# TRAFFIC IMPACT ANALYSIS

# FOR

# BEAN BARN COFFEE

Cameron Park, El Dorado County CA

Prepared For:

**BEAN BARN INC.**
P.O. Box 6323
Diamond Springs, CA 95619

Prepared By:

**KDAnderson & Associates, Inc.**
3853 Taylor Road, Suite G
Loomis, California 95650
(916) 660-1555


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*0 Bean Barn Coffee TIA.rpt*

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## TABLE OF CONTENTS



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## EXECUTIVE SUMMARY

- **Project Description.** This study evaluates the traffic impacts associated with the construction of a coffee kiosk off of Cameron Park Drive in Cameron Park. The project is located in the southeast quadrant of the Cameron Park Drive / Mira Loma Drive intersection. Access to the site will be a single driveway located on Mira Loma Drive about 160 feet east of Cameron Park Drive. The coffee kiosk is projected to generate approximately 121 a.m. peak hour trips and 30 p.m. peak hour trips. After accounting for pass-by trips the site will generate 21 new a.m. peak hour trips and 5 new p.m. peak hour trips.

  The traffic study included the following analysis scenarios:

  1. Existing Traffic Conditions
  2. Existing Plus Project Conditions for Bean Barn Coffee Kiosk

  The project is consistent with current general plan land use and zoning conditions; therefore, a future 2040 analysis was not conducted.

- **Existing Setting.** The study areas addressed traffic conditions at three existing intersections. Due to Covid-19 conditions, traffic volumes are generally lower than pre-Covid19 conditions. Therefore, intersection turning movements were developed through data collected by *Streetlight Data* and adjusted based on County ADT counts conducted in 2019 when school was in session.

  Intersections
  All intersections operate within acceptable El Dorado County LOS thresholds.

  Queues
  Under current conditions queues at the Cameron Park Drive / Mira Loma Drive intersection are maintained in each turn lane.

- **Existing Plus Project Impacts.** The operation of the proposed project will increase the volume of traffic on the study area circulation system.

  Vehicle Miles Traveled
  The proposed project is a drive-through coffee kiosk. Based on the location of the site the location provides a proximate location relative to residents and businesses in the Cameron Park area. The drive-through kiosk allows customers in this area better accessibility to the specific use, i.e. a drive-through coffee shop. As noted in the *Technical Advisory on Evaluating*

*Transportation Impacts in CEQA* locally-serving retail projects are presumed to have a less than significant transportation impact.

Intersections

All intersections will operate within acceptable El Dorado County LOS thresholds. The following mitigations are noted:

- The project shall contribute its fair share to the cost of regional circulation improvements via the existing countywide traffic impact mitigation (TIM) fee program.

- The following on-site mitigation should be constructed:
  - Landscaping along the project frontage should be limited to vegetation no higher than 2 feet to provide adequate visibility along Mira Loma Drive.
  - Tree limbs and bushes should be cut back or removed as practicable between the project driveway and the Point Loma Commercial Center driveway a minimum of 15 feet from edge of travel way along Mira Loma Drive.

Queues

Under Existing plus Project conditions, all queues at the Cameron Park Drive / Meder Road intersection will continue to queue within their respective turn lanes.

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## INTRODUCTION

### Study Purpose and Objectives

This study evaluates the traffic impacts associated with the construction of a coffee kiosk project off of Cameron Park Drive in Cameron Park. The project is located in the southeast quadrant of the Cameron Park Drive / Mira Loma Drive intersection. Project access will be from Mira Loma Drive.

The 2018 CEQA Guidelines Update includes new and revised provisions for analyzing the significance of transportation impacts. Specifically, CEQA Guidelines section 15064.3 was adopted, effective December 28, 2018, and states that Vehicle Miles Travelled for land use projects "exceeding an applicable threshold of significance may indicate a significant impact." (14 CCR § 15064.3, subd. (b)(1).). This new metric took effect state-wide July 1, 2020. As a result of this new section, the significance threshold for transportation impacts in both CEQA Guidelines section 15064 and Appendix G (Environmental Checklist Form) are described in terms of VMT rather than LOS.

A project must still be evaluated individually and cumulatively to determine whether the project is consistent with the local agency's General Plan. The project was evaluated under an Existing condition. The project is consistent with the El Dorado County General Plan which identifies the project site within a commercial land use. The site is zoned Commercial, Limited and is consistent with the zoning.

The Level of Service (LOS) analysis was evaluated for General Plan consistency and to identify feasible improvements to meet the General Plan Vehicle LOS Standards. Vehicle LOS is used to identify potential improvement projects that may be included in conditions of approval for the project entitlements.

The scope of this traffic analysis has been identified through consideration of El Dorado County traffic study guidelines in consultation with El Dorado County Long Range Planning (LRP). In addition to VMT analysis, this study addresses the following scenarios for LOS analysis:

1. Existing Traffic Conditions
2. Existing Plus Project Conditions

The objective of this study is to identify those roads and street intersections that may be impacted by development of each project based on El Dorado County significance criteria. Figure 1 presents a map of the vicinity.

## Project Description

The Bean Barn Coffee project will construct a drive-through coffee kiosk in the southeast quadrant of the Cameron Park Drive / Mira Loma Drive intersection. The project will have access from Mira Loma Drive, just west of the Point Loma Commercial center driveway. The site is vacant, and the project will construct a 360 square foot coffee kiosk on the west side of the site, away from the proposed driveway. One driveway is proposed and will allow counterclockwise traffic flow around the kiosk. In addition, the site includes five parking spaces which would allow some walk-up sales. Figure 2 presents the proposed site plan.


VICINITY MAP

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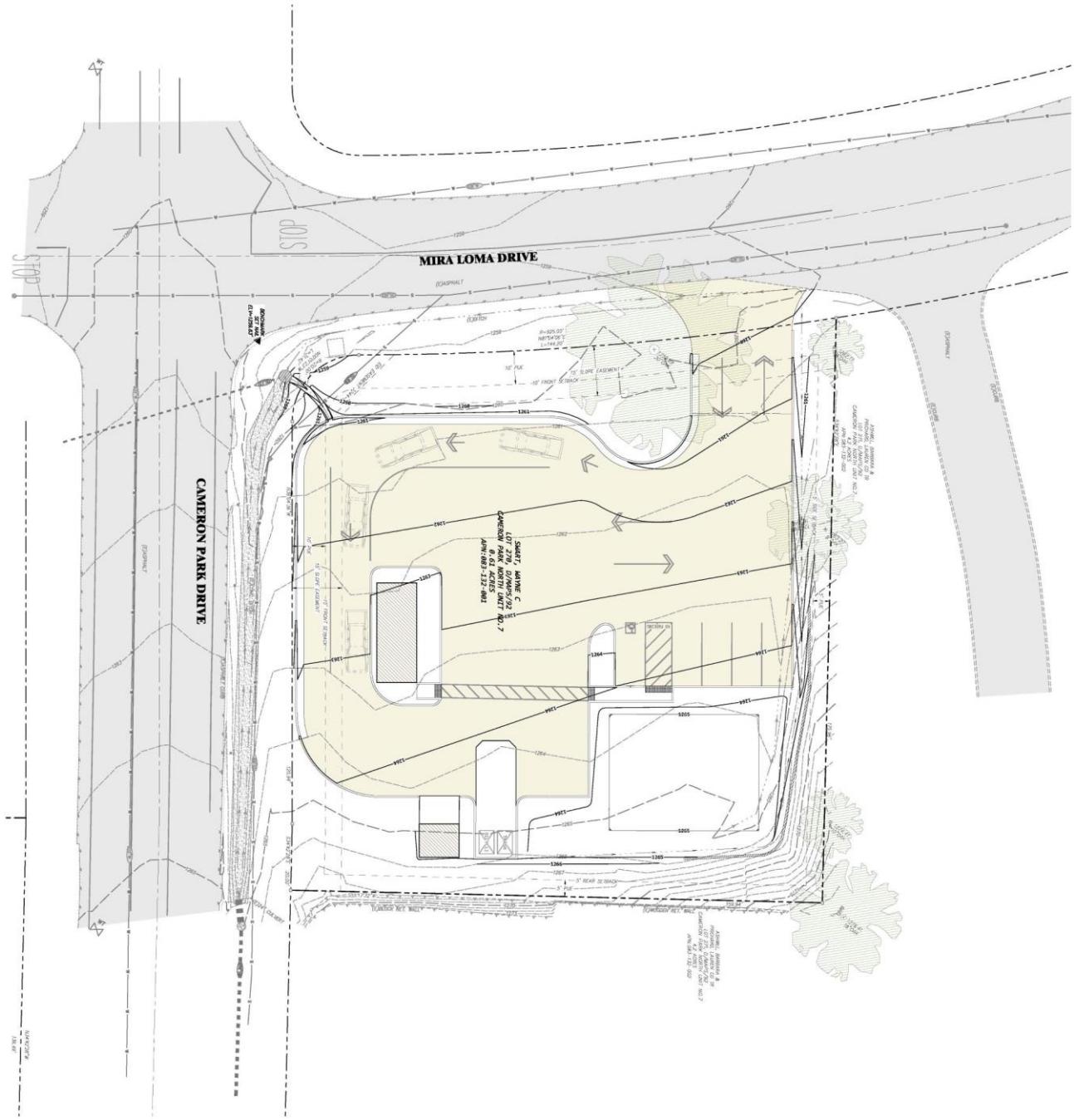
figure 1




SITE PLAN

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figure 2

## EXISTING SETTING

### Study Area

This study addresses traffic conditions at three existing intersections in Cameron Park, El Dorado County. The text that follows describes the facilities included in this analysis. The quality of traffic flow is typically governed by the operation of major intersections and the daily volume of traffic along the roadways. The study locations include:

### Study Area Roadways and Intersections

The **Cameron Park Drive / Virada Road intersection** provides access between Green Valley Drive and US 50. The intersection is a tee with the stem, Virada Road, heading east. The intersection is about 750 feet north of the project location. The intersection is stop controlled along Virada Road. Each approach consists of single lanes.

The **Cameron Park Drive / Mira Loma Drive intersection** is a four-way intersection adjacent to the project site. The intersection is unsignalized with stop control along the Mira Loma Drive legs. The Cameron Park Drive approaches include a shared through-right lane and dedicated left turn lanes.

The **Cameron Park Drive / Meder Road intersection** is a major intersection along Cameron Park Drive and provides access between Green Valley Drive and US 50 north to south, and between Cameron Park Drive and Ponderosa Drive, west to east. The tee intersection is about ½ mile south of the project site. The intersection is signalized and provides a dedicated left turn lane and through lane along southbound Cameron Park Drive. Northbound Cameron Drive consists of a through lane and a right turn lane while Meder Road consists of a left turn and right turn lanes.

### Alternative Transportation Modes

Public Transit

El Dorado County Transit Authority (EDCTA) operates buses throughout El Dorado County. In the vicinity of the site, the Cameron Park / Shingle Springs loop, Route 40, operates every hour from 6:30 a.m. to 7:20 p.m. Monday through Friday. This route also provides transfers to the Route 50 Express and the Sacramento Commuter at Cambridge Road Park and Ride. The route operates in both directions along Cameron Park Drive with stops northbound at Point Loma Commercial Center and stops southbound at Meder Road.

Non-Motorized Transportation

The available facilities for bicycles and pedestrians in the area of the project were inventoried.

Sidewalks / Trails. Due to the rural nature of Cameron Park Drive sidewalk is not present along either side of Cameron Park Drive, nor along Mira Loma Drive. The closest sidewalk is at the La Canada Drive intersection north of the site and Palmer Drive to the south.

Bicycle Facilities. Few designated bicycle routes currently exist throughout El Dorado County due to the rural nature of the county. Bicycle lanes are discontinuous along Cameron Park Drive with bike lanes available from Palmer Drive north to Hacienda Road. To the north bike lanes are present beginning about 850 feet south of La Canada Drive and continue to Maple Drive.

## Analysis Criteria

**Vehicle Miles Traveled**. In the El Dorado County Traffic Impact Study Guidelines, the impact of a project on LOS is an important factor in determining whether a project has a significant impact. However, recent changes to CEQA have changed how lead agencies use LOS in determining whether a project has a significant impact on transportation. As noted in the California Governor's Office of Planning and Research (OPR) document Technical Advisory on Evaluating Transportation Impacts in CEQA (California Governor's Office of Planning and Research 2018),

> "Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. . . OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)"

Notably, the *El Dorado County Traffic Impact Study Guidelines* were prepared before the recent changes to CEQA due to Senate Bill 743 (Steinberg 2013). As a result, the County guidelines specify use of LOS in determining whether a project has a significant impact. Consistent with the approach described in the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA*, LOS will not be used in this traffic impact study as a basis for identifying significant impacts. Rather, the methods, assumptions and significance thresholds presented in the County guideline will be used to determine whether the project is consistent or inconsistent with General Plan policies on LOS, and whether the magnitude of inconsistency should be considered significant or less than significant.

Certain types of projects as identified in statute, the CEQA Guidelines, or in OPR's Technical Advisory are presumed to have a less than significant impact on VMT and therefore a less than significant impact on transportation. Generally, the identified projects contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower average trip length. These projects include, for example, projects in transit priority areas, projects consisting of residential infill or those located in low VMT areas.

Caltrans references OPR's December 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which identifies projects and areas presumed to have a less than significant transportation impact. Those include:

1. Residential, office, or retail projects within a Transit Priority Area, where a project is within a ½ mile of an existing or planned major transit stop or an existing stop along a high-quality transit corridor.

    a. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Resources Code, § 21064.3).

    b. A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources Code, § 21155).

2. An area pre-screened by an agency as having low residential or office VMT:

    a. An area where existing residential projects exhibit VMT per capita 15 percent or more below city or regional average.

    b. An area where existing office projects exhibit VMT per capita 15 percent or more below regional average.

3. Residential projects composed of 100 percent or near-100 percent affordable housing located in any infill location. Additionally, per OPR's Technical Advisory, "Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units."

4. A locally-serving retail project (such a project typically reduces vehicle travel by providing a more proximate shopping destination, i.e., better accessibility).

5. Mixed-use projects composed entirely of the above low-VMT project types.

6. In any area of the state, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact.

However, a land use project near transit may have a significant impact on VMT if it:

1. Has a floor area ratio less than 0.75.
2. Includes more parking than required by the local permitting agency.
3. Is inconsistent with the region's Sustainable Communities Strategy (i.e., development is outside region's development footprint, or in area specified as open space).
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

In very limited situations, analysis or mitigation may be appropriate in low VMT areas to address specific multimodal access management issues directly caused by the project such as issues related to line of sight caused by the placement of a driveway. These situations are to be determined based on the details of development proposals and their setting and will be addressed in future guidance.

Should a project not meet the minimum screening thresholds, a VMT analysis should be conducted. The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research 2018) identifies a threshold of 15 percent below the baseline for determining the significance of VMT impacts associated with residential and office land use developments. Locally-serving retail projects, such as a project that reduces vehicle travel by providing a more proximate shopping destination, i.e., better accessibility is considered to have a less than significant transportation impact.

**General Plan Policy Consistency Level of Service Methodology.** *Level of Service Analysis* has been employed to provide a basis for describing existing traffic conditions and for evaluating whether deficiencies exist within the local roadway network. Level of Service measures the *quality* of traffic flow and is represented by letter designations from "A" to "F", with a grade of "A" referring to the best conditions, and "F" representing the worst conditions. The guidelines and analyses used for this report follow El Dorado County standards.

Local agencies adopt minimum Level of Service standards for their facilities. The analysis techniques presented in the *Highway Capacity Manual* were used to calculate Level of Service and to provide a basis for describing existing traffic conditions and evaluating deficiencies in the roadway network. The *HCM 6$^{th}$ Edition* methodology was used to analyze all intersections.

**Intersections.** Various software programs have been developed to assist in calculating intersection Level of Service, and the level of sophistication of each program responds to factors that affect the overall flow of traffic. Synchro software was used for intersection analysis. Signal timing plans provided by El Dorado County were used in the Synchro analysis.

The intersection Levels of Service presented in this analysis are based on the weighted average total delay per vehicle for the intersection as a whole at signalized intersections and at locations controlled by all-way stops. The average delay experienced by motorists yielding the right of way is the basis for identification of Level of Service at locations controlled by side street stop signs. Applicable Level of Service thresholds based on average delay are shown in Table 1.

**El Dorado County General Plan Intersection Thresholds of Significance.** El Dorado County identifies LOS 'E' as the acceptable Level of Service on roadways and state highways within the unincorporated areas of the County in the Community Regions and LOS D in the Rural Centers and Rural Regions except as specified in the General Plan. Cameron Park is identified as a Community Region.

An intersection is considered to be deficient under El Dorado County guidelines if the project causes an intersection to change from LOS E to LOS F. Worsening of conditions at facilities already operating at unacceptable levels of service is also considered a deficiency. The County's General Plan Policy TC-Xe defines worsen as any of the following conditions:

a. a 2% increase in traffic during the a.m. peak hour, p.m. peak hour or daily trips, or
b. the addition of 100 or more daily trips, or
c. the addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

At the time of approval of a tentative map for a single family residential subdivision of five or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

County policy notes that impacts to Caltrans facilities shall use Caltrans LOS standards and significance thresholds. Caltrans uses LOS E as the significance threshold on freeway facilities in this area of El Dorado County.

**TABLE 1**
**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 ≤ 10.0 sec | Little or no delay. Delay ≤ 10 sec/veh | Completely free flow. |
| "B" | Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec | Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh | Free flow, presence of other vehicles noticeable. |
| "C" | Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec | Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh | Ability to maneuver and select operating speed affected. |
| "D" | Significant congestion 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 ≤ 55.0 sec | Long traffic delays. Delay > 25 sec/veh and ≤ 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 ≤ 80.0 sec | Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 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: Highway Capacity Manual 6th Edition, Transportation Research Board (TRB) | | | |

**Traffic Signal Warrants.** The extent to which existing or projected traffic volumes may justify signalization at un-signalized intersections has been determined based on consideration of traffic signal warrant presented in the *Manual of Uniform Traffic Control Devices, 2014.* For this analysis, the volume thresholds associated with Warrant 3 (Peak Hour Volume) have been assessed.

## Existing Traffic Conditions

Due to the Covid-19 pandemic, travel patterns have been affected downward due to work and school closures. Intersection turning movements (ITM) are therefore, generally lower than usual traffic counts. ITM's were developed based on data analytics provided from *Streetlight Data. Streetlight Data* uses "Big-Data" derived travel pattern analytics against publicly available traffic movement ratios derived from traffic counts to project current ITM's. 2019 daily traffic volume

data in the project vicinity that was provided by El Dorado County was reviewed and compared to 2019 *Streetlight Data* in the same locations. Where appropriate, ITM's were adjusted based on the relative ADT proportions. The peak hours used for this study occurred between 7:00 and 8:00 a.m. and 5:00 to 6:00 p.m.

**Intersection Levels of Service.** The intersection turning movements developed through *Streetlight Data* are presented in Figure 3. Table 2 summarizes current operating Levels of Service at the study area intersections for each time period. All study intersections operate at acceptable Levels of Service, at LOS E or better, during the a.m. and p.m. peak hours. Additionally, a peak hour warrant analysis was conducted for the two unsignalized intersections. The Cameron Park Drive / Mira Loma Drive intersection currently meets the peak hour signal warrant in the p.m. peak hour, meeting both delay and volume segments of Warrant 3. However, while it meets the peak hour signal warrant, the intersection operates acceptably.

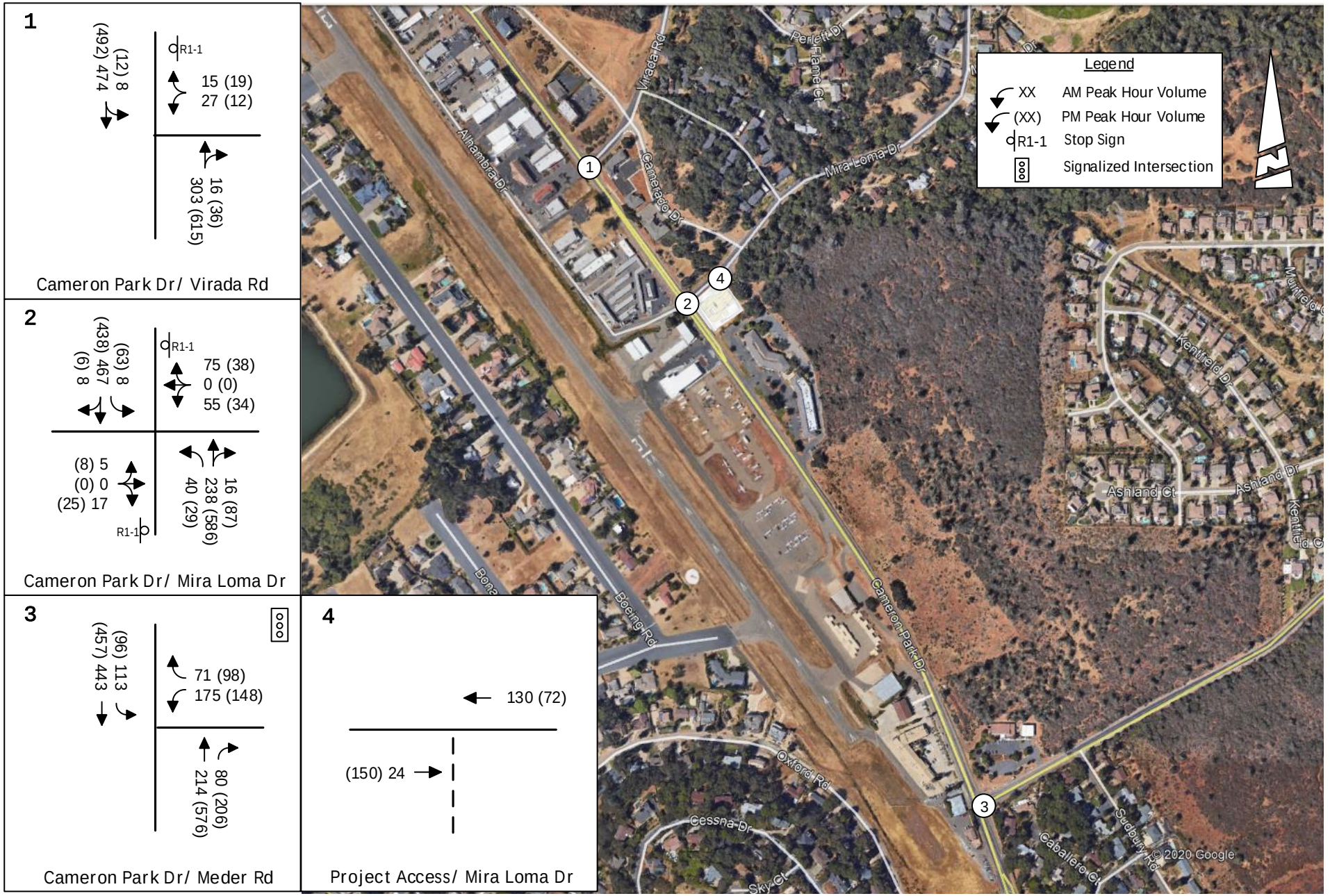
**TABLE 2**
**EXISTING PEAK HOUR LEVELS OF SERVICE AT INTERSECTIONS**

| Location | Control | AM Peak Hour | | PM Peak Hour | | Peak Hour Traffic Signal Warrant Met? |
|---|---|---|---|---|---|---|
| | | LOS | Average Delay | LOS | Average Delay | |
| 1. Cameron Park Dr / Virada Rd | | | | | | |
| SB Left | WB Stop | A | 8.0 | A | 9.1 | No |
| WB | | C | 15.3 | C | 19.0 | |
| 2. Cameron Park Drive / Mira Loma Drive | | | | | | |
| NB Left | EB / WB Stop | A | 8.6 | A | 8.4 | Yes* |
| SB Left | | A | 7.8 | A | 9.5 | |
| EB | | B | 14.3 | C | 20.3 | |
| WB | | C | 18.7 | E | 39.9 | |
| 3. Cameron Park Drive / Meder Road | Signal | A | 3.3 | A | 3.9 | N/A |

* meets delay and volume warrants in p.m. peak hour.

**Intersection Queues.** Table 3 presents information regarding current peak period queuing in turn lanes at the signalized study intersection. The available storage is presented along with current peak hour traffic volumes and the 95$^{th}$ percentile queue length.

The 95$^{th}$ percentile queues indicate that vehicles can store within each lane without spillback into a through lane. The longest queue occurs in the westbound left turn lane with a 107-foot queue in the p.m. peak hour. This turn lane is the extension of the westbound lane along Meder Road approaching the intersection.




EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 3

**TABLE 3**
**EXISTING PEAK HOUR QUEUES AT SIGNALIZED INTERSECTIONS**

| Location | Length (feet) | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | VPH | Queue (feet) | VPH | Queue (feet) |
| 1. Cameron Park Drive / Meder Road | | | | | |
| SB left | 260 | 113 | 95 | 96 | 93 |
| NB right | 220 | 80 | 26 | 206 | 38 |
| WB left | 155* | 175 | 104 | 148 | 107 |
| WB right | 155 | 71 | 25 | 98 | 33 |
| * through lane from Meder Road | | | | | |

## PROJECT CHARACTERISTICS

The development of this project will attract traffic to the project site. The amount of additional traffic on a particular section of the street network is dependent upon two factors:

- Trip Generation, the number of new trips generated by the project, and
- Trip Distribution and Assignment, the specific routes that the new traffic takes.

### Trip Generation

Trip generation is determined by identifying the type and size of land use being developed. Recognized sources of trip generation data may then be used to calculate the total number of trip ends resulting from the day to day operation of the businesses in the project.

The trip generation for this project was calculated using trip generation rates published in the *Trip Generation Manual* (Institute of Transportation Engineers, 10th Edition, 2017). The project will construct a 360 square foot coffee kiosk for drive-through traffic. The kiosk will serve customers through a single driveway with counterclockwise movement through the site.

Table 4 displays the daily, a.m. peak hour, and p.m. peak hour trip generation for the proposed project. Trips generated by retail commercial projects fit into two categories. Some trips will be made by patrons who would not otherwise be on the local street system and who go out of their way to reach the site. These are "new" trips. Other trips will be made by patrons who are already in the roadway network and stop by the site as part of a trip made for another purpose. These "pass-by" trips do not add traffic to the overall system.

ITE research has suggested typical "pass-by" percentages for various land uses. The ITE *Trip Generation Handbook, 3rd Edition* was used to determine pass-by rates.

After accounting for pass-by trip reductions, the commercial project is expected to generate 122 'new' daily trips, 21 'new' a.m. peak hour trips and 5 'new' p.m. peak hour trips.

**TABLE 4**
**TRIP GENERATION**

| Land Use | Unit Quantity | Size | Trips Per Unit | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Coffee / Donut Drive Thru / No Indoor Seating (LU 938) | KSF | 0.36 | 2,000.00 | 50% | 50% | 337.04 | 50% | 50% | 83.33 |
| | | | | | | | | | |
| Coffee / Donut Drive Thru / No Indoor Seating (LU 938) | | | 720 | 61 | 61 | 121 | 15 | 15 | 30 |
| **Sub-Total Trips** | | | **720** | 61 | 61 | **121** | 15 | 15 | **30** |
| ***Pass-By Trips*** | | | | | | | | | |
| Coffee / Donut Drive Thru / No Indoor Seating (LU 938) – *83% AM, PM, Daily* | | | (598) | (50) | (50) | (101) | (12) | (12) | (25) |
| **Total Pass-By Trips** | | | **(598)** | (50) | (50) | **(101)** | (12) | (12) | **(25)** |
| **Net New Trips** | | | **122** | **10** | **10** | **21** | **3** | **3** | **5** |

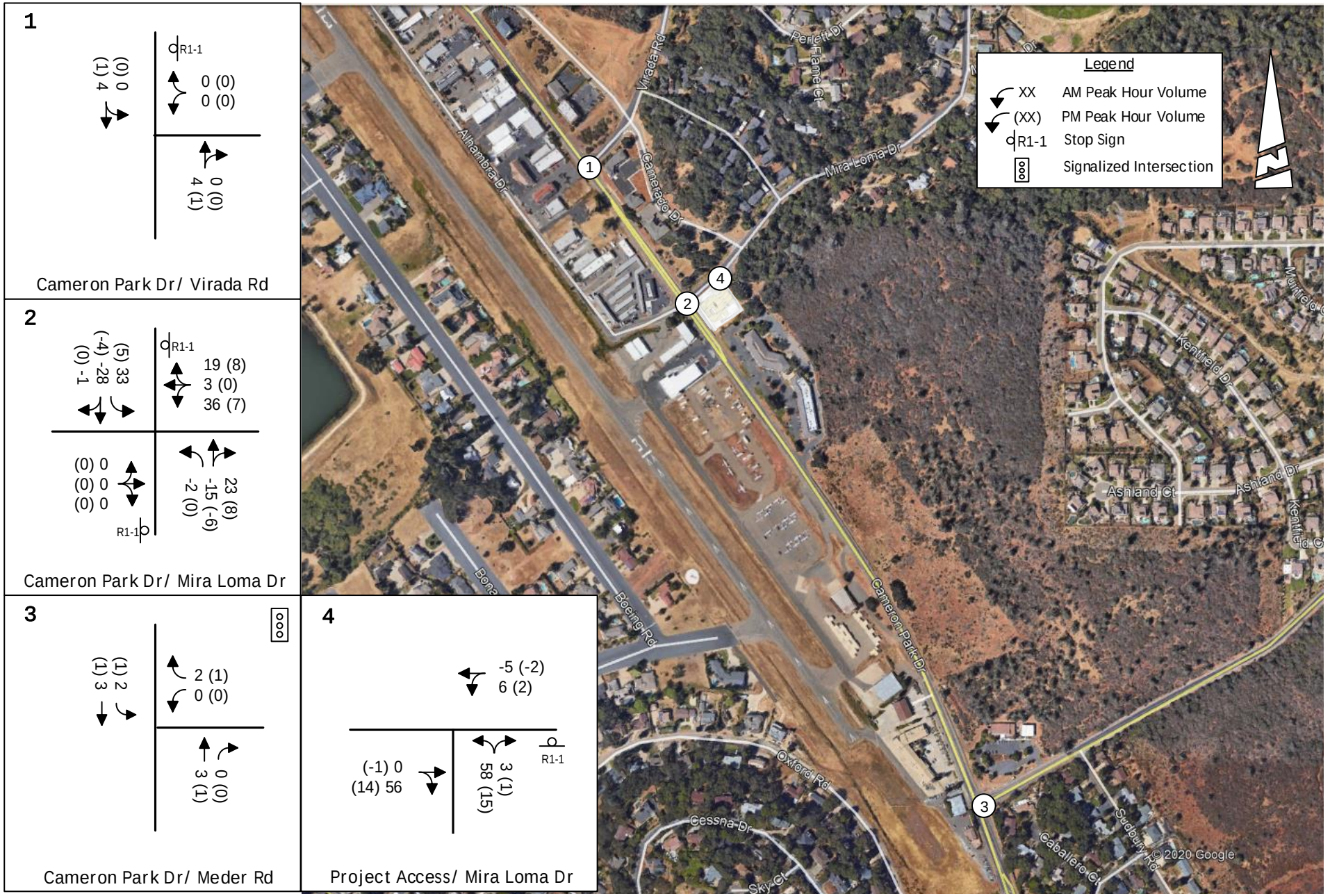
KSF – thousand square feet  Numbers may not match due to rounding

## Trip Distribution & Assignment

The distribution of project traffic was determined based on review of existing traffic counts and the travel patterns in the area relative to the land use. Table 5 presents the projected trip distribution. Traffic generated by the project is shown in Figure 4. This traffic was added to existing peak hour volumes based on the distribution percentages. Figure 5 displays the Existing plus Project generated traffic anticipated for each study intersection in both a.m. and p.m. peak hours.

**TABLE 5**
**PROJECT TRIP DISTRIBUTION**

| Direction | Distribution |
|---|---|
| North on Cameron Park Dr | 40% |
| East on Mira Loma Dr | 10% |
| South on Cameron Park Dr | 30% |
| East on Meder Rd | 20% |
| Total | 100% |




PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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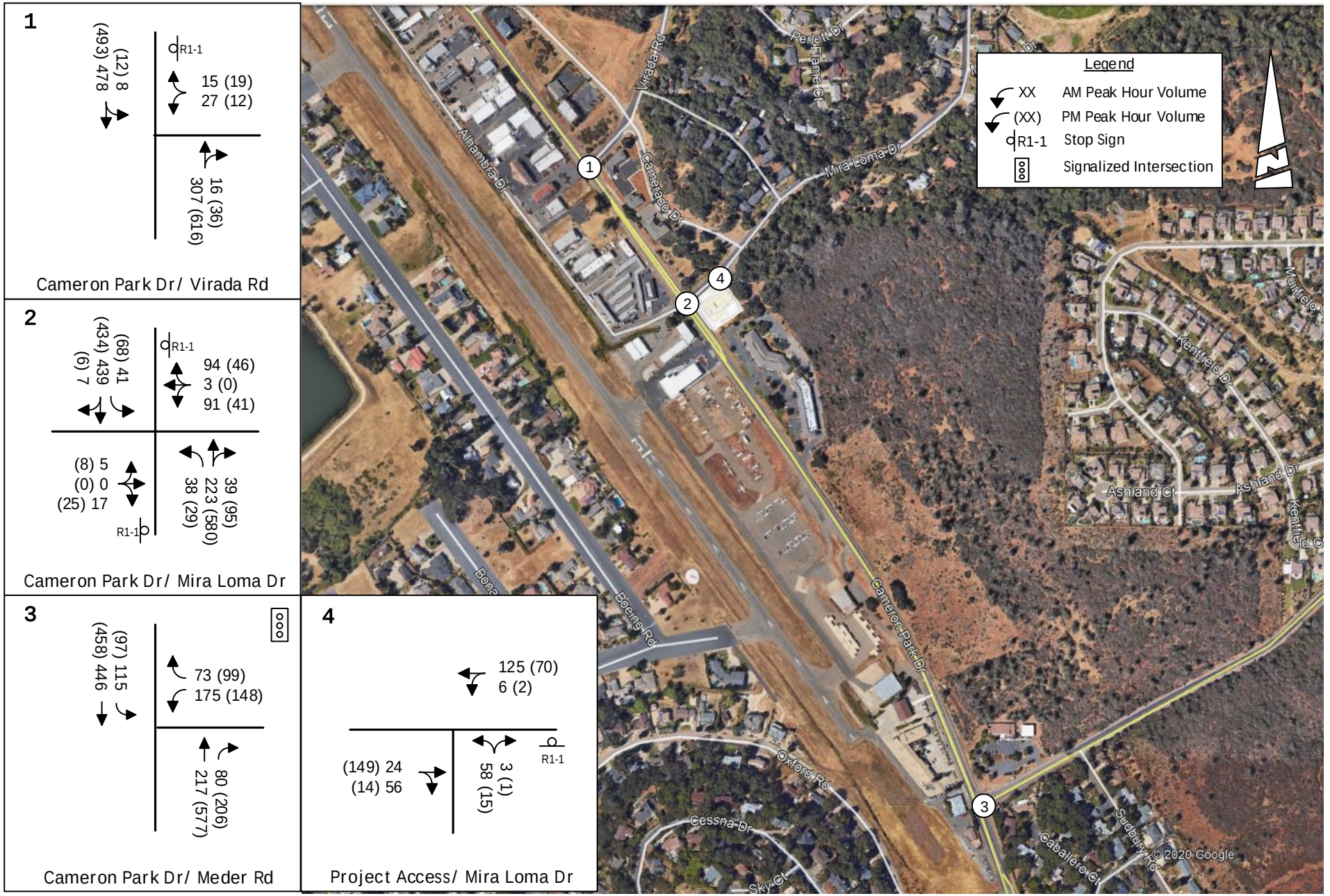
figure 4




EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 5

## EXISTING PLUS PROJECT TRAFFIC IMPACTS

**Vehicle Miles Traveled**. The proposed project is a drive-through coffee kiosk. Based on the location of the site the location provides a proximate location relative to residents in the Cameron Park Drive area, as well as the surrounding local businesses. The drive-through kiosk allows customers in this area better accessibility to the specific use, i.e. a drive-through coffee shop. As noted in the *Technical Advisory on Evaluating Transportation Impacts in CEQA* locally-serving retail projects are presumed to have a less than significant transportation impact.

**Intersection Levels of Service.** Intersection Levels of Service were calculated and used as the basis for evaluating General Plan Consistency. Table 6 displays the peak hour Levels of Service at each study intersection and compares the existing Levels of Service with those accompanying the project. All intersections will continue to operate above the minimum El Dorado County standard (i.e., LOS E). The Cameron Park Drive / Mira Loma Drive intersection will continue to meet both delay and volume segments of Warrant 3 in the p.m. peak hour. It will also meet the volume portion of the warrant in the a.m. peak hour. While it meets the peak hour signal warrant, as noted under Existing Conditions, the intersection will continue to operate acceptably.

**Intersection Queues.** Table 7 identifies peak period queues with the addition of project trips. The queues in each of the turn lanes will continue to be queued within the existing pockets.

**TABLE 6**
**PEAK HOUR INTERSECTION LEVELS OF SERVICE**
**EXISTING PLUS PROJECT CONDITIONS**

| Location | Control | AM Peak Hour | | | | PM Peak Hour | | | | Peak Hour Traffic Signal Warrant Met? |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Existing | | Ex Plus Project | | Existing | | Ex Plus Project | | |
| | | LOS | Average Delay | LOS | Average Delay | LOS | Average Delay | LOS | Average Delay | |
| 1. Cameron Park Dr / Virada Rd | | | | | | | | | | |
| SB Left | WB Stop | A | 8.0 | A | 8.0 | A | 9.1 | A | 9.1 | No |
| WB | | C | 15.3 | C | 15.4 | C | 19.0 | C | 19.1 | |
| 2. Cameron Park Drive / Mira Loma Drive | | | | | | | | | | |
| NB Left | EB / WB Stop | A | 8.6 | A | 8.5 | A | 8.4 | A | 8.4 | |
| SB Left | | A | 7.8 | A | 7.9 | A | 9.5 | A | 9.5 | Yes* |
| EB | | B | 14.3 | B | 14.7 | C | 20.3 | C | 20.8 | |
| WB | | C | 18.7 | C | 28.2 | E | 39.9 | E | 46.1 | |
| 3. Cameron Park Drive / Meder Road | Signal | A | 3.3 | A | 3.4 | A | 3.9 | A | 3.9 | N/A |
| 4. Mira Loma Drive / Driveway | | | | | | | | | | |
| NB | NB Stop | --- | --- | B | 10.0 | --- | --- | A | 9.9 | No† |
| WB Left | | | | A | 7.4 | | | A | 7.6 | |

* meets delay and volume warrant in p.m. peak hour and volume warrant in a.m. peak hour
† insignificant volume departing site to warrant signal

**TABLE 7**
**EXISTING PLUS PROJECT**
**PEAK HOUR QUEUES AT SIGNALIZED INTERSECTIONS**

| Location | Length (feet) | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | VPH | Queue (feet) | VPH | Queue (feet) |
| 1. Cameron Park Drive / Meder Road | | | | | |
| SB left | 260 | 115 | 96 | 97 | 94 |
| NB right | 220 | 80 | 26 | 206 | 38 |
| WB left | 155* | 175 | 104 | 148 | 107 |
| WB right | 155 | 73 | 25 | 99 | 33 |
| * through lane from Meder Road | | | | | |

## CUMULATIVE IMPACTS (2040)

The analysis of the long range 2040 cumulative condition is intended to consider the impact of this project within the context of buildout of the General Plan circulation element occurring in 2040. This project is consistent with the General Plan which identifies the land for commercial use, and the Zoning Map which identifies the area as Commercial, Limited. Therefore, due to this consistency, a Cumulative analysis is not required.

## ON-SITE TRANSPORTATION REVIEW

An on-site review of the facilities was conducted based on the County's TIS Guidelines.

**Accident Review of Local Roadways.** SWITRS collision data in the project location was reviewed for the three-year period 2017 through 2019. In the vicinity of the project, within 300 feet of the Cameron Park Drive / Mira Loma Drive intersection. Seven crashes were identified in this time period. Of these, three occurred within 50 feet or within the intersection while three occurred 100 feet or more outside of the intersection on Cameron Park Drive; the seventh crash occurred along Mira Loma Drive 300 feet west of the Cameron Park Drive intersection.

A review of the three crashes occurring in the vicinity of the intersection does not indicate a recurrence of a specific type of collision as the primary collision factors included failure to yield after stopping, a broadside crash and a sideswipe. The crashes outside of the intersection include two hit objects, one being a DDUI and a broadside crash while performing a U-turn. The crash on the west side of Mira Loma Drive was categorized as an unsafe turn.

**Site Circulation / Driveway Locations / Driveway Throat Depth.** One driveway is proposed for the site and will be located at the far east side of the parcel. Full access will be provided, and the kiosk is situated consistent with County standards having the drive-through situated at the rear of the site, relative to the driveway. Customers will enter the site and proceed in counterclockwise movement around the perimeter. As this site contains only the drive-through coffee kiosk there is no internal site circulation other than customers entering and exiting.

El Dorado County Parking and Loading Standards identifies requirements for fast food restaurants with drive-through facilities; it is assumed that coffee kiosks would follow the same requirements. Drive-through facilities are to be located at the back of a parcel with the stacking lane physically separated from other on-site circulation. This allows any possible overflow of the stacking lane to be contained on the site. A minimum of four cars per drive-through window in addition to the car receiving service is required.

As noted earlier, the kiosk is situated at the back of the site, along the Cameron Park Drive frontage, but allowing vehicles to circulate between the kiosk and the property line. The location of the kiosk is shifted slightly south, allowing queuing on site to be maximized. The kiosk is situated to allow about nine vehicles to queue. The driveway provides a throat depth of about 50 feet; however, additional queueing is available on-site between the throat and the kiosk.

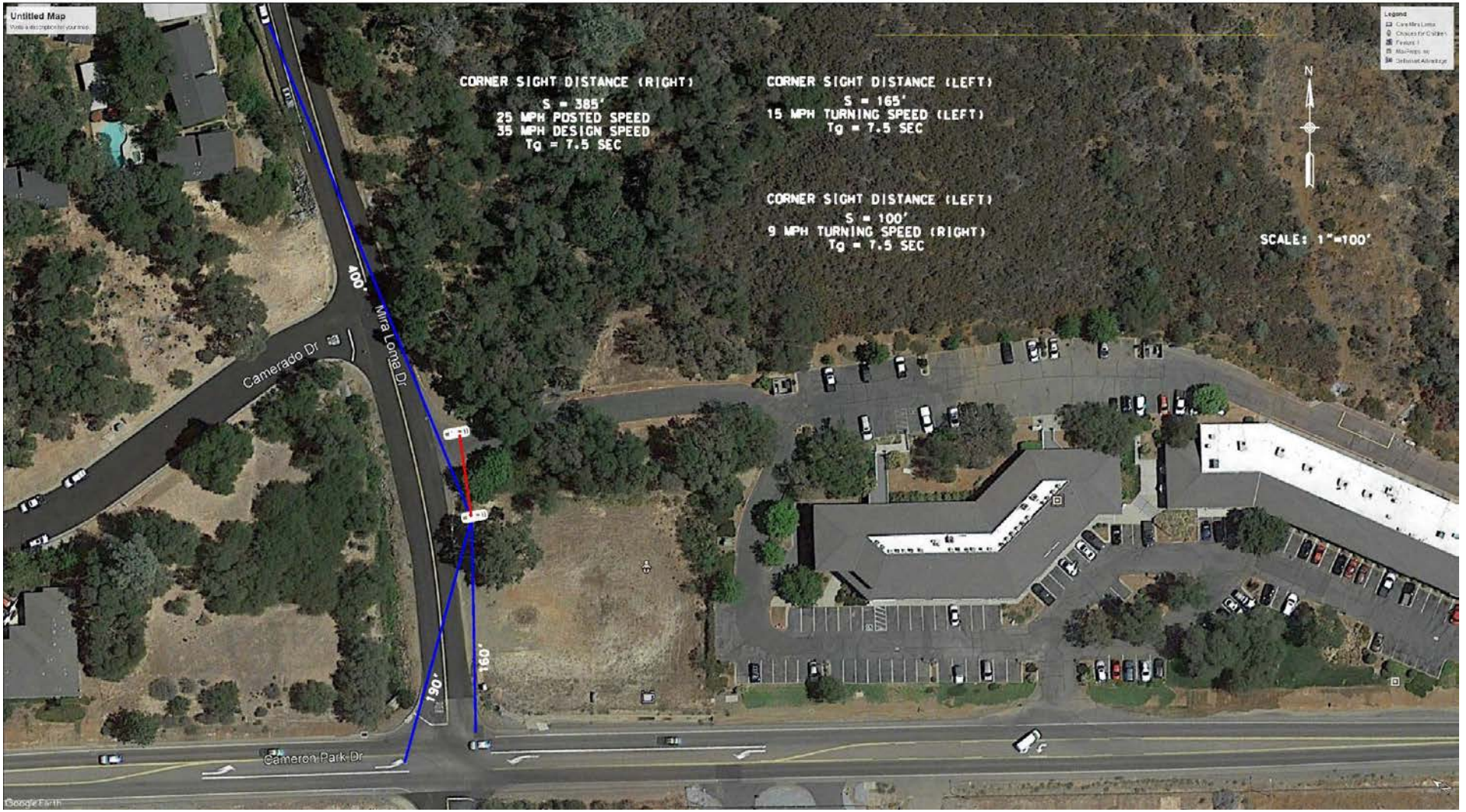
**Parking and Drive-Through Requirements.** Parking requirements were reviewed to determine needed parking due to the zoning code and requirements relative to projected parking demand. The County does not have a parking requirement specific to this land use. Instead, the "Restaurant and Brewpub" Use Type was used. This land use identifies that there should be one parking stall for every 250 square feet of Gross Floor Area (GFA). Under this condition and the 360 square foot kiosk, two parking stalls are required. The project layout identifies five parking stalls along the south side of the site. This will allow staffing of the kiosk to be maintained and could allow some customers to walk up and order.

**Sight Distance.** Sight distance was analyzed for the driveway. Available sight distance was evaluated using the standards documented in the Caltrans *Highway Design Manual* (HDM). Based on the locations of the driveways "**Minimum Stopping Sight** Distance" (MSSD) and "**Corner Sight Distance**" (CSD) was considered. These criteria are documented in Tables 201.1 and 405.1A of the HDM.

The speed limit along Mira Loma Drive is posted at 25 miles per hour (mph). A 35-mph speed, 10 mph over the posted speed, was used to establish sight distance conditions for Mira Loma Drive traffic. Point Loma Commercial Center is adjacent to the project. The commercial center has a driveway access along Mira Loma Drive with the centerline of the driveway about 50 feet east of the project's east property line. Visibility of outbound Point Loma Center vehicles was reviewed to determine whether adequate visibility is available between motorists on both driveways. The Cameron Park Drive intersection is about 160 feet to the west. Sight distance to the west was considered using turning speeds used in analyzing level of service. Left turns were assumed to be made at 15 mph while right runs were issued at 9 mph. Figure 6 presents the sight lines from the approximate driveway location while Table 8 presents the corresponding MSSD, CSD and available sight distance for each of the criteria. Figure 6 also presents the line of sight for motorists exiting both the coffee kiosk and the Point Loma Commercial Center with vehicles stopped at both locations.

**TABLE 8**
**SIGHT DISTANCE CRITERIA**

| Location | MSSD | CSD | Available |
|---|---|---|---|
| Looking East on Mira Loma Dr (35 mph) | 250' | 385' | 400' |
| Looking to SB left turn lane on Cameron Park Dr (15 mph) | 100' | 165' | 190' |
| Looking to NB right turn lane on Cameron Park Dr (9 mph) | 50' | 100' | 160' |

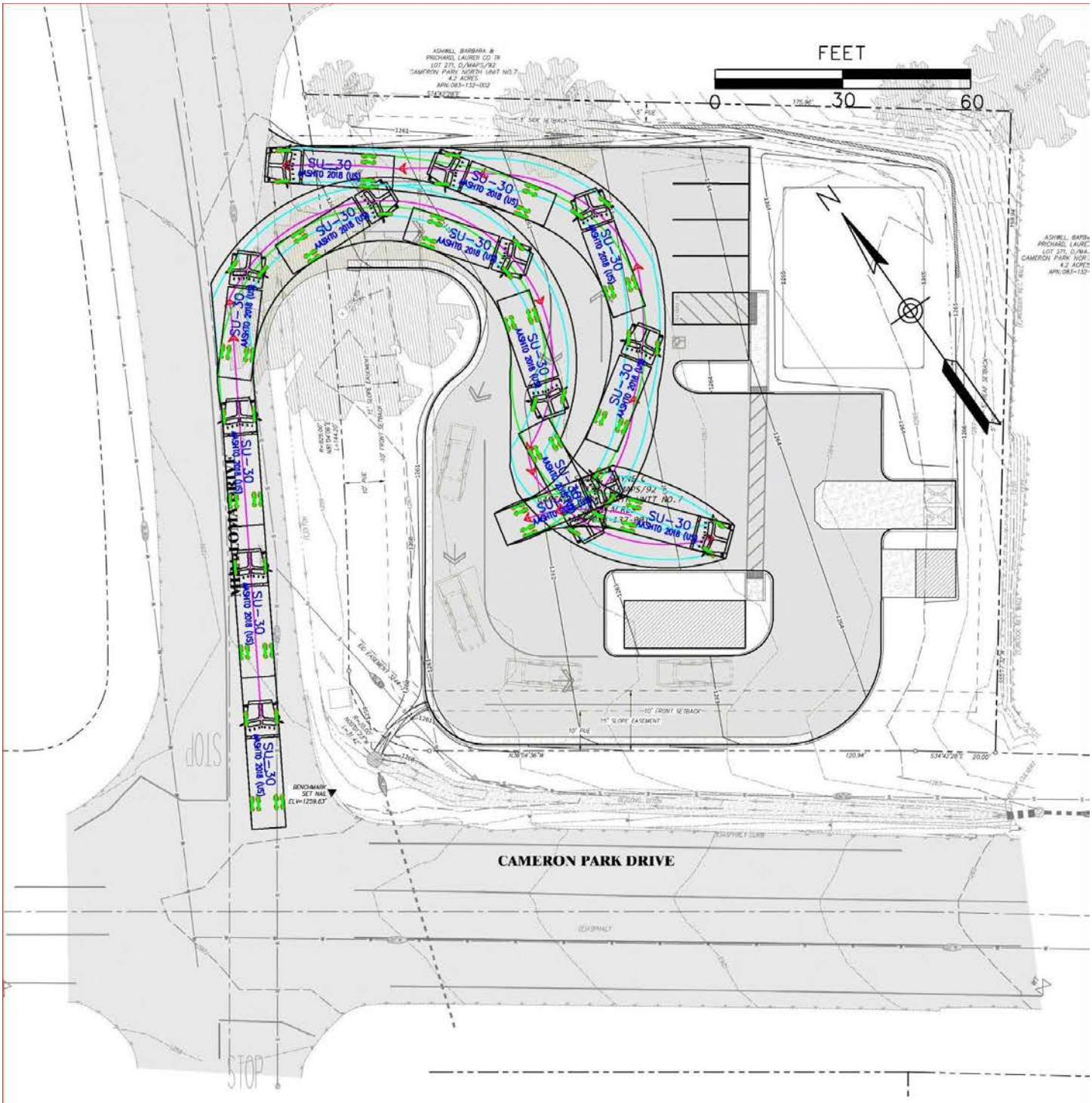



SIGHT DISTANCE

All distances should be confirmed during preparation of the site civil engineering plan set. To maintain adequate sight distance the lines of sight should be kept clear, without any landscaping materials over 2 feet in height. Signage should also be placed outside of the sight triangles where practicable. Tree limbs and bushes should be cut back or removed as practicable between the project driveway and the Point Loma Commercial Center driveway a minimum of 15 feet from edge of travel way along Mira Loma Drive.

**On-Site Truck Loading Demand.** The County requires an analysis of truck loading when the number of service calls exceed 10 trucks per day. The project may result in a truck delivery on an infrequent basis. Given the size of the kiosk the anticipated truck would likely be a single unit type. The number of deliveries would be less than 10 trucks per day; therefore, an analysis of truck loading is not required.

While the truck loading will not be met the site will have a truck deliver supplies to the site. The delivery truck is a single-unit truck, 30 feet long. An *AutoTurn* assessment was conducted to confirm that the movements interior to the site can be completed. Figure 7 presents the evaluation showing trucks able to enter the site, parking and then existing. To exit the site, the vehicle will need to back up and then turn to avoid overtopping the curbs or encroaching within the parking spaces. The drive-through lane will not be affected by the backing movement.




AUTO TURN ASSESSMENT SU-30 TRUCK

*KD Anderson & Associates, Inc.*
Transportation Engineers

7365-01 RA 12/14/2020

figure 7

## FINDINGS / DEFICIENCIES / IMPROVEMENTS

The preceding analysis has identified project deficiencies that may occur without improvements to the roadway system. The text that follows identifies a strategy for implementing any improvements. Recommendations are identified for facilities that have deficiencies in the roadway network without the project. If the project causes a deficiency, improvements are identified for the facility.

### Existing Conditions

Intersections
All intersections operate within acceptable El Dorado County LOS thresholds.

Queues
Under current conditions all queues at the Cameron Park Drive / Meder Road intersection are maintained within their respective turn lanes.

### Existing Plus Project Impacts

Intersections
All intersections will operate within acceptable El Dorado County LOS thresholds. The following mitigations are noted:

- The project shall contribute its fair share to the cost of regional circulation improvements via the existing countywide traffic impact mitigation (TIM) fee program.

- The following on-site mitigation should be constructed:
  - Landscaping along the project frontage should be limited to vegetation no higher than 2 feet to provide adequate visibility along Mira Loma Drive.
  - Tree limbs and bushes should be cut back or removed as practicable between the project driveway and the Point Loma Commercial Center driveway a minimum of 15 feet from edge of travel way along Mira Loma Drive.

Queues
Under Existing plus Project conditions, all queues at the Cameron Park Drive / Meder Road intersection will continue to queue within their respective turn lanes.

## REFERENCES


1. Transportation Research Board, *Highway Capacity Manual*, 2000 and 6th Edition
2. Caltrans *Highway Design Manual*, 2020
3. California *Manual of Uniform Traffic Control Devices*, 2014
4. Institute of Transportation Engineers. 2017. *Trip Generation*, 10th Edition. Washington, D.C.
5. *Trip Generation Handbook*, Institute of Transportation Engineers, 3rd Edition, 2017

# APPENDICES

**Day Type**

1: Weekday (Tu-Th)

**TURNING MOVEMENT COUNTS - CAMERON PARK DR / MEDER RD**

| Day Part | EB Left | EB Thru | EB Right | Meder WB Inbound WB Left | WB Thru | WB Right | Park Dr Northbound s/o Meder Inb NB Left | NB Thru | NB Right | Park Dr Southbound n/o Meder Inb SB Left | SB Thru | SB Right | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0: All Day (12am-12am) | - | - | - | 1,787 | - | 1,008 | - | 4,747 | 1,753 | 1,026 | 4,913 | - | 15,234 |
| 1: 6am (6am-7am) | - | - | - | 58 | - | 52 | - | 65 | 148 | 271 | 223 | - | 817 |
| 2: 7am (7am-8am) | - | - | - | 173 | - | 70 | - | 200 | 75 | 106 | 415 | - | 1,039 |
| 3: 8am (8am-9am) | - | - | - | 108 | - | 32 | - | 201 | 46 | 27 | 306 | - | 720 |
| 4: 3pm (3pm-4pm) | - | - | - | 148 | - | 79 | - | 422 | 148 | 67 | 363 | - | 1,227 |
| 5: 4pm (4pm-5pm) | - | - | - | 118 | - | 59 | - | 476 | 165 | 83 | 369 | - | 1,270 |
| 6: 5pm (5pm-6pm) | - | - | - | 140 | - | 97 | - | 539 | 193 | 90 | 428 | - | 1,487 |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
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| | - | - | - | - | - | - | - | - | - | - | - | - | - |
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| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
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| | - | - | - | - | - | - | - | - | - | - | - | - | - |

**TURNING MOVEMENT PERCENTAGE**

| Day Part | EB Left | EB Thru | EB Right | Meder WB Inbound WB Left | WB Thru | WB Right | Park Dr Northbound s/o Meder Inb NB Left | NB Thru | NB Right | Park Dr Southbound n/o Meder Inb SB Left | SB Thru | SB Right |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0: All Day (12am-12am) | - | - | - | 64% | 0% | 36% | 0% | 73% | 27% | 17% | 83% | 0% |
| 1: 6am (6am-7am) | - | - | - | 53% | 0% | 47% | 0% | 31% | 69% | 55% | 45% | 0% |
| 2: 7am (7am-8am) | - | - | - | 71% | 0% | 29% | 0% | 73% | 27% | 20% | 80% | 0% |
| 3: 8am (8am-9am) | - | - | - | 77% | 0% | 23% | 0% | 81% | 19% | 8% | 92% | 0% |
| 4: 3pm (3pm-4pm) | - | - | - | 65% | 0% | 35% | 0% | 74% | 26% | 16% | 84% | 0% |
| 5: 4pm (4pm-5pm) | - | - | - | 67% | 0% | 33% | 0% | 74% | 26% | 18% | 82% | 0% |
| 6: 5pm (5pm-6pm) | - | - | - | 59% | 0% | 41% | 0% | 74% | 26% | 17% | 83% | 0% |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
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| | - | - | - | - | - | - | - | - | - | - | - | - |

**Day Type**

1: Weekday (Tu-Th)

**TURNING MOVEMENT COUNTS - CAMERON PARK DR / MIRA LOMA DR**

| Day Part | Mira Loma EB Inbound | | | Mira Loma WB Inbound | | | ark Dr Northbound s/o Mira Loma In | | | Cam Park Dr NB Inbound s/o Virada | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB Left | EB Thru | EB Right | WB Left | WB Thru | WB Right | NB Left | NB Thru | NB Right | SB Left | SB Thru | SB Right | |
| 0: All Day (12am-12am) | 72 | 25 | 386 | 526 | 33 | 508 | 516 | 5,004 | 581 | 582 | 4,619 | 73 | 12,925 |
| 1: 6am (6am-7am) | - | - | 10 | 54 | - | 52 | 21 | 100 | 3 | 4 | 440 | - | 684 |
| 2: 7am (7am-8am) | - | - | 17 | 54 | - | 74 | 38 | 227 | 15 | 8 | 445 | 8 | 886 |
| 3: 8am (8am-9am) | - | 7 | 22 | 40 | - | 37 | 58 | 165 | 15 | 15 | 254 | 17 | 630 |
| 4: 3pm (3pm-4pm) | - | 7 | 44 | 16 | 6 | 32 | 41 | 471 | 33 | 60 | 323 | - | 1,033 |
| 5: 4pm (4pm-5pm) | 9 | - | 49 | 30 | - | 27 | 52 | 467 | 60 | 81 | 333 | 10 | 1,118 |
| 6: 5pm (5pm-6pm) | 8 | - | 25 | 34 | - | 37 | 28 | 558 | 83 | 60 | 417 | - | 1,250 |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
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| | - | - | - | - | - | - | - | - | - | - | - | - | - |

**TURNING MOVEMENT PERCENTAGE**

| Day Part | Mira Loma EB Inbound | | | Mira Loma WB Inbound | | | ark Dr Northbound s/o Mira Loma In | | | Cam Park Dr NB Inbound s/o Virada | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB Left | EB Thru | EB Right | WB Left | WB Thru | WB Right | NB Left | NB Thru | NB Right | SB Left | SB Thru | SB Right |
| 0: All Day (12am-12am) | 15% | 5% | 80% | 49% | 3% | 48% | 8% | 82% | 10% | 11% | 88% | 1% |
| 1: 6am (6am-7am) | 0% | 0% | 100% | 51% | 0% | 49% | 17% | 81% | 2% | 1% | 99% | 0% |
| 2: 7am (7am-8am) | 0% | 0% | 100% | 42% | 0% | 58% | 14% | 81% | 5% | 2% | 97% | 2% |
| 3: 8am (8am-9am) | 0% | 24% | 76% | 52% | 0% | 48% | 24% | 69% | 6% | 5% | 89% | 6% |
| 4: 3pm (3pm-4pm) | 0% | 14% | 86% | 30% | 11% | 59% | 8% | 86% | 6% | 16% | 84% | 0% |
| 5: 4pm (4pm-5pm) | 16% | 0% | 84% | 53% | 0% | 47% | 9% | 81% | 10% | 19% | 79% | 2% |
| 6: 5pm (5pm-6pm) | 24% | 0% | 76% | 48% | 0% | 52% | 4% | 83% | 12% | 13% | 87% | 0% |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
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| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |

**Day Type**

1: Weekday (Tu-Th)

**TURNING MOVEMENT COUNTS - CAMERON PARK DR / VIRADA RD**

| Day Part | EB Left | EB Thru | EB Right | Virada WB Inbound WB Left | WB Thru | WB Right | Cam Park Dr NB Inbound s/o Virada NB Left | NB Thru | NB Right | Cam Park Dr SB Inbound n/o Virada SB Left | SB Thru | SB Right | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0: All Day (12am-12am) | - | - | - | 179 | - | 146 | - | 5,420 | 294 | 159 | 5,179 | - | 11,377 |
| 1: 6am (6am-7am) | - | - | - | 6 | - | 3 | - | 147 | 1 | 2 | 453 | - | 612 |
| 2: 7am (7am-8am) | - | - | - | 27 | - | 15 | - | 289 | 15 | 8 | 451 | - | 805 |
| 3: 8am (8am-9am) | - | - | - | 17 | - | 7 | - | 195 | 9 | 9 | 275 | - | 512 |
| 4: 3pm (3pm-4pm) | - | - | - | 12 | - | 7 | - | 487 | 28 | 11 | 379 | - | 924 |
| 5: 4pm (4pm-5pm) | - | - | - | 7 | - | 14 | - | 498 | 27 | 17 | 415 | - | 978 |
| 6: 5pm (5pm-6pm) | - | - | - | 12 | - | 19 | - | 586 | 34 | 11 | 469 | - | 1,131 |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
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| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
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| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |

**TURNING MOVEMENT PERCENTAGE**

| Day Part | EB Left | EB Thru | EB Right | Virada WB Inbound WB Left | WB Thru | WB Right | Cam Park Dr NB Inbound s/o Virada NB Left | NB Thru | NB Right | Cam Park Dr SB Inbound n/o Virada SB Left | SB Thru | SB Right |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0: All Day (12am-12am) | - | - | - | 55% | 0% | 45% | 0% | 95% | 5% | 3% | 97% | 0% |
| 1: 6am (6am-7am) | - | - | - | 67% | 0% | 33% | 0% | 99% | 1% | 0% | 100% | 0% |
| 2: 7am (7am-8am) | - | - | - | 64% | 0% | 36% | 0% | 95% | 5% | 2% | 98% | 0% |
| 3: 8am (8am-9am) | - | - | - | 71% | 0% | 29% | 0% | 96% | 4% | 3% | 97% | 0% |
| 4: 3pm (3pm-4pm) | - | - | - | 63% | 0% | 37% | 0% | 95% | 5% | 3% | 97% | 0% |
| 5: 4pm (4pm-5pm) | - | - | - | 33% | 0% | 67% | 0% | 95% | 5% | 4% | 96% | 0% |
| 6: 5pm (5pm-6pm) | - | - | - | 39% | 0% | 61% | 0% | 95% | 5% | 2% | 98% | 0% |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |

**Day Type**

2: TWTh (Tu-Th)

**TURNING MOVEMENT COUNTS**

| Day Part | Mira Loma WB Inbound | | | Mira Loma east of DW INBOUND W | | | Loma Driveway NB Inbound to Mira | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB Left | EB Thru | EB Right | WB Left | WB Thru | WB Right | NB Left | NB Thru | NB Right | SB Left | SB Thru | SB Right | |
| 0: All Day (12am-12am) | - | 977 | 139 | 118 | 927 | - | 147 | - | 160 | - | - | - | 2,468 |
| 1: 6am (6am-7am) | - | 4 | 2 | 5 | 97 | - | - | - | - | - | - | - | 108 |
| 2: 7am (7am-8am) | - | 13 | 9 | 7 | 104 | - | - | - | 3 | - | - | - | 136 |
| 3: 8am (8am-9am) | - | 31 | 13 | 11 | 56 | - | - | - | - | - | - | - | 111 |
| 4: 9am (9am-10am) | - | 23 | 22 | 17 | 58 | - | 7 | - | 10 | - | - | - | 137 |
| 5: 3pm (3pm-4pm) | - | 93 | 8 | 7 | 56 | - | 12 | - | 11 | - | - | - | 187 |
| 6: 4pm (4pm-5pm) | - | 120 | 10 | 6 | 50 | - | 12 | - | 21 | - | - | - | 219 |
| 7: 5pm (5pm-6pm) | - | 138 | 7 | 12 | 53 | - | 24 | - | 18 | - | - | - | 252 |
| 8: 6pm (6pm-7pm) | - | 88 | 4 | 5 | 54 | - | 9 | - | 9 | - | - | - | 169 |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - |

**TURNING MOVEMENT PERCENTAGE**

| Day Part | Mira Loma WB Inbound | | | Mira Loma east of DW INBOUND W | | | Loma Driveway NB Inbound to Mira | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB Left | EB Thru | EB Right | WB Left | WB Thru | WB Right | NB Left | NB Thru | NB Right | SB Left | SB Thru | SB Right |
| 0: All Day (12am-12am) | 0% | 88% | 12% | 11% | 89% | 0% | 48% | 0% | 52% | - | - | - |
| 1: 6am (6am-7am) | 0% | 67% | 33% | 5% | 95% | 0% | - | - | - | - | - | - |
| 2: 7am (7am-8am) | 0% | 59% | 41% | 6% | 94% | 0% | 0% | 0% | 100% | - | - | - |
| 3: 8am (8am-9am) | 0% | 70% | 30% | 16% | 84% | 0% | - | - | - | - | - | - |
| 4: 9am (9am-10am) | 0% | 51% | 49% | 23% | 77% | 0% | 41% | 0% | 59% | - | - | - |
| 5: 3pm (3pm-4pm) | 0% | 92% | 8% | 11% | 89% | 0% | 52% | 0% | 48% | - | - | - |
| 6: 4pm (4pm-5pm) | 0% | 92% | 8% | 11% | 89% | 0% | 36% | 0% | 64% | - | - | - |
| 7: 5pm (5pm-6pm) | 0% | 95% | 5% | 18% | 82% | 0% | 57% | 0% | 43% | - | - | - |
| 8: 6pm (6pm-7pm) | 0% | 96% | 4% | 8% | 92% | 0% | 50% | 0% | 50% | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - |

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: March 6, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1100200 | Counter ID: | 72 |
| City/Town: | Cameron Park | Mile Post: | **0.02** |
| Road Name: | **Cameron Park Drive** | Location: | **100 Ft. N. of Robin Lane** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 10 | 11 | 12 | 6 | 7 | 8 | 9 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 16 | 11 | 19 | 12 | 15 | 14 | 24 | 16 | 14 |
| 200 | 13 | 6 | 13 | 13 | 11 | 13 | 9 | 11 | 11 |
| 300 | 12 | 4 | 7 | 5 | 5 | 6 | 11 | 7 | 5 |
| 400 | 13 | 5 | 3 | 14 | 12 | 9 | 6 | 9 | 9 |
| 500 | 6 | 15 | 21 | 17 | 15 | 15 | 7 | 14 | 17 |
| 600 | 13 | 48 | 43 | 50 | 46 | 38 | 23 | 37 | 45 |
| 700 | 28 | 108 | 107 | 72 | 93 | 100 | 31 | 77 | 96 |
| 800 | 37 | 139 | 186 | 158 | 165 | 170 | 89 | 135 | 164 |
| 900 | 88 | 212 | 226 | 221 | 245 | 230 | 189 | 202 | 227 |
| 1000 | 160 | 254 | 265 | 260 | 249 | 322 | 247 | 251 | 270 |
| 1100 | 203 | 288 | 327 | 321 | 323 | 334 | 319 | 302 | 319 |
| 1200 | 263 | 358 | 415 | 392 | 390 | 428 | 389 | 376 | 397 |
| 1300 | 350 | 470 | 440 | 464 | 426 | 450 | 408 | 430 | 450 |
| 1400 | 350 | 409 | 429 | 407 | 391 | 474 | 402 | 409 | 422 |
| 1500 | 346 | 432 | 415 | 423 | 395 | 481 | 351 | 406 | 429 |
| 1600 | 289 | 491 | 491 | 443 | 467 | 502 | 323 | 429 | 479 |
| 1700 | 319 | 509 | 527 | 421 | 437 | 496 | 327 | 434 | 478 |
| 1800 | 280 | 487 | 579 | 468 | 486 | 519 | 320 | 448 | 508 |
| 1900 | 221 | 336 | 373 | 333 | 344 | 357 | 235 | 314 | 349 |
| 2000 | 186 | 224 | 245 | 205 | 177 | 247 | 203 | 212 | 220 |
| 2100 | 102 | 145 | 130 | 99 | 114 | 168 | 153 | 130 | 131 |
| 2200 | 69 | 81 | 95 | 74 | 91 | 118 | 91 | 88 | 92 |
| 2300 | 47 | 30 | 45 | 34 | 39 | 58 | 48 | 43 | 41 |
| 2400 | 31 | 31 | 27 | 23 | 14 | 34 | 41 | 29 | 26 |
| Totals | 3442 | 5093 | 5428 | 4929 | 4950 | 5583 | 4246 | 4810 | 5197 |
| AM Peak Hr | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 263 | 358 | 415 | 392 | 390 | 428 | 389 | 376 | 397 |
| PM Peak Hr | 1:00 | 5:00 | 6:00 | 6:00 | 6:00 | 6:00 | 1:00 | 6:00 | 6:00 |
| PM Count | 350 | 509 | 579 | 468 | 486 | 519 | 408 | 448 | 508 |

**TOTAL ADT: 9,788**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: March 6, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1100200 | Counter ID: | 72 |
| City/Town: | Cameron Park | Mile Post: | **0.02** |
| Road Name: | **Cameron Park Drive** | Location: | **100 Ft. N. of Robin Lane** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 10 | 11 | 12 | 6 | 7 | 8 | 9 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 18 | 12 | 13 | 14 | 11 | 11 | 16 | 14 | 12 |
| 200 | 11 | 6 | 8 | 13 | 15 | 11 | 12 | 11 | 11 |
| 300 | 14 | 6 | 5 | 3 | 6 | 3 | 4 | 6 | 5 |
| 400 | 9 | 1 | 6 | 3 | 8 | 3 | 9 | 6 | 4 |
| 500 | 9 | 30 | 35 | 28 | 38 | 21 | 12 | 25 | 30 |
| 600 | 12 | 61 | 80 | 53 | 55 | 66 | 18 | 49 | 63 |
| 700 | 21 | 159 | 129 | 119 | 161 | 134 | 50 | 110 | 140 |
| 800 | 29 | 212 | 197 | 209 | 198 | 219 | 107 | 167 | 207 |
| 900 | 80 | 222 | 292 | 255 | 308 | 261 | 143 | 223 | 268 |
| 1000 | 143 | 249 | 246 | 270 | 251 | 293 | 211 | 238 | 262 |
| 1100 | 200 | 290 | 328 | 269 | 301 | 328 | 291 | 287 | 303 |
| 1200 | 255 | 356 | 350 | 342 | 307 | 364 | 360 | 333 | 344 |
| 1300 | 286 | 389 | 404 | 374 | 372 | 395 | 350 | 367 | 387 |
| 1400 | 299 | 377 | 383 | 393 | 369 | 434 | 333 | 370 | 391 |
| 1500 | 273 | 384 | 349 | 357 | 347 | 427 | 333 | 353 | 373 |
| 1600 | 263 | 410 | 369 | 350 | 352 | 422 | 317 | 355 | 381 |
| 1700 | 285 | 406 | 372 | 332 | 372 | 382 | 302 | 350 | 373 |
| 1800 | 253 | 368 | 455 | 334 | 322 | 384 | 270 | 341 | 373 |
| 1900 | 172 | 282 | 319 | 243 | 245 | 264 | 205 | 247 | 271 |
| 2000 | 138 | 200 | 220 | 138 | 141 | 141 | 138 | 159 | 168 |
| 2100 | 81 | 103 | 96 | 72 | 76 | 100 | 85 | 88 | 89 |
| 2200 | 71 | 68 | 72 | 53 | 70 | 77 | 66 | 68 | 68 |
| 2300 | 41 | 33 | 66 | 34 | 33 | 52 | 49 | 44 | 44 |
| 2400 | 23 | 21 | 27 | 21 | 22 | 39 | 34 | 27 | 26 |
| Totals | 2986 | 4645 | 4821 | 4279 | 4380 | 4831 | 3715 | 4237 | 4591 |
| AM Peak Hr | 12:00 | 12:00 | 12:00 | 12:00 | 9:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 255 | 356 | 350 | 342 | 308 | 364 | 360 | 333 | 344 |
| PM Peak Hr | 2:00 | 4:00 | 6:00 | 2:00 | 1:00 | 2:00 | 1:00 | 2:00 | 2:00 |
| PM Count | 299 | 410 | 455 | 393 | 372 | 434 | 350 | 370 | 391 |

**TOTAL ADT: 9,788**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1100200 | Counter ID: | 62 |
| City/Town: | Cameron Park | Mile Post: | **0.02** |
| Road Name: | **Cameron Park Drive** | Location: | **100 Ft. N. of Robin Lane** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 27 | 28 | 29 | 30 | 31 | 25 | 26 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 19 | 5 | 19 | 13 | 20 | 22 | 22 | 17 | 16 |
| 200 | 10 | 6 | 8 | 11 | 8 | 12 | 11 | 9 | 9 |
| 300 | 12 | 4 | 6 | 7 | 6 | 12 | 6 | 8 | 7 |
| 400 | 2 | 4 | 8 | 7 | 5 | 5 | 5 | 5 | 6 |
| 500 | 10 | 19 | 25 | 17 | 19 | 24 | 8 | 17 | 21 |
| 600 | 8 | 38 | 56 | 55 | 47 | 54 | 25 | 40 | 50 |
| 700 | 27 | 121 | 100 | 124 | 135 | 129 | 38 | 96 | 122 |
| 800 | 79 | 173 | 195 | 208 | 200 | 177 | 86 | 160 | 191 |
| 900 | 219 | 208 | 261 | 247 | 249 | 258 | 196 | 234 | 245 |
| 1000 | 220 | 280 | 280 | 305 | 267 | 300 | 306 | 280 | 286 |
| 1100 | 268 | 306 | 376 | 306 | 319 | 386 | 440 | 343 | 339 |
| 1200 | 319 | 422 | 443 | 432 | 452 | 486 | 488 | 435 | 447 |
| 1300 | 333 | 451 | 555 | 518 | 534 | 532 | 496 | 488 | 518 |
| 1400 | 293 | 401 | 536 | 500 | 470 | 515 | 455 | 453 | 484 |
| 1500 | 270 | 451 | 474 | 500 | 505 | 529 | 448 | 454 | 492 |
| 1600 | 216 | 431 | 509 | 527 | 498 | 557 | 427 | 452 | 504 |
| 1700 | 199 | 469 | 527 | 507 | 552 | 499 | 345 | 443 | 511 |
| 1800 | 194 | 434 | 521 | 518 | 516 | 489 | 356 | 433 | 496 |
| 1900 | 132 | 369 | 310 | 381 | 303 | 384 | 400 | 326 | 349 |
| 2000 | 66 | 173 | 230 | 228 | 171 | 306 | 153 | 190 | 222 |
| 2100 | 45 | 94 | 126 | 128 | 102 | 167 | 75 | 105 | 123 |
| 2200 | 18 | 72 | 55 | 82 | 83 | 132 | 40 | 69 | 85 |
| 2300 | 16 | 20 | 33 | 51 | 48 | 62 | 35 | 38 | 43 |
| 2400 | 9 | 21 | 20 | 15 | 24 | 32 | 24 | 21 | 22 |
| Totals | 2984 | 4972 | 5673 | 5687 | 5533 | 6069 | 4885 | 5115 | 5587 |
| AM Peak Hr | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 319 | 422 | 443 | 432 | 452 | 486 | 488 | 435 | 447 |
| PM Peak Hr | 1:00 | 5:00 | 1:00 | 4:00 | 5:00 | 4:00 | 1:00 | 1:00 | 1:00 |
| PM Count | 333 | 469 | 555 | 527 | 552 | 557 | 496 | 488 | 518 |

## TOTAL ADT: 10,438

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1100200 | Counter ID: | 62 |
| City/Town: | Cameron Park | Mile Post: | **0.02** |
| Road Name: | **Cameron Park Drive** | Location: | **100 Ft. N. of Robin Lane** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 27 | 28 | 29 | 30 | 31 | 25 | 26 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 28 | 12 | 7 | 11 | 11 | 10 | 20 | 14 | 10 |
| 200 | 10 | 2 | 7 | 8 | 13 | 12 | 9 | 9 | 8 |
| 300 | 8 | 5 | 10 | 11 | 9 | 5 | 6 | 8 | 8 |
| 400 | 6 | 3 | 9 | 7 | 7 | 10 | 5 | 7 | 7 |
| 500 | 6 | 8 | 44 | 45 | 45 | 33 | 12 | 28 | 35 |
| 600 | 5 | 45 | 81 | 87 | 80 | 80 | 25 | 58 | 75 |
| 700 | 12 | 117 | 138 | 151 | 143 | 141 | 41 | 106 | 138 |
| 800 | 59 | 146 | 214 | 189 | 189 | 220 | 84 | 157 | 192 |
| 900 | 110 | 165 | 286 | 304 | 290 | 297 | 190 | 235 | 268 |
| 1000 | 184 | 200 | 317 | 309 | 313 | 333 | 282 | 277 | 294 |
| 1100 | 199 | 236 | 337 | 334 | 306 | 374 | 378 | 309 | 317 |
| 1200 | 236 | 330 | 385 | 391 | 337 | 408 | 437 | 361 | 370 |
| 1300 | 233 | 366 | 435 | 465 | 450 | 417 | 410 | 397 | 427 |
| 1400 | 199 | 361 | 424 | 461 | 425 | 420 | 416 | 387 | 418 |
| 1500 | 187 | 372 | 412 | 466 | 446 | 447 | 358 | 384 | 429 |
| 1600 | 163 | 359 | 417 | 414 | 425 | 514 | 332 | 375 | 426 |
| 1700 | 189 | 400 | 374 | 430 | 379 | 411 | 286 | 353 | 399 |
| 1800 | 153 | 344 | 356 | 396 | 311 | 366 | 263 | 313 | 355 |
| 1900 | 100 | 277 | 304 | 271 | 217 | 311 | 262 | 249 | 276 |
| 2000 | 72 | 158 | 190 | 166 | 126 | 192 | 130 | 148 | 166 |
| 2100 | 49 | 81 | 77 | 90 | 140 | 116 | 84 | 91 | 101 |
| 2200 | 36 | 48 | 50 | 47 | 87 | 79 | 72 | 60 | 62 |
| 2300 | 16 | 28 | 35 | 46 | 39 | 63 | 47 | 39 | 42 |
| 2400 | 10 | 24 | 22 | 21 | 38 | 33 | 25 | 25 | 28 |
| Totals | 2270 | 4087 | 4931 | 5120 | 4826 | 5292 | 4174 | 4386 | 4851 |
| AM Peak Hr | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 236 | 330 | 385 | 391 | 337 | 408 | 437 | 361 | 370 |
| PM Peak Hr | 1:00 | 5:00 | 1:00 | 3:00 | 1:00 | 4:00 | 2:00 | 1:00 | 3:00 |
| PM Count | 233 | 400 | 435 | 466 | 450 | 514 | 416 | 397 | 429 |

**TOTAL ADT: 10,438**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1200200 | Counter ID: | 62 |
| City/Town: | Cameron Park | Mile Post: | **0.16** |
| Road Name: | **Cameron Park Drive** | Location: | **100 Ft. N. of Coach Ln** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 27 | 28 | 29 | 30 | 31 | 25 | 26 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 60 | 12 | 45 | 52 | 53 | 42 | 108 | 53 | 41 |
| 200 | 24 | 11 | 24 | 36 | 34 | 31 | 50 | 30 | 27 |
| 300 | 28 | 7 | 24 | 22 | 32 | 39 | 32 | 26 | 25 |
| 400 | 20 | 14 | 25 | 22 | 20 | 24 | 35 | 23 | 21 |
| 500 | 23 | 36 | 49 | 44 | 43 | 53 | 26 | 39 | 45 |
| 600 | 43 | 88 | 128 | 123 | 134 | 146 | 92 | 108 | 124 |
| 700 | 100 | 212 | 266 | 314 | 285 | 340 | 142 | 237 | 283 |
| 800 | 230 | 353 | 398 | 413 | 413 | 433 | 232 | 353 | 402 |
| 900 | 496 | 432 | 528 | 539 | 522 | 548 | 433 | 500 | 514 |
| 1000 | 588 | 572 | 604 | 609 | 586 | 668 | 658 | 612 | 608 |
| 1100 | 626 | 630 | 721 | 677 | 661 | 758 | 864 | 705 | 689 |
| 1200 | 640 | 747 | 845 | 842 | 814 | 874 | 970 | 819 | 824 |
| 1300 | 685 | 871 | 1066 | 1072 | 1000 | 1030 | 1000 | 961 | 1008 |
| 1400 | 615 | 872 | 1078 | 1033 | 958 | 1090 | 1046 | 956 | 1006 |
| 1500 | 536 | 926 | 1012 | 1038 | 1016 | 1028 | 970 | 932 | 1004 |
| 1600 | 516 | 898 | 1036 | 1006 | 1024 | 1093 | 870 | 920 | 1011 |
| 1700 | 481 | 943 | 1120 | 1079 | 1075 | 1034 | 794 | 932 | 1050 |
| 1800 | 488 | 964 | 1070 | 1051 | 1052 | 993 | 811 | 918 | 1026 |
| 1900 | 366 | 876 | 903 | 938 | 788 | 920 | 951 | 820 | 885 |
| 2000 | 242 | 620 | 642 | 632 | 496 | 730 | 540 | 557 | 624 |
| 2100 | 160 | 369 | 450 | 400 | 465 | 536 | 274 | 379 | 444 |
| 2200 | 108 | 232 | 250 | 306 | 333 | 418 | 196 | 263 | 308 |
| 2300 | 68 | 135 | 145 | 178 | 204 | 276 | 134 | 163 | 188 |
| 2400 | 46 | 82 | 91 | 98 | 108 | 124 | 86 | 91 | 101 |
| Totals | 7189 | 10902 | 12520 | 12524 | 12116 | 13228 | 11314 | 11399 | 12258 |
| AM Peak Hr | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 640 | 747 | 845 | 842 | 814 | 874 | 970 | 819 | 824 |
| PM Peak Hr | 1:00 | 6:00 | 5:00 | 5:00 | 5:00 | 4:00 | 2:00 | 1:00 | 5:00 |
| PM Count | 685 | 964 | 1120 | 1079 | 1075 | 1093 | 1046 | 961 | 1050 |

**TOTAL ADT: 26,567**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1200200 | Counter ID: | 62 |
| City/Town: | Cameron Park | Mile Post: | **0.16** |
| Road Name: | **Cameron Park Drive** | Location: | **100 Ft. N. of Coach Ln** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 27 | 28 | 29 | 30 | 31 | 25 | 26 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 77 | 20 | 28 | 52 | 49 | 40 | 72 | 48 | 38 |
| 200 | 28 | 14 | 26 | 32 | 32 | 30 | 47 | 30 | 27 |
| 300 | 30 | 20 | 36 | 30 | 34 | 31 | 32 | 30 | 30 |
| 400 | 32 | 23 | 30 | 44 | 43 | 46 | 34 | 36 | 37 |
| 500 | 30 | 41 | 123 | 100 | 109 | 112 | 76 | 84 | 97 |
| 600 | 46 | 127 | 208 | 232 | 238 | 234 | 138 | 175 | 208 |
| 700 | 94 | 220 | 373 | 408 | 383 | 426 | 177 | 297 | 362 |
| 800 | 290 | 389 | 615 | 604 | 585 | 635 | 372 | 499 | 566 |
| 900 | 486 | 540 | 788 | 874 | 812 | 840 | 598 | 705 | 771 |
| 1000 | 684 | 704 | 896 | 840 | 840 | 956 | 840 | 823 | 847 |
| 1100 | 683 | 751 | 948 | 956 | 858 | 1010 | 1082 | 898 | 905 |
| 1200 | 718 | 960 | 1127 | 1099 | 970 | 1124 | 1189 | 1027 | 1056 |
| 1300 | 734 | 1176 | 1299 | 1258 | 1214 | 1226 | 1234 | 1163 | 1235 |
| 1400 | 668 | 1104 | 1142 | 1198 | 1126 | 1119 | 1085 | 1063 | 1138 |
| 1500 | 572 | 1063 | 1153 | 1162 | 1154 | 1238 | 1042 | 1055 | 1154 |
| 1600 | 559 | 1137 | 1184 | 1138 | 1136 | 1360 | 968 | 1069 | 1191 |
| 1700 | 569 | 1116 | 1216 | 1229 | 1186 | 1135 | 764 | 1031 | 1176 |
| 1800 | 516 | 1079 | 1175 | 1164 | 1047 | 1151 | 798 | 990 | 1123 |
| 1900 | 384 | 946 | 950 | 871 | 710 | 959 | 792 | 802 | 887 |
| 2000 | 235 | 552 | 582 | 540 | 487 | 666 | 493 | 508 | 565 |
| 2100 | 178 | 298 | 334 | 323 | 542 | 438 | 312 | 346 | 387 |
| 2200 | 144 | 187 | 208 | 230 | 328 | 396 | 235 | 247 | 270 |
| 2300 | 85 | 134 | 98 | 138 | 150 | 213 | 146 | 138 | 147 |
| 2400 | 40 | 74 | 81 | 94 | 98 | 118 | 90 | 85 | 93 |
| Totals | 7882 | 12675 | 14620 | 14616 | 14131 | 15503 | 12616 | 13149 | 14309 |
| AM Peak Hr | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 718 | 960 | 1127 | 1099 | 970 | 1124 | 1189 | 1027 | 1056 |
| PM Peak Hr | 1:00 | 1:00 | 1:00 | 1:00 | 1:00 | 4:00 | 1:00 | 1:00 | 1:00 |
| PM Count | 734 | 1176 | 1299 | 1258 | 1214 | 1360 | 1234 | 1163 | 1235 |

**TOTAL ADT: 26,567**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: March 6, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1600200 | Counter ID: | 63 |
| City/Town: | Cameron Park | Mile Post: | **0.54** |
| Road Name: | **Cameron Park Drive** | Location: | **500 Ft. S. of Hacienda Dr.** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 10 | 11 | 12 | 6 | 7 | 8 | 9 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 75 | 53 | 46 | 47 | 49 | 49 | 74 | 56 | 49 |
| 200 | 47 | 23 | 17 | 18 | 29 | 29 | 33 | 28 | 23 |
| 300 | 47 | 13 | 16 | 11 | 7 | 14 | 37 | 21 | 12 |
| 400 | 48 | 11 | 7 | 10 | 13 | 17 | 15 | 17 | 12 |
| 500 | 21 | 28 | 22 | 18 | 19 | 20 | 11 | 20 | 21 |
| 600 | 19 | 68 | 69 | 63 | 59 | 74 | 29 | 54 | 67 |
| 700 | 54 | 167 | 169 | 167 | 169 | 164 | 90 | 140 | 167 |
| 800 | 74 | 364 | 369 | 333 | 366 | 401 | 159 | 295 | 367 |
| 900 | 159 | 418 | 463 | 446 | 444 | 449 | 300 | 383 | 444 |
| 1000 | 318 | 441 | 428 | 399 | 411 | 463 | 426 | 412 | 428 |
| 1100 | 384 | 511 | 506 | 489 | 465 | 538 | 509 | 486 | 502 |
| 1200 | 530 | 611 | 618 | 601 | 546 | 634 | 619 | 594 | 602 |
| 1300 | 658 | 701 | 637 | 690 | 658 | 675 | 662 | 669 | 672 |
| 1400 | 666 | 669 | 667 | 705 | 695 | 785 | 728 | 702 | 704 |
| 1500 | 659 | 810 | 752 | 736 | 753 | 869 | 666 | 749 | 784 |
| 1600 | 691 | 917 | 917 | 856 | 882 | 956 | 725 | 849 | 906 |
| 1700 | 588 | 1012 | 1008 | 934 | 924 | 746 | 697 | 844 | 925 |
| 1800 | 639 | 1065 | 1002 | 974 | 1012 | 656 | 648 | 857 | 942 |
| 1900 | 509 | 786 | 757 | 712 | 784 | 701 | 534 | 683 | 748 |
| 2000 | 444 | 546 | 578 | 446 | 490 | 538 | 430 | 496 | 520 |
| 2100 | 327 | 407 | 436 | 388 | 391 | 393 | 403 | 392 | 403 |
| 2200 | 214 | 220 | 303 | 235 | 267 | 296 | 264 | 257 | 264 |
| 2300 | 130 | 140 | 149 | 143 | 147 | 196 | 215 | 160 | 155 |
| 2400 | 77 | 81 | 84 | 83 | 87 | 133 | 103 | 93 | 94 |
| Totals | 7378 | 10062 | 10020 | 9504 | 9667 | 9796 | 8377 | 9258 | 9810 |
| AM Peak Hr | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 530 | 611 | 618 | 601 | 546 | 634 | 619 | 594 | 602 |
| PM Peak Hr | 4:00 | 6:00 | 5:00 | 6:00 | 6:00 | 4:00 | 2:00 | 6:00 | 6:00 |
| PM Count | 691 | 1065 | 1008 | 974 | 1012 | 956 | 728 | 857 | 942 |

**TOTAL ADT: 19,547**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: March 6, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1600200 | Counter ID: | 63 |
| City/Town: | Cameron Park | Mile Post: | **0.54** |
| Road Name: | **Cameron Park Drive** | Location: | **500 Ft. S. of Hacienda Dr.** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 10 | 11 | 12 | 6 | 7 | 8 | 9 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 42 | 28 | 20 | 20 | 25 | 31 | 34 | 29 | 25 |
| 200 | 39 | 22 | 14 | 13 | 17 | 15 | 33 | 22 | 16 |
| 300 | 39 | 17 | 12 | 8 | 14 | 20 | 15 | 18 | 14 |
| 400 | 31 | 31 | 29 | 28 | 27 | 30 | 26 | 29 | 29 |
| 500 | 36 | 90 | 84 | 94 | 83 | 70 | 38 | 71 | 84 |
| 600 | 58 | 243 | 235 | 251 | 264 | 246 | 91 | 198 | 248 |
| 700 | 107 | 483 | 496 | 519 | 498 | 493 | 189 | 398 | 498 |
| 800 | 179 | 765 | 808 | 820 | 835 | 807 | 319 | 648 | 807 |
| 900 | 311 | 740 | 744 | 780 | 717 | 797 | 526 | 659 | 756 |
| 1000 | 415 | 588 | 646 | 561 | 583 | 654 | 599 | 578 | 606 |
| 1100 | 573 | 614 | 610 | 605 | 578 | 655 | 636 | 610 | 612 |
| 1200 | 598 | 679 | 670 | 619 | 641 | 687 | 747 | 663 | 659 |
| 1300 | 663 | 702 | 621 | 707 | 700 | 708 | 701 | 686 | 688 |
| 1400 | 649 | 690 | 651 | 628 | 637 | 718 | 621 | 656 | 665 |
| 1500 | 588 | 695 | 691 | 675 | 647 | 727 | 581 | 658 | 687 |
| 1600 | 543 | 781 | 799 | 598 | 638 | 788 | 591 | 677 | 721 |
| 1700 | 541 | 757 | 692 | 644 | 682 | 588 | 595 | 643 | 673 |
| 1800 | 501 | 643 | 659 | 599 | 635 | 533 | 553 | 589 | 614 |
| 1900 | 351 | 554 | 526 | 478 | 517 | 556 | 436 | 488 | 526 |
| 2000 | 295 | 352 | 376 | 254 | 230 | 355 | 286 | 307 | 313 |
| 2100 | 229 | 217 | 245 | 193 | 204 | 193 | 245 | 218 | 210 |
| 2200 | 147 | 131 | 145 | 114 | 153 | 164 | 171 | 146 | 141 |
| 2300 | 78 | 93 | 100 | 83 | 67 | 123 | 123 | 95 | 93 |
| 2400 | 55 | 36 | 45 | 45 | 51 | 77 | 73 | 55 | 51 |
| Totals | 7068 | 9951 | 9918 | 9336 | 9443 | 10035 | 8229 | 9140 | 9737 |
| AM Peak Hr | 12:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 12:00 | 12:00 | 8:00 |
| AM Count | 598 | 765 | 808 | 820 | 835 | 807 | 747 | 663 | 807 |
| PM Peak Hr | 1:00 | 4:00 | 4:00 | 1:00 | 1:00 | 4:00 | 1:00 | 1:00 | 4:00 |
| PM Count | 663 | 781 | 799 | 707 | 700 | 788 | 701 | 686 | 721 |

**TOTAL ADT: 19,547**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: February 28, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1700200 | Counter ID: | TLS #2 |
| City/Town: | Cameron Park | Mile Post: | **1.81** |
| Road Name: | **Cameron Park Drive** | Location: | **200 Ft. S. of Meder Rd.** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 3 | 4 | 5 | 6 | 28 | 1 | 2 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 41 | 19 | 19 | 22 | 19 | 20 | 31 | 24 | 20 |
| 200 | 21 | 12 | 7 | 13 | 18 | 16 | 23 | 16 | 13 |
| 300 | 21 | 22 | 16 | 8 | 19 | 16 | 27 | 18 | 16 |
| 400 | 18 | 18 | 27 | 21 | 25 | 23 | 18 | 21 | 23 |
| 500 | 22 | 76 | 67 | 71 | 65 | 60 | 32 | 56 | 68 |
| 600 | 44 | 210 | 196 | 180 | 193 | 190 | 80 | 156 | 194 |
| 700 | 89 | 365 | 386 | 399 | 371 | 381 | 113 | 301 | 380 |
| 800 | 174 | 645 | 631 | 652 | 622 | 643 | 223 | 513 | 639 |
| 900 | 292 | 587 | 599 | 603 | 623 | 633 | 337 | 525 | 609 |
| 1000 | 364 | 459 | 503 | 428 | 456 | 515 | 456 | 454 | 472 |
| 1100 | 432 | 476 | 479 | 486 | 483 | 530 | 486 | 482 | 491 |
| 1200 | 407 | 562 | 488 | 493 | 529 | 579 | 530 | 513 | 530 |
| 1300 | 468 | 583 | 555 | 591 | 606 | 650 | 512 | 566 | 597 |
| 1400 | 459 | 623 | 514 | 509 | 556 | 622 | 512 | 542 | 565 |
| 1500 | 400 | 569 | 564 | 662 | 652 | 648 | 507 | 572 | 619 |
| 1600 | 337 | 625 | 674 | 530 | 624 | 658 | 463 | 559 | 622 |
| 1700 | 364 | 622 | 621 | 557 | 587 | 697 | 443 | 556 | 617 |
| 1800 | 357 | 593 | 537 | 519 | 555 | 695 | 431 | 527 | 580 |
| 1900 | 294 | 408 | 427 | 417 | 485 | 508 | 316 | 408 | 449 |
| 2000 | 206 | 227 | 215 | 226 | 246 | 305 | 255 | 240 | 244 |
| 2100 | 148 | 151 | 159 | 169 | 175 | 217 | 182 | 172 | 174 |
| 2200 | 97 | 114 | 115 | 98 | 137 | 151 | 163 | 125 | 123 |
| 2300 | 63 | 53 | 66 | 73 | 86 | 102 | 103 | 78 | 76 |
| 2400 | 41 | 52 | 38 | 38 | 48 | 63 | 72 | 50 | 48 |
| Totals | 5159 | 8071 | 7903 | 7765 | 8180 | 8922 | 6315 | 7474 | 8168 |
| AM Peak Hr | 11:00 | 8:00 | 8:00 | 8:00 | 9:00 | 8:00 | 12:00 | 9:00 | 8:00 |
| AM Count | 432 | 645 | 631 | 652 | 623 | 643 | 530 | 525 | 639 |
| PM Peak Hr | 1:00 | 4:00 | 4:00 | 3:00 | 3:00 | 5:00 | 1:00 | 3:00 | 4:00 |
| PM Count | 468 | 625 | 674 | 662 | 652 | 697 | 512 | 572 | 622 |

**TOTAL ADT: 16,320**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: February 28, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1700200 | Counter ID: | TLS #2 |
| City/Town: | Cameron Park | Mile Post: | **1.81** |
| Road Name: | **Cameron Park Drive** | Location: | **200 Ft. S. of Meder Rd.** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 3 | 4 | 5 | 6 | 28 | 1 | 2 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 65 | 31 | 40 | 41 | 36 | 47 | 56 | 45 | 39 |
| 200 | 29 | 18 | 24 | 17 | 19 | 25 | 33 | 24 | 21 |
| 300 | 27 | 12 | 11 | 6 | 14 | 14 | 30 | 16 | 11 |
| 400 | 13 | 13 | 10 | 13 | 19 | 7 | 15 | 13 | 12 |
| 500 | 13 | 18 | 19 | 12 | 16 | 13 | 18 | 16 | 16 |
| 600 | 22 | 49 | 60 | 54 | 64 | 59 | 28 | 48 | 57 |
| 700 | 33 | 230 | 237 | 229 | 242 | 224 | 59 | 179 | 232 |
| 800 | 82 | 408 | 378 | 354 | 356 | 402 | 120 | 300 | 380 |
| 900 | 158 | 378 | 388 | 384 | 417 | 430 | 216 | 339 | 399 |
| 1000 | 221 | 350 | 357 | 325 | 381 | 416 | 289 | 334 | 366 |
| 1100 | 324 | 387 | 370 | 441 | 393 | 442 | 432 | 398 | 407 |
| 1200 | 353 | 505 | 544 | 478 | 452 | 512 | 468 | 473 | 498 |
| 1300 | 512 | 591 | 494 | 536 | 562 | 601 | 504 | 543 | 557 |
| 1400 | 424 | 583 | 550 | 588 | 576 | 611 | 526 | 551 | 582 |
| 1500 | 476 | 605 | 624 | 600 | 668 | 735 | 513 | 603 | 646 |
| 1600 | 466 | 732 | 727 | 674 | 716 | 778 | 506 | 657 | 725 |
| 1700 | 390 | 829 | 821 | 686 | 777 | 807 | 490 | 686 | 784 |
| 1800 | 394 | 801 | 790 | 755 | 761 | 793 | 487 | 683 | 780 |
| 1900 | 357 | 596 | 522 | 551 | 591 | 566 | 407 | 513 | 565 |
| 2000 | 290 | 324 | 361 | 342 | 391 | 399 | 311 | 345 | 363 |
| 2100 | 212 | 253 | 267 | 284 | 310 | 342 | 211 | 268 | 291 |
| 2200 | 132 | 164 | 180 | 160 | 215 | 232 | 213 | 185 | 190 |
| 2300 | 103 | 100 | 112 | 104 | 234 | 178 | 154 | 141 | 146 |
| 2400 | 57 | 65 | 55 | 63 | 118 | 119 | 99 | 82 | 84 |
| Totals | 5153 | 8042 | 7941 | 7697 | 8328 | 8752 | 6185 | 7443 | 8152 |
| AM Peak Hr | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 353 | 505 | 544 | 478 | 452 | 512 | 468 | 473 | 498 |
| PM Peak Hr | 1:00 | 5:00 | 5:00 | 6:00 | 5:00 | 5:00 | 2:00 | 5:00 | 5:00 |
| PM Count | 512 | 829 | 821 | 755 | 777 | 807 | 526 | 686 | 784 |

**TOTAL ADT: 16,320**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1700200 | Counter ID: | TLS #4 |
| City/Town: | Cameron Park | Mile Post: | **1.81** |
| Road Name: | **Cameron Park Drive** | Location: | **200 Ft. S. of Meder Rd.** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 20 | 21 | 22 | 16 | 17 | 18 | 19 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 59 | 25 | 18 | 14 | 25 | 25 | 55 | 32 | 21 |
| 200 | 33 | 15 | 11 | 20 | 11 | 16 | 29 | 19 | 15 |
| 300 | 18 | 14 | 14 | 15 | 12 | 16 | 16 | 15 | 14 |
| 400 | 25 | 32 | 29 | 19 | 25 | 18 | 23 | 24 | 25 |
| 500 | 18 | 71 | 57 | 64 | 64 | 66 | 29 | 53 | 64 |
| 600 | 42 | 204 | 218 | 203 | 206 | 192 | 93 | 165 | 205 |
| 700 | 100 | 375 | 383 | 397 | 387 | 379 | 119 | 306 | 384 |
| 800 | 173 | 648 | 683 | 714 | 659 | 620 | 257 | 536 | 665 |
| 900 | 354 | 618 | 623 | 626 | 652 | 639 | 389 | 557 | 632 |
| 1000 | 419 | 470 | 477 | 562 | 518 | 496 | 471 | 488 | 505 |
| 1100 | 466 | 451 | 498 | 499 | 467 | 531 | 577 | 498 | 489 |
| 1200 | 508 | 575 | 538 | 557 | 534 | 546 | 606 | 552 | 550 |
| 1300 | 476 | 622 | 584 | 568 | 537 | 613 | 555 | 565 | 585 |
| 1400 | 479 | 627 | 551 | 583 | 574 | 574 | 566 | 565 | 582 |
| 1500 | 449 | 599 | 593 | 592 | 663 | 640 | 510 | 578 | 617 |
| 1600 | 444 | 582 | 660 | 623 | 613 | 717 | 491 | 590 | 639 |
| 1700 | 411 | 582 | 593 | 633 | 634 | 628 | 485 | 567 | 614 |
| 1800 | 395 | 599 | 657 | 611 | 549 | 575 | 449 | 548 | 598 |
| 1900 | 353 | 445 | 493 | 488 | 475 | 479 | 331 | 438 | 476 |
| 2000 | 231 | 247 | 274 | 253 | 266 | 337 | 227 | 262 | 275 |
| 2100 | 158 | 156 | 176 | 193 | 189 | 226 | 220 | 188 | 188 |
| 2200 | 110 | 107 | 111 | 95 | 137 | 158 | 173 | 127 | 122 |
| 2300 | 54 | 76 | 64 | 85 | 73 | 148 | 128 | 90 | 89 |
| 2400 | 38 | 42 | 30 | 39 | 52 | 108 | 88 | 57 | 54 |
| Totals | 5813 | 8182 | 8335 | 8453 | 8322 | 8747 | 6887 | 7820 | 8408 |
| AM Peak Hr | 12:00 | 8:00 | 8:00 | 8:00 | 8:00 | 9:00 | 12:00 | 9:00 | 8:00 |
| AM Count | 508 | 648 | 683 | 714 | 659 | 639 | 606 | 557 | 665 |
| PM Peak Hr | 2:00 | 2:00 | 4:00 | 5:00 | 3:00 | 4:00 | 2:00 | 4:00 | 4:00 |
| PM Count | 479 | 627 | 660 | 633 | 663 | 717 | 566 | 590 | 639 |

**TOTAL ADT: 16,770**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1700200 | Counter ID: | TLS #4 |
| City/Town: | Cameron Park | Mile Post: | **1.81** |
| Road Name: | **Cameron Park Drive** | Location: | **200 Ft. S. of Meder Rd.** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 20 | 21 | 22 | 16 | 17 | 18 | 19 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 73 | 28 | 31 | 40 | 40 | 23 | 74 | 44 | 32 |
| 200 | 45 | 24 | 16 | 13 | 14 | 24 | 34 | 24 | 18 |
| 300 | 27 | 6 | 14 | 7 | 9 | 14 | 21 | 14 | 10 |
| 400 | 16 | 9 | 18 | 15 | 17 | 14 | 19 | 15 | 15 |
| 500 | 6 | 20 | 14 | 18 | 18 | 18 | 21 | 16 | 18 |
| 600 | 11 | 52 | 61 | 61 | 58 | 58 | 19 | 46 | 58 |
| 700 | 40 | 219 | 239 | 236 | 237 | 227 | 64 | 180 | 232 |
| 800 | 85 | 402 | 399 | 404 | 397 | 392 | 121 | 314 | 399 |
| 900 | 214 | 437 | 415 | 456 | 400 | 385 | 261 | 367 | 419 |
| 1000 | 267 | 372 | 377 | 374 | 398 | 368 | 351 | 358 | 378 |
| 1100 | 379 | 415 | 437 | 458 | 408 | 432 | 473 | 429 | 430 |
| 1200 | 395 | 503 | 466 | 512 | 449 | 497 | 531 | 479 | 485 |
| 1300 | 496 | 588 | 547 | 549 | 543 | 561 | 536 | 546 | 558 |
| 1400 | 500 | 636 | 557 | 629 | 561 | 586 | 555 | 575 | 594 |
| 1500 | 456 | 625 | 717 | 638 | 659 | 708 | 550 | 622 | 669 |
| 1600 | 500 | 683 | 713 | 711 | 659 | 758 | 543 | 652 | 705 |
| 1700 | 479 | 788 | 819 | 788 | 787 | 785 | 537 | 712 | 793 |
| 1800 | 489 | 831 | 842 | 816 | 827 | 827 | 491 | 732 | 829 |
| 1900 | 416 | 589 | 602 | 631 | 614 | 603 | 402 | 551 | 608 |
| 2000 | 302 | 325 | 420 | 423 | 440 | 415 | 350 | 382 | 405 |
| 2100 | 261 | 270 | 331 | 328 | 342 | 343 | 236 | 302 | 323 |
| 2200 | 156 | 157 | 198 | 177 | 165 | 279 | 228 | 194 | 195 |
| 2300 | 90 | 103 | 107 | 107 | 115 | 167 | 194 | 126 | 120 |
| 2400 | 53 | 67 | 50 | 50 | 71 | 118 | 134 | 78 | 71 |
| Totals | 5756 | 8149 | 8390 | 8441 | 8228 | 8602 | 6745 | 7759 | 8362 |
| AM Peak Hr | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 395 | 503 | 466 | 512 | 449 | 497 | 531 | 479 | 485 |
| PM Peak Hr | 2:00 | 6:00 | 6:00 | 6:00 | 6:00 | 6:00 | 2:00 | 6:00 | 6:00 |
| PM Count | 500 | 831 | 842 | 816 | 827 | 827 | 555 | 732 | 829 |

**TOTAL ADT: 16,770**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: March 6, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1800200 | Counter ID: | 73 |
| City/Town: | Cameron Park | Mile Post: | **2.39** |
| Road Name: | **Cameron Park Drive** | Location: | **600 Ft. N. of Mira Loma Dr.** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 10 | 11 | 12 | 6 | 7 | 8 | 9 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 56 | 29 | 36 | 28 | 34 | 41 | 50 | 39 | 34 |
| 200 | 31 | 18 | 19 | 13 | 15 | 14 | 19 | 18 | 16 |
| 300 | 31 | 13 | 16 | 15 | 7 | 14 | 31 | 18 | 13 |
| 400 | 45 | 16 | 15 | 12 | 16 | 12 | 13 | 18 | 14 |
| 500 | 17 | 24 | 12 | 15 | 15 | 13 | 5 | 14 | 16 |
| 600 | 21 | 59 | 54 | 49 | 44 | 50 | 35 | 45 | 51 |
| 700 | 43 | 166 | 184 | 183 | 187 | 182 | 95 | 149 | 180 |
| 800 | 58 | 333 | 342 | 345 | 348 | 334 | 110 | 267 | 340 |
| 900 | 107 | 348 | 385 | 359 | 349 | 395 | 221 | 309 | 367 |
| 1000 | 206 | 308 | 284 | 266 | 308 | 325 | 318 | 288 | 298 |
| 1100 | 290 | 330 | 342 | 347 | 335 | 355 | 353 | 336 | 342 |
| 1200 | 331 | 365 | 353 | 327 | 334 | 390 | 388 | 355 | 354 |
| 1300 | 402 | 444 | 394 | 448 | 485 | 439 | 417 | 433 | 442 |
| 1400 | 421 | 407 | 455 | 472 | 423 | 546 | 468 | 456 | 461 |
| 1500 | 433 | 555 | 553 | 535 | 540 | 592 | 362 | 510 | 555 |
| 1600 | 457 | 573 | 619 | 529 | 568 | 661 | 418 | 546 | 590 |
| 1700 | 426 | 665 | 650 | 535 | 576 | 532 | 463 | 550 | 592 |
| 1800 | 367 | 674 | 629 | 607 | 627 | 586 | 401 | 556 | 625 |
| 1900 | 304 | 484 | 454 | 436 | 441 | 450 | 357 | 418 | 453 |
| 2000 | 262 | 325 | 356 | 268 | 289 | 341 | 245 | 298 | 316 |
| 2100 | 230 | 257 | 267 | 231 | 220 | 241 | 210 | 237 | 243 |
| 2200 | 133 | 141 | 167 | 123 | 139 | 186 | 161 | 150 | 151 |
| 2300 | 84 | 90 | 100 | 80 | 99 | 119 | 130 | 100 | 98 |
| 2400 | 46 | 60 | 57 | 45 | 54 | 89 | 80 | 62 | 61 |
| Totals | 4801 | 6684 | 6743 | 6268 | 6453 | 6907 | 5350 | 6172 | 6611 |
| AM Peak Hr | 12:00 | 12:00 | 9:00 | 9:00 | 9:00 | 9:00 | 12:00 | 12:00 | 9:00 |
| AM Count | 331 | 365 | 385 | 359 | 349 | 395 | 388 | 355 | 367 |
| PM Peak Hr | 4:00 | 6:00 | 5:00 | 6:00 | 6:00 | 4:00 | 2:00 | 6:00 | 6:00 |
| PM Count | 457 | 674 | 650 | 607 | 627 | 661 | 468 | 556 | 625 |

**TOTAL ADT: 13,276**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: March 6, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1800200 | Counter ID: | 73 |
| City/Town: | Cameron Park | Mile Post: | **2.39** |
| Road Name: | **Cameron Park Drive** | Location: | **600 Ft. N. of Mira Loma Dr.** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 10 | 11 | 12 | 6 | 7 | 8 | 9 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 45 | 22 | 24 | 15 | 20 | 27 | 33 | 27 | 22 |
| 200 | 22 | 14 | 13 | 10 | 13 | 20 | 27 | 17 | 14 |
| 300 | 22 | 10 | 10 | 8 | 8 | 16 | 15 | 13 | 10 |
| 400 | 28 | 17 | 21 | 19 | 17 | 17 | 15 | 19 | 18 |
| 500 | 29 | 58 | 46 | 56 | 50 | 47 | 29 | 45 | 51 |
| 600 | 37 | 141 | 126 | 129 | 141 | 129 | 54 | 108 | 133 |
| 700 | 69 | 328 | 337 | 376 | 332 | 341 | 112 | 271 | 343 |
| 800 | 111 | 483 | 532 | 519 | 560 | 524 | 189 | 417 | 524 |
| 900 | 195 | 474 | 480 | 457 | 455 | 510 | 329 | 414 | 475 |
| 1000 | 260 | 320 | 383 | 352 | 398 | 420 | 389 | 360 | 375 |
| 1100 | 342 | 345 | 377 | 367 | 370 | 394 | 397 | 370 | 371 |
| 1200 | 412 | 403 | 360 | 366 | 422 | 437 | 462 | 409 | 398 |
| 1300 | 455 | 459 | 397 | 393 | 433 | 468 | 443 | 435 | 430 |
| 1400 | 376 | 406 | 428 | 421 | 405 | 460 | 384 | 411 | 424 |
| 1500 | 367 | 502 | 512 | 536 | 474 | 555 | 388 | 476 | 516 |
| 1600 | 361 | 565 | 595 | 425 | 500 | 612 | 396 | 493 | 539 |
| 1700 | 363 | 546 | 497 | 451 | 514 | 537 | 398 | 472 | 509 |
| 1800 | 360 | 462 | 477 | 449 | 470 | 517 | 349 | 441 | 475 |
| 1900 | 253 | 420 | 421 | 326 | 351 | 397 | 302 | 353 | 383 |
| 2000 | 235 | 273 | 281 | 208 | 174 | 283 | 229 | 240 | 244 |
| 2100 | 174 | 191 | 192 | 159 | 151 | 160 | 179 | 172 | 171 |
| 2200 | 119 | 111 | 131 | 94 | 115 | 144 | 147 | 123 | 119 |
| 2300 | 60 | 71 | 78 | 63 | 59 | 104 | 113 | 78 | 75 |
| 2400 | 43 | 41 | 46 | 33 | 49 | 66 | 68 | 49 | 47 |
| Totals | 4738 | 6662 | 6764 | 6232 | 6481 | 7185 | 5447 | 6216 | 6665 |
| AM Peak Hr | 12:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 12:00 | 8:00 | 8:00 |
| AM Count | 412 | 483 | 532 | 519 | 560 | 524 | 462 | 417 | 524 |
| PM Peak Hr | 1:00 | 4:00 | 4:00 | 3:00 | 5:00 | 4:00 | 1:00 | 4:00 | 4:00 |
| PM Count | 455 | 565 | 595 | 536 | 514 | 612 | 443 | 493 | 539 |

**TOTAL ADT: 13,276**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1800200 | Counter ID: | 69 |
| City/Town: | Cameron Park | Mile Post: | **2.39** |
| Road Name: | **Cameron Park Drive** | Location: | **600 Ft. N. of Mira Loma Dr.** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 27 | 28 | 29 | 30 | 31 | 25 | 26 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 70 | 32 | 23 | 28 | 24 | 39 | 41 | 37 | 29 |
| 200 | 34 | 14 | 16 | 11 | 24 | 20 | 42 | 23 | 17 |
| 300 | 24 | 11 | 7 | 9 | 15 | 13 | 28 | 15 | 11 |
| 400 | 9 | 6 | 16 | 13 | 17 | 10 | 24 | 14 | 12 |
| 500 | 16 | 15 | 17 | 17 | 25 | 21 | 13 | 18 | 19 |
| 600 | 22 | 47 | 43 | 57 | 57 | 39 | 25 | 41 | 49 |
| 700 | 48 | 114 | 128 | 167 | 166 | 204 | 74 | 129 | 156 |
| 800 | 84 | 227 | 274 | 340 | 340 | 359 | 122 | 249 | 308 |
| 900 | 175 | 255 | 344 | 369 | 386 | 422 | 219 | 310 | 355 |
| 1000 | 301 | 279 | 302 | 330 | 293 | 333 | 304 | 306 | 307 |
| 1100 | 297 | 327 | 363 | 347 | 315 | 347 | 393 | 341 | 340 |
| 1200 | 295 | 344 | 391 | 372 | 396 | 399 | 481 | 383 | 380 |
| 1300 | 329 | 354 | 481 | 528 | 541 | 474 | 489 | 457 | 476 |
| 1400 | 250 | 342 | 482 | 477 | 434 | 487 | 470 | 420 | 444 |
| 1500 | 337 | 434 | 530 | 605 | 579 | 596 | 454 | 505 | 549 |
| 1600 | 285 | 453 | 546 | 539 | 612 | 645 | 433 | 502 | 559 |
| 1700 | 250 | 480 | 622 | 615 | 744 | 629 | 407 | 535 | 618 |
| 1800 | 273 | 531 | 651 | 675 | 728 | 620 | 405 | 555 | 641 |
| 1900 | 251 | 466 | 486 | 494 | 551 | 545 | 469 | 466 | 508 |
| 2000 | 197 | 323 | 291 | 332 | 378 | 407 | 319 | 321 | 346 |
| 2100 | 146 | 214 | 225 | 248 | 340 | 272 | 190 | 234 | 260 |
| 2200 | 112 | 126 | 145 | 173 | 255 | 332 | 169 | 187 | 206 |
| 2300 | 64 | 90 | 81 | 104 | 121 | 166 | 134 | 109 | 112 |
| 2400 | 37 | 53 | 56 | 51 | 79 | 106 | 104 | 69 | 69 |
| Totals | 3906 | 5537 | 6520 | 6901 | 7420 | 7485 | 5809 | 6225 | 6773 |
| AM Peak Hr | 10:00 | 12:00 | 12:00 | 12:00 | 12:00 | 9:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 301 | 344 | 391 | 372 | 396 | 422 | 481 | 383 | 380 |
| PM Peak Hr | 3:00 | 6:00 | 6:00 | 6:00 | 5:00 | 4:00 | 1:00 | 6:00 | 6:00 |
| PM Count | 337 | 531 | 651 | 675 | 744 | 645 | 489 | 555 | 641 |

**TOTAL ADT: 13,581**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1800200 | Counter ID: | 69 |
| City/Town: | Cameron Park | Mile Post: | **2.39** |
| Road Name: | **Cameron Park Drive** | Location: | **600 Ft. N. of Mira Loma Dr.** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 27 | 28 | 29 | 30 | 31 | 25 | 26 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 35 | 15 | 18 | 18 | 18 | 19 | 34 | 22 | 18 |
| 200 | 16 | 9 | 14 | 17 | 16 | 14 | 28 | 16 | 14 |
| 300 | 26 | 8 | 19 | 21 | 9 | 18 | 20 | 17 | 15 |
| 400 | 21 | 18 | 17 | 20 | 26 | 19 | 22 | 20 | 20 |
| 500 | 23 | 34 | 48 | 52 | 45 | 39 | 28 | 38 | 44 |
| 600 | 39 | 110 | 134 | 156 | 166 | 147 | 69 | 117 | 143 |
| 700 | 80 | 221 | 259 | 370 | 362 | 335 | 115 | 249 | 309 |
| 800 | 161 | 318 | 439 | 492 | 518 | 544 | 189 | 380 | 462 |
| 900 | 282 | 334 | 474 | 481 | 448 | 487 | 325 | 404 | 445 |
| 1000 | 322 | 328 | 408 | 359 | 412 | 419 | 417 | 381 | 385 |
| 1100 | 335 | 368 | 372 | 383 | 413 | 415 | 516 | 400 | 390 |
| 1200 | 359 | 378 | 390 | 421 | 410 | 441 | 522 | 417 | 408 |
| 1300 | 377 | 432 | 450 | 442 | 484 | 478 | 502 | 452 | 457 |
| 1400 | 294 | 410 | 446 | 474 | 520 | 424 | 464 | 433 | 455 |
| 1500 | 319 | 412 | 447 | 565 | 483 | 529 | 420 | 454 | 487 |
| 1600 | 296 | 479 | 516 | 502 | 512 | 564 | 464 | 476 | 515 |
| 1700 | 332 | 435 | 492 | 528 | 501 | 643 | 373 | 472 | 520 |
| 1800 | 272 | 497 | 513 | 509 | 564 | 560 | 372 | 470 | 529 |
| 1900 | 245 | 382 | 402 | 413 | 419 | 480 | 467 | 401 | 419 |
| 2000 | 175 | 245 | 294 | 239 | 310 | 340 | 288 | 270 | 286 |
| 2100 | 133 | 179 | 154 | 152 | 327 | 202 | 195 | 192 | 203 |
| 2200 | 95 | 108 | 98 | 133 | 273 | 150 | 176 | 148 | 152 |
| 2300 | 58 | 69 | 60 | 84 | 131 | 111 | 130 | 92 | 91 |
| 2400 | 32 | 26 | 30 | 36 | 58 | 59 | 74 | 45 | 42 |
| Totals | 4327 | 5815 | 6494 | 6867 | 7425 | 7437 | 6210 | 6368 | 6808 |
| AM Peak Hr | 12:00 | 12:00 | 9:00 | 8:00 | 8:00 | 8:00 | 12:00 | 12:00 | 8:00 |
| AM Count | 359 | 378 | 474 | 492 | 518 | 544 | 522 | 417 | 462 |
| PM Peak Hr | 1:00 | 6:00 | 4:00 | 3:00 | 6:00 | 5:00 | 1:00 | 4:00 | 6:00 |
| PM Count | 377 | 497 | 516 | 565 | 564 | 643 | 502 | 476 | 529 |

**TOTAL ADT: 13,581**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: March 7, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1900200 | Counter ID: | 69 |
| City/Town: | Cameron Park | Mile Post: | **3.35** |
| Road Name: | **Cameron Park Drive** | Location: | **200 Ft. S. of Green Valley Rd.** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 10 | 11 | 12 | 13 | 7 | 8 | 9 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 29 | 16 | 22 | | 25 | 26 | 24 | | 22 |
| 200 | 14 | 8 | 9 | | 12 | 8 | 8 | | 9 |
| 300 | 24 | 6 | 8 | | 5 | 5 | 16 | | 6 |
| 400 | 21 | 11 | 11 | | 13 | 6 | 13 | | 10 |
| 500 | 14 | 28 | 17 | | 15 | 17 | 9 | | 19 |
| 600 | 19 | 77 | 65 | | 60 | 61 | 29 | | 66 |
| 700 | 32 | 164 | 183 | | 181 | 176 | 97 | | 176 |
| 800 | 54 | 319 | 300 | | 341 | 316 | 122 | | 319 |
| 900 | 118 | 332 | 402 | | 348 | 341 | 208 | | 356 |
| 1000 | 197 | 262 | 277 | | 259 | 254 | 305 | | 263 |
| 1100 | 266 | 281 | 253 | | 264 | 298 | 310 | | 274 |
| 1200 | 281 | 332 | 298 | | 254 | 309 | 314 | | 298 |
| 1300 | 297 | 371 | 318 | | 342 | 336 | 339 | | 342 |
| 1400 | 307 | 362 | 335 | | 327 | 404 | 376 | | 357 |
| 1500 | 354 | 405 | 421 | | 425 | 460 | 273 | | 428 |
| 1600 | 378 | 434 | 445 | | 410 | 455 | 318 | | 436 |
| 1700 | 314 | 465 | 459 | | 431 | 415 | 341 | | 443 |
| 1800 | 293 | 501 | 431 | | 437 | 439 | 305 | | 452 |
| 1900 | 219 | 351 | 338 | | 326 | 322 | 240 | | 334 |
| 2000 | 191 | 207 | 253 | | 202 | 251 | 173 | | 228 |
| 2100 | 145 | 167 | 186 | | 148 | 175 | 152 | | 169 |
| 2200 | 102 | 102 | 117 | | 101 | 129 | 95 | | 112 |
| 2300 | 53 | 52 | 56 | | 53 | 87 | 68 | | 62 |
| 2400 | 30 | 32 | 36 | | 18 | 47 | 44 | | 33 |
| Totals | 3752 | 5285 | 5240 | | 4997 | 5337 | 4179 | | 5215 |
| AM Peak Hr | 12:00 | 9:00 | 9:00 | | 9:00 | 9:00 | 12:00 | | 9:00 |
| AM Count | 281 | 332 | 402 | | 348 | 341 | 314 | | 356 |
| PM Peak Hr | 4:00 | 6:00 | 5:00 | | 6:00 | 3:00 | 2:00 | | 6:00 |
| PM Count | 378 | 501 | 459 | | 437 | 460 | 376 | | 452 |

**TOTAL ADT: 9,957**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: March 7, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1900200 | Counter ID: | 69 |
| City/Town: | Cameron Park | Mile Post: | **3.35** |
| Road Name: | **Cameron Park Drive** | Location: | **200 Ft. S. of Green Valley Rd.** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 10 | 11 | 12 | 13 | 7 | 8 | 9 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 31 | 11 | 15 | | 23 | 21 | 23 | | 18 |
| 200 | 22 | 9 | 7 | | 6 | 12 | 23 | | 9 |
| 300 | 11 | 5 | 8 | | 7 | 7 | 7 | | 7 |
| 400 | 13 | 8 | 11 | | 6 | 7 | 10 | | 8 |
| 500 | 24 | 39 | 26 | | 27 | 29 | 18 | | 30 |
| 600 | 15 | 63 | 57 | | 72 | 65 | 23 | | 64 |
| 700 | 41 | 169 | 171 | | 167 | 184 | 64 | | 173 |
| 800 | 54 | 282 | 331 | | 361 | 342 | 125 | | 329 |
| 900 | 118 | 348 | 351 | | 329 | 365 | 188 | | 348 |
| 1000 | 174 | 223 | 285 | | 277 | 292 | 253 | | 269 |
| 1100 | 235 | 237 | 258 | | 233 | 267 | 277 | | 249 |
| 1200 | 262 | 300 | 249 | | 288 | 305 | 348 | | 286 |
| 1300 | 328 | 335 | 287 | | 301 | 334 | 310 | | 314 |
| 1400 | 259 | 287 | 298 | | 276 | 315 | 276 | | 294 |
| 1500 | 272 | 360 | 368 | | 345 | 400 | 277 | | 368 |
| 1600 | 256 | 434 | 436 | | 391 | 482 | 285 | | 436 |
| 1700 | 287 | 401 | 353 | | 390 | 399 | 289 | | 386 |
| 1800 | 253 | 342 | 337 | | 340 | 380 | 255 | | 350 |
| 1900 | 187 | 295 | 324 | | 285 | 293 | 202 | | 299 |
| 2000 | 181 | 187 | 208 | | 147 | 202 | 177 | | 186 |
| 2100 | 113 | 172 | 142 | | 116 | 113 | 133 | | 136 |
| 2200 | 82 | 83 | 85 | | 94 | 112 | 96 | | 94 |
| 2300 | 33 | 54 | 53 | | 42 | 97 | 85 | | 62 |
| 2400 | 25 | 22 | 28 | | 26 | 41 | 45 | | 29 |
| Totals | 3276 | 4666 | 4688 | | 4549 | 5064 | 3789 | | 4742 |
| AM Peak Hr | 12:00 | 9:00 | 9:00 | | 8:00 | 9:00 | 12:00 | | 9:00 |
| AM Count | 262 | 348 | 351 | | 361 | 365 | 348 | | 348 |
| PM Peak Hr | 1:00 | 4:00 | 4:00 | | 4:00 | 4:00 | 1:00 | | 4:00 |
| PM Count | 328 | 434 | 436 | | 391 | 482 | 310 | | 436 |

**TOTAL ADT: 9,957**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1900200 | Counter ID: | 66 |
| City/Town: | Cameron Park | Mile Post: | **3.35** |
| Road Name: | **Cameron Park Drive** | Location: | **200 Ft. S. of Green Valley Rd.** |
| Lanes: | 2 | Direction: | NORTHBOUND |

| Date | 27 | 28 | 29 | 30 | 31 | 25 | 26 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 29 | 10 | 9 | 16 | 15 | 27 | 30 | 19 | 15 |
| 200 | 15 | 7 | 10 | 10 | 14 | 9 | 16 | 12 | 10 |
| 300 | 14 | 4 | 7 | 11 | 8 | 10 | 9 | 9 | 8 |
| 400 | 7 | 3 | 11 | 8 | 11 | 7 | 10 | 8 | 8 |
| 500 | 10 | 12 | 22 | 21 | 31 | 15 | 12 | 18 | 20 |
| 600 | 19 | 46 | 64 | 74 | 72 | 66 | 32 | 53 | 64 |
| 700 | 35 | 112 | 155 | 183 | 180 | 224 | 98 | 141 | 171 |
| 800 | 80 | 221 | 271 | 307 | 307 | 344 | 135 | 238 | 290 |
| 900 | 163 | 234 | 294 | 342 | 353 | 375 | 227 | 284 | 320 |
| 1000 | 305 | 261 | 281 | 265 | 279 | 265 | 275 | 276 | 270 |
| 1100 | 256 | 276 | 279 | 297 | 257 | 284 | 331 | 283 | 279 |
| 1200 | 279 | 309 | 329 | 304 | 318 | 326 | 371 | 319 | 317 |
| 1300 | 302 | 289 | 377 | 388 | 399 | 354 | 387 | 357 | 361 |
| 1400 | 211 | 286 | 374 | 413 | 321 | 379 | 360 | 335 | 355 |
| 1500 | 248 | 324 | 419 | 445 | 412 | 448 | 354 | 379 | 410 |
| 1600 | 227 | 315 | 419 | 388 | 454 | 474 | 348 | 375 | 410 |
| 1700 | 194 | 328 | 411 | 434 | 485 | 438 | 324 | 373 | 419 |
| 1800 | 186 | 368 | 443 | 478 | 497 | 412 | 311 | 385 | 440 |
| 1900 | 186 | 300 | 325 | 341 | 379 | 374 | 329 | 319 | 344 |
| 2000 | 111 | 213 | 211 | 216 | 275 | 295 | 221 | 220 | 242 |
| 2100 | 65 | 156 | 163 | 166 | 245 | 197 | 113 | 158 | 185 |
| 2200 | 63 | 93 | 88 | 97 | 165 | 216 | 108 | 119 | 132 |
| 2300 | 33 | 52 | 45 | 64 | 74 | 103 | 67 | 63 | 68 |
| 2400 | 13 | 20 | 27 | 30 | 37 | 58 | 54 | 34 | 34 |
| Totals | 3051 | 4239 | 5034 | 5298 | 5588 | 5700 | 4522 | 4776 | 5172 |
| AM Peak Hr | 10:00 | 12:00 | 12:00 | 9:00 | 9:00 | 9:00 | 12:00 | 12:00 | 9:00 |
| AM Count | 305 | 309 | 329 | 342 | 353 | 375 | 371 | 319 | 320 |
| PM Peak Hr | 1:00 | 6:00 | 6:00 | 6:00 | 6:00 | 4:00 | 1:00 | 6:00 | 6:00 |
| PM Count | 302 | 368 | 443 | 478 | 497 | 474 | 387 | 385 | 440 |

**TOTAL ADT: 10,075**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1900200 | Counter ID: | 66 |
| City/Town: | Cameron Park | Mile Post: | **3.35** |
| Road Name: | **Cameron Park Drive** | Location: | **200 Ft. S. of Green Valley Rd.** |
| Lanes: | 2 | Direction: | SOUTHBOUND |

| Date | 27 | 28 | 29 | 30 | 31 | 25 | 26 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 26 | 11 | 18 | 13 | 9 | 9 | 28 | 16 | 12 |
| 200 | 17 | 7 | 10 | 10 | 6 | 7 | 21 | 11 | 8 |
| 300 | 19 | 3 | 11 | 18 | 7 | 9 | 20 | 12 | 10 |
| 400 | 11 | 6 | 7 | 10 | 12 | 9 | 7 | 9 | 9 |
| 500 | 16 | 15 | 18 | 30 | 26 | 20 | 12 | 20 | 22 |
| 600 | 22 | 55 | 62 | 80 | 91 | 84 | 29 | 60 | 74 |
| 700 | 42 | 107 | 137 | 195 | 180 | 172 | 77 | 130 | 158 |
| 800 | 90 | 182 | 291 | 318 | 352 | 342 | 126 | 243 | 297 |
| 900 | 180 | 214 | 348 | 344 | 289 | 340 | 231 | 278 | 307 |
| 1000 | 208 | 234 | 306 | 251 | 327 | 316 | 282 | 275 | 287 |
| 1100 | 273 | 270 | 250 | 275 | 292 | 286 | 348 | 285 | 275 |
| 1200 | 270 | 286 | 290 | 329 | 324 | 326 | 385 | 316 | 311 |
| 1300 | 281 | 336 | 345 | 319 | 377 | 331 | 346 | 334 | 342 |
| 1400 | 225 | 304 | 317 | 345 | 397 | 300 | 343 | 319 | 333 |
| 1500 | 243 | 289 | 347 | 427 | 362 | 381 | 323 | 339 | 361 |
| 1600 | 245 | 371 | 413 | 353 | 391 | 441 | 353 | 367 | 394 |
| 1700 | 267 | 350 | 389 | 386 | 375 | 480 | 317 | 366 | 396 |
| 1800 | 216 | 370 | 386 | 387 | 413 | 411 | 277 | 351 | 393 |
| 1900 | 193 | 300 | 327 | 314 | 323 | 360 | 290 | 301 | 325 |
| 2000 | 148 | 214 | 230 | 188 | 220 | 263 | 198 | 209 | 223 |
| 2100 | 114 | 128 | 124 | 137 | 267 | 158 | 174 | 157 | 163 |
| 2200 | 85 | 93 | 86 | 83 | 196 | 118 | 142 | 115 | 115 |
| 2300 | 45 | 48 | 40 | 64 | 85 | 80 | 97 | 66 | 63 |
| 2400 | 18 | 26 | 16 | 24 | 33 | 33 | 61 | 30 | 26 |
| Totals | 3254 | 4219 | 4768 | 4900 | 5354 | 5276 | 4487 | 4608 | 4903 |
| AM Peak Hr | 11:00 | 12:00 | 9:00 | 9:00 | 8:00 | 8:00 | 12:00 | 12:00 | 12:00 |
| AM Count | 273 | 286 | 348 | 344 | 352 | 342 | 385 | 316 | 311 |
| PM Peak Hr | 1:00 | 4:00 | 4:00 | 3:00 | 6:00 | 5:00 | 4:00 | 4:00 | 5:00 |
| PM Count | 281 | 371 | 413 | 427 | 413 | 480 | 353 | 367 | 396 |

**TOTAL ADT: 10,075**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1050135 | Counter ID: | TLS #4 |
| City/Town: | Cameron Park | Mile Post: | **0.04** |
| Road Name: | **Meder Road** | Location: | **200 Ft. E. of Cameron Park Dr.** |
| Lanes: | 2 | Direction: | EASTBOUND |

| Date | 20 | 21 | 22 | 16 | 17 | 18 | 19 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day<br>Time | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| 100 | 23 | 6 | 6 | 11 | 7 | 7 | 16 | 11 | 7 |
| 200 | 9 | 4 | 3 | 5 | 4 | 8 | 6 | 6 | 5 |
| 300 | 6 | 1 | 5 | 3 | 3 | 2 | 10 | 4 | 3 |
| 400 | 4 | 3 | 2 | 2 | 6 | 5 | 4 | 4 | 4 |
| 500 | 1 | 2 | 0 | 2 | 1 | 2 | 4 | 2 | 1 |
| 600 | 2 | 6 | 12 | 7 | 9 | 10 | 1 | 7 | 9 |
| 700 | 6 | 202 | 224 | 224 | 230 | 223 | 16 | 161 | 221 |
| 800 | 26 | 201 | 184 | 197 | 183 | 191 | 36 | 145 | 191 |
| 900 | 50 | 92 | 123 | 183 | 132 | 124 | 84 | 113 | 131 |
| 1000 | 85 | 113 | 107 | 106 | 134 | 110 | 102 | 108 | 114 |
| 1100 | 111 | 120 | 113 | 118 | 116 | 127 | 135 | 120 | 119 |
| 1200 | 106 | 126 | 129 | 147 | 134 | 114 | 160 | 131 | 130 |
| 1300 | 156 | 261 | 140 | 173 | 163 | 155 | 155 | 172 | 178 |
| 1400 | 159 | 210 | 189 | 198 | 229 | 189 | 170 | 192 | 203 |
| 1500 | 145 | 223 | 266 | 285 | 249 | 290 | 160 | 231 | 263 |
| 1600 | 161 | 230 | 238 | 217 | 216 | 264 | 178 | 215 | 233 |
| 1700 | 151 | 221 | 259 | 253 | 223 | 227 | 167 | 214 | 237 |
| 1800 | 157 | 246 | 286 | 269 | 279 | 229 | 146 | 230 | 262 |
| 1900 | 113 | 209 | 207 | 212 | 203 | 186 | 120 | 179 | 203 |
| 2000 | 113 | 111 | 151 | 132 | 119 | 165 | 85 | 125 | 136 |
| 2100 | 66 | 89 | 94 | 99 | 97 | 117 | 84 | 92 | 99 |
| 2200 | 40 | 46 | 66 | 63 | 61 | 101 | 75 | 65 | 67 |
| 2300 | 23 | 16 | 34 | 28 | 31 | 68 | 54 | 36 | 35 |
| 2400 | 21 | 9 | 11 | 8 | 19 | 53 | 48 | 24 | 20 |
| Totals | 1734 | 2747 | 2849 | 2942 | 2848 | 2967 | 2016 | 2586 | 2871 |
| AM Peak Hr | 11:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 12:00 | 7:00 | 7:00 |
| AM Count | 111 | 202 | 224 | 224 | 230 | 223 | 160 | 161 | 221 |
| PM Peak Hr | 4:00 | 1:00 | 6:00 | 3:00 | 6:00 | 3:00 | 4:00 | 3:00 | 3:00 |
| PM Count | 161 | 261 | 286 | 285 | 279 | 290 | 178 | 231 | 263 |

**TOTAL ADT: 6,000**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 25, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1050135 | Counter ID: | TLS #4 |
| City/Town: | Cameron Park | Mile Post: | **0.04** |
| Road Name: | **Meder Road** | Location: | **200 Ft. E. of Cameron Park Dr.** |
| Lanes: | 2 | Direction: | WESTBOUND |

| Date | 20 | 21 | 22 | 16 | 17 | 18 | 19 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 34 | 4 | 4 | 4 | 3 | 3 | 18 | 10 | 4 |
| 200 | 6 | 4 | 5 | 3 | 3 | 2 | 8 | 4 | 3 |
| 300 | 9 | 3 | 2 | 4 | 1 | 4 | 3 | 4 | 3 |
| 400 | 10 | 11 | 6 | 3 | 11 | 4 | 4 | 7 | 7 |
| 500 | 2 | 22 | 16 | 17 | 17 | 16 | 10 | 14 | 18 |
| 600 | 6 | 53 | 59 | 55 | 56 | 53 | 19 | 43 | 55 |
| 700 | 32 | 180 | 201 | 176 | 190 | 195 | 36 | 144 | 188 |
| 800 | 47 | 323 | 324 | 325 | 312 | 316 | 93 | 249 | 320 |
| 900 | 116 | 213 | 217 | 252 | 220 | 250 | 148 | 202 | 230 |
| 1000 | 153 | 145 | 171 | 203 | 187 | 182 | 169 | 173 | 178 |
| 1100 | 147 | 152 | 153 | 162 | 139 | 165 | 152 | 153 | 154 |
| 1200 | 159 | 188 | 167 | 205 | 191 | 164 | 201 | 182 | 183 |
| 1300 | 165 | 259 | 204 | 216 | 208 | 205 | 160 | 202 | 218 |
| 1400 | 134 | 301 | 195 | 264 | 280 | 233 | 172 | 226 | 255 |
| 1500 | 132 | 258 | 262 | 255 | 326 | 295 | 151 | 240 | 279 |
| 1600 | 138 | 202 | 267 | 236 | 197 | 351 | 152 | 220 | 251 |
| 1700 | 144 | 189 | 206 | 224 | 205 | 191 | 143 | 186 | 203 |
| 1800 | 136 | 197 | 247 | 224 | 180 | 194 | 180 | 194 | 208 |
| 1900 | 95 | 117 | 141 | 174 | 152 | 142 | 94 | 131 | 145 |
| 2000 | 76 | 62 | 103 | 61 | 94 | 90 | 74 | 80 | 82 |
| 2100 | 58 | 30 | 52 | 84 | 69 | 88 | 59 | 63 | 65 |
| 2200 | 45 | 27 | 27 | 26 | 49 | 52 | 38 | 38 | 36 |
| 2300 | 13 | 11 | 16 | 18 | 16 | 41 | 37 | 22 | 20 |
| 2400 | 8 | 4 | 11 | 7 | 15 | 78 | 19 | 20 | 23 |
| Totals | 1865 | 2955 | 3056 | 3198 | 3121 | 3314 | 2140 | 2807 | 3129 |
| AM Peak Hr | 12:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 12:00 | 8:00 | 8:00 |
| AM Count | 159 | 323 | 324 | 325 | 312 | 316 | 201 | 249 | 320 |
| PM Peak Hr | 1:00 | 2:00 | 4:00 | 2:00 | 3:00 | 4:00 | 6:00 | 3:00 | 3:00 |
| PM Count | 165 | 301 | 267 | 264 | 326 | 351 | 180 | 240 | 279 |

**TOTAL ADT: 6,000**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 1, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1200135 | Counter ID: | 71 |
| City/Town: | Cameron Park | Mile Post: | **2.33** |
| Road Name: | **Meder Road** | Location: | **500 Ft. W. of Ponderosa Rd.** |
| Lanes: | 2 | Direction: | EASTBOUND |

| Date | 6 | 7 | 1 | 2 | 3 | 4 | 5 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day<br>Time | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| 100 | 3 | 5 | 2 | 0 | 0 | 0 | 5 | 2 | 1 |
| 200 | 2 | 1 | 2 | 3 | 2 | 1 | 1 | 2 | 2 |
| 300 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 1 |
| 400 | 1 | 5 | 4 | 8 | 6 | 5 | 0 | 4 | 6 |
| 500 | 1 | 13 | 11 | 7 | 4 | 4 | 5 | 6 | 8 |
| 600 | 7 | 22 | 30 | 23 | 26 | 19 | 8 | 19 | 24 |
| 700 | 10 | 263 | 312 | 275 | 272 | 292 | 47 | 210 | 283 |
| 800 | 34 | 243 | 206 | 214 | 211 | 185 | 49 | 163 | 212 |
| 900 | 77 | 145 | 131 | 157 | 153 | 150 | 105 | 131 | 147 |
| 1000 | 111 | 80 | 83 | 86 | 79 | 87 | 121 | 92 | 83 |
| 1100 | 86 | 100 | 78 | 81 | 83 | 99 | 122 | 93 | 88 |
| 1200 | 92 | 80 | 75 | 79 | 110 | 110 | 96 | 92 | 91 |
| 1300 | 83 | 192 | 95 | 77 | 108 | 94 | 108 | 108 | 113 |
| 1400 | 70 | 149 | 88 | 105 | 90 | 131 | 91 | 103 | 113 |
| 1500 | 65 | 118 | 169 | 212 | 200 | 302 | 69 | 162 | 200 |
| 1600 | 61 | 116 | 161 | 129 | 113 | 219 | 74 | 125 | 148 |
| 1700 | 61 | 105 | 137 | 133 | 202 | 161 | 83 | 126 | 148 |
| 1800 | 61 | 143 | 179 | 178 | 160 | 142 | 76 | 134 | 160 |
| 1900 | 48 | 63 | 95 | 120 | 187 | 84 | 55 | 93 | 110 |
| 2000 | 36 | 57 | 74 | 70 | 74 | 73 | 62 | 64 | 70 |
| 2100 | 15 | 26 | 23 | 36 | 23 | 41 | 59 | 32 | 30 |
| 2200 | 13 | 15 | 9 | 15 | 17 | 32 | 35 | 19 | 18 |
| 2300 | 9 | 5 | 7 | 9 | 4 | 18 | 28 | 11 | 9 |
| 2400 | 1 | 3 | 4 | 2 | 2 | 8 | 4 | 3 | 4 |
| Totals | 947 | 1949 | 1975 | 2021 | 2128 | 2258 | 1304 | 1797 | 2066 |
| AM Peak Hr | 10:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 11:00 | 7:00 | 7:00 |
| AM Count | 111 | 263 | 312 | 275 | 272 | 292 | 122 | 210 | 283 |
| PM Peak Hr | 1:00 | 1:00 | 6:00 | 3:00 | 5:00 | 3:00 | 1:00 | 3:00 | 3:00 |
| PM Count | 83 | 192 | 179 | 212 | 202 | 302 | 108 | 162 | 200 |

**TOTAL ADT: 4,213**

# EL DORADO COUNTY
# DEPARTMENT OF TRANSPORTATION

**Count Summary Beginning: October 1, 2019**

| | | | |
|---|---|---|---|
| Count Station: | 1200135 | Counter ID: | 71 |
| City/Town: | Cameron Park | Mile Post: | **2.33** |
| Road Name: | **Meder Road** | Location: | **500 Ft. W. of Ponderosa Rd.** |
| Lanes: | 2 | Direction: | WESTBOUND |

| Date | 6 | 7 | 1 | 2 | 3 | 4 | 5 | Weekly | Wk Day |
|---|---|---|---|---|---|---|---|---|---|
| Day | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Average | Avg. |
| Time | | | | | | | | | |
| 100 | 4 | 3 | 7 | 2 | 6 | 6 | 11 | 6 | 5 |
| 200 | 6 | 4 | 2 | 6 | 2 | 3 | 7 | 4 | 3 |
| 300 | 4 | 3 | 1 | 1 | 2 | 2 | 2 | 2 | 2 |
| 400 | 2 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 1 |
| 500 | 1 | 1 | 4 | 2 | 2 | 1 | 0 | 2 | 2 |
| 600 | 4 | 8 | 7 | 9 | 7 | 5 | 5 | 6 | 7 |
| 700 | 4 | 107 | 165 | 207 | 198 | 175 | 23 | 126 | 170 |
| 800 | 13 | 151 | 150 | 166 | 137 | 143 | 28 | 113 | 149 |
| 900 | 31 | 81 | 82 | 89 | 94 | 99 | 58 | 76 | 89 |
| 1000 | 41 | 66 | 65 | 60 | 80 | 75 | 71 | 65 | 69 |
| 1100 | 82 | 95 | 70 | 81 | 81 | 86 | 107 | 86 | 83 |
| 1200 | 90 | 120 | 74 | 86 | 99 | 94 | 106 | 96 | 95 |
| 1300 | 89 | 236 | 131 | 148 | 260 | 141 | 110 | 159 | 183 |
| 1400 | 88 | 243 | 165 | 83 | 110 | 160 | 82 | 133 | 152 |
| 1500 | 83 | 113 | 192 | 355 | 230 | 217 | 106 | 185 | 221 |
| 1600 | 84 | 158 | 225 | 146 | 162 | 218 | 128 | 160 | 182 |
| 1700 | 86 | 142 | 182 | 174 | 217 | 154 | 140 | 156 | 174 |
| 1800 | 55 | 170 | 196 | 218 | 207 | 121 | 95 | 152 | 182 |
| 1900 | 62 | 129 | 171 | 141 | 138 | 81 | 79 | 114 | 132 |
| 2000 | 50 | 69 | 94 | 104 | 94 | 91 | 66 | 81 | 90 |
| 2100 | 32 | 41 | 72 | 86 | 118 | 100 | 43 | 70 | 83 |
| 2200 | 15 | 30 | 26 | 37 | 86 | 47 | 33 | 39 | 45 |
| 2300 | 11 | 14 | 15 | 22 | 13 | 23 | 27 | 18 | 17 |
| 2400 | 5 | 5 | 8 | 7 | 6 | 20 | 11 | 9 | 9 |
| Totals | 942 | 1989 | 2104 | 2231 | 2349 | 2064 | 1340 | 1860 | 2147 |
| AM Peak Hr | 12:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 11:00 | 7:00 | 7:00 |
| AM Count | 90 | 151 | 165 | 207 | 198 | 175 | 107 | 126 | 170 |
| PM Peak Hr | 1:00 | 2:00 | 4:00 | 3:00 | 1:00 | 4:00 | 5:00 | 3:00 | 3:00 |
| PM Count | 89 | 243 | 225 | 355 | 260 | 218 | 140 | 185 | 221 |

**TOTAL ADT: 4,213**

KDA

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 15 | 303 | 16 | 8 | 474 |
| Future Vol, veh/h | 27 | 15 | 303 | 16 | 8 | 474 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 16 | 329 | 17 | 9 | 515 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 871 | 338 | 0 | 0 | 346 | 0 |
| Stage 1 | 338 | - | - | - | - | - |
| Stage 2 | 533 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 322 | 704 | - | - | 1213 | - |
| Stage 1 | 722 | - | - | - | - | - |
| Stage 2 | 588 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 319 | 704 | - | - | 1213 | - |
| Mov Cap-2 Maneuver | 319 | - | - | - | - | - |
| Stage 1 | 722 | - | - | - | - | - |
| Stage 2 | 582 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.3 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 396 | 1213 | - |
| HCM Lane V/C Ratio | - | - | 0.115 | 0.007 | - |
| HCM Control Delay (s) | - | - | 15.3 | 8 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | ↰ | ↱ | | ↰ | ↱ | |
| Traffic Vol, veh/h | 5 | 0 | 17 | 55 | 0 | 75 | 40 | 238 | 16 | 8 | 467 | 8 |
| Future Vol, veh/h | 5 | 0 | 17 | 55 | 0 | 75 | 40 | 238 | 16 | 8 | 467 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 200 | - | - | 150 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 18 | 60 | 0 | 82 | 43 | 259 | 17 | 9 | 508 | 9 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 926 | 893 | 513 | 894 | 889 | 268 | 517 | 0 | 0 | 276 | 0 | 0 |
| Stage 1 | 531 | 531 | - | 354 | 354 | - | - | - | - | - | - | - |
| Stage 2 | 395 | 362 | - | 540 | 535 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 249 | 281 | 561 | 262 | 282 | 771 | 1049 | - | - | 1287 | - | - |
| Stage 1 | 532 | 526 | - | 663 | 630 | - | - | - | - | - | - | - |
| Stage 2 | 630 | 625 | - | 526 | 524 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 215 | 268 | 561 | 244 | 268 | 771 | 1049 | - | - | 1287 | - | - |
| Mov Cap-2 Maneuver | 215 | 268 | - | 244 | 268 | - | - | - | - | - | - | - |
| Stage 1 | 510 | 522 | - | 636 | 604 | - | - | - | - | - | - | - |
| Stage 2 | 540 | 599 | - | 505 | 520 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 14.3 | 18.7 | 1.2 | 0.1 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1049 | - | - | 411 | 403 | 1287 | - | - |
| HCM Lane V/C Ratio | 0.041 | - | - | 0.058 | 0.351 | 0.007 | - | - |
| HCM Control Delay (s) | 8.6 | - | - | 14.3 | 18.7 | 7.8 | - | - |
| HCM Lane LOS | A | - | - | B | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 1.5 | 0 | - | - |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 175 | 71 | 214 | 80 | 113 | 443 |
| Future Volume (veh/h) | 175 | 71 | 214 | 80 | 113 | 443 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 190 | 77 | 233 | 87 | 123 | 482 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 0 | 0 | 613 | 519 | 186 | 1220 |
| Arrive On Green | 0.00 | 0.00 | 0.33 | 0.33 | 0.10 | 0.65 |
| Sat Flow, veh/h | 0 | | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 0.0 | | 233 | 87 | 123 | 482 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | | | 1.6 | 0.6 | 1.1 | 2.0 |
| Cycle Q Clear(g_c), s | | | 1.6 | 0.6 | 1.1 | 2.0 |
| Prop In Lane | | | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | | | 613 | 519 | 186 | 1220 |
| V/C Ratio(X) | | | 0.38 | 0.17 | 0.66 | 0.40 |
| Avail Cap(c_a), veh/h | | | 3539 | 2999 | 979 | 4567 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | 4.2 | 3.9 | 7.1 | 1.3 |
| Incr Delay (d2), s/veh | | | 0.1 | 0.1 | 1.5 | 0.1 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.1 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 4.4 | 4.0 | 8.5 | 1.4 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 320 | | | 605 |
| Approach Delay, s/veh | | | 4.3 | | | 2.9 |
| Approach LOS | | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.3 | 11.1 | | | | 16.4 |
| Change Period (Y+Rc), s | 3.6 | 5.7 | | | | 5.7 |
| Max Green Setting (Gmax), s | 9.0 | 31.0 | | | | 40.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 3.6 | | | | 4.0 |
| Green Ext Time (p_c), s | 0.0 | 0.5 | | | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 3.3 |
| HCM 6th LOS | A |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 19 | 615 | 36 | 12 | 492 |
| Future Vol, veh/h | 12 | 19 | 615 | 36 | 12 | 492 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 21 | 668 | 39 | 13 | 535 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1249 | 688 | 0 | 0 | 707 | 0 |
| Stage 1 | 688 | - | - | - | - | - |
| Stage 2 | 561 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 191 | 446 | - | - | 891 | - |
| Stage 1 | 499 | - | - | - | - | - |
| Stage 2 | 571 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 187 | 446 | - | - | 891 | - |
| Mov Cap-2 Maneuver | 187 | - | - | - | - | - |
| Stage 1 | 499 | - | - | - | - | - |
| Stage 2 | 559 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 19 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 290 | 891 | - |
| HCM Lane V/C Ratio | - | - | 0.116 | 0.015 | - |
| HCM Control Delay (s) | - | - | 19 | 9.1 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | ↰ | ↱ | | ↰ | ↱ | |
| Traffic Vol, veh/h | 8 | 0 | 25 | 34 | 0 | 38 | 29 | 586 | 87 | 63 | 438 | 6 |
| Future Vol, veh/h | 8 | 0 | 25 | 34 | 0 | 38 | 29 | 586 | 87 | 63 | 438 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 200 | - | - | 150 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 0 | 27 | 37 | 0 | 41 | 32 | 637 | 95 | 68 | 476 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1385 | 1412 | 480 | 1378 | 1368 | 685 | 483 | 0 | 0 | 732 | 0 | 0 |
| Stage 1 | 616 | 616 | - | 749 | 749 | - | - | - | - | - | - | - |
| Stage 2 | 769 | 796 | - | 629 | 619 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 121 | 138 | 586 | 122 | 147 | 448 | 1080 | - | - | 873 | - | - |
| Stage 1 | 478 | 482 | - | 404 | 419 | - | - | - | - | - | - | - |
| Stage 2 | 394 | 399 | - | 470 | 480 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 101 | 123 | 586 | 107 | 131 | 448 | 1080 | - | - | 873 | - | - |
| Mov Cap-2 Maneuver | 101 | 123 | - | 107 | 131 | - | - | - | - | - | - | - |
| Stage 1 | 464 | 444 | - | 392 | 406 | - | - | - | - | - | - | - |
| Stage 2 | 347 | 387 | - | 413 | 443 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 20.3 | 39.9 | 0.3 | 1.2 |
| HCM LOS | C | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1080 | - | - | 271 | 179 | 873 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.132 | 0.437 | 0.078 | - | - |
| HCM Control Delay (s) | 8.4 | - | - | 20.3 | 39.9 | 9.5 | - | - |
| HCM Lane LOS | A | - | - | C | E | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.5 | 2 | 0.3 | - | - |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 148 | 98 | 576 | 206 | 96 | 457 |
| Future Volume (veh/h) | 148 | 98 | 576 | 206 | 96 | 457 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 161 | 107 | 626 | 224 | 104 | 497 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 0 | 0 | 835 | 708 | 156 | 1336 |
| Arrive On Green | 0.00 | 0.00 | 0.45 | 0.45 | 0.09 | 0.71 |
| Sat Flow, veh/h | 0 | | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 0.0 | | 626 | 224 | 104 | 497 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | | | 5.6 | 1.8 | 1.1 | 2.1 |
| Cycle Q Clear(g_c), s | | | 5.6 | 1.8 | 1.1 | 2.1 |
| Prop In Lane | | | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | | | 835 | 708 | 156 | 1336 |
| V/C Ratio(X) | | | 0.75 | 0.32 | 0.66 | 0.37 |
| Avail Cap(c_a), veh/h | | | 2904 | 2461 | 803 | 3747 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | 4.6 | 3.6 | 8.8 | 1.1 |
| Incr Delay (d2), s/veh | | | 0.5 | 0.1 | 1.8 | 0.1 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.1 | 0.0 | 0.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 5.1 | 3.7 | 10.6 | 1.2 |
| LnGrp LOS | | | A | A | B | A |
| Approach Vol, veh/h | | | 850 | | | 601 |
| Approach Delay, s/veh | | | 4.7 | | | 2.8 |
| Approach LOS | | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.4 | 14.6 | | | | 20.0 |
| Change Period (Y+Rc), s | 3.6 | 5.7 | | | | 5.7 |
| Max Green Setting (Gmax), s | 9.0 | 31.0 | | | | 40.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 7.6 | | | | 4.1 |
| Green Ext Time (p_c), s | 0.0 | 1.4 | | | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 3.9 |
| HCM 6th LOS | A |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 15 | 307 | 16 | 8 | 478 |
| Future Vol, veh/h | 27 | 15 | 307 | 16 | 8 | 478 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 16 | 334 | 17 | 9 | 520 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 881 | 343 | 0 | 0 | 351 | 0 |
| Stage 1 | 343 | - | - | - | - | - |
| Stage 2 | 538 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 317 | 700 | - | - | 1208 | - |
| Stage 1 | 719 | - | - | - | - | - |
| Stage 2 | 585 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 314 | 700 | - | - | 1208 | - |
| Mov Cap-2 Maneuver | 314 | - | - | - | - | - |
| Stage 1 | 719 | - | - | - | - | - |
| Stage 2 | 579 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.4 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 391 | 1208 | - |
| HCM Lane V/C Ratio | - | - | 0.117 | 0.007 | - |
| HCM Control Delay (s) | - | - | 15.4 | 8 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | ↰ | ↱ | | ↰ | ↱ | |
| Traffic Vol, veh/h | 5 | 0 | 17 | 91 | 3 | 94 | 38 | 223 | 39 | 41 | 439 | 7 |
| Future Vol, veh/h | 5 | 0 | 17 | 91 | 3 | 94 | 38 | 223 | 39 | 41 | 439 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 200 | - | - | 150 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 18 | 99 | 3 | 102 | 41 | 242 | 42 | 45 | 477 | 8 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 969 | 937 | 481 | 925 | 920 | 263 | 485 | 0 | 0 | 284 | 0 | 0 |
| Stage 1 | 571 | 571 | - | 345 | 345 | - | - | - | - | - | - | - |
| Stage 2 | 398 | 366 | - | 580 | 575 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 233 | 265 | 585 | 250 | 271 | 776 | 1078 | - | - | 1278 | - | - |
| Stage 1 | 506 | 505 | - | 671 | 636 | - | - | - | - | - | - | - |
| Stage 2 | 628 | 623 | - | 500 | 503 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 189 | 246 | 585 | 229 | 251 | 776 | 1078 | - | - | 1278 | - | - |
| Mov Cap-2 Maneuver | 189 | 246 | - | 229 | 251 | - | - | - | - | - | - | - |
| Stage 1 | 487 | 487 | - | 646 | 612 | - | - | - | - | - | - | - |
| Stage 2 | 522 | 599 | - | 467 | 485 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 14.7 | 28.2 | 1.1 | 0.7 |
| HCM LOS | B | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1078 | - | - | 396 | 354 | 1278 | - | - |
| HCM Lane V/C Ratio | 0.038 | - | - | 0.06 | 0.577 | 0.035 | - | - |
| HCM Control Delay (s) | 8.5 | - | - | 14.7 | 28.2 | 7.9 | - | - |
| HCM Lane LOS | A | - | - | B | D | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 3.5 | 0.1 | - | - |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 175 | 73 | 217 | 80 | 115 | 446 |
| Future Volume (veh/h) | 175 | 73 | 217 | 80 | 115 | 446 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 190 | 79 | 236 | 87 | 125 | 485 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 0 | 0 | 614 | 521 | 189 | 1222 |
| Arrive On Green | 0.00 | 0.00 | 0.33 | 0.33 | 0.11 | 0.65 |
| Sat Flow, veh/h | 0 | | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 0.0 | | 236 | 87 | 125 | 485 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | | | 1.6 | 0.6 | 1.1 | 2.0 |
| Cycle Q Clear(g_c), s | | | 1.6 | 0.6 | 1.1 | 2.0 |
| Prop In Lane | | | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | | | 614 | 521 | 189 | 1222 |
| V/C Ratio(X) | | | 0.38 | 0.17 | 0.66 | 0.40 |
| Avail Cap(c_a), veh/h | | | 3527 | 2989 | 975 | 4551 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | 4.2 | 3.9 | 7.1 | 1.3 |
| Incr Delay (d2), s/veh | | | 0.1 | 0.1 | 1.5 | 0.1 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.0 | 0.0 | 0.1 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 4.4 | 4.0 | 8.6 | 1.4 |
| LnGrp LOS | | | A | A | A | A |
| Approach Vol, veh/h | | | 323 | | | 610 |
| Approach Delay, s/veh | | | 4.3 | | | 2.9 |
| Approach LOS | | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.3 | 11.1 | | | | 16.4 |
| Change Period (Y+Rc), s | 3.6 | 5.7 | | | | 5.7 |
| Max Green Setting (Gmax), s | 9.0 | 31.0 | | | | 40.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 3.6 | | | | 4.0 |
| Green Ext Time (p_c), s | 0.0 | 0.5 | | | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 3.4 |
| HCM 6th LOS | A |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 56 | 6 | 125 | 58 | 3 |
| Future Vol, veh/h | 24 | 56 | 6 | 125 | 58 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 61 | 7 | 136 | 63 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 87 | 0 | 207 | 57 |
| Stage 1 | - | - | - | - | 57 | - |
| Stage 2 | - | - | - | - | 150 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1509 | - | 781 | 1009 |
| Stage 1 | - | - | - | - | 966 | - |
| Stage 2 | - | - | - | - | 878 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1509 | - | 777 | 1009 |
| Mov Cap-2 Maneuver | - | - | - | - | 777 | - |
| Stage 1 | - | - | - | - | 966 | - |
| Stage 2 | - | - | - | - | 874 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 10 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 786 | - | - | 1509 | - |
| HCM Lane V/C Ratio | 0.084 | - | - | 0.004 | - |
| HCM Control Delay (s) | 10 | - | - | 7.4 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 19 | 616 | 36 | 12 | 493 |
| Future Vol, veh/h | 12 | 19 | 616 | 36 | 12 | 493 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 21 | 670 | 39 | 13 | 536 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1252 | 690 | 0 | 0 | 709 | 0 |
| Stage 1 | 690 | - | - | - | - | - |
| Stage 2 | 562 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 190 | 445 | - | - | 890 | - |
| Stage 1 | 498 | - | - | - | - | - |
| Stage 2 | 571 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 186 | 445 | - | - | 890 | - |
| Mov Cap-2 Maneuver | 186 | - | - | - | - | - |
| Stage 1 | 498 | - | - | - | - | - |
| Stage 2 | 559 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 19.1 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 289 | 890 | - |
| HCM Lane V/C Ratio | - | - | 0.117 | 0.015 | - |
| HCM Control Delay (s) | - | - | 19.1 | 9.1 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | ↰ | ↱ | | ↰ | ↱ | |
| Traffic Vol, veh/h | 8 | 0 | 25 | 41 | 0 | 46 | 29 | 580 | 95 | 68 | 434 | 6 |
| Future Vol, veh/h | 8 | 0 | 25 | 41 | 0 | 46 | 29 | 580 | 95 | 68 | 434 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 200 | - | - | 150 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 0 | 27 | 45 | 0 | 50 | 32 | 630 | 103 | 74 | 472 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1395 | 1421 | 476 | 1383 | 1373 | 682 | 479 | 0 | 0 | 733 | 0 | 0 |
| Stage 1 | 624 | 624 | - | 746 | 746 | - | - | - | - | - | - | - |
| Stage 2 | 771 | 797 | - | 637 | 627 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 119 | 136 | 589 | 121 | 146 | 450 | 1083 | - | - | 872 | - | - |
| Stage 1 | 473 | 478 | - | 405 | 421 | - | - | - | - | - | - | - |
| Stage 2 | 393 | 399 | - | 465 | 476 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 97 | 121 | 589 | 106 | 130 | 450 | 1083 | - | - | 872 | - | - |
| Mov Cap-2 Maneuver | 97 | 121 | - | 106 | 130 | - | - | - | - | - | - | - |
| Stage 1 | 459 | 437 | - | 393 | 408 | - | - | - | - | - | - | - |
| Stage 2 | 339 | 387 | - | 406 | 436 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 20.8 | 46.1 | 0.3 | 1.3 |
| HCM LOS | C | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1083 | - | - | 264 | 178 | 872 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.136 | 0.531 | 0.085 | - | - |
| HCM Control Delay (s) | 8.4 | - | - | 20.8 | 46.1 | 9.5 | - | - |
| HCM Lane LOS | A | - | - | C | E | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.5 | 2.7 | 0.3 | - | - |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 148 | 99 | 577 | 206 | 97 | 458 |
| Future Volume (veh/h) | 148 | 99 | 577 | 206 | 97 | 458 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 161 | 108 | 627 | 224 | 105 | 498 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 0 | 0 | 836 | 708 | 157 | 1337 |
| Arrive On Green | 0.00 | 0.00 | 0.45 | 0.45 | 0.09 | 0.72 |
| Sat Flow, veh/h | 0 | | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 0.0 | | 627 | 224 | 105 | 498 |
| Grp Sat Flow(s),veh/h/ln | | | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | | | 5.6 | 1.8 | 1.1 | 2.1 |
| Cycle Q Clear(g_c), s | | | 5.6 | 1.8 | 1.1 | 2.1 |
| Prop In Lane | | | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | | | 836 | 708 | 157 | 1337 |
| V/C Ratio(X) | | | 0.75 | 0.32 | 0.67 | 0.37 |
| Avail Cap(c_a), veh/h | | | 2898 | 2456 | 801 | 3739 |
| HCM Platoon Ratio | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | 4.6 | 3.6 | 8.8 | 1.1 |
| Incr Delay (d2), s/veh | | | 0.5 | 0.1 | 1.8 | 0.1 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | 0.1 | 0.0 | 0.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | | | 5.1 | 3.7 | 10.6 | 1.2 |
| LnGrp LOS | | | A | A | B | A |
| Approach Vol, veh/h | | | 851 | | | 603 |
| Approach Delay, s/veh | | | 4.7 | | | 2.8 |
| Approach LOS | | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.4 | 14.6 | | | | 20.0 |
| Change Period (Y+Rc), s | 3.6 | 5.7 | | | | 5.7 |
| Max Green Setting (Gmax), s | 9.0 | 31.0 | | | | 40.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 7.6 | | | | 4.1 |
| Green Ext Time (p_c), s | 0.0 | 1.4 | | | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 3.9 |
| HCM 6th LOS | A |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 149 | 14 | 2 | 70 | 15 | 1 |
| Future Vol, veh/h | 149 | 14 | 2 | 70 | 15 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 162 | 15 | 2 | 76 | 16 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 177 | 0 | 250 | 170 |
| Stage 1 | - | - | - | - | 170 | - |
| Stage 2 | - | - | - | - | 80 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1399 | - | 739 | 874 |
| Stage 1 | - | - | - | - | 860 | - |
| Stage 2 | - | - | - | - | 943 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1399 | - | 738 | 874 |
| Mov Cap-2 Maneuver | - | - | - | - | 738 | - |
| Stage 1 | - | - | - | - | 860 | - |
| Stage 2 | - | - | - | - | 942 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 9.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 745 | - | - | 1399 | - |
| HCM Lane V/C Ratio | 0.023 | - | - | 0.002 | - |
| HCM Control Delay (s) | 9.9 | - | - | 7.6 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 190 | 77 | 233 | 87 | 123 | 482 |
| v/c Ratio | 0.41 | 0.16 | 0.39 | 0.15 | 0.38 | 0.50 |
| Control Delay | 16.9 | 5.4 | 15.1 | 4.8 | 22.4 | 8.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 16.9 | 5.4 | 15.1 | 4.8 | 22.4 | 8.8 |
| Queue Length 50th (ft) | 31 | 0 | 35 | 0 | 20 | 46 |
| Queue Length 95th (ft) | 104 | 25 | 125 | 26 | 95 | 187 |
| Internal Link Dist (ft) | 1158 | | 1009 | | | 2407 |
| Turn Bay Length (ft) | | 150 | | 215 | 250 | |
| Base Capacity (vph) | 1107 | 1019 | 1566 | 1344 | 575 | 1736 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.08 | 0.15 | 0.06 | 0.21 | 0.28 |

Intersection Summary

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 161 | 107 | 626 | 224 | 104 | 497 |
| v/c Ratio | 0.41 | 0.25 | 0.62 | 0.23 | 0.39 | 0.38 |
| Control Delay | 23.4 | 6.7 | 17.1 | 2.9 | 29.5 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 23.4 | 6.7 | 17.1 | 2.9 | 29.5 | 6.6 |
| Queue Length 50th (ft) | 40 | 0 | 135 | 0 | 27 | 52 |
| Queue Length 95th (ft) | 107 | 33 | #430 | 38 | 93 | 188 |
| Internal Link Dist (ft) | 1158 | | 1009 | | | 2407 |
| Turn Bay Length (ft) | | 150 | | 215 | 250 | |
| Base Capacity (vph) | 916 | 870 | 1274 | 1153 | 463 | 1592 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.18 | 0.12 | 0.49 | 0.19 | 0.22 | 0.31 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 190 | 79 | 236 | 87 | 125 | 485 |
| v/c Ratio | 0.41 | 0.17 | 0.39 | 0.15 | 0.38 | 0.50 |
| Control Delay | 16.9 | 5.4 | 15.1 | 4.8 | 22.5 | 8.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 16.9 | 5.4 | 15.1 | 4.8 | 22.5 | 8.8 |
| Queue Length 50th (ft) | 31 | 0 | 36 | 0 | 21 | 47 |
| Queue Length 95th (ft) | 104 | 25 | 127 | 26 | 96 | 188 |
| Internal Link Dist (ft) | 1158 | | 1009 | | | 2407 |
| Turn Bay Length (ft) | | 150 | | 215 | 250 | |
| Base Capacity (vph) | 1104 | 1017 | 1562 | 1341 | 574 | 1736 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.08 | 0.15 | 0.06 | 0.22 | 0.28 |

Intersection Summary

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 161 | 108 | 627 | 224 | 105 | 498 |
| v/c Ratio | 0.41 | 0.25 | 0.62 | 0.23 | 0.39 | 0.38 |
| Control Delay | 23.4 | 6.6 | 17.2 | 2.9 | 29.6 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 23.4 | 6.6 | 17.2 | 2.9 | 29.6 | 6.6 |
| Queue Length 50th (ft) | 41 | 0 | 135 | 0 | 27 | 52 |
| Queue Length 95th (ft) | 107 | 33 | #431 | 38 | 94 | 188 |
| Internal Link Dist (ft) | 1158 | | 1009 | | | 2407 |
| Turn Bay Length (ft) | | 150 | | 215 | 250 | |
| Base Capacity (vph) | 915 | 870 | 1273 | 1152 | 463 | 1590 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.18 | 0.12 | 0.49 | 0.19 | 0.23 | 0.31 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

KDA

Exist AM

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---|---|---|
| # 1 Cam Prk / Virada | No / No | No / No |
| # 2 Cam Prk / Mira Loma | No / No | No / Yes |

Exist AM

Peak Hour Delay Signal Warrant Report

Intersection #1 Cam Prk / Virada

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 1 0 | | | 0 1 0 0 0 | | | 0 0 0 0 0 | | | 0 0 1! 0 0 | | |
| Initial Vol: | 0 | 303 | 16 | 8 | 474 | 0 | 0 | 0 | 0 | 27 | 0 | 15 |
| ApproachDel: | 12.1 | | | 15.7 | | | xxxxxx | | | xxxxxx | | |

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=319]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=843]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=482]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=843]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 Cam Prk / Virada

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 1 0 | | | 0 1 0 0 0 | | | 0 0 0 0 0 | | | 0 0 1! 0 0 | | |
| Initial Vol: | 0 | 303 | 16 | 8 | 474 | 0 | 0 | 0 | 0 | 27 | 0 | 15 |

Major Street Volume: 42
Minor Approach Volume: 482
Minor Approach Volume Threshold: 621

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.

Exist + Project AM

Peak Hour Delay Signal Warrant Report

Intersection #1 Cam Prk / Virada

Future 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 1 0 | | | 0 1 0 0 0 | | | 0 0 0 0 0 | | | 0 0 1! 0 0 | | |
| Initial Vol: | 0 | 307 | 16 | 8 | 478 | 0 | 0 | 0 | 0 | 27 | 0 | 15 |
| ApproachDel: | 12.2 | | | 15.8 | | | xxxxxx | | | xxxxxx | | |

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=323]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=851]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=486]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=851]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 Cam Prk / Virada

Future 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 1 0 | | | 0 1 0 0 0 | | | 0 0 0 0 0 | | | 0 0 1! 0 0 | | |
| Initial Vol: | 0 | 307 | 16 | 8 | 478 | 0 | 0 | 0 | 0 | 27 | 0 | 15 |

Major Street Volume: 42
Minor Approach Volume: 486
Minor Approach Volume Threshold: 621

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).

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Exist AM

Peak Hour Delay Signal Warrant Report

Intersection #2 Cam Prk / Mira Loma

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 | 1 0 | 0 1 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 40 | 238 | 16 | 8 | 467 | 8 | 5 | 0 | 17 | 55 | 0 | 75 |
| ApproachDel: | 14.5 | | | 20.2 | | | xxxxxx | | | xxxxxx | | |

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=294]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=929]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=483]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=929]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 Cam Prk / Mira Loma

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 | 1 0 | 0 1 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 40 | 238 | 16 | 8 | 467 | 8 | 5 | 0 | 17 | 55 | 0 | 75 |

Major Street Volume: 152
Minor Approach Volume: 483
Minor Approach Volume Threshold: 535

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).

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Exist + Project AM

Peak Hour Delay Signal Warrant Report

Intersection #2 Cam Prk / Mira Loma

Future 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 | 1 0 | 0 1 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 38 | 223 | 39 | 41 | 439 | 7 | 5 | 0 | 17 | 91 | 3 | 94 |
| ApproachDel: | 16.5 | | | 24.2 | | | xxxxx | | | xxxxx | | |

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=300]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=997]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=487]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=997]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 Cam Prk / Mira Loma

Future Volume Alternative: Peak Hour Warrant 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 | 1 0 | 0 1 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 38 | 223 | 39 | 41 | 439 | 7 | 5 | 0 | 17 | 91 | 3 | 94 |

Major Street Volume: 210
Minor Approach Volume: 487
Minor Approach Volume Threshold: 466

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).

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Exist PM

Signal Warrant Summary Report

| Intersection | Base Met [Del / Vol] | Future Met [Del / Vol] |
|---|---|---|
| # 1 Cam Prk / Virada | No / No | No / No |
| # 2 Cam Prk / Mira Loma | Yes / Yes | Yes / Yes |

Exist PM

Peak Hour Delay Signal Warrant Report

Intersection #1 Cam Prk / Virada

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 1 0 | | | 0 1 0 0 0 | | | 0 0 0 0 0 | | | 0 0 1! 0 0 | | |
| Initial Vol: | 0 | 615 | 36 | 12 | 492 | 0 | 0 | 0 | 0 | 12 | 0 | 19 |
| ApproachDel: | 21.1 | | | 16.5 | | | xxxxxx | | | xxxxxx | | |

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=651]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1186]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=504]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1186]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 Cam Prk / Virada

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 1 0 | | | 0 1 0 0 0 | | | 0 0 0 0 0 | | | 0 0 1! 0 0 | | |
| Initial Vol: | 0 | 615 | 36 | 12 | 492 | 0 | 0 | 0 | 0 | 12 | 0 | 19 |

Major Street Volume: 31
Minor Approach Volume: 651
Minor Approach Volume Threshold: 671

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).

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Exist + Project PM

Peak Hour Delay Signal Warrant Report

Intersection #1 Cam Prk / Virada

Future 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 | 1 | 0 | 0 | 1 0 0 | 0 | 0 0 0 | 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 0 | 616 | 36 | 12 | 493 | 0 | 0 | 0 | 0 | 12 | 0 | 19 |
| ApproachDel: | 21.2 | | | 16.6 | | | xxxxxx | | | xxxxxx | | |

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=652]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1188]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=505]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1188]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 Cam Prk / Virada

Future 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 | 1 | 0 | 0 | 1 0 0 | 0 | 0 0 0 | 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 0 | 616 | 36 | 12 | 493 | 0 | 0 | 0 | 0 | 12 | 0 | 19 |

Major Street Volume: 31
Minor Approach Volume: 652
Minor Approach Volume Threshold: 671

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).

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Exist PM

Peak Hour Delay Signal Warrant Report

Intersection #2 Cam Prk / Mira Loma

Base Volume Alternative: Peak Hour Warrant 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 | 1 0 | 0 | 1 0 | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 |
| Initial Vol: | 29 | 586 | 87 | 63 | 438 | 6 | 8 | 0 | 25 | 34 | 0 | 38 |
| ApproachDel: | 32.0 | | | 19.6 | | | xxxxxx | | | xxxxxx | | |

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=702]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1314]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.8]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=507]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1314]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 Cam Prk / Mira Loma

Base Volume Alternative: Peak Hour Warrant 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 | 1 0 | 0 | 1 0 | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 |
| Initial Vol: | 29 | 586 | 87 | 63 | 438 | 6 | 8 | 0 | 25 | 34 | 0 | 38 |

Major Street Volume: 105
Minor Approach Volume: 702
Minor Approach Volume Threshold: 615

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).

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Exist + Project PM

Peak Hour Delay Signal Warrant Report

Intersection #2 Cam Prk / Mira Loma

Future Volume Alternative: Peak Hour Warrant 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 | 1 0 | 0 | 1 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 29 | 580 | 95 | 68 | 434 | 6 | 8 | 0 | 25 | 41 | 0 | 46 |
| ApproachDel: | 35.8 | | | 21.4 | | | xxxxxx | | | xxxxxx | | |

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.0]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=704]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1332]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=508]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1332]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 Cam Prk / Mira Loma

Future Volume Alternative: Peak Hour Warrant 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 | 1 0 | 0 | 1 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 29 | 580 | 95 | 68 | 434 | 6 | 8 | 0 | 25 | 41 | 0 | 46 |

Major Street Volume: 120
Minor Approach Volume: 704
Minor Approach Volume Threshold: 586

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.