

# **ATTACHMENT 1**

## **TRAFFIC IMPACT ANALYSIS**

**TRAFFIC IMPACT ANALYSIS**  
**FOR**  
**MOORETOWN RANCHERIA TRANSPORTATION PLAN**  
Butte, CA

***EXISTING CONDITIONS REPORT***

Prepared For:

**Local Government Commission**  
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October 31, 2007

4520-001

Mooretown Rancheria.rpt

***KD Anderson & Associates, Inc.***

Transportation Engineers

**TRAFFIC IMPACT ANALYSIS FOR  
MOORETOWN RANCHERIA TRANSPORTATION PLAN  
Butte County, CA**

***EXISTING CONDITIONS REPORT***

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October 31, 2007

***KDA***

**TRAFFIC IMPACT ANALYSIS FOR  
MOORETOWN RANCHERIA TRANSPORTATION PLAN  
Butte County, CA**

***EXISTING CONDITIONS REPORT***

**INTRODUCTION**

This report summarizes the first phase of **KD Anderson & Associates, Inc.** analysis of the potential short term and long term traffic impacts associated with development within the **Mooretown Rancheria** in Butte County, California. The Rancheria is currently the home to Feather Falls Casino, as well as tribal residences and support facilities. The Mooretown Rancheria is located immediately east of Lower Wyandotte Road in rural Butte County approximately three miles east of State Route 70 and three miles outside of the City of Oroville.

**Study Scope.** The purpose of the overall analysis is to present an assessment of potential project specific and cumulative traffic impacts associated with development at the Rancheria and to suggest feasible measures for mitigating identified impacts. The first phase of the analysis has been summarized in this report and includes evaluation of existing circulation conditions in the area based on current weekday p.m. peak hour and Saturday evening traffic. Under later analysis phases the characteristics of planned development will be determined, including estimated trip generation, directional distribution, and assignment of the project traffic. By superimposing project trips onto existing traffic volumes, the impacts of project traffic on the operating conditions of streets and intersections in the area will be identified.

The subsequent analysis report will also consider the impacts of the project within the context of two cumulative traffic conditions based on 1) short term future conditions assuming development of other approved projects, and 2) future traffic volume forecasts developed using the BCAG countywide travel demand forecasting model for year 2030 conditions.

## **EXISTING SETTING**

This report section describes current traffic volume levels and accompanying traffic operations on the roadways and intersections within the study area.

### **Existing Street System**

Regional access to Mooretown Rancheria is via County roads that link the site with State Route 70 to the west of the site and with State Route 162 through Oroville.

**State Route 70.** State Route 70 (SR 70) is the primary route linking Oroville with the Sacramento metropolitan area to the south. This route extends from Sacramento through Marysville to Oroville before continuing northeasterly to US 395 in Nevada. Today SR 70 is a two lane rural road in the area where routes to Mooretown Rancheria access the state highway. SR 70 widens to a multi-lane controlled access freeway through the City of Oroville. The 2005 Butte County Regional Transportation Plan (RTP) notes that widening SR 70 to 4 lanes from SR 162 in Oroville to Ophir Road with construction of an interchange at the Ophir Road intersection is one of 14 listed priorities.

The volume of traffic on SR 70 varies along its length. Today the California Department of Transportation (Caltrans) reports that SR 70 carries an *Average Annual Daily Traffic (AADT)* volume of 12,900 vehicles per day in the area of the Ophir Road intersection.

**Ophir Road** is a major road that links the Mooretown Rancheria with SR 70. Ophir Road originates at an unsignalized intersection on the state highway and continues east for approximately 3 miles to a signalized intersection with Lower Wyandotte Road just west of the Rancheria. Today Ophir Road is a two lane rural highway. Traffic counts by Butte County in 2001 indicated that Ophir Road carries approximately 6,500 vehicles per day in the area between SR 70 and Lower Wyandotte Road.

**Lower Wyandotte Road** provides direct access to the Rancheria. Lower Wyandotte Road extends south from an intersection on SR 162 in Oroville for approximately 3 miles to the Rancheria before continuing another three miles to its terminus at Foothill Blvd in the community of Wyandotte. Lower Wyandotte Road is a major two lane road, and Butte County traffic counts made in 2003 indicated that the road carries 6,600 vehicles per day north of the Ophir Road intersection.

Various local roads link portions of the Rancheria with Lower Wyandotte Road.

**Alverda Drive** is the primary access to the non-casino portions of the Rancheria, although traffic counts suggest that it is also used by some casino guests. Alverda Drive extends east as a two lane road from an unsignalized intersection on Lower Wyandotte Road to an all-way stop controlled intersection with the Feather Falls Access Road. Alverda Drive continues east from that intersection through the entrance to the main casino parking lot to Lorene Court.

**Feather Falls Access Road** is the designated entrance to the Casino. This two lane road begins at an intersection on Lower Wyandotte Road east of Alverda Drive and continues north along the RV campground access to Alverda Drive.

**Pano Lane, Concow Maidu Drive and Majhi Lane** are two lane local streets that serve the Rancheria's residential area north of Alverda Drive.

### **Traffic Count Program**

An extensive traffic count program was conducted to provide a basis for evaluating current traffic operations and also for estimating future traffic volumes.

**Daily Traffic Counts** were made on key roads over a 7 day period at ten (10) locations identified in Table 1. These counts were broken down by hour to separate traffic volumes occurring during normal daylight hours from the volumes associated with peak casino activity. (The counts are included in the Appendix.)

**Intersection Turning Movement Counts** were made at the times when peak traffic volumes occurred in order to identify travel patterns and to provide a basis for evaluating the operating Level of Service at important locations. Weekday (Friday) p.m. (4:00 to 6:00 p.m.) peak hour intersection turning movement counts were made at five (5) intersections. These counts would be representative of "worst case" weekday conditions. Weekend (Saturday Night) counts were made at these intersections before a show (6:00 to 8:00 p.m.) and after a show (9:00 to 11:00 p.m.).

**Pedestrian Volume** counts were also made at the casino entrance during the Saturday peak hour intersection counts.

**Daily Traffic Volume Counts.** The results of the machine traffic counts collected during the week of Tuesday September 25<sup>th</sup> to Monday October 1<sup>st</sup> 2007 are included in the appendix to this report, and key statistics from that data are presented in Table 1.

While it is likely that the volume of traffic on these roads may vary somewhat throughout the year, review of this information yields the following conclusions:

- The volume on Lower Wyandotte Road is higher on weekdays than on weekends, even with the traffic being generated by Feather Falls Casino.
- The weekday volumes on the Rancheria's roads that link the site with Lower Wyandotte Road are also similar too but slightly higher than the observed weekend volumes.

**TABLE 1  
DAILY TRAFFIC VOLUME COUNTS**

Road	From	To	Weekday (Monday thru Friday)			Weekend (Saturday thru Sunday)		
			Daily Volume	Highest Hour Volume	Time	Daily Volume	Highest Hour	
							Volume	Hour
Lower Wyandotte Road	Upper Palermo Rd	Pano Lane	7,112	650	7:30 am	5,343	488	5:00 p.m. Sunday
	Pano Lane	Alverda Drive	9,304	869	4:45 pm	7,894	727	5:30 p.m. Sunday
	Alverda Drive	Feather Falls Access	6,550	628	5:00 pm	5,772	507	5:00 p.m. Sunday
Pano Lane	Feather Falls Access	Iron Horse Road	4,058	349	4:45 pm	3,070	253	4:45 p.m. Sunday
	Lower Wyandotte Road	Concow Maidu Dr	366	39	2:30 pm	320	35	7:45 p.m. Saturday
Alverda Drive	Lower Wyandotte Road	Concow Maidu Dr	2,772	247	6:00 pm	2,448	244	5:30 p.m. Sunday
	Feather Falls Access	Main Parking Lot	3,116	363	8:15 pm	3,059	336	6:00 p.m. Sunday
	Main Parking lot	Lorene Court	736	71	3:15 pm	693	58	2:00 p.m. Saturday
Feather Falls Access	Lower Wyandotte Rd	Campground	4,001	436	4:45 pm	3,742	417	5:15 p.m. Sunday
	Campground	Alverda Drive	3,977	436	4:45 pm	3,652	415	5:15 p.m. Sunday

**KDA**

**Peak Hour Intersection Traffic Counts.** Turning movement counts were conducted at study intersections on Friday September 28<sup>th</sup> and Saturday September 29<sup>th</sup>, 2007. The hours selected for these counts were selected before the daily count program was conducted and were intended to capture the typical weekday peak hour and the peak periods before and after a Saturday night event. Figure 1 presents the results of these counts.

While this data will subsequently be used for calculation of intersection operating Levels of Service, review of this data does yield the following conclusions.

- During these peak hours, close to 90% of the traffic arriving at the Rancheria is from the west on Lower Wyandotte Road.
- Entering traffic during these peak hours typically uses the Feather Fall Access (80%) rather than Alverda Drive (20%) even though they drive past the Alverda Drive entrance, but more than half of the exiting traffic uses Alverda Drive to reach Lower Wyandotte Road.

**Pedestrian Counts.** The number of pedestrians crossing local streets was counted during the peak hour traffic volume counts. On the weekend evenings that these observations were made, there was very little pedestrian activity at any location except for the main Casino access intersection on Alverda Drive. At this intersection 422 and 455 pedestrians were observed crossing Alverda Drive during the highest volume hour before and after the show, respectively.

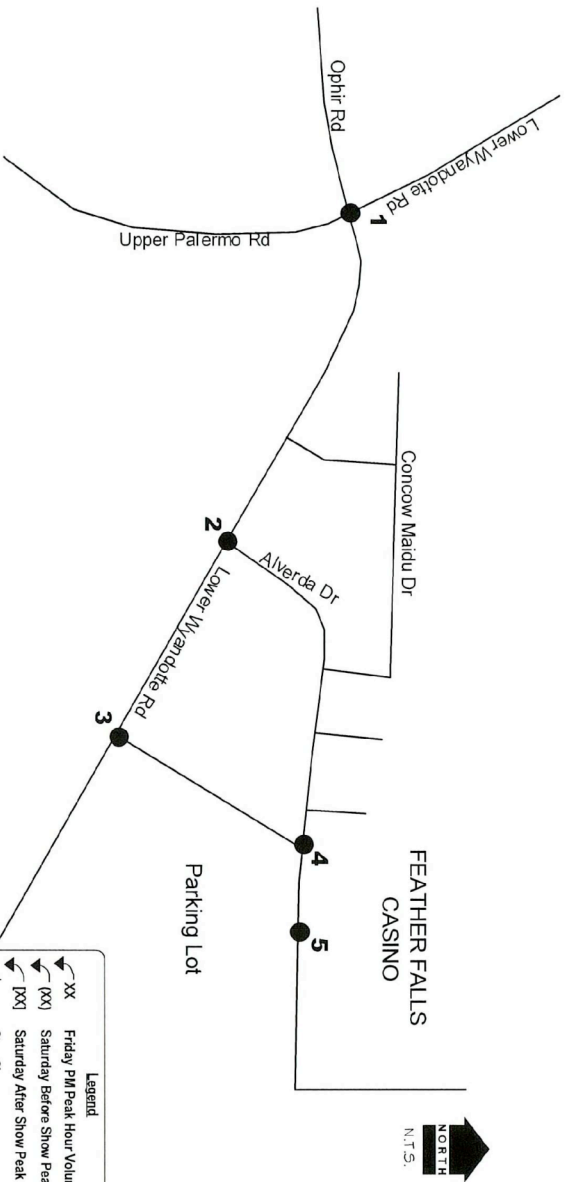
**TABLE 2  
PEDESTRIAN COUNTS**

Location	Direction	Number of Pedestrians per hour - Saturday	
		Before Show	After Show
Main Entrance	Across Alverda Drive	422	455

This pedestrian activity was observed on Saturday night by the consultant, and the following initial conclusions were made:

- There is a well marked crosswalk across Alverda Drive at the Casino Entrance and 90% of the pedestrians crossing Alverda Drive used this crosswalk.
- However, before or after crossing Alverda Drive, nearly all of the pedestrians parking in the western half of the main parking lot “jay-walk” across the throat of the driveway approaching the intersection.
- To a high degree, this pedestrian pattern results from the layout of the parking lot, which has a main aisle that is connected to the throat of the entrance in very close proximity to Alverda Drive.
- Jaywalking pedestrians create conflicts with both entering and exiting vehicles, particularly with arriving vehicles that are making right turns into the parking lot. However, because this right turning traffic proceeds slowly, drivers generally had time to stop for pedestrians.





**Legend**

- XX Friday PM Peak Hour Volume
- (XX) Saturday Before Snow Peak Hour Volume
- (XX) Saturday After Snow Peak Hour Volume
- Stop Sign
- Signalized Intersection

<b>1</b>	Lower Wyandotte Rd/Ophir Rd	<b>2</b>	Lower Wyandotte Rd/Alverda Dr	<b>3</b>	Lower Wyandotte Rd/Feather Falls	<b>4</b>	Alverda Dr/Feather Falls	<b>5</b>	Alverda Dr/Parking Lot
	<p>Northbound:</p> <p>Left: [42] (108) [59] →</p> <p>Thru: [25] (72) [92] →</p> <p>Right: [23] (11) [25] →</p> <p>Southbound:</p> <p>Left: [111] (69) [54] ←</p> <p>Thru: [131] (114) [143] ←</p> <p>Right: [34] (23) [24] ←</p> <p>Westbound:</p> <p>Left: [63] (30) [50] ←</p> <p>Thru: [106] (192) [290] ←</p> <p>Right: [91] (42) [26] ←</p> <p>Eastbound:</p> <p>Left: [14] (14) [3] ←</p> <p>Thru: [69] (56) [33] ←</p> <p>Right: [52] (38) [25] ←</p>		<p>Northbound:</p> <p>Left: [3] (1) [2] ←</p> <p>Thru: [161] (132) [39] ←</p> <p>Right: [117] (72) [101] ←</p> <p>Southbound:</p> <p>Left: [12] (37) [79] ←</p> <p>Right: [156] (274) [401] ←</p>		<p>Northbound:</p> <p>Left: [17] (14) [18] ←</p> <p>Thru: [45] (20) [8] ←</p> <p>Right: [100] (59) [31] ←</p> <p>Southbound:</p> <p>Left: [135] (175) [237] ←</p> <p>Right: [152] (100) [164] ←</p>		<p>Northbound:</p> <p>Left: [26] (45) [65] ←</p> <p>Thru: [51] (30) [33] ←</p> <p>Right: [23] (22) [30] ←</p> <p>Southbound:</p> <p>Left: [14] (12) [31] ←</p> <p>Thru: [111] (32) [53] ←</p> <p>Right: [0] (3) [3] ←</p> <p>Westbound:</p> <p>Left: [46] (18) [24] ←</p> <p>Thru: [48] (174) [103] ←</p> <p>Right: [248] (174) [103] ←</p>		<p>Northbound:</p> <p>Left: [3] (3) [3] ←</p> <p>Thru: [21] (9) [24] ←</p> <p>Right: [15] (5) [4] ←</p> <p>Southbound:</p> <p>Left: [31] (40) [58] ←</p> <p>Thru: [26] (22) [47] ←</p> <p>Right: [111] (203) [258] ←</p> <p>Westbound:</p> <p>Left: [2] (2) [7] ←</p> <p>Thru: [16] (3) [128] ←</p> <p>Right: [2] (8) [121] ←</p>

**EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS**

KJ Anderson & Associates, Inc.  
Transportation Engineers  
4524-001 VSD      10/31/2007

figure 1



## **Level of Service: Methodology and Standards**

To quantitatively evaluate traffic conditions and to provide a basis for comparison of operating conditions with and without project generated traffic, "Levels of Service" were determined at study area intersections and on individual roadway segments.

"Level of Service" (LOS) is a quantitative measure of traffic operating conditions whereby a letter grade "A" through "F" is assigned to an intersection. LOS "A" through "F" represents progressively worsening traffic conditions. The characteristics associated with the various LOS for intersections are presented in Table 1.

The Butte County General Plan Circulation Element establishes the allowable Level of Service standard for public roads, and this measure could be applicable to roads on the Rancheria itself. The desirable Level of Service is LOS "C".

Levels of Service were calculated for different intersection control types and roadway segments using the applicable methodology contained in the 2000 Highway Capacity Manual, as well as information contained in the *Butte County General Plan Update 2030 Setting and Trends* using the procedures outlined as follows:

It is important to recognize, however, that these thresholds deal with the flow of traffic and the ability of the road to accommodate projected traffic volumes at desired speeds with minimal delay. Other factors may come into play on residential streets where the quality of life for Rancheria residents may be affected at much lower traffic volumes.

**Signalized Intersections.** Procedures used for calculating Levels of Service at signalized intersections are as presented in the Highway Capacity Manual, 2000 edition. In addition to traffic volume, these procedures make use of geometric information and traffic signal timing data to estimate delay by approach and overall delay.

**Unsignalized Intersections.** The procedure for calculating the Level of Service at unsignalized intersections is based on the relative availability of gaps in traffic and the delay experienced for each movement that must yield the right-of-way. The number of gaps is related to delay and is a function of the volume and speed of conflicting traffic, type of control (stop or yield), and qualitative intersection geometrics. Like signalized intersections where overall traffic operation is described by one Level of Service grade, a Level of Service is calculated for the intersection but can also be calculated for each movement yielding the right-of-way to others. Levels of Service at unsignalized intersections controlled by side street stops are indicative of the magnitude of the delay incurred by motorists turning at the intersection.

**TABLE 3  
LEVEL OF SERVICE DEFINITIONS**

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay $\leq$ 10.0 sec	Little or no delay. Delay $\leq$ 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay $>$ 10.0 sec and $\leq$ 20.0 sec	Short traffic delays. Delay $>$ 10 sec/veh and $\leq$ 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay $>$ 20.0 sec and $\leq$ 35.0 sec	Average traffic delays. Delay $>$ 15 sec/veh and $\leq$ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay $>$ 35.0 sec and $\leq$ 55.0 sec	Long traffic delays. Delay $>$ 25 sec/veh and $\leq$ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay $>$ 55.0 sec and $\leq$ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay $>$ 35 sec/veh and $\leq$ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay $>$ 80.0 sec	Intersection blocked by external causes. Delay $>$ 50 sec/veh	Forced flow, breakdown.

Sources: 2000 Highway Capacity Manual.

While the unsignalized Level of Service may indicate very long delays (i.e., LOS "E") traffic conditions are generally not assumed to be unacceptable unless a significant number of motorists are delayed. For this analysis, the satisfaction of traffic signal warrants has been used to suggest the significance of unsignalized Level of Service. Meeting signal warrants signifies that an intersection has unacceptable operating conditions, but it does not mean that installation of a signal is the only way to mitigate those conditions. It is often possible to improve an intersection with additional lanes or improved geometrics so that signalization is not necessary. The signal warrant criteria employed for this study are those presented in the California Edition of the Manual of Uniform Traffic Control Devices (CMUTCD)

**Level of Service based on Roadway Segment Traffic Volume.** For planning purposes, it is also possible to suggest the general Level of Service that is likely to occur on roadways based on the observed traffic volumes. The Transportation and Circulation section of *Butte County General Plan Update 2030 Setting and Trends* presents guidelines for identifying Levels of Service based on the

Butte County Association of Governments (BCAG) regional travel demand forecasting model. These guidelines make use of peak hour roadway segment traffic volumes. These guidelines are presented in Table 4. As shown, the upper limit of LOS C for minor 2-lane rural highway like Lower Wyandotte Road is 680 vehicles per hour.

**TABLE 4  
ROADWAY SEGMENT LEVEL OF SERVICE THRESHOLDS**

Road Type	Peak Hour Traffic Volume					
	A	B	C	D	E	F
Minor 2 Lane Highway	< 90	90-200	200-680	680-1,410	1,410-1,740	>1,740

As noted previously, these volume thresholds are reflective of roadway capacity. Local residents and pedestrians may view volumes at the upper end of the LOS range as being unacceptable due to traffic noise, delays in access, etc. Tribal representatives will need to consider these issues and identify preferred traffic volume levels for internal streets.

**Current Levels of Service**

Current operating Levels of Service have been calculated using the identified thresholds and methodologies as the basis.

**Intersection Level of Service.** Table 5 summarizes the results of intersection Level of Service calculations and traffic signal warrant analysis. As shown, all of the study intersections deliver Levels of Service that are LOS B or better. None of the intersections carry traffic volumes that would warrant the installation of traffic signals.

**Roadway Level of Service.** Table 6 presents the daily and peak hour traffic volumes counted on study area roads and notes the Level of Service associated with each volume. As shown, the Level of Service on the portion of Lower Wyandotte Road west of Alverda Drive reaches LOS D during the peak hours, but other segments and other streets operate at LOS C or better.

**TABLE 5  
PEAK HOUR INTERSECTION LEVEL OF SERVICE**

Intersection	Control	Peak Hour Level of Service								Signal Warranted?
		Friday Peak Hour		Saturday						
		Average Delay (sec)	LOS	Before Show		After Show				
				Average Delay (sec)	LOS	Average Delay (sec)	LOS			
Lower Wyandotte Rd / Ophir Rd / Palermo Rd	Signal	17.8 sec	B	17.0 sec	B	13.8 sec	B	Not applicable		
Lower Wyandotte Road / Alverda Dr SB left turn WB left+right turn	SB Stop	7.8 sec 10.1 sec	A B	7.6 sec 9.4 sec	A A	7.5 sec 9.7 sec	A A	No		
Lower Wyandotte Rd / Feather Falls Access SB left turn WB left+right turn	SB Stop	8.1 sec 11.0 sec	A B	7.7 sec 9.8 sec	A A	7.4 sec 9.5 sec	A A	No		
Alverda Drive / Feather Falls Access	All-way stop	10.0 sec	B	8.3 sec	A	8.4 sec	A	No		
Alverda Drive / Main Parking WB left+through+right turn NB left+through+right turn	NIB Stop	7.8 sec 13.6 sec	A B	7.7 sec 12.8 sec	A B	7.8 sec 13.5 sec	A B	No		

**TABLE 6  
LEVELS OF SERVICE ON ROADWAYS**

Road	From	To	Weekday (Monday thru Friday)			Weekend (Saturday thru Sunday)		
			Daily Volume	Highest Hour		Daily Volume	Highest Hour	
				Volume	LOS		Volume	Volume
Lower Wyandotte Road	Upper Palermo Road	Pano Lane	7,112	650	C	5,343	488	C
	Pano Lane	Alverda Drive	9,304	869	D	7,894	727	D
	Alverda Drive	Feather Falls Access	6,550	628	C	5,772	507	C
Pano Lane	Feather Falls Access	Iron Horse Road	4,058	349	C	3,070	253	C
	Lower Wyandotte Road	Concow Maidu Drive	366	39	A	320	35	A
Alverda Drive	Lower Wyandotte Road	Concow Maidu Drive	2,772	247	C	2,448	244	C
	Feather Falls Access	Main Parking Lot	3,116	363	C	3,059	336	C
	Main Parking Lot	Lorene Court	736	71	A	693	58	A
Feather Falls Access	Lower Wyandotte Road	Campground	4,001	436	C	3,742	417	C
	Campground	Alverda Drive	3,977	436	C	3,652	415	C

## TECHNICAL APPENDIX

### Traffic Counts

4526-001

ALL TRAFFIC DATA, INC.  
 (916) 771-8700  
 FAX 786-2879

File Name : F-F.ACCESS-WYDOT-FRI  
 Site Code : 00000000  
 Start Date : 9/28/2007  
 Page No : 1 **FR**

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Groups Printed - Unshifted

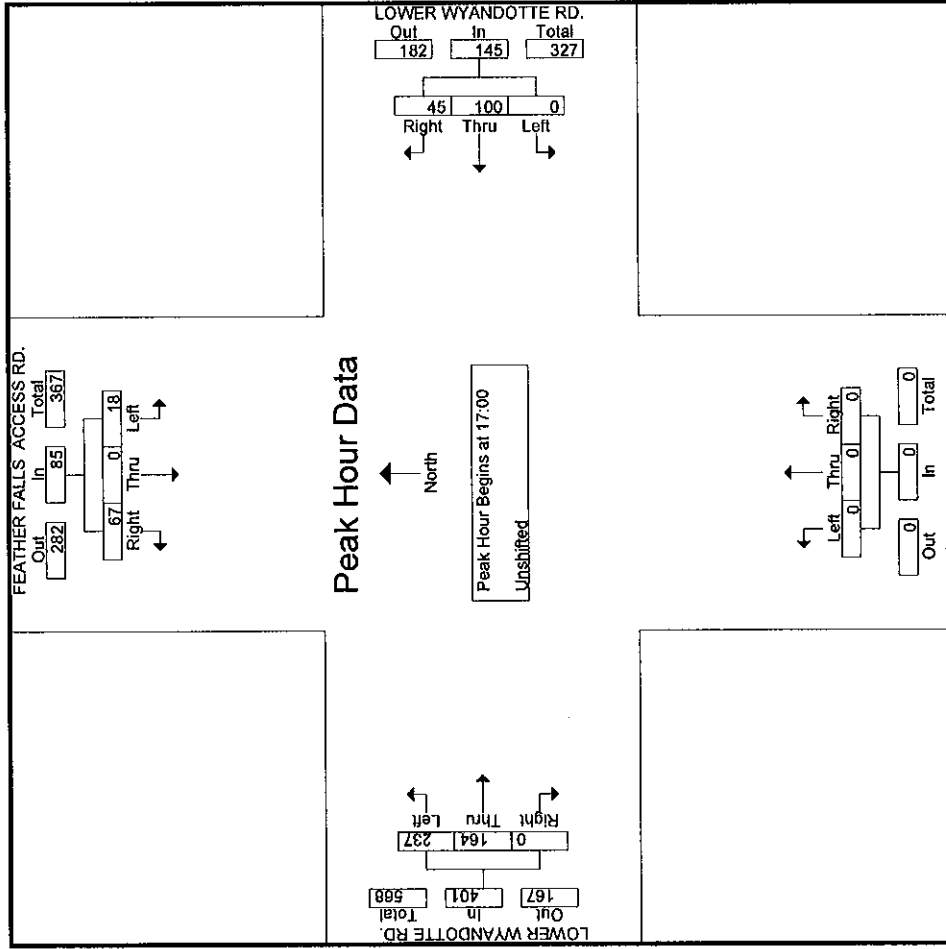
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	Southbound			Westbound			Northbound			Eastbound			Northbound			Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	7	0	23	30	0	23	5	28	0	0	0	0	26	43	0	69	127	
16:15	2	0	15	17	0	19	2	21	0	0	0	0	42	40	0	82	120	
16:30	4	0	16	20	0	20	7	27	0	0	0	0	36	49	0	85	132	
16:45	4	0	14	18	0	26	6	32	0	0	0	0	48	42	0	90	140	
Total	17	0	68	85	0	88	20	108	0	0	0	0	152	174	0	326	519	
17:00	5	0	12	17	0	24	11	35	0	0	0	0	38	49	0	87	139	
17:15	5	0	15	20	0	22	10	32	0	0	0	0	52	49	0	101	153	
17:30	4	0	29	33	0	25	13	38	0	0	0	0	68	34	0	102	173	
17:45	4	0	11	15	0	29	11	40	0	0	0	0	79	32	0	111	166	
Total	18	0	67	85	0	100	45	145	0	0	0	0	237	164	0	401	631	
Grand Total	35	0	135	170	0	188	65	253	0	0	0	0	389	338	0	727	1150	
Approch %	20.6	0	79.4		0	74.3	25.7		0	0	0	0	53.5	46.5	0			
Total %	3	0	11.7	14.8	0	16.3	5.7	22	0	0	0	0	33.8	29.4	0	63.2		

Start Time	FEATHER FALLS ACCESS RD.						LOWER WYANDOTTE RD.						LOWER WYANDOTTE RD.					
	Southbound			Westbound			Northbound			Eastbound			Northbound			Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
17:00	5	0	12	17	0	24	11	35	0	0	0	0	38	49	0	87	139	
17:15	5	0	15	20	0	22	10	32	0	0	0	0	52	49	0	101	153	
17:30	4	0	29	33	0	25	13	38	0	0	0	0	68	34	0	102	173	
17:45	4	0	11	15	0	29	11	40	0	0	0	0	79	32	0	111	166	
Total Volume	18	0	67	85	0	100	45	145	0	0	0	0	237	164	0	401	631	
% App. Total	21.2	0	78.8		0	69	31		0	0	0	0	59.1	40.9	0			
PHF	.900	.000	.578	.644	.000	.862	.865	.906	.000	.000	.000	.000	.750	.837	.000	.903	.912	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 17:00



**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**



**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

File Name : F-MAIN PARKING-ALVERDA-FRI  
 Site Code : 00000000  
 Start Date : 9/28/2007  
 Page No : 1

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Groups Printed- Unshifted

Start Time	CASINO MAIN ENTRANCE Southbound						ALVERDA RD. Westbound						MAIN PARKING Northbound						ALVERDA RD. Eastbound					
	Left	Thru	Right	Peds	App. Total	Exclu. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total
	16:00	0	0	0	6	0	0	2	23	0	47	25	11	3	0	15	14	8	7	29	12	44	80	83
16:15	0	0	0	24	0	0	8	8	58	8	16	4	1	19	21	51	122	5	37	21	51	122	80	202
16:30	0	0	0	19	0	0	10	10	40	10	10	4	0	13	14	98	10	11	28	26	49	98	73	171
16:45	0	0	1	22	1	1	5	5	67	6	16	5	0	23	21	77	10	12	55	23	77	135	105	240
Total	0	0	1	71	1	1	3	46	0	212	49	53	16	1	70	70	37	35	149	82	221	435	341	776
17:00	0	0	0	17	0	0	0	10	0	89	10	21	2	0	30	23	13	11	51	27	75	163	108	271
17:15	0	0	0	14	0	0	4	4	2	101	6	24	1	0	33	25	10	6	52	29	68	177	99	276
17:30	0	0	1	19	1	0	4	4	1	161	5	29	7	0	47	36	17	13	83	24	113	251	155	406
17:45	0	0	0	11	0	0	1	3	0	123	4	28	6	2	21	36	18	17	73	22	108	177	148	325
Total	0	0	1	61	1	1	1	21	3	474	25	102	16	2	131	120	58	47	259	102	364	768	510	1278
Grand Total	0	0	2	132	2	2	4	67	3	686	74	155	32	3	201	190	95	82	408	184	585	1203	851	2054
Approach %	0	0	100		0.2		5.4	90.5	4.1		81.6	16.8	1.6		22.3	16.2	11.2	9.6	47.9		68.7	58.6	41.4	
Total %	0	0	0				0.5	7.9	0.4		8.7	18.2	3.8	0.4		22.3	11.2	9.6	47.9		68.7	58.6	41.4	

Start Time	CASINO MAIN ENTRANCE Southbound						ALVERDA RD. Westbound						MAIN PARKING Northbound						ALVERDA RD. Eastbound					
	Left	Thru	Right	Peds	App. Total	Exclu. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	2	4	67	3	686	74	155	32	3	201	190	95	82	408	184	585
17:30	0	0	0	1	1	0	4	4	1	161	5	29	7	0	47	36	17	13	83	24	113	251	155	406
17:45	0	0	0	0	0	0	1	3	0	123	4	28	6	2	21	36	18	17	73	22	108	177	148	325
Total	0	0	0	1	1	1	1	21	3	474	25	102	16	2	131	120	58	47	259	102	364	768	510	1278
Grand Total	0	0	0	2	2	2	4	67	3	686	74	155	32	3	201	190	95	82	408	184	585	1203	851	2054
Approach %	0	0	0				5.4	90.5	4.1		81.6	16.8	1.6		22.3	16.2	11.2	9.6	47.9		68.7	58.6	41.4	
Total %	0	0	0				0.5	7.9	0.4		8.7	18.2	3.8	0.4		22.3	11.2	9.6	47.9		68.7	58.6	41.4	

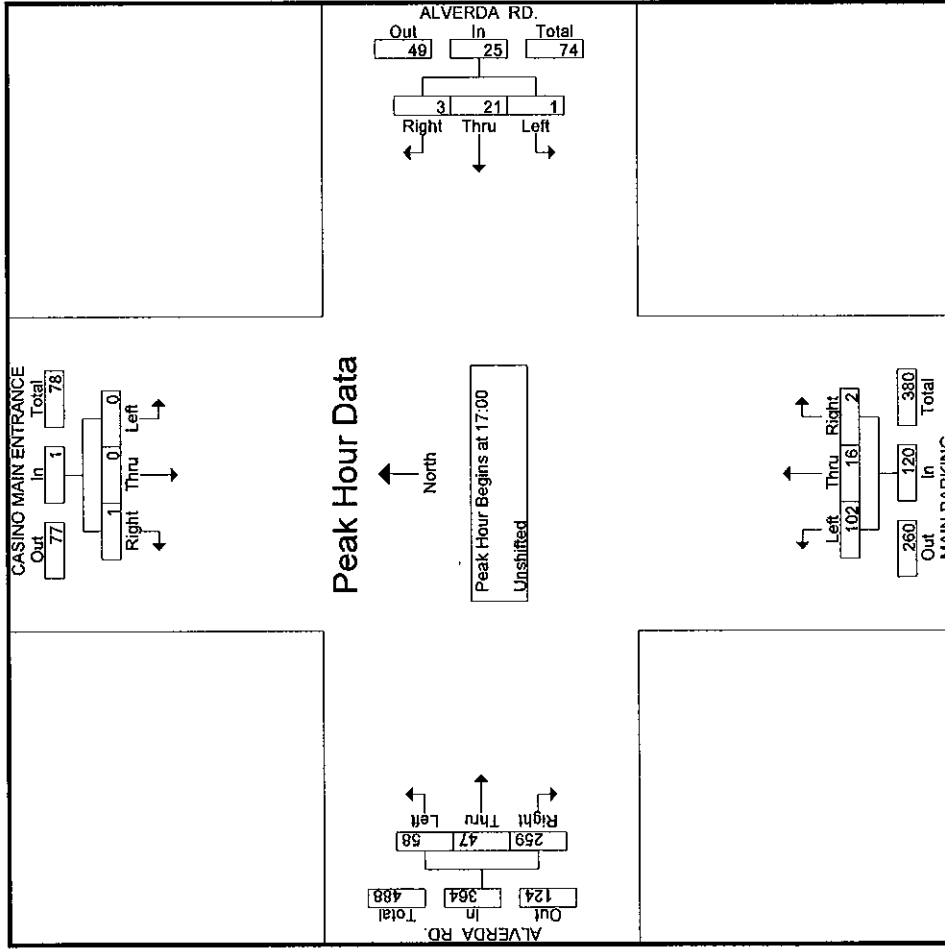
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 17:00

Start Time	CASINO MAIN ENTRANCE Southbound						ALVERDA RD. Westbound						MAIN PARKING Northbound						ALVERDA RD. Eastbound					
	Left	Thru	Right	Peds	App. Total	Exclu. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	2	4	67	3	686	74	155	32	3	201	190	95	82	408	184	585
17:30	0	0	0	1	1	0	4	4	1	161	5	29	7	0	47	36	17	13	83	24	113	251	155	406
17:45	0	0	0	0	0	0	1	3	0	123	4	28	6	2	21	36	18	17	73	22	108	177	148	325
Total	0	0	0	1	1	1	1	21	3	474	25	102	16	2	131	120	58	47	259	102	364	768	510	1278
% App. Total	0	0	0	100			4	84	12		85	13.3	1.7		250	15.9	12.9	71.2		691	780	805	823	
PHF	.000	.000	.000	.250			.250	.375	.625		.625	.879	.571	.250		.833	.806	.780		.691	.780	.805	.823	

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**FAX 786-2879**

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File Name : 5-MAIN PARKING ALVERDA RD-593  
 Site Code : 0000000  
 Start Date : 9/28/2007  
 Page No : 2



**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

OROVILLE

File Name : F-ALVERDA-WYDOT-FRI  
 Site Code : 00000000  
 Start Date : 9/28/2007  
 Page No : 1

Start Time	Groups Printed- Unshifted																
	ALVERDA RD. Southbound				LOWER WYANDOTTE RD. Westbound				LOWER WYANDOTTE RD. Northbound				LOWER WYANDOTTE RD. Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
16:00	0	0	23	23	0	41	0	41	0	0	0	0	17	66	0	83	147
16:15	0	0	19	19	0	39	0	39	0	0	0	0	16	85	0	101	159
16:30	0	0	15	15	0	36	1	37	0	0	0	0	21	84	0	105	157
16:45	1	0	17	18	0	42	0	42	0	0	0	0	25	88	0	113	173
Total	1	0	74	75	0	158	1	159	0	0	0	0	79	323	0	402	636
17:00	1	0	25	26	0	34	0	34	0	0	0	0	25	87	0	112	172
17:15	1	0	19	20	0	37	1	38	0	0	0	0	17	103	0	120	178
17:30	1	0	31	32	0	54	2	56	0	0	0	0	20	107	0	127	215
17:45	0	0	26	26	0	36	0	36	0	0	0	0	17	104	0	121	183
Total	3	0	101	104	0	161	3	164	0	0	0	0	79	401	0	480	748
Grand Total	4	0	175	179	0	319	4	323	0	0	0	0	158	724	0	882	1384
Approch %	2.2	0	97.8	12.9	0	98.8	1.2	23.3	0	0	0	0	17.9	82.1	0	63.7	
Total %	0.3	0	12.6		0	23	0.3		0	0	0	0	11.4	52.3	0		

**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

OROVILLE

File Name : F-L-WYDOT-OPHIR-FRI  
 Site Code : 00000000  
 Start Date : 9/28/2007  
 Page No : 1

**Groups Printed - Unshifted**

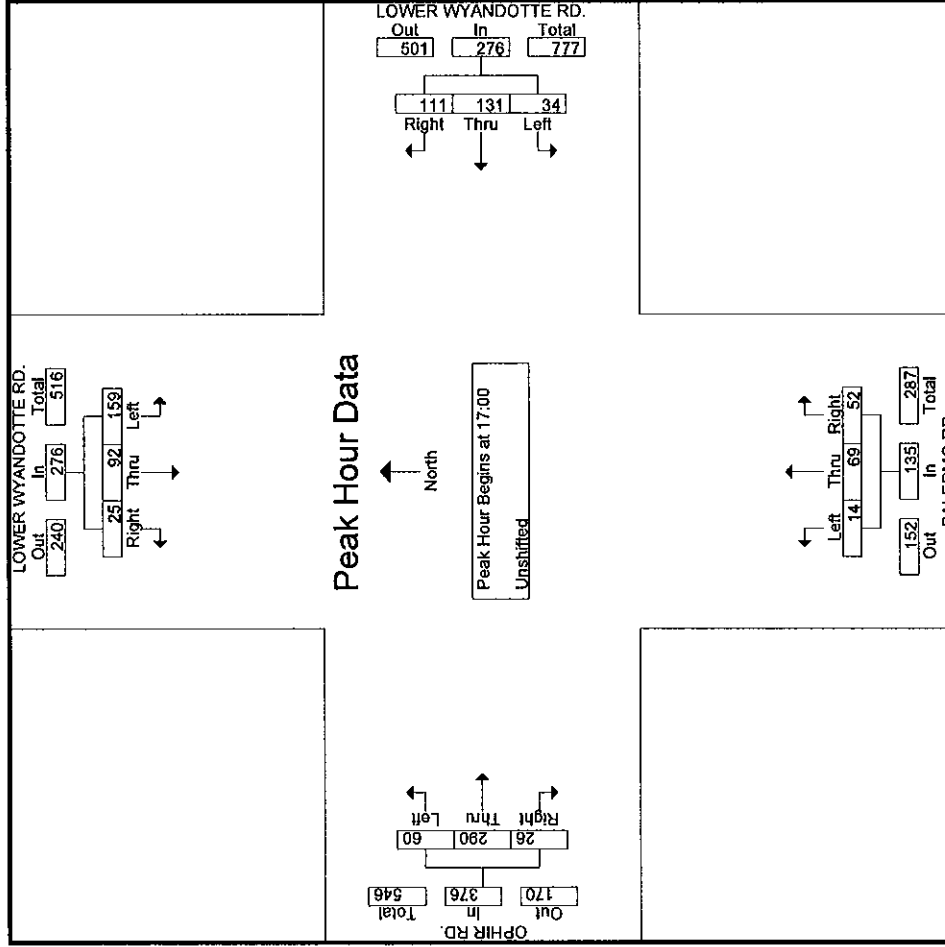
Start Time	LOWER WYANDOTTE RD.						LOWER WYANDOTTE RD.						PALERMO RD.						OPHIR RD.														
	Southbound			Westbound			Westbound			Eastbound			Northbound			Northbound			Eastbound			Eastbound											
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	29	15	4	9	49	28	86	1	10	6	17	14	52	71	14	52	71	14	52	71	14	52	71	14	52	71	14	52	71	14	52	222	
16:15	25	24	8	4	32	12	48	8	11	10	29	11	65	86	11	65	86	11	65	86	11	65	86	11	65	86	11	65	86	11	65	220	
16:30	30	15	10	7	26	18	51	4	15	10	29	11	68	84	11	68	84	11	68	84	11	68	84	11	68	84	11	68	84	11	68	219	
16:45	27	12	10	1	34	27	62	7	22	14	43	12	74	93	12	74	93	12	74	93	12	74	93	12	74	93	12	74	93	12	74	247	
Total	111	66	32	21	141	85	247	20	58	40	118	48	259	334	48	259	334	48	259	334	48	259	334	48	259	334	48	259	334	48	259	908	
17:00	28	23	10	10	28	29	67	1	12	13	26	14	72	91	14	72	91	14	72	91	14	72	91	14	72	91	14	72	91	14	72	245	
17:15	42	27	4	6	25	24	55	2	25	14	41	19	65	90	19	65	90	19	65	90	19	65	90	19	65	90	19	65	90	19	65	259	
17:30	41	21	6	8	41	34	83	8	15	13	36	14	80	101	14	80	101	14	80	101	14	80	101	14	80	101	14	80	101	14	80	288	
17:45	48	21	5	10	37	24	71	3	17	12	32	13	73	94	13	73	94	13	73	94	13	73	94	13	73	94	13	73	94	13	73	271	
Total	159	92	25	34	131	111	276	14	69	52	135	60	290	376	60	290	376	60	290	376	60	290	376	60	290	376	60	290	376	60	290	1063	
Grand Total	270	158	57	55	272	196	523	34	127	92	253	108	549	710	108	549	710	108	549	710	108	549	710	108	549	710	108	549	710	108	549	1971	
Apprch %	55.7	32.6	11.8	10.5	52	37.5	26.5	13.4	50.2	36.4	12.8	15.2	77.3	36	15.2	77.3	36	15.2	77.3	36	15.2	77.3	36	15.2	77.3	36	15.2	77.3	36	15.2	77.3		
Total %	13.7	8	2.9	2.8	13.8	9.9	26.5	1.7	6.4	4.7	12.8	5.5	27.9	2.7	5.5	27.9	2.7	5.5	27.9	2.7	5.5	27.9	2.7	5.5	27.9	2.7	5.5	27.9	2.7	5.5	27.9		

Start Time	LOWER WYANDOTTE RD.						LOWER WYANDOTTE RD.						PALERMO RD.						OPHIR RD.														
	Southbound			Westbound			Westbound			Eastbound			Northbound			Northbound			Eastbound			Eastbound			Eastbound			Eastbound			Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
17:00	28	23	10	10	28	29	67	1	12	13	26	14	72	91	14	72	91	14	72	91	14	72	91	14	72	91	14	72	91	14	72	245	
17:15	42	27	4	6	25	24	55	2	25	14	41	19	65	90	19	65	90	19	65	90	19	65	90	19	65	90	19	65	90	19	65	259	
17:30	41	21	6	8	41	34	83	8	15	13	36	14	80	101	14	80	101	14	80	101	14	80	101	14	80	101	14	80	101	14	80	288	
17:45	48	21	5	10	37	24	71	3	17	12	32	13	73	94	13	73	94	13	73	94	13	73	94	13	73	94	13	73	94	13	73	271	
Total Volume	159	92	25	34	131	111	276	14	69	52	135	60	290	376	60	290	376	60	290	376	60	290	376	60	290	376	60	290	376	60	290	1063	
% App. Total	57.6	33.3	9.1	12.3	47.5	40.2	26.5	10.4	51.1	38.5	12.8	16	77.1	36	16	77.1	36	16	77.1	36	16	77.1	36	16	77.1	36	16	77.1	36	16	77.1		
PHF	.828	.852	.625	.850	.799	.816	.831	.438	.690	.929	.823	.789	.906	.931	.789	.906	.931	.789	.906	.931	.789	.906	.931	.789	.906	.931	.789	.906	.931	.789	.906	.923	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00

**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**



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OROVILLE

File Name : ALVERDA-WYAN-F  
 Site Code : 00000000  
 Start Date : 9/28/2007  
 Page No : 1

Start Time	CLEVE RD RD.						Groups Pointed - Class 1						RD WE R WYLANDD SSE RD.												
	Southbound			Westbound			We stbound			No nstbound			Eastbound			No nstbound			Eastbound						
	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Int. Total
16:00	0	0	23	23	0	41	0	41	0	0	0	0	0	0	0	0	0	0	0	0	17	66	0	83	147
16:15	0	0	19	19	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	16	85	0	101	139
16:30	0	0	15	15	0	36	0	36	0	0	0	0	0	0	0	0	0	0	0	0	21	84	0	105	156
16:45	1	0	17	18	0	42	0	42	0	0	0	0	0	0	0	0	0	0	0	0	25	88	0	113	173
Total	1	0	74	75	0	138	0	138	0	0	0	0	0	0	0	0	0	0	0	0	79	323	0	402	615
17:00	1	0	25	26	0	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0	25	87	0	112	172
17:15	1	0	19	20	0	37	0	37	0	0	0	0	0	0	0	0	0	0	0	0	17	103	0	120	177
17:30	1	0	31	32	0	54	0	54	0	0	0	0	0	0	0	0	0	0	0	0	20	107	0	127	213
17:45	0	0	26	26	0	36	0	36	0	0	0	0	0	0	0	0	0	0	0	0	17	104	0	121	183
Total	3	0	101	104	0	161	0	161	0	0	0	0	0	0	0	0	0	0	0	0	79	401	0	480	745
Grand Total	4	0	175	179	0	299	0	299	0	0	0	0	0	0	0	0	0	0	0	0	158	724	0	882	1360
Approach %	2.2	0	97.8	13.2	0	100	0	22	0	0	0	0	0	0	0	0	0	0	0	0	17.9	82.1	0	64.9	
Total %	0.3	0	12.9		0	22	0		0	0	0	0	0	0	0	0	0	0	0	0	11.6	53.2	0		

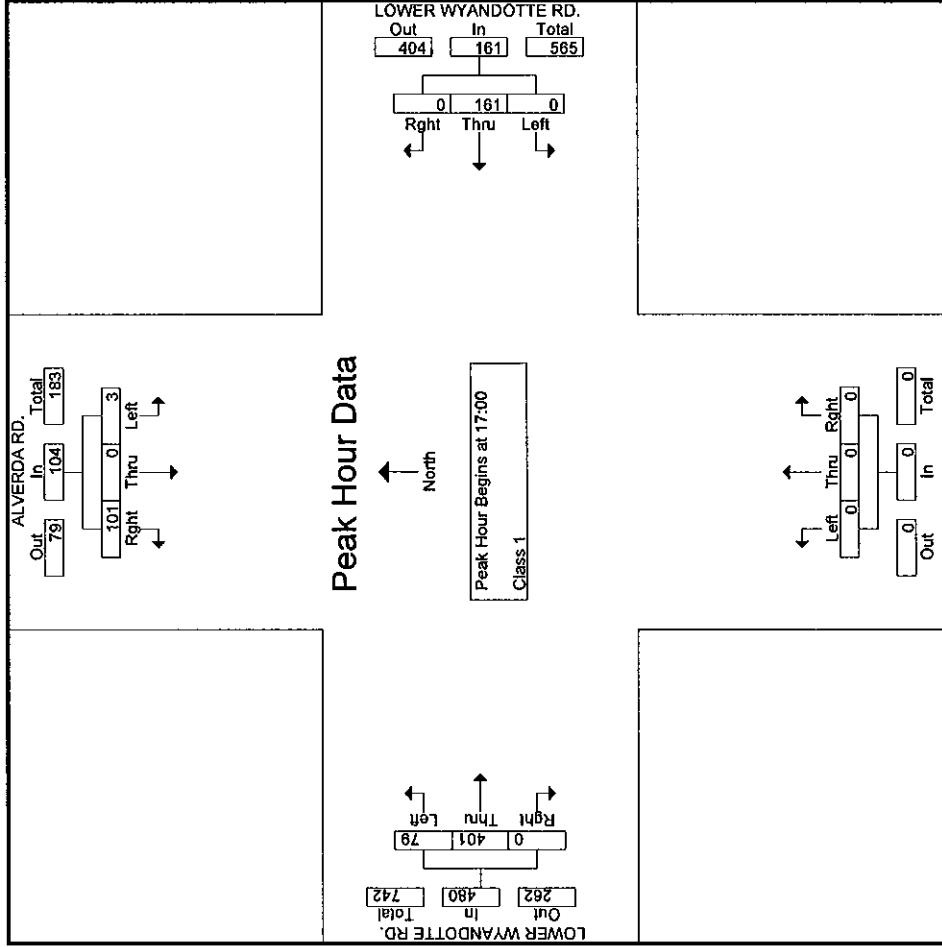
Start Time	CLEVE RD RD.						RD WE R WYLANDD SSE RD.																		
	Southbound			Westbound			We stbound			No nstbound			Eastbound												
	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Le ft	Thru	Right	App. Total	Int. Total
17:00	1	0	25	26	0	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0	25	87	0	112	172
17:15	1	0	19	20	0	37	0	37	0	0	0	0	0	0	0	0	0	0	0	0	17	103	0	120	177
17:30	1	0	31	32	0	54	0	54	0	0	0	0	0	0	0	0	0	0	0	0	20	107	0	127	213
17:45	0	0	26	26	0	36	0	36	0	0	0	0	0	0	0	0	0	0	0	0	17	104	0	121	183
Total Volume	3	0	101	104	0	161	0	161	0	0	0	0	0	0	0	0	0	0	0	0	79	401	0	480	745
% App. Total	2.9	0	97.1	13.2	0	100	0	22	0	0	0	0	0	0	0	0	0	0	0	0	16.5	83.5	0		
Total %	.750	.000	.815	.813	.000	.745	.000	.745	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.790	.937	.000	.945	.874

Peak Hour Analysis from 16:00 to 17:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 17:00

**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
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OROVILLE

File Name : ALVERDA-WYAN-F  
 Site Code : 00000000  
 Start Date : 9/28/2007  
 Page No : 2





**ALL TRAFFIC DATA, INC.**  
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**FAX 786-2879**

OROVILLE

File Name : F-ALVERDA-WYDOT-SAT  
 Site Code : 00000000  
 Start Date : 9/29/2007  
 Page No : 1

Groups Printed- Unshifted

Start Time	ALVERDA RD. Southbound						LOWER WYANDOTTE RD. Westbound						ALVERDA RD. Northbound						LOWER WYANDOTTE RD. Eastbound															
	Left		Thru		Right		App. Total		Left		Thru		Right		App. Total		Left		Thru		Right		App. Total		Left		Thru		Right		App. Total		Int. Total	
18:00	0	0	14	0	14	0	25	0	25	0	0	0	0	0	0	0	0	12	55	0	0	0	0	0	67	106								
18:15	0	0	17	0	17	0	32	0	32	0	0	0	0	0	0	0	6	56	0	0	0	0	0	62	111									
18:30	1	0	21	0	21	0	22	0	25	0	0	0	0	0	0	0	19	61	0	0	0	0	0	80	127									
18:45	0	0	18	0	18	0	40	0	40	0	0	0	0	0	0	0	7	76	0	0	0	0	0	83	141									
Total	1	0	70	0	71	0	122	0	122	0	0	0	0	0	0	0	44	248	0	0	0	0	0	292	485									
19:00	1	0	19	0	20	0	32	1	33	0	0	0	0	0	0	0	10	59	0	0	0	0	0	69	122									
19:15	0	0	18	0	18	0	31	0	31	0	0	0	0	0	0	0	8	68	0	0	0	0	0	76	125									
19:30	0	0	17	0	17	0	29	0	29	0	0	0	0	0	0	0	12	71	0	0	0	0	0	83	129									
19:45	1	0	16	0	17	0	27	0	27	0	0	0	0	0	0	0	17	55	0	0	0	0	0	72	116									
Total	2	0	70	0	72	0	119	1	120	0	0	0	0	0	0	0	47	253	0	0	0	0	0	300	492									

21:00	0	0	21	0	21	0	27	1	27	0	0	0	0	0	0	0	8	52	0	0	0	0	0	60	108
21:15	0	0	26	0	26	0	21	0	21	0	0	0	0	0	0	0	7	47	0	0	0	0	0	54	101
21:30	1	0	14	0	15	0	24	1	25	0	0	0	0	0	0	0	8	52	0	0	0	0	0	60	100
21:45	1	0	28	0	29	0	19	0	19	0	0	0	0	0	0	0	7	33	0	0	0	0	0	40	88
Total	2	0	89	0	91	0	90	2	92	0	0	0	0	0	0	0	30	184	0	0	0	0	0	214	397
22:00	0	0	25	0	25	0	33	2	35	0	0	0	0	0	0	0	3	41	0	0	0	0	0	44	104
22:15	1	0	29	0	30	0	30	0	30	0	0	0	0	0	0	0	2	44	0	0	0	0	0	46	106
22:30	0	0	31	0	31	0	36	0	36	0	0	0	0	0	0	0	4	37	0	0	0	0	0	41	108
22:45	0	0	32	0	32	0	31	0	31	0	0	0	0	0	0	0	3	34	0	0	0	0	0	37	100
Total	1	0	117	0	118	0	130	2	132	0	0	0	0	0	0	0	12	156	0	0	0	0	0	168	418
Grand Total	6	0	346	0	352	0	461	5	466	0	0	0	0	0	0	0	133	841	0	0	0	0	0	974	1792
Approach %	1.7	0	98.3	0	98.3	0	98.9	1.1	99.0	0	0	0	0	0	0	0	13.7	86.3	0	0	0	0	0	54.4	
Total %	0.3	0	19.3	0	19.6	0	25.7	0.3	26.1	0	0	0	0	0	0	0	7.4	46.9	0	0	0	0	0	54.4	

Start Time	ALVERDA RD. Southbound						LOWER WYANDOTTE RD. Westbound						ALVERDA RD. Northbound						LOWER WYANDOTTE RD. Eastbound															
	Left		Thru		Right		App. Total		Left		Thru		Right		App. Total		Left		Thru		Right		App. Total		Left		Thru		Right		App. Total		Int. Total	
18:45	0	0	18	0	18	0	40	0	40	0	0	0	0	0	0	0	7	76	0	0	0	0	0	83	141									
19:00	1	0	19	0	20	0	33	1	33	0	0	0	0	0	0	0	10	59	0	0	0	0	0	69	122									
19:15	0	0	18	0	18	0	31	0	31	0	0	0	0	0	0	0	8	68	0	0	0	0	0	76	125									
19:30	0	0	17	0	17	0	29	0	29	0	0	0	0	0	0	0	12	71	0	0	0	0	0	83	129									
Total Volume	1	0	72	0	73	0	132	1	133	0	0	0	0	0	0	0	37	274	0	0	0	0	0	311	517									
% App. Total	1.4	0	98.6	0	99.2	0	99.2	0.8	99.3	0	0	0	0	0	0	0	11.9	88.1	0	0	0	0	0	311	517									

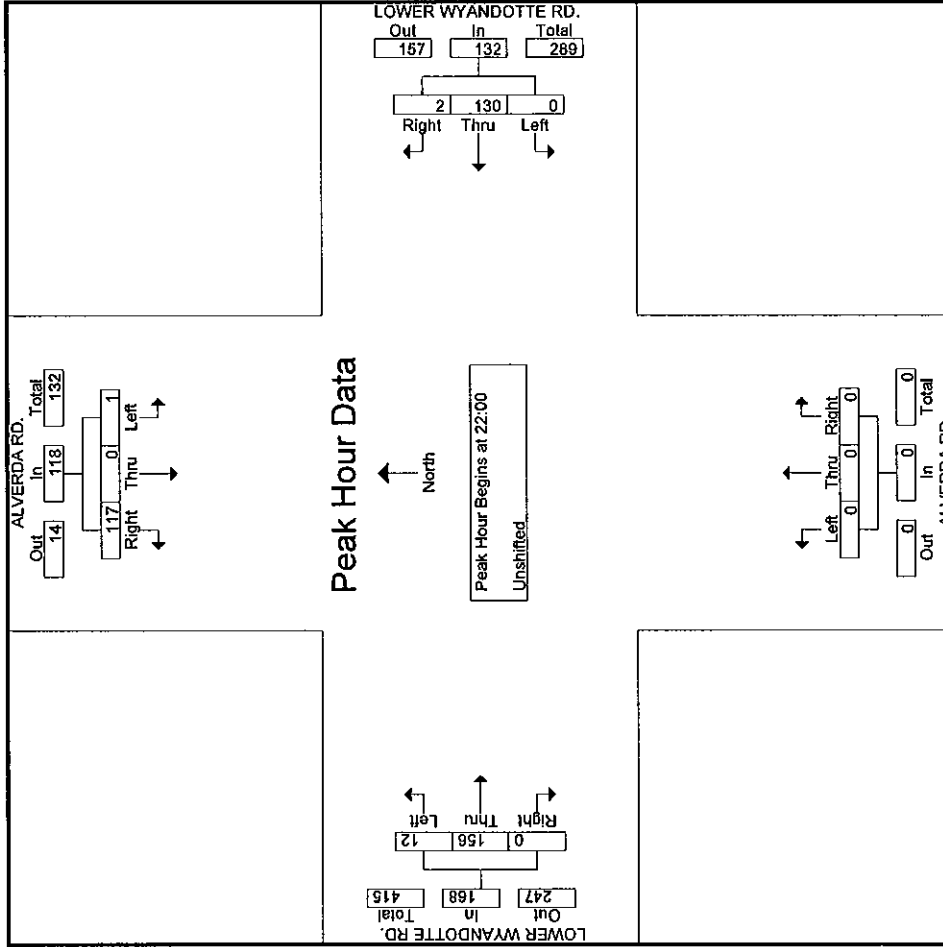
Peak Hour Analysis From 18:00 to 19:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 18:45



**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAAX 786-2879**

OROVILLE

File Name : F-ALVERDA-WYDOT-SAT  
 Site Code : 00000000  
 Start Date : 9/29/2007  
 Page No : 3



**ALL TRAFFY DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

OROVILLE

File Name : F-FF ACCESS-ALVERDA-SAT  
 Site Code : 00000000  
 Start Date : 9/29/2007  
 Page No : 1

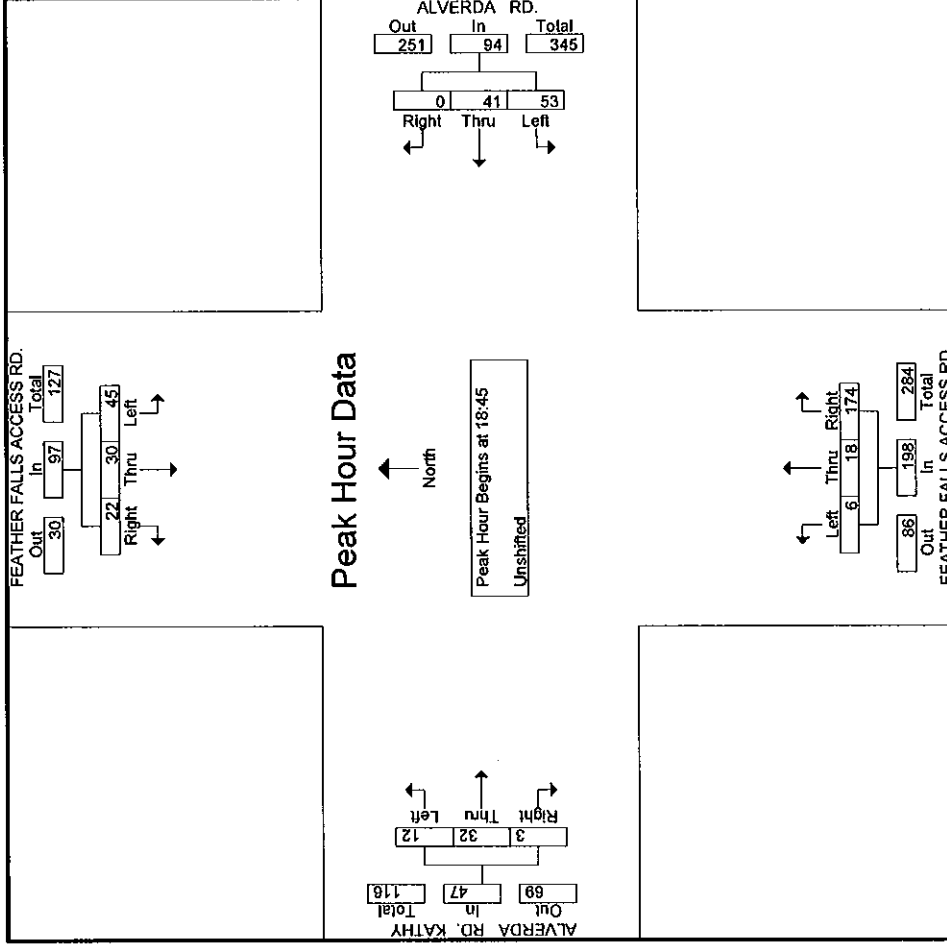
Groups Printed- Unshifted

Start Time	FEATHER FALLS ACCESS RD.						ALVERDA RD.						FEATHER FALLS ACCESS RD.						ALVERDA RD. KATHY						
	Southbound			Westbound			Southbound			Westbound			Northbound			Eastbound			Northbound			Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18:00	8	7	4	6	12	1	19	0	1	6	24	0	31	0	0	4	8	0	12	0	0	81	0	0	81
18:15	10	8	3	15	13	1	21	0	29	5	27	0	33	0	0	5	2	0	7	0	0	1	1	90	91
18:30	4	8	9	21	10	11	0	22	1	4	36	0	41	0	22	1	6	8	14	0	0	2	2	98	100
18:45	9	8	4	15	11	0	21	0	26	1	5	48	0	54	0	4	2	2	8	0	0	1	1	109	110
Total	31	31	20	46	47	3	82	1	96	4	20	135	0	159	0	19	20	2	41	0	0	4	4	378	382
19:00	7	7	7	11	9	0	21	0	20	1	0	40	0	41	0	2	10	0	12	0	0	0	0	94	94
19:15	8	7	7	12	9	0	21	0	21	1	7	45	0	53	0	4	12	1	17	0	1	3	3	113	116
19:30	21	8	4	15	12	0	33	0	27	3	6	41	3	50	0	2	8	0	10	0	3	6	10	120	126
19:45	15	6	4	12	15	0	25	0	27	0	4	34	0	38	0	4	7	1	12	0	1	1	1	102	103
Total	51	28	22	50	45	0	95	0	95	5	17	160	3	182	0	12	37	2	51	0	5	10	10	429	439

21:00	10	6	9	15	13	0	28	0	0	6	32	0	38	0	0	7	3	0	10	0	0	0	0	0	101	101
21:15	12	7	9	13	16	1	30	0	30	0	30	0	33	0	3	3	3	0	6	0	0	0	0	0	97	97
21:30	13	10	3	15	11	1	0	27	0	5	40	0	45	0	2	7	0	0	9	0	0	0	0	0	107	107
21:45	6	6	3	11	26	1	38	0	38	0	22	0	25	0	3	3	0	0	6	0	0	0	0	0	84	84
Total	41	29	24	54	66	3	123	0	123	0	17	124	0	141	0	15	16	0	31	0	0	0	0	0	389	389
22:00	11	12	5	16	20	1	37	0	37	0	7	22	0	29	0	3	4	0	7	0	0	0	0	0	101	101
22:15	4	16	2	14	29	1	44	0	44	2	6	29	0	37	0	2	2	0	2	0	0	0	0	0	105	105
22:30	5	10	4	19	23	0	46	0	46	0	5	27	0	32	0	0	3	0	3	0	0	0	0	0	100	100
22:45	6	13	12	18	22	0	40	0	40	0	6	25	0	31	0	1	2	0	3	0	0	0	0	0	105	105
Total	26	51	23	71	94	2	167	0	167	2	24	103	0	129	0	4	11	0	15	0	0	0	0	0	411	411
Grand Total	149	139	89	221	252	8	481	11	481	11	78	522	3	611	50	84	4	5	138	14	1607	1621				
Approach %	39.5	36.9	23.6	45.9	52.4	1.7	29.9	1.8	29.9	0.7	12.8	85.4	38	36.2	60.9	2.9	8.6	0.9	99.1							
Total %	9.3	8.6	5.5	13.8	15.7	0.5	29.9	0.7	29.9	0.4	4.9	32.5	38	3.1	5.2	0.2	8.6	0.9	99.1							

Start Time	FEATHER FALLS ACCESS RD.						ALVERDA RD.						FEATHER FALLS ACCESS RD.						ALVERDA RD. KATHY							
	Southbound			Westbound			Southbound			Westbound			Northbound			Eastbound			Northbound			Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
18:45	9	8	4	21	15	11	0	26	1	5	48	54	4	2	2	8	109									
19:00	7	7	7	21	11	9	0	20	1	0	40	41	2	10	0	12	94									
19:15	8	7	7	22	12	9	0	21	1	7	45	53	4	12	1	17	113									
19:30	21	8	4	33	15	12	0	27	3	6	41	50	2	8	0	10	120									
Total Volume	45	30	22	97	53	41	0	94	6	18	174	198	12	32	3	47	436									
% App. Total	46.4	30.9	22.7	46.4	56.4	43.6	0	43.6	3	9.1	87.9	25.5	68.1	6.4												

Peak Hour Analysis From 18:00 to 19:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 18:45



Peak Hour Analysis From 21:00 to 22:45 - Peak 1 of 1

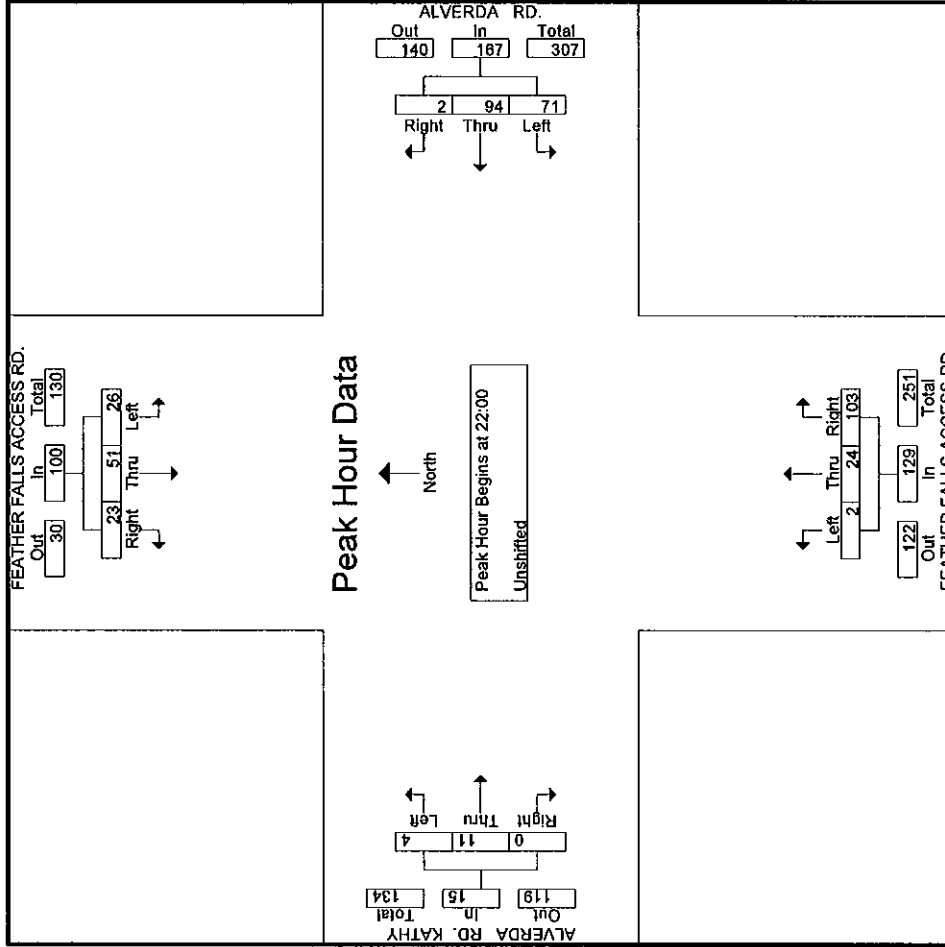
Peak Hour for Entire Intersection Begins at 22:00

22:00	11	12	5	28	16	20	1	37	0	7	22	29	3	4	0	7	101
22:15	4	16	2	22	14	29	1	44	2	6	29	37	0	2	0	2	105
22:30	5	10	4	19	23	23	0	46	0	5	27	32	0	3	0	3	100
22:45	6	13	12	31	18	22	0	40	0	6	25	31	1	2	0	3	105
Total Volume	26	51	23	100	71	94	2	167	2	24	103	129	4	11	0	15	411
% App. Total	26	51	23	100	42.5	56.3	1.2	18.6	1.6	18.6	79.8	26.7	73.3	0	0	0	979
PHF	.591	.797	.479	.806	.772	.810	.500	.908	.250	.857	.888	.872	.333	.688	.000	.536	.979

**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

0 30 0 20 20 20

File Name : 5-55 ACCESS-ALVERDA-RD-SAS  
 Site Code : 00000000  
 Start Date : 9/29/2007  
 Page No : 3



**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

OROVILLE

File Name : F-F ACCESS-WYAN-SAT  
 Site Code : 00000000  
 Start Date : 9/29/2007  
 Page No : 1

Groups Printed- Unshifted

Start Time	FEATHER FALLS ACCESS RD.						LOWER WYANDOTTE RD.						LOWER WYANDOTTE RD.											
	Southbound			Westbound			Northbound			Eastbound			Northbound			Eastbound								
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
18:00	5	0	11	0	13	4	17	0	0	0	0	0	31	35	0	66	99							
18:15	2	0	19	0	13	3	16	0	0	0	0	0	29	18	0	47	84							
18:30	5	0	11	0	13	6	19	0	0	0	0	0	35	21	0	56	124							
18:45	5	0	21	0	18	4	22	0	0	0	0	0	49	27	0	76	124							
Total	17	0	62	0	57	17	74	0	0	0	0	0	144	101	0	245	398							
19:00	0	0	20	0	15	3	18	0	0	0	0	0	35	25	0	60	98							
19:15	1	0	18	0	11	8	19	0	0	0	0	0	45	24	0	69	107							
19:30	8	0	16	0	15	5	20	0	0	0	0	0	46	24	0	70	114							
19:45	4	0	14	0	14	2	16	0	0	0	0	0	40	20	0	60	94							
Total	13	0	68	0	55	18	73	0	0	0	0	0	166	93	0	259	413							

21:00	4	0	17	0	11	1	12	0	0	0	0	0	37	16	0	53	86							
21:15	5	0	15	0	6	1	7	0	0	0	0	0	32	13	0	45	72							
21:30	5	0	19	0	6	3	9	0	0	0	0	0	40	14	0	54	87							
21:45	3	0	13	0	8	3	11	0	0	0	0	0	26	9	0	35	62							
Total	17	0	64	0	31	8	39	0	0	0	0	0	135	52	0	187	307							
22:00	2	0	27	0	8	1	9	0	0	0	0	0	29	13	0	42	80							
22:15	3	0	25	0	4	3	7	0	0	0	0	0	33	10	0	43	78							
22:30	5	0	32	0	5	2	7	0	0	0	0	0	27	6	0	33	77							
22:45	2	0	24	0	4	2	6	0	0	0	0	0	30	8	0	38	70							
Total	12	0	108	0	21	8	29	0	0	0	0	0	119	37	0	156	305							
Grand Total	59	0	302	0	164	51	215	0	0	0	0	0	564	283	0	847	1423							
Approch %	16.3	0	83.7	0	76.3	23.7	15.1	0	0	0	0	0	66.6	33.4	0	59.5								
Total %	4.1	0	21.2	0	11.5	3.6		0	0	0	0	0	39.6	19.9	0									

Start Time	FEATHER FALLS ACCESS RD.						LOWER WYANDOTTE RD.						LOWER WYANDOTTE RD.											
	Southbound			Westbound			Northbound			Eastbound			Northbound			Eastbound								
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
18:45	5	0	21	0	18	4	22	0	0	0	0	0	49	27	0	76	124							
19:00	0	0	20	0	15	3	18	0	0	0	0	0	35	25	0	60	98							
19:15	1	0	18	0	11	8	19	0	0	0	0	0	45	24	0	69	107							
19:30	8	0	16	0	15	5	20	0	0	0	0	0	46	24	0	70	114							
Total	14	0	75	0	59	20	79	0	0	0	0	0	175	100	0	275	443							
% App. Total	15.7	0	84.3	0	74.7	25.3		0	0	0	0	0	63.6	36.4	0									

Peak Hour Analysis From 18:00 to 19:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 18:45

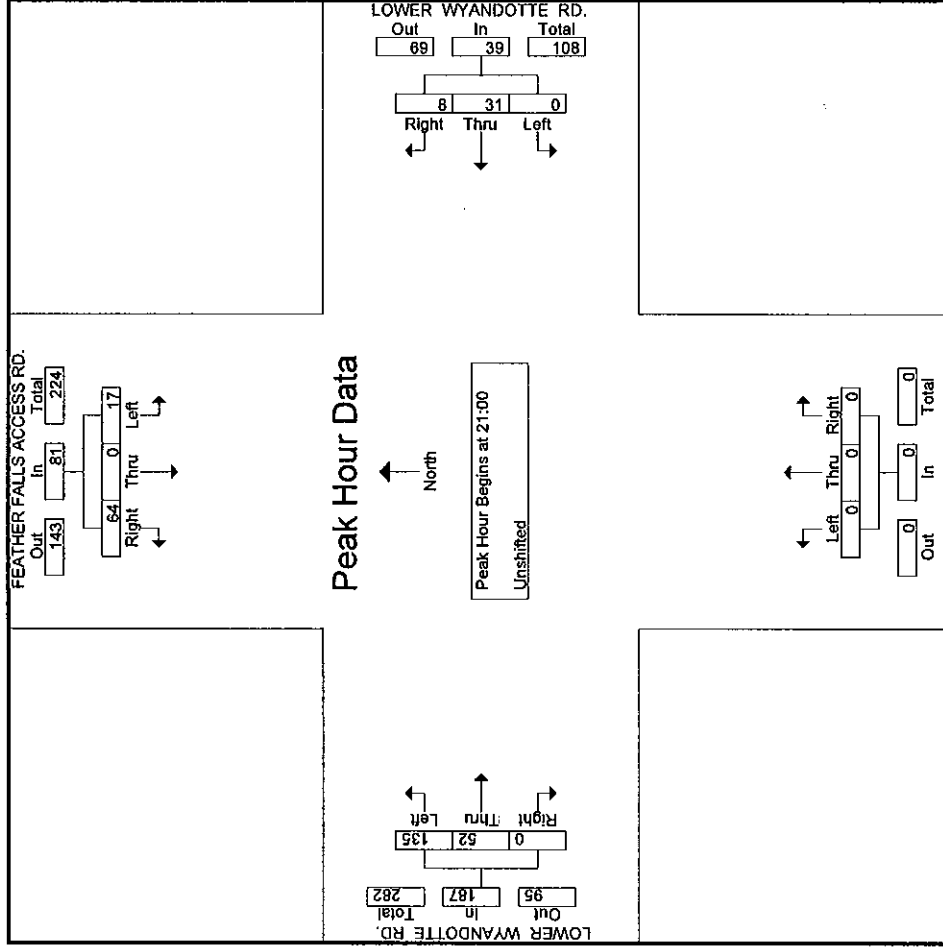




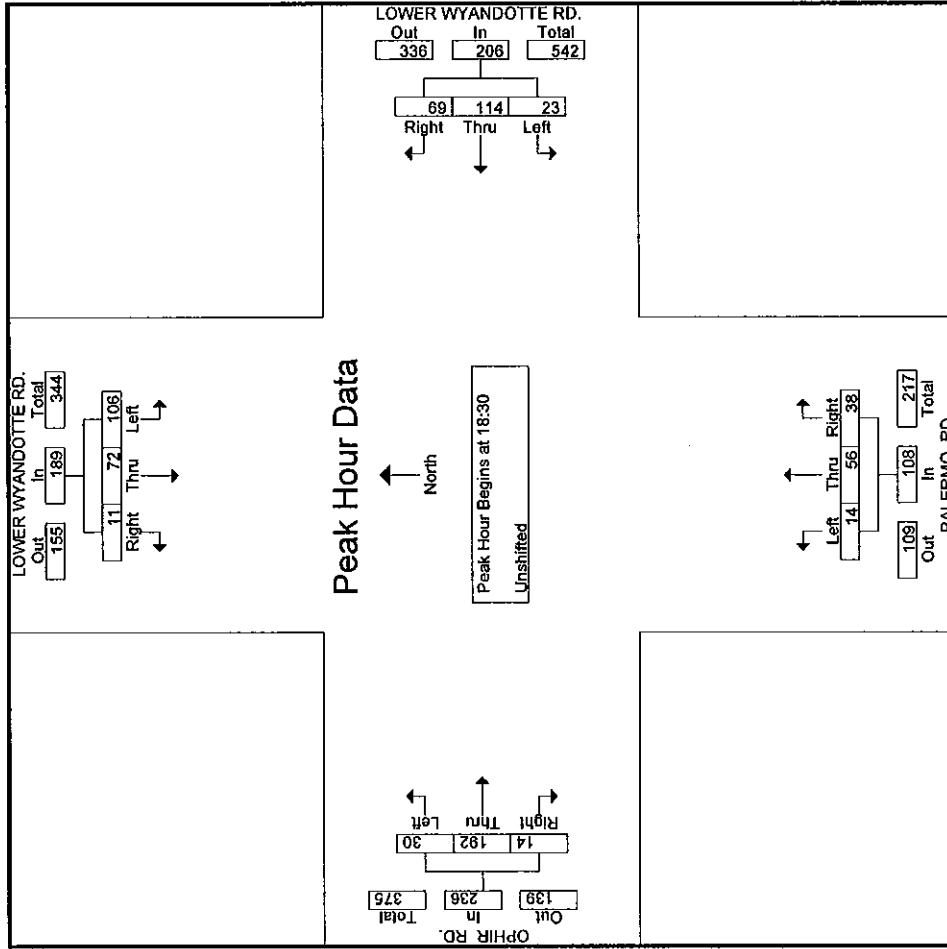
**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

OROVILLE

File Name : F-F ACCESS-WYAN-SAT  
 Site Code : 00000000  
 Start Date : 9/29/2007  
 Page No : 3







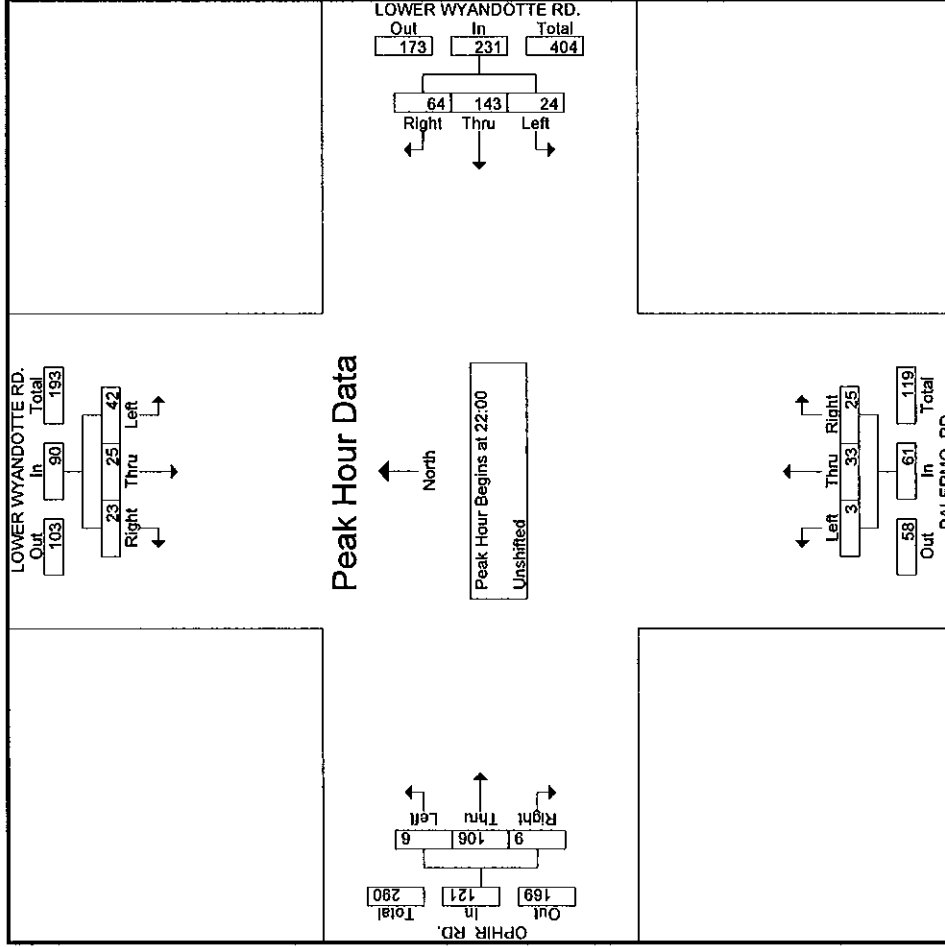
Peak Hour Analysis From 21:00 to 22:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 22:00

22:00	12	8	10	6	37	16	59	0	10	9	19	2	27	4	33	141
22:15	9	9	2	6	29	17	52	1	8	6	15	2	28	1	31	118
22:30	10	4	10	7	42	16	65	1	11	6	18	1	28	2	31	138
22:45	11	4	1	5	35	15	55	1	4	4	9	1	23	2	26	106
Total Volume	42	25	23	24	143	64	231	3	33	25	61	6	106	9	121	503
% App. Total	46.7	27.8	25.6	10.4	61.9	27.7	41.1	4.1	54.1	41	87.6	7.4	87.6	7.4	87.6	503
PHF	.875	.694	.575	.750	.857	.941	.888	.750	.750	.694	.803	.750	.946	.563	.917	.892

**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

OROVILLE

File Name : F-L.WYDOT.-OPHIR-SAT  
 Site Code : 00000000  
 Start Date : 9/29/2007  
 Page No : 3



**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

OROVILLE

File Name : F-MAIN PARKING-ALVERDA-SAT  
 Site Code : 00000000  
 Start Date : 9/29/2007  
 Page No : 1

Groups Printed- Unshifted

Start Time	CASINO MAIN ENTRANCE Southbound						ALVERDA RD. Westbound						MAIN PARKING LOT Northbound						ALVERDA RD. Eastbound					
	Left	Thru	Right	Peds	App. Total	Esth. Total	Left	Thru	Right	Peds	App. Total	Esth. Total	Left	Thru	Right	Peds	App. Total	Esth. Total	Left	Thru	Right	Peds	App. Total	Esth. Total
	18:00	0	0	0	4	0	0	0	9	0	36	9	11	3	0	20	8	40	68	5	24	8	32	37
18:15	0	0	0	18	0	0	5	0	53	5	28	5	0	22	32	37	125	2	32	32	70	45	70	
18:30	0	1	0	22	1	0	3	1	54	5	22	0	19	22	6	45	119	6	36	24	73	69	192	
18:45	1	0	0	23	1	0	2	1	72	3	33	7	1	23	61	69	144	3	61	26	144	191	250	
Total	1	1	0	67	2	0	19	2	215	22	94	17	1	84	90	191	456	16	153	90	309	390	765	
19:00	1	0	0	15	1	0	2	0	54	3	30	8	0	26	16	55	111	4	39	16	89	255	200	
19:15	0	0	0	4	0	0	2	2	111	6	24	4	1	30	44	67	150	9	44	5	97	111	247	
19:30	0	0	0	5	0	0	3	0	119	5	35	12	0	21	11	74	156	6	59	11	114	156	270	
19:45	0	0	0	9	0	0	3	0	97	5	26	6	1	38	47	59	153	3	47	9	90	59	243	
Total	1	0	0	33	1	0	10	2	381	19	115	30	2	115	41	255	570	22	189	41	390	390	960	

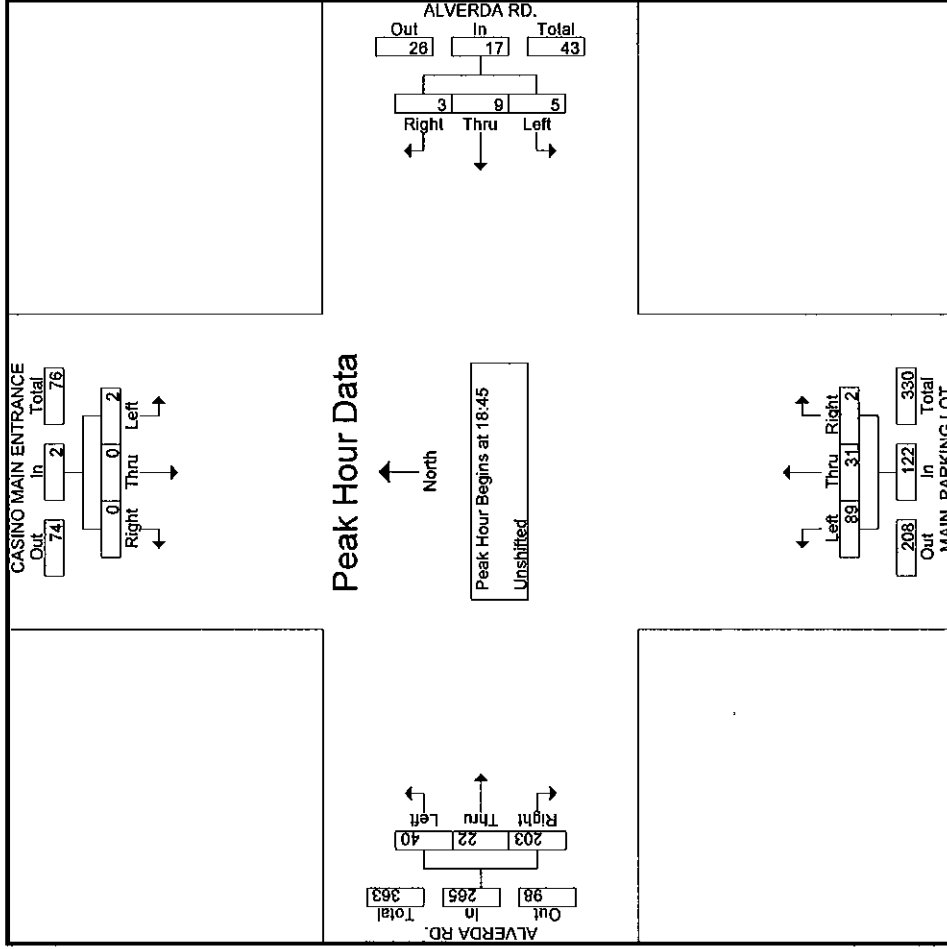
21:00	0	0	0	13	0	0	3	28	5	1	38	34	5	1	38	46	52	171	4	46	15	89	193	260
21:15	0	0	0	16	0	0	1	28	6	0	26	34	6	0	26	33	47	148	4	33	16	82	121	230
21:30	0	0	0	4	0	0	4	20	9	1	27	30	9	1	27	41	62	127	6	41	6	96	62	223
21:45	0	0	0	12	0	0	5	33	6	1	25	40	6	1	25	23	32	148	5	23	12	79	32	227
Total	0	0	0	45	0	0	11	109	26	3	116	138	31	19	143	49	193	594	19	143	49	346	193	940
22:00	2	0	1	11	3	0	3	28	7	5	19	40	6	4	29	13	39	121	4	29	13	97	39	218
22:15	0	0	0	11	0	0	4	40	4	0	27	44	6	11	18	10	35	170	6	18	10	84	35	254
22:30	0	0	0	11	0	0	4	40	3	0	30	43	5	4	28	11	37	143	4	28	11	86	37	229
22:45	0	0	1	11	1	0	8	33	4	0	35	37	7	7	25	11	39	176	7	25	11	86	39	262
Total	2	0	2	44	4	0	14	141	18	5	111	164	24	26	100	45	150	610	26	100	45	353	150	963

Grand Total	4	1	2	189	7	0	14	409	91	11	426	511	121	83	585	225	789	2230	83	585	225	1398	789	3628
Approch %	57.1	14.3	28.6				15.4	80	17.8	2.2	15.3	36.6	15.3	10.5	74.1		56.4	61.5	8.7	5.9	41.8	38.5	56.4	61.5
Total %	0.3	0.1	0.1		0.5		1	29.3	6.5	0.8	0.8	36.6	8.7	5.9	41.8		56.4	61.5	8.7	5.9	41.8	38.5	56.4	61.5

Start Time	CASINO MAIN ENTRANCE Southbound						ALVERDA RD. Westbound						MAIN PARKING LOT Northbound						ALVERDA RD. Eastbound					
	Left	Thru	Right	Peds	App. Total	Esth. Total	Left	Thru	Right	Peds	App. Total	Esth. Total	Left	Thru	Right	Peds	App. Total	Esth. Total	Left	Thru	Right	Peds	App. Total	Esth. Total
	18:45	1	0	0	0	1	0	0	2	1	3	3	7	1	33	5	61	69	3	3	61	69	3	61
19:00	1	0	0	0	1	0	1	2	0	3	3	8	0	30	12	39	55	4	4	39	55	4	39	
19:15	0	0	0	0	0	0	2	2	2	6	6	4	1	24	14	44	67	9	9	44	67	9	44	
19:30	0	0	0	0	0	0	2	3	0	5	5	12	0	35	9	59	74	6	6	59	74	6	59	
Total Volume	2	0	0	0	2	0	5	17	3	17	17	31	2	122	40	203	265	22	22	203	265	22	203	

Peak Hour Analysis From 18:00 to 19:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 18:45

% App. Total	100	0	29.4	52.9	17.6	73	25.4	1.6	15.1	8.3	76.6	890
PHF	.500	.000	.625	.750	.375	.708	.646	.500	.871	.611	.832	.895



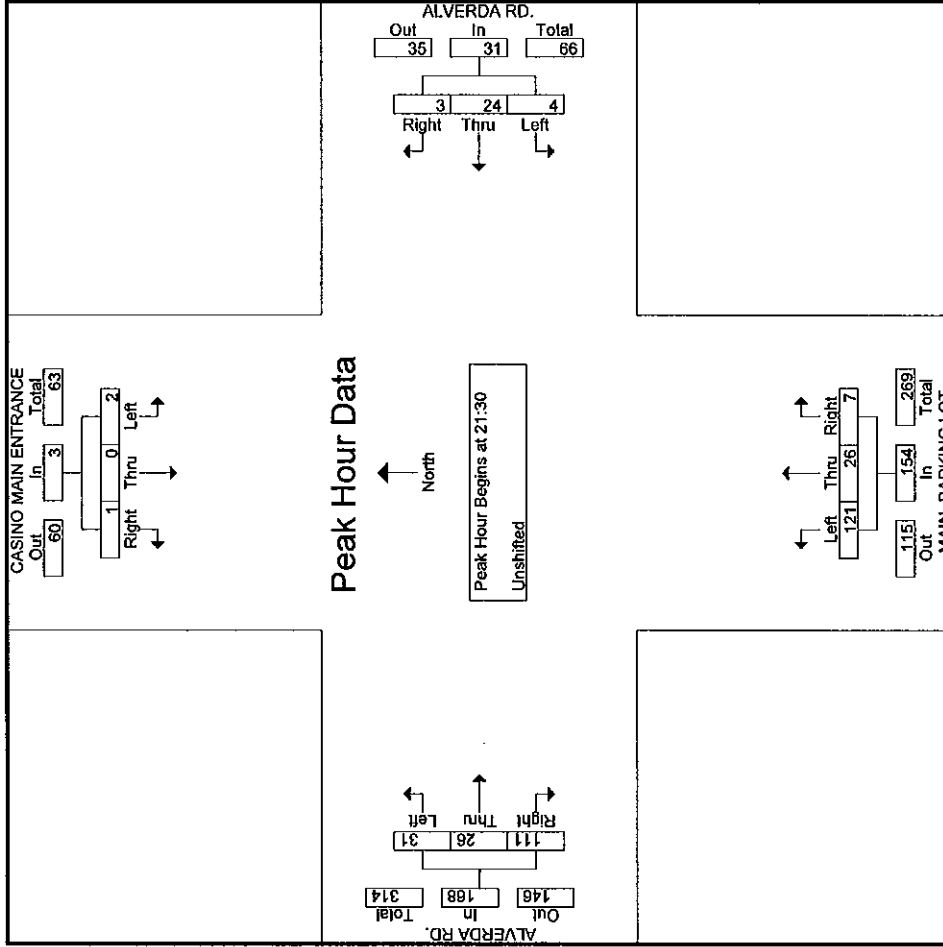
Peak Hour Analysis From 21:00 to 22:45 - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 21:30

21:30	0	0	0	4	0	20	9	1	15	6	41	96
21:45	0	0	0	5	2	33	6	1	4	5	23	79
22:00	2	0	1	3	1	28	7	5	6	4	29	97
22:15	0	0	0	4	0	40	4	0	6	11	18	84
Total Volume	2	0	1	16	3	121	26	7	31	26	111	356
% App. Total	66.7	0	33.3	12.9	9.7	78.6	16.9	4.5	18.5	15.5	66.1	81.8
PHF	.250	.000	.250	.333	.375	.756	.722	.350	.517	.591	.677	.918

**ALL TRAFFIC DATA, INC.**  
**(916) 771-8700**  
**FAX 786-2879**

OROVILLE

File Name : F-MAIN PARKING-ALVERDA-SAT  
 Site Code : 00000000  
 Start Date : 9/29/2007  
 Page No : 3



-----  
EXISTING CONDITONS  
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
-----

Scenario Report

Scenario: Friday PM  
Command: Default Command  
Volume: ex Friday PM  
Geometry: existing  
Impact Fee: Default Impact Fee  
Trip Generation: Default Trip Generation  
Trip Distribution: Default Trip Distribution  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration



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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Intersection Volume Report  
 Base Volume Alternative  
 -----

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L --	T --	R	L --	T --	R	L --	T --	R	L --	T --	R
1 Ophir Rd / Lo	14	69	52	159	92	25	60	290	26	34	131	111
2 Lower Wyandot	0	0	0	3	0	101	79	401	0	0	161	3
3 Lower Wyandot	0	0	0	18	0	67	237	164	0	0	100	45
4 Alverda Rd /	4	48	248	65	33	30	31	53	3	52	72	1
5 Alverda / Cas	2	16	2	0	0	0	58	47	259	1	21	3

-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Impact Analysis Report  
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ophir Rd / Lower Wyandotte / U	B	17.8	0.419	B 17.8	0.419	+ 0.000 D/V
# 2 Lower Wyandotte / Averda Rd	B	10.1	0.000	B 10.1	0.000	+ 0.000 D/V
# 3 Lower Wyandotte / Feather Fall	B	11.0	0.000	B 11.0	0.000	+ 0.000 D/V
# 4 Alverda Rd / Feather Falls	A	10.0	0.420	A 10.0	0.420	+ 0.000 V/C
# 5 Alverda / Casino Access	B	13.6	0.000	B 13.6	0.000	+ 0.000 D/V

-----  
EXISTING CONDITIONS  
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
-----

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 2 Lower Wyandotte / Averda Rd	No / No	??? / ???
# 3 Lower Wyandotte / Feather Falls	No / No	??? / ???
# 4 Alverda Rd / Feather Falls	No	???
# 5 Alverda / Casino Access	No / No	??? / ???

-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Peak Hour Delay Signal Warrant Report

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Intersection #2 Lower Wyandotte / Averda Rd

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1
Initial Vol:	0	0	0	0	3	0	0	101	79	401	0	0	0	161	3					
ApproachDel:	xxxxxx				10.1				xxxxxx			xxxxxx								

-----  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.3]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=104]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=748]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.  
 -----

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #2 Lower Wyandotte / Averda Rd

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1
Initial Vol:	0	0	0	0	0	3	0	101			79	401	0			0	161			3
Major Street Volume:					644															
Minor Approach Volume:					104															
Minor Approach Volume Threshold:					223															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #3 Lower Wyandotte / Feather Falls

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	1
Initial Vol:	0	0	0	0	0	18	0	67	237	164	0	0	100	45						
ApproachDel:	xxxxxx				11.0				xxxxxx			xxxxxx								

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=85]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=631]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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 EXISTING CONDITONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #3 Lower Wyandotte / Feather Falls

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0
Initial Vol:	0	0	0	0	18	0	67		237	164	0		0	100	45	
Major Street Volume:					546											
Minor Approach Volume:					85											
Minor Approach Volume Threshold:					261											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Peak Hour Volume Signal Warrant Report [Rural]

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Intersection #4 Alverda Rd / Feather Falls

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0
Initial Vol:	4	48	248	65	33	30	31	53	3	52	72	1
Major Street Volume:	428											
Minor Approach Volume:	125											
Minor Approach Volume Threshold:	317											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.



EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #5 Alverda / Casino Access
\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 5 columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows include North Bound, South Bound, East Bound, West Bound with various lane configurations and volumes.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=409]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #5 Alverda / Casino Access

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	2		16		2	0		0		0	58		47		259	1		21		3
Major Street Volume:					389															
Minor Approach Volume:					20															
Minor Approach Volume Threshold:					441															

-----  
 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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 EXISTING CONDTIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

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Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo

\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.419  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8  
 Optimal Cycle: 34 Level Of Service: B

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Street Name:	Upper Palermo				Ophir - Lower Wyandotte										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1

Volume Module:	>>	Count	Date:	28 Sep 2007	<<	friday evening						
Base Vol:	14	69	52	159	92	25	60	290	26	34	131	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	69	52	159	92	25	60	290	26	34	131	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	16	77	58	177	102	28	67	322	29	38	146	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	77	58	177	102	28	67	322	29	38	146	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	77	58	177	102	28	67	322	29	38	146	123

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.98 0.83
Lanes:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:	1769 1862 1583 1769 1862 1583 1769 1862 1583 1769 1862 1583

Capacity Analysis Module:	
Vol/Sat:	0.01 0.04 0.04 0.10 0.05 0.02 0.04 0.17 0.02 0.02 0.08 0.08
Crit Moves:	**** **** **** ****
Green/Cycle:	0.05 0.10 0.10 0.24 0.29 0.29 0.15 0.41 0.41 0.05 0.31 0.31
Volume/Cap:	0.19 0.42 0.37 0.42 0.19 0.06 0.25 0.42 0.04 0.42 0.25 0.25
Delay/Veh:	28.6 27.0 26.8 20.0 16.2 15.5 23.0 12.9 10.6 30.7 15.6 15.6
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	28.6 27.0 26.8 20.0 16.2 15.5 23.0 12.9 10.6 30.7 15.6 15.6
LOS by Move:	C C C C B B C B B C B B
HCM2kAvgQ:	0 2 1 3 2 0 1 5 0 1 2 2

Note: Queue reported is the number of cars per lane.  
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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
 2000 HCM Operations Method  
 Base Volume Alternative

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Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.05	0.10	0.10	0.24	0.29	0.29	0.15	0.41	0.41	0.05	0.31	0.31
ArrivalType:	3			3			3			3		
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.2	1.2	0.9	2.5	1.3	0.3	1.0	3.8	0.3	0.6	1.8	1.5
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.2	0.7	0.6	0.7	0.2	0.1	0.3	0.7	0.0	0.7	0.3	0.3
HCM2KQueue:	0.5	1.9	1.5	3.2	1.5	0.4	1.3	4.5	0.3	1.3	2.1	1.9
70th%Factor:	1.20	1.20	1.20	1.19	1.20	1.20	1.20	1.19	1.20	1.20	1.19	1.20
HCM2k70thQ:	0.6	2.3	1.8	3.8	1.8	0.5	1.6	5.4	0.4	1.5	2.6	2.2
85th%Factor:	1.60	1.58	1.59	1.57	1.59	1.60	1.59	1.56	1.60	1.59	1.58	1.58
HCM2k85thQ:	0.8	3.0	2.3	5.0	2.4	0.6	2.1	7.1	0.5	2.0	3.4	2.9
90th%Factor:	1.79	1.76	1.77	1.74	1.77	1.79	1.77	1.72	1.79	1.78	1.76	1.76
HCM2k90thQ:	0.9	3.3	2.6	5.6	2.7	0.7	2.3	7.8	0.6	2.2	3.8	3.3
95th%Factor:	2.08	2.04	2.05	2.00	2.05	2.09	2.06	1.97	2.09	2.06	2.03	2.04
HCM2k95thQ:	1.0	3.9	3.0	6.4	3.1	0.8	2.7	8.9	0.7	2.6	4.3	3.8
98th%Factor:	2.66	2.56	2.59	2.48	2.59	2.67	2.60	2.41	2.67	2.61	2.55	2.57
HCM2k98thQ:	1.3	4.8	3.8	7.9	3.9	1.1	3.4	10.9	0.9	3.3	5.5	4.8

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Fuel Consumption and Emissions  
 2000 HCM Operations Method  
 Base Volume Alternative

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Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	3.7	18.0	13.5	37.4	19.2	5.0	14.7	57.2	4.3	9.2	27.1	23.0

-----  
 Name: year 1995 composite fleet  
 Fuel Consumption: 29.351 pounds  
                   4.755 gallons  
 Carbon Dioxide: 91.574 pounds  
 Carbon Monoxide: 6.913 pounds  
 Hydrocarbons: 1.156 pounds  
 Nitrogen Oxides: 0.352 pounds  
 -----

Name: year 2000 composite fleet  
 Fuel Consumption: 27.198 pounds  
                   4.406 gallons  
 Carbon Dioxide: 84.858 pounds  
 Carbon Monoxide: 6.744 pounds  
 Hydrocarbons: 1.122 pounds  
 Nitrogen Oxides: 0.315 pounds  
 -----

DISCLAIMER  
 The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[ 10.1]

Table with columns for Street Name (Averda Rd, Lower Wyandotte), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Volume Module: Count Date (28 Sep 2007), Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table for Critical Gap Module: Critical Gp, FollowUpTim.

Table for Capacity Module: Cnflict Vol, Potent Cap., Move Cap., Total Cap, Volume/Cap.

Table for Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Level Of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Base Volume Alternative

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Intersection #2 Lower Wyandotte / Averda Rd

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Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			2%			2%			2%										
Grade:	0%			0%			0%			0%										
Peds/Hour:	0			0			0			0										
Pedestrian Walk Speed:	4.00 feet/sec																			
LaneWidth:	12 feet			12 feet			12 feet			12 feet										
Time Period:	0.25 hour																			

Two-Stage Gap Acceptance [Median Type: TWLTL][Median Storage: 1 car]

Two-Stage Gap Acceptance - Stage One Module:

Cnflct Vol:	643	643	xxxxx	185	185	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	466	472	xxxxx	847	747	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	435	441	xxxxx	847	747	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Two-Stage Gap Acceptance - Stage Two Module:

Cnflct Vol:	245	189	xxxxx	643	643	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	763	748	xxxxx	524	469	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	660	748	xxxxx	489	438	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx



EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #3 Lower Wyandotte / Feather Falls
\*\*\*\*\*

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[ 11.0]
\*\*\*\*\*

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Feather Falls and Lower Wyandotte with sub-columns for North, South, East, and West bounds.

Table with columns for Volume Module and Count Date (28 Sep 2007). Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with columns for Critical Gap Module. Rows include Critical Gp and FollowUpTim.

Table with columns for Capacity Module. Rows include Cnflct Vol, Potent Cap., Move Cap., Total Cap., and Volume/Cap.

Table with columns for Level Of Service Module. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Level Of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Base Volume Alternative

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Intersection #3 Lower Wyandotte / Feather Falls

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HevVeh:	0%			2%			2%			2%					
Grade:	0%			0%			0%			0%					
Peds/Hour:	0			0			0			0					
Pedestrian Walk Speed:	4.00 feet/sec														
LaneWidth:	12 feet			12 feet			12 feet			12 feet					
Time Period:	0.25 hour														

Two-Stage Gap Acceptance [Median Type: TWLTL][Median Storage: 1 car]

Two-Stage Gap Acceptance - Stage One Module:

Cnflct Vol:	709	709	xxxxx	111	111	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	428	440	xxxxx	914	803	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	349	359	xxxxx	914	803	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Two-Stage Gap Acceptance - Stage Two Module:

Cnflct Vol:	173	161	xxxxx	709	709	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	833	768	xxxxx	488	437	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	767	768	xxxxx	397	356	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #4 Alverda Rd / Feather Falls
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: A
\*\*\*\*\*

Table with columns for Street Name (Feather Falls, Alverday), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0, 1).

Table with columns for Volume Module: >> Count Date: 28 Sep 2007 <<, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

Note: Queue reported is the number of cars per lane.
\*\*\*\*\*

EXISTING CONDITIONS  
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Detailed Computation Report  
2000 HCM 4-Way Stop Method  
Base Volume Alternative

\*\*\*\*\*  
Intersection #4 Alverda Rd / Feather Falls  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Time Period: 0.25 hour  
 HevVeh: 2% 2% 2% 2%  
 Alpha Value: 0.01

GroupType:	5	3A	2	2
P[C1]:	0.49	0.34	0.32	0.35
P[C2]:	0.15	0.30	0.10	0.07
P[C3]:	0.25	0.17	0.37	0.40
P[C4]:	0.10	0.17	0.19	0.17
P[C5]:	0.01	0.02	0.02	0.02
Padj[C1]:	0.010	0.012	0.015	0.014
Padj[C2]:	0.003	0.003	0.007	0.007
Padj[C3]:	-0.006	-0.003	-0.009	-0.010
Padj[C4]:	-0.006	-0.010	-0.011	-0.010
Padj[C5]:	-0.001	-0.002	-0.002	-0.002

Lanes:	L1		L2		L1		L2		L1		L2	
LaneType:	RITE	L'THRU	LTR	NOLANE	LTR	NOLANE	LTR	NOLANE	LTR	NOLANE	LTR	NOLANE
HeadwayAdj:	-0.666	0.072	-0.005	xx.xxx	0.085	xx.xxx	0.112	xx.xxx				
Volume:	310	65	160	xxxxxx	109	xxxxxx	156	xxxxxx				
Capacity:	739	641	664	xxxxxx	609	xxxxxx	621	xxxxxx				
DegOfUtil:	0.41	0.10	0.23	x.xxx	0.16	x.xx	0.23	x.xx				
DepHeadway:	4.71	5.45	5.14	xx.xx	5.44	xx.xx	5.39	xx.xx				
ServiceTime:	2.4	3.1	3.1	xx.x	3.4	xx.x	3.4	xx.x				
Delay:	10.6	8.7	9.7	xxx.x	9.5	xxx.x	10.0	xxx.x				
Queue:	0.7	0.1	0.3	xxx.x	0.2	xxx.x	0.3	xxx.x				

Approach:	North Bound		South Bound		East Bound		West Bound	
ApproachDel:	10.3	9.7	9.5	10.0				
Delay Adj:	1.00	1.00	1.00	1.00				
ApprAdjDel:	10.3	9.7	9.5	10.0				
LOS by Appr:	B	A	A	B				
OverallDel:	10.0							
OverallLOS:	A							

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Alverda / Casino Access

\*\*\*\*\*

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[ 13.6]

\*\*\*\*\*

Street Name:

Casino Access

Alverda Rd

Table with columns for Approach, Movement, Control, Rights, Lanes, and sub-columns for North Bound, South Bound, East Bound, and West Bound.

Volume Module: >> Count Date: 28 Sep 2007 << friday evening

Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume, and sub-columns for North Bound, South Bound, East Bound, and West Bound.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim, and sub-columns for North Bound, South Bound, East Bound, and West Bound.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap., and sub-columns for North Bound, South Bound, East Bound, and West Bound.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and sub-columns for North Bound, South Bound, East Bound, and West Bound.

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.

\*\*\*\*\*

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Level Of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Base Volume Alternative

\*\*\*\*\*

Intersection #5 Alverda / Casino Access

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	2%			2%			2%			2%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	100			100			100			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

---

EXISTING CONDITIONS

4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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Scenario Report

Scenario: Saturday INB

Command: Default Command

Volume: ex Saturday INB

Geometry: existing

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Intersection Volume Report  
 Base Volume Alternative  
 -----

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Ophir Rd / Lo	14	56	38	108	72	11	30	192	14	23	114	69
2 Lower Wyandot	0	0	0	1	0	72	37	274	0	0	132	1
3 Lower Wyandot	0	0	0	14	0	75	175	100	0	0	59	20
4 Alverda Rd /	6	18	174	45	30	22	12	32	3	53	41	0
5 Alverda / Cas	89	31	2	0	0	0	40	22	203	5	9	3



-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Impact Analysis Report  
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ophir Rd / Lower Wyandotte / U	B	17.0	0.288	B 17.0	0.288	+ 0.000 D/V
# 2 Lower Wyandotte / Alverda Rd	A	9.4	0.000	A 9.4	0.000	+ 0.000 D/V
# 3 Lower Wyandotte / Feather Fall	A	9.8	0.000	A 9.8	0.000	+ 0.000 D/V
# 4 Alverda Rd / Feather Falls	A	8.3	0.238	A 8.3	0.238	+ 0.000 V/C
# 5 Alverda / Casino Access	B	12.8	0.000	B 12.8	0.000	+ 0.000 D/V

-----  
EXISTING CONDITIONS  
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
-----

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 2 Lower Wyandotte / Averda Rd	No / No	??? / ???
# 3 Lower Wyandotte / Feather Falls	No / No	??? / ???
# 4 Alverda Rd / Feather Falls	No	???
# 5 Alverda / Casino Access	No / No	??? / ???

-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #2 Lower Wyandotte / Averda Rd

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0
Initial Vol:	0	0	0	0	1	0	72	0	37	274	0	0	0	132	1	0
ApproachDel:	xxxxxx				9.4				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=73]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=517]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #2 Lower Wyandotte / Averda Rd

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1
Initial Vol:	0		0		0	1		0		72	37		274		0	0		132		1
Major Street Volume:					444															
Minor Approach Volume:					73															
Minor Approach Volume Threshold:	309																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #3 Lower Wyandotte / Feather Falls

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0
Initial Vol:	0	0	0		14	0	75		175	100	0		0	59	20	
ApproachDel:	xxxxxx				9.8				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=89]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=443]

FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

-----  
 SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #3 Lower Wyandotte / Feather Falls

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	1
Initial Vol:	0	0	0	0	0	14	0	75	175	100	0	0	59	20						
Major Street Volume:					354															
Minor Approach Volume:					89															
Minor Approach Volume Threshold:					361															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #4 Alverda Rd / Feather Falls

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound			West Bound								
Movement:	L	T	R		L	T	R		L	T	R	L	T	R						
Control:	Stop Sign				Stop Sign				Stop Sign			Stop Sign								
Lanes:	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0
Initial Vol:	6	18	174		45	30	22		12	32	3	53	41	0						
Major Street Volume:					295															
Minor Approach Volume:					94															
Minor Approach Volume Threshold:	403																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #5 Alverda / Casino Access

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 5 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=122]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=404]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.



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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*  
 Intersection #5 Alverda / Casino Access  
 \*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	89		31		2	0		0		0	40		22		203	5		9		3
Major Street Volume:					282															
Minor Approach Volume:					122															
Minor Approach Volume Threshold:					538															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

EXISTING CONDITONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo
\*\*\*\*\*
Cycle (sec): 60 Critical Vol./Cap.(X): 0.288
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 30 Level Of Service: B
\*\*\*\*\*

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Upper Palermo and Ophir - Lower Wyandotte.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.



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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Level of Service Detailed Computation Report (HCM2000 Queue Method)  
 2000 HCM Operations Method  
 Base Volume Alternative

\*\*\*\*\*  
 Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo  
 \*\*\*\*\*

Approach: Movement:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.06	0.12	0.12	0.24	0.29	0.29	0.10	0.40	0.40	0.05	0.35	0.35
ArrivalType:	3			3			3			3		
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.2	0.9	0.6	1.6	1.0	0.1	0.5	2.4	0.2	0.4	1.5	0.9
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.2	0.4	0.3	0.4	0.2	0.0	0.2	0.4	0.0	0.4	0.2	0.2
HCM2KQueue:	0.4	1.3	0.9	2.0	1.2	0.2	0.7	2.8	0.2	0.8	1.7	1.0
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.20	1.20	1.20
HCM2k70thQ:	0.5	1.6	1.1	2.4	1.4	0.2	0.9	3.4	0.2	1.0	2.0	1.2
85th%Factor:	1.60	1.59	1.59	1.58	1.59	1.60	1.59	1.57	1.60	1.59	1.58	1.59
HCM2k85thQ:	0.7	2.1	1.5	3.2	1.8	0.3	1.2	4.4	0.3	1.3	2.7	1.6
90th%Factor:	1.79	1.77	1.78	1.76	1.78	1.80	1.79	1.75	1.80	1.78	1.77	1.78
HCM2k90thQ:	0.7	2.4	1.7	3.6	2.1	0.3	1.3	4.9	0.3	1.4	3.0	1.8
95th%Factor:	2.09	2.06	2.07	2.04	2.06	2.09	2.08	2.01	2.09	2.07	2.05	2.07
HCM2k95thQ:	0.9	2.8	1.9	4.2	2.4	0.4	1.6	5.7	0.4	1.7	3.5	2.1
98th%Factor:	2.67	2.60	2.63	2.55	2.61	2.69	2.64	2.51	2.69	2.64	2.58	2.62
HCM2k98thQ:	1.1	3.5	2.5	5.2	3.0	0.5	2.0	7.1	0.5	2.1	4.4	2.7

-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Fuel Consumption and Emissions  
 2000 HCM Operations Method  
 Base Volume Alternative

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Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	3.7	14.2	9.6	24.6	14.8	2.2	7.7	36.3	2.4	6.2	22.1	13.1

-----  
 Name: year 1995 composite fleet  
 Fuel Consumption: 19.919 pounds  
                   3.227 gallons  
 Carbon Dioxide: 62.148 pounds  
 Carbon Monoxide: 4.670 pounds  
 Hydrocarbons: 0.775 pounds  
 Nitrogen Oxides: 0.239 pounds

-----  
 Name: year 2000 composite fleet  
 Fuel Consumption: 18.429 pounds  
                   2.985 gallons  
 Carbon Dioxide: 57.497 pounds  
 Carbon Monoxide: 4.553 pounds  
 Hydrocarbons: 0.752 pounds  
 Nitrogen Oxides: 0.213 pounds

-----  
**DISCLAIMER**  
 The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Lower Wyandotte / Averda Rd
Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[ 9.4]

Table with columns for Street Name (Averda Rd, Lower Wyandotte), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Volume Module: Count Date (29 Sep 2007), Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module: Critical Gp, FollowUpTim.

Table for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Total Cap., Volume/Cap.

Table for Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Level Of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Base Volume Alternative

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Intersection #2 Lower Wyandotte / Averda Rd

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			2%			2%			2%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

-----  
 Two-Stage Gap Acceptance [Median Type: TWLTL] [Median Storage: 1 car]  
 -----

Two-Stage Gap Acceptance - Stage One Module:

Cnflct Vol:	387	387	xxxxx	147	147	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	641	613	xxxxx	881	776	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	622	596	xxxxx	881	776	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Two-Stage Gap Acceptance - Stage Two Module:

Cnflct Vol:	187	148	xxxxx	387	387	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	819	779	xxxxx	687	610	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	746	779	xxxxx	667	592	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

EXISTING CONDITONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #3 Lower Wyandotte / Feather Falls
\*\*\*\*\*

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[ 9.8]
\*\*\*\*\*

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Feather Falls and Lower Wyandotte with sub-columns for North, South, East, West Bound and L, T, R movements.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Rows include Count Date: 29 Sep 2007 and various volume/adjustment values.

Table with columns for Critical Gap Module, Critical Gp, FollowUpTim. Rows include gap values and timing parameters.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Total Cap, Volume/Cap. Rows include capacity values and volume-to-capacity ratios.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows include LOS values and delay parameters.

Note: Queue reported is the number of cars per lane.
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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Level Of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Base Volume Alternative

\*\*\*\*\*

Intersection #3 Lower Wyandotte / Feather Falls

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			2%			2%			2%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

-----  
 Two-Stage Gap Acceptance [Median Type: TWLTL] [Median Storage: 1 car]  
 -----

Two-Stage Gap Acceptance - Stage One Module:

Cnflct Vol:	500	500	xxxxx	66	66	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	557	546	xxxxx	957	840	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	485	476	xxxxx	957	840	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Two-Stage Gap Acceptance - Stage Two Module:

Cnflct Vol:	118	88	xxxxx	500	500	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	891	826	xxxxx	609	543	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	817	826	xxxxx	531	473	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Alverda Rd / Feather Falls
Cycle (sec): 100 Critical Vol./Cap.(X): 0.238
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Feather Falls, Alverday), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module showing Count, Date (29 Sep 2007), and various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Note: Queue reported is the number of cars per lane.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Level Of Service Detailed Computation Report  
 2000 HCM 4-Way Stop Method  
 Base Volume Alternative

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Intersection #4 Alverda Rd / Feather Falls

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Time Period:	0.25 hour											
HevVeh:	2%			2%			2%			2%		
Alpha Value:	0.01											

GroupType:	5			3A			2			2		
P[C1]:	0.69			0.59			0.55			0.59		
P[C2]:	0.11			0.21			0.09			0.04		
P[C3]:	0.16			0.14			0.28			0.30		
P[C4]:	0.03			0.06			0.08			0.06		
P[C5]:	0.00			0.00			0.00			0.00		
Padj[C1]:	0.005			0.007			0.009			0.008		
Padj[C2]:	0.001			0.001			0.004			0.004		
Padj[C3]:	-0.005			-0.004			-0.008			-0.008		
Padj[C4]:	-0.002			-0.003			-0.005			-0.003		
Padj[C5]:	-0.000			-0.000			-0.000			-0.000		

Lanes:	L1		L2		L1		L2		L1		L2	
LaneType:	RITE	LTTHRU	LTR	NOLANE	LTR	NOLANE	LTR	NOLANE	LTR	NOLANE	LTR	NOLANE
HeadwayAdj:	-0.666	0.159	-0.009	xx.xxx	0.047	xx.xxx	0.147	xx.xxx				
Volume:	193	27	108	xxxxxx	52	xxxxxx	104	xxxxxx				
Capacity:	814	685	757	xxxxxx	705	xxxxxx	707	xxxxxx				
DegOfUtil:	0.23	0.04	0.14	x.xx	0.07	x.xx	0.14	x.xx				
DepHeadway:	4.30	5.12	4.60	xx.xx	4.79	xx.xx	4.82	xx.xx				
ServiceTime:	2.0	2.8	2.6	xx.x	2.8	xx.x	2.8	xx.x				
Delay:	8.3	8.0	8.3	xxx.x	8.1	xxx.x	8.6	xxx.x				
Queue:	0.3	0.0	0.2	xxx.x	0.1	xxx.x	0.2	xxx.x				

Approach:	North Bound			South Bound			East Bound			West Bound		
ApproachDel:	8.3			8.3			8.1			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			8.3			8.1			8.6		
LOS by Appr:	A			A			A			A		
OverallDel:	8.3											
OverallLOS:	A											

EXISTING CONDITONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Alverda / Casino Access
Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B[ 12.8]

Table with columns for Street Name (Casino Access, Alverda Rd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table for Volume Module showing Count Date (29 Sep 2007) and various volume metrics like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Level Of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Base Volume Alternative

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Intersection #5 Alverda / Casino Access

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	2%			2%			2%			2%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	100			100			100			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

-----  
EXISTING CONDTIONS

4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Scenario Report

Scenario: Staruday OUTB  
Command: Default Command  
Volume: ex Saturday OUTB  
Geometry: existing  
Impact Fee: Default Impact Fee  
Trip Generation: Default Trip Generation  
Trip Distribution: Default Trip Distribution  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Intersection Volume Report  
 Base Volume Alternative  
 -----

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L --	T --	R	L --	T --	R	L --	T --	R	L --	T --	R
1 Ophir Rd / Lo	3	33	25	42	25	23	6	106	9	24	143	64
2 Lower Wyandot	0	0	0	1	0	117	12	156	0	0	130	2
3 Lower Wyandot	0	0	0	17	0	64	135	52	0	0	31	8
4 Alverda Rd /	2	24	103	26	51	23	4	11	0	71	94	2
5 Alverda / Cas	121	28	7	0	0	0	31	26	111	4	24	3

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Impact Analysis Report  
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ophir Rd / Lower Wyandotte / U	B	13.8	0.169	B 13.8	0.169	+ 0.000 D/V
# 2 Lower Wyandotte / Averda Rd	A	9.7	0.000	A 9.7	0.000	+ 0.000 D/V
# 3 Lower Wyandotte / Feather Fall	A	9.5	0.000	A 9.5	0.000	+ 0.000 D/V
# 4 Alverda Rd / Feather Falls	A	8.4	0.246	A 8.4	0.246	+ 0.000 V/C
# 5 Alverda / Casino Access	B	13.5	0.000	B 13.5	0.000	+ 0.000 D/V



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EXISTING CONDITIONS  
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
-----

Signal Warrant Summary Report

Intersection	Base Met {Del / Vol}	Future Met [Del / Vol]
# 2 Lower Wyandotte / Averda Rd	No / No	??? / ???
# 3 Lower Wyandotte / Feather Falls	No / No	??? / ???
# 4 Alverda Rd / Feather Falls	No	???
# 5 Alverda / Casino Access	No / No	??? / ???

EXISTING CONDITONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Peak Hour Delay Signal Warrant Report

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Intersection #2 Lower Wyandotte / Averda Rd

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 5 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=118]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=418]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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 EXISTING CONDITONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #2 Lower Wyandotte / Averda Rd

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1
Initial Vol:	0	0	0	0	0	1	0	117			12	156	0	0		0	130	2		
Major Street Volume:					300															
Minor Approach Volume:					118															
Minor Approach Volume Threshold:					399															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #3 Lower Wyandotte / Feather Falls

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 5 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=81]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=307]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #3 Lower Wyandotte / Feather Falls

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	1
Initial Vol:	0	0	0	0	0	17	0	64			135	52	0			0	31	8		
Major Street Volume:					226															
Minor Approach Volume:					81															
Minor Approach Volume Threshold:					464															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #4 Alverda Rd / Feather Falls

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0
Initial Vol:	2	24	103		26	51	23		4	11	0		71	94	2					
Major Street Volume:													229							
Minor Approach Volume:													167							
Minor Approach Volume Threshold:	461																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Peak Hour Delay Signal Warrant Report

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Intersection #5 Alverda / Casino Access

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=156]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=355]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Peak Hour Volume Signal Warrant Report [Rural]

\*\*\*\*\*

Intersection #5 Alverda / Casino Access

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	121	28		7		0	0		0		31	26		111		4	24		3	

Major Street Volume: 199  
 Minor Approach Volume: 156  
 Minor Approach Volume Threshold: 643

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.



EXISTING CONDITONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo
\*\*\*\*\*
Cycle (sec): 60 Critical Vol./Cap.(X): 0.169
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 26 Level Of Service: B
\*\*\*\*\*

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Upper Palermo (North/South Bound) and Ophir - Lower Wyandotte (East/West Bound).

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Includes a date stamp: 29 Sep 2007.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for the Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for the Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.
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EXISTING CONDITONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

\*\*\*\*\*
Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, HCM Ops Adjusted Lane Utilization Module, Lanes, Lane Group, and #LnsInGrps.

Table with 13 columns for various parameters. Rows include HCM Ops Input Saturation Adj Module, Lane Width, CrsswalkWid, % Hev Veh, Grade, Parking/Hr, Bus Stp/Hr, Area Type, Cnft Ped/Hr, ExclusiveRT, and % RT Prtct.

Table with 13 columns for HCM Ops f(lt) Adj Case Module. Row includes f(lt) Case.

Table with 13 columns for HCM Ops Saturation Adj Module. Rows include Ln Wid Adj, Hev Veh Adj, Grade Adj, Parking Adj, Bus Stp Adj, Area Adj, RT Adj, LT Adj, PedBike Adj, HCM Sat Adj, Usr Sat Adj, MLF Sat Adj, and Fnl Sat Adj.

Table with 13 columns for Delay Adjustment Factor Module. Rows include Coordinated, Signal Type, and DelAdjFctr.

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 EXISTING CONDITONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Level Of Service Detailed Computation Report (HCM2000 Queue Method)  
 2000 HCM Operations Method  
 Base Volume Alternative

\*\*\*\*\*  
 Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.03	0.12	0.12	0.16	0.24	0.24	0.02	0.43	0.43	0.10	0.51	0.51
ArrivalType:	3			3			3			3		
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	0.6	0.4	0.7	0.4	0.3	0.1	1.2	0.1	0.4	1.4	0.6
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.1	0.2	0.2	0.2	0.1	0.1	0.2	0.2	0.0	0.2	0.2	0.1
HCM2KQueue:	0.1	0.8	0.6	0.9	0.4	0.4	0.3	1.4	0.1	0.6	1.6	0.7
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
HCM2k70thQ:	0.1	0.9	0.7	1.0	0.5	0.5	0.4	1.6	0.1	0.7	2.0	0.9
85th%Factor:	1.60	1.59	1.59	1.59	1.60	1.60	1.60	1.59	1.60	1.59	1.58	1.59
HCM2k85thQ:	0.2	1.2	0.9	1.4	0.7	0.6	0.5	2.2	0.2	0.9	2.6	1.1
90th%Factor:	1.80	1.79	1.79	1.78	1.79	1.79	1.79	1.77	1.80	1.79	1.77	1.79
HCM2k90thQ:	0.2	1.3	1.1	1.6	0.8	0.7	0.5	2.4	0.2	1.0	2.9	1.3
95th%Factor:	2.10	2.08	2.08	2.07	2.09	2.09	2.09	2.06	2.10	2.08	2.05	2.08
HCM2k95thQ:	0.3	1.6	1.2	1.8	0.9	0.8	0.6	2.8	0.2	1.2	3.4	1.5
98th%Factor:	2.69	2.64	2.66	2.63	2.67	2.67	2.68	2.60	2.69	2.66	2.58	2.65
HCM2k98thQ:	0.3	2.0	1.6	2.3	1.1	1.1	0.8	3.6	0.3	1.5	4.2	1.9

-----  
 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Fuel Consumption and Emissions  
 2000 HCM Operations Method  
 Base Volume Alternative

\*\*\*\*\*  
 Intersection #1 Ophir Rd / Lower Wyandotte / Upper Palermo  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	0.8	8.3	6.2	10.1	5.3	4.9	1.6	18.0	1.4	6.1	21.5	9.2

-----  
 Name: year 1995 composite fleet  
 Fuel Consumption: 12.125 pounds  
                           1.964 gallons  
 Carbon Dioxide: 37.829 pounds  
 Carbon Monoxide: 2.784 pounds  
 Hydrocarbons: 0.445 pounds  
 Nitrogen Oxides: 0.145 pounds  
 -----

Name: year 2000 composite fleet  
 Fuel Consumption: 11.137 pounds  
                           1.804 gallons  
 Carbon Dioxide: 34.747 pounds  
 Carbon Monoxide: 2.707 pounds  
 Hydrocarbons: 0.430 pounds  
 Nitrogen Oxides: 0.129 pounds  
 -----

DISCLAIMER  
 The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

EXISTING CONDITONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[ 9.7]

Table with columns for Street Name (Averda Rd, Lower Wyandotte), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Volume Module: >> Count Date: 29 Sep 2007 <<. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module with columns for Critical Gp and FollowUpTim.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
 -----

Level Of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Base Volume Alternative

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Intersection #2 Lower Wyandotte / Averda Rd

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			2%			2%			2%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

-----|-----|-----|-----|-----|  
 Two-Stage Gap Acceptance [Median Type: TWLTL]{Median Storage: 1 car}  
 -----|-----|-----|-----|-----|

Two-Stage Gap Acceptance - Stage One Module:

Cnflct Vol:	200	200	xxxxx	144	144	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	806	739	xxxxx	883	777	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	799	733	xxxxx	883	777	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Two-Stage Gap Acceptance - Stage Two Module:

Cnflct Vol:	211	147	xxxxx	200	200	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	796	780	xxxxx	834	736	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	681	780	xxxxx	826	729	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #3 Lower Wyandotte / Feather Falls
\*\*\*\*\*

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[ 9.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Feather Falls and Lower Wyandotte with sub-columns for North, South, East, West Bound and L, T, R movements.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Rows include Count Date: 29 Sep 2007 and various volume/adjustment values.

Table with columns for Critical Gap Module, Critical Gp, FollowUpTim. Rows include gap values and timing for different approaches.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Total Cap, Volume/Cap. Rows include capacity values and volume/capacity ratios.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows include level of service values and control delay.

Note: Queue reported is the number of cars per lane.
\*\*\*\*\*

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Level Of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Base Volume Alternative

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Intersection #3 Lower Wyandotte / Feather Falls

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			2%			2%			2%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Two-Stage Gap Acceptance [Median Type: TWLTL] [Median Storage: 1 car]

Two-Stage Gap Acceptance - Stage One Module:

Cnflct Vol:	366	366	xxxxx	35	35	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	658	626	xxxxx	987	866	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	593	565	xxxxx	987	866	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Two-Stage Gap Acceptance - Stage Two Module:

Cnflct Vol:	76	44	xxxxx	366	366	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	938	862	xxxxx	702	623	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Move Cap.:	872	862	xxxxx	633	562	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx



EXISTING CONDITONS  
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report  
2000 HCM 4-Way Stop Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #4 Alverda Rd / Feather Falls  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.246  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4  
Optimal Cycle: 0 Level Of Service: A  
\*\*\*\*\*

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	0	1	0	0	0

Volume Module: >> Count Date: 29 Sep 2007 <<

Base Vol:	2	24	103	26	51	23	4	11	0	71	94	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	24	103	26	51	23	4	11	0	71	94	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	2	27	114	29	57	26	4	12	0	79	104	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	27	114	29	57	26	4	12	0	79	104	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	27	114	29	57	26	4	12	0	79	104	2

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	0.26	0.51	0.23	0.27	0.73	0.00	0.43	0.56	0.01
Final Sat.:	52	625	786	196	385	174	190	522	0	320	424	9

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.15	0.15	0.15	0.15	0.02	0.02	xxxx	0.25	0.25	0.25
Crit Moves:			****	****	****	****	****	****	****	****	****	****
Delay/Veh:	8.1	8.1	7.8	8.3	8.3	8.3	7.9	7.9	0.0	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	7.8	8.3	8.3	8.3	7.9	7.9	0.0	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		7.9			8.3			7.9			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.3			7.9			9.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.  
\*\*\*\*\*

EXISTING CONDITONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Detailed Computation Report  
 2000 HCM 4-Way Stop Method  
 Base Volume Alternative

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Intersection #4 Alverda Rd / Feather Falls

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Time Period: 0.25 hour

HevVeh: 2% 2% 2% 2%

Alpha Value: 0.01

GroupType:	5	3A	2	2
P[C1]:	0.64	0.62	0.54	0.69
P[C2]:	0.11	0.13	0.17	0.02
P[C3]:	0.21	0.20	0.20	0.26
P[C4]:	0.04	0.05	0.08	0.03
P[C5]:	0.00	0.00	0.01	0.00
Padj[C1]:	0.007	0.007	0.008	0.006
Padj[C2]:	0.002	0.002	0.002	0.003
Padj[C3]:	-0.006	-0.006	-0.005	-0.008
Padj[C4]:	-0.002	-0.003	-0.005	-0.002
Padj[C5]:	-0.000	-0.000	-0.001	-0.000

Lanes:	L1	L2	L1	L2	L1	L2	L1	L2
LaneType:	RITE	LTTHRU	LTR	NOLANE	LTR	NOLANE	LTR	NOLANE
HeadwayAdj:	-0.666	0.072	-0.052	xx.xxx	0.087	xx.xxx	0.112	xx.xxx
Volume:	114	29	111	xxxxxx	17	xxxxxx	186	xxxxxx
Capacity:	786	677	755	xxxxxx	711	xxxxxx	754	xxxxxx
DegOfUtil:	0.14	0.04	0.14	x.xx	0.02	x.xx	0.24	x.xx
DepHeadway:	4.40	5.14	4.58	xx.xx	4.77	xx.xx	4.60	xx.xx
ServiceTime:	2.1	2.8	2.6	xx.x	2.8	xx.x	2.6	xx.x
Delay:	7.8	8.1	8.3	xxx.x	7.9	xxx.x	9.0	xxx.x
Queue:	0.2	0.0	0.2	xxx.x	0.0	xxx.x	0.3	xxx.x

Approach:	North Bound		South Bound		East Bound		West Bound	
ApproachDel:	7.9		8.3		7.9		9.0	
Delay Adj:	1.00		1.00		1.00		1.00	
ApprAdjDel:	7.9		8.3		7.9		9.0	
LOS by Appr:	A		A		A		A	
OverallDel:				8.4				
OverallLOS:				A				

EXISTING CONDITIONS
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Alverda / Casino Access
Average Delay (sec/veh): 6.7 Worst Case Level Of Service: B[ 13.5]

Table with columns for Street Name (Casino Access, Alverda Rd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Volume Module: >> Count Date: 29 Sep 2007 <<. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module with columns for Critical Gp and FollowUpTim across different movements.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.

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 EXISTING CONDITIONS  
 4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA  
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Level Of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Base Volume Alternative

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Intersection #5 Alverda / Casino Access

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	2%			2%			2%			2%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	100			100			100			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

4520-001

CITY OF OROVILLE

All Traffic Data  
(916) 771-8700

Site Code : 000000000000

LOWER WYANDOTTE ROAD BETWEEN PALERMO  
MARYSVILLE ROAD AND PANO LANE

Start Date: 09/25/2007

File I.D. : 7362-1

Direction 1

Page : 1

Begin Time	Tues. 09/25	NB		SB		Combined		Wed. 09/25	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		11	33	5	43	16	76		17	43	5	52	22	95
12:15		7	38	4	55	11	93		9	26	8	42	17	68
12:30		9	37	8	46	17	83		7	36	10	42	17	78
12:45		9	43	6	47	15	90		10	28	3	59	13	87
01:00		13	42	8	41	21	83		9	29	9	47	18	76
01:15		5	39	5	34	10	73		10	42	11	48	21	90
01:30		8	46	4	39	12	85		5	41	1	50	6	91
01:45		6	30	1	33	7	63		3	47	6	48	9	95
02:00		10	43	4	65	14	108		6	61	3	51	9	112
02:15		6	65	6	45	12	110		4	63	2	48	6	111
02:30		2	59	7	71	9	130		5	66	3	65	8	131
02:45		6	49	8	62	14	111		1	69	7	60	8	129
03:00		8	60	4	77	12	137		3	72	3	72	6	144
03:15		1	42	3	93	4	135		5	46	3	71	8	117
03:30		3	51	6	62	9	113		3	44	7	61	10	105
03:45		4	49	5	64	9	113		2	43	9	57	11	100
04:00		2	58	8	77	10	135		6	60	1	55	7	115
04:15		3	51	10	71	13	122		3	54	4	50	7	104
04:30		6	71	13	61	19	132		2	55	12	63	14	118
04:45		4	47	12	64	16	111		4	54	10	54	14	108
05:00		8	51	10	51	18	102		9	49	12	73	21	122
05:15		6	55	11	57	17	112		8	48	12	57	20	105
05:30		12	65	19	67	31	132		12	53	13	51	25	104
05:45		19	47	14	58	33	105		15	57	20	54	35	111
06:00		18	53	19	48	37	101		16	51	26	47	42	98
06:15		17	52	18	48	35	100		13	45	16	52	29	97
06:30		31	50	20	35	51	85		15	36	24	59	39	95
06:45		26	35	25	39	51	74		22	59	22	48	44	107
07:00		27	34	28	48	55	82		32	41	38	55	70	96
07:15		42	30	42	43	84	73		55	39	45	61	100	100
07:30		93	32	55	31	148	63		93	45	63	50	156	95
07:45		93	36	95	33	188	69		100	43	98	34	198	77
08:00		87	25	93	32	180	57		69	29	62	48	131	77
08:15		59	34	75	37	134	71		57	31	65	37	122	68
08:30		47	26	54	33	101	59		50	31	45	39	95	70
08:45		58	28	44	22	102	50		33	27	34	35	67	62
09:00		33	19	38	27	71	46		27	31	35	27	62	58
09:15		40	22	37	21	77	43		36	21	26	16	62	37
09:30		41	15	38	25	79	40		45	22	30	27	75	49
09:45		43	23	36	19	79	42		39	37	25	17	64	54
10:00		40	18	38	22	78	40		31	30	29	36	60	66
10:15		38	19	47	9	85	28		36	25	25	26	61	51
10:30		42	25	40	20	82	45		52	37	32	22	84	59
10:45		49	13	39	16	88	29		37	10	40	11	77	21
11:00		46	14	41	17	87	31		33	16	47	14	80	30
11:15		43	13	41	16	84	29		40	12	29	11	69	23
11:30		50	10	28	11	78	21		28	19	41	6	69	25
11:45		40	9	40	10	80	19		42	14	38	8	80	22
Totals		1271	1806	1212	2045	2483	3851		1159	1937	1109	2116	2268	4053
Day Totals		3077		3257		6334			3096		3225		6321	
% Total		20.0%	28.5%	19.1%	32.2%				18.3%	30.6%	17.5%	33.4%		
Peak		07:30	02:15	07:30	02:30	07:30	02:30		07:30	02:15	07:30	02:30	07:30	02:30
Volume		332	233	318	303	650	513		319	270	288	268	607	521
P.H.F.		.89	.89	.83	.81	.86	.93		.79	.93	.73	.93	.76	.90

LOWER WYANDOTTE ROAD BETWEEN PALERMO  
MARYSVILLE ROAD AND PAND LANE

Direction 1

Begin Time	Thur. 09/27		NB		SB		Combined		Fri. 09/28		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			17	37	7	43	24	80			28	59	12	59	40	118
12:15			7	43	6	42	13	85			14	46	10	66	24	112
12:30			13	43	3	58	16	101			14	60	8	97	22	157
12:45			10	45	8	45	18	90			8	54	7	92	15	146
01:00			13	48	8	43	21	91			10	51	13	81	23	132
01:15			6	44	8	41	14	85			8	57	6	47	14	104
01:30			7	41	10	39	17	80			5	56	7	57	12	113
01:45			7	43	2	58	9	101			3	58	2	64	5	122
02:00			5	48	4	69	9	117			13	52	6	64	19	116
02:15			5	80	3	38	8	118			9	48	11	59	20	107
02:30			2	65	3	81	5	146			3	51	7	60	10	111
02:45			7	61	5	56	12	117			5	41	4	58	9	99
03:00			3	64	6	76	9	140			3	40	1	52	4	92
03:15			1	48	7	87	8	135			8	38	3	44	11	82
03:30			4	57	1	63	5	120			6	34	5	63	11	97
03:45			7	50	5	59	12	109			4	57	4	62	8	119
04:00			5	52	7	52	12	104			4	53	7	48	11	101
04:15			1	46	8	65	9	111			2	40	6	62	8	102
04:30			5	61	11	62	16	123			5	44	14	54	19	98
04:45			5	62	8	97	13	159			4	61	11	55	15	116
05:00			7	73	19	73	26	146			12	52	16	62	28	114
05:15			6	66	13	79	19	145			9	60	10	82	19	142
05:30			16	81	19	80	35	161			9	61	20	67	29	128
05:45			12	66	14	64	26	130			15	51	20	75	35	126
06:00			16	80	24	58	40	138			16	45	20	59	36	104
06:15			17	58	21	82	38	140			7	44	24	36	31	80
06:30			24	65	21	49	45	114			20	44	24	47	44	91
06:45			37	56	25	44	62	100			30	57	26	54	56	111
07:00			31	49	30	68	61	117			30	51	29	39	59	90
07:15			50	49	43	55	93	104			34	40	39	47	73	87
07:30			95	47	63	69	158	116			95	40	48	48	143	88
07:45			90	57	99	48	189	105			82	47	90	35	172	82
08:00			92	37	84	41	176	78			74	34	78	34	152	68
08:15			75	44	71	24	146	68			72	27	68	42	140	69
08:30			50	38	55	29	105	67			32	22	46	41	78	63
08:45			36	40	33	37	69	77			40	28	33	23	73	51
09:00			32	33	51	41	83	74			35	38	25	18	60	56
09:15			43	34	49	29	92	63			46	41	32	27	78	68
09:30			38	31	41	26	79	57			61	28	25	24	86	52
09:45			49	33	33	27	82	60			76	20	43	24	119	44
10:00			43	30	37	24	80	54			54	30	58	30	112	60
10:15			25	21	46	22	71	43			64	25	47	31	111	56
10:30			51	18	44	20	95	38			67	29	64	35	131	64
10:45			30	25	26	19	56	44			62	16	46	12	108	28
11:00			39	16	47	22	86	38			51	27	56	17	107	44
11:15			32	22	53	18	85	40			47	24	58	17	105	41
11:30			40	19	47	22	87	41			62	24	48	26	110	50
11:45			40	13	40	15	80	28			41	13	61	22	102	35
Totals			1246	2239	1268	2359	2514	4598			1399	2018	1298	2318	2697	4336
Day Totals			3485		3627		7112				3417		3616		7033	
% Total			17.5%	31.4%	17.8%	33.1%					19.8%	28.6%	18.4%	32.9%		
Peaks			07:30	05:15	07:30	04:45	07:30	04:45			07:30	04:45	07:30	12:15	07:30	12:15
Volume			352	293	317	329	669	611			323	234	284	336	607	547
P.H.F.			.92	.90	.80	.84	.88	.94			.85	.95	.78	.86	.88	.87

LOWER WYANDOTTE ROAD BETWEEN PALERMO  
MARYSVILLE ROAD AND PANO LANE

Direction 1

Begin Time	Sat. 09/29	NB		SB		Combined		Sun. 09/30	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		36	41	19	36	55	77		28	40	15	36	43	76
12:15		27	44	9	41	36	85		18	33	20	43	38	76
12:30		9	30	10	34	19	64		9	52	19	35	28	87
12:45		15	45	11	35	26	80		14	44	12	54	26	98
01:00		12	31	9	35	21	66		11	44	8	35	19	79
01:15		16	47	10	53	26	100		13	54	11	38	24	92
01:30		11	35	9	52	20	87		13	43	11	34	24	77
01:45		8	39	12	47	20	86		13	36	12	51	25	87
02:00		22	43	5	42	27	85		8	32	9	50	17	82
02:15		15	42	12	37	27	79		11	37	8	33	19	70
02:30		15	37	8	44	23	81		6	30	5	44	11	74
02:45		11	36	8	32	19	68		2	38	7	48	9	86
03:00		9	49	8	46	17	95		4	43	3	34	7	77
03:15		2	39	7	51	9	90		5	36	6	40	11	76
03:30		4	46	5	44	9	90		5	42	5	43	10	85
03:45		3	46	4	51	7	97		4	30	2	32	6	62
04:00		8	49	5	43	13	92		9	31	8	51	17	82
04:15		7	37	8	44	15	81		3	46	6	46	9	92
04:30		8	41	10	55	18	96		9	30	7	67	16	97
04:45		8	44	9	48	17	92		4	34	1	70	5	104
05:00		6	30	11	32	17	62		3	54	5	75	8	129
05:15		6	36	5	47	11	83		5	49	7	56	12	105
05:30		11	40	8	44	19	84		9	54	15	69	24	123
05:45		7	32	13	52	20	84		8	72	7	59	15	131
06:00		12	37	5	32	17	69		11	54	5	62	16	116
06:15		8	41	8	43	16	84		5	60	7	51	12	111
06:30		11	37	13	50	24	87		8	49	7	50	15	99
06:45		9	51	15	50	24	101		8	59	12	51	20	110
07:00		9	40	18	54	27	94		8	50	13	46	21	96
07:15		13	44	17	49	30	93		12	48	18	44	30	92
07:30		16	45	23	34	38	79		19	52	19	36	38	88
07:45		19	36	16	41	35	77		18	48	17	34	35	82
08:00		24	34	26	45	50	79		31	47	15	42	46	89
08:15		33	43	24	45	57	88		13	38	9	35	22	73
08:30		30	42	28	24	58	66		19	36	12	40	31	76
08:45		35	37	28	33	63	70		38	43	15	36	53	79
09:00		33	38	22	27	55	65		27	32	30	34	57	66
09:15		21	33	32	26	53	59		25	23	33	16	58	39
09:30		34	22	28	34	62	56		39	21	29	18	68	39
09:45		36	24	30	28	66	52		42	22	34	28	76	50
10:00		22	29	26	27	48	56		32	21	28	18	60	39
10:15		40	29	40	21	80	50		28	14	26	14	54	28
10:30		37	27	46	27	83	54		29	26	36	15	65	41
10:45		33	20	33	18	66	38		36	15	39	12	75	27
11:00		42	21	42	17	84	38		28	14	38	7	66	21
11:15		40	18	38	19	78	37		44	10	28	7	72	17
11:30		48	21	47	21	95	42		43	20	30	20	73	40
11:45		34	16	34	21	68	37		26	10	35	15	61	25
Totals		915	1744	853	1831	1768	3575		803	1816	744	1874	1547	3690
Day Totals		2659		2684		5343			2619		2618		5237	
↓ Total		17.1%	32.6%	15.9%	34.2%				15.3%	34.6%	14.2%	35.7%		
Peaks		11:00	03:00	10:15	06:30	11:00	06:30		10:45	05:30	10:30	04:45	10:45	05:00
Volume		164	180	161	203	325	375		151	240	141	270	286	488
P.H.F.		.85	.91	.87	.93	.85	.92		.85	.83	.90	.9	.95	.93

LOWER WYANDOTTE ROAD BETWEEN PALERMO  
MARYSVILLE ROAD AND PANO LANE

Start Date: 09/25/2007

File I.D. : 7362-1

Direction 1

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Begin Time	Mon. 10/01	NB		SB		Combined		Tues. 10/02	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		19	38	9	32	28	70	*	*	*	*	*	*	
12:15		11	39	12	47	23	86	*	*	*	*	*	*	
12:30		6	48	1	47	7	95	*	*	*	*	*	*	
12:45		8	45	6	37	14	82	*	*	*	*	*	*	
01:00		7	34	8	41	15	75	*	*	*	*	*	*	
01:15		8	43	4	50	12	93	*	*	*	*	*	*	
01:30		5	34	6	45	11	79	*	*	*	*	*	*	
01:45		5	44	5	50	10	94	*	*	*	*	*	*	
02:00		11	42	9	35	20	77	*	*	*	*	*	*	
02:15		7	67	2	44	9	111	*	*	*	*	*	*	
02:30		6	57	2	74	8	131	*	*	*	*	*	*	
02:45		4	63	9	87	13	150	*	*	*	*	*	*	
03:00		10	71	3	75	13	146	*	*	*	*	*	*	
03:15		6	45	4	71	10	116	*	*	*	*	*	*	
03:30		2	56	5	69	7	125	*	*	*	*	*	*	
03:45		3	58	7	52	10	110	*	*	*	*	*	*	
04:00		0	51	6	46	6	97	*	*	*	*	*	*	
04:15		4	48	5	70	9	118	*	*	*	*	*	*	
04:30		7	59	13	46	20	105	*	*	*	*	*	*	
04:45		7	42	8	51	15	93	*	*	*	*	*	*	
05:00		8	55	11	75	19	130	*	*	*	*	*	*	
05:15		3	58	6	67	9	125	*	*	*	*	*	*	
05:30		14	52	17	64	31	116	*	*	*	*	*	*	
05:45		10	43	17	52	27	95	*	*	*	*	*	*	
06:00		15	48	12	60	27	108	*	*	*	*	*	*	
06:15		13	44	25	55	38	99	*	*	*	*	*	*	
06:30		20	43	19	48	39	91	*	*	*	*	*	*	
06:45		20	42	25	47	45	89	*	*	*	*	*	*	
07:00		26	31	25	51	51	82	*	*	*	*	*	*	
07:15		45	52	46	45	91	97	*	*	*	*	*	*	
07:30		72	31	44	36	116	67	*	*	*	*	*	*	
07:45		54	34	81	27	135	61	*	*	*	*	*	*	
08:00		54	26	47	17	101	43	*	*	*	*	*	*	
08:15		35	26	36	27	71	53	*	*	*	*	*	*	
08:30		33	19	41	24	74	43	*	*	*	*	*	*	
08:45		42	27	21	24	63	51	*	*	*	*	*	*	
09:00		33	27	25	22	58	49	*	*	*	*	*	*	
09:15		39	32	36	15	75	47	*	*	*	*	*	*	
09:30		43	16	46	28	89	44	*	*	*	*	*	*	
09:45		30	13	22	23	52	36	*	*	*	*	*	*	
10:00		23	26	43	12	66	38	*	*	*	*	*	*	
10:15		45	18	33	23	78	41	*	*	*	*	*	*	
10:30		48	16	35	16	83	32	*	*	*	*	*	*	
10:45		42	15	44	7	86	22	*	*	*	*	*	*	
11:00		38	12	48	25	86	37	*	*	*	*	*	*	
11:15		40	8	44	11	84	19	*	*	*	*	*	*	
11:30		36	23	36	15	72	38	*	*	*	*	*	*	
11:45		39	15	50	12	89	27	*	*	*	*	*	*	
Totals		1056	1836	1059	1997	2115	3833	0	0	0	0	0	0	
Day Totals		2892		3056		5948		0		0		0		
% Total		17.7%	30.8%	17.8%	33.5%									
Peaks		07:15	02:15	07:15	02:30	07:15	02:30							
Volume		225	258	218	307	443	543							
P.H.F.		.78	.90	.67	.88	.82	.90							



LOWER WYANDOTTE ROAD BETWEEN PANO LANE  
AND ALVERDA DRIVE

Start Date: 09/25/2007

File I.D. : 7362-2

Direction 1

Page : 1

Begin Time	Tues. 09/25	WB		EB		Combined		Wed. 09/26	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		25	47	10	66	35	113		20	43	12	67	32	110
12:15		14	48	8	50	22	98		22	43	12	66	34	109
12:30		18	66	12	57	30	123		14	58	17	65	31	123
12:45		23	60	8	61	31	121		15	40	8	69	23	109
01:00		15	59	7	50	22	109		24	55	11	62	35	117
01:15		16	46	5	38	21	64		18	48	10	64	28	112
01:30		21	74	7	41	28	115		12	64	8	53	20	117
01:45		11	49	4	50	15	99		8	69	3	60	11	129
02:00		21	60	6	49	27	109		22	59	9	62	31	121
02:15		13	55	10	62	23	117		12	51	10	57	22	108
02:30		5	50	9	65	14	115		15	49	7	65	22	114
02:45		8	56	6	54	14	110		14	62	13	64	27	126
03:00		18	62	8	64	26	126		7	67	3	74	10	141
03:15		8	47	4	96	12	143		11	59	8	75	19	134
03:30		11	67	4	85	15	152		10	75	4	69	14	144
03:45		8	62	5	77	13	139		12	62	4	80	16	142
04:00		12	69	4	89	16	158		18	86	2	89	20	175
04:15		8	55	8	76	16	131		11	63	3	86	14	149
04:30		12	56	6	101	18	157		15	62	5	92	20	154
04:45		17	45	6	82	23	127		12	56	7	75	19	131
05:00		17	70	6	73	23	143		17	64	8	88	25	152
05:15		11	59	6	101	17	160		16	61	7	102	23	163
05:30		21	68	14	117	35	185		34	64	17	80	51	144
05:45		28	57	19	88	47	145		32	55	22	89	54	144
06:00		42	41	9	71	51	112		36	56	10	75	46	131
06:15		32	55	26	60	58	115		35	47	23	69	58	116
06:30		39	60	20	61	59	121		38	42	21	80	59	122
06:45		27	36	39	74	66	110		36	52	28	89	64	141
07:00		54	40	27	65	81	105		56	57	27	96	83	153
07:15		70	45	32	62	102	107		61	49	49	78	110	127
07:30		83	42	50	38	133	80		87	53	57	69	144	122
07:45		70	51	75	48	145	99		74	42	88	69	162	111
08:00		50	32	58	28	108	60		45	45	50	63	95	108
08:15		51	45	69	42	120	87		54	46	46	49	100	95
08:30		46	29	71	39	117	68		69	34	56	48	125	82
08:45		62	47	39	31	101	78		49	36	52	54	101	90
09:00		43	38	45	33	88	71		43	48	43	47	86	95
09:15		59	47	52	32	111	79		53	41	46	34	99	75
09:30		61	34	58	30	119	64		61	52	34	34	95	86
09:45		62	43	42	30	104	73		52	63	40	23	92	86
10:00		51	38	41	33	92	71		56	98	48	27	104	125
10:15		46	21	52	17	98	38		51	68	36	31	87	99
10:30		47	31	55	20	102	51		39	80	38	34	77	114
10:45		53	30	66	23	119	53		52	45	46	18	98	63
11:00		64	24	35	20	99	44		48	39	51	32	99	71
11:15		36	30	63	27	99	57		51	28	51	23	102	51
11:30		51	31	43	27	94	58		45	34	56	15	101	49
11:45		55	19	52	17	107	36		49	25	61	20	110	45
Totals		1615	2296	1301	2620	2916	4916		1631	2595	1267	2930	2898	5525
Day Totals			3911		3921		7832			4226		4197		8423
% Total		20.6%	29.3%	16.6%	33.4%				19.3%	30.8%	15.0%	34.7%		
Peaks		07:00	05:00	07:45	05:00	07:30	05:00		07:00	09:45	07:15	05:00	07:15	03:45
Volume		277	254	273	379	506	633		278	309	244	359	511	620
P.H.F.		.83	.90	.91	.80	.87	.85		.79	.78	.69	.87	.78	.88

Begin Time	Thur. 09/27		EB		Combined		Fri. 09/28	WB		EB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	32	51	12	58	44	109	33	62	17	50	50	112	
12:15	18	55	16	53	34	108	30	47	14	61	44	108	
12:30	26	59	5	57	31	116	33	54	8	78	41	132	
12:45	21	60	7	73	28	133	18	53	16	67	34	120	
01:00	22	54	4	46	26	100	24	55	11	70	35	125	
01:15	11	46	7	51	18	97	14	47	8	62	22	109	
01:30	15	59	8	55	23	114	14	63	10	57	24	120	
01:45	18	51	7	73	25	124	7	68	2	75	9	143	
02:00	15	64	17	72	32	136	20	62	6	62	26	124	
02:15	12	64	6	68	18	132	18	58	8	80	26	138	
02:30	7	58	10	71	17	129	10	76	12	94	22	170	
02:45	15	46	4	66	19	112	11	55	4	82	15	137	
03:00	7	83	6	81	13	164	12	69	5	82	17	151	
03:15	10	63	4	77	14	140	10	53	7	73	17	126	
03:30	9	58	6	69	15	127	16	54	5	110	21	164	
03:45	11	68	8	74	19	142	11	76	8	82	19	158	
04:00	17	76	7	85	24	161	18	70	5	90	23	160	
04:15	9	53	4	99	13	152	15	56	5	100	20	156	
04:30	11	60	6	106	17	166	12	55	8	102	20	157	
04:45	19	75	6	131	25	206	16	54	10	117	26	171	
05:00	12	84	12	134	24	218	17	59	10	105	27	164	
05:15	19	87	7	126	26	213	29	57	5	126	34	183	
05:30	38	107	19	125	57	232	25	88	17	125	42	213	
05:45	29	79	17	116	46	195	22	65	23	126	45	191	
06:00	35	101	18	87	53	188	27	68	19	103	46	171	
06:15	27	81	14	115	41	196	32	57	20	94	52	151	
06:30	28	81	25	93	53	174	31	78	21	94	52	172	
06:45	45	63	40	94	85	157	50	65	33	103	83	168	
07:00	58	74	29	87	87	161	59	51	28	78	87	129	
07:15	65	77	35	80	100	157	62	50	39	79	101	129	
07:30	78	72	57	105	135	177	91	42	30	71	121	113	
07:45	55	58	83	78	138	136	52	48	79	80	131	128	
08:00	62	57	65	70	127	127	74	39	60	56	134	95	
08:15	66	75	51	53	117	128	58	46	61	65	119	111	
08:30	41	69	64	50	105	119	60	37	46	68	106	105	
08:45	61	67	29	56	90	123	56	38	45	56	101	94	
09:00	39	54	52	42	91	96	49	86	45	41	94	127	
09:15	52	57	54	33	106	90	58	65	37	37	95	102	
09:30	66	48	50	45	116	93	62	51	40	45	102	96	
09:45	49	50	51	37	100	87	67	32	46	44	113	76	
10:00	56	54	43	33	99	87	60	69	58	49	118	118	
10:15	48	50	53	32	101	82	56	42	51	44	107	86	
10:30	68	37	41	45	109	82	69	53	72	52	141	105	
10:45	39	39	55	18	94	57	46	40	48	29	94	69	
11:00	56	35	46	27	102	62	50	45	36	43	86	88	
11:15	51	35	59	39	110	74	42	65	57	31	99	96	
11:30	54	48	54	21	108	69	66	45	54	41	120	86	
11:45	59	35	59	28	118	63	49	32	56	31	105	63	
Totals	1661	2977	1332	3334	2993	6311	1761	2700	1305	3510	1066	6210	
Day Totals	4638		4666		9304		4461		4815		9276		
% Total	17.8%	32.0%	14.3%	35.8%			18.9%	29.1%	14.0%	37.8%			
Peaks	07:30	05:15	07:45	04:45	07:30	04:45	07:15	05:15	07:45	05:00	07:30	05:15	
Volume	261	374	261	516	517	869	279	278	246	482	505	758	
P.H.F.	.83	.87	.79	.96	.93	.93	.76	.78	.77	.95	.94	.88	

LOWER WYANDOTTE ROAD BETWEEN PAND LANE  
AND ALVERDA DRIVE

Start Date: 09/25/2007

File I.D. : 7162-2

Direction 1

Page : 3

Begin Time	Sat.	WB		EB		Combined		Sun.	WB		EB		Combined	
	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		74	42	19	41	93	83		53	44	21	53	74	97
12:15		59	44	16	59	75	103		38	38	21	54	59	92
12:30		33	45	20	52	53	97		22	47	22	63	44	110
12:45		24	50	15	57	39	107		32	43	27	46	59	89
01:00		40	36	12	43	52	79		41	46	12	48	53	94
01:15		29	55	5	50	34	105		35	48	13	61	48	109
01:30		24	44	17	68	41	112		40	64	11	40	51	104
01:45		18	59	9	60	27	119		29	49	13	67	42	116
02:00		65	60	6	51	71	111		22	54	8	57	30	111
02:15		40	57	14	64	54	121		31	55	17	54	48	109
02:30		32	51	12	68	44	119		21	57	11	59	32	116
02:45		21	37	8	66	29	103		21	52	10	57	31	109
03:00		26	69	6	70	32	139		19	68	9	54	28	122
03:15		23	47	15	55	38	102		14	47	7	65	21	112
03:30		16	46	4	64	20	110		15	55	3	46	18	101
03:45		15	58	4	68	19	126		17	60	3	70	20	130
04:00		25	77	8	56	33	133		14	59	6	60	20	119
04:15		18	52	2	52	20	104		10	61	7	65	17	126
04:30		15	53	9	71	24	124		11	52	11	85	22	137
04:45		13	51	13	69	26	120		17	58	7	93	24	151
05:00		15	60	7	43	22	103		11	63	3	100	14	163
05:15		13	54	10	55	23	109		13	84	8	78	21	162
05:30		25	47	15	65	40	112		12	90	14	92	26	182
05:45		18	39	13	84	31	123		11	88	12	110	23	198
06:00		17	41	7	63	24	104		13	80	11	89	24	169
06:15		12	48	20	56	32	104		14	92	21	86	35	178
06:30		18	48	19	78	37	126		16	75	12	74	28	149
06:45		22	54	19	87	41	141		17	96	15	77	32	173
07:00		31	53	29	71	60	124		21	77	19	81	40	158
07:15		20	50	29	92	49	142		18	81	21	65	39	146
07:30		22	49	33	80	55	129		23	62	34	58	57	120
07:45		37	41	38	69	75	110		17	79	32	49	49	128
08:00		51	41	30	57	81	98		38	59	15	62	53	121
08:15		30	47	28	57	58	104		23	73	20	58	43	131
08:30		34	41	31	65	65	106		36	59	16	57	52	116
08:45		41	51	31	50	72	101		41	57	23	52	64	109
09:00		40	43	45	64	85	107		35	50	28	36	63	86
09:15		35	48	40	56	75	104		35	46	46	31	81	77
09:30		53	40	41	59	94	99		44	44	35	24	79	68
09:45		45	51	54	37	99	88		54	48	53	27	107	75
10:00		39	58	45	42	84	100		42	48	43	23	85	71
10:15		50	59	43	49	93	108		47	37	34	19	81	56
10:30		46	60	61	40	107	100		42	37	43	25	85	62
10:45		53	64	57	38	110	102		53	23	39	23	92	46
11:00		51	39	42	35	93	74		41	37	45	15	86	52
11:15		47	46	49	30	96	76		47	26	35	16	82	42
11:30		46	52	50	26	96	78		33	39	36	25	69	64
11:45		65	34	46	39	111	73		45	15	42	25	87	40
Totals		1586	2391	1146	2771	2732	5162		1344	2722	994	2674	2338	5396
Day Totals			3977		3917		7894			4066		3668		7734
% Total		20.0%	30.2%	14.5%	35.1%				17.3%	35.2%	12.8%	34.5%		
Peaks		11:00	10:00	10:30	06:45	10:30	06:45		09:30	05:30	09:15	05:00	09:45	05:30
Volume		209	241	209	330	406	536		187	350	177	380	358	727
P.H.F.		.80	.94	.85	.89	.92	.94		.86	.95	.83	.86	.81	.91

Direction 1

Begin Time	Mon. 10/01	WB		EB		Combined		Tues. 10/02	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.		
12:00		36	44	13	56	49	100	*	*	*	*	*	*	
12:15		25	48	10	49	35	97	*	*	*	*	*	*	
12:30		20	48	8	54	28	102	*	*	*	*	*	*	
12:45		15	48	8	52	23	100	*	*	*	*	*	*	
01:00		13	51	11	62	24	113	*	*	*	*	*	*	
01:15		15	58	9	52	24	110	*	*	*	*	*	*	
01:30		14	49	7	62	21	111	*	*	*	*	*	*	
01:45		14	46	7	51	21	97	*	*	*	*	*	*	
02:00		23	77	9	44	32	121	*	*	*	*	*	*	
02:15		15	60	4	57	19	117	*	*	*	*	*	*	
02:30		7	58	6	57	13	115	*	*	*	*	*	*	
02:45		9	62	9	78	18	140	*	*	*	*	*	*	
03:00		18	68	2	75	20	143	*	*	*	*	*	*	
03:15		10	56	6	66	16	122	*	*	*	*	*	*	
03:30		18	71	6	74	24	145	*	*	*	*	*	*	
03:45		8	56	5	72	13	128	*	*	*	*	*	*	
04:00		14	69	6	68	20	137	*	*	*	*	*	*	
04:15		13	50	0	79	13	129	*	*	*	*	*	*	
04:30		18	57	7	75	25	132	*	*	*	*	*	*	
04:45		20	59	6	87	26	146	*	*	*	*	*	*	
05:00		22	64	11	85	33	149	*	*	*	*	*	*	
05:15		22	35	13	88	35	123	*	*	*	*	*	*	
05:30		25	55	14	85	39	140	*	*	*	*	*	*	
05:45		27	49	12	71	39	120	*	*	*	*	*	*	
06:00		36	42	13	63	49	105	*	*	*	*	*	*	
06:15		34	48	19	68	53	116	*	*	*	*	*	*	
06:30		27	45	15	61	42	106	*	*	*	*	*	*	
06:45		34	50	33	59	67	109	*	*	*	*	*	*	
07:00		49	36	34	69	83	105	*	*	*	*	*	*	
07:15		57	41	35	61	92	102	*	*	*	*	*	*	
07:30		79	29	46	43	125	72	*	*	*	*	*	*	
07:45		64	38	91	50	155	88	*	*	*	*	*	*	
08:00		57	38	58	40	115	78	*	*	*	*	*	*	
08:15		47	32	45	35	92	67	*	*	*	*	*	*	
08:30		42	32	49	37	91	69	*	*	*	*	*	*	
08:45		54	44	52	33	106	77	*	*	*	*	*	*	
09:00		61	44	32	26	93	70	*	*	*	*	*	*	
09:15		54	44	49	26	103	70	*	*	*	*	*	*	
09:30		67	41	40	26	107	67	*	*	*	*	*	*	
09:45		58	27	54	33	112	60	*	*	*	*	*	*	
10:00		39	37	34	22	73	59	*	*	*	*	*	*	
10:15		42	29	41	21	83	50	*	*	*	*	*	*	
10:30		40	38	36	14	76	52	*	*	*	*	*	*	
10:45		41	27	37	25	78	52	*	*	*	*	*	*	
11:00		46	22	35	27	81	49	*	*	*	*	*	*	
11:15		40	26	64	27	104	53	*	*	*	*	*	*	
11:30		50	30	52	22	102	52	*	*	*	*	*	*	
11:45		53	23	52	22	105	45	*	*	*	*	*	*	
Totals		1592	2201	1205	2509	2797	4710	0	0	0	0	0	0	
Day Totals		3793		3714		7507		0	0	0	0	0	0	
% Total		21.2%	29.3%	16.0%	33.4%			*	*	*	*	*	*	
Peaks		07:15	02:00	07:45	04:45	07:15	04:45							
Volume		257	257	243	345	487	558							
P.H.F.		.81	.83	.66	.98	.78	.93							

LOWER WYANDOTTE ROAD BETWEEN ALVERDA  
DRIVE AND FEATHER FALLS ACCESS ROAD

Start Date: 09/25/2007

File I.D. : 7362-3

Direction 1

Page 1

Begin Time	Tues. 09/25	WB		EB		Combined		Wed. 09/26	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		10	28	10	58	20	86		11	27	10	61	21	88
12:15		9	33	8	40	17	73		7	29	8	43	15	72
12:30		7	49	8	42	15	91		3	41	16	44	19	85
12:45		11	37	5	43	16	80		7	34	5	53	12	87
01:00		7	29	3	43	10	72		8	33	10	53	18	86
01:15		8	30	4	32	12	62		4	40	9	51	13	91
01:30		9	42	6	25	15	67		6	33	5	42	11	75
01:45		5	34	2	44	7	78		2	51	1	46	3	97
02:00		8	42	5	42	13	84		11	39	6	44	17	83
02:15		7	35	8	56	15	91		3	36	9	40	12	76
02:30		2	37	6	63	8	100		6	36	5	44	11	80
02:45		4	36	6	44	10	80		7	41	11	47	18	88
03:00		7	44	8	55	15	99		5	40	2	59	7	99
03:15		2	37	3	75	5	112		7	45	7	65	14	110
03:30		3	32	3	61	6	93		4	57	2	61	6	118
03:45		9	35	1	69	10	104		6	44	4	57	10	101
04:00		7	40	3	75	10	115		13	63	1	68	14	131
04:15		3	36	5	64	8	100		9	44	2	63	11	107
04:30		11	33	3	83	14	116		9	36	2	73	11	109
04:45		15	24	3	72	18	96		11	41	5	59	16	100
05:00		13	44	6	63	19	107		10	43	7	74	17	117
05:15		7	34	4	78	11	112		13	39	3	76	16	115
05:30		20	46	12	93	32	139		30	47	12	70	42	117
05:45		20	38	11	80	31	118		23	34	15	69	38	103
06:00		34	27	8	55	42	82		26	51	8	59	34	110
06:15		23	33	20	50	43	83		31	37	17	59	48	96
06:30		32	35	19	53	51	88		36	38	17	65	53	103
06:45		28	28	32	56	60	84		36	28	23	67	59	95
07:00		47	28	24	50	71	78		51	46	23	73	74	119
07:15		66	27	21	49	87	76		55	33	37	60	92	93
07:30		69	30	41	26	110	56		81	34	40	52	121	86
07:45		49	37	54	35	103	72		61	32	64	41	125	73
08:00		43	13	40	19	83	32		29	29	32	52	61	81
08:15		38	23	54	35	92	58		48	26	33	33	81	59
08:30		37	17	52	32	89	49		59	24	45	35	104	59
08:45		48	27	32	24	80	51		33	24	51	41	84	65
09:00		33	21	35	23	68	44		32	26	33	34	65	60
09:15		40	27	40	21	80	48		35	23	33	26	68	49
09:30		35	20	44	23	79	43		39	34	28	22	67	56
09:45		40	20	35	22	75	42		32	43	27	14	59	57
10:00		32	17	35	31	67	48		45	59	34	16	79	75
10:15		27	13	41	14	68	27		36	45	30	21	66	66
10:30		38	10	45	14	83	24		26	40	30	25	56	65
10:45		41	11	48	14	89	25		39	22	34	13	73	35
11:00		47	10	33	11	80	21		33	14	37	21	70	35
11:15		30	17	50	20	80	37		36	16	37	13	73	29
11:30		27	17	35	21	62	38		31	15	39	12	70	27
11:45		30	9	46	13	76	22		32	11	42	12	74	23
Totals		1138	1392	1017	2111	2155	3503		1177	1723	951	2228	2128	3951
Day Totals			2530		3128		5658			2900		3179		6079
% Total		20.1%	24.6%	17.9%	37.3%				19.3%	28.3%	15.6%	36.6%		
Peaks		07:00	05:00	07:45	05:00	07:30	05:00		07:00	03:15	07:45	05:00	07:00	03:15
Volume		231	162	200	314	388	476		248	209	174	289	412	460
P.H.F.		.83	.88	.92	.84	.88	.85		.76	.82	.67	.95	.82	.87

LOWER WYANDOTTE ROAD BETWEEN ALVERDA  
DRIVE AND FEATHER FALLS ACCESS ROAD

Start Date: 09/25/2007

File I.D. : 7362-3

Direction 1

Page : 2

Begin Time	Thur. 09/27	WB		EB		Combined		Fri. 09/28	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		13	32	6	42	19	74		11	33	11	47	22	80
12:15		10	40	11	46	21	86		12	32	12	47	24	79
12:30		7	42	5	44	12	86		13	40	6	58	19	98
12:45		7	36	3	56	10	92		8	44	14	59	22	103
01:00		8	35	4	45	12	80		6	36	9	58	15	94
01:15		3	38	7	37	10	75		4	37	4	55	8	92
01:30		8	37	5	37	13	74		7	55	4	50	11	105
01:45		7	35	4	57	11	92		3	53	1	57	4	110
02:00		8	37	10	60	18	97		4	43	4	54	8	97
02:15		4	40	4	56	8	96		11	45	5	65	16	110
02:30		4	39	9	55	13	94		5	53	9	71	14	124
02:45		5	30	4	52	9	82		5	38	4	68	9	106
03:00		5	59	4	58	9	117		5	48	2	69	7	117
03:15		4	42	4	65	8	107		1	36	6	61	7	97
03:30		0	47	4	55	4	102		9	49	3	91	12	140
03:45		8	43	5	52	13	95		5	56	6	73	11	129
04:00		12	55	4	66	16	121		12	46	3	66	15	112
04:15		8	43	4	72	12	115		9	40	3	82	12	122
04:30		10	46	4	81	14	127		10	45	6	75	16	120
04:45		17	49	3	101	20	150		10	43	8	84	18	127
05:00		9	52	8	110	17	162		11	39	6	77	17	116
05:15		16	55	5	97	21	152		23	46	2	99	25	145
05:30		30	60	12	99	42	159		23	63	12	98	35	161
05:45		23	57	11	98	34	155		17	46	18	98	35	144
06:00		26	57	14	67	40	124		17	42	16	82	33	124
06:15		24	46	13	86	37	132		25	39	16	73	41	112
06:30		26	55	20	64	46	119		31	65	17	67	48	132
06:45		42	39	35	62	77	101		42	48	29	80	71	128
07:00		49	52	24	67	73	119		51	34	19	59	70	93
07:15		56	41	29	58	85	99		58	37	28	64	86	101
07:30		70	43	44	71	114	114		80	33	27	56	107	89
07:45		57	37	63	57	120	94		50	31	64	60	114	91
08:00		43	36	51	47	94	83		60	32	48	39	108	71
08:15		45	40	37	37	82	77		43	25	45	39	88	64
08:30		37	38	51	33	88	71		50	38	35	29	85	67
08:45		45	37	23	37	68	74		41	60	41	11	82	71
09:00		21	31	43	31	64	62		40	70	32	13	72	83
09:15		36	34	39	22	75	56		41	61	25	7	66	68
09:30		39	25	39	35	78	60		46	53	35	14	81	67
09:45		34	22	33	21	67	43		50	43	37	9	87	52
10:00		36	23	33	21	69	44		37	43	35	19	72	62
10:15		36	21	42	24	78	45		41	48	38	12	79	60
10:30		55	22	27	30	82	52		57	52	56	25	113	77
10:45		25	15	42	16	67	31		30	37	33	8	63	45
11:00		37	18	42	20	79	38		37	38	34	19	71	57
11:15		42	17	47	24	89	41		29	40	46	14	75	54
11:30		37	24	42	12	79	36		47	24	39	27	86	51
11:45		40	24	50	14	90	38		38	20	45	14	83	34
Totals		1184	1846	1023	2497	2207	4343		1265	2079	998	2502	2263	4581
Day Totals		3030		3520		6550			3344		3500		6844	
% Total		18.0%	28.1%	15.6%	38.1%				18.4%	30.3%	14.5%	36.5%		
Peaks		07:00	05:15	07:45	04:45	07:15	05:00		07:15	08:45	07:45	05:15	07:30	05:15
Volume		232	229	202	407	413	628		248	244	192	377	417	574
P.H.F.		.82	.95	.80	.92	.86	.96		.77	.87	.75	.95	.91	.89

LOWER WYANDOTTE ROAD BETWEEN ALVERDA  
DRIVE AND FEATHER FALLS ACCESS ROAD

Direction 1

Begin Time	Sat. 09/29	WB		EB		Combined		Sun. 09/30	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		41	33	13	34	54	67		29	35	11	48	40	83
12:15		23	29	7	50	30	79		16	29	12	45	28	74
12:30		19	34	14	42	33	76		11	39	18	46	29	85
12:45		12	42	10	47	22	89		14	30	21	40	35	70
01:00		18	24	10	41	28	65		10	36	6	41	16	77
01:15		14	43	4	42	18	85		14	36	11	43	25	79
01:30		10	37	14	58	24	95		23	41	10	40	33	81
01:45		8	50	6	48	14	98		14	43	8	56	22	99
02:00		27	43	3	47	30	90		10	39	4	51	14	90
02:15		17	39	10	54	27	93		12	38	10	46	22	84
02:30		12	40	8	59	20	99		8	40	7	44	15	84
02:45		8	30	5	50	13	60		7	34	8	45	15	79
03:00		10	42	8	52	18	94		10	42	7	49	17	91
03:15		10	33	7	46	17	79		3	45	5	51	8	96
03:30		8	34	4	56	12	90		6	44	2	42	8	86
03:45		7	43	3	60	10	103		7	41	2	54	9	95
04:00		9	55	4	44	13	99		6	38	5	45	11	83
04:15		12	34	2	41	14	75		5	43	4	50	9	93
04:30		8	40	5	56	13	96		7	45	12	61	19	106
04:45		6	35	11	53	17	88		11	45	3	71	14	116
05:00		12	42	5	37	17	79		8	42	3	75	11	117
05:15		8	29	5	52	13	81		9	53	6	67	15	120
05:30		11	34	10	44	21	78		5	63	9	65	14	128
05:45		11	35	11	70	22	105		7	58	6	84	13	142
06:00		7	26	6	52	13	78		6	42	9	73	15	115
06:15		11	37	17	45	28	82		9	40	17	74	26	114
06:30		15	29	14	56	29	85		11	53	9	60	20	113
06:45		14	41	14	77	28	118		9	58	14	56	23	114
07:00		20	38	21	47	41	85		13	49	15	57	28	106
07:15		17	36	23	67	40	103		15	58	18	51	33	109
07:30		22	37	21	60	43	97		14	35	23	37	37	72
07:45		30	34	31	46	61	80		10	44	26	33	36	77
08:00		41	24	19	40	60	64		28	33	13	47	41	80
08:15		24	29	24	44	48	73		21	44	16	34	37	78
08:30		30	32	26	53	56	86		30	30	11	42	41	72
08:45		29	31	28	39	57	70		39	31	16	34	55	65
09:00		33	29	36	47	69	76		34	31	22	30	56	61
09:15		36	30	37	43	73	73		34	18	36	23	70	41
09:30		38	29	31	45	69	74		40	25	31	19	71	44
09:45		38	22	40	35	78	57		38	23	41	21	79	44
10:00		37	34	33	33	70	67		42	23	31	17	73	40
10:15		36	35	35	37	71	72		34	18	29	12	63	30
10:30		37	36	49	32	86	68		37	18	30	22	67	40
10:45		41	32	50	32	91	64		50	9	31	15	81	24
11:00		39	19	34	28	73	47		37	21	35	11	72	32
11:15		40	26	36	22	76	48		35	15	35	14	70	29
11:30		29	30	44	23	73	53		23	21	33	16	56	37
11:45		50	24	34	29	84	53		33	9	38	16	71	25
Totals		1035	1640	882	2215	1917	3855		894	1747	769	2073	1663	3820
Day Totals			2675		3097		5772			2641		2842		5483
% Total		17.9%	28.4%	15.2%	38.3%				16.3%	31.8%	14.0%	37.8%		
Peaks		11:00	01:15	10:30	06:45	10:30	06:45		10:00	06:30	11:00	05:30	09:15	05:00
Volume		158	173	169	251	326	403		163	218	141	296	293	507
P.H.F.		.79	.86	.84	.81	.89	.85		.81	.93	.92	.88	.92	.89

LOWER WYANDOTTE ROAD BETWEEN ALVERDA  
DRIVE AND FEATHER FALLS ACCESS ROAD

Direction 1

Page : 4

Begin Time	Mon. 10/01	WB		EB		Combined		Tues. 10/02	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		12	26	10	41	22	67	*	*	*	*	*	*	
12:15		12	34	6	33	18	67	*	*	*	*	*	*	
12:30		12	36	6	41	18	79	*	*	*	*	*	*	
12:45		8	27	5	35	13	62	*	*	*	*	*	*	
01:00		6	37	9	54	15	91	*	*	*	*	*	*	
01:15		9	31	6	41	15	72	*	*	*	*	*	*	
01:30		12	30	5	45	17	75	*	*	*	*	*	*	
01:45		5	29	5	44	10	73	*	*	*	*	*	*	
02:00		12	49	7	37	19	86	*	*	*	*	*	*	
02:15		7	46	3	49	10	95	*	*	*	*	*	*	
02:30		1	38	5	50	6	88	*	*	*	*	*	*	
02:45		7	43	8	63	15	106	*	*	*	*	*	*	
03:00		11	41	1	61	12	102	*	*	*	*	*	*	
03:15		5	34	2	57	7	91	*	*	*	*	*	*	
03:30		7	37	6	67	13	104	*	*	*	*	*	*	
03:45		1	37	3	61	4	98	*	*	*	*	*	*	
04:00		10	44	3	66	13	110	*	*	*	*	*	*	
04:15		10	32	1	67	11	99	*	*	*	*	*	*	
04:30		19	35	2	72	21	107	*	*	*	*	*	*	
04:45		19	34	0	73	19	107	*	*	*	*	*	*	
05:00		21	39	0	72	21	111	*	*	*	*	*	*	
05:15		23	24	5	78	28	102	*	*	*	*	*	*	
05:30		23	39	5	69	28	108	*	*	*	*	*	*	
05:45		23	33	9	61	32	94	*	*	*	*	*	*	
06:00		27	24	8	48	35	72	*	*	*	*	*	*	
06:15		26	34	15	53	41	87	*	*	*	*	*	*	
06:30		35	29	4	48	39	77	*	*	*	*	*	*	
06:45		53	33	1	53	54	86	*	*	*	*	*	*	
07:00		69	27	0	57	69	84	*	*	*	*	*	*	
07:15		85	28	0	50	85	78	*	*	*	*	*	*	
07:30		99	24	7	34	106	58	*	*	*	*	*	*	
07:45		86	24	42	46	128	70	*	*	*	*	*	*	
08:00		65	17	15	33	80	50	*	*	*	*	*	*	
08:15		41	17	17	30	58	47	*	*	*	*	*	*	
08:30		33	18	33	31	66	49	*	*	*	*	*	*	
08:45		42	29	37	28	79	57	*	*	*	*	*	*	
09:00		39	27	27	17	66	44	*	*	*	*	*	*	
09:15		45	27	35	21	80	48	*	*	*	*	*	*	
09:30		47	30	25	19	72	49	*	*	*	*	*	*	
09:45		46	16	41	20	87	36	*	*	*	*	*	*	
10:00		37	16	27	18	64	34	*	*	*	*	*	*	
10:15		36	25	31	16	67	41	*	*	*	*	*	*	
10:30		35	20	35	14	70	34	*	*	*	*	*	*	
10:45		37	11	32	20	69	31	*	*	*	*	*	*	
11:00		34	9	45	14	79	23	*	*	*	*	*	*	
11:15		32	17	52	21	84	38	*	*	*	*	*	*	
11:30		39	13	43	17	82	30	*	*	*	*	*	*	
11:45		33	11	36	16	69	27	*	*	*	*	*	*	
Totals		1396	1383	720	2061	2116	3444	0	0	0	0	0	0	
Day Totals			2779		2781		5560		0		0		0	
% Total		25.1%	24.8%	12.9%	37.0%				*	*	*	*	*	
Peaks		07:00	02:00	11:00	04:30	07:15	04:45							
Volume		339	176	176	295	399	428							
P.H.F.		.85	.89	.84	.94	.77	.96							



LOWER WYANDOTTE ROAD BETWEEN FEATHER  
FALLS ACCESS ROAD AND IRON HORSE LANE

Start Date: 09/25/2007

File I.D. : 7362-4

Direction 1

Page : 1

Begin Time	Tues. 09/25	EB		WB		Combined		Wed. 09/26	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		3	38	3	17	6	55		3	37	0	20	3	57
12:15		2	22	0	17	2	39		4	22	0	18	4	40
12:30		1	20	1	38	2	58		3	32	1	26	4	58
12:45		2	19	4	25	6	44		3	33	2	23	5	56
01:00		3	27	0	23	3	50		5	16	1	20	6	36
01:15		1	19	0	19	1	38		3	24	1	25	4	49
01:30		2	11	2	23	4	34		3	27	3	17	6	44
01:45		3	29	1	21	4	50		0	22	2	27	2	49
02:00		3	27	0	25	3	52		2	28	1	24	3	52
02:15		3	33	2	24	5	57		2	26	0	18	2	44
02:30		2	34	0	26	2	60		2	30	1	24	3	54
02:45		0	26	1	27	1	53		2	27	1	28	3	55
03:00		3	36	2	23	5	59		0	44	1	34	1	78
03:15		2	40	0	27	2	67		2	43	1	32	3	75
03:30		1	50	2	27	3	77		4	40	2	32	6	72
03:45		0	38	2	24	2	62		2	30	3	25	5	55
04:00		1	55	4	17	5	72		0	47	11	21	11	68
04:15		3	49	2	19	5	68		2	36	3	24	5	60
04:30		1	57	8	21	9	78		0	46	8	27	8	73
04:45		2	42	13	19	15	61		1	44	7	30	8	74
05:00		4	44	12	30	16	74		3	48	9	31	12	79
05:15		1	51	7	32	8	83		1	56	10	25	11	81
05:30		4	56	23	26	27	82		7	39	26	35	33	74
05:45		7	41	19	29	26	70		7	32	22	19	29	51
06:00		9	35	31	15	40	50		4	39	18	28	22	67
06:15		15	30	19	23	34	53		13	28	27	25	40	53
06:30		7	26	33	26	40	52		13	32	37	22	50	54
06:45		24	32	27	14	51	46		18	33	29	19	47	52
07:00		17	34	43	14	60	48		13	30	48	28	61	58
07:15		10	34	66	18	76	52		14	29	59	19	73	48
07:30		26	20	72	16	98	36		21	23	75	18	96	41
07:45		20	19	55	18	75	37		23	17	63	14	86	31
08:00		17	16	38	6	55	22		8	26	33	14	41	40
08:15		20	18	30	10	50	28		14	17	39	12	53	29
08:30		33	19	31	9	64	28		23	27	42	8	65	35
08:45		15	13	31	7	46	20		33	22	30	12	63	34
09:00		19	16	26	9	45	25		20	17	24	4	44	21
09:15		15	13	29	14	44	27		13	12	23	8	36	20
09:30		15	12	29	7	44	19		23	10	21	8	44	18
09:45		12	15	31	5	43	20		12	10	29	7	41	17
10:00		19	18	28	6	47	24		23	21	35	8	58	29
10:15		18	9	21	4	39	13		14	17	27	12	41	29
10:30		25	5	31	5	56	10		16	13	21	5	37	18
10:45		26	11	28	1	54	12		16	9	23	1	39	10
11:00		17	3	28	0	45	3		19	7	24	6	43	13
11:15		26	4	24	4	50	8		26	7	28	7	54	14
11:30		12	10	20	2	32	12		24	3	24	4	48	7
11:45		23	6	22	2	45	8		25	7	20	3	45	10
Totals		494	1282	901	814	1395	2096		489	1285	915	897	1404	2182
Day Totals			1776		1715		3491			1774		1812		3586
% Total		14.1%	36.7%	25.8%	23.3%				13.6%	35.8%	25.5%	25.0%		
Peaks		10:30	04:00	07:00	05:00	07:00	05:00		11:00	04:30	07:00	02:45	07:00	04:45
Volume		94	203	236	117	309	309		94	194	245	126	316	308
P.H.F.		.90	.89	.81	.91	.78	.93		.90	.86	.81	.92	.82	.95

LOWER WYANDOTTE ROAD BETWEEN FEATHER  
FALLS ACCESS ROAD AND IRON HORSE LANE

Direction 1

Page : 2

Begin Time	Thur. 09/27	EB		WB		Combined		Fri. 09/28	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		8	27	2	27	10	54		5	30	0	30	5	60
12:15		7	31	1	29	8	60		4	28	0	28	4	56
12:30		1	25	4	32	5	57		5	43	0	26	5	69
12:45		3	37	0	15	3	52		6	35	3	35	9	70
01:00		1	21	2	23	3	44		4	36	1	23	5	59
01:15		4	20	0	23	4	43		0	42	1	28	1	70
01:30		5	20	1	20	6	40		2	31	1	32	3	63
01:45		1	27	1	23	2	50		3	45	0	31	3	76
02:00		4	33	0	26	4	59		3	30	1	31	4	61
02:15		1	30	2	34	3	64		2	42	1	29	3	71
02:30		4	30	1	19	5	49		3	41	1	39	4	80
02:45		1	33	0	21	1	54		1	39	1	27	2	66
03:00		2	50	2	34	4	84		2	48	0	26	2	74
03:15		1	38	1	36	2	74		1	39	1	26	2	65
03:30		3	44	1	29	4	73		1	68	1	42	2	110
03:45		0	28	4	22	4	50		2	30	3	37	5	67
04:00		2	45	5	33	7	78		0	48	9	16	9	64
04:15		2	43	7	29	9	72		3	49	7	25	10	74
04:30		2	46	9	31	11	77		3	48	9	29	12	77
04:45		4	51	12	40	16	91		5	45	6	29	11	74
05:00		5	50	9	30	14	80		5	52	8	32	13	84
05:15		1	57	14	33	15	90		2	58	16	34	18	92
05:30		4	51	26	37	30	88		6	34	21	39	27	73
05:45		4	44	20	17	24	61		5	36	16	34	21	70
06:00		9	34	23	24	32	58		7	42	18	18	25	60
06:15		11	44	22	20	33	64		9	33	25	27	34	60
06:30		14	36	28	29	42	65		12	28	31	34	43	62
06:45		25	29	40	16	65	45		18	38	35	20	53	58
07:00		14	18	43	25	57	43		11	33	44	24	55	57
07:15		16	27	61	16	77	43		11	25	57	26	68	51
07:30		19	29	65	20	84	49		18	24	78	22	96	46
07:45		31	38	52	11	83	49		30	39	44	12	74	51
08:00		16	27	40	12	56	39		12	18	50	14	62	32
08:15		18	22	36	11	54	33		26	22	41	11	67	33
08:30		29	23	28	11	57	34		20	20	34	8	54	28
08:45		9	25	40	4	49	29		17	19	31	15	48	34
09:00		22	19	15	4	37	23		15	22	30	4	45	26
09:15		18	17	18	12	36	29		7	28	29	14	36	42
09:30		16	14	36	8	52	22		13	21	32	9	45	30
09:45		20	10	21	6	41	16		18	23	38	10	56	33
10:00		20	18	27	8	47	26		18	25	33	7	51	32
10:15		15	16	28	8	43	24		25	17	30	4	55	21
10:30		12	13	37	5	49	18		31	22	37	8	68	30
10:45		17	9	10	4	27	13		28	9	17	5	45	14
11:00		21	7	30	3	51	10		24	11	26	3	50	14
11:15		19	9	32	4	51	13		24	18	27	4	51	22
11:30		24	3	26	5	50	8		24	11	30	5	54	16
11:45		34	5	21	2	55	7		26	9	29	2	55	11
Totals		519	1373	903	931	1422	2304		517	1554	953	1034	1470	2588
Day Totals			1892		1834		3726			2071		1987		4058
% Total		13.9%	36.8%	24.2%	24.9%				12.7%	38.2%	23.4%	25.4%		
Peaks		11:00	04:45	07:00	04:45	07:00	04:45		10:15	04:30	07:15	05:00	07:15	04:30
Volume		98	209	221	140	301	349		108	203	229	139	300	327
P.H.F.		.72	.91	.85	.87	.89	.95		.87	.87	.73	.89	.78	.88

LOWER WYANDOTTE ROAD BETWEEN FEATHER  
FALLS ACCESS ROAD AND IRON HORSE LANE

Start Date: 09/25/2007

File I.D. : 7362-4

Direction 1

Page : 3

Begin Time	Sat. 09/29	EB		WB		Combined		Sun. 09/30	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		9	21	4	27	13	48		11	24	2	24	13	48
12:15		4	27	2	25	6	52		10	30	2	24	12	54
12:30		10	25	2	29	12	54		10	30	1	22	11	52
12:45		4	25	2	31	6	57		7	22	2	21	9	43
01:00		3	15	1	17	4	32		1	28	0	24	1	52
01:15		10	23	2	30	12	53		8	28	2	22	10	50
01:30		1	40	0	25	1	65		6	16	3	29	9	45
01:45		5	26	0	39	5	65		7	36	3	28	10	64
02:00		4	23	0	23	4	46		3	19	3	20	6	39
02:15		6	33	3	19	9	52		3	25	4	25	7	50
02:30		5	30	3	28	8	58		1	19	0	26	1	45
02:45		1	25	0	21	1	46		1	20	2	19	3	39
03:00		4	36	2	26	6	62		4	27	1	25	5	52
03:15		4	20	0	22	4	42		2	31	0	24	2	55
03:30		2	31	4	17	6	48		3	19	1	32	4	51
03:45		2	32	2	25	4	57		0	30	4	20	4	50
04:00		3	26	4	39	7	65		4	27	2	30	6	57
04:15		2	26	9	23	11	49		4	20	2	29	6	49
04:30		3	26	4	27	7	53		5	18	3	33	8	51
04:45		2	28	2	26	4	54		1	25	4	41	5	66
05:00		4	24	3	30	7	54		1	23	1	39	2	62
05:15		3	26	4	25	7	51		1	29	4	31	5	60
05:30		0	27	8	24	8	51		2	36	4	29	6	65
05:45		1	38	7	21	8	59		1	28	4	35	5	63
06:00		3	25	6	20	9	45		5	32	5	15	10	47
06:15		10	23	7	16	17	39		7	29	4	18	11	47
06:30		7	27	11	18	18	45		2	24	4	22	6	46
06:45		6	34	10	21	16	55		3	22	9	25	12	47
07:00		12	20	13	19	25	39		8	25	5	18	13	43
07:15		10	27	17	20	27	47		6	19	13	16	19	35
07:30		6	30	15	19	21	49		10	20	12	17	22	37
07:45		13	22	23	17	36	39		9	17	7	17	16	34
08:00		12	13	26	15	38	28		7	25	18	12	25	37
08:15		14	18	19	20	33	38		5	9	16	15	21	24
08:30		9	10	25	17	34	27		4	10	25	9	29	19
08:45		15	13	27	9	42	22		10	13	30	6	40	19
09:00		21	18	23	14	44	32		12	25	19	6	31	31
09:15		15	17	24	7	39	24		14	17	25	11	39	28
09:30		17	22	25	8	42	30		12	8	32	8	44	16
09:45		17	10	24	9	41	19		21	5	27	3	48	8
10:00		18	14	25	10	43	24		18	6	29	3	47	9
10:15		18	14	26	8	44	22		12	7	27	3	39	10
10:30		35	12	25	4	60	16		19	6	27	4	46	10
10:45		34	7	26	6	60	13		15	10	35	5	50	15
11:00		21	14	25	5	47	19		25	2	15	3	40	5
11:15		33	10	25	6	58	16		22	5	30	3	52	8
11:30		30	12	23	16	53	28		18	2	21	6	39	8
11:45		21	12	36	5	57	17		20	6	29	4	49	10
Totals		489	1078	575	928	1064	2006		380	954	518	901	890	1855
Day Totals		1567		1503		3070			1334		1419		2753	
% Total		15.9%	35.1%	18.7%	30.2%				13.8%	34.6%	18.8%	32.7%		
Peaks		10:30	02:15	11:00	01:15	10:30	01:15		11:00	05:15	10:00	04:30	10:30	04:45
Volume		123	124	110	117	225	229		85	125	118	144	188	253
P.H.F.		.87	.86	.76	.75	.93	.88		.85	.86	.84	.87	.90	.95

LOWER WYANDOTTE ROAD BETWEEN FEATHER  
FALLS ACCESS ROAD AND IRON HORSE LANE

Start Date: 09/25/2007

File I.D. : 7362-4

Direction 1

Page : 4

Begin Time	Mon. 10/01	EB		WB		Combined		Tues. 10/02	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		6	26	5	25	11	51	*	*	*	*	*	*	
12:15		0	22	2	21	2	43	*	*	*	*	*	*	
12:30		4	23	1	29	5	52	*	*	*	*	*	*	
12:45		2	21	2	23	4	44	*	*	*	*	*	*	
01:00		3	25	2	33	5	58	*	*	*	*	*	*	
01:15		1	19	2	25	3	44	*	*	*	*	*	*	
01:30		2	22	2	19	4	41	*	*	*	*	*	*	
01:45		4	27	0	21	4	48	*	*	*	*	*	*	
02:00		4	19	1	36	5	55	*	*	*	*	*	*	
02:15		0	26	3	24	3	50	*	*	*	*	*	*	
02:30		2	27	1	31	3	58	*	*	*	*	*	*	
02:45		4	34	2	22	6	56	*	*	*	*	*	*	
03:00		0	46	4	31	4	77	*	*	*	*	*	*	
03:15		2	39	2	27	4	66	*	*	*	*	*	*	
03:30		0	39	0	26	0	65	*	*	*	*	*	*	
03:45		0	33	4	18	4	51	*	*	*	*	*	*	
04:00		1	40	4	27	5	67	*	*	*	*	*	*	
04:15		2	50	6	11	8	61	*	*	*	*	*	*	
04:30		2	53	13	29	15	82	*	*	*	*	*	*	
04:45		3	47	13	21	16	68	*	*	*	*	*	*	
05:00		3	54	13	24	16	78	*	*	*	*	*	*	
05:15		5	51	11	15	16	66	*	*	*	*	*	*	
05:30		4	44	23	26	27	70	*	*	*	*	*	*	
05:45		4	39	22	20	26	59	*	*	*	*	*	*	
06:00		7	29	21	17	28	46	*	*	*	*	*	*	
06:15		9	27	24	24	33	51	*	*	*	*	*	*	
06:30		5	32	22	16	27	48	*	*	*	*	*	*	
06:45		13	30	34	14	47	44	*	*	*	*	*	*	
07:00		17	33	42	11	59	44	*	*	*	*	*	*	
07:15		13	28	53	13	66	41	*	*	*	*	*	*	
07:30		16	26	73	11	89	37	*	*	*	*	*	*	
07:45		25	19	51	11	76	30	*	*	*	*	*	*	
08:00		14	17	38	6	52	23	*	*	*	*	*	*	
08:15		7	15	34	8	41	23	*	*	*	*	*	*	
08:30		23	18	28	8	51	26	*	*	*	*	*	*	
08:45		15	17	24	7	39	24	*	*	*	*	*	*	
09:00		18	9	33	8	51	17	*	*	*	*	*	*	
09:15		13	11	32	13	45	24	*	*	*	*	*	*	
09:30		13	10	31	9	44	19	*	*	*	*	*	*	
09:45		25	16	33	4	58	20	*	*	*	*	*	*	
10:00		21	12	27	2	48	14	*	*	*	*	*	*	
10:15		22	6	23	6	45	12	*	*	*	*	*	*	
10:30		23	3	27	13	50	16	*	*	*	*	*	*	
10:45		22	8	25	3	47	11	*	*	*	*	*	*	
11:00		24	3	24	0	48	3	*	*	*	*	*	*	
11:15		25	12	28	4	53	16	*	*	*	*	*	*	
11:30		27	2	26	4	53	6	*	*	*	*	*	*	
11:45		24	6	22	5	46	11	*	*	*	*	*	*	
Totals		479	1215	913	801	1392	2016	0	0	0	0	0	0	
Day Totals		1694		1714		3408		0	0	0	0	0	0	
% Total		14.0%	35.6%	26.7%	23.5%			*	*	*	*	*	*	
Peaks		11:00	04:30	07:00	02:00	07:00	04:30							
Volume		100	205	219	113	290	294							
P.H.F.		.92	.94	.75	.78	.81	.89							

PANO LANE BETWEEN LOWER WYANDOTTE ROAD  
AND CONCROW MAIDU DRIVE

Direction 1

Page : 1

Begin Time	Tues. 09/25	NB		SB		Combined		Wed. 09/26	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.		
12:00		0	1	0	1	0	2		0	2	0	3	0	5
12:15		0	3	0	3	0	6		0	2	0	5	0	7
12:30		0	3	0	5	0	8		0	4	0	2	0	6
12:45		0	1	0	4	0	5		1	3	0	4	1	7
01:00		1	2	2	3	3	5		0	4	1	1	1	5
01:15		0	2	0	2	0	4		1	4	0	2	1	6
01:30		3	0	0	0	3	0		0	1	1	5	1	6
01:45		0	3	0	0	0	3		0	3	0	3	0	6
02:00		0	2	1	0	1	2		0	3	0	2	0	5
02:15		1	4	0	3	1	7		2	1	0	3	2	4
02:30		0	6	0	5	0	11		0	2	0	1	0	3
02:45		0	2	0	2	0	4		0	3	0	1	0	4
03:00		1	7	2	4	3	11		0	2	0	1	0	3
03:15		0	9	0	4	0	13		0	9	0	2	0	11
03:30		2	2	0	4	2	6		0	3	2	2	2	5
03:45		1	3	0	4	1	7		1	0	0	3	1	3
04:00		0	4	0	4	0	8		0	3	0	1	0	4
04:15		0	4	0	4	0	8		0	5	0	4	0	9
04:30		0	4	0	6	0	10		0	0	0	0	0	0
04:45		0	3	0	4	0	7		0	3	1	2	1	5
05:00		0	4	1	2	1	6		1	3	1	5	2	8
05:15		0	0	1	2	1	2		0	4	0	2	0	6
05:30		0	9	0	3	0	12		0	3	1	5	1	8
05:45		0	1	1	1	1	2		2	6	0	4	2	10
06:00		0	3	1	3	1	6		0	2	0	4	0	6
06:15		1	2	3	2	4	4		0	4	5	2	5	6
06:30		0	4	1	2	1	6		2	2	2	2	4	4
06:45		1	0	0	1	1	1		2	1	0	2	2	3
07:00		2	4	2	3	4	7		0	4	0	1	0	5
07:15		3	7	1	2	4	9		1	1	1	3	2	4
07:30		1	0	4	1	5	1		1	0	4	1	5	1
07:45		4	1	5	3	9	4		0	3	3	0	3	3
08:00		2	2	2	0	4	2		1	3	4	3	5	6
08:15		2	1	2	0	4	1		6	4	3	4	9	8
08:30		2	4	2	2	4	6		0	1	2	2	2	3
08:45		2	2	0	1	2	3		2	3	1	3	3	6
09:00		1	1	3	2	4	3		1	2	2	1	3	3
09:15		1	1	0	2	1	3		4	1	2	1	6	2
09:30		2	2	2	1	4	3		1	3	2	3	3	6
09:45		0	1	2	0	2	1		2	2	3	0	5	2
10:00		6	1	4	0	10	1		0	2	2	0	2	2
10:15		3	2	2	1	5	3		1	0	0	0	1	0
10:30		1	3	1	0	2	3		0	1	1	1	1	2
10:45		4	0	2	0	6	0		2	0	4	2	6	2
11:00		2	0	5	0	7	0		0	1	2	0	2	1
11:15		4	0	0	0	4	0		2	0	1	0	3	0
11:30		0	0	2	0	2	0		5	1	1	2	6	3
11:45		4	0	1	1	5	1		3	0	1	0	4	0
Totals		57	120	55	97	112	217		44	114	53	100	97	214
Day Totals			177		152		329			158		153		311
% Total		17.3%	36.4%	16.7%	29.4%				14.1%	36.6%	17.0%	32.1%		
Peaks		10:00	02:30	07:30	03:45	10:00	02:30		11:00	02:45	07:30	05:00	07:30	05:00
Volume		14	24	13	18	23	39		10	17	14	16	22	32
P.H.F.		.58	.66	.65	.75	.57	.75		.5	.47	.87	.8	.61	.8

PANO LANE BETWEEN LOWER WYANDOTTE ROAD  
AND CONCROW MAIDU DRIVE

Direction 1

Begin Time	Thur. 09/27		NB		SB		Combined		Fri. 09/28		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			2	3	2	4	4	7			1	1	0	1	1	2
12:15			1	0	0	1	1	1			1	2	1	4	2	6
12:30			0	2	0	2	0	4			0	5	1	6	1	11
12:45			0	6	0	2	0	8			0	2	1	5	1	7
01:00			0	0	1	2	1	2			2	1	1	5	3	6
01:15			0	1	0	5	0	6			1	1	1	1	2	2
01:30			0	0	0	1	0	1			0	8	0	6	0	14
01:45			0	1	0	1	0	2			0	2	0	2	0	4
02:00			0	1	0	1	0	2			1	1	1	1	2	2
02:15			0	3	0	2	0	5			0	5	1	4	1	9
02:30			0	5	0	5	0	10			1	2	0	3	1	5
02:45			0	3	0	0	0	3			0	0	0	5	0	5
03:00			0	4	0	1	0	5			0	3	1	1	1	4
03:15			0	3	0	2	0	5			0	5	0	2	0	7
03:30			0	3	0	5	0	8			0	4	0	4	0	8
03:45			0	3	0	2	0	5			1	2	1	2	2	4
04:00			0	4	0	2	0	6			0	2	0	5	0	7
04:15			0	4	0	4	0	8			0	6	1	2	1	8
04:30			0	2	0	5	0	7			2	3	0	1	2	4
04:45			0	8	0	3	0	11			0	7	1	6	1	13
05:00			0	2	1	2	1	4			0	4	0	4	0	8
05:15			0	3	0	3	0	6			1	3	0	3	1	6
05:30			1	3	1	2	2	5			2	4	1	2	3	6
05:45			0	3	1	3	1	6			0	6	3	1	3	7
06:00			0	0	0	2	0	2			0	3	0	4	0	7
06:15			1	4	2	2	3	6			1	6	2	2	3	8
06:30			0	0	2	0	2	0			0	1	0	4	0	5
06:45			1	1	1	0	2	1			0	5	1	3	1	8
07:00			2	2	2	2	4	4			1	3	2	5	3	8
07:15			2	2	4	2	6	4			2	6	2	7	4	13
07:30			5	2	4	1	9	3			2	5	3	5	5	10
07:45			2	2	2	2	4	4			2	1	2	1	4	2
08:00			3	3	3	1	6	4			3	2	4	0	7	2
08:15			2	3	3	1	5	4			4	3	3	1	7	4
08:30			2	2	4	1	6	3			0	2	2	3	2	5
08:45			4	2	1	0	5	2			4	1	1	0	5	1
09:00			2	2	3	1	5	3			0	4	3	2	3	6
09:15			1	6	4	2	5	8			1	2	2	3	3	5
09:30			2	1	2	0	4	1			3	3	2	0	5	3
09:45			1	1	2	2	3	3			2	1	2	0	4	1
10:00			2	2	3	3	5	5			1	1	1	1	2	2
10:15			3	2	7	1	10	3			1	3	3	0	4	3
10:30			3	0	3	0	6	0			2	2	0	1	2	3
10:45			1	3	3	0	4	3			2	2	2	1	4	3
11:00			4	1	0	1	4	2			1	1	0	2	1	3
11:15			1	1	3	3	4	4			1	0	4	0	5	0
11:30			1	2	0	1	1	3			2	2	0	0	2	2
11:45			2	0	1	0	3	0			2	0	4	0	6	0
<b>Totals</b>			51	111	65	88	116	199			50	138	60	121	110	259
<b>Day Totals</b>			162		153		115				188		181		169	
<b>% Total</b>			16.1%	35.2%	20.6%	27.9%					13.5%	37.4%	16.2%	32.7%		
<b>Peaks</b>			07:15	04:00	10:00	04:00	07:15	04:00			07:30	04:15	07:30	12:15	07:30	06:45
<b>Volume</b>			12	18	16	14	25	32			11	20	12	20	23	39
<b>P.H.F.</b>			.6	.56	.57	.7	.69	.72			.68	.71	.75	.83	.82	.75

PANO LANE BETWEEN LOWER WYANDOTTE ROAD  
AND CONCROW MAIDU DRIVE

Direction 1

Begin Time	Sat. 09/29	NB		SB		Combined		Sun. 09/30	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	0	0	4	0	4		1	2	1	1	2	3
12:15		1	2	0	1	1	3		1	3	0	1	1	4
12:30		1	5	1	1	2	6		3	2	0	3	3	5
12:45		0	1	0	2	0	3		2	3	0	0	2	3
01:00		0	1	0	1	0	2		0	3	1	3	1	6
01:15		2	5	0	4	2	9		1	1	3	3	4	4
01:30		0	2	0	0	0	1		2	3	1	6	3	9
01:45		1	4	0	2	1	6		3	2	0	1	3	3
02:00		1	1	0	3	1	4		1	5	1	2	2	7
02:15		0	1	0	0	0	1		1	3	0	1	1	4
02:30		0	0	0	1	0	1		0	3	1	0	1	3
02:45		1	4	0	3	1	7		0	3	0	3	0	6
03:00		0	2	0	3	0	5		0	1	0	5	0	6
03:15		1	1	0	4	1	5		0	3	0	1	0	4
03:30		1	4	0	4	1	8		1	3	1	3	2	6
03:45		0	3	1	1	1	4		0	4	0	6	0	10
04:00		1	1	0	6	1	7		1	1	0	5	1	6
04:15		0	5	0	5	0	10		1	2	1	2	2	4
04:30		0	2	1	3	1	5		0	5	0	3	0	8
04:45		1	1	1	4	2	5		0	4	1	2	1	6
05:00		0	1	0	3	0	4		0	5	0	3	0	8
05:15		0	3	0	1	0	4		0	1	0	1	0	2
05:30		0	6	0	2	0	8		0	2	0	1	0	3
05:45		0	1	2	2	2	3		1	1	1	1	2	2
06:00		0	1	0	2	0	3		0	2	0	4	0	6
06:15		0	1	1	1	1	2		0	6	1	3	1	9
06:30		1	2	1	1	2	3		0	1	0	1	0	2
06:45		0	4	0	3	0	7		0	5	2	3	2	8
07:00		1	5	1	1	2	6		0	2	1	5	1	7
07:15		0	5	2	5	2	10		1	3	2	2	3	5
07:30		0	1	1	3	1	4		1	4	1	2	2	6
07:45		0	6	2	7	2	13		1	3	1	0	2	3
08:00		1	1	0	1	1	2		2	1	4	2	6	3
08:15		2	7	0	4	2	11		0	1	1	1	1	2
08:30		1	4	1	5	2	9		0	2	1	0	1	2
08:45		1	2	2	1	3	3		1	2	0	1	1	3
09:00		2	0	0	1	2	1		1	3	3	2	4	5
09:15		1	2	4	2	5	4		1	1	4	0	5	1
09:30		2	0	3	1	5	1		0	4	1	0	1	4
09:45		3	4	2	2	5	6		3	3	3	2	6	5
10:00		2	4	2	2	4	6		0	1	4	2	4	3
10:15		0	1	3	0	3	1		3	0	2	2	5	2
10:30		4	5	6	2	10	7		2	0	2	2	4	2
10:45		2	1	2	2	4	3		0	2	2	0	2	2
11:00		0	1	4	3	4	4		3	0	1	2	4	2
11:15		2	1	2	0	4	1		4	0	3	0	7	0
11:30		7	2	1	0	8	2		0	0	4	0	4	0
11:45		2	0	5	0	7	0		2	0	4	0	6	0
Totals		45	115	51	109	96	224		44	111	59	93	103	204
Day Totals			160		160		320			155		152		307
% Total		14.0%	35.9%	15.9%	34.0%				14.3%	36.1%	19.2%	30.2%		
Peaks		10:45	07:45	10:15	04:00	11:00	07:45		10:30	04:15	09:15	03:30	11:00	03:45
Volume		11	18	15	18	23	35		9	16	12	16	21	28
P.H.F.		.39	.64	.62	.75	.71	.67		.56	.8	.75	.66	.75	.7

PANO LANE BETWEEN LOWER WYANDOTTE ROAD  
AND CONCROW MAIDU DRIVE

Direction 1

Begin Time	Mon. 10/01	NB		SB		Combined		Tues. 10/02	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.		
12:00		1	2	0	5	1	7	*	*	*	*	*	*	
12:15		1	7	0	4	1	11	*	*	*	*	*	*	
12:30		0	1	0	2	0	3	*	*	*	*	*	*	
12:45		1	3	1	3	2	6	*	*	*	*	*	*	
01:00		0	4	0	3	0	7	*	*	*	*	*	*	
01:15		2	2	1	0	3	2	*	*	*	*	*	*	
01:30		1	3	2	2	3	5	*	*	*	*	*	*	
01:45		0	4	1	5	1	9	*	*	*	*	*	*	
02:00		1	3	0	5	1	8	*	*	*	*	*	*	
02:15		1	2	0	2	1	4	*	*	*	*	*	*	
02:30		0	4	0	2	0	6	*	*	*	*	*	*	
02:45		0	4	1	5	1	9	*	*	*	*	*	*	
03:00		0	5	0	7	0	12	*	*	*	*	*	*	
03:15		0	5	0	5	0	10	*	*	*	*	*	*	
03:30		1	3	1	5	2	8	*	*	*	*	*	*	
03:45		0	2	0	2	0	4	*	*	*	*	*	*	
04:00		0	4	1	2	1	6	*	*	*	*	*	*	
04:15		0	2	0	3	0	5	*	*	*	*	*	*	
04:30		0	4	0	0	0	4	*	*	*	*	*	*	
04:45		0	3	0	4	0	7	*	*	*	*	*	*	
05:00		0	3	1	2	1	5	*	*	*	*	*	*	
05:15		0	7	0	5	0	12	*	*	*	*	*	*	
05:30		1	1	2	3	3	4	*	*	*	*	*	*	
05:45		1	2	1	4	2	6	*	*	*	*	*	*	
06:00		0	7	0	4	0	11	*	*	*	*	*	*	
06:15		1	3	2	1	3	4	*	*	*	*	*	*	
06:30		3	2	3	1	6	3	*	*	*	*	*	*	
06:45		0	3	1	1	1	4	*	*	*	*	*	*	
07:00		4	5	3	2	7	7	*	*	*	*	*	*	
07:15		0	6	2	4	2	10	*	*	*	*	*	*	
07:30		0	3	2	5	2	8	*	*	*	*	*	*	
07:45		2	4	3	3	5	7	*	*	*	*	*	*	
08:00		0	2	2	2	2	4	*	*	*	*	*	*	
08:15		2	3	1	2	3	5	*	*	*	*	*	*	
08:30		0	5	3	5	3	10	*	*	*	*	*	*	
08:45		0	2	0	2	0	4	*	*	*	*	*	*	
09:00		3	2	0	1	3	3	*	*	*	*	*	*	
09:15		3	1	2	1	5	2	*	*	*	*	*	*	
09:30		0	2	3	1	3	3	*	*	*	*	*	*	
09:45		1	2	1	4	2	6	*	*	*	*	*	*	
10:00		1	0	1	1	2	1	*	*	*	*	*	*	
10:15		1	3	0	2	1	5	*	*	*	*	*	*	
10:30		0	1	1	0	1	1	*	*	*	*	*	*	
10:45		2	4	2	0	4	4	*	*	*	*	*	*	
11:00		2	0	1	2	3	2	*	*	*	*	*	*	
11:15		2	2	1	2	3	4	*	*	*	*	*	*	
11:30		5	1	4	0	9	1	*	*	*	*	*	*	
11:45		0	0	4	0	4	0	*	*	*	*	*	*	
Totals		43	143	54	126	97	269	0	0	0	0	0	0	
Day Totals			186		180		366		0		0		0	
% Total		11.7%	39.0%	14.7%	34.4%				*	*	*	*	*	
Peaks		10:45	02:30	07:00	02:45	10:45	02:45							
Volume		11	18	10	22	19	39							
P.H.F.		.55	.9	.83	.78	.52	.81							



ALVERDA DRIVE BETWEEN LOWER WYANDOTTE  
ROAD AND CONCOH MAIDU DRIVE

Start Date: 09/25/2007

File I.D. : 7362-6

Direction 1

Page : 1

Begin Time	Tues. 09/25		WB		EB		Combined		Wed. 09/26		WB		EB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			16	16	0	8	16	24			12	19	1	8	13	27
12:15			4	11	2	13	6	24			15	14	4	12	19	26
12:30			13	15	4	15	17	30			12	20	3	22	15	42
12:45			9	23	4	18	13	41			8	11	3	14	11	25
01:00			7	35	2	14	9	49			16	17	1	11	17	28
01:15			9	18	2	10	11	28			13	17	2	14	15	31
01:30			12	29	0	17	12	46			7	27	1	9	8	36
01:45			6	13	2	9	8	22			6	16	2	14	8	30
02:00			13	21	1	10	14	31			14	25	2	13	16	38
02:15			6	20	2	11	8	31			11	14	3	10	14	24
02:30			3	11	3	10	6	21			7	18	2	16	9	34
02:45			3	22	0	11	3	33			7	18	2	19	9	37
03:00			11	22	1	9	12	31			2	28	1	15	3	43
03:15			6	15	1	23	7	38			3	27	2	12	5	39
03:30			8	32	1	21	9	53			5	22	2	9	7	31
03:45			0	24	3	12	3	36			9	19	1	16	10	35
04:00			5	26	0	11	5	37			5	33	0	13	5	46
04:15			5	27	2	10	7	37			2	21	1	18	3	39
04:30			2	24	2	16	4	40			6	26	2	17	8	43
04:45			2	21	1	13	3	34			2	14	1	16	3	30
05:00			5	22	2	13	7	35			6	23	0	13	6	36
05:15			2	23	1	18	3	41			3	22	4	18	7	40
05:30			2	21	3	19	5	40			5	13	4	11	9	24
05:45			5	23	6	12	11	35			8	17	5	16	13	33
06:00			8	14	1	18	9	32			9	9	2	12	11	21
06:15			8	20	5	15	13	35			6	11	5	12	11	23
06:30			8	21	1	8	9	29			4	10	1	9	5	19
06:45			3	11	5	13	8	24			4	25	4	16	8	41
07:00			8	17	0	13	8	30			6	22	3	19	9	41
07:15			6	20	8	10	14	30			6	18	4	14	10	32
07:30			16	21	10	11	26	32			13	20	10	11	23	31
07:45			20	19	13	13	33	32			16	22	18	19	34	41
08:00			15	16	14	8	29	24			15	17	13	7	28	24
08:15			9	23	12	10	21	33			11	23	12	13	23	36
08:30			13	15	17	5	30	20			13	17	10	7	23	24
08:45			12	21	12	5	24	26			12	15	5	11	17	26
09:00			15	16	8	8	23	24			11	19	12	8	23	27
09:15			11	23	13	9	24	32			17	24	12	5	29	29
09:30			26	17	12	6	38	23			24	19	5	10	29	29
09:45			20	21	9	6	29	27			23	23	12	3	35	26
10:00			23	21	10	3	33	24			13	45	11	8	24	53
10:15			20	10	9	4	29	14			14	30	5	9	19	39
10:30			11	20	3	4	14	24			14	42	5	7	19	49
10:45			20	23	18	9	38	32			9	24	9	5	18	29
11:00			17	16	7	9	24	25			10	26	14	9	24	35
11:15			9	16	10	7	19	23			19	14	15	8	34	22
11:30			19	14	7	7	26	21			15	19	15	4	30	23
11:45			20	10	11	4	31	14			17	16	17	7	34	23
Totals			491	939	260	528	751	1467			485	991	268	569	753	1560
Day Totals			1430		788		2218				1476		837		2313	
% Total			22.1%	42.3%	11.7%	23.8%					20.9%	42.8%	11.5%	24.6%		
Peaks			09:30	03:30	07:45	03:15	09:30	12:45			09:15	10:00	11:00	03:45	11:00	10:00
Volume			89	109	56	67	129	164			77	141	61	64	122	170
P.H.F.			.85	.85	.82	.72	.84	.83			.80	.78	.89	.88	.89	.80

ALVERDA DRIVE BETWEEN LOWER WYANDOTTE  
ROAD AND CONCON MAIDU DRIVE

Start Date: 09/25/2007

File I.D. : 7362-6

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Direction 1

Begin Time	Thur. 09/27	WB		EB		Combined		Fri. 09/28	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		20	16	4	11	24	27		22	27	6	5	28	32
12:15		11	22	6	10	17	32		22	13	4	11	26	24
12:30		19	20	0	11	19	31		21	15	3	17	24	32
12:45		12	25	4	13	16	38		13	12	6	9	19	21
01:00		13	13	1	3	14	16		18	22	1	11	19	33
01:15		7	15	2	11	9	26		10	14	3	6	13	20
01:30		9	25	3	16	12	41		10	11	5	5	15	16
01:45		11	23	2	9	13	32		5	21	1	12	6	33
02:00		8	27	5	14	13	41		16	21	3	10	19	31
02:15		8	27	3	8	11	35		9	21	2	13	11	34
02:30		4	20	1	16	5	36		5	26	3	20	8	46
02:45		11	24	1	14	12	38		6	17	1	11	7	28
03:00		1	26	2	15	3	41		7	26	3	11	10	37
03:15		5	20	1	12	6	32		8	17	2	14	10	31
03:30		9	17	1	11	10	28		8	14	2	12	10	26
03:45		3	24	2	16	5	40		6	21	3	12	9	33
04:00		6	24	2	15	8	39		5	28	2	18	7	46
04:15		2	21	2	20	4	41		7	19	1	15	8	34
04:30		2	19	3	17	5	36		3	16	2	23	5	39
04:45		4	36	1	25	5	61		8	21	1	25	9	46
05:00		2	34	4	27	6	61		9	27	2	25	11	52
05:15		3	38	2	17	5	55		7	23	1	18	8	41
05:30		8	41	8	24	16	65		4	33	5	25	9	58
05:45		4	27	5	15	9	42		3	26	6	19	9	45
06:00		11	44	2	25	13	69		9	26	3	18	12	44
06:15		3	42	2	16	5	58		6	27	4	22	10	49
06:30		3	34	3	26	6	60		5	24	2	15	7	39
06:45		5	32	3	28	8	60		7	28	2	21	9	49
07:00		9	30	3	15	12	45		8	20	5	14	13	34
07:15		7	43	5	12	12	55		6	19	4	14	10	33
07:30		9	35	11	26	20	61		12	18	1	15	13	33
07:45		8	32	13	12	21	44		6	46	10	13	16	59
08:00		23	30	11	16	34	46		16	29	10	17	26	46
08:15		13	39	12	10	25	49		16	47	13	20	29	67
08:30		8	35	11	16	19	51		10	40	12	18	22	58
08:45		14	34	6	17	20	51		11	31	3	13	14	44
09:00		12	27	5	8	17	35		11	42	12	15	23	57
09:15		18	26	15	11	33	37		20	26	11	9	31	35
09:30		27	25	13	8	40	33		22	22	5	11	27	33
09:45		22	30	12	13	34	43		19	15	6	13	25	28
10:00		19	35	9	7	28	42		27	40	20	15	47	55
10:15		10	29	11	6	21	35		14	21	8	7	22	28
10:30		15	21	11	9	26	30		19	20	14	10	33	30
10:45		22	24	9	4	31	28		20	22	10	8	30	30
11:00		17	18	8	8	25	26		12	32	4	18	16	50
11:15		11	23	13	14	24	37		11	39	9	12	20	51
11:30		20	28	10	7	30	35		24	28	11	10	35	38
11:45		18	17	10	12	28	29		15	21	10	11	25	32
Totals		506	1317	273	676	779	1993		558	1174	257	686	815	1860
Day Totals		1823		949		2772			1732		943		2675	
% Total		18.2%	47.5%	9.8%	24.3%				20.8%	43.8%	9.6%	25.6%		
Peaks		09:15	05:30	09:15	06:00	09:15	06:00		09:15	07:45	10:00	04:45	10:00	07:45
Volume		86	154	49	95	135	247		88	162	52	93	132	230
P.H.F.		.79	.87	.81	.84	.84	.89		.81	.86	.65	.93	.70	.85

ALVERDA DRIVE BETWEEN LOWER WYANDOTTE  
ROAD AND CONCOH MAIDU DRIVE

Direction 1

Begin Time	Sat. 09/29	WB		EB		Combined		Sun. 09/30	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		38	13	7	5	45	18		30	7	6	9	36	16
12:15		35	13	7	11	42	24		21	12	6	7	27	19
12:30		17	9	7	8	24	17		18	14	5	13	23	27
12:45		12	15	3	10	15	25		15	21	4	9	19	30
01:00		27	14	3	12	30	26		32	11	7	8	39	19
01:15		11	11	2	10	13	21		21	20	1	13	22	33
01:30		16	13	3	12	19	25		20	17	1	12	21	29
01:45		12	15	4	15	16	30		14	17	4	15	18	32
02:00		37	17	3	8	40	25		13	19	5	8	18	27
02:15		24	20	6	12	30	32		18	21	5	9	23	30
02:30		22	14	5	8	27	22		15	17	5	21	20	38
02:45		14	15	3	16	17	31		13	24	1	8	14	32
03:00		20	27	3	11	23	38		10	24	3	9	13	33
03:15		13	15	8	10	21	25		11	11	2	11	13	22
03:30		10	14	1	6	11	20		9	11	1	4	10	15
03:45		9	16	3	8	12	24		10	22	1	15	11	37
04:00		17	30	3	11	20	41		9	22	2	18	11	40
04:15		8	17	2	7	10	24		6	21	3	13	9	34
04:30		5	15	3	15	8	30		5	15	0	16	5	31
04:45		8	18	2	14	10	32		6	16	1	18	7	34
05:00		4	22	3	4	7	26		4	20	0	25	4	45
05:15		9	22	4	5	13	27		5	31	2	12	7	43
05:30		11	13	7	14	18	27		6	35	5	23	11	58
05:45		7	15	2	11	9	26		6	37	5	23	11	60
06:00		10	16	3	14	13	30		8	46	0	16	8	62
06:15		4	18	1	8	5	26		6	49	3	15	9	64
06:30		6	25	3	19	9	44		6	36	1	10	7	46
06:45		9	19	3	6	12	25		8	38	1	15	9	53
07:00		12	18	3	20	15	38		8	32	3	25	11	57
07:15		4	20	4	20	8	40		6	29	0	12	6	41
07:30		5	21	6	11	11	32		10	32	8	16	18	48
07:45		12	18	3	16	15	34		10	46	4	13	14	59
08:00		10	22	7	15	17	37		10	28	2	11	12	39
08:15		8	21	1	10	9	31		4	36	6	23	12	59
08:30		8	15	4	7	12	22		9	31	8	9	17	40
08:45		8	27	4	7	12	34		6	27	4	15	10	42
09:00		12	19	4	14	16	33		5	27	2	7	7	34
09:15		9	24	9	5	18	29		7	26	6	10	13	36
09:30		21	16	10	10	31	26		9	19	4	3	13	22
09:45		11	32	8	6	19	38		22	31	9	8	31	39
10:00		10	23	7	9	17	32		11	26	9	4	20	30
10:15		17	35	7	4	24	39		14	26	7	6	21	32
10:30		19	29	8	6	27	35		11	24	8	4	19	28
10:45		11	34	6	4	17	38		6	14	6	6	12	20
11:00		12	21	8	5	20	26		10	19	12	3	22	22
11:15		15	22	9	5	24	27		13	16	4	1	17	17
11:30		20	27	5	4	25	31		13	18	5	4	18	22
11:45		17	13	8	8	25	21		13	9	4	8	17	17
Totals		656	928	225	476	881	1404		542	1150	193	563	735	1713
Day Totals		1584		701		2285			1692		756		2448	
% Total		28.7%	40.6%	9.8%	20.8%				22.1%	46.9%	7.8%	23.0%		
Peaks		12:00	10:00	09:15	07:00	12:00	06:30		12:45	06:00	09:45	05:00	12:15	05:30
Volume		102	121	34	67	126	147		88	169	33	83	108	244
P.H.F.		.67	.86	.85	.83	.7	.83		.68	.86	.91	.83	.69	.95



ALVERDA DRIVE BETWEEN FEATHER FALLS  
ACCESS ROAD AND MAIN PARKING LOT

Start Date: 09/25/2007

File I.D. : 7362-7

Direction 1

Page : 1

Begin Time	Tues. 09/25		WB		EB		Combined		Wed. 09/26		WB		EB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	19	20	3	3	22	23			17	18	4	5	21	23		
12:15	6	13	2	9	8	22			10	14	4	13	14	27		
12:30	14	21	5	11	19	32			11	26	3	11	14	37		
12:45	8	19	1	10	9	29			15	12	5	9	20	21		
01:00	15	28	2	13	17	41			15	13	3	13	18	26		
01:15	10	19	1	7	11	26			11	20	1	10	12	30		
01:30	15	29	2	13	17	42			7	15	3	10	10	25		
01:45	8	21	1	8	9	29			7	29	2	7	9	36		
02:00	15	22	1	9	16	31			18	29	2	10	20	39		
02:15	7	19	4	5	11	24			9	15	5	11	14	26		
02:30	3	14	5	10	8	24			7	16	1	10	8	26		
02:45	2	9	0	12	2	21			9	19	1	12	10	31		
03:00	10	24	0	11	10	35			6	24	3	7	9	31		
03:15	6	9	2	15	8	24			5	22	3	9	8	31		
03:30	8	27	1	9	9	36			3	15	2	10	5	25		
03:45	0	31	2	9	2	40			10	23	2	11	12	34		
04:00	5	36	2	3	7	39			5	46	2	10	7	56		
04:15	5	19	1	7	6	26			9	17	1	13	10	30		
04:30	2	20	3	10	5	30			3	24	1	12	4	36		
04:45	4	19	2	10	6	29			2	18	1	6	3	24		
05:00	4	17	1	8	5	25			5	21	2	16	7	37		
05:15	3	22	2	11	5	33			1	21	6	14	7	35		
05:30	0	23	1	12	1	35			6	16	2	18	8	34		
05:45	4	22	2	12	6	34			6	28	1	23	7	51		
06:00	11	19	2	17	13	36			11	29	1	21	12	50		
06:15	5	28	3	14	8	42			7	21	3	20	10	41		
06:30	6	19	2	12	8	31			6	23	2	16	8	39		
06:45	3	11	4	9	7	20			5	33	1	32	6	65		
07:00	4	14	2	14	6	28			6	40	5	23	11	63		
07:15	9	30	4	8	13	38			7	24	1	32	8	56		
07:30	6	21	5	14	11	35			9	27	3	6	12	33		
07:45	7	28	8	15	15	43			11	31	8	23	19	54		
08:00	19	19	2	12	21	31			15	27	8	19	23	46		
08:15	7	31	3	7	10	38			15	24	3	11	18	35		
08:30	20	12	12	6	32	18			17	24	4	9	21	33		
08:45	16	28	5	9	21	37			13	23	3	13	16	36		
09:00	22	17	5	5	27	22			15	27	5	7	20	34		
09:15	11	27	7	10	18	37			17	27	9	10	26	37		
09:30	31	19	7	7	38	26			28	26	5	6	33	32		
09:45	19	22	4	8	23	30			16	41	8	11	24	52		
10:00	17	33	8	8	25	41			17	117	8	17	25	134		
10:15	17	10	10	7	27	17			13	60	4	9	17	69		
10:30	13	24	4	10	17	34			16	73	5	20	21	93		
10:45	19	18	9	6	28	24			11	46	6	3	17	49		
11:00	16	16	5	6	21	22			13	23	9	8	22	31		
11:15	7	18	7	7	14	25			12	19	8	8	20	27		
11:30	21	20	6	7	27	27			15	29	6	4	21	33		
11:45	28	17	6	5	34	22			9	15	10	8	19	23		
Totals	507	1004	176	450	683	1454			501	1330	185	606	686	1936		
Day Totals		1511		626		2137				1831		791		2622		
% Total	23.7%	46.9%	8.2%	21.0%					19.1%	50.7%	7.0%	23.1%				
Peaks	09:30	03:30	10:00	05:30	09:30	05:30			09:15	10:00	11:00	06:30	09:15	09:45		
Volume	84	113	31	55	113	147			78	296	33	103	108	348		
P.H.F.	.67	.78	.77	.80	.74	.87			.69	.63	.82	.80	.81	.64		

ALVERDA DRIVE BETWEEN FEATHER FALLS  
ACCESS ROAD AND MAIN PARKING LOT

Start Date: 09/25/2007

File I.D. : 7362-7

Direction 1

Page : 2

Begin Time	Thur. 09/27	WB		EB		Combined		Fri. 09/28	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		28	13	7	9	35	22		29	18	6	9	35	27
12:15		15	21	6	10	21	31		19	14	5	10	24	24
12:30		12	16	4	11	16	27		23	15	8	17	31	32
12:45		14	29	7	8	21	37		11	9	6	5	17	14
01:00		21	13	1	8	22	21		20	20	4	10	24	30
01:15		11	23	2	9	13	32		9	15	4	6	13	21
01:30		11	15	4	9	15	24		3	20	4	10	7	30
01:45		17	24	1	7	18	31		6	26	1	11	7	37
02:00		11	24	4	16	15	40		17	35	2	9	19	44
02:15		5	25	2	9	7	34		12	24	3	11	15	35
02:30		3	16	1	12	4	28		6	19	2	14	8	33
02:45		2	18	2	12	4	30		6	20	5	5	11	25
03:00		2	35	2	8	4	43		5	31	1	8	6	39
03:15		4	12	2	9	6	21		6	12	3	12	9	24
03:30		7	18	4	7	11	25		8	19	3	10	11	29
03:45		3	22	2	11	5	33		6	27	4	15	10	42
04:00		11	41	2	12	13	53		5	39	2	16	7	55
04:15		2	21	2	11	4	32		3	30	1	15	4	45
04:30		1	16	3	11	4	27		3	22	2	14	5	36
04:45		6	49	3	25	9	74		3	21	1	29	4	50
05:00		0	33	4	28	4	61		7	23	2	31	9	54
05:15		7	58	2	21	9	79		6	38	1	19	7	57
05:30		9	66	4	34	13	100		3	38	5	35	8	73
05:45		5	47	3	26	8	73		6	34	5	42	11	76
06:00		6	55	2	25	8	80		14	44	0	27	14	71
06:15		6	59	1	30	7	89		3	40	4	31	7	71
06:30		6	50	3	34	9	84		8	37	3	28	11	65
06:45		8	36	1	23	9	59		5	51	2	44	7	95
07:00		9	44	3	22	12	66		10	33	1	27	11	60
07:15		5	68	3	22	8	90		11	31	4	29	15	60
07:30		3	42	8	38	11	80		10	44	3	66	13	110
07:45		8	48	6	26	14	74		9	42	9	49	18	91
08:00		26	42	11	18	37	60		18	27	7	38	25	65
08:15		16	49	3	10	19	59		17	52	8	43	25	95
08:30		13	62	6	8	19	70		15	38	4	49	19	87
08:45		12	43	1	21	13	64		18	48	1	28	19	76
09:00		6	45	5	7	11	52		11	86	7	19	18	105
09:15		24	38	15	14	39	52		17	52	9	16	26	68
09:30		23	36	6	11	29	47		27	28	6	12	33	40
09:45		22	38	6	8	28	46		16	27	6	17	22	44
10:00		17	49	7	10	24	59		30	59	20	19	50	78
10:15		9	25	6	10	15	35		19	27	7	13	26	40
10:30		23	27	7	8	30	35		24	46	10	14	34	60
10:45		16	24	6	6	22	30		21	32	13	13	34	45
11:00		13	25	12	6	25	31		17	43	5	14	22	57
11:15		17	35	8	12	25	47		15	63	4	13	19	76
11:30		26	29	10	8	36	37		26	34	8	11	34	45
11:45		27	12	13	9	40	21		20	22	5	12	25	34
Totals		548	1636	223	709	771	2345		603	1575	226	995	829	2570
Day Totals			2184		932		3116			2178		1221		3399
% Total		17.5%	52.5%	7.1%	22.7%				17.7%	46.3%	6.6%	29.2%		
Peaks		09:15	05:30	11:00	05:30	11:00	05:30		10:00	08:15	10:00	07:30	10:00	08:15
Volume		86	227	43	115	126	342		94	224	50	196	144	363
P.H.F.		.89	.85	.82	.84	.78	.85		.78	.65	.62	.74	.72	.86

ALVERDA DRIVE BETWEEN FEATHER FALLS  
ACCESS ROAD AND MAIN PARKING LOT

Direction 1

Page : 3

Begin Time	Sat. 09/29	WB		EB		Combined		Sun. 09/30	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		58	9	13	2	71	11		51	12	6	7	57	19
12:15		36	10	11	7	47	17		31	14	9	7	40	21
12:30		28	8	6	6	34	14		21	12	7	9	28	21
12:45		16	15	4	9	20	24		22	18	5	9	27	27
01:00		25	9	4	5	29	14		43	12	2	7	45	19
01:15		18	11	2	12	20	23		26	26	4	9	30	35
01:30		22	17	6	5	28	22		31	23	1	6	32	29
01:45		14	12	5	11	19	23		20	19	6	8	26	27
02:00		64	31	9	9	73	40		27	18	4	7	31	25
02:15		36	34	3	8	39	42		25	19	6	11	31	30
02:30		26	9	4	5	30	14		13	25	4	15	17	40
02:45		20	19	3	10	23	29		16	23	1	5	17	28
03:00		21	25	6	10	27	35		15	37	2	10	17	47
03:15		16	18	11	12	27	30		12	23	1	12	13	35
03:30		11	18	2	6	13	24		13	12	1	7	14	19
03:45		12	30	3	9	15	39		12	26	2	13	14	39
04:00		15	48	1	9	16	57		10	30	1	15	11	45
04:15		14	22	1	12	15	34		10	24	3	14	13	38
04:30		6	21	4	14	10	35		11	14	1	22	12	36
04:45		9	19	3	16	12	35		11	18	2	23	13	41
05:00		14	25	4	5	18	30		5	33	1	42	6	75
05:15		12	21	4	10	16	31		6	50	2	17	8	67
05:30		11	18	6	16	17	34		7	48	6	28	13	76
05:45		8	16	3	9	11	25		2	51	3	25	5	76
06:00		8	18	2	18	10	36		5	73	0	24	5	97
06:15		8	29	7	11	15	40		4	60	2	24	6	84
06:30		9	28	3	11	12	39		8	62	0	14	8	76
06:45		6	30	1	12	7	42		8	58	2	21	10	79
07:00		12	22	2	18	14	40		15	45	3	22	18	67
07:15		4	25	4	28	8	53		4	56	1	21	5	77
07:30		8	25	2	28	10	53		12	50	5	10	17	60
07:45		7	27	5	22	12	49		10	49	6	7	16	56
08:00		26	29	5	25	31	54		23	47	2	12	25	59
08:15		8	35	0	14	8	49		7	42	7	18	14	60
08:30		10	19	4	16	14	35		6	39	5	9	11	48
08:45		8	37	3	12	11	49		15	38	3	12	18	50
09:00		14	34	4	14	18	48		8	56	2	15	10	71
09:15		4	34	3	14	7	48		6	24	4	9	10	33
09:30		21	25	9	22	30	47		12	24	6	7	18	31
09:45		18	50	7	13	25	63		23	31	7	10	30	41
10:00		19	44	4	18	23	62		12	35	7	8	19	43
10:15		12	62	5	8	17	70		22	28	6	4	28	32
10:30		24	51	3	9	27	60		21	27	3	7	24	34
10:45		18	49	2	10	20	59		14	17	5	9	19	26
11:00		19	33	2	11	21	44		21	27	15	2	36	29
11:15		14	43	5	7	19	50		14	22	8	1	22	23
11:30		16	39	4	12	20	51		13	22	5	5	18	27
11:45		17	30	6	10	23	40		8	16	6	4	14	20
Totals		822	1283	210	580	1032	1863		731	1535	190	603	921	2138
Day Totals			2105		790		2895			2266		793		3059
% Total		28.3%	44.3%	7.2%	20.0%				23.9%	50.1%	6.2%	19.7%		
Peaks		02:00	09:45	12:00	07:15	12:00	09:45		12:00	06:00	11:00	05:00	12:00	06:00
Volume		146	207	34	103	172	255		125	253	34	112	152	336
P.H.F.		.57	.83	.65	.91	.60	.91		.61	.86	.56	.66	.66	.86

ALVERDA DRIVE BETWEEN FEATHER FALLS  
ACCESS ROAD AND MAIN PARKING LOT

Direction 1

Page : 4

Begin Time	Mon. 10/01		WB		EB		Combined		Tues. 10/02	WB		EB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		21	20	4	11	25	31		*	*	*	*	*	*	
12:15		17	16	4	5	21	21		*	*	*	*	*	*	
12:30		16	19	4	3	20	22		*	*	*	*	*	*	
12:45		6	9	4	8	10	17		*	*	*	*	*	*	
01:00		11	9	1	11	12	20		*	*	*	*	*	*	
01:15		6	21	3	7	9	28		*	*	*	*	*	*	
01:30		13	11	1	11	14	22		*	*	*	*	*	*	
01:45		9	18	3	6	12	24		*	*	*	*	*	*	
02:00		14	32	4	6	18	38		*	*	*	*	*	*	
02:15		13	17	1	6	14	23		*	*	*	*	*	*	
02:30		5	19	1	5	6	24		*	*	*	*	*	*	
02:45		3	25	5	11	8	36		*	*	*	*	*	*	
03:00		12	26	1	8	13	34		*	*	*	*	*	*	
03:15		8	23	9	8	17	31		*	*	*	*	*	*	
03:30		8	26	1	5	9	31		*	*	*	*	*	*	
03:45		3	27	2	6	5	33		*	*	*	*	*	*	
04:00		6	42	3	15	9	57		*	*	*	*	*	*	
04:15		4	23	1	8	5	31		*	*	*	*	*	*	
04:30		6	29	1	8	7	37		*	*	*	*	*	*	
04:45		8	28	2	4	10	32		*	*	*	*	*	*	
05:00		7	19	4	5	11	24		*	*	*	*	*	*	
05:15		3	20	1	8	4	28		*	*	*	*	*	*	
05:30		4	25	3	11	7	36		*	*	*	*	*	*	
05:45		1	19	2	9	3	28		*	*	*	*	*	*	
06:00		11	15	4	11	15	26		*	*	*	*	*	*	
06:15		8	13	1	14	9	27		*	*	*	*	*	*	
06:30		1	25	1	12	2	37		*	*	*	*	*	*	
06:45		2	20	4	10	6	30		*	*	*	*	*	*	
07:00		11	15	0	5	11	20		*	*	*	*	*	*	
07:15		7	26	4	12	11	38		*	*	*	*	*	*	
07:30		3	18	6	10	9	28		*	*	*	*	*	*	
07:45		16	24	15	15	31	39		*	*	*	*	*	*	
08:00		20	17	9	1	29	18		*	*	*	*	*	*	
08:15		10	15	8	2	18	17		*	*	*	*	*	*	
08:30		14	20	6	1	20	21		*	*	*	*	*	*	
08:45		20	30	5	6	25	36		*	*	*	*	*	*	
09:00		18	28	5	9	23	37		*	*	*	*	*	*	
09:15		17	19	7	2	24	21		*	*	*	*	*	*	
09:30		28	24	9	2	37	26		*	*	*	*	*	*	
09:45		18	27	6	6	24	33		*	*	*	*	*	*	
10:00		16	21	6	2	22	23		*	*	*	*	*	*	
10:15		19	18	8	4	27	22		*	*	*	*	*	*	
10:30		17	17	11	4	28	21		*	*	*	*	*	*	
10:45		19	14	10	1	29	15		*	*	*	*	*	*	
11:00		19	17	8	7	27	24		*	*	*	*	*	*	
11:15		20	18	9	5	29	23		*	*	*	*	*	*	
11:30		19	13	10	5	29	18		*	*	*	*	*	*	
11:45		21	13	6	3	27	16		*	*	*	*	*	*	
Totals		558	990	223	334	781	1324		0	0	0	0	0	0	
Day Totals		1548		557		2105			0	0	0	0	0	0	
% Total		26.5%	47.0%	10.5%	15.8%				*	*	*	*	*	*	
Peaks		08:45	04:00	07:30	06:00	10:45	03:45								
Volume		83	122	38	47	114	158								
P.H.F.		.74	.72	.63	.83	.98	.69								



ALVERDA DRIVE EAST OF MAIN PARKING LOT

Direction 1

Begin Time	Tues. 09/25	WB		EB		Combined		Wed. 09/26	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		11	1	0	3	11	4		10	2	1	3	11	5
12:15		2	0	2	0	4	0		4	3	2	1	6	4
12:30		4	2	2	3	6	5		4	2	1	4	5	6
12:45		2	3	1	7	3	10		2	1	1	1	3	2
01:00		3	3	0	5	3	8		5	0	1	1	6	1
01:15		1	4	1	3	2	7		3	1	0	2	3	3
01:30		3	2	1	3	4	5		1	3	3	4	4	7
01:45		1	1	1	7	2	8		6	4	1	8	7	12
02:00		7	6	0	5	7	11		8	4	0	6	8	10
02:15		1	2	1	3	2	5		1	4	2	8	3	12
02:30		0	1	2	8	2	9		0	0	2	7	2	7
02:45		1	6	3	6	4	12		0	8	2	10	2	18
03:00		3	8	1	6	4	14		4	4	1	4	5	8
03:15		0	1	1	10	1	11		0	7	2	10	2	17
03:30		0	5	0	6	0	11		0	2	0	4	0	6
03:45		0	9	1	8	1	17		0	3	0	8	0	11
04:00		2	20	2	4	4	24		0	17	1	3	1	20
04:15		2	5	1	3	3	8		1	3	2	4	3	7
04:30		0	0	2	6	2	6		1	5	1	9	2	14
04:45		0	3	2	6	2	9		0	4	2	10	2	14
05:00		3	3	0	3	3	6		1	4	0	4	1	8
05:15		0	0	0	3	0	3		0	0	5	1	5	1
05:30		0	0	7	5	7	5		1	0	6	7	7	7
05:45		1	2	4	6	5	8		1	3	7	5	8	8
06:00		6	3	2	2	8	5		5	1	1	3	6	4
06:15		1	4	3	2	4	6		2	3	2	1	4	4
06:30		1	0	9	0	10	0		2	1	8	4	10	5
06:45		1	0	6	3	7	3		2	2	6	5	8	7
07:00		6	0	3	2	9	2		6	4	6	3	12	7
07:15		0	1	4	0	4	1		1	1	4	2	5	3
07:30		4	1	8	1	12	2		2	1	12	3	14	4
07:45		2	0	17	1	19	1		3	2	18	3	21	5
08:00		10	2	11	3	21	5		10	3	4	2	14	5
08:15		2	3	3	1	5	4		2	4	3	2	5	6
08:30		4	0	4	4	8	4		1	2	3	1	4	3
08:45		4	2	2	1	6	3		4	1	1	1	5	2
09:00		0	0	2	2	2	2		0	1	3	3	3	4
09:15		0	1	5	1	5	2		4	1	3	2	7	3
09:30		11	5	2	3	13	6		4	2	5	6	9	8
09:45		0	3	1	3	1	6		2	4	3	1	5	5
10:00		0	8	1	3	1	11		4	9	3	2	7	11
10:15		3	5	0	2	3	7		1	3	3	4	4	7
10:30		0	2	4	4	4	6		2	10	3	5	5	15
10:45		4	2	2	1	6	3		0	5	1	1	1	6
11:00		2	9	4	0	6	9		1	10	3	4	4	14
11:15		1	4	1	9	2	13		1	5	0	5	1	10
11:30		3	6	9	8	12	14		1	15	1	10	2	25
11:45		5	2	2	4	7	6		0	5	4	3	4	8
Totals		117	148	140	179	257	327		113	179	143	200	256	379
Day Totals			265		319		584			292		343		635
% Total		20.0%	25.3%	23.9%	30.6%				17.8%	28.1%	22.5%	31.5%		
Peaks		08:00	03:30	07:15	02:30	07:30	03:15		12:00	10:45	07:00	02:00	07:15	11:00
Volume		20	39	40	30	57	63		20	35	40	31	54	57
P.H.F.		.5	.48	.58	.75	.67	.65		.5	.58	.55	.77	.64	.57

ALVERDA DRIVE EAST OF MAIN PARKING LOT

Direction 1

Begin Time	Thur. 09/27	NB		EB		Combined		Fri. 09/28	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		12	1	0	4	12	5		14	0	2	4	16	4
12:15		3	5	3	5	6	10		5	2	2	2	7	4
12:30		1	0	0	2	1	2		1	1	1	2	2	3
12:45		3	1	1	2	4	3		2	1	4	2	6	3
01:00		8	1	1	7	9	8		9	1	0	3	9	4
01:15		2	2	1	5	3	7		1	0	1	3	2	3
01:30		1	4	1	5	2	9		0	0	3	5	3	5
01:45		7	1	1	7	8	8		2	4	1	4	3	8
02:00		1	8	2	8	3	16		9	10	1	4	10	14
02:15		3	6	0	10	3	16		1	2	3	6	4	8
02:30		0	3	3	9	3	12		0	5	1	15	1	20
02:45		1	3	3	14	4	17		1	6	2	11	3	17
03:00		1	8	2	4	3	12		1	9	0	7	1	16
03:15		1	2	1	11	2	13		1	2	0	9	1	11
03:30		0	3	2	11	2	14		0	5	1	15	1	20
03:45		0	7	3	8	3	15		1	8	2	7	3	15
04:00		4	23	0	6	4	29		1	17	0	5	1	22
04:15		1	5	3	4	4	9		0	7	0	5	0	12
04:30		2	5	1	8	3	13		0	7	2	7	2	14
04:45		0	8	1	6	1	14		2	2	4	10	6	12
05:00		0	4	0	3	0	7		1	5	0	4	1	9
05:15		0	4	5	3	5	7		1	6	1	5	2	11
05:30		3	5	7	11	10	16		0	1	8	8	8	9
05:45		1	2	7	5	8	7		0	4	7	15	7	19
06:00		5	4	1	1	6	5		5	10	2	7	7	17
06:15		3	4	3	4	6	8		0	5	1	1	1	6
06:30		0	0	5	1	5	1		3	2	4	4	7	6
06:45		1	2	7	4	8	6		1	0	7	4	8	4
07:00		5	0	4	1	9	1		5	1	0	0	5	1
07:15		3	0	5	3	8	3		0	2	6	6	6	8
07:30		5	1	14	1	19	2		5	7	8	7	13	14
07:45		4	1	19	2	23	3		1	8	15	5	16	13
08:00		9	4	10	3	19	7		10	1	3	1	13	2
08:15		2	2	3	3	5	5		4	3	5	5	9	8
08:30		4	3	2	1	6	4		3	4	5	1	8	5
08:45		0	2	0	2	0	4		2	2	4	2	6	4
09:00		1	1	3	2	4	3		1	5	5	1	6	6
09:15		1	1	1	3	2	4		1	2	3	2	4	4
09:30		4	1	10	3	14	4		7	1	6	6	13	7
09:45		3	3	1	5	4	8		4	1	2	3	6	4
10:00		4	9	2	1	6	10		5	9	5	6	10	15
10:15		1	7	6	2	7	9		3	4	1	1	4	5
10:30		4	4	4	7	8	11		2	5	5	7	7	12
10:45		1	2	6	2	7	4		3	4	1	3	4	7
11:00		2	8	2	2	4	10		0	11	1	3	1	14
11:15		3	4	3	9	6	13		0	13	3	5	3	18
11:30		5	4	5	6	10	10		1	6	1	10	2	16
11:45		1	4	4	5	5	9		1	5	3	10	4	15
Totals		126	182	168	231	294	413		120	216	142	258	262	474
Day Totals			308		399		707			336		400		736
% Total		17.8%	25.7%	23.7%	32.6%				16.3%	29.3%	19.2%	35.0%		
Peaks		07:15	04:00	07:15	02:00	07:15	03:15		12:00	03:45	07:15	02:30	07:30	03:30
Volume		21	41	48	41	69	71		22	39	32	42	51	69
P.H.F.		.58	.44	.63	.73	.75	.61		.39	.57	.53	.7	.79	.78

ALVERDA DRIVE EAST OF MAIN PARKING LOT

Direction 1

Begin Time	Sat. 09/29	WB		EB		Combined		Sun. 09/30	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		20	0	3	1	23	1	22	2	3	0	25	2	
12:15		9	1	1	2	10	3	5	5	1	6	6	11	
12:30		2	0	1	3	3	3	4	3	3	2	7	5	
12:45		1	1	0	0	1	1	3	0	0	1	3	1	
01:00		9	1	0	3	9	4	11	1	0	3	11	4	
01:15		2	0	0	2	2	2	4	3	0	3	4	6	
01:30		3	2	3	3	6	5	5	1	2	3	7	4	
01:45		3	3	0	7	3	10	3	0	2	1	5	1	
02:00		11	11	2	3	13	14	9	5	0	4	9	9	
02:15		9	11	2	11	11	22	6	5	2	6	8	11	
02:30		2	0	3	11	5	11	0	7	3	7	3	14	
02:45		6	6	1	5	7	11	2	3	1	13	3	16	
03:00		4	6	0	7	4	13	1	10	1	7	2	17	
03:15		0	5	0	8	0	13	1	5	0	6	1	11	
03:30		0	1	1	13	1	14	2	4	0	7	2	11	
03:45		1	4	0	7	1	11	0	3	0	8	0	11	
04:00		4	15	1	3	5	18	4	10	1	1	5	11	
04:15		1	6	0	4	1	10	1	8	1	2	2	10	
04:30		0	5	1	8	1	13	1	4	3	10	4	14	
04:45		1	2	3	9	4	11	0	3	1	4	1	7	
05:00		1	4	1	2	2	6	1	2	2	2	3	4	
05:15		1	5	3	6	4	11	0	5	2	2	2	7	
05:30		3	0	8	13	11	13	5	2	8	7	13	9	
05:45		2	3	8	7	10	10	1	7	9	8	10	15	
06:00		6	7	1	3	7	10	4	4	0	2	4	6	
06:15		0	2	3	2	3	4	1	3	3	1	4	4	
06:30		3	3	4	2	7	5	4	1	4	1	8	2	
06:45		3	0	5	3	8	3	1	3	6	4	7	7	
07:00		8	2	7	1	15	3	4	2	4	1	8	3	
07:15		1	3	4	4	5	7	2	2	9	2	11	4	
07:30		3	2	10	4	13	6	6	0	11	1	17	1	
07:45		1	0	11	0	12	0	4	0	8	2	12	2	
08:00		17	2	5	1	22	3	18	0	1	0	19	0	
08:15		4	3	3	1	7	4	2	1	2	2	4	3	
08:30		2	0	4	1	6	1	2	3	5	1	7	4	
08:45		0	2	1	2	1	4	1	0	4	3	5	3	
09:00		2	0	5	1	7	1	3	1	3	2	6	3	
09:15		0	2	3	2	3	4	0	3	1	1	1	4	
09:30		7	2	4	6	11	8	3	1	6	5	9	6	
09:45		3	4	9	3	12	7	8	2	7	1	15	3	
10:00		2	7	4	4	6	11	0	5	3	4	3	9	
10:15		0	4	0	3	0	7	0	9	0	1	0	10	
10:30		0	4	1	4	1	8	1	10	1	7	2	17	
10:45		4	4	2	5	6	9	0	3	1	5	1	8	
11:00		0	14	0	3	0	17	1	2	4	2	5	4	
11:15		0	5	2	4	2	9	0	3	0	6	0	9	
11:30		3	3	3	8	6	11	4	8	4	11	8	19	
11:45		1	7	5	11	6	18	0	4	5	5	5	9	
Totals		165	174	138	216	303	390	160	168	137	183	297	351	
Day Totals			339		354		693		328		320		648	
% Total		23.8%	25.1%	19.9%	31.1%			24.6%	25.9%	21.1%	28.2%			
Peaks		12:00	03:45	07:00	03:00	07:30	02:00	12:00	10:00	07:00	02:15	07:15	02:15	
Volume		32	30	32	35	54	58	34	27	32	33	59	58	
P.H.F.		.4	.5	.72	.67	.61	.65	.38	.67	.72	.63	.77	.85	



FEATHER FALLS ACCESS ROAD BETWEEN LOWER  
HYABDOTTE ROAD AND CAMPGROUND ACCESS

Start Date: 09/25/2007

File I.D. : 7362-9

Direction 1

Page : 1

Begin Time	Tues. 09/25		SB		NB		Combined		Wed. 09/26		SB		NB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			11	19	7	27	18	46			11	15	9	33	20	48
12:15			8	20	5	21	13	41			5	12	6	25	11	37
12:30			7	20	7	26	14	46			2	15	12	21	14	36
12:45			6	13	3	28	9	41			10	16	5	30	15	46
01:00			8	17	3	24	11	41			7	11	5	38	12	49
01:15			7	13	2	11	9	24			4	20	6	30	10	50
01:30			8	23	7	15	15	38			3	15	5	22	8	37
01:45			6	18	1	18	7	36			2	27	2	30	4	57
02:00			9	27	3	24	12	51			9	21	6	23	15	44
02:15			9	17	8	24	17	41			3	25	7	27	10	52
02:30			2	19	4	35	6	54			7	16	3	24	10	40
02:45			3	10	6	27	9	37			6	20	9	25	15	45
03:00			8	22	9	25	17	47			3	15	3	23	6	38
03:15			3	12	2	40	5	52			7	16	6	36	13	52
03:30			2	22	3	30	5	52			5	23	1	35	6	58
03:45			4	26	2	43	6	69			2	20	2	36	4	56
04:00			4	30	3	29	7	59			3	43	1	41	4	84
04:15			2	21	3	26	5	47			5	22	1	38	6	50
04:30			3	21	3	36	6	57			1	19	2	37	3	56
04:45			2	15	3	37	5	52			4	16	4	28	8	44
05:00			2	23	3	29	5	52			4	15	6	39	10	54
05:15			1	12	3	45	4	57			1	22	2	37	3	59
05:30			0	25	9	55	9	80			6	18	8	38	14	56
05:45			1	18	6	43	7	61			4	22	9	43	13	65
06:00			7	23	3	33	10	56			9	26	5	30	14	56
06:15			4	18	6	25	10	43			5	21	7	39	12	60
06:30			3	16	11	32	14	48			3	28	9	53	12	81
06:45			1	14	14	38	15	52			6	14	10	47	16	61
07:00			5	17	10	23	15	40			5	22	11	55	16	77
07:15			7	16	14	27	21	43			1	24	25	56	26	80
07:30			7	16	27	22	34	38			4	14	33	43	37	57
07:45			4	26	42	23	46	49			3	21	58	42	61	63
08:00			12	13	32	15	44	28			10	19	30	35	40	54
08:15			5	17	38	19	43	36			14	13	30	23	44	36
08:30			16	10	32	18	48	28			18	19	28	19	46	38
08:45			19	20	20	15	39	35			14	18	24	30	38	48
09:00			17	14	21	12	38	26			11	27	19	27	30	54
09:15			17	21	32	15	49	36			18	14	24	19	42	33
09:30			13	10	37	16	50	26			29	30	19	20	48	50
09:45			9	17	21	10	30	27			5	33	21	14	26	47
10:00			13	18	23	21	36	39			19	63	17	15	36	78
10:15			13	11	26	8	39	19			13	44	20	17	33	61
10:30			9	11	29	15	38	26			12	39	19	21	31	60
10:45			20	13	33	7	53	20			18	21	27	10	45	31
11:00			23	9	18	10	41	19			11	13	22	20	33	33
11:15			11	15	36	21	47	36			15	12	20	13	35	25
11:30			11	14	29	13	40	27			9	12	27	12	36	24
11:45			22	14	30	12	52	26			17	9	21	7	38	16
Totals			384	836	689	1168	1073	2004			383	1020	646	1426	1029	2446
Day Totals				1220		1857		3077				1403		2072		3475
% Total			12.4%	27.1%	22.3%	37.9%					11.0%	29.3%	18.5%	41.0%		
Peaks			08:30	03:30	07:45	05:15	07:45	05:15			08:45	09:45	07:30	06:30	07:45	06:30
Volume			69	99	144	176	181	254			72	179	151	211	191	299
P.H.F.			.90	.82	.85	.8	.94	.79			.62	.71	.65	.94	.78	.92

FEATHER FALLS ACCESS ROAD BETWEEN LOWER  
WYABDOTTE ROAD AND CAMPGROUND ACCESS

Start Date: 09/25/2007

File I.D. : 7362-9

Direction 1

Page : 2

Begin Time	Thur. 09/27	SB		NB		Combined		Fri. 09/28	SB		NB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		13	12	2	21	15	33		11	11	7	20	18	31
12:15		11	17	8	30	19	47		14	12	10	29	24	41
12:30		7	12	7	24	14	36		13	18	2	22	15	40
12:45		8	24	2	30	10	54		6	10	8	30	14	40
01:00		7	17	4	28	11	45		8	12	9	25	17	37
01:15		7	18	5	23	12	41		4	13	5	23	9	36
01:30		9	14	3	24	12	38		4	25	4	27	8	52
01:45		6	16	3	37	9	53		6	24	1	22	7	46
02:00		7	16	7	34	14	50		7	21	5	24	12	45
02:15		2	19	3	39	5	58		8	13	3	36	11	49
02:30		3	17	7	32	10	49		5	22	6	41	11	63
02:45		6	16	4	29	10	45		4	15	4	40	8	55
03:00		4	24	3	19	7	43		6	24	2	35	8	59
03:15		3	13	4	38	7	51		1	17	6	31	7	48
03:30		0	21	3	26	3	47		8	16	2	43	10	59
03:45		4	22	4	37	8	59		3	25	3	50	6	75
04:00		7	38	3	34	10	72		4	28	5	31	9	59
04:15		3	17	4	51	7	68		2	18	1	42	3	60
04:30		2	22	4	63	6	85		3	23	4	45	7	68
04:45		6	27	2	78	8	105		2	14	7	55	9	69
05:00		3	34	3	85	6	119		3	19	2	50	5	69
05:15		5	35	6	67	11	102		5	18	1	66	6	84
05:30		5	41	7	69	12	110		1	31	8	85	9	116
05:45		2	35	7	68	9	103		5	15	12	87	17	102
06:00		1	44	7	47	8	91		2	29	11	58	13	87
06:15		4	29	5	60	9	89		4	23	6	54	10	77
06:30		2	32	10	53	12	85		4	28	11	64	15	92
06:45		5	27	13	51	18	78		3	37	15	61	18	98
07:00		7	35	13	64	20	99		7	17	13	42	20	59
07:15		3	26	16	55	19	81		3	17	22	53	25	70
07:30		6	26	30	59	36	85		8	19	19	51	27	70
07:45		5	28	45	42	50	70		6	21	44	40	50	61
08:00		15	28	44	36	59	64		14	17	42	45	56	62
08:15		18	31	27	29	45	60		7	15	27	37	34	52
08:30		7	36	28	21	35	57		18	14	19	40	37	54
08:45		10	42	18	27	28	69		15	16	30	35	45	51
09:00		9	33	24	23	33	56		13	55	25	24	38	79
09:15		22	29	28	16	50	45		12	37	21	21	33	58
09:30		9	17	26	25	35	42		17	26	25	26	42	52
09:45		20	17	25	18	45	35		20	17	29	20	49	37
10:00		15	19	20	12	35	31		11	37	30	22	41	59
10:15		8	22	25	20	33	42		14	19	21	25	35	44
10:30		22	19	25	25	47	44		18	32	34	32	52	64
10:45		16	18	32	16	48	34		16	18	16	23	32	41
11:00		14	15	30	18	44	33		12	26	15	27	27	53
11:15		16	19	36	22	52	41		18	35	33	20	51	55
11:30		18	17	29	16	47	33		17	19	24	32	41	51
11:45		23	20	25	13	48	33		14	15	29	17	43	32
Totals		405	1156	686	1754	1091	2910		406	1033	678	1828	1084	2861
Day Totals			1561		2440		4001			1439		2506		3945
% Total		10.1%	28.8%	17.1%	43.8%				10.2%	26.1%	17.1%	46.3%		
Peaks		11:00	05:15	07:30	04:45	10:30	04:45		10:30	09:00	07:30	05:15	07:45	05:15
Volume		71	155	146	299	191	436		64	135	132	296	177	389
P.H.F.		.77	.88	.81	.87	.91	.91		.88	.61	.75	.85	.79	.83

FEATHER FALLS ACCESS ROAD BETWEEN LOWER  
WYABDOTTE ROAD AND CAMPGROUND ACCESS

Start Date: 09/25/2007

File I.D. : 7362-9

Direction 1

Begin Time	Sat. 09/29	SB		NB		Combined		Sun. 09/30	SB		NB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		40	8	17	18	57	26		29	15	9	24	38	39
12:15		21	9	8	22	29	31		15	10	8	24	23	34
12:30		19	10	8	27	27	37		10	15	12	25	22	40
12:45		11	12	9	22	20	34		15	11	19	24	34	35
01:00		19	8	8	26	27	34		10	15	6	22	16	37
01:15		17	15	3	20	20	35		15	16	8	27	23	43
01:30		8	14	15	29	23	43		21	16	7	26	28	42
01:45		10	12	3	31	13	43		11	24	4	32	15	56
02:00		29	26	3	31	32	57		12	18	8	41	20	59
02:15		18	25	8	29	26	54		12	14	10	23	22	37
02:30		10	12	7	36	17	48		8	22	7	29	15	51
02:45		8	14	6	34	14	48		6	15	8	32	14	47
03:00		14	18	9	31	23	49		10	22	5	27	15	49
03:15		12	18	4	34	16	52		4	19	5	25	9	44
03:30		9	17	6	35	15	52		8	12	2	29	10	41
03:45		6	19	3	32	9	51		4	25	2	32	6	57
04:00		5	24	3	27	8	51		4	21	2	31	6	52
04:15		7	16	3	30	10	46		7	16	5	38	12	54
04:30		6	13	5	34	11	47		5	15	9	59	14	74
04:45		3	17	8	34	11	51		9	19	4	67	13	86
05:00		12	12	4	20	16	32		5	19	2	74	7	93
05:15		3	11	5	35	8	46		6	42	5	58	11	100
05:30		6	16	12	29	18	45		2	40	11	55	13	95
05:45		3	11	12	44	15	55		3	37	8	80	11	117
06:00		4	13	4	30	8	43		2	41	3	64	5	105
06:15		6	21	8	31	14	52		4	31	10	60	14	91
06:30		2	18	10	44	12	62		7	40	11	54	18	94
06:45		5	24	12	54	17	78		2	41	13	56	15	97
07:00		2	19	15	38	17	57		11	35	9	45	20	80
07:15		3	19	14	54	17	73		3	43	16	43	19	86
07:30		5	22	22	50	27	72		3	23	19	32	22	55
07:45		7	16	25	39	32	55		5	26	23	25	28	51
08:00		15	16	16	41	31	57		13	27	10	38	23	65
08:15		6	14	18	42	24	56		9	28	11	31	20	59
08:30		7	17	22	55	29	72		9	22	10	40	19	62
08:45		6	19	13	31	19	50		13	22	13	29	26	51
09:00		8	19	23	39	31	58		13	29	21	16	34	45
09:15		9	22	22	38	31	60		16	16	33	12	49	28
09:30		14	22	18	37	32	59		7	17	22	14	29	31
09:45		14	18	32	28	46	46		18	20	30	18	48	38
10:00		18	24	28	25	46	49		16	16	28	16	44	32
10:15		12	30	23	36	35	66		12	15	28	11	40	26
10:30		17	31	22	31	39	62		19	13	19	17	38	30
10:45		13	30	24	30	37	60		19	7	25	9	44	16
11:00		12	16	16	22	28	38		28	16	21	12	49	28
11:15		14	21	12	20	26	41		13	13	20	12	33	25
11:30		6	21	16	20	22	41		11	13	23	24	34	37
11:45		10	22	18	27	28	49		12	8	27	13	39	21
Totals		511	851	602	1572	1113	2423		496	1040	611	1595	1107	2635
Day Totals		1362		2174		3536			1536		2206		3742	
% Total		14.4%	24.0%	17.0%	44.4%				13.2%	27.7%	16.3%	42.6%		
Peaks		12:00	10:00	09:45	06:45	09:45	06:45		10:30	05:15	09:15	05:00	10:15	05:15
Volume		91	115	105	196	166	280		79	160	113	267	171	417
P.H.F.		.56	.92	.82	.90	.90	.89		.70	.95	.85	.83	.87	.89

FEATHER FALLS ACCESS ROAD BETWEEN LOWER  
WYABDOTTE ROAD AND CAMPGROUND ACCESS

Direction 1

Page : 4

Begin Time	Mon. 10/01	SB		NB		Combined		Tues. 10/02	SB		NB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.		
12:00		9	12	8	22	17	34		*	*	*	*	*	*
12:15		11	16	8	21	19	37		*	*	*	*	*	*
12:30		12	17	3	23	15	40		*	*	*	*	*	*
12:45		7	12	4	20	11	32		*	*	*	*	*	*
01:00		4	11	10	35	14	46		*	*	*	*	*	*
01:15		8	11	5	28	13	39		*	*	*	*	*	*
01:30		8	16	6	27	14	43		*	*	*	*	*	*
01:45		9	16	4	27	13	43		*	*	*	*	*	*
02:00		10	23	3	21	13	44		*	*	*	*	*	*
02:15		3	20	4	27	7	47		*	*	*	*	*	*
02:30		1	18	5	26	6	44		*	*	*	*	*	*
02:45		6	21	8	32	14	53		*	*	*	*	*	*
03:00		9	17	3	21	12	38		*	*	*	*	*	*
03:15		6	14	2	24	8	38		*	*	*	*	*	*
03:30		6	18	6	37	12	55		*	*	*	*	*	*
03:45		0	22	3	33	3	55		*	*	*	*	*	*
04:00		4	29	4	32	8	61		*	*	*	*	*	*
04:15		6	21	0	26	6	47		*	*	*	*	*	*
04:30		5	24	6	33	11	57		*	*	*	*	*	*
04:45		4	20	2	32	6	52		*	*	*	*	*	*
05:00		2	24	4	34	6	56		*	*	*	*	*	*
05:15		4	11	7	32	11	43		*	*	*	*	*	*
05:30		2	18	8	31	10	49		*	*	*	*	*	*
05:45		0	18	7	31	7	49		*	*	*	*	*	*
06:00		5	16	4	26	9	42		*	*	*	*	*	*
06:15		3	12	9	35	12	47		*	*	*	*	*	*
06:30		3	18	8	22	11	40		*	*	*	*	*	*
06:45		1	27	22	27	23	54		*	*	*	*	*	*
07:00		5	20	17	33	22	53		*	*	*	*	*	*
07:15		5	25	23	34	28	59		*	*	*	*	*	*
07:30		3	23	30	17	33	40		*	*	*	*	*	*
07:45		9	16	53	31	62	47		*	*	*	*	*	*
08:00		10	14	36	21	46	35		*	*	*	*	*	*
08:15		5	12	30	18	35	30		*	*	*	*	*	*
08:30		11	15	19	20	30	35		*	*	*	*	*	*
08:45		20	27	29	17	49	44		*	*	*	*	*	*
09:00		14	22	23	10	37	32		*	*	*	*	*	*
09:15		15	17	33	16	48	33		*	*	*	*	*	*
09:30		23	22	23	14	46	36		*	*	*	*	*	*
09:45		17	17	26	11	43	28		*	*	*	*	*	*
10:00		16	20	17	10	33	30		*	*	*	*	*	*
10:15		17	13	26	16	43	29		*	*	*	*	*	*
10:30		16	15	17	16	33	31		*	*	*	*	*	*
10:45		15	10	22	14	37	24		*	*	*	*	*	*
11:00		17	9	28	12	45	21		*	*	*	*	*	*
11:15		16	16	31	14	47	30		*	*	*	*	*	*
11:30		19	12	27	16	46	28		*	*	*	*	*	*
11:45		13	7	18	16	31	23		*	*	*	*	*	*
Totals		414	834	691	1141	1105	1975		0	0	0	0	0	0
Day Totals			1248		1832		3080		0		0		0	
% Total		13.4%	27.0%	22.4%	37.0%				*	*	*	*	*	*
Peaks		09:30	03:45	07:30	04:30	08:45	03:45							
Volume		73	96	149	131	180	220							
P.H.F.		.79	.82	.70	.96	.91	.90							



FEATHER FALLS ACCESS ROAD BETWEEN  
CAMPGROUND ACCESS AND ALVERDA DRIVE

Direction 1

Page : 1

Begin Time	Tues. 09/25	SB		NB		Combined		Wed. 09/26	SB		NB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		10	19	7	27	17	46		12	14	9	31	21	45
12:15		8	21	5	19	13	40		5	12	6	26	11	38
12:30		7	20	6	27	13	47		2	16	12	21	14	37
12:45		7	13	3	27	10	40		8	16	5	29	13	45
01:00		8	17	3	24	11	41		10	12	3	32	13	44
01:15		7	14	2	10	9	24		4	20	6	30	10	50
01:30		8	22	7	15	15	37		3	16	7	21	10	37
01:45		6	18	1	20	7	38		2	27	2	31	4	58
02:00		9	24	3	21	12	45		9	23	5	24	14	47
02:15		9	19	7	24	16	43		3	24	6	26	9	50
02:30		3	19	4	35	7	54		6	15	4	26	10	41
02:45		3	10	8	26	11	36		6	20	9	25	15	45
03:00		8	22	9	22	17	44		3	14	3	22	6	36
03:15		3	13	2	39	5	52		7	18	5	38	12	56
03:30		2	20	3	32	5	52		6	20	2	33	8	53
03:45		4	26	2	40	6	66		2	20	2	37	4	57
04:00		4	27	3	32	7	59		3	43	1	41	4	84
04:15		2	19	3	25	5	44		5	22	1	38	6	60
04:30		3	20	3	38	6	58		1	19	2	37	3	56
04:45		2	14	3	35	5	49		4	16	4	28	8	44
05:00		0	23	1	30	1	53		2	15	3	36	5	51
05:15		1	11	3	41	4	52		1	21	2	37	3	58
05:30		0	23	9	55	9	78		6	18	8	39	14	57
05:45		1	18	6	46	7	64		4	22	8	43	12	65
06:00		7	21	3	34	10	55		5	27	5	26	10	53
06:15		4	16	5	25	9	41		5	21	6	39	11	60
06:30		2	15	12	31	14	46		3	29	10	51	13	80
06:45		1	16	14	35	15	51		6	14	8	49	14	63
07:00		5	16	10	24	15	40		5	20	13	51	18	71
07:15		8	16	12	27	20	43		3	21	22	58	25	79
07:30		4	14	28	22	32	36		4	15	31	44	35	59
07:45		3	26	37	25	40	51		6	19	60	41	66	60
08:00		12	12	34	14	46	26		5	20	28	34	33	54
08:15		5	18	35	17	40	35		17	12	30	24	47	36
08:30		17	9	34	19	51	28		18	19	30	19	48	38
08:45		18	21	20	15	38	36		11	18	24	32	35	50
09:00		16	14	22	10	38	24		10	26	19	23	29	49
09:15		17	22	29	16	46	38		15	14	25	17	40	31
09:30		13	10	38	16	51	26		28	29	16	22	44	51
09:45		7	16	20	10	27	26		4	36	23	12	27	48
10:00		13	19	23	19	36	38		17	64	16	16	33	80
10:15		13	11	29	9	42	20		14	41	20	18	34	59
10:30		9	11	30	15	39	26		11	40	20	22	31	62
10:45		18	12	31	7	49	19		17	22	24	10	41	32
11:00		24	9	17	10	41	19		10	13	24	20	34	33
11:15		11	15	34	21	45	36		16	12	21	14	37	26
11:30		11	14	30	13	41	27		12	12	28	12	40	24
11:45		22	14	28	12	50	26		16	10	22	8	38	18
Totals		375	819	678	1156	1053	1975		372	1017	640	1413	1012	2430
Day Totals		1194		1834		3028			1389		2053		3442	
% Total		12.3%	27.0%	22.3%	38.1%				10.8%	29.5%	18.5%	41.0%		
Peaks		08:30	03:30	07:45	05:15	07:45	05:15		08:45	09:45	07:30	06:30	07:45	06:30
Volume		68	92	140	176	177	249		64	181	149	209	194	293
P.H.F.		.94	.85	.94	.8	.86	.79		.57	.70	.62	.90	.73	.91

FEATHER FALLS ACCESS ROAD BETWEEN  
CAMPGROUND ACCESS AND ALVERDA DRIVE

Direction 1

Page : 2

Begin Time	Thur. 09/27		NB		Combined		Fri. 09/28		SB		NB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	13	12	2	21	15	33	11	11	7	19	18	30		
12:15	11	17	8	32	19	49	14	12	10	29	24	41		
12:30	7	13	7	24	14	37	13	18	2	20	15	38		
12:45	8	22	2	34	10	56	6	12	8	32	14	44		
01:00	7	16	4	28	11	44	8	11	7	24	15	35		
01:15	7	19	5	20	12	39	4	14	5	22	9	36		
01:30	10	13	3	24	13	37	4	22	4	27	8	49		
01:45	6	15	4	40	10	55	6	22	1	23	7	45		
02:00	7	16	7	34	14	50	7	19	5	23	12	42		
02:15	2	18	3	36	5	54	9	15	3	35	12	50		
02:30	3	16	7	31	10	47	5	19	6	41	11	60		
02:45	6	15	3	28	9	43	4	16	4	35	8	51		
03:00	4	23	4	19	8	42	6	23	2	37	8	60		
03:15	3	12	3	40	6	52	1	16	6	32	7	48		
03:30	0	20	2	27	2	47	8	14	1	42	9	56		
03:45	4	20	5	34	9	54	3	23	4	48	7	71		
04:00	7	39	3	36	10	75	4	27	5	29	9	56		
04:15	3	17	4	47	7	64	2	18	1	42	3	60		
04:30	2	23	4	63	6	86	3	21	5	43	8	64		
04:45	6	28	2	80	8	108	3	15	7	50	10	65		
05:00	1	34	2	84	3	118	3	18	2	52	5	70		
05:15	5	35	6	68	11	103	5	17	1	65	6	82		
05:30	5	39	7	68	12	107	1	31	7	87	8	118		
05:45	2	36	7	69	9	105	5	14	13	86	18	100		
06:00	1	42	6	44	7	86	2	29	11	56	13	85		
06:15	4	28	4	57	8	85	4	22	6	51	10	73		
06:30	2	31	11	56	13	87	3	27	11	61	14	88		
06:45	5	29	14	48	19	77	3	36	15	61	18	97		
07:00	7	33	11	65	18	98	6	17	13	42	19	59		
07:15	3	26	15	56	18	82	5	17	20	53	25	70		
07:30	2	25	30	60	32	85	7	19	20	48	27	67		
07:45	5	29	42	45	47	74	6	22	44	43	50	65		
08:00	15	28	44	37	59	65	12	17	42	46	54	63		
08:15	17	31	38	28	45	59	7	17	26	39	33	56		
08:30	8	37	27	21	35	58	16	13	20	43	36	56		
08:45	10	42	16	26	26	68	16	15	28	32	44	47		
09:00	9	33	26	26	35	59	13	55	25	27	38	82		
09:15	21	29	25	16	46	45	12	39	22	21	34	60		
09:30	11	17	27	22	38	39	15	26	24	25	39	51		
09:45	12	17	25	21	37	38	17	17	29	21	46	38		
10:00	14	19	24	12	38	31	14	37	31	23	45	60		
10:15	10	21	20	20	30	41	14	19	19	24	33	43		
10:30	22	19	30	27	52	46	16	32	39	32	55	64		
10:45	17	18	27	16	44	34	15	19	16	23	31	42		
11:00	13	16	30	17	43	33	12	24	15	26	27	50		
11:15	16	21	38	24	54	45	16	36	33	20	49	56		
11:30	18	18	27	13	45	31	15	20	21	33	36	53		
11:45	25	17	26	16	51	33	14	15	31	19	45	34		
Totals	396	1144	677	1760	1073	2904	395	1018	677	1812	1072	2830		
Day Totals		1540		2437		3977		1413		2489		3902		
% Total	9.9%	28.7%	17.0%	44.2%			10.1%	26.0%	17.3%	46.4%				
Peaks	11:00	05:15	07:30	04:45	10:30	04:45	09:45	09:00	07:30	05:15	09:45	05:15		
Volume	72	152	144	300	193	436	61	137	132	294	179	385		
P.H.F.	.72	.90	.81	.89	.89	.92	.89	.62	.75	.84	.81	.81		

FEATHER FALLS ACCESS ROAD BETWEEN  
CAMPGROUND ACCESS AND ALVERDA DRIVE

Direction 1

Page : 3

Begin Time	Sat. 09/29	SB		NB		Combined		Sun. 09/30	SB		NB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		40	6	15	17	55	23		28	10	12	23	40	33
12:15		20	7	9	22	29	29		16	11	8	26	24	37
12:30		20	10	7	21	27	31		10	11	12	25	22	36
12:45		11	8	10	23	21	31		13	11	19	19	32	30
01:00		19	8	8	27	27	35		11	15	5	20	16	35
01:15		17	15	3	21	20	36		14	15	8	26	22	41
01:30		8	15	15	26	23	41		22	16	7	27	29	43
01:45		10	13	3	34	13	47		11	24	4	32	15	56
02:00		29	26	3	28	32	54		13	18	9	40	22	58
02:15		18	24	7	26	25	50		12	12	9	25	21	37
02:30		10	11	7	33	17	44		8	24	8	27	16	51
02:45		8	15	8	29	16	44		6	13	9	33	15	46
03:00		14	19	9	28	23	47		10	23	4	26	14	49
03:15		12	16	4	36	16	52		5	18	7	23	12	41
03:30		9	13	6	35	15	48		8	11	2	30	10	41
03:45		6	20	3	32	9	52		4	22	2	32	6	54
04:00		5	23	3	27	8	50		4	18	2	31	6	49
04:15		7	16	3	28	10	44		7	15	5	37	12	52
04:30		6	13	5	32	11	45		5	13	9	58	14	71
04:45		3	19	7	37	10	56		9	18	4	66	13	84
05:00		12	13	5	18	17	31		5	19	2	76	7	95
05:15		3	11	5	36	8	47		6	38	5	58	11	96
05:30		6	15	12	28	18	43		2	40	9	58	11	98
05:45		3	11	12	41	15	52		3	41	10	78	13	119
06:00		4	13	4	29	8	42		1	39	3	63	4	102
06:15		6	23	8	33	14	56		4	33	10	60	14	93
06:30		2	19	10	44	12	63		7	38	10	56	17	94
06:45		4	25	12	52	16	77		2	41	14	58	16	99
07:00		2	18	14	40	16	58		11	36	8	46	19	82
07:15		4	20	12	52	16	72		4	44	15	40	19	84
07:30		4	21	23	52	27	73		3	23	19	31	22	54
07:45		6	16	26	38	32	54		4	25	23	24	27	49
08:00		16	17	16	43	32	60		13	28	11	36	24	64
08:15		6	15	17	42	23	57		8	28	9	35	17	63
08:30		6	17	22	56	28	73		8	22	11	40	19	62
08:45		6	20	14	33	20	53		13	23	12	30	25	53
09:00		7	20	22	40	29	60		9	28	18	16	27	44
09:15		9	22	22	36	31	58		10	17	16	12	46	29
09:30		13	21	17	41	30	62		6	17	20	14	26	31
09:45		14	19	32	25	46	44		18	20	31	19	49	39
10:00		17	26	27	26	44	52		15	16	28	15	43	31
10:15		11	31	24	39	35	70		12	15	29	10	41	25
10:30		16	31	21	30	37	61		20	13	16	16	38	29
10:45		13	29	24	30	37	59		18	8	25	11	43	19
11:00		12	16	17	22	29	38		27	16	20	11	47	27
11:15		13	22	12	21	25	43		9	13	18	13	27	26
11:30		7	21	15	20	22	41		12	13	25	20	37	33
11:45		10	21	16	24	26	45		11	7	26	14	37	21
Totals		504	850	596	1553	1100	2403		477	1019	610	1586	1087	2605
Day Totals		1354		2149		3503			1496		2196		3652	
% Total		14.3%	24.2%	17.0%	44.3%				12.9%	27.6%	16.5%	42.9%		
Peaks		12:00	10:00	09:45	06:45	09:45	06:45		10:15	06:30	09:15	05:00	09:45	05:15
Volume		91	117	104	196	162	280		77	159	115	270	171	415
P.H.F.		.56	.94	.81	.94	.88	.90		.71	.90	.79	.86	.87	.87

FEATHER FALLS ACCESS ROAD BETWEEN  
CAMPGROUND ACCESS AND ALVERDA DRIVE

Direction 1

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Begin Time	Mon. 10/01	SB		NB		Combined		Tues. 10/02	SB		NB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		9	12	8	21	17	33		*	*	*	*	*	*
12:15		11	15	7	24	18	39		*	*	*	*	*	*
12:30		12	17	4	21	16	38		*	*	*	*	*	*
12:45		7	13	4	21	11	34		*	*	*	*	*	*
01:00		4	9	10	34	14	43		*	*	*	*	*	*
01:15		8	10	5	26	13	36		*	*	*	*	*	*
01:30		8	16	6	28	14	44		*	*	*	*	*	*
01:45		9	15	4	27	13	42		*	*	*	*	*	*
02:00		11	20	3	19	14	39		*	*	*	*	*	*
02:15		3	22	5	27	8	49		*	*	*	*	*	*
02:30		1	19	5	24	6	43		*	*	*	*	*	*
02:45		6	17	6	34	12	51		*	*	*	*	*	*
03:00		10	16	3	22	13	38		*	*	*	*	*	*
03:15		6	14	3	22	9	36		*	*	*	*	*	*
03:30		6	18	5	38	11	56		*	*	*	*	*	*
03:45		0	23	4	29	4	52		*	*	*	*	*	*
04:00		4	29	4	36	8	65		*	*	*	*	*	*
04:15		6	20	0	25	6	45		*	*	*	*	*	*
04:30		5	23	6	31	11	54		*	*	*	*	*	*
04:45		4	21	2	32	6	53		*	*	*	*	*	*
05:00		2	24	4	35	6	59		*	*	*	*	*	*
05:15		4	11	4	31	8	42		*	*	*	*	*	*
05:30		2	17	11	31	13	48		*	*	*	*	*	*
05:45		0	17	7	29	7	46		*	*	*	*	*	*
06:00		4	15	4	26	8	41		*	*	*	*	*	*
06:15		3	12	9	34	12	46		*	*	*	*	*	*
06:30		4	18	8	24	12	42		*	*	*	*	*	*
06:45		1	28	22	29	23	57		*	*	*	*	*	*
07:00		4	18	15	28	19	46		*	*	*	*	*	*
07:15		6	26	22	35	28	61		*	*	*	*	*	*
07:30		3	22	30	17	33	39		*	*	*	*	*	*
07:45		8	15	50	34	58	49		*	*	*	*	*	*
08:00		10	14	39	21	49	35		*	*	*	*	*	*
08:15		5	12	31	18	36	30		*	*	*	*	*	*
08:30		11	16	19	20	30	36		*	*	*	*	*	*
08:45		20	27	26	17	46	44		*	*	*	*	*	*
09:00		14	23	24	11	38	34		*	*	*	*	*	*
09:15		13	17	33	15	46	32		*	*	*	*	*	*
09:30		22	22	25	12	47	34		*	*	*	*	*	*
09:45		17	18	25	12	42	30		*	*	*	*	*	*
10:00		16	19	16	10	32	29		*	*	*	*	*	*
10:15		18	14	23	15	41	29		*	*	*	*	*	*
10:30		8	15	15	17	23	32		*	*	*	*	*	*
10:45		12	10	22	12	34	22		*	*	*	*	*	*
11:00		10	9	24	13	34	22		*	*	*	*	*	*
11:15		12	16	21	13	33	29		*	*	*	*	*	*
11:30		14	12	23	19	37	31		*	*	*	*	*	*
11:45		11	7	20	16	31	23		*	*	*	*	*	*
Totals		384	823	666	1135	1050	1958		0	0	0	0	0	0
Day Totals			1207		1801		3008		0		0		0	
% Total		12.7%	27.3%	22.1%	37.7%				*	*	*	*	*	*
Peaks		09:30	03:45	07:30	04:30	08:45	03:30							
Volume		73	95	150	129	177	218							
P.H.F.		.82	.81	.75	.92	.94	.83							

FEATHER FALLS ACCESS ROAD CUTOFF TO  
ALVERDA DRIVE (ONE WAY)

Start Date: 09/25/2007

File I.D. : 7362-11

EASTBOUND

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Begin Time	Fri. 09/28		Sat. 09/29		Sun. 09/30		Daily Avg.	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	5	15	13	12	8	24	9	17
12:15	10	22	5	18	9	22	8	21
12:30	1	15	6	17	10	22	6	18
12:45	7	28	6	15	15	17	9	20
01:00	6	19	6	21	3	19	5	20
01:15	4	18	2	17	8	17	5	17
01:30	4	24	14	24	7	23	8	24
01:45	1	18	1	31	4	31	2	27
02:00	4	19	3	25	4	37	4	27
02:15	2	30	8	24	9	16	6	23
02:30	6	34	6	27	7	24	6	28
02:45	5	29	8	21	6	31	6	27
03:00	0	26	5	25	3	23	3	25
03:15	3	31	3	30	5	23	4	28
03:30	1	41	4	31	2	27	2	33
03:45	2	36	3	26	2	30	2	31
04:00	5	29	2	21	1	26	3	25
04:15	1	38	2	27	4	30	2	32
04:30	4	35	4	30	9	50	6	38
04:45	5	43	7	30	3	58	5	44
05:00	1	46	2	19	2	67	2	44
05:15	1	59	4	28	5	49	3	45
05:30	6	72	11	23	8	60	8	48
05:45	8	74	9	38	8	71	8	61
06:00	10	51	3	20	2	57	5	43
06:15	5	49	8	28	8	44	7	40
06:30	10	57	7	39	10	48	9	48
06:45	13	60	10	53	9	43	11	52
07:00	8	35	10	33	8	43	9	37
07:15	21	45	13	46	14	37	16	43
07:30	14	23	21	41	19	25	18	30
07:45	38	6	24	35	20	20	27	20
08:00	38	39	11	41	10	33	20	38
08:15	24	24	19	36	9	30	17	30
08:30	17	17	18	44	8	35	14	32
08:45	22	34	8	29	12	23	14	29
09:00	21	21	19	34	19	12	20	22
09:15	18	17	17	36	34	11	23	21
09:30	21	22	13	34	19	14	18	23
09:45	26	18	30	24	24	13	27	18
10:00	25	17	21	18	24	14	23	16
10:15	17	19	22	30	25	6	21	18
10:30	24	28	19	28	17	14	20	23
10:45	13	15	19	26	18	10	17	17
11:00	14	26	14	19	17	10	15	18
11:15	26	18	9	20	13	12	16	17
11:30	21	29	13	17	21	15	18	20
11:45	23	14	14	25	22	12	20	17
<b>Total</b>	<b>561</b>	<b>1485</b>	<b>496</b>	<b>1336</b>	<b>524</b>	<b>1368</b>	<b>527</b>	<b>1395</b>
<b>Combined</b>	<b>2046</b>		<b>1832</b>		<b>1892</b>		<b>1922</b>	
<b>Peak Hour</b>	<b>07:45</b>	<b>05:15</b>	<b>09:45</b>	<b>06:45</b>	<b>09:15</b>	<b>05:00</b>	<b>09:15</b>	
<b>Volume</b>	<b>117</b>	<b>256</b>	<b>92</b>	<b>173</b>	<b>101</b>	<b>237</b>	<b>91</b>	
<b>P.H.F.</b>	<b>.76</b>	<b>.86</b>	<b>.76</b>	<b>.81</b>	<b>.74</b>	<b>.83</b>	<b>.84</b>	

FEATHER FALLS ACCESS ROAD CUTOFF TO  
ALVERDA DRIVE (ONE WAY)

EASTBOUND

Begin Time	Mon. 10/01		Tues. 10/02		Wed. 10/03		Daily Avg.	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	6	14	*	*	*	*	6	14
12:15	6	16	*	*	*	*	6	16
12:30	3	22	*	*	*	*	3	22
12:45	3	11	*	*	*	*	3	11
01:00	6	29	*	*	*	*	6	29
01:15	5	20	*	*	*	*	5	20
01:30	5	24	*	*	*	*	5	24
01:45	1	24	*	*	*	*	1	24
02:00	3	15	*	*	*	*	3	15
02:15	4	20	*	*	*	*	4	20
02:30	4	25	*	*	*	*	4	25
02:45	7	27	*	*	*	*	7	27
03:00	3	18	*	*	*	*	3	18
03:15	2	21	*	*	*	*	2	21
03:30	4	35	*	*	*	*	4	35
03:45	2	25	*	*	*	*	2	25
04:00	2	24	*	*	*	*	2	24
04:15	0	22	*	*	*	*	0	22
04:30	5	30	*	*	*	*	5	30
04:45	1	32	*	*	*	*	1	32
05:00	4	29	*	*	*	*	4	29
05:15	5	22	*	*	*	*	5	22
05:30	8	28	*	*	*	*	8	28
05:45	6	25	*	*	*	*	6	25
06:00	2	21	*	*	*	*	2	21
06:15	9	27	*	*	*	*	9	27
06:30	8	19	*	*	*	*	8	19
06:45	16	25	*	*	*	*	16	25
07:00	15	28	*	*	*	*	15	28
07:15	16	27	*	*	*	*	16	27
07:30	24	17	*	*	*	*	24	17
07:45	43	29	*	*	*	*	43	29
08:00	32	20	*	*	*	*	32	20
08:15	19	16	*	*	*	*	19	16
08:30	13	15	*	*	*	*	13	15
08:45	25	14	*	*	*	*	25	14
09:00	16	8	*	*	*	*	16	8
09:15	28	13	*	*	*	*	28	13
09:30	17	14	*	*	*	*	17	14
09:45	22	9	*	*	*	*	22	9
10:00	12	7	*	*	*	*	12	7
10:15	22	9	*	*	*	*	22	9
10:30	17	14	*	*	*	*	17	14
10:45	18	14	*	*	*	*	18	14
11:00	19	9	*	*	*	*	19	9
11:15	14	14	*	*	*	*	14	14
11:30	21	14	*	*	*	*	21	14
11:45	13	12	*	*	*	*	13	12
<b>Total</b>	<b>536</b>	<b>953</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>536</b>	<b>953</b>
<b>Combined</b>	<b>1489</b>		<b>0</b>		<b>0</b>		<b>1489</b>	
<b>Peak Hour</b>	<b>07:30</b>	<b>04:15</b>					<b>07:30</b>	
<b>Volume</b>	<b>118</b>	<b>113</b>					<b>118</b>	
<b>P.H.F.</b>	<b>.68</b>	<b>.88</b>					<b>.68</b>	

ADTs