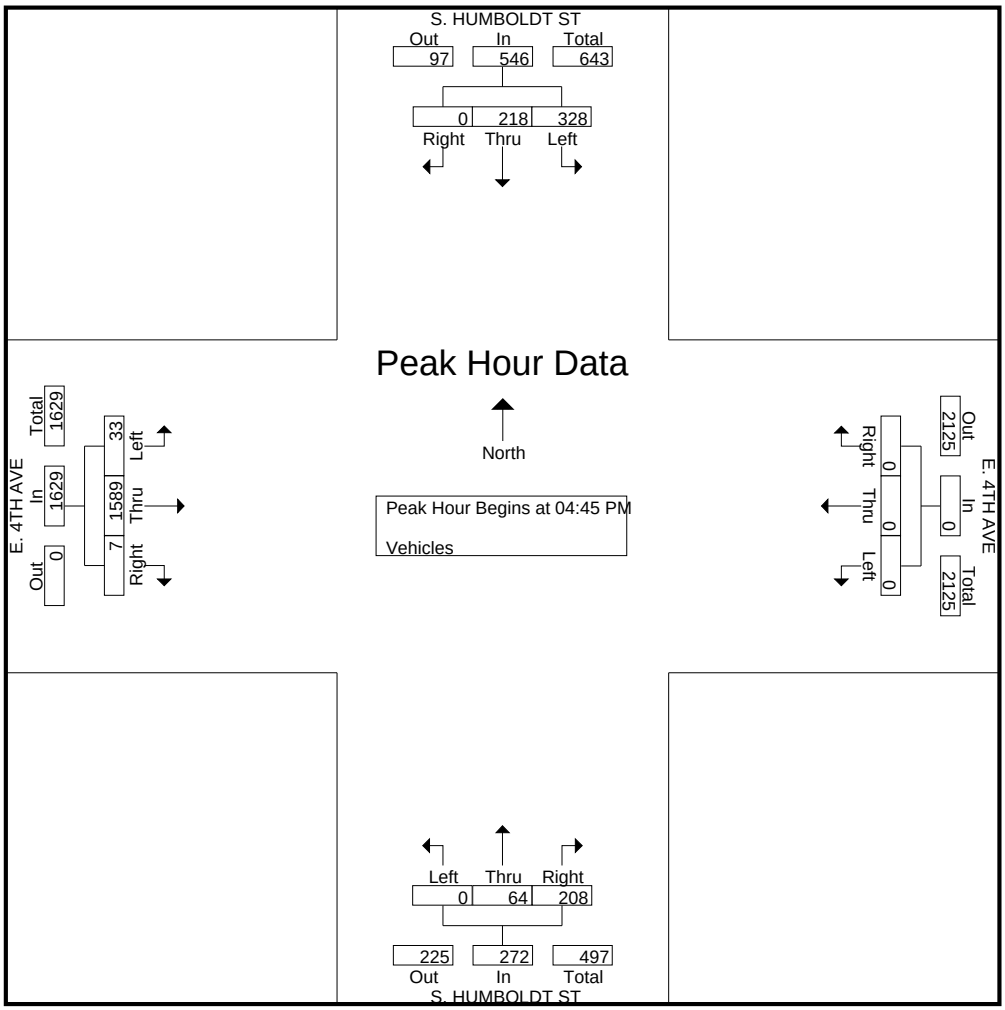

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Groups Printed- Bikes

	S. HUMBOLDT ST Southbound					E. 4TH AVE Westbound					S. HUMBOLDT ST Northbound					E. 4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4
Grand Total	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	4	0	0	4	8
Apprch %	0	100	0	0		0	0	0	0		33.3	66.7	0	0		0	100	0	0		
Total %	0	12.5	0	0	12.5	0	0	0	0	0	12.5	25	0	0	37.5	0	50	0	0	50	

	S. HUMBOLDT ST Southbound				E. 4TH AVE Westbound				S. HUMBOLDT ST Northbound				E. 4TH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.500	.000	.500	1.00

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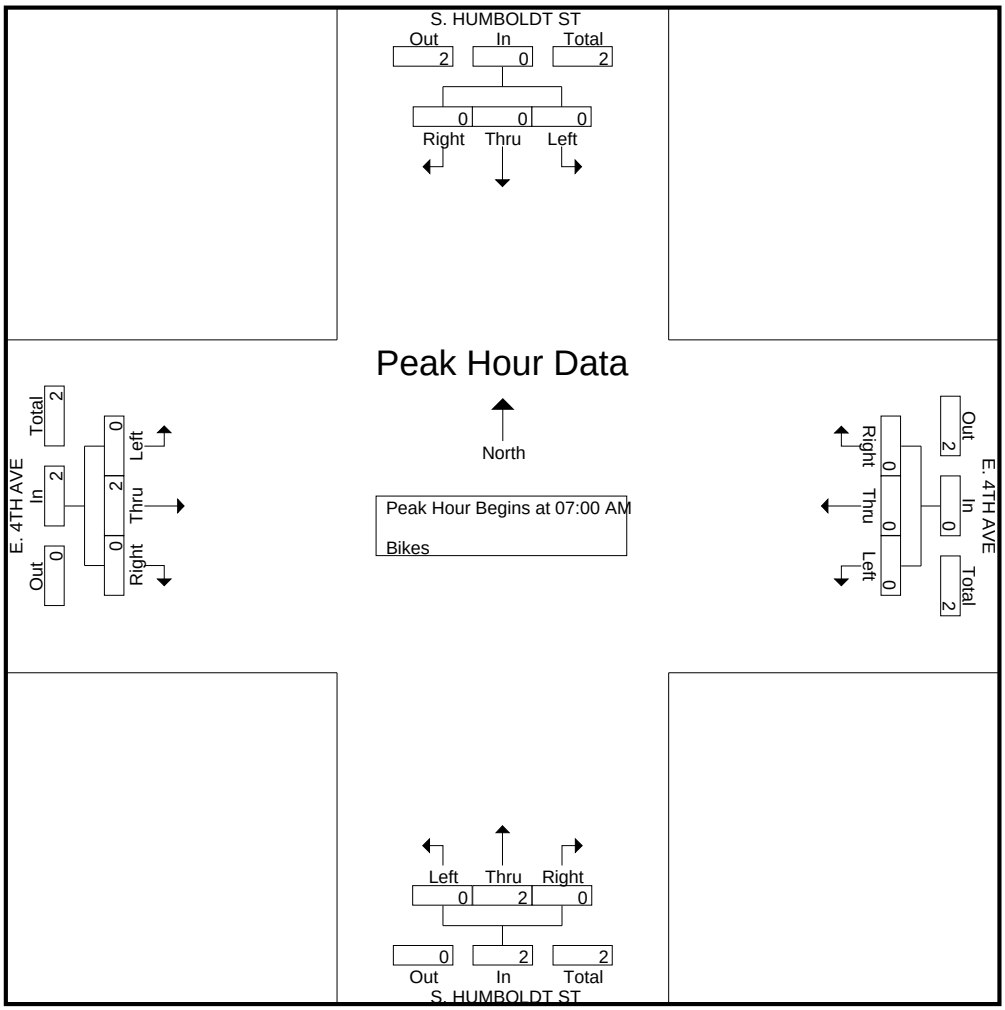

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File Name : 23AM FINAL
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Groups Printed- Vehicles

	S. HUMBOLDT ST Southbound					E. 4TH AVE Westbound					S. HUMBOLDT ST Northbound					E. 4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	30	59	6	95	0	0	0	2	2	31	4	0	2	37	0	218	5	0	223	357
07:15 AM	0	45	55	5	105	0	0	0	3	3	42	13	0	0	55	4	291	7	3	305	468
07:30 AM	0	61	88	8	157	0	0	0	3	3	42	13	0	0	55	3	346	4	5	358	573
07:45 AM	0	73	104	3	180	0	0	0	3	3	89	10	0	1	100	3	412	4	2	421	704
Total	0	209	306	22	537	0	0	0	11	11	204	40	0	3	247	10	1267	20	10	1307	2102
08:00 AM	0	63	98	4	165	0	0	0	0	0	66	10	0	1	77	1	418	5	2	426	668
08:15 AM	0	59	81	2	142	0	0	0	2	2	45	15	0	4	64	0	332	8	0	340	548
08:30 AM	0	45	88	4	137	0	0	0	2	2	49	11	0	0	60	1	268	3	0	272	471
08:45 AM	0	58	69	6	133	0	0	0	2	2	43	11	0	0	54	2	292	4	2	300	489
Total	0	225	336	16	577	0	0	0	6	6	203	47	0	5	255	4	1310	20	4	1338	2176
Grand Total	0	434	642	38	1114	0	0	0	17	17	407	87	0	8	502	14	2577	40	14	2645	4278
Apprch %	0	39	57.6	3.4		0	0	0	100		81.1	17.3	0	1.6		0.5	97.4	1.5	0.5		
Total %	0	10.1	15	0.9	26	0	0	0	0.4	0.4	9.5	2	0	0.2	11.7	0.3	60.2	0.9	0.3	61.8	

	S. HUMBOLDT ST Southbound				E. 4TH AVE Westbound				S. HUMBOLDT ST Northbound				E. 4TH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	61	88	149	0	0	0	0	42	13	0	55	**3**	346	4	353	557
07:45 AM	0	**73**	**104**	**177**	0	0	0	0	**89**	10	0	**99**	3	412	4	419	**695**
08:00 AM	0	63	98	161	0	0	0	0	66	10	0	76	1	**418**	5	**424**	661
08:15 AM	0	59	81	140	0	0	0	0	45	**15**	0	60	0	332	**8**	340	540
Total Volume	0	256	371	627	0	0	0	0	242	48	0	290	7	1508	21	1536	2453
% App. Total	0	40.8	59.2		0	0	0		83.4	16.6	0		0.5	98.2	1.4		
PHF	.000	.877	.892	.886	.000	.000	.000	.000	.680	.800	.000	.732	.583	.902	.656	.906	.882

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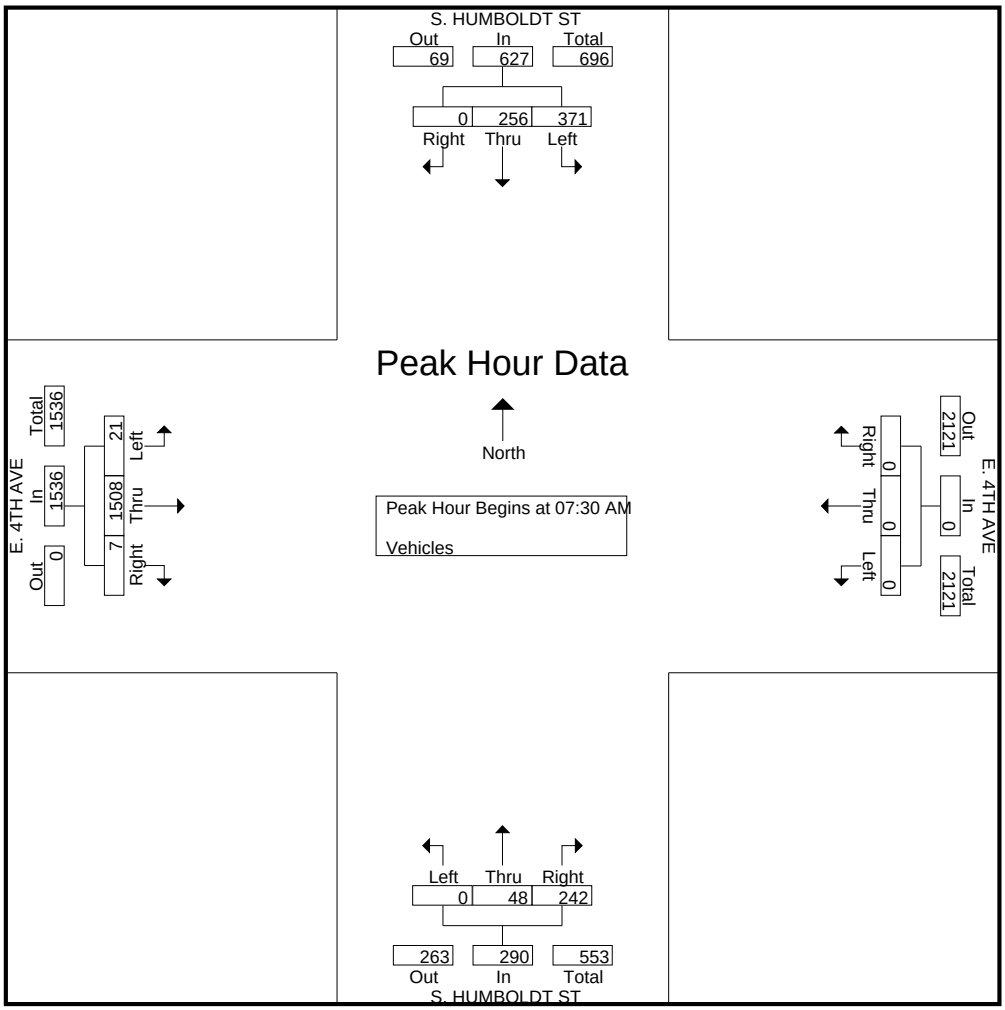

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File Name : 22PM FINAL
Site Code : 00000022
Start Date : 5/21/2013
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Groups Printed- Bikes

	N. HUMBOLDT ST Southbound					E. POPLAR AVE Westbound					N. HUMBOLDT ST Northbound					E. POPLAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Grand Total	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	62.5	0	0	62.5	0	0	0	0	0	0	37.5	0	0	37.5	0	0	0	0	0	

	N. HUMBOLDT ST Southbound				E. POPLAR AVE Westbound				N. HUMBOLDT ST Northbound				E. POPLAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.667

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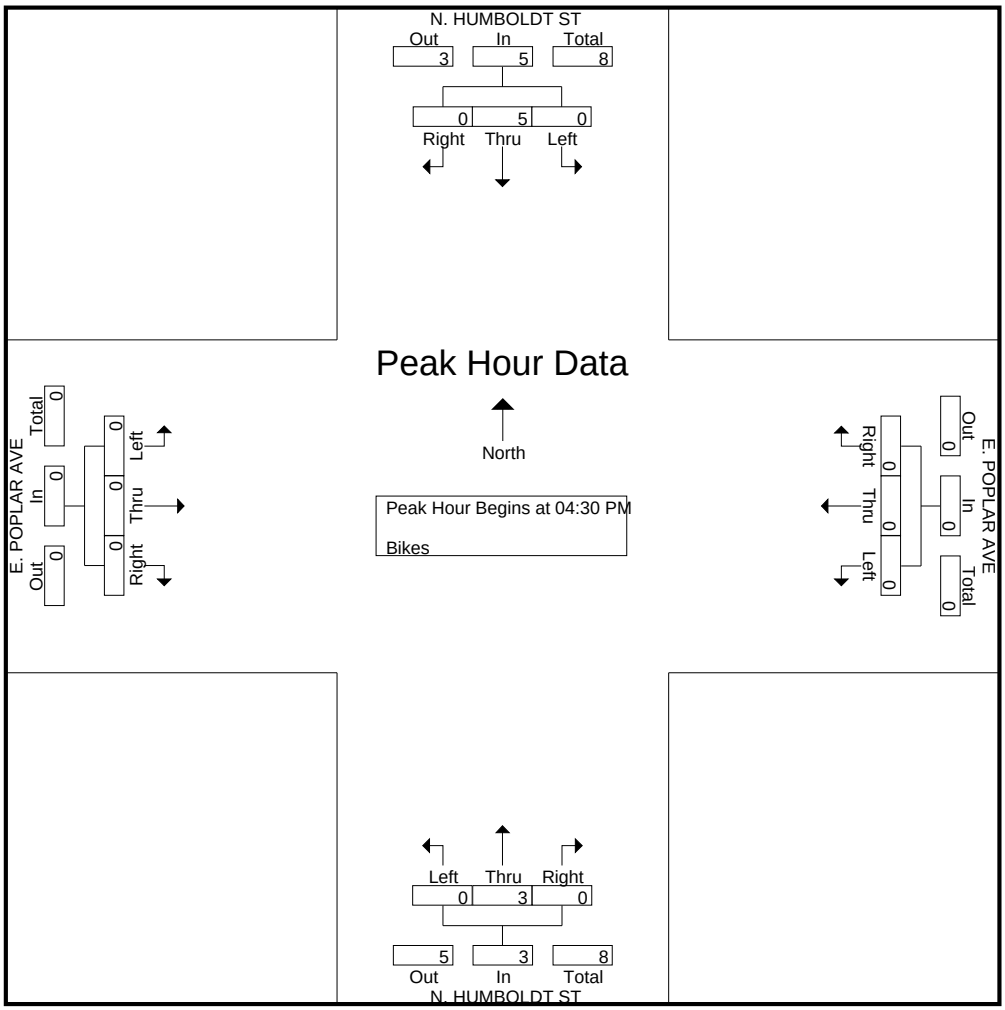

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File Name : 22PM FINAL
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Groups Printed- Vehicles

	N. HUMBOLDT ST Southbound					E. POPLAR AVE Westbound					N. HUMBOLDT ST Northbound					E. POPLAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	47	43	1	100	13	72	7	2	94	5	43	11	4	63	22	44	9	3	78	335
04:15 PM	5	35	28	3	71	16	63	6	4	89	0	43	11	0	54	22	50	15	2	89	303
04:30 PM	9	42	33	1	85	14	67	11	1	93	1	47	6	5	59	20	56	10	3	89	326
04:45 PM	9	39	36	5	89	22	97	18	3	140	4	28	9	1	42	18	47	4	9	78	349
Total	32	163	140	10	345	65	299	42	10	416	10	161	37	10	218	82	197	38	17	334	1313
05:00 PM	11	40	27	1	79	13	82	7	9	111	3	45	8	7	63	27	48	15	1	91	344
05:15 PM	13	41	31	0	85	28	101	5	6	140	3	34	10	0	47	34	37	10	2	83	355
05:30 PM	12	34	28	1	75	23	86	10	3	122	3	35	6	1	45	16	40	14	2	72	314
05:45 PM	17	42	31	0	90	19	93	6	1	119	1	44	17	2	64	8	45	10	2	65	338
Total	53	157	117	2	329	83	362	28	19	492	10	158	41	10	219	85	170	49	7	311	1351
Grand Total	85	320	257	12	674	148	661	70	29	908	20	319	78	20	437	167	367	87	24	645	2664
Apprch %	12.6	47.5	38.1	1.8		16.3	72.8	7.7	3.2		4.6	73	17.8	4.6		25.9	56.9	13.5	3.7		
Total %	3.2	12	9.6	0.5	25.3	5.6	24.8	2.6	1.1	34.1	0.8	12	2.9	0.8	16.4	6.3	13.8	3.3	0.9	24.2	

	N. HUMBOLDT ST Southbound				E. POPLAR AVE Westbound				N. HUMBOLDT ST Northbound				E. POPLAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	**42**	33	84	14	67	11	92	1	**47**	6	54	20	**56**	10	86	316
04:45 PM	9	39	**36**	84	22	97	**18**	**137**	**4**	28	9	41	18	47	4	69	331
05:00 PM	11	40	27	78	13	82	7	102	3	45	8	**56**	27	48	**15**	**90**	326
05:15 PM	**13**	41	31	**85**	**28**	**101**	5	134	3	34	**10**	47	**34**	37	10	81	**347**
Total Volume	42	162	127	331	77	347	41	465	11	154	33	198	99	188	39	326	1320
% App. Total	12.7	48.9	38.4		16.6	74.6	8.8		5.6	77.8	16.7		30.4	57.7	12		
PHF	.808	.964	.882	.974	.688	.859	.569	.849	.688	.819	.825	.884	.728	.839	.650	.906	.951

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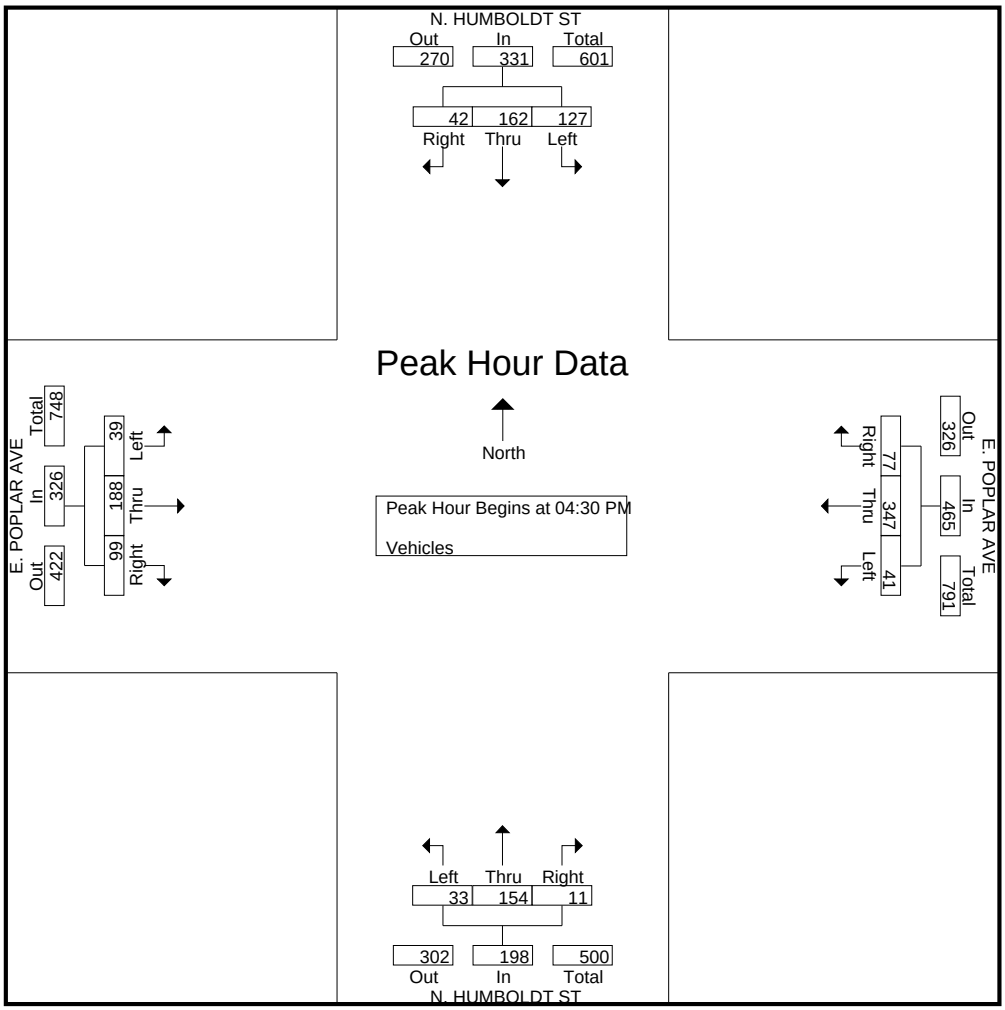

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File Name : 22AM FINAL
Site Code : 00000022
Start Date : 5/21/2013
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Groups Printed- Bikes

	N. HUMBOLDT ST Southbound					E. POPLAR AVE Westbound					N. HUMBOLDT ST Northbound					E. POPLAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	7
Apprch %	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	0	14.3	0	0	14.3	0	0	14.3	0	14.3	0	71.4	0	0	71.4	0	0	0	0	0	

	N. HUMBOLDT ST Southbound				E. POPLAR AVE Westbound				N. HUMBOLDT ST Northbound				E. POPLAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	**1**	0	**2**	0	**2**	0	0	0	0	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	4	0	4	0	0	0	0	5
% App. Total	0	0	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.417

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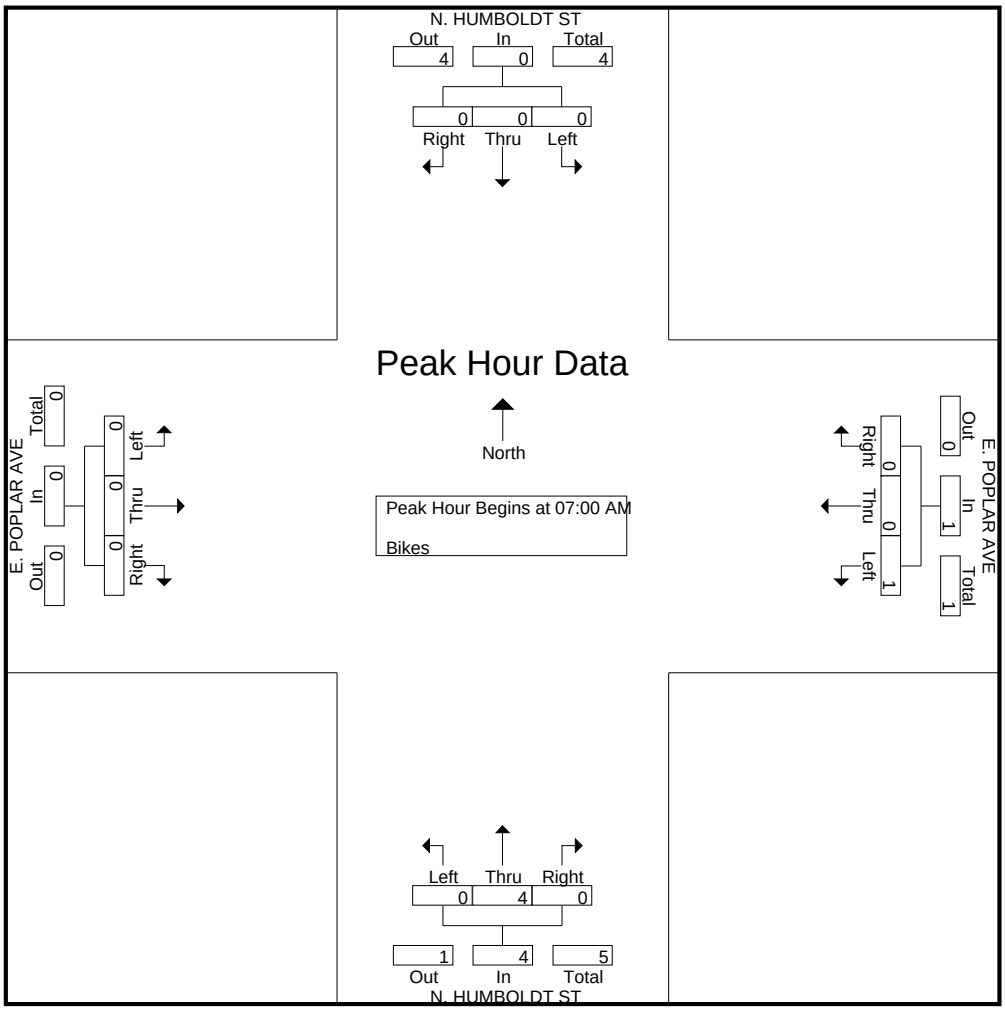

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File Name : 22AM FINAL
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Groups Printed- Vehicles

	N. HUMBOLDT ST Southbound					E. POPLAR AVE Westbound					N. HUMBOLDT ST Northbound					E. POPLAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	17	24	12	63	11	47	6	3	67	0	35	6	8	49	7	75	14	4	100	279
07:15 AM	20	18	29	30	97	8	74	7	5	94	5	63	9	15	92	6	56	13	18	93	376
07:30 AM	57	35	26	15	133	7	86	9	8	110	1	61	24	16	102	31	41	12	18	102	447
07:45 AM	53	42	19	14	128	10	79	11	9	109	3	37	20	14	74	33	30	19	13	95	406
Total	140	112	98	71	421	36	286	33	25	380	9	196	59	53	317	77	202	58	53	390	1508
08:00 AM	10	48	21	3	82	10	83	14	8	115	7	51	13	5	76	32	47	22	5	106	379
08:15 AM	9	25	25	3	62	8	83	12	6	109	5	50	19	2	76	20	45	12	4	81	328
08:30 AM	21	26	25	1	73	4	101	9	2	116	4	49	31	5	89	8	47	9	12	76	354
08:45 AM	12	28	19	1	60	9	95	10	5	119	6	40	15	6	67	10	57	10	7	84	330
Total	52	127	90	8	277	31	362	45	21	459	22	190	78	18	308	70	196	53	28	347	1391
Grand Total	192	239	188	79	698	67	648	78	46	839	31	386	137	71	625	147	398	111	81	737	2899
Apprch %	27.5	34.2	26.9	11.3		8	77.2	9.3	5.5		5	61.8	21.9	11.4		19.9	54	15.1	11		
Total %	6.6	8.2	6.5	2.7	24.1	2.3	22.4	2.7	1.6	28.9	1.1	13.3	4.7	2.4	21.6	5.1	13.7	3.8	2.8	25.4	

	N. HUMBOLDT ST Southbound				E. POPLAR AVE Westbound				N. HUMBOLDT ST Northbound				E. POPLAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**57**	35	**26**	**118**	7	**86**	9	102	1	**61**	**24**	**86**	31	41	12	84	**390**
07:45 AM	53	42	19	114	**10**	79	11	100	3	37	20	60	**33**	30	19	82	356
08:00 AM	10	**48**	21	79	10	83	**14**	**107**	**7**	51	13	71	32	**47**	**22**	**101**	358
08:15 AM	9	25	25	59	8	83	12	103	5	50	19	74	20	45	12	77	313
Total Volume	129	150	91	370	35	331	46	412	16	199	76	291	116	163	65	344	1417
% App. Total	34.9	40.5	24.6		8.5	80.3	11.2		5.5	68.4	26.1		33.7	47.4	18.9		
PHF	.566	.781	.875	.784	.875	.962	.821	.963	.571	.816	.792	.846	.879	.867	.739	.851	.908

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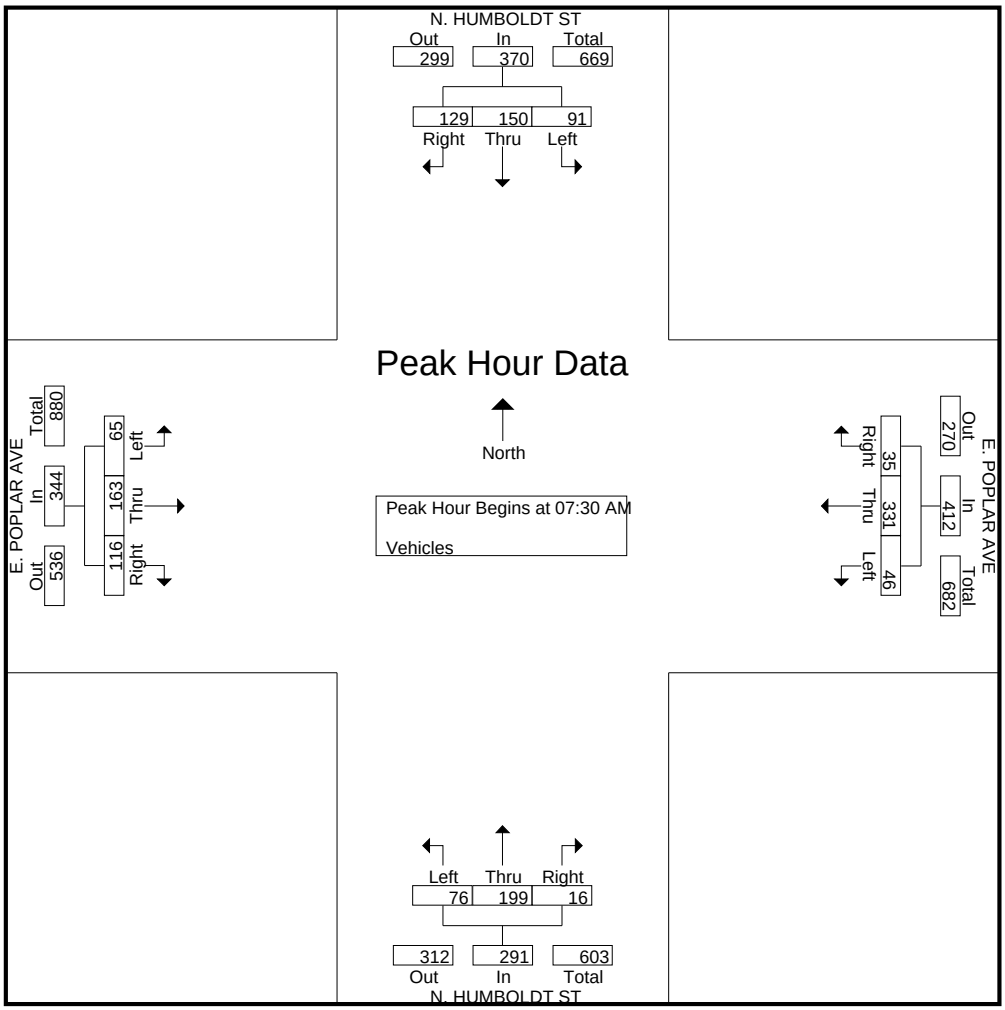

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File Name : 21PM FINAL
Site Code : 00000021
Start Date : 5/21/2013
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Groups Printed- Bikes

	HUMBOLDT ST Southbound					PENINSULA AVE Westbound					HUMBOLDT ST Northbound					PENINSULA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	4
Grand Total	0	1	0	0	1	1	3	0	0	4	0	1	0	0	1	1	1	0	0	2	8
Apprch %	0	100	0	0		25	75	0	0		0	100	0	0		50	50	0	0		
Total %	0	12.5	0	0	12.5	12.5	37.5	0	0	50	0	12.5	0	0	12.5	12.5	12.5	0	0	25	

	HUMBOLDT ST Southbound				PENINSULA AVE Westbound				HUMBOLDT ST Northbound				PENINSULA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
04:45 PM	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	1	1	0	2	6
% App. Total	0	100	0		0	100	0		0	100	0		50	50	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.250	.250	.000	.500	.750

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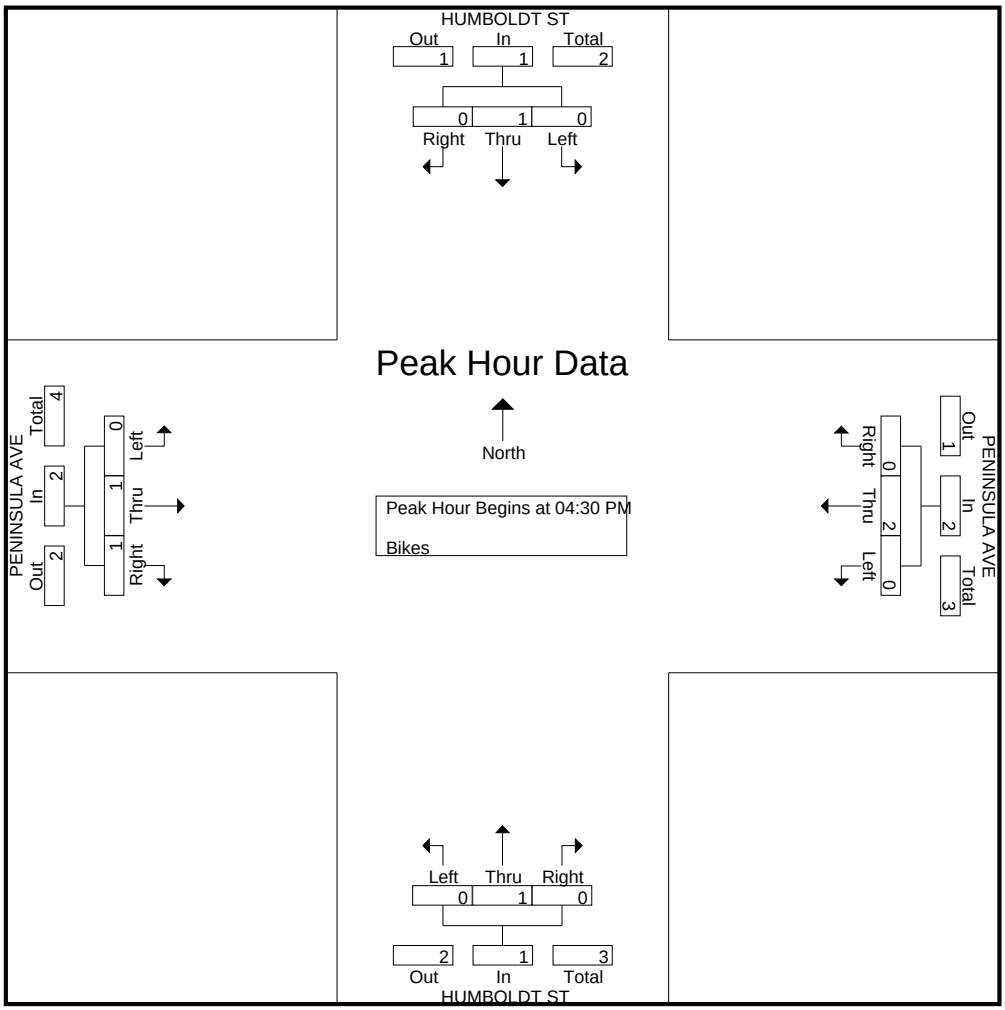

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Groups Printed- Vehicles

	HUMBOLDT ST Southbound					PENINSULA AVE Westbound					HUMBOLDT ST Northbound					PENINSULA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	21	24	2	52	33	160	64	0	257	51	5	10	0	66	42	139	0	2	183	558
04:15 PM	2	15	12	0	29	30	190	50	0	270	37	8	11	2	58	30	139	4	2	175	532
04:30 PM	4	27	13	1	45	36	159	44	0	239	51	6	11	0	68	34	131	4	2	171	523
04:45 PM	2	22	14	1	39	33	183	44	0	260	33	11	9	4	57	25	148	5	2	180	536
Total	13	85	63	4	165	132	692	202	0	1026	172	30	41	6	249	131	557	13	8	709	2149
05:00 PM	0	16	30	3	49	35	176	55	0	266	42	6	17	1	66	21	164	3	0	188	569
05:15 PM	1	14	21	1	37	46	189	59	0	294	43	10	12	1	66	31	154	2	0	187	584
05:30 PM	2	12	11	2	27	34	202	56	0	292	41	6	15	0	62	28	151	1	0	180	561
05:45 PM	4	17	9	2	32	21	206	69	0	296	33	9	17	0	59	29	111	2	1	143	530
Total	7	59	71	8	145	136	773	239	0	1148	159	31	61	2	253	109	580	8	1	698	2244
Grand Total	20	144	134	12	310	268	1465	441	0	2174	331	61	102	8	502	240	1137	21	9	1407	4393
Apprch %	6.5	46.5	43.2	3.9		12.3	67.4	20.3	0		65.9	12.2	20.3	1.6		17.1	80.8	1.5	0.6		
Total %	0.5	3.3	3.1	0.3	7.1	6.1	33.3	10	0	49.5	7.5	1.4	2.3	0.2	11.4	5.5	25.9	0.5	0.2	32	

	HUMBOLDT ST Southbound				PENINSULA AVE Westbound				HUMBOLDT ST Northbound				PENINSULA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**2**	**22**	14	38	33	183	44	260	33	**11**	9	53	25	148	**5**	178	529
05:00 PM	0	16	**30**	**46**	35	176	55	266	42	6	**17**	**65**	21	**164**	3	**188**	565
05:15 PM	1	14	21	36	**46**	189	**59**	**294**	**43**	10	12	65	**31**	154	2	187	**582**
05:30 PM	2	12	11	25	34	**202**	56	292	41	6	15	62	28	151	1	180	559
Total Volume	5	64	76	145	148	750	214	1112	159	33	53	245	105	617	11	733	2235
% App. Total	3.4	44.1	52.4		13.3	67.4	19.2		64.9	13.5	21.6		14.3	84.2	1.5		
PHF	.625	.727	.633	.788	.804	.928	.907	.946	.924	.750	.779	.942	.847	.941	.550	.975	.960

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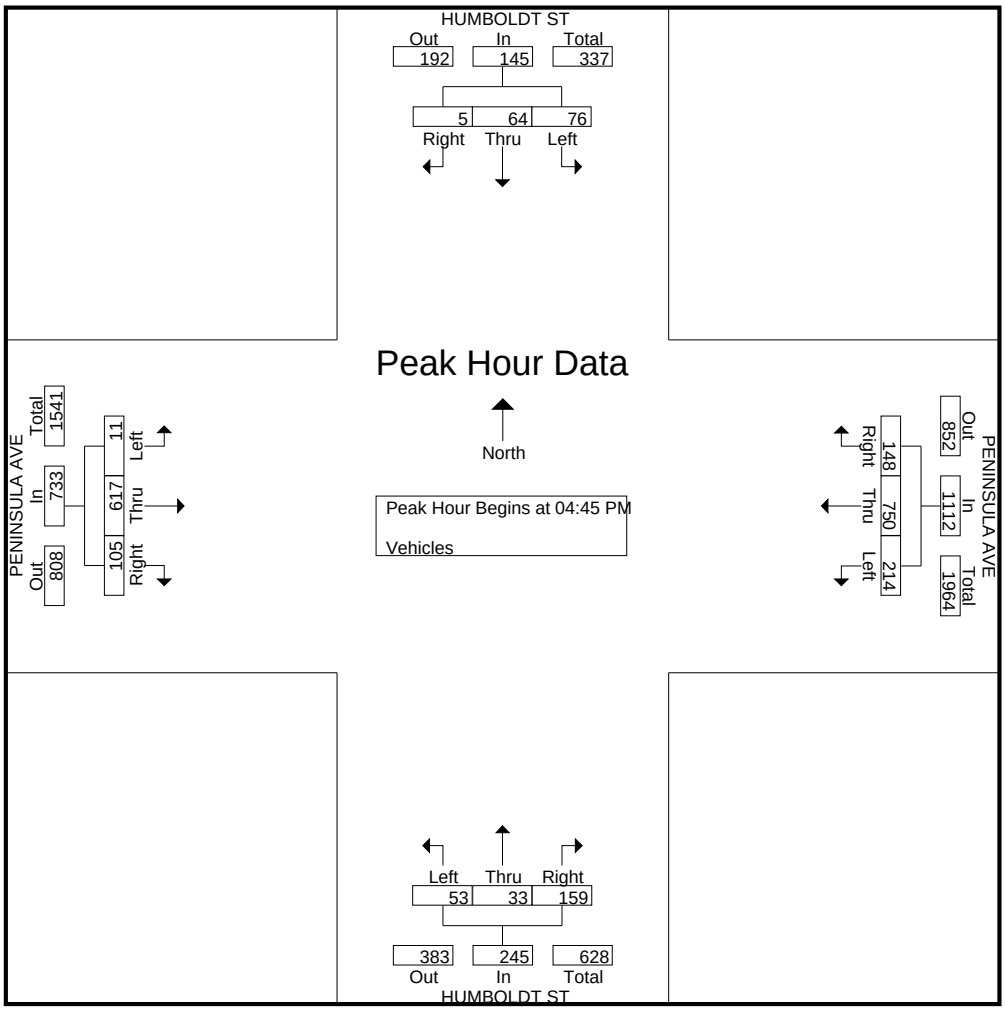

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Groups Printed- Bikes

	HUMBOLDT ST Southbound					PENINSULA AVE Westbound					HUMBOLDT ST Northbound					PENINSULA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	2	0	2	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	7
08:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total	0	0	4	0	4	1	0	0	0	1	1	0	0	0	1	1	1	0	0	2	8
Grand Total	0	0	6	0	6	1	1	0	0	2	2	0	0	0	2	1	4	0	0	5	15
Apprch %	0	0	100	0		50	50	0	0		100	0	0	0		20	80	0	0		
Total %	0	0	40	0	40	6.7	6.7	0	0	13.3	13.3	0	0	0	13.3	6.7	26.7	0	0	33.3	

	HUMBOLDT ST Southbound				PENINSULA AVE Westbound				HUMBOLDT ST Northbound				PENINSULA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**2**	**2**	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**	**5**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	6	6	0	0	0	0	1	0	0	1	0	3	0	3	10
% App. Total	0	0	100		0	0	0		100	0	0		0	100	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.250	.000	.000	.250	.000	.375	.000	.375	.500

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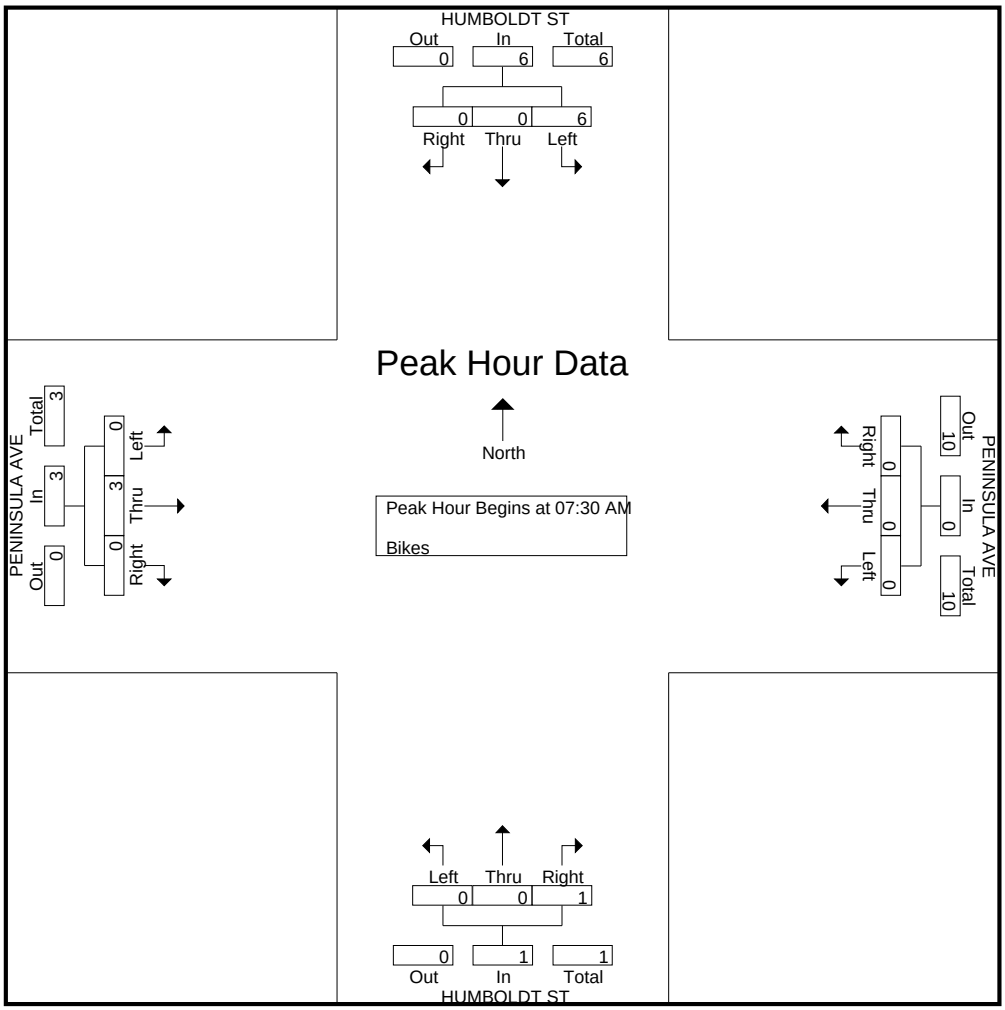

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Groups Printed- Vehicles

	HUMBOLDT ST Southbound					PENINSULA AVE Westbound					HUMBOLDT ST Northbound					PENINSULA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	7	14	0	22	15	83	20	0	118	51	6	9	9	75	18	152	3	10	183	398
07:15 AM	2	9	12	5	28	23	111	22	0	156	68	7	19	0	94	26	161	2	1	190	468
07:30 AM	1	20	21	3	45	41	165	59	0	265	79	10	13	1	103	18	205	1	6	230	643
07:45 AM	2	10	19	2	33	45	198	56	0	299	62	4	18	1	85	27	241	3	5	276	693
Total	6	46	66	10	128	124	557	157	0	838	260	27	59	11	357	89	759	9	22	879	2202
08:00 AM	1	20	24	3	48	23	134	30	0	187	72	12	16	1	101	22	207	1	4	234	570
08:15 AM	6	16	19	1	42	21	152	20	0	193	61	12	16	1	90	14	187	0	2	203	528
08:30 AM	4	21	27	0	52	29	148	26	0	203	62	11	9	1	83	23	171	3	3	200	538
08:45 AM	2	9	17	1	29	14	154	26	0	194	42	7	9	1	59	23	183	1	0	207	489
Total	13	66	87	5	171	87	588	102	0	777	237	42	50	4	333	82	748	5	9	844	2125
Grand Total	19	112	153	15	299	211	1145	259	0	1615	497	69	109	15	690	171	1507	14	31	1723	4327
Apprch %	6.4	37.5	51.2	5		13.1	70.9	16	0		72	10	15.8	2.2		9.9	87.5	0.8	1.8		
Total %	0.4	2.6	3.5	0.3	6.9	4.9	26.5	6	0	37.3	11.5	1.6	2.5	0.3	15.9	4	34.8	0.3	0.7	39.8	

	HUMBOLDT ST Southbound				PENINSULA AVE Westbound				HUMBOLDT ST Northbound				PENINSULA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	**20**	21	42	41	165	**59**	265	**79**	10	13	**102**	18	205	1	224	633
07:45 AM	2	10	19	31	**45**	**198**	56	**299**	62	4	**18**	84	**27**	**241**	**3**	**271**	**685**
08:00 AM	1	20	**24**	**45**	23	134	30	187	72	**12**	16	100	22	207	1	230	562
08:15 AM	**6**	16	19	41	21	152	20	193	61	12	16	89	14	187	0	201	524
Total Volume	10	66	83	159	130	649	165	944	274	38	63	375	81	840	5	926	2404
% App. Total	6.3	41.5	52.2		13.8	68.8	17.5		73.1	10.1	16.8		8.7	90.7	0.5		
PHF	.417	.825	.865	.883	.722	.819	.699	.789	.867	.792	.875	.919	.750	.871	.417	.854	.877

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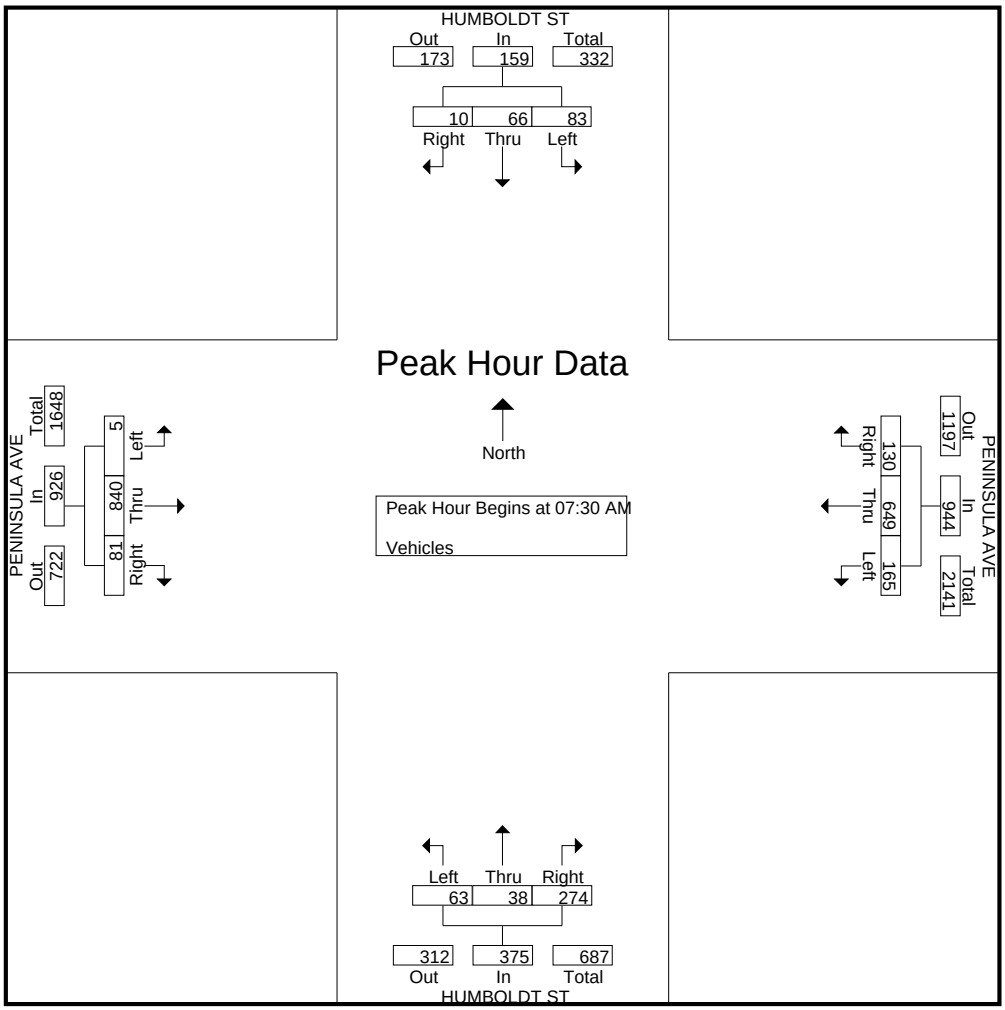

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Groups Printed- Bikes

	AIRPORT BLVD Southbound					ANZA BLVD Westbound					AIRPORT BLVD Northbound					ANZA BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Grand Total	1	9	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	12
Apprch %	10	90	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	8.3	75	0	0	83.3	0	0	0	0	0	0	16.7	0	0	16.7	0	0	0	0	0	

	AIRPORT BLVD Southbound				ANZA BLVD Westbound				AIRPORT BLVD Northbound				ANZA BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	**1**	2	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
% App. Total	16.7	83.3	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.625	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.583

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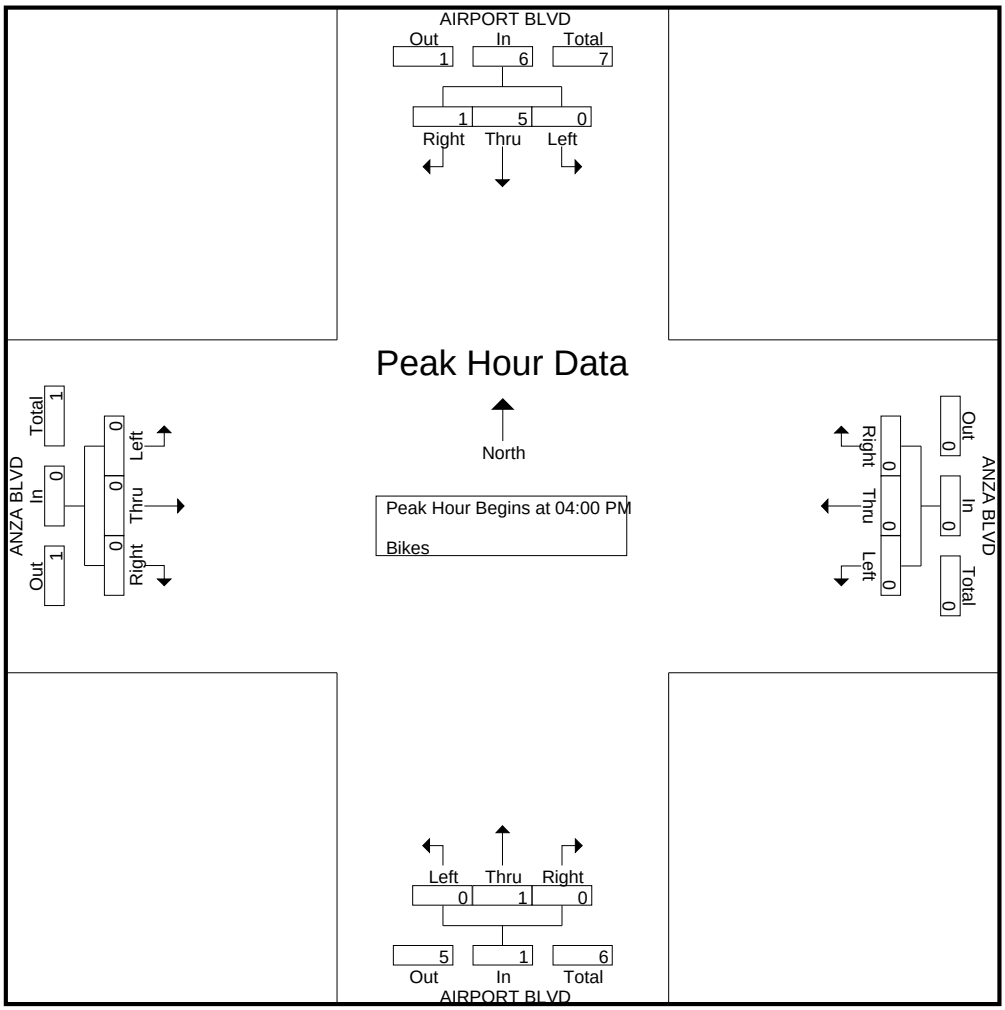

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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					ANZA BLVD Westbound					AIRPORT BLVD Northbound					ANZA BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	41	15	0	63	6	19	4	0	29	3	27	42	0	72	6	11	6	4	27	191
04:15 PM	9	53	9	0	71	14	9	4	1	28	2	25	35	4	66	12	6	11	2	31	196
04:30 PM	4	54	8	5	71	11	15	6	0	32	4	31	31	0	66	12	5	5	5	27	196
04:45 PM	3	58	18	0	79	5	14	5	4	28	4	20	41	2	67	4	2	6	0	12	186
Total	23	206	50	5	284	36	57	19	5	117	13	103	149	6	271	34	24	28	11	97	769
05:00 PM	7	43	9	3	62	12	31	9	2	54	5	41	79	0	125	14	4	4	2	24	265
05:15 PM	27	65	10	2	104	5	24	8	0	37	10	47	44	0	101	15	7	10	2	34	276
05:30 PM	16	63	13	0	92	7	17	10	3	37	4	40	48	0	92	24	7	5	4	40	261
05:45 PM	5	66	14	2	87	6	26	7	0	39	4	33	33	0	70	10	4	12	0	26	222
Total	55	237	46	7	345	30	98	34	5	167	23	161	204	0	388	63	22	31	8	124	1024
Grand Total	78	443	96	12	629	66	155	53	10	284	36	264	353	6	659	97	46	59	19	221	1793
Apprch %	12.4	70.4	15.3	1.9		23.2	54.6	18.7	3.5		5.5	40.1	53.6	0.9		43.9	20.8	26.7	8.6		
Total %	4.4	24.7	5.4	0.7	35.1	3.7	8.6	3	0.6	15.8	2	14.7	19.7	0.3	36.8	5.4	2.6	3.3	1.1	12.3	

	AIRPORT BLVD Southbound				ANZA BLVD Westbound				AIRPORT BLVD Northbound				ANZA BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	7	43	9	59	**12**	**31**	9	**52**	5	41	**79**	**125**	14	4	4	22	258
05:15 PM	**27**	65	10	**102**	5	24	8	37	**10**	**47**	44	101	15	**7**	10	32	**272**
05:30 PM	16	63	13	92	7	17	**10**	34	4	40	48	92	**24**	7	5	**36**	254
05:45 PM	5	**66**	**14**	85	6	26	7	39	4	33	33	70	10	4	**12**	26	220
Total Volume	55	237	46	338	30	98	34	162	23	161	204	388	63	22	31	116	1004
% App. Total	16.3	70.1	13.6		18.5	60.5	21		5.9	41.5	52.6		54.3	19	26.7		
PHF	.509	.898	.821	.828	.625	.790	.850	.779	.575	.856	.646	.776	.656	.786	.646	.806	.923

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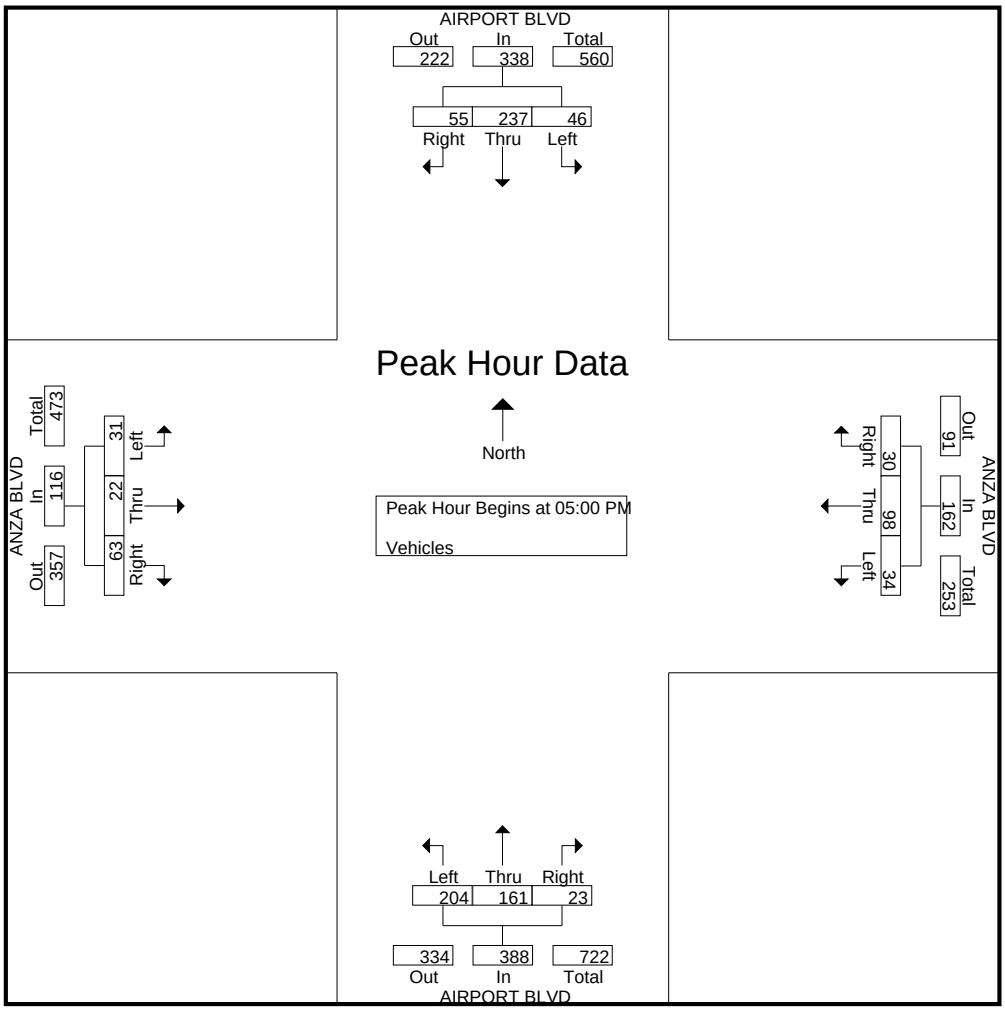

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Groups Printed- Bikes

	AIRPORT BLVD Southbound					ANZA BLVD Westbound					AIRPORT BLVD Northbound					ANZA BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9
07:15 AM	0	6	1	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
07:30 AM	0	12	0	0	12	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	14
07:45 AM	0	15	0	0	15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	16
Total	0	38	1	0	39	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	47
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
08:15 AM	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	10
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	17	0	0	17	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	21
Grand Total	0	55	1	0	56	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	68
Apprch %	0	98.2	1.8	0		0	0	0	0		8.3	91.7	0	0		0	0	0	0		
Total %	0	80.9	1.5	0	82.4	0	0	0	0	0	1.5	16.2	0	0	17.6	0	0	0	0	0	

	AIRPORT BLVD Southbound				ANZA BLVD Westbound				AIRPORT BLVD Northbound				ANZA BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	5	0	5	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	9
07:15 AM	0	6	**1**	7	0	0	0	0	0	1	0	1	0	0	0	0	8
07:30 AM	0	12	0	12	0	0	0	0	0	2	0	2	0	0	0	0	14
07:45 AM	0	**15**	0	**15**	0	0	0	0	0	1	0	1	0	0	0	0	**16**
Total Volume	0	38	1	39	0	0	0	0	1	7	0	8	0	0	0	0	47
% App. Total	0	97.4	2.6		0	0	0		12.5	87.5	0		0	0	0		
PHF	.000	.633	.250	.650	.000	.000	.000	.000	.250	.583	.000	.500	.000	.000	.000	.000	.734

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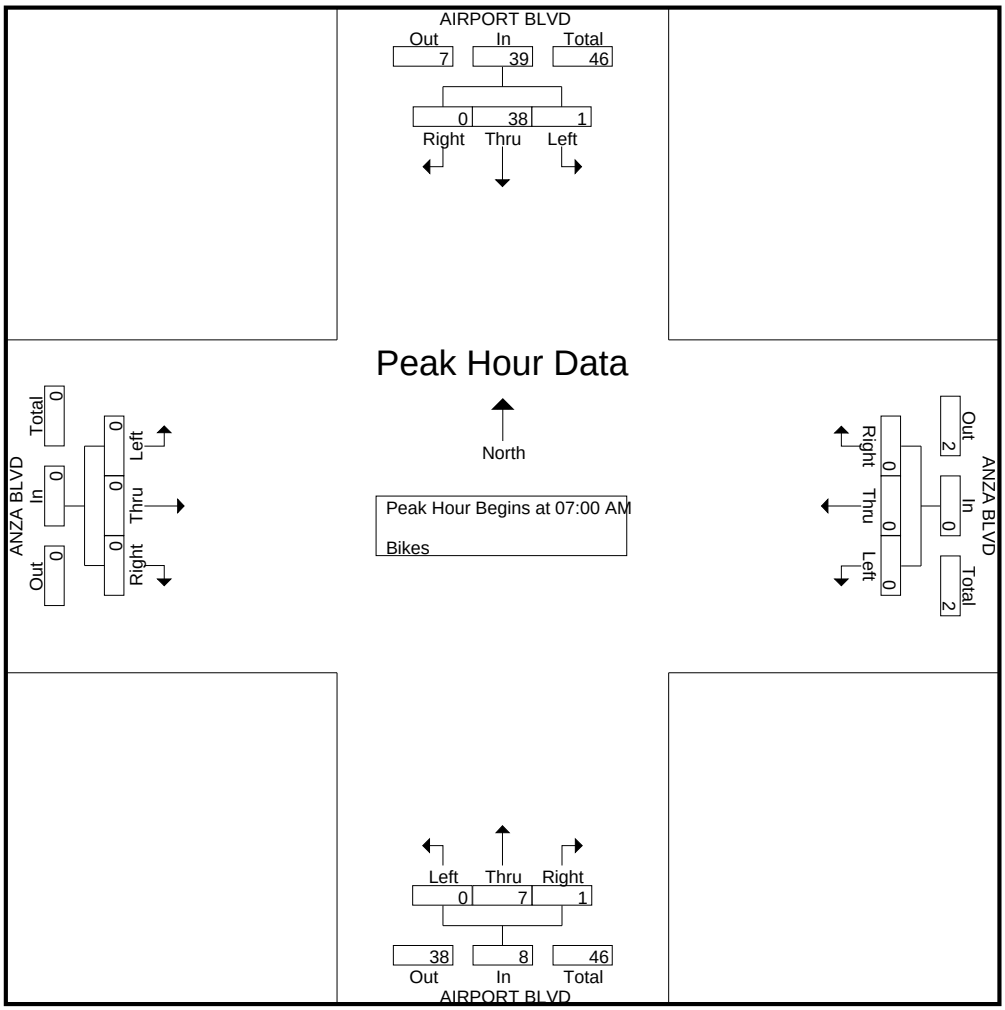

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File Name : 20AM FINAL
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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					ANZA BLVD Westbound					AIRPORT BLVD Northbound					ANZA BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	47	10	3	61	3	8	0	0	11	3	10	14	0	27	10	5	3	3	21	120
07:15 AM	6	43	6	3	58	2	10	4	0	16	4	11	21	2	38	12	7	2	0	21	133
07:30 AM	5	72	14	0	91	6	15	1	1	23	3	18	14	0	35	17	10	4	1	32	181
07:45 AM	9	89	9	1	108	10	8	3	0	21	5	21	14	0	40	13	7	8	0	28	197
Total	21	251	39	7	318	21	41	8	1	71	15	60	63	2	140	52	29	17	4	102	631
08:00 AM	4	67	13	1	85	3	14	1	1	19	4	35	13	0	52	9	6	7	0	22	178
08:15 AM	3	85	27	0	115	6	11	3	0	20	5	22	21	0	48	12	7	10	0	29	212
08:30 AM	3	83	26	0	112	4	5	3	0	12	5	22	22	1	50	12	20	10	1	43	217
08:45 AM	9	79	27	3	118	5	10	3	2	20	6	26	18	2	52	9	16	5	0	30	220
Total	19	314	93	4	430	18	40	10	3	71	20	105	74	3	202	42	49	32	1	124	827
Grand Total	40	565	132	11	748	39	81	18	4	142	35	165	137	5	342	94	78	49	5	226	1458
Apprch %	5.3	75.5	17.6	1.5		27.5	57	12.7	2.8		10.2	48.2	40.1	1.5		41.6	34.5	21.7	2.2		
Total %	2.7	38.8	9.1	0.8	51.3	2.7	5.6	1.2	0.3	9.7	2.4	11.3	9.4	0.3	23.5	6.4	5.3	3.4	0.3	15.5	

	AIRPORT BLVD Southbound				ANZA BLVD Westbound				AIRPORT BLVD Northbound				ANZA BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	67	13	84	3	**14**	1	18	4	**35**	13	**52**	9	6	7	22	176
08:15 AM	3	**85**	**27**	**115**	**6**	11	**3**	**20**	5	22	21	48	**12**	7	**10**	29	212
08:30 AM	3	83	26	112	4	5	3	12	5	22	**22**	49	12	**20**	10	**42**	**215**
08:45 AM	**9**	79	27	115	5	10	3	18	**6**	26	18	50	9	16	5	30	213
Total Volume	19	314	93	426	18	40	10	68	20	105	74	199	42	49	32	123	816
% App. Total	4.5	73.7	21.8		26.5	58.8	14.7		10.1	52.8	37.2		34.1	39.8	26		
PHF	.528	.924	.861	.926	.750	.714	.833	.850	.833	.750	.841	.957	.875	.613	.800	.732	.949

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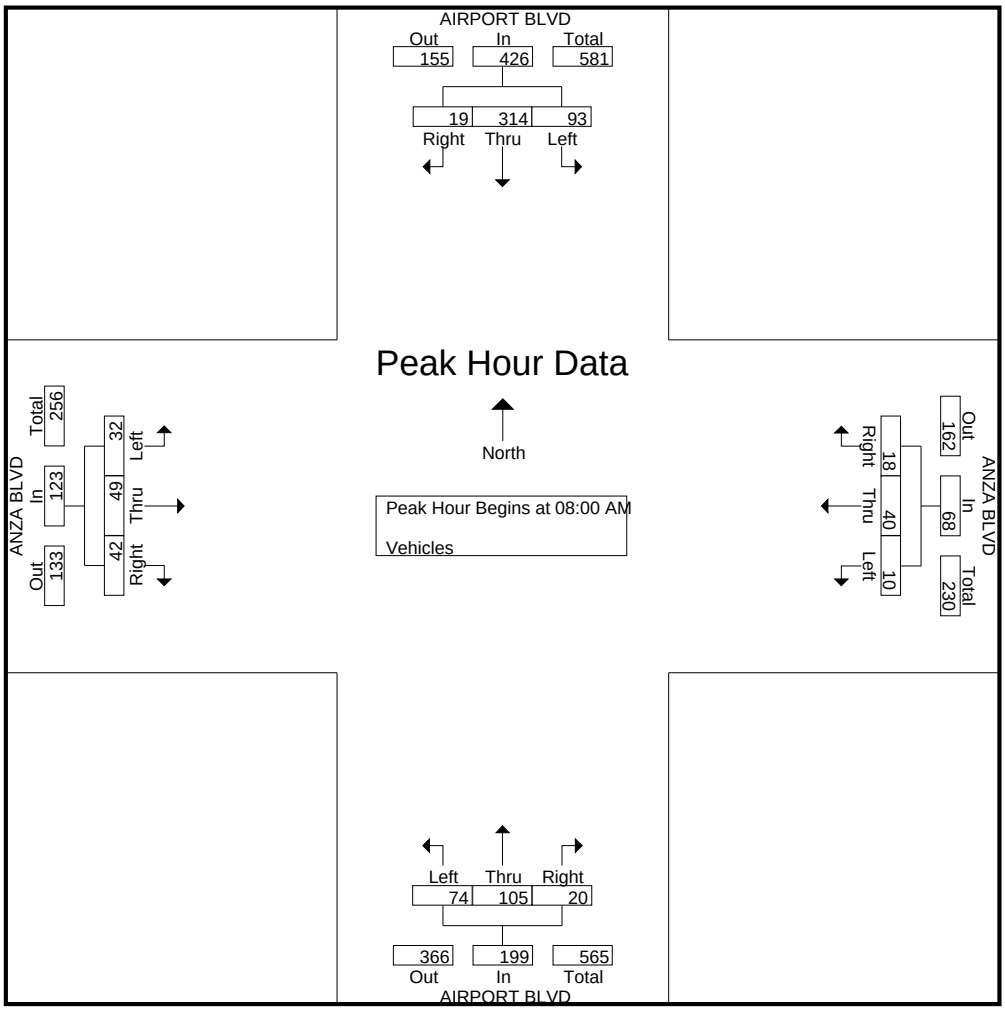

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File Name : 19PM FINAL
Site Code : 00000019
Start Date : 5/21/2013
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Groups Printed- Bikes

	CALIFORNIA DR Southbound					BROADWAY Westbound					CALIFORNIA DR Northbound					BROADWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
05:30 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	10	0	0	10	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	13
Grand Total	0	12	0	0	12	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	16
Apprch %	0	100	0	0		0	50	50	0		0	100	0	0		0	0	0	0		
Total %	0	75	0	0	75	0	6.2	6.2	0	12.5	0	12.5	0	0	12.5	0	0	0	0	0	

	CALIFORNIA DR Southbound				BROADWAY Westbound				CALIFORNIA DR Northbound				BROADWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
05:15 PM	0	1	0	1	0	**1**	0	**1**	0	1	0	1	0	0	0	0	3
05:30 PM	0	**6**	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	**6**
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	10	0	10	0	1	0	1	0	2	0	2	0	0	0	0	13
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.542

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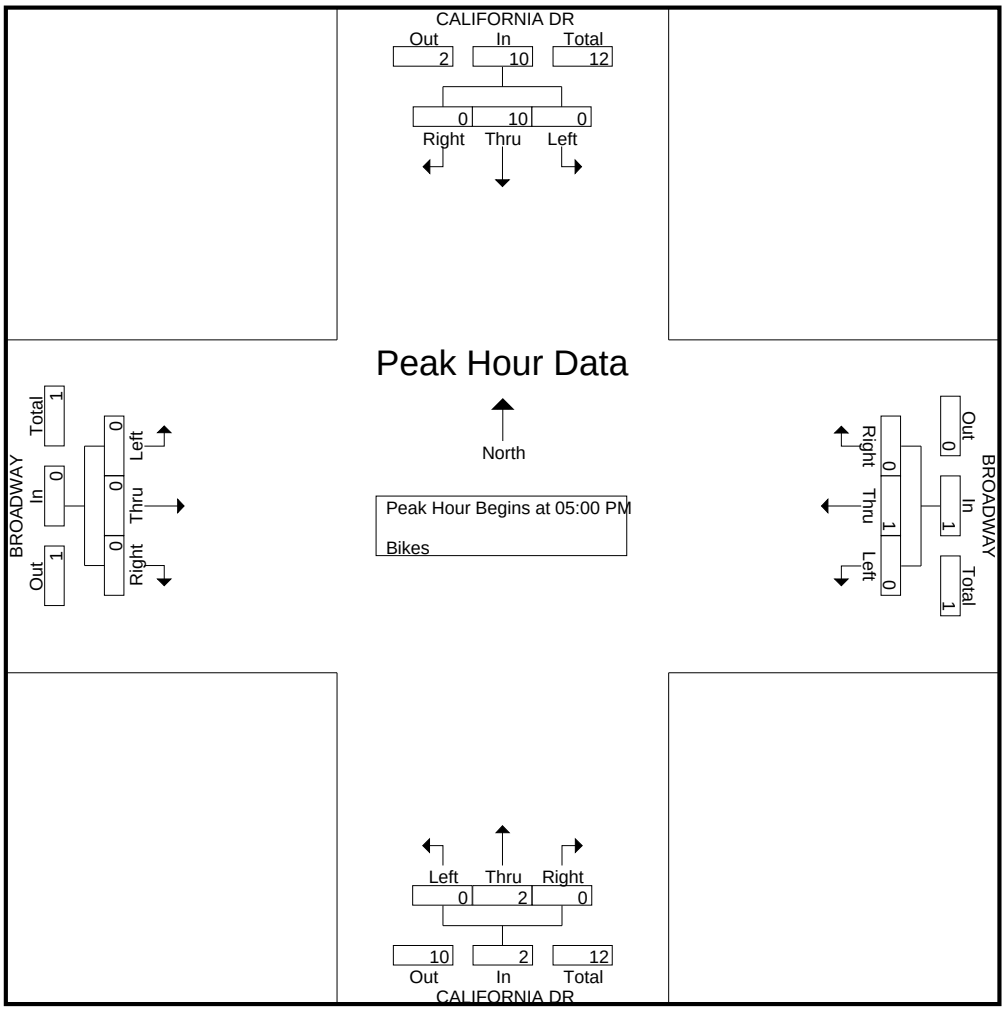

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Groups Printed- Vehicles

	CALIFORNIA DR Southbound					BROADWAY Westbound					CALIFORNIA DR Northbound					BROADWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	74	80	0	160	77	101	84	1	263	79	66	6	10	161	15	77	7	4	103	687
04:15 PM	9	84	80	1	174	71	91	62	1	225	90	59	10	11	170	8	72	5	2	87	656
04:30 PM	6	70	84	2	162	63	89	74	0	226	92	66	14	8	180	12	62	1	3	78	646
04:45 PM	9	78	76	4	167	72	118	76	1	267	70	71	8	11	160	11	69	3	4	87	681
Total	30	306	320	7	663	283	399	296	3	981	331	262	38	40	671	46	280	16	13	355	2670
05:00 PM	8	86	92	5	191	100	103	93	2	298	114	83	5	8	210	9	59	2	6	76	775
05:15 PM	10	85	120	6	221	95	104	77	8	284	75	103	12	11	201	6	81	1	3	91	797
05:30 PM	11	81	96	1	189	94	114	83	1	292	86	85	11	13	195	9	66	6	2	83	759
05:45 PM	8	71	73	2	154	99	124	86	0	309	77	80	9	10	176	11	67	4	5	87	726
Total	37	323	381	14	755	388	445	339	11	1183	352	351	37	42	782	35	273	13	16	337	3057
Grand Total	67	629	701	21	1418	671	844	635	14	2164	683	613	75	82	1453	81	553	29	29	692	5727
Apprch %	4.7	44.4	49.4	1.5		31	39	29.3	0.6		47	42.2	5.2	5.6		11.7	79.9	4.2	4.2		
Total %	1.2	11	12.2	0.4	24.8	11.7	14.7	11.1	0.2	37.8	11.9	10.7	1.3	1.4	25.4	1.4	9.7	0.5	0.5	12.1	

	CALIFORNIA DR Southbound				BROADWAY Westbound				CALIFORNIA DR Northbound				BROADWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	**86**	92	186	**100**	103	**93**	296	**114**	83	5	**202**	9	59	2	70	754
05:15 PM	10	85	**120**	**215**	95	104	77	276	75	**103**	**12**	190	6	**81**	1	**88**	**769**
05:30 PM	**11**	81	96	188	94	114	83	291	86	85	11	182	9	66	**6**	81	742
05:45 PM	8	71	73	152	99	**124**	86	**309**	77	80	9	166	**11**	67	4	82	709
Total Volume	37	323	381	741	388	445	339	1172	352	351	37	740	35	273	13	321	2974
% App. Total	5	43.6	51.4		33.1	38	28.9		47.6	47.4	5		10.9	85	4		
PHF	.841	.939	.794	.862	.970	.897	.911	.948	.772	.852	.771	.916	.795	.843	.542	.912	.967

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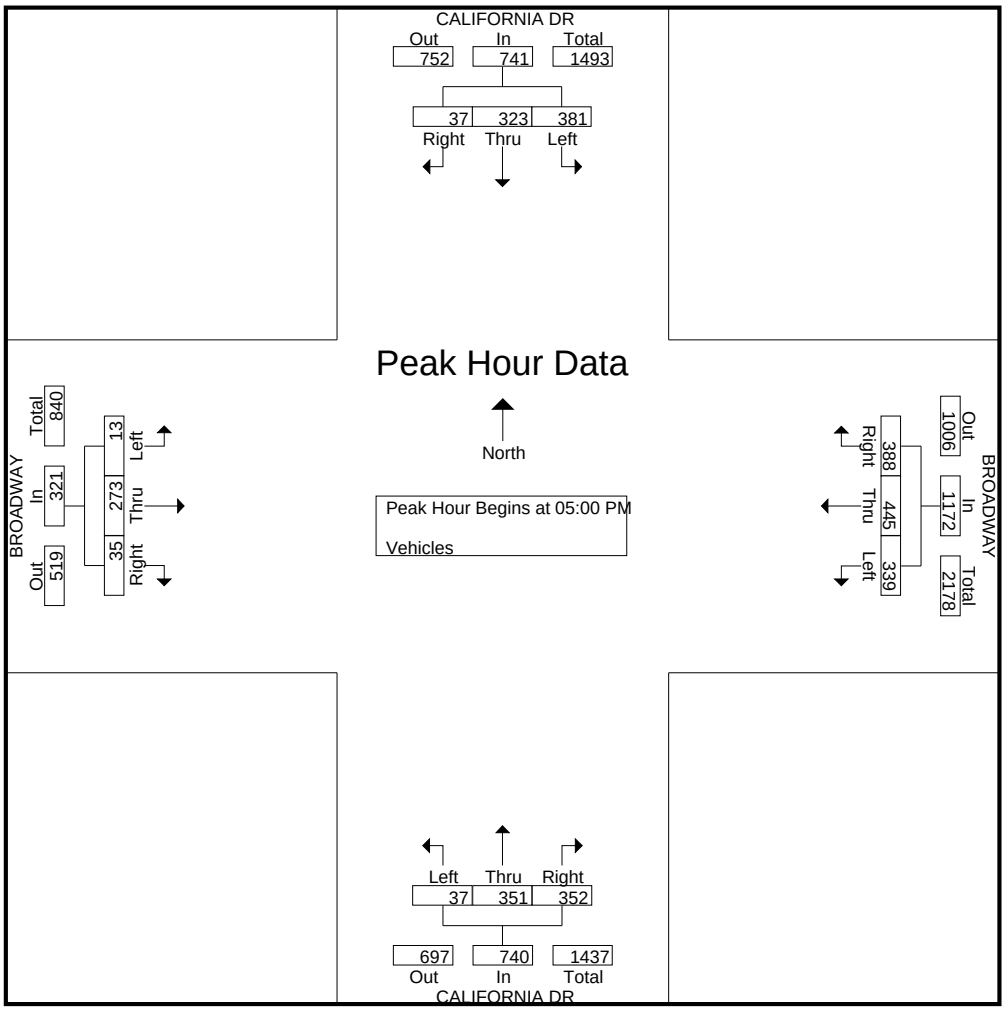

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File Name : 19AM FINAL
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Groups Printed- Bikes

	CALIFORNIA DR Southbound					BROADWAY Westbound					CALIFORNIA DR Northbound					BROADWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
08:00 AM	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
08:15 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	2	0	5	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	9
Grand Total	0	6	3	0	9	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	14
Apprch %	0	66.7	33.3	0		0	0	100	0		0	100	0	0		0	100	0	0		
Total %	0	42.9	21.4	0	64.3	0	0	7.1	0	7.1	0	21.4	0	0	21.4	0	7.1	0	0	7.1	

	CALIFORNIA DR Southbound				BROADWAY Westbound				CALIFORNIA DR Northbound				BROADWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	1	**2**	**3**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**5**
Total Volume	0	3	3	6	0	0	0	0	0	3	0	3	0	0	0	0	9
% App. Total	0	50	50		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.375	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.450

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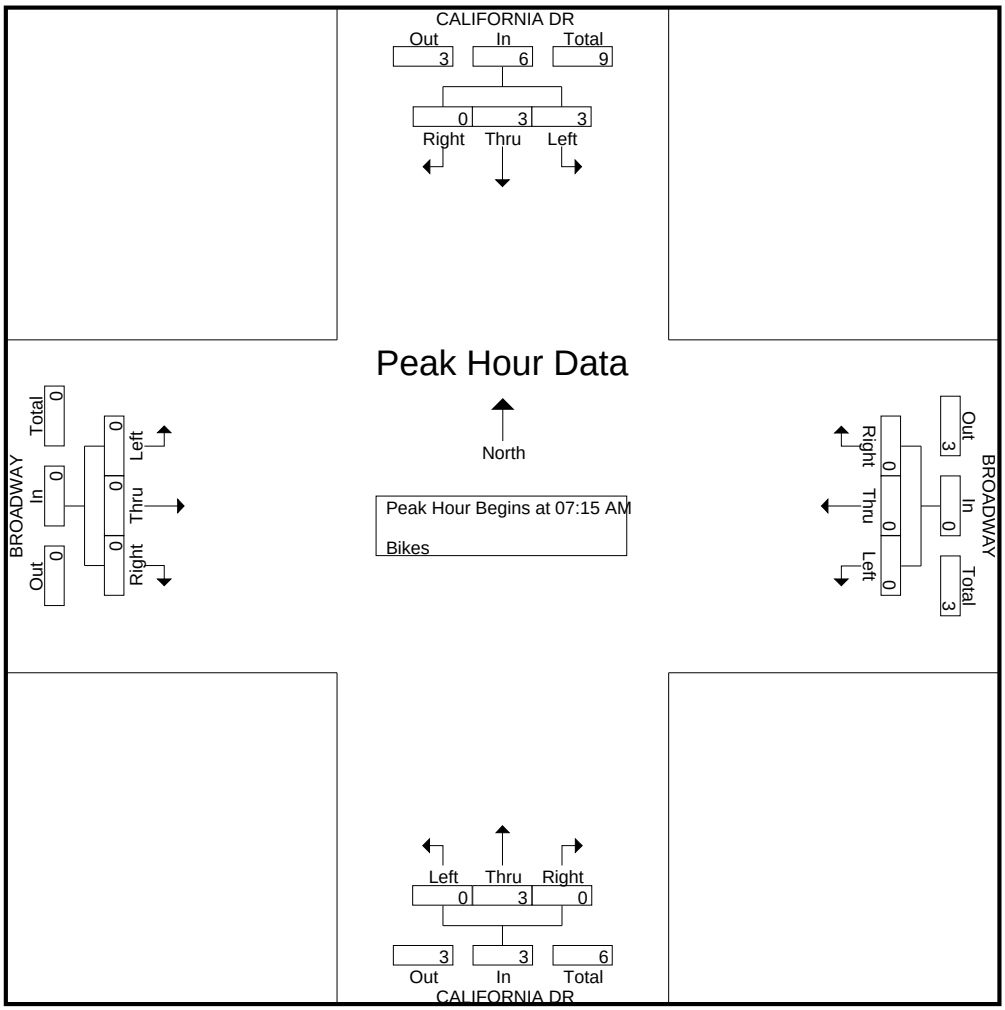

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Groups Printed- Vehicles

	CALIFORNIA DR Southbound					BROADWAY Westbound					CALIFORNIA DR Northbound					BROADWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	20	62	5	95	31	47	25	2	105	88	27	4	5	124	1	67	0	1	69	393
07:15 AM	6	45	78	3	132	40	58	45	3	146	81	40	7	9	137	1	70	0	2	73	488
07:30 AM	1	69	122	2	194	53	65	52	0	170	100	57	7	3	167	4	83	1	0	88	619
07:45 AM	2	83	142	2	229	76	92	72	1	241	127	90	6	12	235	3	98	2	2	105	810
Total	17	217	404	12	650	200	262	194	6	662	396	214	24	29	663	9	318	3	5	335	2310
08:00 AM	5	90	96	4	195	91	75	53	2	221	126	101	5	3	235	5	88	3	2	98	749
08:15 AM	4	87	95	3	189	70	77	65	1	213	117	72	4	7	200	11	111	0	2	124	726
08:30 AM	7	113	119	2	241	46	70	53	0	169	115	64	8	9	196	11	99	0	1	111	717
08:45 AM	6	89	93	5	193	65	69	70	3	207	85	65	5	12	167	9	82	1	4	96	663
Total	22	379	403	14	818	272	291	241	6	810	443	302	22	31	798	36	380	4	9	429	2855
Grand Total	39	596	807	26	1468	472	553	435	12	1472	839	516	46	60	1461	45	698	7	14	764	5165
Apprch %	2.7	40.6	55	1.8		32.1	37.6	29.6	0.8		57.4	35.3	3.1	4.1		5.9	91.4	0.9	1.8		
Total %	0.8	11.5	15.6	0.5	28.4	9.1	10.7	8.4	0.2	28.5	16.2	10	0.9	1.2	28.3	0.9	13.5	0.1	0.3	14.8	

	CALIFORNIA DR Southbound				BROADWAY Westbound				CALIFORNIA DR Northbound				BROADWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	83	**142**	227	76	**92**	**72**	**240**	**127**	90	6	223	3	98	2	103	**793**
08:00 AM	5	90	96	191	**91**	75	53	219	126	**101**	5	**232**	5	88	**3**	96	738
08:15 AM	4	87	95	186	70	77	65	212	117	72	4	193	**11**	**111**	0	**122**	713
08:30 AM	**7**	**113**	119	**239**	46	70	53	169	115	64	**8**	187	11	99	0	110	705
Total Volume	18	373	452	843	283	314	243	840	485	327	23	835	30	396	5	431	2949
% App. Total	2.1	44.2	53.6		33.7	37.4	28.9		58.1	39.2	2.8		7	91.9	1.2		
PHF	.643	.825	.796	.882	.777	.853	.844	.875	.955	.809	.719	.900	.682	.892	.417	.883	.930

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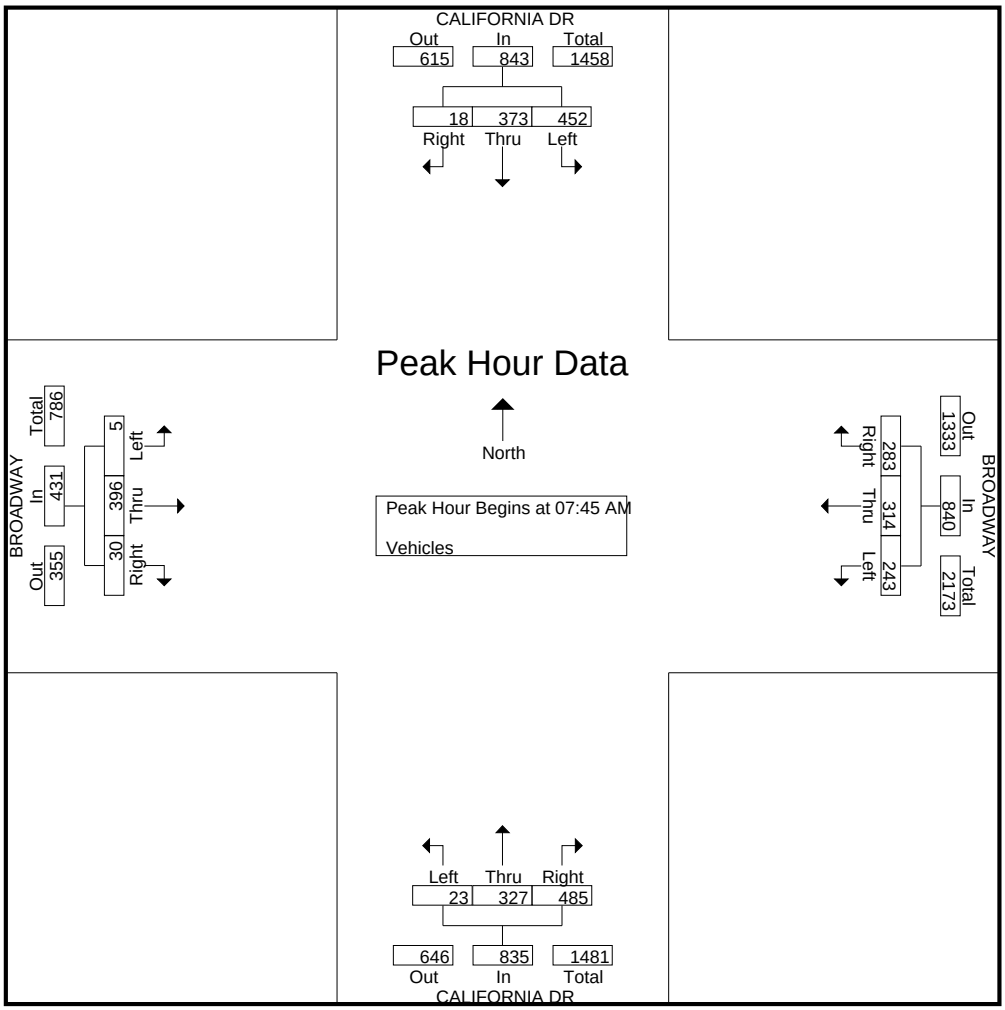

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File Name : 18PM FINAL
Site Code : 00000018
Start Date : 5/21/2013
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Groups Printed- Bikes

	S. MC DONNELL RD Southbound					Westbound					BAYSHORE HWY Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	3
04:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	3	0	0	5	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	10
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	6	0	0	7	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	8
Grand Total	3	9	0	0	12	0	0	0	0	0	0	1	3	0	4	1	0	1	0	2	18
Apprch %	25	75	0	0		0	0	0	0		0	25	75	0		50	0	50	0		
Total %	16.7	50	0	0	66.7	0	0	0	0	0	0	5.6	16.7	0	22.2	5.6	0	5.6	0	11.1	

	S. MC DONNELL RD Southbound				Westbound				BAYSHORE HWY Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	0	**1**	**1**	**3**
04:15 PM	**1**	**2**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	**1**	0	0	1	2
04:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	3	0	5	0	0	0	0	0	1	2	3	1	0	1	2	10
% App. Total	40	60	0		0	0	0		0	33.3	66.7		50	0	50		
PHF	.500	.375	.000	.417	.000	.000	.000	.000	.000	.250	.500	.375	.250	.000	.250	.500	.833

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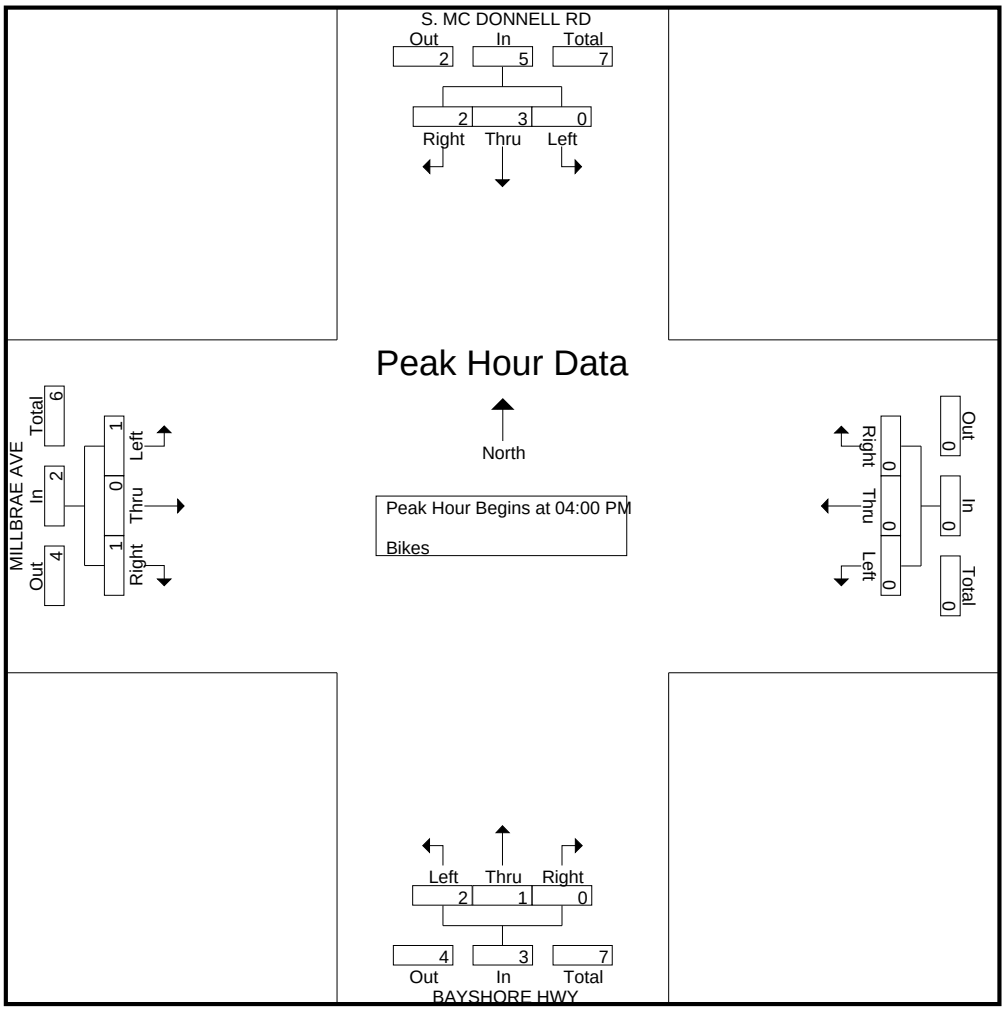

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File Name : 18PM FINAL
Site Code : 00000018
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Groups Printed- Vehicles

	S. MC DONNELL RD Southbound					Westbound					BAYSHORE HWY Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	31	29	0	0	60	0	0	0	0	0	0	14	179	1	194	150	0	15	0	165	419
04:15 PM	37	43	0	0	80	0	0	0	0	0	0	21	166	0	187	138	0	19	0	157	424
04:30 PM	34	36	0	0	70	0	0	0	0	0	0	23	223	0	246	124	0	19	0	143	459
04:45 PM	34	24	0	0	58	0	0	0	0	0	0	9	191	0	200	132	0	19	0	151	409
Total	136	132	0	0	268	0	0	0	0	0	0	67	759	1	827	544	0	72	0	616	1711
05:00 PM	21	21	1	0	43	0	0	0	0	0	0	20	226	0	246	99	0	20	0	119	408
05:15 PM	47	32	0	0	79	0	0	0	0	0	0	15	222	0	237	113	0	22	0	135	451
05:30 PM	56	35	0	0	91	0	0	0	0	0	0	20	222	3	245	116	0	22	0	138	474
05:45 PM	41	36	0	0	77	0	0	0	0	0	0	19	181	1	201	133	0	25	0	158	436
Total	165	124	1	0	290	0	0	0	0	0	0	74	851	4	929	461	0	89	0	550	1769
Grand Total	301	256	1	0	558	0	0	0	0	0	0	141	1610	5	1756	1005	0	161	0	1166	3480
Apprch %	53.9	45.9	0.2	0		0	0	0	0		0	8	91.7	0.3		86.2	0	13.8	0		
Total %	8.6	7.4	0	0	16	0	0	0	0	0	0	4.1	46.3	0.1	50.5	28.9	0	4.6	0	33.5	

	S. MC DONNELL RD Southbound				Westbound				BAYSHORE HWY Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	21	21	**1**	43	0	0	0	0	0	**20**	**226**	**246**	99	0	20	119	408
05:15 PM	47	32	0	79	0	0	0	0	0	15	222	237	113	0	22	135	451
05:30 PM	**56**	35	0	**91**	0	0	0	0	0	20	222	242	116	0	22	138	**471**
05:45 PM	41	**36**	0	77	0	0	0	0	0	19	181	200	**133**	0	**25**	**158**	435
Total Volume	165	124	1	290	0	0	0	0	0	74	851	925	461	0	89	550	1765
% App. Total	56.9	42.8	0.3		0	0	0		0	8	92		83.8	0	16.2		
PHF	.737	.861	.250	.797	.000	.000	.000	.000	.000	.925	.941	.940	.867	.000	.890	.870	.937

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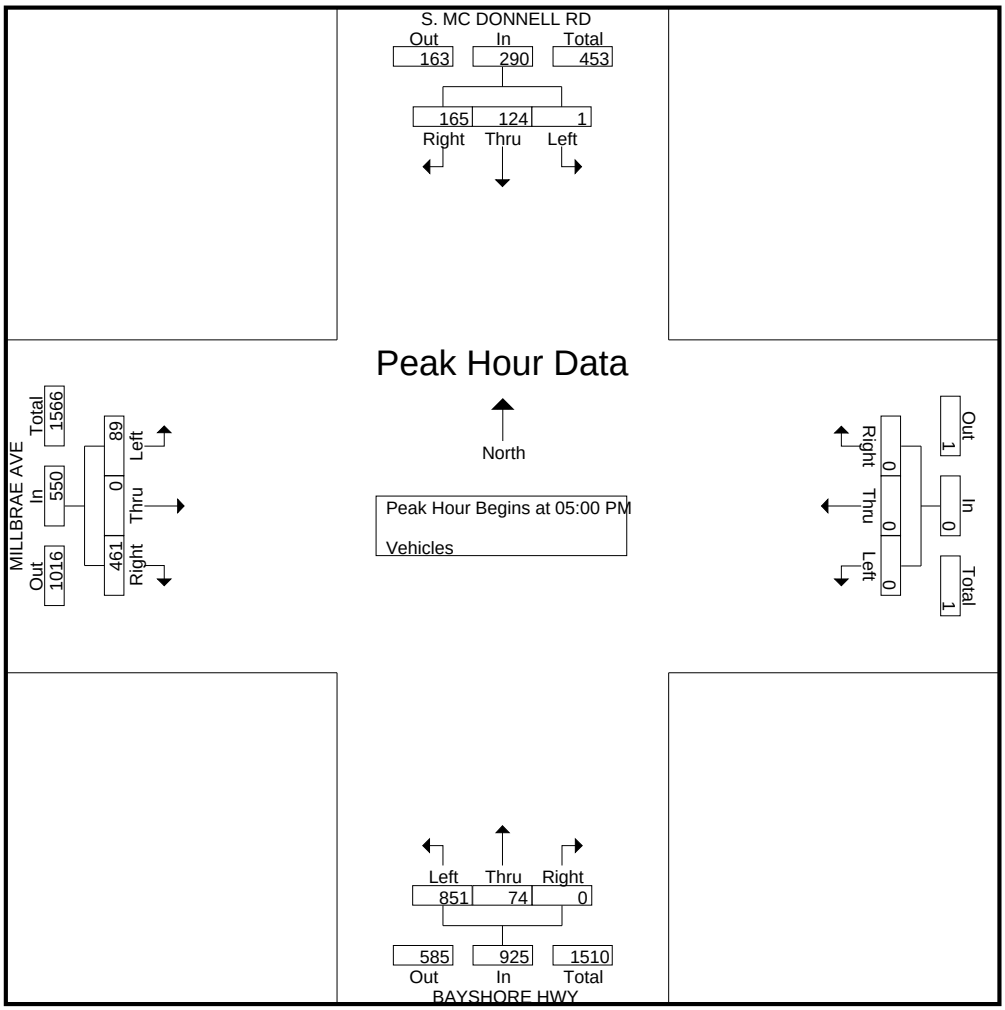

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Groups Printed- Bikes

	S. MC DONNELL RD Southbound					Westbound					BAYSHORE HWY Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	9
07:15 AM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
07:30 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	12
07:45 AM	0	17	0	0	17	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	22
Total	0	42	0	0	42	0	0	0	0	0	0	12	1	0	13	0	0	1	0	1	56
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	10
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	8	0	0	8	0	0	0	0	0	0	6	1	0	7	1	0	1	0	2	17
Grand Total	0	50	0	0	50	0	0	0	0	0	0	18	2	0	20	1	0	2	0	3	73
Apprch %	0	100	0	0		0	0	0	0		0	90	10	0		33.3	0	66.7	0		
Total %	0	68.5	0	0	68.5	0	0	0	0	0	0	24.7	2.7	0	27.4	1.4	0	2.7	0	4.1	

	S. MC DONNELL RD Southbound				Westbound				BAYSHORE HWY Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	8	0	8	0	0	0	0	0	0	**1**	1	0	0	0	0	9
07:15 AM	0	9	0	9	0	0	0	0	0	4	0	4	0	0	0	0	13
07:30 AM	0	8	0	8	0	0	0	0	0	3	0	3	0	0	**1**	**1**	12
07:45 AM	0	**17**	0	**17**	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**22**
Total Volume	0	42	0	42	0	0	0	0	0	12	1	13	0	0	1	1	56
% App. Total	0	100	0		0	0	0		0	92.3	7.7		0	0	100		
PHF	.000	.618	.000	.618	.000	.000	.000	.000	.000	.600	.250	.650	.000	.000	.250	.250	.636

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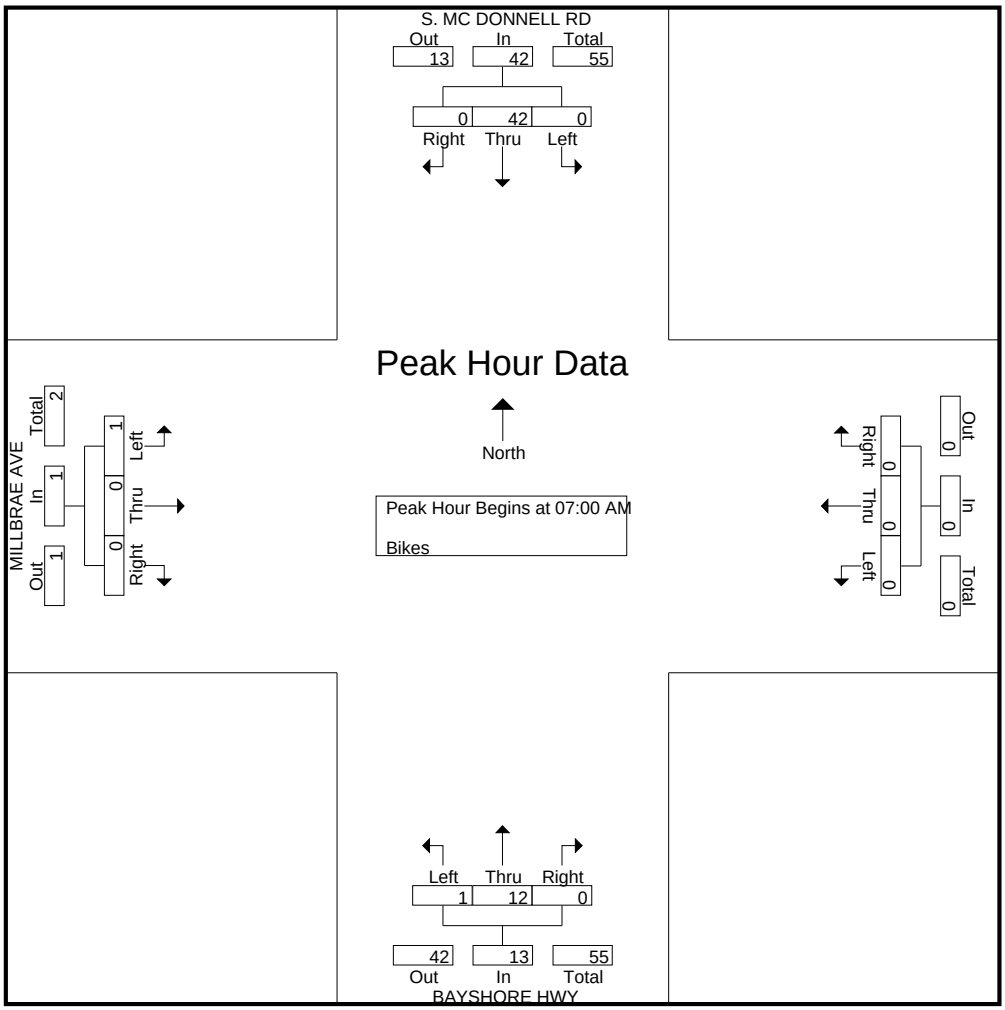

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Groups Printed- Vehicles

	S. MC DONNELL RD Southbound					Westbound					BAYSHORE HWY Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	11	0	0	23	0	0	0	0	0	0	13	60	3	76	123	0	19	0	142	241
07:15 AM	9	6	0	0	15	0	0	0	0	0	0	5	77	0	82	160	0	20	0	180	277
07:30 AM	3	6	0	0	9	0	0	0	0	0	0	7	92	1	100	195	0	35	0	230	339
07:45 AM	7	11	0	0	18	0	0	0	0	0	0	8	75	3	86	221	0	33	0	254	358
Total	31	34	0	0	65	0	0	0	0	0	0	33	304	7	344	699	0	107	0	806	1215
08:00 AM	10	12	0	0	22	0	0	0	0	0	0	14	91	3	108	200	0	31	0	231	361
08:15 AM	6	10	0	0	16	0	0	0	0	0	0	15	91	0	106	198	0	38	0	236	358
08:30 AM	14	10	0	0	24	0	0	0	0	0	0	15	79	1	95	220	0	27	0	247	366
08:45 AM	6	14	0	0	20	0	0	0	0	0	0	14	86	0	100	248	0	23	0	271	391
Total	36	46	0	0	82	0	0	0	0	0	0	58	347	4	409	866	0	119	0	985	1476
Grand Total	67	80	0	0	147	0	0	0	0	0	0	91	651	11	753	1565	0	226	0	1791	2691
Apprch %	45.6	54.4	0	0		0	0	0	0		0	12.1	86.5	1.5		87.4	0	12.6	0		
Total %	2.5	3	0	0	5.5	0	0	0	0	0	0	3.4	24.2	0.4	28	58.2	0	8.4	0	66.6	

	S. MC DONNELL RD Southbound				Westbound				BAYSHORE HWY Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	10	12	0	22	0	0	0	0	0	14	**91**	105	200	0	31	231	358
08:15 AM	6	10	0	16	0	0	0	0	0	**15**	91	**106**	198	0	**38**	236	358
08:30 AM	**14**	10	0	**24**	0	0	0	0	0	15	79	94	220	0	27	247	365
08:45 AM	6	**14**	0	20	0	0	0	0	0	14	86	100	**248**	0	23	**271**	**391**
Total Volume	36	46	0	82	0	0	0	0	0	58	347	405	866	0	119	985	1472
% App. Total	43.9	56.1	0		0	0	0		0	14.3	85.7		87.9	0	12.1		
PHF	.643	.821	.000	.854	.000	.000	.000	.000	.000	.967	.953	.955	.873	.000	.783	.909	.941

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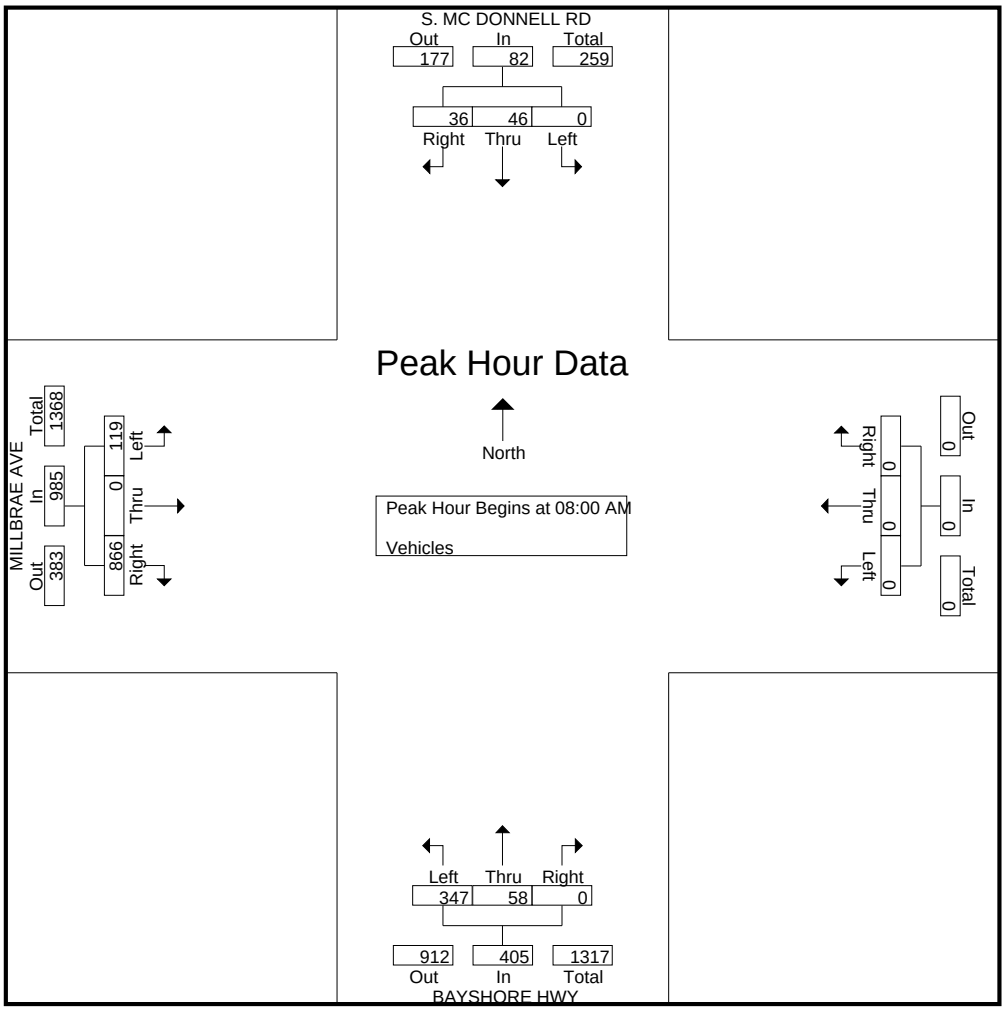

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File Name : 17PM FINAL
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Groups Printed- Bikes

	ROLLINS RD Southbound					MILLBRAE AVE Westbound					ROLLINS RD Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	0	0	0	0	3	1	0	0	4	0	2	0	0	2	0	0	0	0	0	6
Apprch %	0	0	0	0		75	25	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	50	16.7	0	0	66.7	0	33.3	0	0	33.3	0	0	0	0	0	

	ROLLINS RD Southbound				MILLBRAE AVE Westbound				ROLLINS RD Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.375

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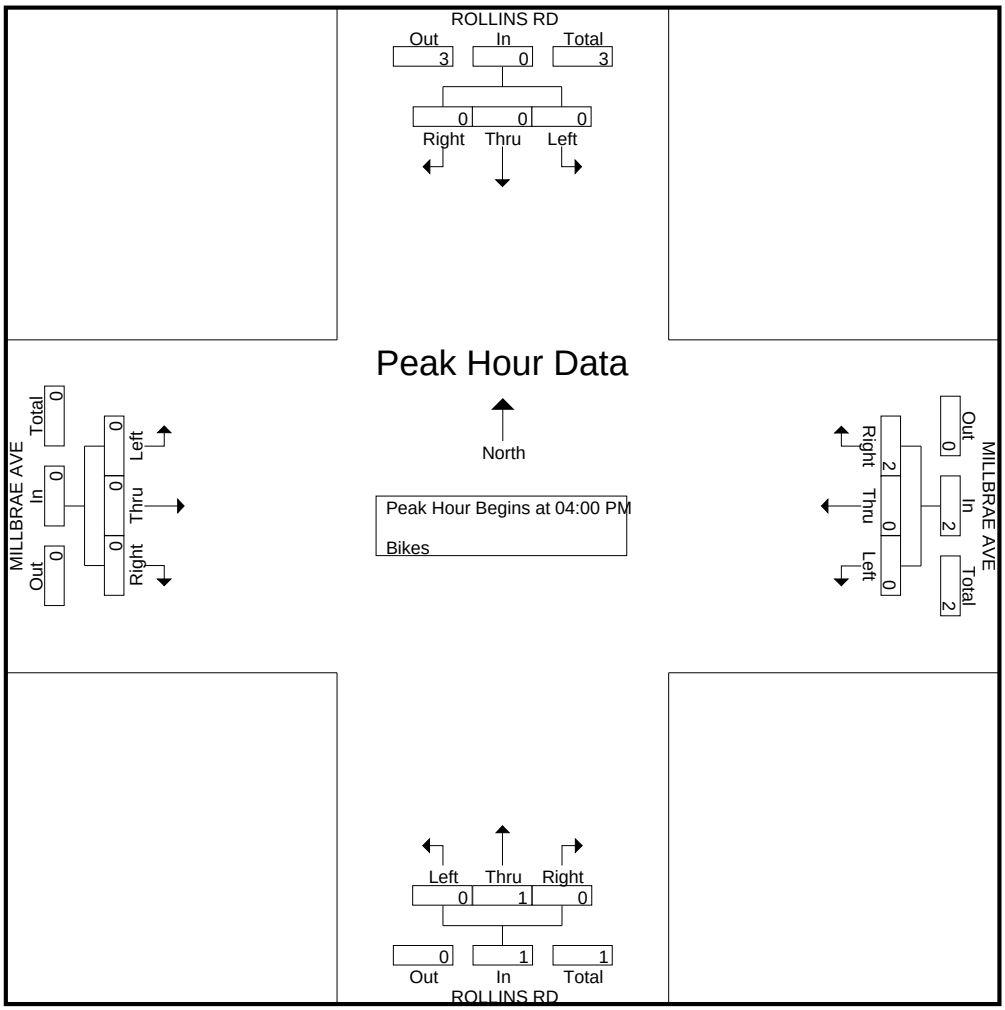

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Groups Printed- Vehicles

	ROLLINS RD Southbound					MILLBRAE AVE Westbound					ROLLINS RD Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	27	11	56	2	96	37	343	92	0	472	117	8	79	9	213	63	258	23	11	355	1136
04:15 PM	22	14	73	5	114	36	385	127	0	548	116	6	55	7	184	66	228	11	8	313	1159
04:30 PM	30	5	65	1	101	33	333	93	0	459	154	5	90	7	256	49	262	12	7	330	1146
04:45 PM	42	16	70	2	130	36	369	98	0	503	124	9	71	7	211	81	291	21	9	402	1246
Total	121	46	264	10	441	142	1430	410	0	1982	511	28	295	30	864	259	1039	67	35	1400	4687
05:00 PM	43	13	88	1	145	47	406	109	0	562	144	7	99	7	257	48	303	15	0	366	1330
05:15 PM	55	14	108	1	178	46	387	99	0	532	145	9	106	1	261	52	285	34	0	371	1342
05:30 PM	48	6	84	1	139	52	486	112	0	650	137	5	74	1	217	54	300	21	0	375	1381
05:45 PM	45	11	77	0	133	42	380	89	1	512	110	8	100	1	219	65	261	34	0	360	1224
Total	191	44	357	3	595	187	1659	409	1	2256	536	29	379	10	954	219	1149	104	0	1472	5277
Grand Total	312	90	621	13	1036	329	3089	819	1	4238	1047	57	674	40	1818	478	2188	171	35	2872	9964
Apprch %	30.1	8.7	59.9	1.3		7.8	72.9	19.3	0		57.6	3.1	37.1	2.2		16.6	76.2	6	1.2		
Total %	3.1	0.9	6.2	0.1	10.4	3.3	31	8.2	0	42.5	10.5	0.6	6.8	0.4	18.2	4.8	22	1.7	0.4	28.8	

	ROLLINS RD Southbound				MILLBRAE AVE Westbound				ROLLINS RD Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	42	**16**	70	128	36	369	98	503	124	**9**	71	204	**81**	291	21	**393**	1228
05:00 PM	43	13	88	144	47	406	109	562	144	7	99	250	48	**303**	15	366	1322
05:15 PM	**55**	14	**108**	**177**	46	387	99	532	**145**	9	**106**	**260**	52	285	**34**	371	1340
05:30 PM	48	6	84	138	**52**	**486**	**112**	**650**	137	5	74	216	54	300	21	375	**1379**
Total Volume	188	49	350	587	181	1648	418	2247	550	30	350	930	235	1179	91	1505	5269
% App. Total	32	8.3	59.6		8.1	73.3	18.6		59.1	3.2	37.6		15.6	78.3	6		
PHF	.855	.766	.810	.829	.870	.848	.933	.864	.948	.833	.825	.894	.725	.973	.669	.957	.955

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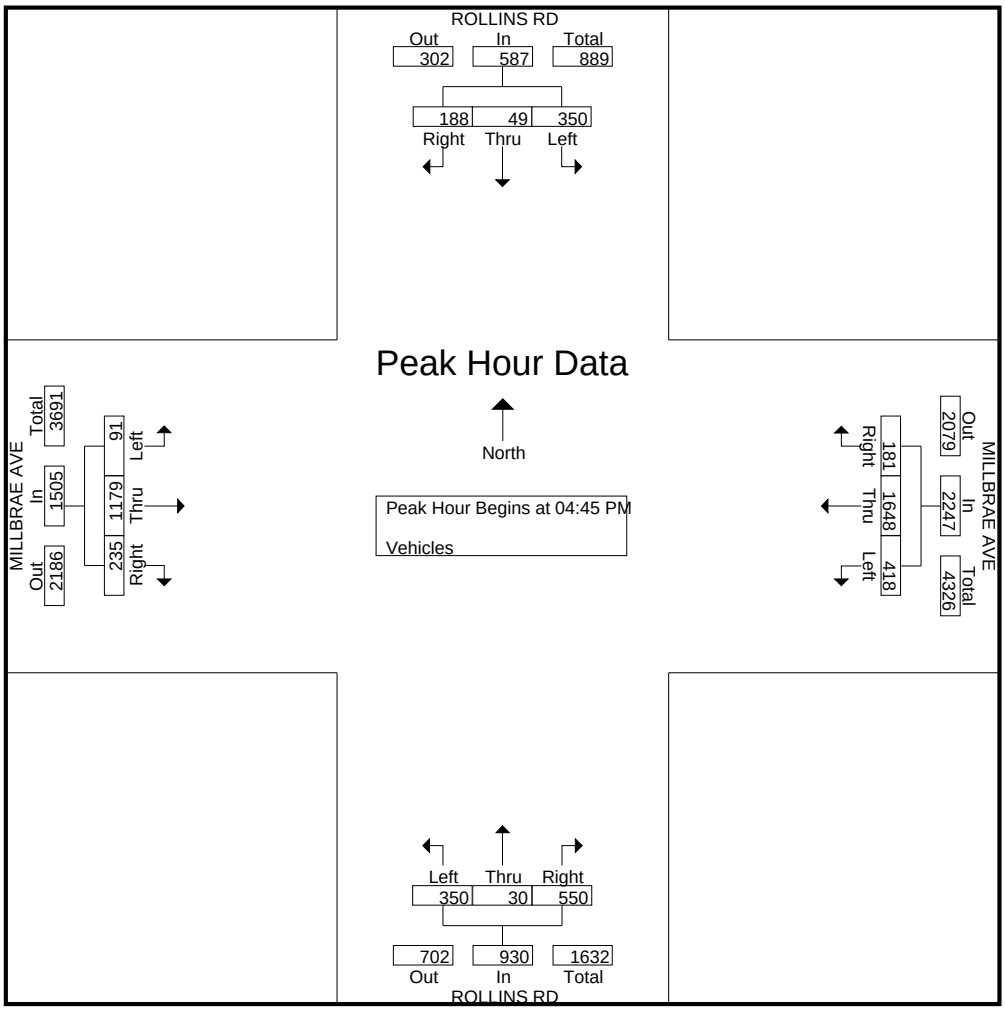

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Groups Printed- Bikes

	ROLLINS RD Southbound					MILLBRAE AVE Westbound					ROLLINS RD Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	1	6	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
Apprch %	0	14.3	85.7	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	12.5	75	0	87.5	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0	12.5	

	ROLLINS RD Southbound				MILLBRAE AVE Westbound				ROLLINS RD Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
08:00 AM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	5	5	0	0	0	0	0	0	0	0	0	1	0	1	6
% App. Total	0	0	100		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.625	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.750

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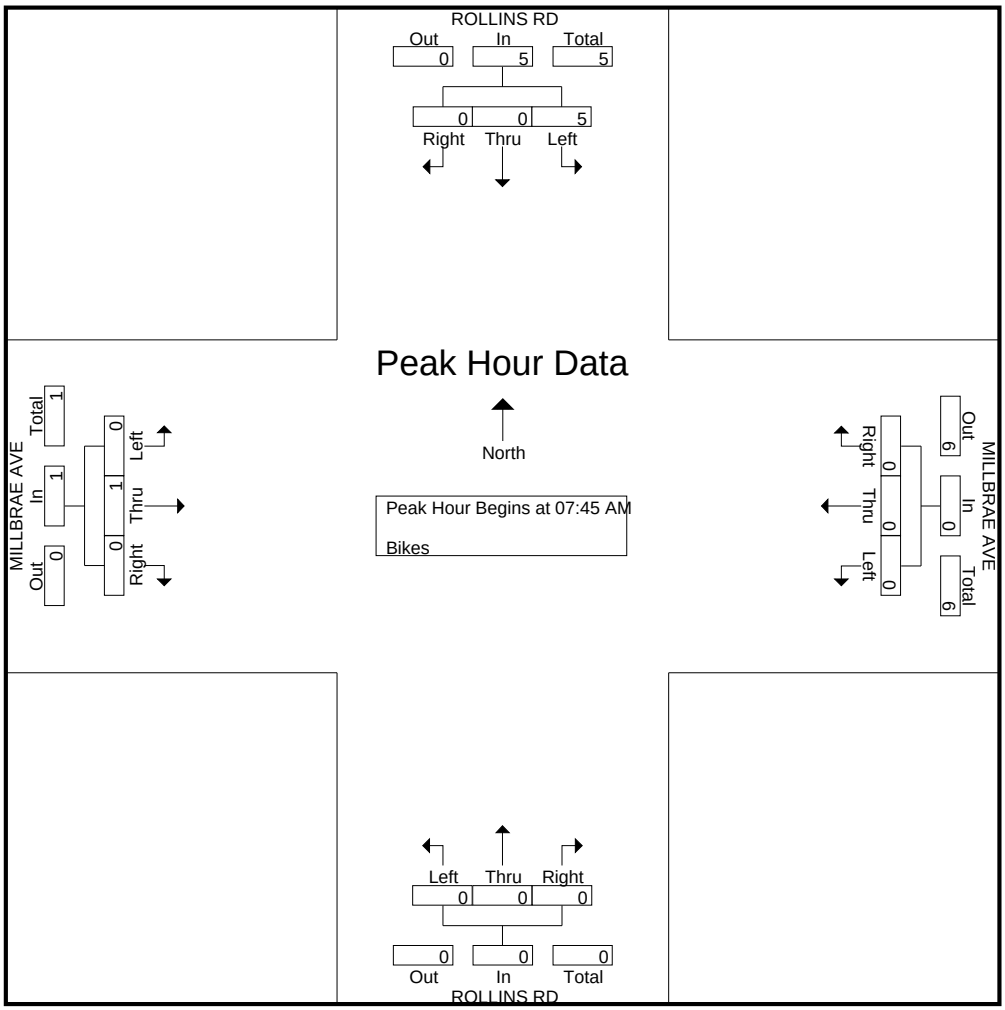

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Groups Printed- Vehicles

	ROLLINS RD Southbound					MILLBRAE AVE Westbound					ROLLINS RD Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	4	21	1	37	154	179	63	0	396	54	26	26	8	114	28	310	72	7	417	964
07:15 AM	8	1	23	3	35	135	224	96	1	456	51	24	17	15	107	54	273	71	14	412	1010
07:30 AM	11	4	27	0	42	123	228	94	0	445	64	25	18	5	112	43	331	68	13	455	1054
07:45 AM	8	8	30	0	46	122	261	142	0	525	40	28	27	4	99	83	333	76	5	497	1167
Total	38	17	101	4	160	534	892	395	1	1822	209	103	88	32	432	208	1247	287	39	1781	4195
08:00 AM	10	2	22	0	34	118	227	121	0	466	55	31	17	4	107	77	368	79	0	524	1131
08:15 AM	11	4	22	0	37	99	266	103	0	468	53	27	31	5	116	74	367	78	7	526	1147
08:30 AM	10	1	29	0	40	89	245	119	0	453	72	10	17	8	107	78	362	53	1	494	1094
08:45 AM	10	2	19	1	32	80	260	106	0	446	64	8	35	5	112	85	360	56	2	503	1093
Total	41	9	92	1	143	386	998	449	0	1833	244	76	100	22	442	314	1457	266	10	2047	4465
Grand Total	79	26	193	5	303	920	1890	844	1	3655	453	179	188	54	874	522	2704	553	49	3828	8660
Apprch %	26.1	8.6	63.7	1.7		25.2	51.7	23.1	0		51.8	20.5	21.5	6.2		13.6	70.6	14.4	1.3		
Total %	0.9	0.3	2.2	0.1	3.5	10.6	21.8	9.7	0	42.2	5.2	2.1	2.2	0.6	10.1	6	31.2	6.4	0.6	44.2	

	ROLLINS RD Southbound				MILLBRAE AVE Westbound				ROLLINS RD Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	**8**	**30**	**46**	**122**	261	**142**	**525**	40	28	27	95	**83**	333	76	492	**1158**
08:00 AM	10	2	22	34	118	227	121	466	55	**31**	17	103	77	**368**	**79**	**524**	1127
08:15 AM	**11**	4	22	37	99	**266**	103	468	53	27	**31**	**111**	74	367	78	519	1135
08:30 AM	10	1	29	40	89	245	119	453	**72**	10	17	99	78	362	53	493	1085
Total Volume	39	15	103	157	428	999	485	1912	220	96	92	408	312	1430	286	2028	4505
% App. Total	24.8	9.6	65.6		22.4	52.2	25.4		53.9	23.5	22.5		15.4	70.5	14.1		
PHF	.886	.469	.858	.853	.877	.939	.854	.910	.764	.774	.742	.919	.940	.971	.905	.968	.973

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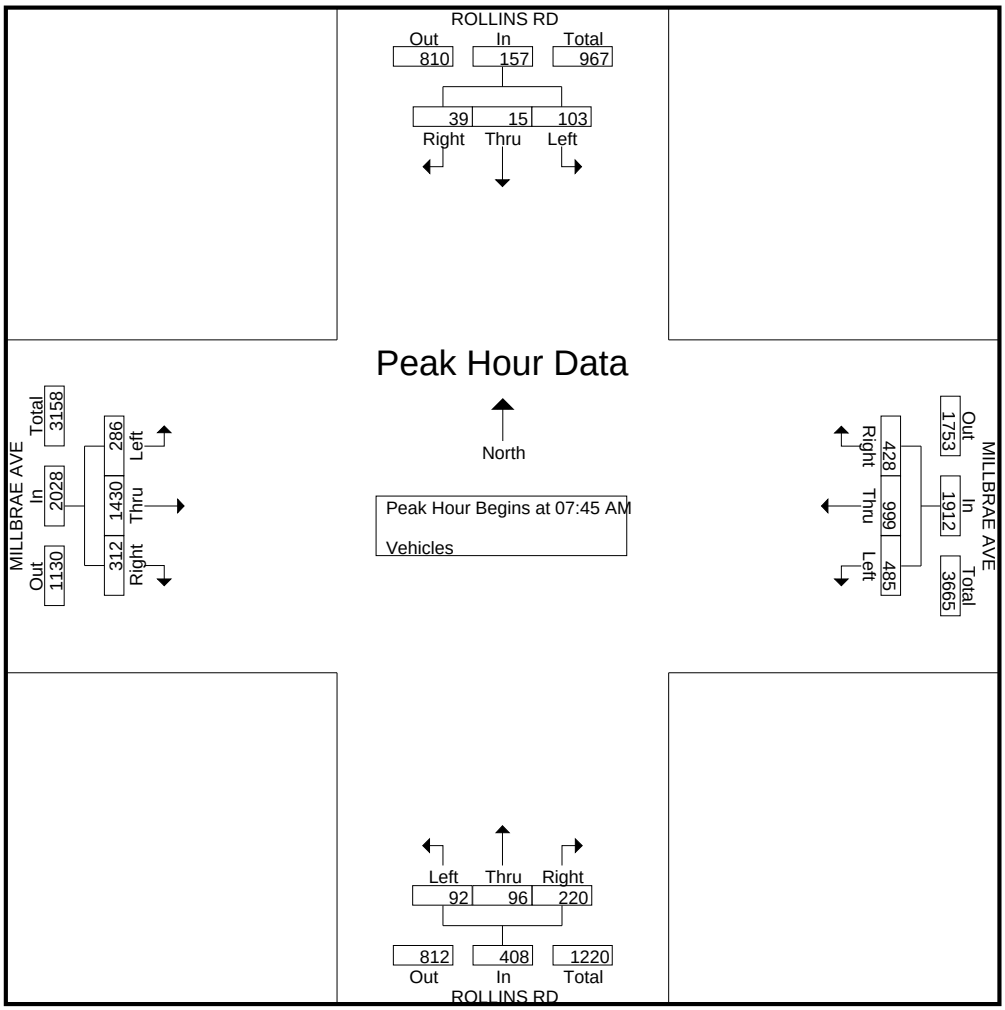

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File Name : 16PM FINAL
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Groups Printed- Bikes

	EL CAMINO REAL Southbound					MILLBRAE AVE Westbound					EL CAMINO REAL Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	0	0	0		
Total %	0	33.3	0	0	33.3	0	33.3	0	0	33.3	0	33.3	0	0	33.3	0	0	0	0	0	

	EL CAMINO REAL Southbound				MILLBRAE AVE Westbound				EL CAMINO REAL Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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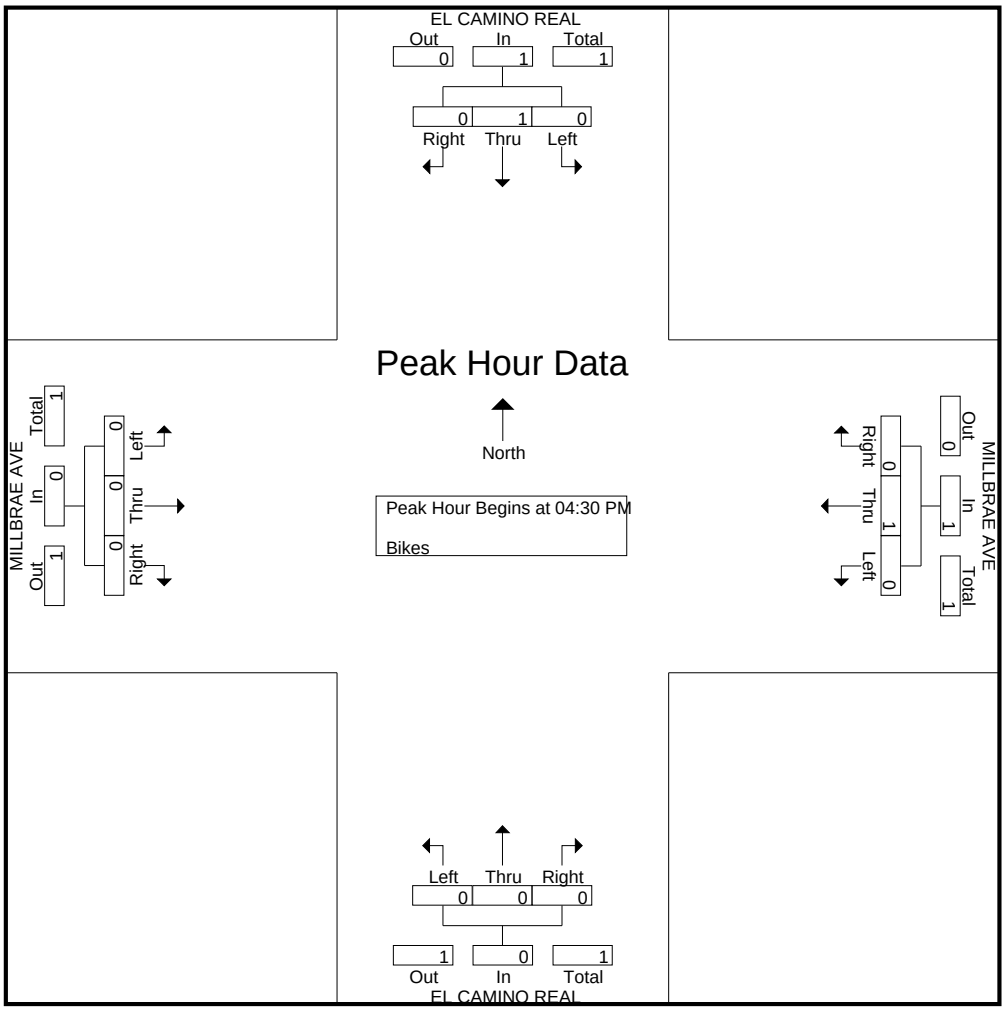

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Groups Printed- Vehicles

	EL CAMINO REAL Southbound					MILLBRAE AVE Westbound					EL CAMINO REAL Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	13	205	153	4	375	212	110	141	0	463	130	188	7	4	329	9	70	12	9	100	1267
04:15 PM	8	188	141	10	347	221	92	145	1	459	118	139	12	2	271	8	63	26	5	102	1179
04:30 PM	13	198	165	7	383	213	92	117	1	423	128	168	5	2	303	6	54	23	7	90	1199
04:45 PM	11	240	140	10	401	230	126	149	0	505	140	153	9	1	303	12	70	20	4	106	1315
Total	45	831	599	31	1506	876	420	552	2	1850	516	648	33	9	1206	35	257	81	25	398	4960
05:00 PM	19	213	147	9	388	228	138	151	0	517	154	157	9	6	326	9	58	14	2	83	1314
05:15 PM	14	225	176	15	430	233	135	156	0	524	146	197	11	0	354	7	73	26	8	114	1422
05:30 PM	12	214	136	18	380	224	132	207	0	563	134	187	13	3	337	7	72	30	9	118	1398
05:45 PM	9	202	144	20	375	242	130	158	1	531	122	164	10	8	304	11	78	21	14	124	1334
Total	54	854	603	62	1573	927	535	672	1	2135	556	705	43	17	1321	34	281	91	33	439	5468
Grand Total	99	1685	1202	93	3079	1803	955	1224	3	3985	1072	1353	76	26	2527	69	538	172	58	837	10428
Apprch %	3.2	54.7	39	3		45.2	24	30.7	0.1		42.4	53.5	3	1		8.2	64.3	20.5	6.9		
Total %	0.9	16.2	11.5	0.9	29.5	17.3	9.2	11.7	0	38.2	10.3	13	0.7	0.2	24.2	0.7	5.2	1.6	0.6	8	

	EL CAMINO REAL Southbound				MILLBRAE AVE Westbound				EL CAMINO REAL Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	**240**	140	391	230	126	149	505	140	153	9	302	**12**	70	20	102	1300
05:00 PM	**19**	213	147	379	228	**138**	151	517	**154**	157	9	320	9	58	14	81	1297
05:15 PM	14	225	**176**	**415**	**233**	135	156	524	146	**197**	11	**354**	7	**73**	26	106	**1399**
05:30 PM	12	214	136	362	224	132	**207**	**563**	134	187	**13**	334	7	72	**30**	**109**	1368
Total Volume	56	892	599	1547	915	531	663	2109	574	694	42	1310	35	273	90	398	5364
% App. Total	3.6	57.7	38.7		43.4	25.2	31.4		43.8	53	3.2		8.8	68.6	22.6		
PHF	.737	.929	.851	.932	.982	.962	.801	.937	.932	.881	.808	.925	.729	.935	.750	.913	.959

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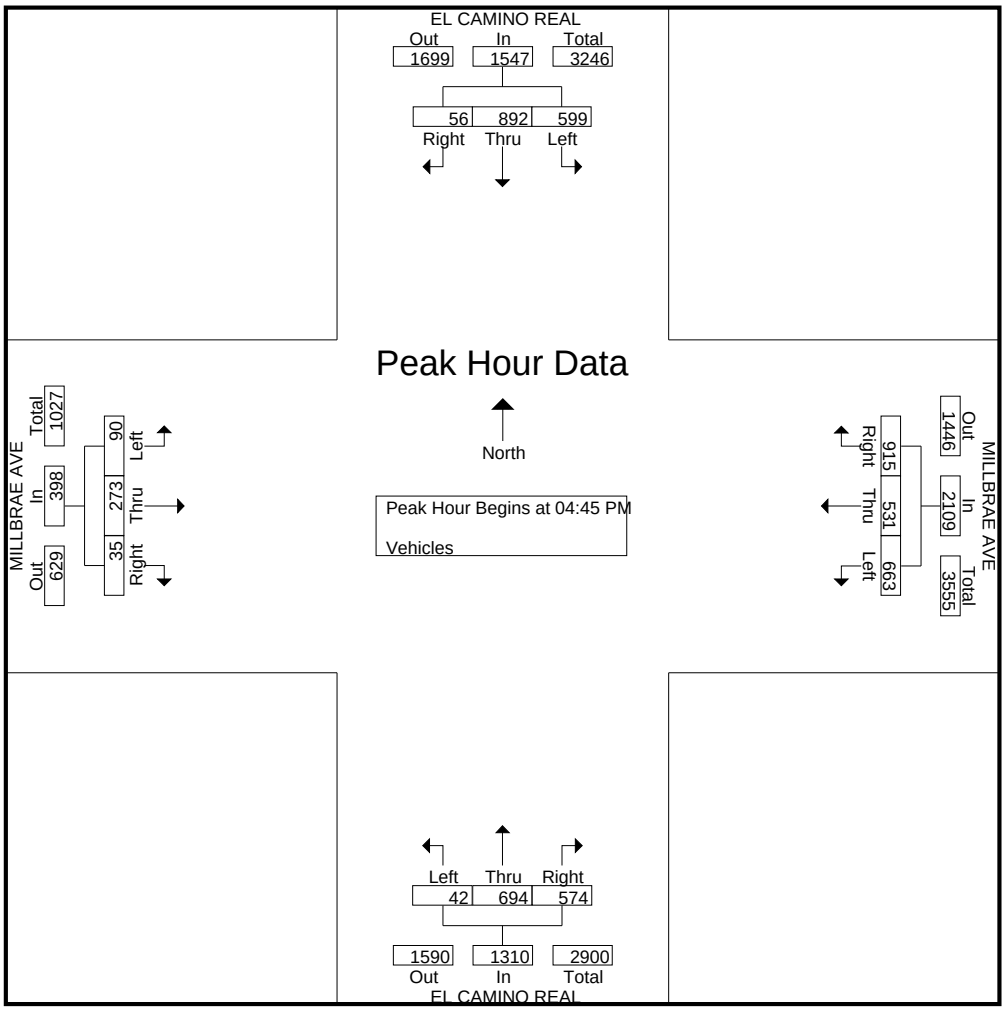

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Groups Printed- Bikes

	EL CAMINO REAL Southbound					MILLBRAE AVE Westbound					EL CAMINO REAL Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	66.7	33.3	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	50	25	0	75	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	

	EL CAMINO REAL Southbound				MILLBRAE AVE Westbound				EL CAMINO REAL Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	**1**	**2**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**3**
Total Volume	0	2	1	3	1	0	0	1	0	0	0	0	0	0	0	0	4
% App. Total	0	66.7	33.3		100	0	0		0	0	0		0	0	0		
PHF	.000	.500	.250	.375	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.333

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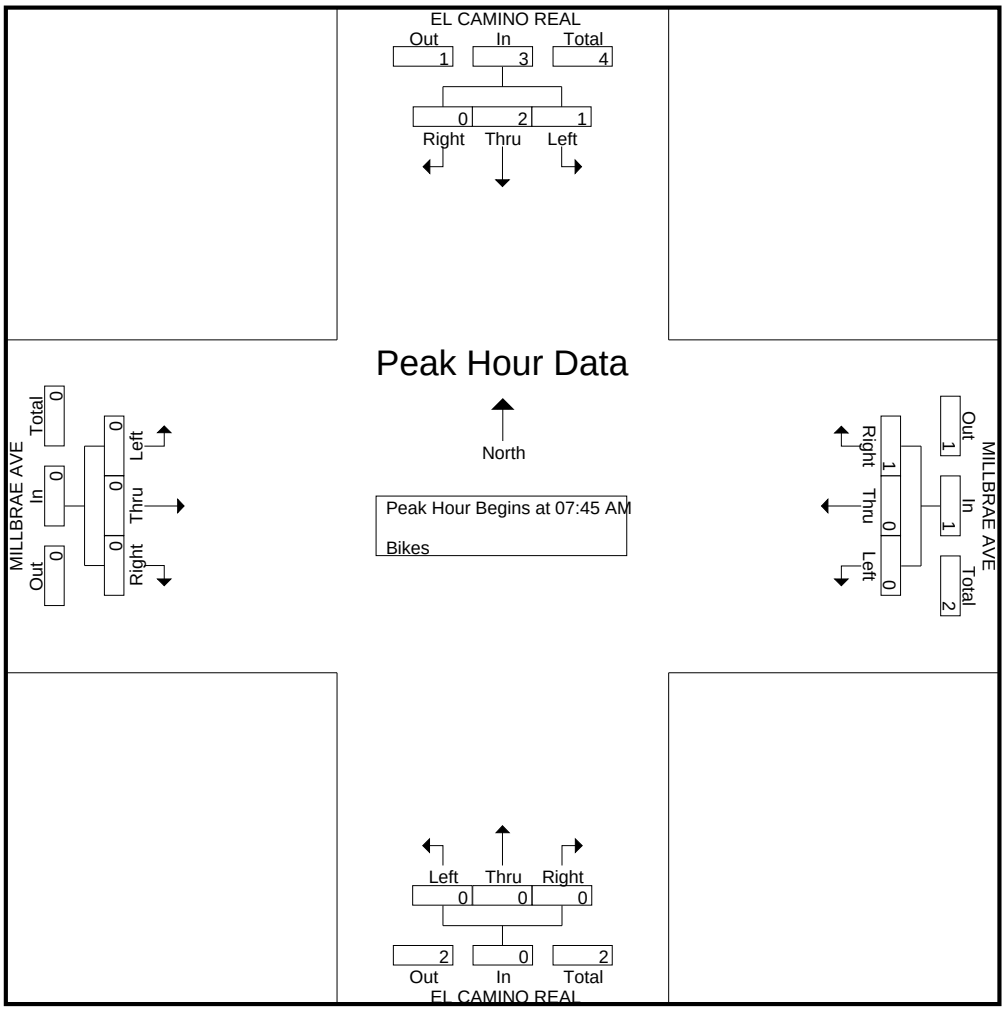

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File Name : 16AM FINAL
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Groups Printed- Vehicles

	EL CAMINO REAL Southbound					MILLBRAE AVE Westbound					EL CAMINO REAL Northbound					MILLBRAE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	71	164	22	263	103	32	55	3	193	133	42	0	3	178	1	99	12	1	113	747
07:15 AM	4	113	155	17	289	109	44	93	5	251	134	44	3	2	183	2	120	10	5	137	860
07:30 AM	5	180	185	9	379	122	31	99	4	256	158	66	4	1	229	1	137	14	5	157	1021
07:45 AM	11	178	185	11	385	141	49	122	2	314	175	89	6	2	272	0	140	24	0	164	1135
Total	26	542	689	59	1316	475	156	369	14	1014	600	241	13	8	862	4	496	60	11	571	3763
08:00 AM	4	194	217	24	439	117	16	88	3	224	167	105	5	0	277	6	188	24	3	221	1161
08:15 AM	3	174	182	33	392	116	56	112	3	287	163	101	5	0	269	12	175	24	11	222	1170
08:30 AM	2	172	178	8	360	108	39	110	1	258	153	109	1	2	265	3	153	18	2	176	1059
08:45 AM	2	179	200	13	394	133	39	104	1	277	157	89	10	2	258	6	102	13	7	128	1057
Total	11	719	777	78	1585	474	150	414	8	1046	640	404	21	4	1069	27	618	79	23	747	4447
Grand Total	37	1261	1466	137	2901	949	306	783	22	2060	1240	645	34	12	1931	31	1114	139	34	1318	8210
Apprch %	1.3	43.5	50.5	4.7		46.1	14.9	38	1.1		64.2	33.4	1.8	0.6		2.4	84.5	10.5	2.6		
Total %	0.5	15.4	17.9	1.7	35.3	11.6	3.7	9.5	0.3	25.1	15.1	7.9	0.4	0.1	23.5	0.4	13.6	1.7	0.4	16.1	

	EL CAMINO REAL Southbound				MILLBRAE AVE Westbound				EL CAMINO REAL Northbound				MILLBRAE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**11**	178	185	374	**141**	49	**122**	**312**	**175**	89	**6**	270	0	140	**24**	164	1120
08:00 AM	4	**194**	**217**	**415**	117	16	88	221	167	105	5	**277**	6	**188**	24	**218**	**1131**
08:15 AM	3	174	182	359	116	**56**	112	284	163	101	5	269	**12**	175	24	211	1123
08:30 AM	2	172	178	352	108	39	110	257	153	**109**	1	263	3	153	18	174	1046
Total Volume	20	718	762	1500	482	160	432	1074	658	404	17	1079	21	656	90	767	4420
% App. Total	1.3	47.9	50.8		44.9	14.9	40.2		61	37.4	1.6		2.7	85.5	11.7		
PHF	.455	.925	.878	.904	.855	.714	.885	.861	.940	.927	.708	.974	.438	.872	.938	.880	.977

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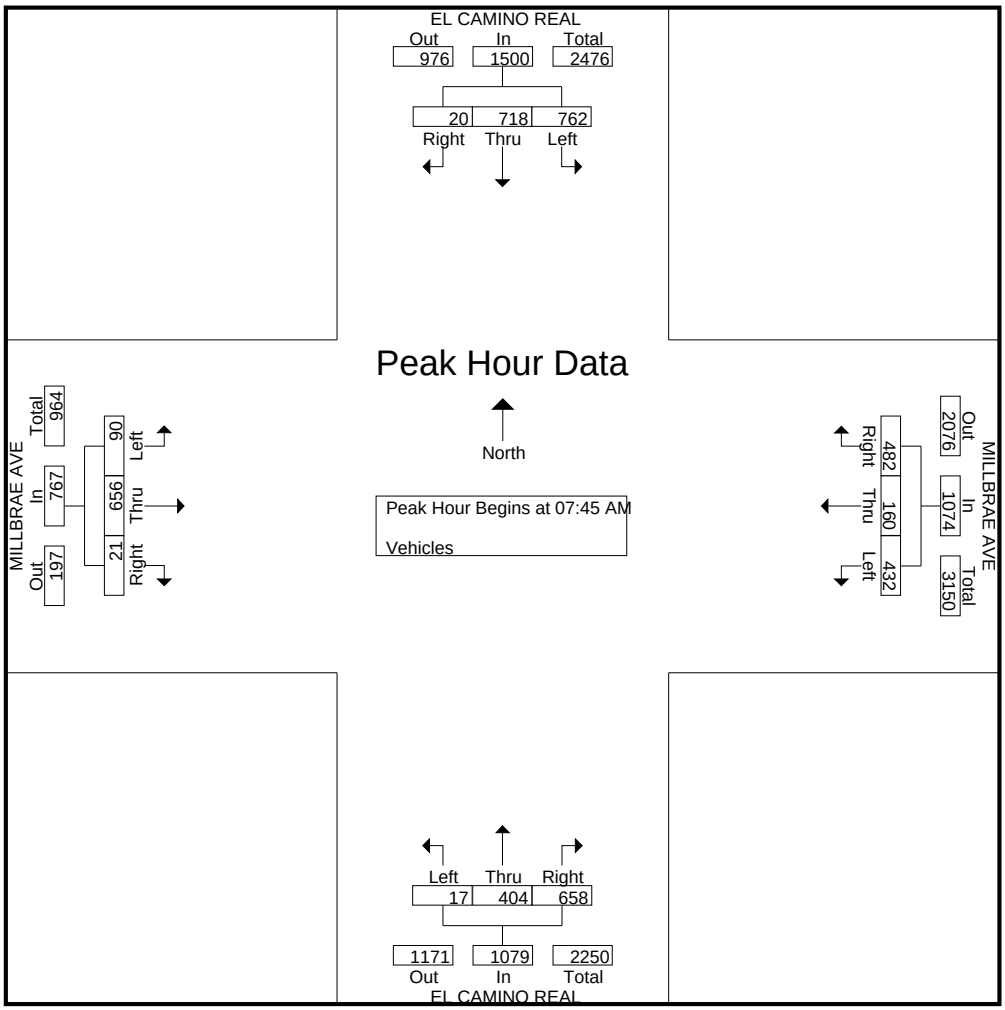

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File Name : 15PM FINAL
Site Code : 00000015
Start Date : 5/21/2013
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Groups Printed- Bikes

	US-101 NB RAMPS Southbound					SAN BRUNO AVE Westbound					US-101 NB RAMPS Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	66.7	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	

	US-101 NB RAMPS Southbound				SAN BRUNO AVE Westbound				US-101 NB RAMPS Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	**3**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.583

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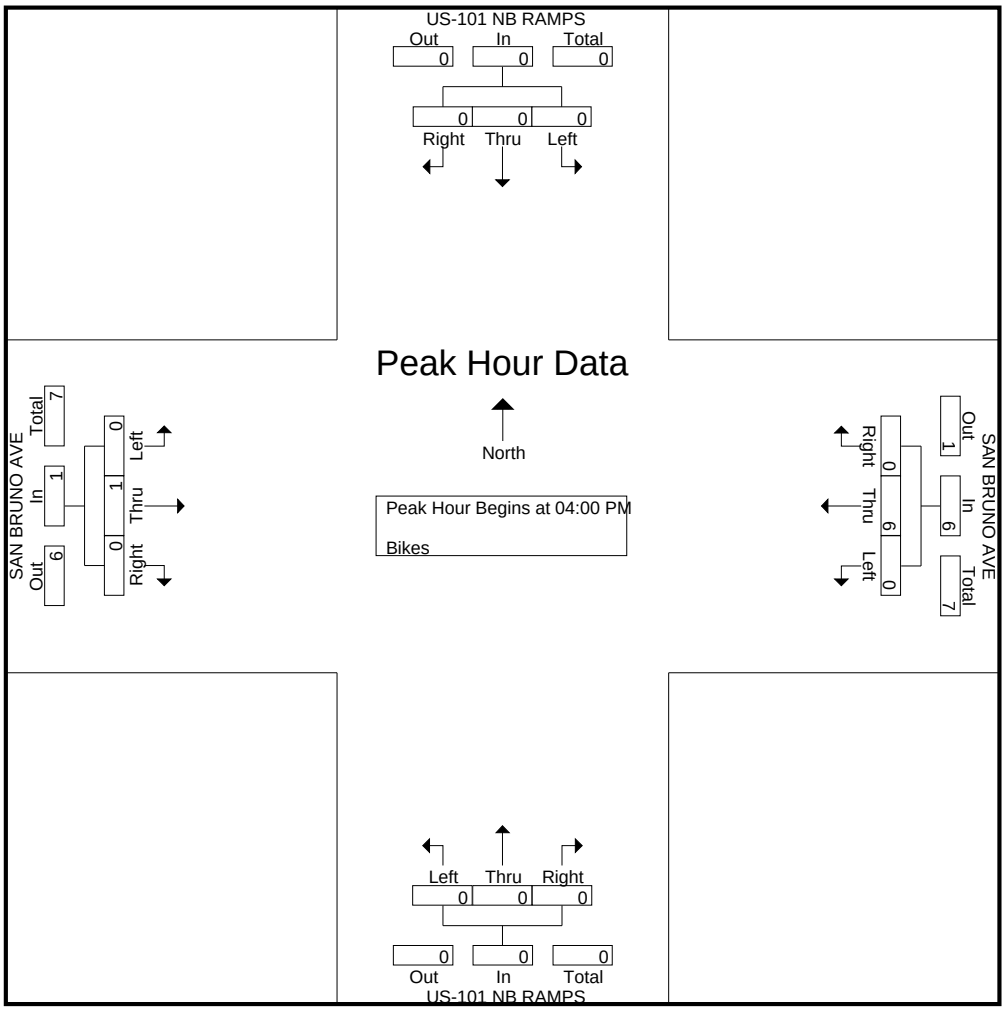

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File Name : 15PM FINAL
Site Code : 00000015
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Groups Printed- Vehicles

	US-101 NB RAMPS Southbound					SAN BRUNO AVE Westbound					US-101 NB RAMPS Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	0	13	1	29	65	125	0	0	190	56	1	68	0	125	0	81	49	0	130	474
04:15 PM	6	0	13	3	22	65	116	0	0	181	56	2	65	0	123	0	69	54	0	123	449
04:30 PM	15	0	26	1	42	60	139	0	0	199	45	0	68	0	113	0	66	37	0	103	457
04:45 PM	17	0	16	0	33	57	131	0	1	189	51	1	58	1	111	0	68	37	0	105	438
Total	53	0	68	5	126	247	511	0	1	759	208	4	259	1	472	0	284	177	0	461	1818
05:00 PM	11	0	18	1	30	62	143	0	2	207	17	0	77	2	96	0	55	44	0	99	432
05:15 PM	15	0	19	1	35	52	135	0	0	187	11	1	80	0	92	0	56	49	0	105	419
05:30 PM	13	0	17	2	32	41	133	0	0	174	29	1	79	0	109	0	99	43	0	142	457
05:45 PM	15	0	20	0	35	50	119	0	0	169	22	0	85	0	107	0	62	34	0	96	407
Total	54	0	74	4	132	205	530	0	2	737	79	2	321	2	404	0	272	170	0	442	1715
Grand Total	107	0	142	9	258	452	1041	0	3	1496	287	6	580	3	876	0	556	347	0	903	3533
Apprch %	41.5	0	55	3.5		30.2	69.6	0	0.2		32.8	0.7	66.2	0.3		0	61.6	38.4	0		
Total %	3	0	4	0.3	7.3	12.8	29.5	0	0.1	42.3	8.1	0.2	16.4	0.1	24.8	0	15.7	9.8	0	25.6	

	US-101 NB RAMPS Southbound				SAN BRUNO AVE Westbound				US-101 NB RAMPS Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	15	0	13	28	**65**	125	0	190	**56**	1	**68**	**125**	0	**81**	49	**130**	**473**
04:15 PM	6	0	13	19	65	116	0	181	56	**2**	65	123	0	69	**54**	123	446
04:30 PM	15	0	**26**	**41**	60	**139**	0	**199**	45	0	68	113	0	66	37	103	456
04:45 PM	**17**	0	16	33	57	131	0	188	51	1	58	110	0	68	37	105	436
Total Volume	53	0	68	121	247	511	0	758	208	4	259	471	0	284	177	461	1811
% App. Total	43.8	0	56.2		32.6	67.4	0		44.2	0.8	55		0	61.6	38.4		
PHF	.779	.000	.654	.738	.950	.919	.000	.952	.929	.500	.952	.942	.000	.877	.819	.887	.957

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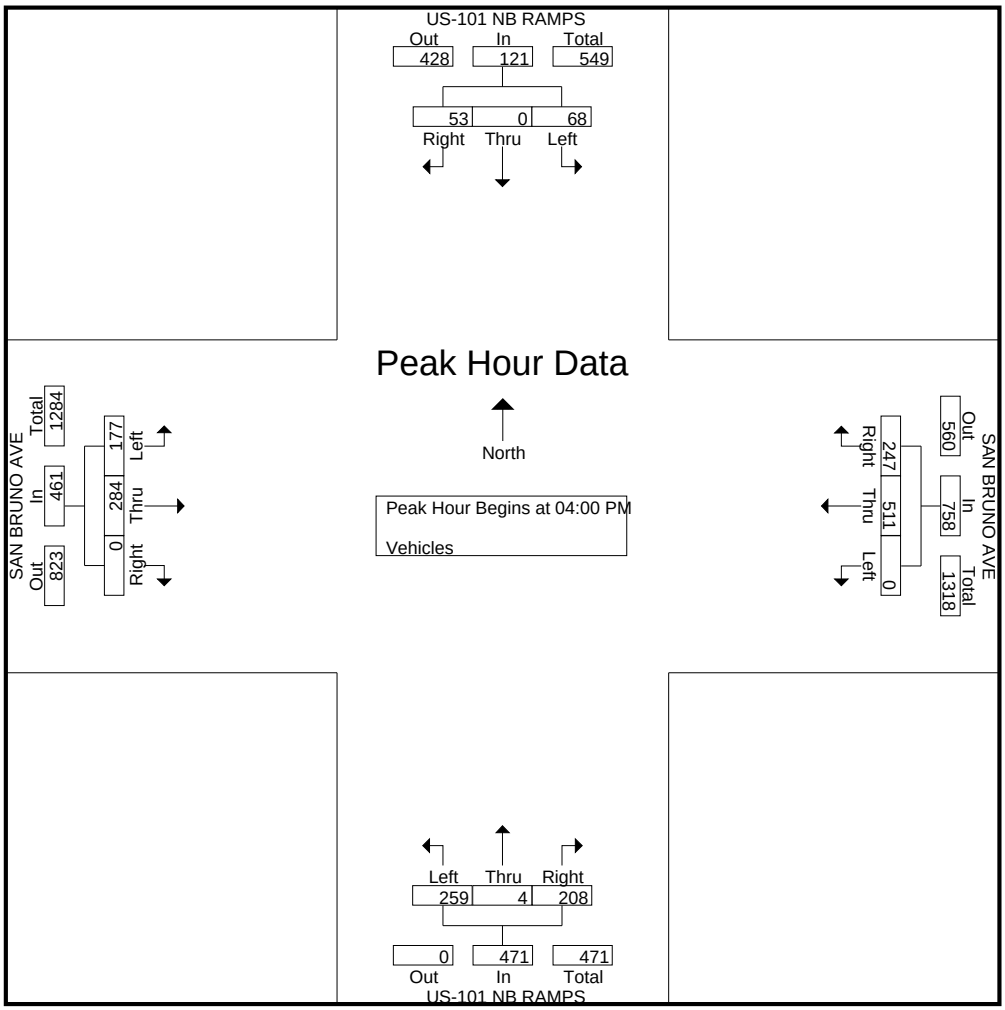

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File Name : 15AM FINAL
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Groups Printed- Bikes

	US-101 NB RAMPS Southbound					SAN BRUNO AVE Westbound					US-101 NB RAMPS Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	US-101 NB RAMPS Southbound				SAN BRUNO AVE Westbound				US-101 NB RAMPS Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**4**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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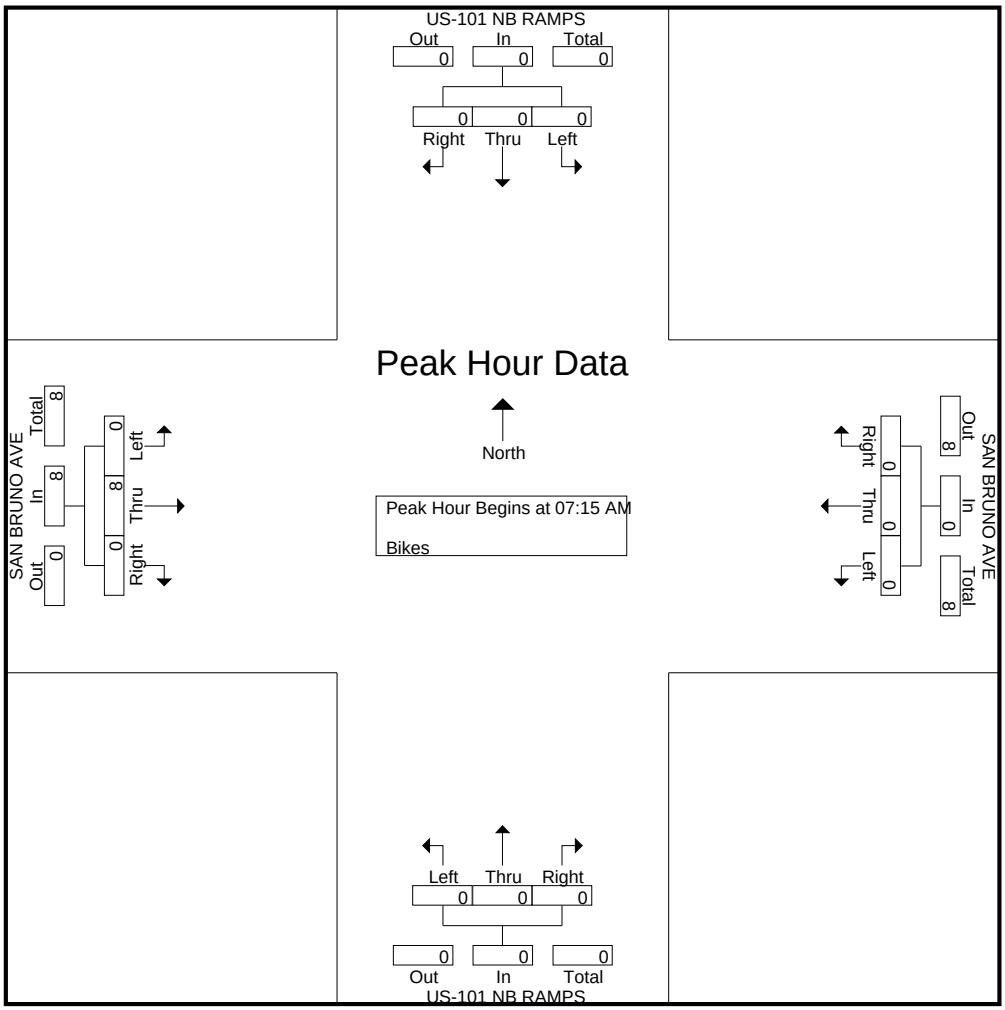

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Groups Printed- Vehicles

	US-101 NB RAMPS Southbound					SAN BRUNO AVE Westbound					US-101 NB RAMPS Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	0	20	1	30	28	40	0	1	69	70	0	49	1	120	0	95	44	0	139	358
07:15 AM	8	0	16	1	25	21	28	0	0	49	66	0	52	1	119	0	94	65	0	159	352
07:30 AM	6	0	19	3	28	42	39	0	3	84	60	0	78	5	143	0	99	61	0	160	415
07:45 AM	5	0	14	0	19	23	52	0	0	75	55	0	56	0	111	0	117	56	0	173	378
Total	28	0	69	5	102	114	159	0	4	277	251	0	235	7	493	0	405	226	0	631	1503
08:00 AM	6	0	12	1	19	22	42	0	1	65	61	0	54	1	116	0	88	52	0	140	340
08:15 AM	3	0	12	2	17	25	43	0	0	68	70	1	52	0	123	0	88	41	0	129	337
08:30 AM	6	0	23	1	30	33	66	0	0	99	67	1	47	0	115	0	92	46	0	138	382
08:45 AM	10	0	25	2	37	41	48	1	0	90	70	0	51	1	122	0	81	25	0	106	355
Total	25	0	72	6	103	121	199	1	1	322	268	2	204	2	476	0	349	164	0	513	1414
Grand Total	53	0	141	11	205	235	358	1	5	599	519	2	439	9	969	0	754	390	0	1144	2917
Apprch %	25.9	0	68.8	5.4		39.2	59.8	0.2	0.8		53.6	0.2	45.3	0.9		0	65.9	34.1	0		
Total %	1.8	0	4.8	0.4	7	8.1	12.3	0	0.2	20.5	17.8	0.1	15	0.3	33.2	0	25.8	13.4	0	39.2	

	US-101 NB RAMPS Southbound				SAN BRUNO AVE Westbound				US-101 NB RAMPS Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**9**	0	**20**	**29**	28	40	0	68	**70**	0	49	119	0	95	44	139	355
07:15 AM	8	0	16	24	21	28	0	49	66	0	52	118	0	94	**65**	159	350
07:30 AM	6	0	19	25	**42**	39	0	**81**	60	0	**78**	**138**	0	99	61	160	**404**
07:45 AM	5	0	14	19	23	**52**	0	75	55	0	56	111	0	**117**	56	**173**	378
Total Volume	28	0	69	97	114	159	0	273	251	0	235	486	0	405	226	631	1487
% App. Total	28.9	0	71.1		41.8	58.2	0		51.6	0	48.4		0	64.2	35.8		
PHF	.778	.000	.863	.836	.679	.764	.000	.843	.896	.000	.753	.880	.000	.865	.869	.912	.920

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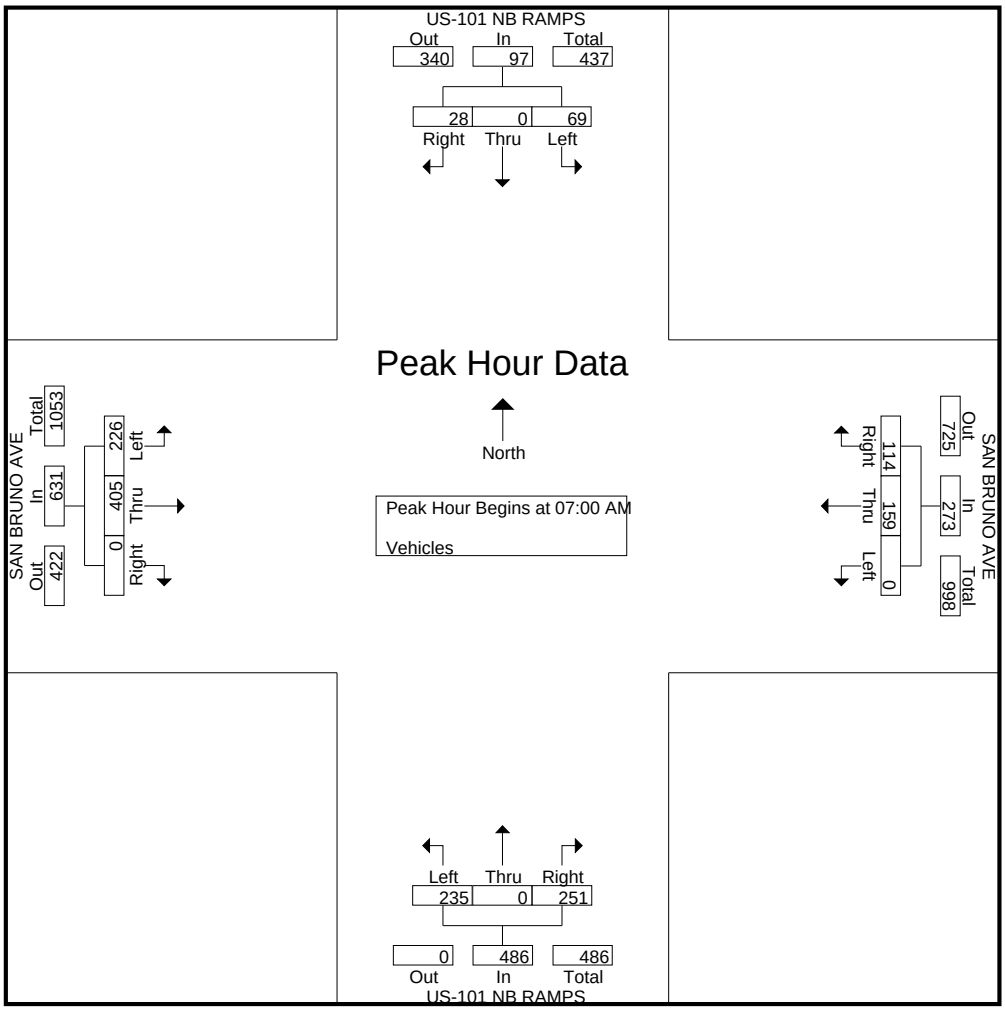

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File Name : 14PM FINAL
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Groups Printed- Bikes

	US-101 SB OFF-RAMP Southbound					SAN BRUNO AVE Westbound					US-101 SB ON-RAMP Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	

	US-101 SB OFF-RAMP Southbound				SAN BRUNO AVE Westbound				US-101 SB ON-RAMP Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.000	.000	.000	.333

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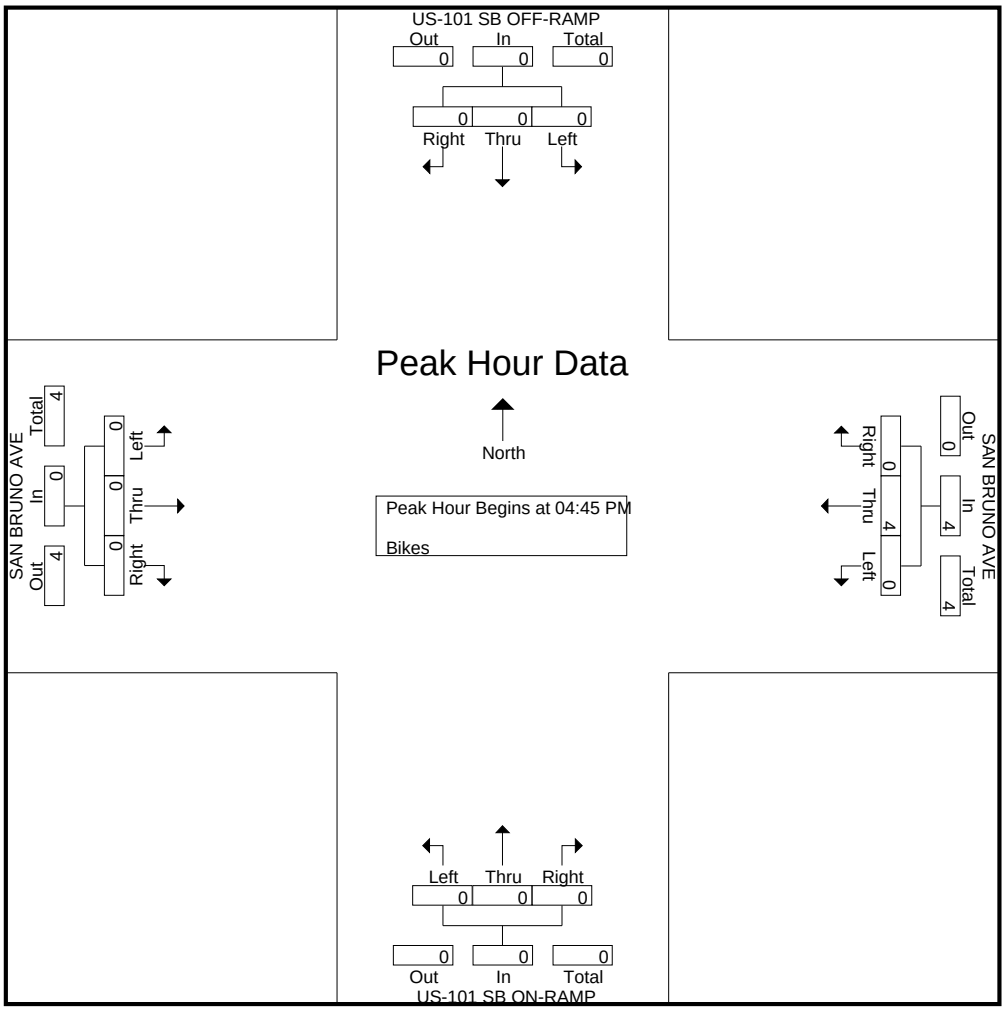

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Groups Printed- Vehicles

	US-101 SB OFF-RAMP Southbound					SAN BRUNO AVE Westbound					US-101 SB ON-RAMP Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	57	0	44	4	105	0	115	89	0	204	0	0	0	0	0	79	83	1	0	163	472
04:15 PM	84	0	44	0	128	0	116	76	0	192	0	0	0	0	0	63	72	0	0	135	455
04:30 PM	91	0	37	4	132	0	133	79	0	212	0	0	0	0	0	69	75	0	2	146	490
04:45 PM	64	0	34	1	99	0	124	67	0	191	0	0	0	3	3	67	75	0	0	142	435
Total	296	0	159	9	464	0	488	311	0	799	0	0	0	3	3	278	305	1	2	586	1852
05:00 PM	95	0	25	1	121	0	138	81	0	219	0	0	0	0	0	93	80	0	0	173	513
05:15 PM	90	0	24	1	115	0	149	83	0	232	0	0	0	0	0	82	71	0	0	153	500
05:30 PM	60	0	43	1	104	0	131	79	0	210	0	0	0	0	0	69	93	0	0	162	476
05:45 PM	67	0	27	1	95	0	152	48	0	200	0	0	0	0	0	67	63	0	0	130	425
Total	312	0	119	4	435	0	570	291	0	861	0	0	0	0	0	311	307	0	0	618	1914
Grand Total	608	0	278	13	899	0	1058	602	0	1660	0	0	0	3	3	589	612	1	2	1204	3766
Apprch %	67.6	0	30.9	1.4		0	63.7	36.3	0		0	0	0	100		48.9	50.8	0.1	0.2		
Total %	16.1	0	7.4	0.3	23.9	0	28.1	16	0	44.1	0	0	0	0.1	0.1	15.6	16.3	0	0.1	32	

	US-101 SB OFF-RAMP Southbound				SAN BRUNO AVE Westbound				US-101 SB ON-RAMP Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	91	0	**37**	**128**	0	133	79	212	0	0	0	0	69	75	0	144	484
04:45 PM	64	0	34	98	0	124	67	191	0	0	0	0	67	75	0	142	431
05:00 PM	**95**	0	25	120	0	138	81	219	0	0	0	0	**93**	**80**	0	**173**	**512**
05:15 PM	90	0	24	114	0	**149**	**83**	**232**	0	0	0	0	82	71	0	153	499
Total Volume	340	0	120	460	0	544	310	854	0	0	0	0	311	301	0	612	1926
% App. Total	73.9	0	26.1		0	63.7	36.3		0	0	0		50.8	49.2	0		
PHF	.895	.000	.811	.898	.000	.913	.934	.920	.000	.000	.000	.000	.836	.941	.000	.884	.940

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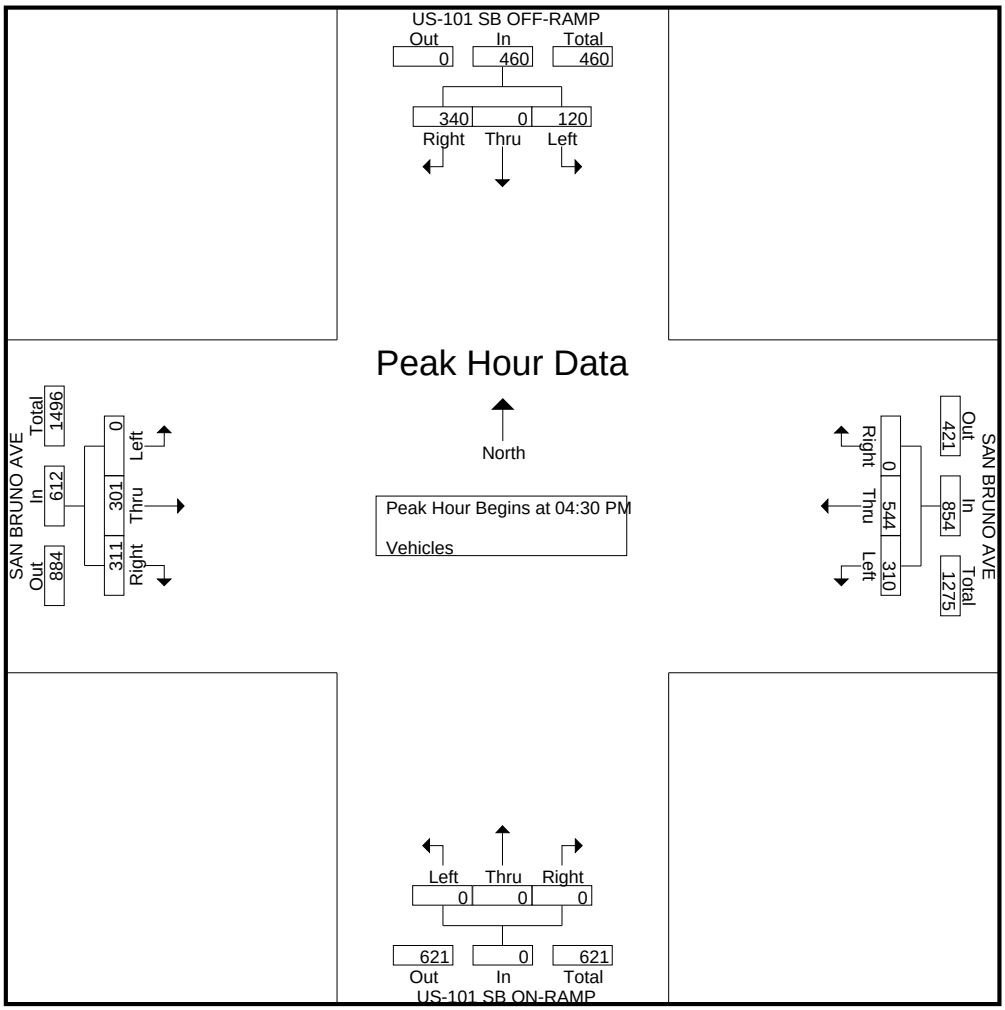

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Groups Printed- Bikes

	US-101 SB OFF-RAMP Southbound					SAN BRUNO AVE Westbound					US-101 SB ON-RAMP Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	12.5	0	0	12.5	0	0	0	0	0	0	87.5	0	0	87.5	

	US-101 SB OFF-RAMP Southbound				SAN BRUNO AVE Westbound				US-101 SB ON-RAMP Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.750

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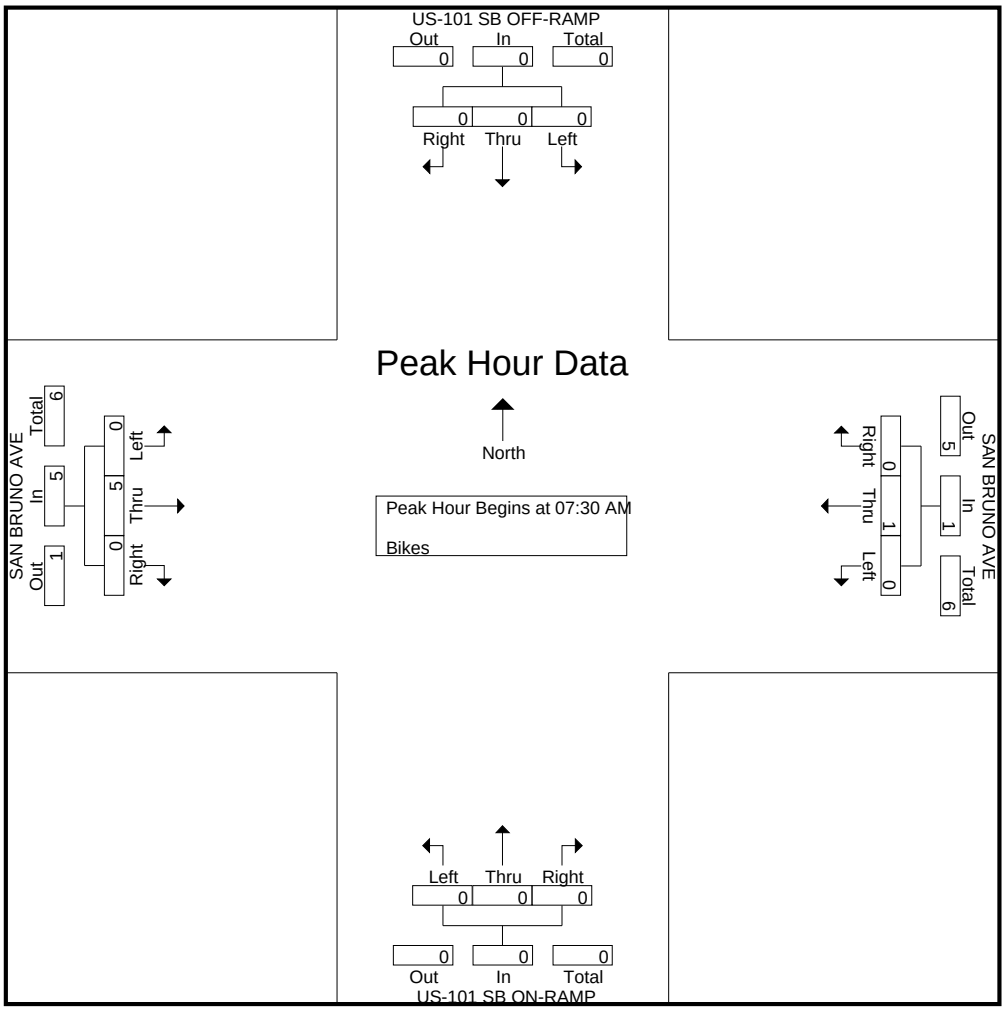

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Groups Printed- Vehicles

	US-101 SB OFF-RAMP Southbound					SAN BRUNO AVE Westbound					US-101 SB ON-RAMP Northbound					SAN BRUNO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	31	0	70	1	102	0	61	29	0	90	0	0	0	0	0	57	74	0	0	131	323
07:15 AM	34	0	69	1	104	0	71	21	0	92	0	0	0	2	2	72	96	0	0	168	366
07:30 AM	39	0	65	3	107	0	83	27	0	110	0	0	0	0	0	81	100	0	0	181	398
07:45 AM	40	0	60	2	102	0	88	35	0	123	0	0	0	0	0	90	100	0	0	190	415
Total	144	0	264	7	415	0	303	112	0	415	0	0	0	2	2	300	370	0	0	670	1502
08:00 AM	37	0	56	0	93	0	70	29	0	99	0	0	0	0	0	60	84	0	0	144	336
08:15 AM	28	0	48	4	80	0	67	37	0	104	0	0	0	1	1	66	83	0	0	149	334
08:30 AM	37	0	52	0	89	0	72	48	0	120	0	0	0	0	0	66	78	0	0	144	353
08:45 AM	36	0	47	1	84	0	78	35	0	113	0	0	0	1	1	76	59	0	0	135	333
Total	138	0	203	5	346	0	287	149	0	436	0	0	0	2	2	268	304	0	0	572	1356
Grand Total	282	0	467	12	761	0	590	261	0	851	0	0	0	4	4	568	674	0	0	1242	2858
Apprch %	37.1	0	61.4	1.6		0	69.3	30.7	0		0	0	0	100		45.7	54.3	0	0		
Total %	9.9	0	16.3	0.4	26.6	0	20.6	9.1	0	29.8	0	0	0	0.1	0.1	19.9	23.6	0	0	43.5	

	US-101 SB OFF-RAMP Southbound				SAN BRUNO AVE Westbound				US-101 SB ON-RAMP Northbound				SAN BRUNO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	34	0	**69**	103	0	71	21	92	0	0	0	0	72	96	0	168	363
07:30 AM	39	0	65	**104**	0	83	27	110	0	0	0	0	81	**100**	0	181	395
07:45 AM	**40**	0	60	100	0	**88**	**35**	**123**	0	0	0	0	**90**	100	0	**190**	**413**
08:00 AM	37	0	56	93	0	70	29	99	0	0	0	0	60	84	0	144	336
Total Volume	150	0	250	400	0	312	112	424	0	0	0	0	303	380	0	683	1507
% App. Total	37.5	0	62.5		0	73.6	26.4		0	0	0		44.4	55.6	0		
PHF	.938	.000	.906	.962	.000	.886	.800	.862	.000	.000	.000	.000	.842	.950	.000	.899	.912

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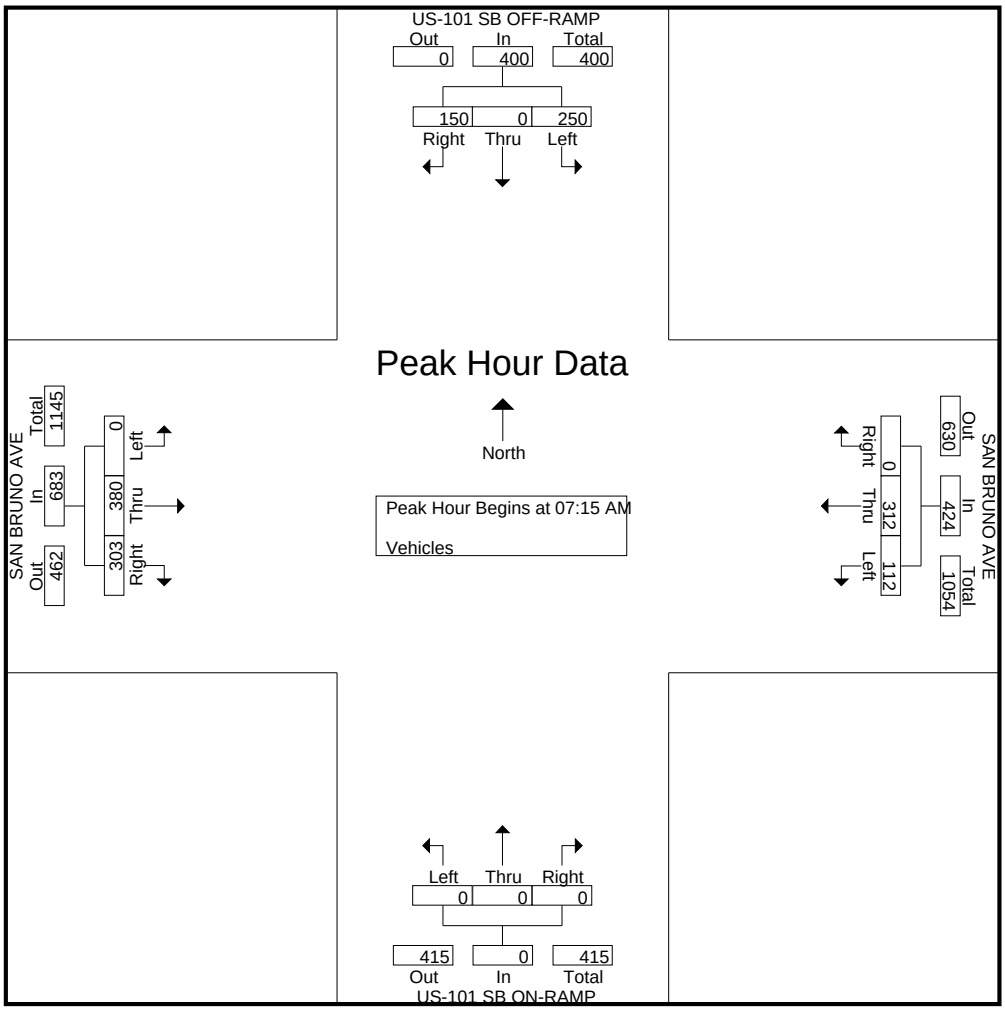

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File Name : 13PM FINAL
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Groups Printed- Bikes

	EL CAMINO REAL Southbound					I-380 EB RAMPS Westbound					EL CAMINO REAL Northbound					I-380 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	EL CAMINO REAL Southbound				I-380 EB RAMPS Westbound				EL CAMINO REAL Northbound				I-380 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625

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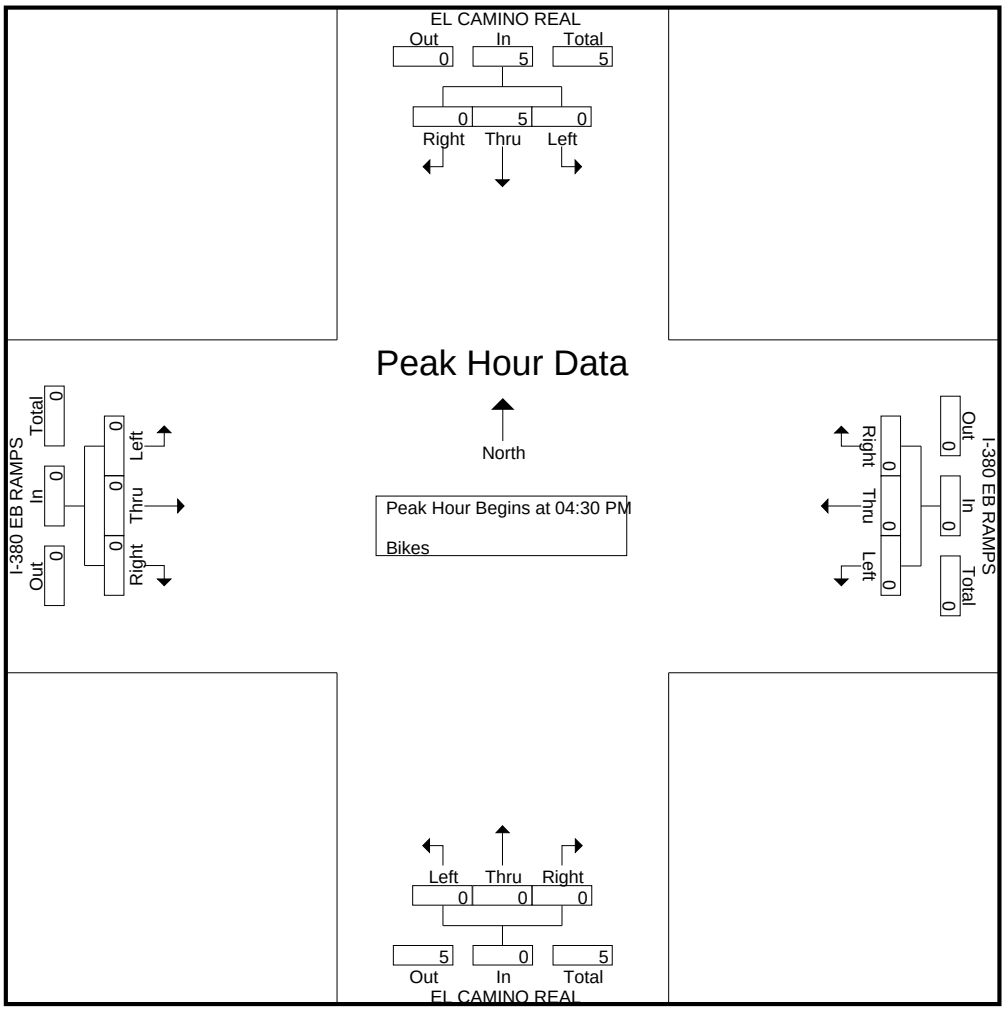

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Groups Printed- Vehicles

	EL CAMINO REAL Southbound					I-380 EB RAMPS Westbound					EL CAMINO REAL Northbound					I-380 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	178	350	0	2	530	0	0	0	3	3	128	336	0	0	464	66	0	53	2	121	1118
04:15 PM	171	338	0	1	510	0	0	0	7	7	130	324	0	0	454	81	1	48	2	132	1103
04:30 PM	150	358	0	0	508	0	0	0	5	5	154	294	0	0	448	88	0	66	2	156	1117
04:45 PM	182	384	0	0	566	0	0	0	1	1	137	334	0	0	471	91	0	46	3	140	1178
Total	681	1430	0	3	2114	0	0	0	16	16	549	1288	0	0	1837	326	1	213	9	549	4516
05:00 PM	164	367	0	3	534	0	0	0	0	0	157	338	0	0	495	98	0	53	5	156	1185
05:15 PM	162	357	0	8	527	0	0	0	0	0	201	470	0	0	671	107	0	60	9	176	1374
05:30 PM	145	362	0	1	508	0	0	0	0	0	181	456	0	1	638	104	0	75	3	182	1328
05:45 PM	151	348	0	0	499	0	0	0	0	0	154	407	0	0	561	80	0	78	2	160	1220
Total	622	1434	0	12	2068	0	0	0	0	0	693	1671	0	1	2365	389	0	266	19	674	5107
Grand Total	1303	2864	0	15	4182	0	0	0	16	16	1242	2959	0	1	4202	715	1	479	28	1223	9623
Apprch %	31.2	68.5	0	0.4		0	0	0	100		29.6	70.4	0	0		58.5	0.1	39.2	2.3		
Total %	13.5	29.8	0	0.2	43.5	0	0	0	0.2	0.2	12.9	30.7	0	0	43.7	7.4	0	5	0.3	12.7	

	EL CAMINO REAL Southbound				I-380 EB RAMPS Westbound				EL CAMINO REAL Northbound				I-380 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**164**	**367**	0	**531**	0	0	0	0	157	338	0	495	98	0	53	151	1177
05:15 PM	162	357	0	519	0	0	0	0	**201**	**470**	0	**671**	**107**	0	60	167	**1357**
05:30 PM	145	362	0	507	0	0	0	0	181	456	0	637	104	0	75	**179**	1323
05:45 PM	151	348	0	499	0	0	0	0	154	407	0	561	80	0	**78**	158	1218
Total Volume	622	1434	0	2056	0	0	0	0	693	1671	0	2364	389	0	266	655	5075
% App. Total	30.3	69.7	0		0	0	0		29.3	70.7	0		59.4	0	40.6		
PHF	.948	.977	.000	.968	.000	.000	.000	.000	.862	.889	.000	.881	.909	.000	.853	.915	.935

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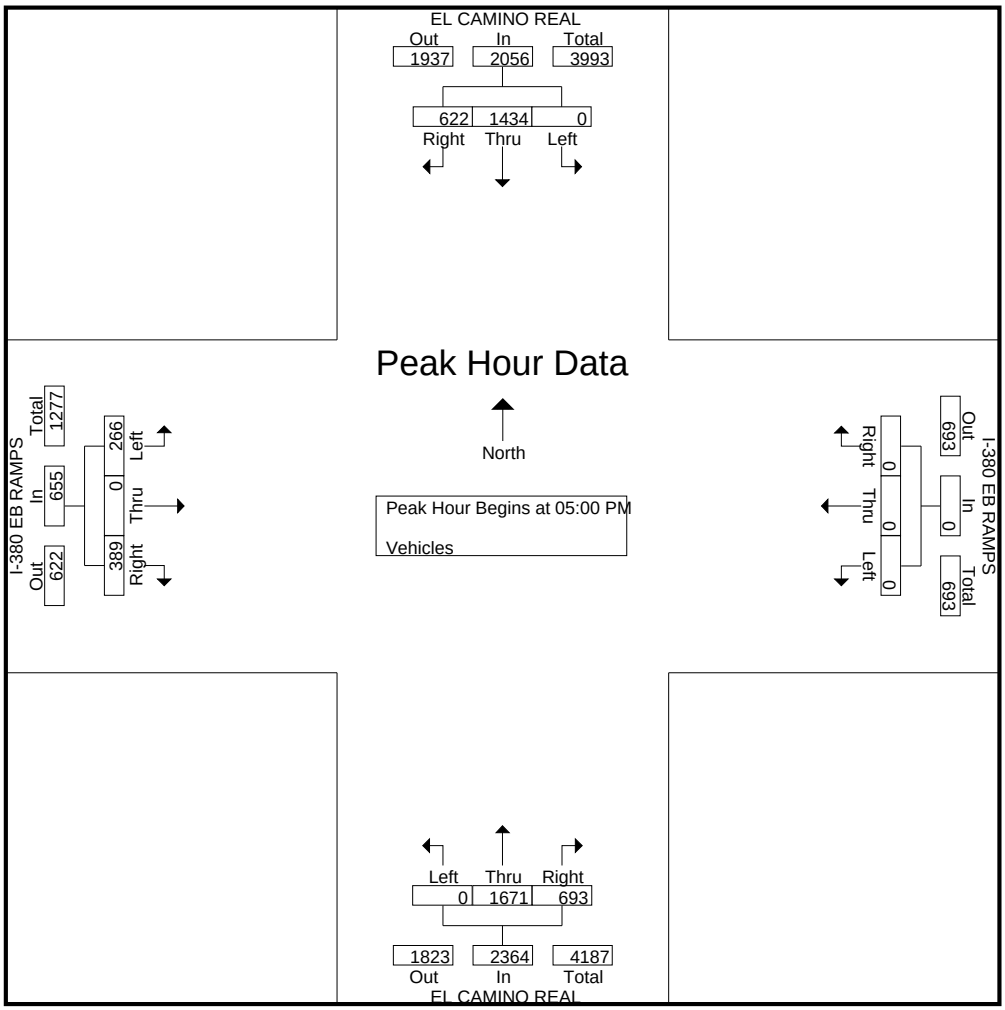

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Groups Printed- Bikes

	EL CAMINO REAL Southbound					I-380 EB RAMPS Westbound					EL CAMINO REAL Northbound					I-380 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	EL CAMINO REAL Southbound				I-380 EB RAMPS Westbound				EL CAMINO REAL Northbound				I-380 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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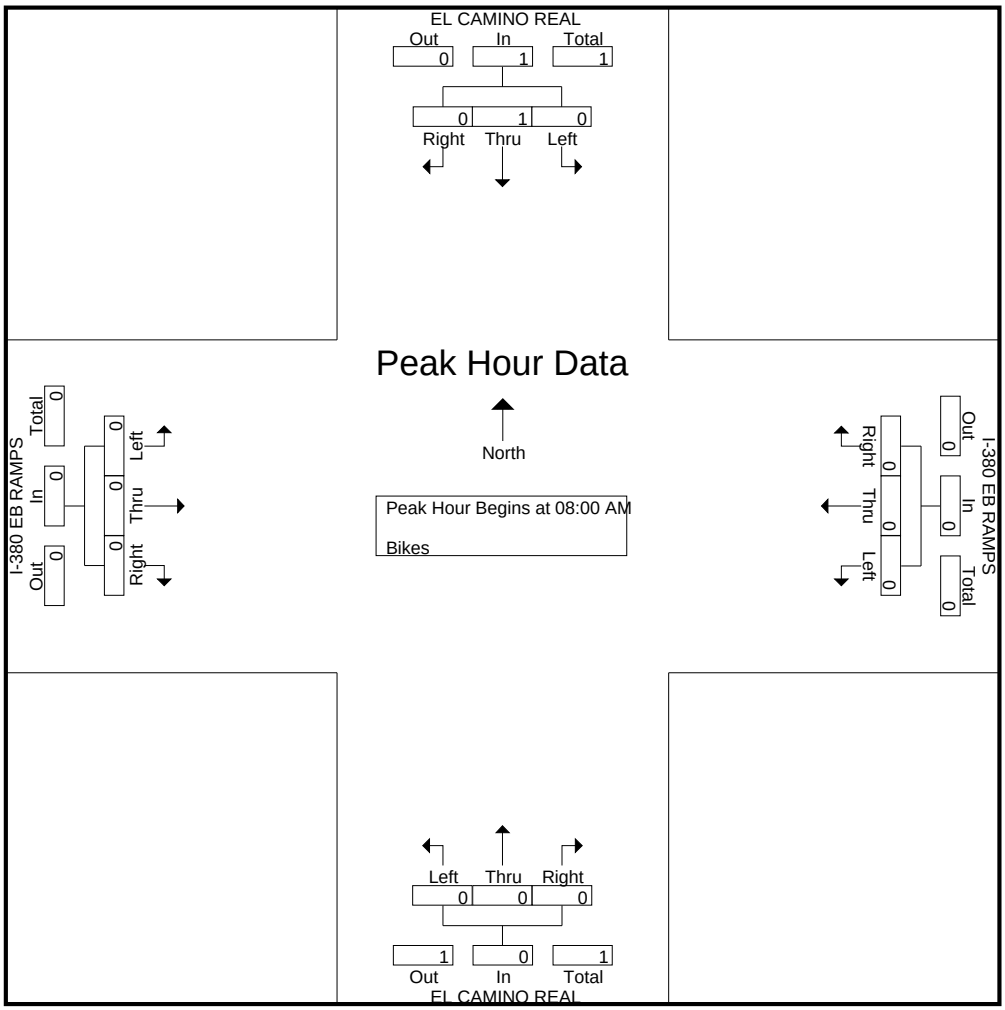

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File Name : 13AM FINAL
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Groups Printed- Vehicles

	EL CAMINO REAL Southbound					I-380 EB RAMPS Westbound					EL CAMINO REAL Northbound					I-380 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	189	168	0	2	359	0	0	0	2	2	122	119	0	0	241	43	1	32	6	82	684
07:15 AM	164	193	0	0	357	0	0	0	1	1	151	169	0	0	320	39	0	54	0	93	771
07:30 AM	181	243	0	1	425	0	0	0	2	2	140	208	0	0	348	36	0	47	1	84	859
07:45 AM	214	333	0	1	548	0	0	0	6	6	155	226	0	0	381	46	0	71	6	123	1058
Total	748	937	0	4	1689	0	0	0	11	11	568	722	0	0	1290	164	1	204	13	382	3372
08:00 AM	208	266	0	0	474	0	0	0	0	0	167	252	0	0	419	52	0	56	0	108	1001
08:15 AM	232	289	0	0	521	0	0	0	3	3	168	217	0	0	385	40	1	61	0	102	1011
08:30 AM	220	303	0	0	523	0	0	0	2	2	137	201	0	0	338	49	0	47	1	97	960
08:45 AM	163	338	0	0	501	0	0	0	4	4	145	203	0	0	348	60	1	54	2	117	970
Total	823	1196	0	0	2019	0	0	0	9	9	617	873	0	0	1490	201	2	218	3	424	3942
Grand Total	1571	2133	0	4	3708	0	0	0	20	20	1185	1595	0	0	2780	365	3	422	16	806	7314
Apprch %	42.4	57.5	0	0.1		0	0	0	100		42.6	57.4	0	0		45.3	0.4	52.4	2		
Total %	21.5	29.2	0	0.1	50.7	0	0	0	0.3	0.3	16.2	21.8	0	0	38	5	0	5.8	0.2	11	

	EL CAMINO REAL Southbound				I-380 EB RAMPS Westbound				EL CAMINO REAL Northbound				I-380 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	214	**333**	0	**547**	0	0	0	0	155	226	0	381	46	0	**71**	**117**	**1045**
08:00 AM	208	266	0	474	0	0	0	0	167	**252**	0	**419**	**52**	0	56	108	1001
08:15 AM	**232**	289	0	521	0	0	0	0	**168**	217	0	385	40	**1**	61	102	1008
08:30 AM	220	303	0	523	0	0	0	0	137	201	0	338	49	0	47	96	957
Total Volume	874	1191	0	2065	0	0	0	0	627	896	0	1523	187	1	235	423	4011
% App. Total	42.3	57.7	0		0	0	0		41.2	58.8	0		44.2	0.2	55.6		
PHF	.942	.894	.000	.944	.000	.000	.000	.000	.933	.889	.000	.909	.899	.250	.827	.904	.960

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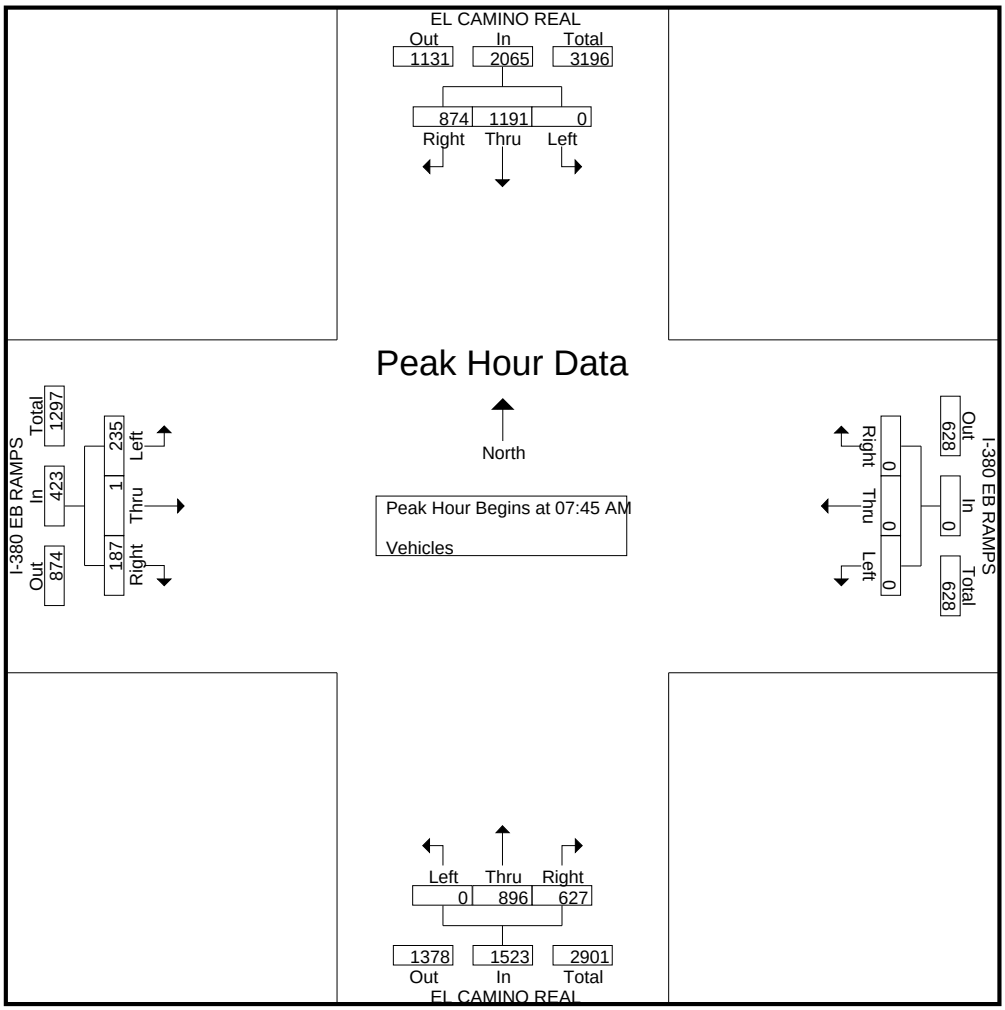

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Groups Printed- Bikes

	S. AIRPORT BLVD Southbound					N. ACCESS RD Westbound					S. AIRPORT BLVD Northbound					US-101 & I-380 ON-RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	3	9	0	0	12	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	14
05:00 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	1	2	2	0	5	1	2	0	0	3	1	1	0	0	2	0	0	0	0	0	10
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	2	12	2	0	16	1	2	0	0	3	2	3	0	0	5	0	0	0	0	0	24
Grand Total	5	21	2	0	28	2	2	0	0	4	2	4	0	0	6	0	0	0	0	0	38
Apprch %	17.9	75	7.1	0		50	50	0	0		33.3	66.7	0	0		0	0	0	0		
Total %	13.2	55.3	5.3	0	73.7	5.3	5.3	0	0	10.5	5.3	10.5	0	0	15.8	0	0	0	0	0	

	S. AIRPORT BLVD Southbound				N. ACCESS RD Westbound				S. AIRPORT BLVD Northbound				US-101 & I-380 ON-RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	4	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	1	2	**2**	5	**1**	**2**	0	**3**	**1**	**1**	0	**2**	0	0	0	0	**10**
05:30 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
05:45 PM	0	**5**	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Total Volume	2	12	2	16	1	2	0	3	2	3	0	5	0	0	0	0	24
% App. Total	12.5	75	12.5		33.3	66.7	0		40	60	0		0	0	0		
PHF	.500	.600	.250	.800	.250	.250	.000	.250	.500	.750	.000	.625	.000	.000	.000	.000	.600

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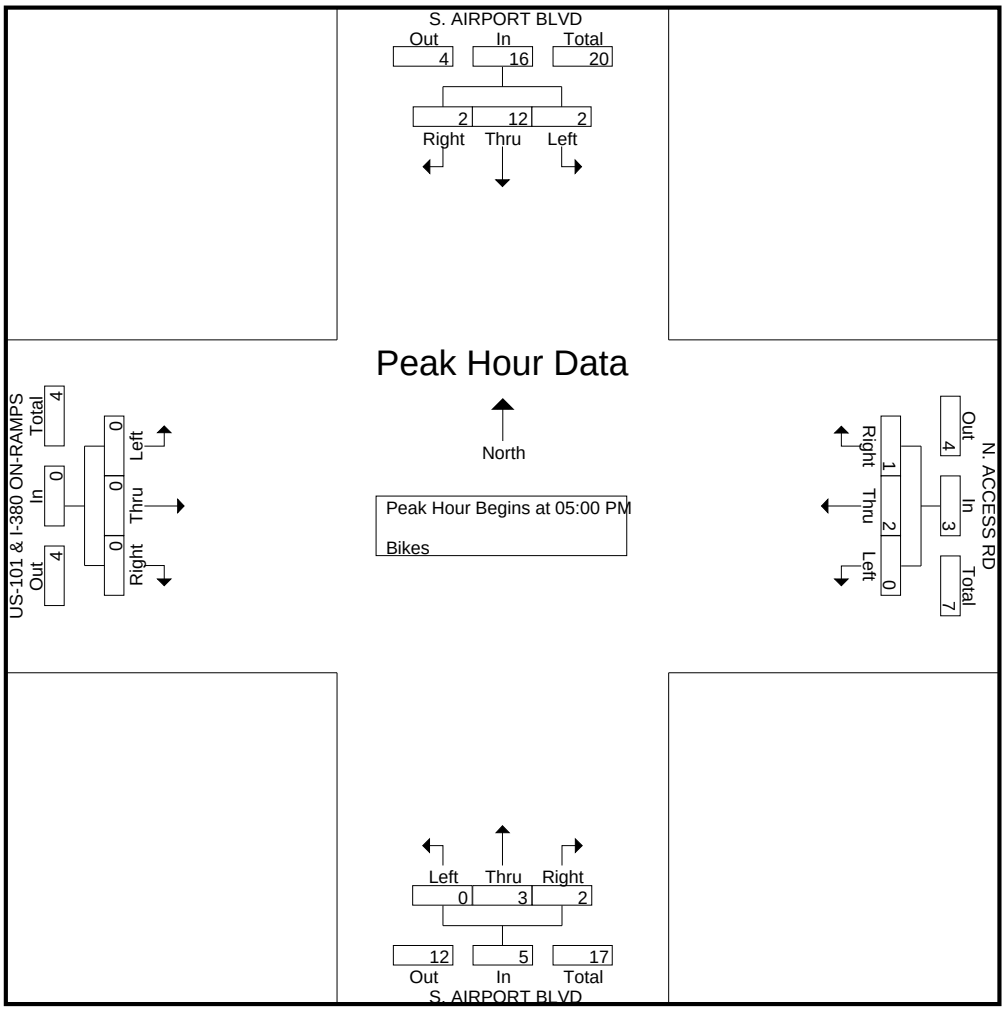

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Groups Printed- Vehicles

	S. AIRPORT BLVD Southbound					N. ACCESS RD Westbound					S. AIRPORT BLVD Northbound					US-101 & I-380 ON-RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	183	73	70	0	326	21	4	15	0	40	33	104	79	0	216	0	0	0	4	4	586
04:15 PM	169	66	70	0	305	33	1	15	0	49	21	105	70	0	196	0	0	0	0	0	550
04:30 PM	206	82	72	0	360	28	0	9	1	38	27	103	76	0	206	0	0	0	2	2	606
04:45 PM	206	103	92	0	401	27	2	5	1	35	18	124	60	0	202	0	0	0	1	1	639
Total	764	324	304	0	1392	109	7	44	2	162	99	436	285	0	820	0	0	0	7	7	2381
05:00 PM	268	98	77	0	443	25	3	17	0	45	20	89	84	0	193	0	0	0	1	1	682
05:15 PM	281	106	97	0	484	18	1	11	1	31	26	103	70	0	199	0	0	0	1	1	715
05:30 PM	215	91	82	1	389	20	2	13	0	35	28	119	58	0	205	0	0	0	3	3	632
05:45 PM	171	79	81	0	331	28	4	16	0	48	28	111	58	0	197	0	0	0	1	1	577
Total	935	374	337	1	1647	91	10	57	1	159	102	422	270	0	794	0	0	0	6	6	2606
Grand Total	1699	698	641	1	3039	200	17	101	3	321	201	858	555	0	1614	0	0	0	13	13	4987
Apprch %	55.9	23	21.1	0		62.3	5.3	31.5	0.9		12.5	53.2	34.4	0		0	0	0	100		
Total %	34.1	14	12.9	0	60.9	4	0.3	2	0.1	6.4	4	17.2	11.1	0	32.4	0	0	0	0.3	0.3	

	S. AIRPORT BLVD Southbound				N. ACCESS RD Westbound				S. AIRPORT BLVD Northbound				US-101 & I-380 ON-RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	206	103	92	401	**27**	2	5	34	18	**124**	60	202	0	0	0	0	637
05:00 PM	268	98	77	443	25	**3**	**17**	**45**	20	89	**84**	193	0	0	0	0	681
05:15 PM	**281**	**106**	**97**	**484**	18	1	11	30	26	103	70	199	0	0	0	0	**713**
05:30 PM	215	91	82	388	20	2	13	35	**28**	119	58	**205**	0	0	0	0	628
Total Volume	970	398	348	1716	90	8	46	144	92	435	272	799	0	0	0	0	2659
% App. Total	56.5	23.2	20.3		62.5	5.6	31.9		11.5	54.4	34		0	0	0		
PHF	.863	.939	.897	.886	.833	.667	.676	.800	.821	.877	.810	.974	.000	.000	.000	.000	.932

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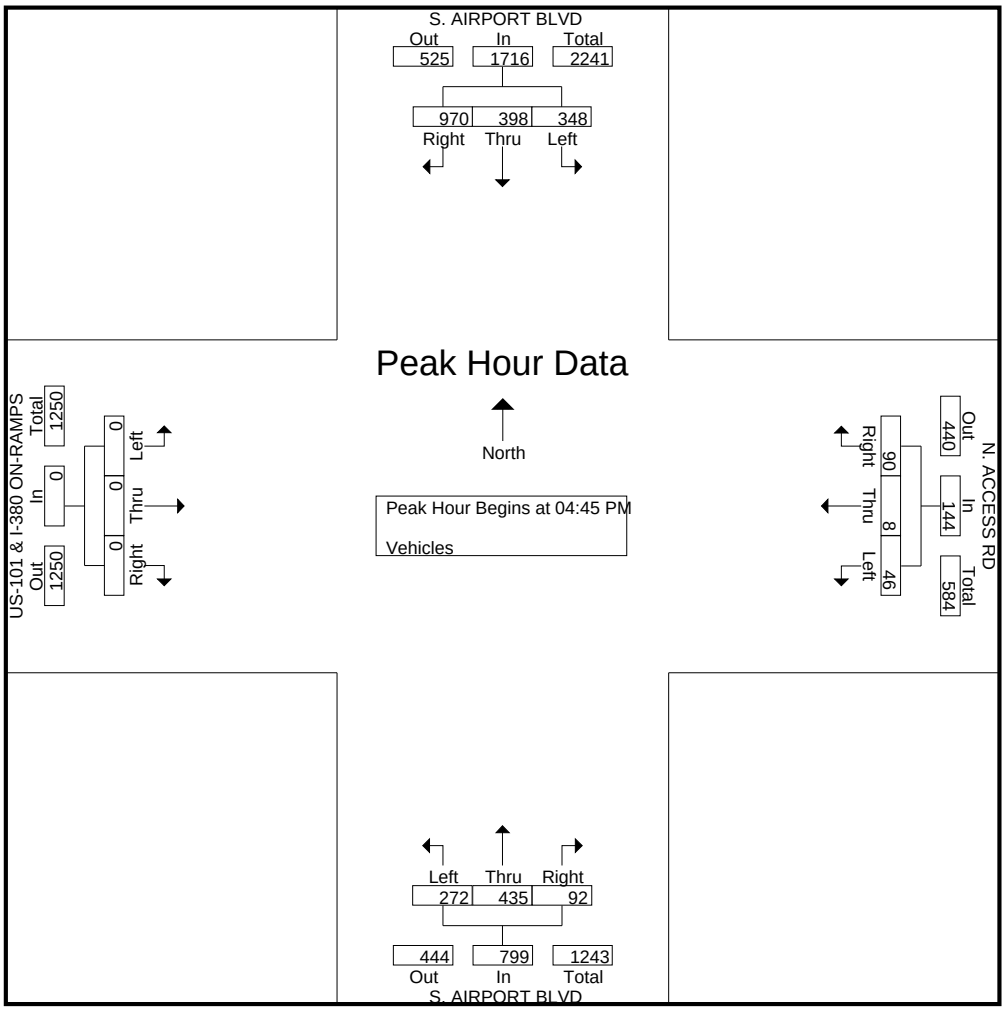

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File Name : 12AM FINAL
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Groups Printed- Bikes

	S. AIRPORT BLVD Southbound					N. ACCESS RD Westbound					S. AIRPORT BLVD Northbound					US-101 & I-380 ON-RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:15 AM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
07:30 AM	0	21	0	0	21	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	26
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	1	2	0	3	9
Total	0	41	0	0	41	0	0	0	0	0	0	9	0	0	9	0	2	2	0	4	54
08:00 AM	1	9	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	13
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	7
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3
Total	1	11	0	0	12	2	0	0	0	2	1	9	0	0	10	0	1	1	0	2	26
Grand Total	1	52	0	0	53	2	0	0	0	2	1	18	0	0	19	0	3	3	0	6	80
Apprch %	1.9	98.1	0	0		100	0	0	0		5.3	94.7	0	0		0	50	50	0		
Total %	1.2	65	0	0	66.2	2.5	0	0	0	2.5	1.2	22.5	0	0	23.8	0	3.8	3.8	0	7.5	

	S. AIRPORT BLVD Southbound				N. ACCESS RD Westbound				S. AIRPORT BLVD Northbound				US-101 & I-380 ON-RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
07:30 AM	0	**21**	0	**21**	0	0	0	0	0	4	0	4	0	**1**	0	1	**26**
07:45 AM	0	1	0	1	0	0	0	0	0	**5**	0	**5**	0	1	**2**	**3**	9
08:00 AM	**1**	9	0	10	0	0	0	0	0	2	0	2	0	0	1	1	13
Total Volume	1	43	0	44	0	0	0	0	0	11	0	11	0	2	3	5	60
% App. Total	2.3	97.7	0		0	0	0		0	100	0		0	40	60		
PHF	.250	.512	.000	.524	.000	.000	.000	.000	.000	.550	.000	.550	.000	.500	.375	.417	.577

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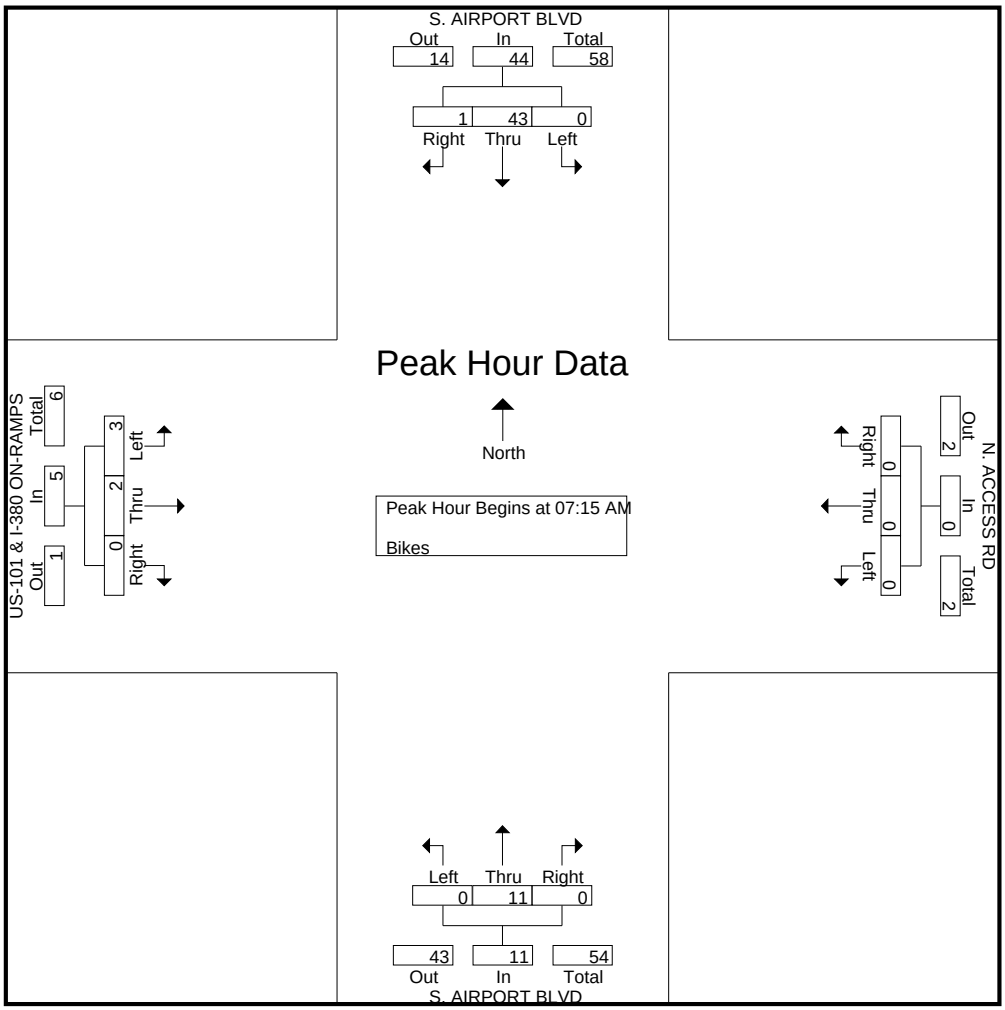

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Groups Printed- Vehicles

	S. AIRPORT BLVD Southbound					N. ACCESS RD Westbound					S. AIRPORT BLVD Northbound					US-101 & I-380 ON-RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	30	43	17	0	90	37	0	6	0	43	8	91	16	0	115	0	0	0	0	0	248
07:15 AM	41	39	17	0	97	43	1	6	1	51	11	91	14	0	116	0	0	0	0	0	264
07:30 AM	47	46	24	0	117	58	1	10	1	70	14	129	15	0	158	0	0	0	0	0	345
07:45 AM	34	44	32	0	110	63	0	6	0	69	18	128	18	0	164	0	0	0	1	1	344
Total	152	172	90	0	414	201	2	28	2	233	51	439	63	0	553	0	0	0	1	1	1201
08:00 AM	27	29	28	0	84	71	0	6	1	78	12	146	28	0	186	0	0	0	0	0	348
08:15 AM	40	37	23	0	100	76	1	4	1	82	15	167	25	0	207	0	0	0	0	0	389
08:30 AM	48	46	39	0	133	92	0	7	1	100	16	186	38	0	240	0	0	0	0	0	473
08:45 AM	49	30	48	0	127	106	0	11	1	118	18	163	20	0	201	0	0	0	0	0	446
Total	164	142	138	0	444	345	1	28	4	378	61	662	111	0	834	0	0	0	0	0	1656
Grand Total	316	314	228	0	858	546	3	56	6	611	112	1101	174	0	1387	0	0	0	1	1	2857
Apprch %	36.8	36.6	26.6	0		89.4	0.5	9.2	1		8.1	79.4	12.5	0		0	0	0	100		
Total %	11.1	11	8	0	30	19.1	0.1	2	0.2	21.4	3.9	38.5	6.1	0	48.5	0	0	0	0	0	

	S. AIRPORT BLVD Southbound				N. ACCESS RD Westbound				S. AIRPORT BLVD Northbound				US-101 & I-380 ON-RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	27	29	28	84	71	0	6	77	12	146	28	186	0	0	0	0	347
08:15 AM	40	37	23	100	76	**1**	4	81	15	167	25	207	0	0	0	0	388
08:30 AM	48	**46**	39	**133**	92	0	7	99	16	**186**	**38**	**240**	0	0	0	0	**472**
08:45 AM	**49**	30	**48**	127	**106**	0	**11**	**117**	**18**	163	20	201	0	0	0	0	445
Total Volume	164	142	138	444	345	1	28	374	61	662	111	834	0	0	0	0	1652
% App. Total	36.9	32	31.1		92.2	0.3	7.5		7.3	79.4	13.3		0	0	0		
PHF	.837	.772	.719	.835	.814	.250	.636	.799	.847	.890	.730	.869	.000	.000	.000	.000	.875

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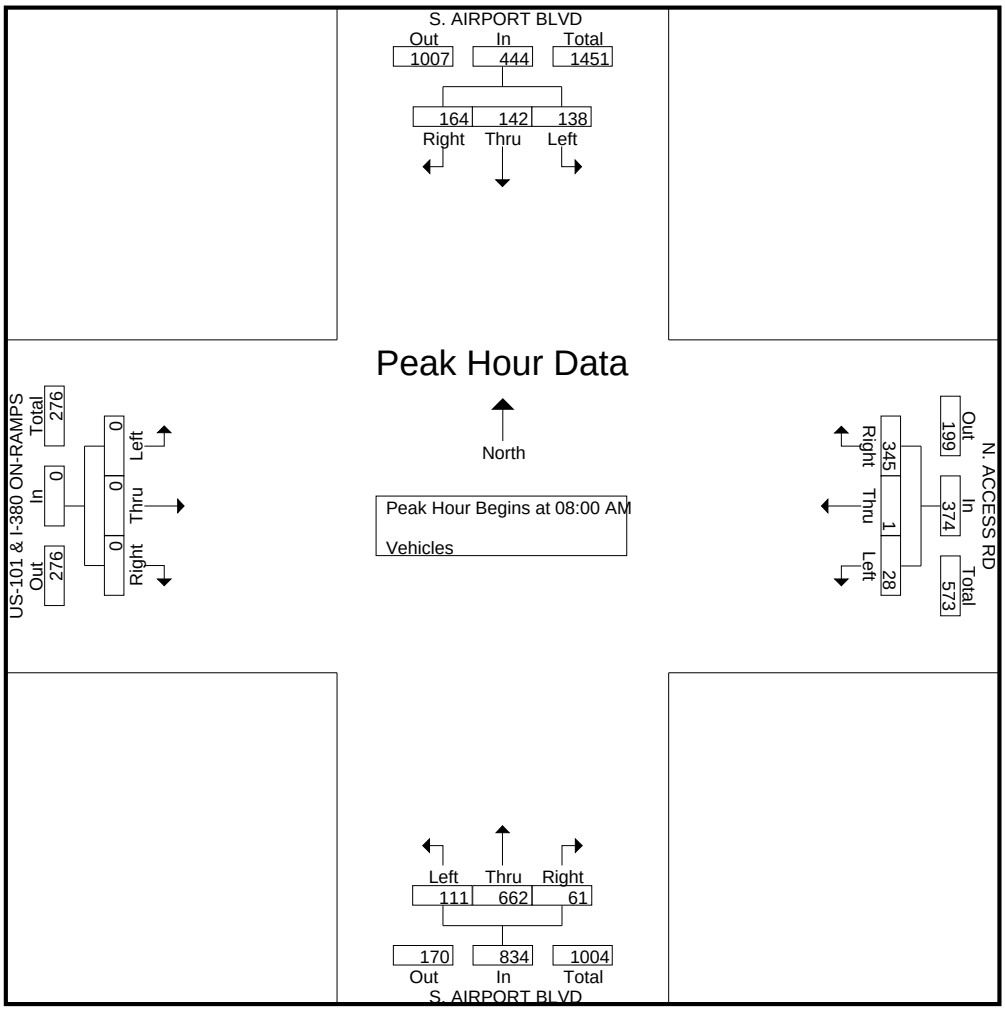

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File Name : 11PM FINAL
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Start Date : 5/21/2013
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Groups Printed- Bikes

	MARINA BLVD Southbound					SIERRA POINT PKWY Westbound					SHORELINE CT Northbound					SIERRA POINT PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	2	0	0	0	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	0	3	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	3	1	0	0	4	12
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	11	0	11	5	1	0	0	6	18
Apprch %	0	0	0	0		0	0	100	0		0	0	100	0		83.3	16.7	0	0		
Total %	0	0	0	0	0	0	0	5.6	0	5.6	0	0	61.1	0	61.1	27.8	5.6	0	0	33.3	

	MARINA BLVD Southbound				SIERRA POINT PKWY Westbound				SHORELINE CT Northbound				SIERRA POINT PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	**3**	**3**	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	**2**	**1**	0	**3**	**5**
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	8	8	3	1	0	4	12
% App. Total	0	0	0		0	0	0		0	0	100		75	25	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667	.667	.375	.250	.000	.333	.600

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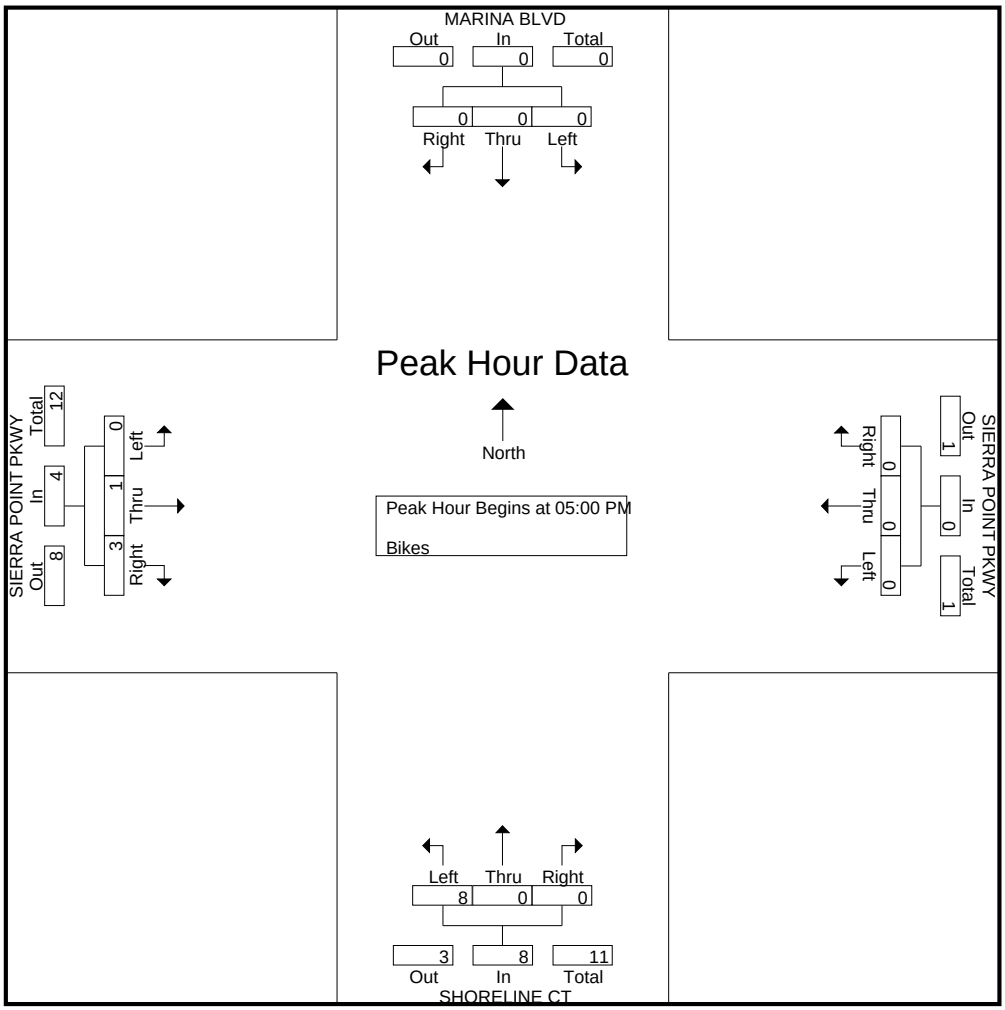

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File Name : 11PM FINAL
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Groups Printed- Vehicles

	MARINA BLVD Southbound					SIERRA POINT PKWY Westbound					SHORELINE CT Northbound					SIERRA POINT PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	1	0	0	16	0	20	0	0	20	1	0	33	2	36	17	7	5	3	32	104
04:15 PM	9	0	0	0	9	0	27	1	0	28	5	0	27	0	32	19	9	2	0	30	99
04:30 PM	33	0	0	0	33	0	26	7	0	33	4	2	44	2	52	20	8	7	1	36	154
04:45 PM	30	0	0	0	30	0	23	1	0	24	2	0	47	0	49	18	12	4	0	34	137
Total	87	1	0	0	88	0	96	9	0	105	12	2	151	4	169	74	36	18	4	132	494
05:00 PM	30	5	0	0	35	0	35	2	0	37	1	0	78	0	79	22	12	4	2	40	191
05:15 PM	29	3	0	0	32	1	42	3	0	46	2	1	78	0	81	11	9	3	0	23	182
05:30 PM	38	1	0	0	39	0	33	0	1	34	0	0	70	0	70	17	13	5	0	35	178
05:45 PM	17	2	0	0	19	0	31	1	3	35	1	0	56	4	61	14	11	5	1	31	146
Total	114	11	0	0	125	1	141	6	4	152	4	1	282	4	291	64	45	17	3	129	697
Grand Total	201	12	0	0	213	1	237	15	4	257	16	3	433	8	460	138	81	35	7	261	1191
Apprch %	94.4	5.6	0	0		0.4	92.2	5.8	1.6		3.5	0.7	94.1	1.7		52.9	31	13.4	2.7		
Total %	16.9	1	0	0	17.9	0.1	19.9	1.3	0.3	21.6	1.3	0.3	36.4	0.7	38.6	11.6	6.8	2.9	0.6	21.9	

	MARINA BLVD Southbound				SIERRA POINT PKWY Westbound				SHORELINE CT Northbound				SIERRA POINT PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	30	**5**	0	35	0	35	2	37	1	0	**78**	79	**22**	12	4	**38**	**189**
05:15 PM	29	3	0	32	**1**	**42**	**3**	**46**	**2**	**1**	78	**81**	11	9	3	23	182
05:30 PM	**38**	1	0	**39**	0	33	0	33	0	0	70	70	17	**13**	**5**	35	177
05:45 PM	17	2	0	19	0	31	1	32	1	0	56	57	14	11	5	30	138
Total Volume	114	11	0	125	1	141	6	148	4	1	282	287	64	45	17	126	686
% App. Total	91.2	8.8	0		0.7	95.3	4.1		1.4	0.3	98.3		50.8	35.7	13.5		
PHF	.750	.550	.000	.801	.250	.839	.500	.804	.500	.250	.904	.886	.727	.865	.850	.829	.907

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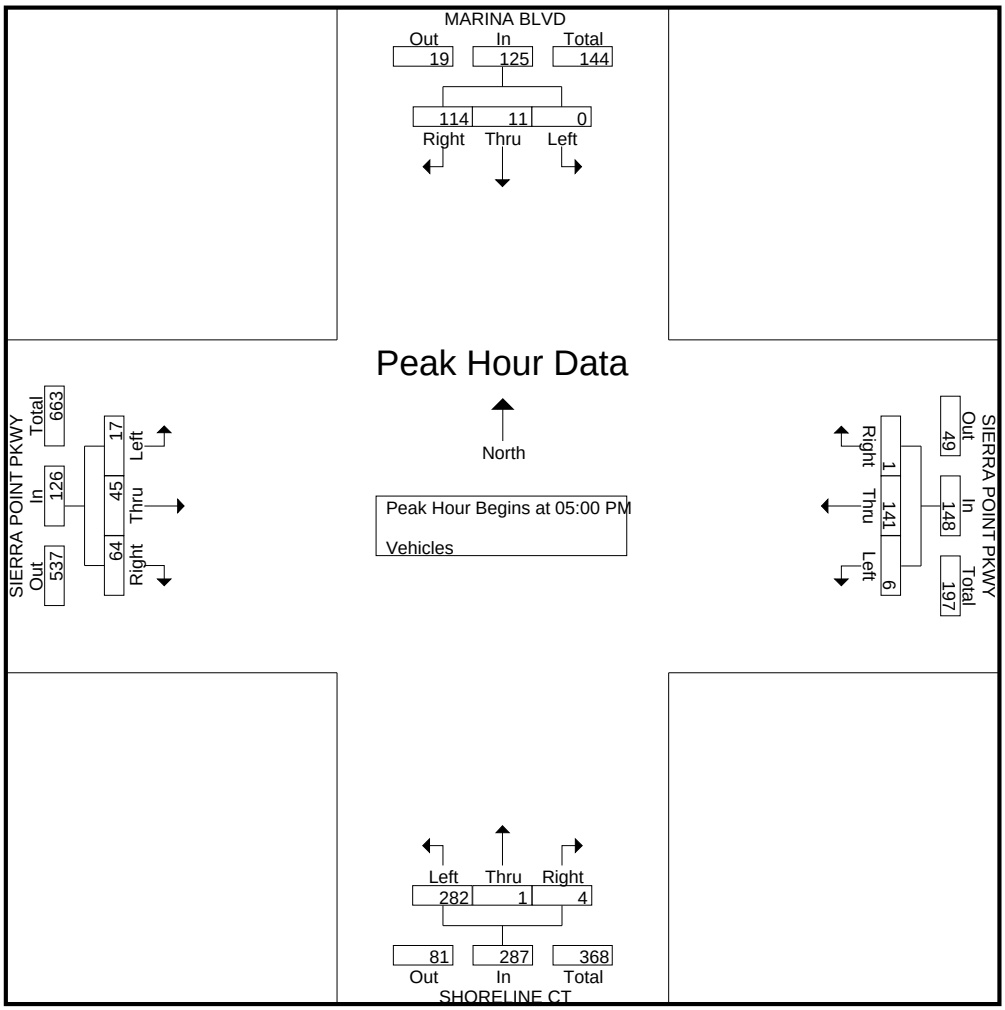

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Groups Printed- Bikes

	MARINA BLVD Southbound					SIERRA POINT PKWY Westbound					SHORELINE CT Northbound					SIERRA POINT PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	13
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	28
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	12	1	0	0	13	14
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	54	1	0	0	55	56
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	11	0	0	0	11	13
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	65	1	0	0	66	69
Apprch %	0	0	0	0		0	0	100	0		0	0	100	0		98.5	1.5	0	0		
Total %	0	0	0	0	0	0	0	1.4	0	1.4	0	0	2.9	0	2.9	94.2	1.4	0	0	95.7	

	MARINA BLVD Southbound				SIERRA POINT PKWY Westbound				SHORELINE CT Northbound				SIERRA POINT PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**28**	0	0	**28**	**28**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	12	**1**	0	13	14
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	54	1	0	55	56
% App. Total	0	0	0		0	0	0		0	0	100		98.2	1.8	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.482	.250	.000	.491	.500

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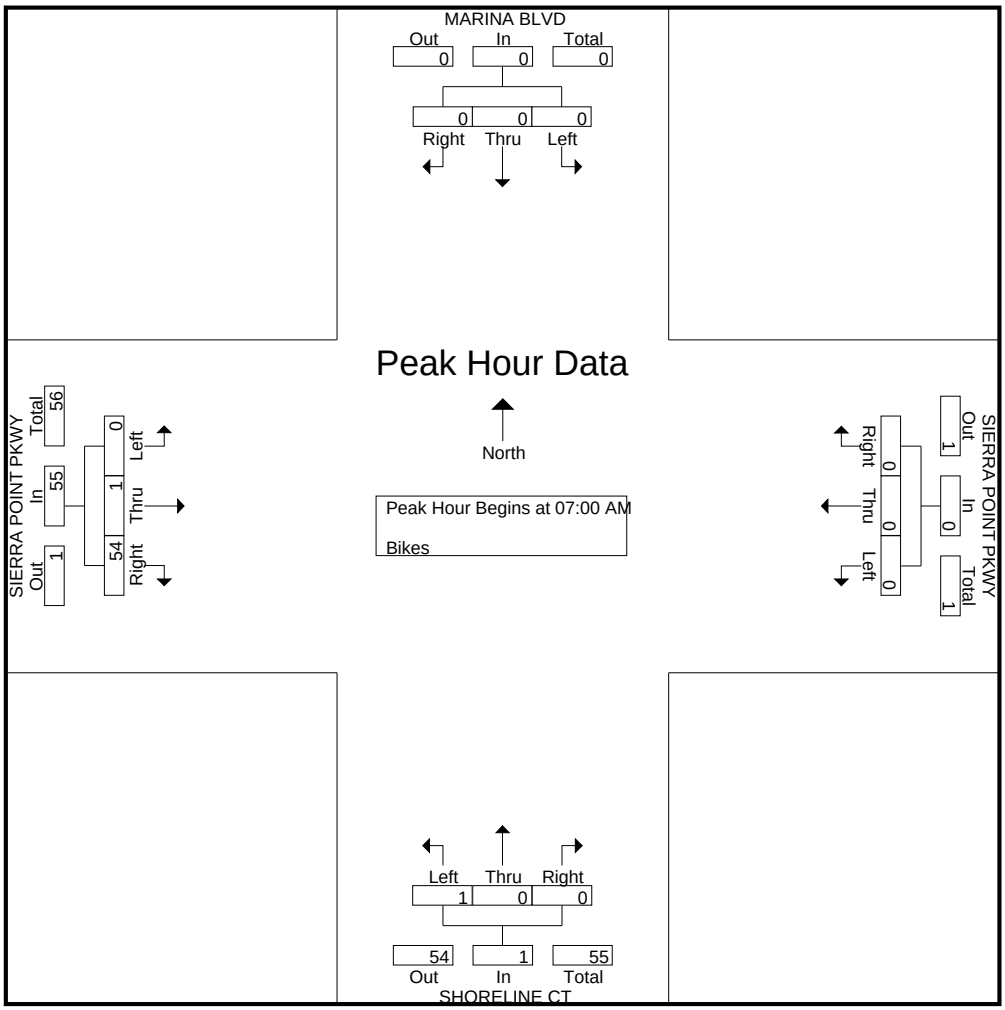

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Groups Printed- Vehicles

	MARINA BLVD Southbound					SIERRA POINT PKWY Westbound					SHORELINE CT Northbound					SIERRA POINT PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	0	1	3	0	5	0	1	6	0	0	6	0	6	30	8	7	0	45	60
07:15 AM	0	0	0	0	0	1	6	0	1	8	0	0	19	2	21	36	10	10	1	57	86
07:30 AM	1	0	0	0	1	0	6	0	1	7	3	0	22	0	25	43	18	7	0	68	101
07:45 AM	5	0	0	0	5	0	2	1	0	3	2	1	7	0	10	50	19	19	4	92	110
Total	8	0	0	1	9	1	19	1	3	24	5	1	54	2	62	159	55	43	5	262	357
08:00 AM	2	1	0	1	4	0	4	0	0	4	1	1	17	0	19	53	27	10	3	93	120
08:15 AM	4	0	0	0	4	0	5	0	2	7	2	0	19	2	23	47	24	29	2	102	136
08:30 AM	4	0	0	0	4	0	8	1	3	12	3	1	12	3	19	68	39	35	5	147	182
08:45 AM	4	0	1	1	6	1	5	1	3	10	3	0	18	1	22	102	37	40	2	181	219
Total	14	1	1	2	18	1	22	2	8	33	9	2	66	6	83	270	127	114	12	523	657
Grand Total	22	1	1	3	27	2	41	3	11	57	14	3	120	8	145	429	182	157	17	785	1014
Apprch %	81.5	3.7	3.7	11.1		3.5	71.9	5.3	19.3		9.7	2.1	82.8	5.5		54.6	23.2	20	2.2		
Total %	2.2	0.1	0.1	0.3	2.7	0.2	4	0.3	1.1	5.6	1.4	0.3	11.8	0.8	14.3	42.3	17.9	15.5	1.7	77.4	

	MARINA BLVD Southbound				SIERRA POINT PKWY Westbound				SHORELINE CT Northbound				SIERRA POINT PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	**1**	0	3	0	4	0	4	1	**1**	17	19	53	27	10	90	116
08:15 AM	**4**	0	0	4	0	5	0	5	2	0	**19**	**21**	47	24	29	100	130
08:30 AM	4	0	0	4	0	**8**	**1**	**9**	**3**	1	12	16	68	**39**	35	142	171
08:45 AM	4	0	**1**	**5**	**1**	5	1	7	3	0	18	21	**102**	37	**40**	**179**	**212**
Total Volume	14	1	1	16	1	22	2	25	9	2	66	77	270	127	114	511	629
% App. Total	87.5	6.2	6.2		4	88	8		11.7	2.6	85.7		52.8	24.9	22.3		
PHF	.875	.250	.250	.800	.250	.688	.500	.694	.750	.500	.868	.917	.662	.814	.713	.714	.742

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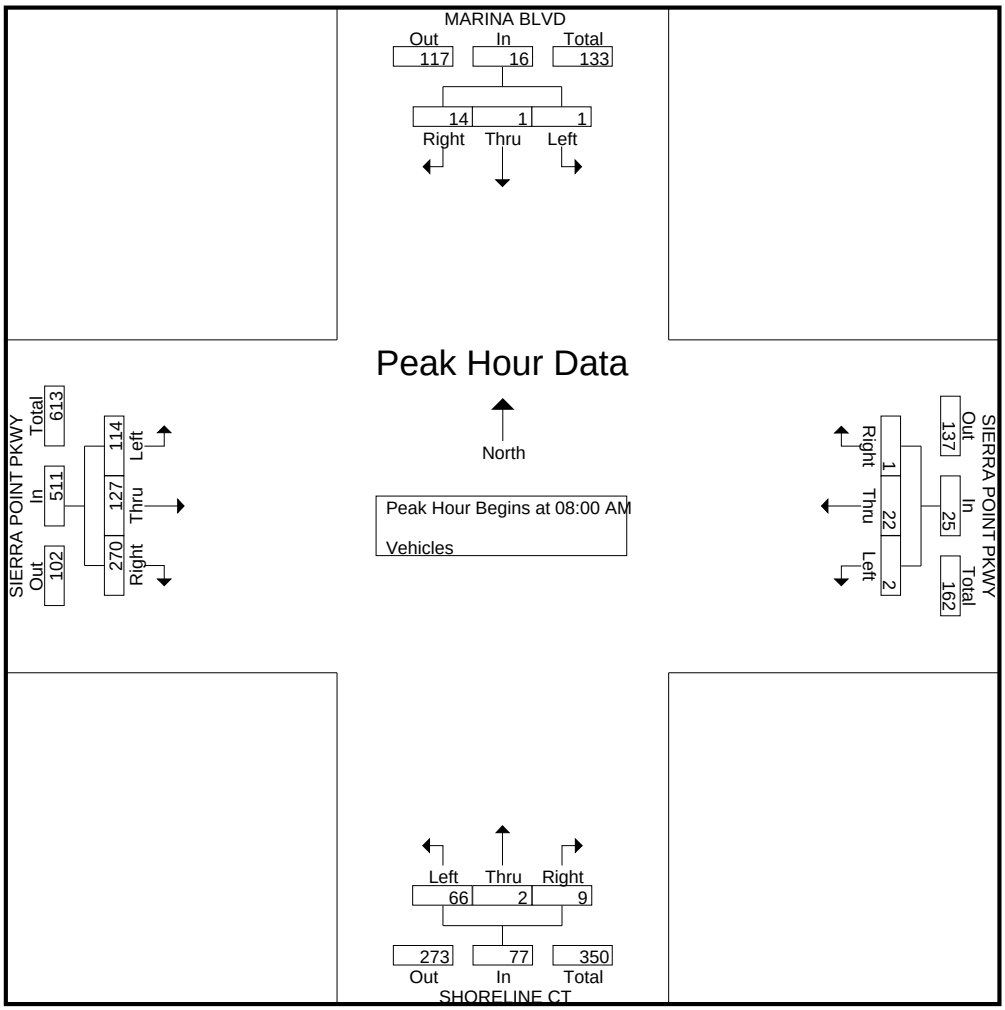

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File Name : 10PM FINAL
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Groups Printed- Bikes

	S. AIRPORT BLVD Southbound					DVWY Westbound					S. AIRPORT BLVD Northbound					US-101 NB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
Total	0	8	0	0	8	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	10
Grand Total	0	10	0	0	10	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	12
Apprch %	0	100	0	0		0	0	0	0		50	50	0	0		0	0	0	0		
Total %	0	83.3	0	0	83.3	0	0	0	0	0	8.3	8.3	0	0	16.7	0	0	0	0	0	

	S. AIRPORT BLVD Southbound				DVWY Westbound				S. AIRPORT BLVD Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	**4**	0	**4**	0	0	0	0	**1**	0	0	1	0	0	0	0	**5**
Total Volume	0	8	0	8	0	0	0	0	1	1	0	2	0	0	0	0	10
% App. Total	0	100	0		0	0	0		50	50	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.500

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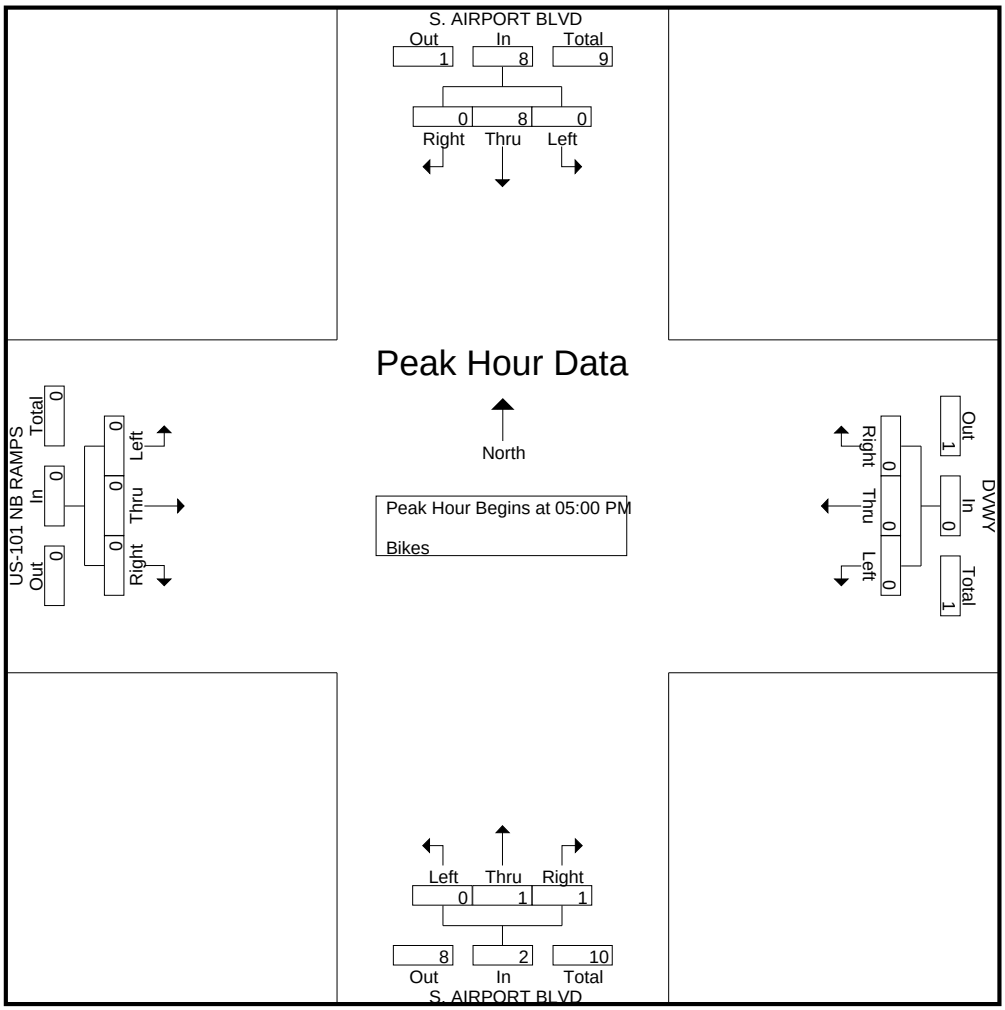

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Groups Printed- Vehicles

	S. AIRPORT BLVD Southbound					DVWY Westbound					S. AIRPORT BLVD Northbound					US-101 NB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	29	94	7	0	130	0	0	7	0	7	2	77	75	0	154	36	4	94	1	135	426
04:15 PM	23	102	3	2	130	3	5	6	2	16	6	63	62	0	131	42	9	131	0	182	459
04:30 PM	35	125	3	1	164	7	4	4	2	17	6	67	93	1	167	33	4	105	0	142	490
04:45 PM	26	127	6	1	160	4	4	7	4	19	5	70	60	0	135	56	3	86	0	145	459
Total	113	448	19	4	584	14	13	24	8	59	19	277	290	1	587	167	20	416	1	604	1834
05:00 PM	22	150	4	2	178	1	3	6	3	13	5	68	91	0	164	38	0	88	0	126	481
05:15 PM	44	156	11	0	211	5	5	8	3	21	2	68	71	0	141	38	1	99	0	138	511
05:30 PM	23	129	5	0	157	3	2	17	3	25	3	65	82	0	150	37	2	103	0	142	474
05:45 PM	17	124	5	2	148	5	7	8	1	21	10	74	56	0	140	48	0	130	0	178	487
Total	106	559	25	4	694	14	17	39	10	80	20	275	300	0	595	161	3	420	0	584	1953
Grand Total	219	1007	44	8	1278	28	30	63	18	139	39	552	590	1	1182	328	23	836	1	1188	3787
Apprch %	17.1	78.8	3.4	0.6		20.1	21.6	45.3	12.9		3.3	46.7	49.9	0.1		27.6	1.9	70.4	0.1		
Total %	5.8	26.6	1.2	0.2	33.7	0.7	0.8	1.7	0.5	3.7	1	14.6	15.6	0	31.2	8.7	0.6	22.1	0	31.4	

	S. AIRPORT BLVD Southbound				DVWY Westbound				S. AIRPORT BLVD Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	22	150	4	176	1	3	6	10	5	68	**91**	**164**	38	0	88	126	476
05:15 PM	**44**	**156**	**11**	**211**	**5**	5	8	18	2	68	71	141	38	1	99	138	**508**
05:30 PM	23	129	5	157	3	2	**17**	**22**	3	65	82	150	37	**2**	103	142	471
05:45 PM	17	124	5	146	5	**7**	8	20	**10**	**74**	56	140	**48**	0	**130**	**178**	484
Total Volume	106	559	25	690	14	17	39	70	20	275	300	595	161	3	420	584	1939
% App. Total	15.4	81	3.6		20	24.3	55.7		3.4	46.2	50.4		27.6	0.5	71.9		
PHF	.602	.896	.568	.818	.700	.607	.574	.795	.500	.929	.824	.907	.839	.375	.808	.820	.954

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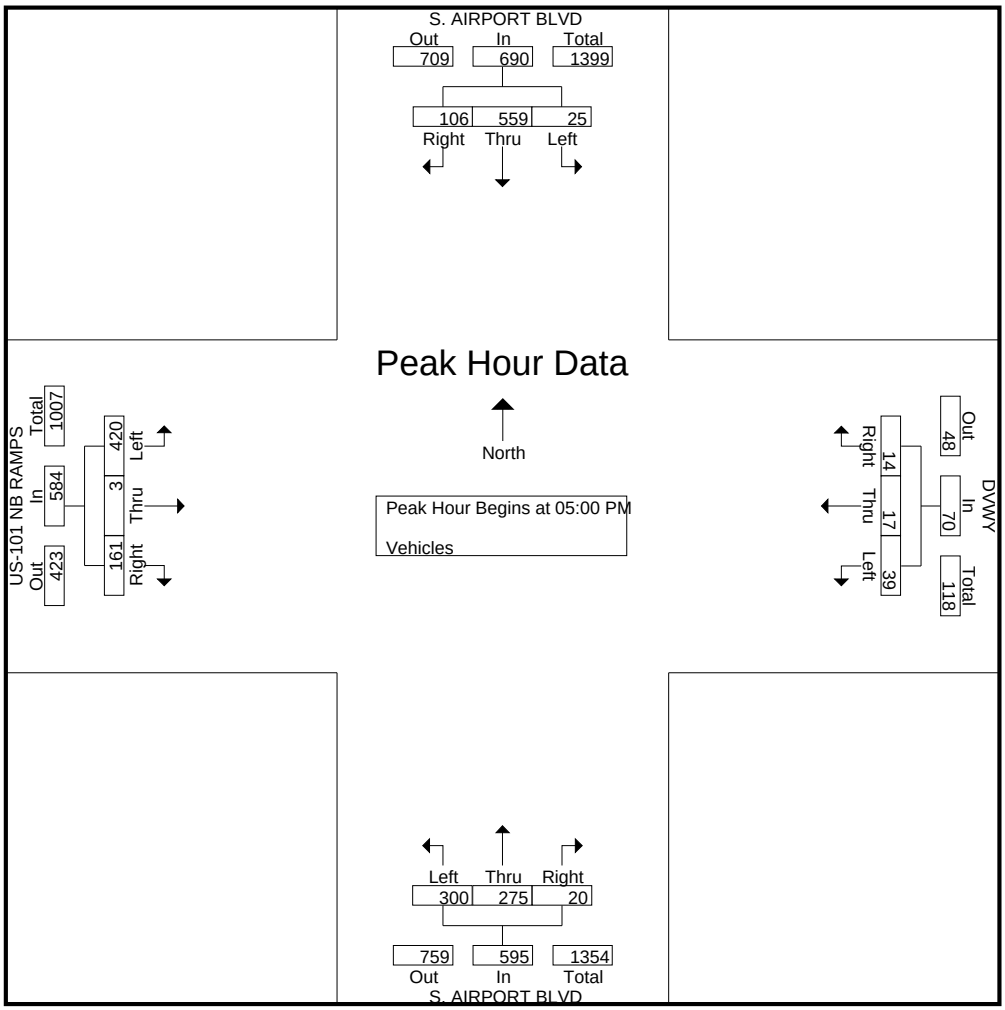

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File Name : 10AM FINAL
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Groups Printed- Bikes

	S. AIRPORT BLVD Southbound					DVWY Westbound					S. AIRPORT BLVD Northbound					US-101 NB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
07:15 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	17	0	0	17	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	19
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total	0	43	0	0	43	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	47
08:00 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Grand Total	0	50	0	0	50	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	58
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	86.2	0	0	86.2	0	0	0	0	0	0	13.8	0	0	13.8	0	0	0	0	0	

	S. AIRPORT BLVD Southbound				DVWY Westbound				S. AIRPORT BLVD Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
07:15 AM	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	**17**	0	**17**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**19**
07:45 AM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
Total Volume	0	43	0	43	0	0	0	0	0	4	0	4	0	0	0	0	47
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.632	.000	.632	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.618

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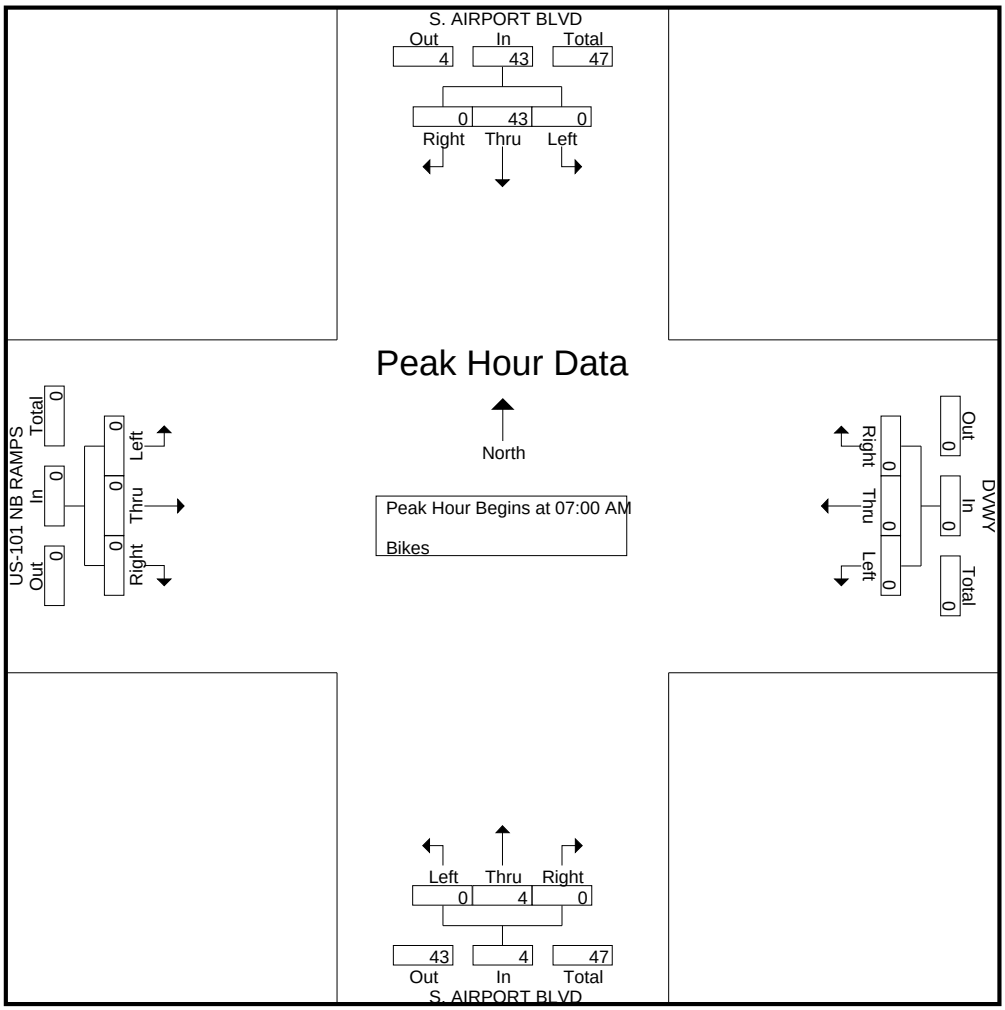

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Groups Printed- Vehicles

	S. AIRPORT BLVD Southbound					DVWY Westbound					S. AIRPORT BLVD Northbound					US-101 NB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	24	66	3	0	93	7	3	1	0	11	2	42	32	0	76	75	3	150	0	228	408
07:15 AM	41	82	4	0	127	2	1	3	1	7	4	37	36	0	77	103	5	180	1	289	500
07:30 AM	36	90	3	2	131	5	1	4	2	12	4	49	38	0	91	97	0	174	0	271	505
07:45 AM	21	95	5	1	122	0	3	1	6	10	2	55	31	0	88	109	6	219	0	334	554
Total	122	333	15	3	473	14	8	9	9	40	12	183	137	0	332	384	14	723	1	1122	1967
08:00 AM	27	79	5	0	111	3	2	2	2	9	4	51	38	1	94	86	6	219	2	313	527
08:15 AM	18	110	6	1	135	2	0	2	1	5	4	48	61	0	113	90	6	250	0	346	599
08:30 AM	26	88	6	0	120	3	4	6	2	15	10	67	63	0	140	94	6	209	3	312	587
08:45 AM	34	94	8	0	136	3	2	2	4	11	3	60	61	0	124	113	5	199	0	317	588
Total	105	371	25	1	502	11	8	12	9	40	21	226	223	1	471	383	23	877	5	1288	2301
Grand Total	227	704	40	4	975	25	16	21	18	80	33	409	360	1	803	767	37	1600	6	2410	4268
Apprch %	23.3	72.2	4.1	0.4		31.2	20	26.2	22.5		4.1	50.9	44.8	0.1		31.8	1.5	66.4	0.2		
Total %	5.3	16.5	0.9	0.1	22.8	0.6	0.4	0.5	0.4	1.9	0.8	9.6	8.4	0	18.8	18	0.9	37.5	0.1	56.5	

	S. AIRPORT BLVD Southbound				DVWY Westbound				S. AIRPORT BLVD Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	27	79	5	111	**3**	2	2	7	4	51	38	93	86	**6**	219	311	522
08:15 AM	18	**110**	6	134	2	0	2	4	4	48	61	113	90	6	**250**	**346**	**597**
08:30 AM	26	88	6	120	3	**4**	**6**	**13**	**10**	**67**	**63**	**140**	94	6	209	309	582
08:45 AM	**34**	94	**8**	**136**	3	2	2	7	3	60	61	124	**113**	5	199	317	584
Total Volume	105	371	25	501	11	8	12	31	21	226	223	470	383	23	877	1283	2285
% App. Total	21	74.1	5		35.5	25.8	38.7		4.5	48.1	47.4		29.9	1.8	68.4		
PHF	.772	.843	.781	.921	.917	.500	.500	.596	.525	.843	.885	.839	.847	.958	.877	.927	.957

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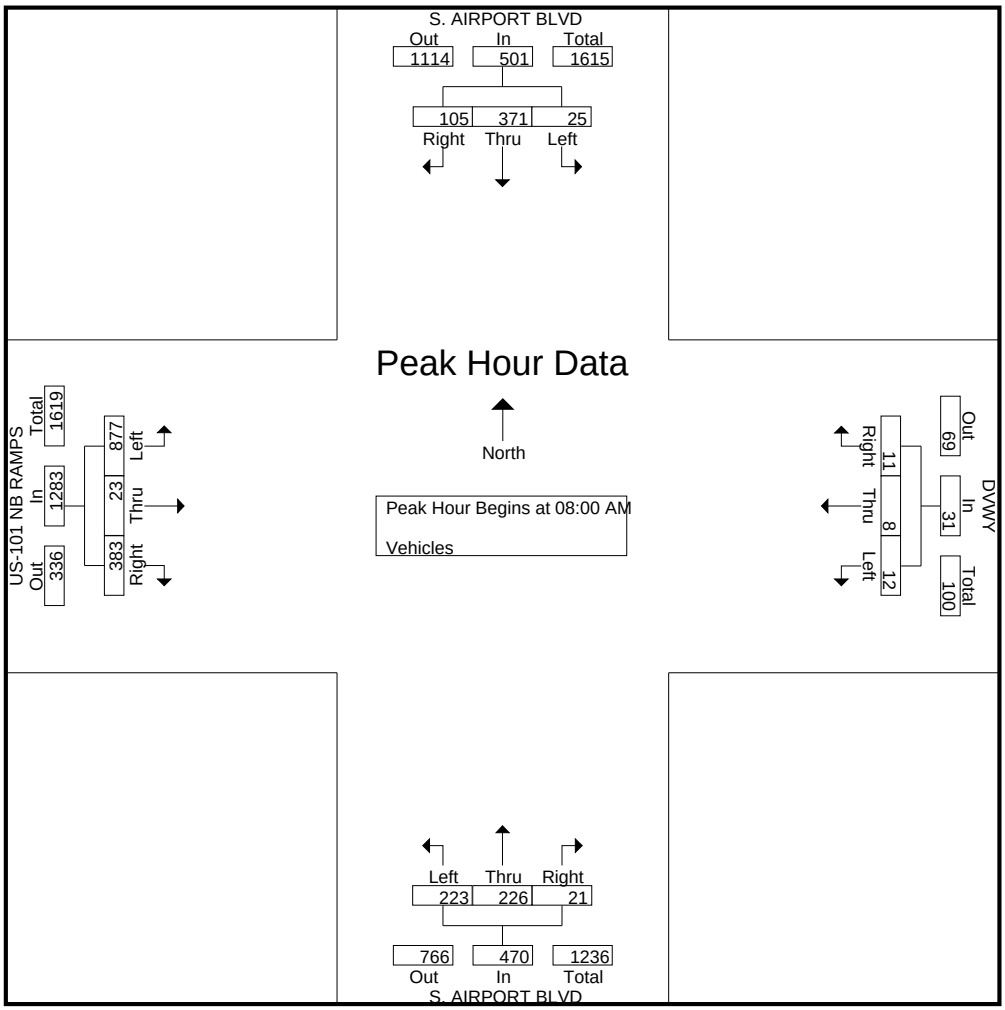

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Groups Printed- Bikes

	GATEWAY BLVD Southbound					MITCHELL AVE Westbound					S. AIRPORT BLVD Northbound					S. AIRPORT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	7
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	6	0	0	6	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1	10
Grand Total	1	9	0	0	10	0	1	0	0	1	0	1	2	0	3	2	0	1	0	3	17
Apprch %	10	90	0	0		0	100	0	0		0	33.3	66.7	0		66.7	0	33.3	0		
Total %	5.9	52.9	0	0	58.8	0	5.9	0	0	5.9	0	5.9	11.8	0	17.6	11.8	0	5.9	0	17.6	

	GATEWAY BLVD Southbound				MITCHELL AVE Westbound				S. AIRPORT BLVD Northbound				S. AIRPORT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	3
05:15 PM	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
05:45 PM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
Total Volume	0	6	0	6	0	1	0	1	0	1	1	2	0	0	1	1	10
% App. Total	0	100	0		0	100	0		0	50	50		0	0	100		
PHF	.000	.375	.000	.375	.000	.250	.000	.250	.000	.250	.250	.500	.000	.000	.250	.250	.625

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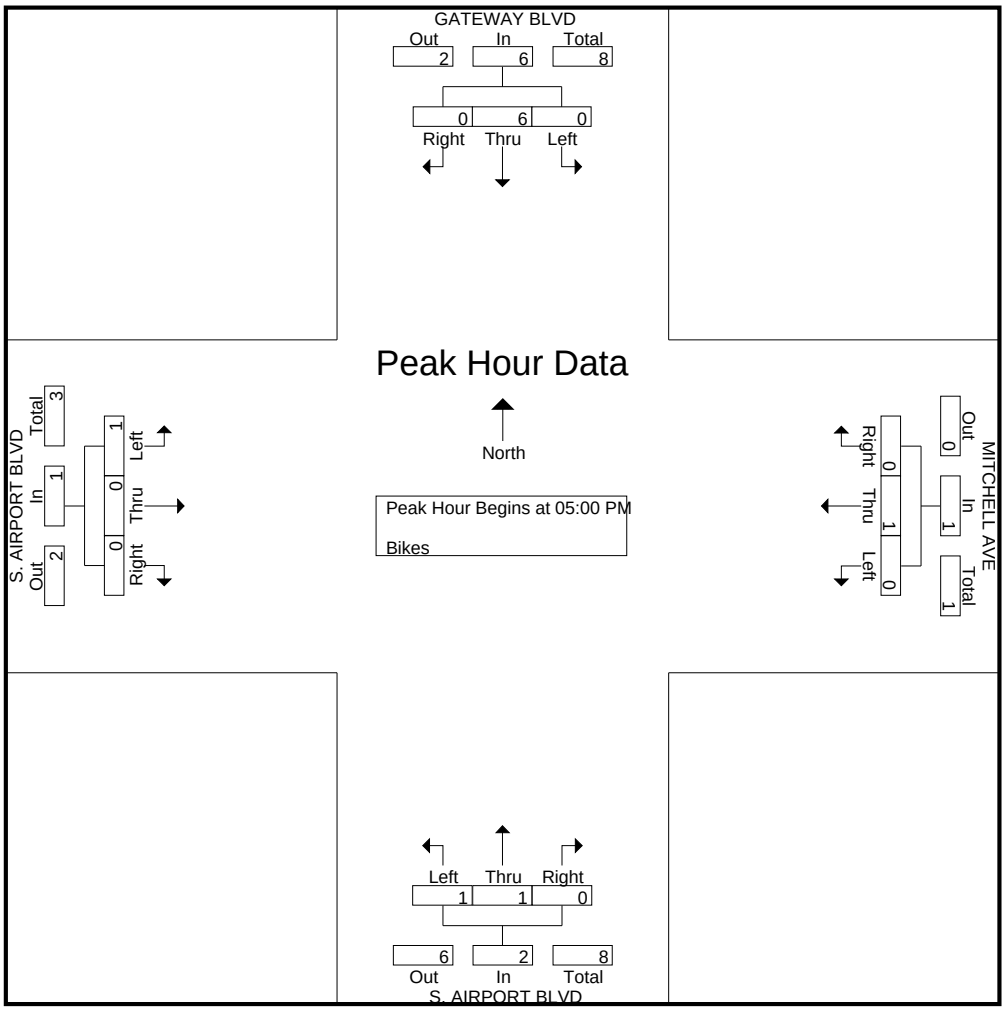

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Groups Printed- Vehicles

	GATEWAY BLVD Southbound					MITCHELL AVE Westbound					S. AIRPORT BLVD Northbound					S. AIRPORT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	127	35	4	1	167	5	64	10	2	81	11	33	131	1	176	86	16	11	2	115	539
04:15 PM	123	47	2	3	175	3	45	6	1	55	7	41	132	0	180	71	22	10	2	105	515
04:30 PM	135	50	0	1	186	2	85	23	0	110	24	30	121	1	176	87	19	11	0	117	589
04:45 PM	129	45	1	1	176	3	64	11	0	78	11	36	134	0	181	90	15	9	2	116	551
Total	514	177	7	6	704	13	258	50	3	324	53	140	518	2	713	334	72	41	6	453	2194
05:00 PM	114	64	1	4	183	5	103	19	0	127	8	23	121	1	153	107	16	13	0	136	599
05:15 PM	138	73	1	1	213	6	88	13	3	110	12	36	130	0	178	102	16	9	0	127	628
05:30 PM	148	62	1	1	212	2	75	15	0	92	12	49	115	1	177	71	10	12	0	93	574
05:45 PM	131	52	4	0	187	6	49	7	0	62	8	57	153	2	220	79	11	2	0	92	561
Total	531	251	7	6	795	19	315	54	3	391	40	165	519	4	728	359	53	36	0	448	2362
Grand Total	1045	428	14	12	1499	32	573	104	6	715	93	305	1037	6	1441	693	125	77	6	901	4556
Apprch %	69.7	28.6	0.9	0.8		4.5	80.1	14.5	0.8		6.5	21.2	72	0.4		76.9	13.9	8.5	0.7		
Total %	22.9	9.4	0.3	0.3	32.9	0.7	12.6	2.3	0.1	15.7	2	6.7	22.8	0.1	31.6	15.2	2.7	1.7	0.1	19.8	

	GATEWAY BLVD Southbound				MITCHELL AVE Westbound				S. AIRPORT BLVD Northbound				S. AIRPORT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	135	50	0	185	2	85	**23**	110	**24**	30	121	175	87	**19**	11	117	587
04:45 PM	129	45	**1**	175	3	64	11	78	11	**36**	**134**	**181**	90	15	9	114	548
05:00 PM	114	64	1	179	5	**103**	19	**127**	8	23	121	152	**107**	16	**13**	**136**	594
05:15 PM	**138**	**73**	1	**212**	**6**	88	13	107	12	36	130	178	102	16	9	127	**624**
Total Volume	516	232	3	751	16	340	66	422	55	125	506	686	386	66	42	494	2353
% App. Total	68.7	30.9	0.4		3.8	80.6	15.6		8	18.2	73.8		78.1	13.4	8.5		
PHF	.935	.795	.750	.886	.667	.825	.717	.831	.573	.868	.944	.948	.902	.868	.808	.908	.943

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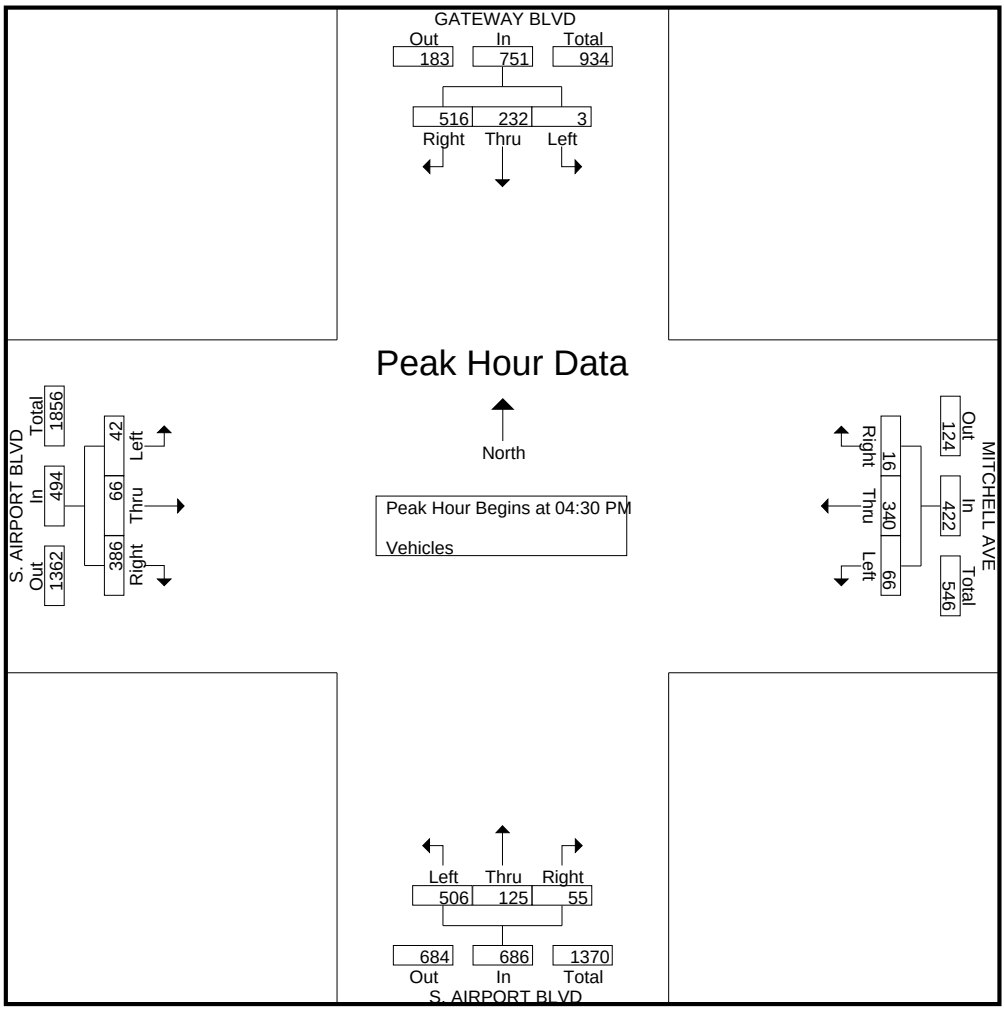

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Groups Printed- Vehicles

	GATEWAY BLVD Southbound					MITCHELL AVE Westbound					S. AIRPORT BLVD Northbound					S. AIRPORT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	29	13	3	0	45	3	17	6	0	26	44	62	81	0	187	64	31	10	1	106	364
07:15 AM	30	17	3	4	54	6	23	4	5	38	61	76	85	0	222	98	45	6	0	149	463
07:30 AM	39	16	3	5	63	7	23	11	2	43	54	75	87	1	217	94	53	7	1	155	478
07:45 AM	26	20	6	3	55	2	15	2	2	21	83	87	112	1	283	93	58	6	0	157	516
Total	124	66	15	12	217	18	78	23	9	128	242	300	365	2	909	349	187	29	2	567	1821
08:00 AM	33	15	3	2	53	4	25	5	1	35	75	91	89	1	256	76	43	12	1	132	476
08:15 AM	26	31	7	3	67	5	17	7	1	30	94	92	105	0	291	93	46	19	0	158	546
08:30 AM	48	20	3	1	72	9	23	7	3	42	87	86	90	0	263	82	40	14	0	136	513
08:45 AM	42	22	6	1	71	2	24	8	3	37	68	91	108	1	268	97	49	13	1	160	536
Total	149	88	19	7	263	20	89	27	8	144	324	360	392	2	1078	348	178	58	2	586	2071
Grand Total	273	154	34	19	480	38	167	50	17	272	566	660	757	4	1987	697	365	87	4	1153	3892
Apprch %	56.9	32.1	7.1	4		14	61.4	18.4	6.2		28.5	33.2	38.1	0.2		60.5	31.7	7.5	0.3		
Total %	7	4	0.9	0.5	12.3	1	4.3	1.3	0.4	7	14.5	17	19.5	0.1	51.1	17.9	9.4	2.2	0.1	29.6	

	GATEWAY BLVD Southbound				MITCHELL AVE Westbound				S. AIRPORT BLVD Northbound				S. AIRPORT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	33	15	3	51	4	**25**	5	34	75	91	89	255	76	43	12	131	471
08:15 AM	26	**31**	**7**	64	5	17	7	29	**94**	**92**	105	**291**	93	46	**19**	158	**542**
08:30 AM	**48**	20	3	**71**	**9**	23	7	**39**	87	86	90	263	82	40	14	136	509
08:45 AM	42	22	6	70	2	24	**8**	34	68	91	**108**	267	**97**	**49**	13	**159**	530
Total Volume	149	88	19	256	20	89	27	136	324	360	392	1076	348	178	58	584	2052
% App. Total	58.2	34.4	7.4		14.7	65.4	19.9		30.1	33.5	36.4		59.6	30.5	9.9		
PHF	.776	.710	.679	.901	.556	.890	.844	.872	.862	.978	.907	.924	.897	.908	.763	.918	.946

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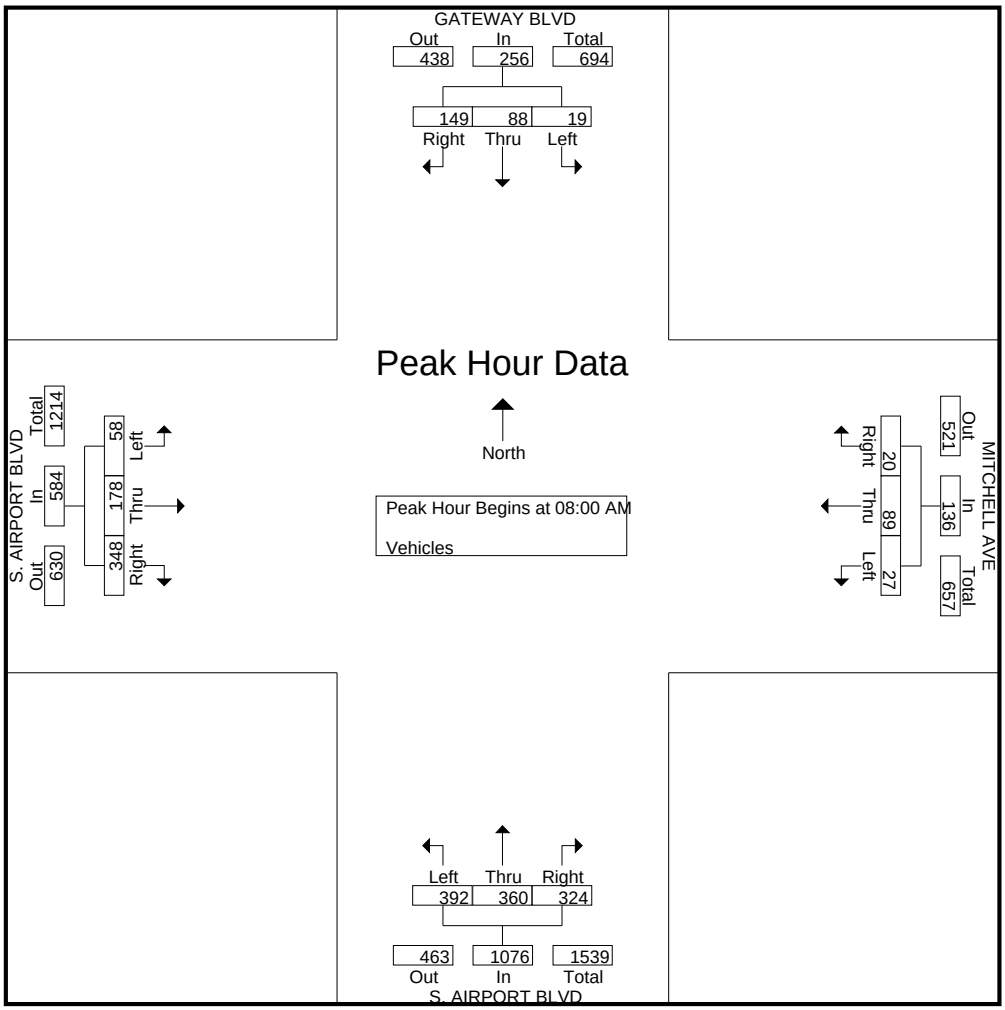

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Groups Printed- Vehicles

	GATEWAY BLVD Southbound					MITCHELL AVE Westbound					S. AIRPORT BLVD Northbound					S. AIRPORT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	29	13	3	0	45	3	17	6	0	26	44	62	81	0	187	64	31	10	1	106	364
07:15 AM	30	17	3	4	54	6	23	4	5	38	61	76	85	0	222	98	45	6	0	149	463
07:30 AM	39	16	3	5	63	7	23	11	2	43	54	75	87	1	217	94	53	7	1	155	478
07:45 AM	26	20	6	3	55	2	15	2	2	21	83	87	112	1	283	93	58	6	0	157	516
Total	124	66	15	12	217	18	78	23	9	128	242	300	365	2	909	349	187	29	2	567	1821
08:00 AM	33	15	3	2	53	4	25	5	1	35	75	91	89	1	256	76	43	12	1	132	476
08:15 AM	26	31	7	3	67	5	17	7	1	30	94	92	105	0	291	93	46	19	0	158	546
08:30 AM	48	20	3	1	72	9	23	7	3	42	87	86	90	0	263	82	40	14	0	136	513
08:45 AM	42	22	6	1	71	2	24	8	3	37	68	91	108	1	268	97	49	13	1	160	536
Total	149	88	19	7	263	20	89	27	8	144	324	360	392	2	1078	348	178	58	2	586	2071
Grand Total	273	154	34	19	480	38	167	50	17	272	566	660	757	4	1987	697	365	87	4	1153	3892
Apprch %	56.9	32.1	7.1	4		14	61.4	18.4	6.2		28.5	33.2	38.1	0.2		60.5	31.7	7.5	0.3		
Total %	7	4	0.9	0.5	12.3	1	4.3	1.3	0.4	7	14.5	17	19.5	0.1	51.1	17.9	9.4	2.2	0.1	29.6	

	GATEWAY BLVD Southbound				MITCHELL AVE Westbound				S. AIRPORT BLVD Northbound				S. AIRPORT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	33	15	3	51	4	**25**	5	34	75	91	89	255	76	43	12	131	471
08:15 AM	26	**31**	**7**	64	5	17	7	29	**94**	**92**	105	**291**	93	46	**19**	158	**542**
08:30 AM	**48**	20	3	**71**	**9**	23	7	**39**	87	86	90	263	82	40	14	136	509
08:45 AM	42	22	6	70	2	24	**8**	34	68	91	**108**	267	**97**	**49**	13	**159**	530
Total Volume	149	88	19	256	20	89	27	136	324	360	392	1076	348	178	58	584	2052
% App. Total	58.2	34.4	7.4		14.7	65.4	19.9		30.1	33.5	36.4		59.6	30.5	9.9		
PHF	.776	.710	.679	.901	.556	.890	.844	.872	.862	.978	.907	.924	.897	.908	.763	.918	.946

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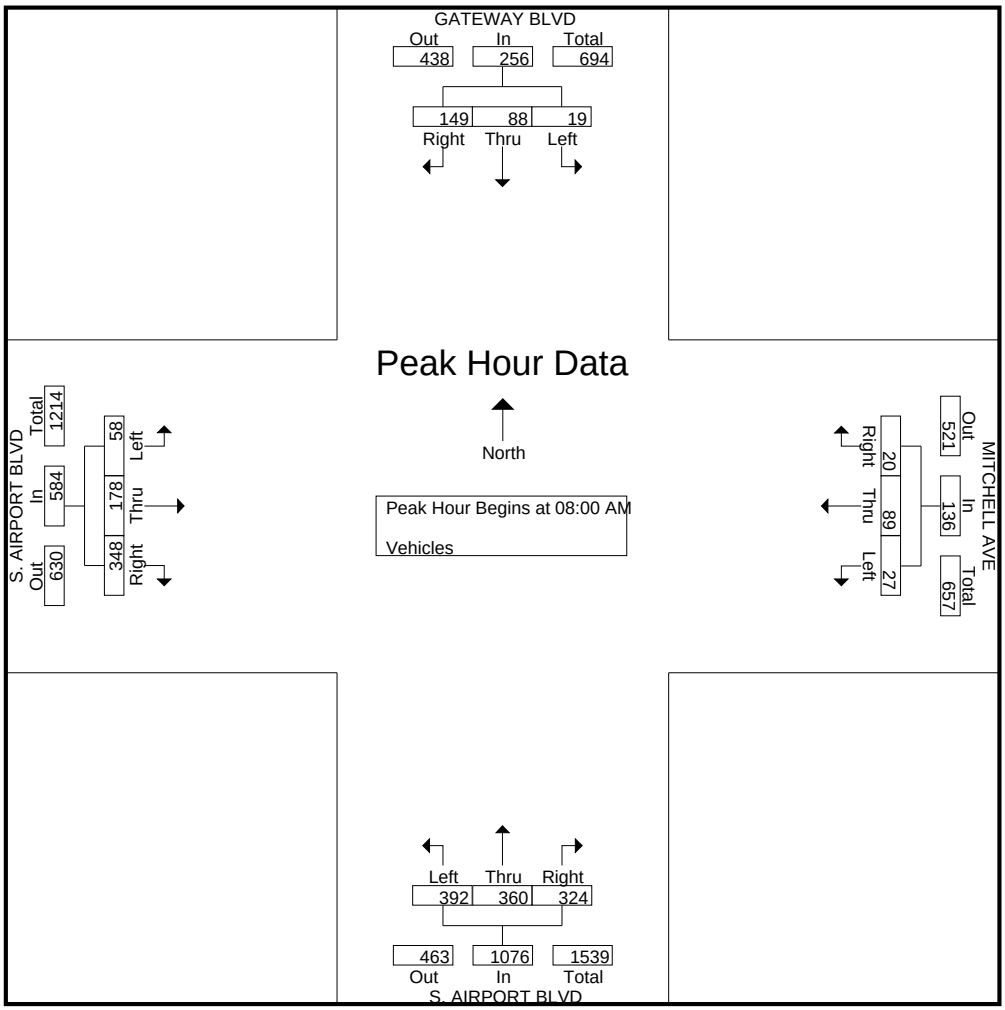

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Groups Printed- Bikes

	AIRPORT BLVD Southbound					AIRPORT BLVD Westbound					PRODUCE AVE Northbound					SAN MATEO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	5
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	4	0	4	7
Apprch %	0	0	0	0		33.3	66.7	0	0		0	0	0	0		0	0	100	0		
Total %	0	0	0	0	0	14.3	28.6	0	0	42.9	0	0	0	0	0	0	0	57.1	0	57.1	

	AIRPORT BLVD Southbound				AIRPORT BLVD Westbound				PRODUCE AVE Northbound				SAN MATEO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**3**
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	2	0	3	0	0	0	0	0	0	4	4	7
% App. Total	0	0	0		33.3	66.7	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.000	.000	.000	.000	.333	.333	.583

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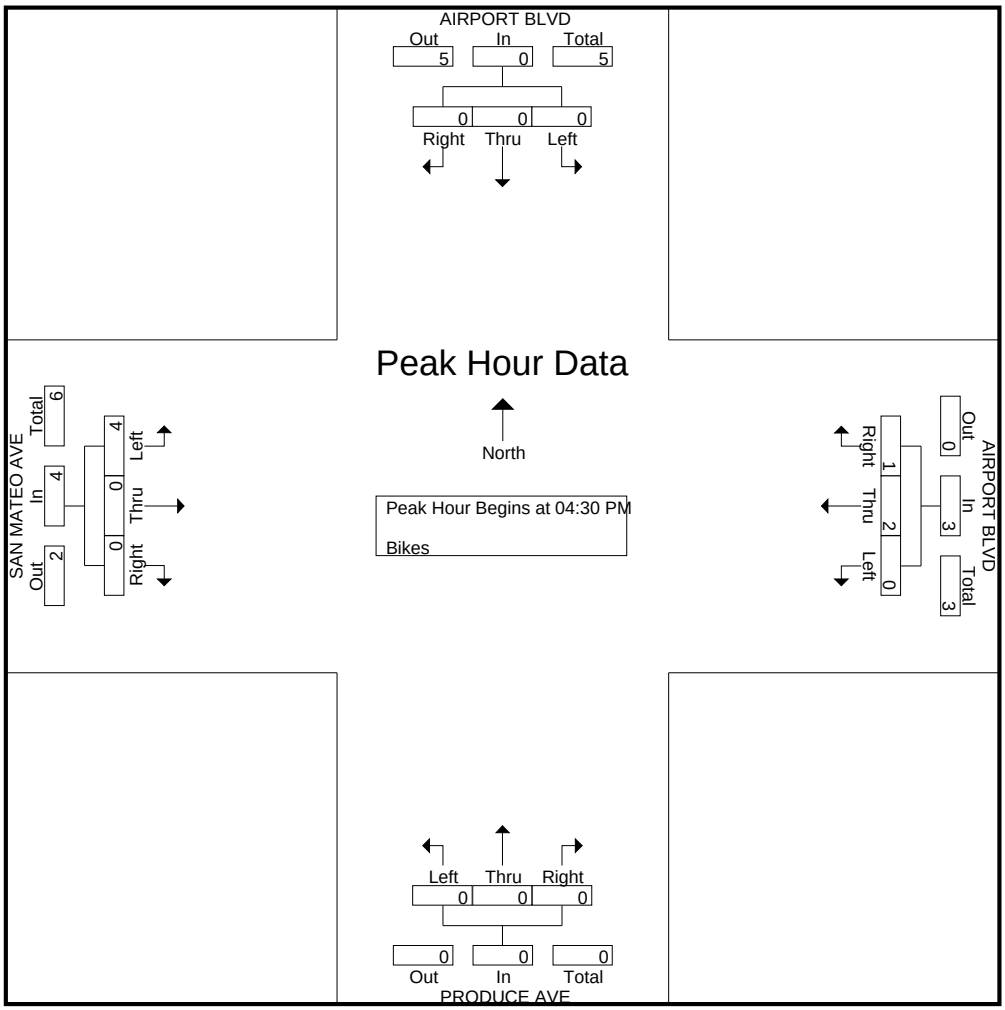

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File Name : 8PM FINAL
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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					AIRPORT BLVD Westbound					PRODUCE AVE Northbound					SAN MATEO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	12	206	33	0	251	101	44	164	0	309	40	0	28	0	68	32	30	25	2	89	717
04:15 PM	19	241	21	0	281	91	41	182	0	314	48	4	17	0	69	43	28	27	0	98	762
04:30 PM	25	238	34	0	297	83	49	199	0	331	55	11	25	0	91	51	24	23	1	99	818
04:45 PM	20	246	41	0	307	93	50	178	0	321	59	3	22	0	84	26	23	27	0	76	788
Total	76	931	129	0	1136	368	184	723	0	1275	202	18	92	0	312	152	105	102	3	362	3085
05:00 PM	12	260	21	0	293	91	33	219	0	343	71	8	25	0	104	59	45	42	0	146	886
05:15 PM	14	263	28	1	306	98	40	211	0	349	55	2	20	0	77	53	36	40	0	129	861
05:30 PM	14	249	5	1	269	99	40	190	0	329	60	6	23	0	89	38	24	33	0	95	782
05:45 PM	16	232	12	0	260	118	35	164	0	317	65	2	11	0	78	32	19	29	0	80	735
Total	56	1004	66	2	1128	406	148	784	0	1338	251	18	79	0	348	182	124	144	0	450	3264
Grand Total	132	1935	195	2	2264	774	332	1507	0	2613	453	36	171	0	660	334	229	246	3	812	6349
Apprch %	5.8	85.5	8.6	0.1		29.6	12.7	57.7	0		68.6	5.5	25.9	0		41.1	28.2	30.3	0.4		
Total %	2.1	30.5	3.1	0	35.7	12.2	5.2	23.7	0	41.2	7.1	0.6	2.7	0	10.4	5.3	3.6	3.9	0	12.8	

	AIRPORT BLVD Southbound				AIRPORT BLVD Westbound				PRODUCE AVE Northbound				SAN MATEO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**25**	238	34	297	83	49	199	331	55	**11**	**25**	91	51	24	23	98	817
04:45 PM	20	246	**41**	**307**	93	**50**	178	321	59	3	22	84	26	23	27	76	788
05:00 PM	12	260	21	293	91	33	**219**	343	**71**	8	25	**104**	**59**	**45**	**42**	**146**	**886**
05:15 PM	14	**263**	28	305	**98**	40	211	**349**	55	2	20	77	53	36	40	129	860
Total Volume	71	1007	124	1202	365	172	807	1344	240	24	92	356	189	128	132	449	3351
% App. Total	5.9	83.8	10.3		27.2	12.8	60		67.4	6.7	25.8		42.1	28.5	29.4		
PHF	.710	.957	.756	.979	.931	.860	.921	.963	.845	.545	.920	.856	.801	.711	.786	.769	.946

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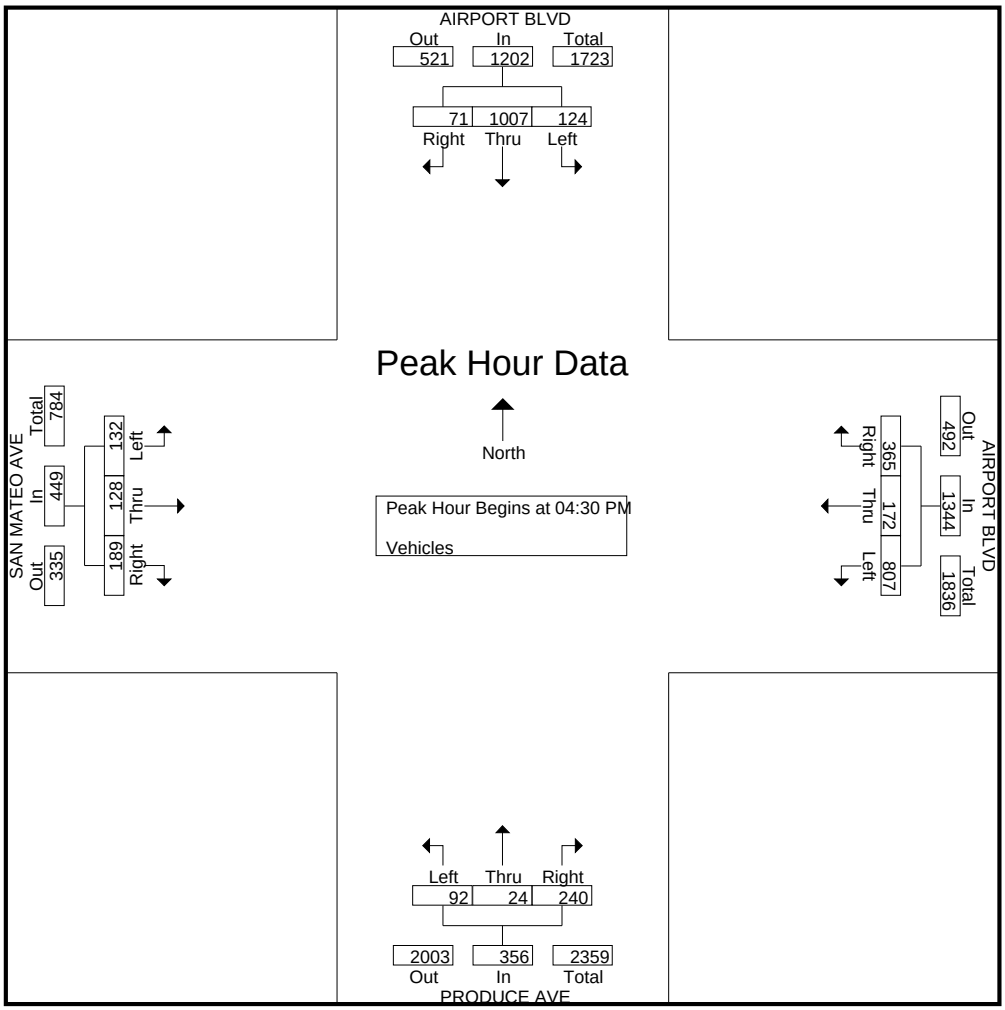

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Groups Printed- Bikes

	AIRPORT BLVD Southbound					AIRPORT BLVD Westbound					PRODUCE AVE Northbound					SAN MATEO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5
Grand Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	7	0	9	12
Apprch %	100	0	0	0		0	100	0	0		0	0	0	0		0	22.2	77.8	0		
Total %	8.3	0	0	0	8.3	0	16.7	0	0	16.7	0	0	0	0	0	0	16.7	58.3	0	75	

	AIRPORT BLVD Southbound				AIRPORT BLVD Westbound				PRODUCE AVE Northbound				SAN MATEO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	2	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	6	6	7
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.500	.500	.583

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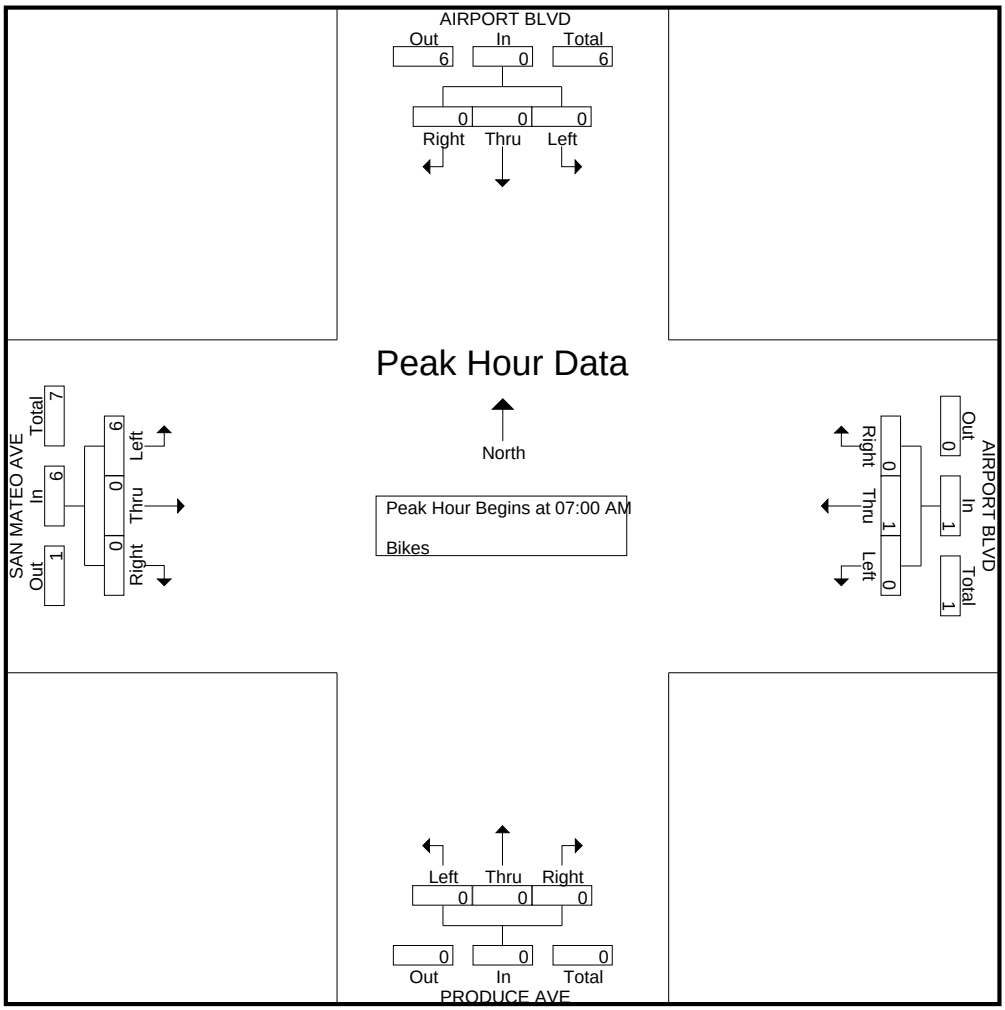

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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					AIRPORT BLVD Westbound					PRODUCE AVE Northbound					SAN MATEO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	13	143	26	1	183	33	25	58	0	116	68	3	23	0	94	31	18	16	0	65	458
07:15 AM	10	158	26	2	196	26	48	57	0	131	80	3	39	0	122	26	46	15	0	87	536
07:30 AM	17	184	33	0	234	34	31	67	1	133	87	8	33	0	128	29	31	16	1	77	572
07:45 AM	17	176	49	0	242	42	47	59	0	148	70	9	41	0	120	30	30	17	2	79	589
Total	57	661	134	3	855	135	151	241	1	528	305	23	136	0	464	116	125	64	3	308	2155
08:00 AM	21	167	30	3	221	51	47	33	0	131	89	9	36	1	135	34	30	18	0	82	569
08:15 AM	22	146	37	1	206	43	61	27	0	131	94	11	40	0	145	32	29	15	0	76	558
08:30 AM	18	159	32	1	210	39	47	37	2	125	74	6	28	0	108	25	36	16	1	78	521
08:45 AM	21	118	42	2	183	51	50	45	0	146	89	5	49	0	143	30	29	23	0	82	554
Total	82	590	141	7	820	184	205	142	2	533	346	31	153	1	531	121	124	72	1	318	2202
Grand Total	139	1251	275	10	1675	319	356	383	3	1061	651	54	289	1	995	237	249	136	4	626	4357
Apprch %	8.3	74.7	16.4	0.6		30.1	33.6	36.1	0.3		65.4	5.4	29	0.1		37.9	39.8	21.7	0.6		
Total %	3.2	28.7	6.3	0.2	38.4	7.3	8.2	8.8	0.1	24.4	14.9	1.2	6.6	0	22.8	5.4	5.7	3.1	0.1	14.4	

	AIRPORT BLVD Southbound				AIRPORT BLVD Westbound				PRODUCE AVE Northbound				SAN MATEO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	**184**	33	234	34	31	**67**	132	87	8	33	128	29	**31**	16	76	570
07:45 AM	17	176	**49**	**242**	42	47	59	**148**	70	9	**41**	120	30	30	17	77	**587**
08:00 AM	21	167	30	218	**51**	47	33	131	89	9	36	134	**34**	30	**18**	**82**	565
08:15 AM	**22**	146	37	205	43	**61**	27	131	**94**	**11**	40	**145**	32	29	15	76	557
Total Volume	77	673	149	899	170	186	186	542	340	37	150	527	125	120	66	311	2279
% App. Total	8.6	74.9	16.6		31.4	34.3	34.3		64.5	7	28.5		40.2	38.6	21.2		
PHF	.875	.914	.760	.929	.833	.762	.694	.916	.904	.841	.915	.909	.919	.968	.917	.948	.971

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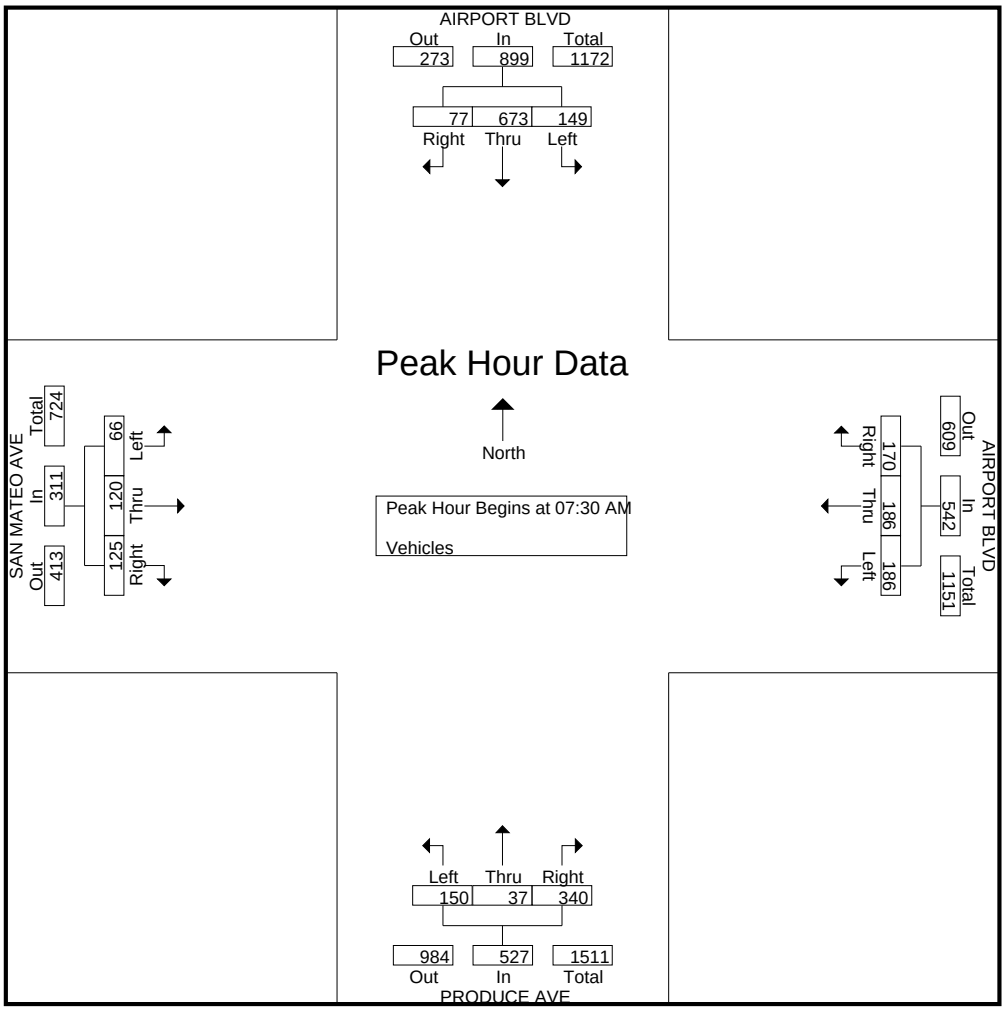

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Groups Printed- Bikes

	AIRPORT BLVD Southbound					GRAND AVE Westbound					AIRPORT BLVD Northbound					GRAND AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	1	0	0	1	1	6	0	0	7	0	0	0	0	0	0	2	0	0	2	10
Apprch %	0	100	0	0		14.3	85.7	0	0		0	0	0	0		0	100	0	0		
Total %	0	10	0	0	10	10	60	0	0	70	0	0	0	0	0	0	20	0	0	20	

	AIRPORT BLVD Southbound				GRAND AVE Westbound				AIRPORT BLVD Northbound				GRAND AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	**1**	1	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	4	0	5	0	0	0	0	0	0	0	0	6
% App. Total	0	100	0		20	80	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.333	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.500

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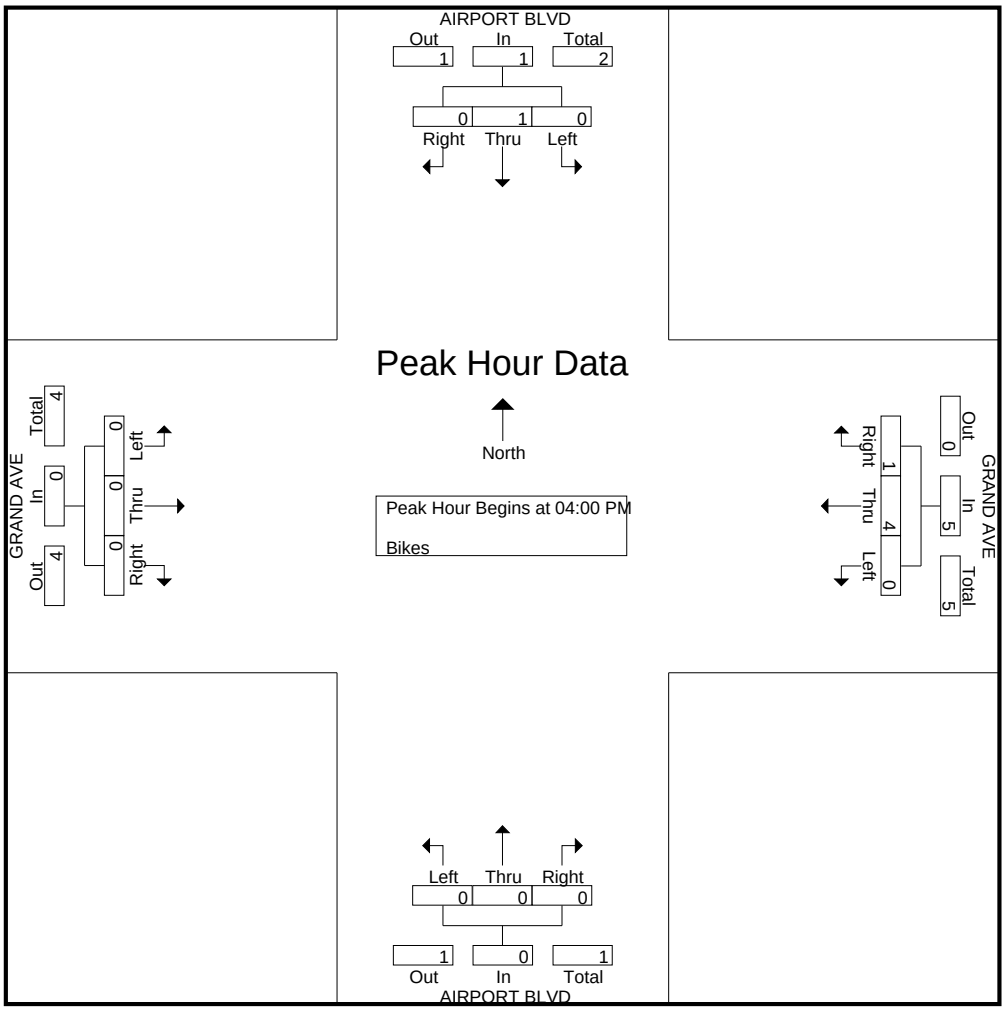

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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					GRAND AVE Westbound					AIRPORT BLVD Northbound					GRAND AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	24	109	31	0	164	39	59	140	0	238	20	101	18	8	147	29	17	36	5	87	636
04:15 PM	18	79	35	0	132	49	58	177	0	284	14	102	9	11	136	19	9	39	6	73	625
04:30 PM	33	93	27	0	153	51	60	169	0	280	16	111	17	15	159	27	18	38	2	85	677
04:45 PM	28	88	39	0	155	48	56	185	0	289	23	95	14	13	145	26	15	40	4	85	674
Total	103	369	132	0	604	187	233	671	0	1091	73	409	58	47	587	101	59	153	17	330	2612
05:00 PM	14	115	32	0	161	61	59	177	0	297	15	112	10	19	156	25	14	47	6	92	706
05:15 PM	26	99	34	0	159	69	52	191	0	312	10	108	17	10	145	29	10	37	3	79	695
05:30 PM	34	93	29	0	156	40	59	177	0	276	24	91	16	8	139	20	17	37	1	75	646
05:45 PM	30	110	38	1	179	45	46	147	0	238	31	127	23	10	191	31	19	33	2	85	693
Total	104	417	133	1	655	215	216	692	0	1123	80	438	66	47	631	105	60	154	12	331	2740
Grand Total	207	786	265	1	1259	402	449	1363	0	2214	153	847	124	94	1218	206	119	307	29	661	5352
Apprch %	16.4	62.4	21	0.1		18.2	20.3	61.6	0		12.6	69.5	10.2	7.7		31.2	18	46.4	4.4		
Total %	3.9	14.7	5	0	23.5	7.5	8.4	25.5	0	41.4	2.9	15.8	2.3	1.8	22.8	3.8	2.2	5.7	0.5	12.4	

	AIRPORT BLVD Southbound				GRAND AVE Westbound				AIRPORT BLVD Northbound				GRAND AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**33**	93	27	153	51	**60**	169	280	16	111	**17**	**144**	27	**18**	38	83	660
04:45 PM	28	88	**39**	155	48	56	185	289	**23**	95	14	132	26	15	40	81	657
05:00 PM	14	**115**	32	**161**	61	59	177	297	15	**112**	10	137	25	14	**47**	**86**	681
05:15 PM	26	99	34	159	**69**	52	**191**	**312**	10	108	17	135	**29**	10	37	76	**682**
Total Volume	101	395	132	628	229	227	722	1178	64	426	58	548	107	57	162	326	2680
% App. Total	16.1	62.9	21		19.4	19.3	61.3		11.7	77.7	10.6		32.8	17.5	49.7		
PHF	.765	.859	.846	.975	.830	.946	.945	.944	.696	.951	.853	.951	.922	.792	.862	.948	.982

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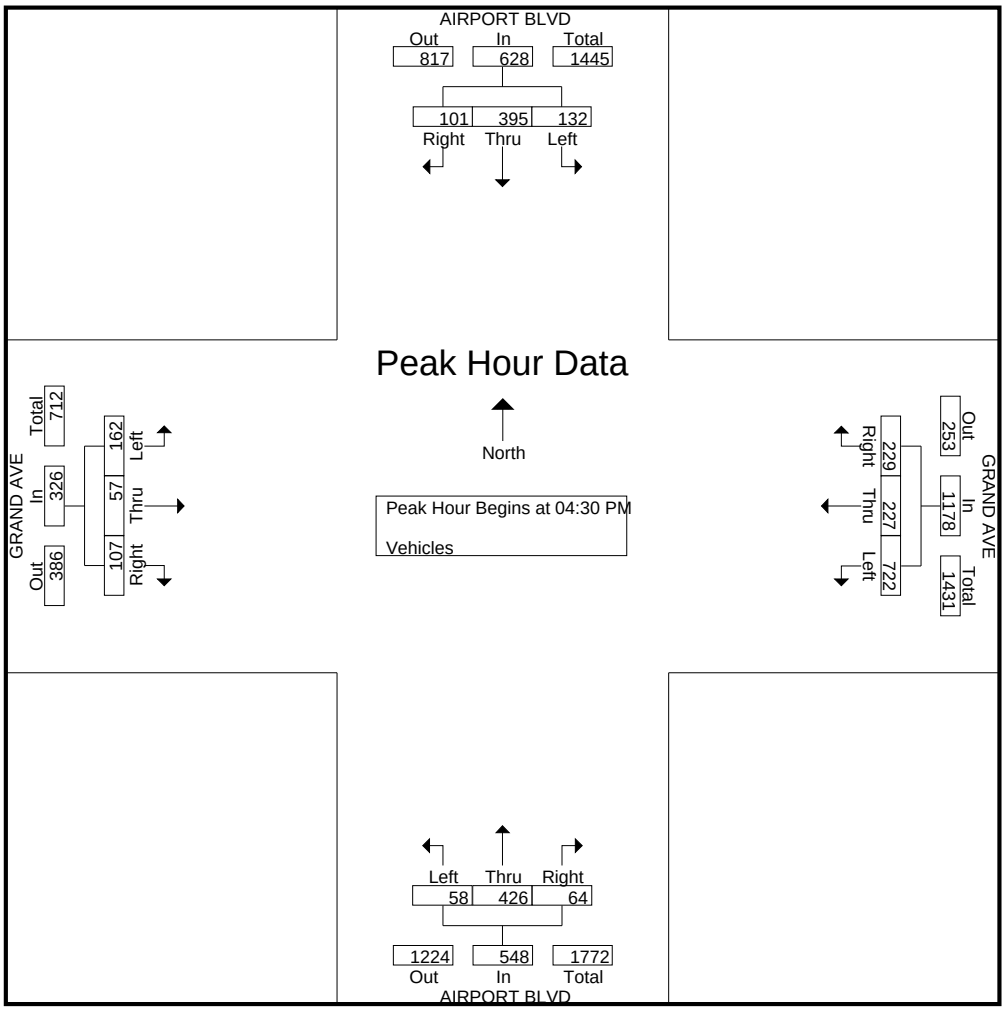

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Groups Printed- Bikes

	AIRPORT BLVD Southbound					GRAND AVE Westbound					AIRPORT BLVD Northbound					GRAND AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	2	0	0	3	6
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
Total	1	3	0	0	4	0	0	0	0	0	1	3	0	0	4	3	4	0	0	7	15
08:00 AM	0	4	0	0	4	0	0	1	0	1	0	1	1	0	2	0	1	0	0	1	8
08:15 AM	0	2	0	0	2	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	6	0	0	6	0	1	1	0	2	3	1	1	0	5	0	2	0	0	2	15
Grand Total	1	9	0	0	10	0	1	1	0	2	4	4	1	0	9	3	6	0	0	9	30
Apprch %	10	90	0	0		0	50	50	0		44.4	44.4	11.1	0		33.3	66.7	0	0		
Total %	3.3	30	0	0	33.3	0	3.3	3.3	0	6.7	13.3	13.3	3.3	0	30	10	20	0	0	30	

	AIRPORT BLVD Southbound				GRAND AVE Westbound				AIRPORT BLVD Northbound				GRAND AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	1	**1**	0	**2**	**1**	**2**	0	**3**	6
07:45 AM	**1**	1	0	2	0	0	0	0	0	0	0	0	1	1	0	2	4
08:00 AM	0	**4**	0	**4**	0	0	**1**	**1**	0	1	**1**	2	0	1	0	1	**8**
08:15 AM	0	2	0	2	0	**1**	0	1	**2**	0	0	2	0	0	0	0	5
Total Volume	1	8	0	9	0	1	1	2	3	2	1	6	2	4	0	6	23
% App. Total	11.1	88.9	0		0	50	50		50	33.3	16.7		33.3	66.7	0		
PHF	.250	.500	.000	.563	.000	.250	.250	.500	.375	.500	.250	.750	.500	.500	.000	.500	.719

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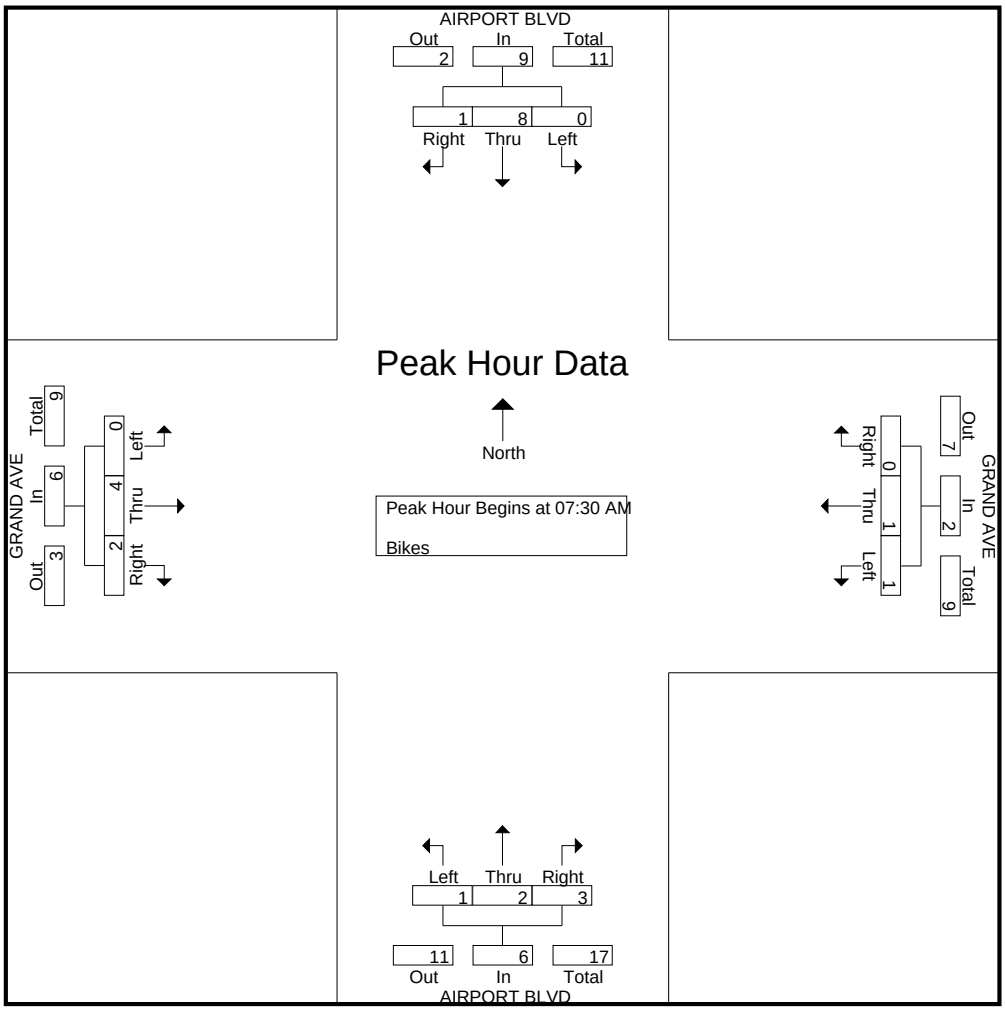

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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					GRAND AVE Westbound					AIRPORT BLVD Northbound					GRAND AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	16	70	60	0	146	20	24	35	1	80	22	87	5	6	120	17	8	70	2	97	443
07:15 AM	21	85	64	0	170	18	8	27	0	53	29	83	6	11	129	17	19	74	3	113	465
07:30 AM	26	112	59	0	197	16	22	49	0	87	32	93	12	5	142	21	22	57	8	108	534
07:45 AM	14	103	82	0	199	21	16	43	0	80	33	88	8	12	141	26	34	42	7	109	529
Total	77	370	265	0	712	75	70	154	1	300	116	351	31	34	532	81	83	243	20	427	1971
08:00 AM	25	104	85	0	214	28	33	44	0	105	33	90	5	11	139	13	30	56	8	107	565
08:15 AM	23	101	93	1	218	22	32	41	1	96	50	78	8	11	147	18	35	33	6	92	553
08:30 AM	41	106	99	0	246	14	27	56	0	97	46	79	7	8	140	24	38	45	7	114	597
08:45 AM	30	92	109	0	231	12	34	49	0	95	42	77	6	13	138	22	31	30	8	91	555
Total	119	403	386	1	909	76	126	190	1	393	171	324	26	43	564	77	134	164	29	404	2270
Grand Total	196	773	651	1	1621	151	196	344	2	693	287	675	57	77	1096	158	217	407	49	831	4241
Apprch %	12.1	47.7	40.2	0.1		21.8	28.3	49.6	0.3		26.2	61.6	5.2	7		19	26.1	49	5.9		
Total %	4.6	18.2	15.4	0	38.2	3.6	4.6	8.1	0	16.3	6.8	15.9	1.3	1.8	25.8	3.7	5.1	9.6	1.2	19.6	

	AIRPORT BLVD Southbound				GRAND AVE Westbound				AIRPORT BLVD Northbound				GRAND AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	25	104	85	214	**28**	33	44	**105**	33	**90**	5	128	13	30	**56**	99	546
08:15 AM	23	101	93	217	22	32	41	95	**50**	78	**8**	**136**	18	35	33	86	534
08:30 AM	**41**	**106**	99	**246**	14	27	**56**	97	46	79	7	132	**24**	**38**	45	**107**	**582**
08:45 AM	30	92	**109**	231	12	**34**	49	95	42	77	6	125	22	31	30	83	534
Total Volume	119	403	386	908	76	126	190	392	171	324	26	521	77	134	164	375	2196
% App. Total	13.1	44.4	42.5		19.4	32.1	48.5		32.8	62.2	5		20.5	35.7	43.7		
PHF	.726	.950	.885	.923	.679	.926	.848	.933	.855	.900	.813	.958	.802	.882	.732	.876	.943

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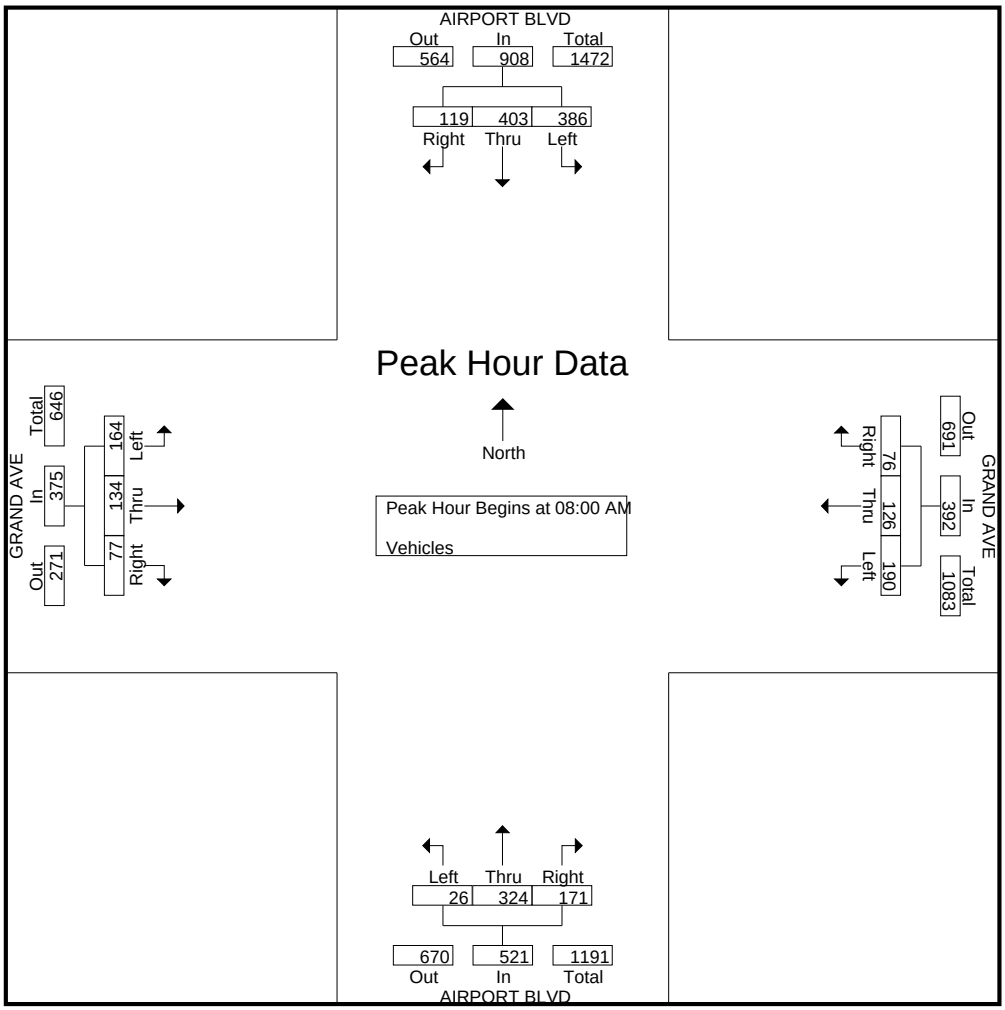

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Groups Printed- Bikes

	Southbound					OYSTER POINT BLVD Westbound					GATEWAY BLVD Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	3	0	5	0	0	1	0	1	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	2	0	0	2	7
Grand Total	0	0	0	0	0	0	4	6	0	10	0	0	1	0	1	0	2	0	0	2	13
Apprch %	0	0	0	0		0	40	60	0		0	0	100	0		0	100	0	0		
Total %	0	0	0	0	0	0	30.8	46.2	0	76.9	0	0	7.7	0	7.7	0	15.4	0	0	15.4	

	Southbound				OYSTER POINT BLVD Westbound				GATEWAY BLVD Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	**2**	**3**	0	0	**1**	**1**	0	0	0	0	**4**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
Total Volume	0	0	0	0	0	3	3	6	0	0	1	1	0	1	0	1	8
% App. Total	0	0	0		0	50	50		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.375	.500	.000	.000	.250	.250	.000	.250	.000	.250	.500

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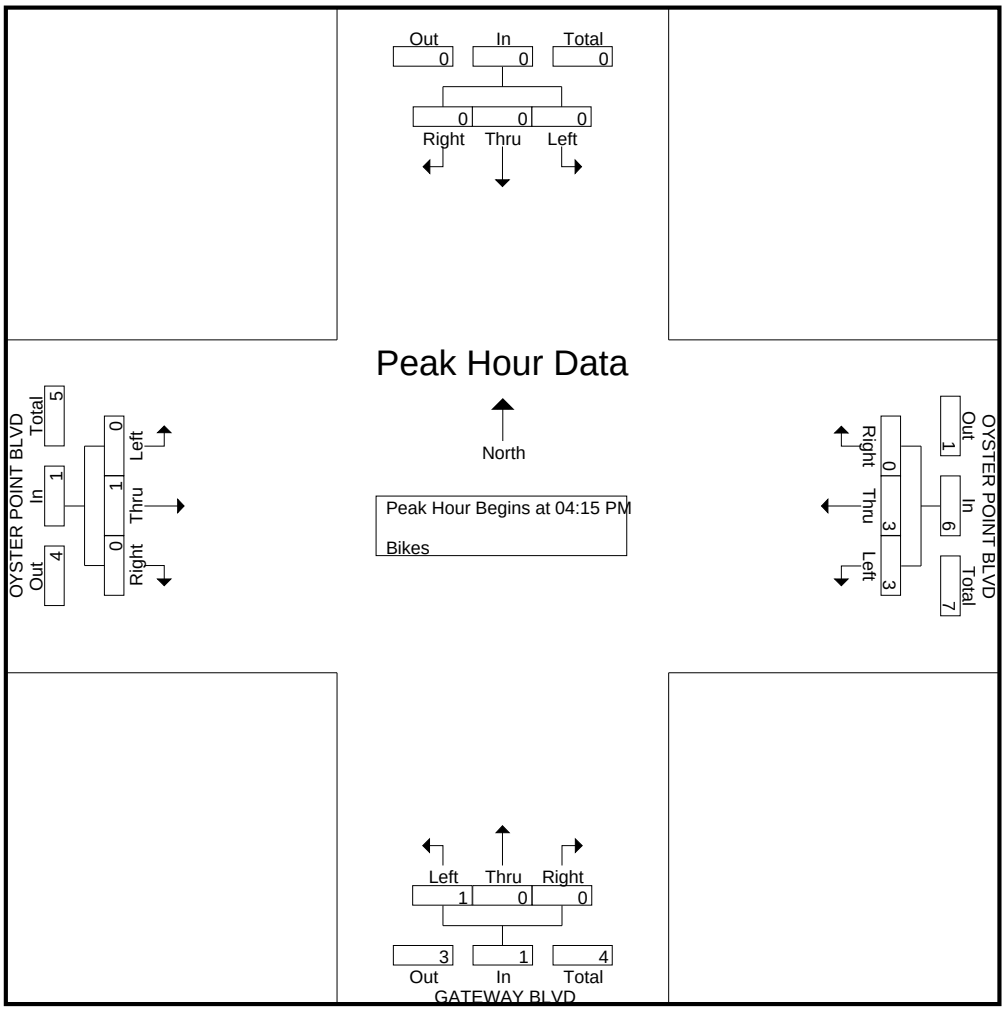

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Site Code : 00000006
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Groups Printed- Vehicles

	Southbound					OYSTER POINT BLVD Westbound					GATEWAY BLVD Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	304	12	0	316	17	0	137	0	154	25	91	0	0	116	586
04:15 PM	0	0	0	0	0	0	266	13	0	279	18	0	158	0	176	24	73	2	0	99	554
04:30 PM	0	0	0	0	0	0	381	4	0	385	17	0	194	0	211	33	85	0	0	118	714
04:45 PM	0	0	0	0	0	0	340	14	0	354	28	0	188	0	216	22	119	1	0	142	712
Total	0	0	0	0	0	0	1291	43	0	1334	80	0	677	0	757	104	368	3	0	475	2566
05:00 PM	0	0	0	0	0	0	439	9	0	448	16	0	316	0	332	27	80	4	0	111	891
05:15 PM	0	0	0	0	0	0	481	19	0	500	19	0	219	0	238	26	96	1	0	123	861
05:30 PM	0	0	0	0	0	0	404	9	0	413	23	0	216	0	239	39	80	2	0	121	773
05:45 PM	0	0	0	0	0	0	307	4	0	311	7	0	171	0	178	28	75	3	0	106	595
Total	0	0	0	0	0	0	1631	41	0	1672	65	0	922	0	987	120	331	10	0	461	3120
Grand Total	0	0	0	0	0	0	2922	84	0	3006	145	0	1599	0	1744	224	699	13	0	936	5686
Apprch %	0	0	0	0		0	97.2	2.8	0		8.3	0	91.7	0		23.9	74.7	1.4	0		
Total %	0	0	0	0	0	0	51.4	1.5	0	52.9	2.6	0	28.1	0	30.7	3.9	12.3	0.2	0	16.5	

	Southbound				OYSTER POINT BLVD Westbound				GATEWAY BLVD Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	340	14	354	**28**	0	188	216	22	**119**	1	**142**	712
05:00 PM	0	0	0	0	0	439	9	448	16	0	**316**	**332**	27	80	**4**	111	**891**
05:15 PM	0	0	0	0	0	**481**	**19**	**500**	19	0	219	238	26	96	1	123	861
05:30 PM	0	0	0	0	0	404	9	413	23	0	216	239	**39**	80	2	121	773
Total Volume	0	0	0	0	0	1664	51	1715	86	0	939	1025	114	375	8	497	3237
% App. Total	0	0	0		0	97	3		8.4	0	91.6		22.9	75.5	1.6		
PHF	.000	.000	.000	.000	.000	.865	.671	.858	.768	.000	.743	.772	.731	.788	.500	.875	.908

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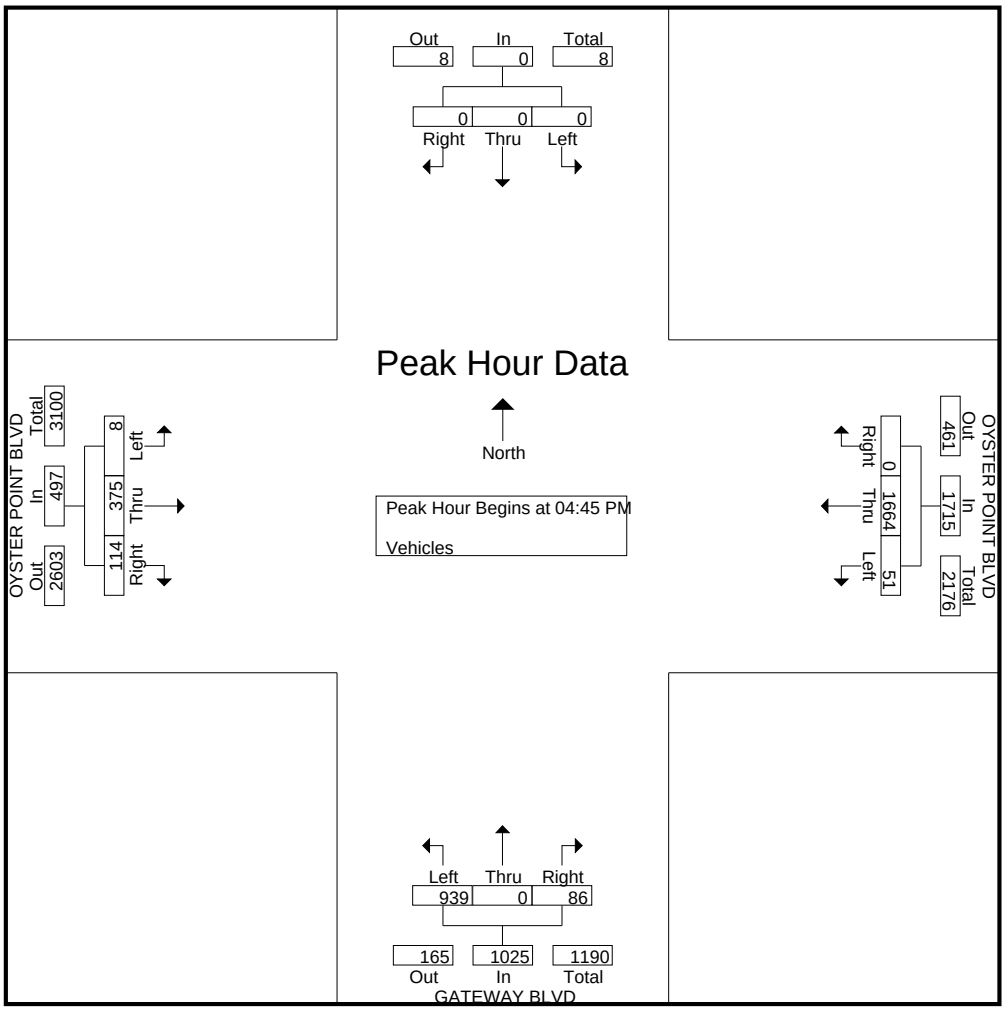

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File Name : 6AM FINAL
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Groups Printed- Bikes

	Southbound					OYSTER POINT BLVD Westbound					GATEWAY BLVD Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	0	3	0	0	3	17
07:15 AM	0	0	0	0	0	0	0	15	0	15	1	0	0	0	1	0	0	0	0	0	16
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	34	0	34	1	0	0	0	1	0	5	0	0	5	40
08:00 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	1	4	0	0	5	11
Grand Total	0	0	0	0	0	0	2	36	0	38	3	0	0	0	3	1	9	0	0	10	51
Apprch %	0	0	0	0		0	5.3	94.7	0		100	0	0	0		10	90	0	0		
Total %	0	0	0	0	0	0	3.9	70.6	0	74.5	5.9	0	0	0	5.9	2	17.6	0	0	19.6	

	Southbound				OYSTER POINT BLVD Westbound				GATEWAY BLVD Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	14	14	0	0	0	0	0	**3**	0	**3**	**17**
07:15 AM	0	0	0	0	0	0	**15**	**15**	**1**	0	0	**1**	0	0	0	0	16
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	0	34	34	1	0	0	1	0	5	0	5	40
% App. Total	0	0	0		0	0	100		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.567	.567	.250	.000	.000	.250	.000	.417	.000	.417	.588

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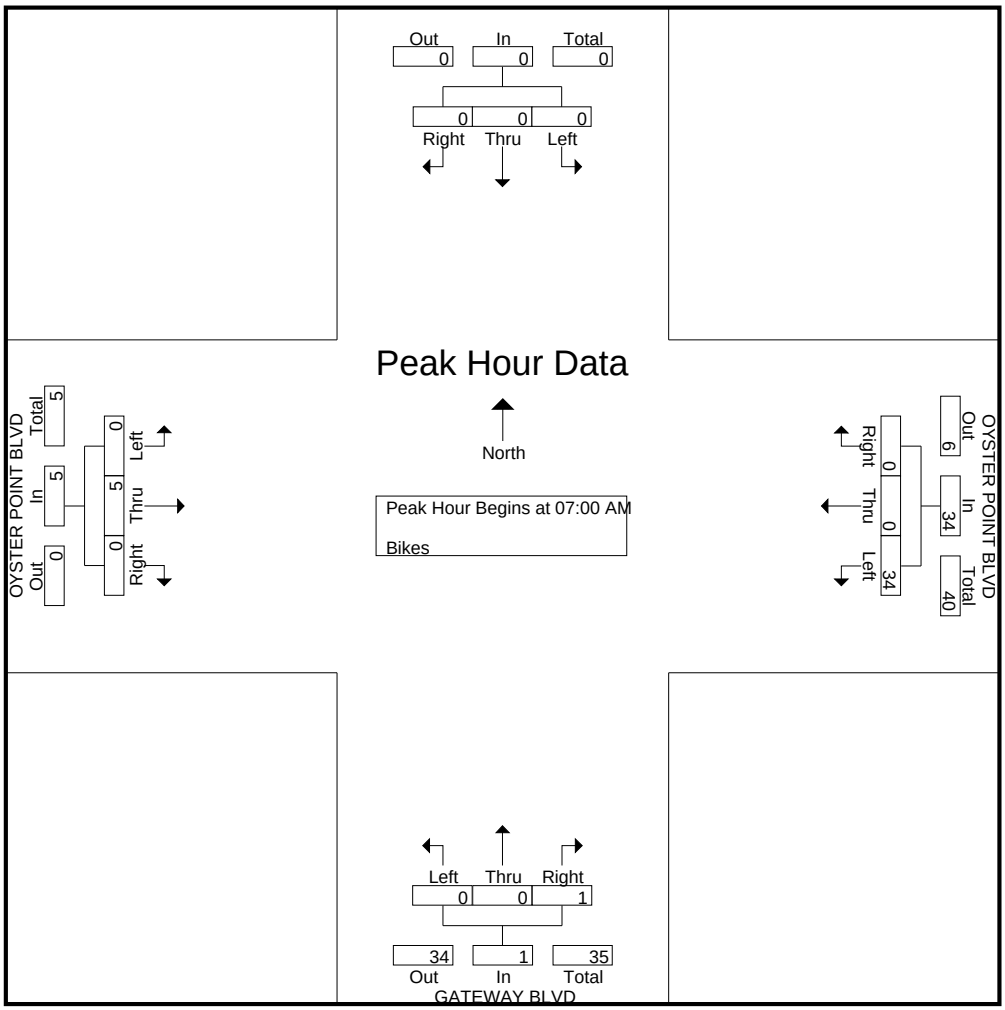

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Groups Printed- Vehicles

	Southbound					OYSTER POINT BLVD Westbound					GATEWAY BLVD Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	57	9	0	66	20	0	32	0	52	87	219	1	0	307	425
07:15 AM	0	0	0	0	0	0	78	3	0	81	24	0	29	0	53	95	252	0	0	347	481
07:30 AM	0	0	0	0	0	0	75	6	0	81	17	0	29	0	46	126	291	0	0	417	544
07:45 AM	0	0	0	0	0	0	71	10	0	81	23	0	27	0	50	185	359	0	0	544	675
Total	0	0	0	0	0	0	281	28	0	309	84	0	117	0	201	493	1121	1	0	1615	2125
08:00 AM	0	0	0	0	0	0	87	5	0	92	28	0	36	0	64	168	388	0	0	556	712
08:15 AM	0	0	0	0	0	0	89	9	0	98	19	0	36	0	55	179	451	1	0	631	784
08:30 AM	0	0	0	0	0	0	101	8	0	109	23	0	41	0	64	164	451	0	0	615	788
08:45 AM	0	0	0	0	0	0	115	9	0	124	20	0	51	0	71	168	401	0	0	569	764
Total	0	0	0	0	0	0	392	31	0	423	90	0	164	0	254	679	1691	1	0	2371	3048
Grand Total	0	0	0	0	0	0	673	59	0	732	174	0	281	0	455	1172	2812	2	0	3986	5173
Apprch %	0	0	0	0		0	91.9	8.1	0		38.2	0	61.8	0		29.4	70.5	0.1	0		
Total %	0	0	0	0	0	0	13	1.1	0	14.2	3.4	0	5.4	0	8.8	22.7	54.4	0	0	77.1	

	Southbound				OYSTER POINT BLVD Westbound				GATEWAY BLVD Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	87	5	92	**28**	0	36	64	168	388	0	556	712
08:15 AM	0	0	0	0	0	89	**9**	98	19	0	36	55	**179**	**451**	**1**	**631**	784
08:30 AM	0	0	0	0	0	101	8	109	23	0	41	64	164	451	0	615	**788**
08:45 AM	0	0	0	0	0	**115**	9	**124**	20	0	**51**	**71**	168	401	0	569	764
Total Volume	0	0	0	0	0	392	31	423	90	0	164	254	679	1691	1	2371	3048
% App. Total	0	0	0		0	92.7	7.3		35.4	0	64.6		28.6	71.3	0		
PHF	.000	.000	.000	.000	.000	.852	.861	.853	.804	.000	.804	.894	.948	.937	.250	.939	.967

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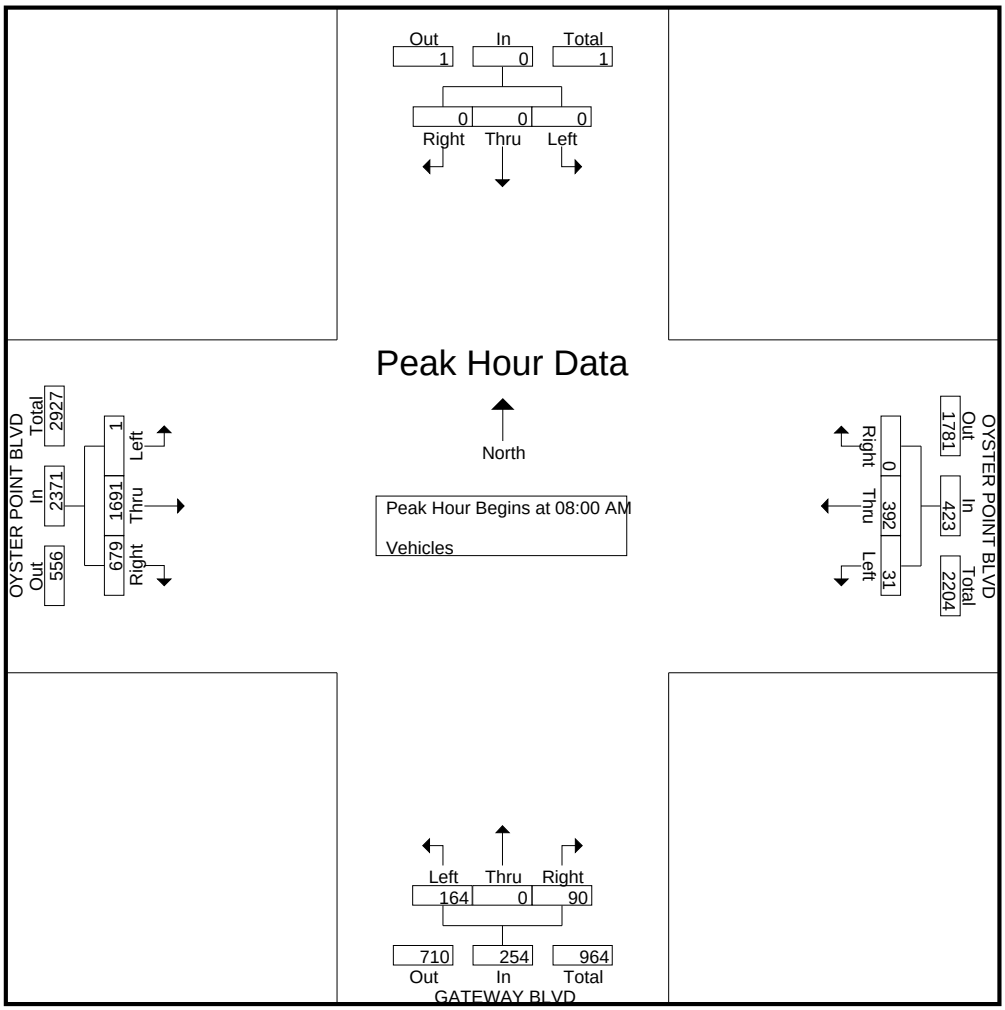

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File Name : 5PM FINAL
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Groups Printed- Bikes

	DUBUQUE AVE Southbound					STREET Westbound					DUBUQUE AVE Northbound					US-101 RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Grand Total	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	75	0	0	75	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	

	DUBUQUE AVE Southbound				STREET Westbound				DUBUQUE AVE Northbound				US-101 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.625

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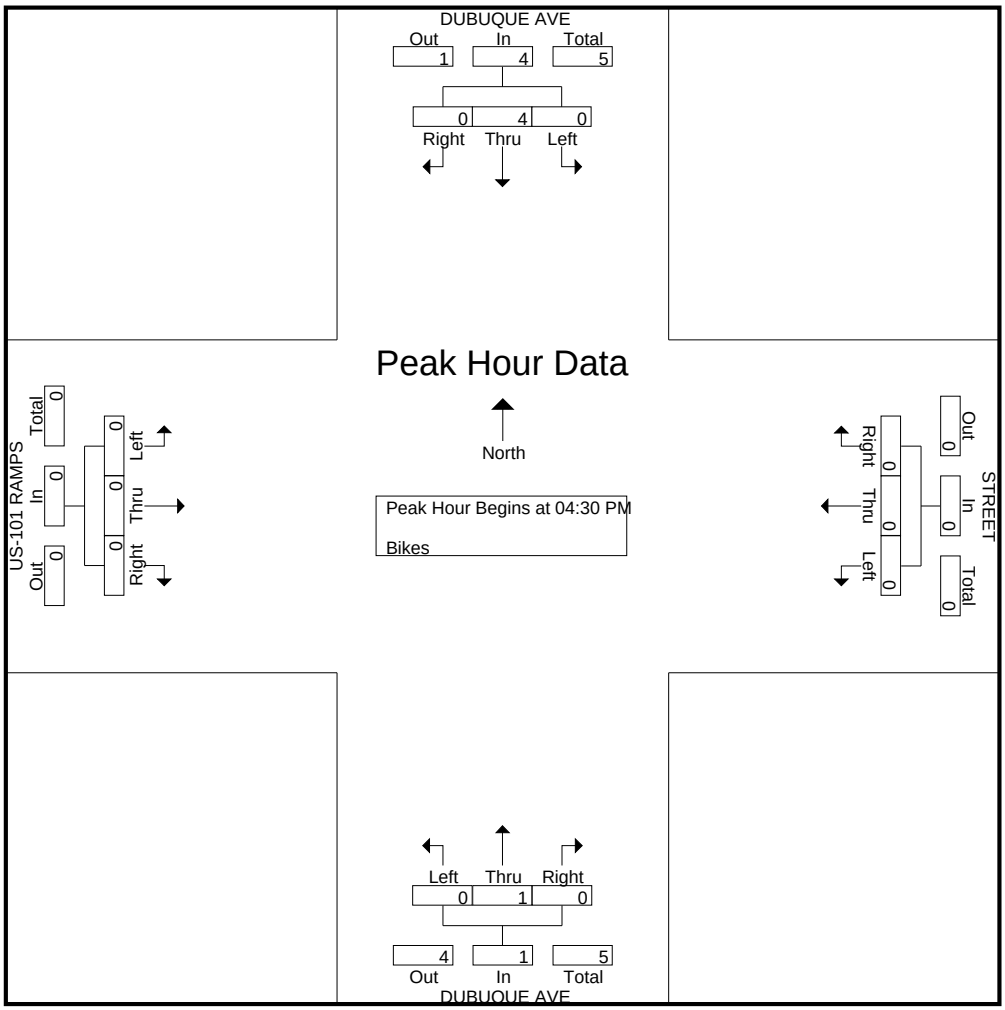

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Groups Printed- Vehicles

	DUBUQUE AVE Southbound					STREET Westbound					DUBUQUE AVE Northbound					US-101 RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	230	15	1	0	246	2	1	0	0	3	0	22	5	0	27	8	1	100	0	109	385
04:15 PM	255	13	0	0	268	0	0	0	0	0	0	24	7	0	31	13	0	109	0	122	421
04:30 PM	273	15	0	0	288	0	2	0	0	2	0	19	6	0	25	8	0	123	0	131	446
04:45 PM	231	15	1	0	247	0	0	0	0	0	0	30	10	0	40	11	0	115	0	126	413
Total	989	58	2	0	1049	2	3	0	0	5	0	95	28	0	123	40	1	447	0	488	1665
05:00 PM	341	7	2	0	350	0	0	0	2	2	0	27	5	0	32	6	1	119	0	126	510
05:15 PM	321	9	0	0	330	0	0	0	1	1	0	25	10	0	35	3	0	134	0	137	503
05:30 PM	272	21	1	0	294	0	0	0	4	4	0	20	4	0	24	5	0	130	0	135	457
05:45 PM	214	13	1	0	228	0	1	1	1	3	2	29	10	0	41	1	0	138	0	139	411
Total	1148	50	4	0	1202	0	1	1	8	10	2	101	29	0	132	15	1	521	0	537	1881
Grand Total	2137	108	6	0	2251	2	4	1	8	15	2	196	57	0	255	55	2	968	0	1025	3546
Apprch %	94.9	4.8	0.3	0		13.3	26.7	6.7	53.3		0.8	76.9	22.4	0		5.4	0.2	94.4	0		
Total %	60.3	3	0.2	0	63.5	0.1	0.1	0	0.2	0.4	0.1	5.5	1.6	0	7.2	1.6	0.1	27.3	0	28.9	

	DUBUQUE AVE Southbound				STREET Westbound				DUBUQUE AVE Northbound				US-101 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	231	15	1	247	0	0	0	0	0	**30**	**10**	**40**	**11**	0	115	126	413
05:00 PM	**341**	7	**2**	**350**	0	0	0	0	0	27	5	32	6	**1**	119	126	**508**
05:15 PM	321	9	0	330	0	0	0	0	0	25	10	35	3	0	**134**	**137**	502
05:30 PM	272	**21**	1	294	0	0	0	0	0	20	4	24	5	0	130	135	453
Total Volume	1165	52	4	1221	0	0	0	0	0	102	29	131	25	1	498	524	1876
% App. Total	95.4	4.3	0.3		0	0	0		0	77.9	22.1		4.8	0.2	95		
PHF	.854	.619	.500	.872	.000	.000	.000	.000	.000	.850	.725	.819	.568	.250	.929	.956	.923

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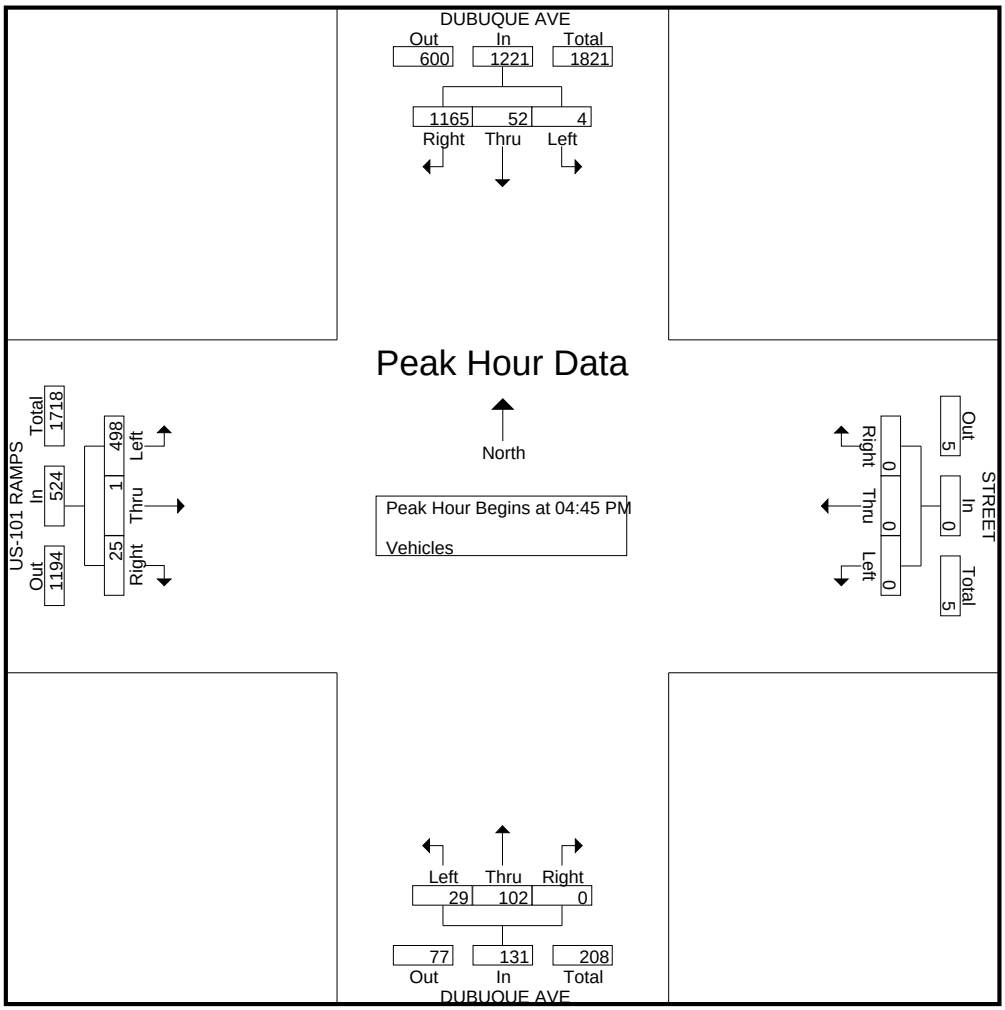

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Groups Printed- Bikes

	DUBUQUE AVE Southbound					STREET Westbound					DUBUQUE AVE Northbound					US-101 RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	7
Grand Total	0	1	0	0	1	0	0	0	0	0	1	8	0	0	9	1	0	0	0	1	11
Apprch %	0	100	0	0		0	0	0	0		11.1	88.9	0	0		100	0	0	0		
Total %	0	9.1	0	0	9.1	0	0	0	0	0	9.1	72.7	0	0	81.8	9.1	0	0	0	9.1	

	DUBUQUE AVE Southbound				STREET Westbound				DUBUQUE AVE Northbound				US-101 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	**4**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	0	0	0	0	0	0	0	1	5	0	6	1	0	0	1	7
% App. Total	0	0	0		0	0	0		16.7	83.3	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.417	.000	.375	.250	.000	.000	.250	.438

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File Name : 5AM FINAL
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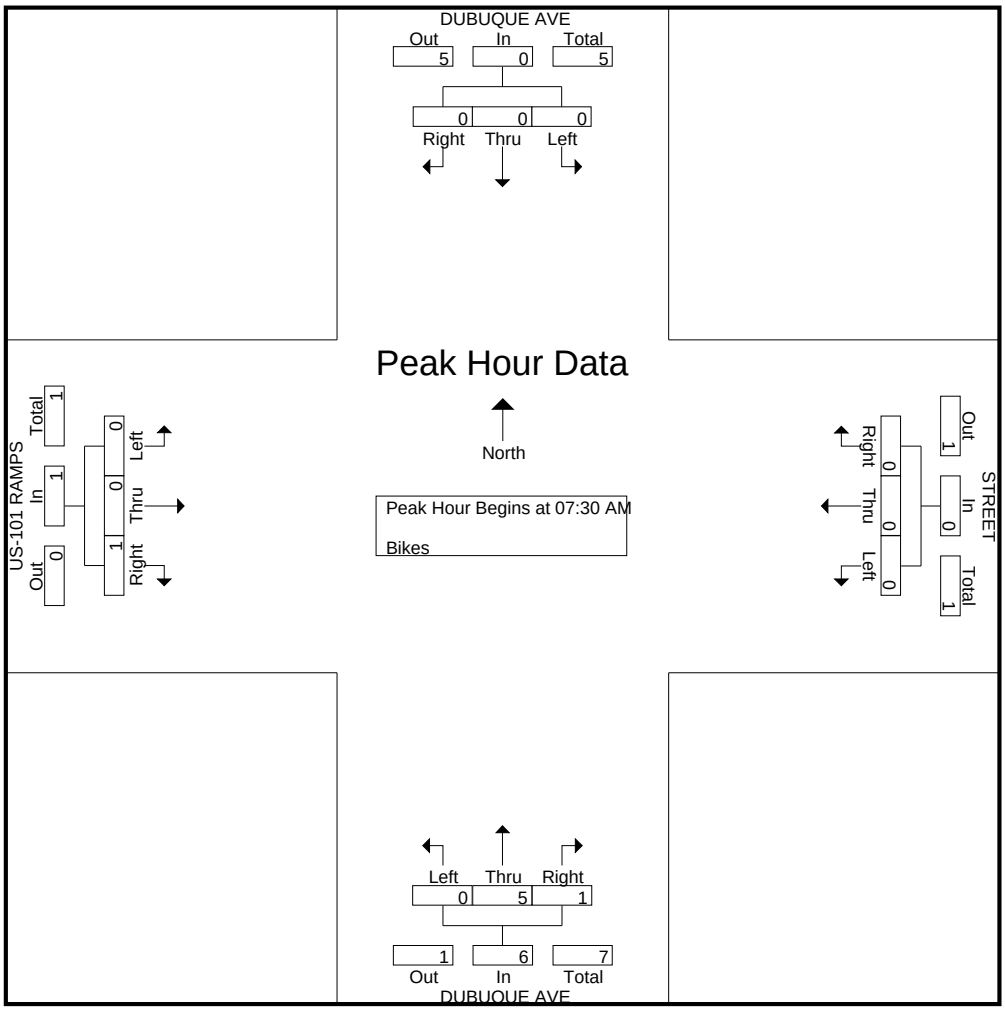

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Groups Printed- Vehicles

	DUBUQUE AVE Southbound					STREET Westbound					DUBUQUE AVE Northbound					US-101 RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	134	8	0	0	142	0	0	0	1	1	0	8	2	0	10	8	0	105	0	113	266
07:15 AM	156	14	1	0	171	1	1	0	0	2	0	12	0	0	12	2	2	127	0	131	316
07:30 AM	178	21	0	0	199	1	0	1	3	5	0	14	5	0	19	7	0	148	0	155	378
07:45 AM	171	15	0	1	187	0	1	0	0	1	0	17	5	0	22	6	0	188	0	194	404
Total	639	58	1	1	699	2	2	1	4	9	0	51	12	0	63	23	2	568	0	593	1364
08:00 AM	148	15	0	0	163	1	0	0	0	1	0	12	1	0	13	6	2	175	0	183	360
08:15 AM	148	21	1	0	170	0	0	0	1	1	0	17	3	0	20	12	0	190	0	202	393
08:30 AM	161	20	0	0	181	2	1	0	1	4	1	14	3	0	18	9	3	216	0	228	431
08:45 AM	173	21	1	0	195	5	0	0	0	5	0	18	3	0	21	8	0	222	0	230	451
Total	630	77	2	0	709	8	1	0	2	11	1	61	10	0	72	35	5	803	0	843	1635
Grand Total	1269	135	3	1	1408	10	3	1	6	20	1	112	22	0	135	58	7	1371	0	1436	2999
Apprch %	90.1	9.6	0.2	0.1		50	15	5	30		0.7	83	16.3	0		4	0.5	95.5	0		
Total %	42.3	4.5	0.1	0	46.9	0.3	0.1	0	0.2	0.7	0	3.7	0.7	0	4.5	1.9	0.2	45.7	0	47.9	

	DUBUQUE AVE Southbound				STREET Westbound				DUBUQUE AVE Northbound				US-101 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	148	15	0	163	1	0	0	1	0	12	1	13	6	2	175	183	360
08:15 AM	148	**21**	**1**	170	0	0	0	0	0	17	**3**	20	**12**	0	190	202	392
08:30 AM	161	20	0	181	2	**1**	0	3	**1**	14	3	18	9	**3**	216	228	430
08:45 AM	**173**	21	1	**195**	**5**	0	0	**5**	0	**18**	3	**21**	8	0	**222**	**230**	**451**
Total Volume	630	77	2	709	8	1	0	9	1	61	10	72	35	5	803	843	1633
% App. Total	88.9	10.9	0.3		88.9	11.1	0		1.4	84.7	13.9		4.2	0.6	95.3		
PHF	.910	.917	.500	.909	.400	.250	.000	.450	.250	.847	.833	.857	.729	.417	.904	.916	.905

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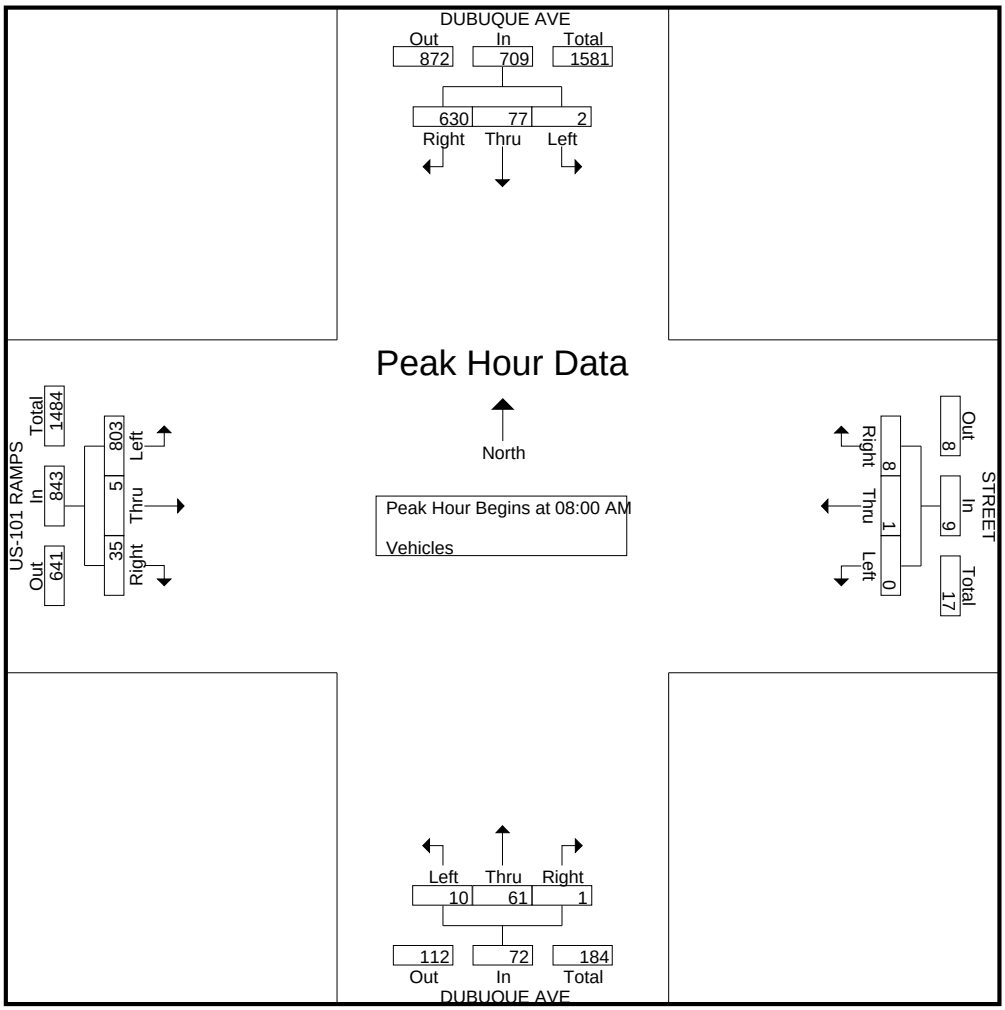

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File Name : 4PM FINAL
Site Code : 00000004
Start Date : 5/21/2013
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Groups Printed- Bikes

	US-101 NB ON-RAMP Southbound					OYSTER POINT BLVD Westbound					DUBUQUE AVE Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	1	0	0	1	5
Apprch %	0	0	0	0		0	0	100	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	60	0	60	20	0	0	0	20	0	20	0	0	20	

	US-101 NB ON-RAMP Southbound				OYSTER POINT BLVD Westbound				DUBUQUE AVE Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	3	3	0	0	0	0	0	1	0	1	4
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.750	.000	.000	.000	.000	.000	.250	.000	.250	1.00

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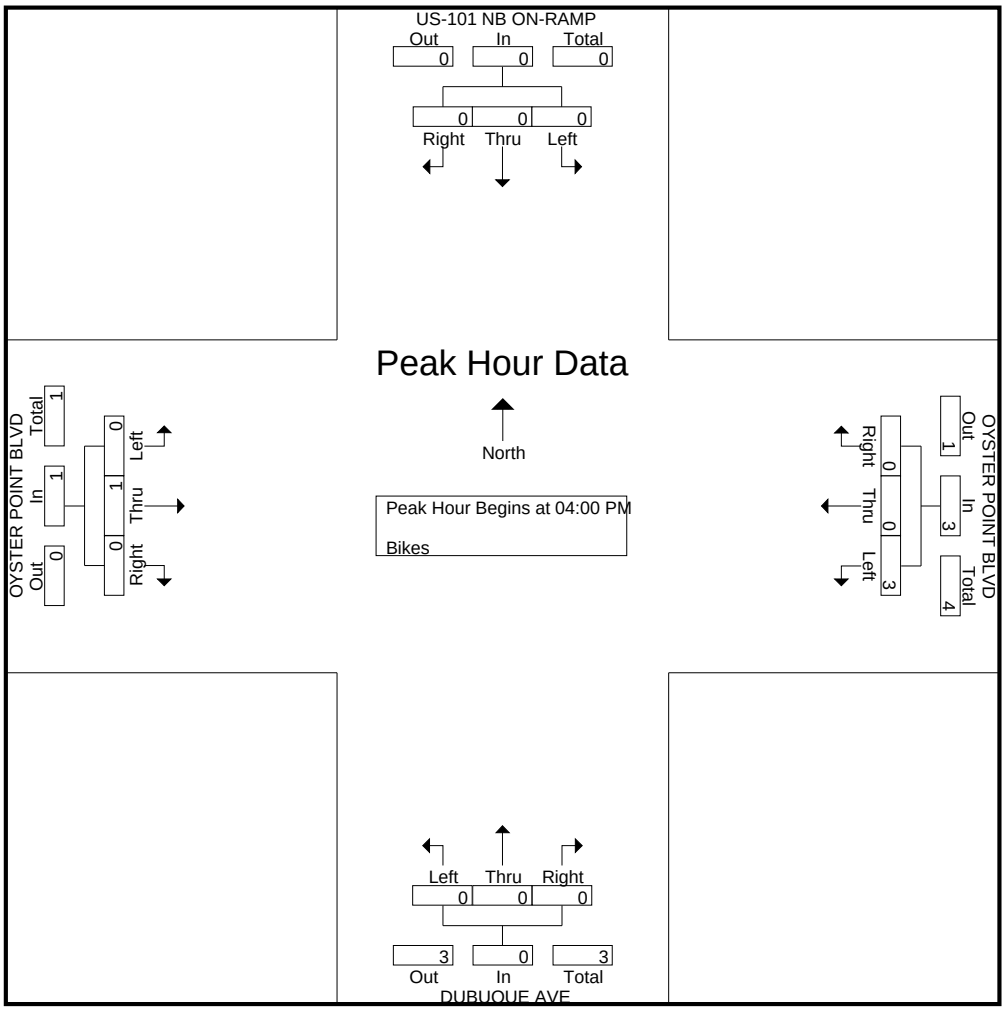

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Groups Printed- Vehicles

	US-101 NB ON-RAMP Southbound					OYSTER POINT BLVD Westbound					DUBUQUE AVE Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	160	84	179	2	425	38	10	86	0	134	69	26	51	0	146	705
04:15 PM	0	0	0	0	0	154	68	199	2	423	37	21	76	3	137	81	36	59	0	176	736
04:30 PM	0	0	0	0	0	260	117	241	2	620	35	6	104	2	147	66	34	62	0	162	929
04:45 PM	0	0	0	0	0	228	104	196	2	530	38	16	87	1	142	47	56	43	0	146	818
Total	0	0	0	0	0	802	373	815	8	1998	148	53	353	6	560	263	152	215	0	630	3188
05:00 PM	0	0	0	0	0	252	148	306	1	707	32	14	89	2	137	64	45	73	0	182	1026
05:15 PM	0	0	0	0	0	240	140	262	2	644	29	12	129	4	174	53	41	55	0	149	967
05:30 PM	0	0	0	0	0	226	134	239	5	604	29	20	110	3	162	58	37	65	0	160	926
05:45 PM	0	0	0	0	0	203	127	180	1	511	35	15	110	1	161	59	36	46	0	141	813
Total	0	0	0	0	0	921	549	987	9	2466	125	61	438	10	634	234	159	239	0	632	3732
Grand Total	0	0	0	0	0	1723	922	1802	17	4464	273	114	791	16	1194	497	311	454	0	1262	6920
Apprch %	0	0	0	0		38.6	20.7	40.4	0.4		22.9	9.5	66.2	1.3		39.4	24.6	36	0		
Total %	0	0	0	0	0	24.9	13.3	26	0.2	64.5	3.9	1.6	11.4	0.2	17.3	7.2	4.5	6.6	0	18.2	

	US-101 NB ON-RAMP Southbound				OYSTER POINT BLVD Westbound				DUBUQUE AVE Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**260**	117	241	618	35	6	104	145	**66**	34	62	162	925
04:45 PM	0	0	0	0	228	104	196	528	**38**	**16**	87	141	47	**56**	43	146	815
05:00 PM	0	0	0	0	252	**148**	**306**	**706**	32	14	89	135	64	45	**73**	**182**	**1023**
05:15 PM	0	0	0	0	240	140	262	642	29	12	**129**	**170**	53	41	55	149	961
Total Volume	0	0	0	0	980	509	1005	2494	134	48	409	591	230	176	233	639	3724
% App. Total	0	0	0		39.3	20.4	40.3		22.7	8.1	69.2		36	27.5	36.5		
PHF	.000	.000	.000	.000	.942	.860	.821	.883	.882	.750	.793	.869	.871	.786	.798	.878	.910

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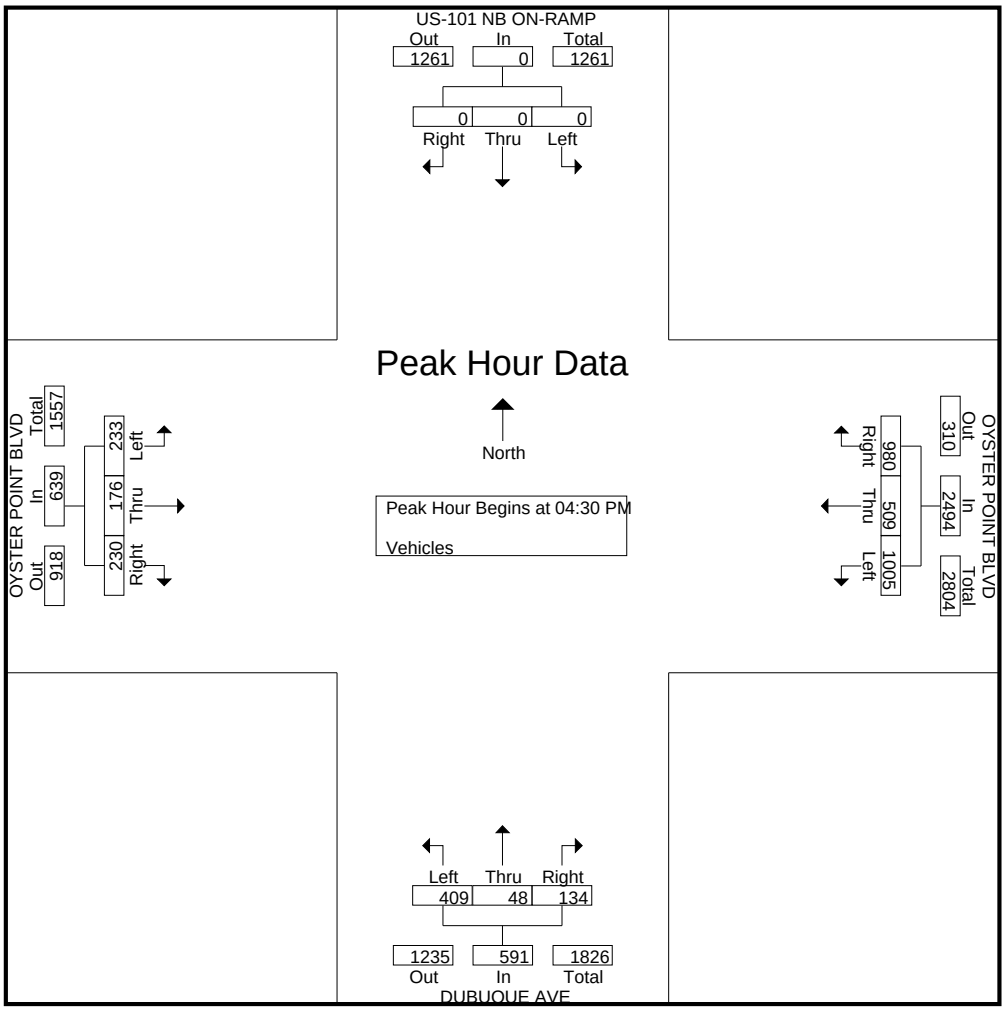

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File Name : 4AM FINAL
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Groups Printed- Bikes

	US-101 NB ON-RAMP Southbound					OYSTER POINT BLVD Westbound					DUBUQUE AVE Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	2	0	0	2	8
08:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	1	2	0	0	3	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	2	1	0	3	3	0	0	0	3	1	4	0	0	5	11
Grand Total	0	0	0	0	0	0	2	1	0	3	9	0	0	0	9	1	6	0	0	7	19
Apprch %	0	0	0	0		0	66.7	33.3	0		100	0	0	0		14.3	85.7	0	0		
Total %	0	0	0	0	0	0	10.5	5.3	0	15.8	47.4	0	0	0	47.4	5.3	31.6	0	0	36.8	

	US-101 NB ON-RAMP Southbound				OYSTER POINT BLVD Westbound				DUBUQUE AVE Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	**1**	1	1	0	0	1	**1**	**2**	0	**3**	**5**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	2	1	3	3	0	0	3	1	4	0	5	11
% App. Total	0	0	0		0	66.7	33.3		100	0	0		20	80	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.750	.000	.000	.750	.250	.500	.000	.417	.550

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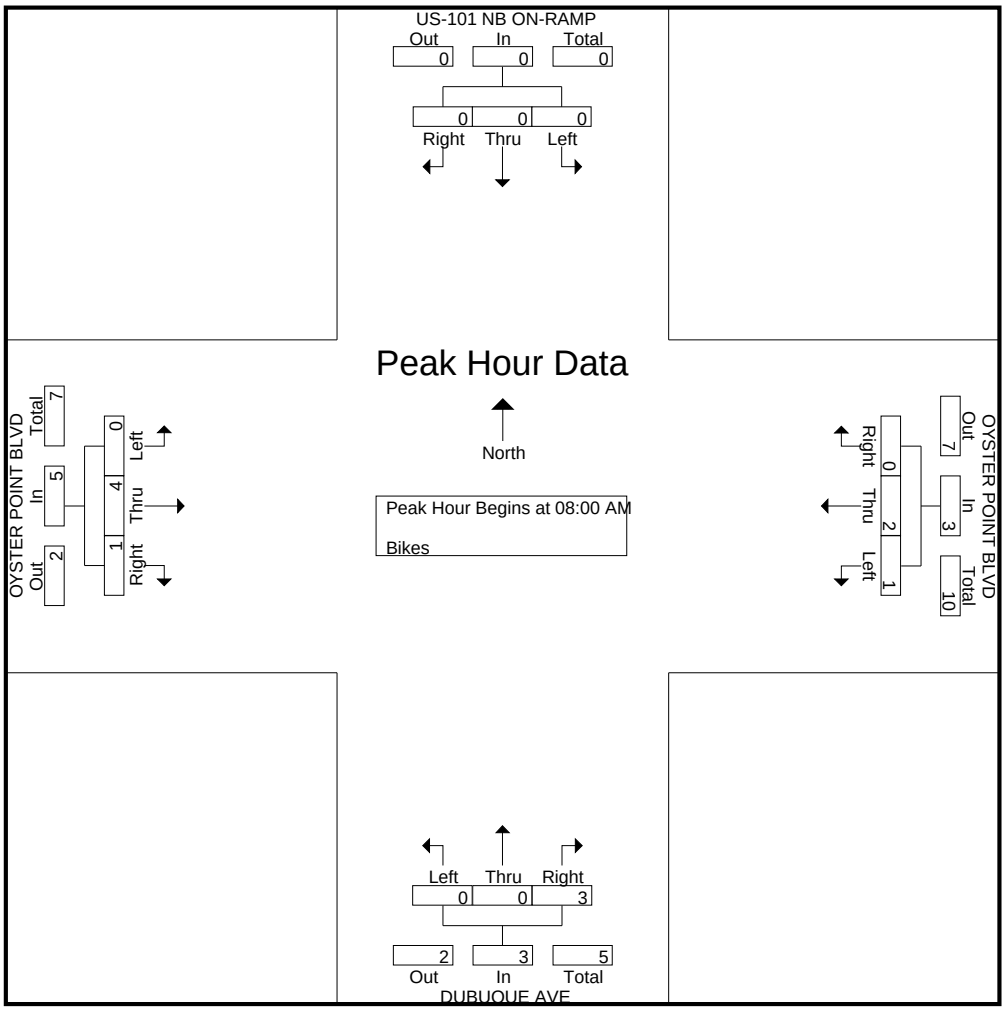

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Groups Printed- Vehicles

	US-101 NB ON-RAMP Southbound					OYSTER POINT BLVD Westbound					DUBUQUE AVE Northbound					OYSTER POINT BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	45	15	26	3	89	72	6	37	3	118	123	67	137	0	327	534
07:15 AM	0	0	0	0	0	54	14	31	3	102	95	7	36	1	139	142	92	134	0	368	609
07:30 AM	0	0	0	0	0	48	19	44	4	115	113	5	38	6	162	155	122	148	0	425	702
07:45 AM	0	0	0	0	0	54	17	30	2	103	126	10	65	2	203	157	194	126	0	477	783
Total	0	0	0	0	0	201	65	131	12	409	406	28	176	12	622	577	475	545	0	1597	2628
08:00 AM	0	0	0	0	0	55	23	35	1	114	128	3	53	1	185	114	189	125	0	428	727
08:15 AM	0	0	0	0	0	58	24	35	1	118	146	3	50	2	201	123	200	123	0	446	765
08:30 AM	0	0	0	0	0	69	35	29	0	133	145	2	70	0	217	117	185	108	0	410	760
08:45 AM	0	0	0	0	0	71	45	21	0	137	162	3	58	0	223	102	166	75	0	343	703
Total	0	0	0	0	0	253	127	120	2	502	581	11	231	3	826	456	740	431	0	1627	2955
Grand Total	0	0	0	0	0	454	192	251	14	911	987	39	407	15	1448	1033	1215	976	0	3224	5583
Apprch %	0	0	0	0		49.8	21.1	27.6	1.5		68.2	2.7	28.1	1		32	37.7	30.3	0		
Total %	0	0	0	0	0	8.1	3.4	4.5	0.3	16.3	17.7	0.7	7.3	0.3	25.9	18.5	21.8	17.5	0	57.7	

	US-101 NB ON-RAMP Southbound				OYSTER POINT BLVD Westbound				DUBUQUE AVE Northbound				OYSTER POINT BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	54	17	30	101	126	**10**	65	201	**157**	194	**126**	**477**	**779**
08:00 AM	0	0	0	0	55	23	**35**	113	128	3	53	184	114	189	125	428	725
08:15 AM	0	0	0	0	58	24	35	117	**146**	3	50	199	123	**200**	123	446	762
08:30 AM	0	0	0	0	**69**	**35**	29	**133**	145	2	**70**	**217**	117	185	108	410	760
Total Volume	0	0	0	0	236	99	129	464	545	18	238	801	511	768	482	1761	3026
% App. Total	0	0	0		50.9	21.3	27.8		68	2.2	29.7		29	43.6	27.4		
PHF	.000	.000	.000	.000	.855	.707	.921	.872	.933	.450	.850	.923	.814	.960	.956	.923	.971

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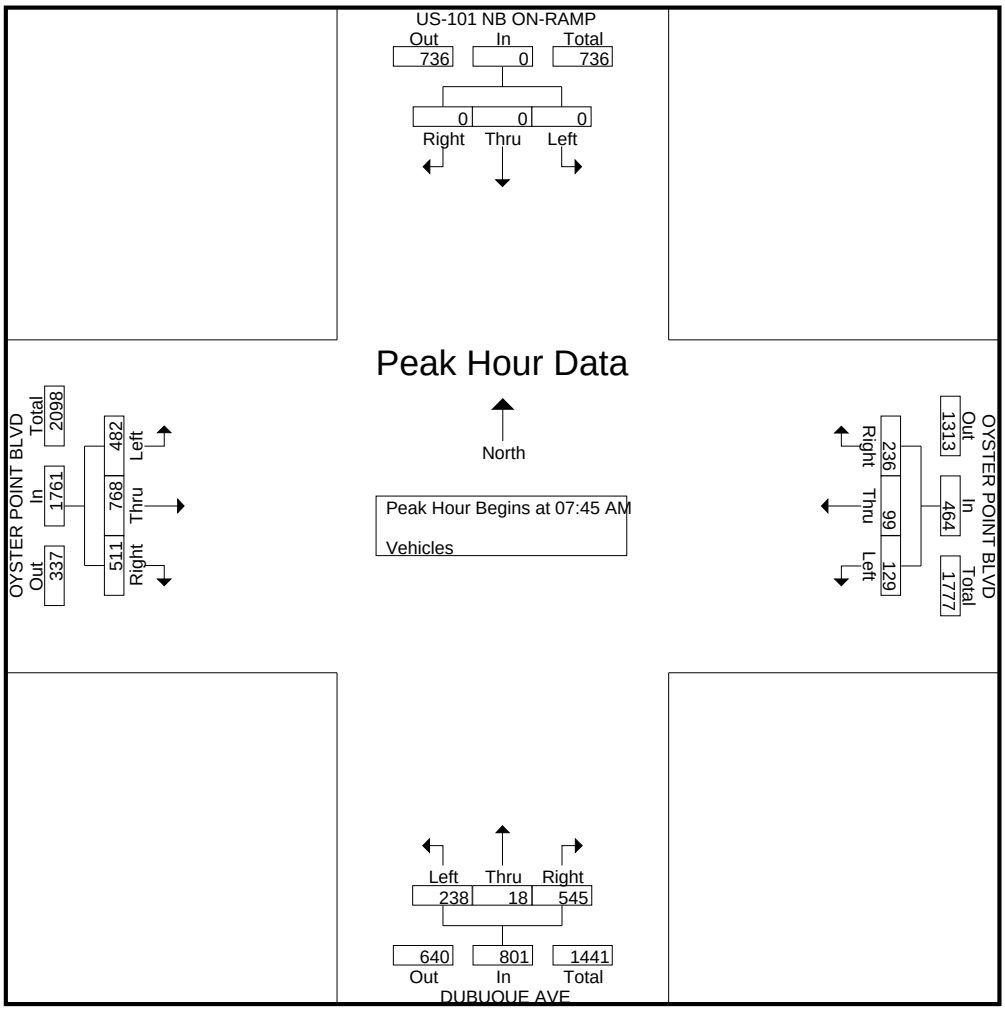

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File Name : 3PM FINAL
Site Code : 00000003
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Groups Printed- Bikes

	AIRPORT BLVD Southbound					OYSTER POINT BLVD Westbound					AIRPORT BLVD Northbound					SISTER CITIES BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	7
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	0	0	0		
Total %	0	14.3	0	0	14.3	0	14.3	0	0	14.3	0	71.4	0	0	71.4	0	0	0	0	0	

	AIRPORT BLVD Southbound				OYSTER POINT BLVD Westbound				AIRPORT BLVD Northbound				SISTER CITIES BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500

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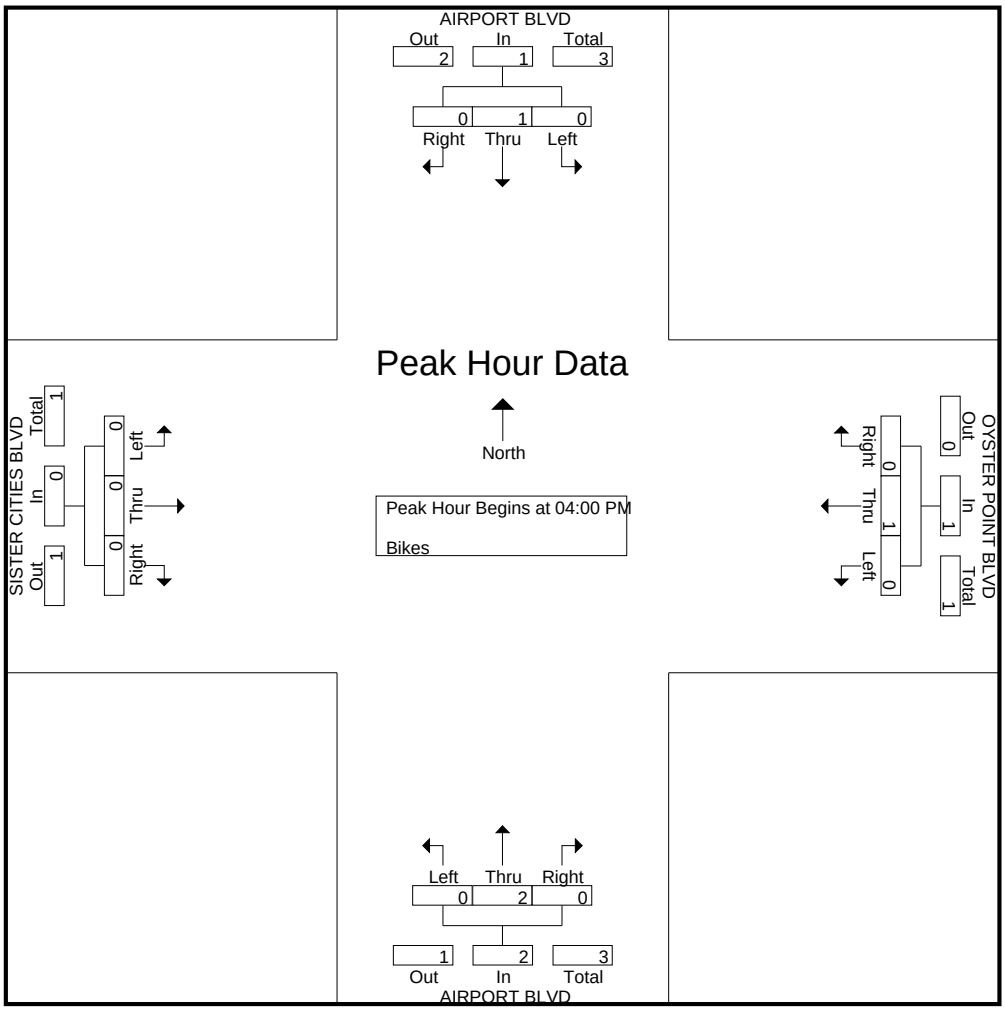

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File Name : 3PM FINAL
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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					OYSTER POINT BLVD Westbound					AIRPORT BLVD Northbound					SISTER CITIES BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	75	72	23	0	170	9	114	42	0	165	41	24	10	0	75	1	70	16	1	88	498
04:15 PM	81	65	37	0	183	11	102	38	0	151	57	37	11	1	106	6	81	10	2	99	539
04:30 PM	114	82	24	0	220	18	159	40	0	217	55	31	5	1	92	9	87	16	1	113	642
04:45 PM	100	79	38	0	217	4	157	35	0	196	45	39	8	0	92	5	76	20	1	102	607
Total	370	298	122	0	790	42	532	155	0	729	198	131	34	2	365	21	314	62	5	402	2286
05:00 PM	112	95	37	0	244	16	194	37	0	247	70	52	8	0	130	7	84	20	0	111	732
05:15 PM	108	95	24	0	227	19	225	49	0	293	49	43	8	2	102	7	78	19	0	104	726
05:30 PM	117	128	40	0	285	25	186	28	0	239	34	40	11	1	86	7	82	18	1	108	718
05:45 PM	93	133	24	0	250	29	167	36	0	232	56	49	12	2	119	6	74	23	1	104	705
Total	430	451	125	0	1006	89	772	150	0	1011	209	184	39	5	437	27	318	80	2	427	2881
Grand Total	800	749	247	0	1796	131	1304	305	0	1740	407	315	73	7	802	48	632	142	7	829	5167
Apprch %	44.5	41.7	13.8	0		7.5	74.9	17.5	0		50.7	39.3	9.1	0.9		5.8	76.2	17.1	0.8		
Total %	15.5	14.5	4.8	0	34.8	2.5	25.2	5.9	0	33.7	7.9	6.1	1.4	0.1	15.5	0.9	12.2	2.7	0.1	16	

	AIRPORT BLVD Southbound				OYSTER POINT BLVD Westbound				AIRPORT BLVD Northbound				SISTER CITIES BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	112	95	37	244	16	194	37	247	**70**	**52**	8	**130**	**7**	**84**	20	**111**	**732**
05:15 PM	108	95	24	227	19	**225**	**49**	**293**	49	43	8	100	7	78	19	104	724
05:30 PM	**117**	128	**40**	**285**	25	186	28	239	34	40	11	85	7	82	18	107	716
05:45 PM	93	**133**	24	250	**29**	167	36	232	56	49	**12**	117	6	74	**23**	103	702
Total Volume	430	451	125	1006	89	772	150	1011	209	184	39	432	27	318	80	425	2874
% App. Total	42.7	44.8	12.4		8.8	76.4	14.8		48.4	42.6	9		6.4	74.8	18.8		
PHF	.919	.848	.781	.882	.767	.858	.765	.863	.746	.885	.813	.831	.964	.946	.870	.957	.982

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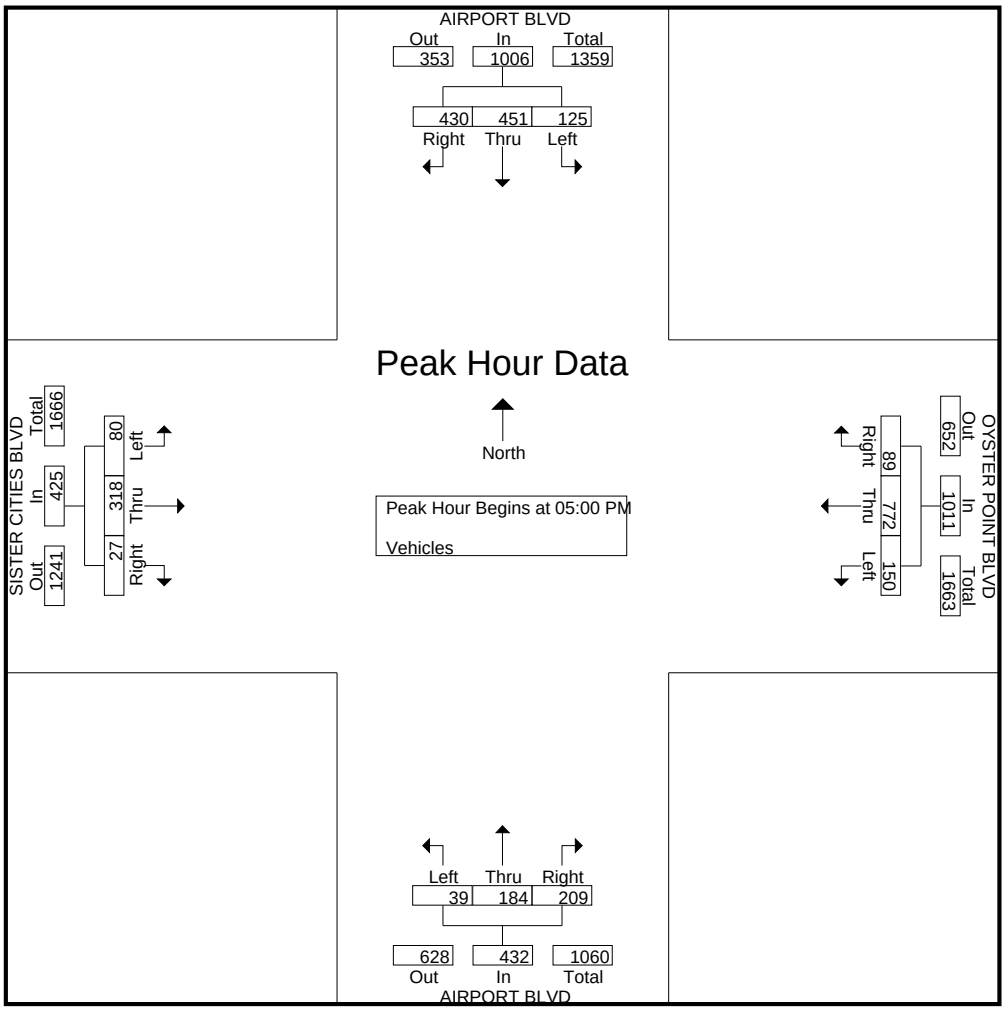

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File Name : 3AM FINAL
Site Code : 00000003
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Groups Printed- Bikes

	AIRPORT BLVD Southbound					OYSTER POINT BLVD Westbound					AIRPORT BLVD Northbound					SISTER CITIES BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10
08:00 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	3
08:15 AM	1	2	0	0	3	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	6
08:30 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	4	2	0	7	2	0	2	0	4	1	0	0	0	1	0	1	1	0	2	14
Grand Total	1	7	2	0	10	2	0	2	0	4	1	5	0	0	6	2	1	1	0	4	24
Apprch %	10	70	20	0		50	0	50	0		16.7	83.3	0	0		50	25	25	0		
Total %	4.2	29.2	8.3	0	41.7	8.3	0	8.3	0	16.7	4.2	20.8	0	0	25	8.3	4.2	4.2	0	16.7	

	AIRPORT BLVD Southbound				OYSTER POINT BLVD Westbound				AIRPORT BLVD Northbound				SISTER CITIES BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	3
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0	0	0	**1**	1	3
08:15 AM	**1**	**2**	0	**3**	1	0	1	2	**1**	0	0	1	0	0	0	0	**6**
Total Volume	1	4	0	5	2	0	2	4	1	2	0	3	1	0	1	2	14
% App. Total	20	80	0		50	0	50		33.3	66.7	0		50	0	50		
PHF	.250	.500	.000	.417	.500	.000	.500	.500	.250	.500	.000	.750	.250	.000	.250	.500	.583

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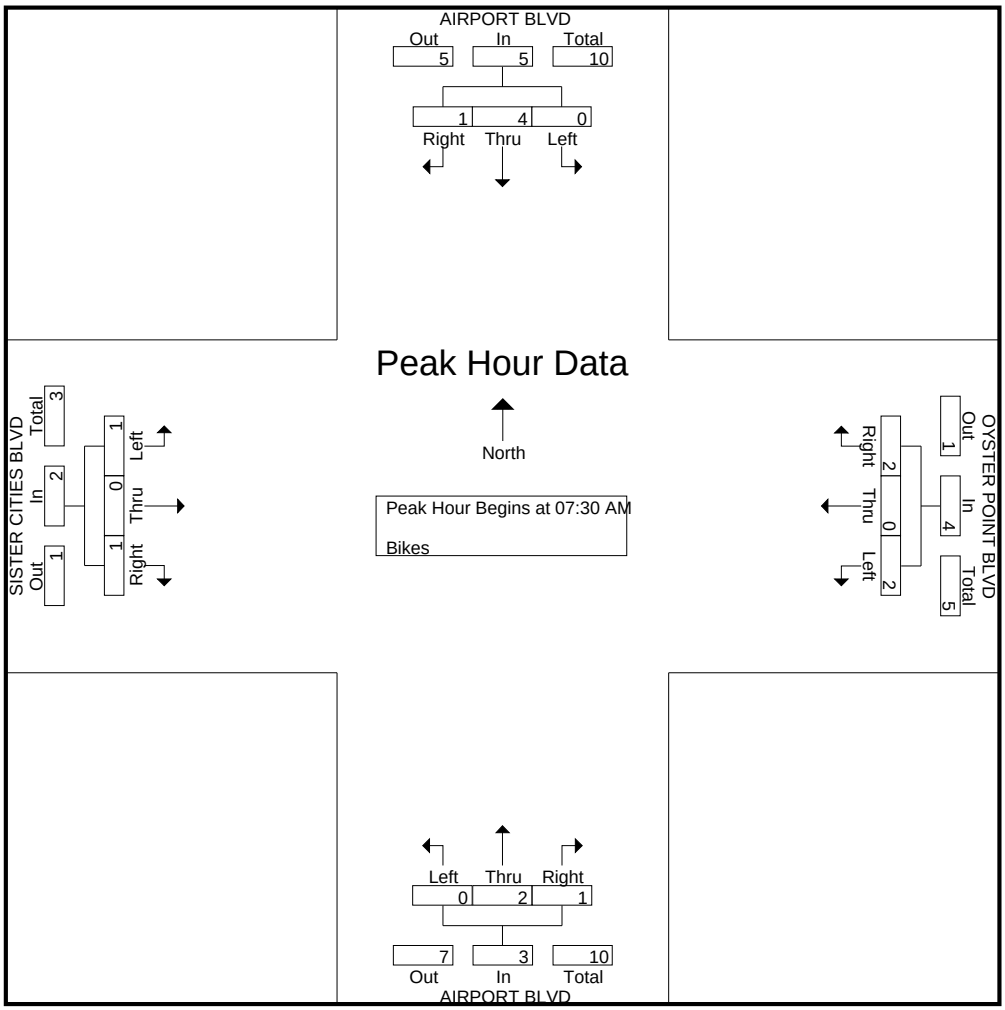

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Groups Printed- Vehicles

	AIRPORT BLVD Southbound					OYSTER POINT BLVD Westbound					AIRPORT BLVD Northbound					SISTER CITIES BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	25	31	26	0	82	14	30	10	0	54	66	18	1	1	86	6	244	12	0	262	484
07:15 AM	30	52	34	0	116	8	30	16	0	54	95	20	3	1	119	3	266	13	0	282	571
07:30 AM	32	55	58	0	145	6	34	19	0	59	81	23	4	3	111	14	278	14	1	307	622
07:45 AM	40	64	60	0	164	15	45	19	0	79	82	21	5	0	108	12	328	16	0	356	707
Total	127	202	178	0	507	43	139	64	0	246	324	82	13	5	424	35	1116	55	1	1207	2384
08:00 AM	38	53	67	0	158	13	43	12	0	68	84	32	9	0	125	17	309	27	0	353	704
08:15 AM	36	60	64	0	160	25	33	19	0	77	83	20	10	2	115	6	312	32	0	350	702
08:30 AM	43	50	74	0	167	23	48	27	0	98	58	25	6	1	90	8	279	29	0	316	671
08:45 AM	41	43	50	0	134	18	51	28	0	97	47	28	5	0	80	15	242	13	0	270	581
Total	158	206	255	0	619	79	175	86	0	340	272	105	30	3	410	46	1142	101	0	1289	2658
Grand Total	285	408	433	0	1126	122	314	150	0	586	596	187	43	8	834	81	2258	156	1	2496	5042
Apprch %	25.3	36.2	38.5	0		20.8	53.6	25.6	0		71.5	22.4	5.2	1		3.2	90.5	6.2	0		
Total %	5.7	8.1	8.6	0	22.3	2.4	6.2	3	0	11.6	11.8	3.7	0.9	0.2	16.5	1.6	44.8	3.1	0	49.5	

	AIRPORT BLVD Southbound				OYSTER POINT BLVD Westbound				AIRPORT BLVD Northbound				SISTER CITIES BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	40	**64**	60	164	15	45	19	79	82	21	5	108	12	**328**	16	**356**	**707**
08:00 AM	38	53	67	158	13	43	12	68	**84**	**32**	9	**125**	**17**	309	27	353	704
08:15 AM	36	60	64	160	**25**	33	19	77	83	20	**10**	113	6	312	**32**	350	700
08:30 AM	**43**	50	**74**	**167**	23	**48**	**27**	**98**	58	25	6	89	8	279	29	316	670
Total Volume	157	227	265	649	76	169	77	322	307	98	30	435	43	1228	104	1375	2781
% App. Total	24.2	35	40.8		23.6	52.5	23.9		70.6	22.5	6.9		3.1	89.3	7.6		
PHF	.913	.887	.895	.972	.760	.880	.713	.821	.914	.766	.750	.870	.632	.936	.813	.966	.983

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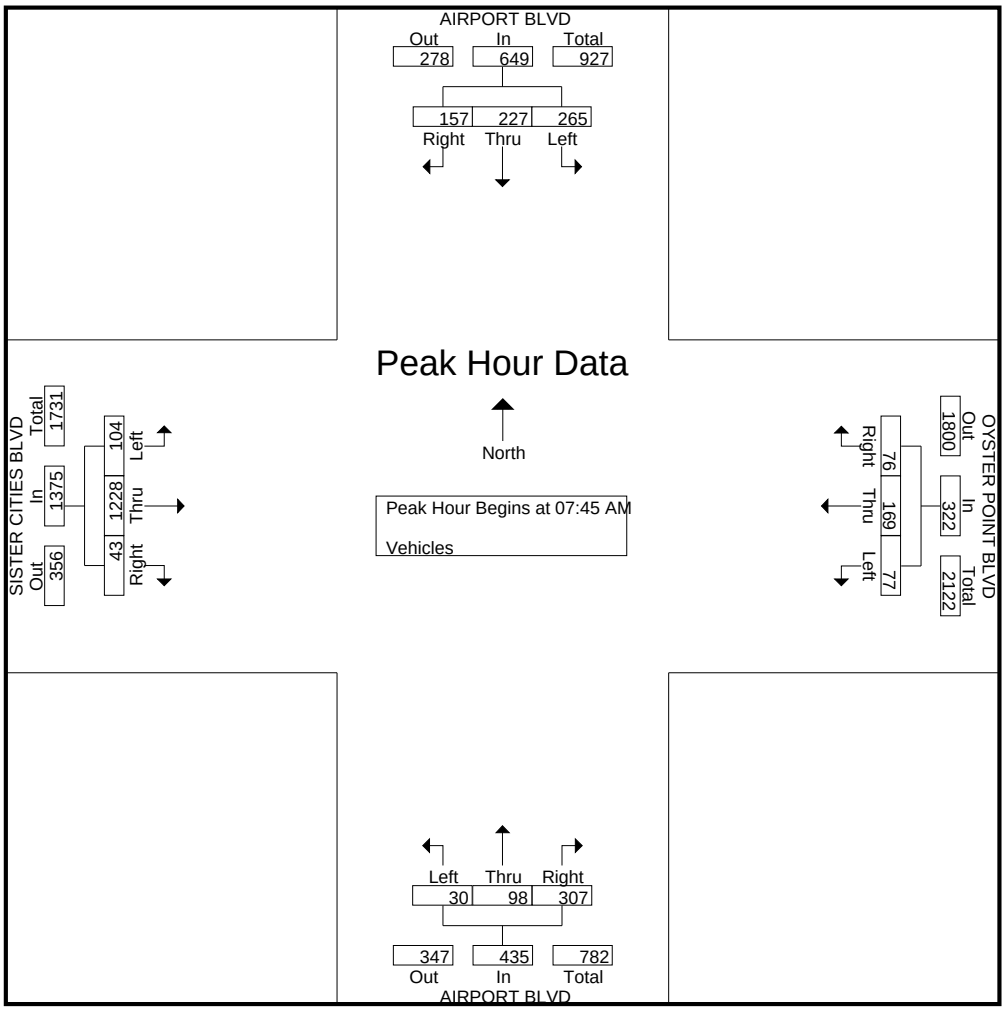

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File Name : 2PM FINAL
Site Code : 00000002
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Groups Printed- Bikes

	SIERRA POINT PKWY Southbound					Westbound					SIERRA POINT PKWY Northbound					LAGOON RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	1	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	5	0	0	0	5	14
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	7	0	0	0	7	19
Apprch %	0	0	0	0		0	0	0	0		0	0	100	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	63.2	0	63.2	36.8	0	0	0	36.8	

	SIERRA POINT PKWY Southbound				Westbound				SIERRA POINT PKWY Northbound				LAGOON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	**5**	**5**	1	0	0	1	**6**
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	0	**4**	4
Total Volume	0	0	0	0	0	0	0	0	0	0	9	9	5	0	0	5	14
% App. Total	0	0	0		0	0	0		0	0	100		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.450	.450	.313	.000	.000	.313	.583

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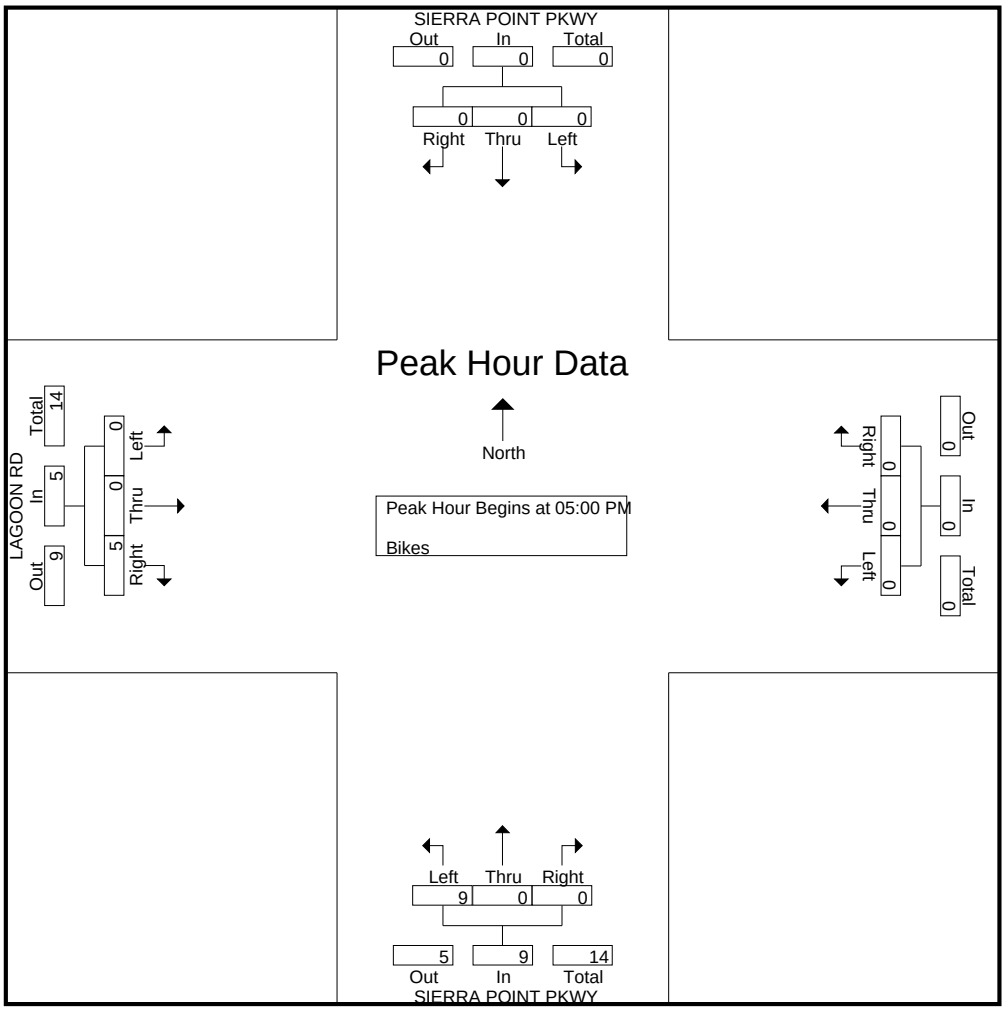

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Groups Printed- Vehicles

	SIERRA POINT PKWY Southbound					Westbound					SIERRA POINT PKWY Northbound					LAGOON RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	39	9	0	0	48	0	0	0	0	0	0	40	5	0	45	4	0	9	0	13	106
04:15 PM	39	10	0	0	49	0	0	0	0	0	0	35	5	0	40	9	0	13	0	22	111
04:30 PM	40	9	0	0	49	0	0	0	0	0	0	61	12	0	73	10	0	9	0	19	141
04:45 PM	37	16	0	0	53	0	0	0	0	0	0	70	13	0	83	11	0	9	0	20	156
Total	155	44	0	0	199	0	0	0	0	0	0	206	35	0	241	34	0	40	0	74	514
05:00 PM	32	5	1	0	38	0	0	0	0	0	0	78	10	0	88	18	0	12	0	30	156
05:15 PM	39	3	0	0	42	0	0	0	0	0	0	76	12	0	88	8	0	7	0	15	145
05:30 PM	31	14	0	0	45	0	0	0	0	0	0	83	10	0	93	8	0	4	0	12	150
05:45 PM	39	10	0	0	49	0	0	0	0	0	0	53	15	0	68	8	0	7	0	15	132
Total	141	32	1	0	174	0	0	0	0	0	0	290	47	0	337	42	0	30	0	72	583
Grand Total	296	76	1	0	373	0	0	0	0	0	0	496	82	0	578	76	0	70	0	146	1097
Apprch %	79.4	20.4	0.3	0		0	0	0	0		0	85.8	14.2	0		52.1	0	47.9	0		
Total %	27	6.9	0.1	0	34	0	0	0	0	0	0	45.2	7.5	0	52.7	6.9	0	6.4	0	13.3	

	SIERRA POINT PKWY Southbound				Westbound				SIERRA POINT PKWY Northbound				LAGOON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	37	**16**	0	**53**	0	0	0	0	0	70	**13**	83	11	0	9	20	**156**
05:00 PM	32	5	**1**	38	0	0	0	0	0	78	10	88	**18**	0	**12**	**30**	156
05:15 PM	**39**	3	0	42	0	0	0	0	0	76	12	88	8	0	7	15	145
05:30 PM	31	14	0	45	0	0	0	0	0	**83**	10	**93**	8	0	4	12	150
Total Volume	139	38	1	178	0	0	0	0	0	307	45	352	45	0	32	77	607
% App. Total	78.1	21.3	0.6		0	0	0		0	87.2	12.8		58.4	0	41.6		
PHF	.891	.594	.250	.840	.000	.000	.000	.000	.000	.925	.865	.946	.625	.000	.667	.642	.973

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File Name : 2PM FINAL
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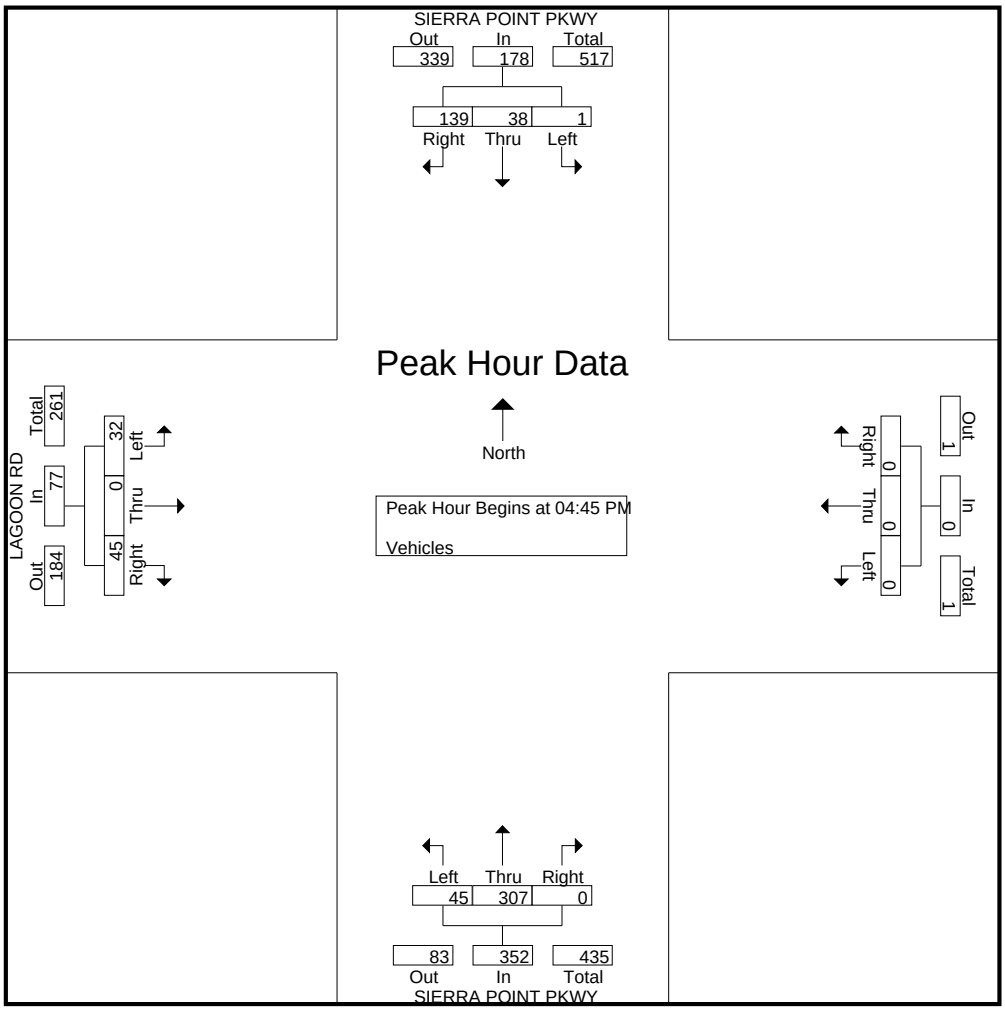

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File Name : 2AM FINAL
Site Code : 00000002
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Groups Printed- Bikes

	SIERRA POINT PKWY Southbound					Westbound					SIERRA POINT PKWY Northbound					LAGOON RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	13
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	43	43
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	15	0	0	0	15	16
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	58	0	0	0	58	59
Apprch %	0	0	0	0		0	0	0	0		0	0	100	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	1.7	0	1.7	98.3	0	0	0	98.3	

	SIERRA POINT PKWY Southbound				Westbound				SIERRA POINT PKWY Northbound				LAGOON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	11
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**14**	0	0	**14**	**14**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	43	43
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.768	.000	.000	.768	.768

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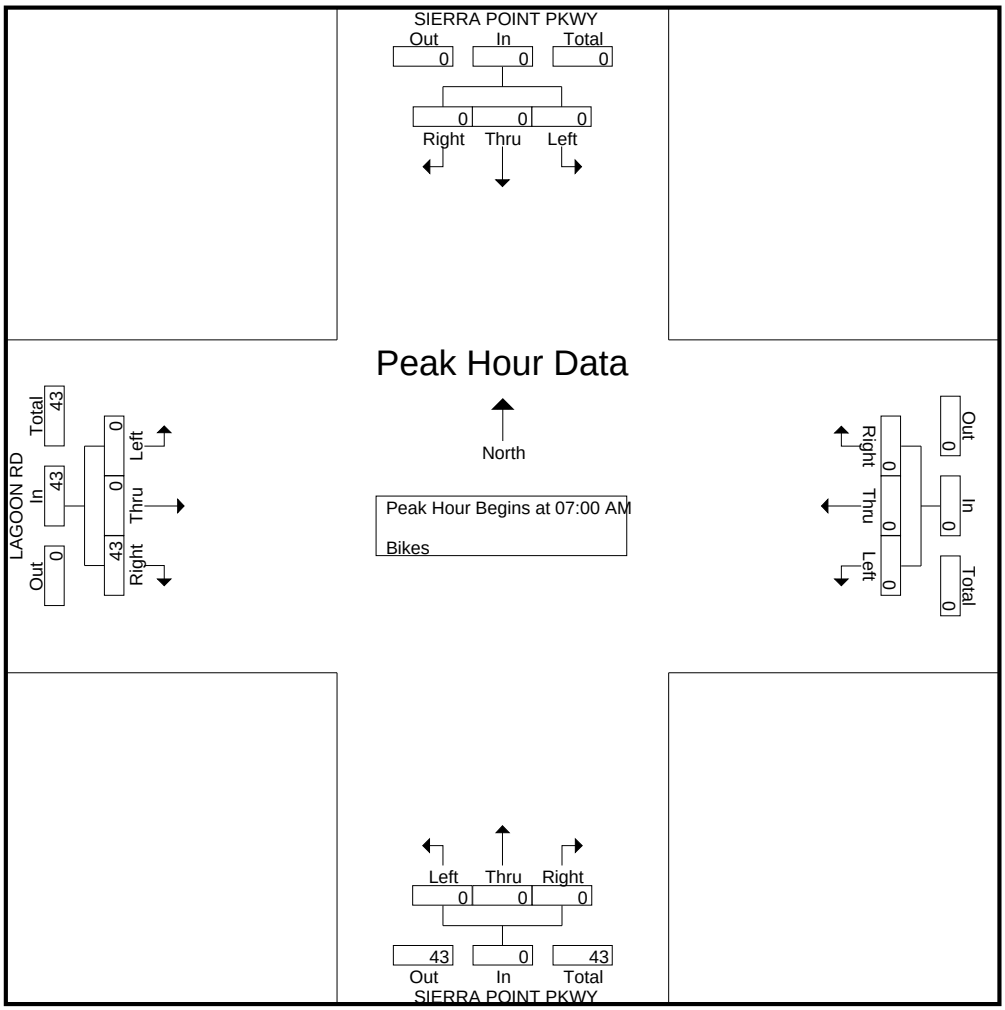

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File Name : 2AM FINAL
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Groups Printed- Vehicles

	SIERRA POINT PKWY Southbound					Westbound					SIERRA POINT PKWY Northbound					LAGOON RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	16	0	0	31	0	0	0	0	0	0	8	2	0	10	7	0	5	0	12	53
07:15 AM	18	24	0	0	42	0	0	0	0	0	0	12	9	0	21	17	0	10	0	27	90
07:30 AM	10	25	0	0	35	0	0	0	0	0	0	10	7	0	17	12	0	12	0	24	76
07:45 AM	19	28	0	0	47	0	0	0	0	0	0	9	7	0	16	17	0	8	0	25	88
Total	62	93	0	0	155	0	0	0	0	0	0	39	25	0	64	53	0	35	0	88	307
08:00 AM	21	32	0	0	53	0	0	0	0	0	0	15	6	0	21	17	0	11	0	28	102
08:15 AM	22	31	0	0	53	0	0	0	0	0	0	17	7	0	24	17	0	13	0	30	107
08:30 AM	16	55	0	0	71	0	0	0	0	0	0	12	8	0	20	16	0	6	0	22	113
08:45 AM	24	57	0	0	81	0	0	0	0	0	0	16	5	0	21	14	0	8	0	22	124
Total	83	175	0	0	258	0	0	0	0	0	0	60	26	0	86	64	0	38	0	102	446
Grand Total	145	268	0	0	413	0	0	0	0	0	0	99	51	0	150	117	0	73	0	190	753
Apprch %	35.1	64.9	0	0		0	0	0	0		0	66	34	0		61.6	0	38.4	0		
Total %	19.3	35.6	0	0	54.8	0	0	0	0	0	0	13.1	6.8	0	19.9	15.5	0	9.7	0	25.2	

	SIERRA POINT PKWY Southbound				Westbound				SIERRA POINT PKWY Northbound				LAGOON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	21	32	0	53	0	0	0	0	0	15	6	21	**17**	0	11	28	102
08:15 AM	22	31	0	53	0	0	0	0	0	**17**	7	**24**	17	0	**13**	**30**	107
08:30 AM	16	55	0	71	0	0	0	0	0	12	**8**	20	16	0	6	22	113
08:45 AM	**24**	**57**	0	**81**	0	0	0	0	0	16	5	21	14	0	8	22	**124**
Total Volume	83	175	0	258	0	0	0	0	0	60	26	86	64	0	38	102	446
% App. Total	32.2	67.8	0		0	0	0		0	69.8	30.2		62.7	0	37.3		
PHF	.865	.768	.000	.796	.000	.000	.000	.000	.000	.882	.813	.896	.941	.000	.731	.850	.899

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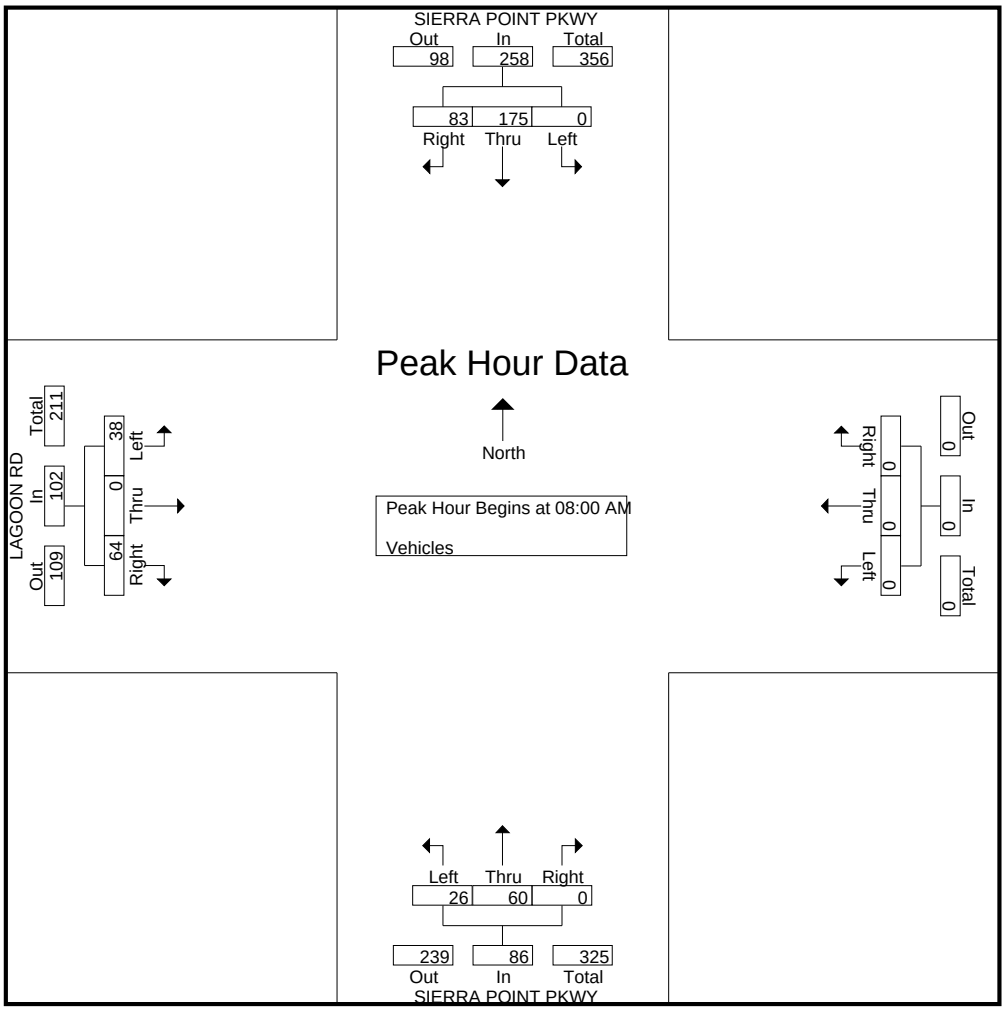

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Groups Printed- Bikes

	ALANA WAY Southbound					US-101 SB RAMPS Westbound					DVWY Northbound					BEATTY AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	ALANA WAY Southbound				US-101 SB RAMPS Westbound				DVWY Northbound				BEATTY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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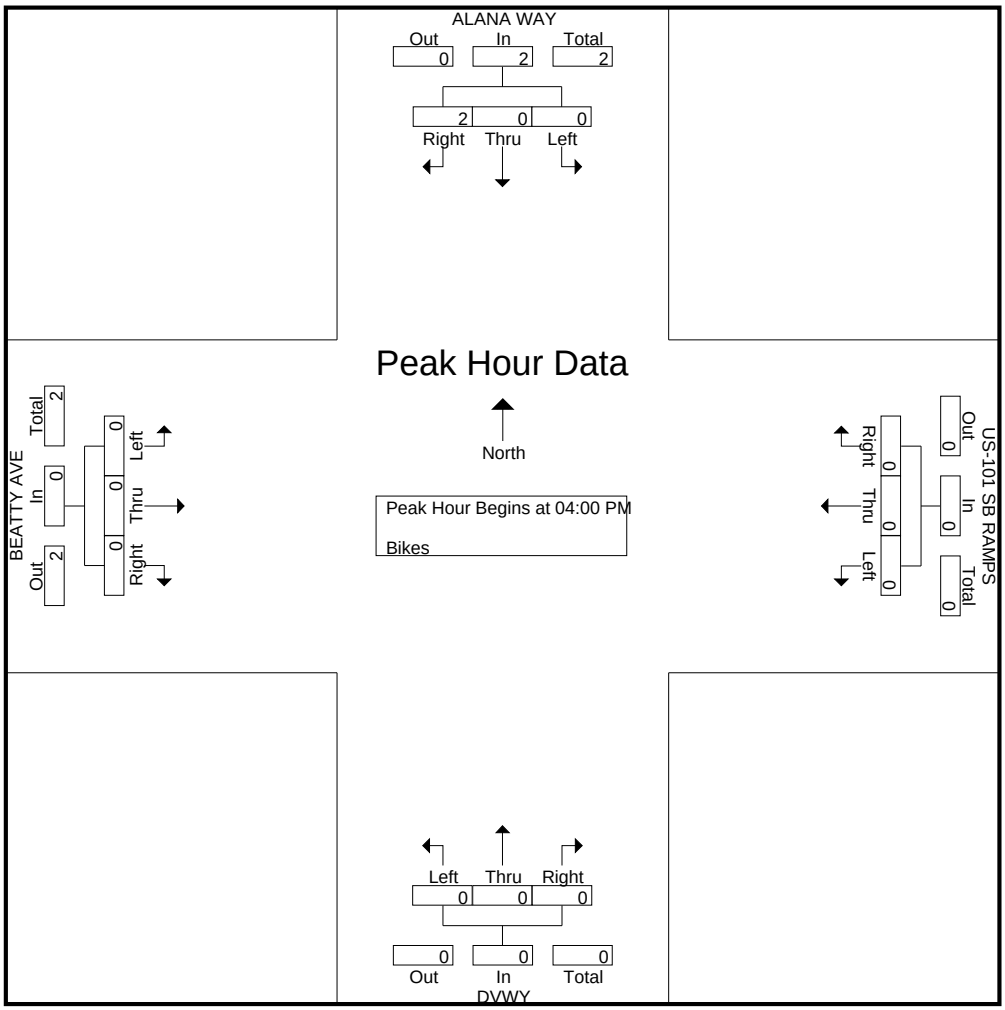

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File Name : 1PM FINAL
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Groups Printed- Vehicles

	ALANA WAY Southbound					US-101 SB RAMPS Westbound					DVWY Northbound					BEATTY AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	1	28	0	34	23	5	0	0	28	6	0	5	0	11	1	19	6	0	26	99
04:15 PM	5	5	22	0	32	36	9	3	0	48	3	0	6	0	9	2	18	4	0	24	113
04:30 PM	7	3	34	0	44	30	12	3	0	45	0	1	8	0	9	1	17	7	0	25	123
04:45 PM	7	0	50	0	57	19	6	0	0	25	0	3	3	0	6	0	14	2	0	16	104
Total	24	9	134	0	167	108	32	6	0	146	9	4	22	0	35	4	68	19	0	91	439
05:00 PM	4	0	26	0	30	27	4	1	0	32	1	0	0	0	1	0	16	4	0	20	83
05:15 PM	9	0	32	0	41	26	4	0	0	30	0	0	0	0	0	0	26	10	0	36	107
05:30 PM	6	0	21	0	27	31	0	0	0	31	0	0	0	0	0	0	18	4	0	22	80
05:45 PM	5	0	24	0	29	31	9	0	0	40	0	0	0	0	0	0	18	8	0	26	95
Total	24	0	103	0	127	115	17	1	0	133	1	0	0	0	1	0	78	26	0	104	365
Grand Total	48	9	237	0	294	223	49	7	0	279	10	4	22	0	36	4	146	45	0	195	804
Apprch %	16.3	3.1	80.6	0		79.9	17.6	2.5	0		27.8	11.1	61.1	0		2.1	74.9	23.1	0		
Total %	6	1.1	29.5	0	36.6	27.7	6.1	0.9	0	34.7	1.2	0.5	2.7	0	4.5	0.5	18.2	5.6	0	24.3	

	ALANA WAY Southbound				US-101 SB RAMPS Westbound				DVWY Northbound				BEATTY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	1	28	34	23	5	0	28	**6**	0	5	**11**	1	**19**	6	**26**	99
04:15 PM	5	**5**	22	32	**36**	9	**3**	**48**	3	0	6	9	**2**	18	4	24	113
04:30 PM	**7**	3	34	44	30	**12**	3	45	0	1	**8**	9	1	17	**7**	25	**123**
04:45 PM	7	0	**50**	**57**	19	6	0	25	0	**3**	3	6	0	14	2	16	104
Total Volume	24	9	134	167	108	32	6	146	9	4	22	35	4	68	19	91	439
% App. Total	14.4	5.4	80.2		74	21.9	4.1		25.7	11.4	62.9		4.4	74.7	20.9		
PHF	.857	.450	.670	.732	.750	.667	.500	.760	.375	.333	.688	.795	.500	.895	.679	.875	.892

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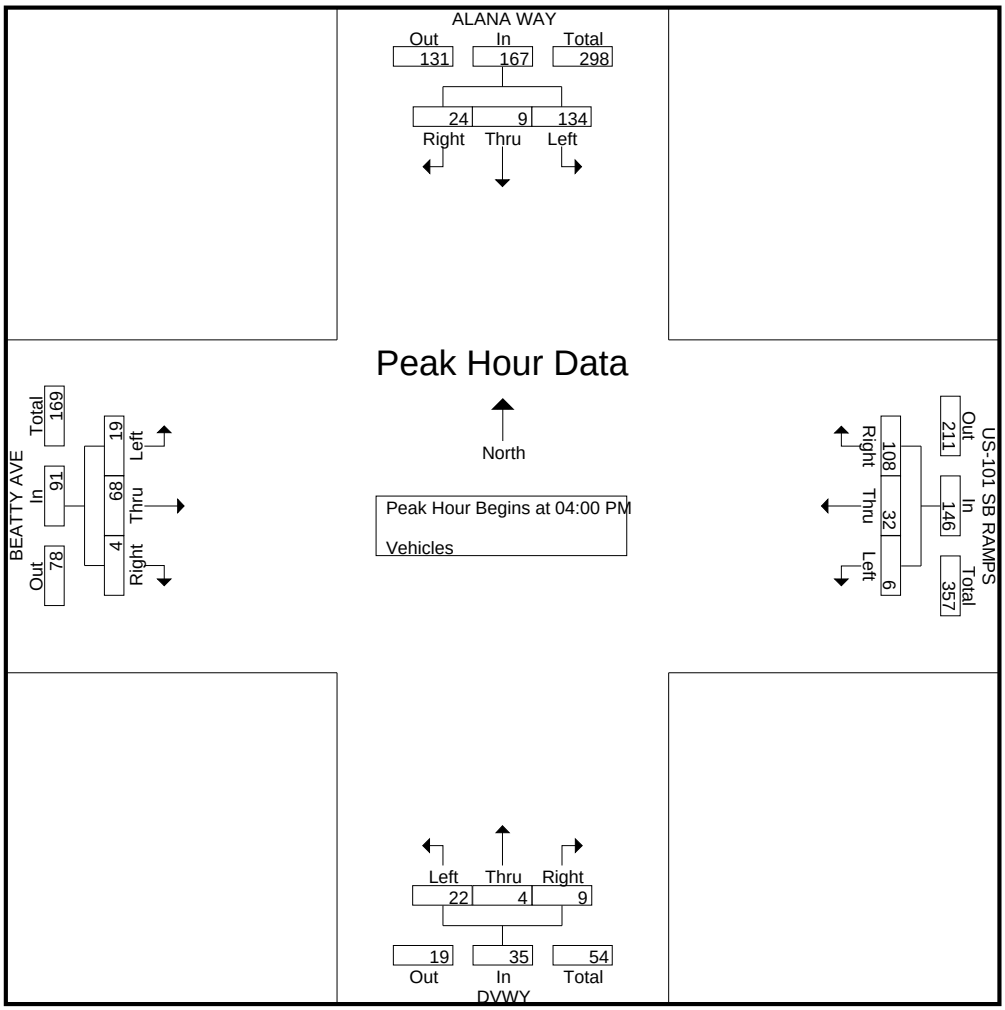

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Groups Printed- Bikes

	ALANA WAY Southbound					US-101 SB RAMPS Westbound					DVWY Northbound					BEATTY AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	66.7	0	66.7	33.3	0	0	0	33.3	0	0	0	0	0	0	0	0	0	0	

	ALANA WAY Southbound				US-101 SB RAMPS Westbound				DVWY Northbound				BEATTY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	3
% App. Total	0	0	100		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.375

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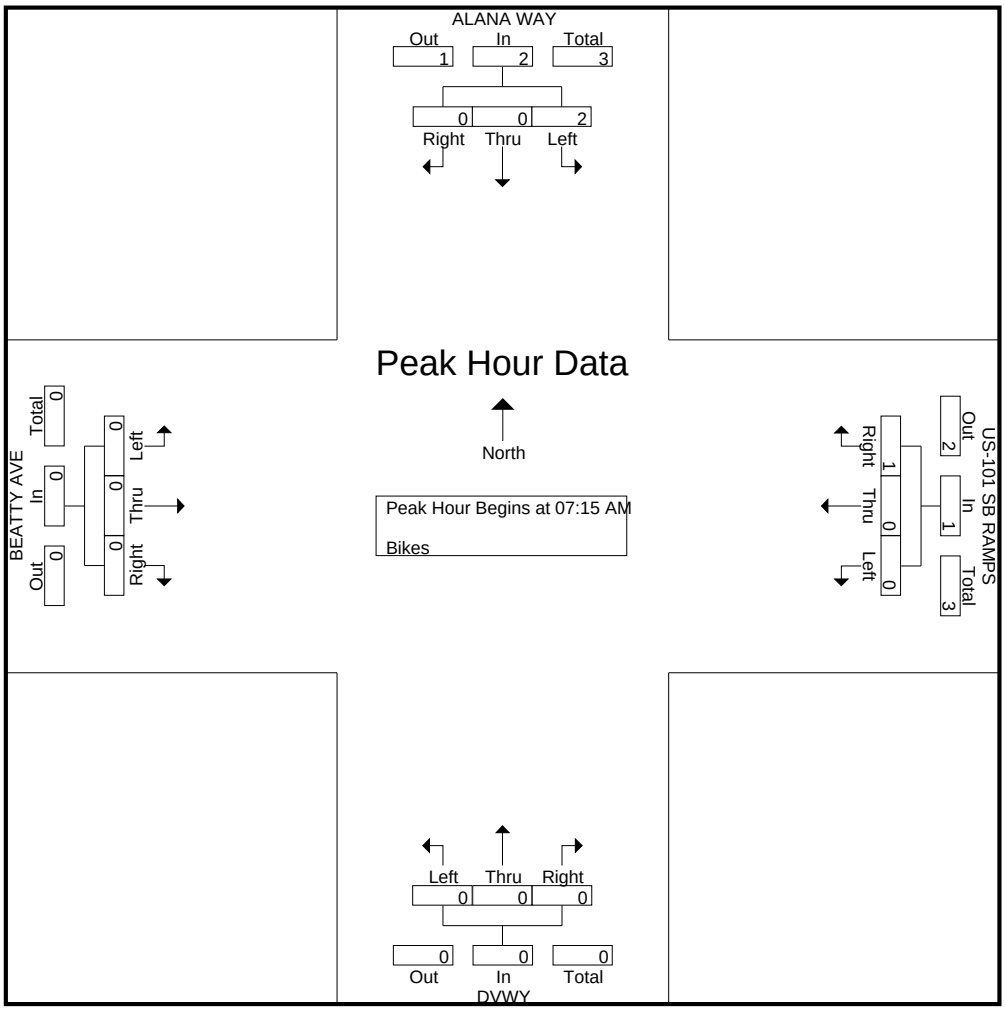

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Groups Printed- Vehicles

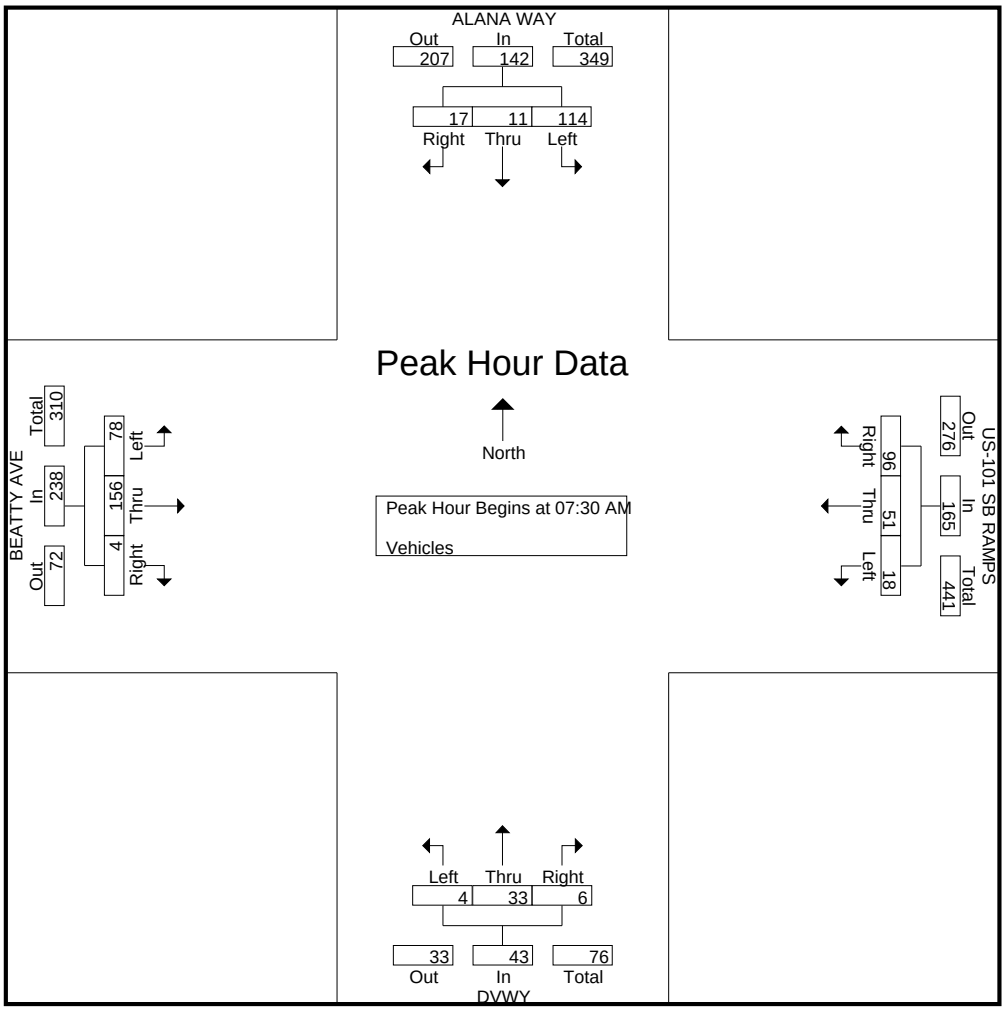
	ALANA WAY Southbound					US-101 SB RAMPS Westbound					DVWY Northbound					BEATTY AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	4	25	0	36	18	16	4	0	38	2	5	0	1	8	0	22	5	2	29	111
07:15 AM	9	1	15	0	25	23	13	7	0	43	1	8	0	3	12	1	32	22	0	55	135
07:30 AM	2	4	22	0	28	19	16	6	0	41	0	10	0	0	10	0	48	11	0	59	138
07:45 AM	2	3	32	0	37	32	13	7	0	52	0	5	0	0	5	3	37	23	0	63	157
Total	20	12	94	0	126	92	58	24	0	174	3	28	0	4	35	4	139	61	2	206	541
08:00 AM	5	2	24	0	31	28	11	3	0	42	4	9	0	0	13	1	43	26	0	70	156
08:15 AM	8	2	36	0	46	17	11	2	0	30	2	9	4	0	15	0	28	18	0	46	137
08:30 AM	4	0	25	0	29	15	28	9	0	52	3	0	0	0	3	0	27	18	0	45	129
08:45 AM	3	1	27	0	31	32	25	10	0	67	0	5	1	0	6	0	35	11	0	46	150
Total	20	5	112	0	137	92	75	24	0	191	9	23	5	0	37	1	133	73	0	207	572
Grand Total	40	17	206	0	263	184	133	48	0	365	12	51	5	4	72	5	272	134	2	413	1113
Apprch %	15.2	6.5	78.3	0		50.4	36.4	13.2	0		16.7	70.8	6.9	5.6		1.2	65.9	32.4	0.5		
Total %	3.6	1.5	18.5	0	23.6	16.5	11.9	4.3	0	32.8	1.1	4.6	0.4	0.4	6.5	0.4	24.4	12	0.2	37.1	

	ALANA WAY Southbound				US-101 SB RAMPS Westbound				DVWY Northbound				BEATTY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	**4**	22	28	19	**16**	6	41	0	**10**	0	10	0	**48**	11	59	138
07:45 AM	2	3	32	37	**32**	13	**7**	**52**	0	5	0	5	**3**	37	23	63	**157**
08:00 AM	5	2	24	31	28	11	3	42	**4**	9	0	13	1	43	**26**	**70**	156
08:15 AM	**8**	2	**36**	**46**	17	11	2	30	2	9	**4**	**15**	0	28	18	46	137
Total Volume	17	11	114	142	96	51	18	165	6	33	4	43	4	156	78	238	588
% App. Total	12	7.7	80.3		58.2	30.9	10.9		14	76.7	9.3		1.7	65.5	32.8		
PHF	.531	.688	.792	.772	.750	.797	.643	.793	.375	.825	.250	.717	.333	.813	.750	.850	.936

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/21/2013
Page No : 2



Post-Metering – Week 1

WILTEC

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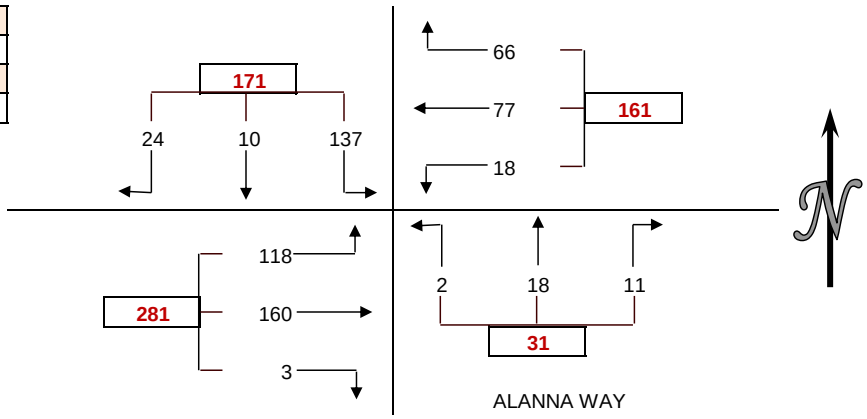
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	ALANNA WAY
	E/W	BEATTY AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	6	33	25	24	2	1	0	1	1	33	18	153
715-730	5	1	28	9	20	4	3	4	1	2	43	27	147
730-745	6	5	35	15	13	5	5	3	0	1	45	22	155
745-800	6	2	42	23	20	6	2	2	1	0	37	42	183
800-815	7	2	32	19	24	3	1	9	0	0	35	27	159
815-830	5	2	36	23	19	5	2	4	1	1	28	21	147
830-845	6	2	42	20	19	3	1	7	1	1	39	14	155
845-900	4	3	40	18	17	3	2	7	0	1	39	14	148
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	26	14	138	72	77	17	11	9	3	4	158	109	638
715-815	24	10	137	66	77	18	11	18	2	3	160	118	644
730-830	24	11	145	80	76	19	10	18	2	2	145	112	644
745-845	24	8	152	85	82	17	6	22	3	2	139	104	644
800-900	22	9	150	80	79	14	6	27	2	3	141	76	609

PEAK HOUR
715-815
PEAK HOUR FACTOR
0.88



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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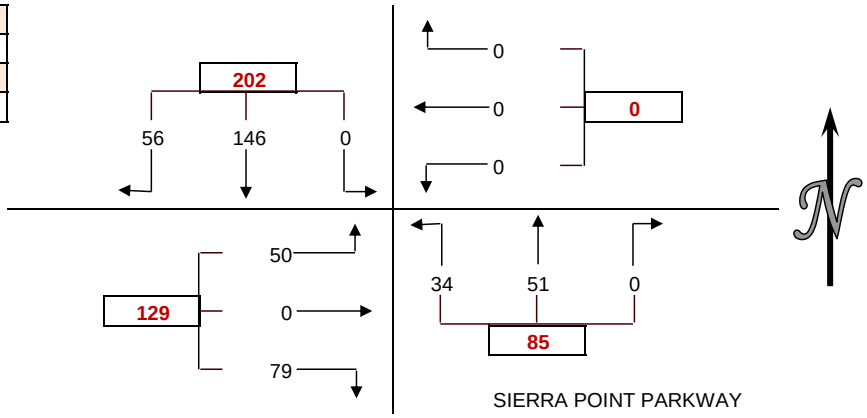
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SIERRA POINT PARKWAY
	E/W	LAGOON ROAD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	17	13	0	0	0	0	0	8	3	9	0	7	57
715-730	11	7	0	0	0	0	0	13	5	10	0	10	56
730-745	13	20	0	0	0	0	0	21	5	9	0	14	82
745-800	14	33	0	0	0	0	0	14	6	21	0	19	107
800-815	14	34	0	0	0	0	0	14	8	23	0	15	108
815-830	14	29	0	0	0	0	0	8	13	20	0	12	96
830-845	13	46	0	0	0	0	0	12	6	14	0	9	100
845-900	15	37	0	0	0	0	0	17	7	22	0	14	112
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	55	73	0	0	0	0	0	56	19	49	0	50	302
715-815	52	94	0	0	0	0	0	62	24	63	0	58	353
730-830	55	116	0	0	0	0	0	57	32	73	0	60	393
745-845	55	142	0	0	0	0	0	48	33	78	0	55	411
800-900	56	146	0	0	0	0	0	51	34	79	0	50	416

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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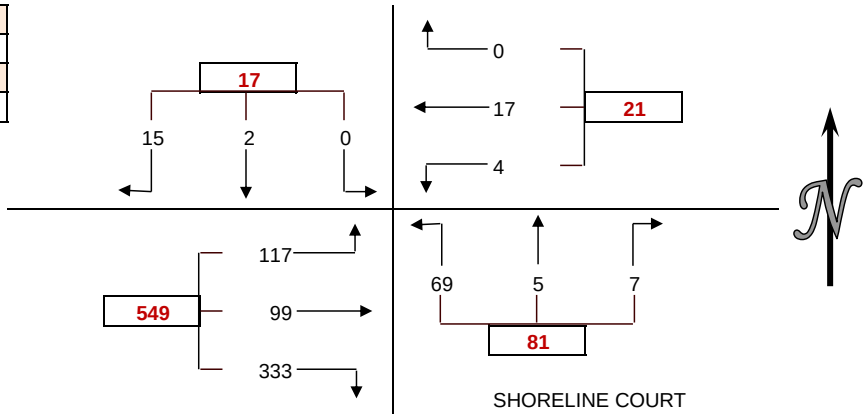
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SHORELINE COURT
	E/W	SIERRA POINT PARKWAY
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	0	0	0	1	0	1	1	15	25	11	5	61
715-730	2	1	1	0	2	0	0	2	20	34	11	10	83
730-745	2	0	0	0	4	0	0	0	26	43	7	5	87
745-800	3	0	0	0	2	2	1	0	15	66	18	9	116
800-815	2	1	0	0	3	1	2	0	18	70	30	11	138
815-830	5	1	0	0	6	1	3	1	20	76	16	26	155
830-845	4	0	0	0	4	2	2	2	16	89	20	46	185
845-900	4	0	0	0	4	0	0	2	15	98	33	34	190
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	9	1	1	0	9	2	2	3	76	168	47	29	347
715-815	9	2	1	0	11	3	3	2	79	213	66	35	424
730-830	12	2	0	0	15	4	6	1	79	255	71	51	496
745-845	14	2	0	0	15	6	8	3	69	301	84	92	594
800-900	15	2	0	0	17	4	7	5	69	333	99	117	668

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.88



SIERRA POINT PARKWAY

SHORELINE COURT

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	2	0	3
745-800	1	2	1	1	5
800-815	3	5	2	2	12
815-830	0	4	4	2	10
830-845	0	0	0	3	3
845-900	3	3	2	6	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	3	3	1	8
715-815	4	8	5	3	20
730-830	4	12	9	5	30
745-845	4	11	7	8	30
800-900	6	12	8	13	39

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	0	0	0
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	0	1
715-815	0	0	0	0	0
730-830	0	0	1	0	1
745-845	0	0	1	0	1
800-900	1	0	1	0	2

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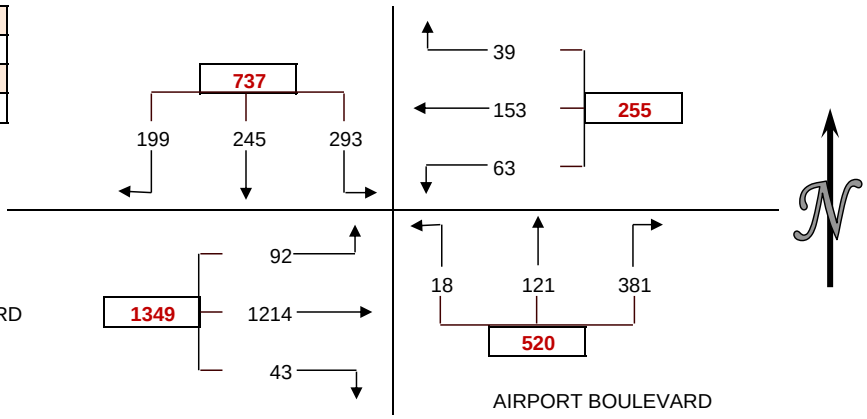
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	SISTER CITIES BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	36	33	45	8	22	14	79	23	3	3	239	12	517
715-730	36	55	53	9	26	7	101	18	3	13	254	25	600
730-745	43	52	62	8	42	12	106	25	6	7	310	25	698
745-800	53	71	87	12	32	17	99	34	3	16	294	17	735
800-815	51	58	58	11	33	14	88	31	4	10	295	23	676
815-830	52	64	86	8	46	20	88	31	5	10	315	27	752
830-845	27	54	57	10	35	14	65	40	5	9	284	22	622
845-900	33	69	61	20	32	17	66	38	2	14	283	20	655
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	168	211	247	37	122	50	385	100	15	39	1097	79	2550
715-815	183	236	260	40	133	50	394	108	16	46	1153	90	2709
730-830	199	245	293	39	153	63	381	121	18	43	1214	92	2861
745-845	183	247	288	41	146	65	340	136	17	45	1188	89	2785
800-900	163	245	262	49	146	65	307	140	16	43	1177	92	2705

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	1	2
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	2	2	4
845-900	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	1	2
715-815	0	0	0	0	0
730-830	0	0	1	0	1
745-845	0	0	3	2	5
800-900	0	0	3	4	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	1	0	0	0	1
730-745	0	1	0	0	1
745-800	0	0	0	1	1
800-815	0	0	0	1	1
815-830	0	1	1	2	4
830-845	0	0	0	1	1
845-900	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	0	3	5
715-815	1	1	0	2	4
730-830	0	2	1	4	7
745-845	0	1	1	5	7
800-900	0	1	1	6	8

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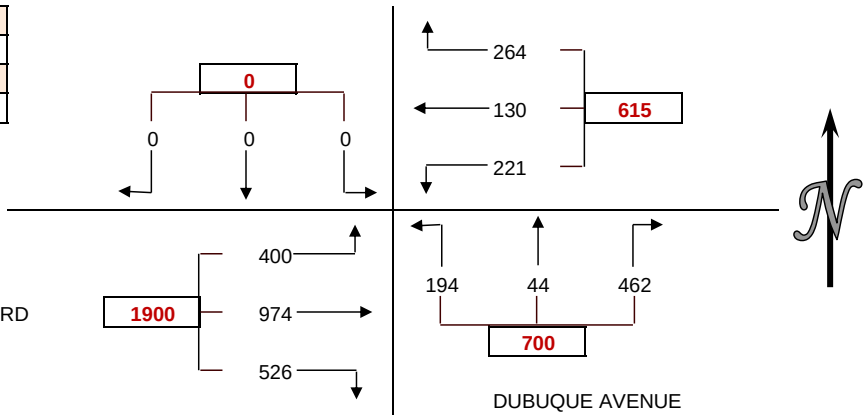
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	DUBUQUE AVENUE
	E/W	OYSTER POINT BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	54	17	25	65	9	32	126	112	139	579
715-730	0	0	0	65	9	29	68	13	24	151	114	161	634
730-745	0	0	0	66	26	30	73	16	32	155	168	149	715
745-800	0	0	0	70	11	25	82	11	29	131	219	123	701
800-815	0	0	0	73	31	50	93	11	45	133	239	123	798
815-830	0	0	0	74	31	58	123	9	44	133	249	103	824
830-845	0	0	0	68	25	71	117	11	42	141	266	91	832
845-900	0	0	0	49	43	42	129	13	63	119	220	83	761
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	255	63	109	288	49	117	563	613	572	2629
715-815	0	0	0	274	77	134	316	51	130	570	740	556	2848
730-830	0	0	0	283	99	163	371	47	150	552	875	498	3038
745-845	0	0	0	285	98	204	415	42	160	538	973	440	3155
800-900	0	0	0	264	130	221	462	44	194	526	974	400	3215

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	2	2	0	4
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	0	1	1	0	2
815-830	0	0	2	0	2
830-845	0	2	2	0	4
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	2	0	5
715-815	0	4	3	0	7
730-830	0	2	3	0	5
745-845	0	3	5	0	8
800-900	0	3	6	0	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	2	1	0	4
715-730	1	1	2	0	4
730-745	1	0	2	0	3
745-800	1	0	2	0	3
800-815	0	0	3	0	3
815-830	1	0	0	0	1
830-845	0	1	1	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	3	7	0	14
715-815	3	1	9	0	13
730-830	3	0	7	0	10
745-845	2	1	6	0	9
800-900	1	1	4	0	6

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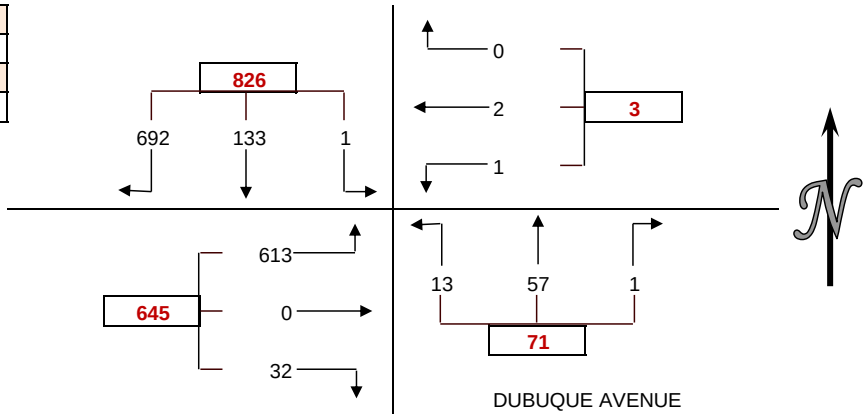
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	DUBUQUE AVENUE
	E/W	US 101 RAMPS
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	137	17	0	0	1	0	0	13	3	9	0	117	297
715-730	130	24	0	2	0	1	2	13	2	10	0	101	285
730-745	138	12	0	5	0	0	1	20	8	11	0	110	305
745-800	154	20	0	0	0	0	0	8	1	4	0	114	301
800-815	183	19	1	0	1	0	0	12	3	9	0	147	375
815-830	161	40	0	0	0	0	0	12	2	9	0	124	348
830-845	166	32	0	0	1	1	0	19	3	7	0	164	393
845-900	182	42	0	0	0	0	1	14	5	7	0	178	429
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	559	73	0	7	1	1	3	54	14	34	0	442	1188
715-815	605	75	1	7	1	1	3	53	14	34	0	472	1266
730-830	636	91	1	5	1	0	1	52	14	33	0	495	1329
745-845	664	111	1	0	2	1	0	51	9	29	0	549	1417
800-900	692	133	1	0	2	1	1	57	13	32	0	613	1545

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.90



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	3	0	0	3
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	1	0	0	1
830-845	0	2	0	0	2
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	0	0	3
715-815	0	3	0	0	3
730-830	0	1	0	0	1
745-845	0	3	0	0	3
800-900	0	4	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	3	0	0	3
815-830	0	2	0	0	2
830-845	0	1	0	0	1
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	0	1
715-815	0	3	0	0	3
730-830	0	5	0	0	5
745-845	0	6	0	0	6
800-900	0	8	0	0	8

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

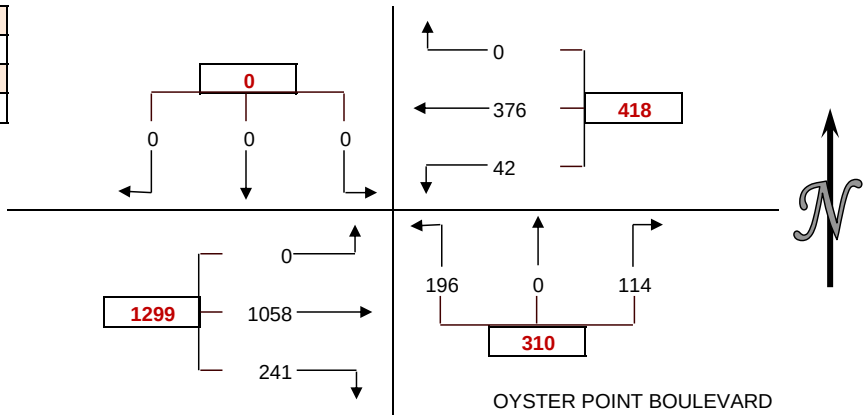
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 22, 2015
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S OYSTER POINT BOULEVARD
E/W GATEWAY BOULEVARD
CITY: SAN MATEO COUNTY

Please see movements graphic below

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10b	11b	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	68	0	15	0	38	19	152	0	292
715-730	0	0	0	0	76	4	22	0	39	36	165	0	342
730-745	0	0	0	0	86	8	23	0	45	66	222	0	450
745-800	0	0	0	0	78	7	26	0	49	59	267	0	486
800-815	0	0	0	0	89	12	29	0	52	69	270	0	521
815-830	0	0	0	0	90	5	21	0	51	59	220	0	446
830-845	0	0	0	0	93	7	27	0	57	61	267	0	512
845-900	0	0	0	0	104	18	37	0	36	52	301	0	548
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10b	11b	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	308	19	86	0	171	180	806	0	1570
715-815	0	0	0	0	329	31	100	0	185	230	924	0	1799
730-830	0	0	0	0	343	32	99	0	197	253	979	0	1903
745-845	0	0	0	0	350	31	103	0	209	248	1024	0	1965
800-900	0	0	0	0	376	42	114	0	196	241	1058	0	2027

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.92



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	2	2
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	2	2
730-830	0	0	0	2	2
745-845	0	0	0	2	2
800-900	0	0	0	3	3

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

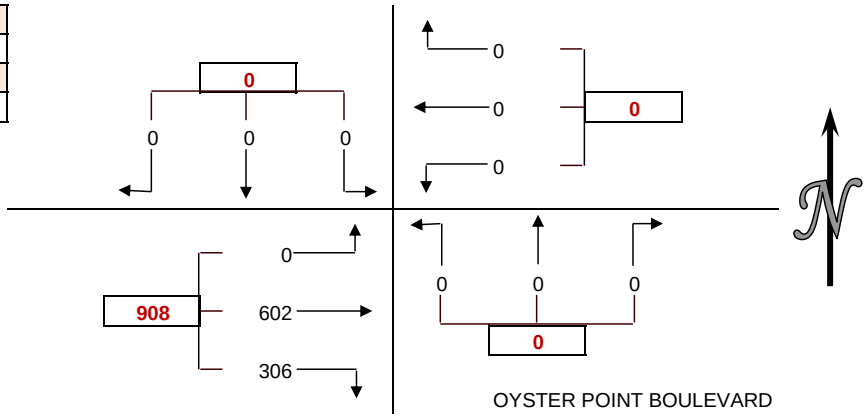
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 22, 2015
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S OYSTER POINT BOULEVARD
E/W GATEWAY BOULEVARD
CITY: SAN MATEO COUNTY

Please see movements graphic below

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10a	11a	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	0	0	0	0	0	33	115	0	148
715-730	0	0	0	0	0	0	0	0	0	56	88	0	144
730-745	0	0	0	0	0	0	0	0	0	85	114	0	199
745-800	0	0	0	0	0	0	0	0	0	78	158	0	236
800-815	0	0	0	0	0	0	0	0	0	81	142	0	223
815-830	0	0	0	0	0	0	0	0	0	66	143	0	209
830-845	0	0	0	0	0	0	0	0	0	81	159	0	240
845-900	0	0	0	0	0	0	0	0	0	83	142	0	225
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10a	11a	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	0	0	0	0	0	252	475	0	727
715-815	0	0	0	0	0	0	0	0	0	300	502	0	802
730-830	0	0	0	0	0	0	0	0	0	310	557	0	867
745-845	0	0	0	0	0	0	0	0	0	306	602	0	908
800-900	0	0	0	0	0	0	0	0	0	311	586	0	897

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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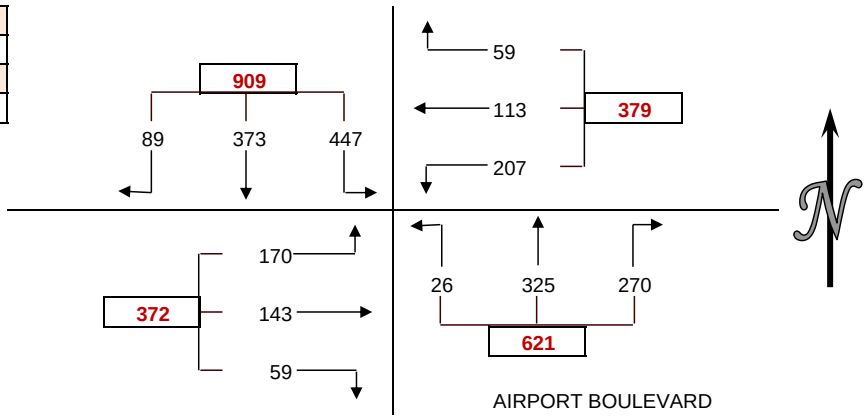
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	GRAND AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	12	67	47	17	14	27	22	73	12	11	17	60	379
715-730	20	94	64	15	15	28	37	78	5	17	27	58	458
730-745	19	100	67	16	11	35	45	75	9	15	31	51	474
745-800	22	92	101	12	26	38	76	89	11	14	32	33	546
800-815	27	111	147	25	51	79	48	75	6	18	36	48	671
815-830	13	94	117	13	25	42	90	82	7	14	43	45	585
830-845	27	76	82	9	11	48	56	79	2	13	32	44	479
845-900	24	82	83	9	12	47	58	84	7	10	32	33	481
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	73	353	279	60	66	128	180	315	37	57	107	202	1857
715-815	88	397	379	68	103	180	206	317	31	64	126	190	2149
730-830	81	397	432	66	113	194	259	321	33	61	142	177	2276
745-845	89	373	447	59	113	207	270	325	26	59	143	170	2281
800-900	91	363	429	56	99	216	252	320	22	55	143	170	2216

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.85



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	6	0	6
715-730	0	0	15	0	15
730-745	0	0	18	4	22
745-800	0	0	6	1	7
800-815	0	0	1	3	4
815-830	0	0	9	5	14
830-845	0	0	15	3	18
845-900	0	0	12	3	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	45	5	50
715-815	0	0	40	8	48
730-830	0	0	34	13	47
745-845	0	0	31	12	43
800-900	0	0	37	14	51

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	3	1	4
800-815	0	0	0	0	0
815-830	0	0	3	1	4
830-845	1	0	2	2	5
845-900	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	4	1	5
715-815	0	0	4	1	5
730-830	0	0	6	2	8
745-845	1	0	8	4	13
800-900	1	0	7	3	11

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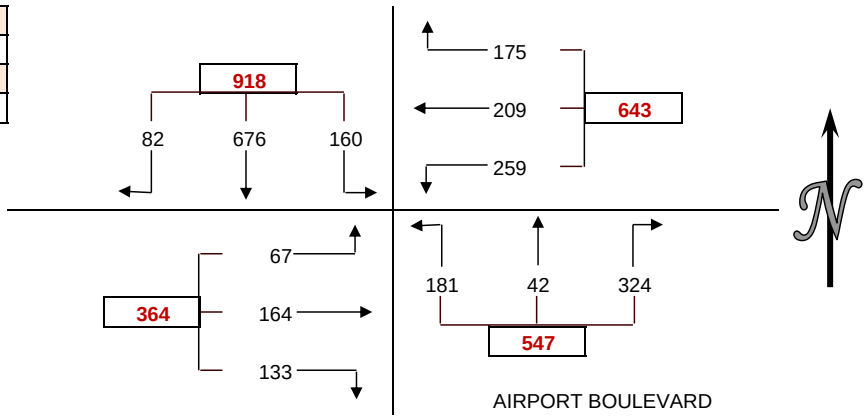
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	SAN MATEO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	12	167	19	41	38	57	60	9	41	25	28	9	506
715-730	18	144	35	38	42	73	73	4	25	32	37	14	535
730-745	23	166	27	40	44	65	68	11	41	34	48	14	581
745-800	22	159	51	51	58	63	86	13	49	24	39	13	628
800-815	20	185	40	36	51	54	79	9	48	39	33	19	613
815-830	17	166	42	48	56	77	91	9	43	36	44	21	650
830-845	21	147	26	45	48	67	62	5	30	22	32	21	526
845-900	21	140	41	34	61	73	86	9	50	27	34	18	594
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	75	636	132	170	182	258	287	37	156	115	152	50	2250
715-815	83	654	153	165	195	255	306	37	163	129	157	60	2357
730-830	82	676	160	175	209	259	324	42	181	133	164	67	2472
745-845	80	657	159	180	213	261	318	36	170	121	148	74	2417
800-900	79	638	149	163	216	271	318	32	171	124	143	79	2383

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.95



SAN MATEO AVENUE

AIRPORT BOULEVARD

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	1	0	0	0	1
730-745	5	0	0	3	8
745-800	3	0	0	1	4
800-815	1	0	0	0	1
815-830	3	0	0	0	3
830-845	2	0	1	0	3
845-900	1	3	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	0	0	4	15
715-815	10	0	0	4	14
730-830	12	0	0	4	16
745-845	9	0	1	1	11
800-900	7	3	1	0	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	1	1	0	0	2
730-745	1	0	0	1	2
745-800	3	0	2	1	6
800-815	0	0	1	1	2
815-830	0	1	1	0	2
830-845	1	0	2	2	5
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	1	4	2	12
715-815	5	1	3	3	12
730-830	4	1	4	3	12
745-845	4	1	6	4	15
800-900	1	2	4	3	10

WILTEC

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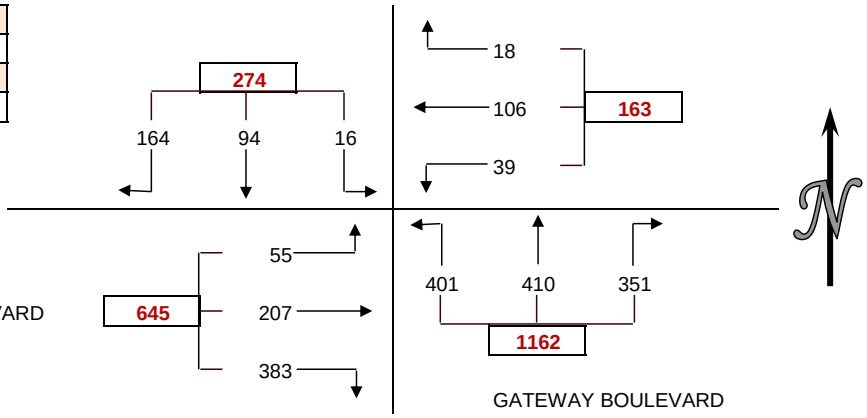
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	GATEWAY BOULEVARD
	E/W	SOUTH AIRPORT BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	38	19	3	8	25	5	35	58	98	66	26	13	394
715-730	33	18	0	8	13	6	49	58	88	86	32	13	404
730-745	37	22	4	7	18	2	66	76	99	94	32	16	473
745-800	33	24	2	6	21	4	80	87	102	108	58	17	542
800-815	40	16	6	4	24	9	81	100	99	90	49	14	532
815-830	33	29	4	5	31	15	96	88	105	109	60	11	586
830-845	49	26	5	3	27	7	87	103	92	84	42	12	537
845-900	42	23	1	6	24	8	87	119	105	100	56	18	589
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	141	83	9	29	77	17	230	279	387	354	148	59	1813
715-815	143	80	12	25	76	21	276	321	388	378	171	60	1951
730-830	143	91	16	22	94	30	323	351	405	401	199	58	2133
745-845	155	95	17	18	103	35	344	378	398	391	209	54	2197
800-900	164	94	16	18	106	39	351	410	401	383	207	55	2244

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	0	2
715-730	2	1	0	0	3
730-745	8	1	0	0	9
745-800	6	2	3	0	11
800-815	5	1	0	0	6
815-830	3	0	0	0	3
830-845	2	0	1	3	6
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	16	6	3	0	25
715-815	21	5	3	0	29
730-830	22	4	3	0	29
745-845	16	3	4	3	26
800-900	11	1	1	3	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	3	5
715-730	0	2	0	0	2
730-745	1	0	0	0	1
745-800	2	0	2	2	6
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	1	1	0	2	4
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	2	3	5	14
715-815	3	2	2	2	9
730-830	3	0	2	2	7
745-845	3	1	2	4	10
800-900	1	1	0	2	4

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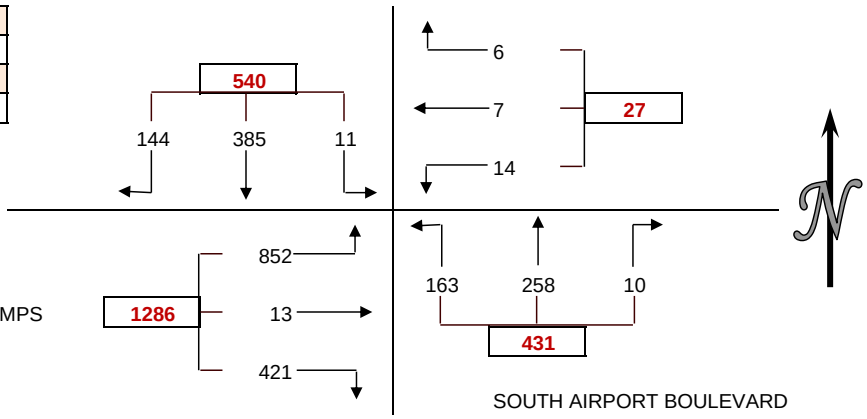
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SOUTH AIRPORT BOULEVARD
	E/W	US 101 NORTHBOUND RAMPS
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	26	70	1	3	0	4	1	37	35	65	0	166	408
715-730	29	85	0	3	2	2	4	39	41	72	2	185	464
730-745	41	86	1	3	3	7	1	66	49	77	3	167	504
745-800	27	100	1	2	5	6	6	57	31	97	1	204	537
800-815	31	86	6	3	3	3	1	55	43	91	4	198	524
815-830	32	91	0	2	1	1	3	57	43	106	2	211	549
830-845	49	109	4	1	2	6	2	74	40	124	1	213	625
845-900	32	99	1	0	1	4	4	72	37	100	6	230	586
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	123	341	3	11	10	19	12	199	156	311	6	722	1913
715-815	128	357	8	11	13	18	12	217	164	337	10	754	2029
730-830	131	363	8	10	12	17	11	235	166	371	10	780	2114
745-845	139	386	11	8	11	16	12	243	157	418	8	826	2235
800-900	144	385	11	6	7	14	10	258	163	421	13	852	2284

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	3	0	0	5
715-730	0	1	0	0	1
730-745	1	0	0	0	1
745-800	0	0	0	0	0
800-815	1	2	0	0	3
815-830	2	4	0	0	6
830-845	6	4	0	0	10
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	4	0	0	7
715-815	2	3	0	0	5
730-830	4	6	0	0	10
745-845	9	10	0	0	19
800-900	9	10	0	1	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	7	8
715-730	0	1	0	3	4
730-745	0	0	0	6	6
745-800	0	2	0	3	5
800-815	0	0	0	2	2
815-830	0	0	0	4	4
830-845	0	7	0	4	11
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	4	0	19	23
715-815	0	3	0	14	17
730-830	0	2	0	15	17
745-845	0	9	0	13	22
800-900	0	7	0	11	18

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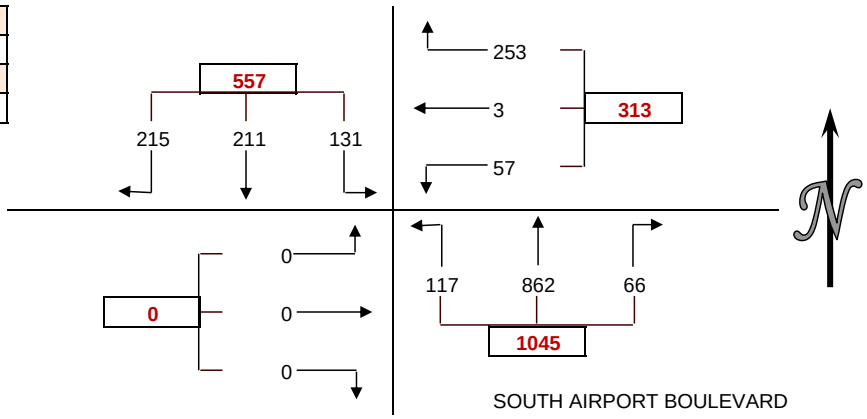
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SOUTH AIRPORT BOULEVARD
	E/W	NORTH ACCESS ROAD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	42	40	27	39	0	16	14	134	19	0	0	0	331
715-730	37	41	32	52	0	7	7	134	11	0	0	0	321
730-745	41	49	24	56	0	15	21	151	29	0	0	0	386
745-800	32	51	20	54	1	9	9	171	22	0	0	0	369
800-815	39	44	33	69	0	6	12	209	37	0	0	0	449
815-830	52	62	40	71	0	14	14	235	30	0	0	0	518
830-845	63	56	25	46	2	20	17	201	19	0	0	0	449
845-900	61	49	33	67	1	17	23	217	31	0	0	0	499
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	152	181	103	201	1	47	51	590	81	0	0	0	1407
715-815	149	185	109	231	1	37	49	665	99	0	0	0	1525
730-830	164	206	117	250	1	44	56	766	118	0	0	0	1722
745-845	186	213	118	240	3	49	52	816	108	0	0	0	1785
800-900	215	211	131	253	3	57	66	862	117	0	0	0	1915

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.92



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	1	0	0	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	1	1
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	1	2
715-815	0	1	0	1	2
730-830	0	1	0	1	2
745-845	0	1	0	1	2
800-900	1	0	0	1	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	4	1	1	7
715-730	0	1	0	12	13
730-745	0	5	0	5	10
745-800	0	5	0	6	11
800-815	0	6	0	0	6
815-830	2	7	0	2	11
830-845	1	3	0	4	8
845-900	2	2	1	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	15	1	24	41
715-815	0	17	0	23	40
730-830	2	23	0	13	38
745-845	3	21	0	12	36
800-900	5	18	1	6	30

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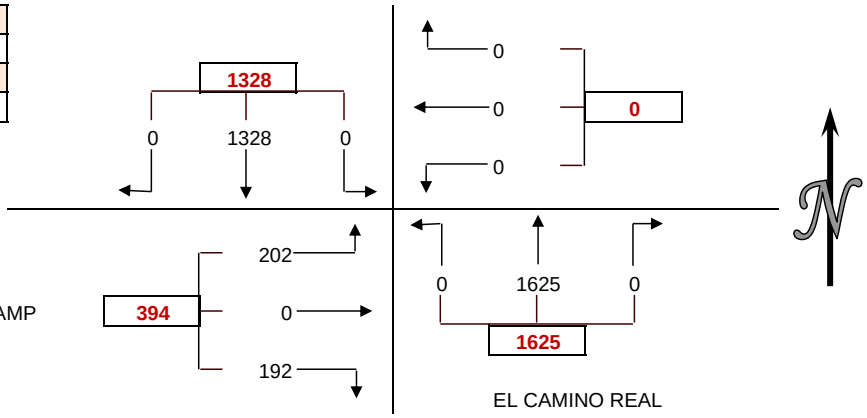
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	I-380 EASTBOUND OFF-RAMP
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	175	0	0	0	0	0	268	0	38	0	36	517
715-730	0	184	0	0	0	0	0	292	0	36	0	51	563
730-745	0	270	0	0	0	0	0	374	0	45	0	68	757
745-800	0	306	0	0	0	0	0	395	0	52	0	53	806
800-815	0	336	0	0	0	0	0	415	0	50	0	49	850
815-830	0	324	0	0	0	0	0	398	0	53	0	53	828
830-845	0	362	0	0	0	0	0	417	0	37	0	47	863
845-900	0	351	0	0	0	0	0	331	0	37	0	47	766
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	935	0	0	0	0	0	1329	0	171	0	208	2643
715-815	0	1096	0	0	0	0	0	1476	0	183	0	221	2976
730-830	0	1236	0	0	0	0	0	1582	0	200	0	223	3241
745-845	0	1328	0	0	0	0	0	1625	0	192	0	202	3347
800-900	0	1373	0	0	0	0	0	1561	0	177	0	196	3307

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	1	0	0	1	2
730-745	1	0	0	4	5
745-800	0	0	0	0	0
800-815	1	0	0	1	2
815-830	2	0	0	1	3
830-845	3	0	0	4	7
845-900	2	0	0	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	0	6	8
715-815	3	0	0	6	9
730-830	4	0	0	6	10
745-845	6	0	0	6	12
800-900	8	0	0	8	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	1	1
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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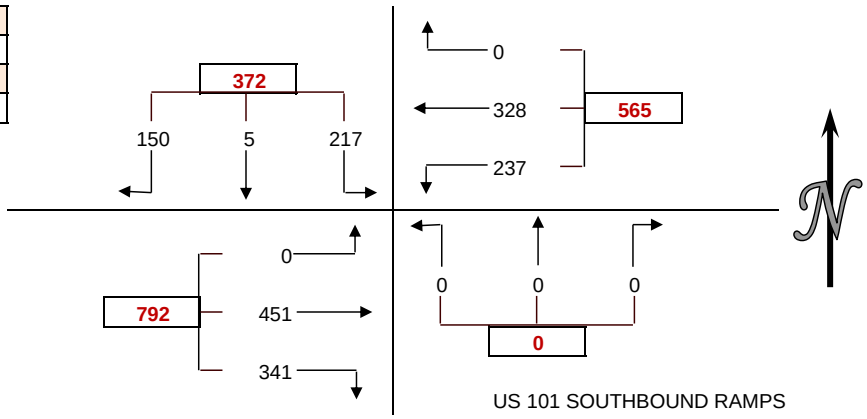
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	US 101 SOUTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	21	0	67	0	73	26	0	0	0	81	108	0	376
715-730	29	0	45	0	55	35	0	0	0	75	98	0	337
730-745	34	0	46	0	69	46	0	0	0	97	115	0	407
745-800	53	3	56	0	83	54	0	0	0	88	138	0	475
800-815	33	1	58	0	91	51	0	0	0	69	116	0	419
815-830	33	1	48	0	85	62	0	0	0	85	106	0	420
830-845	31	0	55	0	69	70	0	0	0	99	91	0	415
845-900	48	0	60	0	96	77	0	0	0	71	89	0	441
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	137	3	214	0	280	161	0	0	0	341	459	0	1595
715-815	149	4	205	0	298	186	0	0	0	329	467	0	1638
730-830	153	5	208	0	328	213	0	0	0	339	475	0	1721
745-845	150	5	217	0	328	237	0	0	0	341	451	0	1729
800-900	145	2	221	0	341	260	0	0	0	324	402	0	1695

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	1	0	0	0	1
745-800	4	0	0	2	6
800-815	3	0	0	0	3
815-830	2	0	0	0	2
830-845	1	0	0	0	1
845-900	1	0	3	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	0	0	2	7
715-815	8	0	0	2	10
730-830	10	0	0	2	12
745-845	10	0	0	2	12
800-900	7	0	3	1	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	2	3	6
715-730	0	0	2	0	2
730-745	0	0	0	0	0
745-800	2	0	0	0	2
800-815	1	0	3	2	6
815-830	0	0	1	1	2
830-845	1	0	1	1	3
845-900	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	4	3	10
715-815	3	0	5	2	10
730-830	3	0	4	3	10
745-845	4	0	5	4	13
800-900	2	0	8	4	14

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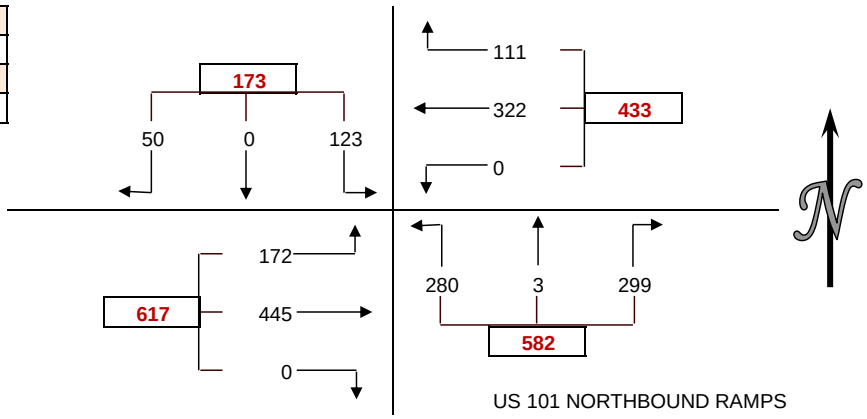
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		THURSDAY SEPTEMBER 24, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	US 101 NORTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	20	0	47	20	46	0	67	0	48	0	108	64	420
715-730	4	0	33	14	50	0	75	0	45	0	92	60	373
730-745	5	0	33	16	44	0	81	0	65	0	118	65	427
745-800	12	0	29	26	51	0	93	1	59	0	111	62	444
800-815	11	0	24	39	59	0	66	1	65	0	103	56	424
815-830	7	0	21	25	95	0	72	1	79	0	121	38	459
830-845	13	0	38	20	94	0	72	0	74	0	112	44	467
845-900	19	0	40	27	74	0	89	1	62	0	109	34	455
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	41	0	142	76	191	0	316	1	217	0	429	251	1664
715-815	32	0	119	95	204	0	315	2	234	0	424	243	1668
730-830	35	0	107	106	249	0	312	3	268	0	453	221	1754
745-845	43	0	112	110	299	0	303	3	277	0	447	200	1794
800-900	50	0	123	111	322	0	299	3	280	0	445	172	1805

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	4	0	2	0	6
730-745	7	0	0	0	7
745-800	3	1	3	0	7
800-815	3	0	0	0	3
815-830	1	0	0	0	1
830-845	1	0	1	0	2
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	14	1	5	0	20
715-815	17	1	5	0	23
730-830	14	1	3	0	18
745-845	8	1	4	0	13
800-900	6	0	1	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	1	0	0	0	1
730-745	0	0	1	0	1
745-800	0	0	2	0	2
800-815	1	0	3	0	4
815-830	1	0	1	0	2
830-845	1	0	1	0	2
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	4	0	5
715-815	2	0	6	0	8
730-830	2	0	7	0	9
745-845	3	0	7	0	10
800-900	3	0	6	0	9

WILTEC

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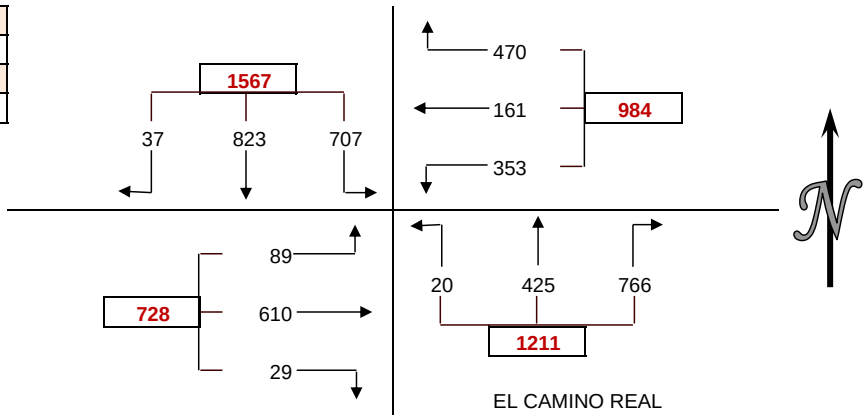
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	80	151	100	28	72	184	32	5	3	106	15	785
715-730	2	145	180	94	29	64	146	41	2	3	114	16	836
730-745	5	169	137	98	39	92	194	77	2	4	130	21	968
745-800	8	209	163	112	53	91	183	94	2	7	156	31	1109
800-815	12	232	185	116	41	87	206	117	4	10	162	29	1201
815-830	10	203	181	122	28	90	191	100	5	8	151	12	1101
830-845	7	179	178	120	39	85	186	114	9	4	141	17	1079
845-900	7	178	136	142	42	101	199	120	5	12	99	23	1064
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	24	603	631	404	149	319	707	244	11	17	506	83	3698
715-815	27	755	665	420	162	334	729	329	10	24	562	97	4114
730-830	35	813	666	448	161	360	774	388	13	29	599	93	4379
745-845	37	823	707	470	161	353	766	425	20	29	610	89	4490
800-900	36	792	680	500	150	363	782	451	23	34	553	81	4445

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	13	0	2	0	15
715-730	31	4	5	1	41
730-745	19	3	10	6	38
745-800	31	3	14	3	51
800-815	28	3	7	1	39
815-830	24	2	5	1	32
830-845	38	3	5	7	53
845-900	18	1	1	5	25
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	94	10	31	10	145
715-815	109	13	36	11	169
730-830	102	11	36	11	160
745-845	121	11	31	12	175
800-900	108	9	18	14	149

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	2	1	0	0	3
730-745	1	0	0	1	2
745-800	1	0	0	0	1
800-815	1	1	1	0	3
815-830	0	0	0	0	0
830-845	2	0	0	2	4
845-900	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	1	1	1	7
715-815	5	2	1	1	9
730-830	3	1	1	1	6
745-845	4	1	1	2	8
800-900	4	1	2	2	9

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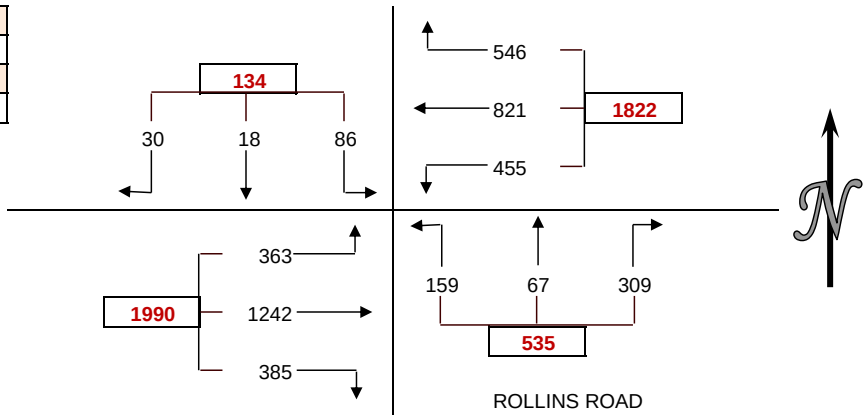
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	ROLLINS ROAD
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	13	11	17	123	150	98	70	18	18	40	263	83	904
715-730	13	3	28	110	171	88	47	8	21	48	286	96	919
730-745	10	10	28	127	178	92	62	23	24	69	288	116	1027
745-800	11	6	29	137	224	117	47	20	20	83	303	96	1093
800-815	6	6	18	171	208	135	78	14	32	108	329	108	1213
815-830	5	4	15	121	198	104	72	24	42	101	301	86	1073
830-845	8	5	28	123	201	100	75	18	32	89	317	82	1078
845-900	11	3	25	131	214	116	84	11	53	87	295	87	1117
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	47	30	102	497	723	395	226	69	83	240	1140	391	3943
715-815	40	25	103	545	781	432	234	65	97	308	1206	416	4252
730-830	32	26	90	556	808	448	259	81	118	361	1221	406	4406
745-845	30	21	90	552	831	456	272	76	126	381	1250	372	4457
800-900	30	18	86	546	821	455	309	67	159	385	1242	363	4481

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.92



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	8	0	8
715-730	0	2	14	4	20
730-745	0	1	10	2	13
745-800	0	3	11	0	14
800-815	0	2	10	1	13
815-830	0	5	29	0	34
830-845	0	28	57	0	85
845-900	0	3	12	0	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	6	43	6	55
715-815	0	8	45	7	60
730-830	0	11	60	3	74
745-845	0	38	107	1	146
800-900	0	38	108	1	147

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	1	0	1
730-745	0	0	3	0	3
745-800	0	1	2	0	3
800-815	0	0	1	0	1
815-830	0	0	3	0	3
830-845	0	0	3	0	3
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	7	0	8
715-815	0	1	7	0	8
730-830	0	1	9	0	10
745-845	0	1	9	0	10
800-900	0	0	8	0	8

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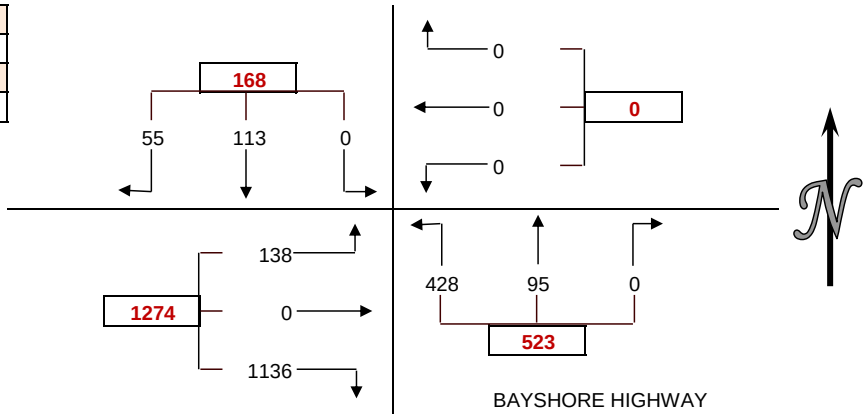
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	BAYSHORE HIGHWAY
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	9	0	0	0	0	0	15	84	144	0	31	292
715-730	8	25	0	0	0	0	0	17	84	178	0	26	338
730-745	11	18	0	0	0	0	0	27	116	187	0	37	396
745-800	8	23	0	0	0	0	0	21	126	229	0	48	455
800-815	11	28	0	0	0	0	0	14	111	262	0	39	465
815-830	15	31	0	0	0	0	0	24	103	283	0	35	491
830-845	12	26	0	0	0	0	0	21	121	288	0	38	506
845-900	17	28	0	0	0	0	0	36	93	303	0	26	503
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	36	75	0	0	0	0	0	80	410	738	0	142	1481
715-815	38	94	0	0	0	0	0	79	437	856	0	150	1654
730-830	45	100	0	0	0	0	0	86	456	961	0	159	1807
745-845	46	108	0	0	0	0	0	80	461	1062	0	160	1917
800-900	55	113	0	0	0	0	0	95	428	1136	0	138	1965

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	5	0	5
730-745	0	0	0	0	0
745-800	0	0	0	1	1
800-815	0	0	0	0	0
815-830	0	2	2	0	4
830-845	0	0	0	1	1
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	5	2	7
715-815	0	0	5	1	6
730-830	0	2	2	1	5
745-845	0	2	2	2	6
800-900	0	2	2	2	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	3	0	3	6
715-730	0	2	0	7	9
730-745	0	4	1	8	13
745-800	0	3	0	5	8
800-815	0	5	0	6	11
815-830	0	3	0	0	3
830-845	0	1	0	3	4
845-900	0	3	0	2	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	12	1	23	36
715-815	0	14	1	26	41
730-830	0	15	1	19	35
745-845	0	12	0	14	26
800-900	0	12	0	11	23

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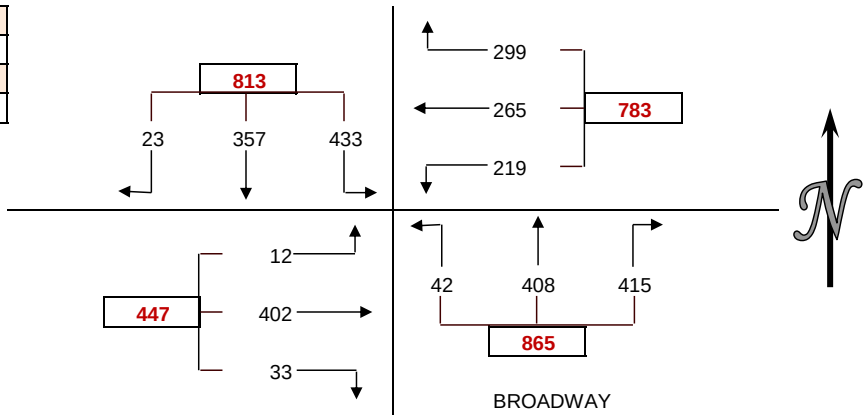
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		THURSDAY SEPTEMBER 24, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	BROADWAY
	E/W	CALIFORNIA DRIVE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	39	53	55	61	67	103	36	8	3	107	0	539
715-730	3	47	83	26	51	40	112	45	6	4	89	1	507
730-745	3	77	107	53	67	55	109	62	5	4	86	1	629
745-800	3	93	110	72	51	65	91	127	5	10	100	2	729
800-815	4	82	104	87	73	51	102	119	13	4	83	1	723
815-830	13	101	103	88	74	54	119	91	12	8	105	8	776
830-845	3	81	116	52	67	49	103	71	12	11	114	1	680
845-900	4	56	82	88	79	55	108	75	11	9	81	4	652
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	16	256	353	206	230	227	415	270	24	21	382	4	2404
715-815	13	299	404	238	242	211	414	353	29	22	358	5	2588
730-830	23	353	424	300	265	225	421	399	35	26	374	12	2857
745-845	23	357	433	299	265	219	415	408	42	33	402	12	2908
800-900	24	320	405	315	293	209	432	356	48	32	383	14	2831

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.94



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	8	0	11
715-730	0	1	4	2	7
730-745	0	0	8	0	8
745-800	4	1	10	3	18
800-815	4	3	14	0	21
815-830	1	0	5	0	6
830-845	3	1	11	3	18
845-900	0	0	9	4	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	2	30	5	44
715-815	8	5	36	5	54
730-830	9	4	37	3	53
745-845	12	5	40	6	63
800-900	8	4	39	7	58

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	1	3
715-730	0	2	1	2	5
730-745	1	1	1	0	3
745-800	2	4	3	4	13
800-815	2	3	0	2	7
815-830	0	1	0	1	2
830-845	0	1	1	1	3
845-900	0	1	1	4	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	9	5	7	24
715-815	5	10	5	8	28
730-830	5	9	4	7	25
745-845	4	9	4	8	25
800-900	2	6	2	8	18

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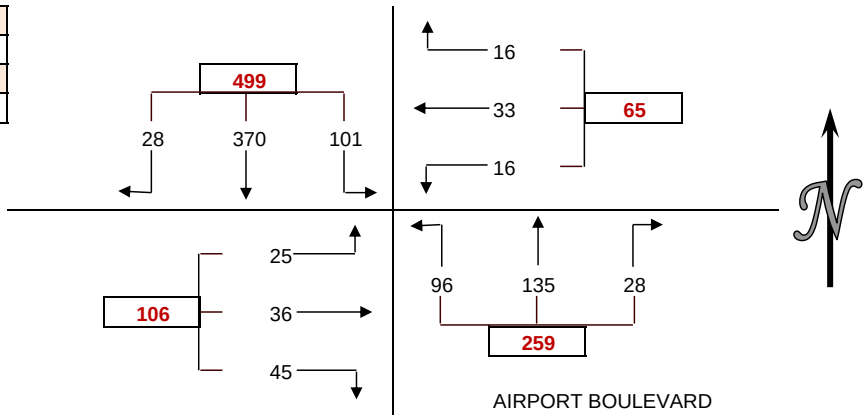
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	ANZA BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	52	5	3	7	1	2	14	11	15	8	7	127
715-730	14	63	13	4	9	7	3	17	13	18	10	8	179
730-745	11	57	14	3	11	4	2	23	15	13	6	5	164
745-800	8	70	16	3	15	5	4	26	21	11	4	5	188
800-815	5	84	23	4	9	3	2	34	27	12	7	4	214
815-830	12	101	32	5	12	6	10	43	32	14	4	8	279
830-845	9	97	32	4	8	4	8	31	21	13	14	6	247
845-900	2	88	14	3	4	3	8	27	16	6	11	7	189
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	35	242	48	13	42	17	11	80	60	57	28	25	658
715-815	38	274	66	14	44	19	11	100	76	54	27	22	745
730-830	36	312	85	15	47	18	18	126	95	50	21	22	845
745-845	34	352	103	16	44	18	24	134	101	50	29	23	928
800-900	28	370	101	16	33	16	28	135	96	45	36	25	929

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.83



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	0	1	4
715-730	1	0	2	2	5
730-745	-4	0	-2	-3	-9
745-800	0	0	0	0	0
800-815	1	1	0	1	3
815-830	2	0	4	0	6
830-845	4	0	0	0	4
845-900	3	0	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	-2	1	0	0	-1
730-830	-1	1	2	-2	0
745-845	7	1	4	1	13
800-900	10	1	4	1	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	1	1
730-745	0	0	0	-3	-3
745-800	0	0	0	0	0
800-815	0	1	0	3	4
815-830	0	1	0	1	2
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	1	0	1	2
730-830	0	2	0	1	3
745-845	0	3	0	4	7
800-900	0	3	0	4	7

WILTEC

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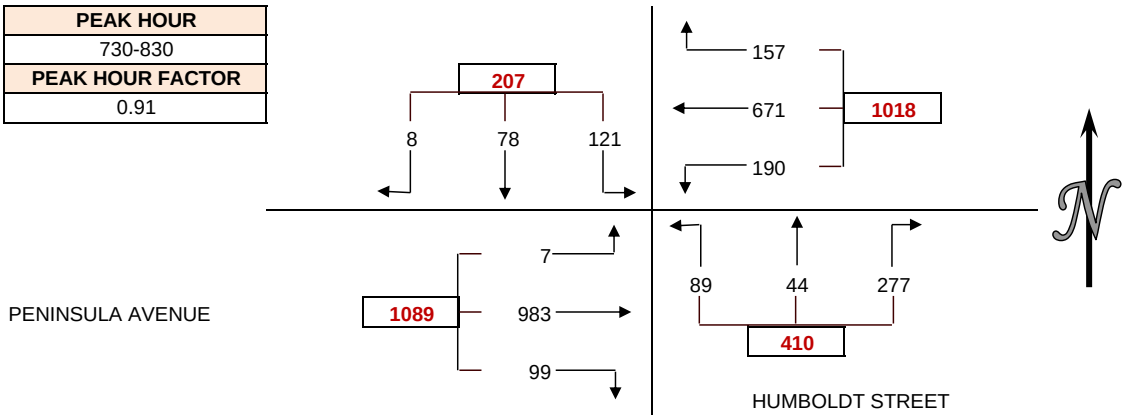
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		THURSDAY SEPTEMBER 24, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	PENINSULA AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	8	12	28	109	28	60	7	15	17	186	1	471
715-730	2	9	20	25	115	33	66	9	16	12	226	1	534
730-745	2	18	28	38	142	56	76	14	19	30	225	2	650
745-800	1	21	31	43	197	63	69	11	20	29	262	5	752
800-815	3	21	30	38	157	39	64	9	28	19	250	0	658
815-830	2	18	32	38	175	32	68	10	22	21	246	0	664
830-845	3	13	25	26	145	51	59	13	18	19	204	0	576
845-900	2	14	18	20	137	21	65	11	16	20	199	2	525
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	5	56	91	134	563	180	271	41	70	88	899	9	2407
715-815	8	69	109	144	611	191	275	43	83	90	963	8	2594
730-830	8	78	121	157	671	190	277	44	89	99	983	7	2724
745-845	9	73	118	145	674	185	260	43	88	88	962	5	2650
800-900	10	66	105	122	614	143	256	43	84	79	899	2	2423

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	2	7	11
715-730	1	0	1	2	4
730-745	7	0	7	2	16
745-800	1	0	2	0	3
800-815	3	0	3	1	7
815-830	3	0	0	2	5
830-845	0	0	0	3	3
845-900	4	0	0	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	0	12	11	34
715-815	12	0	13	5	30
730-830	14	0	12	5	31
745-845	7	0	5	6	18
800-900	10	0	3	8	21

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	0	0
730-745	0	0	2	0	2
745-800	0	0	0	3	3
800-815	0	0	0	0	0
815-830	1	0	1	1	3
830-845	0	0	0	0	0
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	2	5	7
715-815	0	0	2	3	5
730-830	1	0	3	4	8
745-845	1	0	1	4	6
800-900	2	0	1	1	4

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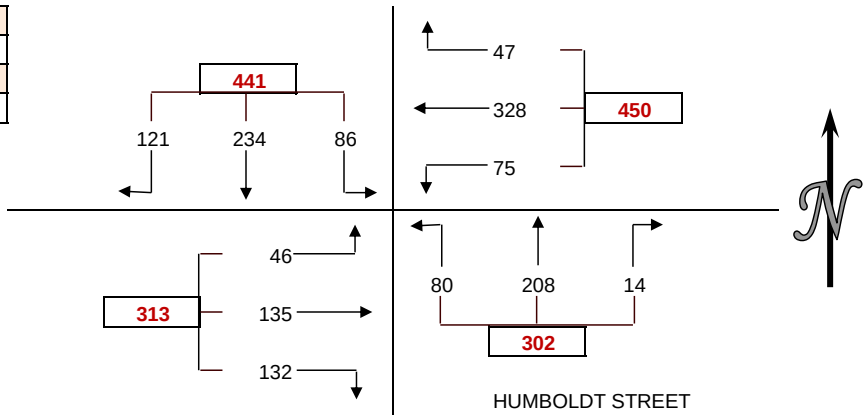
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	POPLAR AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	10	21	33	10	59	4	0	35	9	17	54	10	262
715-730	21	25	15	11	75	6	4	63	15	23	50	15	323
730-745	35	50	21	17	101	12	4	51	32	24	38	10	395
745-800	44	76	26	9	76	22	2	64	17	48	34	17	435
800-815	23	60	21	8	65	26	4	51	12	37	32	13	352
815-830	19	48	18	13	86	15	4	42	19	23	31	6	324
830-845	28	27	22	11	106	14	4	56	33	17	40	6	364
845-900	14	31	17	12	87	22	4	48	23	12	40	25	335
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	110	172	95	47	311	44	10	213	73	112	176	52	1415
715-815	123	211	83	45	317	66	14	229	76	132	154	55	1505
730-830	121	234	86	47	328	75	14	208	80	132	135	46	1506
745-845	114	211	87	41	333	77	14	213	81	125	137	42	1475
800-900	84	166	78	44	344	77	16	197	87	89	143	50	1375

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.87



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	11	19	8	43
715-730	18	3	19	14	54
730-745	6	2	10	11	29
745-800	8	5	13	11	37
800-815	0	3	6	1	10
815-830	10	1	1	12	24
830-845	3	0	2	8	13
845-900	5	2	1	8	16
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	37	21	61	44	163
715-815	32	13	48	37	130
730-830	24	11	30	35	100
745-845	21	9	22	32	84
800-900	18	6	10	29	63

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	0	2
715-730	0	1	0	0	1
730-745	1	0	1	7	9
745-800	0	0	2	7	9
800-815	0	2	0	0	2
815-830	0	0	0	0	0
830-845	0	0	1	3	4
845-900	1	2	1	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	3	3	14	21
715-815	1	3	3	14	21
730-830	1	2	3	14	20
745-845	0	2	3	10	15
800-900	1	4	2	4	11

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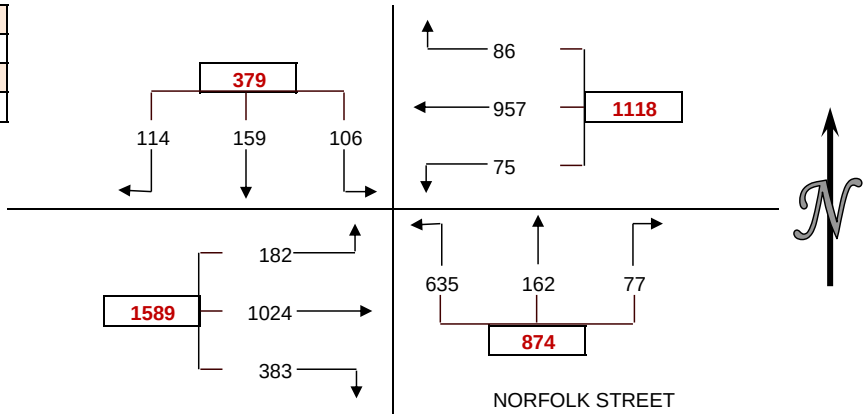
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		THURSDAY SEPTEMBER 24, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	NORFOLK STREET
	E/W	3RD AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	30	14	6	4	129	4	11	13	106	45	110	20	492
715-730	51	20	22	10	172	7	11	10	115	51	139	39	647
730-745	38	51	13	10	235	9	18	29	173	79	194	42	891
745-800	21	55	26	42	235	32	19	59	155	111	258	56	1069
800-815	26	29	35	22	250	20	25	53	174	102	303	51	1090
815-830	29	24	32	12	237	14	15	21	133	91	269	33	910
830-845	23	21	26	14	229	11	16	16	128	71	235	29	819
845-900	28	21	29	4	249	14	19	12	113	82	240	35	846
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	140	140	67	66	771	52	59	111	549	286	701	157	3099
715-815	136	155	96	84	892	68	73	151	617	343	894	188	3697
730-830	114	159	106	86	957	75	77	162	635	383	1024	182	3960
745-845	99	129	119	90	951	77	75	149	590	375	1065	169	3888
800-900	106	95	122	52	965	59	75	102	548	346	1047	148	3665

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	1	2	12	17
715-730	0	2	0	12	14
730-745	1	2	3	8	14
745-800	0	1	0	11	12
800-815	0	3	3	10	16
815-830	0	4	1	5	10
830-845	0	4	5	7	16
845-900	0	1	7	14	22
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	6	5	43	57
715-815	1	8	6	41	56
730-830	1	10	7	34	52
745-845	0	12	9	33	54
800-900	0	12	16	36	64

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	3	0	3	8
715-730	0	0	3	4	7
730-745	0	2	3	10	15
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	2	0	2	4
830-845	0	0	2	3	5
845-900	0	4	1	5	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	5	6	17	30
715-815	0	2	6	15	23
730-830	0	4	3	13	20
745-845	0	2	2	6	10
800-900	0	6	3	11	20

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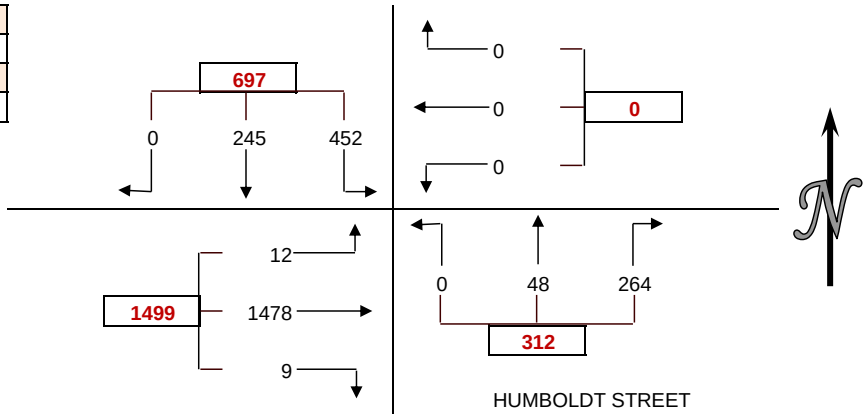
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		THURSDAY SEPTEMBER 24, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	4TH AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	28	67	0	0	0	43	4	0	4	260	8	414
715-730	0	36	75	0	0	0	47	7	0	2	314	5	486
730-745	0	50	102	0	0	0	55	8	0	4	311	1	531
745-800	0	51	122	0	0	0	81	13	0	2	379	3	651
800-815	0	75	115	0	0	0	74	14	0	-1	426	5	708
815-830	0	69	113	0	0	0	54	13	0	4	362	3	618
830-845	0	48	81	0	0	0	48	21	0	1	304	7	510
845-900	0	44	80	0	0	0	46	19	0	3	266	8	466
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	165	366	0	0	0	226	32	0	12	1264	17	2082
715-815	0	212	414	0	0	0	257	42	0	7	1430	14	2376
730-830	0	245	452	0	0	0	264	48	0	9	1478	12	2508
745-845	0	243	431	0	0	0	257	61	0	6	1471	18	2487
800-900	0	236	389	0	0	0	222	67	0	7	1358	23	2302

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.89



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	0	1	3	10
715-730	7	2	1	3	13
730-745	5	1	1	4	11
745-800	1	5	2	2	10
800-815	3	1	2	2	8
815-830	5	3	0	3	11
830-845	0	2	2	0	4
845-900	4	0	0	3	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	19	8	5	12	44
715-815	16	9	6	11	42
730-830	14	10	5	11	40
745-845	9	11	6	7	33
800-900	12	6	4	8	30

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	1	2
715-730	3	3	0	1	7
730-745	2	1	0	0	3
745-800	3	0	0	0	3
800-815	0	0	1	0	1
815-830	0	4	0	0	4
830-845	2	0	0	1	3
845-900	4	0	0	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	9	4	0	2	15
715-815	8	4	1	1	14
730-830	5	5	1	0	11
745-845	5	4	1	1	11
800-900	6	4	1	2	13

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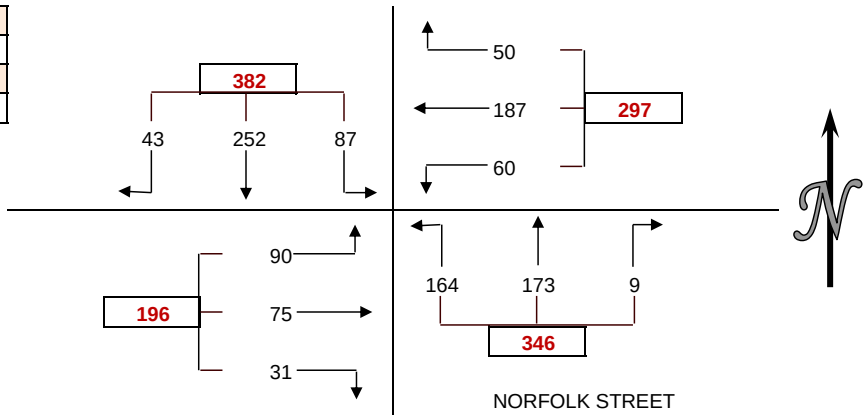
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		THURSDAY SEPTEMBER 24, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	NORFOLK STREET
	E/W	KEHOE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	11	37	5	4	21	9	0	22	28	2	7	11	157
715-730	12	54	16	4	34	2	1	23	27	4	12	17	206
730-745	12	56	31	10	58	16	3	35	38	7	18	23	307
745-800	3	57	30	25	58	22	2	53	35	6	33	35	359
800-815	15	78	15	10	44	18	1	42	46	9	14	17	309
815-830	13	61	11	5	27	4	3	43	45	9	10	15	246
830-845	8	76	9	6	26	14	2	28	30	8	9	25	241
845-900	12	66	15	1	20	7	1	35	28	10	7	19	221
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	38	204	82	43	171	49	6	133	128	19	70	86	1029
715-815	42	245	92	49	194	58	7	153	146	26	77	92	1181
730-830	43	252	87	50	187	60	9	173	164	31	75	90	1221
745-845	39	272	65	46	155	58	8	166	156	32	66	92	1155
800-900	48	281	50	22	117	43	7	148	149	36	40	76	1017

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.85



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	3	1	0	4
715-730	2	15	6	1	24
730-745	0	1	1	1	3
745-800	1	1	1	3	6
800-815	2	2	1	2	7
815-830	0	1	0	2	3
830-845	0	2	1	1	4
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	20	9	5	37
715-815	5	19	9	7	40
730-830	3	5	3	8	19
745-845	3	6	3	8	20
800-900	2	7	2	5	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	1	0	0	1
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	1	0	1	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	3	0	0	3
730-830	0	3	0	0	3
745-845	0	3	0	1	4
800-900	0	2	0	1	3

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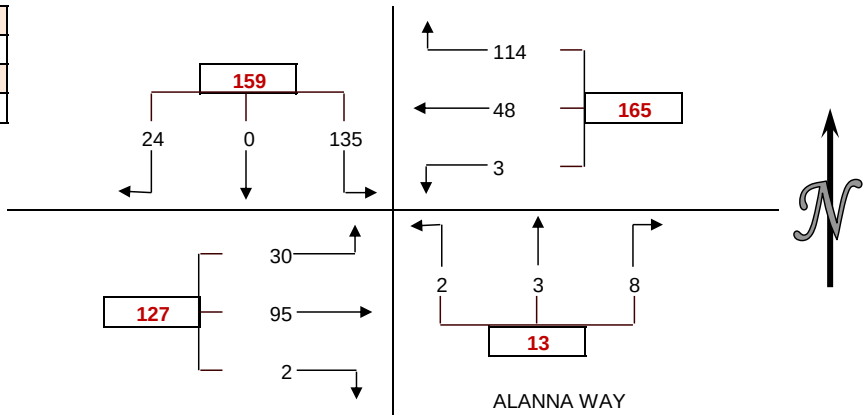
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	ALANNA WAY
	E/W	BEATTY AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	12	0	25	26	13	3	1	1	2	1	24	5	113
415-430	3	0	33	32	14	3	1	2	2	2	25	8	125
430-445	8	0	32	23	11	0	3	0	0	0	26	9	112
445-500	8	0	31	23	10	0	3	1	0	0	26	9	111
500-515	5	0	39	36	13	0	1	0	0	0	18	4	116
515-530	5	0	24	34	15	0	0	0	0	0	19	5	102
530-545	5	0	30	56	10	0	0	0	0	0	16	5	122
545-600	3	0	24	33	13	0	0	0	0	0	16	7	96
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	31	0	121	104	48	6	8	4	4	3	101	31	461
415-515	24	0	135	114	48	3	8	3	2	2	95	30	464
430-530	26	0	126	116	49	0	7	1	0	0	89	27	441
445-545	23	0	124	149	48	0	4	1	0	0	79	23	451
500-600	18	0	117	159	51	0	1	0	0	0	69	21	436

PEAK HOUR
415-515
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

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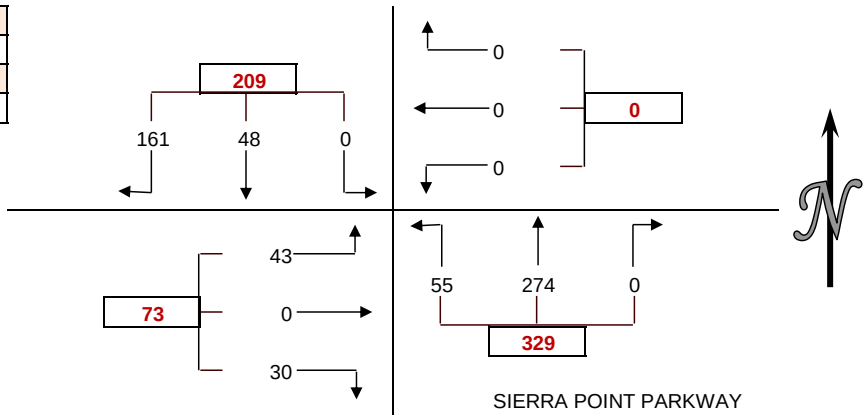
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SIERRA POINT PARKWAY
	E/W	LAGOON ROAD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	28	12	0	0	0	0	0	51	5	3	0	9	108
415-430	40	9	0	0	0	0	0	45	13	7	0	10	124
430-445	46	12	0	0	0	0	0	69	10	9	0	9	155
445-500	48	11	0	0	0	0	0	50	20	7	0	5	141
500-515	30	14	0	0	0	0	0	82	17	9	0	18	170
515-530	37	11	0	0	0	0	0	73	8	5	0	11	145
530-545	34	12	0	0	0	0	0	62	14	10	0	8	140
545-600	36	8	0	0	0	0	0	62	8	4	0	4	122
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	162	44	0	0	0	0	0	215	48	26	0	33	528
415-515	164	46	0	0	0	0	0	246	60	32	0	42	590
430-530	161	48	0	0	0	0	0	274	55	30	0	43	611
445-545	149	48	0	0	0	0	0	267	59	31	0	42	596
500-600	137	45	0	0	0	0	0	279	47	28	0	41	577

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.90



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	5	5
445-500	0	0	0	1	1
500-515	0	0	0	1	1
515-530	0	0	0	2	2
530-545	0	0	0	0	0
545-600	0	0	0	5	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	6	6
415-515	0	0	0	7	7
430-530	0	0	0	9	9
445-545	0	0	0	4	4
500-600	0	0	0	8	8

WILTEC

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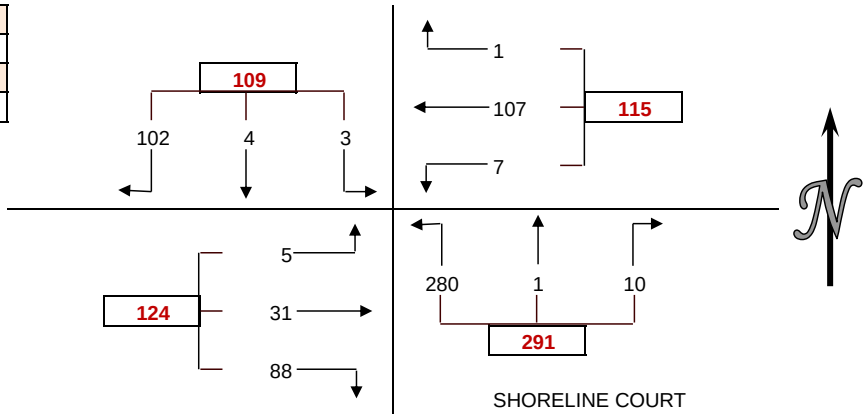
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SHORELINE COURT
	E/W	SIERRA POINT PARKWAY
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	11	3	0	0	16	0	0	3	49	23	11	0	116
415-430	21	0	0	1	17	3	4	2	41	21	5	7	122
430-445	29	1	0	1	17	0	0	1	64	21	9	6	149
445-500	30	0	3	0	24	5	2	0	51	29	8	0	152
500-515	22	1	0	0	32	2	4	1	94	22	8	1	187
515-530	26	3	0	1	25	0	3	0	66	18	2	2	146
530-545	24	0	0	0	26	0	1	0	69	19	13	2	154
545-600	14	1	0	0	34	1	1	0	55	19	10	3	138
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	91	4	3	2	74	8	6	6	205	94	33	13	539
415-515	102	2	3	2	90	10	10	4	250	93	30	14	610
430-530	107	5	3	2	98	7	9	2	275	90	27	9	634
445-545	102	4	3	1	107	7	10	1	280	88	31	5	639
500-600	86	5	0	1	117	3	9	1	284	78	33	8	625

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.85



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	0	2	4
415-430	1	1	0	0	2
430-445	0	0	0	1	1
445-500	0	1	1	2	4
500-515	4	1	0	1	6
515-530	2	2	0	4	8
530-545	0	1	0	1	2
545-600	1	1	0	3	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	3	1	5	11
415-515	5	3	1	4	13
430-530	6	4	1	8	19
445-545	6	5	1	8	20
500-600	7	5	0	9	21

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	2	0	1	3
530-545	0	1	0	0	1
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	2	0	1	3
445-545	0	3	0	1	4
500-600	1	3	0	1	5

WILTEC

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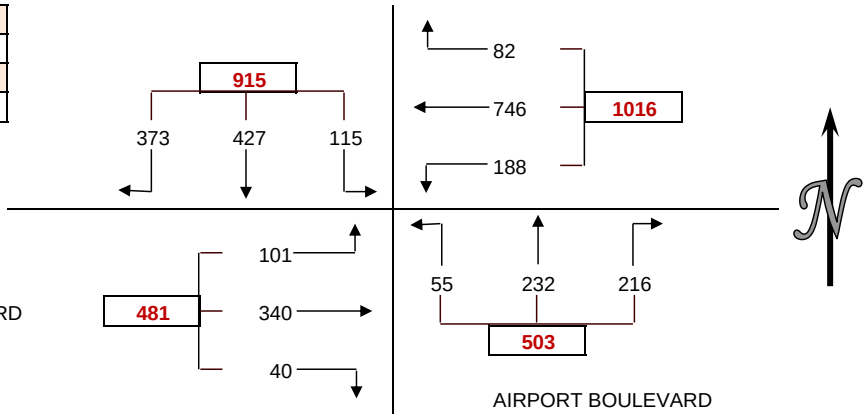
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	SISTER CITIES BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	80	79	27	13	111	44	43	30	8	8	77	15	535
415-430	65	95	34	19	116	34	46	33	9	9	82	26	568
430-445	90	101	23	21	174	53	53	43	6	7	86	24	681
445-500	98	110	39	18	167	42	46	58	14	10	92	27	721
500-515	115	103	16	20	218	47	58	62	20	14	86	22	781
515-530	84	109	26	25	191	50	55	60	10	6	73	26	715
530-545	76	105	34	19	170	49	57	52	11	10	89	26	698
545-600	57	92	31	26	155	24	51	58	15	11	93	29	642
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	333	385	123	71	568	173	188	164	37	34	337	92	2505
415-515	368	409	112	78	675	176	203	196	49	40	346	99	2751
430-530	387	423	104	84	750	192	212	223	50	37	337	99	2898
445-545	373	427	115	82	746	188	216	232	55	40	340	101	2915
500-600	332	409	107	90	734	170	221	232	56	41	341	103	2836

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	2	2
430-445	0	0	0	1	1
445-500	0	0	0	2	2
500-515	0	0	2	1	3
515-530	0	0	1	0	1
530-545	0	0	0	1	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	5	5
415-515	0	0	2	6	8
430-530	0	0	3	4	7
445-545	0	0	3	4	7
500-600	0	0	3	2	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	1	0	0	1
430-445	0	0	0	1	1
445-500	1	0	0	2	3
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	2	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	1	0	3	5
415-515	1	1	0	3	5
430-530	1	0	0	3	4
445-545	1	0	0	4	5
500-600	0	0	0	2	2

WILTEC

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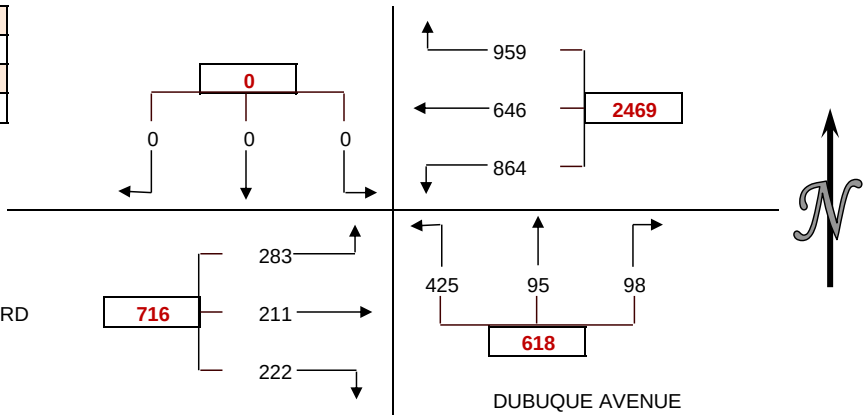
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	DUBUQUE AVENUE
	E/W	OYSTER POINT BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	194	119	197	28	20	73	54	47	57	789
415-430	0	0	0	199	129	165	24	18	80	38	42	59	754
430-445	0	0	0	223	140	202	27	12	83	61	48	64	860
445-500	0	0	0	200	139	199	25	25	101	44	57	74	864
500-515	0	0	0	253	166	229	29	24	121	65	53	71	1011
515-530	0	0	0	269	197	248	19	19	105	55	50	70	1032
530-545	0	0	0	237	144	188	25	27	98	58	51	68	896
545-600	0	0	0	201	129	160	20	20	109	44	87	63	833
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	816	527	763	104	75	337	197	194	254	3267
415-515	0	0	0	875	574	795	105	79	385	208	200	268	3489
430-530	0	0	0	945	642	878	100	80	410	225	208	279	3767
445-545	0	0	0	959	646	864	98	95	425	222	211	283	3803
500-600	0	0	0	960	636	825	93	90	433	222	241	272	3772

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.92



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	1	0	0	1
430-445	0	0	2	0	2
445-500	0	2	1	0	3
500-515	0	0	0	0	0
515-530	0	2	3	0	5
530-545	0	2	0	0	2
545-600	0	2	4	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	3	3	0	6
415-515	0	3	3	0	6
430-530	0	4	6	0	10
445-545	0	6	4	0	10
500-600	0	6	7	0	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	0	1
415-430	0	1	1	0	2
430-445	0	1	0	0	1
445-500	0	2	0	0	2
500-515	0	0	1	0	1
515-530	0	0	0	0	0
530-545	0	1	0	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	4	1	0	6
415-515	0	4	2	0	6
430-530	0	3	1	0	4
445-545	0	3	1	0	4
500-600	0	1	1	0	2

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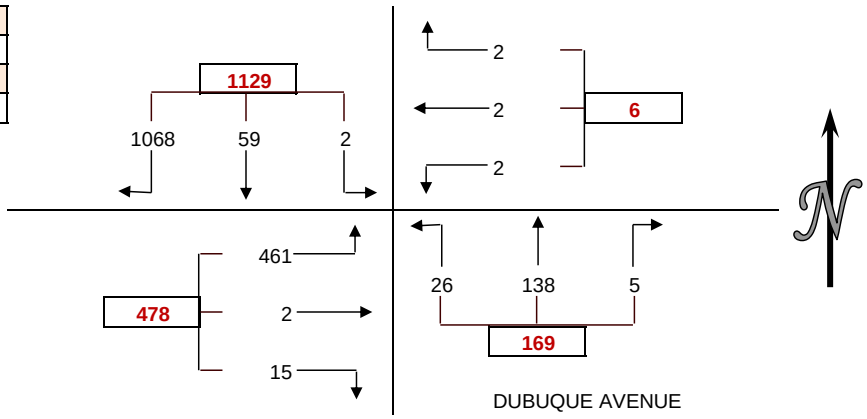
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	DUBUQUE AVENUE
	E/W	US 101 RAMPS
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	201	14	1	0	0	1	2	22	10	6	0	107	364
415-430	202	23	1	0	0	0	0	29	0	6	0	87	348
430-445	259	17	0	0	0	0	0	32	3	0	0	97	408
445-500	246	16	0	0	0	0	0	33	7	4	1	111	418
500-515	273	17	1	0	0	0	0	44	11	3	0	122	471
515-530	285	12	0	1	0	1	2	34	4	5	0	128	472
530-545	264	14	1	1	2	1	3	27	4	3	1	100	421
545-600	273	16	0	1	0	0	1	24	3	8	0	92	418
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	908	70	2	0	0	1	2	116	20	16	1	402	1538
415-515	980	73	2	0	0	0	0	138	21	13	1	417	1645
430-530	1063	62	1	1	0	1	2	143	25	12	1	458	1769
445-545	1068	59	2	2	2	2	5	138	26	15	2	461	1782
500-600	1095	59	2	3	2	2	6	129	22	19	1	442	1782

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.94



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	1	0	0	1
445-500	0	0	0	0	0
500-515	0	1	0	0	1
515-530	0	0	0	0	0
530-545	0	2	0	0	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	0	0	1
415-515	0	2	0	0	2
430-530	0	2	0	0	2
445-545	0	3	0	0	3
500-600	0	3	0	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	1	0	0	1
500-515	0	0	0	0	0
515-530	0	1	0	0	1
530-545	0	1	0	0	1
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	0	0	1
415-515	0	1	0	0	1
430-530	0	2	0	0	2
445-545	0	3	0	0	3
500-600	0	3	0	0	3

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

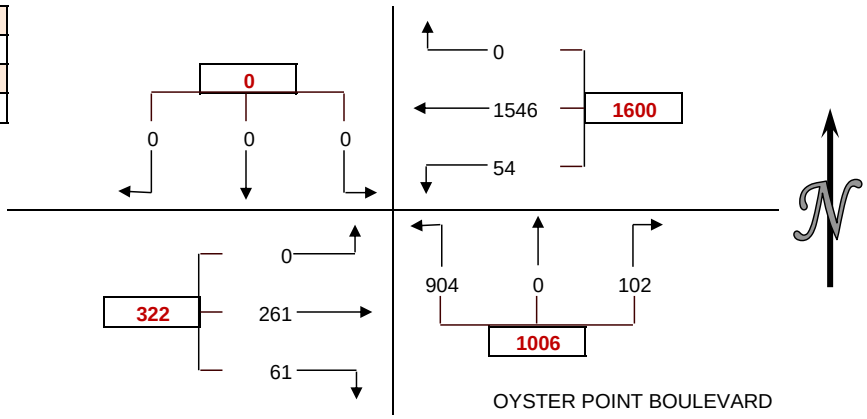
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 22, 2015
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S OYSTER POINT BOULEVARD
E/W GATEWAY BOULEVARD
CITY: SAN MATEO COUNTY

Please see movements graphic below

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	0	316	12	13	0	157	9	56	0	563
415-430	0	0	0	0	306	13	14	0	150	9	59	0	551
430-445	0	0	0	0	397	12	13	0	210	11	53	0	696
445-500	0	0	0	0	367	16	19	0	219	12	65	0	698
500-515	0	0	0	0	388	12	22	0	239	17	57	0	735
515-530	0	0	0	0	409	14	28	0	215	21	72	0	759
530-545	0	0	0	0	382	12	33	0	231	11	67	0	736
545-600	0	0	0	0	275	11	39	0	197	13	72	0	607
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	0	1386	53	59	0	736	41	233	0	2508
415-515	0	0	0	0	1458	53	68	0	818	49	234	0	2680
430-530	0	0	0	0	1561	54	82	0	883	61	247	0	2888
445-545	0	0	0	0	1546	54	102	0	904	61	261	0	2928
500-600	0	0	0	0	1454	49	122	0	882	62	268	0	2837

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	1	1
515-530	0	0	0	1	1
530-545	0	0	0	1	1
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	1	1
430-530	0	0	0	2	2
445-545	0	0	0	3	3
500-600	0	0	0	4	4

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

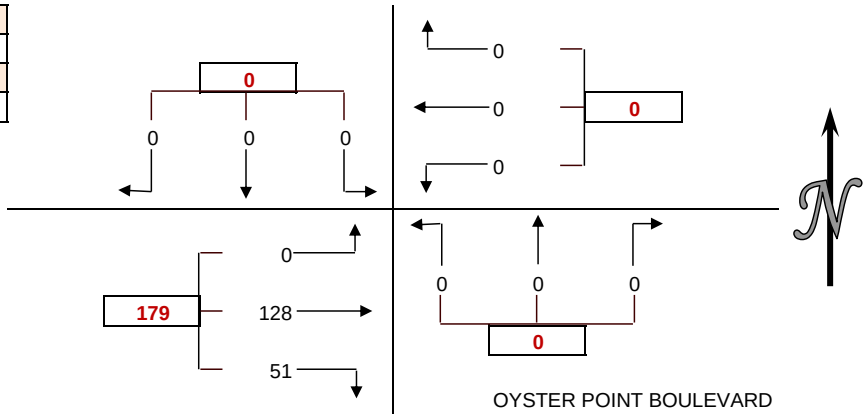
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 22, 2015
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S OYSTER POINT BOULEVARD
E/W GATEWAY BOULEVARD
CITY: SAN MATEO COUNTY

Please see movements graphic below

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	0	0	0	0	0	0	15	30	0	45
415-430	0	0	0	0	0	0	0	0	0	13	31	0	44
430-445	0	0	0	0	0	0	0	0	0	11	31	0	42
445-500	0	0	0	0	0	0	0	0	0	12	36	0	48
500-515	0	0	0	0	0	0	0	0	0	13	27	0	40
515-530	0	0	0	0	0	0	0	0	0	10	23	0	33
530-545	0	0	0	0	0	0	0	0	0	17	33	0	50
545-600	0	0	0	0	0	0	0	0	0	14	30	0	44
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	0	0	0	0	0	0	51	128	0	179
415-515	0	0	0	0	0	0	0	0	0	49	125	0	174
430-530	0	0	0	0	0	0	0	0	0	46	117	0	163
445-545	0	0	0	0	0	0	0	0	0	52	119	0	171
500-600	0	0	0	0	0	0	0	0	0	54	113	0	167

PEAK HOUR
400-500
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

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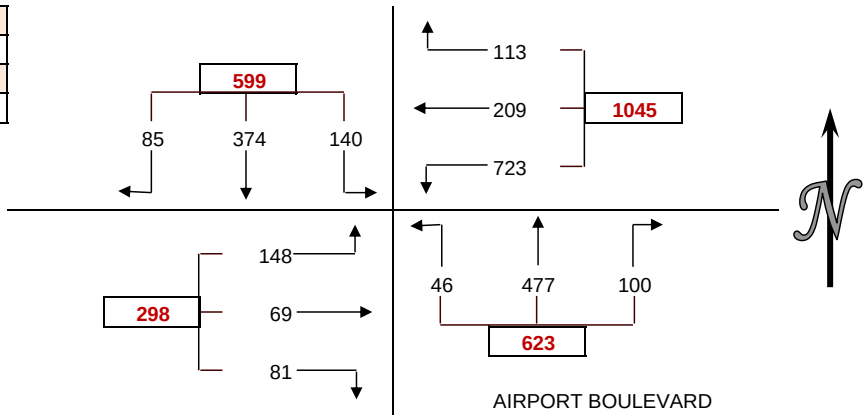
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	GRAND AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	18	99	39	42	38	152	29	91	19	16	13	39	595
415-430	18	104	32	33	30	160	37	94	13	14	11	35	581
430-445	14	101	34	25	40	146	18	118	15	21	17	43	592
445-500	21	106	38	17	44	180	23	106	15	19	15	34	618
500-515	20	90	26	28	57	197	15	132	4	28	14	43	654
515-530	16	97	43	30	49	201	35	110	11	13	22	40	667
530-545	28	81	33	38	59	145	27	129	16	21	18	31	626
545-600	18	112	32	30	48	129	32	106	15	18	18	26	584
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	71	410	143	117	152	638	107	409	62	70	56	151	2386
415-515	73	401	130	103	171	683	93	450	47	82	57	155	2445
430-530	71	394	141	100	190	724	91	466	45	81	68	160	2531
445-545	85	374	140	113	209	723	100	477	46	81	69	148	2565
500-600	82	380	134	126	213	672	109	477	46	80	72	140	2531

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	10	0	11
415-430	0	0	7	2	9
430-445	0	0	7	0	7
445-500	1	0	8	0	9
500-515	0	0	11	0	11
515-530	0	0	7	0	7
530-545	0	0	5	0	5
545-600	0	0	6	1	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	32	2	36
415-515	1	0	33	2	36
430-530	1	0	33	0	34
445-545	1	0	31	0	32
500-600	0	0	29	1	30

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	4	0	4
415-430	0	0	0	0	0
430-445	1	0	0	0	1
445-500	0	0	0	0	0
500-515	0	0	2	1	3
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	4	0	5
415-515	1	0	2	1	4
430-530	1	0	2	1	4
445-545	0	0	3	1	4
500-600	0	0	3	1	4

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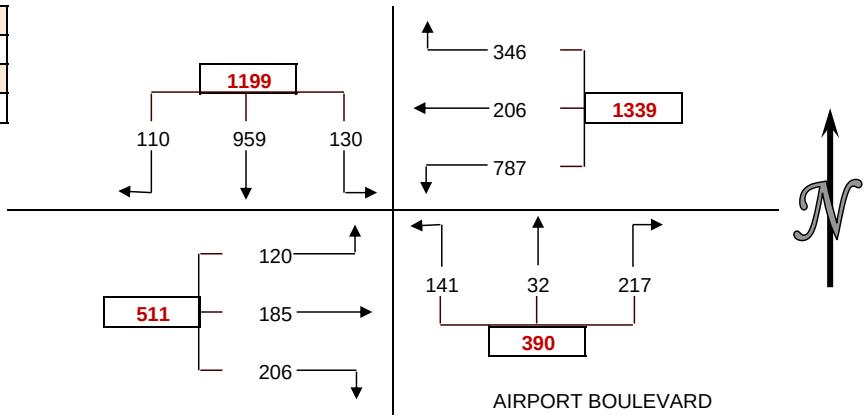
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	SAN MATEO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	19	216	29	87	52	153	79	8	26	53	42	18	782
415-430	18	213	31	77	53	179	45	7	30	37	30	38	758
430-445	26	241	36	83	41	175	66	9	32	58	36	21	824
445-500	26	229	35	89	66	194	53	7	41	38	53	26	857
500-515	21	250	34	85	55	200	53	8	35	64	51	44	900
515-530	37	239	25	89	44	218	45	8	33	46	45	29	858
530-545	19	240	32	94	33	182	51	6	20	54	32	33	796
545-600	13	210	22	99	59	174	58	10	29	23	38	37	772
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	89	899	131	336	212	701	243	31	129	186	161	103	3221
415-515	91	933	136	334	215	748	217	31	138	197	170	129	3339
430-530	110	959	130	346	206	787	217	32	141	206	185	120	3439
445-545	103	958	126	357	198	794	202	29	129	202	181	132	3411
500-600	90	939	113	367	191	774	207	32	117	187	166	143	3326

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	0	1	3
415-430	0	1	0	1	2
430-445	2	0	0	1	3
445-500	0	0	0	1	1
500-515	3	0	0	0	3
515-530	1	0	0	0	1
530-545	2	1	1	1	5
545-600	7	0	0	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	1	0	4	9
415-515	5	1	0	3	9
430-530	6	0	0	2	8
445-545	6	1	1	2	10
500-600	13	1	1	1	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	1	0	0	3
415-430	3	0	0	0	3
430-445	1	0	0	0	1
445-500	2	1	3	0	6
500-515	2	1	0	0	3
515-530	4	0	0	0	4
530-545	1	0	0	0	1
545-600	2	0	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	2	3	0	13
415-515	8	2	3	0	13
430-530	9	2	3	0	14
445-545	9	2	3	0	14
500-600	9	1	0	1	11

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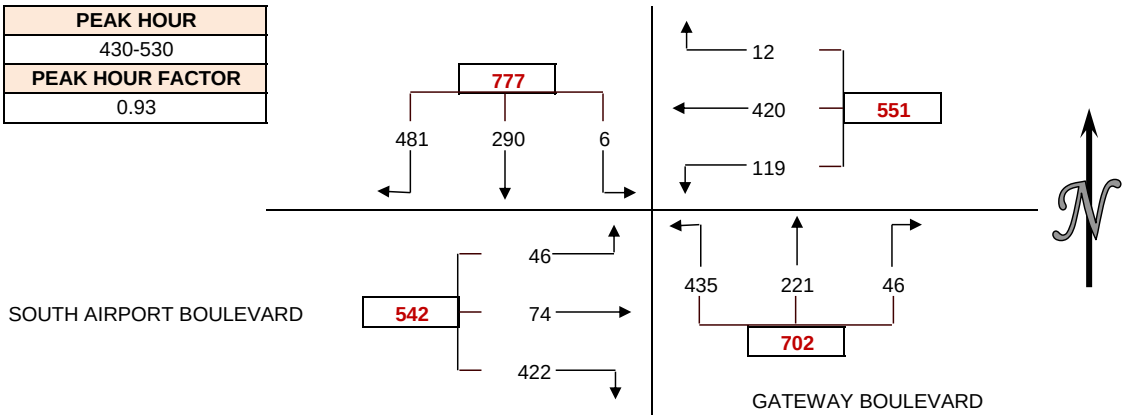
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	GATEWAY BOULEVARD
	E/W	SOUTH AIRPORT BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	106	51	3	2	68	13	11	42	119	111	21	15	562
415-430	119	65	3	5	71	17	12	40	104	96	21	3	556
430-445	98	75	1	3	98	25	8	41	110	103	18	12	592
445-500	129	58	2	1	98	19	11	55	120	121	23	7	644
500-515	121	79	0	5	114	44	16	52	113	112	16	19	691
515-530	133	78	3	3	110	31	11	73	92	86	17	8	645
530-545	114	60	1	2	83	31	6	64	107	92	11	15	586
545-600	99	52	2	2	86	16	10	70	121	72	16	12	558
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	452	249	9	11	335	74	42	178	453	431	83	37	2354
415-515	467	277	6	14	381	105	47	188	447	432	78	41	2483
430-530	481	290	6	12	420	119	46	221	435	422	74	46	2572
445-545	497	275	6	11	405	125	44	244	432	411	67	49	2566
500-600	467	269	6	12	393	122	43	259	433	362	60	54	2480

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	0	2	1	9
415-430	0	0	0	1	1
430-445	6	2	0	0	8
445-500	1	0	0	1	2
500-515	5	2	0	0	7
515-530	6	0	0	0	6
530-545	1	0	0	0	1
545-600	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	13	2	2	3	20
415-515	12	4	0	2	18
430-530	18	4	0	1	23
445-545	13	2	0	1	16
500-600	12	3	0	1	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	1	0	0	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	3	0	0	0	3
545-600	1	2	0	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	1	0	2
415-515	1	0	0	0	1
430-530	1	0	0	0	1
445-545	4	0	0	0	4
500-600	4	2	0	1	7

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

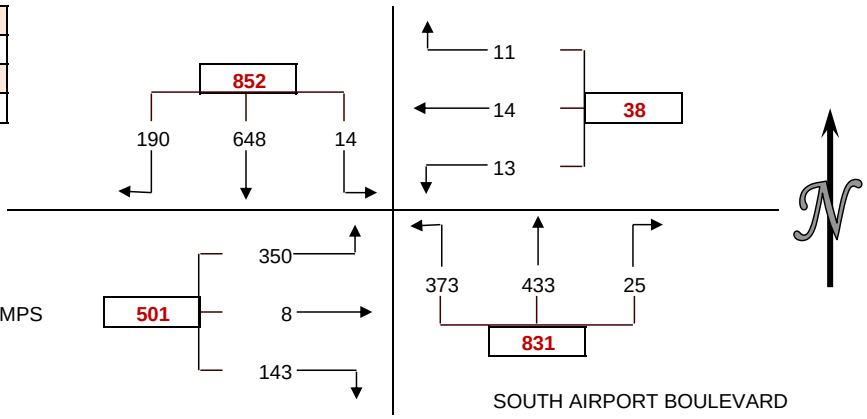
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 22, 2015
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SOUTH AIRPORT BOULEVARD
E/W US 101 NORTHBOUND RAMPS
CITY: SAN MATEO COUNTY

Please Note: SBLT and NBLT volumes shown here included U-turn volumes shown in next tab

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	31	136	4	2	2	7	5	86	90	54	1	85	503
415-430	30	149	1	1	2	6	3	86	76	29	0	91	474
430-445	48	132	9	6	4	3	5	95	96	44	3	78	523
445-500	36	173	7	2	5	3	5	114	100	37	2	84	568
500-515	68	164	1	4	0	5	5	110	87	45	2	97	588
515-530	40	170	3	3	5	2	11	105	96	24	2	75	536
530-545	46	141	3	2	4	3	4	104	90	37	2	94	530
545-600	26	115	2	1	3	2	4	103	86	35	5	86	468
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	145	590	21	11	13	19	18	381	362	164	6	338	2068
415-515	182	618	18	13	11	17	18	405	359	155	7	350	2153
430-530	192	639	20	15	14	13	26	424	379	150	9	334	2215
445-545	190	648	14	11	14	13	25	433	373	143	8	350	2222
500-600	180	590	9	10	12	12	24	422	359	141	11	352	2122

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.94



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	3	0	1	4
415-430	2	3	0	0	5
430-445	4	1	0	0	5
445-500	1	3	0	1	5
500-515	0	0	0	0	0
515-530	3	4	0	0	7
530-545	0	0	0	0	0
545-600	5	4	2	0	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	10	0	2	19
415-515	7	7	0	1	15
430-530	8	8	0	1	17
445-545	4	7	0	1	12
500-600	8	8	2	0	18

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	0	1	0	0	1
430-445	2	0	0	0	2
445-500	0	1	0	0	1
500-515	0	0	0	3	3
515-530	0	0	0	3	3
530-545	0	1	0	4	5
545-600	0	1	0	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	3	0	0	5
415-515	2	2	0	3	7
430-530	2	1	0	6	9
445-545	0	2	0	10	12
500-600	0	2	0	12	14

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

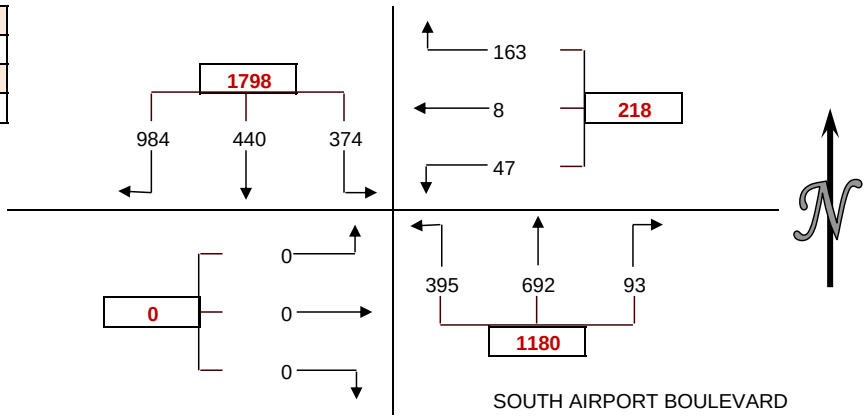
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 22, 2015
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SOUTH AIRPORT BOULEVARD
E/W NORTH ACCESS ROAD
CITY: SAN MATEO COUNTY

Please Note: Most WBRT volumes actually occurred at a separate lane north of the intersection.

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	203	106	71	38	0	17	14	158	119	0	0	0	726
415-430	218	112	91	37	7	11	18	127	93	0	0	0	714
430-445	250	103	91	52	5	12	20	152	76	0	0	0	761
445-500	275	101	88	43	1	11	29	193	93	0	0	0	834
500-515	240	127	90	31	1	15	22	194	120	0	0	0	840
515-530	219	109	105	37	1	9	22	153	106	0	0	0	761
530-545	191	96	75	22	4	13	29	179	83	0	0	0	692
545-600	235	109	106	21	2	21	26	180	73	0	0	0	773
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	946	422	341	170	13	51	81	630	381	0	0	0	3035
415-515	983	443	360	163	14	49	89	666	382	0	0	0	3149
430-530	984	440	374	163	8	47	93	692	395	0	0	0	3196
445-545	925	433	358	133	7	48	102	719	402	0	0	0	3127
500-600	885	441	376	111	8	58	99	706	382	0	0	0	3066

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	0	4	6
415-430	1	0	0	2	3
430-445	2	1	0	3	6
445-500	1	0	0	0	1
500-515	0	0	0	2	2
515-530	1	0	0	0	1
530-545	0	2	0	2	4
545-600	3	4	0	1	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	3	0	9	16
415-515	4	1	0	7	12
430-530	4	1	0	5	10
445-545	2	2	0	4	8
500-600	4	6	0	5	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	1	1
415-430	0	1	0	0	1
430-445	1	2	0	2	5
445-500	0	2	0	5	7
500-515	1	7	0	21	29
515-530	0	1	0	6	7
530-545	1	0	0	7	8
545-600	0	0	0	4	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	5	0	8	14
415-515	2	12	0	28	42
430-530	2	12	0	34	48
445-545	2	10	0	39	51
500-600	2	8	0	38	48

WILTEC

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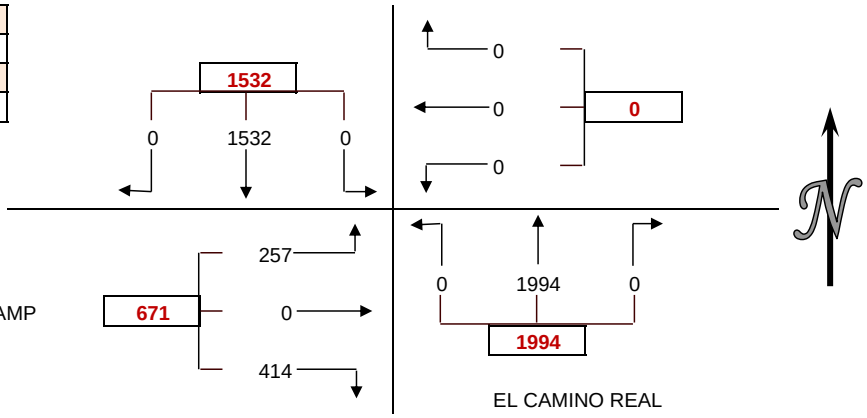
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	I-380 EASTBOUND OFF-RAMP
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	354	0	0	0	0	0	453	0	103	0	55	965
415-430	0	335	0	0	0	0	0	441	0	98	0	55	929
430-445	0	328	0	0	0	0	0	455	0	78	0	65	926
445-500	0	389	0	0	0	0	0	511	0	82	0	63	1045
500-515	0	386	0	0	0	0	0	434	0	84	0	58	962
515-530	0	371	0	0	0	0	0	548	0	93	0	52	1064
530-545	0	383	0	0	0	0	0	520	0	111	0	66	1080
545-600	0	392	0	0	0	0	0	492	0	126	0	81	1091
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	1406	0	0	0	0	0	1860	0	361	0	238	3865
415-515	0	1438	0	0	0	0	0	1841	0	342	0	241	3862
430-530	0	1474	0	0	0	0	0	1948	0	337	0	238	3997
445-545	0	1529	0	0	0	0	0	2013	0	370	0	239	4151
500-600	0	1532	0	0	0	0	0	1994	0	414	0	257	4197

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	4	4
415-430	0	0	0	1	1
430-445	1	0	0	0	1
445-500	0	0	0	0	0
500-515	1	0	0	2	3
515-530	2	0	0	4	6
530-545	1	0	0	2	3
545-600	1	0	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	0	5	6
415-515	2	0	0	3	5
430-530	4	0	0	6	10
445-545	4	0	0	8	12
500-600	5	0	0	9	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	1	1
530-545	0	0	0	1	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	1	1
445-545	0	0	0	2	2
500-600	0	0	0	2	2

WILTEC

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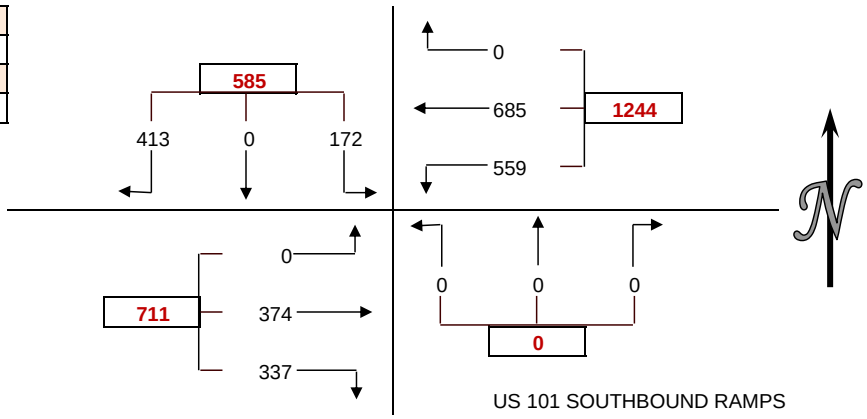
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	US 101 SOUTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	86	1	44	0	130	98	0	0	0	66	75	0	500
415-430	87	2	48	0	154	119	0	0	0	77	93	0	580
430-445	83	1	48	0	161	127	0	0	0	92	95	0	607
445-500	85	0	46	0	165	140	0	0	0	84	81	0	601
500-515	99	0	43	0	178	149	0	0	0	93	88	0	650
515-530	110	0	47	0	174	146	0	0	0	85	89	0	651
530-545	103	0	42	0	162	127	0	0	0	85	96	0	615
545-600	101	0	40	0	171	137	0	0	0	74	101	0	624
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	341	4	186	0	610	484	0	0	0	319	344	0	2288
415-515	354	3	185	0	658	535	0	0	0	346	357	0	2438
430-530	377	1	184	0	678	562	0	0	0	354	353	0	2509
445-545	397	0	178	0	679	562	0	0	0	347	354	0	2517
500-600	413	0	172	0	685	559	0	0	0	337	374	0	2540

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.98



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	0	1	3
415-430	1	0	0	4	5
430-445	3	0	0	0	3
445-500	2	0	2	0	4
500-515	1	0	1	0	2
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	0	2	5	15
415-515	7	0	3	4	14
430-530	6	0	4	0	10
445-545	3	0	4	0	7
500-600	2	0	3	0	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	2	0	1	0	3
445-500	0	0	1	0	1
500-515	0	0	2	0	2
515-530	1	0	1	0	2
530-545	2	0	0	0	2
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	2	0	4
415-515	2	0	4	0	6
430-530	3	0	5	0	8
445-545	3	0	4	0	7
500-600	4	0	3	0	7

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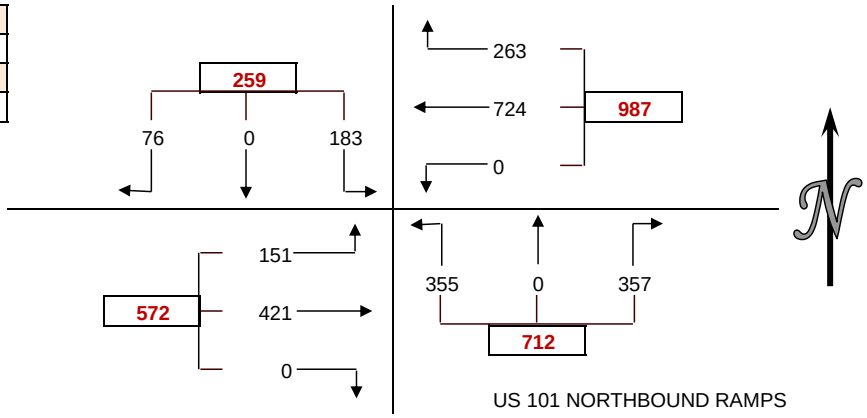
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	US 101 NORTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	17	0	40	75	163	0	73	0	90	0	83	42	583
415-430	12	0	52	67	165	0	70	0	72	0	119	30	587
430-445	19	0	47	65	182	0	86	0	91	0	104	45	639
445-500	25	0	47	74	198	0	108	0	107	0	108	43	710
500-515	20	0	37	57	179	0	93	0	85	0	90	33	594
515-530	31	0	50	42	155	0	91	0	93	0	82	39	583
530-545	22	0	53	33	169	0	84	3	95	0	98	45	602
545-600	25	0	31	35	165	0	77	2	112	0	82	38	567
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	73	0	186	281	708	0	337	0	360	0	414	160	2519
415-515	76	0	183	263	724	0	357	0	355	0	421	151	2530
430-530	95	0	181	238	714	0	378	0	376	0	384	160	2526
445-545	98	0	187	206	701	0	376	3	380	0	378	160	2489
500-600	98	0	171	167	668	0	345	5	385	0	352	155	2346

PEAK HOUR
415-515
PEAK HOUR FACTOR
0.89



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	1	0	4
415-430	1	0	0	0	1
430-445	1	0	0	0	1
445-500	3	0	0	0	3
500-515	1	0	1	0	2
515-530	1	0	1	0	2
530-545	0	0	0	0	0
545-600	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	0	1	0	9
415-515	6	0	1	0	7
430-530	6	0	2	0	8
445-545	5	0	2	0	7
500-600	2	0	3	0	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	2	0	0	0	2
445-500	3	0	1	0	4
500-515	1	0	0	0	1
515-530	1	1	0	0	2
530-545	1	0	0	0	1
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	0	2	0	7
415-515	6	0	2	0	8
430-530	7	1	1	0	9
445-545	6	1	1	0	8
500-600	4	1	0	0	5

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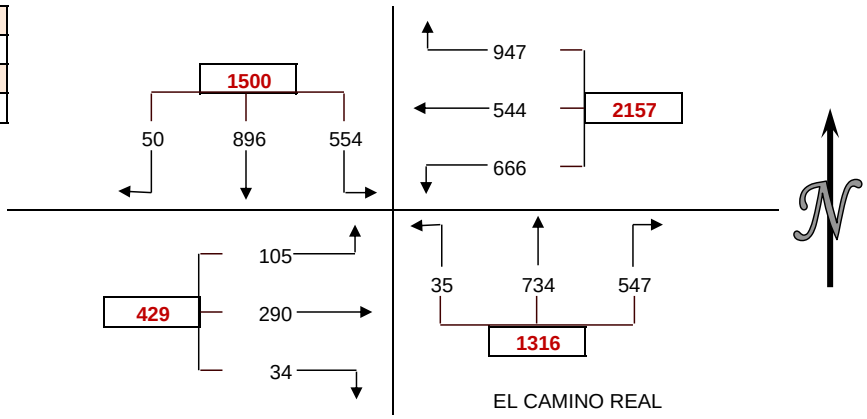
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	15	197	153	157	86	138	114	161	12	6	63	21	1123
415-430	17	198	132	177	77	135	113	154	8	8	81	28	1128
430-445	9	188	115	203	91	144	127	151	10	7	58	16	1119
445-500	11	219	124	197	101	157	142	155	10	9	91	27	1243
500-515	8	209	150	228	119	143	154	193	8	6	60	28	1306
515-530	13	233	130	249	140	181	140	161	8	7	73	22	1357
530-545	13	243	147	220	135	163	134	203	8	13	82	22	1383
545-600	16	211	127	250	150	179	119	177	11	8	75	33	1356
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	52	802	524	734	355	574	496	621	40	30	293	92	4613
415-515	45	814	521	805	388	579	536	653	36	30	290	99	4796
430-530	41	849	519	877	451	625	563	660	36	29	282	93	5025
445-545	45	904	551	894	495	644	570	712	34	35	306	99	5289
500-600	50	896	554	947	544	666	547	734	35	34	290	105	5402

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.98



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	10	2	5	9	26
415-430	8	8	8	4	28
430-445	31	8	4	12	55
445-500	19	3	5	8	35
500-515	20	11	10	1	42
515-530	24	4	5	18	51
530-545	12	2	2	4	20
545-600	24	7	11	7	49
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	68	21	22	33	144
415-515	78	30	27	25	160
430-530	94	26	24	39	183
445-545	75	20	22	31	148
500-600	80	24	28	30	162

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	2	2
415-430	0	0	0	0	0
430-445	0	1	0	1	2
445-500	0	0	0	1	1
500-515	2	1	1	1	5
515-530	1	0	0	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	0	4	5
415-515	2	2	1	3	8
430-530	3	2	1	3	9
445-545	3	1	1	2	7
500-600	3	1	1	1	6

WILTEC

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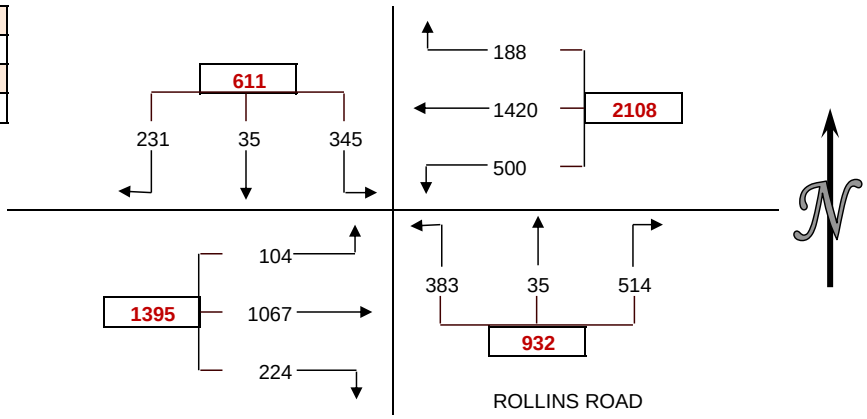
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	ROLLINS ROAD
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	28	10	42	20	272	129	127	6	82	44	228	20	1008
415-430	19	6	45	23	304	98	108	7	63	52	264	15	1004
430-445	22	8	54	34	299	103	128	7	96	54	237	19	1061
445-500	44	13	61	39	330	133	111	7	92	62	258	24	1174
500-515	45	8	71	46	344	133	143	3	108	53	263	33	1250
515-530	53	12	97	43	338	124	126	6	97	58	267	29	1250
530-545	67	9	90	53	350	108	137	11	92	46	287	26	1276
545-600	66	6	87	46	388	135	108	15	86	67	250	16	1270
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	113	37	202	116	1205	463	474	27	333	212	987	78	4247
415-515	130	35	231	142	1277	467	490	24	359	221	1022	91	4489
430-530	164	41	283	162	1311	493	508	23	393	227	1025	105	4735
445-545	209	42	319	181	1362	498	517	27	389	219	1075	112	4950
500-600	231	35	345	188	1420	500	514	35	383	224	1067	104	5046

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.99



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	11	0	0	13
415-430	2	7	0	0	9
430-445	3	21	0	0	24
445-500	8	15	0	0	23
500-515	3	7	0	0	10
515-530	0	16	0	0	16
530-545	5	21	1	0	27
545-600	1	2	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	15	54	0	0	69
415-515	16	50	0	0	66
430-530	14	59	0	0	73
445-545	16	59	1	0	76
500-600	9	46	1	0	56

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	1	0	3
415-430	0	0	1	0	1
430-445	0	0	0	0	0
445-500	0	1	1	0	2
500-515	1	1	2	0	4
515-530	0	1	0	1	2
530-545	1	0	0	0	1
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	3	3	0	6
415-515	1	2	4	0	7
430-530	1	3	3	1	8
445-545	2	3	3	1	9
500-600	2	2	2	2	8

WILTEC

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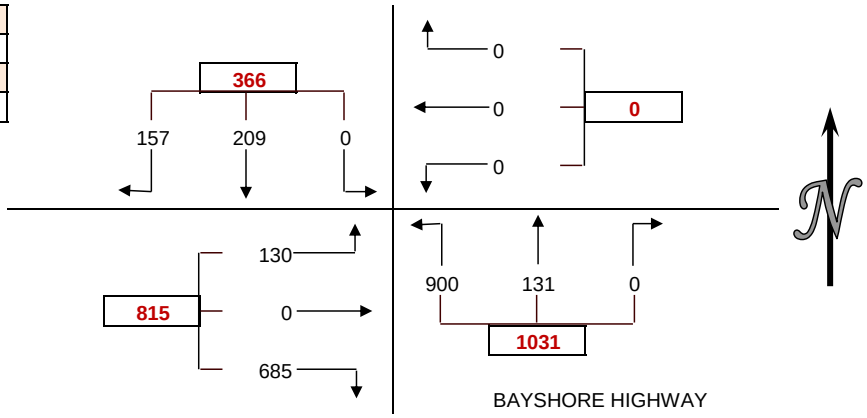
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	BAYSHORE HIGHWAY
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	47	41	0	0	0	0	0	30	200	108	0	35	461
415-430	40	47	0	0	0	0	0	25	197	152	0	36	497
430-445	42	48	0	0	0	0	0	39	236	155	0	36	556
445-500	34	63	0	0	0	0	0	25	205	180	0	34	541
500-515	43	53	0	0	0	0	0	26	214	168	0	25	529
515-530	39	46	0	0	0	0	0	26	233	191	0	31	566
530-545	41	47	0	0	0	0	0	54	248	146	0	40	576
545-600	42	59	0	0	0	0	0	22	201	163	0	38	525
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	163	199	0	0	0	0	0	119	838	595	0	141	2055
415-515	159	211	0	0	0	0	0	115	852	655	0	131	2123
430-530	158	210	0	0	0	0	0	116	888	694	0	126	2192
445-545	157	209	0	0	0	0	0	131	900	685	0	130	2212
500-600	165	205	0	0	0	0	0	128	896	668	0	134	2196

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	4	0	4
430-445	0	0	1	0	1
445-500	0	1	1	0	2
500-515	0	0	0	0	0
515-530	0	0	0	1	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	6	0	7
415-515	0	1	6	0	7
430-530	0	1	2	1	4
445-545	0	1	1	1	3
500-600	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	0	0	2
415-430	0	1	0	0	1
430-445	0	1	0	0	1
445-500	0	0	0	0	0
500-515	0	6	0	0	6
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	4	0	0	4
415-515	0	8	0	0	8
430-530	0	7	0	0	7
445-545	0	6	0	0	6
500-600	0	8	0	0	8

WILTEC

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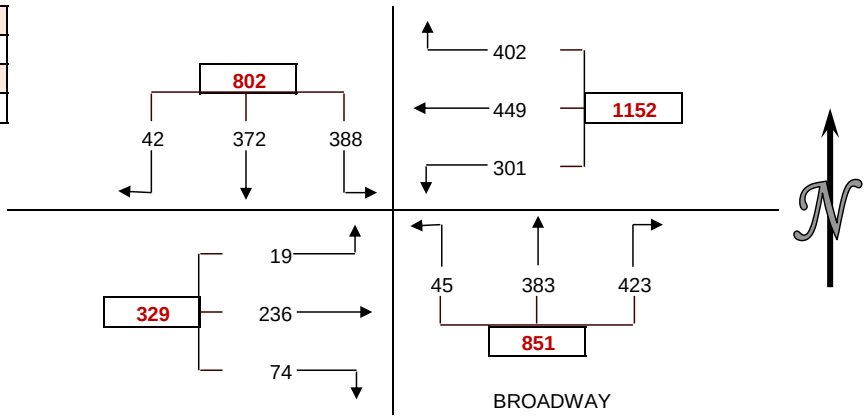
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	BROADWAY
	E/W	CALIFORNIA DRIVE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	10	79	85	70	106	67	98	62	14	15	68	2	676
415-430	6	73	75	61	111	61	108	77	6	15	70	3	666
430-445	8	85	85	71	98	75	93	86	17	21	60	0	699
445-500	10	96	106	85	98	79	115	89	12	24	62	7	783
500-515	7	70	93	98	107	59	120	100	11	16	72	7	760
515-530	7	86	83	102	119	77	93	92	9	22	59	4	753
530-545	18	120	106	117	125	86	95	102	13	12	43	1	838
545-600	12	113	85	85	118	67	81	98	10	16	50	4	739
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	34	333	351	287	413	282	414	314	49	75	260	12	2824
415-515	31	324	359	315	414	274	436	352	46	76	264	17	2908
430-530	32	337	367	356	422	290	421	367	49	83	253	18	2995
445-545	42	372	388	402	449	301	423	383	45	74	236	19	3134
500-600	44	389	367	402	469	289	389	392	43	66	224	16	3090

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	7	7	4	8	26
415-430	5	1	6	3	15
430-445	0	1	8	2	11
445-500	1	0	8	2	11
500-515	6	1	13	5	25
515-530	0	3	1	5	9
530-545	4	3	14	10	31
545-600	4	4	5	12	25
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	13	9	26	15	63
415-515	12	3	35	12	62
430-530	7	5	30	14	56
445-545	11	7	36	22	76
500-600	14	11	33	32	90

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	3	1	2	7
415-430	1	0	1	2	4
430-445	0	0	0	1	1
445-500	1	0	0	3	4
500-515	1	1	0	2	4
515-530	0	0	0	5	5
530-545	0	2	2	3	7
545-600	2	2	0	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	3	2	8	16
415-515	3	1	1	8	13
430-530	2	1	0	11	14
445-545	2	3	2	13	20
500-600	3	5	2	12	22

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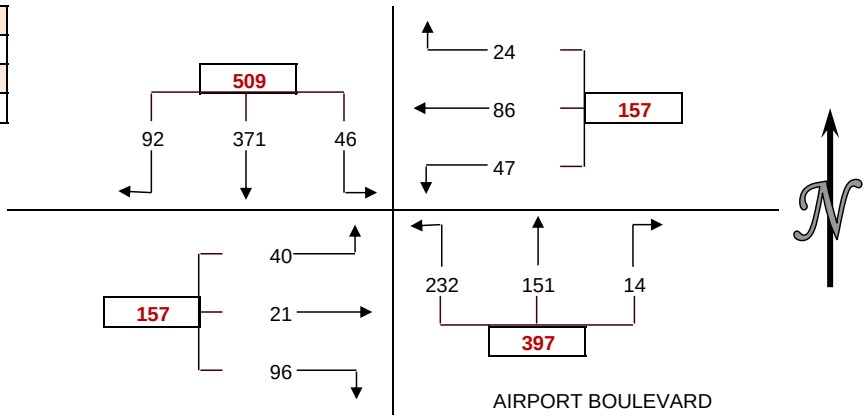
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	ANZA BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	21	84	2	9	21	8	4	22	37	16	5	9	238
415-430	7	52	12	11	9	10	5	23	50	9	4	5	197
430-445	4	70	20	7	18	20	4	31	59	10	7	3	253
445-500	8	86	4	8	19	12	2	37	54	14	5	5	254
500-515	14	108	12	5	30	11	3	39	67	20	9	6	324
515-530	32	89	12	6	17	7	3	41	56	25	5	14	307
530-545	34	72	12	9	20	17	4	37	59	34	4	11	313
545-600	12	102	10	4	19	12	4	34	50	17	3	9	276
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	40	292	38	35	67	50	15	113	200	49	21	22	942
415-515	33	316	48	31	76	53	14	130	230	53	25	19	1028
430-530	58	353	48	26	84	50	12	148	236	69	26	28	1138
445-545	88	355	40	28	86	47	12	154	236	93	23	36	1198
500-600	92	371	46	24	86	47	14	151	232	96	21	40	1220

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.94



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	3	0	0	5
415-430	0	1	1	0	2
430-445	1	0	0	2	3
445-500	3	1	1	0	5
500-515	1	0	0	3	4
515-530	0	2	2	2	6
530-545	1	0	2	3	6
545-600	2	0	2	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	5	2	2	15
415-515	5	2	2	5	14
430-530	5	3	3	7	18
445-545	5	3	5	8	21
500-600	4	2	6	8	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	0	2	0	0	2
430-445	1	2	0	0	3
445-500	0	0	0	0	0
500-515	0	0	0	1	1
515-530	0	1	0	2	3
530-545	0	4	0	2	6
545-600	0	5	0	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	5	0	0	6
415-515	1	4	0	1	6
430-530	1	3	0	3	7
445-545	0	5	0	5	10
500-600	0	10	0	5	15

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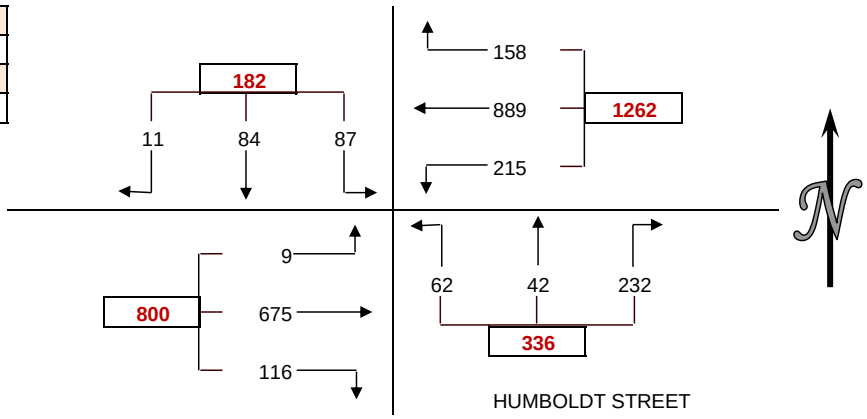
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	PENINSULA AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	4	20	20	28	182	63	43	7	15	28	137	1	548
415-430	6	12	18	35	187	40	48	5	16	25	152	1	545
430-445	3	24	23	34	180	43	49	14	9	25	175	2	581
445-500	2	15	30	37	186	59	43	5	12	27	143	4	563
500-515	3	23	22	36	199	48	70	13	13	30	157	3	617
515-530	2	24	26	46	234	54	55	9	21	26	195	0	692
530-545	2	18	19	35	237	59	61	12	9	21	168	4	645
545-600	4	19	20	41	219	54	46	8	19	39	155	2	626
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	15	71	91	134	735	205	183	31	52	105	607	8	2237
415-515	14	74	93	142	752	190	210	37	50	107	627	10	2306
430-530	10	86	101	153	799	204	217	41	55	108	670	9	2453
445-545	9	80	97	154	856	220	229	39	55	104	663	11	2517
500-600	11	84	87	158	889	215	232	42	62	116	675	9	2580

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	0	2	2	10
415-430	5	0	1	4	10
430-445	1	0	0	3	4
445-500	0	0	0	3	3
500-515	1	0	0	2	3
515-530	0	0	1	3	4
530-545	0	0	2	0	2
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	12	0	3	12	27
415-515	7	0	1	12	20
430-530	2	0	1	11	14
445-545	1	0	3	8	12
500-600	1	0	3	6	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	0	0	2
415-430	0	0	1	1	2
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	1	1	4
415-515	0	0	1	1	2
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	1	1

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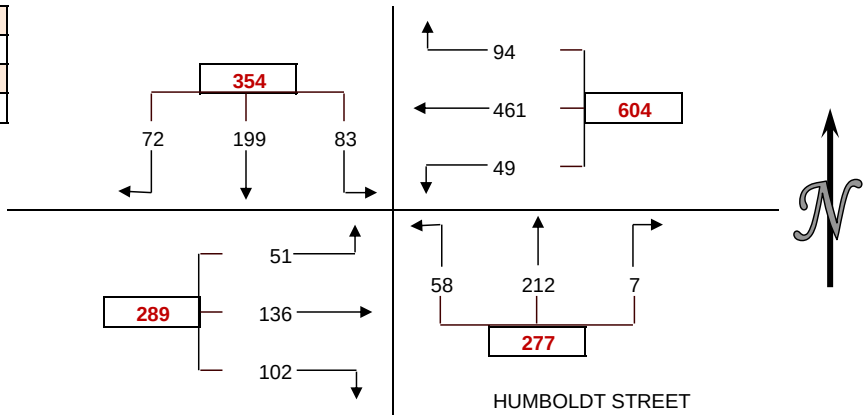
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	POPLAR AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	11	40	19	23	93	11	3	32	7	29	48	8	324
415-430	4	37	27	18	97	13	6	37	10	32	36	14	331
430-445	11	43	16	32	98	16	2	37	10	34	40	19	358
445-500	14	46	21	20	113	12	3	45	8	23	39	8	352
500-515	11	38	26	24	102	9	4	61	18	19	44	14	370
515-530	17	43	18	25	117	16	0	54	16	32	32	12	382
530-545	19	59	18	22	136	13	2	51	9	20	33	13	395
545-600	25	59	21	23	106	11	1	46	15	31	27	12	377
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	40	166	83	93	401	52	14	151	35	118	163	49	1365
415-515	40	164	90	94	410	50	15	180	46	108	159	55	1411
430-530	53	170	81	101	430	53	9	197	52	108	155	53	1462
445-545	61	186	83	91	468	50	9	211	51	94	148	47	1499
500-600	72	199	83	94	461	49	7	212	58	102	136	51	1524

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	1	11	4	18
415-430	2	1	2	3	8
430-445	3	2	2	5	12
445-500	3	0	1	5	9
500-515	2	1	4	2	9
515-530	0	0	0	2	2
530-545	0	0	1	8	9
545-600	0	1	3	4	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	10	4	16	17	47
415-515	10	4	9	15	38
430-530	8	3	7	14	32
445-545	5	1	6	17	29
500-600	2	2	8	16	28

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	3	0	1	4
415-430	1	6	2	3	12
430-445	1	2	0	0	3
445-500	1	3	0	0	4
500-515	0	4	0	0	4
515-530	0	0	0	0	0
530-545	0	2	0	1	3
545-600	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	14	2	4	23
415-515	3	15	2	3	23
430-530	2	9	0	0	11
445-545	1	9	0	1	11
500-600	1	7	0	1	9

WILTEC

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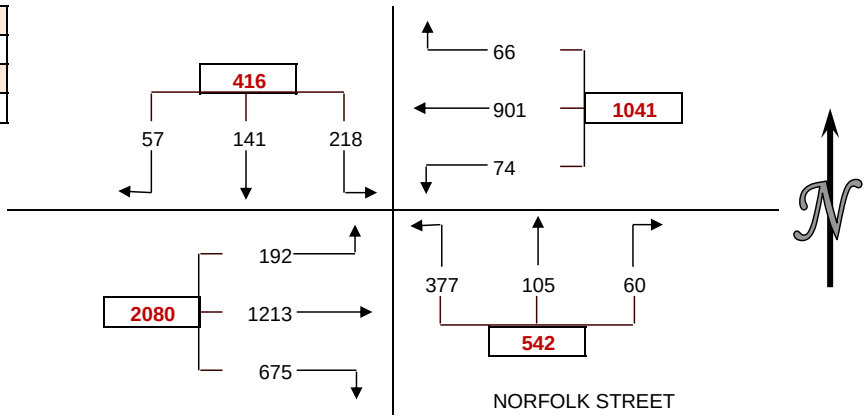
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	NORFOLK STREET
	E/W	3RD AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	20	20	45	17	175	13	12	20	97	156	229	54	858
415-430	13	30	62	16	168	11	17	17	61	116	280	50	841
430-445	16	25	33	20	182	10	11	14	80	150	277	56	874
445-500	16	40	45	26	203	15	13	21	70	156	302	53	960
500-515	17	30	47	13	233	19	14	28	106	165	275	47	994
515-530	18	50	55	14	253	17	12	27	82	183	346	58	1115
530-545	12	33	47	22	217	22	16	22	106	174	283	35	989
545-600	10	28	69	17	198	16	18	28	83	153	309	52	981
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	65	115	185	79	728	49	53	72	308	578	1088	213	3533
415-515	62	125	187	75	786	55	55	80	317	587	1134	206	3669
430-530	67	145	180	73	871	61	50	90	338	654	1200	214	3943
445-545	63	153	194	75	906	73	55	98	364	678	1206	193	4058
500-600	57	141	218	66	901	74	60	105	377	675	1213	192	4079

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	3	1	8	12
415-430	0	1	4	8	13
430-445	0	2	0	13	15
445-500	0	0	0	5	5
500-515	0	1	2	9	12
515-530	0	0	0	10	10
530-545	0	0	0	9	9
545-600	0	0	2	10	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	6	5	34	45
415-515	0	4	6	35	45
430-530	0	3	2	37	42
445-545	0	1	2	33	36
500-600	0	1	4	38	43

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	4	4
415-430	0	0	0	1	1
430-445	0	1	0	3	4
445-500	0	1	0	6	7
500-515	0	1	0	6	7
515-530	0	0	0	5	5
530-545	0	0	0	2	2
545-600	0	0	1	8	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	2	0	14	16
415-515	0	3	0	16	19
430-530	0	3	0	20	23
445-545	0	2	0	19	21
500-600	0	1	1	21	23

WILTEC

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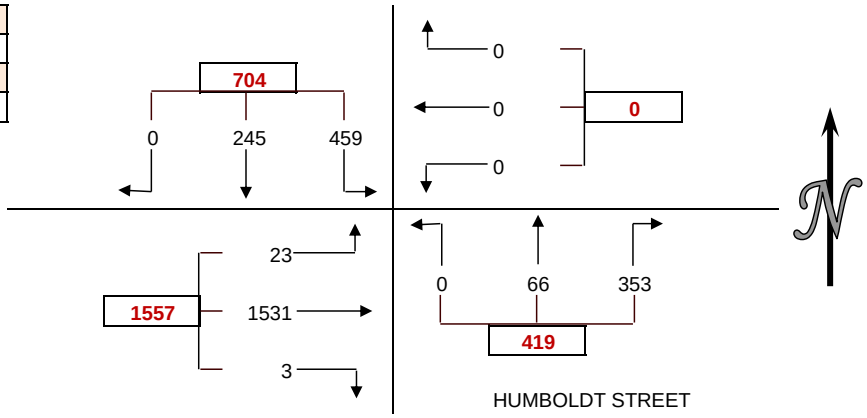
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	4TH AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	50	90	0	0	0	53	17	0	5	383	9	607
415-430	0	71	79	0	0	0	58	13	0	1	357	9	588
430-445	0	68	101	0	0	0	47	13	0	3	365	8	605
445-500	0	64	87	0	0	0	55	18	0	4	392	6	626
500-515	0	61	103	0	0	0	83	12	0	2	381	6	648
515-530	0	66	122	0	0	0	77	19	0	0	416	5	705
530-545	0	64	120	0	0	0	99	11	0	0	376	7	677
545-600	0	54	114	0	0	0	94	24	0	1	358	5	650
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	253	357	0	0	0	213	61	0	13	1497	32	2426
415-515	0	264	370	0	0	0	243	56	0	10	1495	29	2467
430-530	0	259	413	0	0	0	262	62	0	9	1554	25	2584
445-545	0	255	432	0	0	0	314	60	0	6	1565	24	2656
500-600	0	245	459	0	0	0	353	66	0	3	1531	23	2680

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	3	2	3	10
415-430	7	0	0	2	9
430-445	0	0	0	1	1
445-500	1	5	1	1	8
500-515	5	0	1	2	8
515-530	2	0	2	1	5
530-545	1	2	1	1	5
545-600	4	2	5	1	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	10	8	3	7	28
415-515	13	5	2	6	26
430-530	8	5	4	5	22
445-545	9	7	5	5	26
500-600	12	4	9	5	30

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	1	0	2	6
415-430	1	0	1	0	2
430-445	1	2	0	0	3
445-500	5	0	0	0	5
500-515	10	0	0	7	17
515-530	1	0	0	0	1
530-545	2	1	0	1	4
545-600	5	1	1	1	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	10	3	1	2	16
415-515	17	2	1	7	27
430-530	17	2	0	7	26
445-545	18	1	0	8	27
500-600	18	2	1	9	30

WILTEC

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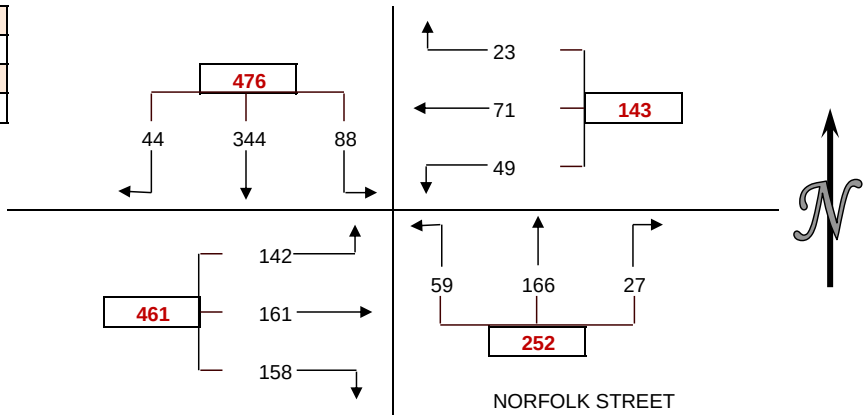
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 22, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	NORFOLK STREET
	E/W	KEHOE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	9	75	18	5	9	10	5	32	16	21	17	31	248
415-430	7	54	17	3	17	8	4	41	25	20	22	20	238
430-445	16	82	16	4	14	17	5	29	12	17	21	24	257
445-500	9	67	20	5	17	6	4	30	18	27	29	26	258
500-515	14	87	23	4	15	11	4	43	11	26	24	42	304
515-530	3	96	28	8	15	5	7	34	19	35	37	34	321
530-545	18	77	23	8	26	25	7	54	18	40	48	36	380
545-600	9	84	14	3	15	8	9	35	11	57	52	30	327
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	41	278	71	17	57	41	18	132	71	85	89	101	1001
415-515	46	290	76	16	63	42	17	143	66	90	96	112	1057
430-530	42	332	87	21	61	39	20	136	60	105	111	126	1140
445-545	44	327	94	25	73	47	22	161	66	128	138	138	1263
500-600	44	344	88	23	71	49	27	166	59	158	161	142	1332

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.88



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	1	2	5
415-430	0	0	7	0	7
430-445	0	0	1	1	2
445-500	0	2	1	2	5
500-515	1	5	2	0	8
515-530	2	0	0	1	3
530-545	0	1	1	1	3
545-600	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	3	10	5	19
415-515	1	7	11	3	22
430-530	3	7	4	4	18
445-545	3	8	4	4	19
500-600	3	7	4	2	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	3	0	0	3
415-430	0	2	0	0	2
430-445	0	1	0	0	1
445-500	0	2	1	0	3
500-515	0	0	0	1	1
515-530	0	2	0	0	2
530-545	0	0	0	0	0
545-600	0	1	0	3	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	8	1	0	9
415-515	0	5	1	1	7
430-530	0	5	1	1	7
445-545	0	4	1	1	6
500-600	0	3	0	4	7

Post-Metering – Week 2

WILTEC

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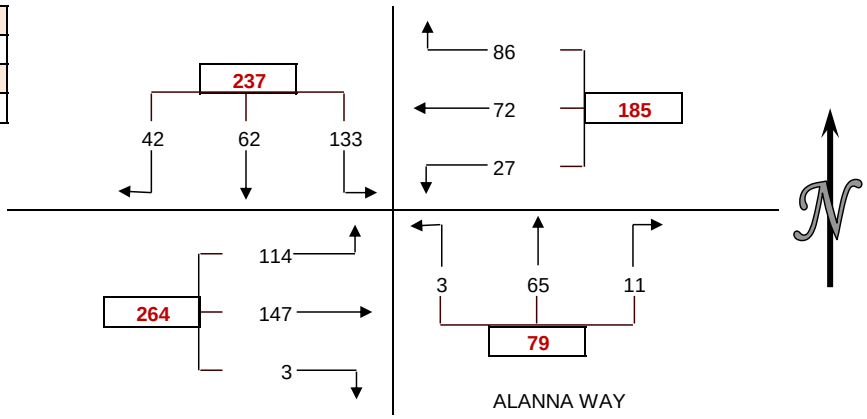
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	ALANNA WAY
	E/W	BEATTY AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	8	9	31	13	13	7	1	9	0	0	35	13	139
715-730	8	12	43	17	18	1	5	23	0	0	22	27	176
730-745	9	18	34	14	22	6	5	8	0	1	49	26	192
745-800	14	14	31	21	11	6	1	11	0	1	31	33	174
800-815	6	13	31	32	20	9	3	26	2	0	37	29	208
815-830	13	17	37	19	19	6	2	20	1	1	30	26	191
830-845	6	16	24	27	18	4	2	12	1	0	43	21	174
845-900	6	13	25	29	16	7	0	22	0	0	37	11	166
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	39	53	139	65	64	20	12	51	0	2	137	99	681
715-815	37	57	139	84	71	22	14	68	2	2	139	115	750
730-830	42	62	133	86	72	27	11	65	3	3	147	114	765
745-845	39	60	123	99	68	25	8	69	4	2	141	109	747
800-900	31	59	117	107	73	26	7	80	4	1	147	87	739

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.92



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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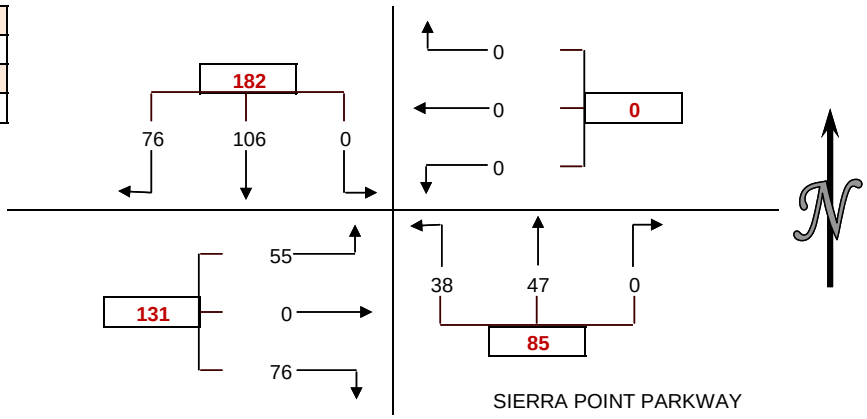
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SIERRA POINT PARKWAY
	E/W	LAGOON ROAD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	16	13	0	0	0	0	0	14	7	10	0	10	70
715-730	6	13	0	0	0	0	0	13	6	15	0	5	58
730-745	13	16	0	0	0	0	0	12	7	18	0	15	81
745-800	24	20	0	0	0	0	0	11	6	17	0	13	91
800-815	18	34	0	0	0	0	0	14	13	21	0	15	115
815-830	21	36	0	0	0	0	0	10	12	20	0	12	111
830-845	11	24	0	0	0	0	0	10	6	9	0	8	68
845-900	9	34	0	0	0	0	0	15	5	16	0	9	88
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	59	62	0	0	0	0	0	50	26	60	0	43	300
715-815	61	83	0	0	0	0	0	50	32	71	0	48	345
730-830	76	106	0	0	0	0	0	47	38	76	0	55	398
745-845	74	114	0	0	0	0	0	45	37	67	0	48	385
800-900	59	128	0	0	0	0	0	49	36	66	0	44	382

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.87



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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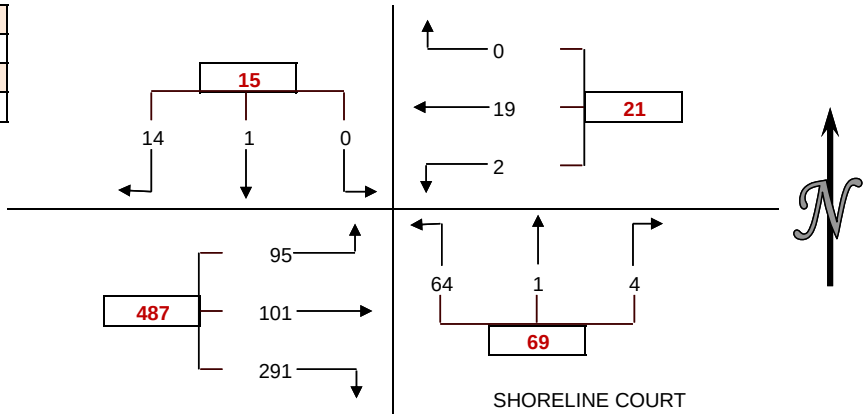
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SHORELINE COURT
	E/W	SIERRA POINT PARKWAY
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	0	0	0	2	0	1	1	24	30	14	10	84
715-730	2	0	0	0	6	1	0	2	17	33	9	8	78
730-745	3	0	0	0	4	0	0	0	24	38	11	11	91
745-800	5	0	1	0	1	1	0	1	16	53	13	12	103
800-815	2	0	0	0	5	1	1	0	18	53	26	14	120
815-830	4	0	0	0	2	1	1	0	11	74	23	18	134
830-845	4	1	0	0	8	0	1	0	15	78	26	28	161
845-900	4	0	0	0	4	0	1	1	20	86	26	35	177
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	12	0	1	0	13	2	1	4	81	154	47	41	356
715-815	12	0	1	0	16	3	1	3	75	177	59	45	392
730-830	14	0	1	0	12	3	2	1	69	218	73	55	448
745-845	15	1	1	0	16	3	3	1	60	258	88	72	518
800-900	14	1	0	0	19	2	4	1	64	291	101	95	592

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.84



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	3	1	5
715-730	0	0	1	0	1
730-745	1	0	2	0	3
745-800	0	1	2	1	4
800-815	1	1	0	2	4
815-830	0	2	3	2	7
830-845	0	0	2	0	2
845-900	1	1	3	6	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	1	8	2	13
715-815	2	2	5	3	12
730-830	2	4	7	5	18
745-845	1	4	7	5	17
800-900	2	4	8	10	24

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	2	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	0	3
715-815	0	0	3	0	3
730-830	0	0	3	0	3
745-845	0	0	1	0	1
800-900	0	0	1	0	1

WILTEC

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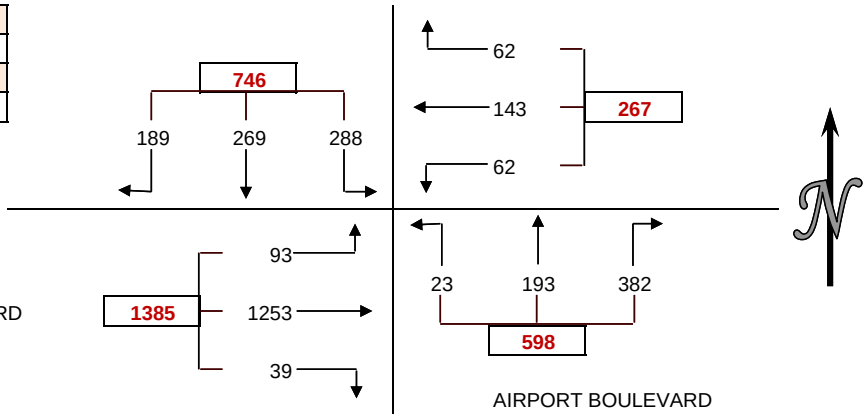
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	SISTER CITIES BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	26	45	50	9	21	9	66	13	1	8	243	14	505
715-730	35	54	49	4	27	9	120	25	2	7	280	35	647
730-745	41	54	48	9	37	21	111	49	4	11	310	28	723
745-800	51	72	87	8	34	12	113	54	7	16	314	18	786
800-815	55	60	77	16	41	15	73	38	5	6	323	25	734
815-830	42	83	76	29	31	14	85	52	7	6	306	22	753
830-845	41	63	70	21	36	16	72	22	3	10	322	20	696
845-900	36	56	57	26	33	23	50	34	7	9	258	18	607
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	153	225	234	30	119	51	410	141	14	42	1147	95	2661
715-815	182	240	261	37	139	57	417	166	18	40	1227	106	2890
730-830	189	269	288	62	143	62	382	193	23	39	1253	93	2996
745-845	189	278	310	74	142	57	343	166	22	38	1265	85	2969
800-900	174	262	280	92	141	68	280	146	22	31	1209	85	2790

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	2	4
715-730	0	0	0	1	1
730-745	0	0	1	1	2
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	1	1	2
830-845	0	0	0	2	2
845-900	0	0	1	5	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	1	4	7
715-815	0	0	1	3	4
730-830	0	0	2	3	5
745-845	0	0	1	4	5
800-900	0	0	2	9	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	2	1	0	1	4
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	2	1	3
830-845	0	0	1	0	1
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	0	1	5
715-815	2	1	0	1	4
730-830	0	0	2	1	3
745-845	0	0	3	1	4
800-900	0	0	3	2	5

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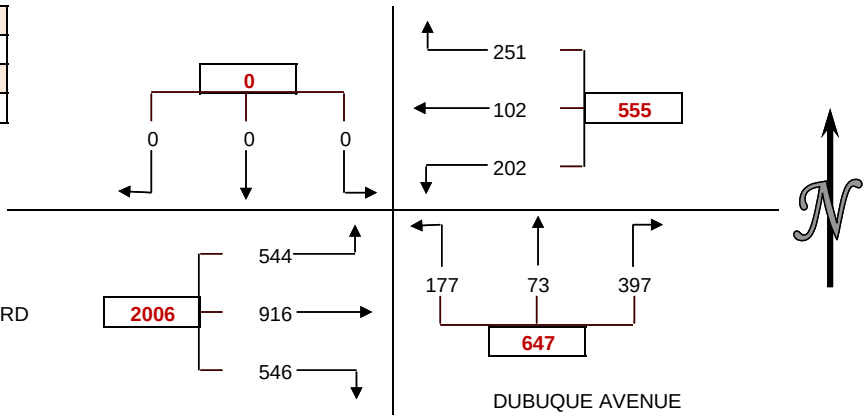
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	DUBUQUE AVENUE
	E/W	OYSTER POINT BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	49	11	20	61	2	40	108	147	129	567
715-730	0	0	0	59	14	45	69	11	32	147	141	135	653
730-745	0	0	0	75	26	30	82	15	27	148	177	140	720
745-800	0	0	0	66	20	44	87	20	37	159	221	128	782
800-815	0	0	0	76	26	52	95	20	46	120	227	134	796
815-830	0	0	0	57	27	48	103	21	51	126	220	153	806
830-845	0	0	0	52	29	58	112	12	43	141	248	129	824
845-900	0	0	0	64	30	65	127	10	53	101	190	113	753
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	249	71	139	299	48	136	562	686	532	2722
715-815	0	0	0	276	86	171	333	66	142	574	766	537	2951
730-830	0	0	0	274	99	174	367	76	161	553	845	555	3104
745-845	0	0	0	251	102	202	397	73	177	546	916	544	3208
800-900	0	0	0	249	112	223	437	63	193	488	885	529	3179

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	0	2
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	1	1	0	2
800-815	0	0	0	0	0
815-830	0	1	1	0	2
830-845	0	0	1	0	1
845-900	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	4	1	0	5
715-815	0	2	1	0	3
730-830	0	3	2	0	5
745-845	0	2	3	0	5
800-900	0	2	3	0	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	0	0	2	0	2
830-845	0	0	1	0	1
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	1	0	1
730-830	0	0	3	0	3
745-845	0	0	4	0	4
800-900	0	1	3	0	4

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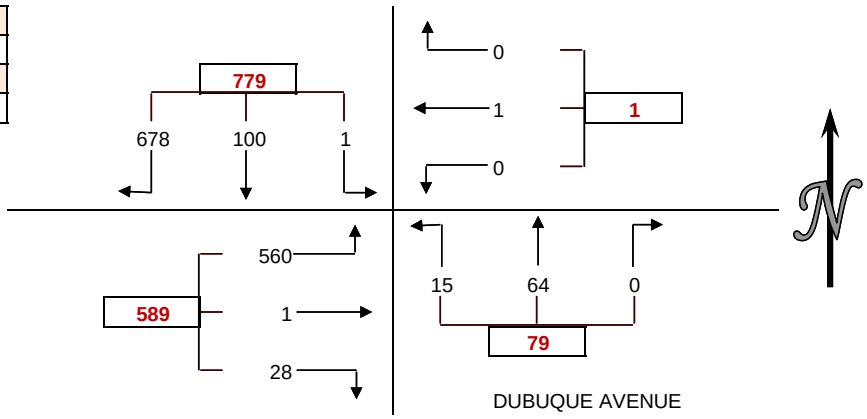
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	DUBUQUE AVENUE
	E/W	US 101 RAMPS
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	122	24	1	1	0	0	1	11	1	10	0	101	272
715-730	159	24	0	0	1	0	0	14	3	8	0	114	323
730-745	172	14	0	2	0	0	0	23	8	15	0	120	354
745-800	184	20	0	0	0	0	0	18	1	4	0	137	364
800-815	159	22	0	0	1	0	0	18	1	8	0	127	336
815-830	151	22	1	0	0	0	0	10	6	7	0	145	342
830-845	184	36	0	0	0	0	0	18	7	9	1	151	406
845-900	143	24	1	0	0	0	0	12	7	12	0	160	359
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	637	82	1	3	1	0	1	66	13	37	0	472	1313
715-815	674	80	0	2	2	0	0	73	13	35	0	498	1377
730-830	666	78	1	2	1	0	0	69	16	34	0	529	1396
745-845	678	100	1	0	1	0	0	64	15	28	1	560	1448
800-900	637	104	2	0	1	0	0	58	21	36	1	583	1443

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.89



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	2	0	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	2	0	0	2
830-845	0	1	0	0	1
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	0	0	2
730-830	0	4	0	0	4
745-845	0	3	0	0	3
800-900	0	4	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	1	0	0	1
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	0	1
715-815	0	0	0	0	0
730-830	0	1	0	0	1
745-845	0	2	0	0	2
800-900	0	2	0	0	2

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

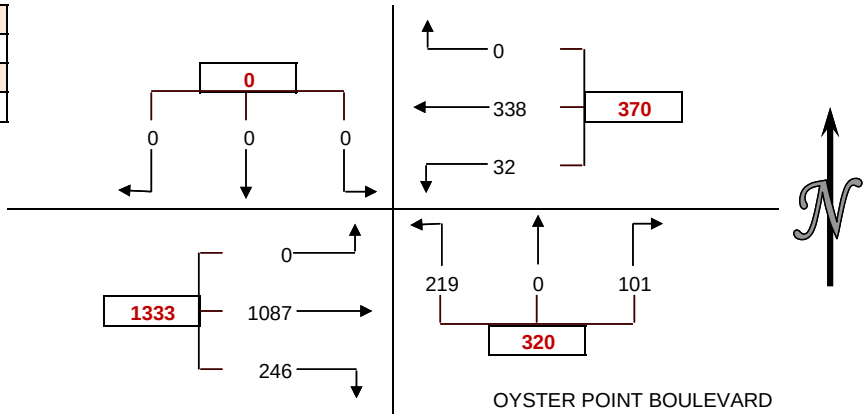
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 29, 2015
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S OYSTER POINT BOULEVARD
E/W GATEWAY BOULEVARD
CITY: SAN MATEO COUNTY

Please see movements graphic below

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	59	2	14	0	30	27	161	0	293
715-730	0	0	0	0	49	6	24	0	29	26	180	0	314
730-745	0	0	0	0	81	12	15	0	48	45	208	0	409
745-800	0	0	0	0	82	5	33	0	50	68	251	0	489
800-815	0	0	0	0	88	10	24	0	54	59	255	0	490
815-830	0	0	0	0	81	2	26	0	60	61	270	0	500
830-845	0	0	0	0	81	14	28	0	55	52	272	0	502
845-900	0	0	0	0	88	6	23	0	50	74	290	0	531
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	271	25	86	0	157	166	800	0	1505
715-815	0	0	0	0	300	33	96	0	181	198	894	0	1702
730-830	0	0	0	0	332	29	98	0	212	233	984	0	1888
745-845	0	0	0	0	332	31	111	0	219	240	1048	0	1981
800-900	0	0	0	0	338	32	101	0	219	246	1087	0	2023

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	4	0	5
715-730	0	0	2	0	2
730-745	1	0	1	0	2
745-800	1	0	2	0	3
800-815	0	0	6	0	6
815-830	0	0	3	0	3
830-845	0	0	0	0	0
845-900	0	0	5	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	9	0	12
715-815	2	0	11	0	13
730-830	2	0	12	0	14
745-845	1	0	11	0	12
800-900	0	0	14	0	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	1	0	1	0	2
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	1	0	1
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	2	1	4
715-815	1	0	1	1	3
730-830	0	0	1	1	2
745-845	0	0	2	0	2
800-900	1	0	2	0	3

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

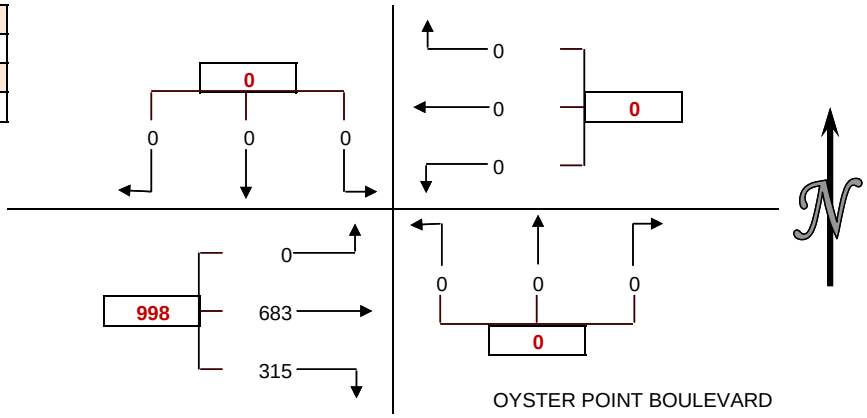
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 29, 2015
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S OYSTER POINT BOULEVARD
E/W GATEWAY BOULEVARD
CITY: SAN MATEO COUNTY

Please see movements graphic below

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	0	0	0	0	0	60	89	0	149
715-730	0	0	0	0	0	0	0	0	0	63	103	0	166
730-745	0	0	0	0	0	0	0	0	0	82	136	0	218
745-800	0	0	0	0	0	0	0	0	0	84	171	0	255
800-815	0	0	0	0	0	0	0	0	0	83	160	0	243
815-830	0	0	0	0	0	0	0	0	0	83	173	0	256
830-845	0	0	0	0	0	0	0	0	0	65	179	0	244
845-900	0	0	0	0	0	0	0	0	0	72	150	0	222
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	0	0	0	0	0	289	499	0	788
715-815	0	0	0	0	0	0	0	0	0	312	570	0	882
730-830	0	0	0	0	0	0	0	0	0	332	640	0	972
745-845	0	0	0	0	0	0	0	0	0	315	683	0	998
800-900	0	0	0	0	0	0	0	0	0	303	662	0	965

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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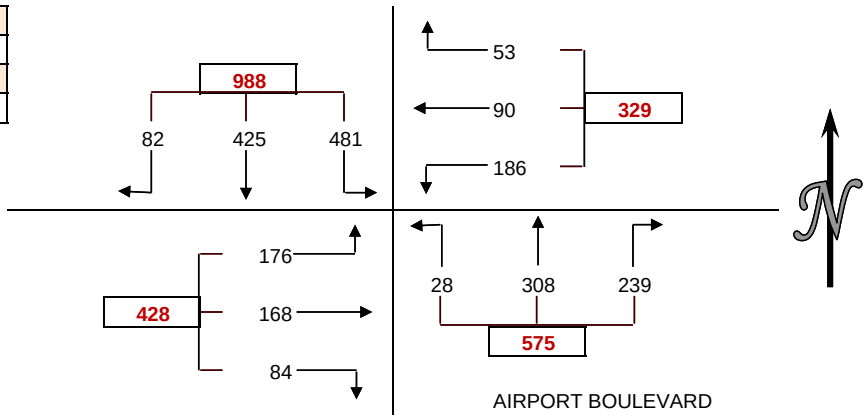
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	GRAND AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	14	73	76	7	17	31	20	73	19	12	17	54	413
715-730	15	77	64	15	11	27	37	80	5	16	35	56	438
730-745	21	94	-6	16	18	34	54	77	6	20	56	47	437
745-800	20	106	174	15	30	46	58	59	3	23	55	46	635
800-815	16	102	110	14	21	46	63	89	6	24	44	58	593
815-830	24	110	96	15	18	49	59	85	12	17	31	33	549
830-845	22	107	101	9	21	45	59	75	7	20	38	39	543
845-900	19	111	91	18	14	46	66	75	10	16	36	20	522
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	70	350	308	53	76	138	169	289	33	71	163	203	1923
715-815	72	379	342	60	80	153	212	305	20	83	190	207	2103
730-830	81	412	374	60	87	175	234	310	27	84	186	184	2214
745-845	82	425	481	53	90	186	239	308	28	84	168	176	2320
800-900	81	430	398	56	74	186	247	324	35	77	149	150	2207

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	9	2	11
715-730	0	0	9	2	11
730-745	0	0	6	0	6
745-800	0	0	10	3	13
800-815	0	0	5	2	7
815-830	0	0	7	5	12
830-845	0	0	12	8	20
845-900	0	0	7	13	20
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	34	7	41
715-815	0	0	30	7	37
730-830	0	0	28	10	38
745-845	0	0	34	18	52
800-900	0	0	31	28	59

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	2	0	2
730-745	0	1	4	1	6
745-800	0	0	3	0	3
800-815	0	0	1	0	1
815-830	0	0	1	1	2
830-845	0	1	3	0	4
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	9	3	13
715-815	0	1	10	1	12
730-830	0	1	9	2	12
745-845	0	1	8	1	10
800-900	0	1	6	1	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

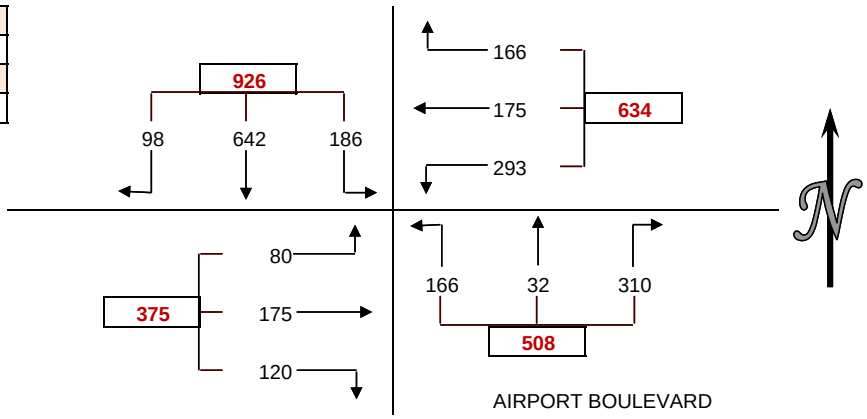
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	SAN MATEO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	160	16	40	35	56	52	7	31	22	22	17	465
715-730	10	171	47	29	34	82	70	3	38	35	36	15	570
730-745	20	179	30	35	46	65	72	6	40	25	54	28	600
745-800	23	161	57	43	39	73	78	8	47	22	41	18	610
800-815	27	177	37	39	46	86	76	2	38	22	34	21	605
815-830	27	157	48	45	31	62	85	9	33	42	49	25	613
830-845	21	147	44	39	59	72	71	13	48	34	51	16	615
845-900	28	143	31	44	45	78	93	10	46	31	34	22	605
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	60	671	150	147	154	276	272	24	156	104	153	78	2245
715-815	80	688	171	146	165	306	296	19	163	104	165	82	2385
730-830	97	674	172	162	162	286	311	25	158	111	178	92	2428
745-845	98	642	186	166	175	293	310	32	166	120	175	80	2443
800-900	103	624	160	167	181	298	325	34	165	129	168	84	2438

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.99



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	1	0	0	1	2
730-745	2	0	0	1	3
745-800	4	0	1	4	9
800-815	0	0	0	0	0
815-830	1	0	1	0	2
830-845	2	1	1	1	5
845-900	3	0	0	2	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	0	2	6	15
715-815	7	0	1	6	14
730-830	7	0	2	5	14
745-845	7	1	3	5	16
800-900	6	1	2	3	12

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	0	1	0	0	1
730-745	2	1	1	0	4
745-800	3	0	1	0	4
800-815	0	0	3	1	4
815-830	0	0	2	0	2
830-845	0	0	1	0	1
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	2	4	0	11
715-815	5	2	5	1	13
730-830	5	1	7	1	14
745-845	3	0	7	1	11
800-900	0	0	7	1	8

WILTEC

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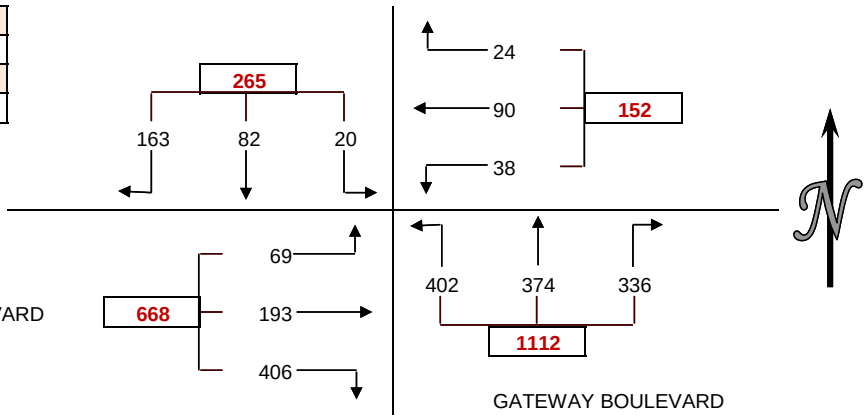
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	GATEWAY BOULEVARD
	E/W	SOUTH AIRPORT BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	43	18	3	4	23	3	33	64	93	55	22	11	372
715-730	32	19	2	4	25	7	47	73	84	100	40	13	446
730-745	33	21	4	8	21	3	69	81	96	100	43	14	493
745-800	48	13	5	6	27	4	84	94	103	110	59	19	572
800-815	41	17	1	5	18	7	79	77	87	102	40	14	488
815-830	21	11	4	8	20	6	95	85	86	114	37	11	498
830-845	50	27	7	6	23	18	78	111	107	102	51	23	603
845-900	51	27	8	5	29	7	84	101	122	88	65	21	608
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	156	71	14	22	96	17	233	312	376	365	164	57	1883
715-815	154	70	12	23	91	21	279	325	370	412	182	60	1999
730-830	143	62	14	27	86	20	327	337	372	426	179	58	2051
745-845	160	68	17	25	88	35	336	367	383	428	187	67	2161
800-900	163	82	20	24	90	38	336	374	402	406	193	69	2197

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.90



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	1	0	0	3
715-730	2	1	0	1	4
730-745	5	0	0	2	7
745-800	6	3	1	0	10
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	1	0	2	1	4
845-900	2	3	1	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	15	5	1	3	24
715-815	13	4	1	3	21
730-830	11	3	2	2	18
745-845	7	3	4	1	15
800-900	3	3	4	1	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	12	14
715-730	0	2	0	2	4
730-745	1	0	2	2	5
745-800	3	2	0	1	6
800-815	0	0	1	0	1
815-830	0	1	1	1	3
830-845	0	3	0	1	4
845-900	1	1	0	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	6	2	17	29
715-815	4	4	3	5	16
730-830	4	3	4	4	15
745-845	3	6	2	3	14
800-900	1	5	2	4	12

WILTEC

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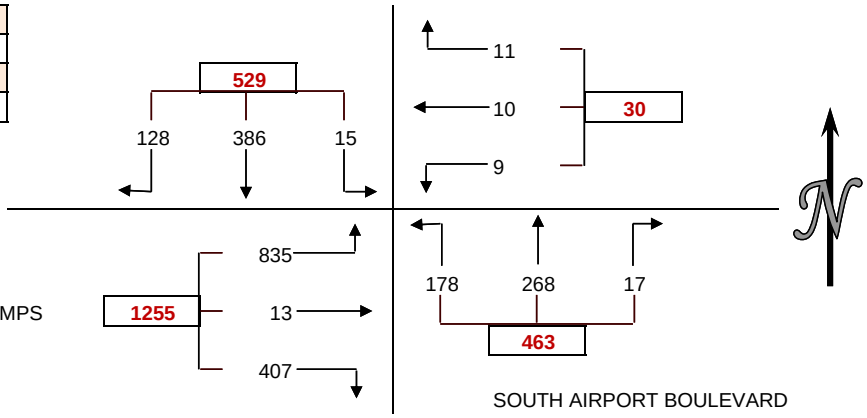
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SOUTH AIRPORT BOULEVARD
	E/W	US 101 NORTHBOUND RAMPS
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	18	64	2	2	0	0	3	57	45	54	4	125	374
715-730	33	90	0	3	4	3	2	63	36	89	2	143	468
730-745	39	83	3	4	2	5	3	68	43	95	1	180	526
745-800	29	86	2	4	5	7	1	58	52	81	1	194	520
800-815	34	91	6	7	4	2	2	48	44	98	5	199	540
815-830	38	98	3	0	2	2	6	68	53	92	1	204	567
830-845	30	103	4	2	2	1	6	82	45	102	2	206	585
845-900	26	94	2	2	2	4	3	70	36	115	5	226	585
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	119	323	7	13	11	15	9	246	176	319	8	642	1888
715-815	135	350	11	18	15	17	8	237	175	363	9	716	2054
730-830	140	358	14	15	13	16	12	242	192	366	8	777	2153
745-845	131	378	15	13	13	12	15	256	194	373	9	803	2212
800-900	128	386	15	11	10	9	17	268	178	407	13	835	2277

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	3	0	0	4
715-730	2	0	0	0	2
730-745	0	0	0	0	0
745-800	0	3	0	0	3
800-815	0	1	0	1	2
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	4	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	6	0	0	9
715-815	2	4	0	1	7
730-830	0	4	0	1	5
745-845	0	4	1	1	6
800-900	0	5	1	1	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	6	8
715-730	0	2	0	3	5
730-745	0	2	0	3	5
745-800	0	1	0	2	3
800-815	0	0	0	0	0
815-830	0	2	0	4	6
830-845	0	1	0	1	2
845-900	0	1	0	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	7	0	14	21
715-815	0	5	0	8	13
730-830	0	5	0	9	14
745-845	0	4	0	7	11
800-900	0	4	0	7	11

WILTEC

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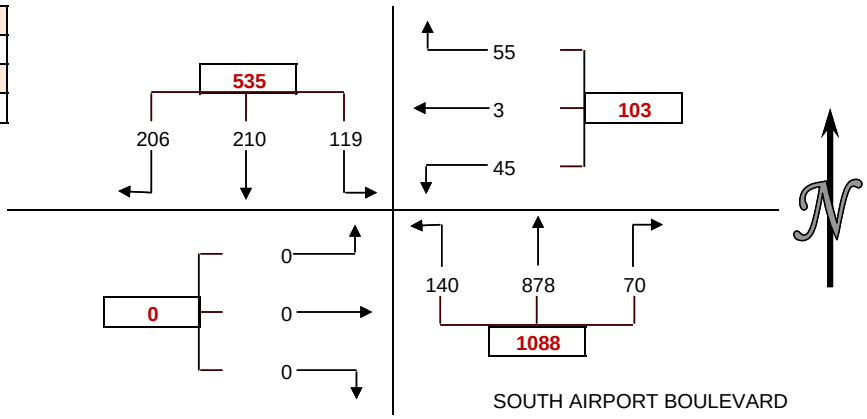
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SOUTH AIRPORT BOULEVARD
	E/W	NORTH ACCESS ROAD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	42	30	29	0	0	10	9	135	23	0	0	0	278
715-730	39	47	37	2	0	7	13	136	12	0	0	0	293
730-745	40	38	21	1	0	14	17	147	34	0	0	0	312
745-800	55	40	25	1	0	10	13	189	4	0	0	0	337
800-815	46	46	31	14	0	9	18	213	57	0	0	0	434
815-830	49	53	18	12	2	6	9	235	38	0	0	0	422
830-845	55	60	24	24	0	12	14	216	28	0	0	0	433
845-900	56	51	46	5	1	18	29	214	17	0	0	0	437
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	176	155	112	4	0	41	52	607	73	0	0	0	1220
715-815	180	171	114	18	0	40	61	685	107	0	0	0	1376
730-830	190	177	95	28	2	39	57	784	133	0	0	0	1505
745-845	205	199	98	51	2	37	54	853	127	0	0	0	1626
800-900	206	210	119	55	3	45	70	878	140	0	0	0	1726

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.99



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	1	0	1	2
800-815	0	1	0	0	1
815-830	0	2	0	0	2
830-845	0	0	0	1	1
845-900	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	0	1	3
715-815	0	2	0	1	3
730-830	0	4	0	1	5
745-845	0	4	0	2	6
800-900	0	3	0	3	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	10	0	13	24
715-730	0	0	0	3	3
730-745	0	0	0	1	1
745-800	0	4	0	1	5
800-815	0	2	0	1	3
815-830	0	5	0	0	5
830-845	0	6	0	3	9
845-900	2	1	0	2	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	14	0	18	33
715-815	0	6	0	6	12
730-830	0	11	0	3	14
745-845	0	17	0	5	22
800-900	2	14	0	6	22

WILTEC

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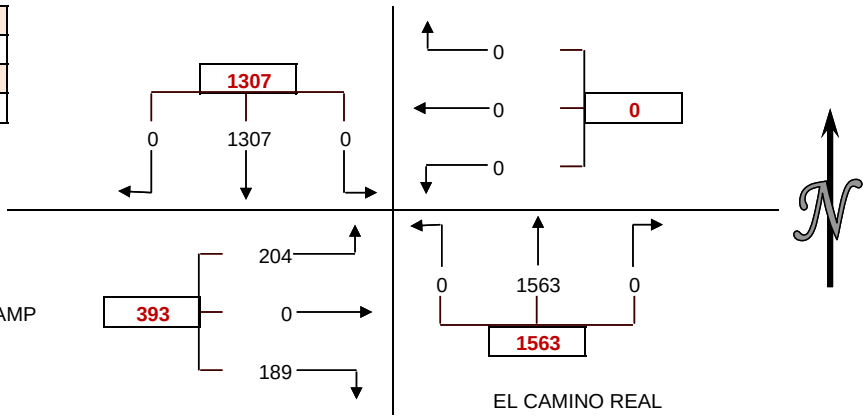
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	I-380 EASTBOUND OFF-RAMP
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	160	0	0	0	0	0	238	0	32	0	27	457
715-730	0	207	0	0	0	0	0	309	0	48	0	52	616
730-745	0	277	0	0	0	0	0	349	0	55	0	42	723
745-800	0	291	0	0	0	0	0	399	0	49	0	66	805
800-815	0	317	0	0	0	0	0	429	0	39	0	54	839
815-830	0	306	0	0	0	0	0	413	0	44	0	55	818
830-845	0	330	0	0	0	0	0	366	0	39	0	41	776
845-900	0	354	0	0	0	0	0	355	0	67	0	54	830
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	935	0	0	0	0	0	1295	0	184	0	187	2601
715-815	0	1092	0	0	0	0	0	1486	0	191	0	214	2983
730-830	0	1191	0	0	0	0	0	1590	0	187	0	217	3185
745-845	0	1244	0	0	0	0	0	1607	0	171	0	216	3238
800-900	0	1307	0	0	0	0	0	1563	0	189	0	204	3263

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	5	7
715-730	0	0	0	2	2
730-745	0	0	0	1	1
745-800	0	0	0	2	2
800-815	2	0	0	3	5
815-830	2	0	0	0	2
830-845	1	0	0	3	4
845-900	0	0	0	4	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	0	10	12
715-815	2	0	0	8	10
730-830	4	0	0	6	10
745-845	5	0	0	8	13
800-900	5	0	0	10	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	1	1
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	1	1
715-815	0	0	0	2	2
730-830	0	0	0	2	2
745-845	0	0	0	2	2
800-900	0	0	0	1	1

WILTEC

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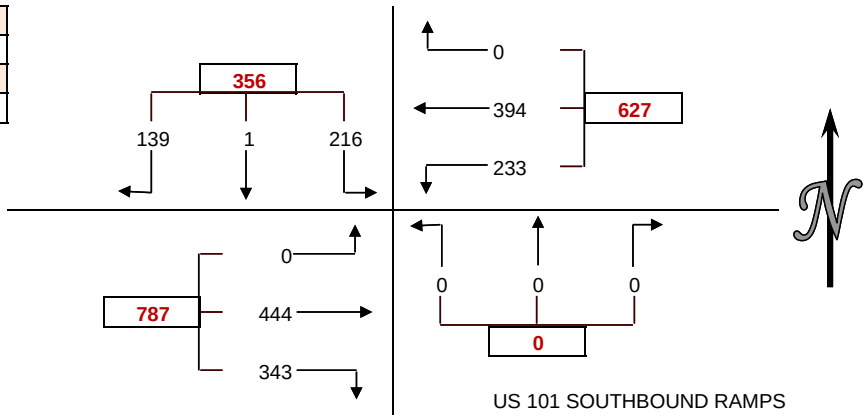
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	US 101 SOUTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	22	0	63	0	80	27	0	0	0	79	119	0	390
715-730	27	0	62	0	76	32	0	0	0	77	99	0	373
730-745	36	0	55	0	84	32	0	0	0	81	129	0	417
745-800	39	0	58	0	98	40	0	0	0	92	126	0	453
800-815	39	0	56	0	105	58	0	0	0	72	107	0	437
815-830	24	1	54	0	88	56	0	0	0	83	102	0	408
830-845	37	0	48	0	103	79	0	0	0	96	109	0	472
845-900	37	0	57	0	91	63	0	0	0	74	91	0	413
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	124	0	238	0	338	131	0	0	0	329	473	0	1633
715-815	141	0	231	0	363	162	0	0	0	322	461	0	1680
730-830	138	1	223	0	375	186	0	0	0	328	464	0	1715
745-845	139	1	216	0	394	233	0	0	0	343	444	0	1770
800-900	137	1	215	0	387	256	0	0	0	325	409	0	1730

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.94



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	2	0	0	0	2
730-745	5	0	2	0	7
745-800	2	0	1	0	3
800-815	2	0	0	0	2
815-830	0	0	1	0	1
830-845	0	0	2	0	2
845-900	2	0	1	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	9	0	3	0	12
715-815	11	0	3	0	14
730-830	9	0	4	0	13
745-845	4	0	4	0	8
800-900	4	0	4	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	0	2
715-730	0	0	1	0	1
730-745	0	0	2	0	2
745-800	0	0	2	0	2
800-815	1	0	0	0	1
815-830	2	0	3	0	5
830-845	0	0	2	0	2
845-900	1	0	2	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	6	0	7
715-815	1	0	5	0	6
730-830	3	0	7	0	10
745-845	3	0	7	0	10
800-900	4	0	7	1	12

WILTEC

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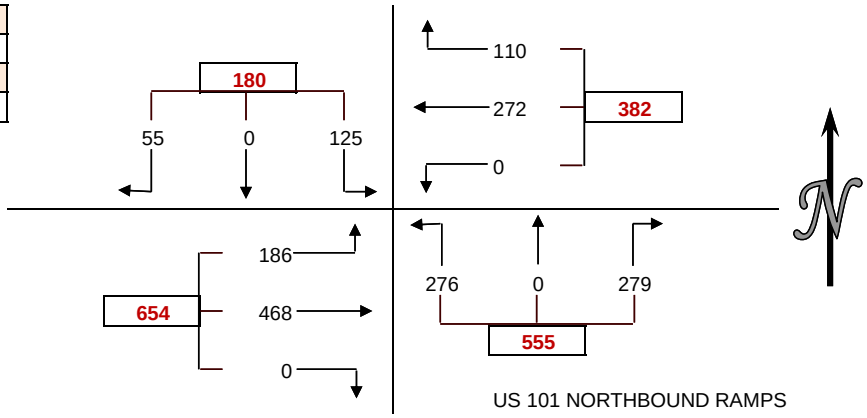
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	US 101 NORTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	0	37	19	34	0	71	0	50	0	102	59	381
715-730	6	0	24	19	40	0	80	0	49	0	92	68	378
730-745	15	0	35	19	50	0	84	0	48	0	113	61	425
745-800	14	0	44	27	69	0	69	0	59	0	103	56	441
800-815	12	0	25	26	69	0	85	0	71	0	116	52	456
815-830	10	0	31	25	63	0	54	0	66	0	136	41	426
830-845	19	0	25	32	71	0	71	0	80	0	113	37	448
845-900	12	0	28	20	87	0	83	0	55	0	100	50	435
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	44	0	140	84	193	0	304	0	206	0	410	244	1625
715-815	47	0	128	91	228	0	318	0	227	0	424	237	1700
730-830	51	0	135	97	251	0	292	0	244	0	468	210	1748
745-845	55	0	125	110	272	0	279	0	276	0	468	186	1771
800-900	53	0	109	103	290	0	293	0	272	0	465	180	1765

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	0	0	3
715-730	1	0	1	0	2
730-745	7	1	0	0	8
745-800	2	0	0	0	2
800-815	1	0	0	0	1
815-830	3	0	1	0	4
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	1	1	0	15
715-815	11	1	1	0	13
730-830	13	1	1	0	15
745-845	6	1	1	0	8
800-900	4	1	1	0	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	0	2	0	3
730-745	0	0	0	0	0
745-800	1	0	0	0	1
800-815	0	0	2	0	2
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	2	0	4
715-815	2	0	4	0	6
730-830	1	0	2	0	3
745-845	1	0	3	0	4
800-900	0	0	4	0	4

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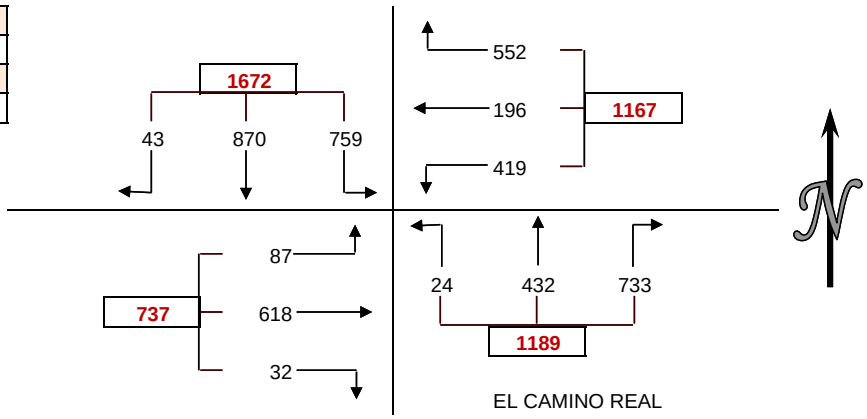
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	115	168	137	29	56	146	43	1	3	94	13	807
715-730	3	130	159	118	27	74	138	46	2	9	115	12	833
730-745	9	164	174	123	38	86	195	61	6	2	132	8	998
745-800	8	186	181	149	60	119	191	72	7	7	172	25	1177
800-815	11	215	207	129	42	101	183	94	7	6	160	22	1177
815-830	9	222	199	124	53	106	178	106	5	4	177	20	1203
830-845	17	235	175	153	55	100	186	110	9	7	136	18	1201
845-900	6	198	178	146	46	112	186	122	3	15	145	27	1184
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	22	595	682	527	154	335	670	222	16	21	513	58	3815
715-815	31	695	721	519	167	380	707	273	22	24	579	67	4185
730-830	37	787	761	525	193	412	747	333	25	19	641	75	4555
745-845	45	858	762	555	210	426	738	382	28	24	645	85	4758
800-900	43	870	759	552	196	419	733	432	24	32	618	87	4765

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.99



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	16	1	4	1	22
715-730	20	3	3	0	26
730-745	24	3	8	0	35
745-800	23	4	4	0	31
800-815	26	5	7	0	38
815-830	23	2	10	2	37
830-845	17	5	6	1	29
845-900	19	3	5	0	27
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	83	11	19	1	114
715-815	93	15	22	0	130
730-830	96	14	29	2	141
745-845	89	16	27	3	135
800-900	85	15	28	3	131

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	1	2
715-730	1	1	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	1	1	1	0	3
815-830	1	1	0	2	4
830-845	1	0	0	1	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	1	0	1	4
715-815	2	2	1	0	5
730-830	2	2	1	2	7
745-845	3	2	1	3	9
800-900	3	2	1	3	9

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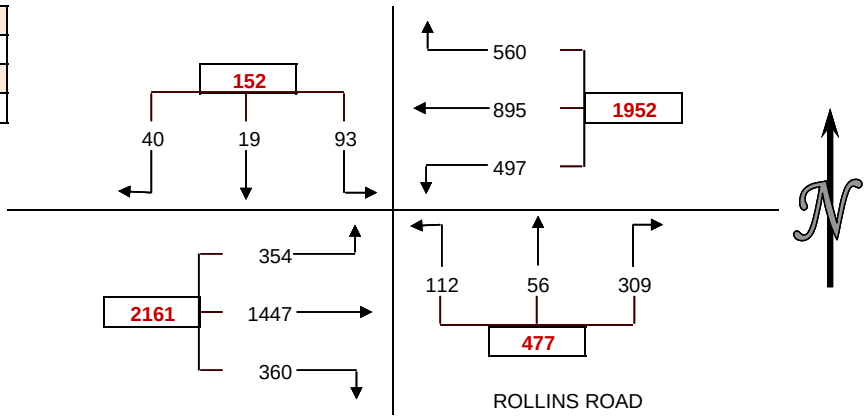
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	ROLLINS ROAD
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	3	8	34	138	163	88	64	21	20	38	266	86	929
715-730	9	3	26	124	159	101	45	15	12	53	276	97	920
730-745	18	3	24	140	194	104	43	14	20	65	295	106	1026
745-800	14	3	31	153	225	123	67	19	33	95	315	98	1176
800-815	9	5	14	167	217	118	71	16	20	85	395	89	1206
815-830	9	6	20	130	224	139	78	14	23	81	367	95	1186
830-845	8	5	28	110	229	117	93	7	36	99	370	72	1174
845-900	11	5	27	97	243	113	87	17	49	109	281	62	1101
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	44	17	115	555	741	416	219	69	85	251	1152	387	4051
715-815	50	14	95	584	795	446	226	64	85	298	1281	390	4328
730-830	50	17	89	590	860	484	259	63	96	326	1372	388	4594
745-845	40	19	93	560	895	497	309	56	112	360	1447	354	4742
800-900	37	21	89	504	913	487	329	54	128	374	1413	318	4667

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.98



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	7	8	16
715-730	0	1	1	7	9
730-745	0	4	1	11	16
745-800	0	3	7	18	28
800-815	0	1	12	18	31
815-830	0	9	40	50	99
830-845	0	10	7	24	41
845-900	0	6	10	25	41
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	9	16	44	69
715-815	0	9	21	54	84
730-830	0	17	60	97	174
745-845	0	23	66	110	199
800-900	0	26	69	117	212

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	1	2
715-730	0	1	0	0	1
730-745	0	0	0	4	4
745-800	0	0	1	0	1
800-815	0	1	0	2	3
815-830	0	0	0	1	1
830-845	0	0	1	0	1
845-900	0	0	0	3	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	2	5	8
715-815	0	2	1	6	9
730-830	0	1	1	7	9
745-845	0	1	2	3	6
800-900	0	1	1	6	8

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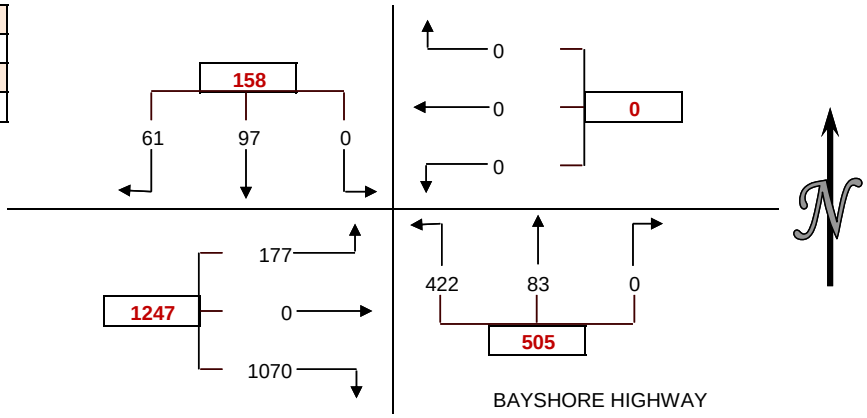
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	BAYSHORE HIGHWAY
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	18	0	0	0	0	0	8	83	143	0	39	300
715-730	6	15	0	0	0	0	0	25	80	169	0	34	329
730-745	8	18	0	0	0	0	0	22	121	192	0	36	397
745-800	15	17	0	0	0	0	0	16	123	237	0	45	453
800-815	11	23	0	0	0	0	0	21	98	246	0	39	438
815-830	12	30	0	0	0	0	0	14	114	264	0	51	485
830-845	15	21	0	0	0	0	0	25	109	275	0	45	490
845-900	23	23	0	0	0	0	0	23	101	285	0	42	497
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	38	68	0	0	0	0	0	71	407	741	0	154	1479
715-815	40	73	0	0	0	0	0	84	422	844	0	154	1617
730-830	46	88	0	0	0	0	0	73	456	939	0	171	1773
745-845	53	91	0	0	0	0	0	76	444	1022	0	180	1866
800-900	61	97	0	0	0	0	0	83	422	1070	0	177	1910

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	3	0	3
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	1	0	1	0	2
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	4	0	4
715-815	0	0	2	0	2
730-830	0	0	2	0	2
745-845	1	0	3	0	4
800-900	1	0	3	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	1	3
715-730	1	0	0	14	15
730-745	0	0	0	3	3
745-800	0	0	0	3	3
800-815	0	0	1	1	2
815-830	0	0	0	1	1
830-845	0	0	1	3	4
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	2	21	24
715-815	1	0	1	21	23
730-830	0	0	1	8	9
745-845	0	0	2	8	10
800-900	0	0	2	6	8

WILTEC

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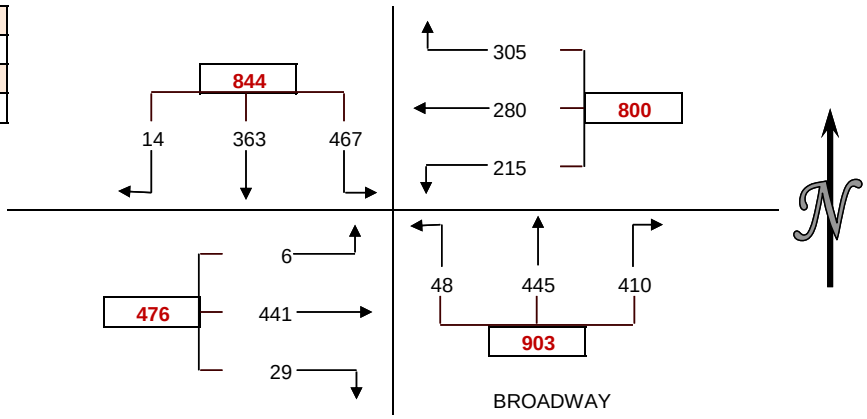
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	BROADWAY
	E/W	CALIFORNIA DRIVE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	36	56	36	46	59	98	40	13	4	73	2	470
715-730	2	33	63	39	46	44	128	42	8	3	86	1	495
730-745	3	87	112	61	57	41	84	58	6	3	81	3	596
745-800	0	98	119	80	93	70	105	130	9	6	114	3	827
800-815	3	81	125	95	54	35	108	132	15	5	101	1	755
815-830	7	93	118	86	73	63	104	100	12	9	106	1	772
830-845	4	91	105	44	60	47	93	83	12	9	120	1	669
845-900	8	69	79	67	62	73	101	79	11	-1	94	1	643
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	12	254	350	216	242	214	415	270	36	16	354	9	2388
715-815	8	299	419	275	250	190	425	362	38	17	382	8	2673
730-830	13	359	474	322	277	209	401	420	42	23	402	8	2950
745-845	14	363	467	305	280	215	410	445	48	29	441	6	3023
800-900	22	334	427	292	249	218	406	394	50	22	421	4	2839

PEAK HOUR
745-845
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	1	5	0	8
715-730	2	0	3	0	5
730-745	0	0	6	5	11
745-800	5	1	9	3	18
800-815	2	0	9	1	12
815-830	2	0	9	0	11
830-845	4	1	7	1	13
845-900	2	1	6	1	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	9	2	23	8	42
715-815	9	1	27	9	46
730-830	9	1	33	9	52
745-845	13	2	34	5	54
800-900	10	2	31	3	46

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	2	0	1	4
715-730	0	3	0	0	3
730-745	1	2	0	1	4
745-800	1	2	2	2	7
800-815	2	3	1	1	7
815-830	0	1	0	1	2
830-845	0	2	1	3	6
845-900	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	9	2	4	18
715-815	4	10	3	4	21
730-830	4	8	3	5	20
745-845	3	8	4	7	22
800-900	2	7	2	6	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

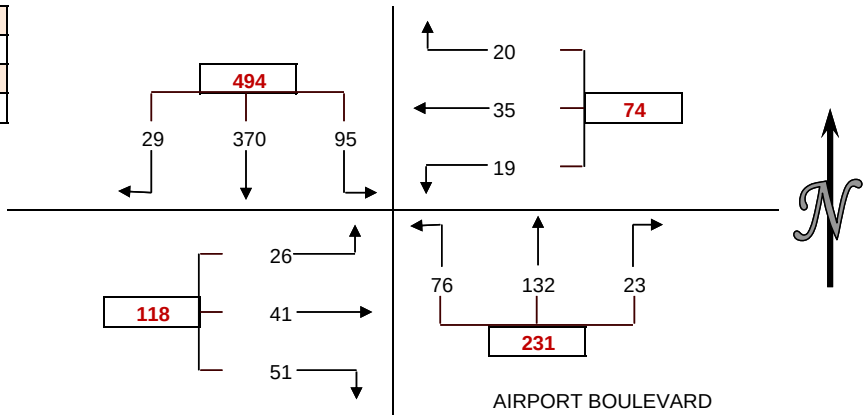
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	ANZA BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	4	44	6	1	7	5	3	13	15	15	7	5	125
715-730	11	57	15	3	4	6	3	14	20	14	11	4	162
730-745	8	52	14	3	19	1	3	15	12	8	4	4	143
745-800	11	65	13	3	27	6	2	21	15	11	5	4	183
800-815	6	86	22	1	16	3	3	24	17	13	5	6	202
815-830	7	105	28	8	2	3	9	40	22	10	9	6	249
830-845	9	98	24	9	11	8	6	35	16	14	6	9	245
845-900	7	81	21	2	6	5	5	33	21	14	21	5	221
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	34	218	48	10	57	18	11	63	62	48	27	17	613
715-815	36	260	64	10	66	16	11	74	64	46	25	18	690
730-830	32	308	77	15	64	13	17	100	66	42	23	20	777
745-845	33	354	87	21	56	20	20	120	70	48	25	25	879
800-900	29	370	95	20	35	19	23	132	76	51	41	26	917

PEAK HOUR
800-900
PEAK HOUR FACTOR
0.92



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	3	0	1	3	7
730-745	0	0	0	0	0
745-800	0	0	2	2	4
800-815	1	0	0	2	3
815-830	3	3	0	3	9
830-845	0	0	0	3	3
845-900	4	0	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	3	7	13
715-815	4	0	3	7	14
730-830	4	3	2	7	16
745-845	4	3	2	10	19
800-900	8	3	0	8	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	4	4
715-730	0	2	0	6	8
730-745	0	0	0	10	10
745-800	0	0	0	0	0
800-815	0	2	0	0	2
815-830	1	2	0	4	7
830-845	0	0	0	1	1
845-900	0	2	0	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	20	22
715-815	0	4	0	16	20
730-830	1	4	0	14	19
745-845	1	4	0	5	10
800-900	1	6	0	7	14

WILTEC

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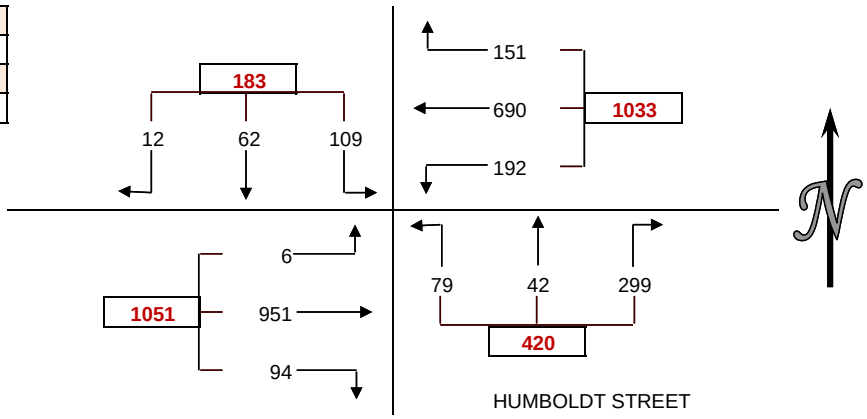
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	PENINSULA AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	11	18	17	86	20	60	6	9	15	191	0	433
715-730	2	10	19	35	116	34	62	8	13	21	190	0	510
730-745	3	18	29	42	185	61	79	7	15	26	218	1	684
745-800	4	12	27	43	185	61	79	20	25	27	249	3	735
800-815	3	15	27	27	144	30	74	9	22	22	256	1	630
815-830	2	17	26	39	176	40	67	6	17	19	228	1	638
830-845	2	22	30	25	125	33	56	14	18	21	202	4	552
845-900	3	15	23	28	150	24	64	9	10	23	202	3	554
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	9	51	93	137	572	176	280	41	62	89	848	4	2362
715-815	12	55	102	147	630	186	294	44	75	96	913	5	2559
730-830	12	62	109	151	690	192	299	42	79	94	951	6	2687
745-845	11	66	110	134	630	164	276	49	82	89	935	9	2555
800-900	10	69	106	119	595	127	261	38	67	85	888	9	2374

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	3	8	12
715-730	4	0	1	1	6
730-745	3	0	1	4	8
745-800	0	1	1	2	4
800-815	1	0	1	2	4
815-830	0	0	0	3	3
830-845	2	0	2	2	6
845-900	1	0	2	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	1	6	15	30
715-815	8	1	4	9	22
730-830	4	1	3	11	19
745-845	3	1	4	9	17
800-900	4	0	5	8	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	2	2	5
715-730	1	0	0	0	1
730-745	0	0	2	1	3
745-800	1	1	0	2	4
800-815	0	0	0	0	0
815-830	0	0	0	1	1
830-845	1	1	1	0	3
845-900	2	0	1	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	4	5	13
715-815	2	1	2	3	8
730-830	1	1	2	4	8
745-845	2	2	1	3	8
800-900	3	1	2	2	8

WILTEC

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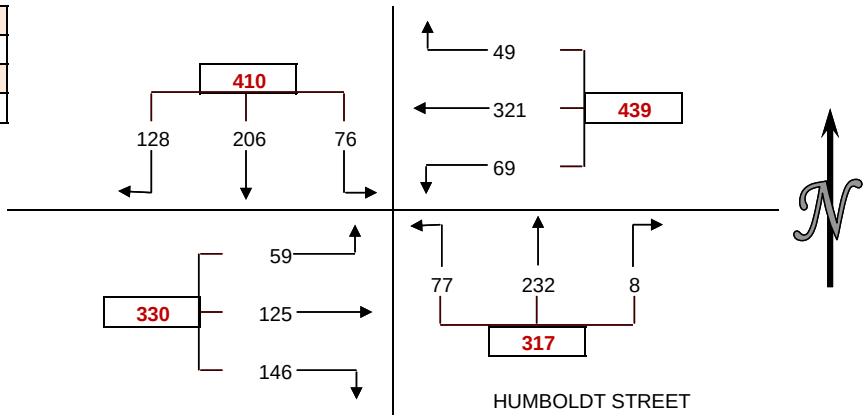
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	POPLAR AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	21	20	10	50	5	0	35	12	12	71	6	251
715-730	17	30	32	14	76	8	4	47	11	14	52	3	308
730-745	41	43	25	8	84	16	1	54	32	20	41	16	381
745-800	56	60	13	15	86	18	2	69	23	43	26	14	425
800-815	16	55	19	13	62	20	2	55	11	48	22	15	338
815-830	15	48	19	13	89	15	3	54	11	35	36	14	352
830-845	17	42	26	13	105	14	1	49	29	18	33	11	358
845-900	11	32	21	21	108	14	6	49	23	21	44	13	363
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	123	154	90	47	296	47	7	205	78	89	190	39	1365
715-815	130	188	89	50	308	62	9	225	77	125	141	48	1452
730-830	128	206	76	49	321	69	8	232	77	146	125	59	1496
745-845	104	205	77	54	342	67	8	227	74	144	117	54	1473
800-900	59	177	85	60	364	63	12	207	74	122	135	53	1411

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.88



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	10	6	11	4	31
715-730	11	4	17	1	33
730-745	10	6	8	13	37
745-800	5	1	14	22	42
800-815	0	6	6	1	13
815-830	2	3	3	4	12
830-845	4	5	2	6	17
845-900	2	0	7	7	16
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	36	17	50	40	143
715-815	26	17	45	37	125
730-830	17	16	31	40	104
745-845	11	15	25	33	84
800-900	8	14	18	18	58

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	1	0	3	4
745-800	0	0	3	7	10
800-815	0	0	0	1	1
815-830	0	2	0	1	3
830-845	0	0	2	1	3
845-900	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	3	10	15
715-815	0	2	3	11	16
730-830	0	3	3	12	18
745-845	0	2	5	10	17
800-900	0	3	2	4	9

WILTEC

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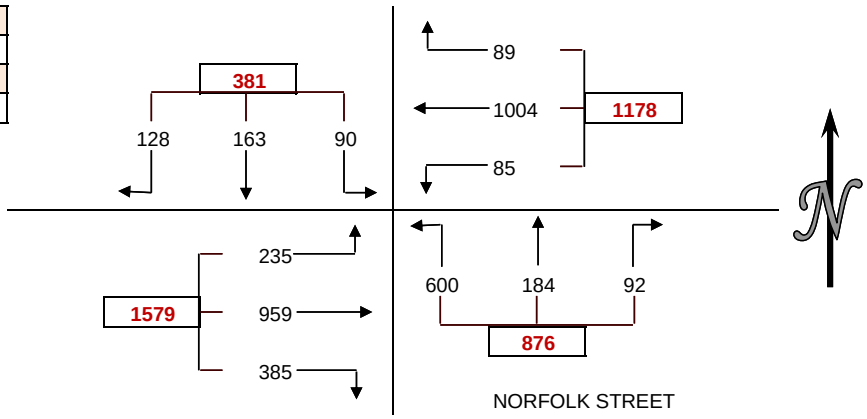
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	NORFOLK STREET
	E/W	3RD AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	36	14	6	3	109	3	8	12	122	57	102	32	504
715-730	54	18	25	3	178	7	14	17	125	74	134	33	682
730-745	32	55	14	21	236	21	13	41	146	110	165	50	904
745-800	20	49	22	40	251	22	20	75	153	99	256	66	1073
800-815	37	31	24	20	249	31	34	46	162	92	260	74	1060
815-830	39	28	30	8	268	11	25	22	139	84	278	45	977
830-845	27	35	25	12	221	8	8	10	125	67	243	53	834
845-900	30	18	23	9	192	9	16	15	100	61	245	48	766
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	142	136	67	67	774	53	55	145	546	340	657	181	3163
715-815	143	153	85	84	914	81	81	179	586	375	815	223	3719
730-830	128	163	90	89	1004	85	92	184	600	385	959	235	4014
745-845	123	143	101	80	989	72	87	153	579	342	1037	238	3944
800-900	133	112	102	49	930	59	83	93	526	304	1026	220	3637

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.94



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	1	10	15
715-730	4	4	3	9	20
730-745	1	2	3	10	16
745-800	5	3	3	6	17
800-815	6	2	0	5	13
815-830	2	1	8	8	19
830-845	1	0	9	6	16
845-900	2	2	2	9	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	12	11	10	35	68
715-815	16	11	9	30	66
730-830	14	8	14	29	65
745-845	14	6	20	25	65
800-900	11	5	19	28	63

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	4	4
715-730	0	0	2	16	18
730-745	1	2	4	2	9
745-800	0	0	3	5	8
800-815	1	0	1	3	5
815-830	1	0	2	5	8
830-845	1	0	1	11	13
845-900	0	0	0	4	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	2	9	27	39
715-815	2	2	10	26	40
730-830	3	2	10	15	30
745-845	3	0	7	24	34
800-900	3	0	4	23	30

WILTEC

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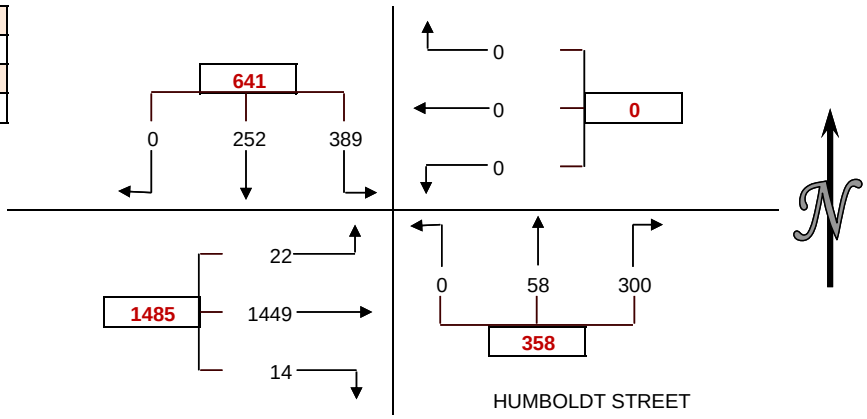
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	4TH AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	30	75	0	0	0	34	4	0	1	234	1	379
715-730	0	40	95	0	0	0	46	5	0	2	306	7	501
730-745	0	54	95	0	0	0	65	12	0	4	324	4	558
745-800	0	55	100	0	0	0	77	14	0	5	399	5	655
800-815	0	84	108	0	0	0	92	14	0	2	375	6	681
815-830	0	59	86	0	0	0	66	18	0	3	351	7	590
830-845	0	44	81	0	0	0	44	14	0	3	303	7	496
845-900	0	45	85	0	0	0	43	14	0	1	309	5	502
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	179	365	0	0	0	222	35	0	12	1263	17	2093
715-815	0	233	398	0	0	0	280	45	0	13	1404	22	2395
730-830	0	252	389	0	0	0	300	58	0	14	1449	22	2484
745-845	0	242	375	0	0	0	279	60	0	13	1428	25	2422
800-900	0	232	360	0	0	0	245	60	0	9	1338	25	2269

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	3	1	8
715-730	5	2	2	0	9
730-745	3	0	3	0	6
745-800	1	4	0	1	6
800-815	3	1	1	4	9
815-830	2	0	0	3	5
830-845	4	5	2	2	13
845-900	2	0	2	3	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	8	8	2	29
715-815	12	7	6	5	30
730-830	9	5	4	8	26
745-845	10	10	3	10	33
800-900	11	6	5	12	34

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	1	1	1	6
715-730	4	1	0	4	9
730-745	2	3	1	0	6
745-800	4	0	1	1	6
800-815	1	0	0	3	4
815-830	3	3	0	0	6
830-845	4	0	0	0	4
845-900	3	1	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	5	3	6	27
715-815	11	4	2	8	25
730-830	10	6	2	4	22
745-845	12	3	1	4	20
800-900	11	4	0	3	18

WILTEC

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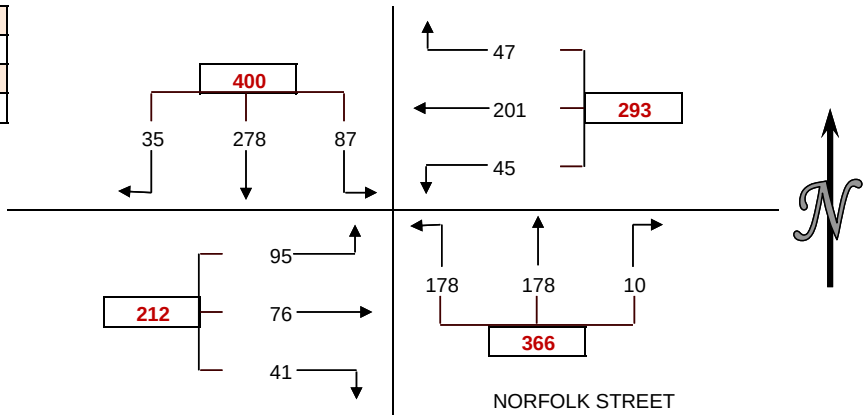
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	NORFOLK STREET
	E/W	KEHOE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	10	42	5	1	29	11	2	20	24	5	6	10	165
715-730	10	62	21	7	39	12	0	28	29	3	11	11	233
730-745	11	57	32	14	68	11	3	49	40	11	15	21	332
745-800	3	62	31	20	57	16	5	53	34	10	27	39	357
800-815	9	88	8	9	50	12	1	38	52	10	20	13	310
815-830	12	71	16	4	26	6	1	38	52	10	14	22	272
830-845	10	66	7	4	18	6	3	33	36	10	6	22	221
845-900	16	59	4	2	17	8	3	37	18	9	11	13	197
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	34	223	89	42	193	50	10	150	127	29	59	81	1087
715-815	33	269	92	50	214	51	9	168	155	34	73	84	1232
730-830	35	278	87	47	201	45	10	178	178	41	76	95	1271
745-845	34	287	62	37	151	40	10	162	174	40	67	96	1160
800-900	47	284	35	19	111	32	8	146	158	39	51	70	1000

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.89



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	1	3
715-730	3	18	5	1	27
730-745	3	3	2	1	9
745-800	0	0	3	2	5
800-815	1	2	0	1	4
815-830	0	2	1	2	5
830-845	0	1	0	1	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	21	12	5	44
715-815	7	23	10	5	45
730-830	4	7	6	6	23
745-845	1	5	4	6	16
800-900	1	5	1	4	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	1	0	1	2
745-800	0	0	0	2	2
800-815	0	1	0	1	2
815-830	0	0	0	1	1
830-845	0	2	0	0	2
845-900	0	2	0	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	3	5
715-815	0	3	0	4	7
730-830	0	2	0	5	7
745-845	0	3	0	4	7
800-900	0	5	0	4	9

WILTEC

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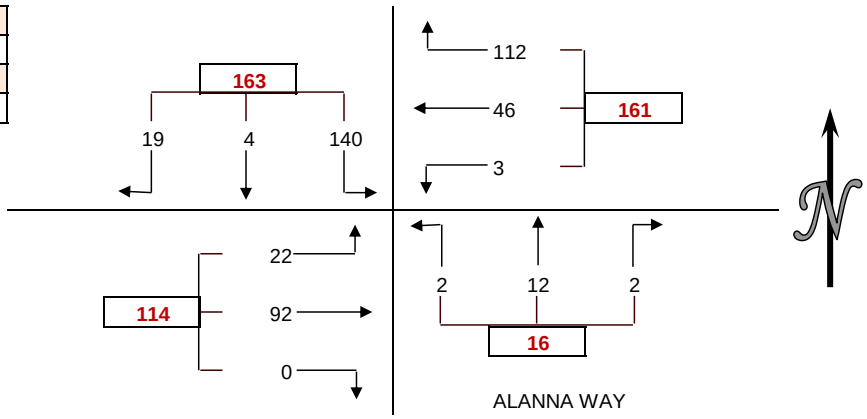
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	ALANNA WAY
	E/W	BEATTY AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	5	1	38	27	10	3	1	5	2	0	20	8	120
415-430	6	1	31	28	14	0	1	3	0	0	20	4	108
430-445	4	0	38	22	10	0	0	1	0	0	27	6	108
445-500	4	2	33	35	12	0	0	3	0	0	25	4	118
500-515	4	0	41	31	12	0	0	0	0	0	14	3	105
515-530	4	2	23	37	10	0	1	0	0	0	21	8	106
530-545	6	0	36	27	12	0	2	1	0	0	18	3	105
545-600	4	0	18	23	11	1	0	0	0	0	19	8	84
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	19	4	140	112	46	3	2	12	2	0	92	22	454
415-515	18	3	143	116	48	0	1	7	0	0	86	17	439
430-530	16	4	135	125	44	0	1	4	0	0	87	21	437
445-545	18	4	133	130	46	0	3	4	0	0	78	18	434
500-600	18	2	118	118	45	1	3	1	0	0	72	22	400

PEAK HOUR
400-500
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	2	0	0	0	2
430-445	2	0	0	1	3
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	0	0	1	5
415-515	4	0	0	1	5
430-530	2	0	0	1	3
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

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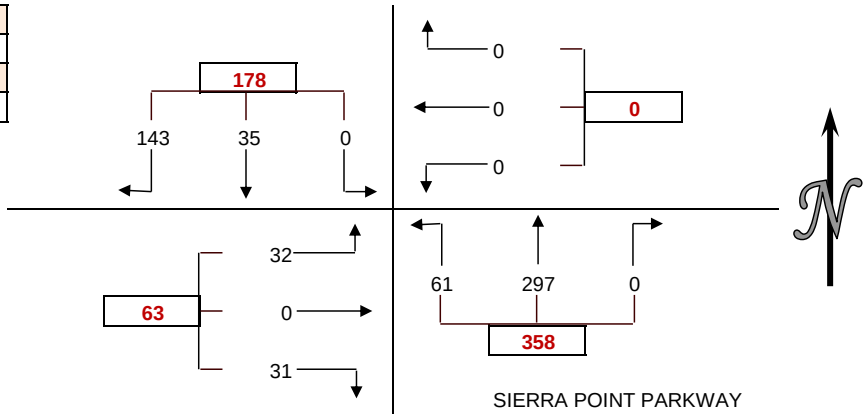
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SIERRA POINT PARKWAY
	E/W	LAGOON ROAD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	34	11	0	0	0	0	0	45	10	9	0	11	120
415-430	45	8	0	0	0	0	0	53	6	9	0	11	132
430-445	40	10	0	0	0	0	0	48	14	6	0	7	125
445-500	24	14	0	0	0	0	0	59	10	6	0	4	117
500-515	36	14	0	0	0	0	0	82	18	15	0	12	177
515-530	34	8	0	0	0	0	0	76	10	4	0	9	141
530-545	40	4	0	0	0	0	0	78	21	4	0	7	154
545-600	33	9	0	0	0	0	0	61	12	8	0	4	127
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	143	43	0	0	0	0	0	205	40	30	0	33	494
415-515	145	46	0	0	0	0	0	242	48	36	0	34	551
430-530	134	46	0	0	0	0	0	265	52	31	0	32	560
445-545	134	40	0	0	0	0	0	295	59	29	0	32	589
500-600	143	35	0	0	0	0	0	297	61	31	0	32	599

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.85



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

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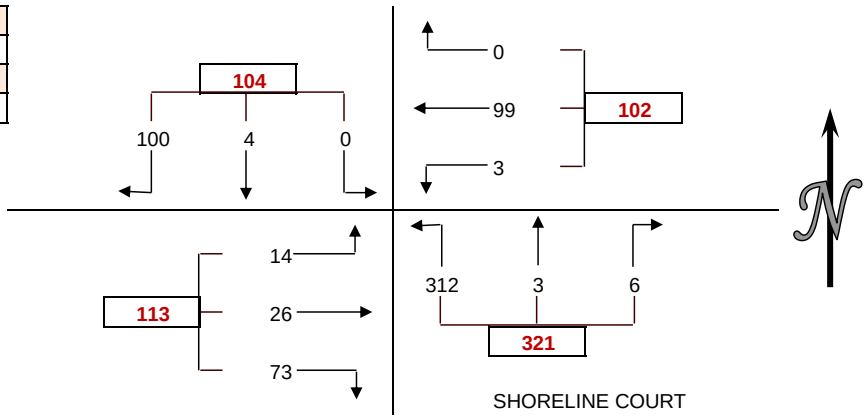
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SHORELINE COURT
	E/W	SIERRA POINT PARKWAY
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	19	1	0	1	17	2	2	1	42	22	7	4	118
415-430	14	0	1	1	22	1	3	1	41	23	2	7	116
430-445	19	2	0	0	20	0	2	2	43	18	8	3	117
445-500	16	1	0	0	16	0	0	0	42	21	7	3	106
500-515	22	2	0	0	28	1	1	1	83	20	11	8	177
515-530	33	2	0	0	28	0	3	1	83	17	4	1	172
530-545	20	0	0	0	22	1	1	0	95	23	4	1	167
545-600	25	0	0	0	21	1	1	1	51	13	7	4	124
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	68	4	1	2	75	3	7	4	168	84	24	17	457
415-515	71	5	1	1	86	2	6	4	209	82	28	21	516
430-530	90	7	0	0	92	1	6	4	251	76	30	15	572
445-545	91	5	0	0	94	2	5	2	303	81	26	13	622
500-600	100	4	0	0	99	3	6	3	312	73	26	14	640

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.90



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	0	1
415-430	0	0	0	1	1
430-445	1	2	0	0	3
445-500	0	0	1	0	1
500-515	0	2	0	1	3
515-530	0	0	4	0	4
530-545	0	0	0	0	0
545-600	1	0	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	2	1	1	6
415-515	1	4	1	2	8
430-530	1	4	5	1	11
445-545	0	2	5	1	8
500-600	1	2	5	2	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	1	0	0	1

WILTEC

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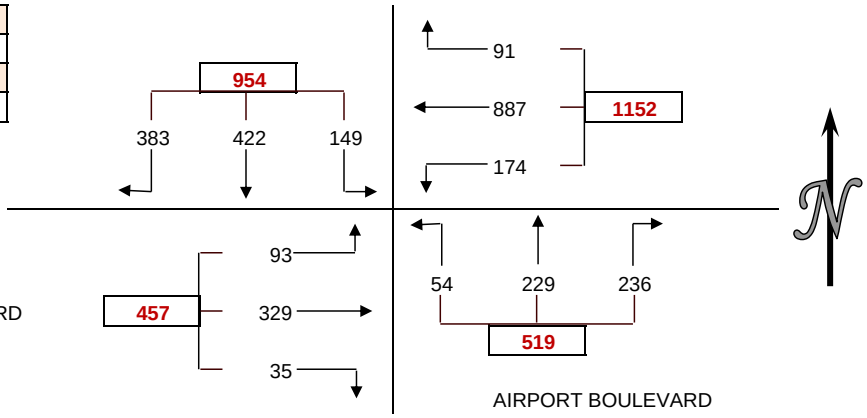
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	SISTER CITIES BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	72	87	21	17	147	48	42	33	12	10	59	12	560
415-430	82	83	28	13	148	41	47	48	8	8	74	14	594
430-445	76	109	23	17	185	46	55	47	17	9	89	22	695
445-500	95	102	36	20	206	42	59	11	20	12	78	25	706
500-515	102	109	39	22	230	44	59	88	11	9	80	21	814
515-530	91	107	32	27	243	47	56	67	7	7	79	19	782
530-545	95	104	42	22	208	41	62	63	16	7	92	28	780
545-600	73	84	43	14	165	44	62	46	10	4	109	31	685
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	325	381	108	67	686	177	203	139	57	39	300	73	2555
415-515	355	403	126	72	769	173	220	194	56	38	321	82	2809
430-530	364	427	130	86	864	179	229	213	55	37	326	87	2997
445-545	383	422	149	91	887	174	236	229	54	35	329	93	3082
500-600	361	404	156	85	846	176	239	264	44	27	360	99	3061

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	3	3
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	2	3
500-515	0	0	0	1	1
515-530	0	0	2	0	2
530-545	0	0	0	2	2
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	1	5	6
415-515	0	0	1	3	4
430-530	0	0	3	3	6
445-545	0	0	3	5	8
500-600	0	0	2	4	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	0	1
415-430	0	0	0	2	2
430-445	1	0	0	-2	-1
445-500	0	0	0	4	4
500-515	0	0	1	0	1
515-530	0	0	0	1	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	0	4	6
415-515	1	0	1	4	6
430-530	1	0	1	3	5
445-545	0	0	1	5	6
500-600	0	0	1	1	2

WILTEC

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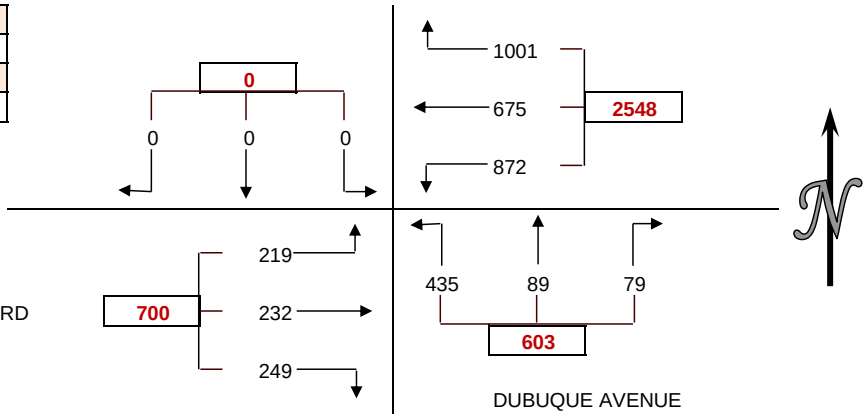
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	DUBUQUE AVENUE
	E/W	OYSTER POINT BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	172	94	169	19	22	84	57	49	56	722
415-430	0	0	0	189	99	187	22	16	71	53	59	68	764
430-445	0	0	0	284	143	204	19	21	99	65	52	61	948
445-500	0	0	0	214	163	240	22	23	112	62	67	53	956
500-515	0	0	0	273	179	222	20	22	118	71	49	57	1011
515-530	0	0	0	230	190	206	18	23	106	51	64	48	936
530-545	0	0	0	234	182	182	16	18	80	49	45	57	863
545-600	0	0	0	184	165	190	11	17	91	50	66	69	843
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	859	499	800	82	82	366	237	227	238	3390
415-515	0	0	0	960	584	853	83	82	400	251	227	239	3679
430-530	0	0	0	1001	675	872	79	89	435	249	232	219	3851
445-545	0	0	0	951	714	850	76	86	416	233	225	215	3766
500-600	0	0	0	921	716	800	65	80	395	221	224	231	3653

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	0	1	0	0	1
430-445	0	1	1	0	2
445-500	0	1	3	0	4
500-515	0	0	2	0	2
515-530	0	1	2	0	3
530-545	0	2	0	0	2
545-600	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	4	4	0	8
415-515	0	3	6	0	9
430-530	0	3	8	0	11
445-545	0	4	7	0	11
500-600	0	3	6	0	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	0	0	0	0	0
445-500	0	1	1	0	2
500-515	0	0	2	0	2
515-530	0	1	0	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	2	0	3
415-515	0	1	4	0	5
430-530	0	2	3	0	5
445-545	0	2	3	0	5
500-600	0	1	2	0	3

WILTEC

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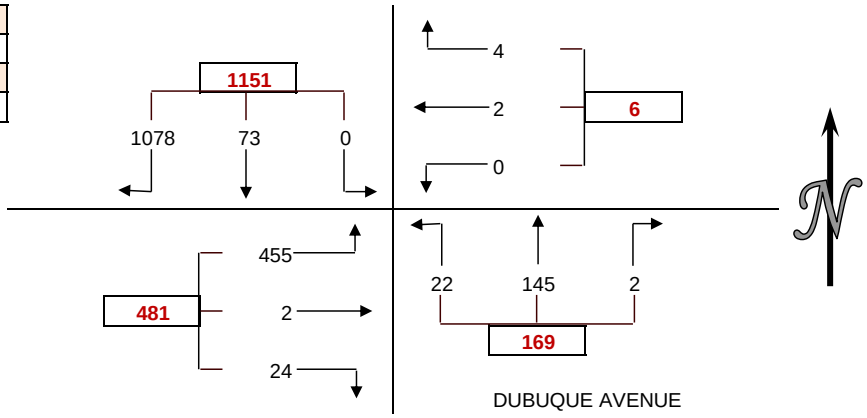
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	DUBUQUE AVENUE
	E/W	US 101 RAMPS
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	253	6	0	1	0	0	1	27	11	4	1	95	399
415-430	229	13	0	0	0	0	1	18	3	4	0	91	359
430-445	268	14	1	1	0	0	0	28	1	6	0	97	416
445-500	266	22	0	1	1	0	1	31	4	6	1	115	448
500-515	254	18	0	2	0	0	0	36	7	7	0	124	448
515-530	281	16	0	0	0	0	1	45	5	8	1	117	474
530-545	277	17	0	1	1	0	0	33	6	3	0	99	437
545-600	268	19	0	0	0	0	0	21	7	1	0	102	418
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	1016	55	1	3	1	0	3	104	19	20	2	398	1622
415-515	1017	67	1	4	1	0	2	113	15	23	1	427	1671
430-530	1069	70	1	4	1	0	2	140	17	27	2	453	1786
445-545	1078	73	0	4	2	0	2	145	22	24	2	455	1807
500-600	1080	70	0	3	1	0	1	135	25	19	1	442	1777

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	1	0	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	2	0	0	2
415-515	0	1	0	0	1
430-530	0	1	0	0	1
445-545	0	1	0	0	1
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

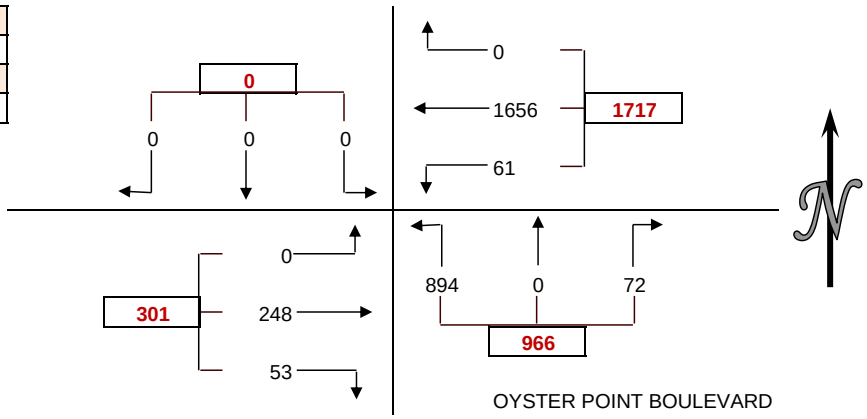
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 29, 2015
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S OYSTER POINT BOULEVARD
E/W GATEWAY BOULEVARD
CITY: SAN MATEO COUNTY

Please see movements graphic below

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	0	282	2	11	0	148	10	81	0	534
415-430	0	0	0	0	282	12	12	0	189	18	74	0	587
430-445	0	0	0	0	364	18	19	0	203	18	57	0	679
445-500	0	0	0	0	385	17	19	0	209	10	71	0	711
500-515	0	0	0	0	443	14	22	0	275	8	54	0	816
515-530	0	0	0	0	464	12	12	0	207	17	66	0	778
530-545	0	0	0	0	314	18	37	0	217	13	69	0	668
545-600	0	0	0	0	254	18	48	0	218	11	61	0	610
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	0	1313	49	61	0	749	56	283	0	2511
415-515	0	0	0	0	1474	61	72	0	876	54	256	0	2793
430-530	0	0	0	0	1656	61	72	0	894	53	248	0	2984
445-545	0	0	0	0	1606	61	90	0	908	48	260	0	2973
500-600	0	0	0	0	1475	62	119	0	917	49	250	0	2872

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.91



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	1	0	0	1	2
430-445	0	0	2	0	2
445-500	0	0	0	0	0
500-515	2	0	1	1	4
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	2	1	4
415-515	3	0	3	2	8
430-530	2	0	4	1	7
445-545	2	0	2	1	5
500-600	2	0	2	1	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	1	0	0	0	1
515-530	0	0	1	0	1
530-545	0	0	2	0	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	1	0	0	0	1
430-530	1	0	1	0	2
445-545	1	0	3	0	4
500-600	1	0	3	0	4

WILTEC

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INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

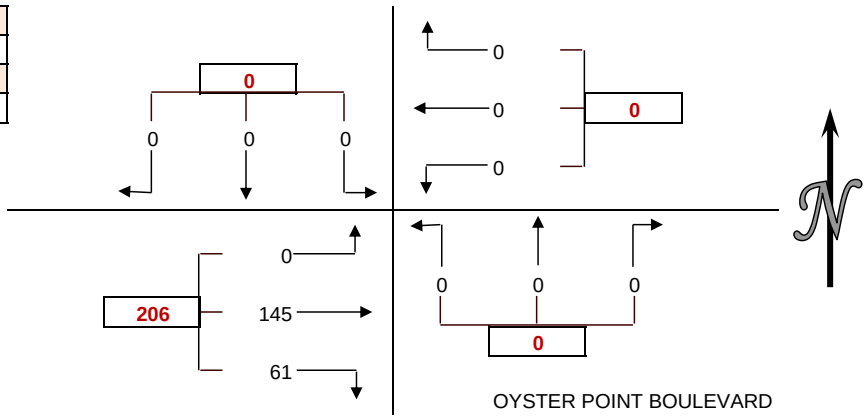
CLIENT: FEHR AND PEERS
PROJECT: SAN MATEO COUNTY TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 29, 2015
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S OYSTER POINT BOULEVARD
E/W GATEWAY BOULEVARD
CITY: SAN MATEO COUNTY

Please see movements graphic below

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	0	0	0	0	0	0	14	30	0	44
415-430	0	0	0	0	0	0	0	0	0	10	24	0	34
430-445	0	0	0	0	0	0	0	0	0	22	38	0	60
445-500	0	0	0	0	0	0	0	0	0	15	53	0	68
500-515	0	0	0	0	0	0	0	0	0	9	31	0	40
515-530	0	0	0	0	0	0	0	0	0	8	22	0	30
530-545	0	0	0	0	0	0	0	0	0	17	37	0	54
545-600	0	0	0	0	0	0	0	0	0	10	27	0	37
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	0	0	0	0	0	0	61	145	0	206
415-515	0	0	0	0	0	0	0	0	0	56	146	0	202
430-530	0	0	0	0	0	0	0	0	0	54	144	0	198
445-545	0	0	0	0	0	0	0	0	0	49	143	0	192
500-600	0	0	0	0	0	0	0	0	0	44	117	0	161

PEAK HOUR
400-500
PEAK HOUR FACTOR
0.76



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

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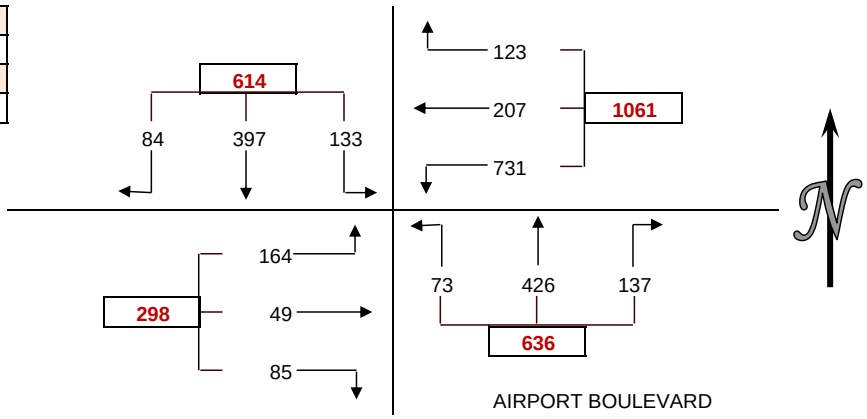
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	GRAND AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	15	98	42	29	40	129	22	105	15	17	13	38	563
415-430	12	96	33	32	51	173	24	82	7	20	13	35	578
430-445	18	101	32	34	52	168	33	112	10	20	10	40	630
445-500	27	113	33	25	44	171	31	94	27	24	11	37	637
500-515	19	94	34	33	50	189	22	118	17	23	7	43	649
515-530	20	89	34	31	61	203	51	102	19	18	21	44	693
530-545	24	97	33	41	42	137	22	118	17	13	15	39	598
545-600	30	110	24	35	42	164	39	102	14	17	13	39	629
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	72	408	140	120	187	641	110	393	59	81	47	150	2408
415-515	76	404	132	124	197	701	110	406	61	87	41	155	2494
430-530	84	397	133	123	207	731	137	426	73	85	49	164	2609
445-545	90	393	134	130	197	700	126	432	80	78	54	163	2577
500-600	93	390	125	140	195	693	134	440	67	71	56	165	2569

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.94



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	3	0	3
415-430	0	0	15	5	20
430-445	0	0	12	4	16
445-500	0	0	16	5	21
500-515	0	0	9	5	14
515-530	0	0	12	1	13
530-545	0	0	7	1	8
545-600	0	0	6	2	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	46	14	60
415-515	0	0	52	19	71
430-530	0	0	49	15	64
445-545	0	0	44	12	56
500-600	0	0	34	9	43

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	2	0	4
415-430	1	0	0	1	2
430-445	1	0	0	0	1
445-500	1	0	1	1	3
500-515	1	0	1	1	3
515-530	1	0	5	0	6
530-545	0	0	0	0	0
545-600	2	0	1	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	1	3	2	10
415-515	4	0	2	3	9
430-530	4	0	7	2	13
445-545	3	0	7	2	12
500-600	4	0	7	2	13

WILTEC

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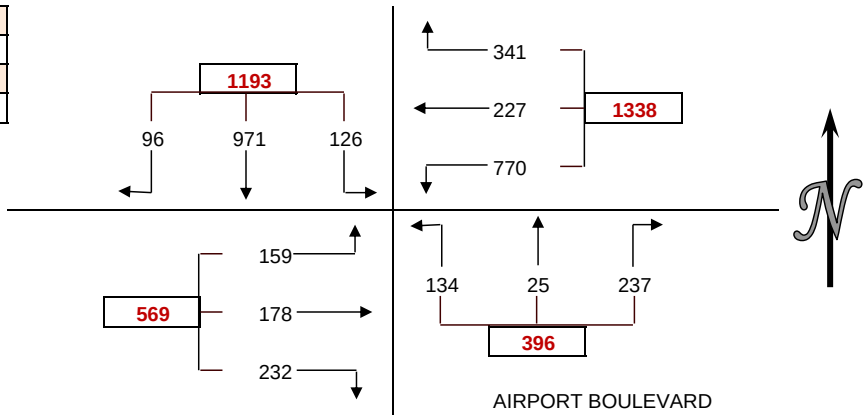
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	SAN MATEO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	23	197	36	64	70	197	64	4	38	49	41	27	810
415-430	22	224	32	87	53	154	56	9	44	52	33	22	788
430-445	29	238	28	90	59	172	56	3	31	55	43	41	845
445-500	20	227	30	85	63	186	53	8	39	60	39	31	841
500-515	22	254	42	79	53	198	58	7	38	71	55	56	933
515-530	25	252	26	87	52	214	70	7	26	46	41	31	877
530-545	24	228	29	92	52	195	46	12	33	52	39	29	831
545-600	23	216	29	87	43	197	61	5	23	41	26	26	777
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	94	886	126	326	245	709	229	24	152	216	156	121	3284
415-515	93	943	132	341	228	710	223	27	152	238	170	150	3407
430-530	96	971	126	341	227	770	237	25	134	232	178	159	3496
445-545	91	961	127	343	220	793	227	34	136	229	174	147	3482
500-600	94	950	126	345	200	804	235	31	120	210	161	142	3418

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.94



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	2	2	0	9
415-430	3	0	0	1	4
430-445	3	0	0	2	5
445-500	2	0	0	1	3
500-515	1	0	0	1	2
515-530	4	0	1	0	5
530-545	3	1	2	2	8
545-600	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	13	2	2	4	21
415-515	9	0	0	5	14
430-530	10	0	1	4	15
445-545	10	1	3	4	18
500-600	8	2	4	3	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	4	0	0	0	4
415-430	2	0	0	0	2
430-445	3	0	0	0	3
445-500	4	0	1	0	5
500-515	1	0	0	0	1
515-530	1	0	0	0	1
530-545	3	0	1	0	4
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	13	0	1	0	14
415-515	10	0	1	0	11
430-530	9	0	1	0	10
445-545	9	0	2	0	11
500-600	5	0	1	1	7

WILTEC

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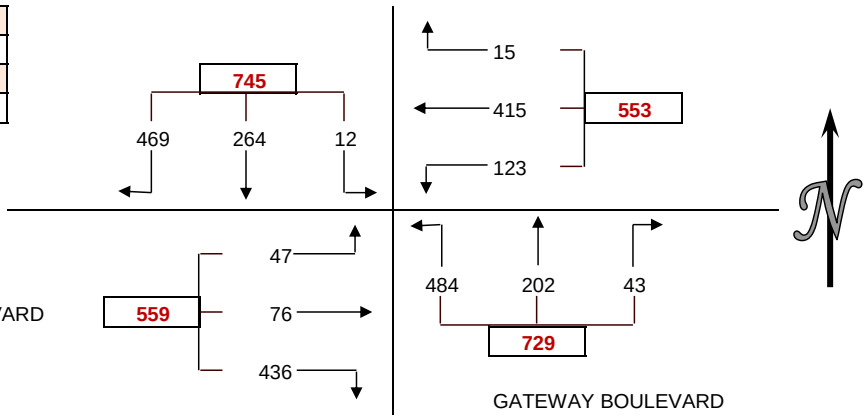
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	GATEWAY BOULEVARD
	E/W	SOUTH AIRPORT BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	130	44	1	5	72	9	7	37	103	103	30	7	548
415-430	108	64	0	7	85	20	8	43	112	102	21	12	582
430-445	128	53	2	5	99	26	11	55	121	104	20	16	640
445-500	102	69	7	6	86	26	13	54	133	100	16	9	621
500-515	109	70	1	2	120	39	9	46	122	111	20	16	665
515-530	130	72	2	2	110	32	10	47	108	121	20	6	660
530-545	113	63	0	1	87	21	5	64	139	104	12	14	623
545-600	108	59	3	6	67	14	7	54	96	94	17	11	536
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	468	230	10	23	342	81	39	189	469	409	87	44	2391
415-515	447	256	10	20	390	111	41	198	488	417	77	53	2508
430-530	469	264	12	15	415	123	43	202	484	436	76	47	2586
445-545	454	274	10	11	403	118	37	211	502	436	68	45	2569
500-600	460	264	6	11	384	106	31	211	465	430	69	47	2484

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	3	0	6
415-430	1	1	0	1	3
430-445	7	1	0	5	13
445-500	0	1	0	4	5
500-515	3	0	0	1	4
515-530	1	1	0	3	5
530-545	0	0	0	0	0
545-600	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	11	3	3	10	27
415-515	11	3	0	11	25
430-530	11	3	0	13	27
445-545	4	2	0	8	14
500-600	4	1	0	6	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	0	1	4
415-430	0	0	0	2	2
430-445	1	0	0	1	2
445-500	1	0	0	0	1
500-515	1	0	0	0	1
515-530	1	0	0	1	2
530-545	1	0	0	1	2
545-600	3	2	0	3	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	0	0	4	9
415-515	3	0	0	3	6
430-530	4	0	0	2	6
445-545	4	0	0	2	6
500-600	6	2	0	5	13

WILTEC

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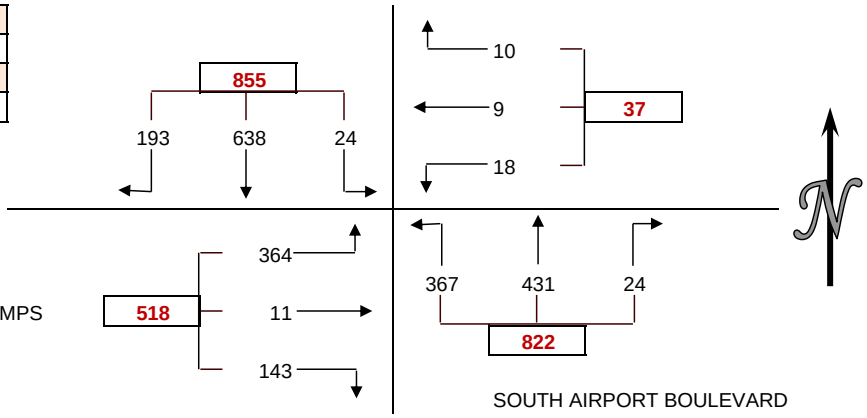
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SOUTH AIRPORT BOULEVARD
	E/W	US 101 NORTHBOUND RAMPS
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	33	133	4	1	1	1	2	82	85	46	0	87	475
415-430	35	123	2	2	3	4	3	73	76	44	4	90	459
430-445	39	142	10	7	5	3	3	90	83	31	1	79	493
445-500	41	167	3	2	3	3	7	110	85	37	6	99	563
500-515	62	171	7	3	3	2	1	97	98	35	2	86	567
515-530	48	169	10	4	0	7	6	108	80	27	1	82	542
530-545	42	131	4	1	3	6	10	116	104	44	2	97	560
545-600	34	109	8	3	4	5	4	121	90	14	3	82	477
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	148	565	19	12	12	11	15	355	329	158	11	355	1990
415-515	177	603	22	14	14	12	14	370	342	147	13	354	2082
430-530	190	649	30	16	11	15	17	405	346	130	10	346	2165
445-545	193	638	24	10	9	18	24	431	367	143	11	364	2232
500-600	186	580	29	11	10	20	21	442	372	120	8	347	2146

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.98



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	4	0	0	4
415-430	1	1	0	0	2
430-445	2	0	0	0	2
445-500	2	5	0	0	7
500-515	2	6	0	0	8
515-530	0	3	0	0	3
530-545	4	3	0	0	7
545-600	2	2	3	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	10	0	0	15
415-515	7	12	0	0	19
430-530	6	14	0	0	20
445-545	8	17	0	0	25
500-600	8	14	3	0	25

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	1	1
415-430	0	0	0	3	3
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	3	3
515-530	0	0	0	0	0
530-545	0	1	0	1	2
545-600	0	2	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	5	5
415-515	0	0	0	7	7
430-530	0	0	0	4	4
445-545	0	1	0	5	6
500-600	0	3	0	5	8

WILTEC

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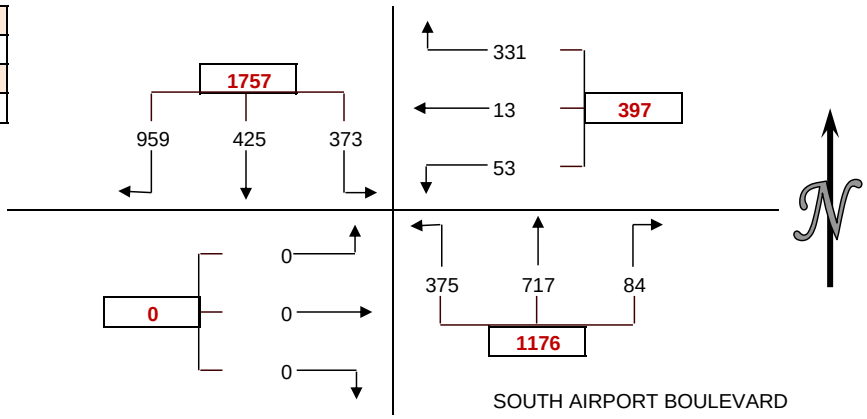
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SOUTH AIRPORT BOULEVARD
	E/W	NORTH ACCESS ROAD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	204	97	85	85	1	8	21	134	108	0	0	0	743
415-430	237	113	85	68	1	13	35	185	121	0	0	0	858
430-445	228	96	104	77	2	13	36	158	105	0	0	0	819
445-500	233	110	86	76	0	10	28	171	99	0	0	0	813
500-515	234	97	102	82	8	15	19	152	95	0	0	0	804
515-530	255	121	109	89	2	16	17	191	92	0	0	0	892
530-545	237	97	76	84	3	12	20	203	89	0	0	0	821
545-600	197	80	90	88	10	15	33	180	97	0	0	0	790
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	902	416	360	306	4	44	120	648	433	0	0	0	3233
415-515	932	416	377	303	11	51	118	666	420	0	0	0	3294
430-530	950	424	401	324	12	54	100	672	391	0	0	0	3328
445-545	959	425	373	331	13	53	84	717	375	0	0	0	3330
500-600	923	395	377	343	23	58	89	726	373	0	0	0	3307

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	1	2
415-430	2	1	0	3	6
430-445	4	0	0	4	8
445-500	2	0	0	0	2
500-515	0	0	0	1	1
515-530	1	0	0	0	1
530-545	0	0	0	1	1
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	1	0	8	18
415-515	8	1	0	8	17
430-530	7	0	0	5	12
445-545	3	0	0	2	5
500-600	2	0	0	2	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	2	3
415-430	0	1	0	5	6
430-445	0	1	0	3	4
445-500	0	1	0	2	3
500-515	0	0	0	2	2
515-530	1	0	0	6	7
530-545	0	0	0	2	2
545-600	2	2	0	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	4	0	12	16
415-515	0	3	0	12	15
430-530	1	2	0	13	16
445-545	1	1	0	12	14
500-600	3	2	0	11	16

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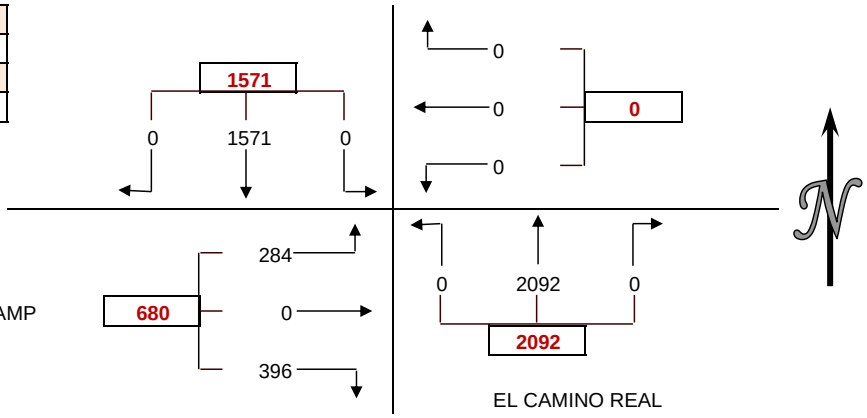
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	I-380 EASTBOUND OFF-RAMP
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	332	0	0	0	0	0	437	0	90	0	46	905
415-430	0	334	0	0	0	0	0	437	0	124	0	61	956
430-445	0	337	0	0	0	0	0	407	0	92	0	49	885
445-500	0	318	0	0	0	0	0	459	0	108	0	73	958
500-515	0	372	0	0	0	0	0	500	0	103	0	72	1047
515-530	0	417	0	0	0	0	0	576	0	96	0	84	1173
530-545	0	397	0	0	0	0	0	536	0	104	0	60	1097
545-600	0	385	0	0	0	0	0	480	0	93	0	68	1026
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	1321	0	0	0	0	0	1740	0	414	0	229	3704
415-515	0	1361	0	0	0	0	0	1803	0	427	0	255	3846
430-530	0	1444	0	0	0	0	0	1942	0	399	0	278	4063
445-545	0	1504	0	0	0	0	0	2071	0	411	0	289	4275
500-600	0	1571	0	0	0	0	0	2092	0	396	0	284	4343

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.93



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	1	0	0	1	2
500-515	3	0	0	1	4
515-530	0	0	0	4	4
530-545	2	0	0	2	4
545-600	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	0	1	2
415-515	4	0	0	2	6
430-530	4	0	0	6	10
445-545	6	0	0	8	14
500-600	5	0	0	9	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	1	1
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	2	2
415-515	0	0	0	2	2
430-530	0	0	0	1	1
445-545	0	0	0	1	1
500-600	0	0	0	0	0

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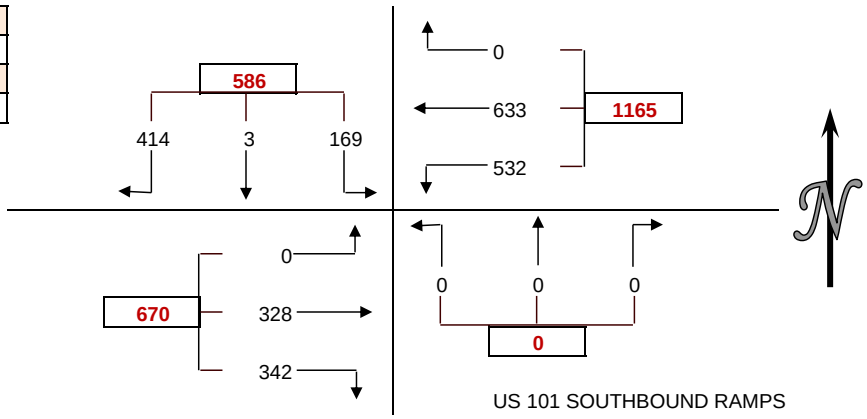
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	US 101 SOUTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	74	0	50	0	175	108	0	0	0	100	93	0	600
415-430	73	0	54	0	148	120	0	0	0	82	87	0	564
430-445	86	0	56	0	151	131	0	0	0	82	87	0	593
445-500	83	0	42	0	169	121	0	0	0	86	91	0	592
500-515	102	1	46	0	151	130	0	0	0	96	77	0	603
515-530	104	0	43	0	165	138	0	0	0	88	93	0	631
530-545	112	0	45	0	159	120	0	0	0	73	74	0	583
545-600	96	2	35	0	158	144	0	0	0	85	84	0	604
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	316	0	202	0	643	480	0	0	0	350	358	0	2349
415-515	344	1	198	0	619	502	0	0	0	346	342	0	2352
430-530	375	1	187	0	636	520	0	0	0	352	348	0	2419
445-545	401	1	176	0	644	509	0	0	0	343	335	0	2409
500-600	414	3	169	0	633	532	0	0	0	342	328	0	2421

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	0	0	2
415-430	3	0	1	0	4
430-445	1	0	0	0	1
445-500	4	0	0	0	4
500-515	0	0	3	0	3
515-530	2	0	2	0	4
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	10	0	1	0	11
415-515	8	0	4	0	12
430-530	7	0	5	0	12
445-545	6	0	5	0	11
500-600	2	0	5	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	1	0	2
415-430	1	0	2	0	3
430-445	0	0	0	1	1
445-500	0	0	1	0	1
500-515	1	0	1	0	2
515-530	2	0	0	0	2
530-545	0	0	0	0	0
545-600	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	4	1	7
415-515	2	0	4	1	7
430-530	3	0	2	1	6
445-545	3	0	2	0	5
500-600	3	0	2	0	5

WILTEC

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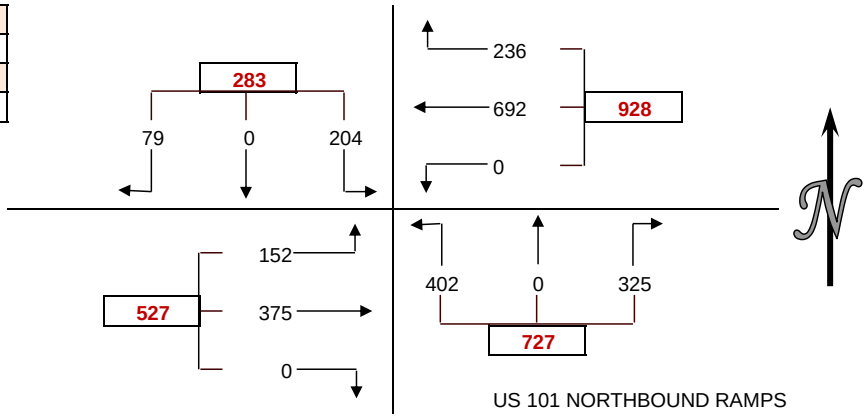
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	US 101 NORTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	11	0	36	77	134	0	75	0	70	0	97	45	545
415-430	17	0	33	51	149	0	88	0	83	0	109	41	571
430-445	17	0	47	76	163	0	74	0	108	0	83	31	599
445-500	22	0	58	66	173	0	93	0	90	0	105	41	648
500-515	18	0	50	41	163	0	78	0	97	0	99	39	585
515-530	22	0	49	53	193	0	80	0	107	0	88	41	633
530-545	18	0	37	44	177	0	73	0	82	0	82	35	548
545-600	25	0	33	39	175	0	71	0	79	0	88	28	538
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	67	0	174	270	619	0	330	0	351	0	394	158	2363
415-515	74	0	188	234	648	0	333	0	378	0	396	152	2403
430-530	79	0	204	236	692	0	325	0	402	0	375	152	2465
445-545	80	0	194	204	706	0	324	0	376	0	374	156	2414
500-600	83	0	169	177	708	0	302	0	365	0	357	143	2304

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	2	0	4
415-430	0	0	1	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	1	0	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	2	3	0	5
415-515	0	0	2	0	2
430-530	0	0	1	0	1
445-545	0	0	1	0	1
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	1	0	1
500-600	0	0	1	0	1

WILTEC

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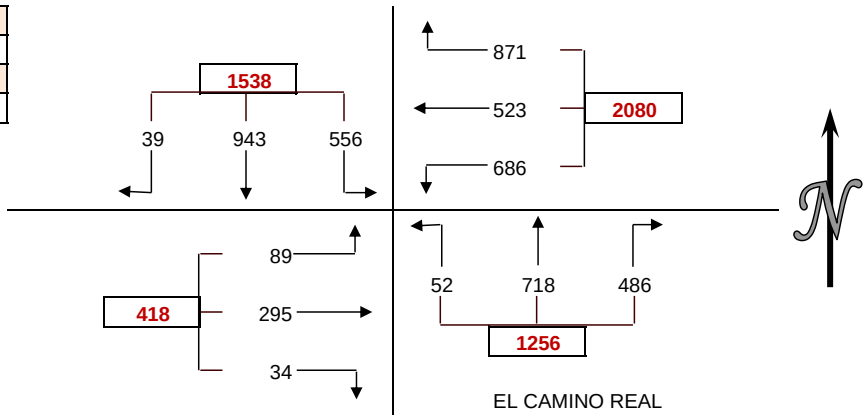
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	8	145	111	187	92	125	149	167	10	7	29	13	1043
415-430	14	207	159	188	102	161	108	167	6	6	79	16	1213
430-445	14	200	135	213	106	101	143	198	10	5	65	25	1215
445-500	7	208	146	223	107	155	130	169	7	10	73	20	1255
500-515	8	221	135	204	119	178	127	194	10	8	82	23	1309
515-530	12	253	145	221	132	161	134	182	15	3	62	19	1339
530-545	9	226	146	236	140	179	116	165	12	11	81	18	1339
545-600	10	243	130	210	132	168	109	177	15	12	70	29	1305
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	43	760	551	811	407	542	530	701	33	28	246	74	4726
415-515	43	836	575	828	434	595	508	728	33	29	299	84	4992
430-530	41	882	561	861	464	595	534	743	42	26	282	87	5118
445-545	36	908	572	884	498	673	507	710	44	32	298	80	5242
500-600	39	943	556	871	523	686	486	718	52	34	295	89	5292

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.99



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	12	3	12	5	32
415-430	16	5	9	0	30
430-445	19	9	6	1	35
445-500	17	3	2	6	28
500-515	12	6	6	1	25
515-530	10	4	9	3	26
530-545	27	5	6	7	45
545-600	31	4	4	0	39
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	64	20	29	12	125
415-515	64	23	23	8	118
430-530	58	22	23	11	114
445-545	66	18	23	17	124
500-600	80	19	25	11	135

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	12	3	12	5	32
415-430	16	5	9	0	30
430-445	19	9	6	1	35
445-500	17	3	2	6	28
500-515	12	6	6	1	25
515-530	10	4	9	3	26
530-545	27	5	6	7	45
545-600	31	4	4	0	39
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	64	20	29	12	125
415-515	64	23	23	8	118
430-530	58	22	23	11	114
445-545	66	18	23	17	124
500-600	80	19	25	11	135

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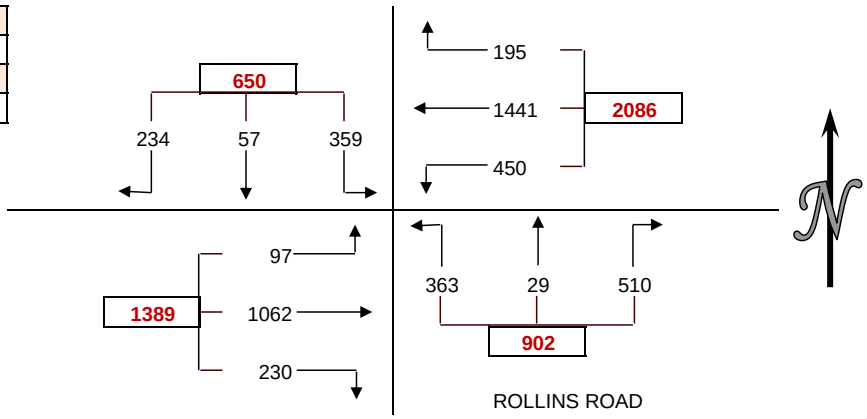
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	ROLLINS ROAD
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	19	6	54	27	313	109	122	5	74	61	246	11	1047
415-430	16	7	60	25	328	130	107	9	77	63	253	15	1090
430-445	26	6	50	38	327	102	134	11	101	47	263	19	1124
445-500	36	6	72	54	320	116	126	3	85	75	231	18	1142
500-515	45	15	91	40	333	111	159	7	110	64	281	23	1279
515-530	59	16	103	52	347	109	128	10	94	46	254	20	1238
530-545	58	11	78	55	373	119	109	5	81	55	287	27	1258
545-600	72	15	87	48	388	111	114	7	78	65	240	27	1252
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	97	25	236	144	1288	457	489	28	337	246	993	63	4403
415-515	123	34	273	157	1308	459	526	30	373	249	1028	75	4635
430-530	166	43	316	184	1327	438	547	31	390	232	1029	80	4783
445-545	198	48	344	201	1373	455	522	25	370	240	1053	88	4917
500-600	234	57	359	195	1441	450	510	29	363	230	1062	97	5027

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.98



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	17	25	43
415-430	0	0	0	10	10
430-445	0	0	3	13	16
445-500	0	0	12	17	29
500-515	1	0	7	12	20
515-530	0	0	4	5	9
530-545	0	0	6	10	16
545-600	2	0	7	13	22
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	32	65	98
415-515	1	0	22	52	75
430-530	1	0	26	47	74
445-545	1	0	29	44	74
500-600	3	0	24	40	67

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	1	2
415-430	0	0	0	0	0
430-445	0	0	0	2	2
445-500	0	0	0	1	1
500-515	0	0	0	1	1
515-530	0	0	0	3	3
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	1	4	5
415-515	0	0	0	4	4
430-530	0	0	0	7	7
445-545	0	0	0	5	5
500-600	0	0	0	4	4

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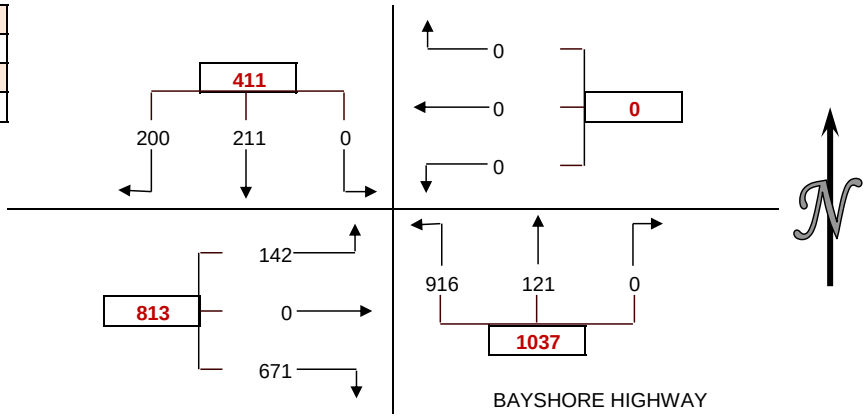
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	BAYSHORE HIGHWAY
	E/W	MILLBRAE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	58	53	0	0	0	0	0	27	214	128	0	27	507
415-430	49	57	0	0	0	0	0	16	195	162	0	25	504
430-445	49	63	0	0	0	0	0	34	225	159	0	28	558
445-500	60	40	0	0	0	0	0	29	203	165	0	34	531
500-515	51	57	0	0	0	0	0	25	236	167	0	35	571
515-530	40	51	0	0	0	0	0	33	252	180	0	45	601
530-545	30	37	0	0	0	0	0	41	234	167	0	29	538
545-600	50	41	0	0	0	0	0	31	215	158	0	41	536
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	216	213	0	0	0	0	0	106	837	614	0	114	2100
415-515	209	217	0	0	0	0	0	104	859	653	0	122	2164
430-530	200	211	0	0	0	0	0	121	916	671	0	142	2261
445-545	181	185	0	0	0	0	0	128	925	679	0	143	2241
500-600	171	186	0	0	0	0	0	130	937	672	0	150	2246

PEAK HOUR
430-530
PEAK HOUR FACTOR
0.94



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	1	0	1
430-445	0	0	0	0	0
445-500	0	0	2	0	2
500-515	0	0	1	0	1
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	4	0	4
415-515	0	0	4	0	4
430-530	0	0	4	0	4
445-545	0	0	4	0	4
500-600	0	0	4	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	4	4
445-500	0	0	0	1	1
500-515	0	0	0	3	3
515-530	0	0	0	0	0
530-545	0	0	0	3	3
545-600	0	0	0	4	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	5	5
415-515	0	0	0	8	8
430-530	0	0	0	8	8
445-545	0	0	0	7	7
500-600	0	0	0	10	10

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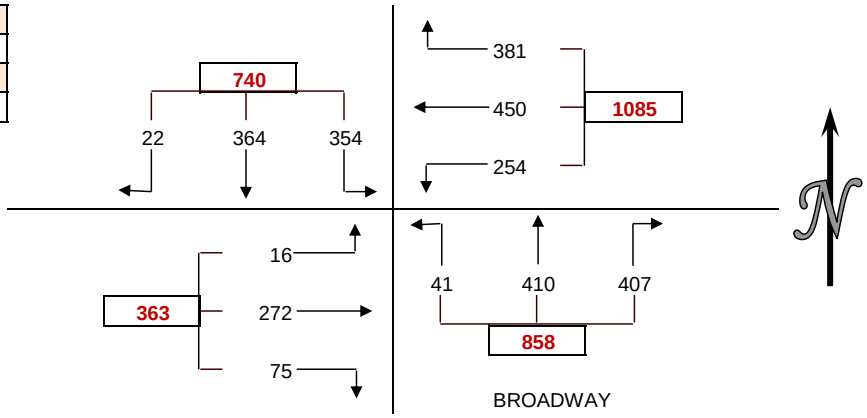
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	BROADWAY
	E/W	CALIFORNIA DRIVE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	6	82	88	84	88	72	73	67	8	11	93	1	673
415-430	11	58	82	64	99	62	104	77	16	26	43	7	649
430-445	5	88	76	73	94	77	92	88	11	31	44	10	689
445-500	1	102	88	67	105	73	104	93	13	15	52	0	713
500-515	5	91	97	92	119	70	101	91	10	27	71	4	778
515-530	8	92	80	105	111	59	112	102	5	24	70	2	770
530-545	5	94	93	98	115	69	93	113	10	15	72	5	782
545-600	4	87	84	86	105	56	101	104	16	9	59	5	716
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	23	330	334	288	386	284	373	325	48	83	232	18	2724
415-515	22	339	343	296	417	282	401	349	50	99	210	21	2829
430-530	19	373	341	337	429	279	409	374	39	97	237	16	2950
445-545	19	379	358	362	450	271	410	399	38	81	265	11	3043
500-600	22	364	354	381	450	254	407	410	41	75	272	16	3046

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.97



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	12	0	11	8	31
415-430	8	3	18	8	37
430-445	3	12	10	1	26
445-500	4	7	7	1	19
500-515	9	3	10	3	25
515-530	7	2	8	2	19
530-545	3	1	10	2	16
545-600	4	5	15	3	27
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	27	22	46	18	113
415-515	24	25	45	13	107
430-530	23	24	35	7	89
445-545	23	13	35	8	79
500-600	23	11	43	10	87

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	0	2	5
415-430	0	2	2	0	4
430-445	0	2	0	4	6
445-500	1	1	0	3	5
500-515	0	8	0	1	9
515-530	1	3	2	0	6
530-545	0	3	3	3	9
545-600	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	5	2	9	20
415-515	1	13	2	8	24
430-530	2	14	2	8	26
445-545	2	15	5	7	29
500-600	1	15	5	5	26

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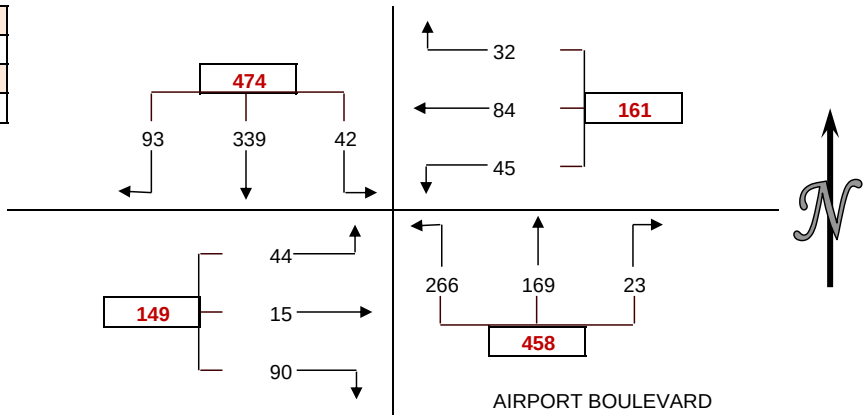
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	ANZA BOULEVARD
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	17	86	15	4	21	12	4	36	44	26	7	12	284
415-430	10	77	7	5	26	11	10	24	47	17	4	8	246
430-445	6	65	14	10	13	12	1	35	53	12	5	3	229
445-500	7	76	5	4	20	15	5	38	54	22	6	8	260
500-515	15	98	6	10	22	6	6	47	75	18	3	7	313
515-530	31	89	21	10	26	15	7	46	77	23	3	12	360
530-545	30	81	6	6	12	10	5	36	62	30	3	15	296
545-600	17	71	9	6	24	14	5	40	52	19	6	10	273
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	40	304	41	23	80	50	20	133	198	77	22	31	1019
415-515	38	316	32	29	81	44	22	144	229	69	18	26	1048
430-530	59	328	46	34	81	48	19	166	259	75	17	30	1162
445-545	83	344	38	30	80	46	23	167	268	93	15	42	1229
500-600	93	339	42	32	84	45	23	169	266	90	15	44	1242

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.86



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	1	2	1	6
415-430	0	0	0	2	2
430-445	0	0	0	1	1
445-500	2	0	0	0	2
500-515	0	0	0	2	2
515-530	1	0	0	0	1
530-545	2	1	1	3	7
545-600	0	0	0	4	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	1	2	4	11
415-515	2	0	0	5	7
430-530	3	0	0	3	6
445-545	5	1	1	5	12
500-600	3	1	1	9	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	4	0	1	5
415-430	0	0	0	0	0
430-445	0	1	0	3	4
445-500	0	2	0	0	2
500-515	0	0	0	2	2
515-530	0	2	0	1	3
530-545	0	4	0	1	5
545-600	0	1	0	6	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	7	0	4	11
415-515	0	3	0	5	8
430-530	0	5	0	6	11
445-545	0	8	0	4	12
500-600	0	7	0	10	17

WILTEC

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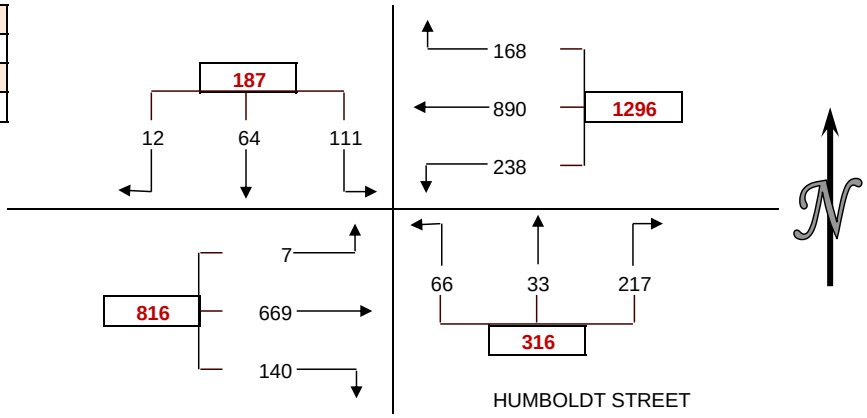
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	PENINSULA AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	6	24	31	31	180	48	56	12	13	30	154	5	590
415-430	3	21	20	30	208	58	46	10	13	28	149	4	590
430-445	1	16	14	39	179	38	53	12	9	29	173	5	568
445-500	3	17	23	42	223	51	58	11	19	34	148	3	632
500-515	2	17	32	45	191	64	64	5	12	33	171	1	637
515-530	3	15	40	42	229	63	50	10	22	36	175	0	685
530-545	4	15	16	39	247	60	45	7	13	37	175	3	661
545-600	6	8	19	30	233	54	66	12	18	24	148	4	622
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	13	78	88	142	790	195	213	45	54	121	624	17	2380
415-515	9	71	89	156	801	211	221	38	53	124	641	13	2427
430-530	9	65	109	168	822	216	225	38	62	132	667	9	2522
445-545	12	64	111	168	890	238	217	33	66	140	669	7	2615
500-600	15	55	107	156	900	241	225	34	65	130	669	8	2605

PEAK HOUR
445-545
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	1	3	6
415-430	1	0	0	0	1
430-445	2	0	4	2	8
445-500	0	0	0	3	3
500-515	5	0	1	0	6
515-530	1	0	3	3	7
530-545	1	0	2	6	9
545-600	5	0	3	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	0	5	8	18
415-515	8	0	5	5	18
430-530	8	0	8	8	24
445-545	7	0	6	12	25
500-600	12	0	9	9	30

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	0	0	2
415-430	1	0	0	2	3
430-445	0	0	0	1	1
445-500	1	1	0	0	2
500-515	1	0	1	1	3
515-530	3	0	0	1	4
530-545	2	0	0	2	4
545-600	2	0	1	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	1	0	3	8
415-515	3	1	1	4	9
430-530	5	1	1	3	10
445-545	7	1	1	4	13
500-600	8	0	2	5	15

WILTEC

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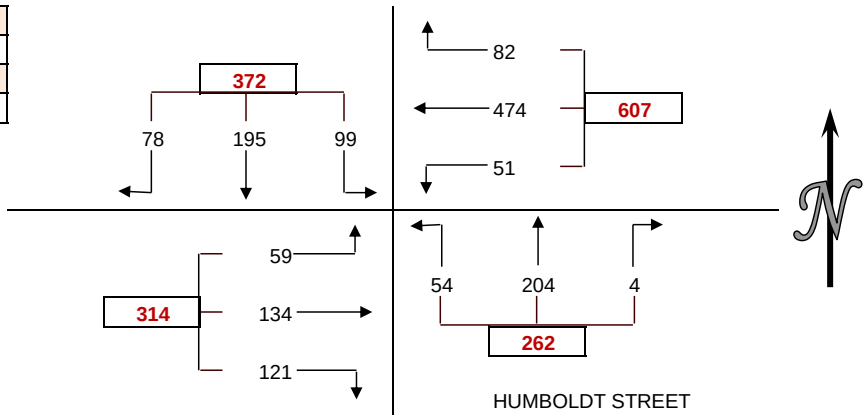
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	POPLAR AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	12	54	24	20	98	8	1	51	6	37	34	6	351
415-430	12	55	20	19	98	9	1	41	10	33	29	13	340
430-445	11	34	21	28	102	14	3	47	17	22	43	16	358
445-500	15	51	19	27	110	10	2	47	9	28	29	19	366
500-515	16	41	29	27	114	13	1	54	11	32	39	19	396
515-530	20	59	23	17	111	15	2	49	15	26	33	12	382
530-545	24	49	28	21	118	13	0	47	15	28	38	11	392
545-600	18	46	19	17	131	10	1	54	13	35	24	17	385
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	50	194	84	94	408	41	7	186	42	120	135	54	1415
415-515	54	181	89	101	424	46	7	189	47	115	140	67	1460
430-530	62	185	92	99	437	52	8	197	52	108	144	66	1502
445-545	75	200	99	92	453	51	5	197	50	114	139	61	1536
500-600	78	195	99	82	474	51	4	204	54	121	134	59	1555

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.98



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	4	5	3	14
415-430	3	4	1	2	10
430-445	3	2	0	2	7
445-500	6	2	1	2	11
500-515	0	2	1	1	4
515-530	0	1	2	2	5
530-545	1	2	3	2	8
545-600	0	1	6	9	16
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	14	12	7	9	42
415-515	12	10	3	7	32
430-530	9	7	4	7	27
445-545	7	7	7	7	28
500-600	1	6	12	14	33

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	1	2
415-430	0	3	0	1	4
430-445	0	0	0	0	0
445-500	0	1	1	0	2
500-515	0	0	0	0	0
515-530	0	1	2	0	3
530-545	0	2	0	0	2
545-600	1	2	0	2	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	5	1	2	8
415-515	0	4	1	1	6
430-530	0	2	3	0	5
445-545	0	4	3	0	7
500-600	1	5	2	2	10

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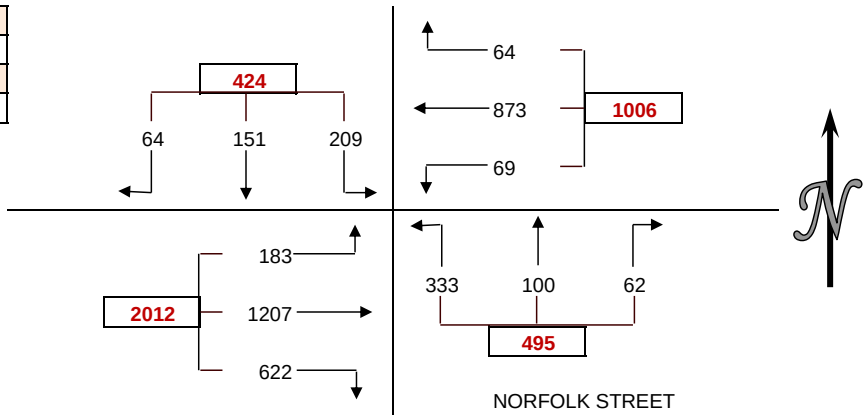
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	NORFOLK STREET
	E/W	3RD AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	24	27	47	16	149	17	9	16	85	118	201	56	765
415-430	13	23	36	12	179	15	19	14	78	153	251	49	842
430-445	14	34	59	17	167	13	16	10	71	144	304	56	905
445-500	19	31	51	14	205	17	21	20	87	152	312	49	978
500-515	20	39	49	9	201	15	14	28	88	161	283	55	962
515-530	19	34	52	21	237	17	21	20	90	149	329	48	1037
530-545	13	42	57	16	216	17	15	27	79	148	277	36	943
545-600	12	36	51	18	219	20	12	25	76	164	318	44	995
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	70	115	193	59	700	62	65	60	321	567	1068	210	3490
415-515	66	127	195	52	752	60	70	72	324	610	1150	209	3687
430-530	72	138	211	61	810	62	72	78	336	606	1228	208	3882
445-545	71	146	209	60	859	66	71	95	344	610	1201	188	3920
500-600	64	151	209	64	873	69	62	100	333	622	1207	183	3937

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	4	2	8	14
415-430	2	1	0	12	15
430-445	2	7	0	13	22
445-500	1	0	0	10	11
500-515	4	2	0	2	8
515-530	3	0	1	4	8
530-545	3	0	6	5	14
545-600	1	0	2	15	18
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	12	2	43	62
415-515	9	10	0	37	56
430-530	10	9	1	29	49
445-545	11	2	7	21	41
500-600	11	2	9	26	48

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	8	9
415-430	0	0	0	5	5
430-445	0	0	0	3	3
445-500	1	2	0	8	11
500-515	0	0	0	7	7
515-530	0	0	0	8	8
530-545	0	1	1	6	8
545-600	0	1	0	11	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	2	1	24	28
415-515	1	2	0	23	26
430-530	1	2	0	26	29
445-545	1	3	1	29	34
500-600	0	2	1	32	35

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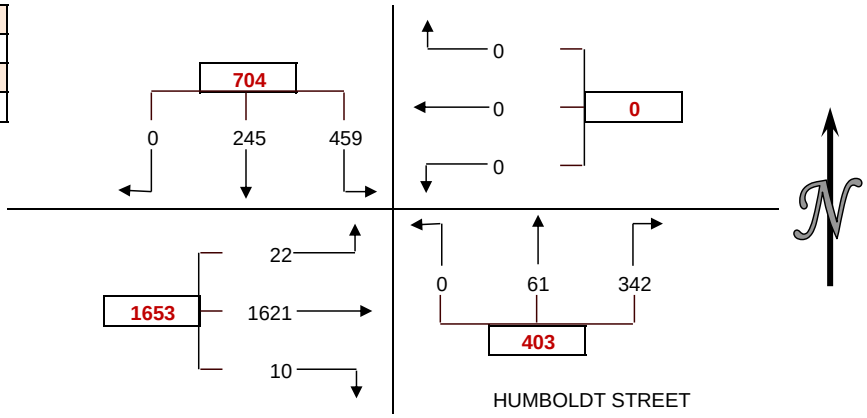
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	HUMBOLDT STREET
	E/W	4TH AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	52	75	0	0	0	48	8	0	1	393	1	578
415-430	0	48	79	0	0	0	56	21	0	1	344	3	552
430-445	0	64	89	0	0	0	55	18	0	2	390	1	619
445-500	0	68	92	0	0	0	57	28	0	0	405	9	659
500-515	0	63	100	0	0	0	79	17	0	2	403	5	669
515-530	0	71	116	0	0	0	95	13	0	4	420	3	722
530-545	0	60	122	0	0	0	97	17	0	3	401	9	709
545-600	0	51	121	0	0	0	71	14	0	1	397	5	660
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	232	335	0	0	0	216	75	0	4	1532	14	2408
415-515	0	243	360	0	0	0	247	84	0	5	1542	18	2499
430-530	0	266	397	0	0	0	286	76	0	8	1618	18	2669
445-545	0	262	430	0	0	0	328	75	0	9	1629	26	2759
500-600	0	245	459	0	0	0	342	61	0	10	1621	22	2760

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	4	5	0	9
415-430	3	0	0	0	3
430-445	2	1	0	2	5
445-500	2	1	1	4	8
500-515	1	3	2	2	8
515-530	2	2	0	2	6
530-545	2	1	1	3	7
545-600	2	5	0	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	6	6	6	25
415-515	8	5	3	8	24
430-530	7	7	3	10	27
445-545	7	7	4	11	29
500-600	7	11	3	7	28

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	2	1	0	4
415-430	5	0	0	0	5
430-445	1	0	0	0	1
445-500	6	3	1	3	13
500-515	3	2	1	1	7
515-530	1	0	0	0	1
530-545	0	1	0	0	1
545-600	6	0	0	3	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	13	5	2	3	23
415-515	15	5	2	4	26
430-530	11	5	2	4	22
445-545	10	6	2	4	22
500-600	10	3	1	4	18

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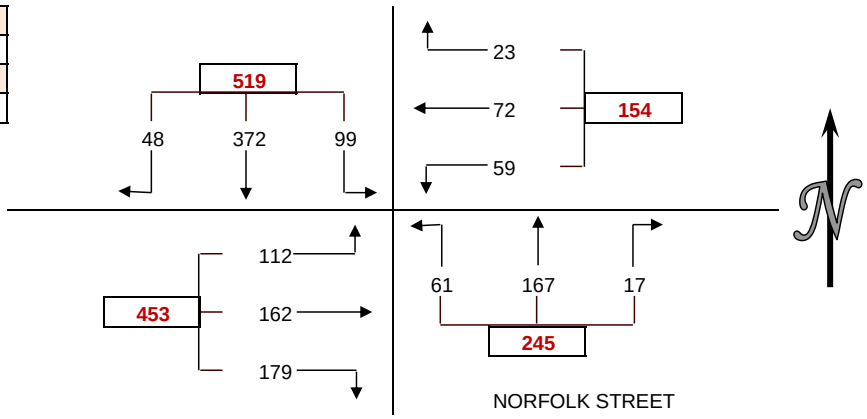
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		FEHR AND PEERS
PROJECT:		SAN MATEO COUNTY TRAFFIC COUNTS
DATE:		TUESDAY SEPTEMBER 29, 2015
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	NORFOLK STREET
	E/W	KEHOE AVENUE
CITY:		SAN MATEO COUNTY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	8	56	19	5	11	8	6	32	17	12	18	34	226
415-430	10	71	28	3	19	11	5	34	11	17	15	24	248
430-445	9	74	16	7	12	16	2	36	11	14	25	31	253
445-500	6	97	20	6	12	6	2	33	14	21	33	41	291
500-515	16	103	23	4	16	8	5	41	10	33	28	27	314
515-530	8	95	28	5	18	18	5	41	19	39	38	35	349
530-545	18	88	25	10	20	18	4	44	13	48	52	34	374
545-600	6	86	23	4	18	15	3	41	19	59	44	16	334
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	33	298	83	21	54	41	15	135	53	64	91	130	1018
415-515	41	345	87	20	59	41	14	144	46	85	101	123	1106
430-530	39	369	87	22	58	48	14	151	54	107	124	134	1207
445-545	48	383	96	25	66	50	16	159	56	141	151	137	1328
500-600	48	372	99	23	72	59	17	167	61	179	162	112	1371

PEAK HOUR
500-600
PEAK HOUR FACTOR
0.92



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	1	3
415-430	0	0	1	0	1
430-445	0	2	0	0	2
445-500	2	0	2	2	6
500-515	0	1	1	3	5
515-530	0	0	0	1	1
530-545	0	1	2	0	3
545-600	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	2	5	3	12
415-515	2	3	4	5	14
430-530	2	3	3	6	14
445-545	2	2	5	6	15
500-600	0	2	5	4	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	1	1
415-430	0	0	0	1	1
430-445	0	9	0	2	11
445-500	0	0	0	1	1
500-515	0	1	0	4	5
515-530	0	0	1	3	4
530-545	0	1	0	1	2
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	9	0	5	14
415-515	0	10	0	8	18
430-530	0	10	1	10	21
445-545	0	2	1	9	12
500-600	0	2	1	9	12

Appendix E:
On-Ramp Queue Observations

Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

OBSERVER: Stan Kung
DATE: 3/8/2016
WEATHER: Overcast/Shower

Location	Queues (Veh)							
	15:00		15:15		15:30		15:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	N/A	N/A	7	0,0	N/A	N/A	10	8,0
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB San Bruno Ave On-ramp	N/A	N/A	0	0	2	2	2	2
NB SFO Domestic On-ramp	N/A		2		N/A		4	
NB S Airport Blvd On-ramp	4		N/A		0		2	
NB North Access Rd On-ramp	0		N/A		0		0	
NB 380 WB/Airport Blvd On-ramp	0		N/A		0		1	
NB San Bruno Ave On-ramp	3	2	N/A	N/A	2	3	2	2
NB SR 380 EB Connector	6	7	N/A	N/A	15	15	Bridge Full	
	16:00		16:15		16:30		16:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	7	2,0	7	1,1	8	1,1	4	3,1
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB San Bruno Ave On-ramp	1	0	7	3	7	1	3	1
NB SFO Domestic On-ramp	3		1		5		4	
NB S Airport Blvd On-ramp			4		5		7	
NB North Access Rd On-ramp			0		0		0	
NB 380 WB/Airport Blvd On-ramp	1		1		0		0	
NB San Bruno Ave On-ramp	1	2	1	0	N/A	N/A	3	4
NB SR 380 EB Connector	8	10	15	10	Bridge Full		between 1st & 2nd ems	
	17:00		17:15		17:30		17:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	N/A	N/A	15	10,2	12	5,2	3	1,0
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB San Bruno Ave On-ramp	1	1	0	0	0	0	2	1
NB SFO Domestic On-ramp	N/A		2		5		3	
NB S Airport Blvd On-ramp	3		6		3		N/A	
NB North Access Rd On-ramp	0		0		N/A		N/A	
NB 380 WB/Airport Blvd On-ramp	1		0		N/A		N/A	
NB San Bruno Ave On-ramp	6	6	2	2	3	2	0	0
NB SR 380 EB Connector	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

	18:00		18:15		18:30		18:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	8	3,0	6	1,0	N/A	N/A	3	1,0
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB San Bruno Ave On-ramp	4	2	2	2	N/A	N/A	4	2
NB SFO Domestic On-ramp	3		1		N/A		3	
NB S Airport Blvd On-ramp	3		N/A		N/A		0	
NB North Access Rd On-ramp	0		N/A		N/A		N/A	
NB 380 WB/Airport Blvd On-ramp	0		N/A		N/A		N/A	
NB San Bruno Ave On-ramp	N/A	N/A	0	2	3	2	N/A	N/A
NB SR 380 EB Connector	N/A	N/A	2nd EMS		N/A	N/A	N/A	N/A
	19:00		19:15		19:30		19:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	5	4,0	2	2,0	0	0,0	0	0,0
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB San Bruno Ave On-ramp	1	1	2	2	2	0	0	0
NB SFO Domestic On-ramp	N/A							
NB S Airport Blvd On-ramp	5		4		0		2	
NB North Access Rd On-ramp	0		0		0		0	
NB 380 WB/Airport Blvd On-ramp	0		0		0		0	
NB San Bruno Ave On-ramp	2	2	1	1	0	0	6	6
NB SR 380 EB Connector	N/A	N/A	2nd EMS		12	10		

Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

OBSERVER: Stan Kung
DATE: 3/9/2016
WEATHER: Rain

Location	Queues (Veh)							
	6:00		6:15		6:30		6:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	1	1
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB San Bruno Ave On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	1	1
NB SFO Domestic On-ramp	N/A		N/A		3		1	
NB S Airport Blvd On-ramp	N/A		N/A		0		0	
NB North Access Rd On-ramp	N/A		N/A		0		0	
NB 380 WB/Airport Blvd On-ramp	N/A		N/A		0		0	
NB San Bruno Ave On-ramp	N/A	N/A	N/A	N/A	2	2	2	1
NB SR 380 EB Connector	N/A	N/A	N/A	N/A	2nd EMS		between 1st and 2nd ems	
	7:00		7:15		7:30		7:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	5	1, 0	1	0,0	1	0,0	3	1,0
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB San Bruno Ave On-ramp	1	1	1	1	3	1	0	0
NB SFO Domestic On-ramp	7		N/A		1		1	
NB S Airport Blvd On-ramp	N/A		2		0		0	
NB North Access Rd On-ramp	N/A		0		0		0	
NB 380 WB/Airport Blvd On-ramp	N/A		0		0		0	
NB San Bruno Ave On-ramp	N/A	N/A	N/A	N/A	2	2	2	2
NB SR 380 EB Connector	Bridge Full							
	8:00		8:15		8:30		8:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	2	2,0	3	0,0	1	0,0	N/A	N/A
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB San Bruno Ave On-ramp	4	1	1	1	N/A	N/A	1	1
NB SFO Domestic On-ramp	1		5		N/A		1	
NB S Airport Blvd On-ramp	0		N/A		0		0	
NB North Access Rd On-ramp	N/A		0		0		0	
NB 380 WB/Airport Blvd On-ramp	N/A		0		0		0	
NB San Bruno Ave On-ramp	2	2	N/A	N/A	2	1	1	3
NB SR 380 EB Connector								
	9:00		9:15		9:30		9:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	2	0,0	2	0,0	3	0,0	1	0,0
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB San Bruno Ave On-ramp	0	0	2	2	1	1	2	2
NB SFO Domestic On-ramp	4		1		7		0	
NB S Airport Blvd On-ramp	4		0		2		0	
NB North Access Rd On-ramp	4		0		0		0	
NB 380 WB/Airport Blvd On-ramp	4		0		0		0	
NB San Bruno Ave On-ramp	1	3	1	1	2	2	1	2
NB SR 380 EB Connector								

Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

OBSERVER: Stan Kung
DATE: 3/16/2016
WEATHER: Clear

Location	Queues (Veh)							
	15:00		15:15		15:30		15:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	N/A	N/A	3	0,0	N/A	N/A	13	12, 0
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	3	2	0	0	2	0
SB San Bruno Ave On-ramp	N/A	N/A	3	5	2	2	5	4
NB SFO Domestic On-ramp	N/A		2		2		2	
NB S Airport Blvd On-ramp	N/A		2		0		2	
NB North Access Rd On-ramp	N/A		N/A		0		N/A	
NB 380 WB/Airport Blvd On-ramp	N/A		N/A		0		N/A	
NB San Bruno Ave On-ramp	N/A	N/A	N/A	N/A	2	3	3	2
NB SR 380 EB Connector	N/A	N/A	N/A	N/A	N/A	N/A	between 1st and 2nd ems	
	16:00		16:15		16:30		16:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	4	3, 0	5	2, 1	4	2, 1	15	5, 2
SB WB I-380/N Acess Rd On-ramp	1	1	0	0	2	1	1	0
SB San Bruno Ave On-ramp	4	1	3	2	0	0	1	1
NB SFO Domestic On-ramp	9		1		0		5	
NB S Airport Blvd On-ramp	0		2		3		1	
NB North Access Rd On-ramp	N/A		N/A		N/A		N/A	
NB 380 WB/Airport Blvd On-ramp	N/A		N/A		N/A		N/A	
NB San Bruno Ave On-ramp	5	4	2	1	5	4	3	3
NB SR 380 EB Connector	between 1st and 2nd ems		between 1st and 2nd ems		2nd ems		2nd ems	
	17:00		17:15		17:30		17:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	6	3, 2	6	2, 3	17	15, 0	4	1,0
SB WB I-380/N Acess Rd On-ramp	1	1	2	2	0	0	0	0
SB San Bruno Ave On-ramp	3	3	1	0	4	3	0	0
NB SFO Domestic On-ramp	10		5		10		0	
NB S Airport Blvd On-ramp	3		5		5		1	
NB North Access Rd On-ramp	N/A		N/A		N/A		N/A	
NB 380 WB/Airport Blvd On-ramp	N/A		N/A		N/A		N/A	
NB San Bruno Ave On-ramp	12	11	3	2	5	7	2	2
NB SR 380 EB Connector	2nd ems		Bridge Full		between 1st and 2nd ems		between 1st and 2nd ems	

	18:00		18:15		18:30		18:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	N/A	N/A	6	2, 0	4	2, 0	0	0, 0
SB WB I-380/N Acess Rd On-ramp	N/A	N/A	0	0	0	0	0	0
SB San Bruno Ave On-ramp	N/A	N/A	0	0	0	0	2	2
NB SFO Domestic On-ramp	N/A		0		0		0	
NB S Airport Blvd On-ramp	N/A		4		0		0	
NB North Access Rd On-ramp	N/A		N/A		N/A		N/A	
NB 380 WB/Airport Blvd On-ramp	N/A		N/A		N/A		N/A	
NB San Bruno Ave On-ramp	N/A	3	4	3	5	3	3	2
NB SR 380 EB Connector	N/A		between 1st and 2nd ems		Bridge Full		1st ems	
	19:00		19:15		19:30		19:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	3	2, 0	3	0, 0	3	1, 0	0	0,0
SB WB I-380/N Acess Rd On-ramp	0	0	0	0	0	0	0	0
SB San Bruno Ave On-ramp	2	2	3	2	3	2	2	1
NB SFO Domestic On-ramp	0							
NB S Airport Blvd On-ramp	3		0		1		2	
NB North Access Rd On-ramp	N/A		N/A		N/A		N/A	
NB 380 WB/Airport Blvd On-ramp	N/A		N/A		N/A		N/A	
NB San Bruno Ave On-ramp	2	2	2	2	0	0	0	0
NB SR 380 EB Connector	1st ems		Bridge Full		Bridge Full			

Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

OBSERVER: Stan Kung
DATE: 3/17/2016
WEATHER: Clearr

Location	Queues (Veh)							
	6:00		6:15		6:30		6:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	N/A	N/A	2	1, 0	1	1, 0	2	1, 0
SB WB I-380/N Acess Rd On-ramp	0	0	0	0	0	0	0	0
SB San Bruno Ave On-ramp	N/A	N/A	0	0	0	0	1	2
NB SFO Domestic On-ramp	1		5		10		7	
NB S Airport Blvd On-ramp	2		1		0		1	
NB North Access Rd On-ramp	N/A		N/A		N/A		N/A	
NB 380 WB/Airport Blvd On-ramp	N/A		N/A		N/A		N/A	
NB San Bruno Ave On-ramp	0	0	1	2	2	2	1	0
NB SR 380 EB Connector	N/A	N/A	between 1st & 2nd ems		5	5	1st ems	
	7:00		7:15		7:30		7:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	2	2, 0	2	0,0	0	0,0	1	0, 0
SB WB I-380/N Acess Rd On-ramp	1	0	1	0	1	0	3	2
SB San Bruno Ave On-ramp	1	1	1	1	3	1	2	1
NB SFO Domestic On-ramp	1		9		1		10	
NB S Airport Blvd On-ramp	3		0		2		2	
NB North Access Rd On-ramp	N/A		N/A		0		0	
NB 380 WB/Airport Blvd On-ramp	N/A		N/A		0		0	
NB San Bruno Ave On-ramp	0	0	1	1	2	2	1	0
NB SR 380 EB Connector	between 1st & 2nd ems							
	8:00		8:15		8:30		8:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	0	0, 0	0	0,0	1	1, 0	2	1, 0
SB WB I-380/N Acess Rd On-ramp	0	0	0	0	0	0	3	0
SB San Bruno Ave On-ramp	2	0	2	2	1	0	1	1
NB SFO Domestic On-ramp	7		6		3		4	
NB S Airport Blvd On-ramp	0		3		N/A		2	
NB North Access Rd On-ramp	N/A		0		N/A		N/A	
NB 380 WB/Airport Blvd On-ramp	N/A		0		N/A		N/A	
NB San Bruno Ave On-ramp	3	2	2	2	N/A	N/A	1	3
NB SR 380 EB Connector								
	9:00		9:15		9:30		9:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB Produce Ave On-ramp	2	0,0	4	4, 0	4	0,0	0	0,0
SB WB I-380/N Acess Rd On-ramp	1	0	3	1	0	0	0	0
SB San Bruno Ave On-ramp	1	1	1	0	5	4	3	2
NB SFO Domestic On-ramp	11		5		4		4	
NB S Airport Blvd On-ramp	3		1		2		0	
NB North Access Rd On-ramp	N/A		N/A		N/A		N/A	
NB 380 WB/Airport Blvd On-ramp	N/A		N/A		N/A		N/A	
NB San Bruno Ave On-ramp	3	2	1	1	3	0	2	2
NB SR 380 EB Connector								

Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

OBSERVER:
DATE: 3/15
WEATHER:

Location	Queues (Veh)							
	6:00		6:15		6:30		6:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp	0	0	0	0	0	0		
SB SFO Domestic On-ramp	2	2			3	3		
SB Milbrae Blvd loop On-ramp	0				0			
SB Milbrae Blvd diagonal On-ramp	1	1			0	1		
SB E Poplar Ave On-ramp	1				5			
NB Pennisula Ave/Airport Blvd On-ramp	0	1			3	2		
NB Anza Blvd On-ramp	0				1			
NB Milbrae Ave Collector On-ramp	0	1			2	2		
	7:00		7:15		7:30		7:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp	1	1			1	0		
SB SFO Domestic On-ramp	1	1			1	2		
SB Milbrae Blvd loop On-ramp	0				0			
SB Milbrae Blvd diagonal On-ramp	1	1	1		2	3	3	
SB E Poplar Ave On-ramp	2				3			
NB Pennisula Ave/Airport Blvd On-ramp	5	2			10	7		
NB Anza Blvd On-ramp	0				0			
NB Milbrae Ave Collector On-ramp	12	10			12	12		
	8:00		8:15		8:30		8:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp	0	0			0	0		
SB SFO Domestic On-ramp	1	0			1	1		
SB Milbrae Blvd loop On-ramp	0				0			
SB Milbrae Blvd diagonal On-ramp	1	4	5		1	1	1	
SB E Poplar Ave On-ramp	5				1			
NB Pennisula Ave/Airport Blvd On-ramp	14	15			3	1		
NB Anza Blvd On-ramp	0				0			
NB Milbrae Ave Collector On-ramp	6	6			1	1		
	9:00		9:15		9:30		9:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp	0	1			0	0		
SB SFO Domestic On-ramp	0	1			1	0		
SB Milbrae Blvd loop On-ramp	1				0			
SB Milbrae Blvd diagonal On-ramp	0	0	0		1	1	1	
SB E Poplar Ave On-ramp	2				2			
NB Pennisula Ave/Airport Blvd On-ramp	1	1			2	1		
NB Anza Blvd On-ramp	0				0			
NB Milbrae Ave Collector On-ramp	2	3			2	4		

Ramp Observations Tuesday 3/8/16

3:00 PM - 8:00 PM

Ramp: Beatty

Direction: SB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
15:00	0		
15:25	1		
15:45	1		
16:20	0		
17:00	0		
17:45	0		
18:40	1		
19:40	1		

Ramp Observations Tuesday 3/8/16

3:00 PM - 8:00 PM

Ramp: Lagoon

Direction: SB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue

No Queues
All Green for Entire Peak

Ramp Observations Tuesday 3/8/16

3:00 PM - 8:00 PM

Ramp: Airport

Direction: SB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
/ 15:04		6	1
15:28		8	2
15:48		10	2
16:03		14	1
16:23		16	4
16:44		20	3
17:04		24	3
17:27		15	2
17:50		23	4
18:19		16	2
18:42		19	3
19:07		21	2
19:25		14	1
19:43		13	1

Estimated Based on 25'/veh.

Ramp Observations Tuesday 3/8/16

3:00 PM - 8:00 PM

Ramp: Oyster Point

Direction: SB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
15:08	7	8	
15:28	14	14	
15:53 *	21	21	
16:10 *	24	24	
16:31	24	24	
16:53	3	3	
17:13 *	26	26	
17:35 *	21	21	
18:07	7	7	
18:21	1	1	
18:27	7	7	
18:42	1	1	
18:50	1	1	
18:56	5	5	
19:08	2	2	
19:15	1	1	
19:26	0	0	
19:30	1	1	
19:44	2	2	
19:49	0	0	

* Estimated Based on 25'/vehicle

Ramp Observations Tuesday 3/8/16

3:00 PM - 8:00 PM

Ramp: Grand

Direction: NB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
15:06		6	
15:30		2	
15:45		4	
16:08		6	
16:29 *		16	Cleared w/in 3 mins.
16:51		4	
17:12 *		16	Cleared w/in 3 mins.
17:34 *		16	" " "
18:01		20 (Ramp Full)	
18:06		6	
18:26		7	
18:44 *		16	
18:48 *		20 (Ramp Full)	
18:55		5	
19:14		2	
19:28		6	
19:47		5	

* Estimated based on 25 ft./vehicle

All queues contained on ramp for all observed times

Ramp Observations Tuesday 3/8/16

3:00 PM - 8:00 PM

Ramp: Oyster Point

Direction: NB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
15:08	2	3	1
15:33	1	2	0
15:54	3	2	1
16:11	4	5	2
16:33	9	9	3
16:54	6	6	1
17:15	5	5	2
17:38	11	11	2
18:10	4	3	1
18:29	3	3	0
18:57	2	2	0
19:16	9	7	2
19:32	1	1	0
19:51	2	2	0

Ramp Observations Tuesday 3/8/16

3:00 PM - 8:00 PM

Ramp: Sierra Pt.

Direction: NB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
15:10		0	
15:35		0	
15:36		1	
16:14		1	
16:36		0	
16:56		2	
17:18		9	
17:40		2	
18:13		1	
18:31		1	
18:59		2	
19:17		0	
19:33		0	
19:52		0	

Ramp Observations Tuesday 3/8/16

3:00 PM - 8:00 PM

Ramp: Herney

Direction: NB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
15:12	1		
15:36	0		
15:58	0		
16:15		1	
16:37	2		
16:58	0		
17:19	0		
17:41	0		
18:15	0		
18:35	1		
19:00	1		
19:20	0		
19:54	0		

SM101Ramp Metering Study
between Beatty Ave and SR 92

DATE: 3/8
WEATHER: CLOUDY

Location	Queues (Veh)							
	15:00		15:15		15:30		15:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp	1	1			1	1		
SB SFO Domestic On-ramp	1	2			3	2		
SB Milbrae Blvd loop On-ramp	0				0			
SB Milbrae Blvd diagonal On-ramp	1 2	3			1 3	6		
SB E Poplar Ave On-ramp	0				8			
NB Pennisula Ave/Airport Blvd On-ramp	0	0			0	0		
NB Anza Blvd On-ramp	0				3			
NB Milbrae Ave Collector On-ramp	4	4			4	3		
	16:00		16:15		16:30		16:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp	1	0			1	0		
SB SFO Domestic On-ramp	1	0			2	1		
SB Milbrae Blvd loop On-ramp	0				0			
SB Milbrae Blvd diagonal On-ramp	1 4	6			1 6	6		
SB E Poplar Ave On-ramp	7				5			
NB Pennisula Ave/Airport Blvd On-ramp	4	3			4	4		
NB Anza Blvd On-ramp	1				1			
NB Milbrae Ave Collector On-ramp	4	3			2	5		
	17:00		17:15		17:30		17:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp	0	1			1	1		
SB SFO Domestic On-ramp	0	1			0	1		
SB Milbrae Blvd loop On-ramp	0				1			
SB Milbrae Blvd diagonal On-ramp	1 4	6			1 7	7		
SB E Poplar Ave On-ramp	2				3			
NB Pennisula Ave/Airport Blvd On-ramp	9	5			1	1		
NB Anza Blvd On-ramp	1				1			
NB Milbrae Ave Collector On-ramp	20+	20+			7	7		
	18:00		18:15		18:30		18:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp	0	1			1	1		
SB SFO Domestic On-ramp	1	0			0	1		
SB Milbrae Blvd loop On-ramp	1				0			
SB Milbrae Blvd diagonal On-ramp	2 6	7			3 7	7		
SB E Poplar Ave On-ramp	2				2			
NB Pennisula Ave/Airport Blvd On-ramp	2	2			2	3		
NB Anza Blvd On-ramp	1				1			
NB Milbrae Ave Collector On-ramp	5	5			4	5		
	19:00		19:15		19:30		19:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp	1	1			0	0		
SB SFO Domestic On-ramp	0	0			1	0		
SB Milbrae Blvd loop On-ramp	0				0			
SB Milbrae Blvd diagonal On-ramp	3 6	7			2 5	6		
SB E Poplar Ave On-ramp	2				1			
NB Pennisula Ave/Airport Blvd On-ramp	2	2			1	2		
NB Anza Blvd On-ramp	0				0			
NB Milbrae Ave Collector On-ramp	5	5			4	5		

Ramp Observations Wednesday 3/9/16

6:00 AM - 10 AM

Ramp: Harney

Direction: NB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
6:12		1	
6:37		0	
6:56		0	
7:16		1	
7:49		2	
8:30		1	
9:19		2	
9:44		1	

Ramp Observations Wednesday 3/9/16

6:00 AM - 10 AM

Ramp: Sierra Pt.

Direction: NB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
6:10		0	
6:35		0	
6:55		0	
7:08		0	
7:45		0	
8:10		0	
8:23		1	
8:51		1	
9:15		1	
9:42		1	

Ramp Observations Wednesday 3/9/16

6:00 AM - 10 AM

Ramp: Oyster Point

Direction: NB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
6:09	4	5	0
6:33	1	1	1
6:43	2	1	1
7:07	1	1	0
7:41	5	3	2
8:09	2	2	0
8:22	1	2	0
8:41	1	0	0
9:00	0	0	0
9:05		1	0
9:14	4	3	0
9:40	1	0	0
9:54	0	0	0
10:01	0	0	0

Ramp Observations Wednesday 3/9/16

6:00 AM - 10 AM

Ramp: Grand

Direction: NB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
6:07		1	
6:28	No visible queues	from Grand/Airport	I/S
6:30		5	
6:46	No visible queues		
6:49		9	
7:01	No visible queues		
7:03		8	
7:25	No visible queues		
7:28		10	
7:35	No visible queues		
7:38		4	
8:00	No visible queues		
8:06		10	
8:16 *		20 (Ramp Full)	
8:18		4	
8:42	No visible queues		
8:45		1	
9:08	No visible queues		
9:11		2	
9:35 *		20 (Ramp Full)	3 Trucks in queue
9:37		6	
9:56 *		16	
9:59		4	

Estimated based on 25'/vehicle

Ramp Observations Wednesday 3/9/16

6:00 AM - 10 AM

Ramp: Oyster Point

Direction: SB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
6:04	—	—	
6:24	1	1	
6:44	2	2	
6:50	2	1	
7:00	1	2	
7:05	1	2	
7:23	2	3	
7:32	3	3	
7:39	2	2	
8:07	3	3	
8:15	1	1	
8:20	1	1	
8:42	1	1	
8:47	3	1	
9:12	15*		Accident Blocking Right Lane
9:33	1	1	Clear
9:39	0	1	
9:54	1	2	
10:00	0	1	

Estimated Based on 25'/vehicle

Ramp Observations Wednesday 3/9/16

6:00 AM - 10 AM

Ramp: Airport

Direction: SB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
6:03		2	—
6:23		2	—
6:44		6	—
7:06		2	—
7:22		10	3
7:58		6	2
8:14		6	1
8:40		12	4
9:05		4	0
9:33		5	2
9:53		9	0

Ramp Observations Wednesday 3/9/16

6:00 AM - 10 AM

Ramp: Beatty

Direction: SB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue
6:00	2		
6:20	0		
6:40	0		
6:56	2		
7:15	0		
7:51	0		
8:31	2	1	
8:59	1		
9:20	1		
9:46	0		

Ramp Observations Wednesday 3/9/16

6:00 AM - 10 AM

Ramp: Lagoon

Direction: SB

Time	Left Lane Queue (veh)	Right Lane Queue (veh)	HOV Lane Queue

No Queues
All Green for Peak Period

AM

Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

OBSERVER: Kevin Chen
DATE: 3/9/16
WEATHER: Overcast / Light Drizzle / Rain

Location	Queues (Veh)							
	6:00		6:15		6:30		6:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp		1		1		2		2
SB 4th diagonal On-ramp	2	1	3	2	2	3	3	3
EB 92 to SB 101 Connector		3		4	OH Sign	Map		G
SB Fashion Island Blvd On-ramp		3		4		1	2	4
NB Fashion Island Blvd On-ramp		G		G		2		0
NB Kehoe Ave On-ramp		2		2		3		4
NB 3rd/4th Ave loop On-ramp	2	2	3	2	5	1	3	0
	7:00		7:15		7:30		7:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp	☆	G	☆	G			☆	G
SB 4th diagonal On-ramp	☆	G	☆	G			☆	G
EB 92 to SB 101 Connector	G/ Delaware	Map	G/ w/o	Delaware			G/ w/o	Delaware
SB Fashion Island Blvd On-ramp		4		1			2	7
NB Fashion Island Blvd On-ramp		1		1				2
NB Kehoe Ave On-ramp		3		1				3
NB 3rd/4th Ave loop On-ramp	3	10		G				G
	8:00		8:15		8:30		8:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp			☆	G			☆	G
SB 4th diagonal On-ramp			☆	G			☆	G
EB 92 to SB 101 Connector		☆	G/ w/o	Delaware			OH Sign	
SB Fashion Island Blvd On-ramp			2	12			2	10
NB Fashion Island Blvd On-ramp				1				3
NB Kehoe Ave On-ramp				3				1
NB 3rd/4th Ave loop On-ramp				G				G
	9:00		9:15		9:30		9:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp			☆	G		G/0		G/0
SB 4th diagonal On-ramp			☆	G		G/0		G/0
EB 92 to SB 101 Connector			☆	G/16		G/0		G/0
SB Fashion Island Blvd On-ramp				4		5		3
NB Fashion Island Blvd On-ramp			1	3		2		0
NB Kehoe Ave On-ramp				1		1		0
NB 3rd/4th Ave loop On-ramp				G		G		G

☆ Q at merge. Rain a factor, potentially (loop to overpass)

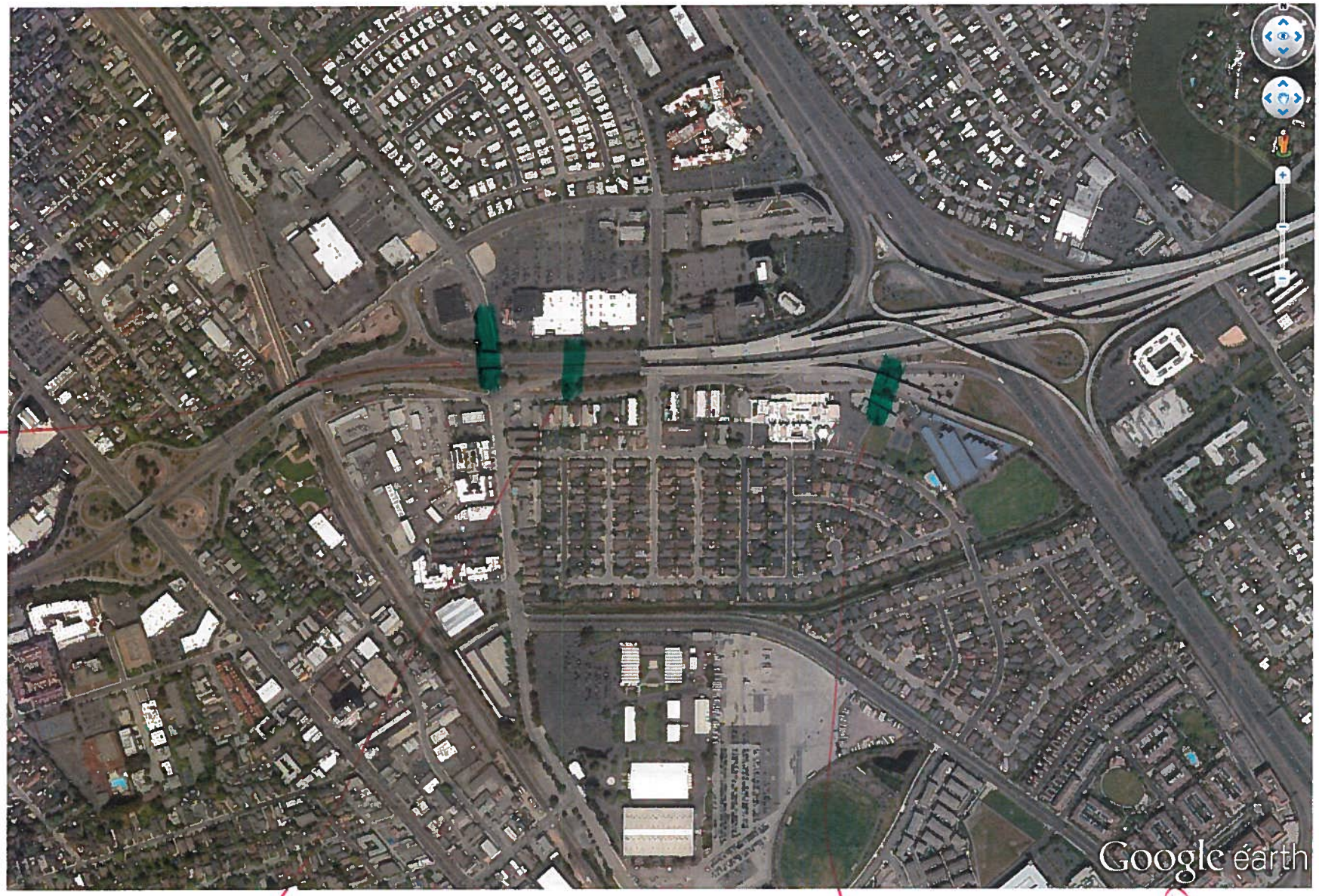
Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

PM

OBSERVER: Kevin Chen
DATE: 3/8/16
WEATHER: Overcast / Light Drizzle

Location	Queues (Veh)							
	15:00 3:05		15:15 3:25		~~15:30~~ 3:43		15:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp		12		8		1		
SB 4th diagonal On-ramp	6	8	3	2	2	2		
EB 92 to SB 101 Connector		0/G		0/G		0/G		
SB Fashion Island Blvd On-ramp		6		1				
NB Fashion Island Blvd On-ramp		2		1		1		
NB Kehoe Ave On-ramp		3		2		4		
NB 3rd/4th Ave loop On-ramp	3	2	2	4	1	3		
	16:00 4:02		16:15		16:30		16:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp		1		1		4		1
SB 4th diagonal On-ramp	1	2	2	3	2	2	2	2
EB 92 to SB 101 Connector		0/G		G		G		G
SB Fashion Island Blvd On-ramp		2		1	1	4	1	8
NB Fashion Island Blvd On-ramp		2		1		3		5
NB Kehoe Ave On-ramp		3		2		2		1
NB 3rd/4th Ave loop On-ramp	3	2	6	4	1	4	8	7
	17:00		17:15		17:30		17:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp		2				2		
SB 4th diagonal On-ramp	2	2			4	3		
EB 92 to SB 101 Connector		14				12		
SB Fashion Island Blvd On-ramp		5				4		
NB Fashion Island Blvd On-ramp		4				3		
NB Kehoe Ave On-ramp		1				1		
NB 3rd/4th Ave loop On-ramp	2	7			7	3		
	18:00		18:15		18:30		18:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp	4	1		1		0		4
SB 4th diagonal On-ramp	3	2	2	2	1	1	2	3
EB 92 to SB 101 Connector		15		7		8		G
SB Fashion Island Blvd On-ramp		2		4		0		1
NB Fashion Island Blvd On-ramp		2		4		1		3
NB Kehoe Ave On-ramp		0		1		0/G		1
NB 3rd/4th Ave loop On-ramp	2	4	4	2	2	1	3	1
	19:00		19:15		19:30		19:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp		2		1		1		0
SB 4th diagonal On-ramp	5	5	1	2	1	1	2	1
EB 92 to SB 101 Connector		G		G		G		G
SB Fashion Island Blvd On-ramp		3		1		0		1
NB Fashion Island Blvd On-ramp		4		0		1		0
NB Kehoe Ave On-ramp		3		2		1		1
NB 3rd/4th Ave loop On-ramp	4	6	3	1	2	1	1	0

AM Peak Period 3/9/16



7:30 AM
8:15 AM

7:10 AM

6:44 AM & 8:45 AM

The EB to SB connector queues are caused by ML congestion since RM was at solid green

AM Peak Period 3/9/16

3rd Avenue/4th Avenue

SB on-ramps from 3rd & 4th,
experienced queuing between 7AM & 9:30AM
Due to ML congestion, RM was @ solid green

3/17/16 AM

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB	600	0/1	N/A	617	1/1	N/A	635	0/1	N/A
Lagoon SB	01		N/A	618	0	N/A	637	9	N/A
Airport SB	606	0/0		623	0/5		641	5/9	
Oyster Pt SB				62	0		642	0/1	
Grand NB			N/A			N/A			N/A
Grand NB	610	10	N/A	5	10	N/A	647	9	N/A
Oyster Pt. SB		1	N/A		1	N/A		1	N/A
Oyster Pt. NB	612	1		625	1/2		648	0/2	
Sierra NB	613	1	N/A	629	1	N/A	649	1	N/A
Harmey NB			N/A			N/A			N/A

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB	653	0/1	N/A	710	6/2	N/A	739	0/1	N/A
Lagoon SB	655	0	N/A	710	0	N/A	740		N/A
Airport SB	700	0/5		717	0/8				
Oyster Pt SB	701	0/2		717	0/0		746	3/2	
Grand NB			N/A			N/A			N/A
Grand NB	704	16	N/A	730	12	N/A	749	17	N/A
Oyster Pt. SB		1	N/A	732	6/6	N/A	753	2/7	N/A
Oyster Pt. NB	707	0/1		734	0/4		755	1/2	
Sierra NB	709	1	N/A	735	1	N/A	756	2	N/A
Harmey NB			N/A			N/A			N/A

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB	759	2/2	N/A	820	0/2	N/A	856	0/1	N/A
Lagoon SB	801	0	N/A	822	2	N/A	857	0	N/A
Airport SB	806	1/5		844	2/11		903	0/8	
Oyster SB	80	1/1		845	2/2		904	0/8	
Grand NB			N/A			N/A			N/A
Grand NB	810	8	N/A	847	8	N/A	916	7	N/A
Oyster Pt. SB	813	1/1	N/A	848	2/2	N/A	918	4/8	N/A
Oyster Pt. NB	815	0/2		850	0/3		920	0/2	
Sierra NB	816	2	N/A	851	1	N/A	921	2	N/A
Harmey NB			N/A			N/A			N/A

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB	928	0/1	N/A	947	0/2	N/A		/	N/A
Lagoon SB	929	0	N/A	940	0	N/A			N/A
Airport SB	934	0/2		955	2/2				
Oyster Pt SB	935	0/9		956	0/2				
Grand NB			N/A			N/A			N/A
Grand NB	941	1	N/A	958	3	N/A			N/A
Oyster Pt. SB	942	0/2	N/A	959	0/0	N/A		/	N/A
Oyster Pt. NB	943	0/1		1001	0/2			/	
Sierra NB	945	1	N/A			N/A			N/A
Harmey NB			N/A			N/A			N/A

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB		/	N/A		/	N/A		/	N/A
Lagoon SB			N/A			N/A			N/A
Airport SB									
Grand NB			N/A			N/A			N/A
Grand NB			N/A			N/A			N/A
Oyster Pt. SB		/	N/A		/	N/A		/	N/A
Oyster Pt. NB		/			/			/	
Sierra NB			N/A			N/A			N/A
Harmey NB			N/A			N/A			N/A

3/16/16 PM

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB	300	0/6	N/A	318	1/1	N/A	340	0/1	N/A
Lagoon SB	302	0	N/A	319	0	N/A	341	0	N/A
Airport SB	6	0/6		323	1/3		345	0/1	
OYSTER SB							346	0/4	
Grand NB			N/A			N/A			N/A
Grand NB		3	N/A	324	1	N/A	352	12	N/A
Oyster Pt. SB		5/5	N/A	330	0/3	N/A		/	N/A
Oyster Pt. NB		0/2		332	0/2		354	0/1	
Sierra NB			N/A	334	3	N/A	356	1	N/A
Harmey NB			N/A			N/A			N/A

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB	400	0/3	N/A		/	N/A	440	1/1	N/A
Lagoon SB	40	0	N/A			N/A	441	0	N/A
Airport SB	40	0/12					448	0/6	
OYSTER SB	4 7	2/5					449	5/10	
Grand NB			N/A			N/A	450	12	N/A
Grand NB	408	FULL (19)	N/A			N/A	454	8	N/A
Oyster Pt. SB	424	22/42	N/A		/	N/A	455	4/12	N/A
Oyster Pt. NB	425	/9			/		457	1/5	
Sierra NB			N/A			N/A	459	2	N/A
Harmey NB			N/A			N/A			N/A

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB	50	0/2	N/A	528	0/1	N/A	604	0/1	N/A
Lagoon SB	0	2	N/A	529	0	N/A	605	0	N/A
Airport SB	511	1/6		536	2/5		611	0/1	
OY	5 2	10/12		537	3/3		613	2/1	
Grand NB			N/A			N/A			N/A
Grand NB	5	12	N/A	554	15	N/A	619	2	N/A
Oyster Pt. SB	522	0/1	N/A	557	4/5	N/A	620	12/8	N/A
Oyster Pt. NB	3	0/5		558	2/11		622	0/9	
Sierra NB		2	N/A	559	1	N/A	624	2	N/A
Harmey NB			N/A			N/A			N/A

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB	628	1/1	N/A	6	0/1	N/A	707	0/2	N/A
Lagoon SB	29	0	N/A	65	0	N/A	708	0	N/A
Airport SB	33	3/4		657	0/7		720	21	
Oyster Point SB	34	4/4		658	0		721	2	
Grand NB			N/A			N/A			N/A
Grand NB	640	6	N/A	701	4	N/A	724	8	N/A
Oyster Pt. SB	642	1/5	N/A	702	3/2	N/A	725	4/4	N/A
Oyster Pt. NB	644	0/1		703	0/1		726	0/3	
Sierra NB	645	1	N/A	705	1	N/A	728	2	N/A
Harmey NB			N/A			N/A			N/A

Ramp	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue	Time	M-F Queue	HOV Queue
Beatty SB	732	2/2	N/A		/	N/A		/	N/A
Lagoon SB	733	0	N/A			N/A			N/A
Airport SB	735	0/1							
Grand NB			N/A			N/A			N/A
Grand NB			N/A			N/A			N/A
Oyster Pt. SB		/	N/A		/	N/A		/	N/A
Oyster Pt. NB		/			/			/	
Sierra NB			N/A			N/A			N/A
Harmey NB			N/A			N/A			N/A

SM101Ramp Metering Study
between Beatty Ave and SR 92

DATE: 3/16
WEATHER:

Location	Queues (Veh)							
	15:00		15:15		15:30		15:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp			1	2			3	1
SB SFO Domestic On-ramp			3	2			1	1
SB Milbrae Blvd loop On-ramp			1				0	
SB Milbrae Blvd diagonal On-ramp			1	1 1			1	1 2
SB E Poplar Ave On-ramp			0				5	
NB Pennisula Ave/Airport Blvd On-ramp			3	2			0	0
NB Anza Blvd On-ramp			0				0	
NB Milbrae Ave Collector On-ramp			2	2			2	2
	16:00		16:15		16:30		16:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp			2	2			1	1
SB SFO Domestic On-ramp			0	3			1	0
SB Milbrae Blvd loop On-ramp			1				0	
SB Milbrae Blvd diagonal On-ramp			1	4 4			1	4 5
SB E Poplar Ave On-ramp			8				2	
NB Pennisula Ave/Airport Blvd On-ramp			4	3			1	1
NB Anza Blvd On-ramp			0				0	
NB Milbrae Ave Collector On-ramp			6	5			7	12
	17:00		17:15		17:30		17:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp			1	1			1	2
SB SFO Domestic On-ramp			1	1			1	1
SB Milbrae Blvd loop On-ramp			1				0	
SB Milbrae Blvd diagonal On-ramp			1	1 1			1	2 1
SB E Poplar Ave On-ramp			2				2	
NB Pennisula Ave/Airport Blvd On-ramp			2	2			3	2
NB Anza Blvd On-ramp			0				0	
NB Milbrae Ave Collector On-ramp			18	16			14	16
	18:00		18:15		18:30		18:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp			1	0			0	0
SB SFO Domestic On-ramp			0	1			0	1
SB Milbrae Blvd loop On-ramp			1				0	
SB Milbrae Blvd diagonal On-ramp			2	4 5			1	5 5
SB E Poplar Ave On-ramp			1				1	
NB Pennisula Ave/Airport Blvd On-ramp			4	4			2	3
NB Anza Blvd On-ramp			0				0	
NB Milbrae Ave Collector On-ramp			3	2			5	2
	19:00		19:15		19:30		19:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp			0	0			0	0
SB SFO Domestic On-ramp			1	0			0	0
SB Milbrae Blvd loop On-ramp			1	4 4			0	
SB Milbrae Blvd diagonal On-ramp			1				1	4 4
SB E Poplar Ave On-ramp			2	1			0	
NB Pennisula Ave/Airport Blvd On-ramp			0				1	2
NB Anza Blvd On-ramp			0				0	
NB Milbrae Ave Collector On-ramp			2	0			1	1

Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

OBSERVER:
DATE: 3/17.
WEATHER:

Location	Queues (Veh)							
	6:00		6:15		6:30		6:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp			0	0			0	0
SB SFO Domestic On-ramp			1	1			0	1
SB Milbrae Blvd loop On-ramp			0				0	
SB Milbrae Blvd diagonal On-ramp			0	1 1			0 0	1
SB E Poplar Ave On-ramp			3				7	
NB Pennisula Ave/Airport Blvd On-ramp			1	1			2	1
NB Anza Blvd On-ramp			0				0	
NB Milbrae Ave Collector On-ramp			1	1			8	8
	7:00		7:15		7:30		7:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp			0	0			0	0
SB SFO Domestic On-ramp			1	1			0	1
SB Milbrae Blvd loop On-ramp			0				1	
SB Milbrae Blvd diagonal On-ramp			0	3 3			0 0	0
SB E Poplar Ave On-ramp			5				6	
NB Pennisula Ave/Airport Blvd On-ramp			3	1			20	20
NB Anza Blvd On-ramp			0				3	4
NB Milbrae Ave Collector On-ramp			3	2				
	8:00		8:15		8:30		8:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp			1	0			0	0
SB SFO Domestic On-ramp			0	1			0	0
SB Milbrae Blvd loop On-ramp			1				0	
SB Milbrae Blvd diagonal On-ramp			0	3 2			0	1 3
SB E Poplar Ave On-ramp			4				2	
NB Pennisula Ave/Airport Blvd On-ramp			8	5			8	8
NB Anza Blvd On-ramp			0				0	
NB Milbrae Ave Collector On-ramp			3	2			1	2
	9:00		9:15		9:30		9:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB SFO International On-ramp			0	0			0	0
SB SFO Domestic On-ramp			1	0			0	0
SB Milbrae Blvd loop On-ramp			0				0	
SB Milbrae Blvd diagonal On-ramp			1	1 1			1	0 1
SB E Poplar Ave On-ramp			1				1	
NB Pennisula Ave/Airport Blvd On-ramp			2	2			2	2
NB Anza Blvd On-ramp			0				0	
NB Milbrae Ave Collector On-ramp			2	3			1	2

Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

OBSERVER: CHUNG
DATE: 3/17/16
WEATHER: CLEAR

Location	Queues (Veh)							
	6:00		6:15		6:30		6:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp		ϕ		1		1		
SB 4th diagonal On-ramp	1	1	ϕ	1	ϕ	ϕ		
EB 92 to SB 101 Connector		2		21		26		
Fashion Island Blvd On-ramp		ϕ		ϕ		4		
NB Fashion Island Blvd On-ramp			ϕ			ϕ		1
NB Kehoe Ave On-ramp		ϕ	1			ϕ		2
NB 3rd/4th Ave loop On-ramp	ϕ	ϕ	4	ϕ	3	2	3	1
	7:00		7:15		7:30		7:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp								
SB 4th diagonal On-ramp								
EB 92 to SB 101 Connector								
Fashion Island Blvd On-ramp		ϕ		6		ϕ		ϕ
NB Fashion Island Blvd On-ramp		2		ϕ				
NB Kehoe Ave On-ramp		ϕ		ϕ		ϕ		
NB 3rd/4th Ave loop On-ramp			7	ϕ				
	8:00		8:15		8:30		8:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp								
SB 4th diagonal On-ramp								
EB 92 to SB 101 Connector		G*		G**		G**		
Fashion Island Blvd On-ramp				3		20		
NB Fashion Island Blvd On-ramp		ϕ				2		ϕ
NB Kehoe Ave On-ramp		1				1		1
NB 3rd/4th Ave loop On-ramp								
	9:00		9:15		9:30		9:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp								
SB 4th diagonal On-ramp								
EB 92 to SB 101 Connector								
Fashion Island Blvd On-ramp		5						
NB Fashion Island Blvd On-ramp				1				
NB Kehoe Ave On-ramp								
NB 3rd/4th Ave loop On-ramp								

*Caps slow on connector due to congestion on ML - RM resting on green
** Congestion thru weaving section on EB 92 - RM resting on green

Ramp Meter On-ramp Observation Sheet
SM101Ramp Metering Study
between Beatty Ave and SR 92

OBSERVER: CHUNG
DATE: 3/16/16
WEATHER: CLEAR

Location	Queues (Veh)							
	15:00		15:15		15:30		15:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp				1		2		3
SB 4th diagonal On-ramp			4	2	3	3	3	1
EB 92 to SB 101 Connector			6					
Fashion Island Blvd On-ramp				ϕ				
NB Fashion Island Blvd On-ramp								2
NB Kehoe Ave On-ramp								1
NB 3rd/4th Ave loop On-ramp	3	ϕ			4	1	2	1
	16:00		16:15		16:30		16:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp								2
SB 4th diagonal On-ramp							ϕ	ϕ
EB 92 to SB 101 Connector		6						6
Fashion Island Blvd On-ramp		2		1				
NB Fashion Island Blvd On-ramp				2				6
NB Kehoe Ave On-ramp				ϕ				ϕ
NB 3rd/4th Ave loop On-ramp			11	2			4	2
	17:00		17:15		17:30		17:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp						2		ϕ
SB 4th diagonal On-ramp						ϕ		ϕ
EB 92 to SB 101 Connector						ϕ		
Fashion Island Blvd On-ramp						6		
NB Fashion Island Blvd On-ramp				2				1
NB Kehoe Ave On-ramp				ϕ				ϕ
NB 3rd/4th Ave loop On-ramp			14*	20*			ϕ	ϕ
	18:00		18:15		18:30		18:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp				4		1		
SB 4th diagonal On-ramp			1	4	3	3		
EB 92 to SB 101 Connector		1		9				26
Fashion Island Blvd On-ramp		1		ϕ				4
NB Fashion Island Blvd On-ramp		6						
NB Kehoe Ave On-ramp				ϕ				
NB 3rd/4th Ave loop On-ramp			2	7	14	ϕ		
	19:00		19:15		19:30		19:45	
	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV	Lt SOV	Rt SOV
SB 3rd loop On-ramp								
SB 4th diagonal On-ramp								
EB 92 to SB 101 Connector								
Fashion Island Blvd On-ramp								
NB Fashion Island Blvd On-ramp				2				
NB Kehoe Ave On-ramp				ϕ				
NB 3rd/4th Ave loop On-ramp			5	2				

* Ramp full

Appendix F:
Mainline Vehicle Hours of Delay Calculations

NB AM Mainline Delay Calculation

			Change in Delay
Travel Time Free Flow (hours)	0.22		
Travel Time "Before" (hours)	0.293333		
Travel Time "After" (hours)	0.261667		
Delay Before	0.073333	2288.623	
Delay After	0.041667	1300.354	-988.2691667
Flow	31208.5		

NB PM Mainline Delay Calculation

Travel Time Surveys:

			Change in Delay
Travel Time Free Flow (hours)	0.22		
Travel Time "Before" (hours)	0.265		
Travel Time "After" (hours)	0.273333		
Delay Before	0.045	1503.765	
Delay After	0.053333	1782.24	278.475
Flow	33417		

INRIX Data

			Change in Delay
Travel Time Free Flow (hours)	0.22		
Travel Time "Before" (hours)	0.343333		
Travel Time "After" (hours)	0.31		
Delay Before	0.123333	4121.43	
Delay After	0.09	3007.53	-1113.9
Flow	33417		

SB AM Mainline Delay Calculation

			Change in Delay
Travel Time Free Flow (hours)	0.227692		
Travel Time "Before" (hours)	0.34		
Travel Time "After" (hours)	0.308333		
Delay Before	0.112308	3369.877	
Delay After	0.080641	2419.694	-950.1820833
Flow	30005.75		

SB PM Mainline Delay Calculation

			Change in Delay
Travel Time Free Flow (hours)	0.227692		
Travel Time "Before" (hours)	0.291667		
Travel Time "After" (hours)	0.28		
Delay Before	0.063974	1996.544	
Delay After	0.052308	1632.445	-364.0991667
Flow	31208.5		