ISOAP Stage 1 (Screening and Initial Assessment) Long Form

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Checked by:

Cty-Rte-PM: TUO-49-18.514

Major Street: North Washington Street / Golden Chain Highway

Minor Street: (#1) Shaws Flat Road, (#2) School Street

Project EA: N/A

Date: 7/8/2025

Step 1.1 Is ISOAP Required?

Applicability criteria

☐ New public road, private road, or high-volume (1,000 ADT) driveway
☐ New freeway interchange
☒ Change in type of traffic control (stop, yield, signal)
☐ Pedestrian hybrid beacon (PHB) at an intersection
☐ Major physical changes to intersection approaches (including ramp terminals), such as adding a leg to an intersection or widening to provide an additional through or turn lane

Step 1.2 Determine Intended Project Outcome, Place Type, Design Vehicle, and Gather Data

Determine desired result of project, collaborating with functional units and stakeholders as needed (for example, safety improvement, improve walkability, reduced queuing): Reduce delay and queuing, improve pedestrian safety

Gather available existing traffic data

Major street:

- Route classification: Conventional Highway
- Lane configuration: One lane in each direction, SB: left-turn and through-right lanes, NB: left-turn, through, and right-turn lanes
- Existing ADT: 7,121 NB (north of Shaws Flat Road/Columbia Way); 7,067 SB (north of Shaws Flat Road/Columbia Way)
- Future ADT:
- Speed limit: 35

Minor street:

- Route classification: Local Road
- Lane configuration: (#1) EB: One lane approach, left-through and right-turn lane; WB: One lane approach, left-through-right lane; (#2) EB One lane approach, left-right lane

- Existing ADT: 1,944 EB (north of North Washington Street/Golden Chain Highway); 1,938 WB (north of North Washington Street/Golden Chain Highway)
- Future ADT:
- Speed limit: 25

Existing land use: Suburban, with a high school to the west, residential uses to the east, and a mix of residential and commercial uses to the north and south

Future land use: Same

In addition, gather if available:

- More detailed counts (hourly, peak hour, turning movement, truck, bicycle, pedestrian, etc.)
- Roadway geometrics
- Collision data

Gather planning information

- Route Concept Report, Transportation Concept Report, or Multimodal Corridor Plan
- Active Transportation Plan
- General Plan or Specific Plan

Future concept of the state highway (long-term and/or ultimate configuration: State Route 49 exists as a 2-lane conventional highway in the study area and is anticipated to remain so.

Determine place type

Select the appropriate place type (may not reflect current land use): Suburban areas

Determine design vehicle

Designated truck network: California Legal Advisory Route

Design vehicle: California Legal truck

Step 1.3 Ped and Bike Planning and Feasibility Assessment

Conduct a qualitative assessment of the needs of bicyclists and peds. Consider land use and connectivity. Take note of schools and senior centers or housing.

Existing pedestrian or bicycle facilities: Concrete sidewalks and marked school crossings exist across State Route 49 and across Shaws Flat Road next to Sonora High School. No bike facilities currently exist in the study area.

Select type of appropriate type of bicycle facility for the major street: Class I bike path/shared use path

Select type of appropriate type of bicycle facility for the minor street: Class III bike route

Any additional comments on future pedestrian or bicycle facilities: The 2020 Tuolumne County Active Transportation Plan includes the Shaws Flat Road Pedestrian & Bicycle Improvements Project, which proposes to "improve and enhance pedestrian/bicycle facilities along Shaws Flat Road" from Sonora High School to Roble Road (p. 80). Additionally, the 2024 Tuolumne County Regional Transportation Plan includes the Gold Rush Shared Use Path, which would enhance pedestrian and bicycle connectivity along the State Route 49 corridor, in its list of priority projects (p. 147). Existing and/or future pedestrian/bicycle traffic could be accommodated with these improved facilities.

Step 1.4 General R/W and Operational Feasibility Assessment

Consider appropriate strategies to analyze considering the right-of-way required using footprints based on typical designs. Use CAP-X or rules of thumb for lane configurations. Use more advanced tools (Synchro, Sidra) if turning movement counts are available.

Attach any exhibits as appropriate.

Comment as needed: Attached memorandum contains general safety and operational feasibility assessment. Operational conditions with Existing (2025) volumes were considered with Existing Control (side-street stop control [SSSC]). Operational conditions with Cumulative (2040) volumes were considered under the following scenarios: Existing Control (SSSC), signalization (SIG), 4-legged roundabout (RAB) and 5-legged RAB.

Step 1.5 Transit and Freight Assessment

<u>Transit considerations</u>

Existing transit providers and routes: Tuolumne County Transit serves the study area via Route 2. Sonora High School is a Flag Stop, meaning that buses will stop when riders are present at the bus stop and when traffic conditions permit safe stoppages.

If transit facilities are currently lacking, will land use changes create a need for more transit facilities in the future? No

Consider the need for transit shelters and passenger queuing, location of bus bays (near side or far side), and whether location requires storage for multiple transit vehicles for transfers.

Comment as needed: Additional bike and pedestrian traffic in the study area due to the Gold Rush Shared Use Path could increase the need for additional transit service. Transit service frequencies could be increased through the study area, which could require additional transit vehicles.

<u>Freight considerations</u>

The appropriate design vehicle was determined in Step 1.2. Consult with the District Truck Access Manager (DTAM) if less than an STAA truck is to be accommodated.

Determine if oversized vehicles need to be accommodated: No

If yes, specify type of vehicle to be accommodated:

Do all truck turning movements need to be accommodated?: No

If no, specify any unnecessary turns (for instance, EBL – eastbound left): (#1) and (#2): NBL, NBR, SBL, SBR

Step 1.6 Initial Safety Assessment

Analyze existing collision history. Note any existing known collision pattern or other safety considerations: See attached memorandum for details on collision history.

Consider the relative safety of the proposed intersection control strategies. The SPICE tool, FHWA ICE Tool, or SSI methodology may be used.

For each considered strategy, provide a summary of initial safety and operational assessments, accommodations of pedestrians and bicyclists, and/or constraints, note any impacts to transit or freight): Four potential intersection control strtategies are being considered: SSSC, SIG, 4-legged RAB, and 5-legged RAB.

Step 1.7 Eliminate Infeasible Strategies

Eliminate strategies that do not satisfy the need, have unmitigable environmental impacts, inadequately address safety, or exceed available and potentially available funding.

List rejected strategies and note reason for elimination: SSSC would not be considered because of excessive delay and queueing.

Step 1.8 Findings and Recommendations

Provide the recommended action, whether there is a single viable option that concludes ISOAP or if there are multiple strategies for proceeding to Stage 2. If there is only one viable strategy but funding is insufficient, consider:

- Other potential funding sources (SHOPP, CMAQ, Minor, ATP, measure, developer fees)
- Phased implementation
- Interim improvements

Recommendation: The traffic signal, 4-legged RAB, and the 5-legged RAB are the intersection control alternatives that have acceptable delay/LOS and queueing. It is recommended that they proceed to Stage 2.

The District ISOAP Coordinator and designated Traffic Operations functional manager, if applicable, will review the ISOAP form. If satisfactory and there is only one viable strategy, the ISOAP form will be submitted to the District Traffic Safety Engineer for

review and concurrence of the recommendation. The District ISOAP Coordinator will respond with comments or an approval memo.

Attachments: Safety and Operational Analysis Memo

State Route 49 & Shaws Flat Road / School Street Intersections

Intersection Safety and Operational Analysis Assessment – Draft

July 2025

Prepared For

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INTRODUCTION

This memorandum discusses the results of Stage 1 of the Intersection Safety and Operational Analysis Process (ISOAP) conducted for the study intersections of State Route 49 (SR 49) & Shaws Flat Road (Intersection 1) and SR 49 & School Street (Intersection 2) in the City of Sonora, California. The study intersections are shown in **Figure 1**.

The ISOAP is an updated intersection evaluation process utilized by the California Department of Transportation (Caltrans) to evaluate proposed traffic control, design geometrics, and other access improvements for intersections on the State Highway System. ISOAP represents a data-driven and performance-based framework that enables stakeholders to identify optimal solutions and strategies for new or improved intersections that consider all users.

This ISOAP was triggered by the Gold Rush Multi-Use Path Project (the "Project") which is being implemented by the Tuolumne County Transportation Council (TCTC). The Project, when complete, would extend a total of approximately 15 miles and would continuously connect the historic gold rush settlements of Columbia, Sonora, and Jamestown, in addition to the Chicken Ranch Tribal Lands. The Project would implement a Class I ped-bike facility in addition to traffic, intersection, and street crossing safety enhancements, ADA improvements, bike and pedestrian amenities, and transit stop opportunities along its corridor. The Project is divided into three phases, with Phase 2 extending from Sonora High School next to the study intersections to Parrots Ferry Road along SR 49.

Additionally, the local roadway network in the vicinity of the Project is expected to experience changes in traffic volumes due to the planned implementation of the Greenley Road Extension/North-South Connector (the "Bypass"). The Bypass would connect Fir Drive near the interchange of State Route 108 & Mono Way to SR 49 near Preston Place via an alignment east of the City of Sonora. The Bypass would allow a portion of existing and future north-south traffic along SR 49 to circumnavigate the City of Sonora. Tuolumne County has included the Bypass in the Regional Transportation Plan and has jointly studied the Bypass with TCTC, the City of Sonora, the State of California, and the Federal Highway Administration since 1975 (**Appendix A**). The Bypass is currently in the Project Initiation Document stage with Caltrans and expected to be constructed in phases in the next few decades. Because implementation is expected to take a long time, the ISOAP was also conducted without the Bypass, based on a request from the stakeholders.

The purpose of this memorandum is to document and present the operational analyses of different intersection control alternatives at the study intersections to accommodate local and regional growth, including side-street stop control (SSSC; existing control), traffic signal (SIG) control, and roundabout (RAB) control. The following scenarios were simulated to analyze the adequacy of various intersection control alternatives under various expected conditions:

No Build

- Existing (2025) Conditions with SSSC

- Cumulative (2040) Conditions with SSSC

Build with Bypass

- Cumulative (2040) Conditions with SIG
- Cumulative (2040) Conditions with 4-legged RAB
- Cumulative (2040) Conditions with 5-legged RAB

Build without Bypass

- Cumulative (2040) Conditions with 4-legged RAB
- Cumulative (2040) Conditions with 5-legged RAB

This analysis is part of Stage 1 of ISOAP to identify potential improvements at the study intersections. The operational analyses additionally confirm the potential improvements at the study intersections identified in the *Vision Sonora Plan*.

Caltrans provided Traffic Accident Surveillance and Analysis System (TASAS) crash data at the intersection. The Federal Highway Administration (FHWA) Interactive Highway Safety Design Model (IHSDM) software and National Cooperative Highway Research Program (NCHRP) Report 1043 (Guide for Roundabouts) crash reduction factors were applied to recalculate crash reduction factors to quantify potential safety benefits with implementation of the various control measures.

Figure 1. Existing Intersection Configuration

Source: Nearmap.com

STUDY AREA AND DATA COLLECTION

Study Area

The traffic study limits within Caltrans right-of-way extend along SR 49 between Shaws Flat Road and School Street. The study intersections are listed below:

Study Intersections

1. SR 49 & Shaws Flat Road
2. SR 49/North Washington Street & School Street

Roadway Network

SR 49 is a major two-lane roadway that runs in the north-south direction in the Project vicinity that serves as a major roadway for vehicles traveling to and from Tuolumne County and the City of Sonora. The posted speed limit on SR 49 is 35 mph within the Project area.

Shaws Flat Road is an east-west roadway in Tuolumne County, serving as a local access route connecting the community to SR 49. The posted speed limit along Shaws Flat Road is 25 mph.

School Street is a local east-west roadway in Sonora that connects SR 49 to Snell Street. The roadway provides direct access to municipal facilities and to Sonora High School. The roadway experiences high levels of congestion during the AM and School peak hours when students and staff commute to and from Sonora High School.

Columbia Way is a residential street that runs primarily in an east-west direction, connecting neighborhoods near downtown Sonora. The posted speed limit on Columbia Way is 25 mph, consistent with other residential streets in the area.

Data Collection

Data was collected during the AM, PM, and School peak periods along the SR 49 corridor to determine vehicle, pedestrian, and bicycle volumes, and the location of congestion and queues within the study area.

Intersection Turning Movement Volumes

Intersection turning movement counts, including vehicle, pedestrian, and bicycle data, were conducted at SR 49 & Shaws Flat Road (Intersection 1) during the AM peak period (7:00 – 9:00 AM), the School peak period (2:00 – 4:00 PM), and the PM peak period (4:00 – 6:00 PM) on a non-holiday weekday, Tuesday, May 20, 2025, while local schools were in session. To ensure a conservative analysis, the highest 60-minute volumes within the AM, School, and PM peak periods were identified and used.

As data collection did not occur at SR 49 & School Street (Intersection 2), demand volumes were developed by using intersection turning movement counts from the *2015 Tuolumne County General Plan and Regional Transportation Plan Update Environmental Impact Report Traffic*

Study for the AM and PM peak hours, and from the *2013 Vision Sonora Plan* for the School peak hour. Counts from these sources were proportionally grown by turning movement to 2025 demand volumes.

Turning movement volumes between SR 49 & Shaws Flat Road (Intersection 1) and SR 49 & School Street (Intersection 2) were balanced.

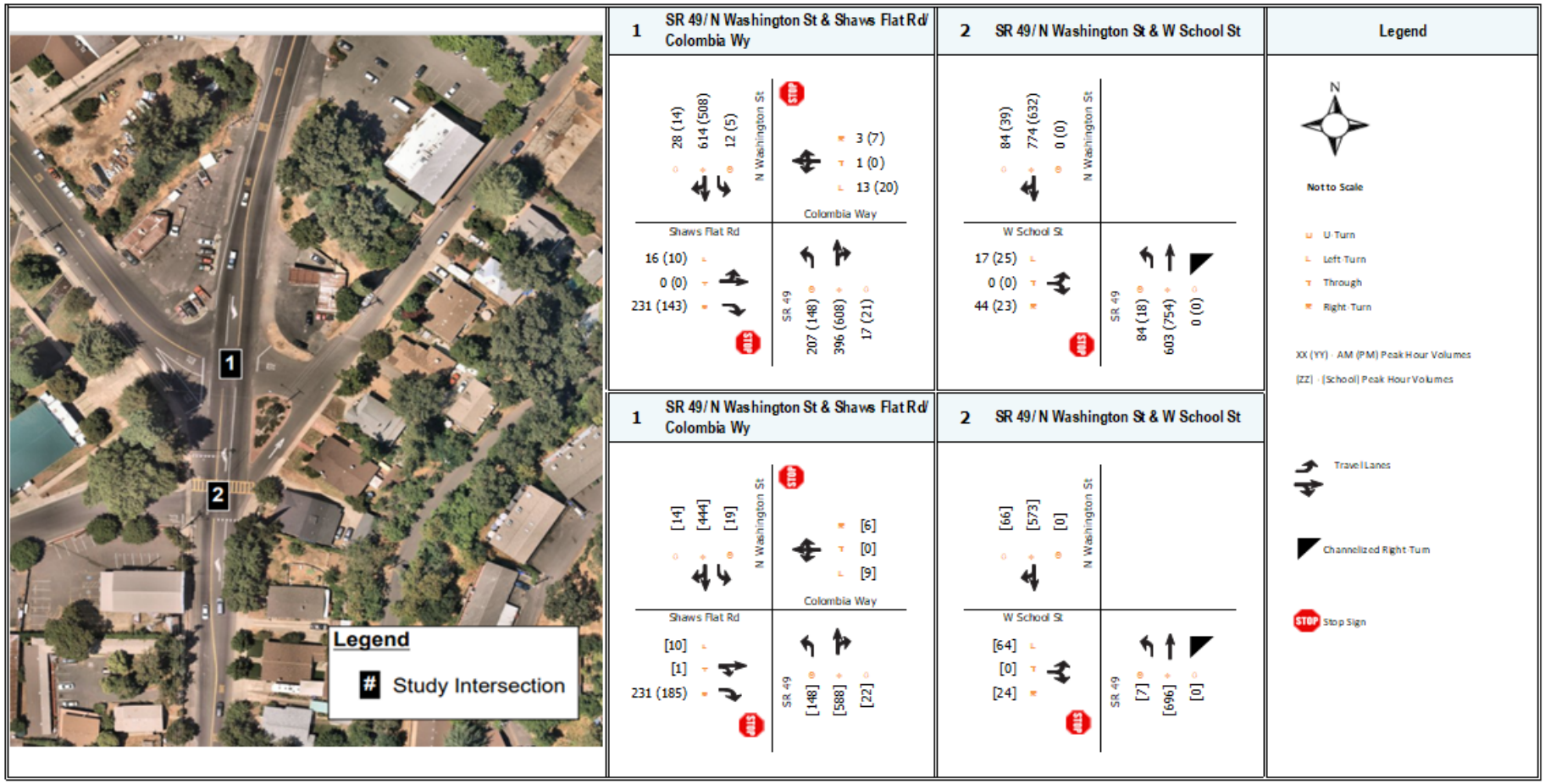
The existing intersection lane configurations and turning movement volumes for the AM, School, and PM peak hours are shown in **Figure 2.**

Annual Daily Traffic (ADT)

ADT and vehicle classification data were collected along Shaws Flat Road west of SR 49 and along SR 49 north of Shaws Flat Road.

The raw traffic count data is included in **Appendix B**.

Figure 2. Existing Lane Geometries and AM/School/PM Peak Hour Traffic Count Volumes



EXISTING (2025) CONDITIONS ANALYSIS

Existing Intersection Operations

Study intersections were analyzed using methodologies consistent with HCM 7th Edition (*Highway Capacity Manual* - Transportation Research Board, 2022) using the Synchro/SimTraffic Version 12 micro-simulation modeling program. Vehicle delay was calculated using the SimTraffic program and was correlated to LOS thresholds from HCM 7th. Level of Service (LOS) is an indicator of operating conditions on a roadway or at an intersection and is defined in categories ranging from A to F. LOS A indicates free-flowing traffic and LOS F indicates substantial congestion with stop-and-go traffic and long delays at intersections.

For signalized intersections and all-way stop-controlled intersections, the LOS reported is the weighted average control delay of all movements measured in seconds per vehicle. For side-street stop-controlled and roundabout-controlled intersections, the LOS reported is based on the maximum delay of all movements measured in seconds per vehicle.

Existing intersection peak-hour demand volumes, lane configurations, and signal timings are used as inputs in the LOS calculations. The LOS criteria used for this methodology is summarized in **Table 1** for both signalized and unsignalized intersections. Results from an average of approximately ten (10) SimTraffic simulation runs were used to determine the delay and LOS at all intersections.

Table 1: Intersection Level of Service (LOS) Thresholds

Level of Service	Average Delay (seconds / vehicle)		Description
	Signalized	Unsignalized	
A	≤ 10.0	≤ 10.0	Little or no traffic delay
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0	Minimal traffic delay
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0	Average traffic delay
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0	Long traffic delay
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0	Very long traffic delay
F	> 80.0	> 50.0	Extreme traffic delay

Source: Highway Capacity Manual, 7th Edition

The SimTraffic simulation model was calibrated to reflect the field observed queues during the peak hours. Intersection lane geometries, signal timings, roadway speeds, and turning movement volumes including pedestrian and bike data are coded in the SimTraffic model for all study intersections. Global peak hour volumes were used for the SimTraffic model.

Existing conditions were simulated in SimTraffic by giving a seeding time (loading time) of 15 minutes (to account for the queues extending from the previous hours in the peak period) and by providing a recording time of one hour to analyze the hourly operations. The existing counts at the intersections do not reflect the volumes in queue; therefore, the traffic volume was adjusted to replicate the demand volume that corresponds to the queue length observed in the

field during the peak periods. The volume served (flow) is then compared to the counts to validate the intersection throughput.

There is a certain amount of random variability inherent to a microscopic simulation model such as SimTraffic. This is due to the random distribution of vehicle entry time, vehicle type, traffic fleet composition, and driver behavior. This is very similar to the random variability of the day-to-day observations in the field. Therefore, the simulation model is run multiple times with different random number seeds. The calibration procedure then looks at a statistical comparison between the multiple model runs and the field data. For this study, approximately ten (10) runs using different random number seeds were conducted for the AM, School, and PM peak hours.

As part of the analysis, demand volumes were developed to reflect vehicle queueing and to ensure volume balancing across intersections throughout the network. In general, count volumes were increased to capture the vehicles in queues and to reflect the actual demand.

Table 2 shows the adjusted demand volume and served volume comparison for the AM, School, PM peak hours, respectively. The overall served volumes, compared to the counts at the study intersections, typically range between 0 percent and 4 percent. This variation falls within the industry standards of up to 10-15 percent variation for volume calibration.

Detailed SimTraffic outputs for Existing Conditions are summarized in **Appendix C**.

Existing LOS Results

Intersection LOS results are summarized in **Table 3** for the AM and PM peak hours. Based on the LOS results, one (1) intersection in the AM, School, and PM peak hours operates at unacceptable LOS E or F:

AM Peak Hour

Intersection 1 operates at LOS F therefore is unacceptable.

School Peak Hour

Intersection 1 operates at LOS F therefore is unacceptable.

PM Peak Hour

Intersection 1 operates at LOS F therefore is unacceptable.

Existing Queueing Results

The average and 95th percentile queue lengths (measured in feet) were also determined using SimTraffic. The queue lengths are summarized in **Table 4** for the AM, School, and PM peak hours.

In the School and PM peak hours, there is no significant queueing at the study intersections and storage capacity is adequate. For the AM peak hour, queues at the EBR movement at Intersection 1 and the NBL and SBTR movements at Intersection 2 exceed capacity.

Table 2. Existing Volume Summary

#	Intersection	Control	Volume (vph)	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
AM Peak Hour																								
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Demand	1,538	-	207	396	17	620	-	12	614	28	654	-	16	-	231	247	-	13	1	3	17
			Count	1,538	-	207	396	17	620	-	12	614	28	654	-	16	-	231	247	-	13	1	3	17
			Served	1,515	-	195	423	16	634	-	10	593	30	633	-	15	-	219	234	-	10	1	3	14
			% Served (Demand)	99%	-	94%	107%	94%	102%	-	83%	97%	107%	97%	-	94%	-	95%	95%	-	77%	100%	100%	82%
			% Served (Count)	99%	-	94%	107%	94%	102%	-	83%	97%	107%	97%	-	94%	-	95%	95%	-	77%	100%	100%	82%
2	SR 49/ N Washington St & W School St	SSSC	Demand	1,605	-	77	603	10	690	-	-	774	84	858	-	17	-	40	57	-	-	-	-	-
			Served	1,557	-	70	580	11	661	-	-	754	82	836	-	17	-	43	60	-	-	-	-	-
			% Served (Demand)	97%	-	91%	96%	110%	96%	-	-	97%	98%	97%	-	100%	-	108%	105%	-	-	-	-	-
School Peak Hour																								
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Demand	1,446	-	148	588	22	758	-	6	444	14	477	-	10	1	185	196	-	9	0	6	15
			Count	1,446	-	148	588	22	758	-	19	444	14	477	-	10	1	185	196	-	9	0	6	15
			Served	1,414	-	138	537	16	691	-	4	530	16	550	-	14	1	142	157	-	9	1	6	16
			% Served (Demand)	98%	-	93%	91%	73%	91%	-	67%	119%	114%	115%	-	140%	100%	77%	80%	-	100%	-	100%	107%
			% Served (Count)	98%	-	93%	91%	73%	91%	-	21%	119%	114%	115%	-	140%	100%	77%	80%	-	100%	-	100%	107%
2	SR 49/ N Washington St & W School St	SSSC	Demand	1,433	-	7	696	3	706	-	-	573	66	639	-	64	-	24	88	-	-	-	-	-
			Served	1,449	-	28	651	8	687	-	-	642	58	700	-	28	-	34	62	-	-	-	-	-
			% Served (Demand)	101%	-	400%	94%	267%	97%	-	-	112%	88%	110%	-	44%	-	142%	70%	-	-	-	-	-
PM Peak Hour																								
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Demand	1,445	-	148	588	22	758	-	19	444	14	477	-	10	-	185	195	-	9	-	6	15
			Count	1,445	-	148	588	22	758	-	19	444	14	477	-	10	-	185	195	-	9	-	6	15
			Served	1,465	-	144	600	20	764	-	3	509	15	527	-	9	-	139	148	-	19	-	7	26
			% Served (Demand)	101%	-	97%	102%	91%	101%	-	16%	115%	107%	110%	-	90%	-	75%	76%	-	211%	-	117%	173%
			% Served (Count)	101%	-	97%	102%	91%	101%	-	16%	115%	107%	110%	-	90%	-	75%	76%	-	211%	-	117%	173%
2	SR 49/ N Washington St & W School St	SSSC	Demand	1,433	-	7	696	3	706	-	-	573	66	639	-	64	-	24	88	-	-	-	-	-
			Served	1,489	-	18	739	12	769	-	-	628	42	670	-	24	-	26	50	-	-	-	-	-
			% Served (Demand)	104%	-	257%	106%	400%	109%	-	-	110%	64%	105%	-	38%	-	108%	57%	-	-	-	-	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

Table 3. Existing Intersection LOS Summary

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
AM Peak																				
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Delay	***150.4***	-	12.9	1.7	0.4	-	21.6	10.9	10.7	-	98.3	-	106.7	-	150.4	34.4	43.1
			LOS	***F***	-	B	A	A	-	C	B	B	-	F	-	F	-	F	D	E
2	SR 49/ N Washington St & W School St	SSSC	Delay	***14.9***	-	10.9	14.9	9.2	-	-	7.7	5.4	-	7.8	-	5.7	-	-	-	-
			LOS	***B***	-	B	B	A	-	-	A	A	-	A	-	A	-	-	-	-
School Peak																				
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Delay	***69.0***	-	8.1	1.3	0.3	-	4.2	3.0	1.0	-	38.8	29.2	15.6	-	69.0	33.7	17.5
			LOS	***F***	-	A	A	A	-	A	A	A	-	E	D	C	-	F	D	C
2	SR 49/ N Washington St & W School St	SSSC	Delay	***7.2***	-	4.7	7.2	4.2	-	-	5.9	3.7	-	6.6	-	5.5	-	-	-	-
			LOS	***A***	-	A	A	A	-	-	A	A	-	A	-	A	-	-	-	-
PM Peak																				
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Delay	***98.4***	-	7.3	1.3	0.2	-	7.8	2.8	0.9	-	38.0	-	10.6	-	98.4	-	25.4
			LOS	***F***	-	A	A	A	-	A	A	A	-	E	-	B	-	F	-	D
2	SR 49/ N Washington St & W School St	SSSC	Delay	***7.9***	-	4.8	7.9	4.6	-	-	5.5	2.5	-	6.3	-	4.5	-	-	-	-
			LOS	***A***	-	A	A	A	-	-	A	A	-	A	-	A	-	-	-	-

Note: Results are based on an average of approximately 10 SimTraffic simulation runs. Side-street stop control (SSSC) overall delay looks at worst movement.

Table 4. Existing Intersection Queueing Summary

No.	Intersection	Movement/ Approach	Storage Length	Existing					
				AM Peak		School Peak		PM Peak	
				Avg Queue	95th Queue	Avg Queue	95th Queue	Avg Queue	95th Queue
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	EBLT	1,180	171	472	10	44	5	21
		EBR	130	**148**	**243**	53	110	43	88
		WBLTR	780	17	47	13	39	30	67
		NBT	100	58	89	42	73	39	70
		NBL	90	0	12	2	11	0	5
		SBL	50	4	21	5	28	1	10
		SBTR	1,200	50	347	0	0	3	23
2	SR 49/ N Washington St & W School St	EBLTR	700	29	51	29	51	27	51
		NBL	40	26	**78**	7	26	4	20
		NBTR	400	103	335	38	105	41	127
		SBTR	100	54	**120**	32	86	15	55

Note: Results based on an average of approximately 10 SimTraffic simulation runs. ***Bold*** *indicates queue exceeds storage capacity.*

FORECAST VOLUMES

For this Project, 2040 demand volumes during the AM and PM peak hours for both study intersections, SR 49 & Shaws Flat Road (Intersection 1) and SR 49 & School Street (Intersection 2), were obtained from the *2015 Tuolumne County General Plan and Regional Transportation Plan Update Environmental Impact Report Traffic Study*.

Demand volumes at both study intersections during the School peak hour were obtained by first developing a scaling factor using 2012 AM peak hour counts and 2040 AM peak hour demand volumes at SR 49 & Shaws Flat Road (Intersection 1) from the *2013 Vision Sonora Plan* and the *2015 Tuolumne County General Plan and Regional Transportation Plan Update Environmental Impact Report Traffic Study*, respectively. The scaling factor was then applied to 2012 School peak hour counts at SR 49 & Shaws Flat Road (Intersection 1) to develop 2040 School peak hour demand volumes.

2040 School peak hour demand volumes for SR 49 & School Street (Intersection 2) were then determined by proportionally computing movement volumes using 2012 School peak hour counts at both study intersections from the *2013 Vision Sonora Plan* and the 2040 School peak hour demand volumes at SR 49 & Shaws Flat Road (Intersection 1).

Pedestrian and bicycle volumes were additionally scaled up from 2025 conditions to 2040 conditions using the scaling factor.

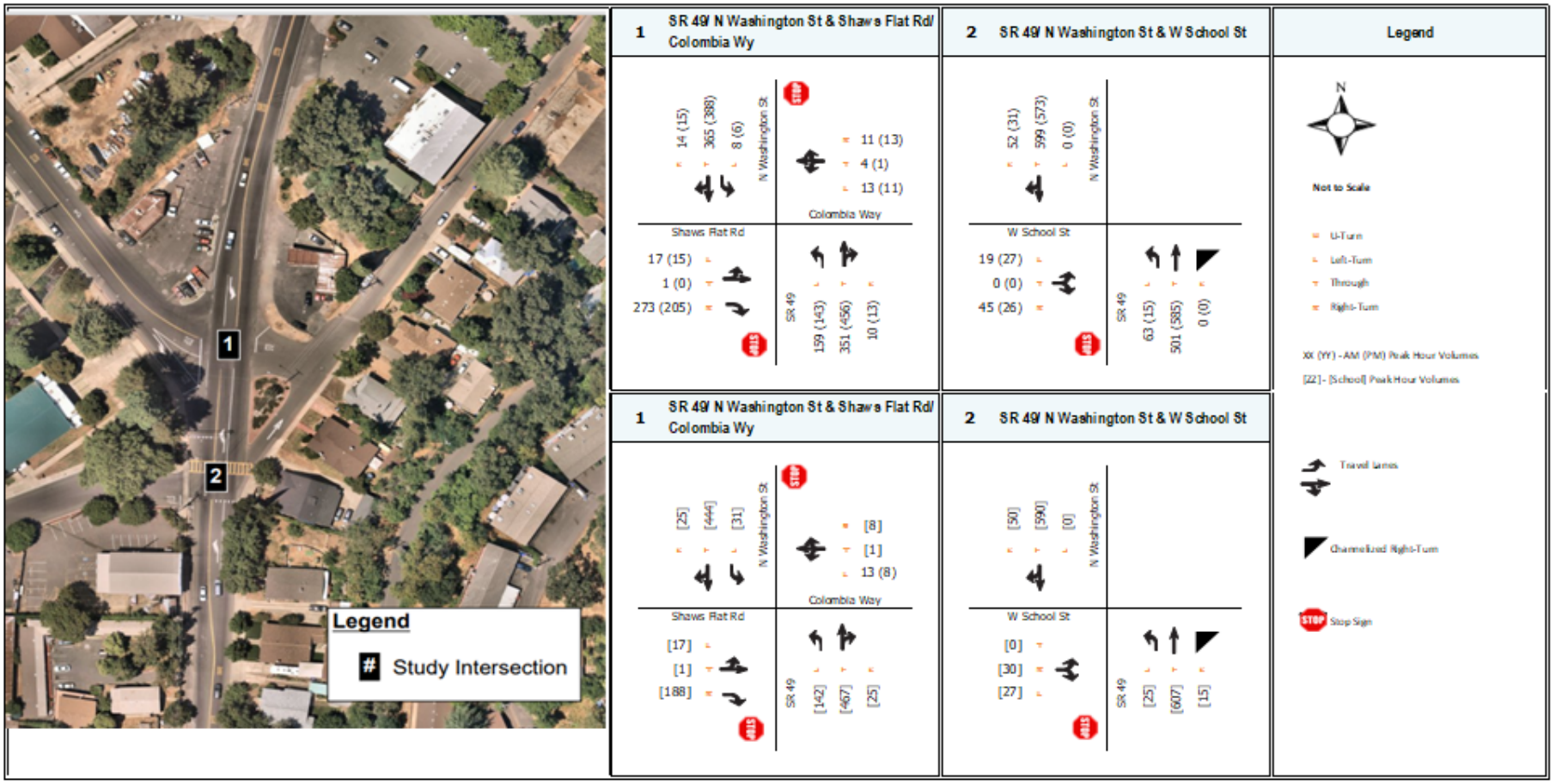
Demand volumes were balanced before input into SimTraffic.

Volume developments are shown in **Appendix D**.

AM, School, and PM peak hour demand volumes for Cumulative (2040) No Build Conditions are shown in **Figure 3**.

Note that the Cumulative 2040 volumes sourced from the *2015 Tuolumne County General Plan and Regional Transportation Plan Update Environmental Impact Report Traffic Study* are inclusive of the traffic effects from construction of the Greenley Road Bypass. To understand the operating conditions of the study intersections under Cumulative 2040 Conditions before construction of the Bypass, a uniform growth rate of 1 percent was applied by movement to Existing 2025 Conditions demand volumes in SIDRA for the 15-year study period from 2025 to 2040.

Figure 3. Cumulative No Build Lane Geometries and AM/School/PM Peak Hour Traffic Demand Volumes



CUMULATIVE (2040) NO BUILD CONDITIONS ANALYSIS

The calibrated Existing Conditions Synchro/SimTraffic model was used as a base model for the Cumulative No Build Conditions. Measures of effectiveness, including volume outputs, delay/LOS, and queue lengths were extracted for the Cumulative No Build Conditions, similar to Existing Conditions.

Table 5 shows the demand volume and served volume comparison for the AM peak hour and PM peak hours. The overall served volumes fall below the overall demand volumes for both study intersections at all peak hours by at least 5 percent, indicating that the existing SSSC would not adequately serve future demand volumes.

Intersection delay and LOS analyses are shown in **Table 6** for the AM, School, and PM peak hours. Intersection 1 operates at unacceptable LOS E or F during all peak hours.

The average and 95th percentile queue lengths are shown in **Table 7**. During the AM peak hour, the 95th percentile EBR queue exceeds the storage capacity at Intersection 1, while the 95th percentile NBL queue exceeds the storage capacity at Intersection 2.

During the School and PM peak hours, there is no significant queueing at the study intersections and storage capacity is adequate.

Table 5. Cumulative No Build Conditions Volume Summary

#	Intersection	Control	Volume (vph)	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
AM Peak Hour																								
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Demand	1,538	-	207	396	17	620	-	12	614	28	654	-	16	0	231	247	-	13	1	3	17
			Served	1,273	-	165	400	9	574	-	6	363	14	383	-	17	1	269	287	-	12	4	13	29
			% Served (Demand)	83%	-	80%	101%	53%	93%	-	50%	59%	50%	59%	-	106%	-	116%	116%	-	92%	400%	433%	171%
2	SR 49/ N Washington St & W School St	SSSC	Demand	1,606	-	84	603	-	687	-	-	774	84	858	-	17	-	44	61	-	-	-	-	-
			Served	1,349	-	64	501	-	565	-	-	597	53	650	-	39	-	95	134	-	-	-	-	-
			% Served (Demand)	84%	-	76%	83%	-	82%	-	-	77%	63%	76%	-	229%	-	216%	220%	-	-	-	-	-
School Peak Hour																								
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Demand	1,446	-	148	588	22	758	-	19	444	14	477	-	10	1	185	196	-	9	0	6	15
			Served	1,330	-	138	459	26	623	-	34	432	24	490	-	17	2	180	199	-	7	1	10	18
			% Served (Demand)	92%	-	93%	78%	118%	82%	-	179%	97%	171%	103%	-	170%	200%	97%	102%	-	78%	-	167%	120%
2	SR 49/ N Washington St & W School St	SSSC	Demand	1,433	-	7	696	3	706	-	-	573	66	639	-	64	-	24	88	-	-	-	-	-
			Served	1,316	-	25	597	16	638	-	-	570	53	623	-	26	-	29	55	-	-	-	-	-
			% Served (Demand)	92%	-	357%	86%	533%	90%	-	-	99%	80%	97%	-	41%	-	121%	63%	-	-	-	-	-
PM Peak Hour																								
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Demand	1,445	-	148	588	22	758	-	19	444	14	477	-	10	-	185	195	-	9	0	6	15
			Served	1,258	-	143	459	14	616	-	5	376	16	397	-	14	-	207	221	-	11	1	12	24
			% Served (Demand)	87%	-	97%	78%	64%	81%	-	26%	85%	114%	83%	-	140%	-	112%	113%	-	122%	-	200%	160%
2	SR 49/ N Washington St & W School St	SSSC	Demand	1,430	-	7	696	-	703	-	-	573	66	639	-	64	-	24	88	-	-	-	-	-
			Served	1,255	-	16	588	-	604	-	-	566	34	600	-	26	-	25	51	-	-	-	-	-
			% Served (Demand)	88%	-	229%	84%	-	86%	-	-	99%	52%	94%	-	41%	-	104%	58%	-	-	-	-	-

Note: Results are based on an average of approximately 10 SimTraffic simulation runs.

Table 6. Cumulative No Build Conditions Intersection LOS Summary

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection LOS Summary															
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
AM Peak																				
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Delay	***53.7***	-	5.1	1.4	0.3	-	3.1	2.6	0.6	-	21.8	21.3	18.3	-	53.7	15.3	8.6
			LOS	***F***	-	A	A	A	-	A	A	A	-	C	C	C	-	F	C	A
2	SR 49/ N Washington St & W School St	SSSC	Delay	***12.3***	-	5.3	7.7	-	-	-	7.2	4.4	-	12.3	-	8.4	-	-	-	-
			LOS	***B***	-	A	A	-	-	-	A	A	-	B	-	A	-	-	-	-
School Peak																				
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Delay	***48.0***	-	6.1	1.3	0.3	-	4.5	2.9	1.2	-	27.2	19.4	13.2	-	48.0	16.9	10.7
			LOS	***E***	-	A	A	A	-	A	A	A	-	D	C	B	-	E	C	B
2	SR 49/ N Washington St & W School St	SSSC	Delay	***7.2***	-	5.1	7.0	3.2	-	-	6.2	3.3	-	7.2	-	5.4	-	-	-	-
			LOS	***A***	-	A	A	A	-	-	A	A	-	A	-	A	-	-	-	-
PM Peak																				
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	SSSC	Delay	***44.4***	-	4.7	1.2	0.2	-	4.4	2.5	0.7	-	20.5	-	11.5	-	44.4	11.2	8.9
			LOS	***E***	-	A	A	A	-	A	A	A	-	C	-	B	-	E	B	A
2	SR 49/ N Washington St & W School St	SSSC	Delay	***6.6***	-	4.3	6.6	-	-	-	5.8	3.3	-	6.6	-	4.5	-	-	-	-
			LOS	***A***	-	A	A	-	-	-	A	A	-	A	-	A	-	-	-	-

Note: Results are based on an average of approximately 10 SimTraffic simulation runs. The delay for the worst performing movement (or shared movement) on the side street approaches or the left-turn movements on the major street approaches are reported as overall intersection delay for side-street stop control (SSSC).

Table 7. Cumulative No Build Conditions Intersection Queueing Summary

No.	Intersection	Movement/ Approach	Storage Length	Cumulative No Build					
				AM Peak		School Peak		PM Peak	
				Avg Queue	95th Queue	Avg Queue	95th Queue	Avg Queue	95th Queue
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	EBLT	1,180	20	110	13	55	8	26
		EBR	130	84	**161**	57	117	60	117
		WBLTR	780	26	60	16	45	19	50
		NBT	100	42	75	39	70	35	65
		NBL	90	0	5	11	34	2	13
		SBL	50	2	14	7	36	5	30
		SBTR	1,200	5	32	0	0	0	0
2	SR 49/ N Washington St & W School St	EBLTR	700	90	155	28	53	27	53
		NBL	40	19	**54**	7	26	4	22
		NBTR	400	45	115	35	93	27	87
		SBTR	100	41	93	26	79	15	55

Note: Results based on an average of approximately 10 SimTraffic simulation runs. ***Bold*** *indicates queue exceeds storage capacity.*

INTERSECTION CONTROL ALTERNATIVES

The existing controls at the study intersections are Side-Street Stop Controls (SSSC). Under Cumulative (2045) Conditions, the following three (3) intersection control alternatives were evaluated at the study intersections:

- Alternative 1 – Signal (SIG)
- Alternative 2 – 4-Legged Roundabout (4LRAB)
- Alternative 3 – 5-Legged Roundabout (5LRAB)

Each intersection alternative is shown in **Figure 4** through **Figure 6** below.

Figure 4. Alternative 1 – Signal (SIG)

Figure 5. Alternative 2 – 4-Legged Roundabout (4LRAB)

Figure 6. Alternative 3 – 5-Legged Roundabout (5LRAB)

CUMULATIVE (2040) BUILD WITH BYPASS CONDITIONS ANALYSIS

The calibrated Cumulative (2040) No Build Conditions Synchro/SimTraffic model was used as a base model. The model was updated to reflect lane geometry changes proposed under Cumulative Build Conditions.

From Cumulative No Build Conditions to Cumulative Build Conditions, traffic patterns are not expected to change. Therefore, traffic demand volumes from the calibrated Cumulative No Build Conditions were used as the Cumulative Build Conditions demand volumes.

Measures of effectiveness, including volume outputs, delay/LOS, and queue lengths were extracted for the Cumulative Build Conditions for each intersection control alternative.

Alternative 1 – Signalized (SIG)

Under Alternative 1, Intersection 1 is signalized while Intersection 2 remains SSSC. There are no geometric modifications at the study intersections.

Table 8 shows the demand volume and served volume comparison for the AM, School, and PM peak hours. The overall served volumes fall below the overall demand volumes for both study intersections at all peak hours by at least 5 percent, indicating that signalized control at Intersection 1 would not adequately serve future demand volumes.

Intersection delay and LOS are shown in **Table 9** for AM, School, and PM peak hours. All approaches operate at an acceptable LOS D or better during all peak hours.

The average and 95th percentile queue lengths are shown in **Table 10**. During the AM peak hour, the 95th percentile NBL queue at Intersection 2 exceeds the storage capacity. During the School peak hour, the 95th percentile SBL queue at Intersection 1 and the 95th percentile NBL and SBTR queues at Intersection 2 exceed their respective storage lengths. No queues during the PM peak hour exceed their respective storage lengths.

Table 8. Cumulative Build Conditions Volume Summary – Signalized

#	Intersection	Control	Volume (vph)	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
AM Peak Hour																								
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	Signal	Demand	1,538	-	207	396	17	620	-	12	614	28	654	-	16	0	231	247	-	13	1	3	17
			Count	1,538	-	207	396	17	620	-	12	614	28	654	-	16	0	231	247	-	13	1	3	17
			Served	1,213	-	160	346	9	515	-	6	364	14	384	-	14	1	270	285	-	12	4	13	29
			% Served (Demand)	79%	-	77%	87%	53%	83%	-	50%	59%	50%	59%	-	88%	-	117%	115%	-	92%	400%	433%	171%
			% Served (Count)	79%	-	77%	87%	53%	83%	-	50%	59%	50%	59%	-	88%	-	117%	115%	-	92%	400%	433%	171%
2	SR 49/ N Washington St & W School St	SSSC	Demand	1,606	-	84	603	-	687	-	-	774	84	858	-	17	-	44	61	-	-	-	-	-
			Served	1,271	-	62	498	-	560	-	-	600	52	652	-	16	-	43	59	-	-	-	-	-
			% Served (Demand)	79%	-	74%	83%	-	82%	-	-	78%	62%	76%	-	94%	-	98%	97%	-	-	-	-	-
School Peak Hour																								
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	Signal	Demand	1,446	-	148	588	22	758	-	19	444	14	477	-	10	1	185	196	-	9	0	6	15
			Count	1,446	-	148	588	22	758	-	19	444	14	477	-	10	1	185	196	-	9	0	6	15
			Served	1,365	-	142	460	43	645	-	29	443	25	497	-	18	1	187	206	-	7	1	9	17
			% Served (Demand)	94%	-	96%	78%	195%	85%	-	153%	100%	179%	104%	-	180%	100%	101%	105%	-	78%	-	150%	113%
			% Served (Count)	94%	-	96%	78%	195%	85%	-	153%	100%	179%	104%	-	180%	100%	101%	105%	-	78%	-	150%	113%
2	SR 49/ N Washington St & W School St	SSSC	Demand	1,430	-	7	696	-	703	-	-	573	66	639	-	64	-	24	88	-	-	-	-	-
			Served	1,343	-	24	622	-	646	-	-	593	49	642	-	23	-	32	55	-	-	-	-	-
			% Served (Demand)	94%	-	343%	89%	-	92%	-	-	103%	74%	100%	-	36%	-	133%	63%	-	-	-	-	-
PM Peak Hour																								
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	Signal	Demand	1,445	-	148	588	22	758	-	19	444	14	477	-	10	-	185	195	-	9	0	6	15
			Count	1,445	-	148	588	22	758	-	19	444	14	477	-	10	-	185	195	-	9	0	6	15
			Served	1,282	-	143	464	12	619	-	5	394	16	415	-	15	-	206	221	-	12	1	14	27
			% Served (Demand)	89%	-	97%	79%	55%	82%	-	26%	89%	114%	87%	-	150%	-	111%	113%	-	133%	-	233%	180%
			% Served (Count)	89%	-	97%	79%	55%	82%	-	26%	89%	114%	87%	-	150%	-	111%	113%	-	133%	-	233%	180%
2	SR 49/ N Washington St & W School St	SSSC	Demand	1,430	-	7	696	-	703	-	-	573	66	639	-	64	-	24	88	-	-	-	-	-
			Served	1,277	-	17	592	-	609	-	-	582	35	617	-	26	-	25	51	-	-	-	-	-
			% Served (Demand)	89%	-	243%	85%	-	87%	-	-	102%	53%	97%	-	41%	-	104%	58%	-	-	-	-	-

Note: Results are based on an average of approximately 10 SimTraffic simulation runs.

Table 9. Cumulative Build Conditions Intersection LOS Summary – Signalized

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
AM Peak																				
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	Signal	Delay	***10.5***	-	16.7	5.3	2.7	-	27.2	15.4	10.5	-	12.4	13.1	6.8	-	12.9	13.7	3.7
			LOS	***B***	-	B	A	A	-	C	B	B	-	B	B	A	-	B	B	A
2	SR 49/ N Washington St & W School St	SSSC	Delay	***7.1***	-	5.6	9.9	-	-	-	5.4	2.5	-	7.9	-	4.8	-	-	-	-
			LOS	***A***	-	A	A	-	-	-	A	A	-	A	-	A	-	-	-	-
School Peak																				
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	Signal	Delay	***10.6***	-	20.4	5.1	2.6	-	28.6	14.0	7.9	-	19.5	12.8	7.0	-	15.6	9.7	4.6
			LOS	***B***	-	C	A	A	-	C	B	A	-	B	B	A	-	B	A	A
2	SR 49/ N Washington St & W School St	SSSC	Delay	***11.1***	-	12.1	16.9	-	-	-	6.0	3.5	-	10.1	-	5.9	-	-	-	-
			LOS	***B***	-	B	B	-	-	-	A	A	-	B	-	A	-	-	-	-
PM Peak																				
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	Signal	Delay	***9.5***	-	17.2	4.7	3.0	-	27.2	14.2	7.8	-	13.8	-	5.7	-	14.8	10.3	4.9
			LOS	***A***	-	B	A	A	-	C	B	A	-	B	-	A	-	B	B	A
2	SR 49/ N Washington St & W School St	SSSC	Delay	***8.2***	-	5.9	11.6	-	-	-	5.3	2.3	-	7.5	-	4.2	-	-	-	-
			LOS	***A***	-	A	B	-	-	-	A	A	-	A	-	A	-	-	-	-

Note: Results are based on an average of approximately 10 SimTraffic simulation runs.

Table 10. Cumulative Build Conditions Intersection Queueing Summary – Signalized

No.	Intersection	Movement/ Approach	Storage Length	Cumulative No Build					
				AM Peak		School Peak		PM Peak	
				Avg Queue	95th Queue	Avg Queue	95th Queue	Avg Queue	95th Queue
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	EBLT	1,180	7	35	8	26	6	21
		EBR	130	56	106	44	88	43	87
		WBLTR	780	16	46	11	35	16	46
		NBT	100	58	84	57	84	55	83
		NBL	90	54	87	61	87	60	86
		SBL	50	6	31	23	**62**	5	29
		SBTR	1,200	106	187	117	210	103	191
2	SR 49/ N Washington St & W School St	EBLTR	700	29	55	29	58	27	50
		NBL	40	19	**58**	15	**68**	5	29
		NBTR	400	67	179	133	342	92	235
		SBTR	100	26	80	37	**105**	24	79

Note: Results based on an average of approximately 10 SimTraffic simulation runs. ***Bold*** *indicates queue exceeds storage capacity.*

Alternative 2 – 4-Legged Roundabout (4LRAB)

Under Alternative 2, Intersection 1 is reconstructed as a 1-lane roundabout while Intersection 2 retains its existing geometry and SSSC. Intersection 1 was analyzed using SIDRA Intersection 9.1 software with the following options selected:

- HCM 6 Methodology
- Entry/Circ Flow Adjustment set to “None”
- Environment Factor set to 1.05

Note that HCM 7 is not available in SIDRA. However, HCM 7 did not update the roundabout methodology from HCM 6.

Intersection 2 was analyzed using Synchro/SimTraffic Version 12.

Delay, LOS, and queue lengths for Intersection 1 are shown in **Table 11**. Delay and LOS for Intersection 2 are shown in **Table 12**. Queue lengths for Intersection 2 are shown in **Table 13**.

All approaches operate at an acceptable LOS D or better during all peak hours. The 95th percentile NBL queue at Intersection 2 exceeds the storage length during all peak hours.

Table 11. Cumulative Build Conditions Intersection LOS & Queueing Summary – 4LRAB – Intersection 1

#	Intersection	Control	Approach	Storage Length	AM Peak Hour						School Peak Hour						PM Peak Hour					
					Demand Volume (vph)	v/c	Avg. Delay (sec)	LOS	95th % Queue		Demand Volume (vph)	v/c	Avg. Delay (sec)	LOS	95th % Queue		Demand Volume (vph)	v/c	Avg. Delay (sec)	LOS	95th % Queue	
									Vehicles	Length (ft)					Vehicles	Length (ft)					Vehicles	Length (ft)
1	SR 49 & Shaws Flat Road	4LRAB	South Leg (NB)	100	583	0.506	7.4	A	4.7	119.3	659	0.587	9.2	A	5.8	148.6	614	0.541	7.7	A	5.3	135.9
			East Leg (WB)	780	28	0.042	5.4	A	0.2	5.7	17	0.028	5.8	A	0.2	4.0	25	0.039	5.6	A	0.2	5.3
			North Leg (SB)	1290	387	0.416	8.1	A	2.8	70.6	500	0.510	9.2	A	3.9	100.7	409	0.412	7.6	A	2.8	71.1
			West Leg (EB)	1180	291	0.392	9.2	A	2.6	66.3	206	0.300	8.3	A	1.9	48.5	220	0.289	7.5	A	1.8	45.5
			Overall		**1,289**	**0.506**	**9.2**	**A**			**1,382**	**0.587**	**9.2**	**A**			**1,268**	**0.541**	**7.7**	**A**		

Note: Results are based on HCM 6 methodology in SIDRA Intersection 9.1 Software. Overall results report the worst movement. ***Bold*** *indicates queue exceeds storage capacity.*

Table 12. Cumulative Build Conditions Intersection LOS Summary – SSSC – Intersection 2

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection LOS Summary									
				Total	Northbound			Southbound			Eastbound		
					L	T	R	L	T	R	L	T	R
AM Peak													
2	SR 49/ N Washington St & W School St	SSSC	Delay	***3.9***	-	6.1	-	-	2.2	1.4	5.8	-	4.3
			LOS	***A***	-	A	-	-	A	A	A	-	A
School Peak													
2	SR 49/ N Washington St & W School St	SSSC	Delay	***4.3***	-	6.6	-	-	2.1	1.3	5.9	-	4.4
			LOS	***A***	-	A	-	-	A	A	A	-	A
PM Peak													
2	SR 49/ N Washington St & W School St	SSSC	Delay	***4.2***	-	6.5	-	-	2.0	1.2	6.1	-	4.3
			LOS	***A***	-	A	-	-	A	A	A	-	A

Note: Results are based on an average of approximately 10 SimTraffic simulation runs.

Table 13. Cumulative Build Conditions Intersection Queueing Summary – SSSC – Intersection 2

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary					
				AM Peak		School Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile	Average	95th Percentile
2	SR 49/ N Washington St & W School St	EBTR	700	29	53	28	54	27	55
		NBL	40	22	**68**	29	**84**	34	**92**
		NBTR	404	27	75	24	68	23	68
		SBTR	95	0	0	0	0	0	0

Note: Results are based on an average of approximately 10 SimTraffic simulation runs.

Alternative 3 – 5-Legged Roundabout (5LRAB)

Under Alternative 3, both study intersections would be reconstructed and combined into a 1-lane roundabout. The single roundabout intersection was analyzed using SIDRA Intersection 9.1 software with the following options selected:

- HCM 6 Methodology
- Entry/Circ Flow Adjustment set to “None”
- Environment Factor set to 1.05

Note that HCM 7 is not available in SIDRA. However, HCM 7 did not update the roundabout methodology from HCM 6.

Intersection delay and LOS, v/c, and 95th percentile queue lengths are shown in **Table 14** for AM, School, and PM peak hours. All approaches operate at an acceptable LOS D or better during all peak hours. Additionally, there are no queueing deficiencies for any peak hour.

Table 14. Cumulative Build Conditions Intersection LOS & Queueing Summary – 5LRAB

#	Intersection	Scenario	Approach	Storage Length	AM Peak Hour						School Peak Hour						PM Peak Hour					
					Demand Volume (vph)	v/c	Avg. Delay (sec)	LOS	95th % Queue		Demand Volume (vph)	v/c	Avg. Delay (sec)	LOS	95th % Queue		Demand Volume (vph)	v/c	Avg. Delay (sec)	LOS	95th % Queue	
									Vehicles	Length (ft)					Vehicles	Length (ft)					Vehicles	Length (ft)
1	SR 49 & Shaws Flat Road	2040 RAB	South Leg (NB)	400	554	0.486	7.4	A	4.1	105.7	607	0.538	8.3	A	5.0	128.4	587	0.519	8.0	A	4.7	120.1
			Northeast Leg (SWB)	780	28	0.042	5.4	A	0.2	5.7	17	0.028	5.7	A	0.2	3.9	25	0.039	5.7	A	0.2	5.5
			North Leg (SB)	1290	387	0.417	8.1	A	2.8	71.0	500	0.509	9.2	A	3.9	99.4	409	0.413	7.6	A	2.8	72.3
			Northwest Leg (SEB)	1180	291	0.364	8.8	A	2.4	60.4	206	0.300	8.3	A	1.9	48.4	220	0.288	7.5	A	1.8	45.4
			Southwest Leg (NEB)	1060	64	0.101	6.4	A	0.6	14.5	57	0.093	6.5	A	0.5	13.6	53	0.081	5.9	A	0.4	11.4
			Overall		**1,324**	**0.486**	**8.8**	**A**			**1,387**	**0.538**	**9.2**	**A**			**1,294**	**0.519**	**8.0**	**A**		

Note: Results are based on HCM 6 methodology in SIDRA Intersection 9.1 Software. Overall results report the worst movement. ***Bold*** *indicates queue exceeds storage capacity.*

CUMULATIVE (2040) BUILD WITHOUT BYPASS CONDITIONS ANALYSIS

The calibrated Cumulative (2040) No Build Conditions Synchro/SimTraffic model was used as a base model for the Cumulative (2040) Build without Bypass Conditions analysis.

Volumes were updated as discussed in the Forecasted Volumes section. Under Alternative 2 (4LRAB), Intersection 1 was modeled using SIDRA 9.1 while Intersection 2 was modeled using Synchro/SimTraffic 12. Under Alternative 3 (5LRAB), the single roundabout was modeled using SIDRA 9.1.

The analysis results are summarized in **Table 15**.

Overall intersection delays were slightly compared to those from Cumulative (2040) Build with Bypass Conditions. This outcome is expected as the volumes without the Bypass are higher and thus would result in increased delays.

Table 15. Cumulative Build with Bypass Conditions Intersection LOS & Queueing Summary – 4LRAB & 5LRAB

No.	Intersection	Peak Hour	Cumulative w/out Bypass							
			4-Legged Roundabout				5-Legged Roundabout			
			Control	v/c	Avg. Delay	LOS	Control	v/c	Avg. Delay	LOS
1	SR 49 & Shaws Flat Rd	AM Peak Hour	RAB	0.75	13.2	B	RAB	0.749	13.2	B
		School Peak Hour		0.62	9.2	A		0.601	9.5	A
		PM Peak Hour		0.69	9.3	A		0.661	9.7	A
2	SR 49 & School Street	AM Peak Hour	SSSC (RIRO)	-	4.6	A	*Intersections merged for this alternative*			
		School Peak Hour		-	4.6	A				
		PM Peak Hour		-	5.0	A				
Total		**A-D**	**6**				**3**			
		E-F	**0**				**0**			

Note: Results are based on HCM 6 methodology in SIDRA Intersection 9.1 Software and HCM 7 methodology in Synchro/SimTraffic 12.

INTERSECTION SAFETY ASSESSMENT

Five years of crash data (dating from 10/1/2019 - 9/30/2024) for SR 49 & Shaws Flat Road (Intersection 1) were reviewed. The crash data were provided by Caltrans from the Traffic Accident Surveillance and Analysis System (TASAS). No specific crash data were received for SR 49 & School Street (Intersection 2). Table 16 presents a comparison between the crash rate at Intersection 1 and the statewide average crash rate at similar facilities.

Table 16. Existing Crash Data Summary

Intersection	Total number of crashes	Actual (per million vehicle miles)			Statewide Average (per million vehicle miles)		
		Fatal Crashes	Fatal + Injury Crashes	Total*	Fatal Crashes	Fatal + Injury Crashes	Total*
(#1) SR 49 & Shaws Flat Rd	5	0.00	0.11	0.14	0.006	0.21	0.47

Source: Caltrans Traffic Accident Surveillance and Analysis System.
** Total crash rate includes fatal, injury, and property damage crashes.*

Intersection 1 experienced a total of five crashes over a five-year study period, comprising of four injury-related crashes and no fatalities. As illustrated in Table 16, the crash rate at this study intersection is lower than the statewide average for similar facilities. This indicates that the intersection generally has lesser safety risk compared to other intersections sharing similar roadway characteristics.

Alternative 1 proposes implementing a signal at Intersection 1. The Caltrans Local Roadway Safety Manual (LRSM) recognizes installing signals as a countermeasure with a crash reduction factor (CRF) of 30%.

Alternative 2 proposes implementing a 4LRAB at Intersection 1. Converting a SSSC intersection into a single-lane roundabout in a suburban setting yields a crash reduction factor of 78%, as outlined by NCHRP Report 1043.

Alternative 3 proposes implementing a 5LRAB that would combine both study intersections. Similar to Alternative 2, converting the two study intersections into a single-lane roundabout would result in a crash reduction of 78% according to NCHRP Report 1043.

The CRF's associated with each countermeasure were separately applied to the existing crash rate to develop the modified crash rates shown in **Table 17**.

Table 17. Crash Rates with Proposed Countermeasures

Intersection	Intersection Travel Crash Rate (per million vehicle miles)		
	Existing (Caltrans)	Reduction with Signal (Alternative 1)	Reduction with 4-Leg (Alternative 2) or 5-Leg (Alternative 3) RAB
SR 49 & Shaws Flat Road	0.14	0.10	0.03

The implementations of either a traffic signal or a single-lane roundabout at Intersection 1, as proposed in Alternative 1 and Alternative 2, respectively, or a five-legged roundabout at both study intersections as proposed in Alternative 3, are anticipated to reduce the actual crash rate below the statewide average.

SUMMARY

As part of the Sonora ISOAP Stage 1 study, an analysis of different intersection control alternatives at the site was conducted. A comparison of the LOS and delay between No Build and each Build alternative is shown in **Table 18**. A queueing comparison is shown in **Table 19**, **Table 20**, and **Table 21** for the AM, School, and PM peak hours, respectively.

Based on the operational analysis results, the following can be concluded:

- Under Existing (2025) Conditions, Intersection 1 operates at unacceptable LOS F during all peak hours and with queueing deficiencies in the AM peak period. Intersection 2 operates at an acceptable LOS D or better during all peak hours and has queueing deficiencies in the AM period.
- Under Cumulative (2040) No Build Conditions, Intersection 1 operates at unacceptable LOS E or worse during all peak hours and with queueing deficiencies in the AM peak period. Intersection 2 operates at an acceptable LOS D or better during all peak hours and has queueing deficiencies in the AM period.
- Under Cumulative (2040) Build with Bypass Signalized Conditions (Alternative 1), all study intersections operate at acceptable LOS and delay during all peak hours. During the AM peak hour, the 95th percentile NBL queue at Intersection 2 exceeds the storage capacity. During the School peak hour, the 95th percentile SBL queue at Intersection 1 and the 95th percentile NBL and SBTR queues at Intersection 2 exceed their respective storage lengths. No queues during the PM peak hour exceed their respective storage lengths. The overall served volumes fall below the overall demand volumes for both study intersections at all peak hours by at least 5 percent, indicating that signalized control at Intersection 1 would not adequately serve future demand volumes.
- Under Cumulative (2040) Build with Bypass 4LRAB Conditions (Alternative 2), all study intersections operate at acceptable LOS and delay during all peak hours. The 95th percentile NBL queue at Intersection 2 exceeds the storage length during all peak hours.
- Under Cumulative (2040) Build with Bypass 5LRAB Conditions (Alternative 3), all approaches operate at acceptable LOS and delay and all queues are contained within their respective storage capacities during all peak hours.
- Under Cumulative (2040) Build without Bypass 4LRAB or 5LRAB Conditions, all approaches operate at acceptable LOS and delay. Delays increase relative to Cumulative (2040) with Bypass Build Conditions due to higher expected volumes.
- Existing crash rates would be expected to decrease with the proposed countermeasures.

Based on the findings of this analysis, the 5-legged Roundabout (Alternative 3) is recommended for further study under Stage 2 of the ISOAP.

Table 18. Intersection LOS Comparison

No.	Intersection	Peak Hour	Existing			Cumulative w/o Bypass								Cumulative w/ Bypass											
						4-Legged Roundabout				5-Legged Roundabout				No Build			Signal			4-Legged Roundabout				5-Legged Roundabout			
			Control	Avg. Delay	LOS	Control	v/c	Avg. Delay	LOS	Control	v/c	Avg. Delay	LOS	Control	Avg. Delay	LOS	Control	Avg. Delay	LOS	Control	v/c	Avg. Delay	LOS	Control	v/c	Avg. Delay	LOS
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	AM Peak Hour	SSSC	150.4	F	RAB	0.75	13.2	B	RAB	0.749	13.2	B	SSSC	53.7	F	Signal	10.5	B	RAB	0.51	9.2	A	RAB	0.486	8.8	A
		School Peak Hour		69.0	F		0.62	9.2	A		0.601	9.5	A		48.0	E		10.6	B		0.59	9.2	A		0.538	9.2	A
		PM Peak Hour		98.4	F		0.69	9.3	A		0.661	9.7	A		44.4	E		9.5	A		0.54	7.7	A		0.519	8.0	A
2	SR 49/ N Washington St & W School St	AM Peak Hour	SSSC	14.9	B	SSSC (RIRO)	-	4.6	A	*Intersections merged for this alternative*				SSSC	12.3	B	SSSC	7.1	A	SSSC	-	3.9	A	*Intersections merged for this alternative*			
		School Peak Hour		7.2	A		-	4.6	A						7.2	A		11.1	B		-	4.3	A				
		PM Peak Hour		7.9	A		-	5.0	A						6.6	A		8.2	A		-	4.2	A				
Total		**A-D**	**3**			**6**				**3**				**3**			**6**			**6**				**3**			
		E-F	**3**			**0**				**0**				**3**			**0**			**0**				**0**			

Note: No Build, SSSC, and Signal results based on an average of approximately 10 SimTraffic simulation runs. RAB results based on SIDRA Intersection 9.1 Software. Overall intersection delay and LOS for SSSC and RAB are those of the worst movements.

Table 19. Intersection AM Peak Hour Queueing Comparison

No.	Intersection	Movement/ Approach	Storage Length	Existing		Cumulative with Bypass								
						No Build		Signalized		4-Legged Roundabout			5-Legged Roundabout		
				Avg Queue	95th Queue	Avg Queue	95th Queue	Avg Queue	95th Queue	Approach	Storage Length	95th Queue	Approach	Storage Length	95th Queue
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	EBLT	1,180	171	472	20	110	7	35	West Leg	1,180	66	Northwest Leg	1,180	60
		EBR	130	**148**	**243**	84	**161**	56	106						
		WBLTR	780	17	47	26	60	16	46	East Leg	780	6	Northeast Leg	780	6
		NBT	100	58	89	42	75	58	84	South Leg	100	119			
		NBL	90	0	12	0	5	54	87						
		SBL	50	4	21	2	14	6	31	North Leg	1,290	71	North Leg	1,290	71
		SBTR	1,200	50	347	5	32	106	187						
2	SR 49/ N Washington St & W School St	EBLTR	700	29	51	90	155	29	55	West Leg	500	57	Southwest Leg	1,060	15
		NBL	40	26	**78**	19	**54**	19	**58**	South Leg	400	2	South Leg	400	106
		NBTR	400	103	335	45	115	67	179						
		SBTR	100	54	**120**	41	93	26	80	North Leg	100	0			

Note: Bold indicates queue exceeds storage capacity.

Table 20. Intersection School Peak Hour Queueing Comparison

No.	Intersection	Movement/ Approach	Storage Length	Existing		Cumulative with Bypass									
						SSSC		Signalized		4-Legged Roundabout			5-Legged Roundabout		
				Avg Queue	95th Queue	Avg Queue	95th Queue	Avg Queue	95th Queue	Approach	Storage Length	95th Queue	Approach	Storage Length	95th Queue
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	EBLT	1,180	10	44	13	55	8	26	West Leg	1,180	49	Northwest Leg	1,180	48
		EBR	130	**53**	**110**	57	117	44	88						
		WBLTR	780	13	39	16	45	11	35	East Leg	780	4	Northeast Leg	780	4
		NBT	100	42	73	39	70	57	84	South Leg	100	149			
		NBL	90	2	11	11	34	61	87						
		SBL	50	5	28	7	36	23	62	North Leg	1,290	101	North Leg	1,290	99
		SBTR	1,200	0	0	0	0	117	210						
2	SR 49/ N Washington St & W School St	EBLTR	700	29	51	28	53	29	58	West Leg	500	78	Southwest Leg	1,060	14
		NBL	40	7	26	7	26	15	**68**	South Leg	400	2	South Leg	400	128
		NBTR	400	38	105	35	93	133	342						
		SBTR	100	32	86	26	79	37	**105**	North Leg	100	0			

*Note: **Bold** indicates queue exceeds storage capacity.*

Table 21. Intersection PM Peak Hour Queueing Comparison

No.	Intersection	Movement/ Approach	Storage Length	Existing		Cumulative with Bypass								
						SSSC		Signalized		4-Legged Roundabout			5-Legged Roundabout		
				Avg Queue	95th Queue	Avg Queue	95th Queue	Avg Queue	95th Queue	Approach	Storage Length	95th Queue	Approach	Storage Length	95th Queue
1	SR 49/ N Washington St & Shaws Flat Rd/ Colombia Wy	EBLT	1,180	5	21	8	26	6	21	West Leg	1,180	46	Northwest Leg	1,180	45
		EBR	130	43	88	60	117	43	87						
		WBLTR	780	30	67	19	50	16	46	East Leg	780	5	Northeast Leg	780	6
		NBT	100	39	70	35	65	55	83	South Leg	100	136			
		NBL	90	0	5	2	13	60	86						
		SBL	50	1	10	5	30	5	29	North Leg	1,290	71	North Leg	1,290	72
		SBTR	1,200	3	23	0	0	103	191						
2	SR 49/ N Washington St & W School St	EBLTR	700	27	51	27	53	27	50	West Leg	500	58	Southwest Leg	1,060	11
		NBL	40	4	20	4	22	5	29	South Leg	400	2	South Leg	400	120
		NBTR	400	41	127	27	87	92	235						
		SBTR	100	15	55	15	55	24	79	North Leg	100	0			

*Note: **Bold** indicates queue exceeds storage capacity.*

APPENDIX

Appendix A. TCTC Greenley Road Bypass PID Approval Informational Item

Peter Rei
Chairman

Darin Grossi
Executive Director

TUOLUMNE COUNTY TRANSPORTATION COUNCIL

Date: August 16, 2022

To: Tuolumne County Board of Supervisors

From: Darin Grossi, Executive Director, Tuolumne County Transportation Council
Kim MacFarlane, Director of Tuolumne County Public Works

Subject: Consideration of approving the Public Works Department to collaborate with the Tuolumne County Transportation Council and City of Sonora on the development of a Project Initiating Document for Phase I of the North/South Connector (Greenley Road Extension)

Introduction:

At a joint meeting of the Board of Supervisors and Sonora City Council on December 17, 2021, the Greenley Road Extension Project was discussed as a project of mutual interest. Resolution 127-21 was passed resolving to maintain open communication on issues effecting citizens with a collective mission of creating safe and healthy communities that promote economic prosperity and enhance quality of life for both citizens and visitors. The purpose of this agenda item is to request authorization for County staff to collaborate with the Tuolumne County Transportation Council and City of Sonora staff on the development of a Project Initiation Documents for Phase I of the North/South Connector project Greenley Road Extension. Additionally, the approval to use $125,000 in Regional Traffic Impact Mitigation Funds is requested.

Background:

Greenley Road Extension/North-South Connector: The Greenley Road Extension, in one form or another, has been included in every Tuolumne County Regional Transportation Plan (RTP) since the first RTP in 1975. In the early 1980's, the Greenley Road Extension became a part of the Federal Aid Secondary program with both Federal and State funding, and proceeded through preliminary design, State and Federal environmental assessment, alternate route studies to 1987, when a Finding of No Significant Impact was adopted by the Federal Highway Administration (FHA) (February 1987). After numerous hearings and protests from property owners, a route was adopted in September 1987, and the project proceeded to final design.

In 1989, the project was ready for property acquisition but became politically stalled. The Federal Aid Secondary program was ending, and the federal funds had to be spent by 1991. In 1990, the project was defunded from the Federal Aid Secondary program, and the federal funding was spent on road maintenance projects.

In 1991, the Greenley Road Extension became the North-South Connector project without a specific routing as a part of the Countywide Road Program and Traffic Mitigation Fee program adopted by both Tuolumne County and the City of Sonora.

Since 1991, the North-South Connector Project has remained on the list of regional improvements and in the subsequent Regional Transportation Plans with variances in priority. Numerous studies have supported the project's validity.

In 2006, the County Public Works Department completed an alignment study of the North-South connector. The study looked at more than 100 alternative alignments over a large geographic area. Upon conclusion of the study, staff recommended that the Stage I Greenley Road Extension alignments be further considered inclusive of more public outreach, direct consultation with property owners along the route and completion of a Preliminary Environmental Scoping document.

In 2020-2021, Caltrans conducted a Congested Corridor Plan for SR49. This comprehensive study included all modes of transportation for the purpose of reducing traffic congestion on SR49 in Jamestown and Sonora. The study also considered a western alignment of 49 and the Greenley Road Extension. The Caltrans study determined that the long awaited Greenley Road Extension remains the most effective way to reduce traffic congestion in downtown Sonora. The Greenley Road Extension project was identified a local road solution for highway congestion making this project eligible for SB1 Congested Corridor Program funding.

A recent analysis of sidewalk, bike lanes and transit improvement along SR49 determine such improvements would reduce Vehicle Miles Travelled (VMT) daily by 1,237. The proposed Gold Rush Trail Multi-Use Path along SR49 from Chicken Ranch Rancheria, of Me Wuk Indians through Jamestown and Sonora and out to Columbia College with inclusion of an E-bike program would reduce daily vehicle miles travelled in Tuolumne County another 8,023 miles. These alternative multimodal improvements have the potential to provide many benefits to county and city residents. However, the projects will have very little benefit to traffic congestion relief.

Another study currently underway is the Tuolumne County Evacuation Routes and Communications Strategies Report. Thus far, the study has modelled six fire scenarios and based unabated upon rates of spread considered traffic impacts to area roadways. Under several fire scenarios, SR49 through Sonora becomes grid locked. While strategies to move traffic through Sonora are being developed, clearly the addition of Greenley Road Extension would greatly benefit evacuations. Additionally, a forty-foot-wide roadway with vegetation control within the right of way would provide a very beneficial fire break to residents along Browns Flat in the County and Meyer Hills area of Sonora.

In summary, construction of the Greenley Road Extension should have the following beneficial effects to the downtown area:

1. Reduced traffic congestion in the downtown area with reduced traffic on SR49, Washington Street, Elkin Street, Stewart Street, Lyons Street and Mono Way (Restano Way to Greenley Road).

2. Reduced greenhouse gas emissions due to less fuel use with a smoother flow of traffic. Improved traffic flow means less wasted fuel and lower concentrations of emissions which also benefits public health.
3. Safer conditions for pedestrians and vehicles due to less traffic congestion and driver frustration and improved multimodal facilities.
4. Potential economic development with less through traffic in the downtown area; improved traffic conditions for Sonora bound travelers and better access to parking.
5. The provision for an alternate evacuation route, as well as a firebreak around the historic downtown and residential areas.
6. Improved access to critical infrastructure such as Sonora Regional Hospital, Sherriff's Office, Law and Justice Center, Human Services/Public Health as well as shopping areas.

Total Estimated Cost of the Project

Our rough estimate off the total project cost is about $15 -20 million. If we can get the project through the environmental phase (about $2 million) the project is eligible for state discretionary SB1 Congested Corridor Program funding. The project is also eligible for Traffic Impact Mitigation Funding which could leverage State-Local Partnership funding.

The next phase, Project Initiation Documents (PID) scope of work includes engineering analysis of alternative alignments, right of way needs, consultation with property owners, public meetings, environmental assessment, economic impact analysis (which might also address possible annexation scenarios), updated cost estimated/schedule, financing plan and perhaps study of mining claims. We estimate the PI phase to be about $375,000 or more. Upon completion of the PID, the project could be presented to the Board of Supervisors and City Council to determine if there is support to move the project into the design and environmental phase ($2 million).

Timing

The PID will take about two years to complete. If the County/City/TCTC decide to move forward into the environmental phase through construction, we would estimate an additional 5-8 year project delivery timeframe.

Impact on Resources

To minimize the impacts on staff time, our recommendation is: 1) The TCTC be the lead agency to deliver the Project Initiation Documents (PID); 2) Creation of a Project Development Team, consisting of the Mayor, BOS District 1 Representative, City Manager, City Community Development Director, County Public Works Director, County Community Development Director, possibly County Administrative staff and Caltrans to provide project oversight; 3) a Memorandum of Understanding should be developed between the agencies to express shared goals, objectives, rules and responsibilities; and 4) a diverse consultant team and experienced project manager be contracted to complete the PID.

Project Financing

The PID phase is expected to cost about $375,000. The City has committed to $125,000 and the TCTC has also committed to $125,000. It is recommended that the County use Regional Traffic Impact Mitigation Fees to cover the remaining cost.

The North-South Connector/Greenley Road Extension project is eligible for funding in both the 1991 Regional Road Fund 6141 or the County Wide Traffic Circulation Improvement Program Fund 6144. As the Board is aware, the traffic impact mitigation programs are due for an update. Several major projects have been completed to date and priorities are due for reconsideration. The last time the Board of Supervisors considered funding priorities for traffic impact fee programs expenditures was in 2009 which established the following three categories of priorities:

Category 1

Completed: 1) Widening of Mono Way from Greenley Road to Fir Drive/Sanguinetti

In Progress: 2) SR108/49 five lane widening from 5th Avenue to South Entrance of Main Street (includes several projects listed as State/Local Partnership Projects)

Category 2

Completed: 1) Final improvements to Greenley Road/Mono Way Intersection

Pending: 2) Greenley Road Extension ([portion of North/South Connector project)

Category 3

All other projects listed in Resolution 187-98 (attached)

The benefits of Greenley Road Extension noted above continues to reinforce the projects' prioritization for delivery. Staff recommends $125,000 from funds 6141 and 6144 be made available for completion of the Project Initiation Document for Greenley Extension. Public Works estimates the combined fund balance will be approximately $2 million after completion of the Rawhide Road Bridge Improvement Project.

Attachments:

1. 1987 Greenley Road Alignment
2. 2006 North/South Connector Alignments studied
3. Emergency Evacuation Route Graphics of overcapacity roadways
4. Reginal Traffic Impact Mitigation Funding Project Lists

Recommended Action:

1) Authorize Public Works staff to collaborate with the TCTC and City of Sonora on the development of a project Initiation Document (PID) for the North/South Connector Phase I Greenley Road Extension.
2) Prioritize $200,000 in Traffic Impact Mitigation Funds 6141 and 6144 for the Greenley Road Extension project.

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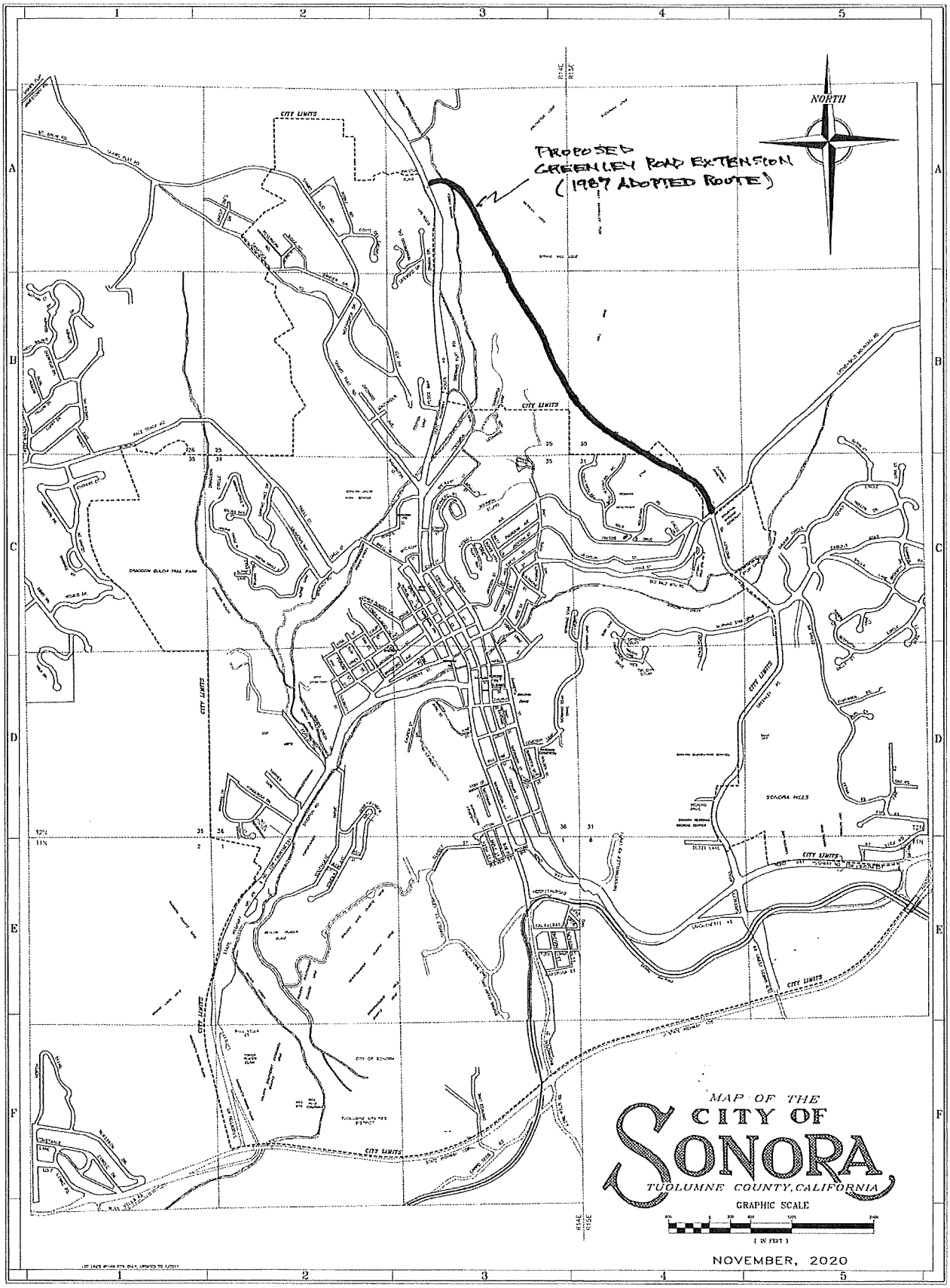
Sonora, CA 95370

Mailing: 2 South Green Street
Sonora, CA 95370

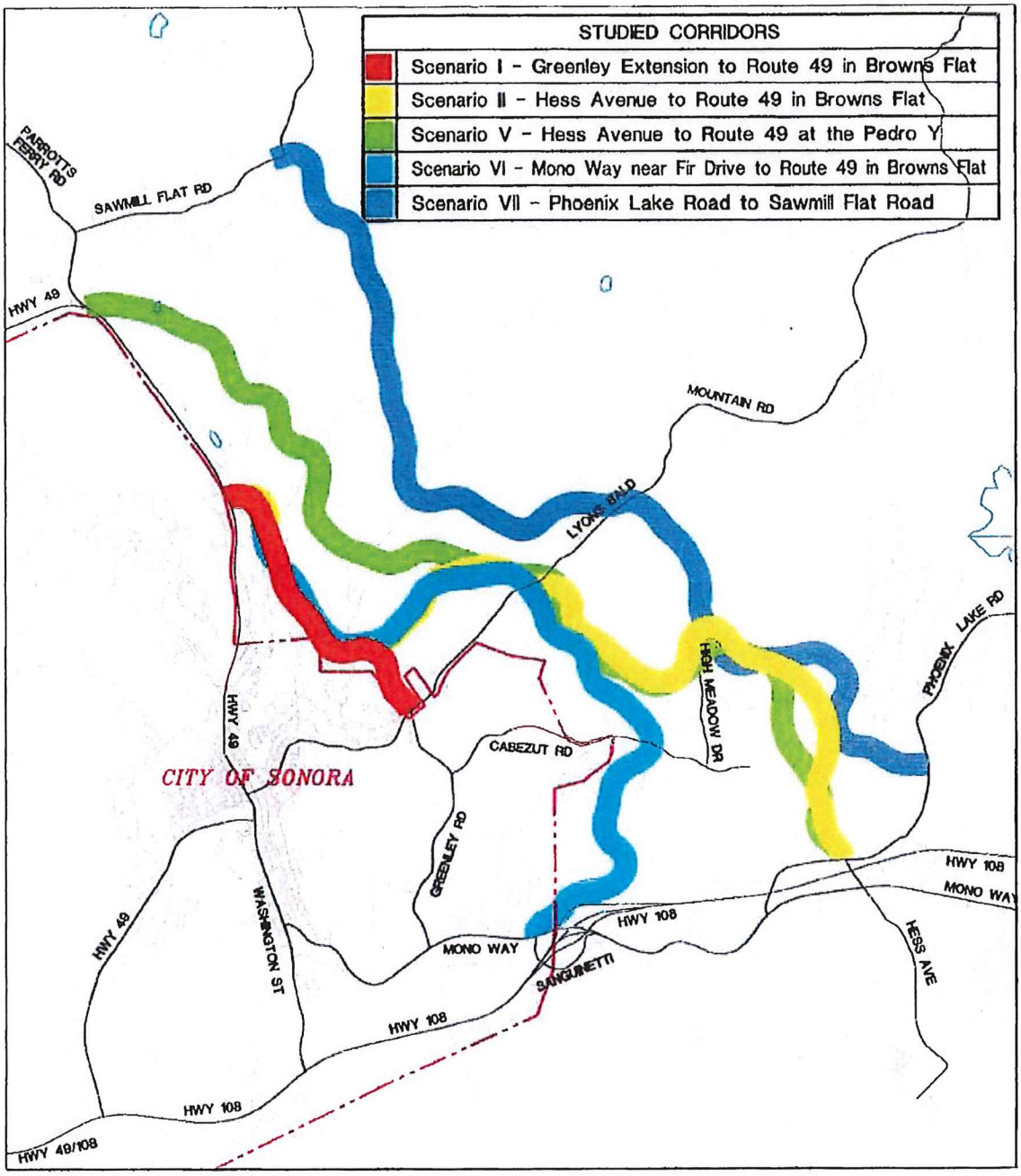
Phone: 209/533-5603
Fax: 209/533-5698

ATTACHMENT 1



- Scenario VI – Fir Drive near Mono Way to Route 49 in Brown's Flat
- Scenario VI+ – Fir Drive near Mono Way to Route 49 in Brown's Flat plus the Greenley Extension

A No Build Alternative will be included in the environmental document to measure the benefits of the build alternatives.



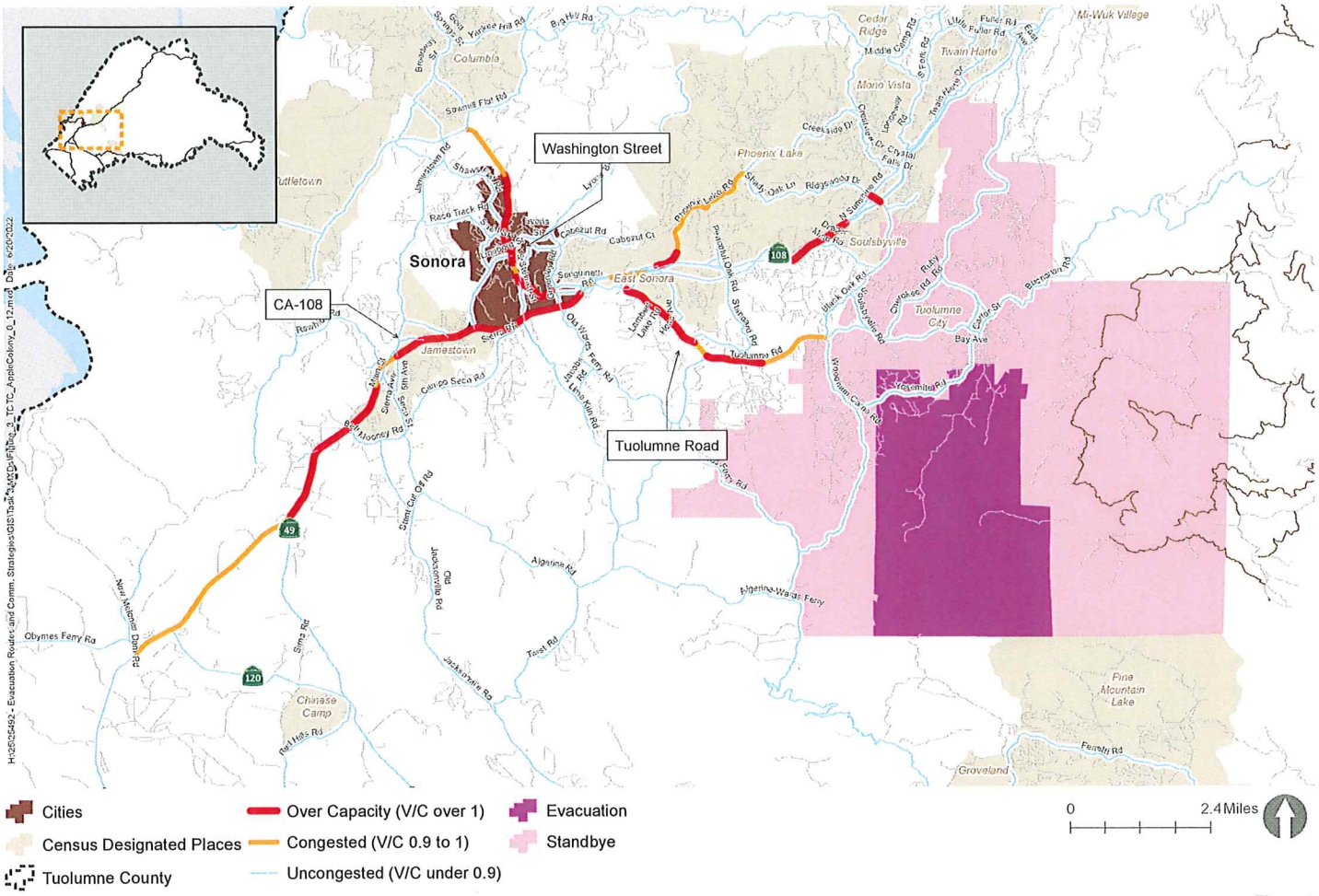


Figure 8

KITTELSON & ASSOCIATES JENSEN HUGHES

Apple Colony Fire Scenario - 0 to 12 Hours
Tuolumne County, CA

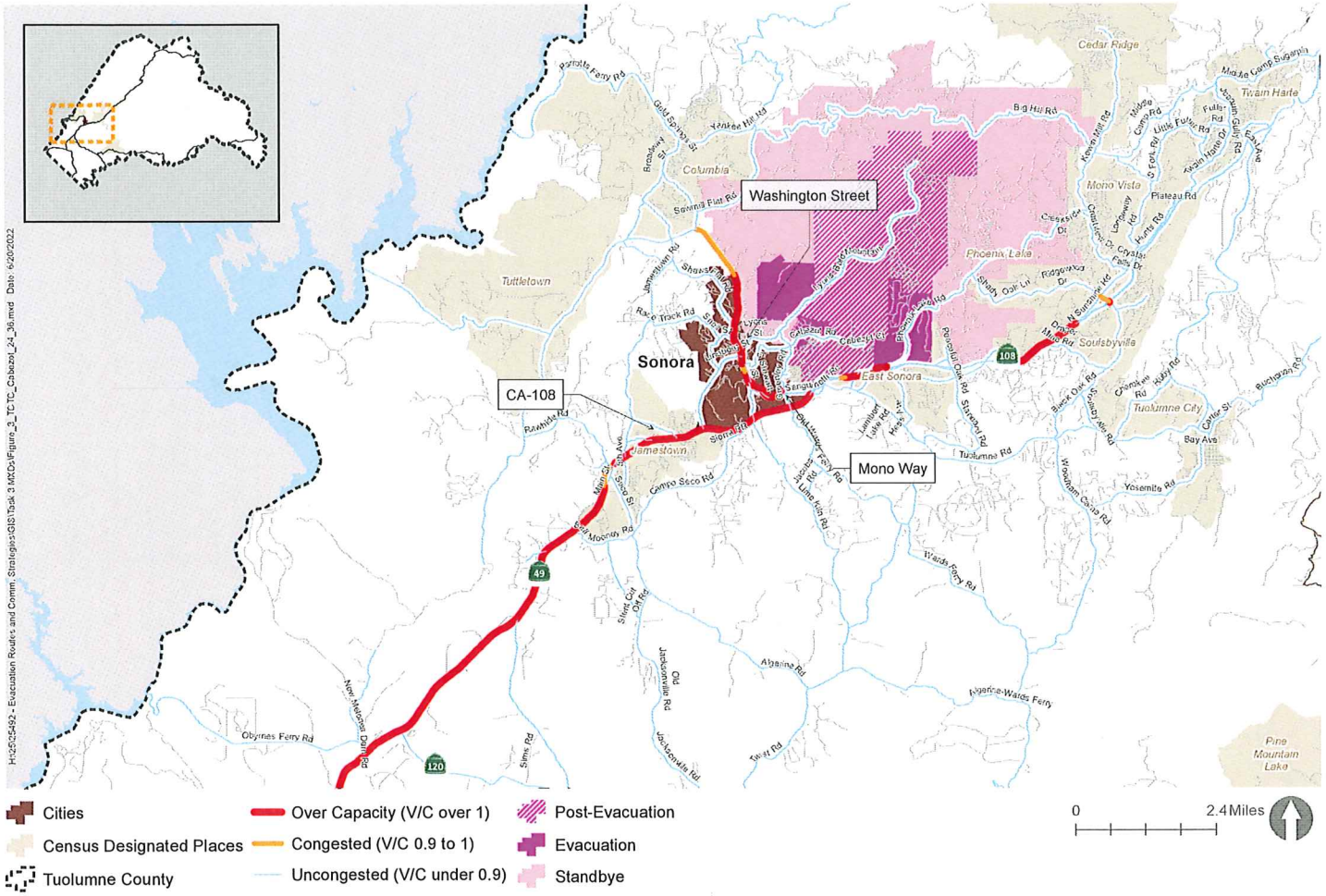


Figure 11

KITTELSON & ASSOCIATES JENSEN HUGHES

Cabezut Fire Scenario - 24 to 36 Hours
Tuolumne County, CA

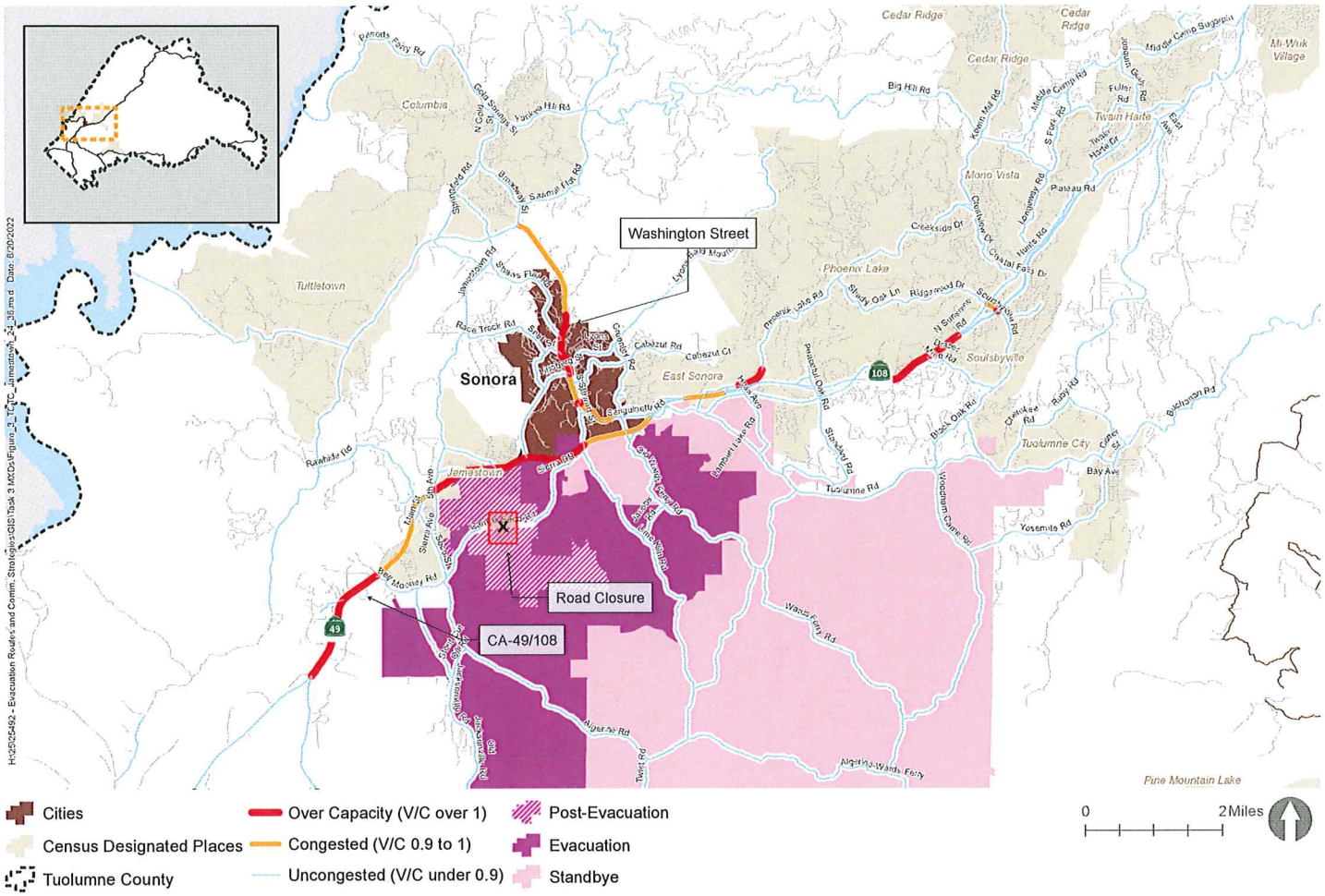


Figure 18

KITTELSON & ASSOCIATES JENSEN HUGHES

Golden Oaks Fire Scenario - 24 to 36 Hour
Tuolumne County, CA

1999 Road Improvement Fund Project List

County-Wide Traffic Circulation Improvement Program
Table I

Adopted as "Table 1" by Board of Supervisors - Resolution 187-98, August 25, 1998
Implementing Ordinance (2254), Effective October 25, 1998 *(Fund 6144-301560)*
(Projects not in Priority Order)

Local Road Projects	**Estimated Cost** *(in thousands)*
Cabezut Extension	$ 7,225
Greenley Road/Mono Way Intersection	$ 700
Greenley Road Widening (Cabezut Road - Lyons Street)	$ 750
Mono Way Widening to Four Lanes (Greenley Road - Route 108)	$ 2,300
Mono Way/State Route 108 Widening to Four Lanes (Phoenix Lake Road - Standard Road)	$ 6,357
North/South Connector on East Side of Sonora	$ 7,500
Old Wards Ferry Road/Sanguinetti Road Intersection Alignment	$ 700
Parrotts Ferry Road Upgrade	$ 4,845
Peaceful Oak Road Extension to Phoenix Lake Road	$ 1,375
Standard Road Upgrade	$ 2,600
Tuolumne Road Widening (Mono Way to Standard Road)	$ 2,084
Total Local Road Projects	**$ 36,436**

Local Intersections Anticipated to Satisfy Signal Warrants by 2015	
Cabezut Road Extension/Phoenix Lake Road	
County Road 59/Bonds Flat Road	
Greenley Road/Lyons Bald Mountain Road	
Parrotts Ferry Road/Sawmill Flat Road	
South Washington Street/Church Street	
South Washington Street/Snell and Elkin Streets	
Standard Road/Tuolumne Road	
Tuolumne Road/Cherokee Road	
Tuolumne Road/Woodham Carne Road (including realigning)	
Total Signal Fund Cost	**$ 1,250**

State/Local Partnership Projects (50/50 funding)	**Local Share**
Ferretti Road/State Route 120 Intersection Improvements	$ 125
SR 108/Jamestown Road/5th Avenue Intersection Improvements	$ 350
SR 108 four lane widening from Main Street (Jamestown) to Chicken Ranch Road	$ 3,733
SR 108 four lane widening from Main Street (Jamestown) to SR 49 Junction (south of Sonora)	$ 5,151
SR 108 /Rawhide Road/Main Street Intersection Improvements	$ 350
SR 108/South Washington Street Intersection	$ 200
Total Local Share of Partnership Projects	**$ 9,909**

Total Improvement Program Projects (Local Funding)	**$ 47,595**

Regional Roads Fund (No. 6141) and Sub-Network Road Fund (No. 6140) Project List

Alternative #3, Exhibit I

Circulation Improvement Projects

Approved by the Board of Supervisors as a 15 Year Program in February 1991

Road Name	Project Limits	Project Description	Total Construction Year Cost	Percent Dev. Share	Develop. Share of Cost	General Public Cost
Regional Roads	*(Fund 6141-301550)*					
Mono Way	Fir Dr to Phoenix Lake Rd	Widen to 5 lanes	2,275,000	100%	2,275,000	0
North/South Connector	Mono Way to SR 49	Construct 2-lane connector road to major collector standards	9,641,000	42%	4,049,220	5,591,780
Washington Street	At Mono Way	Reconstruct intersection at Mono Way ("H" Alternative)	Funded	N	0	0
S. Washington St/Lime Kiln Rd	Bulwer St to SR 108	Construct left turn lane at SR 108 and continuous left turn lane between Bulwer St and Hospital Rd	486,646	29%	141,127	345,519
Mono Way, Sanguinetti Rd and Greenley Rd - South	Mono Wy to SR 108/Sanguinetti Rd to Fir Dr	Alt. 2DFK from 6/25/90 Omni Means Report. Widen Mono Way to 5 lanes, improve Sanguinetti Rd to 3 lanes and construct Greenley Rd - South connector to Sanguinetti Rd	6,028,795	29%	1,748,351	4,280,444
Parrotts Ferry Road	Sawmill Flat Rd to Airport Rd	Widen to 52 feet	3,317,867	18%	597,216	2,720,651
Rawhide Road	SR 49/108 to SR 49	Widen to 40 feet in conjunction with bridge replacement and realignment	5,072,096	36%	1,825,955	3,246,141
Greenley Road	Mono Way to Lyons St	Widen to 3 lanes (2 travel lanes with center left turn lane), improve intersection and modify signalization at Mono Way	2,506,100	100%	2,506,100	0
Mono Way	Stewart St to Sanguinetti Rd	Widen to 3 lanes (2 travel lanes with center left turn lane) and realign Hospital Rd	1,502,994	34%	511,018	991,976
Washington/Stewart Streets	At Church St	Reconfigure intersection of Church, Stewart and Washington Streets	575,124	29%	166,786	408,338
Parrotts Ferry Road	SR 49 to Sawmill Flat Rd	Widen to 64 feet	1,546,278	18%	278,330	1,267,948
Jamestown/Shaws Flat Road	SR 49/108 to SR 49	Widen to 40 feet in conjunction with reconstruction called for by the maintenance study and replace the existing bridge.	4,860,427	100%	4,860,427	0
Regional Roads Totals			**$37,812,327**		**$18,959,529**	**$18,852,798**
Sub-Network Roads	*(Fund 6140-301500)*					
East Sonora						
North Hess Avenue	Phoenix Lake Rd to Mono Way	Construct 2-lane major collector on new alignment	2,230,000	29%	646,700	1,583,300
Peaceful Oak Road	Phoenix Lake Rd to Mono Way	Construct Peaceful Oak Rd/Phoenix Lake Rd connector to major collector standards	2,611,120	35%	913,892	1,697,228
Tuolumne Road	Mono Way to Standard Rd	Widen to 64 feet	6,176,003	29%	1,791,041	4,384,962
Subtotals			**$11,017,123**		**$3,351,633**	**$7,665,490**

ATTACHMENT 4

Regional Roads Fund (No. 6141) and Sub-Network Road Fund (No. 6140) Project List

Alternative #3, Exhibit I

Circulation Improvement Projects

Approved by the Board of Supervisors as a 15 Year Program in February 1991

Road Name	Project Limits	Project Description	Total Construction Year Cost	Percent Dev. Share	Develop. Share of Cost	General Public Cost
Groveland						
Ferretti Road	SR 120 (W) to Pine Mtn Lk Ent	Capacity improvements	2,069,477	100%	2,069,477	0
Ferretti Road	Pine Mtn Lk Ent to Clements Rd	Widen to 40 feet	3,892,523	100%	3,892,523	0
Subtotals			**$5,962,000**		**$5,962,000**	**$0**
Jamestown						
Preston Lane	Seco St to SR 49/108	Construct Preston Ln as a major collector and reconstruct the intersection at Main St and SR 49/108 to create a bypass of downtown Jamestown.	937,972	29%	272,012	665,960
Subtotals			**$937,972**		**$272,012**	**$665,960**
Phoenix Lake Area						
Longeway Road	Soulsbyville Rd to Hunts Rd	Widen to 48 feet (2-12 foot travel lanes, 1-12 foot center turn lane and 6 foot shoulders) from Soulsbyville Rd to Hunts Rd	1,060,400	29%	307,516	752,884
Subtotals			**$1,060,400**		**$307,516**	**$752,884**
Sonora						
Leland Drive	Racetrack Rd to SR 49	Extend Leland Dr south to connect with Ponderosa Dr	1,824,715	54%	985,346	839,369
Racetrack Road	Jamestown Rd to Leland Dr	Widen up to 36 feet and realign near Jamestown Rd	974,031	29%	282,469	691,562
Subtotals			**$2,798,746**		**$1,267,815**	**$1,530,931**
Soulsbyville/Tuolumne						
Tuolumne Road	Standard Rd to Woodham Carne Rd	Widen to 4 lanes (2 travel lanes in each direction)	4,821,162	53%	2,555,216	2,265,946
Subtotals			**$4,821,162**		**$2,555,216**	**$2,265,946**
Twain Harte						
Twain Harte Drive	Tiffeni Dr (W) to SR 108	Widening and shoulder improvements, construct left turn lane pockets at SR 108 and Tiffeni Dr (E) and SR 108 signage	1,649,500	100%	1,649,500	0
Twain Harte Drive	At Joaquin Gully Rd	Construct left turn pocket	266,000	100%	266,000	0
Manzanita Drive	Joaquin Gully to Tiffeni Dr (W)	Extend Manzanita Dr to connect with Tiffeni Dr (W)	382,000	55%	210,100	171,900
Subtotals			**$2,297,500**		**$2,125,600**	**$171,900**
Sub-Network Roads Totals			**$28,894,903**		**$15,841,792**	**$13,053,111**
Grand Totals			**$66,707,230**		**$34,801,321**	**$31,905,909**

ATTACHMENT 4

Appendix B. Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: Golden Chain Hwy/N Washington St/SR 49 & N Washington St/Columbia Way/W School St/Shaws Flat Rd
City: Sonora
Control: 2-Way top(EB/WB)

Project ID: 25-090066-001
Date: 5/20/2025

Data - Total

NS/EW Streets:	Golden Chain Hwy/N Washington St/SR 49				Golden Chain Hwy/N Washington St/SR 49				N Washington St/Columbia Way/W School St/Shaws Flat Rd				N Washington St/Columbia Way/W School St/Shaws Flat Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	22	63	0	0	0	118	5	0	6	0	30	0	5	0	3	0	252
7:15 AM	19	76	0	0	1	130	7	0	0	0	29	0	3	0	0	0	265
7:30 AM	43	103	4	0	0	168	5	0	2	0	56	0	7	1	0	0	389
7:45 AM	32	99	2	0	5	174	5	0	1	0	52	0	5	0	1	0	376
8:00 AM	67	96	9	0	4	139	5	0	5	0	55	0	0	0	1	0	381
8:15 AM	65	98	2	0	3	133	13	0	8	0	68	0	1	0	1	0	392
8:30 AM	29	104	7	0	1	126	1	0	1	0	55	0	1	0	2	0	327
8:45 AM	24	92	2	0	2	124	1	0	2	0	27	0	4	0	0	0	278
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	301	731	26	0	16	1112	42	0	25	0	372	0	26	1	8	0	2660
APPROACH %'s :	28.45%	69.09%	2.46%	0.00%	1.37%	95.04%	3.59%	0.00%	6.30%	0.00%	93.70%	0.00%	74.29%	2.86%	22.86%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	207	396	17	0	12	614	28	0	16	0	231	0	13	1	3	0	1538
PEAK HR FACTOR :	0.772	0.961	0.472	0.000	0.600	0.882	0.538	0.000	0.500	0.000	0.849	0.000	0.464	0.250	0.750	0.000	0.981
	0.901				0.889				0.813				0.531				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	29	122	5	0	0	117	4	0	0	1	21	1	1	3	1	0	305
2:15 PM	18	116	2	0	2	118	7	0	3	0	30	0	0	0	0	0	296
2:30 PM	30	140	9	0	0	120	2	0	2	0	22	0	4	0	1	0	330
2:45 PM	34	125	2	0	2	137	0	0	2	0	43	0	5	0	1	0	351
3:00 PM	24	155	4	0	0	152	5	0	2	1	27	0	1	0	2	0	373
3:15 PM	27	118	4	0	2	109	5	0	3	0	25	0	3	1	1	0	298
3:30 PM	56	139	5	1	2	136	5	0	4	0	48	2	2	0	1	0	401
3:45 PM	34	140	8	0	6	79	3	0	2	1	62	0	2	0	1	1	339
4:00 PM	24	138	4	0	11	110	2	0	1	0	37	0	1	0	1	0	329
4:15 PM	34	171	5	1	0	119	4	0	3	0	38	0	4	0	3	0	382
4:30 PM	26	133	6	1	2	128	1	0	3	0	47	0	7	0	1	0	355
4:45 PM	41	156	5	0	3	137	3	0	3	0	38	0	5	0	2	0	393
5:00 PM	47	148	5	0	0	124	6	0	1	0	20	0	4	0	1	0	356
5:15 PM	30	131	6	0	3	100	5	0	5	0	34	0	2	0	0	0	316
5:30 PM	32	124	2	0	1	109	3	0	4	0	22	0	3	0	2	0	302
5:45 PM	23	98	5	0	2	100	1	0	2	0	18	0	5	1	0	0	255
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	509	2154	77	3	36	1895	56	0	40	3	532	3	49	5	18	1	5381
APPROACH %'s :	18.56%	78.53%	2.81%	0.11%	1.81%	95.37%	2.82%	0.00%	6.92%	0.52%	92.04%	0.52%	67.12%	6.85%	24.66%	1.37%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	148	608	21	2	5	508	14	0	10	0	143	0	20	0	7	0	1486
PEAK HR FACTOR :	0.787	0.889	0.875	0.500	0.417	0.927	0.583	0.000	0.833	0.000	0.761	0.000	0.714	0.000	0.583	0.000	0.945
	0.923				0.921				0.765				0.844				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Golden Chain Hwy/N Washington St/SR 49 & N Washington St/Columbia Way/W School St/Shaws Flat Rd
City: Sonora
Control: 2-Way top(EB/WB)

Project ID: 25-090066-001
Date: 5/20/2025

Data - Cars

NS/EW Streets:	Golden Chain Hwy/N Washington St/SR 49				Golden Chain Hwy/N Washington St/SR 49				N Washington St/Columbia Way/W School St/Shaws Flat Rd				N Washington St/Columbia Way/W School St/Shaws Flat Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	22	57	0	0	0	106	5	0	6	0	29	0	5	0	3	0	233
7:15 AM	18	68	0	0	0	124	7	0	0	0	29	0	3	0	0	0	249
7:30 AM	40	87	4	0	0	160	5	0	2	0	56	0	7	1	0	0	362
7:45 AM	32	89	2	0	5	170	5	0	1	0	52	0	5	0	1	0	362
8:00 AM	66	87	7	0	4	131	5	0	5	0	55	0	0	0	1	0	361
8:15 AM	56	91	2	0	3	123	13	0	8	0	67	0	1	0	1	0	365
8:30 AM	25	95	7	0	1	123	1	0	1	0	54	0	1	0	2	0	310
8:45 AM	23	84	2	0	2	119	0	0	2	0	26	0	4	0	0	0	262
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	282	658	24	0	15	1056	41	0	25	0	368	0	26	1	8	0	2504
APPROACH %'s :	29.25%	68.26%	2.49%	0.00%	1.35%	94.96%	3.69%	0.00%	6.36%	0.00%	93.64%	0.00%	74.29%	2.86%	22.86%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	194	354	15	0	12	584	28	0	16	0	230	0	13	1	3	0	1450
PEAK HR FACTOR :	0.735	0.973	0.536	0.000	0.600	0.859	0.538	0.000	0.500	0.000	0.858	0.000	0.464	0.250	0.750	0.000	0.993
	0.880				0.867				0.820				0.531				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	28	115	3	0	0	109	3	0	0	1	18	1	1	3	1	0	283
2:15 PM	18	107	2	0	2	115	7	0	3	0	29	0	0	0	0	0	283
2:30 PM	30	132	9	0	0	112	2	0	1	0	20	0	4	0	1	0	311
2:45 PM	34	120	2	0	1	127	0	0	2	0	40	0	5	0	1	0	332
3:00 PM	22	149	4	0	0	141	3	0	2	1	26	0	1	0	2	0	351
3:15 PM	24	110	4	0	2	100	5	0	3	0	23	0	3	1	1	0	276
3:30 PM	54	132	5	1	2	134	5	0	4	0	46	2	2	0	1	0	388
3:45 PM	31	138	8	0	6	71	3	0	2	1	62	0	2	0	1	1	326
4:00 PM	22	137	4	0	11	102	2	0	0	0	37	0	1	0	1	0	317
4:15 PM	33	168	4	1	0	111	3	0	3	0	38	0	4	0	3	0	368
4:30 PM	26	128	6	1	2	124	1	0	3	0	47	0	4	0	1	0	343
4:45 PM	39	152	5	0	3	131	2	0	3	0	38	0	4	0	2	0	379
5:00 PM	45	147	5	0	0	121	6	0	1	0	19	0	4	0	1	0	349
5:15 PM	30	130	6	0	3	94	4	0	5	0	34	0	2	0	0	0	308
5:30 PM	31	121	2	0	1	106	3	0	4	0	22	0	3	0	2	0	295
5:45 PM	23	95	5	0	2	97	1	0	2	0	18	0	5	1	0	0	249
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	490	2081	74	3	35	1795	50	0	38	3	517	3	45	5	18	1	5158
APPROACH %'s :	18.50%	78.59%	2.79%	0.11%	1.86%	95.48%	2.66%	0.00%	6.77%	0.53%	92.16%	0.53%	65.22%	7.25%	26.09%	1.45%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	143	595	20	2	5	487	12	0	10	0	142	0	16	0	7	0	1439
PEAK HR FACTOR :	0.794	0.885	0.833	0.500	0.417	0.929	0.500	0.000	0.833	0.000	0.755	0.000	1.000	0.000	0.583	0.000	0.949
	0.922				0.926				0.760				0.821				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Golden Chain Hwy/N Washington St/SR 49 & N Washington St/Columbia Way/W School St/Shaws Flat Rd
City: Sonora
Control: 2-Way top(EB/WB)

Project ID: 25-090066-001
Date: 5/20/2025

Data - HT

NS/EW Streets:	Golden Chain Hwy/N Washington St/SR 49				Golden Chain Hwy/N Washington St/SR 49				N Washington St/Columbia Way/W School St/Shaws Flat Rd				N Washington St/Columbia Way/W School St/Shaws Flat Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	6	0	0	0	12	0	0	0	0	1	0	0	0	0	0	19
7:15 AM	1	8	0	0	1	6	0	0	0	0	0	0	0	0	0	0	16
7:30 AM	3	16	0	0	0	8	0	0	0	0	0	0	0	0	0	0	27
7:45 AM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14
8:00 AM	1	9	2	0	0	8	0	0	0	0	0	0	0	0	0	0	20
8:15 AM	9	7	0	0	0	10	0	0	0	0	1	0	0	0	0	0	27
8:30 AM	4	9	0	0	0	3	0	0	0	0	1	0	0	0	0	0	17
8:45 AM	1	8	0	0	0	5	1	0	0	0	1	0	0	0	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	73	2	0	1	56	1	0	0	0	4	0	0	0	0	0	156
APPROACH %'s :	20.21%	77.66%	2.13%	0.00%	1.72%	96.55%	1.72%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	13	42	2	0	0	30	0	0	0	0	1	0	0	0	0	0	88
PEAK HR FACTOR :	0.361	0.656	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.815
	0.750				0.750				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	7	2	0	0	8	1	0	0	0	3	0	0	0	0	0	22
2:15 PM	0	9	0	0	0	3	0	0	0	0	1	0	0	0	0	0	13
2:30 PM	0	8	0	0	0	8	0	0	1	0	2	0	0	0	0	0	19
2:45 PM	0	5	0	0	1	10	0	0	0	0	3	0	0	0	0	0	19
3:00 PM	2	6	0	0	0	11	2	0	0	0	1	0	0	0	0	0	22
3:15 PM	3	8	0	0	0	9	0	0	0	0	2	0	0	0	0	0	22
3:30 PM	2	7	0	0	0	2	0	0	0	0	2	0	0	0	0	0	13
3:45 PM	3	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	13
4:00 PM	2	1	0	0	0	8	0	0	1	0	0	0	0	0	0	0	12
4:15 PM	1	3	1	0	0	8	1	0	0	0	0	0	0	0	0	0	14
4:30 PM	0	5	0	0	0	4	0	0	0	0	0	0	3	0	0	0	12
4:45 PM	2	4	0	0	0	6	1	0	0	0	0	0	1	0	0	0	14
5:00 PM	2	1	0	0	0	3	0	0	0	0	1	0	0	0	0	0	7
5:15 PM	0	1	0	0	0	6	1	0	0	0	0	0	0	0	0	0	8
5:30 PM	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	73	3	0	1	100	6	0	2	0	15	0	4	0	0	0	223
APPROACH %'s :	20.00%	76.84%	3.16%	0.00%	0.93%	93.46%	5.61%	0.00%	11.76%	0.00%	88.24%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	5	13	1	0	0	21	2	0	0	0	1	0	4	0	0	0	47
PEAK HR FACTOR :	0.625	0.650	0.250	0.000	0.000	0.656	0.500	0.000	0.000	0.000	0.250	0.000	0.333	0.000	0.000	0.000	0.839
	0.792				0.639				0.250				0.333				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Golden Chain Hwy/N Washington St/SR 49 & N Washington St/Columbia Way/W School St/Shaws Flat Rd
City: Sonora
Control: 2-Way top(EB/WB)

Project ID: 25-090066-001
Date: 5/20/2025

Data - Bikes

NS/EW Streets:	Golden Chain Hwy/N Washington St/SR 49				Golden Chain Hwy/N Washington St/SR 49				N Washington St/Columbia Way/W School St/Shaws Flat Rd				N Washington St/Columbia Way/W School St/Shaws Flat Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

NS/EW Streets:	Golden Chain Hwy/N Washington St/SR 49				Golden Chain Hwy/N Washington St/SR 49				N Washington St/Columbia Way/W School St/Shaws Flat Rd				N Washington St/Columbia Way/W School St/Shaws Flat Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	3	0	0	0	0	2	0	0	0	0	0	8
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	2	0	0	0	0	1	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.250				0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Golden Chain Hwy/N Washington St/SR 49 & N Washington St/Colu **Project ID:** 25-090066-001
City: Sonora **Date:** 5/20/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Golden Chain Hwy/N Washington St/SR 49		Golden Chain Hwy/N Washington St/SR 49		N Washington St/Columbia Way/W		N Washington St/Columbia Way/W		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	1	1	1	0	4
APPROACH %'s :	100.00%	0.00%			50.00%	50.00%	100.00%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	1	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	2	0	2
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	1	0	0	2
3:45 PM	0	0	0	0	3	1	1	1	6
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	3	4
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	5	3	5	4	18
APPROACH %'s :	100.00%	0.00%			62.50%	37.50%	55.56%	44.44%	
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	3	5
PEAK HR FACTOR :					0.250		0.250	0.250	0.313
					0.250		0.250		

Prepared by National Data & Surveying Services

Golden Chain Hwy/N Washington St/SR 49 & N Washington St/Columbia Way/W School St/Shaws Flat Rd

Peak Hour Turning Movement Count

ID: 25-090066-001
City: Sonora

Day: Tuesday
Date: 5/20/2025

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:15 PM - 05:15 PM	2:00 PM - 06:00 PM

SOUTHBOUND – Golden Chain Hwy/N Washington St/SR 49

	Right	Through	Left	U-Turn	Departing
AM	28	614	12	0	415
NOON	0	0	0	0	0
PM	14	508	5	0	625
Lanes	0	1	1	0	

EASTBOUND – N Washington St/Columbia Way/W School St/Shaws Flat Rd

	AM	NOON	PM	Lanes
Departing	236	0	162	
U-Turn	0	0	0	0
Left	16	0	10	0
Through	0	0	0	1
Right	231	0	143	1

WESTBOUND – N Washington St/Columbia Way/W School St/Shaws Flat Rd

	PM	NOON	AM	Lanes
Right	7	0	3	0
Through	0	0	1	1
Left	20	0	13	0
U-Turn	0	0	0	0
Departing	26	0	29	

NORTHBOUND – Golden Chain Hwy/N Washington St/SR 49

	Departing	U-Turn	Left	Through	Right
Lanes		0	1	1	0
PM	673	2	148	608	21
NOON	0	0	0	0	0
AM	858	0	207	396	17

CONTROL
2-Way top(EB/WB)

	AM	NOON	PM
TEV	1538	0	1486
PHF	0.98		0.95

Cars (AM)

Approach	Left	Through	Right
SB	12	584	28
WB	13	1	3
EB	16	0	230
NB	194	354	15

HT (AM)

Approach	Left	Through	Right
SB	0	30	0
WB	0	0	0
EB	0	0	1
NB	13	42	2

Cars (NOON)

Approach	Left	Through	Right
SB	0	0	0
WB	0	0	0
EB	0	0	0
NB	0	0	0

HT (NOON)

Approach	Left	Through	Right
SB	0	0	0
WB	0	0	0
EB	0	0	0
NB	0	0	0

Cars (PM)

Approach	Left	Through	Right
SB	5	487	12
WB	16	0	7
EB	10	0	142
NB	143	595	20

HT (PM)

Approach	Left	Through	Right
SB	0	21	2
WB	4	0	0
EB	0	0	1
NB	5	13	1

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North (westside half)	0	0	0
North (eastside half)	0	0	0
West (north half)	0	0	3
West (south half)	0	0	1
East (north half)	0	0	0
East (south half)	0	0	1
South (westside half)	0	0	0
South (eastside half)	0	0	0
NW diagonal	0	0	0
NE diagonal	0	0	0
SW diagonal	0	0	0
SE diagonal	0	0	0

Prepared by National Data & Surveying Services

VOLUME

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Tuesday
Date: 5/20/2025

City: Sonora
Project #: CA25_090067_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,829	1,884	3,713

DAILY TOTALS

15-Minutes Interval

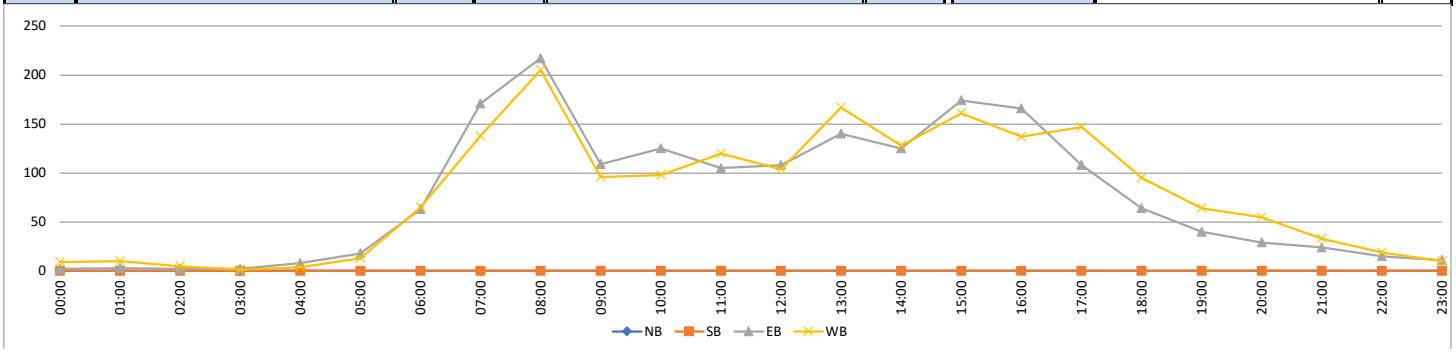
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	3	4	12:00			22	33	55
0:15			1	3	4	12:15			33	20	53
0:30			0	2	2	12:30			24	27	51
0:45			0	1	1	12:45			29	24	53
1:00			0	2	2	13:00			33	45	78
1:15			1	4	5	13:15			55	42	97
1:30			2	4	6	13:30			27	34	61
1:45			0	0	0	13:45			25	46	71
2:00			0	3	3	14:00			23	36	59
2:15			0	2	2	14:15			33	25	58
2:30			2	0	2	14:30			23	32	55
2:45			0	0	0	14:45			46	35	81
3:00			0	0	0	15:00			28	29	57
3:15			1	1	2	15:15			29	33	62
3:30			0	0	0	15:30			52	62	114
3:45			1	0	1	15:45			65	37	102
4:00			0	1	1	16:00			36	27	63
4:15			0	0	0	16:15			40	38	78
4:30			4	3	7	16:30			50	28	78
4:45			4	0	4	16:45			40	44	84
5:00			2	0	2	17:00			21	52	73
5:15			4	3	7	17:15			40	35	75
5:30			6	3	9	17:30			28	35	63
5:45			6	7	13	17:45			19	25	44
6:00			10	8	18	18:00			16	28	44
6:15			10	2	12	18:15			18	25	43
6:30			23	20	43	18:30			16	15	31
6:45			20	35	55	18:45			14	27	41
7:00			35	28	63	19:00			10	17	27
7:15			30	26	56	19:15			13	18	31
7:30			55	48	103	19:30			8	20	28
7:45			51	36	87	19:45			9	9	18
8:00			60	72	132	20:00			6	14	20
8:15			75	78	153	20:15			6	17	23
8:30			52	30	82	20:30			10	18	28
8:45			30	25	55	20:45			7	6	13
9:00			23	26	49	21:00			6	8	14
9:15			23	28	51	21:15			7	8	15
9:30			32	24	56	21:30			4	6	10
9:45			31	18	49	21:45			7	11	18
10:00			24	22	46	22:00			6	6	12
10:15			26	22	48	22:15			6	6	12
10:30			51	23	74	22:30			2	3	5
10:45			24	31	55	22:45			1	4	5
11:00			16	34	50	23:00			1	2	3
11:15			23	24	47	23:15			7	3	10
11:30			40	28	68	23:30			3	3	6
11:45			26	34	60	23:45			0	2	2
TOTALS	0	0	825	764	1589	TOTALS	0	0	1004	1120	2124
SPLIT %	0%	0%	52%	48%	43%	SPLIT %	0%	0%	47%	53%	57%

Hourly Intervals

TIME	NB	SB	EB	WB	TOTAL
00:00 01:00			2	9	11
01:00 02:00			3	10	13
02:00 03:00			2	5	7
03:00 04:00			2	1	3
04:00 05:00			8	4	12
05:00 06:00			18	13	31
06:00 07:00			63	65	128
07:00 08:00			171	138	309
08:00 09:00			217	205	422
09:00 10:00			109	96	205
10:00 11:00			125	98	223
11:00 12:00			105	120	225
12:00 13:00			108	104	212
13:00 14:00			140	167	307
14:00 15:00			125	128	253
15:00 16:00			174	161	335
16:00 17:00			166	137	303
17:00 18:00			108	147	255
18:00 19:00			64	95	159
19:00 20:00			40	64	104
20:00 21:00			29	55	84
21:00 22:00			24	33	57
22:00 23:00			15	19	34
23:00 00:00			11	10	21

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			825	764	1589
Peak Hour			7:30	7:30	7:30
Peak Volume			241	234	475
Peak Hour Factor			0.803	0.750	0.776
Peak Period	12:00	to	00:00		
Volume			1004	1120	2124
Peak Hour			15:30	13:00	15:30
Peak Volume			193	167	357
Peak Hour Factor			0.742	0.908	0.783
Peak Period	07:00	to	09:00		
Volume			388	343	731
Peak Hour			7:30	7:30	7:30
Peak Volume			241	234	475
Peak Hour Factor			0.803	0.750	0.776
Peak Period	16:00	to	18:00		
Volume			274	284	558
Peak Hour			16:00	16:45	16:15
Peak Volume			166	166	313
Peak Hour Factor			0.830	0.798	0.932



Prepared by National Data & Surveying Services

VOLUME

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Wednesday
Date: 5/21/2025

City: Sonora
Project #: CA25_090067_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,944	1,938	3,882

DAILY TOTALS

15-Minutes Interval

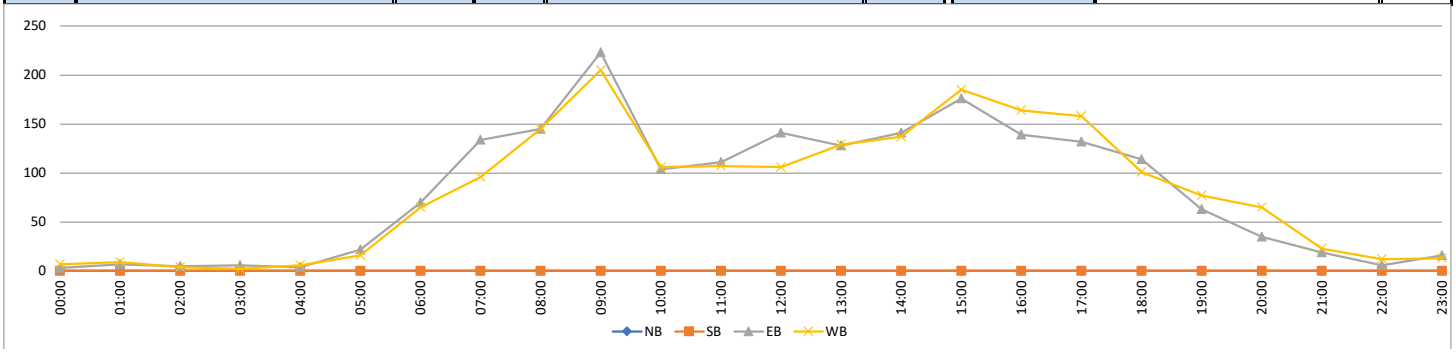
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	3	4	12:00			42	25	67
0:15			1	1	2	12:15			20	26	46
0:30			0	0	0	12:30			48	26	74
0:45			1	3	4	12:45			31	29	60
1:00			2	4	6	13:00			29	35	64
1:15			2	0	2	13:15			36	30	66
1:30			1	4	5	13:30			34	26	60
1:45			2	1	3	13:45			29	38	67
2:00			0	2	2	14:00			34	34	68
2:15			1	1	2	14:15			41	37	78
2:30			1	1	2	14:30			27	26	53
2:45			3	0	3	14:45			39	40	79
3:00			1	1	2	15:00			23	27	50
3:15			0	1	1	15:15			35	54	89
3:30			2	0	2	15:30			49	59	108
3:45			3	0	3	15:45			69	45	114
4:00			1	1	2	16:00			44	42	86
4:15			0	2	2	16:15			26	47	73
4:30			1	2	3	16:30			41	42	83
4:45			2	1	3	16:45			28	33	61
5:00			3	1	4	17:00			27	40	67
5:15			3	0	3	17:15			32	46	78
5:30			6	4	10	17:30			42	41	83
5:45			10	11	21	17:45			31	31	62
6:00			4	7	11	18:00			43	34	77
6:15			12	8	20	18:15			30	28	58
6:30			27	21	48	18:30			18	24	42
6:45			27	29	56	18:45			23	15	38
7:00			22	23	45	19:00			16	18	34
7:15			24	15	39	19:15			13	25	38
7:30			46	22	68	19:30			14	16	30
7:45			42	36	78	19:45			20	18	38
8:00			32	37	69	20:00			6	18	24
8:15			44	45	89	20:15			9	23	32
8:30			32	28	60	20:30			13	11	24
8:45			37	35	72	20:45			7	13	20
9:00			38	37	75	21:00			6	10	16
9:15			44	54	98	21:15			7	3	10
9:30			91	87	178	21:30			3	6	9
9:45			50	27	77	21:45			3	4	7
10:00			20	35	55	22:00			4	2	6
10:15			26	29	55	22:15			0	5	5
10:30			38	25	63	22:30			0	4	4
10:45			20	17	37	22:45			2	1	3
11:00			27	22	49	23:00			2	0	2
11:15			28	21	49	23:15			7	2	9
11:30			34	30	64	23:30			3	6	9
11:45			22	34	56	23:45			4	5	9
TOTALS	0	0	834	768	1602	TOTALS	0	0	1110	1170	2280
SPLIT %	0%	0%	52%	48%	41%	SPLIT %	0%	0%	49%	51%	59%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			3	7	10
01:00	02:00			7	9	16
02:00	03:00			5	4	9
03:00	04:00			6	2	8
04:00	05:00			4	6	10
05:00	06:00			22	16	38
06:00	07:00			70	65	135
07:00	08:00			134	96	230
08:00	09:00			145	145	290
09:00	10:00			223	205	428
10:00	11:00			104	106	210
11:00	12:00			111	107	218
12:00	13:00			141	106	247
13:00	14:00			128	129	257
14:00	15:00			141	137	278
15:00	16:00			176	185	361
16:00	17:00			139	164	303
17:00	18:00			132	158	290
18:00	19:00			114	101	215
19:00	20:00			63	77	140
20:00	21:00			35	65	100
21:00	22:00			19	23	42
22:00	23:00			6	12	18
23:00	00:00			16	13	29

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			834	768	1602
Peak Hour			9:00	8:45	9:00
Peak Volume			223	213	428
Peak Hour Factor			0.613	0.612	0.601
Peak Period	12:00	to	00:00		
Volume			1110	1170	2280
Peak Hour			15:15	15:15	15:15
Peak Volume			197	200	397
Peak Hour Factor			0.714	0.847	0.871
Peak Period	07:00	to	09:00		
Volume			279	241	520
Peak Hour			7:30	7:45	7:30
Peak Volume			164	146	304
Peak Hour Factor			0.891	0.811	0.854
Peak Period	16:00	to	18:00		
Volume			271	322	593
Peak Hour			16:00	16:00	16:00
Peak Volume			139	164	303
Peak Hour Factor			0.790	0.872	0.881



Prepared by National Data & Surveying Services

VOLUME

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Thursday
Date: 5/22/2025

City: Sonora
Project #: CA25_090067_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,902	1,915	3,817

DAILY TOTALS

15-Minutes Interval

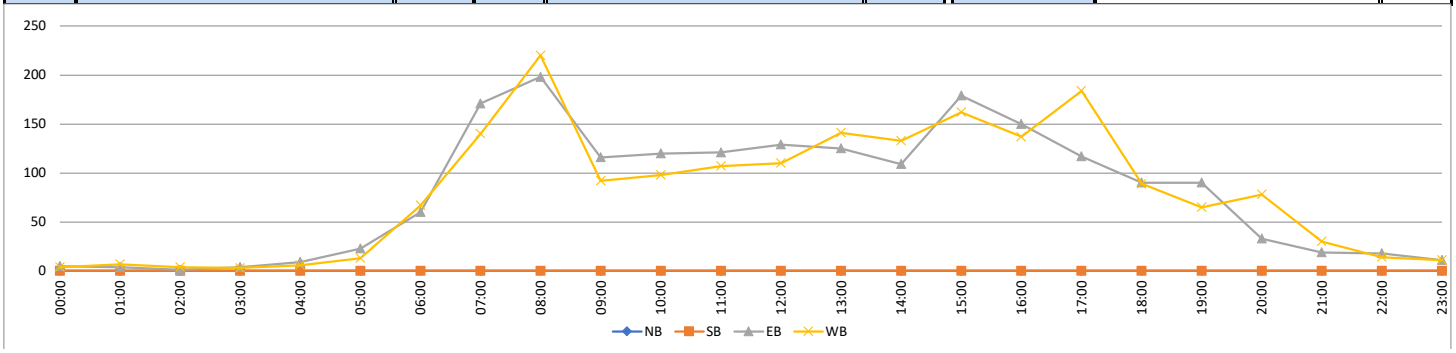
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	2	4	12:00			26	24	50
0:15			3	1	4	12:15			26	28	54
0:30			0	0	0	12:30			36	31	67
0:45			0	1	1	12:45			41	27	68
1:00			1	2	3	13:00			26	24	50
1:15			1	2	3	13:15			37	42	79
1:30			2	3	5	13:30			32	32	64
1:45			0	0	0	13:45			30	43	73
2:00			0	3	3	14:00			29	29	58
2:15			0	0	0	14:15			22	34	56
2:30			0	0	0	14:30			21	33	54
2:45			1	1	2	14:45			37	37	74
3:00			0	1	1	15:00			28	26	54
3:15			0	0	0	15:15			48	37	85
3:30			2	0	2	15:30			41	63	104
3:45			2	2	4	15:45			62	36	98
4:00			2	0	2	16:00			43	33	76
4:15			1	2	3	16:15			29	38	67
4:30			1	3	4	16:30			44	33	77
4:45			5	1	6	16:45			34	33	67
5:00			3	3	6	17:00			37	40	77
5:15			4	2	6	17:15			31	42	73
5:30			8	2	10	17:30			24	46	70
5:45			8	6	14	17:45			25	56	81
6:00			6	8	14	18:00			42	30	72
6:15			11	10	21	18:15			22	19	41
6:30			23	13	36	18:30			15	14	29
6:45			20	36	56	18:45			11	26	37
7:00			33	22	55	19:00			10	18	28
7:15			32	27	59	19:15			32	12	44
7:30			51	49	100	19:30			29	16	45
7:45			55	42	97	19:45			19	19	38
8:00			49	68	117	20:00			15	31	46
8:15			60	79	139	20:15			8	16	24
8:30			56	44	100	20:30			8	21	29
8:45			33	29	62	20:45			2	10	12
9:00			42	23	65	21:00			3	9	12
9:15			25	23	48	21:15			2	6	8
9:30			25	25	50	21:30			7	9	16
9:45			24	21	45	21:45			7	6	13
10:00			19	15	34	22:00			4	1	5
10:15			31	26	57	22:15			5	4	9
10:30			39	32	71	22:30			5	5	10
10:45			31	25	56	22:45			4	4	8
11:00			35	29	64	23:00			1	0	1
11:15			22	21	43	23:15			8	4	12
11:30			39	27	66	23:30			2	5	7
11:45			25	30	55	23:45			0	2	2
TOTALS	0	0	832	761	1593	TOTALS	0	0	1070	1154	2224
SPLIT %	0%	0%	52%	48%	42%	SPLIT %	0%	0%	48%	52%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			5	4	9
01:00	02:00			4	7	11
02:00	03:00			1	4	5
03:00	04:00			4	3	7
04:00	05:00			9	6	15
05:00	06:00			23	13	36
06:00	07:00			60	67	127
07:00	08:00			171	140	311
08:00	09:00			198	220	418
09:00	10:00			116	92	208
10:00	11:00			120	98	218
11:00	12:00			121	107	228
12:00	13:00			129	110	239
13:00	14:00			125	141	266
14:00	15:00			109	133	242
15:00	16:00			179	162	341
16:00	17:00			150	137	287
17:00	18:00			117	184	301
18:00	19:00			90	89	179
19:00	20:00			90	65	155
20:00	21:00			33	78	111
21:00	22:00			19	30	49
22:00	23:00			18	14	32
23:00	00:00			11	11	22

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			832	761	1593
Peak Hour			7:45	7:30	7:30
Peak Volume			220	238	453
Peak Hour Factor			0.917	0.753	0.815
Peak Period	12:00	to	00:00		
Volume			1070	1154	2224
Peak Hour			15:15	17:00	15:15
Peak Volume			194	184	363
Peak Hour Factor			0.782	0.821	0.873
Peak Period	07:00	to	09:00		
Volume			369	360	729
Peak Hour			7:45	7:30	7:30
Peak Volume			220	238	453
Peak Hour Factor			0.917	0.753	0.815
Peak Period	16:00	to	18:00		
Volume			267	321	588
Peak Hour			16:00	17:00	17:00
Peak Volume			150	184	301
Peak Hour Factor			0.852	0.821	0.929



Prepared by National Data & Surveying Services

CLASSIFICATION

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Tuesday
Date: 5/20/2025

City: Sonora
Project #: CA25_090067_001

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	9	2	0	0	0	0	0	0	0	0	0	11
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	11	2	0	0	0	0	0	0	0	0	0	13
2:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	3	4	0	0	0	0	0	0	0	0	0	7
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	3
4:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	8	4	0	0	0	0	0	0	0	0	0	12
5:00	0	6	11	1	0	0	0	0	0	0	0	0	0	18	0	8	5	0	0	0	0	0	0	0	0	0	0	13	0	14	16	1	0	0	0	0	0	0	0	0	31
6:00	2	33	19	9	0	0	0	0	0	0	0	0	0	63	1	43	21	0	0	0	0	0	0	0	0	0	0	65	3	76	40	9	0	0	0	0	0	0	0	0	128
7:00	1	121	48	1	0	0	0	0	0	0	0	0	0	171	0	99	35	1	3	0	0	0	0	0	0	0	0	138	1	220	83	2	3	0	0	0	0	0	0	0	309
8:00	2	170	42	1	2	0	0	0	0	0	0	0	0	217	2	140	47	14	2	0	0	0	0	0	0	0	0	205	4	310	89	15	4	0	0	0	0	0	0	0	422
9:00	1	68	38	2	0	0	0	0	0	0	0	0	0	109	0	55	36	1	4	0	0	0	0	0	0	0	0	96	1	123	74	3	4	0	0	0	0	0	0	0	205
10:00	0	80	36	6	3	0	0	0	0	0	0	0	0	125	0	57	38	1	2	0	0	0	0	0	0	0	0	98	0	137	74	7	5	0	0	0	0	0	0	0	223
11:00	1	77	25	0	2	0	0	0	0	0	0	0	0	105	1	75	41	3	0	0	0	0	0	0	0	0	0	120	2	152	66	3	2	0	0	0	0	0	0	0	225
12:00	1	72	34	1	0	0	0	0	0	0	0	0	0	108	1	67	34	2	0	0	0	0	0	0	0	0	0	104	2	139	68	3	0	0	0	0	0	0	0	0	212
13:00	0	96	36	6	2	0	0	0	0	0	0	0	0	140	0	110	52	2	3	0	0	0	0	0	0	0	0	167	0	206	88	8	5	0	0	0	0	0	0	0	307
14:00	0	74	42	5	4	0	0	0	0	0	0	0	0	125	0	86	40	2	0	0	0	0	0	0	0	0	0	128	0	160	82	7	4	0	0	0	0	0	0	0	253
15:00	0	112	56	3	3	0	0	0	0	0	0	0	0	174	3	101	48	5	4	0	0	0	0	0	0	0	0	161	3	213	104	8	7	0	0	0	0	0	0	0	335
16:00	0	114	51	0	1	0	0	0	0	0	0	0	0	166	1	97	32	5	2	0	0	0	0	0	0	0	0	137	1	211	83	5	3	0	0	0	0	0	0	0	303
17:00	0	84	23	0	1	0	0	0	0	0	0	0	0	108	0	109	34	4	0	0	0	0	0	0	0	0	0	147	0	193	57	4	1	0	0	0	0	0	0	0	255
18:00	1	43	19	1	0	0	0	0	0	0	0	0	0	64	3	64	27	0	1	0	0	0	0	0	0	0	0	95	4	107	46	1	1	0	0	0	0	0	0	0	159
19:00	0	32	8	0	0	0	0	0	0	0	0	0	0	40	0	48	16	0	0	0	0	0	0	0	0	0	0	64	0	80	24	0	0	0	0	0	0	0	0	0	104
20:00	0	19	9	0	1	0	0	0	0	0	0	0	0	29	0	38	17	0	0	0	0	0	0	0	0	0	0	55	0	57	26	0	1	0	0	0	0	0	0	0	84
21:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	28	5	0	0	0	0	0	0	0	0	0	0	33	0	46	11	0	0	0	0	0	0	0	0	0	57
22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	15	3	0	1	0	0	0	0	0	0	0	0	19	0	28	5	0	1	0	0	0	0	0	0	0	34
23:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	13	8	0	0	0	0	0	0	0	0	0	21
Totals	**9**	**1,249**	**516**	**36**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,829**	**12**	**1,269**	**541**	**40**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,884**	**21**	**2,518**	**1,057**	**76**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,713**
% of Totals	0%	68%	28%	2%	1%									100%	1%	67%	29%	2%	1%									100%	1%	68%	28%	2%	1%									100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

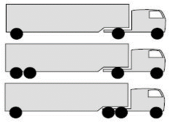
#3 2-Axle, 4-Tire Single Unit

#4 Buses

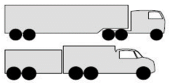
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	7	566	225	20	7	0	0	0	0	0	0	0	0	825	4	499	230	20	11	0	0	0	0	0	0	0	0	764	11	1065	455	40	18	0	0	0	0	0	0	0	0	1589
%	0%	31%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	45%	0%	26%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	41%	0%	29%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	43%
Peak Hour	5:45	7:30	7:30	6:15	10:15	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:30	8:00	7:30	7:30	7:45	8:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:30	8:00	7:30	7:30	7:45	8:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	2	188	51	10	4	0	0	0	0	0	0	0	0	241	2	167	54	14	5	0	0	0	0	0	0	0	0	234	4	355	105	15	6	0	0	0	0	0	0	0	0	475
12:00 - 24:00	2	683	291	16	12	0	0	0	0	0	0	0	0	1004	8	770	311	20	11	0	0	0	0	0	0	0	0	1120	10	1453	602	36	23	0	0	0	0	0	0	0	0	2124
%	0%	37%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	41%	17%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	59%	0%	39%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	57%
Peak Hour	12:00	15:45	15:30	13:00	13:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:30	15:15	16:45	13:00	16:45	14:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	15:15	15:30	15:30	14:45	14:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:30
Peak Volume	1	132	59	6	4	0	0	0	0	0	0	0	0	193	4	122	52	6	4	0	0	0	0	0	0	0	0	167	4	237	108	10	8	0	0	0	0	0	0	0	0	357
07:00 - 09:00	3	291	90	2	2	0	0	0	0	0	0	0	0	388	2	239	82	15	5	0	0	0	0	0	0	0	0	343	5	530	172	17	7	0	0	0	0	0	0	0	0	731
%	0%	16%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	13%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	14%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
Peak Hour	8:00	7:30	7:30	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	8:00	7:30	7:30	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	8:00	7:30	7:30	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	2	188	51	1	2	0	0	0	0	0	0	0	0	241	2	167	54	14	3	0	0	0	0	0	0	0	0	234	4	355	105	15	4	0	0	0	0	0	0	0	0	475
16:00 - 18:00	0	198	74	0	2	0	0	0	0	0	0	0	0	274	1	206	66	9	2	0	0	0	0	0	0	0	0	284	1	404	140	9	4	0	0	0	0	0	0	0	0	558
%	0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:15	16:00	16:45	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	0	114	51	0	2	0	0	0	0	0	0	0	0	166	1	122	37	6	2	0	0	0	0	0	0	0	0	166	1	223	83	6	4	0	0	0	0	0	0	0	0	313

Prepared by National Data & Surveying Services

CLASSIFICATION

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Tuesday
Date: 5/20/2025

City: Sonora
Project #: CA25_090067_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	2	0	0	0	0	0	0	0	0	0	0	7
5:30	0	1	4	1	0	0	0	0	0	0	0	0	0	6	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	5	1	0	0	0	0	0	0	0	0	0	9
5:45	0	1	5	0	0	0	0	0	0	0	0	0	0	6	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	5	8	0	0	0	0	0	0	0	0	0	0	13
6:00	1	3	6	0	0	0	0	0	0	0	0	0	0	10	1	5	2	0	0	0	0	0	0	0	0	0	0	8	2	8	8	0	0	0	0	0	0	0	0	0	0	18
6:15	0	5	3	2	0	0	0	0	0	0	0	0	0	10	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	6	4	2	0	0	0	0	0	0	0	0	0	12
6:30	1	13	4	5	0	0	0	0	0	0	0	0	0	23	0	12	8	0	0	0	0	0	0	0	0	0	0	20	1	25	12	5	0	0	0	0	0	0	0	0	0	43
6:45	0	12	6	2	0	0	0	0	0	0	0	0	0	20	0	25	10	0	0	0	0	0	0	0	0	0	0	35	0	37	16	2	0	0	0	0	0	0	0	0	0	55
7:00	1	24	9	1	0	0	0	0	0	0	0	0	0	35	0	19	9	0	0	0	0	0	0	0	0	0	0	28	1	43	18	1	0	0	0	0	0	0	0	0	0	63
7:15	0	20	10	0	0	0	0	0	0	0	0	0	0	30	0	17	8	0	1	0	0	0	0	0	0	0	0	26	0	37	18	0	1	0	0	0	0	0	0	0	0	56
7:30	0	41	14	0	0	0	0	0	0	0	0	0	0	55	0	35	10	1	2	0	0	0	0	0	0	0	0	48	0	76	24	1	2	0	0	0	0	0	0	0	0	103
7:45	0	36	15	0	0	0	0	0	0	0	0	0	0	51	0	28	8	0	0	0	0	0	0	0	0	0	0	36	0	64	23	0	0	0	0	0	0	0	0	0	0	87
8:00	1	51	8	0	0	0	0	0	0	0	0	0	0	60	0	54	17	1	0	0	0	0	0	0	0	0	0	72	1	105	25	1	0	0	0	0	0	0	0	0	0	132
8:15	0	60	14	1	0	0	0	0	0	0	0	0	0	75	0	50	19	9	0	0	0	0	0	0	0	0	0	78	0	110	33	10	0	0	0	0	0	0	0	0	0	153
8:30	0	37	14	0	1	0	0	0	0	0	0	0	0	52	0	22	4	4	0	0	0	0	0	0	0	0	0	30	0	59	18	4	1	0	0	0	0	0	0	0	0	82
8:45	1	22	6	0	1	0	0	0	0	0	0	0	0	30	2	14	7	0	2	0	0	0	0	0	0	0	0	25	3	36	13	0	3	0	0	0	0	0	0	0	0	55
9:00	1	16	6	0	0	0	0	0	0	0	0	0	0	23	0	16	9	1	0	0	0	0	0	0	0	0	0	26	1	32	15	1	0	0	0	0	0	0	0	0	0	49
9:15	0	14	8	1	0	0	0	0	0	0	0	0	0	23	0	12	15	0	1	0	0	0	0	0	0	0	0	28	0	26	23	1	1	0	0	0	0	0	0	0	0	51
9:30	0	20	12	0	0	0	0	0	0	0	0	0	0	32	0	13	9	0	2	0	0	0	0	0	0	0	0	24	0	33	21	0	2	0	0	0	0	0	0	0	0	56
9:45	0	18	12	1	0	0	0	0	0	0	0	0	0	31	0	14	3	0	1	0	0	0	0	0	0	0	0	18	0	32	15	1	1	0	0	0	0	0	0	0	0	49
10:00	0	17	6	1	0	0	0	0	0	0	0	0	0	24	0	13	8	1	0	0	0	0	0	0	0	0	0	22	0	30	14	2	0	0	0	0	0	0	0	0	0	46
10:15	0	14	11	0	1	0	0	0	0	0	0	0	0	26	0	11	11	0	0	0	0	0	0	0	0	0	0	22	0	25	22	0	1	0	0	0	0	0	0	0	0	48
10:30	0	35	9	5	2	0	0	0	0	0	0	0	0	51	0	18	4	0	1	0	0	0	0	0	0	0	0	23	0	53	13	5	3	0	0	0	0	0	0	0	0	74
10:45	0	14	10	0	0	0	0	0	0	0	0	0	0	24	0	15	15	0	1	0	0	0	0	0	0	0	0	31	0	29	25	0	1	0	0	0	0	0	0	0	0	55
11:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16	0	21	13	0	0	0	0	0	0	0	0	0	0	34	0	33	16	0	1	0	0	0	0	0	0	0	0	50
11:15	0	16	7	0	0	0	0	0	0	0	0	0	0	23	0	17	7	0	0	0	0	0	0	0	0	0	0	24	0	33	14	0	0	0	0	0	0	0	0	0	0	47
11:30	0	31	9	0	0	0	0	0	0	0	0	0	0	40	0	16	12	0	0	0	0	0	0	0	0	0	0	28	0	47	21	0	0	0	0	0	0	0	0	0	0	68
11:45	1	18	6	0	1	0	0	0	0	0	0	0	0	26	1	21	9	3	0	0	0	0	0	0	0	0	0	34	2	39	15	3	1	0	0	0	0	0	0	0	0	60

Prepared by National Data & Surveying Services

CLASSIFICATION

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Tuesday
Date: 5/20/2025

City: Sonora
Project #: CA25_090067_001

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	1	11	10	0	0	0	0	0	0	0	0	0	0	22	1	21	11	0	0	0	0	0	0	0	0	0	0	33	2	32	21	0	0	0	0	0	0	0	0	0	55
12:15	0	23	9	1	0	0	0	0	0	0	0	0	0	33	0	11	9	0	0	0	0	0	0	0	0	0	0	20	0	34	18	1	0	0	0	0	0	0	0	0	53
12:30	0	19	5	0	0	0	0	0	0	0	0	0	0	24	0	21	4	2	0	0	0	0	0	0	0	0	0	27	0	40	9	2	0	0	0	0	0	0	0	0	51
12:45	0	19	10	0	0	0	0	0	0	0	0	0	0	29	0	14	10	0	0	0	0	0	0	0	0	0	0	24	0	33	20	0	0	0	0	0	0	0	0	0	53
13:00	0	24	7	1	1	0	0	0	0	0	0	0	0	33	0	30	14	1	0	0	0	0	0	0	0	0	0	45	0	54	21	2	1	0	0	0	0	0	0	0	78
13:15	0	34	18	3	0	0	0	0	0	0	0	0	0	55	0	29	11	1	1	0	0	0	0	0	0	0	0	42	0	63	29	4	1	0	0	0	0	0	0	0	97
13:30	0	21	5	0	1	0	0	0	0	0	0	0	0	27	0	22	10	0	2	0	0	0	0	0	0	0	0	34	0	43	15	0	3	0	0	0	0	0	0	0	61
13:45	0	17	6	2	0	0	0	0	0	0	0	0	0	25	0	29	17	0	0	0	0	0	0	0	0	0	0	46	0	46	23	2	0	0	0	0	0	0	0	0	71
14:00	0	15	5	1	2	0	0	0	0	0	0	0	0	23	0	24	10	2	0	0	0	0	0	0	0	0	0	36	0	39	15	3	2	0	0	0	0	0	0	0	59
14:15	0	22	10	1	0	0	0	0	0	0	0	0	0	33	0	13	12	0	0	0	0	0	0	0	0	0	0	25	0	35	22	1	0	0	0	0	0	0	0	0	58
14:30	0	13	8	0	2	0	0	0	0	0	0	0	0	23	0	24	8	0	0	0	0	0	0	0	0	0	0	32	0	37	16	0	2	0	0	0	0	0	0	0	55
14:45	0	24	19	3	0	0	0	0	0	0	0	0	0	46	0	25	10	0	0	0	0	0	0	0	0	0	0	35	0	49	29	3	0	0	0	0	0	0	0	0	81
15:00	0	18	9	0	1	0	0	0	0	0	0	0	0	28	0	16	9	2	2	0	0	0	0	0	0	0	0	29	0	34	18	2	3	0	0	0	0	0	0	0	57
15:15	0	19	8	1	1	0	0	0	0	0	0	0	0	29	1	24	5	1	2	0	0	0	0	0	0	0	0	33	1	43	13	2	3	0	0	0	0	0	0	0	62
15:30	0	34	16	2	0	0	0	0	0	0	0	0	0	52	1	42	18	1	0	0	0	0	0	0	0	0	0	62	1	76	34	3	0	0	0	0	0	0	0	0	114
15:45	0	41	23	0	1	0	0	0	0	0	0	0	0	65	1	19	16	1	0	0	0	0	0	0	0	0	0	37	1	60	39	1	1	0	0	0	0	0	0	0	102
16:00	0	26	10	0	0	0	0	0	0	0	0	0	0	36	1	16	8	2	0	0	0	0	0	0	0	0	0	27	1	42	18	2	0	0	0	0	0	0	0	0	63
16:15	0	30	10	0	0	0	0	0	0	0	0	0	0	40	0	29	7	1	1	0	0	0	0	0	0	0	0	38	0	59	17	1	1	0	0	0	0	0	0	0	78
16:30	0	35	14	0	1	0	0	0	0	0	0	0	0	50	0	21	7	0	0	0	0	0	0	0	0	0	0	28	0	56	21	0	1	0	0	0	0	0	0	0	78
16:45	0	23	17	0	0	0	0	0	0	0	0	0	0	40	0	31	10	2	1	0	0	0	0	0	0	0	0	44	0	54	27	2	1	0	0	0	0	0	0	0	84
17:00	0	16	4	0	1	0	0	0	0	0	0	0	0	21	0	38	12	2	0	0	0	0	0	0	0	0	0	52	0	54	16	2	1	0	0	0	0	0	0	0	73
17:15	0	31	9	0	0	0	0	0	0	0	0	0	0	40	0	26	8	1	0	0	0	0	0	0	0	0	0	35	0	57	17	1	0	0	0	0	0	0	0	0	75
17:30	0	23	5	0	0	0	0	0	0	0	0	0	0	28	0	27	7	1	0	0	0	0	0	0	0	0	0	35	0	50	12	1	0	0	0	0	0	0	0	0	63
17:45	0	14	5	0	0	0	0	0	0	0	0	0	0	19	0	18	7	0	0	0	0	0	0	0	0	0	0	25	0	32	12	0	0	0	0	0	0	0	0	0	44
18:00	1	10	5	0	0	0	0	0	0	0	0	0	0	16	2	18	7	0	1	0	0	0	0	0	0	0	0	28	3	28	12	0	1	0	0	0	0	0	0	0	44
18:15	0	11	6	1	0	0	0	0	0	0	0	0	0	18	0	16	9	0	0	0	0	0	0	0	0	0	0	25	0	27	15	1	0	0	0	0	0	0	0	0	43
18:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	1	9	5	0	0	0	0	0	0	0	0	0	0	15	1	23	7	0	0	0	0	0	0	0	0	0	31
18:45	0	8	6	0	0	0	0	0	0	0	0	0	0	14	0	21	6	0	0	0	0	0	0	0	0	0	0	27	0	29	12	0	0	0	0	0	0	0	0	0	41
19:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	12	5	0	0	0	0	0	0	0	0	0	0	17	0	20	7	0	0	0	0	0	0	0	0	0	27
19:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	27	4	0	0	0	0	0	0	0	0	0	31
19:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	15	5	0	0	0	0	0	0	0	0	0	0	20	0	19	9	0	0	0	0	0	0	0	0	0	28
19:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	5	4	0	0	0	0	0	0	0	0	0	0	9	0	14	4	0	0	0	0	0	0	0	0	0	18
20:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	16	4	0	0	0	0	0	0	0	0	0	20
20:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	9	8	0	0	0	0	0	0	0	0	0	0	17	0	13	10	0	0	0	0	0	0	0	0	0	23
20:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	12	6	0	0	0	0	0	0	0	0	0	0	18	0	20	8	0	0	0	0	0	0	0	0	0	28
20:45	0	3	3	0	1	0	0	0	0	0	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	4	0	1	0	0	0	0	0	0	0	13
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	11	3	0	0	0	0	0	0	0	0	0	14
21:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	12	3	0	0	0	0	0	0	0	0	0	15
21:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	2	0	0	0	0	0	0	0	0	0	10
21:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	15	3	0	0	0	0	0	0	0	0	0	18
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	10	2	0	0	0	0	0	0	0	0	0	12
22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	9	3	0	0	0	0	0	0	0	0	0	12
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	5
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	4	0	0	1	0	0	0	0	0	0	0	5
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
23:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	5	0	0	0	0	0	0	0	0	0	10
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	6
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Totals	**9**	**1,249**	**516**	**36**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,829**	**12**	**1,269**	**541**	**40**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,884**	**21**	**2,518**	**1,057**	**76**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,713**
% of Totals	0%	68%	28%	2%	1%									100%	1%	67%	29%	2%	1%									100%	1%	68%	28%	2%	1%								100%

Prepared by National Data & Surveying Services

CLASSIFICATION

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Wednesday
Date: 5/21/2025

City: Sonora
Project #: CA25_090067_001

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	13	3	0	0	0	0	0	0	0	0	0	0	16
2:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	5	3	0	0	0	0	0	0	0	0	0	0	8
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:00	0	12	8	2	0	0	0	0	0	0	0	0	0	22	0	7	9	0	0	0	0	0	0	0	0	0	0	16	0	19	17	2	0	0	0	0	0	0	0	0	0	38
6:00	3	39	18	8	0	2	0	0	0	0	0	0	0	70	3	47	14	0	0	1	0	0	0	0	0	0	0	65	6	86	32	8	0	3	0	0	0	0	0	0	0	135
7:00	0	99	29	2	4	0	0	0	0	0	0	0	0	134	0	61	23	6	5	0	0	1	0	0	0	0	0	96	0	160	52	8	9	0	0	1	0	0	0	0	0	230
8:00	1	86	47	6	4	1	0	0	0	0	0	0	0	145	0	83	53	5	2	1	0	1	0	0	0	0	0	145	1	169	100	11	6	2	0	1	0	0	0	0	0	290
9:00	0	159	59	1	2	2	0	0	0	0	0	0	0	223	0	140	52	10	3	0	0	0	0	0	0	0	0	205	0	299	111	11	5	2	0	0	0	0	0	0	0	428
10:00	0	58	37	5	3	0	0	1	0	0	0	0	0	104	0	67	35	2	1	0	0	1	0	0	0	0	0	106	0	125	72	7	4	0	0	2	0	0	0	0	0	210
11:00	1	73	35	1	1	0	0	0	0	0	0	0	0	111	0	67	34	4	2	0	0	0	0	0	0	0	0	107	1	140	69	5	3	0	0	0	0	0	0	0	0	218
12:00	0	95	45	1	0	0	0	0	0	0	0	0	0	141	0	66	36	2	1	0	0	1	0	0	0	0	0	106	0	161	81	3	1	0	0	1	0	0	0	0	0	247
13:00	0	81	39	7	0	0	0	1	0	0	0	0	0	128	0	83	45	1	0	0	0	0	0	0	0	0	0	129	0	164	84	8	0	0	0	1	0	0	0	0	0	257
14:00	0	81	44	7	7	0	0	2	0	0	0	0	0	141	0	91	39	3	3	0	0	1	0	0	0	0	0	137	0	172	83	10	10	0	0	3	0	0	0	0	0	278
15:00	0	130	44	2	0	0	0	0	0	0	0	0	0	176	3	120	57	4	1	0	0	0	0	0	0	0	0	185	3	250	101	6	1	0	0	0	0	0	0	0	0	361
16:00	0	100	38	0	0	1	0	0	0	0	0	0	0	139	1	115	42	5	0	1	0	0	0	0	0	0	0	164	1	215	80	5	0	2	0	0	0	0	0	0	0	303
17:00	0	94	36	0	2	0	0	0	0	0	0	0	0	132	1	109	44	3	1	0	0	0	0	0	0	0	0	158	1	203	80	3	3	0	0	0	0	0	0	0	0	290
18:00	1	74	37	1	0	0	0	1	0	0	0	0	0	114	2	69	29	0	1	0	0	0	0	0	0	0	0	101	3	143	66	1	1	0	0	1	0	0	0	0	0	215
19:00	1	45	15	0	1	0	0	1	0	0	0	0	0	63	0	55	22	0	0	0	0	0	0	0	0	0	0	77	1	100	37	0	1	0	0	1	0	0	0	0	0	140
20:00	0	26	9	0	0	0	0	0	0	0	0	0	0	35	1	44	19	0	1	0	0	0	0	0	0	0	0	65	1	70	28	0	1	0	0	0	0	0	0	0	0	100
21:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	35	7	0	0	0	0	0	0	0	0	0	0	42
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	3	0	1	0	0	0	0	0	0	0	0	12	0	13	4	0	1	0	0	0	0	0	0	0	0	18
23:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	21	8	0	0	0	0	0	0	0	0	0	0	29
Totals	**7**	**1,304**	**554**	**43**	**24**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**1,944**	**11**	**1,283**	**569**	**45**	**22**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1,938**	**18**	**2,587**	**1,123**	**88**	**46**	**9**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**3,882**
% of Totals	0%	67%	28%	2%	1%	0%		0%						100%	1%	66%	29%	2%	1%	0%		0%						100%	0%	67%	29%	2%	1%	0%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

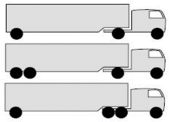
#3 2-Axle, 4-Tire Single Unit

#4 Buses

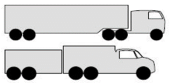
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	5	547	237	25	14	5	0	1	0	0	0	0	0	834	3	493	227	27	13	2	0	3	0	0	0	0	0	768	8	1040	464	52	27	7	0	4	0	0	0	0	0	1602
%	0%	28%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	43%	0%	25%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	27%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	41%
Peak Hour	5:45	9:00	8:45	6:15	7:30	6:00	0:00	10:00	0:00	0:00	0:00	0:00	0:00	9:00	5:45	8:45	8:45	7:30	7:00	5:45	0:00	7:15	0:00	0:00	0:00	0:00	0:00	8:45	5:45	9:00	8:45	7:30	7:00	6:00	0:00	7:15	0:00	0:00	0:00	0:00	0:00	9:00
Peak Volume	3	159	59	9	6	2	0	1	0	0	0	0	0	223	3	145	57	11	5	1	0	2	0	0	0	0	0	213	6	299	116	16	9	3	0	2	0	0	0	0	0	428
12:00 - 24:00	2	757	317	18	10	1	0	5	0	0	0	0	0	1110	8	790	342	18	9	1	0	2	0	0	0	0	0	1170	10	1547	659	36	19	2	0	7	0	0	0	0	0	2280
%	0%	39%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	57%	0%	41%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	40%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	59%
Peak Hour	18:15	15:15	15:30	13:00	14:00	15:45	12:00	13:15	12:00	12:00	12:00	12:00	12:00	15:15	15:00	15:15	15:15	16:15	13:45	15:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:15	15:00	15:15	15:15	14:00	14:00	15:45	12:00	13:30	12:00	12:00	12:00	12:00	12:00	15:15
Peak Volume	2	146	51	7	7	1	0	2	0	0	0	0	0	197	3	129	64	6	3	1	0	1	0	0	0	0	0	200	3	275	113	10	10	2	0	3	0	0	0	0	0	397
07:00 - 09:00	1	185	76	8	8	1	0	0	0	0	0	0	0	279	0	144	76	11	7	1	0	2	0	0	0	0	0	241	1	329	152	19	15	2	0	2	0	0	0	0	0	520
%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	7%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	8:00	7:30	8:00	7:45	7:30	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:45	8:00	7:30	7:00	7:30	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:45	8:00	7:30	8:00	7:30	7:00	7:30	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	110	47	7	6	1	0	0	0	0	0	0	0	164	0	88	53	11	5	1	0	2	0	0	0	0	0	146	1	196	100	16	9	2	0	2	0	0	0	0	0	304
16:00 - 18:00	0	194	74	0	2	1	0	0	0	0	0	0	0	271	2	224	86	8	1	1	0	0	0	0	0	0	0	322	2	418	160	8	3	2	0	0	0	0	0	0	0	593
%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	100	38	0	2	1	0	0	0	0	0	0	0	139	1	115	46	6	1	1	0	0	0	0	0	0	0	164	1	215	80	6	3	2	0	0	0	0	0	0	0	303

Prepared by National Data & Surveying Services

CLASSIFICATION

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Wednesday
Date: 5/21/2025

City: Sonora
Project #: CA25_090067_001

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	3	3	0	0	0	0	0	0	0	0	0	0	6
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	4
5:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
5:30	0	2	3	1	0	0	0	0	0	0	0	0	0	6	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	2	7	1	0	0	0	0	0	0	0	0	0	10
5:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	14	7	0	0	0	0	0	0	0	0	0	0	21
6:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4	1	5	1	0	0	0	0	0	0	0	0	0	0	7	2	7	2	0	0	0	0	0	0	0	0	0	0	11
6:15	0	7	3	2	0	0	0	0	0	0	0	0	0	12	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	11	7	2	0	0	0	0	0	0	0	0	0	20
6:30	2	16	4	4	0	1	0	0	0	0	0	0	0	27	2	14	4	0	0	1	0	0	0	0	0	0	0	21	4	30	8	4	0	2	0	0	0	0	0	0	0	48
6:45	0	14	10	2	0	1	0	0	0	0	0	0	0	27	0	24	5	0	0	0	0	0	0	0	0	0	0	29	0	38	15	2	0	1	0	0	0	0	0	0	0	56
7:00	0	15	6	1	0	0	0	0	0	0	0	0	0	22	0	14	5	0	4	0	0	0	0	0	0	0	0	23	0	29	11	1	4	0	0	0	0	0	0	0	0	45
7:15	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	30	9	0	0	0	0	0	0	0	0	0	0	39
7:30	0	32	12	0	2	0	0	0	0	0	0	0	0	46	0	11	6	4	0	0	0	1	0	0	0	0	0	22	0	43	18	4	2	0	0	1	0	0	0	0	0	68
7:45	0	34	5	1	2	0	0	0	0	0	0	0	0	42	0	24	9	2	1	0	0	0	0	0	0	0	0	36	0	58	14	3	3	0	0	0	0	0	0	0	0	78
8:00	0	21	9	0	1	1	0	0	0	0	0	0	0	32	0	22	11	2	1	0	0	1	0	0	0	0	0	37	0	43	20	2	2	1	0	1	0	0	0	0	0	69
8:15	0	23	16	4	1	0	0	0	0	0	0	0	0	44	0	29	12	3	0	1	0	0	0	0	0	0	0	45	0	52	28	7	1	1	0	0	0	0	0	0	0	89
8:30	0	17	11	2	2	0	0	0	0	0	0	0	0	32	0	13	14	0	1	0	0	0	0	0	0	0	0	28	0	30	25	2	3	0	0	0	0	0	0	0	0	60
8:45	1	25	11	0	0	0	0	0	0	0	0	0	0	37	0	19	16	0	0	0	0	0	0	0	0	0	0	35	1	44	27	0	0	0	0	0	0	0	0	0	0	72
9:00	0	26	11	0	1	0	0	0	0	0	0	0	0	38	0	26	10	0	1	0	0	0	0	0	0	0	0	37	0	52	21	0	2	0	0	0	0	0	0	0	0	75
9:15	0	32	11	0	0	1	0	0	0	0	0	0	0	44	0	39	13	1	1	0	0	0	0	0	0	0	0	54	0	71	24	1	1	1	0	0	0	0	0	0	0	98
9:30	0	64	26	0	1	0	0	0	0	0	0	0	0	91	0	61	18	7	1	0	0	0	0	0	0	0	0	87	0	125	44	7	2	0	0	0	0	0	0	0	0	178
9:45	0	37	11	1	0	1	0	0	0	0	0	0	0	50	0	14	11	2	0	0	0	0	0	0	0	0	0	27	0	51	22	3	0	1	0	0	0	0	0	0	0	77
10:00	0	12	8	0	0	0	0	0	0	0	0	0	0	20	0	21	13	0	1	0	0	0	0	0	0	0	0	35	0	33	21	0	1	0	0	0	0	0	0	0	0	55
10:15	0	17	8	0	1	0	0	0	0	0	0	0	0	26	0	17	11	0	0	0	0	1	0	0	0	0	0	29	0	34	19	0	1	0	0	1	0	0	0	0	0	55
10:30	0	20	13	5	0	0	0	0	0	0	0	0	0	38	0	19	5	1	0	0	0	0	0	0	0	0	0	25	0	39	18	6	0	0	0	0	0	0	0	0	0	63
10:45	0	9	8	0	2	0	0	1	0	0	0	0	0	20	0	10	6	1	0	0	0	0	0	0	0	0	0	17	0	19	14	1	2	0	0	1	0	0	0	0	0	37
11:00	1	14	12	0	0	0	0	0	0	0	0	0	0	27	0	13	8	1	0	0	0	0	0	0	0	0	0	22	1	27	20	1	0	0	0	0	0	0	0	0	0	49
11:15	0	20	8	0	0	0	0	0	0	0	0	0	0	28	0	16	4	0	1	0	0	0	0	0	0	0	0	21	0	36	12	0	1	0	0	0	0	0	0	0	0	49
11:30	0	23	10	0	1	0	0	0	0	0	0	0	0	34	0	18	11	1	0	0	0	0	0	0	0	0	0	30	0	41	21	1	1	0	0	0	0	0	0	0	0	64
11:45	0	16	5	1	0	0	0	0	0	0	0	0	0	22	0	20	11	2	1	0	0	0	0	0	0	0	0	34	0	36	16	3	1	0	0	0	0	0	0	0	0	56

Prepared by National Data & Surveying Services

CLASSIFICATION

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Wednesday
Date: 5/21/2025

City: Sonora
Project #: CA25_090067_001

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	25	17	0	0	0	0	0	0	0	0	0	0	42	0	17	7	0	0	0	0	1	0	0	0	0	0	25	0	42	24	0	0	0	0	1	0	0	0	0	0	67
12:15	0	14	5	1	0	0	0	0	0	0	0	0	0	20	0	17	8	1	0	0	0	0	0	0	0	0	0	26	0	31	13	2	0	0	0	0	0	0	0	0	0	46
12:30	0	35	13	0	0	0	0	0	0	0	0	0	0	48	0	14	11	0	1	0	0	0	0	0	0	0	0	26	0	49	24	0	1	0	0	0	0	0	0	0	0	74
12:45	0	21	10	0	0	0	0	0	0	0	0	0	0	31	0	18	10	1	0	0	0	0	0	0	0	0	0	29	0	39	20	1	0	0	0	0	0	0	0	0	0	60
13:00	0	20	8	1	0	0	0	0	0	0	0	0	0	29	0	22	12	1	0	0	0	0	0	0	0	0	0	35	0	42	20	2	0	0	0	0	0	0	0	0	0	64
13:15	0	24	8	4	0	0	0	0	0	0	0	0	0	36	0	18	12	0	0	0	0	0	0	0	0	0	0	30	0	42	20	4	0	0	0	0	0	0	0	0	0	66
13:30	0	20	13	0	0	0	0	1	0	0	0	0	0	34	0	17	9	0	0	0	0	0	0	0	0	0	0	26	0	37	22	0	0	0	0	1	0	0	0	0	0	60
13:45	0	17	10	2	0	0	0	0	0	0	0	0	0	29	0	26	12	0	0	0	0	0	0	0	0	0	0	38	0	43	22	2	0	0	0	0	0	0	0	0	0	67
14:00	0	19	12	1	1	0	0	1	0	0	0	0	0	34	0	18	13	2	1	0	0	0	0	0	0	0	0	34	0	37	25	3	2	0	0	1	0	0	0	0	0	68
14:15	0	25	11	2	3	0	0	0	0	0	0	0	0	41	0	23	11	1	1	0	0	1	0	0	0	0	0	37	0	48	22	3	4	0	0	1	0	0	0	0	0	78
14:30	0	13	12	0	1	0	0	1	0	0	0	0	0	27	0	16	9	0	1	0	0	0	0	0	0	0	0	26	0	29	21	0	2	0	0	1	0	0	0	0	0	53
14:45	0	24	9	4	2	0	0	0	0	0	0	0	0	39	0	34	6	0	0	0	0	0	0	0	0	0	0	40	0	58	15	4	2	0	0	0	0	0	0	0	0	79
15:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23	1	19	6	1	0	0	0	0	0	0	0	0	0	27	1	36	12	1	0	0	0	0	0	0	0	0	0	50
15:15	0	24	10	1	0	0	0	0	0	0	0	0	0	35	0	37	15	2	0	0	0	0	0	0	0	0	0	54	0	61	25	3	0	0	0	0	0	0	0	0	0	89
15:30	0	36	12	1	0	0	0	0	0	0	0	0	0	49	1	38	19	1	0	0	0	0	0	0	0	0	0	59	1	74	31	2	0	0	0	0	0	0	0	0	0	108
15:45	0	53	16	0	0	0	0	0	0	0	0	0	0	69	1	26	17	0	1	0	0	0	0	0	0	0	0	45	1	79	33	0	1	0	0	0	0	0	0	0	0	114
16:00	0	33	11	0	0	0	0	0	0	0	0	0	0	44	0	28	13	1	0	0	0	0	0	0	0	0	0	42	0	61	24	1	0	0	0	0	0	0	0	0	0	86
16:15	0	14	12	0	0	0	0	0	0	0	0	0	0	26	1	35	9	1	0	1	0	0	0	0	0	0	0	47	1	49	21	1	0	1	0	0	0	0	0	0	0	73
16:30	0	33	7	0	0	1	0	0	0	0	0	0	0	41	0	27	14	1	0	0	0	0	0	0	0	0	0	42	0	60	21	1	0	1	0	0	0	0	0	0	0	83
16:45	0	20	8	0	0	0	0	0	0	0	0	0	0	28	0	25	6	2	0	0	0	0	0	0	0	0	0	33	0	45	14	2	0	0	0	0	0	0	0	0	0	61
17:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27	0	28	9	2	1	0	0	0	0	0	0	0	0	40	0	50	14	2	1	0	0	0	0	0	0	0	0	67
17:15	0	23	8	0	1	0	0	0	0	0	0	0	0	32	1	28	17	0	0	0	0	0	0	0	0	0	0	46	1	51	25	0	1	0	0	0	0	0	0	0	0	78
17:30	0	33	9	0	0	0	0	0	0	0	0	0	0	42	0	32	8	1	0	0	0	0	0	0	0	0	0	41	0	65	17	1	0	0	0	0	0	0	0	0	0	83
17:45	0	16	14	0	1	0	0	0	0	0	0	0	0	31	0	21	10	0	0	0	0	0	0	0	0	0	0	31	0	37	24	0	1	0	0	0	0	0	0	0	0	62
18:00	0	27	16	0	0	0	0	0	0	0	0	0	0	43	1	24	9	0	0	0	0	0	0	0	0	0	0	34	1	51	25	0	0	0	0	0	0	0	0	0	0	77
18:15	0	21	7	1	0	0	0	1	0	0	0	0	0	30	1	20	6	0	1	0	0	0	0	0	0	0	0	28	1	41	13	1	1	0	0	1	0	0	0	0	0	58
18:30	0	12	6	0	0	0	0	0	0	0	0	0	0	18	0	15	9	0	0	0	0	0	0	0	0	0	0	24	0	27	15	0	0	0	0	0	0	0	0	0	0	42
18:45	1	14	8	0	0	0	0	0	0	0	0	0	0	23	0	10	5	0	0	0	0	0	0	0	0	0	0	15	1	24	13	0	0	0	0	0	0	0	0	0	0	38
19:00	1	12	3	0	0	0	0	0	0	0	0	0	0	16	0	7	11	0	0	0	0	0	0	0	0	0	0	18	1	19	14	0	0	0	0	0	0	0	0	0	0	34
19:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	18	7	0	0	0	0	0	0	0	0	0	0	25	0	28	10	0	0	0	0	0	0	0	0	0	0	38
19:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	24	6	0	0	0	0	0	0	0	0	0	0	30
19:45	0	13	5	0	1	0	0	1	0	0	0	0	0	20	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	29	7	0	1	0	0	1	0	0	0	0	0	38
20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	12	6	0	0	0	0	0	0	0	0	0	0	18	0	17	7	0	0	0	0	0	0	0	0	0	0	24
20:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9	1	16	5	0	1	0	0	0	0	0	0	0	0	23	1	22	8	0	1	0	0	0	0	0	0	0	0	32
20:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0	5	6	0	0	0	0	0	0	0	0	0	0	11	0	14	10	0	0	0	0	0	0	0	0	0	0	24
20:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	17	3	0	0	0	0	0	0	0	0	0	0	20
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	14	2	0	0	0	0	0	0	0	0	0	0	16
21:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	2	0	0	0	0	0	0	0	0	0	0	10
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	0	0	0	0	0	0	9
21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	3	0	0	1	0	0	0	0	0	0	0	0	4
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	5	0	0	0	0	0	0	0	0	0	0	9
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Totals	**7**	**1,304**	**554**	**43**	**24**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**1,944**	**11**	**1,283**	**569**	**45**	**22**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1,938**	**18**	**2,587**	**1,123**	**88**	**46**	**9**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**3,882**
% of Totals	0%	67%	28%	2%	1%	0%		0%						100%	1%	66%	29%	2%	1%	0%		0%						100%	0%	67%	29%	2%	1%	0%		0%						100%

Prepared by National Data & Surveying Services

CLASSIFICATION

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Thursday
Date: 5/22/2025

City: Sonora
Project #: CA25_090067_001

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	4	0	0	0	0	0	0	0	0	0	0	9
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	1	0	0	0	0	0	0	0	0	3	0	4	2	0	1	0	0	0	0	0	0	0	0	7
4:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9	0	2	4	0	0	0	0	0	0	0	0	0	0	6	0	7	7	0	1	0	0	0	0	0	0	0	0	15
5:00	0	10	10	1	1	1	0	0	0	0	0	0	0	23	0	8	3	0	1	1	0	0	0	0	0	0	0	13	0	18	13	1	2	2	0	0	0	0	0	0	0	36
6:00	1	31	19	9	0	0	0	0	0	0	0	0	0	60	0	44	23	0	0	0	0	0	0	0	0	0	0	67	1	75	42	9	0	0	0	0	0	0	0	0	0	127
7:00	0	119	50	1	1	0	0	0	0	0	0	0	0	171	1	99	36	3	1	0	0	0	0	0	0	0	0	140	1	218	86	4	2	0	0	0	0	0	0	0	0	311
8:00	1	153	41	1	2	0	0	0	0	0	0	0	0	198	0	145	58	8	7	0	0	2	0	0	0	0	0	220	1	298	99	9	9	0	0	2	0	0	0	0	0	418
9:00	0	68	46	1	1	0	0	0	0	0	0	0	0	116	0	54	34	1	3	0	0	0	0	0	0	0	0	92	0	122	80	2	4	0	0	0	0	0	0	0	0	208
10:00	1	77	34	5	2	0	0	1	0	0	0	0	0	120	1	61	32	3	0	0	0	1	0	0	0	0	0	98	2	138	66	8	2	0	0	2	0	0	0	0	0	218
11:00	0	79	35	4	3	0	0	0	0	0	0	0	0	121	1	61	41	3	1	0	0	0	0	0	0	0	0	107	1	140	76	7	4	0	0	0	0	0	0	0	0	228
12:00	1	76	41	5	5	1	0	0	0	0	0	0	0	129	1	68	36	2	3	0	0	0	0	0	0	0	0	110	2	144	77	7	8	1	0	0	0	0	0	0	0	239
13:00	0	84	37	2	1	0	0	1	0	0	0	0	0	125	0	93	43	3	1	0	0	1	0	0	0	0	0	141	0	177	80	5	2	0	0	2	0	0	0	0	0	266
14:00	0	72	30	6	1	0	0	0	0	0	0	0	0	109	0	92	34	5	2	0	0	0	0	0	0	0	0	133	0	164	64	11	3	0	0	0	0	0	0	0	0	242
15:00	0	122	48	5	4	0	0	0	0	0	0	0	0	179	1	118	39	4	0	0	0	0	0	0	0	0	0	162	1	240	87	9	4	0	0	0	0	0	0	0	0	341
16:00	0	108	41	0	1	0	0	0	0	0	0	0	0	150	0	99	32	5	1	0	0	0	0	0	0	0	0	137	0	207	73	5	2	0	0	0	0	0	0	0	0	287
17:00	2	79	35	0	1	0	0	0	0	0	0	0	0	117	1	142	38	3	0	0	0	0	0	0	0	0	0	184	3	221	73	3	1	0	0	0	0	0	0	0	0	301
18:00	1	66	22	1	0	0	0	0	0	0	0	0	0	90	1	69	19	0	0	0	0	0	0	0	0	0	0	89	2	135	41	1	0	0	0	0	0	0	0	0	0	179
19:00	0	59	30	0	1	0	0	0	0	0	0	0	0	90	0	46	19	0	0	0	0	0	0	0	0	0	0	65	0	105	49	0	1	0	0	0	0	0	0	0	0	155
20:00	0	25	8	0	0	0	0	0	0	0	0	0	0	33	0	57	20	0	1	0	0	0	0	0	0	0	0	78	0	82	28	0	1	0	0	0	0	0	0	0	0	111
21:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	24	6	0	0	0	0	0	0	0	0	0	0	30	0	40	9	0	0	0	0	0	0	0	0	0	0	49
22:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	10	3	0	1	0	0	0	0	0	0	0	0	14	0	25	6	0	1	0	0	0	0	0	0	0	0	32
23:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	16	6	0	0	0	0	0	0	0	0	0	0	22
Totals	**7**	**1,280**	**545**	**41**	**25**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,902**	**7**	**1,314**	**526**	**40**	**23**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1,915**	**14**	**2,594**	**1,071**	**81**	**48**	**3**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3,817**
% of Totals	0%	67%	29%	2%	1%	0%		0%						100%	0%	69%	27%	2%	1%	0%		0%						100%	0%	68%	28%	2%	1%	0%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

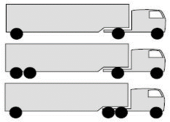
#3 2-Axle, 4-Tire Single Unit

#4 Buses

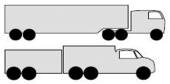
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	3	552	242	22	11	1	0	1	0	0	0	0	0	832	3	486	236	18	14	1	0	3	0	0	0	0	0	761	6	1038	478	40	25	2	0	4	0	0	0	0	0	1593
%	0%	29%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	44%	0%	25%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	27%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	42%
Peak Hour	5:15	7:45	8:45	6:15	11:30	5:00	0:00	10:00	0:00	0:00	0:00	0:00	0:00	7:45	11:30	7:30	7:45	8:15	7:45	4:45	0:00	7:45	0:00	0:00	0:00	0:00	0:00	7:30	9:15	7:30	7:15	8:15	8:15	5:00	0:00	7:45	0:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	1	177	52	10	6	1	0	1	0	0	0	0	0	220	2	169	58	9	7	1	0	2	0	0	0	0	0	238	2	339	99	11	10	2	0	2	0	0	0	0	0	453
12:00 - 24:00	4	728	303	19	14	1	0	1	0	0	0	0	0	1070	4	828	290	22	9	0	0	1	0	0	0	0	0	1154	8	1556	593	41	23	1	0	2	0	0	0	0	0	2224
%	0%	38%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%	43%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	41%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	58%
Peak Hour	17:15	15:15	15:15	14:45	12:00	12:00	12:00	12:45	12:00	12:00	12:00	12:00	12:00	15:15	17:15	17:00	13:15	16:15	12:15	12:00	12:00	12:30	12:00	12:00	12:00	12:00	12:00	17:00	17:15	15:15	15:15	14:45	12:00	12:00	12:00	12:45	12:00	12:00	12:00	12:00	12:00	15:15
Peak Volume	3	137	50	9	5	1	0	1	0	0	0	0	0	194	2	142	45	6	4	0	0	1	0	0	0	0	0	184	5	257	93	13	8	1	0	2	0	0	0	0	0	363
07:00 - 09:00	1	272	91	2	3	0	0	0	0	0	0	0	0	369	1	244	94	11	8	0	0	2	0	0	0	0	0	360	2	516	185	13	11	0	0	2	0	0	0	0	0	729
%	0%	14%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	13%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	14%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%
Peak Hour	8:00	7:45	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:30	7:45	7:30	7:45	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:15	7:30	7:45	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	177	50	1	2	0	0	0	0	0	0	0	0	220	1	169	58	8	7	0	0	2	0	0	0	0	0	238	1	339	99	9	9	0	0	2	0	0	0	0	0	453
16:00 - 18:00	2	187	76	0	2	0	0	0	0	0	0	0	0	267	1	241	70	8	1	0	0	0	0	0	0	0	0	321	3	428	146	8	3	0	0	0	0	0	0	0	0	588
%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	13%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	17:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	17:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	17:00	17:00	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	2	108	44	0	1	0	0	0	0	0	0	0	0	150	1	142	38	6	1	0	0	0	0	0	0	0	0	184	3	221	76	6	2	0	0	0	0	0	0	0	0	301

Prepared by National Data & Surveying Services

CLASSIFICATION

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Thursday
Date: 5/22/2025

City: Sonora
Project #: CA25_090067_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	4
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	6
5:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:15	0	0	3	1	0	0	0	0	0	0	0	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	4	1	1	0	0	0	0	0	0	0	0	6
5:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	4	5	0	0	1	0	0	0	0	0	0	0	10
5:45	0	4	2	0	1	1	0	0	0	0	0	0	0	8	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	9	3	0	1	1	0	0	0	0	0	0	0	14
6:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6	0	5	3	0	0	0	0	0	0	0	0	0	0	8	1	8	5	0	0	0	0	0	0	0	0	0	0	14
6:15	0	8	1	2	0	0	0	0	0	0	0	0	0	11	0	5	5	0	0	0	0	0	0	0	0	0	0	10	0	13	6	2	0	0	0	0	0	0	0	0	0	21
6:30	0	11	9	3	0	0	0	0	0	0	0	0	0	23	0	5	8	0	0	0	0	0	0	0	0	0	0	13	0	16	17	3	0	0	0	0	0	0	0	0	0	36
6:45	0	9	7	4	0	0	0	0	0	0	0	0	0	20	0	29	7	0	0	0	0	0	0	0	0	0	0	36	0	38	14	4	0	0	0	0	0	0	0	0	0	56
7:00	0	20	11	1	1	0	0	0	0	0	0	0	0	33	1	12	8	0	1	0	0	0	0	0	0	0	0	22	1	32	19	1	2	0	0	0	0	0	0	0	0	55
7:15	0	15	17	0	0	0	0	0	0	0	0	0	0	32	0	16	11	0	0	0	0	0	0	0	0	0	0	27	0	31	28	0	0	0	0	0	0	0	0	0	0	59
7:30	0	40	11	0	0	0	0	0	0	0	0	0	0	51	0	39	7	3	0	0	0	0	0	0	0	0	0	49	0	79	18	3	0	0	0	0	0	0	0	0	0	100
7:45	0	44	11	0	0	0	0	0	0	0	0	0	0	55	0	32	10	0	0	0	0	0	0	0	0	0	0	42	0	76	21	0	0	0	0	0	0	0	0	0	0	97
8:00	0	38	11	0	0	0	0	0	0	0	0	0	0	49	0	46	21	0	1	0	0	0	0	0	0	0	0	68	0	84	32	0	1	0	0	0	0	0	0	0	0	117
8:15	0	48	10	1	1	0	0	0	0	0	0	0	0	60	0	52	18	5	3	0	0	1	0	0	0	0	0	79	0	100	28	6	4	0	0	1	0	0	0	0	0	139
8:30	0	47	8	0	1	0	0	0	0	0	0	0	0	56	0	28	9	3	3	0	0	1	0	0	0	0	0	44	0	75	17	3	4	0	0	1	0	0	0	0	0	100
8:45	1	20	12	0	0	0	0	0	0	0	0	0	0	33	0	19	10	0	0	0	0	0	0	0	0	0	0	29	1	39	22	0	0	0	0	0	0	0	0	0	0	62
9:00	0	19	21	1	1	0	0	0	0	0	0	0	0	42	0	13	8	1	1	0	0	0	0	0	0	0	0	23	0	32	29	2	2	0	0	0	0	0	0	0	0	65
9:15	0	17	8	0	0	0	0	0	0	0	0	0	0	25	0	14	9	0	0	0	0	0	0	0	0	0	0	23	0	31	17	0	0	0	0	0	0	0	0	0	0	48
9:30	0	14	11	0	0	0	0	0	0	0	0	0	0	25	0	17	8	0	0	0	0	0	0	0	0	0	0	25	0	31	19	0	0	0	0	0	0	0	0	0	0	50
9:45	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	10	9	0	2	0	0	0	0	0	0	0	0	21	0	28	15	0	2	0	0	0	0	0	0	0	0	45
10:00	1	9	7	1	1	0	0	0	0	0	0	0	0	19	1	8	6	0	0	0	0	0	0	0	0	0	0	15	2	17	13	1	1	0	0	0	0	0	0	0	0	34
10:15	0	19	11	0	1	0	0	0	0	0	0	0	0	31	0	17	9	0	0	0	0	0	0	0	0	0	0	26	0	36	20	0	1	0	0	0	0	0	0	0	0	57
10:30	0	28	7	4	0	0	0	0	0	0	0	0	0	39	0	21	9	1	0	0	0	1	0	0	0	0	0	32	0	49	16	5	0	0	0	1	0	0	0	0	0	71
10:45	0	21	9	0	0	0	0	1	0	0	0	0	0	31	0	15	8	2	0	0	0	0	0	0	0	0	0	25	0	36	17	2	0	0	0	1	0	0	0	0	0	56
11:00	0	23	10	2	0	0	0	0	0	0	0	0	0	35	0	17	11	0	1	0	0	0	0	0	0	0	0	29	0	40	21	2	1	0	0	0	0	0	0	0	0	64
11:15	0	15	6	1	0	0	0	0	0	0	0	0	0	22	0	11	10	0	0	0	0	0	0	0	0	0	0	21	0	26	16	1	0	0	0	0	0	0	0	0	0	43
11:30	0	25	13	0	1	0	0	0	0	0	0	0	0	39	1	18	8	0	0	0	0	0	0	0	0	0	0	27	1	43	21	0	1	0	0	0	0	0	0	0	0	66
11:45	0	16	6	1	2	0	0	0	0	0	0	0	0	25	0	15	12	3	0	0	0	0	0	0	0	0	0	30	0	31	18	4	2	0	0	0	0	0	0	0	0	55

Prepared by National Data & Surveying Services

CLASSIFICATION

N Washington St/Shaws Flat Rd W/O Golden Chain Hwy/N Washington St/SR 49

Day: Thursday
Date: 5/22/2025

City: Sonora
Project #: CA25_090067_001

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	16	6	2	2	0	0	0	0	0	0	0	0	26	0	16	8	0	0	0	0	0	0	0	0	0	0	24	0	32	14	2	2	0	0	0	0	0	0	0	50
12:15	0	14	9	2	1	0	0	0	0	0	0	0	0	26	1	17	8	0	2	0	0	0	0	0	0	0	0	28	1	31	17	2	3	0	0	0	0	0	0	0	54
12:30	1	20	12	1	1	1	0	0	0	0	0	0	0	36	0	17	11	2	1	0	0	0	0	0	0	0	0	31	1	37	23	3	2	1	0	0	0	0	0	0	67
12:45	0	26	14	0	1	0	0	0	0	0	0	0	0	41	0	18	9	0	0	0	0	0	0	0	0	0	0	27	0	44	23	0	1	0	0	0	0	0	0	0	68
13:00	0	19	7	0	0	0	0	0	0	0	0	0	0	26	0	16	5	2	1	0	0	0	0	0	0	0	0	24	0	35	12	2	1	0	0	0	0	0	0	0	50
13:15	0	26	10	1	0	0	0	0	0	0	0	0	0	37	0	27	13	1	0	0	0	1	0	0	0	0	0	42	0	53	23	2	0	0	0	1	0	0	0	0	79
13:30	0	18	13	0	0	0	0	1	0	0	0	0	0	32	0	21	11	0	0	0	0	0	0	0	0	0	0	32	0	39	24	0	0	0	0	1	0	0	0	0	64
13:45	0	21	7	1	1	0	0	0	0	0	0	0	0	30	0	29	14	0	0	0	0	0	0	0	0	0	0	43	0	50	21	1	1	0	0	0	0	0	0	0	73
14:00	0	19	8	2	0	0	0	0	0	0	0	0	0	29	0	19	7	3	0	0	0	0	0	0	0	0	0	29	0	38	15	5	0	0	0	0	0	0	0	0	58
14:15	0	17	4	0	1	0	0	0	0	0	0	0	0	22	0	25	8	0	1	0	0	0	0	0	0	0	0	34	0	42	12	0	2	0	0	0	0	0	0	0	56
14:30	0	12	9	0	0	0	0	0	0	0	0	0	0	21	0	24	7	2	0	0	0	0	0	0	0	0	0	33	0	36	16	2	0	0	0	0	0	0	0	0	54
14:45	0	24	9	4	0	0	0	0	0	0	0	0	0	37	0	24	12	0	1	0	0	0	0	0	0	0	0	37	0	48	21	4	1	0	0	0	0	0	0	0	74
15:00	0	16	10	0	2	0	0	0	0	0	0	0	0	28	0	20	5	1	0	0	0	0	0	0	0	0	0	26	0	36	15	1	2	0	0	0	0	0	0	0	54
15:15	0	33	10	4	1	0	0	0	0	0	0	0	0	48	1	26	9	1	0	0	0	0	0	0	0	0	0	37	1	59	19	5	1	0	0	0	0	0	0	0	85
15:30	0	30	10	1	0	0	0	0	0	0	0	0	0	41	0	46	15	2	0	0	0	0	0	0	0	0	0	63	0	76	25	3	0	0	0	0	0	0	0	0	104
15:45	0	43	18	0	1	0	0	0	0	0	0	0	0	62	0	26	10	0	0	0	0	0	0	0	0	0	0	36	0	69	28	0	1	0	0	0	0	0	0	0	98
16:00	0	31	12	0	0	0	0	0	0	0	0	0	0	43	0	22	9	1	1	0	0	0	0	0	0	0	0	33	0	53	21	1	1	0	0	0	0	0	0	0	76
16:15	0	22	6	0	1	0	0	0	0	0	0	0	0	29	0	28	10	0	0	0	0	0	0	0	0	0	0	38	0	50	16	0	1	0	0	0	0	0	0	0	67
16:30	0	30	14	0	0	0	0	0	0	0	0	0	0	44	0	24	7	2	0	0	0	0	0	0	0	0	0	33	0	54	21	2	0	0	0	0	0	0	0	0	77
16:45	0	25	9	0	0	0	0	0	0	0	0	0	0	34	0	25	6	2	0	0	0	0	0	0	0	0	0	33	0	50	15	2	0	0	0	0	0	0	0	0	67
17:00	0	29	8	0	0	0	0	0	0	0	0	0	0	37	0	28	10	2	0	0	0	0	0	0	0	0	0	40	0	57	18	2	0	0	0	0	0	0	0	0	77
17:15	0	18	13	0	0	0	0	0	0	0	0	0	0	31	0	33	9	0	0	0	0	0	0	0	0	0	0	42	0	51	22	0	0	0	0	0	0	0	0	0	73
17:30	1	19	4	0	0	0	0	0	0	0	0	0	0	24	0	37	8	1	0	0	0	0	0	0	0	0	0	46	1	56	12	1	0	0	0	0	0	0	0	0	70
17:45	1	13	10	0	1	0	0	0	0	0	0	0	0	25	1	44	11	0	0	0	0	0	0	0	0	0	0	56	2	57	21	0	1	0	0	0	0	0	0	0	81
18:00	1	33	8	0	0	0	0	0	0	0	0	0	0	42	1	24	5	0	0	0	0	0	0	0	0	0	0	30	2	57	13	0	0	0	0	0	0	0	0	0	72
18:15	0	14	7	1	0	0	0	0	0	0	0	0	0	22	0	12	7	0	0	0	0	0	0	0	0	0	0	19	0	26	14	1	0	0	0	0	0	0	0	0	41
18:30	0	9	6	0	0	0	0	0	0	0	0	0	0	15	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	21	8	0	0	0	0	0	0	0	0	0	29
18:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	21	5	0	0	0	0	0	0	0	0	0	0	26	0	31	6	0	0	0	0	0	0	0	0	0	37
19:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	11	7	0	0	0	0	0	0	0	0	0	0	18	0	18	10	0	0	0	0	0	0	0	0	0	28
19:15	0	20	12	0	0	0	0	0	0	0	0	0	0	32	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	29	15	0	0	0	0	0	0	0	0	0	44
19:30	0	20	9	0	0	0	0	0	0	0	0	0	0	29	0	11	5	0	0	0	0	0	0	0	0	0	0	16	0	31	14	0	0	0	0	0	0	0	0	0	45
19:45	0	12	6	0	1	0	0	0	0	0	0	0	0	19	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	27	10	0	1	0	0	0	0	0	0	0	38
20:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	21	9	0	1	0	0	0	0	0	0	0	0	31	0	33	12	0	1	0	0	0	0	0	0	0	46
20:15	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	18	6	0	0	0	0	0	0	0	0	0	24
20:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	14	7	0	0	0	0	0	0	0	0	0	0	21	0	21	8	0	0	0	0	0	0	0	0	0	29
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	10	2	0	0	0	0	0	0	0	0	0	12
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	10	2	0	0	0	0	0	0	0	0	0	12
21:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	5	3	0	0	0	0	0	0	0	0	0	8
21:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	13	3	0	0	0	0	0	0	0	0	0	16
21:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	0	0	0	0	0	0	0	0	13
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	5
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	6	3	0	0	0	0	0	0	0	0	0	9
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	7	2	0	1	0	0	0	0	0	0	0	10
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	8
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	4	0	0	0	0	0	0	0	0	0	12
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	2	0	0	0	0	0	0	0	0	0	7
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Totals	**7**	**1,280**	**545**	**41**	**25**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,902**	**7**	**1,314**	**526**	**40**	**23**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1,915**	**14**	**2,594**	**1,071**	**81**	**48**	**3**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3,817**
% of Totals	0%	67%	29%	2%	1%	0%		0%						100%	0%	69%	27%	2%	1%	0%		0%						100%	0%	68%	28%	2%	1%	0%		0%						100%

Prepared by National Data & Surveying Services

VOLUME

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Tuesday
Date: 5/20/2025

City: Sonora
Project #: CA25_090067_002

DAILY TOTALS	NB	SB	EB	WB	Total
	6,858	6,933	0	0	13,791

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	9	4			13	12:00	125	106			231
0:15	9	5			14	12:15	108	102			210
0:30	8	4			12	12:30	129	119			248
0:45	3	10			13	12:45	123	124			247
1:00	7	2			9	13:00	96	125			221
1:15	2	3			5	13:15	121	117			238
1:30	8	3			11	13:30	105	130			235
1:45	3	2			5	13:45	139	134			273
2:00	3	4			7	14:00	125	123			248
2:15	3	2			5	14:15	117	126			243
2:30	4	3			7	14:30	141	123			264
2:45	6	3			9	14:45	125	137			262
3:00	3	1			4	15:00	159	154			313
3:15	6	6			12	15:15	122	117			239
3:30	8	7			15	15:30	146	144			290
3:45	7	5			12	15:45	150	84			234
4:00	14	3			17	16:00	141	124			265
4:15	15	10			25	16:15	178	124			302
4:30	16	9			25	16:30	135	131			266
4:45	19	13			32	16:45	163	141			304
5:00	16	19			35	17:00	150	132			282
5:15	22	25			47	17:15	135	109			244
5:30	37	34			71	17:30	130	114			244
5:45	46	23			69	17:45	100	103			203
6:00	38	39			77	18:00	116	82			198
6:15	39	61			100	18:15	98	70			168
6:30	55	76			131	18:30	86	80			166
6:45	65	89			154	18:45	80	74			154
7:00	72	125			197	19:00	71	51			122
7:15	77	139			216	19:15	73	50			123
7:30	105	173			278	19:30	68	59			127
7:45	101	184			285	19:45	68	51			119
8:00	104	146			250	20:00	64	63			127
8:15	107	151			258	20:15	47	49			96
8:30	106	129			235	20:30	52	30			82
8:45	94	126			220	20:45	53	32			85
9:00	103	105			208	21:00	49	25			74
9:15	99	125			224	21:15	35	29			64
9:30	105	100			205	21:30	27	27			54
9:45	107	146			253	21:45	29	19			48
10:00	117	123			240	22:00	17	13			30
10:15	102	136			238	22:15	15	14			29
10:30	111	127			238	22:30	22	19			41
10:45	121	148			269	22:45	21	15			36
11:00	85	117			202	23:00	11	13			24
11:15	128	91			219	23:15	12	6			18
11:30	119	111			230	23:30	11	11			22
11:45	128	132			260	23:45	8	9			17
TOTALS	2562	3099	0	0	5661	TOTALS	4296	3834	0	0	8130
SPLIT %	45%	55%	0%	0%	41%	SPLIT %	53%	47%	0%	0%	59%

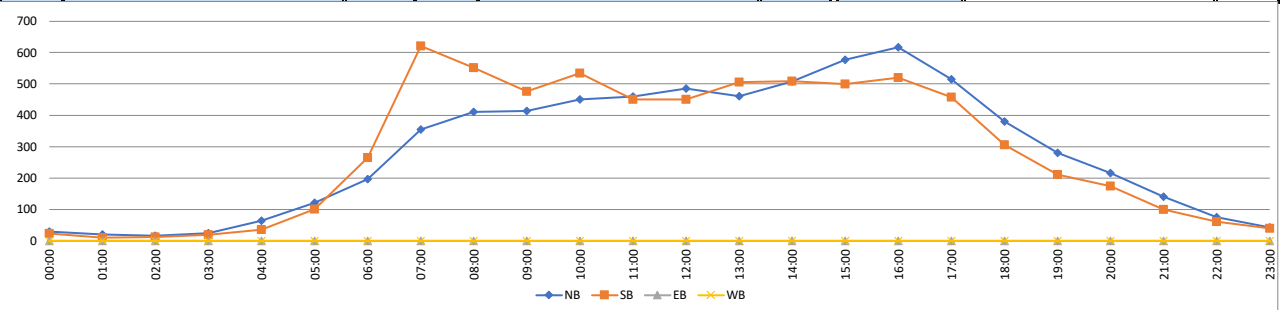
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	29	23			52
01:00	02:00	20	10			30
02:00	03:00	16	12			28
03:00	04:00	24	19			43
04:00	05:00	64	35			99
05:00	06:00	121	101			222
06:00	07:00	197	265			462
07:00	08:00	355	621			976
08:00	09:00	411	552			963
09:00	10:00	414	476			890
10:00	11:00	451	534			985
11:00	12:00	460	451			911
12:00	13:00	485	451			936
13:00	14:00	461	506			967
14:00	15:00	508	509			1017
15:00	16:00	577	499			1076
16:00	17:00	617	520			1137
17:00	18:00	515	458			973
18:00	19:00	380	306			686
19:00	20:00	280	211			491
20:00	21:00	216	174			390
21:00	22:00	140	100			240
22:00	23:00	75	61			136
23:00	00:00	42	39			81

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2562	3099			5661
Peak Hour	11:00	7:30			7:30
Peak Volume	460	654			1071
Peak Hour Factor	0.898	0.889			0.939
Peak Period	12:00	to	00:00		
Volume	4296	3834			8130
Peak Hour	16:15	14:45			16:15
Peak Volume	626	552			1154
Peak Hour Factor	0.879	0.896			0.949
Peak Period	07:00	to	09:00		
Volume	766	1173			1939
Peak Hour	7:45	7:30			7:30
Peak Volume	418	654			1071
Peak Hour Factor	0.977	0.889			0.939
Peak Period	16:00	to	18:00		
Volume	1132	978			2110
Peak Hour	16:15	16:15			16:15
Peak Volume	626	528			1154
Peak Hour Factor	0.879	0.936			0.949



Prepared by National Data & Surveying Services

VOLUME

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Wednesday
Date: 5/21/2025

City: Sonora
Project #: CA25_090067_002

DAILY TOTALS	NB	SB	EB	WB	Total
	6,975	6,933	0	0	13,908

DAILY TOTALS

15-Minutes Interval

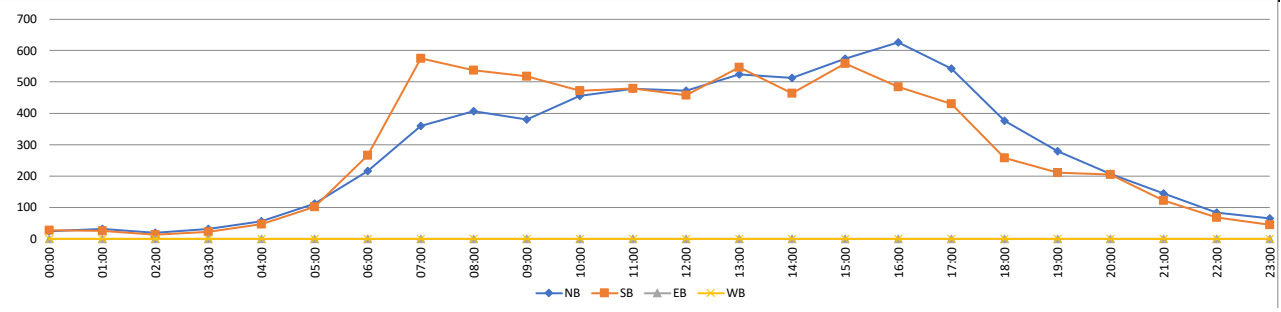
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	4	6			10	12:00	124	98			222
0:15	5	8			13	12:15	116	99			215
0:30	9	7			16	12:30	119	127			246
0:45	6	6			12	12:45	113	134			247
1:00	10	7			17	13:00	130	134			264
1:15	11	6			17	13:15	131	120			251
1:30	3	5			8	13:30	133	147			280
1:45	7	7			14	13:45	130	145			275
2:00	3	5			8	14:00	114	107			221
2:15	6	1			7	14:15	112	105			217
2:30	3	2			5	14:30	148	119			267
2:45	7	5			12	14:45	139	133			272
3:00	7	5			12	15:00	113	167			280
3:15	3	3			6	15:15	162	154			316
3:30	10	6			16	15:30	124	132			256
3:45	11	8			19	15:45	175	106			281
4:00	13	9			22	16:00	142	124			266
4:15	17	11			28	16:15	173	122			295
4:30	14	12			26	16:30	148	126			274
4:45	12	15			27	16:45	163	112			275
5:00	14	15			29	17:00	138	115			253
5:15	17	24			41	17:15	173	125			298
5:30	37	29			66	17:30	131	87			218
5:45	44	34			78	17:45	100	103			203
6:00	33	36			69	18:00	110	85			195
6:15	65	54			119	18:15	103	65			168
6:30	56	73			129	18:30	81	58			139
6:45	62	103			165	18:45	82	50			132
7:00	61	96			157	19:00	62	66			128
7:15	81	138			219	19:15	63	53			116
7:30	102	162			264	19:30	74	48			122
7:45	116	179			295	19:45	80	44			124
8:00	119	131			250	20:00	70	56			126
8:15	94	140			234	20:15	56	57			113
8:30	88	144			232	20:30	38	52			90
8:45	106	122			228	20:45	43	40			83
9:00	104	131			235	21:00	45	33			78
9:15	93	137			230	21:15	37	33			70
9:30	102	142			244	21:30	34	29			63
9:45	81	108			189	21:45	28	27			55
10:00	98	129			227	22:00	27	18			45
10:15	116	96			212	22:15	25	15			40
10:30	115	123			238	22:30	15	21			36
10:45	127	124			251	22:45	16	14			30
11:00	96	111			207	23:00	15	13			28
11:15	117	125			242	23:15	15	7			22
11:30	129	116			245	23:30	20	15			35
11:45	136	127			263	23:45	15	10			25
TOTALS	2570	3083	0	0	5653	TOTALS	4405	3850	0	0	8255
SPLIT %	45%	55%	0%	0%	41%	SPLIT %	53%	47%	0%	0%	59%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	24	27			51
01:00	02:00	31	25			56
02:00	03:00	19	13			32
03:00	04:00	31	22			53
04:00	05:00	56	47			103
05:00	06:00	112	102			214
06:00	07:00	216	266			482
07:00	08:00	360	575			935
08:00	09:00	407	537			944
09:00	10:00	380	518			898
10:00	11:00	456	472			928
11:00	12:00	478	479			957
12:00	13:00	472	458			930
13:00	14:00	524	546			1070
14:00	15:00	513	464			977
15:00	16:00	574	559			1133
16:00	17:00	626	484			1110
17:00	18:00	542	430			972
18:00	19:00	376	258			634
19:00	20:00	279	211			490
20:00	21:00	207	205			412
21:00	22:00	144	122			266
22:00	23:00	83	68			151
23:00	00:00	65	45			110

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2570	3083			5653
Peak Hour	11:00	7:30			7:30
Peak Volume	478	612			1043
Peak Hour Factor	0.879	0.855			0.884
Peak Period	12:00	to	00:00		
Volume	4405	3850			8255
Peak Hour	15:45	14:45			14:30
Peak Volume	638	586			1135
Peak Hour Factor	0.911	0.877			0.898
Peak Period	07:00	to	09:00		
Volume	767	1112			1879
Peak Hour	7:30	7:30			7:30
Peak Volume	431	612			1043
Peak Hour Factor	0.905	0.855			0.884
Peak Period	16:00	to	18:00		
Volume	1168	914			2082
Peak Hour	16:00	16:00			16:00
Peak Volume	626	484			1110
Peak Hour Factor	0.905	0.960			0.941



Prepared by National Data & Surveying Services

VOLUME

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Thursday
Date: 5/22/2025

City: Sonora
Project #: CA25_090067_002

DAILY TOTALS	NB	SB	EB	WB	Total
	7,121	7,067	0	0	14,188

DAILY TOTALS

15-Minutes Interval

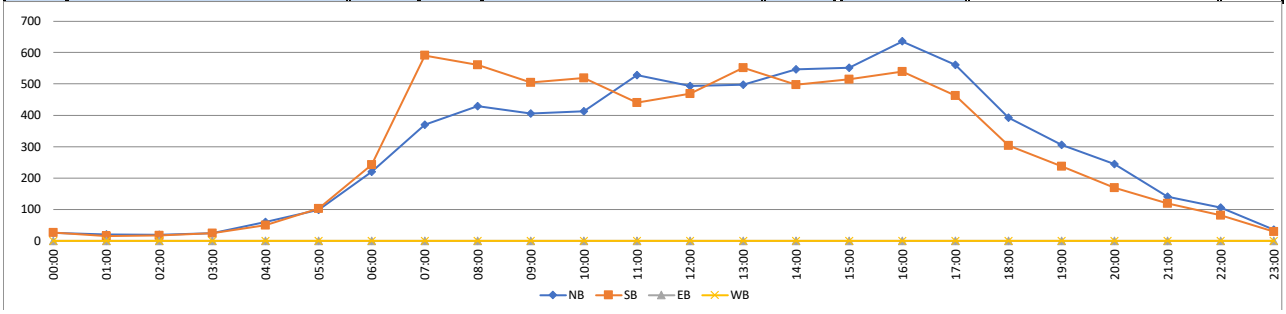
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	7	12			19	12:00	127	130			257
0:15	9	3			12	12:15	143	107			250
0:30	6	4			10	12:30	106	106			212
0:45	3	7			10	12:45	117	126			243
1:00	8	7			15	13:00	116	146			262
1:15	4	5			9	13:15	144	147			291
1:30	2	2			4	13:30	129	140			269
1:45	6	1			7	13:45	108	119			227
2:00	2	4			6	14:00	123	125			248
2:15	4	3			7	14:15	132	122			254
2:30	7	2			9	14:30	138	122			260
2:45	6	8			14	14:45	153	128			281
3:00	5	3			8	15:00	126	141			267
3:15	4	7			11	15:15	128	140			268
3:30	9	5			14	15:30	151	142			293
3:45	6	9			15	15:45	147	92			239
4:00	14	9			23	16:00	178	139			317
4:15	14	7			21	16:15	136	120			256
4:30	17	15			32	16:30	154	140			294
4:45	15	19			34	16:45	168	140			308
5:00	16	14			30	17:00	144	125			269
5:15	21	29			50	17:15	170	108			278
5:30	31	23			54	17:30	130	116			246
5:45	31	37			68	17:45	117	114			231
6:00	34	38			72	18:00	108	82			190
6:15	46	47			93	18:15	95	73			168
6:30	64	56			120	18:30	87	62			149
6:45	76	101			177	18:45	102	87			189
7:00	70	92			162	19:00	83	60			143
7:15	92	144			236	19:15	68	67			135
7:30	94	169			263	19:30	78	58			136
7:45	114	186			300	19:45	77	52			129
8:00	134	140			274	20:00	76	45			121
8:15	92	150			242	20:15	57	35			92
8:30	97	146			243	20:30	60	45			105
8:45	106	125			231	20:45	51	44			95
9:00	90	112			202	21:00	42	32			74
9:15	111	130			241	21:15	43	29			72
9:30	98	150			248	21:30	21	32			53
9:45	107	113			220	21:45	34	26			60
10:00	90	145			235	22:00	36	24			60
10:15	114	114			228	22:15	23	22			45
10:30	106	132			238	22:30	19	22			41
10:45	103	128			231	22:45	28	13			41
11:00	148	101			249	23:00	7	7			14
11:15	141	110			251	23:15	14	8			22
11:30	124	127			251	23:30	7	11			18
11:45	115	102			217	23:45	7	3			10
TOTALS	2613	3093	0	0	5706	TOTALS	4508	3974	0	0	8482
SPLIT %	46%	54%	0%	0%	40%	SPLIT %	53%	47%	0%	0%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	25	26			51
01:00	02:00	20	15			35
02:00	03:00	19	17			36
03:00	04:00	24	24			48
04:00	05:00	60	50			110
05:00	06:00	99	103			202
06:00	07:00	220	242			462
07:00	08:00	370	591			961
08:00	09:00	429	561			990
09:00	10:00	406	505			911
10:00	11:00	413	519			932
11:00	12:00	528	440			968
12:00	13:00	493	469			962
13:00	14:00	497	552			1049
14:00	15:00	546	497			1043
15:00	16:00	552	515			1067
16:00	17:00	636	539			1175
17:00	18:00	561	463			1024
18:00	19:00	392	304			696
19:00	20:00	306	237			543
20:00	21:00	244	169			413
21:00	22:00	140	119			259
22:00	23:00	106	81			187
23:00	00:00	35	29			64

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2613	3093			5706
Peak Hour	11:00	7:30			7:30
Peak Volume	528	645			1079
Peak Hour Factor	0.892	0.867			0.899
Peak Period	12:00	to	00:00		
Volume	4508	3974			8482
Peak Hour	16:00	12:45			16:00
Peak Volume	636	559			1175
Peak Hour Factor	0.893	0.951			0.927
Peak Period	07:00	to	09:00		
Volume	799	1152			1951
Peak Hour	7:45	7:30			7:30
Peak Volume	437	645			1079
Peak Hour Factor	0.815	0.867			0.899
Peak Period	16:00	to	18:00		
Volume	1197	1002			2199
Peak Hour	16:00	16:00			16:00
Peak Volume	636	539			1175
Peak Hour Factor	0.893	0.963			0.927



Prepared by National Data & Surveying Services

CLASSIFICATION

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Tuesday
Date: 5/20/2025

City: Sonora
Project #: CA25_090067_002

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	21	6	0	1	0	0	0	1	0	0	0	0	29	0	16	7	0	0	0	0	0	0	0	0	0	0	23	0	37	13	0	1	0	0	0	1	0	0	0	0	52
1:00	0	13	3	0	1	3	0	0	0	0	0	0	0	20	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	22	4	0	1	3	0	0	0	0	0	0	0	30
2:00	0	7	4	0	1	4	0	0	0	0	0	0	0	16	0	8	2	0	1	0	0	0	1	0	0	0	0	12	0	15	6	0	2	4	0	0	1	0	0	0	0	28
3:00	0	8	5	0	0	11	0	0	0	0	0	0	0	24	0	14	5	0	0	0	0	0	0	0	0	0	0	19	0	22	10	0	0	11	0	0	0	0	0	0	0	43
4:00	0	23	22	0	5	12	0	0	0	1	1	0	0	64	0	20	13	0	1	0	0	0	1	0	0	0	0	35	0	43	35	0	6	12	0	0	1	1	1	0	0	99
5:00	0	54	56	0	9	1	0	0	0	0	1	0	0	121	1	65	30	0	1	0	0	1	3	0	0	0	0	101	1	119	86	0	10	1	0	1	3	0	1	0	0	222
6:00	1	107	63	2	7	7	2	3	5	0	0	0	0	197	2	163	81	2	2	0	0	4	10	0	1	0	0	265	3	270	144	4	9	7	2	7	15	0	1	0	0	462
7:00	2	209	107	3	10	13	0	4	6	1	0	0	0	355	0	442	153	2	8	0	0	2	13	0	1	0	0	621	2	651	260	5	18	13	0	6	19	1	1	0	0	976
8:00	1	268	114	1	8	12	0	2	3	2	0	0	0	411	2	386	139	5	8	3	0	3	6	0	0	0	0	552	3	654	253	6	16	15	0	5	9	2	0	0	0	963
9:00	0	264	132	2	7	4	0	1	2	2	0	0	0	414	3	296	143	1	21	1	1	3	7	0	0	0	0	476	3	560	275	3	28	5	1	4	9	2	0	0	0	890
10:00	3	292	131	3	7	11	0	1	3	0	0	0	0	451	6	354	154	1	4	2	0	1	12	0	0	0	0	534	9	646	285	4	11	13	0	2	15	0	0	0	0	985
11:00	3	318	115	4	4	9	0	3	3	0	1	0	0	460	2	320	104	3	13	4	0	0	4	1	0	0	0	451	5	638	219	7	17	13	0	3	7	1	1	0	0	911
12:00	5	319	141	1	8	7	0	0	3	0	1	0	0	485	3	279	144	3	8	3	0	1	7	2	1	0	0	451	8	598	285	4	16	10	0	1	10	2	2	0	0	936
13:00	4	305	125	1	13	6	0	0	6	1	0	0	0	461	3	317	151	1	10	4	0	3	13	3	1	0	0	506	7	622	276	2	23	10	0	3	19	4	1	0	0	967
14:00	2	346	137	2	9	8	0	2	1	1	0	0	0	508	4	329	151	4	7	2	0	2	8	2	0	0	0	509	6	675	288	6	16	10	0	4	9	3	0	0	0	1017
15:00	6	393	156	4	11	2	0	3	2	0	0	0	0	577	4	311	160	3	9	1	0	1	7	3	0	0	0	499	10	704	316	7	20	3	0	4	9	3	0	0	0	1076
16:00	2	454	151	0	5	1	0	1	2	1	0	0	0	617	2	344	151	2	12	0	0	4	4	1	0	0	0	520	4	798	302	2	17	1	0	5	6	2	0	0	0	1137
17:00	5	384	118	0	6	1	0	0	1	0	0	0	0	515	5	324	116	2	8	2	0	0	1	0	0	0	0	458	10	708	234	2	14	3	0	0	2	0	0	0	0	973
18:00	1	271	102	0	4	0	0	1	1	0	0	0	0	380	3	207	90	0	6	0	0	0	0	0	0	0	0	306	4	478	192	0	10	0	0	1	1	0	0	0	0	686
19:00	5	197	71	0	7	0	0	0	0	0	0	0	0	280	4	148	52	0	5	0	0	2	0	0	0	0	0	211	9	345	123	0	12	0	0	2	0	0	0	0	0	491
20:00	1	156	56	0	2	0	0	1	0	0	0	0	0	216	1	138	35	0	0	0	0	0	0	0	0	0	0	174	2	294	91	0	2	0	0	1	0	0	0	0	0	390
21:00	1	112	27	0	0	0	0	0	0	0	0	0	0	140	1	75	22	0	2	0	0	0	0	0	0	0	0	100	2	187	49	0	2	0	0	0	0	0	0	0	0	240
22:00	0	61	12	0	2	0	0	0	0	0	0	0	0	75	0	41	17	0	2	0	0	0	1	0	0	0	0	61	0	102	29	0	4	0	0	0	1	0	0	0	0	136
23:00	0	35	6	0	0	0	0	0	1	0	0	0	0	42	0	30	9	0	0	0	0	0	0	0	0	0	0	39	0	65	15	0	0	0	0	0	1	0	0	0	0	81
Totals	**42**	**4,617**	**1,860**	**23**	**127**	**112**	**2**	**22**	**40**	**9**	**4**	**0**	**0**	**6,858**	**46**	**4,636**	**1,930**	**29**	**128**	**22**	**1**	**27**	**98**	**12**	**4**	**0**	**0**	**6,933**	**88**	**9,253**	**3,790**	**52**	**255**	**134**	**3**	**49**	**138**	**21**	**8**	**0**	**0**	**13,791**
% of Totals	1%	67%	27%	0%	2%	2%	0%	0%	1%	0%	0%			100%	1%	67%	28%	0%	2%	0%	0%	0%	1%	0%	0%			100%	1%	67%	27%	0%	2%	1%	0%	0%	1%	0%	0%			100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

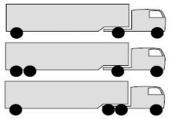
#3 2-Axle, 4-Tire Single Unit

#4 Buses

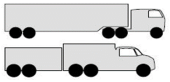
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	10	1584	758	15	60	87	2	14	23	6	3	0	0	2562	16	2093	832	14	59	10	1	14	57	1	2	0	0	3099	26	3677	1590	29	119	97	3	28	80	7	5	0	0	5661
%	0%	23%	11%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	37%	0%	30%	12%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	45%	0%	27%	12%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	41%
Peak Hour	6:30	11:15	11:45	10:30	5:15	7:30	5:30	6:30	6:45	8:00	11:30	0:00	0:00	11:15	10:00	7:15	7:30	11:45	9:00	11:00	9:00	6:00	6:45	11:15	6:15	0:00	0:00	7:30	10:00	7:30	7:30	11:45	9:00	7:30	5:30	6:30	6:45	8:00	11:30	0:00	0:00	7:30
Peak Volume	3	351	137	5	12	18	2	5	6	2	2	0	0	500	6	463	167	6	21	4	1	4	16	2	2	0	0	654	9	722	288	8	28	19	2	9	22	2	3	0	0	1071
12:00 - 24:00	32	3033	1102	8	67	25	0	8	17	3	1	0	0	4296	30	2543	1098	15	69	12	0	13	41	11	2	0	0	3834	62	5576	2200	23	136	37	0	21	58	14	3	0	0	8130
%	0%	44%	16%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%	0%	37%	16%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	55%	0%	40%	16%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	59%
Peak Hour	12:30	16:15	15:45	14:30	13:00	12:15	12:00	14:30	12:45	13:00	12:00	12:00	12:00	16:15	16:15	16:15	14:45	14:15	14:30	12:45	12:00	13:15	13:00	14:15	12:00	12:00	12:00	14:45	14:45	16:15	15:30	14:30	13:00	12:15	12:00	15:30	12:45	14:15	12:00	12:00	12:00	16:15
Peak Volume	6	468	167	4	13	8	0	3	7	1	1	0	0	626	6	361	169	5	12	5	0	4	13	5	1	0	0	552	10	829	322	9	23	11	0	6	19	6	2	0	0	1154
07:00 - 09:00	3	477	221	4	18	25	0	6	9	3	0	0	0	766	2	828	292	7	16	3	0	5	19	0	1	0	0	1173	5	1305	513	11	34	28	0	11	28	3	1	0	0	1939
%	0%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:45	7:30	7:00	7:00	7:30	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:45	8:00	7:15	7:30	7:45	7:00	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:30	8:00	7:30	7:30	7:30	7:00	7:30	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:30
Peak Volume	2	276	121	3	10	18	0	4	6	2	0	0	0	418	2	463	167	5	8	3	0	3	13	0	1	0	0	654	3	722	288	7	18	19	0	6	19	2	1	0	0	1071
16:00 - 18:00	7	838	269	0	11	2	0	1	3	1	0	0	0	1132	7	668	267	4	20	2	0	4	5	1	0	0	0	978	14	1506	536	4	31	4	0	5	8	2	0	0	0	2110
%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	17:00	16:15	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:15	16:15	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	17:00	16:15	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	5	468	151	0	6	1	0	1	2	1	0	0	0	626	6	361	151	2	12	2	0	4	4	1	0	0	0	528	10	829	302	2	17	3	0	5	6	2	0	0	0	1154

Prepared by National Data & Surveying Services

CLASSIFICATION

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Tuesday
Date: 5/20/2025

City: Sonora
Project #: CA25_090067_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	10	2	0	0	0	0	0	1	0	0	0	0	13
0:15	0	7	1	0	1	0	0	0	0	0	0	0	0	9	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	11	2	0	1	0	0	0	0	0	0	0	0	14
0:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	7	5	0	0	0	0	0	0	0	0	0	0	12
0:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	9	4	0	0	0	0	0	0	0	0	0	0	13
1:00	0	3	2	0	1	1	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	2	0	1	1	0	0	0	0	0	0	0	9
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30	0	6	0	0	0	2	0	0	0	0	0	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	9	0	0	0	2	0	0	0	0	0	0	0	11
1:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	2	0	0	1	0	0	1	0	0	0	0	0	4	0	4	0	0	1	1	0	0	1	0	0	0	0	7
2:15	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	1	0	0	0	0	0	0	0	5
2:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:45	0	0	3	0	1	2	0	0	0	0	0	0	0	6	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	1	5	0	1	2	0	0	0	0	0	0	0	9
3:00	0	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	0	0	0	0	0	0	0	4
3:15	0	3	0	0	0	3	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0	0	0	3	0	0	0	0	0	0	0	12
3:30	0	2	2	0	0	4	0	0	0	0	0	0	0	8	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	6	5	0	0	4	0	0	0	0	0	0	0	15
3:45	0	2	2	0	0	3	0	0	0	0	0	0	0	7	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	6	3	0	0	3	0	0	0	0	0	0	0	12
4:00	0	4	4	0	1	5	0	0	0	0	0	0	0	14	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	4	7	0	1	5	0	0	0	0	0	0	0	17
4:15	0	5	7	0	0	2	0	0	0	0	1	0	0	15	0	5	3	0	1	0	0	0	1	0	0	0	0	10	0	10	10	0	1	2	0	0	1	0	1	0	0	25
4:30	0	4	2	0	4	5	0	0	0	1	0	0	0	16	0	5	4	0	0	0	0	0	0	0	0	0	0	9	0	9	6	0	4	5	0	0	0	1	0	0	0	25
4:45	0	10	9	0	0	0	0	0	0	0	0	0	0	19	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	20	12	0	0	0	0	0	0	0	0	0	0	32
5:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16	0	12	6	0	1	0	0	0	0	0	0	0	0	19	0	23	10	0	2	0	0	0	0	0	0	0	0	35
5:15	0	9	12	0	1	0	0	0	0	0	0	0	0	22	0	18	6	0	0	0	0	0	1	0	0	0	0	25	0	27	18	0	1	0	0	0	1	0	0	0	0	47
5:30	0	17	17	0	2	1	0	0	0	0	0	0	0	37	0	19	12	0	0	0	0	1	2	0	0	0	0	34	0	36	29	0	2	1	0	1	2	0	0	0	0	71
5:45	0	17	23	0	5	0	0	0	0	0	1	0	0	46	1	16	6	0	0	0	0	0	0	0	0	0	0	23	1	33	29	0	5	0	0	0	0	0	1	0	0	69
6:00	0	19	12	0	4	0	1	1	1	0	0	0	0	38	0	22	14	0	0	0	0	1	2	0	0	0	0	39	0	41	26	0	4	0	1	2	3	0	0	0	0	77
6:15	0	18	18	0	0	1	1	0	1	0	0	0	0	39	0	39	18	0	1	0	0	0	3	0	0	0	0	61	0	57	36	0	1	1	1	0	4	0	0	0	0	100
6:30	1	29	17	1	1	3	0	2	1	0	0	0	0	55	1	49	23	0	0	0	0	2	1	0	0	0	0	76	2	78	40	1	1	3	0	4	2	0	0	0	0	131
6:45	0	41	16	1	2	3	0	0	2	0	0	0	0	65	1	53	26	2	1	0	0	1	4	0	1	0	0	89	1	94	42	3	3	3	0	1	6	0	1	0	0	154
7:00	1	48	17	0	1	3	0	1	1	0	0	0	0	72	0	80	33	1	5	0	0	1	4	0	1	0	0	125	1	128	50	1	6	3	0	2	5	0	1	0	0	197
7:15	1	42	25	0	5	1	0	2	1	0	0	0	0	77	0	98	35	1	1	0	0	0	4	0	0	0	0	139	1	140	60	1	6	1	0	2	5	0	0	0	0	216
7:30	0	53	39	2	2	5	0	1	2	1	0	0	0	105	0	118	49	0	1	0	0	1	4	0	0	0	0	173	0	171	88	2	3	5	0	2	6	1	0	0	0	278
7:45	0	66	26	1	2	4	0	0	2	0	0	0	0	101	0	146	36	0	1	0	0	0	1	0	0	0	0	184	0	212	62	1	3	4	0	0	3	0	0	0	0	285
8:00	0	67	29	0	0	7	0	0	1	0	0	0	0	104	0	101	38	1	1	0	0	1	4	0	0	0	0	146	0	168	67	1	1	7	0	1	5	0	0	0	0	250
8:15	1	73	27	0	4	2	0	0	0	0	0	0	0	107	0	98	44	3	3	1	0	0	2	0	0	0	0	151	1	171	71	3	7	3	0	0	2	0	0	0	0	258
8:30	0	70	28	1	2	2	0	1	1	1	0	0	0	106	1	98	27	1	1	1	0	0	0	0	0	0	0	129	1	168	55	2	3	3	0	1	1	1	0	0	0	235
8:45	0	58	30	0	2	1	0	1	1	1	0	0	0	94	1	89	30	0	3	1	0	2	0	0	0	0	0	126	1	147	60	0	5	2	0	3	1	1	0	0	0	220
9:00	0	61	36	0	4	2	0	0	0	0	0	0	0	103	0	67	33	1	2	0	0	1	1	0	0	0	0	105	0	128	69	1	6	2	0	1	1	0	0	0	0	208
9:15	0	63	32	0	2	0	0	1	1	0	0	0	0	99	1	81	31	0	6	0	0	1	5	0	0	0	0	125	1	144	63	0	8	0	0	2	6	0	0	0	0	224
9:30	0	71	31	2	0	0	0	0	1	0	0	0	0	105	1	56	35	0	7	0	0	0	1	0	0	0	0	100	1	127	66	2	7	0	0	0	2	0	0	0	0	205
9:45	0	69	33	0	1	2	0	0	0	2	0	0	0	107	1	92	44	0	6	1	1	1	0	0	0	0	0	146	1	161	77	0	7	3	1	1	0	2	0	0	0	253
10:00	1	76	31	0	4	4	0	1	0	0	0	0	0	117	0	76	42	1	1	1	0	0	2	0	0	0	0	123	1	152	73	1	5	5	0	1	2	0	0	0	0	240
10:15	2	68	28	0	0	3	0	0	1	0	0	0	0	102	3	90	37	0	2	1	0	0	3	0	0	0	0	136	5	158	65	0	2	4	0	0	4	0	0	0	0	238
10:30	0	71	31	3	2	2	0	0	2	0	0	0	0	111	1	94	28	0	0	0	0	0	4	0	0	0	0	127	1	165	59	3	2	2	0	0	6	0	0	0	0	238
10:45	0	77	41	0	1	2	0	0	0	0	0	0	0	121	2	94	47	0	1	0	0	1	3	0	0	0	0	148	2	171	88	0	2	2	0	1	3	0	0	0	0	269
11:00	1	56	20	1	1	3	0	2	1	0	0	0	0	85	0	88	21	0	5	2	0	0	1	0	0	0	0	117	1	144	41	1	6	5	0	2	2	0	0	0	0	202
11:15	2	98	25	1	1	1	0	0	0	0	0	0	0	128	2	61	22	0	3	0	0	0	2	1	0	0	0	91	4	159	47	1	4	1	0	0	2	1	0	0	0	219
11:30	0	84	28	1	2	3	0	0	0	0	1	0	0	119	0	75	33	0	2	1	0	0	0	0	0	0	0	111	0	159	61	1	4	4	0	0	0	0	1	0	0	230
11:45	0	80	42	1	0	2	0	1	2	0	0	0	0	128	0	96	28	3	3	1	0	0	1	0	0	0	0	132	0	176	70	4	3	3	0	1	3	0	0	0	0	260

Prepared by National Data & Surveying Services

CLASSIFICATION

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Tuesday
Date: 5/20/2025

City: Sonora
Project #: CA25_090067_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	1	89	32	0	0	2	0	0	1	0	0	0	0	125	1	60	37	0	4	1	0	0	2	1	0	0	0	106	2	149	69	0	4	3	0	0	3	1	0	0	0	231
12:15	0	70	31	0	4	2	0	0	0	0	1	0	0	108	0	63	34	1	2	0	0	0	1	0	1	0	0	102	0	133	65	1	6	2	0	0	1	0	2	0	0	210
12:30	1	89	32	1	4	1	0	0	1	0	0	0	0	129	1	80	30	2	2	1	0	1	2	0	0	0	0	119	2	169	62	3	6	2	0	1	3	0	0	0	0	248
12:45	3	71	46	0	0	2	0	0	1	0	0	0	0	123	1	76	43	0	0	1	0	0	2	1	0	0	0	124	4	147	89	0	0	3	0	0	3	1	0	0	0	247
13:00	1	64	22	1	4	3	0	0	1	0	0	0	0	96	0	75	39	0	2	1	0	1	5	2	0	0	0	125	1	139	61	1	6	4	0	1	6	2	0	0	0	221
13:15	1	85	30	0	4	0	0	0	1	0	0	0	0	121	1	70	37	0	3	1	0	1	3	0	1	0	0	117	2	155	67	0	7	1	0	1	4	0	1	0	0	238
13:30	0	66	31	0	3	1	0	0	4	0	0	0	0	105	1	83	38	0	3	2	0	1	2	0	0	0	0	130	1	149	69	0	6	3	0	1	6	0	0	0	0	235
13:45	2	90	42	0	2	2	0	0	0	1	0	0	0	139	1	89	37	1	2	0	0	0	3	1	0	0	0	134	3	179	79	1	4	2	0	0	3	2	0	0	0	273
14:00	0	79	40	0	3	2	0	1	0	0	0	0	0	125	1	75	38	1	3	1	0	2	2	0	0	0	0	123	1	154	78	1	6	3	0	3	2	0	0	0	0	248
14:15	1	79	33	1	3	0	0	0	0	0	0	0	0	117	1	90	34	0	0	0	0	0	1	0	0	0	0	126	2	169	67	1	3	0	0	0	1	0	0	0	0	243
14:30	1	105	27	0	2	4	0	1	1	0	0	0	0	141	1	72	42	2	3	0	0	0	2	1	0	0	0	123	2	177	69	2	5	4	0	1	3	1	0	0	0	264
14:45	0	83	37	1	1	2	0	0	0	1	0	0	0	125	1	92	37	1	1	1	0	0	3	1	0	0	0	137	1	175	74	2	2	3	0	0	3	2	0	0	0	262
15:00	1	109	42	1	4	0	0	0	2	0	0	0	0	159	2	97	45	2	4	0	0	0	1	3	0	0	0	154	3	206	87	3	8	0	0	0	3	3	0	0	0	313
15:15	1	82	31	2	4	0	0	2	0	0	0	0	0	122	0	77	32	0	4	0	0	0	4	0	0	0	0	117	1	159	63	2	8	0	0	2	4	0	0	0	0	239
15:30	3	100	38	0	2	2	0	1	0	0	0	0	0	146	2	86	55	0	0	0	0	1	0	0	0	0	0	144	5	186	93	0	2	2	0	2	0	0	0	0	0	290
15:45	1	102	45	1	1	0	0	0	0	0	0	0	0	150	0	51	28	1	1	1	0	0	2	0	0	0	0	84	1	153	73	2	2	1	0	0	2	0	0	0	0	234
16:00	0	102	37	0	1	1	0	0	0	0	0	0	0	141	0	74	43	1	3	0	0	1	2	0	0	0	0	124	0	176	80	1	4	1	0	1	2	0	0	0	0	265
16:15	1	130	45	0	0	0	0	1	1	0	0	0	0	178	0	84	31	1	4	0	0	2	2	0	0	0	0	124	1	214	76	1	4	0	0	3	3	0	0	0	0	302
16:30	1	92	40	0	2	0	0	0	0	0	0	0	0	135	2	94	32	0	2	0	0	1	0	0	0	0	0	131	3	186	72	0	4	0	0	1	0	0	0	0	0	266
16:45	0	130	29	0	2	0	0	0	1	1	0	0	0	163	0	92	45	0	3	0	0	0	0	1	0	0	0	141	0	222	74	0	5	0	0	0	1	2	0	0	0	304
17:00	1	116	32	0	1	0	0	0	0	0	0	0	0	150	4	91	34	0	2	1	0	0	0	0	0	0	0	132	5	207	66	0	3	1	0	0	0	0	0	0	0	282
17:15	1	99	35	0	0	0	0	0	0	0	0	0	0	135	0	81	23	1	2	1	0	0	1	0	0	0	0	109	1	180	58	1	2	1	0	0	1	0	0	0	0	244
17:30	0	96	30	0	3	1	0	0	0	0	0	0	0	130	0	84	26	1	3	0	0	0	0	0	0	0	0	114	0	180	56	1	6	1	0	0	0	0	0	0	0	244
17:45	3	73	21	0	2	0	0	0	1	0	0	0	0	100	1	68	33	0	1	0	0	0	0	0	0	0	0	103	4	141	54	0	3	0	0	0	1	0	0	0	0	203
18:00	1	81	32	0	0	0	0	1	1	0	0	0	0	116	1	51	28	0	2	0	0	0	0	0	0	0	0	82	2	132	60	0	2	0	0	1	1	0	0	0	0	198
18:15	0	75	21	0	2	0	0	0	0	0	0	0	0	98	0	47	22	0	1	0	0	0	0	0	0	0	0	70	0	122	43	0	3	0	0	0	0	0	0	0	0	168
18:30	0	64	22	0	0	0	0	0	0	0	0	0	0	86	1	52	25	0	2	0	0	0	0	0	0	0	0	80	1	116	47	0	2	0	0	0	0	0	0	0	0	166
18:45	0	51	27	0	2	0	0	0	0	0	0	0	0	80	1	57	15	0	1	0	0	0	0	0	0	0	0	74	1	108	42	0	3	0	0	0	0	0	0	0	0	154
19:00	0	52	19	0	0	0	0	0	0	0	0	0	0	71	1	36	12	0	2	0	0	0	0	0	0	0	0	51	1	88	31	0	2	0	0	0	0	0	0	0	0	122
19:15	0	50	20	0	3	0	0	0	0	0	0	0	0	73	0	36	12	0	1	0	0	1	0	0	0	0	0	50	0	86	32	0	4	0	0	1	0	0	0	0	0	123
19:30	4	51	12	0	1	0	0	0	0	0	0	0	0	68	0	46	10	0	2	0	0	1	0	0	0	0	0	59	4	97	22	0	3	0	0	1	0	0	0	0	0	127
19:45	1	44	20	0	3	0	0	0	0	0	0	0	0	68	3	30	18	0	0	0	0	0	0	0	0	0	0	51	4	74	38	0	3	0	0	0	0	0	0	0	0	119
20:00	0	46	16	0	1	0	0	1	0	0	0	0	0	64	1	53	9	0	0	0	0	0	0	0	0	0	0	63	1	99	25	0	1	0	0	1	0	0	0	0	0	127
20:15	1	33	12	0	1	0	0	0	0	0	0	0	0	47	0	38	11	0	0	0	0	0	0	0	0	0	0	49	1	71	23	0	1	0	0	0	0	0	0	0	0	96
20:30	0	35	17	0	0	0	0	0	0	0	0	0	0	52	0	23	7	0	0	0	0	0	0	0	0	0	0	30	0	58	24	0	0	0	0	0	0	0	0	0	0	82
20:45	0	42	11	0	0	0	0	0	0	0	0	0	0	53	0	24	8	0	0	0	0	0	0	0	0	0	0	32	0	66	19	0	0	0	0	0	0	0	0	0	0	85
21:00	1	36	12	0	0	0	0	0	0	0	0	0	0	49	0	20	5	0	0	0	0	0	0	0	0	0	0	25	1	56	17	0	0	0	0	0	0	0	0	0	0	74
21:15	0	31	4	0	0	0	0	0	0	0	0	0	0	35	1	19	9	0	0	0	0	0	0	0	0	0	0	29	1	50	13	0	0	0	0	0	0	0	0	0	0	64
21:30	0	21	6	0	0	0	0	0	0	0	0	0	0	27	0	21	4	0	2	0	0	0	0	0	0	0	0	27	0	42	10	0	2	0	0	0	0	0	0	0	0	54
21:45	0	24	5	0	0	0	0	0	0	0	0	0	0	29	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	39	9	0	0	0	0	0	0	0	0	0	0	48
22:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	25	4	0	1	0	0	0	0	0	0	0	0	30
22:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	23	6	0	0	0	0	0	0	0	0	0	0	29
22:30	0	17	5	0	0	0	0	0	0	0	0	0	0	22	0	9	7	0	2	0	0	0	1	0	0	0	0	19	0	26	12	0	2	0	0	0	1	0	0	0	0	41
22:45	0	17	3	0	1	0	0	0	0	0	0	0	0	21	0	11	4	0	0	0	0	0	0	0	0	0	0	15	0	28	7	0	1	0	0	0	0	0	0	0	0	36
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0	19	5	0	0	0	0	0	0	0	0	0	0	24
23:15	0	9	2	0	0	0	0	0	1	0	0	0	0	12	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	13	4	0	0	0	0	0	1	0	0	0	0	18
23:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	20	2	0	0	0	0	0	0	0	0	0	0	22
23:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	13	4	0	0	0	0	0	0	0	0	0	0	17
Totals	42	4,617	1,860	23	127	112	2	22	40	9	4	0	0	6,858	46	4,636	1,930	29	128	22	1	27	98	12	4	0	0	6,933	88	9,253	3,790	52	255	134	3	49	138	21	8	0	0	13,791
% of Totals	1%	67%	27%	0%	2%	2%	0%	0%	1%	0%	0%			100%	1%	67%	28%	0%	2%	0%	0%	0%	1%	0%	0%			100%	1%	67%	27%	0%	2%	1%	0%	0%	1%	0%	0%			100%

Prepared by National Data & Surveying Services

CLASSIFICATION

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Wednesday
Date: 5/21/2025

City: Sonora
Project #: CA25_090067_002

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	18	5	0	1	0	0	0	0	0	0	0	0	24	0	21	5	0	0	0	0	1	0	0	0	0	0	27	0	39	10	0	1	0	0	1	0	0	0	0	0	51
1:00	0	20	8	0	1	2	0	0	0	0	0	0	0	31	0	19	6	0	0	0	0	0	0	0	0	0	0	25	0	39	14	0	1	2	0	0	0	0	0	0	0	56
2:00	0	10	6	0	1	2	0	0	0	0	0	0	0	19	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	20	9	0	1	2	0	0	0	0	0	0	0	32
3:00	0	16	4	0	3	7	0	0	1	0	0	0	0	31	0	14	6	0	1	0	0	1	0	0	0	0	0	22	0	30	10	0	4	7	0	1	1	0	0	0	0	53
4:00	0	18	26	0	5	6	0	0	1	0	0	0	0	56	0	32	13	0	0	1	0	0	1	0	0	0	0	47	0	50	39	0	5	7	0	0	2	0	0	0	0	103
5:00	0	42	55	0	4	3	0	1	6	0	1	0	0	112	1	62	35	0	1	1	0	1	1	0	0	0	0	102	1	104	90	0	5	4	0	2	7	0	1	0	0	214
6:00	2	104	80	2	9	8	1	3	7	0	0	0	0	216	1	162	78	2	6	1	0	2	12	1	1	0	0	266	3	266	158	4	15	9	1	5	19	1	1	0	0	482
7:00	3	213	110	3	8	12	0	4	3	2	2	0	0	360	3	407	139	2	9	0	0	1	11	2	1	0	0	575	6	620	249	5	17	12	0	5	14	4	3	0	0	935
8:00	2	239	139	1	6	11	0	2	5	1	1	0	0	407	1	364	154	2	3	2	1	0	10	0	0	0	0	537	3	603	293	3	9	13	1	2	15	1	1	0	0	944
9:00	5	225	129	1	8	5	0	3	4	0	0	0	0	380	5	334	148	2	15	2	0	1	9	0	2	0	0	518	10	559	277	3	23	7	0	4	13	0	2	0	0	898
10:00	2	292	144	1	4	5	0	3	5	0	0	0	0	456	2	314	137	1	4	4	0	2	7	1	0	0	0	472	4	606	281	2	8	9	0	5	12	1	0	0	0	928
11:00	3	317	134	1	7	8	0	3	5	0	0	0	0	478	5	303	142	3	11	2	0	2	9	2	0	0	0	479	8	620	276	4	18	10	0	5	14	2	0	0	0	957
12:00	2	300	155	0	6	4	0	0	4	0	1	0	0	472	5	314	118	0	4	4	0	2	11	0	0	0	0	458	7	614	273	0	10	8	0	2	15	0	1	0	0	930
13:00	4	341	150	4	8	5	0	5	6	1	0	0	0	524	5	359	161	2	4	3	0	0	8	3	1	0	0	546	9	700	311	6	12	8	0	5	14	4	1	0	0	1070
14:00	2	360	137	1	5	2	0	1	5	0	0	0	0	513	13	296	130	4	12	1	0	1	6	0	1	0	0	464	15	656	267	5	17	3	0	2	11	0	1	0	0	977
15:00	7	412	139	5	5	4	0	0	1	0	1	0	0	574	4	356	172	4	14	2	0	1	6	0	0	0	0	559	11	768	311	9	19	6	0	1	7	0	1	0	0	1133
16:00	6	418	192	1	8	0	0	0	1	0	0	0	0	626	1	320	141	2	9	1	0	4	5	0	1	0	0	484	7	738	333	3	17	1	0	4	6	0	1	0	0	1110
17:00	5	407	121	0	5	3	0	0	1	0	0	0	0	542	2	292	130	0	6	0	0	0	0	0	0	0	0	430	7	699	251	0	11	3	0	0	1	0	0	0	0	972
18:00	3	277	93	0	2	0	0	0	1	0	0	0	0	376	4	181	68	0	4	0	0	0	1	0	0	0	0	258	7	458	161	0	6	0	0	0	2	0	0	0	0	634
19:00	1	199	71	0	7	1	0	0	0	0	0	0	0	279	2	142	62	0	3	0	0	1	1	0	0	0	0	211	3	341	133	0	10	1	0	1	1	0	0	0	0	490
20:00	0	144	61	0	2	0	0	0	0	0	0	0	0	207	2	146	56	0	0	0	0	1	0	0	0	0	0	205	2	290	117	0	2	0	0	1	0	0	0	0	0	412
21:00	0	115	29	0	0	0	0	0	0	0	0	0	0	144	1	84	37	0	0	0	0	0	0	0	0	0	0	122	1	199	66	0	0	0	0	0	0	0	0	0	0	266
22:00	0	71	12	0	0	0	0	0	0	0	0	0	0	83	0	54	14	0	0	0	0	0	0	0	0	0	0	68	0	125	26	0	0	0	0	0	0	0	0	0	0	151
23:00	0	44	19	0	1	0	0	0	1	0	0	0	0	65	0	30	15	0	0	0	0	0	0	0	0	0	0	45	0	74	34	0	1	0	0	0	1	0	0	0	0	110
Totals	**47**	**4,602**	**2,019**	**20**	**106**	**88**	**1**	**25**	**57**	**4**	**6**	**0**	**0**	**6,975**	**57**	**4,616**	**1,970**	**24**	**106**	**24**	**1**	**21**	**98**	**9**	**7**	**0**	**0**	**6,933**	**104**	**9,218**	**3,989**	**44**	**212**	**112**	**2**	**46**	**155**	**13**	**13**	**0**	**0**	**13,908**
% of Totals	1%	66%	29%	0%	2%	1%	0%	0%	1%	0%	0%			100%	1%	67%	28%	0%	2%	0%	0%	0%	1%	0%	0%			100%	1%	66%	29%	0%	2%	1%	0%	0%	1%	0%	0%			100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

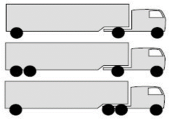
#3 2-Axle, 4-Tire Single Unit

#4 Buses

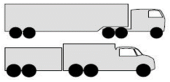
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	17	1514	840	9	57	69	1	19	37	3	4	0	0	2570	18	2042	866	12	50	13	1	11	60	6	4	0	0	3083	35	3556	1706	21	107	82	2	30	97	9	8	0	0	5653
%	0%	22%	12%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	37%	0%	29%	12%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	44%	0%	26%	12%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	41%
Peak Hour	8:15	11:15	11:30	6:30	7:30	6:30	5:15	6:45	5:30	6:45	6:15	0:00	0:00	11:15	9:00	7:15	8:30	6:45	9:00	9:15	7:15	10:15	6:15	6:15	8:30	0:00	0:00	7:30	9:00	7:15	8:30	6:45	9:00	6:30	5:15	6:45	6:15	6:45	6:15	0:00	0:00	7:30
Peak Volume	5	337	160	3	10	14	1	4	7	2	2	0	0	506	5	428	163	4	15	4	1	3	15	3	2	0	0	612	10	690	304	7	23	15	1	6	21	4	3	0	0	1043
12:00 - 24:00	30	3088	1179	11	49	19	0	6	20	1	2	0	0	4405	39	2574	1104	12	56	11	0	10	38	3	3	0	0	3850	69	5662	2283	23	105	30	0	16	58	4	5	0	0	8255
%	0%	44%	17%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%	1%	37%	16%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	56%	0%	41%	16%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	59%
Peak Hour	15:15	15:45	16:00	15:00	12:45	12:15	12:00	12:45	12:30	12:30	12:00	12:00	12:00	15:45	14:00	14:45	14:45	14:15	14:15	12:00	12:00	15:15	12:00	13:00	13:45	12:00	12:00	14:45	14:00	15:00	16:00	15:00	14:15	12:15	12:00	12:45	12:15	13:00	13:45	12:00	12:00	14:30
Peak Volume	8	443	192	5	10	7	0	5	9	1	1	0	0	638	13	370	179	6	17	4	0	5	11	3	2	0	0	586	15	768	333	9	21	11	0	5	18	4	2	0	0	1135
07:00 - 09:00	5	452	249	4	14	23	0	6	8	3	3	0	0	767	4	771	293	4	12	2	1	1	21	2	1	0	0	1112	9	1223	542	8	26	25	1	7	29	5	4	0	0	1879
%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:15	8:00	7:00	7:30	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:30	7:30	7:15	7:45	7:30	7:00	7:30	7:15	7:00	7:15	7:00	7:00	7:00	7:00	7:30	7:00	7:15	7:45	7:30	7:00	7:30	7:15	7:00	7:15	7:00	7:00	7:00	7:00	7:30
Peak Volume	3	262	139	3	10	12	0	4	5	2	2	0	0	431	4	428	160	3	9	2	1	1	13	2	1	0	0	612	6	690	295	6	17	14	1	5	16	4	3	0	0	1043
16:00 - 18:00	11	825	313	1	13	3	0	0	2	0	0	0	0	1168	3	612	271	2	15	1	0	4	5	0	1	0	0	914	14	1437	584	3	28	4	0	4	7	0	1	0	0	2082
%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:15	16:30	16:00	16:00	16:30	17:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:15	16:15	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:30	16:00	16:00	16:30	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	7	431	192	1	9	3	0	0	2	0	0	0	0	626	3	327	141	2	10	1	0	4	5	0	1	0	0	484	10	756	333	3	19	3	0	4	6	0	1	0	0	1110

Prepared by National Data & Surveying Services

CLASSIFICATION

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Wednesday
Date: 5/21/2025

City: Sonora
Project #: CA25_090067_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	2	0	0	0	0	0	0	0	0	0	10
0:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	5	2	0	0	0	0	1	0	0	0	0	0	8	0	8	4	0	0	0	0	1	0	0	0	0	13
0:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	13	3	0	0	0	0	0	0	0	0	0	16
0:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	10	1	0	1	0	0	0	0	0	0	0	12
1:00	0	5	4	0	0	1	0	0	0	0	0	0	0	10	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	10	6	0	0	1	0	0	0	0	0	0	17
1:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	16	1	0	0	0	0	0	0	0	0	0	17
1:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	6	2	0	0	0	0	0	0	0	0	0	8
1:45	0	3	2	0	1	1	0	0	0	0	0	0	0	7	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	7	5	0	1	1	0	0	0	0	0	0	14
2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	3	0	0	0	0	0	0	0	0	0	8
2:15	0	5	0	0	0	1	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	1	0	0	0	0	0	0	7
2:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	5
2:45	0	3	2	0	1	1	0	0	0	0	0	0	0	7	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	6	4	0	1	1	0	0	0	0	0	0	12
3:00	0	3	1	0	0	2	0	0	1	0	0	0	0	7	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	6	3	0	0	2	0	0	1	0	0	0	12
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	5	0	0	1	0	0	0	0	0	0	0	6
3:30	0	4	1	0	3	2	0	0	0	0	0	0	0	10	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0	7	4	0	3	2	0	0	0	0	0	0	16
3:45	0	6	2	0	0	3	0	0	0	0	0	0	0	11	0	6	1	0	0	0	0	1	0	0	0	0	0	8	0	12	3	0	0	3	0	1	0	0	0	0	19
4:00	0	6	6	0	1	0	0	0	0	0	0	0	0	13	0	5	3	0	0	1	0	0	0	0	0	0	0	9	0	11	9	0	1	1	0	0	0	0	0	0	22
4:15	0	3	9	0	2	3	0	0	0	0	0	0	0	17	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	11	12	0	2	3	0	0	0	0	0	0	28
4:30	0	7	4	0	1	2	0	0	0	0	0	0	0	14	0	7	4	0	0	0	0	0	1	0	0	0	0	12	0	14	8	0	1	2	0	0	1	0	0	0	26
4:45	0	2	7	0	1	1	0	0	1	0	0	0	0	12	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	14	10	0	1	1	0	0	1	0	0	0	27
5:00	0	5	7	0	0	0	0	0	2	0	0	0	0	14	0	9	5	0	0	0	0	0	1	0	0	0	0	15	0	14	12	0	0	0	0	0	3	0	0	0	29
5:15	0	10	4	0	0	0	0	1	2	0	0	0	0	17	0	16	8	0	0	0	0	0	0	0	0	0	0	24	0	26	12	0	0	0	0	1	2	0	0	0	41
5:30	0	14	18	0	1	3	0	0	1	0	0	0	0	37	0	18	9	0	0	1	0	1	0	0	0	0	0	29	0	32	27	0	1	4	0	1	1	0	0	0	66
5:45	0	13	26	0	3	0	0	0	1	0	1	0	0	44	1	19	13	0	1	0	0	0	0	0	0	0	0	34	1	32	39	0	4	0	0	0	1	0	1	0	78
6:00	0	16	11	0	3	0	1	1	1	0	0	0	0	33	0	19	16	0	0	0	0	0	1	0	0	0	0	36	0	35	27	0	3	0	1	1	2	0	0	0	69
6:15	1	26	28	0	2	2	0	2	4	0	0	0	0	65	0	26	20	0	1	0	0	1	6	0	0	0	0	54	1	52	48	0	3	2	0	3	10	0	0	0	119
6:30	1	27	24	1	0	3	0	0	0	0	0	0	0	56	1	46	21	0	1	1	0	0	2	1	0	0	0	73	2	73	45	1	1	4	0	0	2	1	0	0	129
6:45	0	35	17	1	4	3	0	0	2	0	0	0	0	62	0	71	21	2	4	0	0	1	3	0	1	0	0	103	0	106	38	3	8	3	0	1	5	0	1	0	165
7:00	1	31	20	0	2	5	0	0	0	0	2	0	0	61	0	61	25	1	3	0	0	0	4	2	0	0	0	96	1	92	45	1	5	5	0	0	4	2	2	0	157
7:15	1	53	21	1	0	3	0	1	1	0	0	0	0	81	0	100	32	0	2	0	0	0	4	0	0	0	0	138	1	153	53	1	2	3	0	1	5	0	0	0	219
7:30	1	54	34	1	3	2	0	3	2	2	0	0	0	102	2	117	38	1	2	0	0	1	1	0	0	0	0	162	3	171	72	2	5	2	0	4	3	2	0	0	264
7:45	0	75	35	1	3	2	0	0	0	0	0	0	0	116	1	129	44	0	2	0	0	0	2	0	1	0	0	179	1	204	79	1	5	2	0	0	2	0	1	0	295
8:00	0	80	35	0	0	4	0	0	0	0	0	0	0	119	0	82	40	0	2	0	1	0	6	0	0	0	0	131	0	162	75	0	2	4	1	0	6	0	0	0	250
8:15	1	48	32	1	4	4	0	1	2	0	1	0	0	94	1	98	34	2	0	2	0	0	3	0	0	0	0	140	2	146	66	3	4	6	0	1	5	0	1	0	234
8:30	1	51	33	0	1	1	0	0	1	0	0	0	0	88	0	100	42	0	1	0	0	0	1	0	0	0	0	144	1	151	75	0	2	1	0	0	2	0	0	0	232
8:45	0	60	39	0	1	2	0	1	2	1	0	0	0	106	0	84	38	0	0	0	0	0	0	0	0	0	0	122	0	144	77	0	1	2	0	1	2	1	0	0	228
9:00	3	63	30	0	3	2	0	2	1	0	0	0	0	104	1	74	48	0	4	0	0	1	2	0	1	0	0	131	4	137	78	0	7	2	0	3	3	0	1	0	235
9:15	0	49	39	0	0	2	0	1	2	0	0	0	0	93	1	91	35	1	6	1	0	0	1	0	1	0	0	137	1	140	74	1	6	3	0	1	3	0	1	0	230
9:30	1	62	35	1	2	0	0	0	1	0	0	0	0	102	1	94	37	1	4	1	0	0	4	0	0	0	0	142	2	156	72	2	6	1	0	0	5	0	0	0	244
9:45	1	51	25	0	3	1	0	0	0	0	0	0	0	81	2	75	28	0	1	0	0	0	2	0	0	0	0	108	3	126	53	0	4	1	0	0	2	0	0	0	189
10:00	0	62	32	0	0	2	0	2	0	0	0	0	0	98	0	88	36	0	0	2	0	0	3	0	0	0	0	129	0	150	68	0	0	4	0	2	3	0	0	0	227
10:15	1	73	33	1	2	1	0	1	4	0	0	0	0	116	2	60	30	0	0	1	0	2	0	1	0	0	0	96	3	133	63	1	2	2	0	3	4	1	0	0	212
10:30	1	71	40	0	1	1	0	0	1	0	0	0	0	115	0	87	31	0	3	0	0	0	2	0	0	0	0	123	1	158	71	0	4	1	0	0	3	0	0	0	238
10:45	0	86	39	0	1	1	0	0	0	0	0	0	0	127	0	79	40	1	1	1	0	0	2	0	0	0	0	124	0	165	79	1	2	2	0	0	2	0	0	0	251
11:00	0	65	24	0	2	3	0	1	1	0	0	0	0	96	3	70	35	0	1	0	0	1	1	0	0	0	0	111	3	135	59	0	3	3	0	2	2	0	0	0	207
11:15	1	82	27	0	1	2	0	1	3	0	0	0	0	117	1	81	36	0	4	1	0	0	2	0	0	0	0	125	2	163	63	0	5	3	0	1	5	0	0	0	242
11:30	0	88	39	1	0	1	0	0	0	0	0	0	0	129	0	71	35	1	4	1	0	1	3	0	0	0	0	116	0	159	74	2	4	2	0	1	3	0	0	0	245
11:45	2	82	44	0	4	2	0	1	1	0	0	0	0	136	1	81	36	2	2	0	0	0	3	2	0	0	0	127	3	163	80	2	6	2	0	1	4	2	0	0	263

Prepared by National Data & Surveying Services

CLASSIFICATION

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Wednesday
Date: 5/21/2025

City: Sonora
Project #: CA25_090067_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	85	39	0	0	0	0	0	0	0	0	0	0	124	0	65	28	0	2	1	0	0	2	0	0	0	0	98	0	150	67	0	2	1	0	0	2	0	0	0	0	222
12:15	1	74	38	0	1	1	0	0	0	0	1	0	0	116	1	72	19	0	1	1	0	1	4	0	0	0	0	99	2	146	57	0	2	2	0	1	4	0	1	0	0	215
12:30	1	73	37	0	3	3	0	0	2	0	0	0	0	119	3	81	36	0	0	1	0	1	5	0	0	0	0	127	4	154	73	0	3	4	0	1	7	0	0	0	0	246
12:45	0	68	41	0	2	0	0	0	2	0	0	0	0	113	1	96	35	0	1	1	0	0	0	0	0	0	0	134	1	164	76	0	3	1	0	0	2	0	0	0	0	247
13:00	0	88	31	4	1	3	0	0	3	0	0	0	0	130	3	84	39	1	2	1	0	0	2	2	0	0	0	134	3	172	70	5	3	4	0	0	5	2	0	0	0	264
13:15	0	85	38	0	3	0	0	2	2	1	0	0	0	131	0	79	38	0	1	1	0	0	1	0	0	0	0	120	0	164	76	0	4	1	0	2	3	1	0	0	0	251
13:30	2	80	42	0	4	1	0	3	1	0	0	0	0	133	2	95	45	1	0	1	0	0	3	0	0	0	0	147	4	175	87	1	4	2	0	3	4	0	0	0	0	280
13:45	2	88	39	0	0	1	0	0	0	0	0	0	0	130	0	101	39	0	1	0	0	0	2	1	1	0	0	145	2	189	78	0	1	1	0	0	2	1	1	0	0	275
14:00	0	79	32	0	2	0	0	0	1	0	0	0	0	114	3	70	32	1	0	0	0	0	1	0	0	0	0	107	3	149	64	1	2	0	0	0	2	0	0	0	0	221
14:15	1	75	31	0	1	1	0	0	3	0	0	0	0	112	3	74	21	0	5	0	0	0	2	0	0	0	0	105	4	149	52	0	6	1	0	0	5	0	0	0	0	217
14:30	1	108	35	0	2	0	0	1	1	0	0	0	0	148	3	69	38	2	4	1	0	0	1	0	1	0	0	119	4	177	73	2	6	1	0	1	2	0	1	0	0	267
14:45	0	98	39	1	0	1	0	0	0	0	0	0	0	139	4	83	39	1	3	0	0	1	2	0	0	0	0	133	4	181	78	2	3	1	0	1	2	0	0	0	0	272
15:00	0	82	30	0	1	0	0	0	0	0	0	0	0	113	0	111	44	3	5	0	0	0	4	0	0	0	0	167	0	193	74	3	6	0	0	0	4	0	0	0	0	280
15:15	5	109	44	1	2	1	0	0	0	0	0	0	0	162	1	92	54	0	4	1	0	1	1	0	0	0	0	154	6	201	98	1	6	2	0	1	1	0	0	0	0	316
15:30	1	95	22	1	1	2	0	0	1	0	1	0	0	124	1	84	42	1	2	1	0	0	1	0	0	0	0	132	2	179	64	2	3	3	0	0	2	0	1	0	0	256
15:45	1	126	43	3	1	1	0	0	0	0	0	0	0	175	2	69	32	0	3	0	0	0	0	0	0	0	0	106	3	195	75	3	4	1	0	0	0	0	0	0	0	281
16:00	1	99	40	0	2	0	0	0	0	0	0	0	0	142	0	78	38	1	1	1	0	4	1	0	0	0	0	124	1	177	78	1	3	1	0	4	1	0	0	0	0	266
16:15	1	122	49	0	1	0	0	0	0	0	0	0	0	173	0	87	29	1	2	0	0	0	3	0	0	0	0	122	1	209	78	1	3	0	0	0	3	0	0	0	0	295
16:30	2	96	49	0	1	0	0	0	0	0	0	0	0	148	0	86	35	0	4	0	0	0	1	0	0	0	0	126	2	182	84	0	5	0	0	0	1	0	0	0	0	274
16:45	2	101	54	1	4	0	0	0	1	0	0	0	0	163	1	69	39	0	2	0	0	0	0	0	1	0	0	112	3	170	93	1	6	0	0	0	1	0	1	0	0	275
17:00	2	100	34	0	1	1	0	0	0	0	0	0	0	138	2	85	27	0	1	0	0	0	0	0	0	0	0	115	4	185	61	0	2	1	0	0	0	0	0	0	0	253
17:15	1	134	33	0	3	1	0	0	1	0	0	0	0	173	0	85	37	0	3	0	0	0	0	0	0	0	0	125	1	219	70	0	6	1	0	0	1	0	0	0	0	298
17:30	2	96	32	0	1	0	0	0	0	0	0	0	0	131	0	57	29	0	1	0	0	0	0	0	0	0	0	87	2	153	61	0	2	0	0	0	0	0	0	0	0	218
17:45	0	77	22	0	0	1	0	0	0	0	0	0	0	100	0	65	37	0	1	0	0	0	0	0	0	0	0	103	0	142	59	0	1	1	0	0	0	0	0	0	0	203
18:00	0	87	23	0	0	0	0	0	0	0	0	0	0	110	0	56	26	0	2	0	0	0	1	0	0	0	0	85	0	143	49	0	2	0	0	0	1	0	0	0	0	195
18:15	1	84	18	0	0	0	0	0	0	0	0	0	0	103	2	44	19	0	0	0	0	0	0	0	0	0	0	65	3	128	37	0	0	0	0	0	0	0	0	0	0	168
18:30	1	50	29	0	1	0	0	0	0	0	0	0	0	81	1	42	14	0	1	0	0	0	0	0	0	0	0	58	2	92	43	0	2	0	0	0	0	0	0	0	0	139
18:45	1	56	23	0	1	0	0	0	1	0	0	0	0	82	1	39	9	0	1	0	0	0	0	0	0	0	0	50	2	95	32	0	2	0	0	0	1	0	0	0	0	132
19:00	0	44	17	0	1	0	0	0	0	0	0	0	0	62	0	45	19	0	1	0	0	1	0	0	0	0	0	66	0	89	36	0	2	0	0	1	0	0	0	0	0	128
19:15	0	45	16	0	2	0	0	0	0	0	0	0	0	63	1	33	18	0	1	0	0	0	0	0	0	0	0	53	1	78	34	0	3	0	0	0	0	0	0	0	0	116
19:30	1	55	15	0	3	0	0	0	0	0	0	0	0	74	0	38	10	0	0	0	0	0	0	0	0	0	0	48	1	93	25	0	3	0	0	0	0	0	0	0	0	122
19:45	0	55	23	0	1	1	0	0	0	0	0	0	0	80	1	26	15	0	1	0	0	0	1	0	0	0	0	44	1	81	38	0	2	1	0	0	1	0	0	0	0	124
20:00	0	45	23	0	2	0	0	0	0	0	0	0	0	70	1	40	15	0	0	0	0	0	0	0	0	0	0	56	1	85	38	0	2	0	0	0	0	0	0	0	0	126
20:15	0	39	17	0	0	0	0	0	0	0	0	0	0	56	1	42	13	0	0	0	0	1	0	0	0	0	0	57	1	81	30	0	0	0	0	1	0	0	0	0	0	113
20:30	0	33	5	0	0	0	0	0	0	0	0	0	0	38	0	34	18	0	0	0	0	0	0	0	0	0	0	52	0	67	23	0	0	0	0	0	0	0	0	0	0	90
20:45	0	27	16	0	0	0	0	0	0	0	0	0	0	43	0	30	10	0	0	0	0	0	0	0	0	0	0	40	0	57	26	0	0	0	0	0	0	0	0	0	0	83
21:00	0	35	10	0	0	0	0	0	0	0	0	0	0	45	0	21	12	0	0	0	0	0	0	0	0	0	0	33	0	56	22	0	0	0	0	0	0	0	0	0	0	78
21:15	0	30	7	0	0	0	0	0	0	0	0	0	0	37	0	26	7	0	0	0	0	0	0	0	0	0	0	33	0	56	14	0	0	0	0	0	0	0	0	0	0	70
21:30	0	28	6	0	0	0	0	0	0	0	0	0	0	34	0	20	9	0	0	0	0	0	0	0	0	0	0	29	0	48	15	0	0	0	0	0	0	0	0	0	0	63
21:45	0	22	6	0	0	0	0	0	0	0	0	0	0	28	1	17	9	0	0	0	0	0	0	0	0	0	0	27	1	39	15	0	0	0	0	0	0	0	0	0	0	55
22:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	39	6	0	0	0	0	0	0	0	0	0	0	45
22:15	0	19	6	0	0	0	0	0	0	0	0	0	0	25	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	31	9	0	0	0	0	0	0	0	0	0	0	40
22:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	32	4	0	0	0	0	0	0	0	0	0	0	36
22:45	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	9	5	0	0	0	0	0	0	0	0	0	0	14	0	23	7	0	0	0	0	0	0	0	0	0	0	30
23:00	0	8	7	0	0	0	0	0	0	0	0	0	0	15	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0	17	11	0	0	0	0	0	0	0	0	0	0	28
23:15	0	10	4	0	0	0	0	0	1	0	0	0	0	15	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	14	7	0	0	0	0	0	1	0	0	0	0	22
23:30	0	16	3	0	1	0	0	0	0	0	0	0	0	20	0	9	6	0	0	0	0	0	0	0	0	0	0	15	0	25	9	0	1	0	0	0	0	0	0	0	0	35
23:45	0	10	5	0	0	0	0	0	0	0	0	0	0	15	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	18	7	0	0	0	0	0	0	0	0	0	0	25
Totals	**47**	**4,602**	**2,019**	**20**	**106**	**88**	**1**	**25**	**57**	**4**	**6**	**0**	**0**	**6,975**	**57**	**4,616**	**1,970**	**24**	**106**	**24**	**1**	**21**	**98**	**9**	**7**	**0**	**0**	**6,933**	**104**	**9,218**	**3,989**	**44**	**212**	**112**	**2**	**46**	**155**	**13**	**13**	**0**	**0**	**13,908**
% of Totals	1%	66%	29%	0%	2%	1%	0%	0%	1%	0%	0%			100%	1%	67%	28%	0%	2%	0%	0%	0%	1%	0%	0%			100%	1%	66%	29%	0%	2%	1%	0%	0%	1%	0%	0%			100%

Prepared by National Data & Surveying Services

CLASSIFICATION

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Thursday
Date: 5/22/2025

City: Sonora
Project #: CA25_090067_002

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	20	5	0	1	0	0	0	0	0	0	0	0	26	0	41	9	0	1	0	0	0	0	0	0	0	0	51
1:00	0	12	5	0	1	2	0	0	0	0	0	0	0	20	1	8	6	0	0	0	0	0	0	0	0	0	0	15	1	20	11	0	1	2	0	0	0	0	0	0	0	35
2:00	0	10	7	0	1	1	0	0	0	0	0	0	0	19	0	11	5	0	1	0	0	0	0	0	0	0	0	17	0	21	12	0	2	1	0	0	0	0	0	0	0	36
3:00	0	6	8	0	5	5	0	0	0	0	0	0	0	24	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	24	14	0	5	5	0	0	0	0	0	0	0	48
4:00	0	20	30	0	4	5	0	1	0	0	0	0	0	60	0	27	20	0	3	0	0	0	0	0	0	0	0	50	0	47	50	0	7	5	0	1	0	0	0	0	0	110
5:00	0	47	45	0	3	0	0	1	3	0	0	0	0	99	2	57	36	0	2	0	0	1	5	0	0	0	0	103	2	104	81	0	5	0	0	2	8	0	0	0	0	202
6:00	2	111	72	1	11	12	0	3	6	0	2	0	0	220	0	153	71	1	4	0	0	3	10	0	0	0	0	242	2	264	143	2	15	12	0	6	16	0	2	0	0	462
7:00	1	230	106	3	6	14	0	4	5	1	0	0	0	370	3	413	153	1	2	2	0	2	11	2	2	0	0	591	4	643	259	4	8	16	0	6	16	3	2	0	0	961
8:00	1	254	148	2	4	11	0	6	2	1	0	0	0	429	3	363	174	5	7	0	0	1	8	0	0	0	0	561	4	617	322	7	11	11	0	7	10	1	0	0	0	990
9:00	2	251	124	6	9	9	1	3	1	0	0	0	0	406	1	323	153	0	16	3	0	4	5	0	0	0	0	505	3	574	277	6	25	12	1	7	6	0	0	0	0	911
10:00	0	264	132	1	3	8	0	2	3	0	0	0	0	413	6	326	166	1	3	3	1	0	11	2	0	0	0	519	6	590	298	2	6	11	1	2	14	2	0	0	0	932
11:00	2	323	179	2	8	7	0	4	3	0	0	0	0	528	2	289	125	4	8	1	0	2	7	1	1	0	0	440	4	612	304	6	16	8	0	6	10	1	1	0	0	968
12:00	5	302	167	1	6	3	0	2	6	0	1	0	0	493	5	313	128	2	8	1	1	3	7	0	1	0	0	469	10	615	295	3	14	4	1	5	13	0	2	0	0	962
13:00	10	315	156	3	5	5	0	1	2	0	0	0	0	497	3	359	148	5	10	4	0	4	14	3	2	0	0	552	13	674	304	8	15	9	0	5	16	3	2	0	0	1049
14:00	1	379	147	0	8	2	0	0	9	0	0	0	0	546	7	325	138	2	10	3	0	2	10	0	0	0	0	497	8	704	285	2	18	5	0	2	19	0	0	0	0	1043
15:00	5	365	160	4	9	3	0	4	2	0	0	0	0	552	4	346	150	2	6	0	0	1	6	0	0	0	0	515	9	711	310	6	15	3	0	5	8	0	0	0	0	1067
16:00	2	425	196	0	9	2	0	1	1	0	0	0	0	636	6	346	164	2	11	1	0	3	6	0	0	0	0	539	8	771	360	2	20	3	0	4	7	0	0	0	0	1175
17:00	5	415	128	0	10	1	0	0	2	0	0	0	0	561	3	321	131	0	8	0	0	0	0	0	0	0	0	463	8	736	259	0	18	1	0	0	2	0	0	0	0	1024
18:00	1	282	100	0	5	0	0	1	3	0	0	0	0	392	3	216	76	0	8	0	0	0	1	0	0	0	0	304	4	498	176	0	13	0	0	1	4	0	0	0	0	696
19:00	1	227	74	1	3	0	0	0	0	0	0	0	0	306	3	159	71	0	0	0	0	2	1	1	0	0	0	237	4	386	145	1	3	0	0	2	1	1	0	0	0	543
20:00	2	167	74	0	1	0	0	0	0	0	0	0	0	244	2	126	41	0	0	0	0	0	0	0	0	0	0	169	4	293	115	0	1	0	0	0	0	0	0	0	0	413
21:00	0	112	28	0	0	0	0	0	0	0	0	0	0	140	1	82	34	0	1	0	0	1	0	0	0	0	0	119	1	194	62	0	1	0	0	1	0	0	0	0	0	259
22:00	0	75	30	0	0	0	0	1	0	0	0	0	0	106	0	55	26	0	0	0	0	0	0	0	0	0	0	81	0	130	56	0	0	0	0	0	1	0	0	0	0	187
23:00	0	27	8	0	0	0	0	0	0	0	0	0	0	35	0	23	6	0	0	0	0	0	0	0	0	0	0	29	0	50	14	0	0	0	0	0	0	0	0	0	0	64
Totals	**40**	**4,640**	**2,128**	**24**	**111**	**90**	**1**	**33**	**49**	**2**	**3**	**0**	**0**	**7,121**	**55**	**4,679**	**2,033**	**25**	**109**	**18**	**2**	**29**	**102**	**9**	**6**	**0**	**0**	**7,067**	**95**	**9,319**	**4,161**	**49**	**220**	**108**	**3**	**62**	**151**	**11**	**9**	**0**	**0**	**14,188**
% of Totals	1%	65%	30%	0%	2%	1%	0%	0%	1%	0%	0%			100%	1%	66%	29%	0%	2%	0%	0%	0%	1%	0%	0%			100%	1%	66%	29%	0%	2%	1%	0%	0%	1%	0%	0%			100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

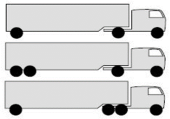
#3 2-Axle, 4-Tire Single Unit

#4 Buses

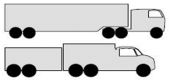
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	8	1549	860	15	55	74	1	24	23	2	2	0	0	2613	18	2008	920	12	47	9	1	13	57	5	3	0	0	3093	26	3557	1780	27	102	83	2	37	80	7	5	0	0	5706
%	0%	22%	12%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	37%	0%	28%	13%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	44%	0%	25%	13%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	40%
Peak Hour	11:15	11:00	11:00	9:00	6:00	6:30	8:15	7:45	11:45	7:30	5:45	0:00	0:00	11:00	10:00	7:15	7:45	8:00	9:00	9:15	9:30	5:30	6:15	6:15	6:45	0:00	0:00	7:30	11:15	7:30	7:45	7:30	9:00	6:30	8:15	7:15	6:30	7:00	5:45	0:00	0:00	7:30
Peak Volume	4	323	179	6	11	19	1	7	8	2	2	0	0	528	6	456	183	5	16	5	1	4	13	2	2	0	0	645	8	724	329	7	25	19	1	8	19	3	2	0	0	1079
12:00 - 24:00	32	3091	1268	9	56	16	0	9	26	0	1	0	0	4508	37	2671	1113	13	62	9	1	16	45	4	3	0	0	3974	69	5762	2381	22	118	25	1	25	71	4	4	0	0	8482
%	0%	43%	18%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%	1%	38%	16%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	56%	0%	41%	17%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	60%
Peak Hour	12:45	16:45	16:00	15:00	16:30	13:00	12:00	15:15	14:15	12:00	12:00	12:00	12:00	16:00	14:00	14:45	16:15	12:30	13:30	13:00	12:00	13:00	13:15	12:15	12:30	12:00	12:00	12:45	13:15	16:30	16:00	12:30	15:45	13:00	12:00	15:15	12:30	12:15	12:30	12:00	12:00	16:00
Peak Volume	10	443	196	4	13	5	0	5	10	0	1	0	0	636	7	376	167	7	12	4	1	4	17	3	3	0	0	559	14	787	360	10	20	9	1	7	19	3	3	0	0	1175
07:00 - 09:00	2	484	254	5	10	25	0	10	7	2	0	0	0	799	6	776	327	6	9	2	0	3	19	2	2	0	0	1152	8	1260	581	11	19	27	0	13	26	4	2	0	0	1951
%	0%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	11%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:30	8:00	7:00	7:15	7:00	7:00	7:45	7:00	7:30	7:00	7:00	7:00	7:45	7:00	7:15	7:45	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:45	7:30	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	273	148	3	7	14	0	7	5	2	0	0	0	437	3	456	183	5	7	2	0	2	11	2	2	0	0	645	4	724	329	7	11	16	0	8	16	3	2	0	0	1079
16:00 - 18:00	7	840	324	0	19	3	0	1	3	0	0	0	0	1197	9	667	295	2	19	1	0	3	6	0	0	0	0	1002	16	1507	619	2	38	4	0	4	9	0	0	0	0	2199
%	0%	12%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:15	16:45	16:00	16:00	16:30	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	5	443	196	0	13	2	0	1	3	0	0	0	0	636	6	346	167	2	11	1	0	3	6	0	0	0	0	539	10	787	360	2	20	3	0	4	7	0	0	0	0	1175

Prepared by National Data & Surveying Services

CLASSIFICATION

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Thursday
Date: 5/22/2025

City: Sonora
Project #: CA25_090067_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	1	0	0	0	0	0	0	0	0	12	0	17	1	0	1	0	0	0	0	0	0	0	0	19
0:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	7	5	0	0	0	0	0	0	0	0	0	0	12
0:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	9	1	0	0	0	0	0	0	0	0	0	0	10
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	8	2	0	0	0	0	0	0	0	0	0	0	10
1:00	0	4	2	0	1	1	0	0	0	0	0	0	0	8	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	9	4	0	1	1	0	0	0	0	0	0	0	15
1:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	5	4	0	0	0	0	0	0	0	0	0	0	9
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	3	2	0	0	1	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	3	0	0	1	0	0	0	0	0	0	0	7
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:15	0	1	2	0	1	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	1	0	0	0	0	0	0	0	0	7
2:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	4	0	0	0	0	0	0	0	0	0	0	9
2:45	0	5	0	0	0	1	0	0	0	0	0	0	0	6	0	4	3	0	1	0	0	0	0	0	0	0	0	8	0	9	3	0	1	1	0	0	0	0	0	0	0	14
3:00	0	1	2	0	1	1	0	0	0	0	0	0	0	5	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	2	4	0	1	1	0	0	0	0	0	0	0	8
3:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	8	3	0	0	0	0	0	0	0	0	0	0	11
3:30	0	1	2	0	3	3	0	0	0	0	0	0	0	9	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	4	4	0	3	3	0	0	0	0	0	0	0	14
3:45	0	1	3	0	1	1	0	0	0	0	0	0	0	6	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	10	3	0	1	1	0	0	0	0	0	0	0	15
4:00	0	4	7	0	1	2	0	0	0	0	0	0	0	14	0	5	4	0	0	0	0	0	0	0	0	0	0	9	0	9	11	0	1	2	0	0	0	0	0	0	0	23
4:15	0	7	6	0	1	0	0	0	0	0	0	0	0	14	0	3	4	0	0	0	0	0	0	0	0	0	0	7	0	10	10	0	1	0	0	0	0	0	0	0	0	21
4:30	0	6	8	0	0	2	0	1	0	0	0	0	0	17	0	7	7	0	1	0	0	0	0	0	0	0	0	15	0	13	15	0	1	2	0	1	0	0	0	0	0	32
4:45	0	3	9	0	2	1	0	0	0	0	0	0	0	15	0	12	5	0	2	0	0	0	0	0	0	0	0	19	0	15	14	0	4	1	0	0	0	0	0	0	0	34
5:00	0	7	7	0	0	0	0	1	1	0	0	0	0	16	0	8	5	0	1	0	0	0	0	0	0	0	0	14	0	15	12	0	1	0	0	1	1	0	0	0	0	30
5:15	0	12	8	0	1	0	0	0	0	0	0	0	0	21	0	16	11	0	0	0	0	0	2	0	0	0	0	29	0	28	19	0	1	0	0	0	2	0	0	0	0	50
5:30	0	13	17	0	0	0	0	0	1	0	0	0	0	31	0	13	8	0	0	0	0	0	2	0	0	0	0	23	0	26	25	0	0	0	0	0	3	0	0	0	0	54
5:45	0	15	13	0	2	0	0	0	1	0	0	0	0	31	2	20	12	0	1	0	0	1	1	0	0	0	0	37	2	35	25	0	3	0	0	1	2	0	0	0	0	68
6:00	0	13	12	0	6	1	0	0	2	0	0	0	0	34	0	20	15	0	0	0	0	1	2	0	0	0	0	38	0	33	27	0	6	1	0	1	4	0	0	0	0	72
6:15	0	23	16	0	2	2	0	1	1	0	1	0	0	46	0	29	12	0	2	0	0	2	2	0	0	0	0	47	0	52	28	0	4	2	0	3	3	0	1	0	0	93
6:30	1	36	20	0	0	4	0	0	2	0	1	0	0	64	0	36	15	0	1	0	0	0	4	0	0	0	0	56	1	72	35	0	1	4	0	0	6	0	1	0	0	120
6:45	1	39	24	1	3	5	0	2	1	0	0	0	0	76	0	68	29	1	1	0	0	0	2	0	0	0	0	101	1	107	53	2	4	5	0	2	3	0	0	0	0	177
7:00	0	46	15	0	0	7	0	1	1	0	0	0	0	70	1	54	27	1	1	0	0	1	5	2	0	0	0	92	1	100	42	1	1	7	0	2	6	2	0	0	0	162
7:15	1	51	29	0	3	3	0	2	3	0	0	0	0	92	1	101	39	0	0	0	0	1	1	0	1	0	0	144	2	152	68	0	3	3	0	3	4	0	1	0	0	236
7:30	0	59	29	3	3	0	0	0	0	0	0	0	0	94	1	125	37	0	0	1	0	0	4	0	1	0	0	169	1	184	66	3	3	1	0	0	4	0	1	0	0	263
7:45	0	74	33	0	0	4	0	1	1	1	0	0	0	114	0	133	50	0	1	1	0	0	1	0	0	0	0	186	0	207	83	0	1	5	0	1	2	1	0	0	0	300
8:00	0	78	49	0	1	3	0	3	0	0	0	0	0	134	0	97	36	1	2	0	0	1	3	0	0	0	0	140	0	175	85	1	3	3	0	4	3	0	0	0	0	274
8:15	0	62	27	0	1	0	0	1	0	1	0	0	0	92	0	96	47	3	1	0	0	0	3	0	0	0	0	150	0	158	74	3	2	0	0	1	3	1	0	0	0	242
8:30	1	49	37	1	1	4	0	2	2	0	0	0	0	97	1	90	50	0	3	0	0	0	2	0	0	0	0	146	2	139	87	1	4	4	0	2	4	0	0	0	0	243
8:45	0	65	35	1	1	4	0	0	0	0	0	0	0	106	2	80	41	1	1	0	0	0	0	0	0	0	0	125	2	145	76	2	2	4	0	0	0	0	0	0	0	231
9:00	1	56	25	1	3	3	1	0	0	0	0	0	0	90	0	73	37	0	1	0	0	1	0	0	0	0	0	112	1	129	62	1	4	3	1	1	0	0	0	0	0	202
9:15	0	67	35	2	3	4	0	0	0	0	0	0	0	111	1	79	37	0	7	1	0	2	3	0	0	0	0	130	1	146	72	2	10	5	0	2	3	0	0	0	0	241
9:30	0	62	31	0	1	2	0	1	1	0	0	0	0	98	0	89	51	0	6	1	0	1	2	0	0	0	0	150	0	151	82	0	7	3	0	2	3	0	0	0	0	248
9:45	1	66	33	3	2	0	0	2	0	0	0	0	0	107	0	82	28	0	2	1	0	0	0	0	0	0	0	113	1	148	61	3	4	1	0	2	0	0	0	0	0	220
10:00	0	57	32	0	0	0	0	0	1	0	0	0	0	90	1	90	47	0	0	2	0	0	4	1	0	0	0	145	1	147	79	0	0	2	0	0	5	1	0	0	0	235
10:15	0	72	35	1	2	3	0	0	1	0	0	0	0	114	3	75	34	0	0	0	1	0	1	0	0	0	0	114	3	147	69	1	2	3	1	0	2	0	0	0	0	228
10:30	0	65	39	0	0	1	0	0	1	0	0	0	0	106	0	83	42	0	3	0	0	0	4	0	0	0	0	132	0	148	81	0	3	1	0	0	5	0	0	0	0	238
10:45	0	70	26	0	1	4	0	2	0	0	0	0	0	103	2	78	43	1	0	1	0	0	2	1	0	0	0	128	2	148	69	1	1	5	0	2	2	1	0	0	0	231
11:00	0	88	49	0	7	1	0	2	1	0	0	0	0	148	0	69	27	0	2	0	0	1	1	0	1	0	0	101	0	157	76	0	9	1	0	3	2	0	1	0	0	249
11:15	2	88	46	1	0	4	0	0	0	0	0	0	0	141	0	71	35	0	1	1	0	0	2	0	0	0	0	110	2	159	81	1	1	5	0	0	2	0	0	0	0	251
11:30	0	75	45	1	1	1	0	1	0	0	0	0	0	124	2	86	33	0	3	0	0	0	2	1	0	0	0	127	2	161	78	1	4	1	0	1	2	1	0	0	0	251
11:45	0	72	39	0	0	1	0	1	2	0	0	0	0	115	0	63	30	4	2	0	0	1	2	0	0	0	0	102	0	135	69	4	2	1	0	2	4	0	0	0	0	217

Prepared by National Data & Surveying Services

CLASSIFICATION

Golden Chain Hwy/SR 49 N/O N Washington St/Columbia Way/Shaws Flat Rd

Day: Thursday
Date: 5/22/2025

City: Sonora
Project #: CA25_090067_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	2	76	47	0	0	0	0	0	1	0	1	0	0	127	2	87	37	0	1	1	0	1	1	0	0	0	0	130	4	163	84	0	1	1	0	1	2	0	1	0	0	257
12:15	0	95	43	0	2	2	0	1	0	0	0	0	0	143	1	74	26	0	4	0	0	1	1	0	0	0	0	107	1	169	69	0	6	2	0	2	1	0	0	0	0	250
12:30	0	66	32	1	2	0	0	0	5	0	0	0	0	106	1	68	34	1	1	0	0	0	1	0	0	0	0	106	1	134	66	2	3	0	0	0	6	0	0	0	0	212
12:45	3	65	45	0	2	1	0	1	0	0	0	0	0	117	1	84	31	1	2	0	1	1	4	0	1	0	0	126	4	149	76	1	4	1	1	2	4	0	1	0	0	243
13:00	1	76	35	0	2	1	0	0	1	0	0	0	0	116	0	95	40	2	4	1	0	1	0	3	0	0	0	146	1	171	75	2	6	2	0	1	1	3	0	0	0	262
13:15	5	83	50	2	2	1	0	0	1	0	0	0	0	144	2	98	31	3	1	2	0	1	7	0	2	0	0	147	7	181	81	5	3	3	0	1	8	0	2	0	0	291
13:30	1	80	45	0	1	1	0	1	0	0	0	0	0	129	0	97	37	0	3	0	0	0	3	0	0	0	0	140	1	177	82	0	4	1	0	1	3	0	0	0	0	269
13:45	3	76	26	1	0	2	0	0	0	0	0	0	0	108	1	69	40	0	2	1	0	2	4	0	0	0	0	119	4	145	66	1	2	3	0	2	4	0	0	0	0	227
14:00	0	83	36	0	3	0	0	0	1	0	0	0	0	123	2	82	34	2	1	1	0	0	3	0	0	0	0	125	2	165	70	2	4	1	0	0	4	0	0	0	0	248
14:15	0	93	33	0	1	1	0	0	4	0	0	0	0	132	1	78	30	0	6	1	0	2	4	0	0	0	0	122	1	171	63	0	7	2	0	2	8	0	0	0	0	254
14:30	1	91	44	0	1	0	0	0	1	0	0	0	0	138	2	79	39	0	0	1	0	0	1	0	0	0	0	122	3	170	83	0	1	1	0	0	2	0	0	0	0	260
14:45	0	112	34	0	3	1	0	0	3	0	0	0	0	153	2	86	35	0	3	0	0	0	2	0	0	0	0	128	2	198	69	0	6	1	0	0	5	0	0	0	0	281
15:00	1	74	43	1	3	2	0	0	2	0	0	0	0	126	0	107	34	0	0	0	0	0	0	0	0	0	0	141	1	181	77	1	3	2	0	0	2	0	0	0	0	267
15:15	2	92	30	0	2	1	0	1	0	0	0	0	0	128	1	91	40	1	4	0	0	0	3	0	0	0	0	140	3	183	70	1	6	1	0	1	3	0	0	0	0	268
15:30	2	104	41	2	1	0	0	1	0	0	0	0	0	151	3	92	44	1	1	0	0	0	1	0	0	0	0	142	5	196	85	3	2	0	0	1	1	0	0	0	0	293
15:45	0	95	46	1	3	0	0	2	0	0	0	0	0	147	0	56	32	0	1	0	0	1	2	0	0	0	0	92	0	151	78	1	4	0	0	3	2	0	0	0	0	239
16:00	0	110	64	0	1	2	0	1	0	0	0	0	0	178	3	89	40	1	4	0	0	1	1	0	0	0	0	139	3	199	104	1	5	2	0	2	1	0	0	0	0	317
16:15	1	96	36	0	3	0	0	0	0	0	0	0	0	136	0	67	45	0	5	1	0	0	2	0	0	0	0	120	1	163	81	0	8	1	0	0	2	0	0	0	0	256
16:30	1	106	43	0	3	0	0	0	1	0	0	0	0	154	3	99	36	1	0	0	0	1	0	0	0	0	0	140	4	205	79	1	3	0	0	1	1	0	0	0	0	294
16:45	0	113	53	0	2	0	0	0	0	0	0	0	0	168	0	91	43	0	2	0	0	1	3	0	0	0	0	140	0	204	96	0	4	0	0	1	3	0	0	0	0	308
17:00	3	104	32	0	4	0	0	0	1	0	0	0	0	144	2	80	43	0	0	0	0	0	0	0	0	0	0	125	5	184	75	0	4	0	0	0	1	0	0	0	0	269
17:15	1	119	44	0	4	1	0	0	1	0	0	0	0	170	0	75	29	0	4	0	0	0	0	0	0	0	0	108	1	194	73	0	8	1	0	0	1	0	0	0	0	278
17:30	0	107	23	0	0	0	0	0	0	0	0	0	0	130	0	89	24	0	3	0	0	0	0	0	0	0	0	116	0	196	47	0	3	0	0	0	0	0	0	0	0	246
17:45	1	85	29	0	2	0	0	0	0	0	0	0	0	117	1	77	35	0	1	0	0	0	0	0	0	0	0	114	2	162	64	0	3	0	0	0	0	0	0	0	0	231
18:00	0	76	28	0	3	0	0	0	1	0	0	0	0	108	2	56	20	0	3	0	0	0	1	0	0	0	0	82	2	132	48	0	6	0	0	0	2	0	0	0	0	190
18:15	1	69	24	0	0	0	0	1	0	0	0	0	0	95	0	57	14	0	2	0	0	0	0	0	0	0	0	73	1	126	38	0	2	0	0	1	0	0	0	0	0	168
18:30	0	65	20	0	1	0	0	0	1	0	0	0	0	87	1	43	17	0	1	0	0	0	0	0	0	0	0	62	1	108	37	0	2	0	0	0	1	0	0	0	0	149
18:45	0	72	28	0	1	0	0	0	1	0	0	0	0	102	0	60	25	0	2	0	0	0	0	0	0	0	0	87	0	132	53	0	3	0	0	0	1	0	0	0	0	189
19:00	1	60	22	0	0	0	0	0	0	0	0	0	0	83	0	41	19	0	0	0	0	0	0	0	0	0	0	60	1	101	41	0	0	0	0	0	0	0	0	0	0	143
19:15	0	52	15	0	1	0	0	0	0	0	0	0	0	68	0	44	21	0	0	0	0	0	0	1	1	0	0	67	0	96	36	0	1	0	0	0	1	1	0	0	0	135
19:30	0	54	23	0	1	0	0	0	0	0	0	0	0	78	0	37	19	0	0	0	0	2	0	0	0	0	0	58	0	91	42	0	1	0	0	2	0	0	0	0	0	136
19:45	0	61	14	1	1	0	0	0	0	0	0	0	0	77	3	37	12	0	0	0	0	0	0	0	0	0	0	52	3	98	26	1	1	0	0	0	0	0	0	0	0	129
20:00	0	54	22	0	0	0	0	0	0	0	0	0	0	76	1	35	9	0	0	0	0	0	0	0	0	0	0	45	1	89	31	0	0	0	0	0	0	0	0	0	0	121
20:15	2	37	18	0	0	0	0	0	0	0	0	0	0	57	0	26	9	0	0	0	0	0	0	0	0	0	0	35	2	63	27	0	0	0	0	0	0	0	0	0	0	92
20:30	0	40	19	0	1	0	0	0	0	0	0	0	0	60	0	33	12	0	0	0	0	0	0	0	0	0	0	45	0	73	31	0	1	0	0	0	0	0	0	0	0	105
20:45	0	36	15	0	0	0	0	0	0	0	0	0	0	51	1	32	11	0	0	0	0	0	0	0	0	0	0	44	1	68	26	0	0	0	0	0	0	0	0	0	0	95
21:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42	1	19	11	0	1	0	0	0	0	0	0	0	0	32	1	54	18	0	1	0	0	0	0	0	0	0	0	74
21:15	0	33	10	0	0	0	0	0	0	0	0	0	0	43	0	21	7	0	0	0	0	1	0	0	0	0	0	29	0	54	17	0	0	0	0	1	0	0	0	0	0	72
21:30	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	22	10	0	0	0	0	0	0	0	0	0	0	32	0	39	14	0	0	0	0	0	0	0	0	0	0	53
21:45	0	27	7	0	0	0	0	0	0	0	0	0	0	34	0	20	6	0	0	0	0	0	0	0	0	0	0	26	0	47	13	0	0	0	0	0	0	0	0	0	0	60
22:00	0	23	13	0	0	0	0	0	0	0	0	0	0	36	0	16	8	0	0	0	0	0	0	0	0	0	0	24	0	39	21	0	0	0	0	0	0	0	0	0	0	60
22:15	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	12	10	0	0	0	0	0	0	0	0	0	0	22	0	32	13	0	0	0	0	0	0	0	0	0	0	45
22:30	0	13	5	0	0	0	0	0	1	0	0	0	0	19	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	32	8	0	0	0	0	0	1	0	0	0	0	41
22:45	0	19	9	0	0	0	0	0	0	0	0	0	0	28	0	8	5	0	0	0	0	0	0	0	0	0	0	13	0	27	14	0	0	0	0	0	0	0	0	0	0	41
23:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	10	4	0	0	0	0	0	0	0	0	0	0	14
23:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	16	6	0	0	0	0	0	0	0	0	0	0	22
23:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	14	4	0	0	0	0	0	0	0	0	0	0	18
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Totals	**40**	**4,640**	**2,128**	**24**	**111**	**90**	**1**	**33**	**49**	**2**	**3**	**0**	**0**	**7,121**	**55**	**4,679**	**2,033**	**25**	**109**	**18**	**2**	**29**	**102**	**9**	**6**	**0**	**0**	**7,067**	**95**	**9,319**	**4,161**	**49**	**220**	**108**	**3**	**62**	**151**	**11**	**9**	**0**	**0**	**14,188**
% of Totals	1%	65%	30%	0%	2%	1%	0%	0%	1%	0%	0%			100%	1%	66%	29%	0%	2%	0%	0%	0%	1%	0%	0%			100%	1%	66%	29%	0%	2%	1%	0%	0%	1%	0%	0%			100%

Appendix C. Existing (2025) Conditions SimTraffic Outputs

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.5	2.4	0.0	0.0	0.0	0.0	0.0	0.0	7.1	4.1	3.2	2.1
Total Del/Veh (s)	98.3	106.7	150.4	34.4	43.1	12.9	1.7	0.4	21.6	10.9	10.7	24.8
Vehicles Exited	15	219	10	1	3	195	423	16	10	593	30	1515
Hourly Exit Rate	15	219	10	1	3	195	423	16	10	593	30	1515
Input Volume	16	231	13	1	3	207	435	17	12	614	28	1577
% of Volume	94	95	77	100	100	94	97	94	83	97	107	96

2: N Washington St/SR 49 & W School St/Columbia Way Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	7.8	5.0	3.8	0.1	0.0	2.3
Total Del/Veh (s)	7.8	5.7	10.9	14.9	9.2	7.7	5.4	10.4
Vehicles Exited	17	43	70	580	11	754	82	1557
Hourly Exit Rate	17	43	70	580	11	754	82	1557
Input Volume	17	40	77	603	10	788	84	1619
% of Volume	100	108	91	96	110	96	98	96

3: Columbia Way & Colombia Way Performance by movement

Movement	EBL	EBT	NBT	SBR	All
Denied Del/Veh (s)	0.0		0.0	0.1	0.0
Total Del/Veh (s)	0.6		1.5	35.2	10.4
Vehicles Exited	29	0	11	14	54
Hourly Exit Rate	29	0	11	14	54
Input Volume	29	3	10	17	59
% of Volume	100	0	110	82	92

Total Network Performance

Denied Del/Veh (s)	4.1
Total Del/Veh (s)	33.8
Vehicles Exited	1656
Hourly Exit Rate	1656
Input Volume	4920
% of Volume	34

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	485	197	54	85	12	35	315
Average Queue (ft)	171	148	17	58	0	4	50
95th Queue (ft)	472	243	47	89	12	21	347
Link Distance (ft)	1155		52	54	54		1130
Upstream Blk Time (%)			11	19			2
Queuing Penalty (veh)			2	58			0
Storage Bay Dist (ft)		130				50	
Storage Blk Time (%)	0	50				0	4
Queuing Penalty (veh)	1	8				0	1

Intersection: 2: N Washington St/SR 49 & W School St/Columbia Way

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	TR
Maximum Queue (ft)	57	124	417	117
Average Queue (ft)	29	26	103	54
95th Queue (ft)	51	78	335	120
Link Distance (ft)	1136		757	54
Upstream Blk Time (%)			1	4
Queuing Penalty (veh)			0	32
Storage Bay Dist (ft)		80		
Storage Blk Time (%)		0	9	
Queuing Penalty (veh)		0	7	

Intersection: 3: Columbia Way & Colombia Way

Movement	EB	NB	SB
Directions Served	L	T	R
Maximum Queue (ft)	3	3	45
Average Queue (ft)	0	0	5
95th Queue (ft)	3	3	35
Link Distance (ft)	52	113	664
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 109

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.6	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.4	0.4
Total Del/Veh (s)	38.8	29.2	15.6	69.0	33.7	17.5	8.1	1.3	0.3	4.2	3.0	1.0
Vehicles Exited	14	1	142	9	1	6	138	537	16	4	530	16
Hourly Exit Rate	14	1	142	9	1	6	138	537	16	4	530	16
Input Volume	14	1	143	11	1	5	143	550	15	6	534	15
% of Volume	100	100	99	82	100	120	97	98	107	67	99	107

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	4.9
Vehicles Exited	1414
Hourly Exit Rate	1414
Input Volume	1438
% of Volume	98

2: N Washington St/SR 49 & W School St/Columbia Way Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.2	0.6	0.6	0.0	0.0	0.4
Total Del/Veh (s)	6.6	5.5	4.7	7.2	4.2	5.9	3.7	6.4
Vehicles Exited	28	34	28	651	8	642	58	1449
Hourly Exit Rate	28	34	28	651	8	642	58	1449
Input Volume	30	33	27	665	9	655	54	1473
% of Volume	93	103	104	98	89	98	107	98

3: Columbia Way & Colombia Way Performance by movement

Movement	EBL	NBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.6	1.4	0.5	0.7
Vehicles Exited	21	8	16	45
Hourly Exit Rate	21	8	16	45
Input Volume	22	9	17	48
% of Volume	95	89	94	94

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	11.9
Vehicles Exited	1504
Hourly Exit Rate	1504
Input Volume	4453
% of Volume	34

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	EB	WB	NB	SB	SB
Directions Served	LT	R	LTR	L	L	TR
Maximum Queue (ft)	57	133	51	75	21	62
Average Queue (ft)	10	53	13	42	2	5
95th Queue (ft)	44	110	39	73	11	28
Link Distance (ft)	1155		52	54		1130
Upstream Blk Time (%)			3	5		
Queuing Penalty (veh)			1	19		
Storage Bay Dist (ft)		130			50	
Storage Blk Time (%)	0	1				0
Queuing Penalty (veh)	0	0				0

Intersection: 2: N Washington St/SR 49 & W School St/Columbia Way

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	TR
Maximum Queue (ft)	59	26	163	103
Average Queue (ft)	29	7	38	32
95th Queue (ft)	51	26	105	86
Link Distance (ft)	1136		757	54
Upstream Blk Time (%)				1
Queuing Penalty (veh)				8
Storage Bay Dist (ft)		80		
Storage Blk Time (%)			1	
Queuing Penalty (veh)			0	

Intersection: 3: Columbia Way & Colombia Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	664
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 28

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	2.5	0.0	0.0	0.0	0.0	0.0	3.0	0.4	0.5	0.4
Total Del/Veh (s)	38.0	10.6	98.4	25.4	7.3	1.3	0.2	7.8	2.8	0.9	5.0
Vehicles Exited	9	139	19	7	144	600	20	3	509	15	1465
Hourly Exit Rate	9	139	19	7	144	600	20	3	509	15	1465
Input Volume	10	143	20	7	151	609	21	5	510	14	1490
% of Volume	90	97	95	100	95	99	95	60	100	107	98

2: N Washington St/SR 49 & W School St/Columbia Way Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.0	0.8	0.6	0.0	0.0	0.4
Total Del/Veh (s)	6.3	4.5	4.8	7.9	4.6	5.5	2.5	6.6
Vehicles Exited	24	26	18	739	12	628	42	1489
Hourly Exit Rate	24	26	18	739	12	628	42	1489
Input Volume	25	24	19	755	12	637	39	1511
% of Volume	96	108	95	98	100	99	108	99

3: Columbia Way & Colombia Way Performance by movement

Movement	EBL	EBT	NBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.5	0.1	1.4	54.9	23.7
Vehicles Exited	24	1	12	27	64
Hourly Exit Rate	24	1	12	27	64
Input Volume	26	1	12	27	66
% of Volume	92	100	100	100	97

Total Network Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	13.3
Vehicles Exited	1526
Hourly Exit Rate	1526
Input Volume	4611
% of Volume	33

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	36	110	67	73	5	18	40
Average Queue (ft)	5	43	30	39	0	1	3
95th Queue (ft)	21	88	67	70	5	10	23
Link Distance (ft)	1155		52	54	54		1130
Upstream Blk Time (%)			22	4	0		
Queuing Penalty (veh)			6	17	0		
Storage Bay Dist (ft)		130				50	
Storage Blk Time (%)		0				0	0
Queuing Penalty (veh)		0				0	0

Intersection: 2: N Washington St/SR 49 & W School St/Columbia Way

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	TR
Maximum Queue (ft)	60	28	200	81
Average Queue (ft)	27	4	41	15
95th Queue (ft)	51	20	127	55
Link Distance (ft)	1136		757	54
Upstream Blk Time (%)				0
Queuing Penalty (veh)				2
Storage Bay Dist (ft)		80		
Storage Blk Time (%)			2	
Queuing Penalty (veh)			0	

Intersection: 3: Columbia Way & Colombia Way

Movement	EB	NB	SB
Directions Served	L	T	R
Maximum Queue (ft)	3	3	97
Average Queue (ft)	0	0	18
95th Queue (ft)	3	3	100
Link Distance (ft)	52	113	664
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 26

Appendix D. Cumulative with Bypass Conditions Volumes Development

Tuolumne County GP - EX 2015 AM

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
1	198	438	13	11	523	21	14	1	231	11	3	9	1,473
2	80	626			679	74	18		42				1,519

Tuolumne County GP - EX 2015 PM

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
1	178	570	16	9	554	22	13	0	173	9	1	11	1,556
2	19	745			694	43	25		24				1,550

Tuolumne County GP - CUML 2040 AM

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
1	159	351	10	8	365	14	17	1	273	13	4	11	1,226
2	63	491			479	52	19		45				1,149

Tuolumne County GP - CUML 2040 PM

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	143	456	13	6	388	15	15	0	205	11	1	13	1,266
2	15	584			491	31	27		26				1,174

Sonora Downtown Plan - 2012 AM

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	199	430	18	14	506	24	18	0	220	8	0	8	1,445

Sonora Downtown Plan - 2012 School Peak

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	167	551	29	37	574	30	20	1	222	9	1	9	1,650

Tuolumne County GP CUML 2040 AM Total / Sonora Downtown Plan 2012 AM Total

0.848443

Est. 2040 School Peak

1	142	467	25	31	444	25	17	1	188	8	1	8	1,357

Tuolumne County GP 2015 AM

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	198	438	13	11	523	21	14	1	231	11	3	9	1,473
2	80	626	0	0	679	74	18	0	42	0	0	0	1,519

NDS 2025 AM

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	207	396	17	12	614	28	16	0	231	13	1	3	1,538
2	77	603	10	0	774	84	17	0	40	0	0	0	1,605

Sonora Downtown Plan 2012 School Peak

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	167	551	29	37	574	30	20	1	222	9	1	9	1,650
2	29	706	17	15	660	56	32	1	35	0	0	0	1,551

NDS 2025 School Peak

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	151	588	22	19	444	14	13	1	185	11	0	6	1,454
2	30	728	13	0	590	50	33	0	36	0	0	0	1,480

Tuolumne County GP 2015 PM

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	178	570	16	9	554	22	13	0	173	9	1	11	1,556
2	19	745	0	0	694	43	25	0	24	0	0	0	1,550

NDS 2025 PM

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	151	608	21	5	508	14	10	0	143	20	0	7	1,487
2	19	755	12	0	632	39	25	0	24	0	0	0	1,506

Sonora Downtown Plan 2012 School Peak

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	167	551	29	37	574	30	20	1	222	9	1	9	1,650
2	29	706	17	15	660	56	32	1	35	0	0	0	1,551

Est. 2040 School Peak

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	142	467	25	31	444	25	17	1	188	8	1	8	1,357
2	25	607	15	0	590	50	27	0	30	0	0	0	1,344

Year	Peak	Int #	Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
2025	AM	1	SR 49 & Shaws Flat Rd / Columbia Way	207	396	17	12	614	28	16	0	231	13	1	3	1,538
2040	AM	1	SR 49 & Shaws Flat Rd / Columbia Way	159	351	10	8	365	14	17	1	273	13	4	11	1,226
2025	PM	1	SR 49 & Shaws Flat Rd / Columbia Way	151	608	21	5	510	14	10	0	143	20	0	7	1,489
2040	PM	1	SR 49 & Shaws Flat Rd / Columbia Way	143	456	13	6	388	15	15	0	205	11	1	13	1,266
2025	SCHOOL	1	SR 49 & Shaws Flat Rd / Columbia Way	143	537	15	6	534	15	14	1	143	11	1	5	1,425
2040	SCHOOL	1	SR 49 & Shaws Flat Rd / Columbia Way	142	467	25	31	444	25	17	1	188	8	1	8	1,357
2025	AM	2	SR 49 & School St	84	603	0	0	774	84	17	0	44	0	0	0	1,606
2040	AM	2	SR 49 & School St	63	501	0	0	599	52	19	0	45	0	0	0	1,279
2025	PM	2	SR 49 & School St	19	755	12	0	634	39	25	0	24	0	0	0	1,508
2040	PM	2	SR 49 & School St	15	585	0	0	573	31	27	0	26	0	0	0	1,257
2025	SCHOOL	2	SR 49 & School St	27	665	9	0	634	54	30	0	33	0	0	0	1,452
2040	SCHOOL	2	SR 49 & School St	25	607	15	0	590	50	27	0	30	0	0	0	1,344

EX CONFIGURATION --> AWSC / SIGNAL / 4LegRBT

2025 AM

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	207	396	17	12	614	28	16	0	231	13	1	3	1,538
2	84	603	0	0	774	84	17	0	44	0	0	0	1,606

Int 2 - Removal

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1													
2		-84		0									

Int 2 - Reassign

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	84												
2			84				84						

Int 2 - EBT Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2								0				

Int 2 - EBT Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1			0									
2							0					

Int 2 - SBL Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1						0						
2					0							

Int 2 - SBL Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1				0								
2												

FUTURE AWSC / SIGNAL CONFIGURATION - 2040 AM

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	84	207	396	17	12	614	28	16	0	231	13	1	3	1,538
2	0	0	687	0	0	774	168	17	0	44	0	0	0	1,690

2025 SCHOOL

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	143	537	15	6	534	15	14	1	143	11	1	5	1,425
2	27	665	9	0	634	54	30	0	33	0	0	0	1,452

Int 2 - NBR Removal

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1													
2		-27		-9									

Int 2 - NBR Reassign

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	27												
2			27				27						

Int 2 - EBT Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2								0				

Int 2 - EBT Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1			0									
2							0					

Int 2 - SBL Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1						0						
2					0							

Int 2 - SBL Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1				0								
2												

FUTURE AWSC / SIGNAL CONFIGURATION - 2040 SCHOOL

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	27	143	537	15	6	534	15	14	1	143	11	1	5	1,425
2	0	0	692	0	0	634	81	30	0	33	0	0	0	1,470

2025 PM

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	151	608	21	5	510	14	10	0	143	20	0	7	1,489
2	19	755	12	0	634	39	25	0	24	0	0	0	1,508

Int 2 - NBR Removal

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1													
2		-19		-12									

Int 2 - NBR Reassign

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	19												
2			19					19					

Int 2 - EBT Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2								0				

Int 2 - EBT Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1			0									
2							0					

Int 2 - SBL Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1						0						
2					0							

Int 2 - SBL Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1				0								
2												

FUTURE AWSC / SIGNAL CONFIGURATION - 2040 PM

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	19	151	608	21	5	510	14	10	0	143	20	0	7	1,489
2	0	0	774	0	0	634	58	25	0	24	0	0	0	1,515

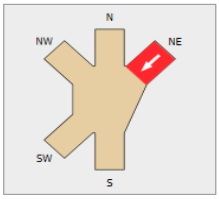
EX CONFIGURATION --> 5-LEG RBT

2025 AM

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	207	396	17	12	614	28	16	0	231	13	1	3	1,538
2	84	603	0	0	774	84	17	0	44	0	0	0	1,606

Approach Selector



INT 1 SBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	554	60						

INT 1 EBR Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	208	23						

INT 1 WBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	12	1						

INT 2 NBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	201	385	17									
2												

INT 2 EBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	6	11	0									
2												

Int 1

INT ID	NB-SW	NB-NW	NB-N (NBT)	SB-S (SBT)	SB-SW	SB-NW	NEB-NW	NEB-N	NEB-S	SEB-N	SEB-S	SEB-SW	SWB-S	SWB-SW	SWB-NW	SWB-N
1	84	201	385	566	60	28	6	11	44	16	208	23	12	1	1	3

2025 SCHOOL

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	143	537	15	6	534	15	14	1	143	11	1	5	1,425
2	27	665	9	0	634	54	30	0	33	0	0	0	1,452

INT 1 SBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	492	42						

INT 1 EBR Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	132	11						

INT 1 WBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	10	1						

INT 2 NBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	137	513	15									
2												

INT 2 EBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	6	24	0									
2												

Int 1

INT ID	NB-SW	NB-NW	NB-N (NBT)	SB-S (SBT)	SB-SW	SB-NW	NEB-NW	NEB-N	NEB-S	SEB-N	SEB-S	SEB-SW	SWB-S	SWB-SW	SWB-NW	SWB-N
1	27	137	513	498	42	15	6	24	33	14	133	11	10	1	1	5

2025 PM

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	151	608	21	5	510	14	10	0	143	20	0	7	1,489
2	19	755	12	0	634	39	25	0	24	0	0	0	1,508

INT 1 SBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	480	30						

INT 1 EBR Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	135	8						

INT 1 WBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	19	1						

INT 2 NBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	146	588	21									
2												

INT 2 EBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	5	20	0									
2												

Int 1

INT ID	NB-SW	NB-NW	NB-N (NBT)	SB-S (SBT)	SB-SW	SB-NW	NEB-NW	NEB-N	NEB-S	SEB-N	SEB-S	SEB-SW	SWB-S	SWB-SW	SWB-NW	SWB-N
1	19	146	588	485	30	14	5	20	24	10	135	8	19	1	0	7

EX CONFIGURATION --> AWSC / SIGNAL / 4LegRBT

2040 AM

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	159	351	10	8	365	14	17	1	273	13	4	11	1,226
2	63	501	0	0	599	52	19	0	45	0	0	0	1,279

Int 2 - Removal

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1													
2		-63		0									

Int 2 - Reassign

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	63												
2			63					63					

Int 2 - EBT Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2								0				

Int 2 - EBT Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1			0									
2							0					

Int 2 - SBL Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1						0						
2					0							

Int 2 - SBL Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1				0								
2												

FUTURE AWSC / SIGNAL CONFIGURATION - 2040 AM

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	63	159	351	10	8	365	14	17	1	273	13	4	11	1,226
2	0	0	564	0	0	599	115	19	0	45	0	0	0	1,342

2040 SCHOOL

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	142	467	25	31	444	25	17	1	188	8	1	8	1,357
2	25	607	15	0	590	50	27	0	30	0	0	0	1,344

Int 2 - NBR Removal

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1													
2		-25		-15									

Int 2 - NBR Reassign

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	25												
2			25					25					

Int 2 - EBT Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2								0				

Int 2 - EBT Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1			0									
2							0					

Int 2 - SBL Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1						0						
2					0							

Int 2 - SBL Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1				0								
2												

FUTURE AWSC / SIGNAL CONFIGURATION - 2040 SCHOOL

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	25	142	467	25	31	444	25	17	1	188	8	1	8	1,357
2	0	0	632	0	0	590	75	27	0	30	0	0	0	1,354

2040 PM

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	143	456	13	6	388	15	15	0	205	11	1	13	1,266
2	15	585	0	0	573	31	27	0	26	0	0	0	1,257

Int 2 - NBR Removal

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1													
2		-15		0									

Int 2 - NBR Reassign

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	15												
2			15				15						

Int 2 - EBT Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2								0				

Int 2 - EBT Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1			0									
2							0					

Int 2 - SBL Removal

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1						0						
2					0							

Int 2 - SBL Reassign

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1				0								
2												

FUTURE AWSC / SIGNAL CONFIGURATION - 2040 PM

INT ID	NBU	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	15	143	456	13	6	388	15	15	0	205	11	1	13	1,266
2	0	0	600	0	0	573	46	27	0	26	0	0	0	1,272

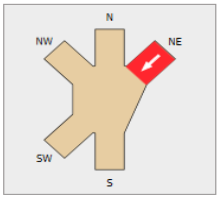
EX CONFIGURATION --> 5-LEG RBT

2040 AM

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	159	351	10	8	365	14	17	1	273	13	4	11	1,226
2	63	501	0	0	599	52	19	0	45	0	0	0	1,279

Approach Selector



INT 1 SBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	336	29						

INT 1 EBR Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	251	22						

INT 1 WBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	12	1						

INT 2 NBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	153	338	10									
2												

INT 2 EBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	6	13	0									
2												

Int 1

INT ID	NB-SW	NB-NW	NB-N (NBT)	SB-S (SBT)	SB-SW	SB-NW	NEB-NW	NEB-N	NEB-S	SEB-N	SEB-S	SEB-SW	SWB-S	SWB-SW	SWB-NW	SWB-N
1	63	153	338	344	29	14	6	13	45	17	252	22	12	1	4	11

2040 SCHOOL

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	142	467	25	31	444	25	17	1	188	8	1	8	1,357
2	25	607	15	0	590	50	27	0	30	0	0	0	1,344

INT 1 SBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	409	35						

INT 1 EBR Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	173	15						

INT 1 WBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	7	1						

INT 2 NBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	136	446	25									
2												

INT 2 EBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	6	21	0									
2												

Int 1

INT ID	NB-SW	NB-NW	NB-N (NBT)	SB-S (SBT)	SB-SW	SB-NW	NEB-NW	NEB-N	NEB-S	SEB-N	SEB-S	SEB-SW	SWB-S	SWB-SW	SWB-NW	SWB-N
1	25	136	446	440	35	25	6	21	30	17	174	15	7	1	1	8

2040 PM

EX CONFIGURATION

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	143	456	13	6	388	15	15	0	205	11	1	13	1,266
2	15	585	0	0	573	31	27	0	26	0	0	0	1,257

INT 1 SBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	368	20						

INT 1 EBR Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	194	11						

INT 1 WBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1												
2				0	10	1						

INT 2 NBT Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	137	435	13									
2												

INT 2 EBL Proportioning Out

INT ID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	6	21	0									
2												

Int 1

INT ID	NB-SW	NB-NW	NB-N (NBT)	SB-S (SBT)	SB-SW	SB-NW	NEB-NW	NEB-N	NEB-S	SEB-N	SEB-S	SEB-SW	SWB-S	SWB-SW	SWB-NW	SWB-N
1	15	137	435	374	20	15	6	21	26	15	194	11	10	1	1	13

Appendix E. Cumulative (2040) with Bypass No Build Conditions SimTraffic Outputs

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.9	0.2	2.7	0.0	0.0	5.3	0.0	0.0	0.0	3.4	0.9	0.5
Total Del/Veh (s)	28.2	17.4	28.9	59.7	20.3	12.0	6.7	1.9	0.4	4.9	3.7	1.2
Vehicles Exited	17	1	271	11	4	13	164	405	10	8	358	14
Hourly Exit Rate	17	1	271	11	4	13	164	405	10	8	358	14
Input Volume	17	1	273	13	5	11	159	389	10	8	365	14
% of Volume	100	100	99	85	80	118	103	104	100	100	98	100

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	9.8
Vehicles Exited	1276
Hourly Exit Rate	1276
Input Volume	1265
% of Volume	101

2: N Washington St/SR 49 & W School St/Columbia Way Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.4	3.1	0.3	0.2	0.0	0.4
Total Del/Veh (s)	14.0	8.7	4.3	6.1	7.0	4.5	6.8
Vehicles Exited	39	88	64	508	593	52	1344
Hourly Exit Rate	39	88	64	508	593	52	1344
Input Volume	19	45	63	501	605	52	1285
% of Volume	205	196	102	101	98	100	105

3: Columbia Way & Colombia Way Performance by movement

Movement	EBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	0.7	10.0	6.3
Vehicles Exited	19	28	47
Hourly Exit Rate	19	28	47
Input Volume	19	28	47
% of Volume	100	100	100

Total Network Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	16.7
Vehicles Exited	1431
Hourly Exit Rate	1431
Input Volume	3931
% of Volume	36

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	328	196	67	120	103	26	50
Average Queue (ft)	45	106	25	47	4	3	5
95th Queue (ft)	203	197	59	92	42	16	26
Link Distance (ft)	1155		52	54	54		1130
Upstream Blk Time (%)			8	6			
Queuing Penalty (veh)			2	15			
Storage Bay Dist (ft)		130				50	
Storage Blk Time (%)	0	15					0
Queuing Penalty (veh)	1	3					0

Intersection: 2: N Washington St/SR 49 & W School St/Columbia Way

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	TR
Maximum Queue (ft)	196	48	103	101
Average Queue (ft)	86	17	30	30
95th Queue (ft)	153	39	78	71
Link Distance (ft)	1136		757	54
Upstream Blk Time (%)				1
Queuing Penalty (veh)				6
Storage Bay Dist (ft)		80		
Storage Blk Time (%)			1	
Queuing Penalty (veh)			0	

Intersection: 3: Columbia Way & Colombia Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	62
Average Queue (ft)	6
95th Queue (ft)	35
Link Distance (ft)	664
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 26

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.4	0.4
Total Del/Veh (s)	27.2	19.4	13.2	48.0	16.9	10.7	6.1	1.3	0.3	4.5	2.9	1.2
Vehicles Exited	17	2	180	7	1	10	138	459	26	34	432	24
Hourly Exit Rate	17	2	180	7	1	10	138	459	26	34	432	24
Input Volume	17	1	188	8	2	8	142	467	25	31	444	25
% of Volume	100	200	96	88	50	125	97	98	104	110	97	96

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	4.7
Vehicles Exited	1330
Hourly Exit Rate	1330
Input Volume	1358
% of Volume	98

2: N Washington St/SR 49 & W School St/Columbia Way Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.1	0.6	0.8	0.0	0.1	0.4
Total Del/Veh (s)	7.2	5.4	5.1	7.0	3.2	6.2	3.3	6.4
Vehicles Exited	26	29	25	597	16	570	53	1316
Hourly Exit Rate	26	29	25	597	16	570	53	1316
Input Volume	27	30	25	607	15	595	50	1349
% of Volume	96	97	100	98	107	96	106	98

3: Columbia Way & Colombia Way Performance by movement

Movement	EBL	NBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.8	1.5	4.5	1.6
Vehicles Exited	63	16	18	97
Hourly Exit Rate	63	16	18	97
Input Volume	57	15	17	90
% of Volume	111	107	106	108

Total Network Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	11.7
Vehicles Exited	1402
Hourly Exit Rate	1402
Input Volume	4224
% of Volume	33

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	EB	WB	NB	SB	SB
Directions Served	LT	R	LTR	L	L	TR
Maximum Queue (ft)	95	151	58	72	40	67
Average Queue (ft)	13	57	16	39	11	7
95th Queue (ft)	55	117	45	70	34	36
Link Distance (ft)	1155		52	54		1130
Upstream Blk Time (%)			3	3		
Queuing Penalty (veh)			0	10		
Storage Bay Dist (ft)		130			50	
Storage Blk Time (%)	0	1			0	0
Queuing Penalty (veh)	0	0			0	0

Intersection: 2: N Washington St/SR 49 & W School St/Columbia Way

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	TR
Maximum Queue (ft)	62	33	126	108
Average Queue (ft)	28	7	35	26
95th Queue (ft)	53	26	93	79
Link Distance (ft)	1136		757	54
Upstream Blk Time (%)				1
Queuing Penalty (veh)				10
Storage Bay Dist (ft)		80		
Storage Blk Time (%)			1	
Queuing Penalty (veh)			0	

Intersection: 3: Columbia Way & Colombia Way

Movement	EB	NB	SB
Directions Served	L	T	R
Maximum Queue (ft)	6	9	19
Average Queue (ft)	0	0	1
95th Queue (ft)	4	5	15
Link Distance (ft)	52	113	664
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 21

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.3	0.3	0.5
Total Del/Veh (s)	20.5	11.5	44.4	11.2	8.9	4.7	1.2	0.2	4.4	2.5	0.7	4.4
Vehicles Exited	14	207	11	1	12	143	459	14	5	376	16	1258
Hourly Exit Rate	14	207	11	1	12	143	459	14	5	376	16	1258
Input Volume	15	205	11	1	13	143	457	13	6	388	15	1267
% of Volume	93	101	100	100	92	100	100	108	83	97	107	99

2: N Washington St/SR 49 & W School St/Columbia Way Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.4	0.5	0.0	0.2	0.3
Total Del/Veh (s)	6.6	4.5	4.3	6.6	5.8	3.3	6.1
Vehicles Exited	26	25	16	588	566	34	1255
Hourly Exit Rate	26	25	16	588	566	34	1255
Input Volume	27	26	15	585	577	31	1261
% of Volume	96	96	107	101	98	110	100

3: Columbia Way & Colombia Way Performance by movement

Movement	EBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	0.6	3.8	2.4
Vehicles Exited	19	24	43
Hourly Exit Rate	19	24	43
Input Volume	19	25	44
% of Volume	100	96	98

Total Network Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	11.1
Vehicles Exited	1306
Hourly Exit Rate	1306
Input Volume	3879
% of Volume	34

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	EB	WB	NB	SB	SB
Directions Served	LT	R	LTR	L	L	TR
Maximum Queue (ft)	39	149	58	73	23	64
Average Queue (ft)	8	60	19	35	2	5
95th Queue (ft)	26	117	50	65	13	30
Link Distance (ft)	1155		52	54		1130
Upstream Blk Time (%)			5	2		
Queuing Penalty (veh)			1	7		
Storage Bay Dist (ft)		130			50	
Storage Blk Time (%)		1				0
Queuing Penalty (veh)		0				0

Intersection: 2: N Washington St/SR 49 & W School St/Columbia Way

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	TR
Maximum Queue (ft)	64	38	138	89
Average Queue (ft)	27	4	27	15
95th Queue (ft)	53	22	87	55
Link Distance (ft)	1136		757	54
Upstream Blk Time (%)				0
Queuing Penalty (veh)				3
Storage Bay Dist (ft)		80		
Storage Blk Time (%)			1	
Queuing Penalty (veh)			0	

Intersection: 3: Columbia Way & Colombia Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	33
Average Queue (ft)	2
95th Queue (ft)	20
Link Distance (ft)	664
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 11

Appendix F. Cumulative (2040) with Bypass Build Conditions with Signal – SimTraffic Outputs

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.8	2.7	0.0	0.0	0.1	0.0	0.0	0.0	3.2	0.3	0.4
Total Del/Veh (s)	12.4	13.1	6.8	12.9	13.7	3.7	16.7	5.3	2.7	27.2	15.4	10.5
Vehicles Exited	14	1	270	12	4	13	160	346	9	6	364	14
Hourly Exit Rate	14	1	270	12	4	13	160	346	9	6	364	14
Input Volume	17	1	273	13	5	11	159	351	10	8	365	14
% of Volume	82	100	99	92	80	118	101	99	90	75	100	100

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	10.5
Vehicles Exited	1213
Hourly Exit Rate	1213
Input Volume	1227
% of Volume	99

2: N Washington St/SR 49 & W School St/Columbia Way Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.2	0.6	0.0	0.0	0.4
Total Del/Veh (s)	7.9	4.8	5.6	9.9	5.4	2.5	7.1
Vehicles Exited	16	43	62	498	600	52	1271
Hourly Exit Rate	16	43	62	498	600	52	1271
Input Volume	19	45	63	501	605	52	1285
% of Volume	84	96	98	99	99	100	99

3: Columbia Way & Colombia Way Performance by movement

Movement	EBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	0.9	0.4	0.6
Vehicles Exited	15	27	42
Hourly Exit Rate	15	27	42
Input Volume	19	28	47
% of Volume	79	96	89

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	18.0
Vehicles Exited	1322
Hourly Exit Rate	1322
Input Volume	3893
% of Volume	34

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	51	142	59	76	75	52	228
Average Queue (ft)	7	56	16	58	54	6	106
95th Queue (ft)	35	106	46	84	87	31	187
Link Distance (ft)	1155		52	54	54		1130
Upstream Blk Time (%)			1	18	10		
Queuing Penalty (veh)			0	46	26		
Storage Bay Dist (ft)		130				50	
Storage Blk Time (%)		0				0	25
Queuing Penalty (veh)		0				1	2

Intersection: 2: N Washington St/SR 49 & W School St/Columbia Way

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	TR
Maximum Queue (ft)	65	96	244	103
Average Queue (ft)	29	19	67	26
95th Queue (ft)	55	58	179	80
Link Distance (ft)	1136		757	54
Upstream Blk Time (%)				1
Queuing Penalty (veh)				9
Storage Bay Dist (ft)		80		
Storage Blk Time (%)			6	
Queuing Penalty (veh)			4	

Intersection: 3: Columbia Way & Colombia Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	25
Average Queue (ft)	1
95th Queue (ft)	15
Link Distance (ft)	664
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 88

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.3	2.8	0.0	0.0	0.3	0.0	0.0	0.0	3.0	0.5	0.4
Total Del/Veh (s)	19.5	12.8	7.0	15.6	9.7	4.6	20.4	5.1	2.6	28.6	14.0	7.9
Vehicles Exited	18	1	187	7	1	9	142	460	43	29	443	25
Hourly Exit Rate	18	1	187	7	1	9	142	460	43	29	443	25
Input Volume	17	1	188	8	2	8	142	467	40	31	444	25
% of Volume	106	100	99	88	50	112	100	99	108	94	100	100

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	10.6
Vehicles Exited	1365
Hourly Exit Rate	1365
Input Volume	1373
% of Volume	99

2: N Washington St/SR 49 & W School St/Columbia Way Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.3	0.6	0.0	0.0	0.4
Total Del/Veh (s)	10.1	5.9	12.1	16.9	6.0	3.5	11.1
Vehicles Exited	23	32	24	622	593	49	1343
Hourly Exit Rate	23	32	24	622	593	49	1343
Input Volume	27	30	25	622	595	50	1349
% of Volume	85	107	96	100	100	98	100

3: Columbia Way & Colombia Way Performance by movement

Movement	EBL	NBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.9	0.5	0.1	0.7
Vehicles Exited	74	12	15	101
Hourly Exit Rate	74	12	15	101
Input Volume	57	15	17	104
% of Volume	130	80	88	97

Total Network Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	22.0
Vehicles Exited	1439
Hourly Exit Rate	1439
Input Volume	4253
% of Volume	34

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	36	108	46	75	76	95	259
Average Queue (ft)	8	44	11	57	61	23	117
95th Queue (ft)	26	88	35	84	87	62	210
Link Distance (ft)	1155		52	54	54		1130
Upstream Blk Time (%)			0	19	14		
Queuing Penalty (veh)			0	63	45		
Storage Bay Dist (ft)		130				50	
Storage Blk Time (%)		0				3	24
Queuing Penalty (veh)		0				12	7

Intersection: 2: N Washington St/SR 49 & W School St/Columbia Way

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	TR
Maximum Queue (ft)	70	115	400	130
Average Queue (ft)	29	15	133	37
95th Queue (ft)	58	68	342	105
Link Distance (ft)	1136		757	54
Upstream Blk Time (%)			0	3
Queuing Penalty (veh)			0	18
Storage Bay Dist (ft)		80		
Storage Blk Time (%)			18	
Queuing Penalty (veh)			4	

Intersection: 3: Columbia Way & Colombia Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	664
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 150

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.4	0.4	0.6
Total Del/Veh (s)	13.8	5.7	14.8	10.3	4.9	17.2	4.7	3.0	27.2	14.2	7.8	9.5
Vehicles Exited	15	206	12	1	14	143	464	12	5	394	16	1282
Hourly Exit Rate	15	206	12	1	14	143	464	12	5	394	16	1282
Input Volume	15	205	11	1	13	143	457	13	6	388	15	1267
% of Volume	100	100	109	100	108	100	102	92	83	102	107	101

2: N Washington St/SR 49 & W School St/Columbia Way Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	3.3	0.6	0.0	0.0	0.3
Total Del/Veh (s)	7.5	4.2	5.9	11.6	5.3	2.3	8.2
Vehicles Exited	26	25	17	592	582	35	1277
Hourly Exit Rate	26	25	17	592	582	35	1277
Input Volume	27	26	15	585	577	31	1261
% of Volume	96	96	113	101	101	113	101

3: Columbia Way & Colombia Way Performance by movement

Movement	EBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	0.5
Vehicles Exited	18	27	45
Hourly Exit Rate	18	27	45
Input Volume	19	25	44
% of Volume	95	108	102

Total Network Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	18.5
Vehicles Exited	1331
Hourly Exit Rate	1331
Input Volume	3879
% of Volume	34

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	27	115	59	74	75	56	222
Average Queue (ft)	6	43	16	55	60	5	103
95th Queue (ft)	21	87	46	83	86	29	191
Link Distance (ft)	1155		52	54	54		1130
Upstream Blk Time (%)			1	16	12		
Queuing Penalty (veh)			0	48	36		
Storage Bay Dist (ft)		130				50	
Storage Blk Time (%)		0				0	23
Queuing Penalty (veh)		0				0	1

Intersection: 2: N Washington St/SR 49 & W School St/Columbia Way

Movement	EB	NB	NB	SB
Directions Served	LTR	L	TR	TR
Maximum Queue (ft)	57	50	317	95
Average Queue (ft)	27	5	92	24
95th Queue (ft)	50	29	235	79
Link Distance (ft)	1136		757	54
Upstream Blk Time (%)				1
Queuing Penalty (veh)				7
Storage Bay Dist (ft)		80		
Storage Blk Time (%)			9	
Queuing Penalty (veh)			1	

Intersection: 3: Columbia Way & Colombia Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	15
Link Distance (ft)	664
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 94

Appendix G. Cumulative (2040) with Bypass Build Conditions with 4-Legged Roundabout – SIDRA and SimTraffic Outputs

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road AM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: RoadName															
Lane 1[d]	634	3.0	634	3.0	1253	0.506	100	7.4	LOS A	4.7	119.3	Full	100	0.0	10.5
Approach	634	3.0	634	3.0		0.506		7.4	LOS A	4.7	119.3				
East: RoadName															
Lane 1[d]	30	3.0	30	3.0	725	0.042	100	5.4	LOS A	0.2	5.7	Full	780	0.0	0.0
Approach	30	3.0	30	3.0		0.042		5.4	LOS A	0.2	5.7				
North: RoadName															
Lane 1[d]	421	3.0	421	3.0	1011	0.416	100	8.1	LOS A	2.8	70.6	Full	1293	0.0	0.0
Approach	421	3.0	421	3.0		0.416		8.1	LOS A	2.8	70.6				
West: RoadName															
Lane 1[d]	316	3.0	316	3.0	806	0.392	100	9.2	LOS A	2.6	66.3	Full	1180	0.0	0.0
Approach	316	3.0	316	3.0		0.392		9.2	LOS A	2.6	66.3				
All Vehicles	1401	3.0	1401	3.0		0.506		8.0	LOS A	4.7	119.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: RoadName

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	68	173	382	11	634	3.0	1253	0.506	100	NA	NA
Approach	68	173	382	11	634	3.0		0.506			

East: RoadName

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	14	4	12	30	3.0	725	0.042	100	NA	NA
Approach	14	4	12	30	3.0		0.042			

North: RoadName											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	9	397	15	421	3.0	1011	0.416	100	NA	NA	
Approach	9	397	15	421	3.0		0.416				
West: RoadName											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	18	1	297	316	3.0	806	0.392	100	NA	NA	
Approach	18	1	297	316	3.0		0.392				
	Total	%HV	Deg.Satn (v/c)								
All Vehicles	1401	3.0		0.506							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: RoadName				
Lane 1	0.0	0.0	0.0	0.0
East: RoadName				
Lane 1	0.0	0.0	0.0	0.0
North: RoadName				
Lane 1	0.0	0.0	0.0	0.0
West: RoadName				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101v [School St & N Washington St AM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: RoadName															
Lane 1	615	3.0	615	3.0	1894	0.325	100	2.6	LOS A	0.1	1.7	Full	404	0.0	0.0
Approach	615	3.0	615	3.0		0.325		2.6	NA	0.1	1.7				
North: RoadName															
Lane 1	776	3.0	776	3.0	1864	0.416	100	0.0	LOS A	0.0	0.0	Full	100	0.0	0.0
Approach	776	3.0	776	3.0		0.416		0.0	NA	0.0	0.0				
West: RoadName															
Lane 1	70	3.0	70	3.0	105	0.665	100	88.1	LOS F	2.2	57.2	Full	500	0.0	0.0
Approach	70	3.0	70	3.0		0.665		88.1	LOS F	2.2	57.2				
All Vehicles	1461	3.0	1461	3.0		0.665		7.1	NA	2.2	57.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard (HCM).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Approach Lane Flows (veh/h)

South: RoadName

Mov. From S To Exit:	U S	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	1	613	615	3.0	1894	0.325	100	NA	NA
Approach	1	1	613	615	3.0		0.325			

North: RoadName

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	651	125	776	3.0	1864	0.416	100	NA	NA
Approach	651	125	776	3.0		0.416			

West: RoadName

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	21	49	70	3.0		105	0.665	100	NA	NA
Approach	21	49	70	3.0			0.665			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1461	3.0	0.665

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: RoadName				
Lane 1	0.0	0.0	0.0	0.0
North: RoadName				
Lane 1	0.0	0.0	0.0	0.0
West: RoadName				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road School (Site Folder: School)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: RoadName															
Lane 1[d]	716	3.0	716	3.0	1221	0.587	100	9.2	LOS A	5.8	148.6	Full	100	0.0	18.3
Approach	716	3.0	716	3.0		0.587		9.2	LOS A	5.8	148.6				
East: RoadName															
Lane 1[d]	18	3.0	18	3.0	658	0.028	100	5.8	LOS A	0.2	4.0	Full	780	0.0	0.0
Approach	18	3.0	18	3.0		0.028		5.8	LOS A	0.2	4.0				
North: RoadName															
Lane 1[d]	543	3.0	543	3.0	1066	0.510	100	9.2	LOS A	3.9	100.7	Full	1293	0.0	0.0
Approach	543	3.0	543	3.0		0.510		9.2	LOS A	3.9	100.7				
West: RoadName															
Lane 1[d]	224	3.0	224	3.0	746	0.300	100	8.3	LOS A	1.9	48.5	Full	1180	0.0	0.0
Approach	224	3.0	224	3.0		0.300		8.3	LOS A	1.9	48.5				
All Vehicles	1502	3.0	1502	3.0		0.587		9.0	LOS A	5.8	148.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: RoadName

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	27	154	508	27	716	3.0	1221	0.587	100	NA	NA
Approach	27	154	508	27	716	3.0		0.587			

East: RoadName

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	1	9	18	3.0	658	0.028	100	NA	NA

Approach	9	1	9	18	3.0			0.028			
North: RoadName											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	34	483	27	543	3.0		1066	0.510	100	NA	NA
Approach	34	483	27	543	3.0			0.510			
West: RoadName											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	18	1	204	224	3.0		746	0.300	100	NA	NA
Approach	18	1	204	224	3.0			0.300			
	Total	%HV	Deg.Satn (v/c)								
All Vehicles	1502	3.0		0.587							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: RoadName				
Lane 1	0.0	0.0	0.0	0.0
East: RoadName				
Lane 1	0.0	0.0	0.0	0.0
North: RoadName				
Lane 1	0.0	0.0	0.0	0.0
West: RoadName				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101v [School St & N Washington St School (Site Folder: School)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: RoadName															
Lane 1	689	3.0	689	3.0	1898	0.363	100	3.0	LOS A	0.1	1.6	Full	404	0.0	0.0
Approach	689	3.0	689	3.0		0.363		3.0	NA	0.1	1.6				
North: RoadName															
Lane 1	723	3.0	723	3.0	1880	0.384	100	0.0	LOS A	0.0	0.0	Full	100	0.0	0.0
Approach	723	3.0	723	3.0		0.384		0.0	NA	0.0	0.0				
West: RoadName															
Lane 1	62	3.0	62	3.0	74	0.840	100	152.8	LOS F	3.0	77.5	Full	500	0.0	0.0
Approach	62	3.0	62	3.0		0.840		152.8	LOS F	3.0	77.5				
All Vehicles	1474	3.0	1474	3.0		0.840		9.3	NA	3.0	77.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard (HCM).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Approach Lane Flows (veh/h)

South: RoadName

Mov. From S To Exit:	U S	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	1	687	689	3.0	1898	0.363	100	NA	NA
Approach	1	1	687	689	3.0		0.363			

North: RoadName

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	641	82	723	3.0	1880	0.384	100	NA	NA
Approach	641	82	723	3.0		0.384			

West: RoadName

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	29	33	62	3.0		74	0.840	100	NA	NA
Approach	29	33	62	3.0			0.840			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1474	3.0	0.840

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: RoadName				
Lane 1	0.0	0.0	0.0	0.0
North: RoadName				
Lane 1	0.0	0.0	0.0	0.0
West: RoadName				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road PM (Site Folder: PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: RoadName															
Lane 1[d]	682	3.0	682	3.0	1259	0.541	100	7.7	LOS A	5.3	135.9	Full	100	0.0	14.9
Approach	682	3.0	682	3.0		0.541		7.7	LOS A	5.3	135.9				
East: RoadName															
Lane 1[d]	27	3.0	27	3.0	698	0.039	100	5.6	LOS A	0.2	5.3	Full	780	0.0	0.0
Approach	27	3.0	27	3.0		0.039		5.6	LOS A	0.2	5.3				
North: RoadName															
Lane 1[d]	445	3.0	445	3.0	1080	0.412	100	7.6	LOS A	2.8	71.1	Full	1293	0.0	0.0
Approach	445	3.0	445	3.0		0.412		7.6	LOS A	2.8	71.1				
West: RoadName															
Lane 1[d]	240	3.0	240	3.0	832	0.289	100	7.5	LOS A	1.8	45.5	Full	1180	0.0	0.0
Approach	240	3.0	240	3.0		0.289		7.5	LOS A	1.8	45.5				
All Vehicles	1393	3.0	1393	3.0		0.541		7.6	LOS A	5.3	135.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: RoadName

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	16	155	496	14	682	3.0	1259	0.541	100	NA	NA
Approach	16	155	496	14	682	3.0		0.541			

East: RoadName

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	12	1	14	27	3.0	698	0.039	100	NA	NA
Approach	12	1	14	27	3.0		0.039			

North: RoadName											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	7	422	16	445	3.0	1080	0.412	100	NA	NA	
Approach	7	422	16	445	3.0		0.412				
West: RoadName											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	16	1	223	240	3.0	832	0.289	100	NA	NA	
Approach	16	1	223	240	3.0		0.289				
	Total	%HV	Deg.Satn (v/c)								
All Vehicles	1393	3.0		0.541							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: RoadName				
Lane 1	0.0	0.0	0.0	0.0
East: RoadName				
Lane 1	0.0	0.0	0.0	0.0
North: RoadName				
Lane 1	0.0	0.0	0.0	0.0
West: RoadName				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101v [School St & N Washington St PM (Site Folder: PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: RoadName															
Lane 1	654	3.0	654	3.0	1898	0.345	100	2.8	LOS A	0.1	1.5	Full	404	0.0	0.0
Approach	654	3.0	654	3.0		0.345		2.8	NA	0.1	1.5				
North: RoadName															
Lane 1	673	3.0	673	3.0	1893	0.355	100	0.0	LOS A	0.0	0.0	Full	100	0.0	0.0
Approach	673	3.0	673	3.0		0.355		0.0	NA	0.0	0.0				
West: RoadName															
Lane 1	58	3.0	58	3.0	78	0.740	100	125.9	LOS F	2.3	58.0	Full	500	0.0	0.0
Approach	58	3.0	58	3.0		0.740		125.9	LOS F	2.3	58.0				
All Vehicles	1385	3.0	1385	3.0		0.740		7.8	NA	2.3	58.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard (HCM).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Approach Lane Flows (veh/h)

South: RoadName

Mov. From S To Exit:	U S	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	1	652	654	3.0	1898	0.345	100	NA	NA
Approach	1	1	652	654	3.0		0.345			

North: RoadName

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	623	50	673	3.0	1893	0.355	100	NA	NA
Approach	623	50	673	3.0		0.355			

West: RoadName

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	29	28	58	3.0		78	0.740	100	NA	NA
Approach	29	28	58	3.0			0.740			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1385	3.0	0.740

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: RoadName				
Lane 1	0.0	0.0	0.0	0.0
North: RoadName				
Lane 1	0.0	0.0	0.0	0.0
West: RoadName				
Lane 1	0.0	0.0	0.0	0.0

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3
Total Del/Veh (s)	4.6	3.7	4.2	3.6	4.8	3.9	1.5	1.5	2.5	1.4	5.6	7.2
Vehicles Exited	16	1	270	10	4	11	65	156	354	12	8	358
Hourly Exit Rate	16	1	270	10	4	11	65	156	354	12	8	358
Input Volume	17	1	273	13	4	11	63	159	351	10	8	365
% of Volume	94	100	99	77	100	100	103	98	101	120	100	98

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.3	0.2
Total Del/Veh (s)	5.6	4.1
Vehicles Exited	13	1278
Hourly Exit Rate	13	1278
Input Volume	14	1289
% of Volume	93	99

2: N Washington St/SR 49 & W School St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.4	0.0	0.1	0.2
Total Del/Veh (s)	5.8	4.3	6.1	2.2	1.4	3.9
Vehicles Exited	20	42	567	593	119	1341
Hourly Exit Rate	20	42	567	593	119	1341
Input Volume	19	45	564	607	115	1350
% of Volume	105	93	101	98	103	99

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.8
Vehicles Exited	1329
Hourly Exit Rate	1329
Input Volume	4020
% of Volume	33

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	WB	B3	NB	NB	SB
Directions Served	LTR	LTR	T	UL	TR	LTR
Maximum Queue (ft)	92	78	2	42	48	131
Average Queue (ft)	41	13	0	5	7	48
95th Queue (ft)	76	47	2	25	31	99
Link Distance (ft)	1149	64	667	50	50	1131
Upstream Blk Time (%)		0		0	0	
Queuing Penalty (veh)		0		0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: N Washington St/SR 49 & W School St

Movement	EB	NB	SB
Directions Served	LR	T	TR
Maximum Queue (ft)	58	104	94
Average Queue (ft)	29	22	27
95th Queue (ft)	53	68	75
Link Distance (ft)	1142	763	50
Upstream Blk Time (%)			1
Queuing Penalty (veh)			8
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 9

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.2	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4
Total Del/Veh (s)	4.1	7.3	3.9	2.7	3.8	3.5	1.6	1.6	2.6	1.6	6.7	7.7
Vehicles Exited	18	1	184	5	1	8	25	146	468	28	30	434
Hourly Exit Rate	18	1	184	5	1	8	25	146	468	28	30	434
Input Volume	17	1	188	8	1	8	25	142	467	25	31	444
% of Volume	106	100	98	62	100	100	100	103	100	112	97	98

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.4	0.2
Total Del/Veh (s)	6.2	4.4
Vehicles Exited	24	1372
Hourly Exit Rate	24	1372
Input Volume	25	1382
% of Volume	96	99

2: N Washington St/SR 49 & W School St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.5	0.0	0.1	0.3
Total Del/Veh (s)	5.9	4.4	6.6	2.1	1.3	4.3
Vehicles Exited	26	28	642	576	79	1351
Hourly Exit Rate	26	28	642	576	79	1351
Input Volume	27	30	632	595	75	1359
% of Volume	96	93	102	97	105	99

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	9.3
Vehicles Exited	1409
Hourly Exit Rate	1409
Input Volume	4227
% of Volume	33

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	UL	TR	LTR
Maximum Queue (ft)	90	38	42	55	149
Average Queue (ft)	33	5	6	15	58
95th Queue (ft)	69	24	29	48	115
Link Distance (ft)	1149	64	50	50	1131
Upstream Blk Time (%)		0	0	0	
Queuing Penalty (veh)		0	0	1	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: N Washington St/SR 49 & W School St

Movement	EB	NB	SB
Directions Served	LR	T	TR
Maximum Queue (ft)	65	124	88
Average Queue (ft)	29	32	23
95th Queue (ft)	55	89	70
Link Distance (ft)	1142	763	50
Upstream Blk Time (%)			1
Queuing Penalty (veh)			7
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 8

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.4
Total Del/Veh (s)	3.5	3.6	3.1	2.1	3.2	1.5	1.5	2.5	1.6	5.8	6.9	5.5
Vehicles Exited	14	208	9	1	15	14	146	448	13	6	390	14
Hourly Exit Rate	14	208	9	1	15	14	146	448	13	6	390	14
Input Volume	15	205	11	1	13	15	143	457	13	6	388	15
% of Volume	93	101	82	100	115	93	102	98	100	100	101	93

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.0
Vehicles Exited	1278
Hourly Exit Rate	1278
Input Volume	1282
% of Volume	100

2: N Washington St/SR 49 & W School St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.5	0.0	0.0	0.3
Total Del/Veh (s)	6.1	4.3	6.5	2.0	1.2	4.2
Vehicles Exited	23	27	598	577	50	1275
Hourly Exit Rate	23	27	598	577	50	1275
Input Volume	27	26	600	579	45	1277
% of Volume	85	104	100	100	111	100

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.9
Vehicles Exited	1312
Hourly Exit Rate	1312
Input Volume	3910
% of Volume	34

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	UL	TR	LTR
Maximum Queue (ft)	90	55	36	51	129
Average Queue (ft)	30	10	3	7	44
95th Queue (ft)	67	38	21	32	98
Link Distance (ft)	1149	64	50	50	1131
Upstream Blk Time (%)		0	0	0	
Queuing Penalty (veh)		0	0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: N Washington St/SR 49 & W School St

Movement	EB	NB	SB
Directions Served	LR	T	TR
Maximum Queue (ft)	66	112	89
Average Queue (ft)	28	29	24
95th Queue (ft)	54	84	68
Link Distance (ft)	1142	763	50
Upstream Blk Time (%)			1
Queuing Penalty (veh)			7
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 7

Appendix H. Cumulative (2040) with Bypass Build Conditions with 5-Legged Roundabout – SIDRA Outputs

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 49 (Washington St)															
Lane 1[d]	602	3.0	602	3.0	1240	0.486	100	7.4	LOS A	4.1	105.7	Full	404	0.0	0.0
Approach	602	3.0	602	3.0		0.486		7.4	LOS A	4.1	105.7				
NorthEast: Columbia Way															
Lane 1[d]	30	3.0	30	3.0	722	0.042	100	5.4	LOS A	0.2	5.7	Full	780	0.0	0.0
Approach	30	3.0	30	3.0		0.042		5.4	LOS A	0.2	5.7				
North: SR 49															
Lane 1[d]	421	3.0	421	3.0	1009	0.417	100	8.1	LOS A	2.8	71.0	Full	1293	0.0	0.0
Approach	421	3.0	421	3.0		0.417		8.1	LOS A	2.8	71.0				
NorthWest: Shaws Flat Rd															
Lane 1[d]	293	3.0	293	3.0	806	0.364	100	8.8	LOS A	2.4	60.4	Full	1180	0.0	0.0
Approach	293	3.0	293	3.0		0.364		8.8	LOS A	2.4	60.4				
SouthWest: School St															
Lane 1[d]	70	3.0	70	3.0	688	0.101	100	6.4	LOS A	0.6	14.5	Full	1061	0.0	0.0
Approach	70	3.0	70	3.0		0.101		6.4	LOS A	0.6	14.5				
All Vehicles	1416	3.0	1416	3.0		0.486		7.8	LOS A	4.1	105.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 49 (Washington St)

Mov. From S To Exit:	L3 SW	L1 NW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	68	166	367	602	3.0	1240	0.486	100	NA	NA
Approach	68	166	367	602	3.0		0.486			

NorthEast: Columbia Way

Mov.	L1	T1	R2	R3	Total	%HV	Deg.	Lane	Prob.	Ov.

From NE To Exit:	S	SW	NW	N			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	13	1	4	12	30	3.0	722	0.042	100	NA	NA
Approach	13	1	4	12	30	3.0		0.042			

North: SR 49											
Mov. From N To Exit:	T1 S	R1 SW	R3 NW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	374	32	15	421	3.0		1009	0.417	100	NA	NA
Approach	374	32	15	421	3.0			0.417			

NorthWest: Shaws Flat Rd											
Mov. From NW To Exit:	L3 N	R1 S	R2 SW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	18	274	1	293	3.0		806	0.364	100	NA	NA
Approach	18	274	1	293	3.0			0.364			

SouthWest: School St											
Mov. From SW To Exit:	L2 NW	L1 N	R3 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	14	49	70	3.0		688	0.101	100	NA	NA
Approach	7	14	49	70	3.0			0.101			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1416	3.0	0.486

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: SR 49 (Washington St)				
Lane 1	0.0	0.0	0.0	0.0
NorthEast: Columbia Way				
Lane 1	0.0	0.0	0.0	0.0
North: SR 49				
Lane 1	0.0	0.0	0.0	0.0
NorthWest: Shaws Flat Rd				
Lane 1	0.0	0.0	0.0	0.0
SouthWest: School St				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road School (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 49 (Washington St)															
Lane 1[d]	660	3.0	660	3.0	1226	0.538	100	8.3	LOS A	5.0	128.4	Full	404	0.0	0.0
Approach	660	3.0	660	3.0		0.538		8.3	LOS A	5.0	128.4				
NorthEast: Columbia Way															
Lane 1[d]	18	3.0	18	3.0	666	0.028	100	5.7	LOS A	0.2	3.9	Full	780	0.0	0.0
Approach	18	3.0	18	3.0		0.028		5.7	LOS A	0.2	3.9				
North: SR 49															
Lane 1[d]	543	3.0	543	3.0	1068	0.509	100	9.2	LOS A	3.9	99.4	Full	1293	0.0	0.0
Approach	543	3.0	543	3.0		0.509		9.2	LOS A	3.9	99.4				
NorthWest: Shaws Flat Rd															
Lane 1[d]	224	3.0	224	3.0	747	0.300	100	8.3	LOS A	1.9	48.4	Full	1180	0.0	0.0
Approach	224	3.0	224	3.0		0.300		8.3	LOS A	1.9	48.4				
SouthWest: School St															
Lane 1[d]	62	3.0	62	3.0	663	0.093	100	6.5	LOS A	0.5	13.6	Full	1061	0.0	0.0
Approach	62	3.0	62	3.0		0.093		6.5	LOS A	0.5	13.6				
All Vehicles	1508	3.0	1508	3.0		0.538		8.5	LOS A	5.0	128.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 49 (Washington St)

Mov. From S To Exit:	L3 SW	L1 NW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	27	148	485	660	3.0	1226	0.538	100	NA	NA
Approach	27	148	485	660	3.0		0.538			

NorthEast: Columbia Way

Mov.	L1	T1	R2	R3	Total	%HV	Deg.	Lane	Prob.	Ov.

From NE To Exit:	S	SW	NW	N			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	8	1	1	9	18	3.0	666	0.028	100	NA	NA
Approach	8	1	1	9	18	3.0		0.028			
North: SR 49											
Mov. From N To Exit:	T1 S	R1 SW	R3 NW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	478	38	27	543	3.0		1068	0.509	100	NA	NA
Approach	478	38	27	543	3.0			0.509			
NorthWest: Shaws Flat Rd											
Mov. From NW To Exit:	L3 N	R1 S	R2 SW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	18	189	16	224	3.0		747	0.300	100	NA	NA
Approach	18	189	16	224	3.0			0.300			
SouthWest: School St											
Mov. From SW To Exit:	L2 NW	L1 N	R3 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	23	33	62	3.0		663	0.093	100	NA	NA
Approach	7	23	33	62	3.0			0.093			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1508	3.0	0.538

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: SR 49 (Washington St)				
Lane 1	0.0	0.0	0.0	0.0
NorthEast: Columbia Way				
Lane 1	0.0	0.0	0.0	0.0
North: SR 49				
Lane 1	0.0	0.0	0.0	0.0
NorthWest: Shaws Flat Rd				
Lane 1	0.0	0.0	0.0	0.0
SouthWest: School St				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 49 (Washington St)															
Lane 1[d]	638	3.0	638	3.0	1230	0.519	100	8.0	LOS A	4.7	120.1	Full	404	0.0	0.0
Approach	638	3.0	638	3.0		0.519		8.0	LOS A	4.7	120.1				
NorthEast: Columbia Way															
Lane 1[d]	27	3.0	27	3.0	688	0.039	100	5.7	LOS A	0.2	5.5	Full	780	0.0	0.0
Approach	27	3.0	27	3.0		0.039		5.7	LOS A	0.2	5.5				
North: SR 49															
Lane 1[d]	445	3.0	445	3.0	1077	0.413	100	7.6	LOS A	2.8	72.3	Full	1293	0.0	0.0
Approach	445	3.0	445	3.0		0.413		7.6	LOS A	2.8	72.3				
NorthWest: Shaws Flat Rd															
Lane 1[d]	239	3.0	239	3.0	831	0.288	100	7.5	LOS A	1.8	45.4	Full	1180	0.0	0.0
Approach	239	3.0	239	3.0		0.288		7.5	LOS A	1.8	45.4				
SouthWest: School St															
Lane 1[d]	58	3.0	58	3.0	711	0.081	100	5.9	LOS A	0.4	11.4	Full	1061	0.0	0.0
Approach	58	3.0	58	3.0		0.081		5.9	LOS A	0.4	11.4				
All Vehicles	1407	3.0	1407	3.0		0.519		7.7	LOS A	4.7	120.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 49 (Washington St)

Mov. From S To Exit:	L3 SW	L1 NW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	16	149	473	638	3.0	1230	0.519	100	NA	NA
Approach	16	149	473	638	3.0		0.519			

NorthEast: Columbia Way

Mov.	L1	T1	R2	R3	Total	%HV	Deg.	Lane	Prob.	Ov.

From NE To Exit:	S	SW	NW	N			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	11	1	1	14	27	3.0	688	0.039	100	NA	NA
Approach	11	1	1	14	27	3.0		0.039			

North: SR 49											
Mov. From N To Exit:	T1 S	R1 SW	R3 NW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	407	22	16	445	3.0		1077	0.413	100	NA	NA
Approach	407	22	16	445	3.0			0.413			

NorthWest: Shaws Flat Rd											
Mov. From NW To Exit:	L3 N	R1 S	R2 SW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	16	211	12	239	3.0		831	0.288	100	NA	NA
Approach	16	211	12	239	3.0			0.288			

SouthWest: School St											
Mov. From SW To Exit:	L2 NW	L1 N	R3 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	23	28	58	3.0		711	0.081	100	NA	NA
Approach	7	23	28	58	3.0			0.081			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1407	3.0	0.519

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: SR 49 (Washington St)				
Lane 1	0.0	0.0	0.0	0.0
NorthEast: Columbia Way				
Lane 1	0.0	0.0	0.0	0.0
North: SR 49				
Lane 1	0.0	0.0	0.0	0.0
NorthWest: Shaws Flat Rd				
Lane 1	0.0	0.0	0.0	0.0
SouthWest: School St				
Lane 1	0.0	0.0	0.0	0.0

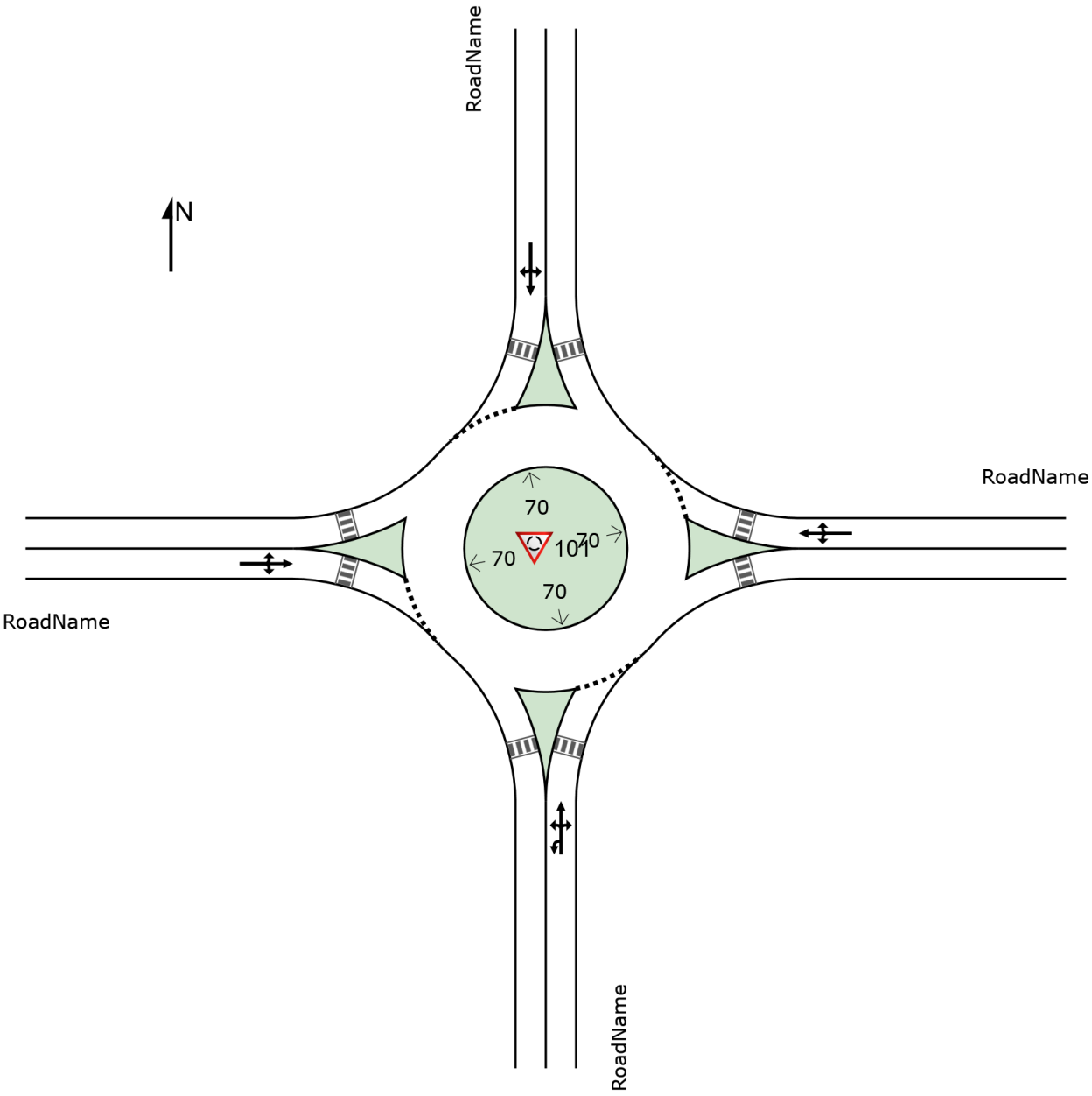
Appendix I. Cumulative (2040) without Bypass Build Conditions with 4-Legged and 5-Legged Roundabouts – SimTraffic and SIDRA Outputs

SITE LAYOUT

Site: 101 [SR 49 & Shaws Flat Road AM (Site Folder: AM)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road AM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 1 years

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: RoadName															
Lane 1[d]	871	3.0	871	3.0	1239	0.703	100	11.0	LOS B	9.8	251.0	Full	100	0.0	51.1
Approach	871	3.0	871	3.0		0.703		11.0	LOS B	9.8	251.0				
East: RoadName															
Lane 1[d]	21	3.0	21	3.0	540	0.039	100	7.1	LOS A	0.2	5.9	Full	780	0.0	0.0
Approach	21	3.0	21	3.0		0.039		7.1	LOS A	0.2	5.9				
North: RoadName															
Lane 1[d]	818	3.0	818	3.0	900	0.909	100	31.6	LOS D	26.6	680.7	Full	1293	0.0	0.0
Approach	818	3.0	818	3.0		0.909		31.6	LOS D	26.6	680.7				
West: RoadName															
Lane 1[d]	310	3.0	310	3.0	427	0.726	100	30.4	LOS D	7.9	203.3	Full	1180	0.0	0.0
Approach	310	3.0	310	3.0		0.726		30.4	LOS D	7.9	203.3				
All Vehicles	2020	3.0	2020	3.0		0.909		22.3	LOS C	26.6	680.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: RoadName

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	96	259	495	21	871	3.0	1239	0.703	100	NA	NA
Approach	96	259	495	21	871	3.0		0.703			

East: RoadName

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	16	1	4	21	3.0	540	0.039	100	NA	NA

Approach	16	1	4	21	3.0			0.039			
North: RoadName											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	15	768	35	818	3.0		900	0.909	100	NA	NA
Approach	15	768	35	818	3.0			0.909			
West: RoadName											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	20	1	289	310	3.0		427	0.726	100	NA	NA
Approach	20	1	289	310	3.0			0.726			
	Total	%HV	Deg.Satn (v/c)								
All Vehicles	2020	3.0		0.909							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: RoadName				
Lane 1	0.0	0.0	0.0	0.0
East: RoadName				
Lane 1	0.0	0.0	0.0	0.0
North: RoadName				
Lane 1	0.0	0.0	0.0	0.0
West: RoadName				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road School (Site Folder: School)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: RoadName															
Lane 1[d]	785	3.0	785	3.0	1260	0.623	100	8.7	LOS A	7.3	187.4	Full	100	0.0	28.7
Approach	785	3.0	785	3.0		0.623		8.7	LOS A	7.3	187.4				
East: RoadName															
Lane 1[d]	18	3.0	18	3.0	623	0.030	100	6.1	LOS A	0.2	4.2	Full	780	0.0	0.0
Approach	18	3.0	18	3.0		0.030		6.1	LOS A	0.2	4.2				
North: RoadName															
Lane 1[d]	603	3.0	603	3.0	1065	0.567	100	10.3	LOS B	4.6	117.5	Full	1293	0.0	0.0
Approach	603	3.0	603	3.0		0.567		10.3	LOS B	4.6	117.5				
West: RoadName															
Lane 1[d]	172	3.0	172	3.0	684	0.251	100	8.3	LOS A	1.6	40.2	Full	1180	0.0	0.0
Approach	172	3.0	172	3.0		0.251		8.3	LOS A	1.6	40.2				
All Vehicles	1578	3.0	1578	3.0		0.623		9.2	LOS A	7.3	187.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: RoadName

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	29	155	584	16	785	3.0	1260	0.623	100	NA	NA
Approach	29	155	584	16	785	3.0		0.623			

East: RoadName

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	12	1	5	18	3.0	623	0.030	100	NA	NA

Approach	12	1	5	18	3.0			0.030			
North: RoadName											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	580	16	603	3.0		1065	0.567	100	NA	NA
Approach	7	580	16	603	3.0			0.567			
West: RoadName											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	15	1	155	172	3.0		684	0.251	100	NA	NA
Approach	15	1	155	172	3.0			0.251			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1578	3.0	0.623

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: RoadName				
Lane 1	0.0	0.0	0.0	0.0
East: RoadName				
Lane 1	0.0	0.0	0.0	0.0
North: RoadName				
Lane 1	0.0	0.0	0.0	0.0
West: RoadName				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road PM (Site Folder: PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: RoadName															
Lane 1[d]	868	3.0	868	3.0	1268	0.685	100	9.2	LOS A	9.4	240.5	Full	100	0.0	46.4
Approach	868	3.0	868	3.0		0.685		9.2	LOS A	9.4	240.5				
East: RoadName															
Lane 1[d]	30	3.0	30	3.0	580	0.052	100	6.8	LOS A	0.3	7.7	Full	780	0.0	0.0
Approach	30	3.0	30	3.0		0.052		6.8	LOS A	0.3	7.7				
North: RoadName															
Lane 1[d]	575	3.0	575	3.0	1056	0.544	100	9.9	LOS A	4.3	108.8	Full	1293	0.0	0.0
Approach	575	3.0	575	3.0		0.544		9.9	LOS A	4.3	108.8				
West: RoadName															
Lane 1[d]	167	3.0	167	3.0	705	0.238	100	7.9	LOS A	1.5	37.5	Full	1180	0.0	0.0
Approach	167	3.0	167	3.0		0.238		7.9	LOS A	1.5	37.5				
All Vehicles	1641	3.0	1641	3.0		0.685		9.3	LOS A	9.4	240.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: RoadName

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	21	164	661	23	868	3.0	1268	0.685	100	NA	NA
Approach	21	164	661	23	868	3.0		0.685			

East: RoadName

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	22	1	8	30	3.0	580	0.052	100	NA	NA
Approach	22	1	8	30	3.0		0.052			

North: RoadName											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	5	554	15	575	3.0	1056	0.544	100	NA	NA	
Approach	5	554	15	575	3.0		0.544				
West: RoadName											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	11	1	155	167	3.0	705	0.238	100	NA	NA	
Approach	11	1	155	167	3.0		0.238				
	Total	%HV	Deg.Satn (v/c)								
All Vehicles	1641	3.0		0.685							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: RoadName				
Lane 1	0.0	0.0	0.0	0.0
East: RoadName				
Lane 1	0.0	0.0	0.0	0.0
North: RoadName				
Lane 1	0.0	0.0	0.0	0.0
West: RoadName				
Lane 1	0.0	0.0	0.0	0.0

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.0		0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.5
Total Del/Veh (s)	6.1	5.2	5.2		3.7	1.5	1.5	2.6	1.5	29.3	25.3	23.3
Vehicles Exited	15	229	12	0	4	78	205	406	18	11	616	30
Hourly Exit Rate	15	229	12	0	4	78	205	406	18	11	616	30
Input Volume	16	231	13	1	3	77	207	396	17	12	614	28
% of Volume	94	99	92	0	133	101	99	103	106	92	100	107

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	12.0
Vehicles Exited	1624
Hourly Exit Rate	1624
Input Volume	1615
% of Volume	101

2: N Washington St/SR 49 & W School St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.6	0.1	0.0	0.3
Total Del/Veh (s)	5.7	4.5	6.9	2.9	2.1	4.6
Vehicles Exited	16	37	691	776	164	1684
Hourly Exit Rate	16	37	691	776	164	1684
Input Volume	17	40	680	780	161	1678
% of Volume	94	92	102	99	102	100

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	17.4
Vehicles Exited	1669
Hourly Exit Rate	1669
Input Volume	4994
% of Volume	33

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	UL	TR	LTR
Maximum Queue (ft)	106	63	56	55	438
Average Queue (ft)	46	10	5	8	185
95th Queue (ft)	79	38	29	34	410
Link Distance (ft)	1149	64	50	50	1131
Upstream Blk Time (%)		0	0	0	
Queuing Penalty (veh)		0	0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: N Washington St/SR 49 & W School St

Movement	EB	NB	SB
Directions Served	LR	T	TR
Maximum Queue (ft)	59	130	97
Average Queue (ft)	29	33	37
95th Queue (ft)	52	93	91
Link Distance (ft)	1142	763	50
Upstream Blk Time (%)			2
Queuing Penalty (veh)			18
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 19

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.2		0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.4
Total Del/Veh (s)	3.7		3.6	3.2	3.9	4.2	1.4	1.5	2.5	1.5	7.7	8.6
Vehicles Exited	12	0	146	9	1	5	28	140	529	15	5	540
Hourly Exit Rate	12	0	146	9	1	5	28	140	529	15	5	540
Input Volume	14	1	143	11	1	5	27	143	537	15	6	534
% of Volume	86	0	102	82	100	100	104	98	99	100	83	101

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.5	0.2
Total Del/Veh (s)	8.4	4.9
Vehicles Exited	13	1443
Hourly Exit Rate	13	1443
Input Volume	15	1452
% of Volume	87	99

2: N Washington St/SR 49 & W School St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.6	0.0	0.0	0.3
Total Del/Veh (s)	5.9	4.5	7.0	2.3	1.4	4.6
Vehicles Exited	29	32	683	639	87	1470
Hourly Exit Rate	29	32	683	639	87	1470
Input Volume	30	33	692	637	81	1473
% of Volume	97	97	99	100	107	100

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	10.2
Vehicles Exited	1480
Hourly Exit Rate	1480
Input Volume	4449
% of Volume	33

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	UL	TR	LTR
Maximum Queue (ft)	67	51	42	54	175
Average Queue (ft)	30	8	4	7	67
95th Queue (ft)	58	35	25	34	135
Link Distance (ft)	1149	64	50	50	1131
Upstream Blk Time (%)		0	0	0	
Queuing Penalty (veh)		0	0	1	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: N Washington St/SR 49 & W School St

Movement	EB	NB	SB
Directions Served	LR	T	TR
Maximum Queue (ft)	64	138	98
Average Queue (ft)	31	35	32
95th Queue (ft)	53	96	82
Link Distance (ft)	1142	763	50
Upstream Blk Time (%)			2
Queuing Penalty (veh)			12
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 12

1: SR 49 & Shaws Flat Rd/Columbia Way Performance by movement

Movement	EBL	EBR	WBL	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.2
Total Del/Veh (s)	3.1	3.4	3.2	4.3	1.4	1.5	2.6	1.5	6.8	8.5	6.2	4.6
Vehicles Exited	8	132	17	8	15	155	613	24	5	507	14	1498
Hourly Exit Rate	8	132	17	8	15	155	613	24	5	507	14	1498
Input Volume	10	143	20	7	19	151	609	21	5	510	14	1509
% of Volume	80	92	85	114	79	103	101	114	100	99	100	99

2: N Washington St/SR 49 & W School St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.6	0.0	0.1	0.4
Total Del/Veh (s)	5.9	4.0	7.6	2.1	1.3	5.0
Vehicles Exited	23	22	783	618	58	1504
Hourly Exit Rate	23	22	783	618	58	1504
Input Volume	25	24	774	637	58	1518
% of Volume	92	92	101	97	100	99

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	10.3
Vehicles Exited	1524
Hourly Exit Rate	1524
Input Volume	4612
% of Volume	33

Intersection: 1: SR 49 & Shaws Flat Rd/Columbia Way

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	UL	TR	LTR
Maximum Queue (ft)	59	69	49	59	180
Average Queue (ft)	24	13	4	8	68
95th Queue (ft)	53	45	24	37	143
Link Distance (ft)	1149	64	50	50	1131
Upstream Blk Time (%)		0	0	0	
Queuing Penalty (veh)		0	0	1	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: N Washington St/SR 49 & W School St

Movement	EB	NB	SB
Directions Served	LR	T	TR
Maximum Queue (ft)	62	127	98
Average Queue (ft)	27	43	26
95th Queue (ft)	54	108	73
Link Distance (ft)	1142	763	50
Upstream Blk Time (%)			1
Queuing Penalty (veh)			7
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

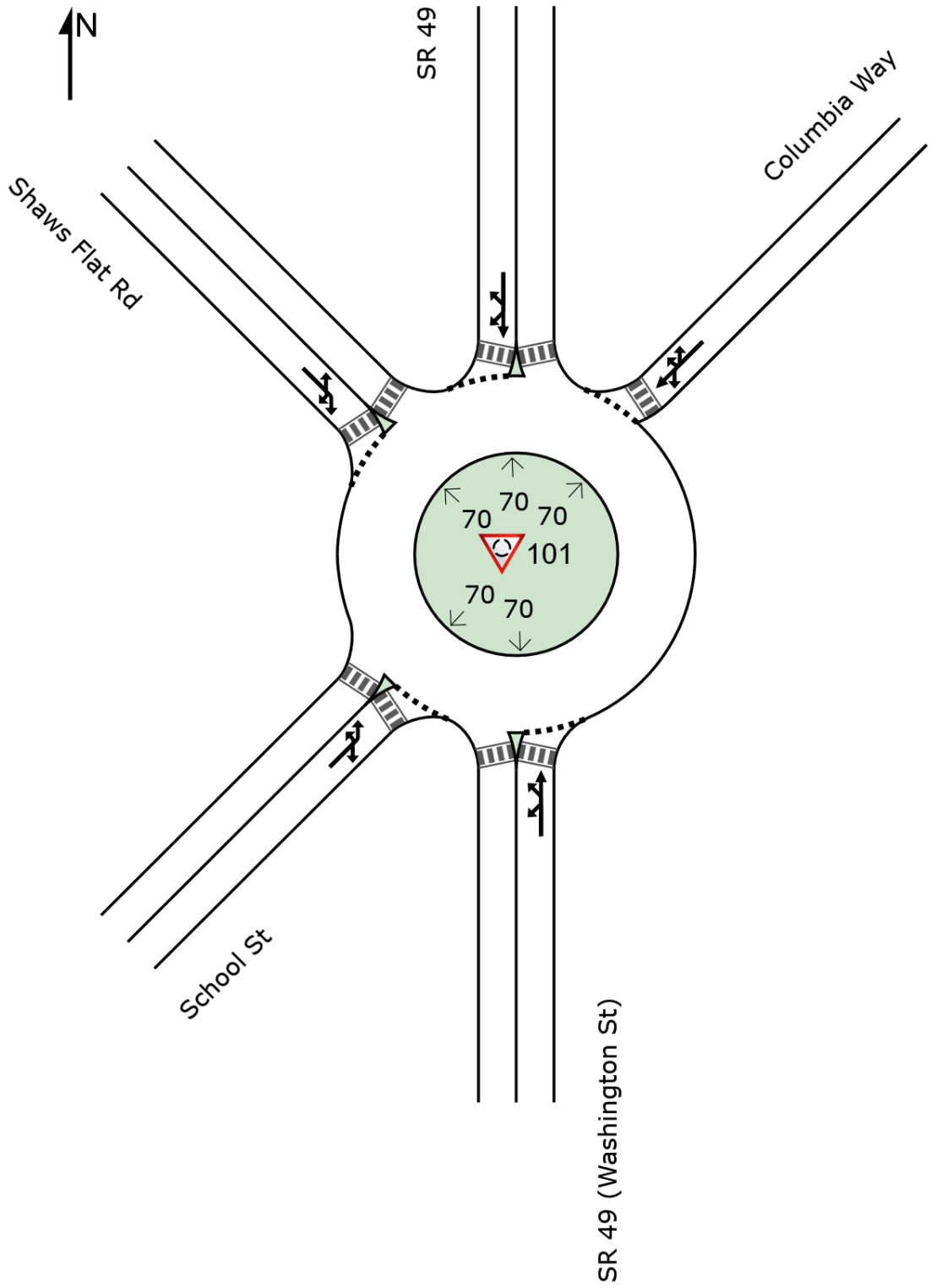
Network wide Queuing Penalty: 8

SITE LAYOUT

Site: 101 [SR 49 & Shaws Flat Road AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 49 (Washington St)															
Lane 1[d]	721	3.0	721	3.0	1242	0.580	100	8.7	LOS A	6.0	152.8	Full	404	0.0	0.0
Approach	721	3.0	721	3.0		0.580		8.7	LOS A	6.0	152.8				
NorthEast: Columbia Way															
Lane 1[d]	18	3.0	18	3.0	634	0.029	100	6.0	LOS A	0.2	4.1	Full	780	0.0	0.0
Approach	18	3.0	18	3.0		0.029		6.0	LOS A	0.2	4.1				
North: SR 49															
Lane 1[d]	711	3.0	711	3.0	950	0.749	100	17.3	LOS C	13.2	337.2	Full	1293	0.0	0.0
Approach	711	3.0	711	3.0		0.749		17.3	LOS C	13.2	337.2				
NorthWest: Shaws Flat Rd															
Lane 1[d]	268	3.0	268	3.0	534	0.503	100	15.7	LOS C	4.2	108.2	Full	1180	0.0	0.0
Approach	268	3.0	268	3.0		0.503		15.7	LOS C	4.2	108.2				
SouthWest: School St															
Lane 1[d]	62	3.0	62	3.0	498	0.124	100	8.9	LOS A	0.8	20.2	Full	1061	0.0	0.0
Approach	62	3.0	62	3.0		0.124		8.9	LOS A	0.8	20.2				
All Vehicles	1780	3.0	1780	3.0		0.749		13.2	LOS B	13.2	337.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 49 (Washington St)

Mov. From S To Exit:	L3 SW	L1 NW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	84	218	418	721	3.0	1242	0.580	100	NA	NA
Approach	84	218	418	721	3.0		0.580			

NorthEast: Columbia Way

Mov.	L1	T1	R2	R3	Total	%HV	Deg.	Lane	Prob.	Ov.

From NE To Exit:	S	SW	NW	N			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	13	1	1	3	18	3.0	634	0.029	100	NA	NA
Approach	13	1	1	3	18	3.0		0.029			
North: SR 49											
Mov. From N To Exit:	T1 S	R1 SW	R3 NW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	615	65	30	711	3.0		950	0.749	100	NA	NA
Approach	615	65	30	711	3.0			0.749			
NorthWest: Shaws Flat Rd											
Mov. From NW To Exit:	L3 N	R1 S	R2 SW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	17	226	25	268	3.0		534	0.503	100	NA	NA
Approach	17	226	25	268	3.0			0.503			
SouthWest: School St											
Mov. From SW To Exit:	L2 NW	L1 N	R3 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	12	43	62	3.0		498	0.124	100	NA	NA
Approach	7	12	43	62	3.0			0.124			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1780	3.0	0.749

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate sec veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: SR 49 (Washington St)				
Lane 1	0.0	0.0	0.0	0.0
NorthEast: Columbia Way				
Lane 1	0.0	0.0	0.0	0.0
North: SR 49				
Lane 1	0.0	0.0	0.0	0.0
NorthWest: Shaws Flat Rd				
Lane 1	0.0	0.0	0.0	0.0
SouthWest: School St				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road School (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 49 (Washington St)															
Lane 1[d]	736	3.0	736	3.0	1225	0.601	100	9.4	LOS A	6.4	163.2	Full	404	0.0	0.0
Approach	736	3.0	736	3.0		0.601		9.4	LOS A	6.4	163.2				
NorthEast: Columbia Way															
Lane 1[d]	18	3.0	18	3.0	608	0.030	100	6.3	LOS A	0.2	4.4	Full	780	0.0	0.0
Approach	18	3.0	18	3.0		0.030		6.3	LOS A	0.2	4.4				
North: SR 49															
Lane 1[d]	603	3.0	603	3.0	1060	0.569	100	10.4	LOS B	4.7	120.2	Full	1293	0.0	0.0
Approach	603	3.0	603	3.0		0.569		10.4	LOS B	4.7	120.2				
NorthWest: Shaws Flat Rd															
Lane 1[d]	172	3.0	172	3.0	682	0.252	100	8.3	LOS A	1.6	40.4	Full	1180	0.0	0.0
Approach	172	3.0	172	3.0		0.252		8.3	LOS A	1.6	40.4				
SouthWest: School St															
Lane 1[d]	68	3.0	68	3.0	637	0.107	100	6.9	LOS A	0.6	16.1	Full	1061	0.0	0.0
Approach	68	3.0	68	3.0		0.107		6.9	LOS A	0.6	16.1				
All Vehicles	1598	3.0	1598	3.0		0.601		9.5	LOS A	6.4	163.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 49 (Washington St)

Mov. From S To Exit:	L3 SW	L1 NW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	29	149	558	736	3.0	1225	0.601	100	NA	NA
Approach	29	149	558	736	3.0		0.601			

NorthEast: Columbia Way

Mov.	L1	T1	R2	R3	Total	%HV	Deg.	Lane	Prob.	Ov.

From NE To Exit:	S	SW	NW	N			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	11	1	1	5	18	3.0	608	0.030	100	NA	NA
Approach	11	1	1	5	18	3.0		0.030			

North: SR 49											
Mov. From N To Exit:	T1 S	R1 SW	R3 NW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	541	46	16	603	3.0		1060	0.569	100	NA	NA
Approach	541	46	16	603	3.0			0.569			

NorthWest: Shaws Flat Rd											
Mov. From NW To Exit:	L3 N	R1 S	R2 SW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	15	145	12	172	3.0		682	0.252	100	NA	NA
Approach	15	145	12	172	3.0			0.252			

SouthWest: School St											
Mov. From SW To Exit:	L2 NW	L1 N	R3 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	26	36	68	3.0		637	0.107	100	NA	NA
Approach	7	26	36	68	3.0			0.107			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1598	3.0	0.601

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: SR 49 (Washington St)				
Lane 1	0.0	0.0	0.0	0.0
NorthEast: Columbia Way				
Lane 1	0.0	0.0	0.0	0.0
North: SR 49				
Lane 1	0.0	0.0	0.0	0.0
NorthWest: Shaws Flat Rd				
Lane 1	0.0	0.0	0.0	0.0
SouthWest: School St				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [SR 49 & Shaws Flat Road PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 49 (Washington St)															
Lane 1[d]	818	3.0	818	3.0	1238	0.661	100	10.2	LOS B	8.1	208.5	Full	404	0.0	0.0
Approach	818	3.0	818	3.0		0.661		10.2	LOS B	8.1	208.5				
NorthEast: Columbia Way															
Lane 1[d]	30	3.0	30	3.0	562	0.054	100	7.1	LOS A	0.3	8.1	Full	780	0.0	0.0
Approach	30	3.0	30	3.0		0.054		7.1	LOS A	0.3	8.1				
North: SR 49															
Lane 1[d]	575	3.0	575	3.0	1051	0.547	100	10.0	LOS A	4.4	111.4	Full	1293	0.0	0.0
Approach	575	3.0	575	3.0		0.547		10.0	LOS A	4.4	111.4				
NorthWest: Shaws Flat Rd															
Lane 1[d]	166	3.0	166	3.0	704	0.236	100	7.9	LOS A	1.5	37.4	Full	1180	0.0	0.0
Approach	166	3.0	166	3.0		0.236		7.9	LOS A	1.5	37.4				
SouthWest: School St															
Lane 1[d]	53	3.0	53	3.0	644	0.083	100	6.5	LOS A	0.5	12.2	Full	1061	0.0	0.0
Approach	53	3.0	53	3.0		0.083		6.5	LOS A	0.5	12.2				
All Vehicles	1643	3.0	1643	3.0		0.661		9.7	LOS A	8.1	208.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 49 (Washington St)

Mov. From S To Exit:	L3 SW	L1 NW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	21	159	639	818	3.0	1238	0.661	100	NA	NA
Approach	21	159	639	818	3.0		0.661			

NorthEast: Columbia Way

Mov.	L1	T1	R2	R3	Total	%HV	Deg.	Lane	Prob.	Ov.

From NE To Exit:	S	SW	NW	N			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	21	1	1	8	30	3.0	562	0.054	100	NA	NA
Approach	21	1	1	8	30	3.0		0.054			
North: SR 49											
Mov. From N To Exit:	T1 S	R1 SW	R3 NW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	527	33	15	575	3.0		1051	0.547	100	NA	NA
Approach	527	33	15	575	3.0			0.547			
NorthWest: Shaws Flat Rd											
Mov. From NW To Exit:	L3 N	R1 S	R2 SW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	11	147	9	166	3.0		704	0.236	100	NA	NA
Approach	11	147	9	166	3.0			0.236			
SouthWest: School St											
Mov. From SW To Exit:	L2 NW	L1 N	R3 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	5	22	26	53	3.0		644	0.083	100	NA	NA
Approach	5	22	26	53	3.0			0.083			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1643	3.0	0.661

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: SR 49 (Washington St)				
Lane 1	0.0	0.0	0.0	0.0
NorthEast: Columbia Way				
Lane 1	0.0	0.0	0.0	0.0
North: SR 49				
Lane 1	0.0	0.0	0.0	0.0
NorthWest: Shaws Flat Rd				
Lane 1	0.0	0.0	0.0	0.0
SouthWest: School St				
Lane 1	0.0	0.0	0.0	0.0