Natomas Crossing
Project# P04-264
State Clearing House # 2007112088

Draft Environmental Impact Report
Appendices Volume I (A-D)

Prepared For The
City of Sacramento

April 2009

Prepared By
Raney
Planning & Management, Inc.
1501 Sports Drive, Sacramento, CA 95834
NATOMAS CROSSING

APPENDICES

Volume I

A. Notice of Preparation
B. Comments on the Notice of Preparation
C. Initial Study
D. Traffic Appendices

Volume II

D. Traffic Appendices (Continued)
E. Air Resources Impact Analysis
F. Noise Impact Analysis
NOTICE OF PREPARATION AND SCOPING MEETING FOR AN ENVIRONMENTAL IMPACT REPORT (EIR)

NATOMAS CROSSING PROJECT

November 19, 2007

The City of Sacramento will be the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the Natomas Crossing project (proposed project). The California Environmental Quality Act (CEQA), Section 15082, states that once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies of that decision. The purpose of the NOP is to provide responsible agencies and interested persons with sufficient information describing the proposed project and potential associated environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR.

The NOP is being released to request comments on the scope of the EIR for the proposed project. The responses to this NOP will provide the City of Sacramento with the guidance to determine the scope of the EIR and to ensure an appropriate level of environmental review.

The EIR will evaluate the potential environmental impacts of the proposed project and recommend mitigation measures, as required. The EIR will provide a project-specific evaluation of the environmental effects of the proposed project, pursuant to Section 15161 of the CEQA Guidelines.

PROJECT LOCATION

The project site is located between Interstate 5 and East Commerce Way in the North Natomas area of the City of Sacramento, with 36 net acres north of Arena Boulevard and 47 net acres south of Arena Boulevard for a total of 82 net acres (See attached Figure 1). The project encompasses 41 gross acres for Quadrant B and 53 gross acres for Quadrant C for a total of 94 gross acres. The current Sacramento General Plan land use designations for the project site are Mixed Use and Community/Neighborhood Commercial and Offices, and the current North Natomas Community Plan land use designations include Community Commercial (COM C), Employment Center (EC-40), and Employment Center (EC-50). The current zoning is Limited Commercial (C-1), EC-40, and EC-50.

PROJECT DESCRIPTION

Quadrant B will be rezoned to Shopping Center to allow for the future development of retail space within the range of 319,500 to 426,000 square feet (sf); however, development of Quadrant B is not proposed at this time. The 47-acre Quadrant C portion of the project consists of a retail development. One large retail pad is located in the northern portion of the project, consisting of a large format retail pad with an attached garden center. Another large retail pad is located in the southern part of the project. Quadrant C includes approximately 483,245 sf in various buildings. Primary access to the project would be provided via entrances along East Commerce Way and Arena Boulevard. The required amount of parking spaces is also included in the project proposal.

ENVIRONMENTAL EFFECTS

At this time, the following issue areas are anticipated to be addressed in the EIR:
• Land Use, Transportation and Circulation, Air Quality, Noise and Vibration, and Hydrology.

SCOPING MEETING

A public scoping meeting will be held on the following date, at the location identified below, to obtain further comments on the scope of the Draft EIR:

December 12, 2007
5:30 p.m. to 6:30 p.m:

City of Sacramento
New City Hall
915 I Street, 3rd Floor, Room 3114
Sacramento, CA 95814

SUBMITTING COMMENTS

To ensure that the full range of project-related issues and concerns from responsible agencies and the public are addressed, comments and suggestions are invited from all interested parties. Written comments or questions concerning the scope of the Draft EIR for the proposed project should be directed to the environmental project manager at the following address no later than 5:00 P.M. December 18, 2007:

Jennifer Hageman
City of Sacramento
Development Services Department
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834
(916) 808-5538

All written comments must include full name and address in order for staff to respond appropriately.

Location Map
NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT (EIR)
NATOMAS CROSSING PROJECT

The City of Sacramento will be the *Lead Agency* for the preparation of an Environmental Impact Report (EIR) for the Natomas Crossing project (proposed project). The California Environmental Quality Act (CEQA), Section 15082, states that once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies of that decision. The purpose of the NOP is to provide responsible agencies and interested persons with sufficient information describing the proposed project and potential associated environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR.

Although the City issued an earlier NOP for the Natomas Crossing project on November 19, 2007, and held a scoping meeting on December 12, 2007, the project has since been changed to include the northern portion of Quadrant B and the entirety of Quadrant D of the overall Natomas Crossing PUD area. In light of the changes in the project area, the City is now issuing an updated NOP to receive any additional comments on the scope of issues to be studied in the Natomas Crossing EIR.

The EIR will evaluate the potential environmental impacts of the proposed project and recommend mitigation measures, as required. The EIR will provide both program-level and project-level evaluations of the environmental effects of the proposed project, pursuant to Section 15161 of the CEQA Guidelines.

The project site is located between Interstate 5 and East Commerce Way in the North Natomas area of the City of Sacramento, with 65.3 net acres north of Arena Boulevard and 94.5 net acres south of Arena Boulevard for a total of 159.8 net acres (See Figure 1). The current Sacramento General Plan land use designations for the project site are Mixed Use and Community/Neighborhood Commercial and Offices, and the current North Natomas Community Plan land use designations include Community Commercial (COM C), Employment Center (EC-40), and Employment Center (EC-50). The current zoning is Limited Commercial (C-1), EC-40, and EC-50.

As originally proposed, the southern portion of Quadrant B would be rezoned to Shopping Center to allow for the future development of retail space; however, development of Quadrant B is not proposed at this time. The northern portion of Quadrant B, which is now being added to the proposed project area, would not require a rezone as the proposed uses are consistent with the types of uses planned for the site as part of the previous approval of the overall Natomas Crossing PUD. Future development of the northern portion of Quadrant B is anticipated to include residential, hotel, and office uses.

The 47-acre Quadrant C portion of the project would consist of a tentative subdivision map to subdivide the quadrant for office and retail development, with a large retail pad. Quadrant C would include regional retail uses and office uses. Quadrant D would include the development of a hospital and medical office uses. The conceptual hospital site plan also indicates a helicopter landing pad. This helicopter pad would be used in emergency situations. Two above-ground parking structures are proposed. Primary access to the project would be provided via entrances along East Commerce Way and Arena Boulevard.

At this time, the following issue areas are anticipated to be addressed in the EIR: Land Use, Transportation and Circulation, Air Quality, Noise, Hydrology, and Hazards and Hazardous Materials.
SUBMITTING COMMENTS

To ensure that the full range of project-related issues and concerns from responsible agencies and the public are addressed, comments and suggestions are invited from all interested parties. Written comments or questions concerning the scope of the Draft EIR for the proposed project should be directed to the environmental project manager at the following address **no later than 5:00 P.M. December 29, 2008. City offices are closed on November 27 and November 28, at noon on December 24, and on December 25.**

Jennifer Hageman  
City of Sacramento  
Development Services Department  
300 Richards Boulevard  
Sacramento, CA 95811  
(916) 808-5538

**Figure 1**  
Location Map
December 18, 2007

Ms. Jennifer Hageman
Development Services Department
City of Sacramento
2101 Arena Blvd, Suite 200
Sacramento, CA 95834

SUBJECT: NOP for a DEIR for Natomas Crossing P04-264
SMAQMD # SAC200400124C

Dear Ms. Hageman:

Thank you for providing the project listed above to the Sacramento Metropolitan Air Quality Management District (District). Staff comments follow.

Alternative analysis

It's our understanding that the City will perform a project-level environmental analysis of Natomas Crossing, a proposed large, regional retail shopping center on Quadrant C, a 47 acre parcel at the southwest corner of I-5 and Arena Blvd, boarded by East Commerce Way. The project is proposed to contain 483,245 sq ft of retail, 82% of it being in big and medium box formats. In addition, the environmental document will discuss the impacts of Quadrant B at a program level. Quadrant B is projected to contain 319,500-426,000 sq feet of more retail uses.

The project will require a change in zoning from Employment Center and limited commercial to Shopping Center. In addition, it will require General Plan and North Natomas Community Plan amendments from Offices and Mixed-Uses to Regional Commercial. The project Justification Statement included in the development application stated "the City Department of Economic Development has recently completed a report noting that there's a significant oversupply of land zoned to accommodate offices in North Natomas, after taking into consideration historical demand and additional supply being added within the Downtown Sacramento submarket." Justification for the project appears to be driven by the perception there's currently an oversupply of office designations, as well as the need for City sales tax dollars and the desire to provide more shopping opportunities for the North Natomas residents.

Those justifications notwithstanding, this proposed change in uses could well negatively affect the regional jobs/housing balance and air quality in general. In order to understand the air quality impact of the change in zoning and Plans, the District would be very interested in seeing an analysis of the difference in environmental effects between the project and the future program which is 100% commercial/retail as compared to the non-project alternative as well as a third project alternative, one which could be more mixed use, including office, retail and residential. It's understood that per CEQA, the document will need to discuss the project as related to its no-project alternative, but we are suggesting a third alternative which could include residential, office, retail and no industrial uses.
The Blueprint Preferred Scenario had much of the land along the I-5 corridor in Natomas designated as a mixture of housing and commercial (office and retail in varying proportions). The North Natomas Community Plan, too, envisioned more of a mixture of uses. This project, as currently configured, seems to represent another example of the ongoing erosion of the vision of North Natomas as different from typical auto-centric sprawl.

**Cumulative effects**

In addition, the project will be very close to another large retail development, Commerce Station. We suggest this environmental document discuss the cumulative effect of these two retail developments as well as other developments nearby on air quality, traffic and jobs-housing balance in North Natomas.

Also, as we believe this project is another example of the erosion of the North Natomas Community vision, we suggest the document discuss the cumulative impacts of this erosion throughout North Natomas in a larger context. In other words, if this project is approved, it will join other North Natomas projects which have involved changes to the North Natomas Community Plan. The DEIR should analyze what is the cumulative effect of all the changes in land use designations for current and already approved nearby (North Natomas) projects on the environment. In particular, the document should examine how these incremental changes in land use designations have and will affect traffic, air quality, and alternative transportation mode compatibility.

**Greenhouse Gas/ climate change analysis**

The emerging issue of climate change has gained a great deal of attention in the past several years. As you know, on September 27, 2006, the State of California passed into law AB32, the Global Warming Solutions Act of 2006 which requires the State to reduce its carbon emissions by approximately 25% by the year 2020. Since then, the California Attorney General has raised the issue of GHG and global warming in many comment letters and in conversations with municipalities throughout the state. Some of those precedent-setting letters point out that one of the most important environmental impacts of vehicle emissions is greenhouse gases (GHG) and the resulting climate change.

The major anthropogenic greenhouse gases are carbon dioxide, methane, and nitrous oxide. Developing this project invariably will result in increases in emissions of greenhouse gases that contribute to global warming. Global warming, in turn, threatens to have serious consequences on the State of California, including the loss of snowpack, an increase in the risk of large wildfires, reductions in the quality and quantity of agricultural production, exacerbation of California’s air quality problems, and adverse impacts on human health from increased heat stress and heat related deaths, and increases in asthma, respiratory and other health problems.

Accordingly, the California Environmental Quality Act requires the City to analyze the incremental effect the construction and operation of the project will have on the cumulative environmental impact of global warming. In other words, the environmental document should clearly describe the greenhouse gas emissions that will be generated from the project and specific alternatives and mitigation measures to reduce those emissions.
Currently, neither the District, state, nor federal government have specific thresholds of significance for project-related greenhouse gases, but that does not mean that the emissions cannot be analyzed and that the City can't attempt to mitigate those emissions. Evaluating land use in terms of global warming presents new and difficult challenges, yet the profoundly serious threats of climate change require that governments at all levels do their best to reduce greenhouse gasses. Only in this way can the state attain the goals embodied in AB 32. This District recommends the DEIR analyze the Greenhouse emissions associated with the project and commit to mitigation measures to lessen those emissions.

Design

In terms of project design, we suggest that pedestrian and bicycle amenities be maximized. The Natomas Landing residential project is directly across the street from this project. We suggest sidewalks, bulb outs, and pedestrian count-down timers be installed in the crosswalk spanning East Commerce Way at the center of the project so as to facilitate pedestrian activity. In addition, the smaller, neighborhood-serving retail which will line East Commerce Way should contain pedestrian access points oriented to the sidewalk and not just to the parking lot in the middle of the project. Consideration should be given to placing entrances to these buildings on the east side as well as on the parking lot side.

Adequate bicycle parking should be provided to the project and well-marked pedestrian pathways should provide safety, shade and encouragement to pedestrians who walk through the large parking lot. A pathway needs to connect the future transit stop(s) and the rows of commercial buildings. Bicycle access should be examined and optimized. Our understanding at this point is that there will not be bicycle lanes on East Commerce Way and there may be a bicycle path way on the west side of the project, running next to I-5. That does not seem to be an optimal bicycle route. Features like effective bicycle lanes and pedestrian walkways can be helpful in earning points for an Air Quality Mitigation Plan.

Project and Program level air quality analysis

As you know, the District has adopted CEQA thresholds of significance for use in preparing and reviewing environmental documents. Separate thresholds were established for the construction phase and operational phase of projects. Those thresholds are available at www.airquality.org.

Because of the size of this project, we believe it will generate short term (construction) and perhaps long-term (operations) air quality impacts which may be in excess of the established District thresholds. An air quality analysis should be done on the project in order to determine if those impacts are significant. Relative to the construction impacts, if those impacts are significant, the SMAQMD standard construction mitigation measures should be used. Those measures include both on-site strategies and the possibility of a mitigation fee. They can be found on our website, www.airquality.org. A mitigation measure should be written which both specifies the specific project-level construction mitigation (including fee amount, if appropriate) and provides flexibility for the program level component which will be analyzed in a future environmental document.
If the project is significant for operational impacts, we recommend the creation and implementation of an Air Quality Mitigation Plan (AQMP) which would seek to reduce emissions by 15%. We recommend that the AQMP be endorsed by us and included in the DEIR. In order to achieve this timing, we recommend that the proponent work with us as early as possible in order to create that Plan and have us review it prior to publication of the DEIR. Many of the measures are design level measures and need to be incorporated into the project early. A copy of the District's "Recommended Guidance for Land Use Emission Reductions" is attached. I will be the proponent's point of contact.

Please note: an AQMP is distinct and different from the City's Transportation Systems Management & Air Quality Plan requirement which springs from the 1994 North Natomas Community Plan document. We have found a 2002 "Natomas Crossing Air Quality/Transportation Systems Management Plan" in our files. That document does not satisfy the CEQA-based requirement for an Air Quality Mitigation Plan for projects with significant air quality impacts.

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. Please see the attached document describing SMAQMD Rules which may apply to this project.

Please send the environmental document, including the air quality analysis to me. If you have questions, please contact me at 874-4885 or jborkenhagen@airquality.org

Sincerely,

Jeane Borkenhagen
Associate Air Quality Planner Analyst

cc: Larry Robinson SMAQMD
    Greg Guardino Alleghany Properties LLC
    Tom Pace City of Sacramento
    Ed Cox City of Sacramento
    Becky Heieck North Natomas TMA

Enc: SMAQMD Rules & Regulations Statement
     Recommended Guidance for Land Use Emission Reductions, Version 2.4
The following statement is recommended as standard condition of approval or construction document language for all construction projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.
Sacramento Metropolitan Air Quality Management District

Recommended Guidance for Land Use Emission Reductions

Version 2.4, updated on August 15, 2007
The mitigation measures listed in this guidance document are divided into categories based on the anticipated end use of the project (residential, commercial, or mixed-use). The categories are denoted within the measures by letter: C=Commercial, R=Residential, and M=Mixed-use.

Mitigation points are used to quantify the approximate emission reduction factor associated with a particular mitigation measure. The points are equivalent to a percentage of emission reduction associated with using a particular measure in a project. For example, implementing mitigation measures in a project that add up to 15 mitigation points means that the measures are anticipated to make a 15% reduction in the project’s anticipated operational emissions.
## Summary Table

<table>
<thead>
<tr>
<th>Measure #</th>
<th>Title</th>
<th>Use</th>
<th>Description</th>
<th>Mitigation Points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bicycle/Pedestrian/Transit Measures</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Bike parking</td>
<td>C,M</td>
<td>Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand</td>
<td>0.625</td>
</tr>
<tr>
<td>2</td>
<td>End of trip facilities</td>
<td>C,M</td>
<td>Non-residential projects provide “end-of-trip” facilities including showers, lockers, and changing space</td>
<td>0.625</td>
</tr>
<tr>
<td>3</td>
<td>Bike parking at multi-unit residential</td>
<td>R</td>
<td>Long-term bicycle parking is provided at apartment complexes or condominiums without garages</td>
<td>0.625</td>
</tr>
<tr>
<td>4</td>
<td>Proximity to bike path/bike lanes</td>
<td>R,C,M</td>
<td>Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility</td>
<td>0.625</td>
</tr>
<tr>
<td>5</td>
<td>Pedestrian network</td>
<td>R,C,M</td>
<td>The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.</td>
<td>1.0</td>
</tr>
<tr>
<td>6</td>
<td>Pedestrian barriers minimized</td>
<td>R,C,M</td>
<td>Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated</td>
<td>1.0</td>
</tr>
<tr>
<td>7</td>
<td>Bus shelter for existing transit service</td>
<td>R,C,M</td>
<td>Bus or Streetcar service provides headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).</td>
<td>0.5</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Role</td>
<td>Notes</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>----------------------------------------------------------------------------</td>
<td>------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Bus shelter for planned transit service</td>
<td>R,C,M</td>
<td>Project provides transit stops with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Traffic calming</td>
<td>R,C,M</td>
<td>Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.</td>
<td></td>
</tr>
</tbody>
</table>

**Parking Measures**

<table>
<thead>
<tr>
<th>10a</th>
<th>Paid parking</th>
<th>R,C,M</th>
<th>Employee and/or customer paid parking system</th>
<th>1.0-7.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>10b</td>
<td>Parking cash out</td>
<td>C, M</td>
<td>Employer provides employees with a choice of forgoing subsidized parking for a cash payment equivalent to the cost of the parking space to the employer</td>
<td>0.6-4.5</td>
</tr>
<tr>
<td>11</td>
<td>Minimum parking</td>
<td>R,C,M</td>
<td>Provide minimum amount of parking required. Special review of parking required.</td>
<td>0.1-6.0</td>
</tr>
<tr>
<td>12</td>
<td>Parking reduction beyond code</td>
<td>R,C,M</td>
<td>Provide parking reduction less than code. Special review of parking required. Recommend a Shared Parking strategy.</td>
<td>0.1-12</td>
</tr>
<tr>
<td>13</td>
<td>Pedestrian pathway through parking</td>
<td>R,C,M</td>
<td>Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances</td>
<td>0.5</td>
</tr>
<tr>
<td>14</td>
<td>Off street parking</td>
<td>R,C,M</td>
<td>Parking facilities are not adjacent to street frontage</td>
<td>0.1-1.5</td>
</tr>
</tbody>
</table>

**Site Design Measures**

<p>| 15  | Office/Mixed-use density | C, M | Project provides high density office or mixed-use proximate to transit | 0.1-2.0 |
| 16  | Orientation to existing transit, bikeway, or pedestrian corridor | R,C,M | Project is oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance is minimized | 0.5 |</p>
<table>
<thead>
<tr>
<th></th>
<th>Orientation toward planned transit, bikeway, or pedestrian corridor</th>
<th>Project is oriented towards planned transit, bicycle, or pedestrian corridor. Setback distance is minimized</th>
<th>0.25</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Residential density</td>
<td>Project provides high-density residential development</td>
<td>1.0-12</td>
</tr>
<tr>
<td>18</td>
<td>Street grid</td>
<td>Multiple and direct street routing (grid style)</td>
<td>1.0</td>
</tr>
<tr>
<td>19</td>
<td>Neighborhood electric vehicle access</td>
<td>Make physical development consistent with requirements for neighborhood electric vehicles</td>
<td>0.5-1.5</td>
</tr>
<tr>
<td>20</td>
<td>Afforable housing component</td>
<td>Residential development projects of 5 or more dwelling units provide a deed-restricted low-income housing component on-site (as defined in Ch 22.35 of Sacramento County Ordinance Code) [Developers who pay into In-Lieu Fee Programs are not considered eligible to receive credit for this measure]</td>
<td>0.6-4.0</td>
</tr>
</tbody>
</table>

**Mixed-use Measures**

|   | Urban mixed-use | Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design. | 3.0-9.0 |
| 22 | Suburban mixed-use | Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office | 3.0  |
| 23 | Other mixed-use | All residential units are within ¼ mile of parks, schools or other civic uses. | 1.0  |

**Building Component Measures**

<p>|   | No fireplace | Project does not feature fireplaces or wood burning stoves | 1.0  |
| 25 | Ozone destruction catalyst | Install ozone destruction catalyst on air conditioning systems | 1.25 |</p>
<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Requirements</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>Energy Star roof</td>
<td>R,C,M</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Onsite renewable energy system</td>
<td>R,C,M</td>
<td>0.5-1.0</td>
</tr>
<tr>
<td>29</td>
<td>Exceed title 24</td>
<td>R,C,M</td>
<td>1.0</td>
</tr>
<tr>
<td>30</td>
<td>Solar orientation</td>
<td>R</td>
<td>0.5</td>
</tr>
<tr>
<td>31</td>
<td>Non-roof surfaces</td>
<td>R,C,M</td>
<td>1.0</td>
</tr>
<tr>
<td>32</td>
<td>Green roof</td>
<td>R,C,M</td>
<td>0.5</td>
</tr>
</tbody>
</table>

**TDM and Misc. Measures**

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Requirements</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>Transportation Management Association membership</td>
<td>R,C,M</td>
<td>5.0</td>
</tr>
<tr>
<td>34</td>
<td>Electric lawnmower</td>
<td>R</td>
<td>1.0</td>
</tr>
<tr>
<td>99</td>
<td>Other</td>
<td>R,C,M</td>
<td>To Be Determined</td>
</tr>
</tbody>
</table>

- Install Energy Star labeled roof materials
- Project provides onsite renewable energy system(s)
- Project Exceeds title 24 requirements by 20%
- Orient 75 or more percent of homes and/or buildings to face either north or south (within 30 degrees of N/S)
- Provide shade (within 5 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have a minimum albedo of .3 or greater
- Install a vegetated roof that covers at least 50% of roof area
- Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism.
- Provide a complimentary electric lawnmower to each residential buyer
- Other proposed strategies, in consultation with project lead agency and SMAQMD
Scaling methodology for projects with multiple land use types:

In mixed use projects with multiple land use types measures that are limited in application to one type of land use will only be counted as mitigating the emissions associated with the trip generation for that land use type. This scaling shall be done using one the following methodologies:

**Scaling method 1: Trip Generation**

In projects where the total floor area for each specific land use type is known and an associated trip generation rate can be determined by utilizing the Institute of Transportation Engineers (ITE) trip generation publication\(^1\) the measure shall be scaled using the following methodology. The total point value of the measure shall be scaled by a factor of X, where X is equal to the amount of trip generation associated with the specific land use type to which the measure applies as a percentage of the total trip generation associated with the entire project. For example, if a project has a commercial use component that as anticipated to generate 40% of the total trips associated with the entire project, a measure that only applies to the commercial portion of the project shall be scaled down to 40% of the total point value listed in this document.

**Scaling method 2: Specific use by square footage**

In projects where the total square footage for each general land use type (commercial, residential, mixed use, etc) is known, the measure shall be using the following methodology. The measure shall be scaled by a factor of Y, where Y is the percentages of net square footage designated for that land use as a portion of the total square footage for the entire project. For example, if 40% of the total square footage in a project is designated for residential uses, a measure that only applies to the residential portion of the project shall be scaled down to 40% of the total point value listed in this document.

**Scaling method 3: Specific use by percentage of net lot area**

In projects where the total square footage designated for each land use is not known, measures that apply only to one type of land use shall be scaled based on the percentage of net lot area\(^2\) designated for that use. For example, a hypothetical project has 50% of the net lot area designated for residential uses, 40% designated for commercial uses, and 10% devoted to other purposes. The project includes a residential only measure in the Air Quality Mitigation Plan. If the measure’s mitigation value is one point, the maximum mitigation value the project would receive for this measure is .5 points, because the measure only applies to 50% of the project.

---

\(^1\) The ITE Trip Generation Manual is available online at: [http://www.ite.org/tripgen/tripgenpubs.asp](http://www.ite.org/tripgen/tripgenpubs.asp). The ISBN number for this publication is 0-935403-79-5.

\(^2\) Net lot area is defined by SMAQMD as the total horizontal net area within the lot lines of the lot(s) or parcel(s) that make up the project site excluding land designated for undeveloped open space, but including publicly dedicated land, public streets, highways, roads, alleys, pedestrian pathways, bicycle pathways, and transit facilities.
Bicycle/Pedestrian/Transit Measures

1. Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.
   C,M 0.625

The location and design of bicycle parking facilities minimizes impediments to pedestrian activity.

Short-term facilities are provided at a minimum ratio of one bike rack space per 20 vehicle spaces. Long-term facilities provide a minimum ratio of one long-term bicycle storage space per 20 employee parking spaces.

Short-term facilities are located adjacent to destination(s); within 50' of all primary entrances unless it can be demonstrated that a greater distance is necessary for safety. Racks have a non-enclosed design that allows for the use of high-security U-shaped locks to lock the frame and one wheel to the rack.

Long-term facilities consist of one of the following: a bicycle locker, a locked room with short-term bicycle parking facilities and access limited to bicyclists only, or a standard rack in a location that is staffed or monitored by video surveillance during standard operating hours.

Facilities are weather-protected and secure. Facilities are at the ground level and are free of access restrictions that could impede bicycle storage. Facilities comply with the California Department of Transportation "Pedestrian and Bicycle Facilities in California" technical reference document.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to: a map/graphic depicting the location of bicycle parking facilities within the project site, a graphic depiction of the parking facilities to be used, and a description of how the quantity of facilities was calculated (show the calculations).

If the project documentation does not include a figure for the quantity of parking devoted to employees, the project shall provide one long-term bicycle storage space per 20 employees (include a description of the method used to estimate the number of individuals employed on site when the project is operational).

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that bicycle parking facilities installed in the project match the products described in the Air Quality Mitigation Plan.

2. Non-residential projects provide “end-of-trip” facilities including showers, lockers, and changing space.
   C,M 0.625

Facilities shall be provided in the following ratio: four clothes lockers and one shower provided for every 80 employee parking spaces. For projects with 160 or more employee parking spaces, separate facilities are required for each gender. Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to a description of how the quantity of facilities was calculated (show the calculations).

If the project documentation does not include a figure for the quantity of parking devoted to employees, facilities shall be provided in the following ratio: four clothes lockers and one shower
provided for every 80 employees (include a description of method used to estimate the number of individuals employed on site when the project is operational).

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that end-of-trip facilities installed in the project match the facilities described in the Air Quality Mitigation Plan.

3. **Long-term bicycle parking is provided at apartment complexes or condominiums without garages.**  
   \[ R = 0.625 \]

Project provides one long-term bicycle parking space for each unit without a garage. Long-term facilities shall consist of one of the following: a bicycle locker, a locked room with standard racks and access limited to bicyclists only, or a standard rack in a location that is staffed and/or monitored by video surveillance 24 hours per day. Facilities comply with standards listed in SMAQMD Mitigation Measure #1 (one) and the "Pedestrian and Bicycle Facilities in California" technical reference document published by the California Department of Transportation.  

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to; a map/graphic depicting the location of bicycle parking facilities within the project site:

1. If each unit is to include bike parking, provide a graphic depicting the size and layout of bicycle parking facility.
2. If multiple or group bicycle parking facilities are utilized, provide a narrative description of how the facilities will be permanently maintained and operated during project operation.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that bicycle parking facilities installed in the project match the facilities described in the Air Quality Mitigation Plan.

4. **Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes an internal network that connects the project uses to the existing offsite facility.**  
   \[ R,C,M = 0.625 \]

Existing facilities are defined as those facilities that are physically constructed and ready for use prior to the first 20% of the projects occupancy permits being granted.

Project design includes a designated bicycle route connecting all units, on-site bicycle parking facilities, offsite bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within ¼ mile. Bicycle route connects to all streets contiguous with project site. Bicycle route has minimum conflicts with automobile parking and circulation facilities. All streets internal to the project wider than 75 feet have class II bicycle lanes on both sides. Facilities comply with the "Pedestrian and Bicycle Facilities in California" technical reference document published by the California Department of Transportation.

---

3 The “Pedestrian and Bicycle Facilities in California” document is available online at: http://www.dot.ca.gov/hq/traffops/survey/pedestrian/TR_MAY0405.pdf.
Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to; a map/graphic depicting the bicycle route.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the bicycle route installed in the project match the layout of the bicycle route described in the Air Quality Mitigation Plan.

5. **The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.**
   
   R,C,M
   
   1.0 for connecting to *existing* external streets and pedestrian facilities
   
   0.5 for connecting to *planned* external streets and pedestrian facilities (facilities must be included pedestrian master plan or equivalent)

Existing facilities are defined as those facilities that are physically constructed and ready for use prior to the first 20% of the projects occupancy permits being granted.

Project design includes a designated pedestrian route interconnecting all internal uses, site entrances, primary building entrances, public facilities, and adjacent uses to existing external pedestrian facilities and streets. Route has minimal conflict with parking and automobile circulation facilities. Streets (with the exception of alleys) within the project have sidewalks on both sides. All sidewalks internal and adjacent to project site are minimum of five feet wide. All sidewalks feature vertical curbs. Pedestrian facilities and improvements such as grade separation, wider sidewalks, and traffic calming are implemented wherever feasible to minimize pedestrian barriers. All site entrances provide pedestrian access. Facilities comply with the California Department of Transportation "Pedestrian and Bicycle Facilities in California" technical reference document.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a narrative description and a map to scale that graphically depicts the pedestrian route.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the pedestrian route installed in the project match the layout of the pedestrian route described in the Air Quality Mitigation Plan.

6. **Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated.**
   
   R,C,M  1.0

Barriers to pedestrian access of neighboring facilities and sites are minimized. This measure is not meant to prevent the limited use of barriers to ensure public safety by prohibiting access to hazardous areas, etc.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a map/graphic depicting the pedestrian route. Denote the location and design of any pedestrian access barriers incorporated into the project design to ensure public safety.
The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the barrier-free site design described in the Air Quality Mitigation Plan matches the layout of the site as built.

7. **Bus or Streetcar service provides headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).**
   \[ R,C,M \quad 0.25-1.0 \]

   Bus or streetcar service must be in place prior to the first 20% of the projects occupancy permits being granted.

   Mitigation Value varies depending on the frequency of bus or streetcar service. For bus service with headways of one hour, 0.25 points are available. For bus service with headways of 30 minutes, 0.5 points are available. For service of 15 minutes or greater, one mitigation point is available.

   Safe and convenient bicycle/pedestrian access must be provided to all transit stops within ¼ mile of project site border.

   The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff and to ensure that the transit stop improvements and access routes installed in the project match the route and facilities described in the Air Quality Mitigation Plan. SMAQMD may further verify implementation by consulting with the transit service provider to ensure that the transit route(s) adjacent to the project site run at the minimum required frequency described in the Air Quality Mitigation Plan.

8. **Project provides transit stops with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service.**
   \[ R,C,M \quad 0.25 \]

   This measure applies only to planned projects that do not have transit service within ¼ a mile. A project cannot get points for both this measure and measure seven.

   Safe and convenient bicycle/pedestrian access must be provided to all transit stops within ¼ mile of project site border. The air district will determine if the access is “safe and convenient” by making the following design considerations: Is this the most direct route for the accessing the transit stop? Does the access route contain barriers or safety hazards that would discourage pedestrian use? Does the access route adequately connect to all portions of the project? Does the route feature amenities to encourage use, such as landscaping, proximity to open space, etc?

   The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff and to ensure that the transit stop improvements and access routes installed in the project match the route and facilities described in the Air Quality Mitigation Plan.

9. **Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming measures.**
   \[ R,C,M \quad \text{see table} \]
All sidewalks internal and adjacent to project site are minimum of five feet wide. All sidewalks feature vertical curbs. Roadways that converge internally within the project are routed in such a way as to avoid "skewed intersections;" which are intersections that meet at acute, rather than right, angles.

Intersections internal and adjacent to the project feature one or more of the following pedestrian safety/traffic calming design techniques: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and roundabouts or mini-circles. Measures should comply with California Department of Transportation "Pedestrian and Bicycle Facilities in California" technical reference document.

Streets internal and adjacent to the project feature pedestrian safety/traffic calming measures such as on-street parking, planter strips with street trees, and chicanes/chokers (variations in road width to discourage high-speed travel).

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to; a map depicting which intersections/streets feature improvements, narrative descriptions and graphic representations of planned improvements, and narrative description of how the project utilized pedestrian/bicycle safety measures and traffic calming measures to encourage walking and the use of bicycles.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the pedestrian/bicycle safety and traffic calming measures are incorporated into the project as specified in the project's Air Quality Mitigation Plan.

**Percent Reduction Table:**

<table>
<thead>
<tr>
<th>Percent of intersections with improvements</th>
<th>Percent of streets with improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25%</td>
</tr>
<tr>
<td>25%</td>
<td>0.25</td>
</tr>
<tr>
<td>50%</td>
<td>0.25</td>
</tr>
<tr>
<td>75%</td>
<td>0.5</td>
</tr>
<tr>
<td>100%</td>
<td>0.5</td>
</tr>
</tbody>
</table>
Parking measures

10a. Employee and/or customer paid parking system (incorporate 10b Parking Cash Out).

Project must have a permanent and enforceable method of maintaining user fees for all parking facilities. This method must be approved by SMAQMD as part of the project’s Air Quality Mitigation Plan. The facility may not provide customer or employee validations.

Daily charge for parking must be equal to or greater than the cost of a Sacramento Regional Transit day pass plus 20%. Monthly charge for parking must be equal to or greater than the cost of a Sacramento Regional Transit Monthly pass plus 20%.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a narrative describing the method in which fees will be assessed and a description of how parking facility will be managed.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that parking fees are being collected in the manner described in the Air Quality Mitigation Plan.

Percent Reduction Table:

<table>
<thead>
<tr>
<th>Emission Reduction for all Pollutants</th>
<th>&lt;=$7.00/day</th>
<th>$8.00/day</th>
<th>$9.00/day</th>
<th>&gt;=$10.00/day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban site within ¼ mile of transit stop</td>
<td>5.0</td>
<td>6.0</td>
<td>6.5</td>
<td>7.2</td>
</tr>
<tr>
<td>Urban site greater than ¼ mile from transit stop</td>
<td>1.5</td>
<td>2.4</td>
<td>3.3</td>
<td>4.2</td>
</tr>
<tr>
<td>Suburban site within ¼ mile of transit stop</td>
<td>2.0</td>
<td>2.8</td>
<td>3.8</td>
<td>4.7</td>
</tr>
<tr>
<td>Suburban site greater than ¼ mile from transit stop</td>
<td>1.0</td>
<td>1.9</td>
<td>2.8</td>
<td>3.7</td>
</tr>
</tbody>
</table>

10b Parking Cash Out

In addition, a flexibility mechanism for measure 10a shall be that of a parking cash-out program. For example, if parking spaces are included as part of a commercial property lease to an employer and, as a result, are provided free to employees, an employer can still provide this alternative transit incentive to achieve a discounted emission reduction. Under this program, employees of the commercial business shall be given the option to elect a cash payment to opt out of the use of an employer-subsidized parking space. The cash payment shall be equal to the cost to the employer on a per space basis. Implementation of the parking cash-out mechanism shall be awarded 2/3 times the applicable value in the above table.

The proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a narrative describing the method in which the cash-out program will be implemented and enforced. The successful implementation of this provision and its enforcement are the same as discussed above.

11. Provide minimum amount of parking required. (Special review of parking required)

R,C,M see below
Project utilizes all parking reductions available under jurisdiction code to reduce required parking. Aisle and lane widths are reduced in area to the minimum allowed under code. Most zoning codes in the Sacramento area have provisions that allow a project to build less than the typically mandated amount of parking if the development features design elements that reduce the need for automobile use. This measure recognizes the air quality benefit that results when facilities minimize parking needs, and grants mitigation value to projects that implement all available parking reductions.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a recitation of the appropriate jurisdiction’s code, a calculation that determines what the minimum amount is for this particular project and a commitment to provide no more than that amount of parking. In addition, if the uses of the project are not yet determined, there should be a declaratory statement in the plan declaring that the amount of parking will be recalculated again at the time those uses are finally determined in the planning stage and that no more than the minimum will be provided. Since parking mandates in Sacramento County vary based on location (Central Business District, incorporated area, or unincorporated area), and since Sacramento County Zoning Code is currently in the process of being updated, a specific percent trip reduction cannot be determined.

Once land uses are determined, the trip reduction factor associated with this measure can be determined by utilizing the Institute of Transportation Engineers (ITE) parking generation publication. The reduction in trips can be computed as shown below by the ratio of the difference of minimum parking required by code and ITE peak parking demand to ITE peak parking demand for the land uses multiplied by 50%. The maximum achievable trip reduction is 6%. For projects where retail space occupies 50% or more of the total built space, do not use December specific parking generation rates.

Percent Trip Reduction = 50 \times \left[ \frac{\text{min parking required by code - ITE peak parking demand}}{\text{ITE peak parking demand}} \right] 

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that parking facilities in the completed project did not deviate from the parking described in the Air Quality Mitigation Plan provided to SMAQMD.

12. Provide parking reduction less than code. (Special review by jurisdiction may be required)

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a restatement of the minimum amount of parking determined in measure 11, a description of how many parking spaces are allocated to each land use. Proponent shall include calculations that show the parking reduction of spaces for each land use type, a commitment to provide the reduced amount of parking, and a statement confirming that if uses change in the planning stage, parking will be recalculated and reduced according to the measure.

Trip reductions associated with parking reductions beyond code shall be computed in the same manner as described under measure 11, as the same methodology applies. The maximum achievable trip reduction is 12%.

---

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the parking facilities in the completed project did not deviate from the parking described in the Air Quality Mitigation Plan provided to SMAQMD.

This measure can be readily implemented through a Shared Parking strategy, wherein parking is utilized jointly among different land uses, buildings, and facilities in an area that experience peak parking needs at different times of day and day of the week. For example, residential uses and/or restaurant/retail uses, which experience peak parking demand during the evening/night and on the weekends, arrange to share parking facilities with office and/or educational uses, which experience peak demand during business hours and during the week.

13. **Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.**

   **R,C,M 0.5**

   Pathway must connect to all transit facilities internal or adjacent to project site.

   Proponent shall provide information including, but not limited to, a written description and site plan of how the pathways are clearly marked, shaded, and are placed between transit facilities and building entrances.

   The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to determine if the built pedestrian pathways through parking facilities match the pedestrian pathways described in the Air Quality Mitigation Plan provided to SMAQMD.

14. **Parking facilities are not adjacent to street frontage.**

   **R,C,M 1.5** if parking facilities are located entirely behind buildings in relation to street frontage, in an area proximate to high density/mixed-use, in conjunction with other pedestrian-oriented measures, and where surrounding uses are also hiding parking.

   1.0 if structured parking facilities with frontage along streets provide retail and commercial uses along the street frontage on the ground floor.

   0.1 if surrounding development is not pedestrian-oriented, not hiding its parking, or not proximate to high density/mixed-use.

   **For 1.5% reduction,** parking facilities shall not be sited adjacent to public roads contiguous with project site. Functioning pedestrian entrances to major site uses are located along street frontage. Parking facilities do not restrict pedestrian, bicycle, or transit access from adjoining uses. Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a description of where parking is located relative to the buildings on the site, site plans, maps, or other graphics, which demonstrate the placement of parking facilities behind on-site buildings relative to streets contiguous with the project site.

   Since the nature of this measure is psychological, rather than direct (such as parking pricing), the efficacy of this measure is highly dependent on surrounding uses and measures. For this measure to be fully effective, and to warrant a 1.5% trip reduction, surrounding uses shall be high density or mixed-use, there shall be other adjoining pedestrian and bicycle connections, such as wide sidewalks and bike lanes, and surrounding uses shall also implement measure 15.
For single family housing units, the parking space/garage access does not front thoroughfares. Parking/Garage access is relegated to rear of buildings and accessed from alleys or secondary streets.

**For 1.0% reduction,** (parking structures only) proponent must show that parking facilities that face street frontage feature ground floor retail along street frontage. Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a written description of the parking facility and the amount of retail space on the ground floor, site plans, maps, or other graphics demonstrating the placement of retail/commercial space along all street fronts contiguous with parking structure.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to determine if the built facilities match graphic exhibits in the Air Quality Mitigation Plan provided to SMAQMD.

**For 0.1% reduction,** the project is not among high-density or mixed uses, is not connected to pedestrian or bicycle access ways, or is among uses that do not also hide parking. This point value is reflective of the importance that other pedestrian and density measures be in place in order for this measure to be effective. Implementation shall be in accordance with that discussed above.
Site Design Measures

15. **Project provides high density office or mixed-use proximate to transit.**
   
   C,M  
   See table

   Mitigation value is based on project density and proximity to transit. Planned transit must be in MTP or RT Master Plan. Maximum credit is 2.0 (light rail and bus points cannot be combined).

   To count as "existing transit" service must be fully operational prior to the first 20% of the project's occupancy permits being granted.

   Project must provide safe and convenient pedestrian and bicycle access to all transit stops within ¼ mile. Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a written description of how the project complies with the measure, a map or graphic depicting the location of the project in relation to the transit stop. Graphic should demonstrate a ¼-mile radius arc from transit and planned pathways and linkages to the transit stop. The proponent shall also provide graphics depicting the size and layout of building as well as calculations demonstrating the FAR (floor to area ratio).

   The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the measure is being implemented in the manner described in the Air Quality Mitigation Plan.

   **Percent Reduction Table:**

<table>
<thead>
<tr>
<th>Transit Type:</th>
<th>No Transit</th>
<th>Planned Light Rail Transit</th>
<th>Planned Bus Rapid Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headway frequency:</td>
<td></td>
<td>15 min.</td>
<td>30 min.</td>
</tr>
<tr>
<td>0.75–1.5 FAR</td>
<td>0.05</td>
<td>0.5</td>
<td>0.4</td>
</tr>
<tr>
<td>1.5–2.25 FAR</td>
<td>0.1</td>
<td>0.75</td>
<td>0.5</td>
</tr>
<tr>
<td>2.25 or greater FAR</td>
<td>0.2</td>
<td>1.0</td>
<td>0.75</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit Type:</th>
<th>No Transit</th>
<th>Existing Light Rail Transit</th>
<th>Existing Bus Rapid Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headway frequency:</td>
<td></td>
<td>15 min.</td>
<td>30 min.</td>
</tr>
<tr>
<td>0.75–1.5 FAR</td>
<td>0.05</td>
<td>1.0</td>
<td>0.75</td>
</tr>
<tr>
<td>1.5–2.25 FAR</td>
<td>0.1</td>
<td>1.5</td>
<td>1.0</td>
</tr>
<tr>
<td>2.25 or greater FAR</td>
<td>0.2</td>
<td>2.0</td>
<td>1.5</td>
</tr>
</tbody>
</table>

16. **Project is oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance is minimized.**
   
   R,C,M  
   0.5

   Cannot get points for both this measure and measure 17.

   Setback distance between project and adjacent uses is reduced to the minimum allowed under jurisdiction code. Setback distance between different buildings on project site is reduced to the minimum allowed under jurisdiction code. Setbacks between project buildings and sidewalks is
reduced to the minimum allowed under jurisdiction code. Buildings are oriented towards street frontage. Primary entrances to buildings are located along public street frontage. Project provides bicycle access to existing bicycle corridor. Project provides pedestrian access to existing pedestrian corridor.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a written description of how the project complies with the measure, a map or graphic depicting the project's site design in relation to existing transit, bicycle, or pedestrian corridor. Graphic shall depict planned connections to existing transit, bicycle, or pedestrian corridor. Graphic shall depict setback distances between all project buildings and all adjacent streets, transit corridors, bicycle corridors, and pedestrian corridors.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the measure is being implemented in the manner described in the Air Quality Mitigation Plan.

17. **Project is oriented towards planned transit, bicycle, or pedestrian corridor. Setback distance is minimized.**
   
   R, C, M  0.25

   Cannot get points for both this measure and measure 16.

   Planned transit, bicycle or pedestrian corridor must be in MTP, RT Master Plan, General Plan, or Community Plan.

   Setback distance between project and existing or planned adjacent uses is minimized or non-existent. Setback distance between different buildings on project site is minimized. Setbacks between project buildings and planned or existing sidewalks are minimized. Buildings are oriented towards existing or planned street frontage. Primary entrances to buildings are located along planned or existing public street frontage. Project provides bicycle access to any planned bicycle corridor(s). Project provides pedestrian access to any planned pedestrian corridor(s).

   Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a written description of how the project complies with the measure, a map or graphic depicting the project's site design in relation to planned transit, bicycle, or pedestrian corridor. Graphic shall depict planned connections to planned transit, bicycle, or pedestrian corridor. Graphic shall depict setback distances between all project buildings and all planned adjacent streets, transit corridors, bicycle corridors, and pedestrian corridors.

   The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the measure is being implemented in the manner described in the Air Quality Mitigation Plan.

18. **Project provides high-density residential development.**
   
   R see table

   Mitigation value is based on project density and proximity to transit. Density is calculated by determining the number of units per acre ("du/acre") within the residential portion of the project's net lot area. Transit facilities must be within ¼ mile of project border. Project provides safe and convenient bicycle/pedestrian access to all transit stop(s) within ¼ mile of project border. Planned transit must be in MTP or RT Master Plan.
Maximum credit is 12 mitigation points (light rail and bus points cannot be combined). Reductions are calculated relative to a baseline 3 du/acre residential development. Net residential density excludes the area devoted to arterials, open space, and other land uses, but includes local streets.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a written description of how the project complies with the measure, a map or graphic depicting the project's site design and density in various portions. Calculations shall be provided that clearly show how the density figures were arrived.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the project was built at the density described in the Air Quality Mitigation Plan and is within ¼ a mile of existing transit, if applicable.

Percent Reduction Table:

To use this table, determine the residential density of the proposed project, and corresponding Base Percent Emission Reduction. This is the range of emission reductions that density of project provides relative to a 3 du/residential acre baseline. Next, determine where the proposed project falls in the range corresponding to where the number of dwelling units fits within this given range. Finally, if the project is within ¼ mile of existing or planned transit of the listed type and headways, add the additional percent emission reduction to the base percent emission reduction, to determine the total percent reduction for this measure.

<table>
<thead>
<tr>
<th>Transit Type: No Transit</th>
<th>Planned Light Rail Transit</th>
<th>Planned Bus Rapid Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headway frequency:</td>
<td>15 min.</td>
<td>30 min.</td>
</tr>
<tr>
<td>3–6 du/acre</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>7–10 du/acre</td>
<td>1</td>
<td>+1.0</td>
</tr>
<tr>
<td>11–20 du/acre</td>
<td>3</td>
<td>+1.0</td>
</tr>
<tr>
<td>21–30 du/acre</td>
<td>5</td>
<td>+1.0</td>
</tr>
<tr>
<td>31–40 du/acre</td>
<td>6</td>
<td>+1.0</td>
</tr>
<tr>
<td>41–50 du/acre</td>
<td>8</td>
<td>+1.0</td>
</tr>
<tr>
<td>50+ du/acre</td>
<td>10</td>
<td>+1.0</td>
</tr>
</tbody>
</table>

Note: reductions in columns indicating type of transit within ¼ mile of the project site shall be added to those in the "No Transit" column. Cannot get percentage points for more than one transit type.
19. **Multiple and direct street routing (grid style).**

R,C,M 1.0

This measure only applies to projects with an internal connectivity factor (CF) >= 0.80, and average of ¼ mile or less between external connections along perimeter of project. [CF = # of intersections / (# of cul-de-sacs + intersections)]

Cul-de-sac with bicycle/pedestrian through access may be considered "complete intersections" when calculating the project's internal connectivity factor.

External connections are bike/pedestrian pathways and access points, or streets with safe and convenient bicycle and pedestrian access that connect the project to adjacent streets, sidewalks, and uses. If project site is adjacent to undeveloped land; streets, pathways, access points, and right-of-ways that provide for future access to adjacent uses may count for up to 50% of the external connections.

Block perimeter (the sum of the measurement of the length of all block sides) is limited to no more than 1,350 feet. Streets internal to the project should connect to streets external to the project whenever possible. Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a written description of connectivity within and external to the project and a map or graphic depicting the project’s transportation network design. The graphic shall depict the layout and specifications of all bike paths, pedestrian paths, streets, and sidewalks in relation to planned transit, bicycle, or pedestrian corridor. Graphic shall depict connections to adjacent uses. Calculations will clearly show how the "Connectivity Factor" was derived (show the work).

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the measure is being implemented in the manner described in the Air Quality Mitigation Plan.

20. **Make physical development consistent with requirements for neighborhood electric vehicles (NEV)\(^1\).**

R,C,M 0.5–1.5

Current studies show that for most trips, NEVs do not replace gas-fueled vehicles as the primary vehicle. For the purposes of providing incentives for developers to promote NEV use, assume the following:

For 1.5% reduction, a neighborhood shall have internal NEV connections and connections to other existing NEV networks serving all other types of uses.

For 1.0% reduction, a neighborhood shall have internal and external connections to surrounding neighborhoods.

For 0.5% reduction, a neighborhood has internal connections only.

---

\(^1\) NEVs are a form of Low Speed Vehicle (LSV) and are governed by California Vehicle Code sections 21250 through 21266. The text of these codes may be viewed at: [http://www.dmv.ca.gov/pubs/vctop/vc/toed11c1a3-2.htm](http://www.dmv.ca.gov/pubs/vctop/vc/toed11c1a3-2.htm).
Project design includes designated Neighborhood Electric Vehicles (NEV) routes and facilities. Roadways internal to project site are designed to accommodate NEVs.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to: a map/graphic depicting NEV routes and exclusive NEV roadways within project site, graphics of street layout's for roadways with separate NEV lanes depicting lane width and layout, a narrative description of any design modifications made to accommodate NEVs.

Commercial and Mixed-use projects must provide exclusive NEV parking facilities.

Emission benefits associated with this measure are difficult to quantify. Credit for this measure will be granted only in limited circumstances to specific types of developments, in conjunction with coordination with SMAQMD during the design phase of the project. The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that project roadways match the NEV supportive design described in the Air Quality Mitigation Plan.

21. Affordable Housing Component.

Residential development projects of five (5) or more dwelling units provide a deed-restricted low-income housing component on-site (as defined in Ch 22.35 of Sacramento County Ordinance Code).

Proponents who pay into In-Lieu Fee programs are not eligible for this measure. In-Lieu Fees are offered as an alternative way to meet affordable housing obligations. Inclusionary housing programs are designed to construct affordable housing. Sometimes an in-lieu fee is accepted in place of actual housing construction, to promote flexibility for land developers. In-lieu fees for an inclusionary program are intended to result in affordable housing construction off-site, although the amount of in-lieu fee collected is often not sufficient to construct the intended number of housing units. Assuming the in-lieu program is successful, when a developer elects to meet affordable housing requirements through an in-lieu program off-site, this creates more housing units (and therefore more vehicle trips) compared to meeting affordable housing requirements on-site and compared to having no inclusionary program at all. The affordable housing trip reduction credit reflects the fact that, in general, income is one of the most important predictors of household trip generation characteristics. If a market-rate housing project is constructed and an in-lieu contribution is accepted to meet affordable housing requirements, the housing that is later constructed using those in-lieu funds would potentially be eligible for trip reduction credit. However, the credit would be issued to the developer of the affordable housing (traffic studies do not typically take into account the future income levels of households when preparing trip generation assumptions) and not the various market rate housing developers that may have contributed to the fund. The award of emission reduction credit shall be based only on the proportion of affordable housing developed on-site because in-lieu programs simply induce a net increase in development.

Percentage reduction shall be calculated according to the following formula:

\[ \% \text{ reduction} = \% \text{ units deed-restricted below market rate housing} \times 0.04 \]

The proponent shall provide the number of dwelling units and associated reduction in the Air Quality Mitigation Plan. The successful implementation of this measure may be verified by a site
review and/or consultation with lead agency staff to ensure that measure is being implemented in the manner described in the Air Quality Mitigation Plan.

**Mixed-use Measures**

22. **Urban Mixed-use**: Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design.

Mitigation point values subject to change following technical review.

In buildings that are ten floors high or less, no single use may constitute less than 10% of total floor space. For buildings with more than ten floors, 75% of ground level floor space must be designated for retail uses.

Maximum Mitigation granted only for vertical mixed-use in single buildings with a FAR of 1.5 or greater. For projects with detached buildings, the Air Quality Mitigation Plan must include measure six. For detached buildings within a single site, all buildings must be placed within ¼ mile of the geographic center of the project site.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a narrative description of the functional interrelationships between project uses, a map or graphic(s) demonstrating coherent physical design and pedestrian access route.

Cannot get credit for both this measure and measures 23 or 24

Up to 6 additional mitigation points may be recognized for projects that provide employment and housing in a ratio that leads to trip reduction. This reduction is based on an employment/housing balance, and assumes an ideal balance of 1.5 jobs per household. The exact reduction shall be computed according to the formula below, and the total reduction received through utilization of this measure shall not exceed 9 mitigation points. Proponent must provide calculation to receive greater than 3 mitigation point credit.

Employment/housing balance formula:

\[
\text{Mitigation points} = (1-(ABS(1.5\times h-e)/(1.5\times h+e)) - 0.25)/0.25 \times 0.03
\]

\[
h = \text{study area housing units}
\]

\[
e = \text{study area employment}
\]

\[
\text{ABS = absolute value}
\]

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that measure is being implemented in the manner described in the Air Quality Mitigation Plan.

23. **Suburban mixed-use**: Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office.

R,C,M 3.0
Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a narrative description of the functional interrelationships between the three onsite and/or offsite project uses, a map or graphic(s) demonstrating coherent physical design between all uses.

Cannot get credit for both this measure and measures 22 or 24.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the measure is being implemented in the manner described in the Air Quality Mitigation Plan.

**24. Other mixed-use:** All residential units are within ¼ mile of parks, schools or other civic uses.

R,M 1.0

Civic uses are government facilities that provide services directly to the public (post office, city hall, courthouse, community center, etc).

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a narrative description of park(s), school(s), and civic uses within ¼-mile, a map or graphic(s) demonstrating the location of the three facility types in relation to the project site, and a map or graphic demonstrating the pedestrian routes between the facilities and the project site.

Cannot get points for both this measure and measures 22 or 23.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the measure is being implemented in the manner described in the Air Quality Mitigation Plan.
Building Component Measures

25. Project does not feature fireplaces or wood burning stoves.⁶

R 1.0

All buildings, units, and facilities; indoors or out, are free of devices designed to facilitate the combustion of wood or wood products. The use of Natural Gas or Electric Fireplaces is not limited by this measure, and the inclusion of natural gas or electric fireplaces in a project design will not affect SMAQMD endorsement of this measure as a part of an Air Quality Mitigation Plan.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a written commitment in design documents, environmental documents and the project's Air Quality Mitigation Plan to refrain from installing any devices that facilitate the combustion of wood or wood products.

The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to confirm that the project as built does not contain fireplaces or other devices designed to facilitate the combustion of wood or wood products.

This measure may not be used if the project is subject to a legal mandate governing the inclusion of devices designed to facilitate the combustion of wood in new development.

26. Install ozone destruction catalyst on air conditioning systems.

R,C,M 1.25 if installed on all air conditioning units

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, specifications and any available manufacturer's documentation on the devices to be used.

The successful implementation of this measure may be verified by a site review following construction to confirm that the project as built contains ozone destruction catalysts as described in the Air Quality Mitigation Plan.

27. Install Energy Star labeled roof materials.

R,C,M 0.5-1.0

Energy star qualified roof products reflect more of the sun's rays, decreasing the amount of heat transferred into a building.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, specifications of the roofing products and documentation confirming that products to be utilized are Energy Star Certified. 0.5 points are available for Energy Star labeled roof materials, while an additional 0.5 points is available (for a total of 1.0 point) for qualified roof products that meet ATSM high emissivity requirements.

⁶ As of January, 2007, this measure is of benefit to Air Quality because it is more stringent than the recently adopted SMAQMD Rule 417 (Wood Burning Appliances) which allows for the installation of wood burning devices in new residential construction as long as they are USEPA-Certified Phase II or equivalent devices.
The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that roofing products installed in the project match the roofing products described in the Air Quality Mitigation Plan.

28. **Project provides onsite renewable energy system(s).**
   R,C,M  1.0-3.0

The number of mitigation points granted for this measure is based on project performance. Performance is expressed as the electricity produced by the renewable system(s) as a percentage of the annual energy cost. Building energy cost is calculated using averages from the Department of Energy (DOE) Commercial Building Energy Consumption Survey database (CBECS) for Commercial and Mixed-use Projects, and averages from the DOE Residential Energy Consumption Survey database (RECS) for residential projects.

- Projects that install renewable energy systems capable of generating 2.5% of project's projected annual energy need shall receive 1.0 mitigation points.
- Projects that install renewable energy systems capable of generating 7.5% of project's projected annual energy need shall receive 2.0 mitigation points.
- Projects that install renewable energy systems capable of generating 12.5% of project's projected annual energy need shall receive 3.0 mitigation points.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to; detailed specifications of the renewable energy devices to be utilized, analysis of the buildings' projected energy consumption using averages from CBECS or RECS as relevant to the building type, and analysis of the projected power output from the renewable energy system. Analysis should include detailed background information on the calculations made (show the work).

The successful implementation of this measure may be verified by a site review of the installation to confirm that components and devices match the renewable energy system described in the project's Air Quality Mitigation Plan.

29. **Project Exceeds Title 24 requirements by 20%.**
   R,C,M  1.0

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to a copy of the Title 24 compliance sheet.

The Title 24 compliance documentation will serve as verification of implementation of this measure.

30. **Orient 75 or more percent of homes and/or buildings to face either north or south (within 30 degrees of N/S).**
   R  0.5

Building design includes roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows. Trees, other landscaping features and other buildings are sited in such a way as to maximize shade in the summer and maximize solar access to walls and windows in the winter.
Proponents shall provide information and calculations demonstrating compliance with measure requirements including, but not limited to a map/graphic depicting the orientation of the buildings and the dimensions of the roof overhangs on project building(s).

The successful implementation of this measure may be verified by a site review following construction to confirm that the project as built contains the same building orientation.

31. Non-Roof Surfaces.
   R, C, M 1.0

   The mitigation measure reduces heat islands (thermal gradient differences between developed and undeveloped areas) to minimize impact on microclimate and human and wildlife habitats. The measure offers project proponents the ability to provide any combination of the following strategies for 50% of the site hardscape (including roads, sidewalks, courtyards, and parking lots):
   
   - Shade (within 15 years of occupancy)
   - Paving materials with a Solar reflectance Index (SRI) of at least 29
   - Open grid pavement system

   This measure requires the use of patented or copywrite protected methodologies created by the American Society for Testing Materials (ASTM)\(^7\).

   The Solar Reflectance Index (SRI) is a measure of the constructed surface's ability to reflect solar heat, as shown by a small rise in temperature. It is defined so that a standard black (reflectance 0.05, emittance 0.90) is “0” and a standard white (reflectance 0.80, emittance 0.90) is 100. To calculate SRI for a given material, obtain the reflectance value and emittance value for the material. SRI is calculated according to ASTM E 1980-01. Reflectance is measured according to ASTM E 903, ASTM E 1918, or ASTM C 1549. Emittance is measured according to ASTM E 408 or ASTM C 1371. Default values for some materials will be available in the LEED-NC v2.2 Reference Guide\(^8\).

   Proponents may alternatively place a minimum of 50% of parking spaces under cover (defined as underground, under deck, under roof, or under a building). Any roof used to shade or cover must have a SRI of at least 29. Shade constructed surfaces with landscape features that use highly reflective materials. For additional benefits, combine this measure with a vegetated green roof mitigation measure option, or use of high-albedo materials to reduce heat absorption.

   The successful implementation of this measure may be verified by a site review and/or consultation with lead agency staff to ensure that the measure is being implemented in the manner described in the Air Quality Mitigation Plan.

32. Install a vegetated roof that covers at least 50% of roof area.
   R, C, M 0.5

---


Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, detailed graphics depicting the planned roof, detailed information on maintenance requirements for the roof, and the facilities plan for maintaining the roof post construction.

This measure may be combined with measure 29 for un-vegetated portion of roof.

The successful implementation of this measure may be verified by a site review to ensure that the vegetated roof installed in the project matches the roof described in the Air Quality Mitigation Plan. Project may also be reviewed to ensure that the roof is being maintained as outlined in the Air Quality Mitigation Plan.

TDM and Miscellaneous Measures

33. Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism.
R,C,M  5.0

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to, a copy of the agreement/formal commitment of the project to ongoing membership through a non-revocable funding mechanism to the appropriate TMA, Community Facilities District, County Service Agency for the area in which the project is located.

The successful implementation of this measure may be verified by consultation with the funding oversight agency and project’s lead agency to ensure that building occupants are maintaining commitments outlined in the Air Quality Mitigation Plan.

34. Provide a complimentary electric lawnmower to each residential buyer.
R  1.0

This measure may only be used in residential communities with outdoor areas featuring grass lawns where unit occupant is responsible for maintenance/landscaping. Proponent may provide either cordless (battery powered) or standard electric lawn mowers.

The successful implementation of this measure may be verified by consultation with lead agency to ensure that the electric lawn mowers are distributed to building occupants upon initial occupation as outlined in the project’s Air Quality Mitigation Plan.

99. Other proposed strategies, in consultation with project lead agency and SMAQMD.
R,C,M  TBD

Other proposed strategies must be permanent and enforceable methods of reducing emissions created by the project. Other proposed strategies cannot duplicate existing measures.

Proponent shall provide information demonstrating compliance with measure requirements including, but not limited to; evidence supporting emissions benefit such as device specifications or quantitative analysis of air quality benefit resulting from other proposed strategy.

The successful implementation of this measure may be verified by site inspection and/or consultation with lead agency to ensure that building occupants are maintaining commitments outlined in the project’s Air Quality Mitigation Plan.
## Log of updates/changes to guidance following initial public release on January 2, 2007

<table>
<thead>
<tr>
<th>Update 1.1</th>
<th>January 9, 2007:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The guidance document was updated with several minor grammatical corrections and the addition of footnote #6 on page 25, which explains the nexus between mitigation measure 25 and Rule 417 (Wood Burning Appliances), which was adopted on October 26, 2006. Both the measure and the rule address the inclusion of wood burning devices in new construction.</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Update 2.2.</th>
<th>June 13, 2007</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The guidance document was updated to correct several minor errors in numbering in measures 16, 17, 22, 23, and 24. The guidance was also updated with a change in version number to improve clarity, and measure 11 was updated to ensure that the area devoted parking lanes and aisle ways in parking lots is minimized.</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Update 2.4</th>
<th>August 15, 2007</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scaling methodology two was updated to improve clarity. Measure 10a was changed to correctly refer to measure 10b. Measure 11 was changed twice to correctly refer to the ITE parking generation manual, replacing the incorrect reference to the ITE trip generation manual. Measure 11 was also updated with a provision that the December peak parking rates are not to be used when calculating the emission reduction point value for this measure. Measures 33 and 34 were updated to match the numbering in the summary table at the beginning of the document.</strong></td>
<td></td>
</tr>
</tbody>
</table>
January 22, 2009

Ms. Jennifer Hageman
Development Services Department
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Subject: Natomas Crossing P04-264
        SMAQMD # SAC200400124

Dear Ms. Hageman:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (SMAQMD) with the opportunity to review this project. This letter is in response to the Notice of Scoping Meeting for 1-22-09, and is our input on the scope of the revised environmental document for this project. This letter is based on information obtained from the most recent documents we have received for this project: a Project Notification routed 12-29-08, with request for responses 1-9-09; and the Notice of Scoping Meeting, received 1-20-09.

According to the Project Notification, the revised project includes the following entitlements:
Environmental Determination - Environmental Impact Report; General Plan Amendments; NNCP Amendments to Regional Commercial and Employment Center; Schematic Plan Amendment; PUD Guidelines Amendment; Rezones to Shopping Center and Employment Center; and Tentative Subdivision Map. According to the Project Notification and the Notice of Scoping Meeting, the revised land use designations would enable three primary uses for the project site: office use on 10 acres; retail use on 72 acres; and a hospital on 35 acres. Site plans for these uses were not included in the documents, and are necessary in order to make educated comments on this project. Please provide us with site plans for these uses. Staff comments on the revised project, based on the information available, are as follows.

Operational Impacts
The project's effects on the jobs/housing balance of the North Natomas area are crucial part of its operational impacts on air quality. To adequately assess the project's potential operational impacts on air quality, the Air Quality section of the environmental document must address this issue.

According to the Victoria Transport Policy Institute's TDM Encyclopedia, "Jobs/Housing Balance refers to the ratio of residents and jobs in an area. Research indicates that a jobs/housing balance of about 1.0 tends to reduce average commute distance and per capita
vehicle travel (Weitz, 2003; Kuzmyak and Pratt, 2003). Crane and Chatman (2003) find that a five percent increase in the amount of employment in a metropolitan area’s outlying counties will lead to a 1.5 percent reduction in the average commute distance, with significant differences by industry.” The Air Quality section of the environmental document should discuss the ratio of residents to jobs in the area, and should compare the existing and proposed jobs/housing balance.

Air Quality Mitigation
As you know, the District has adopted CEQA thresholds of significance for use in preparing and reviewing environmental documents. Separate thresholds were established for the construction phase and operational phase of projects. Those thresholds are available at www.airquality.org.

Because of the size of this project, we believe it will generate short term (construction) and perhaps long-term (operations) air quality impacts which may be in excess of the established District threshold for construction. An air quality analysis should be done on the project in order to determine if those impacts are significant. Relative to the construction impacts, if those impacts are significant, the SMAQMD standard construction mitigation measures should be used. Those measures include both on-site strategies and the possibility of a mitigation fee. They can be found on our website.

If the project is significant for operational impacts, we recommend the creation and implementation of an Air Quality Mitigation Plan (AQMP) which would seek to reduce emissions by 15%. We recommend that the plan be endorsed by us and included in the DEIR.

Climate Change Analysis
The California Air Pollution Control Officers Association (CAPCOA) publication CAPCOA CEQA & Climate Change provides guidance on addressing project impacts on climate change through CEQA (www.capcoa.org). Additionally, the Governor’s Office of Planning and Research (OPR) has issued a technical advisory on this subject, entitled CEQA and Climate Change: Addressing Climate Change Through CEQA Review (www.opr.ca.gov). These documents recommend methods of addressing impacts by (1) quantifying projected greenhouse gas emissions; (2) addressing the significance of the project’s impact on climate change and (3) identifying project alternatives or mitigation measures, if the project is significant. The environmental document should (1) clearly describe and quantify the greenhouse gas emissions projected to be generated from the project, (2) discuss whether or not the emissions are significant, and (3) include specific alternatives and mitigation measures to reduce those emissions.

Finally, all projects are subject to SMAQMD rules and regulations in effect at the time of construction. Please see the attached document describing SMAQMD Rules which may apply to this project. We look forward to receiving the environmental document for this project, including the air quality analyses. If you have questions about these comments, please contact me at 916-874-4886 or mwright@airquality.org.
Sincerely,

Molly Wright
Air Quality Planner/Analyst

Cc: Larry Robinson, Program Coordinator, SMAQMD
SMAQMD Rules & Regulations Statement

The following statement is recommended as standard condition of approval or construction document language for all construction projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 442: Architectural Coatings.** The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

**Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.
To: Jennifer Hageman  
City of Sacramento  
Development Services Department

From: William J. Walder, Sr.  
4000 Alan Shepard St.  
#235  
Sacramento, Ca. 95834  
(916) 419-9506

Subject: Natomas Crossing Project EIR - Feedback

Dear Ms. Hageman,

This letter addresses the issues outlined at the bottom of page one of the 2nd NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT NATOMAS CROSSING PROJECT.

1. **Land Use.**

   **Natomas Floodplain Remapping.**
   
   If residential expansion has ceased then why build more commercial? Too many shopping malls. Example – There are four Raley’s and Bel-Air markets, plus a Safeway and Foods Co, all within the perimeter of the Natomas area. Why add more grocery stores and strip malls especially if there is a cessation on residential development?

   **Proposed building of a new Kings arena at Cal-Expo.**
   
   This obviously will impact local commerce

   **Not enough Green (trees, parkways, lakes).**
   
   I propose a parkway for the 94.5 acres south of Arena Blvd and parallel to I-5 in lieu of the proposed commercial development. A parkway would benefit both Natomas residents and I-5 travelers.

   **Loss of agriculturally rich farmland.**
   
   Agriculture should not have to give way to shortsighted land development. I understand that the land owners call sell their land to whomever they desire, however, the City Of Sacramento should restrict further development. Can the land be purchased and not developed at this time? Why do we have to replace dirt with cement? Will this be our legacy to future generations?
Land Use (continued).

- **Urban Blight.**
  Do you want the I-5 corridor north, which is a gateway for Downtown Sacramento, to be so commercialized that travelers will avoid this historical Capital City? After all Sacramento is the City of Trees, Camellias and history. It might be prudent to incorporate some existing agricultural aesthetics into the project rather then adhering to the trendy sterile, unappealing design.

  How about building a Tourist Welcome Center in the Natomas Crossing area? Most cities across the USA have a Tourist Information Center prior to entering the city proper. This center could be surrounded with trees, camellias, and promote tourism within the Sacramento area.

2. **Transportation and Circulation.**

- **Expansion of alternative commute routes to and around Downtown.**
  Safe Bicycle paths are needed to commute to nearby schools, downtown and the American River Bikeway.

  Can Natomas handle future expansion of the existing I-5 corridor? What is the 5, 10, 20, 50 year plan?

  Build a circular interstate highway around Sacramento that would circumvent the existing congested and dangerous intersections of I-5, Business 80, Hwy 99, and Hwy 50. Most cities across USA such as Dallas, Kansas City, Des Moines, and Cleveland. do this. Even a less populated city like Fort Wayne, In. has a Perimeter I-469 which eases the traffic commute by diverting the traffic flow around the city instead of through it. Natomas originally had I-880 in the 1970’s. Somehow CalTrans decided to rename it I-80. Very confusing.

- **Light Rail spur to airport.**
  This option is very sensible and long overdue.

3. **Noise.**

- **I-5 noise.**
  Building an unsightly wall to buffer the noise but will add to the urban blight. The taggers in LA love those beige stone walls. I am sure that the local taggers will enjoy desecrating them too.
Noise (continued)

- **A hospital with Helo landing pad.**
  The helicopter would add noise to the existing fire, police, and ambulance sirens. Combine this with the infrequent police helicopter, nearby International Airport flight paths, I-5 noise, and you get a very noisy Natomas Residential area.

  *Does progress in Natomas mean a loss of residential tranquility?*

4. **Hydrology.**

- **Natomas Floodplain Remapping.**
  The threat of flooding (100 year flood).

- **Water Management.**
  General waste discharge, water quality. What is the impact of dumping too much waste back into the Sacramento River, nearby agriculture farmlands, and Natomas streets?

  The threat of mismanagement of biosolids respective to public health.

  Improper drainage from the Natomas existing irrigation canal infrastructure.

5. **Hazards and Hazardous Material.**

- **Fog.**
  A constant danger to nearby airport flights, I-5 traffic, and Natomas city streets.

- **Crime.**
  The Natomas Crossing area is on the fringe of a high crime area. Sac PD can barely handle the current influx of crime in the Natomas area now.

- **International Airport.**
  The combination of a proposed hospital with a Helo landing pad having a location very near the airport creates a potentially a dangerous situation especially during those periods of ground hugging fog.
Hazards and Hazardous Material (continued).

- **Flood.**
  A flood in Natomas would have catastrophic impact second in severity to New Orleans.

6. **Economic Impact.** NOTE - I added this issue.

- **The Price of the Natomas Crossing Project.**
  Now is not the time to further develop the Natomas Crossing Area either for residential or commercial purposes. Why waste more tax payer dollars on this ill planned project? I implore the city planners to re-think the future of the Natomas Crossing area.

  The summarize the Sacramento City/County planners should slow down and envision a proposal for future development which will benefit not only our current socioeconomic needs but to include careful nurturing of our diminishing land and fragile water resources in order that we bestow them to our descendants in a pristine manner.

Feel free to contact me at (9916) 419-9506 if you have any questions or concerns regarding this letter.

Cordially,

William J. Walder
Ms. Jennifer Hageman
City of Sacramento
Development Services Department
300 Richards Boulevard
Sacramento, CA 95811

SUBJECT: Notice of Preparation (2nd) for and Environmental Impact Report (EIR) for the Natomas Crossing Project

Dear Ms. Hageman:

The Sacramento County Department of Transportation appreciates the opportunity to review the NOP for the Natomas Crossing project. Our original comment letter dated August 14, 2007 is still valid. I have attached it for reference.

I would also further add that the Department of Transportation is concerned that the traffic increase from continuing growth in the Natomas area has had negative impacts on traffic conditions on El Centro Road. The environmental document for this project should also discuss the acceleration of needed improvements to sub-standard conditions on El Centro Road. The environmental document should also identify funding for all necessary improvements.

If you have any questions please call me at 874-7052.

Sincerely,

Matthew G. Darrow
Senior Transportation Engineer

“Leading the Way to Greater Mobility”
Ms. Jennifer Hageman
December 5, 2008
Page 2

MGD:mgd

Attachment

c: Dean Blank – DOT
   Steve Hong – IFS
August 14, 2007

Mr. Evan Compton  
City of Sacramento  
Development Services Department  
Planning Division  
915 I Street, 3rd Floor, New City Hall  
Sacramento, CA 95814

SUBJECT: COMMENTS ON NATOMAS CROSSING PROJECT NOTIFICATION.

Dear Mr. Compton:

The Sacramento County Department of Transportation has reviewed the project application for the Natomas Crossing Development. We appreciate the opportunity to review this application.

It appears that this project will generate a significant amount of traffic on county facilities. Therefore, the environmental document for this project should analyze the project’s impacts on following the County facilities.

Roadway Segments

- El Centro Road from Del Paso Road to West El Camino Avenue
- North Market Boulevard from Gateway Park Boulevard to Northgate Boulevard
- San Juan Road from Garden Highway to El Centro Road
- Northgate Boulevard from I-80 to Main Street

Intersections

- Northgate Blvd/Del Paso Rd
- National Dr/Del Paso Rd
- National Dr/N. Market Blvd
- Sierra Point Dr/N. Market Blvd.
- Northgate blvd/N Market Blvd
- National Dr/Striker Ave
- San Juan Rd/El Centro Rd

Any transportation modeling should include buildout of Metro Air Park, Elverta Specific Plan, Sutter Pointe Measure M Project, Placer Vineyards, and Greenbrier as part of the cumulative base conditions.
Mr. Evan Compton  
August 14, 2007  
Page 2 of 2

Please coordinate the DEIR assumptions with County staff in advance. We look forward to be of any assistance with this project. If you have any questions, please feel free to contact me at 875-2844.

Sincerely,

Jaskamal Singh  
Associate Transportation Engineer  
Department of Transportation

CC: Steve Hong -IFS  
    Matthew Darrow – DOT
December 22, 2008

032008SAC0204
03-SAC-05 PM 28.000
Natomas Crossing
Notice of Preparation (NOP)
SCH: 2007112088

Ms. Jennifer Hageman
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Dear Ms. Hageman:

Thank you for the opportunity to review and comment on the Natomas Crossing NOP. The project proposes entitlements allowing the development of 160 acres at both the northeast and southeast quadrants of the Interstate 5/Arena Boulevard interchange. The project proposes multiple land use designations including office, retail, hospital, and future residential and hotel. The project is divided into quadrants B, C, and D, with development of quadrant B not being proposed at this time. Our comments are as follows:

- A Traffic Impact Study (TIS) should be completed. The TIS should include the Interstate 5 (I-5)/Arena Boulevard interchange, the I-5/State Route 99 interchange, and the I-5/I-80 interchange, at a minimum. The TIS should consider all possible traffic impacts to all ramps, ramp intersections, and mainline I-5 and I-80. The “Guide for Preparation of Traffic Impact Studies” can be found on our website at: [http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/](http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/). We would appreciate the opportunity to review the scope of the TIS before the Study begins.

- Once the TIS assesses the project’s impacts to the State Highway System, appropriate mitigation should be based on the City of Sacramento’s 1994 North Natomas Freeway-Related Improvements Study (aka the Kittleson Report). Potential mitigation measures could include interchange improvement, ramp widening, ramp intersection improvements, signalization modification, auxiliary lanes, mainline improvements, and off-highway projects that reduce the impact to less-than-significant.
Existing drainage patterns must be perpetuated, maintained or improved. Pre- and post-project hydrologic/hydraulic calculations showing the coverage quantities for buildings, streets, parking, and landscape areas should be supplied for our review. Please request these calculations and forward them to Mr. Gurdeep Bhattal, District 3 Hydraulics Branch for review prior to final project approval. Mr. Bhattal can be reached at (530) 741-4056.

Sign plans for any proposed freeway monument signage should be provided to Caltrans for review and, depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. Caltrans is required by law to enforce the Outdoor Advertising Act and Regulations regarding the placement of advertising along the highways. That document is available on the internet at http://www.dot.ca.gov/hq/oda/download/ODA_Act_&_Regulations.pdf. For more information contact Mr. James Arbis at (916) 654-6413.

We recommend that noise levels be analyzed in the environmental document and that appropriate mitigation measures be developed if noise attenuation is necessary. Note that if soundwalls along I-80 or I-5 are considered as mitigation, their cost and construction is the responsibility of the City or project applicant, not Caltrans.

An Encroachment Permit will be required for any work conducted in the State’s right of way such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, or sidewalk installation. For more information on Encroachment Permit requirements or to secure an application contact the Encroachment Permits Central Office at (530) 741-4403.

If you have any questions about these comments please contact Alyssa Begley at (916) 274-0635.

Sincerely,

[Signature]

ALYSSA BEGLEY, Chief
Office of Transportation Planning—South

cc: State Clearinghouse

"Caltrans improves mobility across California"
Notice of Preparation

November 26, 2008

To: Reviewing Agencies

Re: Natomas Crossing
SCH#: 2007112088

Attached for your review and comment is the Notice of Preparation (NOP) for the Natomas Crossing draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jennifer Hageman
City of Sacramento (North Natomas Permit Center)
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency
Document Details Report
State Clearinghouse Data Base

SCH# 2007112088
Project Title Natomas Crossing
Lead Agency Sacramento, City of

Type NOP Notice of Preparation
Description The project site is located between Interstate 5 and East Commerce Way in the North Natomas area of the City of Sacramento, with 65.3 net acres north of Arena Boulevard and 94.5 net acres south of Arena Boulevard for a total of 159.8 net acres. As originally proposed, the southern portion of Quadrant B will be rezoned to Shopping Center to allow for the future development of retail space; however, development of Quadrant B is not proposed at this time. The northern portion of Quadrant B, which is now being added to the proposed project area, would not require a rezone as the proposed uses are consistent with the types of uses planned for the site as part of of the previous approval of the overall Natomas Crossing PUD. Future development of the northern portion of Quadrant B is anticipated to include residential, hotel, and office uses. The 47-acre Quadrant C portion of the project would consist of a tentative subdivision map to subdivide the quadrant for office and retail development, with a large retail pad. Quadrant C would include regional retail uses and office uses. Quadrant D would include the development of a hospital and medical office uses. The conceptual hospital site plan also includes a helicopter landing pad. This helicopter pad would be used in emergency situations. Two above-ground parking structures are proposed. Primary access to the project would be provided via entrances along East Commerce Way and Arena Boulevard.

Lead Agency Contact
Name Jennifer Hageman
Agency City of Sacramento (North Natomas Permit Center)
Phone (916) 808-5538
Fax
Address 300 Richards Boulevard, 3rd Floor
City Sacramento
State CA
Zip 95811

Project Location
County Sacramento
City Sacramento
Region
Cross Streets Arena Boulevard, E. Commerce Way
Lat / Long
Parcel No. 225-0150-052, 225-0140-065 and 067, 220-0070-051, 113, 114, 115
Township
Range 80, 5, 99
Section
Base

Proximity to:
Highways
Airports
Railways
Waterways
Schools Grant Joint Union School District
Land Use Mixed Use and Community/Neighborhood Commercial and Offices. North Natomas Community Plan Designation of Community Commercial, Employment Center (EC-40 and EC-50) and Limited Commercial

Project Issues Noise; Traffic/Circulation; Water Supply; Landuse; Air Quality; Toxic/Hazardous

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; Department of Fish and Game, Region 2; Office of Emergency Services; Native American Heritage Commission; California Highway Patrol; Caltrans, District 3; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)
Document Details Report
State Clearinghouse Data Base

Date Received 11/26/2008  Start of Review 11/26/2008  End of Review 12/26/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.
No.  Distribution List

Resources Agency

Nadell Gayou

Dept. of Boating & Waterways

David Johnson

California Coastal Commission

Elizabeth A. Fuchs

Colorado River Board

Gerald R. Zimmerman

Dept. of Conservation

Sharon Howell

California Energy Commission

Dale Edwards

Cal Fire

Allen Robertson

Office of Historic Preservation

Wayne Donaldson

Dept of Parks & Recreation

Environmental Stewardship Section

Central Valley Flood Protection Board

Jon Yego


Steve McAdam

Dept. of Water Resources

Resources Agency

Nadell Gayou

Conservancy

Rain and Game

Scott Flint

Environmental Services Division

Fish & Game Region 1

Donald Koch

Fish & Game Region 1E

Laurie Harnsberger

County

Fish & Game Region 2
Jeff Drongesen
Fish & Game Region 3
Robert Foorke
Fish & Game Region 4
Julie Vance
Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
Fish & Game Region 6
Gebrina Gatchel
Habitat Conservation Program
Fish & Game Region 6 I/M
Gebrina Gatchel
Inyo/Mono, Habitat Conservation Program
Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

Food & Agriculture
Steve Shafer
Dept. of Food and Agriculture
Dept. of General Services
Public School Construction
Dept. of General Services
Anna Garbeff
Environmental Services Section
Dept. of Public Health
Veronica Malloy
Dept. of Health/Drinking Water

Independent Commissions, Boards

Delta Protection Commission
Debby Eddy
Office of Emergency Services
Dennis Castrillo
Governor's Office of Planning & Research
State Clearinghouse
Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Leo Wong
Santa Monica Bay Restoration
Guangyu Wang
State Lands Commission
Marina Brand
Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

Caltrans - Division of Aeronautics
Sandy Hesnard
Caltrans - Planning
Terri Pencovic
California Highway Patrol
Shirley Kelly
Office of Special Projects
Housing & Community Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

Caltrans, District 1
Rex Jackman
Caltrans, District 2
Marcelino Gonzalez
Caltrans, District 3
Bruce de Terra
Caltrans, District 4
Lisa Carboni
Caltrans, District 5
David Murray
Caltrans, District 6
Michael Navarro
Caltrans, District 7
Elmer Alvarez

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance
State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
State Water Resources Control Board
Steven Herrera
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center
Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)
RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
RWQCB 3
Central Coast Region (3)
RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
RWQCB 5S
Central Valley Region (5)
RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
RWQCB 5R
Central Valley Region (5)
Redding Branch Office
RWQCB 6
Lahontan Region (6)
RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
RWQCB 7
Colorado River Basin Region (7)
RWQCB 8
Santa Ana Region (8)
RWQCB 9
San Diego Region (9)

Other

Last Updated on 11/17/2008
CITY OF SACRAMENTO
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION

INITIAL STUDY

This Initial Study has been required and prepared by Development Services Department, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to California Environmental Quality Act Guidelines, Section 15063.

I. PROJECT INFORMATION

1. File Number/Project Name:
   
   P04-264/Natomas Crossing

2. Project Location/APN:

   The project site is located between Interstate 5 and East Commerce Way, with 66.8 net acres north of Arena Boulevard (referred to as Quadrant B), and 83.6 net acres south of Arena Boulevard (referred to as Quadrant C (47.2 net acres) and Quadrant D (36.4 net acres)) for a total of 150.4 net acres in the North Natomas area of the City of Sacramento. The project site comprises the majority of the Natomas Crossing – Alleghany Area #3 PUD, which consists of Quadrants A-D (See Figure 3-2, Natomas Crossing PUD). The project encompasses 74.9 gross acres for Quadrant B, 52.9 gross acres for Quadrant C, and 39.8 gross acres for Quadrant D for a total of 167.6 gross acres. The project is identified by Sacramento County Assessor's Parcel Numbers (APNs) 225-0070-113, 225-0070-115, 225-0140-065 & 067, 225-0150-043, 053 & 054, 225-0180-059, 225-0310-026.

3. Applicant:

   Alleghany Properties LLC
   Greg Guardino
   2150 River Plaza Drive, Suite 155
   Sacramento, CA 95833

4. Environmental Project Manager:

   City of Sacramento
   Development Services Department
   300 Richards Boulevard
   Sacramento, CA 95811

   Tom Buford
   (916) 808-7931

5. Date Environmental Checklist Completed:

   March 2009
II. PROJECT DESCRIPTION

Please refer to the Natomas Crossing Draft EIR, Chapter 3.

III. ENVIRONMENTAL DOCUMENT BACKGROUND

This Initial Study of Environmental Effects contains an analysis of the environmental effects of the proposed project. The project environmental document incorporates, by reference, information from the Sacramento 2030 General Plan (2009), the Sacramento 2030 General Plan Master EIR (2009), and the Natomas Crossing Initial Study/Mitigated Negative Declaration (IS/MND) (2002) in order to assess project-specific issues. Therefore, this Initial Study should be viewed in conjunction with the SGP MEIR, and the Natomas Crossing IS/MND.

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed project to determine what level of additional environmental review, if any, is appropriate.

IV. ENVIRONMENTAL CHECKLIST

The following Environmental Checklist is based on the environmental checklist form presented in Appendix G of the CEQA Guidelines and the City of Sacramento standard format. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the Proposed Project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Potentially Significant Unless Mitigated: An impact that requires mitigation to reduce the impact to a less than significant level.

Less Than Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.
1. **LAND USE AND PLANNING.**

   *Would the project:*

   A. Result in a substantial alteration of the present or planned use of an area? **X**

   B. Affect agricultural resources or operation (e.g., impact to soils or farmlands, or impact from incompatible land uses?) **X**

**Environmental Setting**

The proposed project site is vacant undeveloped land that is designated for urban development in the 2030 SGP and the North Natomas Community Plan (NNCP). The project involves entitlement requests including, but not limited to, a request for a General Plan Amendment to redesignate approximately 82.3 acres of the project site, Quadrant C and the southern portion of Quadrant B, from Planned Development (PD) to Regional Commercial/Offices uses. Development of Quadrant D as proposed would not necessitate a General Plan Amendment, but would require a Zoning Amendment. The site has been mass graded and has not been used for agricultural activities for several years. For a full description of the project entitlements involving land use and zoning redesignations, refer to Chapter 3, Project Description, and Chapter 4.1, Land Use, of the Natomas Crossing Draft EIR.

**Standards of Significance**

For the purposes of this analysis, an impact is considered significant if the project would substantially alter an approved land use plan that would result in a physical change to the environment. Impacts to the physical environment resulting from the proposed project are discussed in subsequent sections of this document.

**Answers to Checklist Questions**

**Question A**

The Sacramento 2030 General Plan and NNCP land use designation for the project site is PD. The project site is currently zoned Limited Commercial (C-1) and Employment Center (EC-40, EC-50). The project would require the approval of a General Plan Amendment to redesignate the site for Regional Commercial/Office and Employment Center Mid-Rise use and a rezone of the site to Shopping Center PUD (SC-PUD) and EC-40. Because the General Plan and zoning designations would be amended, a potentially significant impact related to alteration of present or planned uses of the site would occur.

This impact will be fully addressed in the Land Use chapter of the Natomas Crossing EIR.
Question B

The 2030 SGP, NNCP, Natomas Crossing PUD, and associated environmental documents have planned for the project site to be developed with urban uses. In addition, the project site has not been used for agricultural activities in several years and has been mass-graded. The project site soils are composed of Capay Clay loam, Clear Lake Clay, Cosumnes silt loam, Jacktone Clay, and San Joaquin Silt Loam.\(^2\) Per the California Department of Conservation Farmland Mapping and Monitoring list of Prime Farmland and Farmland of Statewide Importance for Sacramento County, Capay Clay loam, Clear Lake Clay, and Cosumnes silt loam are considered Prime Farmland Soils, and Jacktone Clay and San Joaquin Silt Loam are considered Farmland of Statewide Importance. Therefore, development of the project site would convert Prime Farmland and Farmland of Statewide Importance to non-agricultural uses. In evaluating the development of the SGP Policy Area, the SGP MEIR, 6.2-14, found that remaining agricultural areas within the Sacramento Policy Area are not considered viable or suitable for large scale agricultural operations and a less than significant impact would occur. The proposed project would not result in impacts to farmland soils beyond those previously evaluated in the SGP MEIR. Therefore, the proposed project’s impacts to Prime Farmland would be considered \textit{less than significant}.

Mitigation is not required.

Findings

The proposed project would result in a \textit{potentially significant} impact with regard to land use. This impact will be fully addressed in the Land Use chapter of the Natomas Crossing EIR.
2. POPULATION, EMPLOYMENT, AND HOUSING.

Would the project:

A. Induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? □ □ X

B. Displace existing housing, especially affordable housing? □ □ X

Environmental Setting

The proposed project site is vacant undeveloped land that is designated for urban development. The project involves entitlement requests including, but not limited to, a request for a General Plan Amendment to redesignate the 150.4-acre site for Regional Commercial/Office uses and Employment Center uses. The Sacramento 2030 General Plan currently designates the project site as Planned Development.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

Answers to Checklist Questions

Question A

At full buildout, the proposed project would involve the construction of a maximum of 2,637,494 square feet (s.f.) of hotel, office, hospital, retail, restaurant uses, and the development of associated infrastructure. The infrastructure for the project will not be oversized to accommodate previously unserved growth. In addition, the project site and surrounding areas have been designated for urban development in previous planning documents, and impacts from the infrastructure related to growth inducement have already been evaluated within the SGP MEIR. Population increases resulting from the project would not be substantial because buildout of the project is anticipated to only include up to 180 residential units. Therefore, the proposed project would not have an adverse impact on population and/or housing in the area, resulting in less than significant impact.

Mitigation is not required.

Question B

The proposed project site is currently vacant land that has been designated for urban uses. The development of the project site would not displace existing residents or housing because the site is not currently residentially developed. Therefore, the impact would be considered less than significant.
Mitigation is not required.

Findings

The proposed project would result in less than significant impacts to population and housing.
3. **SEISMICITY, SOILS, AND GEOLOGY.**

Would the proposal result in or expose people to potential impacts involving:

<table>
<thead>
<tr>
<th>Issues</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less-Than-Significant Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Seismic hazards?</td>
<td>□</td>
<td>□</td>
<td>X</td>
</tr>
<tr>
<td>B. Erosion, changes in topography or unstable soil conditions?</td>
<td>□</td>
<td>X</td>
<td>□</td>
</tr>
<tr>
<td>C. Subsidence of land (groundwater pumping or dewatering?)</td>
<td>□</td>
<td>□</td>
<td>X</td>
</tr>
<tr>
<td>D. Unique geologic or physical features?</td>
<td>□</td>
<td>□</td>
<td>X</td>
</tr>
</tbody>
</table>

**Environmental Setting**

**Seismicity**
The Sacramento General Plan Master EIR identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII on the Modified Mercalli scale (SGP MEIR, Table 6.5-6). The closest potentially active faults to the project area include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento, Concord-Green Valley Fault, located approximately 38 miles from Sacramento, and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale magnitude of 6.5; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.8; the Concord-Green Valley fault is capable of generating an earthquake with a magnitude 6.9, and the Hunting Creek-Berryessa Fault could generate a 6.9 magnitude earthquake. A major earthquake on any of these faults could cause strong groundshaking in the project area.

**Topography**
The project site is composed of generally level undeveloped land on floodplain deposits. The level of topography is a result of the previous mass-grading of the project site in September 2002. Terrain in the SGP is generally flat (SGP MEIR, 6.5-6). The potential for slope instability within the City of Sacramento is minor, due to the relatively flat topography of the area.

**Regional Geology**
The City of Sacramento is located in the Great Valley of California. The Great Valley is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The northern portion of the Great Valley is the Sacramento Valley drained by the Sacramento River, and its southern part is the San Joaquin Valley drained by the San Joaquin River. It is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north.
Project Area
Raney Geotechnical prepared a Preliminary Soil Investigation for Natomas Crossing Freeway Commercial Properties in September 2000. This report was based on an investigation of the proposed project site, as well as some of the properties surrounding the site. The report indicates that the test borings performed revealed that the near-surface profile over most of the site generally consists of moderate- to high-plasticity clays overlying interlayered low-plasticity clays, silts, and sands at depths of two to four feet in the north/central portion of the site, and four to seven feet in the southern portion. The surface moderate to high plasticity clays are gray-brown and medium stiff to stiff, and extend to depths varying from approximately two to four feet below the ground surface. Underlying the moderate to high plasticity clays and extending to the 20-foot maximum depth of exploration, interlayered silty clays, clayey to fine sandy silts, and loose to medium dense silty to occasionally clean fine sands were found.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if either geologic or seismic hazards would be introduced by allowing construction of a project without protection against those hazards.

Answers to Checklist Questions

Question A

The SGP MEIR identifies the entire City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII on the Modified Mercalli Scale (SGP MEIR, 6.5-6). The 2030 General Plan indicates that groundshaking will occur periodically in Sacramento as a result of distant earthquakes. The 2030 General Plan further states that the earthquake resistance of any building is dependent on an interaction of seismic frequency, intensity, and duration with the structure’s height, condition, and construction materials. Although the project site is not located near any active or potentially active faults, several outlying regional faults exist. A major earthquake on any of the regional faults could cause strong ground-shaking at the project site. The Sacramento 2030 General Plan MEIR concluded that faults having the potential for producing earthquakes with greater than Magnitude 6.5 magnitude are located within 50 miles of the City.

Title 8 of the California Code of Regulations and Occupational Safety and Health Act (OSHA) regulates excavation and grading activities. These regulations require that excavations must be shored or otherwise stabilized to preclude slope failure during construction. This requirement is incorporated in the Uniform Building Code (UBC) (Section A33 - Excavation and Grading), which also requires that shoring of trenches or other structural integrity measures be implemented, as well as erosion control measures. These regulations would apply to any excavations of the project site in preparation for construction of the proposed project.

These existing regulations and requirements are enforced through the City’s building review and inspection process and would ensure that the proposed project would not be subjected to or cause significant seismic impacts. Therefore, any impacts associated with seismic hazards would be less than significant.

Mitigation is not required.
Question B

Construction and grading activities on the project site would involve the operation of heavy equipment. Although the project area is relatively flat and the potential for soil erosion is considered to be low, peak stormwater runoff could result in sheet erosion within areas of exposed soils. The compaction of soils by heavy equipment would reduce the infiltration capacity of soils and increase runoff erosion potential, which could result in blockage of storm drain channels or sedimentation downstream.

The preliminary soil investigation indicates that the strength and compressibility properties of the on-site soils are favorable for support of the construction associated with the proposed project. The surface soils, to depths of approximately 12 inches, are loose, having been previously disturbed by cultivation, but can be recompacted during normal site grading procedures. Undisturbed surface soils below a depth of 12 inches have sufficient strength to support light to moderate loads such as the loads imposed by one- and two-story buildings on conventional spread foundations with negligible settlement. Stiff clays and medium dense to dense sands that are capable of contributing to support of heavily loaded deep foundations with negligible settlement are present below depths of five to 12 feet.

The report further indicates that street pavement subgrades should be prepared and compacted in accordance with City of Sacramento standards and materials, and construction within the structural pavement section shall conform to City standards.

In addition, in terms of expansive soil and liquefaction, the geotechnical report determined that the surface clays present on most of the site, to depths of at least two feet, are of moderate to high plasticity and could develop significant swelling pressures with variations in moisture content. Therefore, the report recommends compaction of in-place soils, as well as engineered and treated fills to 90 percent of the maximum dry density, to provide adequate support for floor slabs and building foundations. In addition, chemical treatment of building pads with five percent high calcium or dolomitic quicklime by dry weight to a depth of 12 inches is recommended for reduction of the expansive tendencies of the soils.

The preliminary soil investigation also indicates that the low densities of the near-surface soils over most of the project site would, under the recommended compaction procedures, result in moderate subsidence of the native subgrades, as well as shrinkage of soils placed as engineered fill. Subgrades could subside an average of approximately three inches and excavated soils could shrink 15 to 20 percent when compacted as engineered fill.

Liquefaction is a phenomenon in which loose and saturated soils are subject to a temporary but essentially total loss of shear strength because of pore pressure build-up under the reversing cyclic shear stresses associated with earthquakes. The weight of structures on such liquefied material can precipitate structural damage. As stated above, the North Natomas basin is at risk for earthquake-related liquefaction. According to the Preliminary Soil Investigation for Natomas Crossing Freeway Commercial Properties (geotechnical report), due to the poor drainage characteristics of the surface and near-surface clayey soils on the project site, the surface could become saturated and unstable during the wet season. Therefore, the project site could be adversely impacted by potential liquefaction.

Because the proposed project site contains expansive soils, would likely experience subsidence, and could be subject to soil erosion and liquefaction, development of the proposed project could result in a potentially significant impact.
Implementation of the following mitigation measure would reduce the potential expansive soil, subsidence, and liquefaction impacts to a less than significant level through adherence to state and local building regulations and design, thereby insuring structures would not be damaged.

**MM-1. Prior to issuance of grading permits, final foundation investigations shall be performed for each commercial lot, in order to evaluate specific soil conditions at each structure location and to analyze support conditions based on anticipated structural loads and configurations. The final foundation investigations shall provide information about specific site preparation, including chemical treatment types and procedures, and foundation, floor support and pavement section recommendations. The final foundation investigations shall be submitted for the review and approval of the City Engineer to ensure that the proposed project implements all recommendations in the investigations.**

Soil erosion impacts will be fully addressed in the Hydrology, Water Quality, and Drainage chapter of the Natomas Crossing EIR.

**Question C, D**

According to the Preliminary Soil Investigation, groundwater at the project site is approximately 17 feet below the surface near Arena Boulevard. The proposed project excavation and construction activities would not require dewatering because the excavation activities would occur above the minimum groundwater level. In addition, the site has been mass graded and does not contain unique geologic or physical features. Therefore, subsidence from dewatering would not occur and construction would not impact any unique geological features, resulting in a less than significant impact.

Mitigation is not required.

**Findings**

The proposed project would result in a less than significant impact related to geologic or seismic hazards with implementation of the required mitigation measure.
4. **WATER.**

*Would the proposal result in or expose people to impacts involving:*

A. Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g., during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling or storage, deliver areas, etc.)?  
   - X □ □

B. Exposure of people or property to water related hazards such as flooding?  
   - X □ □

C. Discharge into surface waters or other alterations to surface water quality that substantially impact the temperature, dissolved oxygen, turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?  
   - X □ □

D. Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?  
   - X □ □

E. Changes in currents, or the course or direction of water movements?  
   - X □ □

F. Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of recharge capacity?  
   - □ □ X

G. Altered direction or rate of flow of groundwater?  
   - □ □ X

H. Impacts to groundwater quality?  
   - □ □ X

**Environmental Setting**

*Water Quality*

The Central Valley Regional Water Quality Control Board (RWQCB) regulates surface water and ground water quality in the Sacramento area. The RWQCB implements regulations through a variety of permits intended to reduce, control, or eliminate the pollutant discharges into local waterways, including the Sacramento River and the River’s tributaries.
The City of Sacramento has obtained a National Pollutant Discharge Elimination System Permit (Permit) from the RWQCB that requires the reduction of pollutant discharges from municipal drainage systems into local waterways to the maximum extent practicable. The City Stormwater Quality Improvement Program (Program) was developed to maintain the quality of the local water resources and ensure compliance with the Permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, discharges, illicit connections, new development, and municipal activities.

The Program requires the use of Best Management Practices (BMPs) to reduce pollutant discharges during and after construction. These practices include sediment and erosion control measures and housekeeping practices during construction and source control and/or treatment control measures to minimize the increase in urban runoff pollution caused by development of the area. Construction and post-construction BMPs minimize erosion and sedimentation and prevent pollutants such as oils and grease from parking lots, roadways, and buildings from entering the storm drain system. BMPs are approved by Department of Utilities before issuance of grading permit or approval of the improvement plans.

**Drainage**

The stormwater drainage system of the City of Sacramento is a complex network of natural channels, canals, levees, subsurface drains, and pumping stations. All drainage ultimately flows to the American and Sacramento rivers. The project is located within the Natomas Basin, in which drainage is accommodated through canals and pumping stations.

A Master Drainage Study for Natomas Crossing Area 3 was prepared in June 2002. The proposed project area is part of Area 3. The proposed project is within Drainage Basin 16, as designated by the NNCP. The proposed on-site drainage lines for Quadrant C range from 12 inches to 36 inches and would discharge into the North Natomas drainage channel along the western boundary of the project site which discharges to the existing detention basin located at the southern end of the overall Natomas Crossing PUD. Quadrant C would discharge into the drainage channel at five existing outfall locations through 18-inch, 30-inch, 42-inch, and 48-inch pipes. Future development of Quadrant B would be designed to discharge stormwater at three existing outfall locations through 36-inch pipes. Future construction of Quadrant B, including storm drainage infrastructure, would require approval of additional entitlements. Drainage in Quadrant D flows to the west and would outfall into the existing freeway buffer channel located along the east side of I-5. The proposed project would not increase the amount of impervious surface (90 percent) that was anticipated for development of all quadrants in the Master Drainage Study.

**Flooding**

The proposed project site is located within a potential flood zone. The Sacramento River is located approximately two miles west of the project site, and the American River is approximately four miles south. In December 2006, FEMA announced the decision to revise the Flood Insurance Rate Map (FIRM) containing the project site. Based on information provided by Sacramento Area Flood Control Agency (SAFCA) and the United States Army Corps of Engineers (USACE), Federal Emergency Management Agency (FEMA) designated the Natomas Basin area a Special Flood Hazard Area (SFHA) on December 8, 2008. The FEMA AE designation requires that all new structures be built above the 100-year flood level. The AE designation applies until the levee improvements are completed and the area is redesignated by FEMA. Development of the project prior to recertification of the levees could occur if the structures are built above the base flood elevation, which is 33 feet above ground level.
Standards of Significance

*Water Quality* - For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

*Flooding* - An impact is considered significant if the proposed project would substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Answers to Checklist Questions

**Question A, D, E**

The proposed project would create impervious surfaces where none currently exist. Currently stormwater on the project site drains to the existing drainage channel located along the project’s western boundary, ultimately discharging into the detention basin located on the southern portion of Quadrant D. Although impervious surfaces would be created on-site as part of the project, the proposed stormwater lines would continue to route stormwater to the concrete-lined drainage channel along the western boundary of the project site. Therefore, changes in currents, or the course of water movements would not result. However, the creation of impervious surfaces would increase the peak run-off rates, and the total amount of runoff. The existing storm drain system may not be able to accommodate these additional flows.

Construction and grading activities on the project site would involve the operation of heavy equipment. Although the project area is relatively flat and the potential for soil erosion is considered to be low, peak stormwater runoff could result in sheet erosion within areas of exposed soils. The compaction of soils by heavy equipment would reduce the infiltration capacity of soils and increase runoff erosion potential, which could result in blockage of storm drain channels or sedimentation downstream.

Therefore, construction and implementation of the project could result in a *potentially significant* impact to drainage patterns and existing stormwater drainage facilities.

These impacts will be fully addressed in the Hydrology, Water Quality, and Drainage chapter of the Natomas Crossing EIR.

**Question B**

The proposed project includes the development of new business and commercial establishments. The project site is located in an AE Flood Zone. The AE Flood Zone is a special designation used on a community’s flood-insurance rate map that identifies areas where flood control systems no longer provide adequate flood protection. Therefore, the proposed project would place businesses within a 100-year flood hazard area, if applicable FEMA regulations are not implemented in proposed building construction (e.g. elevate building foundations 1 foot above base flood elevation), resulting in the exposure of the project site to a significant risk of loss from flooding as a result of potential levee failure. Thus, the proposed project would result in a *potentially significant* impact.

This impact will be fully addressed in the Hydrology, Water Quality, and Drainage chapter of the Natomas Crossing EIR.
**Question C**

Development of the proposed project site may result in an alteration of water quality during construction. Fuel, oil, grease, solvents, and other chemicals used in construction activities can create environmental problems if allowed to enter the project site’s drainage systems and, subsequently, the Sacramento River. Furthermore, the proposed project would involve the creation of new parking areas, which can accumulate urban pollutants. The increase in impermeable surfaces would cause rainwater to flow to bodies of water regulated by State and Federal Agencies (i.e., USACE), such as the Sacramento River, with additional urban pollutants, and could potentially result in a violation of water quality standards. Therefore, the project would result in a **potentially significant** impact to water quality.

These impacts will be fully addressed in the Hydrology, Water Quality, and Drainage chapter of the Natomas Crossing EIR.

**Questions F, G, H**

The presence of groundwater can influence construction methods and materials utilized. Groundwater can be relatively shallow in the City of Sacramento, particularly in the Natomas Basin. In general, groundwater levels in the vicinity of the City of Sacramento are reported to be stable, between 20 feet above and 40 feet below mean sea level (msl). The preliminary soil investigation prepared for the project area determined the groundwater level to be approximately 17 feet below surface level at the northern border of the project site. However, proposed project construction activities would not include excavating to depths where groundwater is present. Therefore, because de-watering would not be required, a **less than significant** impact would occur.

Mitigation is not required.

**Findings**

Implementation of the proposed project would result in a **potentially significant** impact to hydrology, water quality, and drainage. This impact will be fully addressed in the Hydrology, Water Quality, and Drainage chapter of the Natomas Crossing EIR.
5. **AIR QUALITY.**

*Would the proposal:*

A. Violate any air quality standard or contribute to an existing or projected air quality violation?  
   - [X] Potentially Significant Impact  
   - [□] Potentially Significant Unless Mitigated  
   - [□] Less Than Significant Impact

B. Exposure of sensitive receptors to pollutants?  
   - [X] Potentially Significant Impact  
   - [□] Potentially Significant Unless Mitigated  
   - [□] Less Than Significant Impact

C. Alter air movement, moisture, or temperature, or cause any change in climate?  
   - [X] Potentially Significant Impact  
   - [□] Potentially Significant Unless Mitigated  
   - [□] Less Than Significant Impact

D. Create objectionable odors?  
   - [□] Potentially Significant Impact  
   - [□] Potentially Significant Unless Mitigated  
   - [X] Less Than Significant Impact

**Environmental Setting**

The project site lies at the southern end of the Sacramento Valley; a broad, flat valley bounded by the coastal ranges to the west and the Sierra Nevada to the east. The Carquinez Strait is located approximately 50 miles southwest and the intervening terrain is very flat. The prevailing wind direction is southwesterly, which occurs when marine breezes flow through the Carquinez Strait. Marine breezes dominate during the spring and summer months, and show strong daily variations. Highest average wind speeds occur in the afternoon and evening hours; lightest winds occur in the night and morning hours. During fall and winter, when the sea breeze diminishes, northerly winds occur more frequently, but southwesterly winds still predominate.

The project site is within the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is part of the Sacramento Valley Air Basin (SVAB). The Sacramento Valley Air Basin has been further divided into two Planning Areas: the Northern Sacramento Valley Air Basin (NSVAB) and the Greater Sacramento Air Region. The Planning Areas have been designated by the U.S. Environmental Protection Agency (EPA) as the Sacramento Federal Ozone non-attainment area. The non-attainment area consists of all of Sacramento and Yolo Counties and parts of El Dorado, Solano, Placer, and Sutter Counties.

The SVAB is subject to federal, State, and local regulations. Both the federal EPA and the California Air Resources Board (CARB) classify the SVAB as non-attainment for ozone and PM$_{10}$. Carbon monoxide (CO) is designated as attainment (SMAQMD, 2003). The project site is located in Sacramento County, within the City of Sacramento, and is under the jurisdiction of the SMAQMD. The SMAQMD is responsible for implementing emissions standards and other requirements of federal and State laws.

**Standards of Significance**

*Ozone and Particulate Matter -* An increase in short-term effects (construction) of nitrogen oxides (NO$_X$) above 85 pounds per day and an increase in long-term effects (operation) of either ozone precursor - nitrogen oxides (NO$_X$) or reactive organic gases (ROG) - above 65 pounds per day or substantially contribute to emissions concentrations (e.g., PM$_{10}$), would be considered a significant impact.
**Carbon Monoxide** - The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County. For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour State ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour State ambient standard of 9.0 ppm. State ambient air quality standards are more stringent than their federal counterparts.

**Answers to Checklist Questions**

**Question A-C**

The project site is located within the SVAB and is under the jurisdiction of the SMAQMD. According to SMAQMD, State and federal air quality standards for ozone, carbon monoxide, and particulate matter have been exceeded several times per year in the Sacramento region.

The project site is currently vacant and undeveloped. Grading and construction activities would generate dust; construction equipment would generate vehicle emissions on-site; and vehicles transporting building supplies and equipment to and from the project site would generate pollution.

In addition, the Natomas Crossing project would result in an increase in traffic-related emissions during the operational phase of the project. Traffic-generated emissions, and dust associated with the project could result in substantial contributions to an existing or projected violation of an ambient air quality standard by exceeding the SMAQMD Standards for NO\textsubscript{X}, and PM\textsubscript{10} construction emissions. During construction and operation of the project greenhouse gases (GHGs) would be emitted from the operations of construction equipment, from workers, building supply vendor vehicles, and off-site motor vehicles use. In addition, construction of the project in the proposed location could expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts related to air quality would be considered **potentially significant**.

This impact will be fully addressed in the Air Quality chapter of the Natomas Crossing EIR.

**Question D**

At full buildout of the proposed project, the project would include up to 2,637,494 s.f. of hotel, office, hospital, retail, and restaurant uses. Odors are not typical of the proposed uses. In addition, the proposed project would not include industrial or intensive agricultural uses. Therefore, objectionable odors affecting a substantial number of people would not be expected to occur, and a **less than significant** impact would result.

Mitigation is not required.

**Findings**

The proposed project would result in **potentially significant** impacts to air quality, which will be further discussed in the Air Quality chapter of the Natomas Crossing EIR.
6. TRANSPORTATION and CIRCULATION.

Would the proposal result in:

A. Increased vehicle trips or traffic congestion? ☒ □ □

B. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ☒ □ □

C. Inadequate emergency access or access to nearby uses? ☒ □ □

D. Insufficient parking capacity on-site or off-site? ☒ □ □

E. Hazards or barriers for pedestrians or bicyclists? ☒ □ □

F. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? ☒ □ □

G. Rail, waterborne or air traffic impacts? □ □ ☒

Environmental Setting

Currently, the project site consists of undeveloped land. The 2030 General Plan and North Natomas Community Plan designation for the project site is Planned Development (PD). Surrounding properties are in the process of being developed, or are planned for development. Residential uses are largely planned for east of the project site, and mixed-use, commercial, and offices are planned for areas surrounding the site to the north and south. Interstate 5 (I-5) is located west of the project site, East Commerce Way forms the northeastern boundary, Arco Arena is located adjacent to the northeast portion of the site, and currently vacant land is found adjacent to the west of the site, across I-5. Automobile traffic would be able to access the proposed project from entrances along East Commerce Way, as well as a right-in only from Arena Boulevard.

Standards of Significance

The impact significance criteria are summarized below for study intersections and roadway segments, signal warrant analysis, parking, and bicycle, pedestrian and transit facilities.

Roadway Segments

In the City of Sacramento, a significant traffic impact occurs when:

1. The traffic generated by a project degrades peak period Level of Service (LOS) from A, B, C or D (without project) to E or F (with project); or
2. The LOS (without project) is E or F, and project generated traffic increases the Volume-to-Capacity Ratio (V/C ratio) by 0.02 or more.
**Intersections**

In the City of Sacramento, a significant traffic impact (intersection) occurs when:

1. The traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project); or
2. The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

These standards have been developed consistent with a goal set forth in the City of Sacramento, 2030 General Plan which seeks to maintain operations on all roadways and intersections at LOS D or better at all times unless maintaining this Level of Service would, in the City’s judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation.

**Transit**

Impacts to the transit system are considered significant if the proposed project would:

- Increase ridership, when added to the existing or future ridership, would exceed available or planned system capacity. Capacity is defined as the total number of passengers the system of busses and light rail vehicles can carry during the peak hours of operation.

**Bicycle Facilities**

Impacts to bikeways are considered significant if the proposed project would:

- Hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway; or
- Result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

**Freeway Facilities**

Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp’s deceleration area or onto the freeway;
- Project traffic increases that cause any ramp’s merge/diverge level of service to be worse than the freeway’s level of service;
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- The expected ramp queue is greater than the storage capacity.

**Pedestrian Circulation**

Impacts to pedestrian circulation are considered significant if the proposed project would:
• Result in unsafe conditions or create a hindrance for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle access.

Parking

Impacts to parking are considered significant if the proposed project would:

• Result in parking demand that exceeds the available or planned parking supply. However, the impact would not be significant if the project is consistent with the parking requirements stipulated in the City code.

Answers to Checklist Questions

Question A

At full buildout, Quadrant C of the proposed project is anticipated to include approximately 404,580 s.f. of retail uses and 200,000 s.f. of office uses. The southern portion of Quadrant B is anticipated to include up to 463,914 s.f. of retail uses. The northern portion of Quadrant B would include approximately 240,000 s.f. of office uses, 130,000 s.f. of hotel uses, and 180 residential units. Buildout of Quadrant D is anticipated to include approximately 600,000 s.f. of hospital uses and 600,000 s.f. of medical office uses. Although the proposed project site has been planned for development in the 2030 SGP, the proposed changes to land use designations associated with the project would be expected to increase traffic on surrounding roadways above the existing traffic volumes. This potential increase in traffic associated with the project could adversely affect the local circulation. Therefore, the impact would be considered potentially significant.

This impact will be fully addressed in the Transportation and Circulation chapter of the Natomas Crossing EIR.

Question B

The proposed project would involve the construction of retail, support retail, office, and hospital uses on the project site with multiple driveways and access points. Further study of the proposed project design would be required to adequately address impacts related to the increase in potential hazards as a result of design features. Therefore, a potentially significant impact could be associated with the proposed development.

This impact will be fully addressed in the Transportation and Circulation chapter of the Natomas Crossing EIR.

Question C

The proposed project, located in the North Natomas area of Sacramento, would replace vacant, undeveloped land with up to 2,637,494 s.f. of hotel, office, hospital, retail, and restaurant uses, as well as parking facilities. Due to the scale of the proposed project, multiple emergency access points would need to be provided for the project. However, the project would be required to comply with City Standards related to the provision of emergency access points, as well as undergo Design Review to ensure that adequate emergency access is provided. In addition, at a future date when Quadrant B is developed, future construction within Quadrant B would require approval of additional entitlements. In addition, it should be noted that further environmental review may be necessary for
the development of Quadrant B. Therefore, a **less than significant** impact related to adequate emergency access would result.

Mitigation is not required.

**Question D, E, F**

At full buildout, Quadrant C of the proposed project is anticipated to include approximately 404,580 s.f. of retail uses and 200,000 s.f. of office uses. Quadrant B, which will not be developed at this time, would include up to 463,914 s.f. of retail uses on the southern portion, and 180 residential units, 130,000 s.f. of hotel, and 240,000 s.f. of office uses on the northern portion. Buildout of Quadrant D would include approximately 600,000 s.f. of hospital uses and 600,000 s.f. of medical office uses. This would result in an increased need for parking and could create potential hazards to pedestrians and bicyclists. In addition, the project could result in conflicts with adopted policies related to public transportation in the vicinity of the proposed project. Therefore, the proposed project would result in a **potentially significant** impact to parking and alternative forms of transportation.

This impact will be fully addressed in the Transportation and Circulation chapter of the Natomas Crossing EIR.

**Question G**

The proposed project would not require any changes to existing regional rail, waterborne, or air traffic activity because the proposed project would not directly interfere with rail, water, or air traffic facilities. Nor would the proposed project increase population beyond what has been anticipated in the SGPU or NNCP. Therefore, a **less-than-significant** impact would occur related to rail, waterborne, and air traffic patterns.

Mitigation is not required.

**Findings**

The proposed project would result in **potentially significant** impacts to transportation and circulation, which will be further discussed in the Transportation and Circulation chapter of the Natomas Crossing EIR.
7. BIOLOGICAL RESOURCES.
   Would the proposal result in impacts to:

   A. Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?
      □    □    X    □

   B. Locally designated species (e.g., heritage or City street trees)?
      □    □    X    □

   C. Wetland habitat (e.g., marsh, riparian and vernal pool)?
      □    □    X    □

Environmental Setting

The project site is currently vacant, undeveloped land located adjacent to developed areas of the NNCP. The site is located in an area listed by the Natomas Basin Habitat Conservation Plan (NBHCP) as being a Mitigation Fee Zone. The site was previously mass-graded in September 2002 following payment of the NBHCP mitigation fee. Prior to grading, the project site was surveyed for potential biological resources by Gibson and Skordal. Special Status species were not detected during the 2002 pre-construction survey. The Natomas Basin Conservancy uses the mitigation fees to acquire, restore, and manage mitigation lands to provide habitat for protected species and maintain agriculture in the Natomas Basin. The North Natomas Drainage Channel is a concrete channel that runs along the project site’s western boundary. The proposed project would not include development within the channel, nor would the channel be filled.

Standards of Significance

For purposes of this environmental document, an impact would be significant if any of the following conditions, or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the Heritage Tree Ordinance (City Code 12:64.040).

For purposes of this report, “special-status” has been defined to include those species that are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or are candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or are proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG); or
- Plants or animals that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA).

**Answers to Checklist Questions**

**Question A**

The proposed project site is currently vacant, undeveloped land that was previously mass-graded in September 2002. A biological survey was conducted prior to grading activities, and the survey did not detect the presence of any special status species. Prior to grading, the applicant also paid the appropriate NBHCP mitigation fees.

Special-Status Plants: Seven special-status plant species occur within the NBHCP. Of the listed, the following special-status plants are known to occur within the vicinity of the project site: the Delta Tule Pea (*Lathyrus jepsonii* var. *jepsonii*), Sanford’s Arrowhead (*Sagittaria sanfordii*), Boggs Lake Hedge-Hyssop (*Gratiola heterosepala*), and Legenere (*Legenere limosa*). However, all of the plants are riparian or wetland species and would occur within drainage features. The only on-site drainage feature is located at the extreme western boundary of the project site and is known as the North Natomas Drainage Channel. Development of this concrete channel is not proposed. Because the channel is lined, the channel is not suitable habitat for special-status plants.

Special-Status Animals: The NBHCP listed 18 special-status species. The following species may use the project site for nesting habitat or foraging: Tricolored Blackbird (*Agelaius tricolor*), Aleutian Canada Goose (*Branta canadensis leucopareia*), White-faced Ibis (*Plegadis chihi*), American Peregrine Falcon (*Falco peregrinus anatum*), Loggerhead Shrike (*Lanius ludovicianus*), Greater Sandhill Crane (*Grus canadensis tabida*), Burrowing Owl (*Athene cunicularia*), Bank Swallow (*Riparia riparia*), and State listed Swainson’s Hawk (*Buteo swainsoni*) may be found onsite.

The project site has been designated for urban development within the NNCP and the Sacramento 2030 General Plan. Participation in the NBHCP was included as required mitigation for the 1994 NNCP EIR. The project proponent has previously paid the required NBHCP mitigation fees. However, should specific protected species be found on-site, additional mitigation would be required under the NBHCP. Failure to implement this mitigation would result in a potentially significant impact.

Implementation of the following mitigation measures would reduce the above impact to a less than significant level.

**MM-2.** Prior to and within 14 days of site disturbance, pre-construction surveys for special-status species shall be conducted by a qualified biologist retained by the project applicant and approved by the Development Services Department. Should any special-status species be identified, appropriate measures shall be implemented in compliance with the NBHCP (including implementation of Incidental Take Minimization Measures) for the review and approval of the Planning Director.
Question B

Trees are not located on the proposed project site; therefore, the project would not include the removal of any street or Heritage trees. As a result, a less than significant impact to trees would occur.

Mitigation is not required.

Question C

The North Natomas Drainage Channel occurs along the western boundary of the proposed project site. This drainage channel is fully concrete-line and would not be filled or developed as part of the project. In addition, the project site does not contain any riparian areas, vernal pools, or wetlands. Impacts to local waterways are further addressed in the Hydrology, Water Quality, and Drainage section of the Natomas Crossing EIR. Because the proposed project would not include the development of the existing drainage channel, the project would result in a less than significant impact to federally protected wetland habitat.

Mitigation is not required.

Findings

The proposed project would result in a less than significant impact to biological resources with implementation of the required mitigation measure.
### 8. ENERGY AND MINERAL RESOURCES.

Would the proposal result in impacts to:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less Than Significant Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>□</td>
<td>□</td>
<td><strong>X</strong></td>
</tr>
<tr>
<td>B</td>
<td>□</td>
<td>□</td>
<td><strong>X</strong></td>
</tr>
<tr>
<td>C</td>
<td>□</td>
<td>□</td>
<td><strong>X</strong></td>
</tr>
</tbody>
</table>

#### A. Power or natural gas?

- **X**

#### B. Use non-renewable resources in a wasteful and inefficient manner?

- **X**

#### C. Substantial increase in demand of existing sources of energy or require the development of new sources of energy?

- **X**

### Environmental Setting

The project site is currently vacant land, and is not connected to electricity or natural gas facilities. The Sacramento Municipal Utility District (SMUD) provides existing development to the east with electricity, and Pacific Gas & Electric Company (PG&E) provides natural gas. The proposed project would connect to the existing infrastructure located in adjacent utility easements.

### Standards of Significance

**Gas Service** - A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond current supplies.

**Electrical Services** - A significant environmental impact would occur if a project would result in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

### Answers to Checklist Questions

**Question A, C**

At full buildout, Quadrant C of the proposed project is anticipated to include approximately 404,580 s.f. of retail uses and 200,000 s.f. of office uses. In addition, the southern portion of Quadrant B would include 463,914 s.f. of retail uses. The northern portion of Quadrant B is anticipated to include 180 residential units, 130,000 s.f. of hotel uses, and 240,000 s.f. of office uses. Buildout of Quadrant D is anticipated to include approximately 600,000 s.f. of hospital uses and 600,000 s.f. of medical office uses. The Sacramento Municipal Utility District is the local electricity supplier, and PG&E supplies natural gas within Sacramento.

The project site was planned for urban development in the 2030 SGP, which designates the project site as PD. Development of the project would generate similar demand for gas and electricity services as anticipated for the site in the 2030 SGP. Gas and electricity lines currently exist adjacent to the project site, and the applicant would be required to construct the necessary infrastructure on-site to serve the project. The 2030 SGP MEIR, 6.12-80, determined at buildout PG&E would have sufficient natural gas supplies. Because the demand for PG&E and SMUD services attributed to the project would not require new sources of energy, a **less than significant** impact would result.
Question B

Development of the proposed project would occur in a location that is adjacent to electricity and gas service. The project would be subject to the standards of Title 24, California’s Energy Efficiency Standards. Title 24 applies to all new residential and non-residential building construction and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting. Site planning and building design, such as landscaping shading, and building orientation, as well as energy conservation measures, as outlined in Title 24, would minimize the project’s potential for wasteful, inefficient, or unnecessary consumption of energy. The applicant has also committed to implementing additional conservation measures, including installation of efficient lighting and lighting control systems, light colored roofs, cool pavements, strategically placed trees, efficient heating, cooling, and appliances.

The proposed project would generate a demand for gas and electric services similar to the demand anticipated for the project site in the Sacramento 2030 General Plan. In addition, the project site is not located in an area identified to contain significant mineral deposits. Because the project has been designed to minimize the use of energy and electricity, the project would require the need for new electricity or gas sources, resulting in a less than significant impact concerning inefficient or wasteful use of non-renewable resources.

Mitigation is not required.

Findings

The proposed project would result in less than significant impacts to energy and mineral resources.
9. HAZARDS AND HAZARDOUS MATERIALS.

Would the proposal involve:

A. A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?

   - [X] Potentially Significant
   - [ ] Potentially Significant Unless Mitigated
   - [ ] Less Than Significant

B. Possible interference with an emergency evacuation plan?

   - [ ] Potentially Significant
   - [ ] Potentially Significant Unless Mitigated
   - [X] Less Than Significant

C. The creation of any health hazard or potential health hazard?

   - [X] Potentially Significant
   - [ ] Potentially Significant Unless Mitigated
   - [ ] Less Than Significant

D. Exposure of people to existing sources of potential health hazards?

   - [ ] Potentially Significant
   - [ ] Potentially Significant Unless Mitigated
   - [X] Less Than Significant

E. Increased fire hazards in areas with flammable brush, grass, or trees?

   - [ ] Potentially Significant
   - [ ] Potentially Significant Unless Mitigated
   - [X] Less Than Significant

Environmental Setting

The proposed project site is currently vacant, undeveloped land that has been mass graded and has not been used for agricultural purposes in several years. A residential development is currently being constructed to the east of the project site and Arco Arena is located to the northwest of the site. In addition, surrounding areas to the north, south, and east are planned for residential, commercial, and office development.

Standards of Significance

For the purposes of this document, an impact would be considered significant if implementation of the proposed project would result in the following:

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or lead-based paints; or
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during de-watering activities.

Answers to Checklist Questions

Question A, C

Development of Quadrant D would include the construction of approximately 600,000 s.f. of hospital uses and 600,000 s.f. of medical office use which could routinely use hazardous or toxic materials during regular operations. The proposed hospital is anticipated to include the routine use/disposal of flammable gas oxygen, biohazard materials, reagents, etc. Because the proposed project is
anticipated to require the routine use of hazardous materials, the proposed project could result in a **potentially significant** impact related to hazardous materials if these materials are not properly handled, stored, and/or disposed of.

This impact will be fully addressed in the Hazards chapter of the Natomas Crossing EIR.

**Question B**

Development of the project site would be located within an area planned for urban development, and would not impair implementation of, or physically interfere with, an emergency response plan or emergency evacuation plan. Therefore, a **less than significant** impact would occur.

Mitigation is not required.

**Question D**

A Phase I Environmental Site Assessment (Phase I) was prepared in December 1996 by Wallace-Kuhl & Associates, Inc. for Pacific Central Properties (Property B). Property B included the portion of the proposed project site currently referred to as Quadrant C. The Phase I indicated that Quadrant C was previously used for agricultural production. The major concern with former agricultural properties is the potential for a residual buildup of pesticides and herbicides. Organochlorine pesticides were routinely used in agricultural operations prior to the early 1970s, and are extremely persistent in the environment. Eleven soil samples were collected from this portion of the project site. The soil samples were submitted for analysis of chlorinated pesticides and herbicides. Analysis of the near-surface soil samples collected from the site did not reveal any detectable or elevated concentrations of pesticides or herbicides. The Phase I determined that residual pesticides or herbicides would not be problematic for residential or commercial development of Quadrant C.

In addition, approximately 10 acres located in the northern portion of Quadrant C, just south of Arena Boulevard, were used as a nursery area in 1989. The field investigation performed by Wallace-Kuhl & Associates found that approximately 25 cubic yards of soils contaminated by petroleum hydrocarbon existed on the former nursery site. These soils were excavated and stockpiled. In addition, eight 55-gallon drums of petroleum hydrocarbon contaminated soils were located on the site. The 55-gallon drums were emptied and stockpiled with the excavated soils. The contaminated stockpile was later transported to Forward Landfill, located in the City of Stockton. The Phase I determined that the petroleum hydrocarbon contaminated soils were removed and properly disposed in 1996. The Phase I did not provide any additional recommendations for the former nursery area.

It should be noted that buildings do not exist on the project site; therefore, the potential does not exist for asbestos or lead-based paints to be found at the site. Furthermore, the proposed project site is not listed as a hazardous materials site pursuant to Government Code Section 65962.5.

In addition, a surface soil evaluation was conducted in 1996 by Wallace-Kuhl & Associates. The evaluation indicated that evidence of persistent agricultural chemical residues that would be problematic with respect to unrestricted development of the proposed project site does not exist. Furthermore, according to the Natomas Crossing IS/MND, prepared in 2002 by AES, a site survey performed by AES looking for soil staining or stressed vegetation did not reveal any evidence of hazardous materials on Quadrant C or the southern portion of Quadrant B. Therefore, the project
would result in a *less than significant* impact related to exposure of people to existing sources of potential health hazards.

Mitigation is not required.

**Question E**

The project site is located within an urbanized area that is surrounded by a mixture of urban uses and agricultural fields. Vegetation management practices related to the agricultural and urban uses in the project area ensure that wildland fires would be unlikely to occur. Therefore, a *less than significant* impact related to wildland fires would occur.

Mitigation is not required.

**Findings**

The proposed project would result in *potentially significant* impacts related to hazards and hazardous materials related to hospital uses which will be further discussed in the Hazards chapter of the Natomas Crossing EIR.
### Environmental Setting

The proposed project site is located within the North Natomas Community Plan (NNCP) area. The Sacramento International Airport and freeway traffic are the major sources of noise in this area. In addition, surface streets contribute to the overall noise environment. The site-specific noise sources for the project site would primarily include Interstate 5 (I-5), Interstate 80 (I-80), East Commerce Way, and Arena Boulevard.

Construction and operation of the proposed project would generate noise. The residential neighborhood that is currently being developed east of the project site (Natomas Field) is considered to be a sensitive receptor that could be affected by construction and/or operation of the proposed project. As specified in Section 8.68.080(E) of the City of Sacramento Noise Ordinance, construction-generated sound is exempt from limits if construction activities take place between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays.

### Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the Noise section of the City’s General Plan Environmental Constraints Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they would cause any of the following results:

- Exterior noise levels at the proposed project that are above the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches-per-second due to project construction; or
• Project residential and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction highway traffic and rail operations.

Answers to Checklist Questions

Questions A, B

The Noise section of the City of Sacramento General Plan Environmental Constraints Element establishes exterior noise level criteria for various land uses (SGP, 6.8-25). At full buildout, Quadrant C of the proposed project is anticipated to include approximately 404,580 s.f. of retail uses and 200,000 s.f. of office uses. In addition, the southern portion of Quadrant B is anticipated to include up to 463,914 s.f. of retail uses, and the northern portion of Quadrant B to include 180 residential units, 130,000 s.f. of hotel uses, and 240,000 s.f. of office uses. Quadrant D would include approximately 600,000 s.f. of hospital uses and 600,000 s.f. of medical office uses. The SGP standards are intended to provide an acceptable noise environment for outdoor activities and a suitable environment for indoor communication and sleep. The standards for office and commercial buildings specify that 70 dB is normally acceptable.

Currently, the project site is vacant and little noise is generated on-site. The development of the proposed project would result in new vehicle trips, as well as other operational noise associated with commercial and hospital used (e.g., loading docks, HVAC equipment, etc.), which could adversely impact nearby sensitive receptors. In addition, the proposed project could result in potential vibration impacts during construction. Therefore, the proposed project would have a potentially significant impact related to noise and vibration.

This impact will be fully addressed in the Noise chapter of the Natomas Crossing EIR.

Findings

The proposed project would result in potentially significant impacts related to noise, which will be further discussed in the Noise chapter of the Natomas Crossing EIR.
11. PUBLIC SERVICES.
Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

A. Fire protection? X □ □
B. Police protection? X □ □
C. Schools? □ □ X
D. Maintenance of public facilities, including roads? □ □ X

Environmental Setting
The project site is located in the NNCP area of the City of Sacramento. The City of Sacramento provides fire, police, and parks and recreation services in the vicinity of the proposed project site.

Fire Protection
The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. Contracted areas within SFD’s jurisdiction include the Fruitridge, Natomas, and Pacific Fire Protection Districts.

Under the direction of the Fire Chief, the SFD is divided into three divisions: Office of the Chief, Office of Operations, and Office of Support Services. In 2007, the SFD employed 635 personnel (535 fire suppression personnel and 100 fire prevention personnel and support staff) providing protection and response services to the City’s residents and visitors. The SFD currently operates 23 fire stations, which house 23 engine companies, eight truck companies, one heavy rescue company, and 12 ambulance units.

The SFD is divided into three offices: the Office of the Fire Chief, providing fiscal management, special projects, and public information, the Office of Operations, providing emergency services, special operations, and shift operations, and the Office of Administrative Services, providing support to operations staff, including fire prevention, training, technical services, human resources, and emergency planning.

Police Protection
Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City, and by the County Sheriff’s Department for areas outside the City but within the County of Sacramento. In addition to the SPD and Sheriff’s Department, the California Highway Patrol, UC Davis Medical Center Police Department, and the Regional Transit Police Department provide police protection within the City of Sacramento.

As of May 2008, the SPD was staffed by approximately 798 sworn police officers, 438 civilian staff, and 27 part-time non-career employees. The project site would be served by the North Area station, the William J Kinney Police Facility at 3550 Marysville Boulevard.
The proposed project is located within the SPD’s Northern Command area. The Northern Command area is bounded by the American River to the south, and the city limits to the west, north, and east. The SPD has an unofficial goal of 2.0 to 2.5 sworn police officers per 1,000 residents and one civilian support staff per two sworn officers. The department is currently funded for 1.7 officers per 1,000 residents. The Sacramento PD is in the process of preparing a Master Plan, which is expected to provide more specific information regarding the needs of the department and plans for determining appropriate levels of service.

Standards of Significance

For the purposes of this report, an impact would be considered significant if the project would result in the need for new or altered services related to fire protection, police protection, school facilities, or public parks.

Answers to Checklist Questions

Question A

The SFD provides fire protection and emergency medical services to the proposed project site. The SFD has equipment designed to fight fires in multi-story buildings. The Uniform Fire Code (UFC) provides many of the standard fire safety requirements for all proposed developments. In addition, the SFD participates in the project review process by examining project designs and requiring design features or other measures to reduce the potential for fire safety problems. The nearest fire station is located at 1901 Club Center Drive, approximately one mile northeast of the project site.

The addition of up to 404,580 s.f. of retail uses and 200,000 s.f. of offices use on Quadrant C and 600,000 s.f. of hospital uses and 600,000 of medical office uses on Quadrant D of the project site, and the future development of Quadrant B would generate the need for additional fire services. The project would result in greater demand to the Fire Department and as stated in the 2030 SGP MEIR, several facilities and related equipment would be needed to adequately serve the City of Sacramento. Therefore, the proposed project would have a potentially significant impact.

This impact will be fully addressed in the Public Services chapter of the Natomas Crossing EIR.

Question B

As with the SFD, the Sacramento Police Department (SPD) participates in the project review process by examining proposed project design and recommending design features or other measures to reduce the potential for crime problems. According to the SPD, incorporation of safety design features (e.g., lighting, landscaping, visibility of parking and other common areas, and fencing, where appropriate) can reduce crime.

The addition of up to 404,580 s.f. of retail uses and 200,000 s.f. of offices use on Quadrant C and 600,000 s.f. of hospital uses and 600,000 of medical office uses on Quadrant D of the project site, and the future development of Quadrant B would generate the need for additional police services. The project would result in greater demand to the Police Department and as stated in the 2030 SGP MEIR, several facilities and related equipment would be needed to adequately serve the City of Sacramento. Therefore, the proposed project would have a potentially significant impact.
This impact will be fully addressed in the Public Services chapter of the Natomas Crossing EIR.

**Question C**

Buildout of Quadrant C and Quadrant D would not result in the development of any new residential units. However, development of the northern portion of Quadrant B is anticipated to include up to 180 residential units; therefore, additional students would be introduced to the Natomas Unified School District. In Fall 2008, two schools were opened in the Natomas area, relieving overcrowding through class size reduction at existing campuses. The project applicant would be required per SB 50 and AB 1600 to pay school impact fees. The payment of SB 50 impact fees is full mitigation for school facilities. Levels of applicant fee contribution are determined by the State Allocation Board and increase annually. Therefore, payment of the impact fees would ensure that project impacts to existing District facilities are *less than significant*.

Mitigation is not required.

**Question D**

As discussed in Question C, development of the northern portion of Quadrant B would partly include up to 180 residential units. Thus, the proposed project would result in an increase of residents in the North Natomas area. Using the City of Sacramento standard for acquiring park and recreation areas under provisions of the State Quimby Act, five acres of developed recreation land is required per every 1,000 residents. The PUD Guidelines for the proposed project discuss the park areas proposed, including one neighborhood park, one community park, and one conjunctive use detention basin/park south of the hospital site. An additional detention basin/conjunctive use park is located immediately off-site, adjacent to Quadrant D. Various plaza areas and landscaped easements are also identified on-site in the project’s PUD Guidelines. The proposed neighborhood park is adjacent to the civic center where Roadways D and J intersect. This park is anticipated to primarily provide passive uses, while active uses such as playgrounds, ballfields, etc., would be located on the conjunctive use park within Drainage Basin 6A. The neighborhood park will have strong connections to the adjacent parcels and a linkage to the entire parks and open space system. The project will be required to provide sufficient parklands or pay in-lieu fees in accordance with City of Sacramento standards. In addition, the proposed project would pay development fees and applicable taxes toward the maintenance of roads in the vicinity of the project. Therefore, the proposed project would have a *less than significant* impact on maintenance of public facilities.

Mitigation is not required.

**Findings**

The proposed project would result in *potentially significant* impacts related to fire and police services, which will be further discussed in the Public Services chapter of the Natomas Crossing EIR.
12. UTILITIES.

Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:

A. Communication systems? □ □ X
B. Local or regional water supplies? □ □ X
C. Local or regional water treatment or distribution facilities? □ □ X
D. Sewer or septic tanks? □ □ X
E. Storm water drainage? X □ □
F. Solid waste disposal? □ □ X
G. Comply with federal, State, and local statutes and regulations related to solid waste? □ □ X

Environmental Setting

The project site is located on undeveloped land in the North Natomas area of Sacramento. Utilities do not currently exist on the project site; however, stubbed utility lines for the project’s water, sanitary sewer, and storm drainage are located adjacent to the project site on the site’s eastern boundary. The City of Sacramento would provide water service for the proposed project, and Sacramento Area Sewer District (SASD) would provide wastewater service. The project site is within the Detention Basin #16 watershed area of the North Natomas drainage system. The North Natomas drainage system has been designed to accommodate development of the proposed project, with up to 90 percent coverage of the site with impervious surfaces, see Section 4, Water. The City provides solid waste and recycling collection and disposal. The Lockwood Landfill and Kiefer Landfill have sufficient capacity to serve the City for many years to come.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Generate storm water that would exceed the capacity of the storm water system; or
- Generate solid waste (during construction or operation) that would exceed the permitted capacity of the landfill(s) that would serve the project.
Answers to Checklist Questions

Questions A

Currently, communication system components (e.g. microwave, radar, radio transmissions) are not located on or adjacent to the project site. The proposed project would consist of various building heights ranging from one-story to five-story buildings; however, the heights of the buildings would not be sufficient to interfere with communications equipment in the greater vicinity. Therefore, the proposed project would have a less than significant impact on communication systems.

Mitigation is not required.

Question B, C

The City of Sacramento is the water purveyor for the proposed project. The City relies on both surface water and groundwater for municipal and industrial uses. The City’s water supply is obtained from three sources:

- Surface water obtained from the American River;
- Surface water obtained from the Sacramento River; and
- Groundwater.

In 2003, SB 610 and SB 221 were signed into law by then Governor Gray Davis. These laws are intended to coordinate local land use and water supply planning. SB 610 requires each public water system that would supply water to a proposed project to determine whether the projected water demand associated with the proposed project could be met when existing and planned future uses are considered. For the purposes of SB610, Water Code Section 10912 (a) (2) requires all projects consisting of 500 or more dwelling units, or which include over 250,000 square feet of commercial office building to obtain a water supply assessment.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610 – 10656). The Act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually shall prepare and adopt an urban water management plan. The Act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act also states that the management of urban water demands and the efficient use of water shall be actively pursued to protect both the people of the State and their water resources.

Senate Bill 610

Senate Bill 610 requires that a WSA be prepared for certain developments, including residential developments in excess of 500 units or a 10 percent increase in the number of service connections, where an environmental impact report or negative declaration is being prepared under CEQA. The requirement adds a specific WSA protocol for land use jurisdictions to follow and consider in evaluating environmental impacts for a proposed project.
Senate Bill 221

Senate Bill 221 requires a city or county to include as a condition of approval of any tentative map, parcel map, or development agreement for residential developments in excess of 500 units or a 10 percent increase in the number of service connections, a requirement that a “sufficient water supply” be available. Proof of the supply must be on the basis of a written verification from the public water system that would serve the development.

Water Code section 10910, subdivision (c) (2) provides that the water purveyor may rely on information presented in their most recently adopted Urban Water Management Plan (UWMP) to prepare the SB 610 assessment, if the projected water demand from the proposed project was included in that plan.

In addition, SB 610 requires a quantification of water received by the water provider (City of Sacramento) in prior years from water rights, water supply entitlements and water service contracts.

Water Supply

The City of Sacramento has a Sacramento River permit (Permit 992) to divert up to 225 cubic feet per second (cfs) and 81,800 acre-feet annually (afa) from the Sacramento River. In addition the City has four water right permits authorizing diversions of up to 589,000 afa of American River water. However, the City’s American River water rights scale and the maximum diversion for the year 2030 is 245,000 afa. The City’s maximum annual diversion allowance is shown in Table 1.

<table>
<thead>
<tr>
<th>Year</th>
<th>Sacramento River</th>
<th>American River</th>
<th>Combined Diversion</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>81,800</td>
<td>154,000</td>
<td>205,000</td>
</tr>
<tr>
<td>2010</td>
<td>81,800</td>
<td>170,500</td>
<td>227,500</td>
</tr>
<tr>
<td>2015</td>
<td>81,800</td>
<td>189,000</td>
<td>252,000</td>
</tr>
<tr>
<td>2020</td>
<td>81,800</td>
<td>208,500</td>
<td>278,000</td>
</tr>
<tr>
<td>2025</td>
<td>81,800</td>
<td>228,000</td>
<td>304,000</td>
</tr>
<tr>
<td>2030</td>
<td>81,800</td>
<td>245,000</td>
<td>326,800</td>
</tr>
</tbody>
</table>

The City overlies two sub-basins of the Sacramento Valley Groundwater Basin. The City operated 32 municipal supply and 14 irrigations wells and pumped approximately 22,521 acre-feet (af) of groundwater for potable water consumption in 2005. However, the total pumping capacity of the City’s groundwater wells is approximately 30 million gallons per day (mgd) or about 33,600 afa.

In 2005, the City of Sacramento supplied 138,974 acre-feet (af) of potable water to approximately 136,347 water services in the City of Sacramento water service area. Approximately 49 percent of the City’s water production was from the American River; approximately 33 percent from the Sacramento River; and the remaining 18 percent from groundwater wells.

Water conservation practices were institutionalized through City ordinances as early as 1967, and have constantly evolved. In 1991, the City became a signatory to the California Urban Water Conservation Council’s (CUWCC’s) Memorandum of Understanding (MOU). The purpose of the MOU is to expedite implementation of reasonable water conservation measures in urban areas and to establish appropriate assumptions for use in calculating estimates of reliable future water conservation savings.
The City’s water conservation program currently includes the following: residential plumbing retrofit; system water audits; leak detection and repair; conservation programs for large landscape, commercial, industrial and institutional accounts; rebate programs for high-efficiency washing machines and ultra low flush toilets; public information and school education programs; a water waste prohibition ordinance; and a water conservation coordinator. Previous passage of Assembly Bill 2572 mandates the installation of water meters on all water service connections not later than the year 2025. All new water connections include water meters.

The City of Sacramento is subject to the requirements of the Urban Water Management Planning Act, which was established in 1983 by Assembly Bill 797. The City first prepared an Urban Water Management Plan (UWMP) in 1991; then prepared updated UWMPs in 1996, 2001, and 2005. The current UWMP contains information in regard to the following: UWMP development and public participation; the City’s water service area and population; available water supply sources and associated reliability; past, present and projected water demands; City water demand management measures; the City’s water shortage contingency plan; and the potential for use of recycled water within the City’s water service area.

The 2006 Sacramento UWMP presented system-wide water demands for existing and planned future uses through 2030 and are summarized in Table 2. As shown in Table 2, under the No Conservation scenario during a single dry year, the City would not have sufficient water supplies to meet project water demands beyond 2025.

The Sacramento UWMP compared the City’s projected supply and demand for multiple (three) dry years ending in 2006, 2013, 2018, 2023, and 2028, assuming scenarios of No Conservation, Conservation Savings of 7.5 percent, and Conservation Savings of 25.6 percent. Multiple droughts were assumed to consist of three consecutive years, two consecutive years with Hodge Flow Criteria governing at all times and followed by a single dry year. Table 3 shows that under the No Conservation scenario in the third year drought ending in 2025 the City would not have sufficient water supplies to meet projected water demand.

The project site water demand pursuant to buildout of existing zoning would result in a demand of approximately 420.4 acre-feet per year. As shown in Table 4 the proposed project would have similar water demand to buildout of existing zoning.

The proposed project site was included in the City of Sacramento UWMP. Although the proposed project includes a change in land uses, the water demand for the proposed project would be equal to the demand anticipated for the project site in the UWMP (See Table 4). Table 3 indicates that the City would have adequate water supply to serve the total anticipated demand associated with City buildout, even in the multiple dry year scenarios out to 2030. The ability of the City to adequately serve all water needs in multiple dry year scenarios starting in 2025 and 2030 depends upon an assumed water conservation rate of 7.5 percent (See Table 3). As noted on page 6-4 of the UWMP, the most recent water conservation data for the City suggests that existing water conservation savings is approximately 7.5 percent. The UWMP assumes that the City will maintain the recent observed rate of conservation of 7.5 percent through 2030. Therefore, because the UWMP determined the City would have adequate water supply for the 20 year forecast period and the amount of water needed to serve the Natomas Crossing Project was accounted for in the UWMP, adequate water supply exists to serve the project.
### Table 2
Sacramento Water Supply and Demand

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Normal Year</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water Supply</td>
<td>209,500</td>
<td>227,500</td>
<td>252,000</td>
<td>278,000</td>
<td>304,000</td>
<td>326,800</td>
</tr>
<tr>
<td>Water Demand (No Conservation)</td>
<td>147,800</td>
<td>183,000</td>
<td>227,000</td>
<td>271,000</td>
<td>315,000</td>
<td>359,400</td>
</tr>
<tr>
<td>Difference</td>
<td>61,700</td>
<td>44,500</td>
<td>25,000</td>
<td>7,000</td>
<td>-11,000</td>
<td>-32,600</td>
</tr>
<tr>
<td>Water Demand (7.5% Conservation)</td>
<td>146,800</td>
<td>178,000</td>
<td>217,000</td>
<td>256,000</td>
<td>295,000</td>
<td>333,300</td>
</tr>
<tr>
<td>Difference</td>
<td>62,700</td>
<td>49,500</td>
<td>35,000</td>
<td>22,000</td>
<td>9,000</td>
<td>-6,500</td>
</tr>
<tr>
<td>Water Demand (25.6% Conservation)</td>
<td>144,300</td>
<td>165,500</td>
<td>192,000</td>
<td>218,500</td>
<td>245,000</td>
<td>271,000</td>
</tr>
<tr>
<td>Difference</td>
<td>65,200</td>
<td>62,000</td>
<td>60,000</td>
<td>59,500</td>
<td>59,000</td>
<td>55,580</td>
</tr>
<tr>
<td><strong>Single Dry Year</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water Supply</td>
<td>209,500</td>
<td>214,013</td>
<td>252,200</td>
<td>278,000</td>
<td>313,000</td>
<td>329,413</td>
</tr>
<tr>
<td>Water Demand (No Conservation)</td>
<td>147,800</td>
<td>183,000</td>
<td>227,000</td>
<td>271,000</td>
<td>315,000</td>
<td>359,400</td>
</tr>
<tr>
<td>Difference</td>
<td>61,700</td>
<td>31,013</td>
<td>25,000</td>
<td>7,000</td>
<td>-2,000</td>
<td>-29,987</td>
</tr>
<tr>
<td>Water Demand (7.5% Conservation)</td>
<td>146,800</td>
<td>178,000</td>
<td>217,000</td>
<td>256,000</td>
<td>295,000</td>
<td>333,300</td>
</tr>
<tr>
<td>Difference</td>
<td>62,700</td>
<td>36,013</td>
<td>35,000</td>
<td>22,000</td>
<td>18,000</td>
<td>-3,887</td>
</tr>
<tr>
<td>Water Demand (25.6% Conservation)</td>
<td>144,300</td>
<td>165,500</td>
<td>192,000</td>
<td>218,500</td>
<td>245,000</td>
<td>271,000</td>
</tr>
<tr>
<td>Difference</td>
<td>65,200</td>
<td>48,513</td>
<td>60,000</td>
<td>59,500</td>
<td>68,000</td>
<td>58,416</td>
</tr>
</tbody>
</table>

Source: 2005 Sacramento Urban Water Management Plan

### Table 3
Sacramento Multiple Dry Water Supply and Demand

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Normal Year</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water Supply</td>
<td>209,500</td>
<td>227,500</td>
<td>252,000</td>
<td>278,000</td>
<td>313,000</td>
<td>356,200</td>
</tr>
<tr>
<td>Water Demand (No Conservation)</td>
<td>147,800</td>
<td>183,000</td>
<td>227,000</td>
<td>271,000</td>
<td>315,000</td>
<td>359,400</td>
</tr>
<tr>
<td>Difference</td>
<td>61,700</td>
<td>44,500</td>
<td>25,000</td>
<td>7,000</td>
<td>-2000</td>
<td>-3,200</td>
</tr>
<tr>
<td>Water Demand (7.5% Conservation)</td>
<td>146,800</td>
<td>178,000</td>
<td>217,000</td>
<td>256,000</td>
<td>295,000</td>
<td>333,300</td>
</tr>
<tr>
<td>Difference</td>
<td>62,700</td>
<td>49,500</td>
<td>35,000</td>
<td>22,000</td>
<td>18,000</td>
<td>22,900</td>
</tr>
<tr>
<td>Water Demand (25.6% Conservation)</td>
<td>144,300</td>
<td>165,500</td>
<td>192,000</td>
<td>218,500</td>
<td>245,000</td>
<td>271,000</td>
</tr>
<tr>
<td>Difference</td>
<td>65,200</td>
<td>62,000</td>
<td>60,000</td>
<td>59,500</td>
<td>68,000</td>
<td>85,200</td>
</tr>
</tbody>
</table>

Source: 2005 Sacramento Urban Water Management Plan
Regarding water delivery, an existing 12-inch water line runs the length of the proposed project’s eastern boundary, within East Commerce Way. A second parallel 12-inch line would be constructed on the west side of East Commerce Way to serve Quadrant C. Directly adjacent to the project area, existing parallel water lines run the length of the project within East Commerce Way. These water lines include an existing 12-inch line, and a transmission main that varies between 18 inches and 24 inches. These mains have been sized and constructed to serve the project area. In addition, a second parallel 12-inch line would be constructed on the west side of East Commerce Way to serve Quadrant C. A fire flow test conducted for Quadrant C determined that enough water is available to meet the highest user’s demand of 4,000 gallons per minute. Quadrant B and Quadrant D would also connect into the water line within East Commerce Way, north of Arena Boulevard. However, because development of Quadrant B is not proposed at this time, future construction within Quadrant B, including water improvements, would require approval of additional entitlements.

Therefore, buildout of the proposed project would not increase demand beyond the amount anticipated in the UWMP and a less than significant long-term impact related to water supply would occur.

Mitigation is not required.

**Question D**

Sewer service within this area of North Natomas is provided by Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). SASD provides local sewer conveyance (0 to 10 mgd), and SRCSD provides transport above 10 million gallons per day.
(mgd), treatment, and disposal of the wastewater. The project area falls within the boundaries of the SRCSD and SASD Service Area.

The Sacramento Regional Wastewater Treatment Plant (SRWTP) is owned and operated by the SRCSD and provides sewage treatment for the City of Sacramento. Sewage is routed to the SRWTP by collection systems owned by SRCSD, the City of Sacramento, and SASD. The wastewater treatment plant is a high purity, oxygen-activated sludge facility and is permitted to treat an average dry weather flow (ADWF) of 181 mgd and a daily peak wet weather flow of 392 mgd. Currently, the facility’s ADWF is approximately 150 mgd. SRCSD’s long-term planning effort, the SRWTP 2020 Master Plan, projects a population-based flow of 218 mgd ADWF. The majority of the treated wastewater is de-chlorinated and discharged into the Sacramento River.

A Revised Master Sewer Study for Natomas Crossing Area 3 was prepared in May 2002. The project area is within Area 3. The Sacramento County design criteria used in the Master Sewer Study assumed flow rates for Quadrants B, C, and D equivalent to office/commercial/industrial uses. The SCRCSD has indicated that the land uses proposed for the Natomas Crossing project do not change the flow rates assumed for the site in the 2002 sewer study. Therefore, adequate sewer treatment capacity exists to serve the project.

The Master Sewer Study for Quadrant C shows three separate shed areas connecting to the East Commerce Way 54-inch trunk sanitary sewer with eight-inch sewer lines. The estimated cumulative design flow of Quadrant C, as stated within the Master Sewer Study, is 0.22 million gallons per day (MGD); this design flow is equivalent to the estimated design flow for the site with the proposed land uses.

The Master Sewer Study indicates that Quadrant B comprises six shed areas. Each of the six shed areas has an existing eight-inch line size for connection to the 54-inch trunk sewer in East Commerce Way. The estimated combined design flow for the six shed areas is 0.33 MGD; this estimated design flow is equivalent to the estimated design flow for the proposed land uses.

The Master Sewer Study indicates that Quadrant D comprises three shed areas. Each of the three shed areas would require construction of eight-inch lines for connection to the existing 54-inch trunk sewer in East Commerce Way. The estimated combined design flow for the three shed areas is 0.26 MGD; this estimated design flow is equivalent to the estimated design flow for the proposed land uses.

The proposed onsite sewer lines for both Quadrants B and C consist of 8-inch laterals that would connect to an 8-inch on-site collector line that would connect to an existing 8-inch collector line in East Commerce Way. Development of Quadrant D would require construction of eight-inch collector lines which would also tie into the eight-inch stub located in East Commerce Way. The existing eight-inch line in East Commerce Way connects to the 54-inch trunk sewer line. An eight-inch sewer line using minimum design grades has a design capacity of 0.38 MGD. The estimated cumulative design flows for Quadrants B, C, and D would be less than the design capacity of an eight-inch sewer line at minimum design grades. Therefore, impacts to wastewater facilities would be considered less than significant.

Mitigation is not required.

1 Personal Communication with Stephen Norris, Sacramento County Sewer District, February 26, 2009.


**Question E**

A Master Drainage Study for Natomas Crossing Area 3 was prepared in June 2002. The proposed project area is part of Area 3. The proposed project is within Drainage Basin 16, as designated by the North Natomas Community Plan. The project would include the construction of drainage lines for Quadrant C ranging in size from 12 inches to 36 inches, which is typical for commercial development. On-site drainage would discharge into the existing North Natomas Drainage Channel along the western boundary of the project area. At a future date when Quadrant B is developed after additional entitlements are secured, Quadrant B would discharge in three locations with 36-inch storm drain pipes. Quadrant C would discharge in five locations, with 18-, 30-, 42-, and 48-inch pipes. For Quadrant D, the majority of the site would drain to the west and outfall into the existing freeway buffer channel located along the east side of I-5. As stated in the Master Drainage Study, for purposes of the proposed project, a 90 percent impervious area has been assumed.

The above improvements were master planned and sized for buildout of the project area. However, the Master Drainage Study assumed buildout of the project site under the existing Employment Commercial land use designation. If the proposed change to the site’s land use designation results in an increase in stormwater runoff that would create the need for additional improvements to the existing system, a potentially significant impact would result.

This impact will be fully addressed in the Hydrology, Water Quality, and Drainage chapter of the Natomas Crossing EIR.

**Question F, G**

The estimated amount of solid waste generated per unit or per square foot per day is referred to as a waste generation ratio. According to the California Integrated Waste Management Board, shopping center developments are expected to generate approximately 2.5 pounds per 100 square feet per day, and office uses are expected to generate approximately one pound per 100 square feet per day. In addition, construction of a retail development is expected to generate approximately 3.89 pounds of solid waste per square foot. Table 5 includes calculations of the estimated amount of operational solid waste that would be generated by the proposed project.

As indicated in Table 5, full buildout of the project would generate approximately 6,080 to 7,068 tons per year of solid waste during operation and approximately 5,422 to 5,723 tons during construction. Buildout of the existing zoning designations would generate approximately 1,707 to 5,170 tons per year of solid waste during operation and approximately 1,895 to 5,274 tons during construction. Operation of the proposed project would generate approximately 1,898 additional tons per year and 449 tons during construction. The Lockwood Landfill does not have a maximum daily disposal limit and has a remaining capacity of 32.5 million tons. The Kiefer Landfill is permitted for 10,815 tons/day and as of 2000 had a remaining capacity of 86 million cubic yards. The waste generated by the proposed project would represent a tiny fraction of the amount of solid waste received by the Kiefer and Lockwood landfills in a single day, and would not create a measurable effect on the capacities of the landfills. Furthermore, the proposed project would comply with all federal, State, and local statutes and regulations related to solid waste reduction. Therefore, the proposed project would result in a less than significant impact.

Mitigation is not required.
<table>
<thead>
<tr>
<th>Land Use</th>
<th>Solid Waste Generation Ratio</th>
<th>Square Footage of Project</th>
<th>Estimated Solid Waste Generated by Proposed Project (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Zoning</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office (Operational)</td>
<td>1 pound/100 s.f./day</td>
<td>777,600-2,248,559</td>
<td>1,384-4,002</td>
</tr>
<tr>
<td>Office (Construction)</td>
<td>3.89 pounds/ s.f.</td>
<td>777,600-2,248,559</td>
<td>1,512-4,373</td>
</tr>
<tr>
<td>Shopping Center (Operational)</td>
<td>2.5 pounds/100 s.f./day</td>
<td>44,510-217,456</td>
<td>198-967</td>
</tr>
<tr>
<td>Shopping Center (Construction)</td>
<td>3.89 pounds/s.f.</td>
<td>44,510-217,456</td>
<td>87-423</td>
</tr>
<tr>
<td>Hotel (Operational)</td>
<td>2 lb/room/day</td>
<td>152,200-245,600</td>
<td>125-201</td>
</tr>
<tr>
<td>Hotel (Construction)</td>
<td>3.89 pounds/s.f.</td>
<td>152,200-245,600</td>
<td>296-478</td>
</tr>
<tr>
<td><strong>Total (Operational)</strong></td>
<td>-</td>
<td>974,610-2,711,615</td>
<td>1,707-5,170</td>
</tr>
<tr>
<td><strong>Total (Construction)</strong></td>
<td>-</td>
<td>974,610-2,711,615</td>
<td>1,895-5,274</td>
</tr>
<tr>
<td><strong>Proposed Project (Quadrants B, C, and D)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shopping Center (Operational)</td>
<td>2.5 pounds/100 s.f./day</td>
<td>713,856-868,494</td>
<td>3,177-3,865</td>
</tr>
<tr>
<td>Shopping Center (Construction)</td>
<td>3.89 pounds/s.f.</td>
<td>713,856-868,494</td>
<td>1,388-1,689</td>
</tr>
<tr>
<td>Hotel (Operational)</td>
<td>2 lb/room/day</td>
<td>300 rooms</td>
<td>107</td>
</tr>
<tr>
<td>Hotel (Construction)</td>
<td>3.89 pounds/ s.f.</td>
<td>130,000</td>
<td>253</td>
</tr>
<tr>
<td>Hospital (Operational)</td>
<td>16 pounds/bed/day</td>
<td>300 beds</td>
<td>854</td>
</tr>
<tr>
<td>Hospital (Construction)</td>
<td>3.89 pounds/ s.f.</td>
<td>600,000</td>
<td>1,167</td>
</tr>
<tr>
<td>Office (Operational)</td>
<td>1 pound/100 s.f./day</td>
<td>1,040,000</td>
<td>1,851</td>
</tr>
<tr>
<td>Office (Construction)</td>
<td>3.89 pounds/ s.f.</td>
<td>1,040,000</td>
<td>2,023</td>
</tr>
<tr>
<td>Residential (Operational)</td>
<td>12.23 pounds/unit/day</td>
<td>180 units</td>
<td>391</td>
</tr>
<tr>
<td>Residential (Construction)</td>
<td>4.38 pounds/s.f.</td>
<td>270,000</td>
<td>591</td>
</tr>
<tr>
<td><strong>Total (Operational)</strong></td>
<td>-</td>
<td>2,753,856-2,908,494</td>
<td>6,080-7,068</td>
</tr>
<tr>
<td><strong>Total (Construction)</strong></td>
<td>-</td>
<td>2,753,856-2,908,494</td>
<td>5,422-5,723</td>
</tr>
</tbody>
</table>


Findings

The proposed project would result in **less than significant** impacts to the following utilities: communication systems; water treatment and distribution facilities; sewers or septic tanks; water supply, and solid waste disposal. However, the project would result in a **potentially significant** impact to stormwater drainage facilities; therefore, stormwater drainage facilities will be evaluated in the Hydrology and Water Quality chapter of the Natomas Crossing EIR.
13. AESTHETICS, LIGHT, AND GLARE

Would the proposal:

A. Affect a scenic vista or adopted view corridor?  X  □  □

B. Have a demonstrable negative aesthetic effect?  X  □  □

C. Create light or glare?  X  □  □

Environmental Setting

The project site is composed of land that is currently vacant and undeveloped. Adjacent land uses include freeway/transportation uses to the west and south; residential uses to the east and north, and Arco Arena to the northeast.

Standards of Significance

Aesthetic impacts may be considered significant if the proposed project would result in the following:

- Obstruction of a significant view or viewshed or the introduction of a facade that lacks interest and compatibility that would be visible from a public gathering or viewing area; or
- Creation of glare that is cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Answers to Checklist Questions

Questions A, B

The project site is currently undeveloped and has been mass graded. Development of the proposed project would require a General Plan amendment to redesignate land uses and would change the visual character of the site. Therefore, the proposed project could result in a potentially significant aesthetic impact.

This impact will be fully addressed in the Aesthetics chapter of the Natomas Crossing EIR.

Question C

Implementation of the proposed project would result in the introduction of light and glare onto a site where sources do not currently exist. Sensitive receptors are located east of the project site and include recently constructed residences. Therefore, the project could have a potentially significant impact related to the creation of light and glare.

This impact will be fully addressed in the Aesthetics chapter of the Natomas Crossing EIR.
Findings

The proposed project would result in potentially significant impacts related to aesthetics, which will be further discussed in the Aesthetics chapter of the Natomas Crossing EIR.
14. CULTURAL RESOURCES.

Would the proposal:

<table>
<thead>
<tr>
<th>Issues</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigated</th>
<th>Less Than Significant Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Disturb paleontological resources?</td>
<td>□</td>
<td>X</td>
<td>□</td>
</tr>
<tr>
<td>B. Disturb archaeological resources?</td>
<td>□</td>
<td>X</td>
<td>□</td>
</tr>
<tr>
<td>C. Affect historical resources?</td>
<td>□</td>
<td>X</td>
<td>□</td>
</tr>
<tr>
<td>D. Have the potential to cause a physical change which would affect unique ethnic cultural values?</td>
<td>□</td>
<td>X</td>
<td>□</td>
</tr>
<tr>
<td>E. Restrict existing religious or sacred uses within the potential impact area?</td>
<td>□</td>
<td>□</td>
<td>X</td>
</tr>
</tbody>
</table>

Environmental Setting

The project site is vacant, undeveloped land that has been mass graded and not used for agricultural activities in several years. The site is located adjacent to urbanized areas of the NNCP. The on-site soils have been largely disturbed as a result of historical agricultural use and relatively recent mass-grading of the site.

Pre-History/Ethnography

The Sacramento Valley was home to significant populations of Native Americans prior to European settlement. Two distinct language groups, the Nisenan and the Plains Miwok, inhabited the lower portion of the Valley. Prehistoric cultural resources include the evidence and remains of Native American subsistence activities, such as plant collection, hunting, fishing, and the fabrication of household items. Significant cultural resources are associated with the development of Sacramento as a Euro-American settlement in the early 19th Century, and Sacramento’s subsequent role as a gold-rush era trade center and emergence as California’s state capital. Historic cultural resources include buildings, structures, roadwork, earthwork, and artifacts dating back from these periods.

Site Background

According to the previous Natomas Crossing IS/MND prepared for the project site in April 2002, the SGPU EIR identifies the project site as a Primary Impact Area (page V-5, Exhibit V-5). In keeping with the NNCP Environmental Design Standards, which require that a comprehensive field reconnaissance be conducted and a subsurface archaeological testing program be initiated for any development planned in the vicinity of a recorded archaeological site, PAR Environmental Services, Inc. prepared a Cultural Resources Inventory and Evaluation for the site in March 1997. The PAR study identified one prehistoric archaeological resource within the project vicinity. The resource consists of an area, located near the intersection of San Juan Road and Airport Road in a plowed field, containing stone tool remnants along with several groundstone and flaked stone tool fragments. The recorder of the resource indicated that the placement of the artifacts offers little in the way of observable or inferred cultural significance beyond the artifact’s location, due to the extensive earth-moving that has occurred in the area. The study did not result in the identification of any additional prehistoric or historical sites or features.
Standards of Significance

Cultural resource impacts may be considered significant if the proposed project would result in the following:

- A substantial change in the significance of a historical or archeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Answers to Checklist Questions

Questions A-D

The project site does not currently contain any structures. However, as mentioned previously, the site is identified by the SGPU EIR as a Primary Impact Area. It should be noted that in the Sacramento 2030 General Plan Master EIR, the project site is not located within a high or moderate archaeological sensitive area. The Cultural Resources Inventory and Evaluation that was performed for the site discovered one prehistoric archaeological resource within the project vicinity. (It should be noted that the prehistoric resource was not discovered within the boundaries of the proposed project site.) In January 1987, Peak and Associates performed a systematic excavation of the area in which the prehistoric resource was found. According to the IS/MND that was previously prepared for the project site, the investigation determined that the area represented a surface manifestation of fill material and did not contain an in situ cultural deposit.

However, the site is located within an area known for previous Native American habitation, and the disruption of undiscovered human remains and archaeological resources on the proposed project site could occur during construction (e.g., excavation of trenches for installation of utilities). Therefore, implementation of the proposed project would result in a potentially significant impact.

Implementation of the following mitigation measures would reduce the above impact to a less than significant level.

MM-3. In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction related earth-moving activities, all work within 100 feet of the resource shall be halted, and the City shall consult with a qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

MM-4. If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If a Native American archeologist, ethnographic, or spiritual resources are discovered, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36
CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

MM-5. If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

Question E

The project site has not been used for agricultural activities in several years and has been mass-graded. Religious or sacred uses are not associated with the proposed project site. Therefore, the proposed project would have a less than significant impact on existing religious or sacred uses.

Mitigation is not required.

Findings

The proposed project would result in a less than significant impact to cultural resources with implementation of the required mitigation measures.
15. **RECREATION.**

*Would the proposal:*

A. Increase the demand for neighborhood or regional parks or other recreational facilities? □ □ X

b. Affect existing recreational opportunities? □ □ X

**Environmental Setting**

The project site is located on vacant land in the NNCP area of Sacramento. Surrounding properties are in the process of being developed, or are planned for development. Residential uses are largely planned for the east of the project site, and mixed-use, commercial, and offices are planned for areas surrounding the site to the north and south.

**Standards of Significance**

Recreation impacts would be considered significant if the proposed project would create a new demand for additional recreational facilities or if the project would affect existing recreational opportunities.

**Answers to Checklist Questions**

**Questions A, B**

The proposed project includes development of Quadrant C with approximately 404,580 s.f. of retail uses and 200,000 s.f. of office uses. Development of the southern portion of Quadrant B includes up to 463,914 s.f. of retail uses and the northern portion of Quadrant B with approximately 180 residential units, 130,000 s.f. of hotel uses, and 240,000 s.f. of office uses. Development of Quadrant D includes up to 600,000 s.f. of hospital uses and 600,000 s.f. of medical office uses. Because the proposed project would include up to 180 new residences in the northern portion of Quadrant B, the project would result in an increase in the area’s population, and demand for recreational facilities would increase. The PUD Guidelines for the proposed project discuss the park areas proposed, including one neighborhood park, one community park, and one conjunctive use detention basin/park south of the hospital site. An additional detention basin/conjunctive use park is located immediately off-site, adjacent to Quadrant D. Various plaza areas and landscaped easements are also identified on-site in the project’s PUD Guidelines. The proposed neighborhood park is adjacent to the civic center where Roadways D and J intersect. This park is anticipated to primarily provide passive uses, while active uses such as playgrounds, ballfields, etc., would be located on the conjunctive use park within Drainage Basin 6A. The neighborhood park will have strong connections to the adjacent parcels and a linkage to the entire parks and open space system. The project will be required to provide sufficient parklands or pay in-lieu fees in accordance with City of Sacramento standards. Therefore, the proposed project would have a less than significant impact related to the quality or quantity of recreational facilities.

Mitigation is not required.

Natomas Crossing Initial Study
Findings

The proposed project would result in less than significant impacts to recreation facilities.
16. **MANDATORY FINDINGS OF SIGNIFICANCE.**

A. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- [ ] Potentially Significant Impact
- [ ] Potentially Significant Unless Mitigated
- [x] Less-Than-Significant Impact

B. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

- [x] Potentially Significant Impact
- [ ] Potentially Significant Unless Mitigated
- [ ] Less-Than-Significant Impact

C. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

- [x] Potentially Significant Impact
- [ ] Potentially Significant Unless Mitigated
- [ ] Less-Than-Significant Impact

D. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?

- [x] Potentially Significant Impact
- [ ] Potentially Significant Unless Mitigated
- [ ] Less-Than-Significant Impact

**Answers to Checklist Questions**

**Question A**

As described in the biology and cultural resources discussions of this document, the proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory with the implementation of the included mitigation measures. Therefore, the impact would be **less than significant**.

Additional mitigation is not required.

**Question B, C**

At full buildout, the proposed Natomas Crossing project would include up to 2,637,494 s.f. of hotel, office, hospital, retail, and restaurant uses on a site that is currently vacant. At full buildout,
Quadrant C of the proposed project is anticipated to include approximately 404,580 s.f. of retail uses and 200,000 s.f. of office uses. The southern portion of Quadrant B would include up to 463,914 s.f. of retail uses, and the northern portion of Quadrant B would include 240,000 s.f. of retail uses, 180 residential units, and 130,000 s.f. of hotel uses. Development of Quadrant D includes up to 600,000 s.f. of hospital uses and 600,000 s.f. of medical office uses. The overall project would proceed in phases, with the development of Quadrant C occurring first and development of Quadrant B and Quadrant D occurring at a later date. The project site has been planned for urban development within applicable planning documents; however, the proposed project includes changes to the land use designations. Therefore, the proposed project has the potential to achieve short-term, to the disadvantage of long-term, environmental goals. The proposed project may also have impacts that are individually limited but cumulatively considerable. Therefore, impacts from the project could be potentially significant.

This impact will be fully addressed in the Natomas Crossing EIR.

Question D

The development of approximately 404,580 s.f. of retail uses and 200,000 s.f. of office uses on Quadrant C, 600,000 s.f. hospital and 600,000 s.f. medical offices uses on Quadrant D, and the future development Quadrant B on a site that is currently vacant could be considered to be a growth-inducing development and would result in increased traffic, congestion, and other stresses on City infrastructure and environmental quality. The proposed project would not, however, disturb paleontological resources. Although urban development of the proposed project site was analyzed in the MEIR for the GP, the Natomas Crossing EIR will include further analysis to determine the potential impacts associated with the project. Because the proposed project would be anticipated to have environmental effects that could cause substantial adverse effects on human beings, both directly and indirectly, the impact would be considered potentially significant.

This impact will be fully addressed in the Natomas Crossing EIR.

Findings

The proposed project would result in potentially significant impacts to: aesthetics, land use; transportation and circulation; noise; air quality; hydrology and water quality, and hazards. These concerns will be discussed in the appropriate sections of the Natomas Crossing EIR.
V. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project.

<table>
<thead>
<tr>
<th>X Land Use and Planning</th>
<th>X Hazards and Hazardous Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Population, Employment, and Housing</td>
<td>X Noise</td>
</tr>
<tr>
<td>□ Geology and Soils</td>
<td>X Public Services</td>
</tr>
<tr>
<td>X Hydrology and Water Quality</td>
<td>□ Utilities</td>
</tr>
<tr>
<td>X Air Quality</td>
<td>X Aesthetics, Light, and Glare</td>
</tr>
<tr>
<td>X Transportation and Circulation</td>
<td>□ Cultural Resources</td>
</tr>
<tr>
<td>□ Biological Resources</td>
<td>□ Recreation</td>
</tr>
<tr>
<td>□ Energy and Mineral Resources</td>
<td>X Mandatory Findings of Significance</td>
</tr>
<tr>
<td>□ None Identified</td>
<td></td>
</tr>
</tbody>
</table>

Natomas Crossing Initial Study
VI. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a potentially-significant-impact or potentially significant impact unless mitigated on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Endnotes

1 Sacramento 2030 General Plan Master Environmental Impact Report, March 2009.
5 City of Sacramento, General Plan Technical Background Report, Section 4.3, Solid Waste, June 2005.
Natomas Crossing

Technical Appendix

22 December 2008

Trip Generation Memorandum
This memorandum summarizes the development of vehicular trip generation estimates to be utilized in the traffic impact analysis of Natomas Crossing. This information is presented for City review and approval before proceeding to the travel modeling for the project.

**Land Use**

Table 1 presents land use assumptions for North Natomas Community Plan Zoning and for the proposed project. This information has been previously reviewed by the City. The sources of the land use information and calculations are referenced in the footnotes to Table 1.

**Trip Generation**

Table 2 summarizes the trip generation associated with existing zoning and the proposed project. Note that the calculations are based upon ITE’s recently released *Trip Generation, 8th Edition*. The *8th Edition* is an update to *Trip Generation* based upon newly available information. For the land use categories included in Table 2, the estimates are identical to or only slight different from estimates associated with the *7th Edition*.

Where available, ITE trip generation equations were utilized rather than average trip rates. The *8th Edition* includes information for all of the trip generation estimates included in Table 2. Pass-by trip estimates for retail uses are based upon information in the ITE *Trip Generation Handbook*. As daily and a.m. peak hour pass-by trip information is not available for land use code 820, the p.m. peak hour equation was used for daily and a.m. peak hour estimates. This p.m. and Saturday peak hour equations calculate the pass-by trip percentage as a function of retail development size. Smaller retail developments have higher pass-by trip percentages than larger retail developments.
Upon a review of trip generation estimates based on ITE data for the hospital and medical office building, the Saturday peak hour estimates appeared much higher than expected, particularly in relation to weekday a.m. and p.m. peak hour estimates. The following factors potentially explain this anomaly:

- The ITE sample sizes are small (three observations for both hospital and medical office categories).
- The three observations were at small facilities (230,000 square feet and under for the hospital, 43,000 square feet and under for the medical office).
- While not all medical offices operate on Saturday, the data was apparently collected at locations with Saturday activity.
- The number of Saturday peak hour trips comprised a high percentage of all Saturday trips (22 percent for the hospital, 41 percent for the medical office).
- A medical office building would be expected have peak traffic generation during the morning hours, as many medical offices that have Saturday hours are only open in the morning. In comparison, the peak Saturday retail hour occurs during the afternoon. Thus, the peak hours of these uses do not coincide.

As a result of a review of this data, a revised methodology to estimate Saturday peak hour trip generation for the hospital and medical office building was devised. It is intended that the estimate represent peak activity during a Saturday afternoon coinciding with the Saturday retail peak hour. The estimates presented in Table 2 are conservatively based upon ten percent of the total daily Saturday vehicular trip generation of the uses.

Note that no estimates in Table 2 have been adjusted for internal trips between uses. These adjustments will be calculated by the travel model, and will reduce the external trips associated with the project. These reduced values will be included in the draft traffic report documentation.

No special credits for transit accessibility are proposed.
### Table 1
**Natomas Crossing**
North Natomas Community Plan Zoning and Proposed Project

<table>
<thead>
<tr>
<th>Site Area</th>
<th>North Natomas Community Plan Zoning</th>
<th>Proposed Project²⁸</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quad B North</td>
<td>447,000 square feet office (ITE 710 General Office)²</td>
<td>180 units residential (ITE 230 Residential Townhouse / Condominium)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>300 rooms hotel⁹ (ITE 310 hotel)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>240,000 square feet office (ITE 710 General Office)</td>
</tr>
<tr>
<td>Quad B South</td>
<td>63,600 sf retail (ITE 820 Shopping Center)³</td>
<td>426,000 sf retail (ITE 820 Shopping Center)</td>
</tr>
<tr>
<td></td>
<td>453,000 square feet office (ITE 710 General Office)⁴</td>
<td></td>
</tr>
<tr>
<td>Quad C</td>
<td>98,400 sf retail (ITE 820 Shopping Center)⁵</td>
<td>393,200 sf retail (ITE 820 Shopping Center)</td>
</tr>
<tr>
<td></td>
<td>568,700 square feet office (ITE 710 General Office)⁶</td>
<td>200,000 square feet office (ITE 710 General Office)</td>
</tr>
<tr>
<td>Quad D</td>
<td>546,000 square feet office (ITE 710 General Office)⁷</td>
<td>600,000 sf hospital (ITE 610 Hospital)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>600,000 sf medical office (ITE 720 Medical-Dental Office Building)</td>
</tr>
</tbody>
</table>

2. 29.8 Acres EC-50 Zoning @ 50 employees per acre @ 300 square feet per employee (North Natomas Community Plan, April 16, 1996).
3. 5.3 Acres C-1 Zoning @ 12,000 square feet per acre (North Natomas Community Plan, April 16, 1996).
4. 30.2 Acres EC-50 Zoning @ 50 employees per acre @ 300 square feet per employee (North Natomas Community Plan, April 16, 1996).
5. 8.2 Acres C-1 Zoning @ 12,000 square feet per acre (North Natomas Community Plan, April 16, 1996).
6. 11.8 Acres EC-40 Zoning @ 40 employees per acre @ 350 square feet per employee;
   - 26.9 Acres EC-50 Zoning @ 50 employees per acre @ 300 square feet per employee (North Natomas Community Plan, April 16, 1996).
7. 39.0 Acres EC-40 Zoning @ 40 employees per acre @ 350 square feet per employee (North Natomas Community Plan, April 16, 1996).
9. Number of hotel rooms provided by applicant, per City correspondence, 13 November 2008.

Based on information provided by the City of Sacramento.

### Table 2

Natomas Crossing
North Natomas Community Plan Zoning and Proposed Project
Estimated Vehicular Trip Generation
North Natomas Community Plan Zoning

<table>
<thead>
<tr>
<th>Quad</th>
<th>Zoning Designation</th>
<th>Net Acres</th>
<th>Land Use</th>
<th>ITE Land Use Code</th>
<th>Quantity</th>
<th>Units</th>
<th>Daily Trips</th>
<th>AM Peak Commuter Hour Trips</th>
<th>PM Peak Commuter Hour Trips</th>
<th>Saturday Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>B North</td>
<td>EC-50</td>
<td>29.8</td>
<td>Office</td>
<td>710</td>
<td>447.0</td>
<td>4,226</td>
<td>68%</td>
<td>88%</td>
<td>546</td>
<td>75</td>
</tr>
<tr>
<td>B South</td>
<td>EC-50</td>
<td>30.2</td>
<td>Office</td>
<td>710</td>
<td>453.0</td>
<td>4,299</td>
<td>88%</td>
<td>68%</td>
<td>553</td>
<td>75</td>
</tr>
<tr>
<td>C-1</td>
<td>Retail</td>
<td>820</td>
<td>63.6</td>
<td>50.0</td>
<td>5,060</td>
<td>6,299</td>
<td>88%</td>
<td>61%</td>
<td>72</td>
<td>46</td>
</tr>
<tr>
<td>C-1</td>
<td>Retail</td>
<td>820</td>
<td>63.6</td>
<td>50.0</td>
<td>5,060</td>
<td>6,299</td>
<td>88%</td>
<td>61%</td>
<td>72</td>
<td>46</td>
</tr>
<tr>
<td>B South</td>
<td>EC-50</td>
<td>30.2</td>
<td>Office</td>
<td>710</td>
<td>453.0</td>
<td>4,299</td>
<td>88%</td>
<td>68%</td>
<td>553</td>
<td>75</td>
</tr>
<tr>
<td>C-1</td>
<td>Retail</td>
<td>820</td>
<td>63.6</td>
<td>50.0</td>
<td>5,060</td>
<td>6,299</td>
<td>88%</td>
<td>61%</td>
<td>72</td>
<td>46</td>
</tr>
</tbody>
</table>

**Pass-By Trip Percentage**

<table>
<thead>
<tr>
<th>Quad</th>
<th>Zoning Designation</th>
<th>Net Acres</th>
<th>Land Use</th>
<th>ITE Land Use Code</th>
<th>Quantity</th>
<th>Units</th>
<th>Daily Trips</th>
<th>AM Peak Commuter Hour Trips</th>
<th>PM Peak Commuter Hour Trips</th>
<th>Saturday Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>B North</td>
<td>EC-50</td>
<td>29.8</td>
<td>Office</td>
<td>710</td>
<td>447.0</td>
<td>4,226</td>
<td>68%</td>
<td>88%</td>
<td>546</td>
<td>75</td>
</tr>
<tr>
<td>B South</td>
<td>EC-50</td>
<td>30.2</td>
<td>Office</td>
<td>710</td>
<td>453.0</td>
<td>4,299</td>
<td>88%</td>
<td>68%</td>
<td>553</td>
<td>75</td>
</tr>
<tr>
<td>C-1</td>
<td>Retail</td>
<td>820</td>
<td>63.6</td>
<td>50.0</td>
<td>5,060</td>
<td>6,299</td>
<td>88%</td>
<td>61%</td>
<td>72</td>
<td>46</td>
</tr>
<tr>
<td>C-1</td>
<td>Retail</td>
<td>820</td>
<td>63.6</td>
<td>50.0</td>
<td>5,060</td>
<td>6,299</td>
<td>88%</td>
<td>61%</td>
<td>72</td>
<td>46</td>
</tr>
</tbody>
</table>

**Retail Pass-By Trips**

<table>
<thead>
<tr>
<th>Quad</th>
<th>Zoning Designation</th>
<th>Net Acres</th>
<th>Land Use</th>
<th>ITE Land Use Code</th>
<th>Quantity</th>
<th>Units</th>
<th>Daily Trips</th>
<th>AM Peak Commuter Hour Trips</th>
<th>PM Peak Commuter Hour Trips</th>
<th>Saturday Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>B North</td>
<td>EC-50</td>
<td>29.8</td>
<td>Office</td>
<td>710</td>
<td>447.0</td>
<td>4,226</td>
<td>68%</td>
<td>88%</td>
<td>546</td>
<td>75</td>
</tr>
<tr>
<td>B South</td>
<td>EC-50</td>
<td>30.2</td>
<td>Office</td>
<td>710</td>
<td>453.0</td>
<td>4,299</td>
<td>88%</td>
<td>68%</td>
<td>553</td>
<td>75</td>
</tr>
<tr>
<td>C-1</td>
<td>Retail</td>
<td>820</td>
<td>63.6</td>
<td>50.0</td>
<td>5,060</td>
<td>6,299</td>
<td>88%</td>
<td>61%</td>
<td>72</td>
<td>46</td>
</tr>
<tr>
<td>C-1</td>
<td>Retail</td>
<td>820</td>
<td>63.6</td>
<td>50.0</td>
<td>5,060</td>
<td>6,299</td>
<td>88%</td>
<td>61%</td>
<td>72</td>
<td>46</td>
</tr>
</tbody>
</table>

**Proposed Project**

<table>
<thead>
<tr>
<th>Quad</th>
<th>Zoning Designation</th>
<th>Net Acres</th>
<th>Land Use</th>
<th>ITE Land Use Code</th>
<th>Quantity</th>
<th>Units</th>
<th>Daily Trips</th>
<th>AM Peak Commuter Hour Trips</th>
<th>PM Peak Commuter Hour Trips</th>
<th>Saturday Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>B North</td>
<td>EC-50</td>
<td>29.8</td>
<td>Office</td>
<td>710</td>
<td>447.0</td>
<td>4,226</td>
<td>68%</td>
<td>88%</td>
<td>546</td>
<td>75</td>
</tr>
<tr>
<td>B South</td>
<td>EC-50</td>
<td>30.2</td>
<td>Office</td>
<td>710</td>
<td>453.0</td>
<td>4,299</td>
<td>88%</td>
<td>68%</td>
<td>553</td>
<td>75</td>
</tr>
<tr>
<td>C-1</td>
<td>Retail</td>
<td>820</td>
<td>63.6</td>
<td>50.0</td>
<td>5,060</td>
<td>6,299</td>
<td>88%</td>
<td>61%</td>
<td>72</td>
<td>46</td>
</tr>
<tr>
<td>C-1</td>
<td>Retail</td>
<td>820</td>
<td>63.6</td>
<td>50.0</td>
<td>5,060</td>
<td>6,299</td>
<td>88%</td>
<td>61%</td>
<td>72</td>
<td>46</td>
</tr>
</tbody>
</table>

**Total**


Natomas Crossing

Technical Appendix

22 December 2008

Intersection AM and PM Peak Period Traffic Counts
### All Traffic Data

**City of Sacramento**

**File Name:** 85406-1

**Site Code:** 00000000

**Start Date:** 11/13/2008

**Page No:** 1

---

#### Groups Printed - Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>EL CENTRO RD. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>EL CENTRO RD. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>15 28 1 44</td>
<td>11 10 11 32</td>
<td>1 8 11 20</td>
<td>0 10 3 13</td>
<td>109</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>26 47 0 73</td>
<td>21 10 9 40</td>
<td>1 16 16 33</td>
<td>0 10 3 13</td>
<td>159</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>39 80 0 119</td>
<td>28 10 9 47</td>
<td>6 32 24 62</td>
<td>0 17 3 20</td>
<td>248</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>52 106 1 159</td>
<td>25 10 23 58</td>
<td>1 39 33 73</td>
<td>2 16 6 24</td>
<td>314</td>
</tr>
<tr>
<td>Total</td>
<td>132 261 2 395</td>
<td>85 40 52 177</td>
<td>9 95 84 188</td>
<td>2 53 15 70</td>
<td>830</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>36 95 1 132</td>
<td>21 9 24 54</td>
<td>1 51 10 62</td>
<td>0 10 6 16</td>
<td>264</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>42 100 1 143</td>
<td>17 11 26 54</td>
<td>6 35 12 53</td>
<td>0 18 8 26</td>
<td>276</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>33 68 1 102</td>
<td>23 7 19 49</td>
<td>3 33 10 46</td>
<td>0 12 7 19</td>
<td>216</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>24 65 0 89</td>
<td>15 7 18 40</td>
<td>6 34 13 53</td>
<td>2 20 8 30</td>
<td>212</td>
</tr>
<tr>
<td>Total</td>
<td>135 328 3 466</td>
<td>76 34 87 197</td>
<td>16 153 45 214</td>
<td>2 60 29 91</td>
<td>968</td>
</tr>
</tbody>
</table>

#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

<table>
<thead>
<tr>
<th>Start Time</th>
<th>EL CENTRO RD. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>EL CENTRO RD. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:30 AM</td>
<td>39 80 0 119</td>
<td>28 10 9 47</td>
<td>6 32 24 62</td>
<td>0 17 3 20</td>
<td>248</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>52 106 1 159</td>
<td>25 10 23 58</td>
<td>1 39 33 73</td>
<td>2 16 6 24</td>
<td>314</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>36 95 1 132</td>
<td>21 9 24 54</td>
<td>1 51 10 62</td>
<td>0 10 6 16</td>
<td>264</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>42 100 1 143</td>
<td>17 11 26 54</td>
<td>6 35 12 53</td>
<td>0 18 8 26</td>
<td>276</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>33 68 1 102</td>
<td>23 7 19 49</td>
<td>3 33 10 46</td>
<td>0 12 7 19</td>
<td>216</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>24 65 0 89</td>
<td>15 7 18 40</td>
<td>6 34 13 53</td>
<td>2 20 8 30</td>
<td>212</td>
</tr>
<tr>
<td>Total</td>
<td>169 381 3 553</td>
<td>91 40 82 213</td>
<td>14 157 79 250</td>
<td>2 61 23 86</td>
<td>1102</td>
</tr>
</tbody>
</table>

**PHF:** 813.899 .750 .869

---

**Grand Total:** 406 797 6 1209

**Approch %:** 33.6 65.9 0.5

**Total %:** 11.6 22.7 0.2

---

**City of Sacramento**

**File Name:** 85406-1

**Site Code:** 00000000

**Start Date:** 11/13/2008

**Page No:** 1

---

#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

<table>
<thead>
<tr>
<th>Start Time</th>
<th>EL CENTRO RD. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>EL CENTRO RD. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:30 AM</td>
<td>39 80 0 119</td>
<td>28 10 9 47</td>
<td>6 32 24 62</td>
<td>0 17 3 20</td>
<td>248</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>52 106 1 159</td>
<td>25 10 23 58</td>
<td>1 39 33 73</td>
<td>2 16 6 24</td>
<td>314</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>36 95 1 132</td>
<td>21 9 24 54</td>
<td>1 51 10 62</td>
<td>0 10 6 16</td>
<td>264</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>42 100 1 143</td>
<td>17 11 26 54</td>
<td>6 35 12 53</td>
<td>0 18 8 26</td>
<td>276</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>33 68 1 102</td>
<td>23 7 19 49</td>
<td>3 33 10 46</td>
<td>0 12 7 19</td>
<td>216</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>24 65 0 89</td>
<td>15 7 18 40</td>
<td>6 34 13 53</td>
<td>2 20 8 30</td>
<td>212</td>
</tr>
<tr>
<td>Total</td>
<td>169 381 3 553</td>
<td>91 40 82 213</td>
<td>14 157 79 250</td>
<td>2 61 23 86</td>
<td>1102</td>
</tr>
</tbody>
</table>

**PHF:** 813.899 .750 .869
All Traffic Data
(916) 771-8700
F(916) 786-2879

Peak Hour Data

Peak Hour Begins at 05:00 PM
Unshifted

EL CENTRO RD.

ARENA BLVD.

ARENA BLVD.

EL CENTRO RD.

Out  In  Total

Out  In  Total

Out  In  Total
### All Traffic Data

(916) 771-8700  
F(916) 786-2879

**CITY OF SACRAMENTO**

---

#### Groups Printed - Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>DUCKHORN DR. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>DUCKHORN DR. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>32</td>
<td>16</td>
<td>9</td>
<td>57</td>
<td>28</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>37</td>
<td>15</td>
<td>7</td>
<td>59</td>
<td>37</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>59</td>
<td>22</td>
<td>10</td>
<td>91</td>
<td>59</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>46</td>
<td>12</td>
<td>13</td>
<td>71</td>
<td>56</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>174</td>
<td>65</td>
<td>39</td>
<td>278</td>
<td>180</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>50</td>
<td>12</td>
<td>1</td>
<td>63</td>
<td>48</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>38</td>
<td>20</td>
<td>2</td>
<td>60</td>
<td>53</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>34</td>
<td>17</td>
<td>2</td>
<td>53</td>
<td>44</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>37</td>
<td>9</td>
<td>6</td>
<td>52</td>
<td>48</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>159</td>
<td>58</td>
<td>11</td>
<td>228</td>
<td>193</td>
</tr>
<tr>
<td>04:00 PM</td>
<td>28</td>
<td>10</td>
<td>3</td>
<td>41</td>
<td>103</td>
</tr>
<tr>
<td>04:15 PM</td>
<td>37</td>
<td>10</td>
<td>1</td>
<td>48</td>
<td>114</td>
</tr>
<tr>
<td>04:30 PM</td>
<td>26</td>
<td>4</td>
<td>7</td>
<td>37</td>
<td>105</td>
</tr>
<tr>
<td>04:45 PM</td>
<td>51</td>
<td>17</td>
<td>4</td>
<td>72</td>
<td>105</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>142</td>
<td>41</td>
<td>15</td>
<td>198</td>
<td>427</td>
</tr>
<tr>
<td>05:00 PM</td>
<td>45</td>
<td>23</td>
<td>1</td>
<td>69</td>
<td>124</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>29</td>
<td>12</td>
<td>3</td>
<td>44</td>
<td>122</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>39</td>
<td>17</td>
<td>9</td>
<td>65</td>
<td>133</td>
</tr>
<tr>
<td>05:45 PM</td>
<td>50</td>
<td>24</td>
<td>10</td>
<td>84</td>
<td>127</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>163</td>
<td>76</td>
<td>23</td>
<td>262</td>
<td>506</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>638</td>
<td>240</td>
<td>88</td>
<td>966</td>
<td>1306</td>
</tr>
<tr>
<td><strong>Approch %</strong></td>
<td>66</td>
<td>24.8</td>
<td>9.1</td>
<td>45.7</td>
<td>35.9</td>
</tr>
<tr>
<td><strong>Total %</strong></td>
<td>9.5</td>
<td>3.6</td>
<td>1.3</td>
<td>14.3</td>
<td>19.4</td>
</tr>
</tbody>
</table>

---

**Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 07:30 AM

### Peak Hour Data

- **Start Time:**
  - 07:30 AM
  - 07:45 AM
  - 08:00 AM
  - 08:15 AM

- **App. Total Volume:**
  - 193
  - 216
  - 266
  - 328

- **Volume %:**
  - 67.7
  - 44.9
  - 44.9
  - 44.9

- **% App. Total:**
  - 6.7
  - 4.4
  - 4.4
  - 4.4

- **PHF:**
  - 818
  - 792
  - 500
  - 783

---

**Notes:**

- Data collected by City of Sacramento Department of Public Works.
- Contact for questions: F(916) 786-2879

---

**Contact Information:**

File Name: 2  
Site Code: 00000000  
Start Date: 11/13/2008  
Page No: 1
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

<table>
<thead>
<tr>
<th>Time</th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>05:00 PM</td>
<td>45</td>
<td>23</td>
<td>69</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>29</td>
<td>12</td>
<td>41</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>39</td>
<td>17</td>
<td>56</td>
</tr>
<tr>
<td>05:45 PM</td>
<td>50</td>
<td>24</td>
<td>74</td>
</tr>
<tr>
<td>Total</td>
<td>163</td>
<td>76</td>
<td>239</td>
</tr>
</tbody>
</table>

% App. Total | 62.2 | 29.8 | 8.8  | 780 | 951 | 940 | 800 | 958 | 625 | 536 | 786 | 880 | .473 | .845 | .750 | .823 | .933 |

Peak Hour Data

<table>
<thead>
<tr>
<th>Time</th>
<th>Right</th>
<th>Thru</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>05:00 PM</td>
<td>26</td>
<td>68</td>
<td>193</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>41</td>
<td>67</td>
<td>108</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>51</td>
<td>75</td>
<td>126</td>
</tr>
<tr>
<td>05:45 PM</td>
<td>55</td>
<td>79</td>
<td>134</td>
</tr>
<tr>
<td>Total</td>
<td>138</td>
<td>212</td>
<td>350</td>
</tr>
</tbody>
</table>

PHF | .815 | .792 | .575 | .780 | .951 | .940 | .800 | .958 | .625 | .536 | .786 | .880 | .473 | .845 | .750 | .823 | .933 |

Peak Hour Begins at 07:30 AM

Unshifted

Peak Hour Begins at 05:00 PM
### All Traffic Data

**CITY OF SACRAMENTO**

**File Name**: 3  
**Site Code**: 00000000  
**Start Date**: 11/13/2008  
**Page No**: 1

---

#### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>I 5 SB RAMPS Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>I 5 SB RAMPS Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>32 0 7 39</td>
<td>0 70 113 183</td>
<td>0 0 0 0</td>
<td>0 48 134 182</td>
<td>404</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>12 0 16 28</td>
<td>0 103 152 255</td>
<td>0 0 0 0</td>
<td>0 51 143 194</td>
<td>477</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>25 0 13 38</td>
<td>0 106 214 320</td>
<td>0 0 0 0</td>
<td>0 113 188 301</td>
<td>659</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>35 0 17 52</td>
<td>0 93 206 299</td>
<td>0 0 0 0</td>
<td>0 158 183 341</td>
<td>692</td>
</tr>
</tbody>
</table>

**Total**: 104 0 53 157  
**Total %**: 372 685 1057  
**App. Total %**: 0 0 0 0  
**Grand Total**: 370 648 1018 2232

---

#### I 5 SB RAMPS Southbound

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>32</td>
<td>0</td>
<td>7</td>
<td>39</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>12</td>
<td>0</td>
<td>16</td>
<td>28</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>25</td>
<td>0</td>
<td>13</td>
<td>38</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>35</td>
<td>0</td>
<td>17</td>
<td>52</td>
</tr>
</tbody>
</table>

**Total**: 127 0 70 197  
**Total %**: 378 427 805  
**App. Total %**: 0 0 0 0  
**Grand Total**: 298 475 773 1775

---

#### I 5 SB RAMPS Northbound

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

---

#### ARENA BLVD. Westbound

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

---

#### ARENA BLVD. Eastbound

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

---

**Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 07:00 AM

**Grand Total**: 495 0 347 842  
**Apprch %**: 2513 1879 4392  
**Total %**: 0 0 0 0  
**Grand Total %**: 1530 1651 3181 8415

---

**Peak Volume**: 102 0 59 161  
**% App. Total**: 402 717 1119  
**PHF**: 729 0.00 868 774
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

<table>
<thead>
<tr>
<th>Time</th>
<th>In</th>
<th>Out</th>
<th>Total</th>
<th>Right</th>
<th>Thru</th>
<th>Left</th>
<th>Right</th>
<th>Thru</th>
<th>Left</th>
<th>Total</th>
<th>Right</th>
<th>Thru</th>
<th>Left</th>
<th>Total</th>
<th>Right</th>
<th>Thru</th>
<th>Left</th>
<th>Total</th>
<th>Right</th>
<th>Thru</th>
<th>Left</th>
<th>Total</th>
<th>Right</th>
<th>Thru</th>
<th>Left</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>04:45 PM</td>
<td>34</td>
<td>0</td>
<td>28</td>
<td>62</td>
<td>0</td>
<td>215</td>
<td>92</td>
<td>307</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>133</td>
<td>69</td>
<td>202</td>
<td>571</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:00 PM</td>
<td>31</td>
<td>0</td>
<td>27</td>
<td>58</td>
<td>0</td>
<td>247</td>
<td>131</td>
<td>378</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>124</td>
<td>70</td>
<td>194</td>
<td>630</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>37</td>
<td>0</td>
<td>20</td>
<td>57</td>
<td>0</td>
<td>261</td>
<td>91</td>
<td>352</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>99</td>
<td>46</td>
<td>145</td>
<td>554</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>36</td>
<td>0</td>
<td>33</td>
<td>69</td>
<td>0</td>
<td>231</td>
<td>83</td>
<td>314</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>121</td>
<td>88</td>
<td>209</td>
<td>592</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Volume</td>
<td>138</td>
<td>0</td>
<td>108</td>
<td>246</td>
<td>0</td>
<td>954</td>
<td>397</td>
<td>1351</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>477</td>
<td>273</td>
<td>750</td>
<td>2347</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% App. Total</td>
<td>56.1</td>
<td>0</td>
<td>43.9</td>
<td>0</td>
<td>0</td>
<td>70.6</td>
<td>29.4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>63.6</td>
<td>36.4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.931</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
All Traffic Data
(916) 771-8700
F(916) 786-2879

File Name: 3
Site Code: 00000000
Start Date: 11/13/2008
Page No: 3

Peak Hour Data

Peak Hour Begins at 04:45 PM
Unshifted

15 SB RAMPS

I 5 SB RAMPS

Right

108

Thru

0

Left

138

In

Out

Total

397

246

643

Right

397

Thru

954

Left

0

Out

Total

615

1351

1966

Left

0

Thru

0

Right

0

Out

Total

273

0

273

Left

0

Thru

477

Right

273

Total

1062

750

1812

15 SB RAMPS

North
### Groups Printed: Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>I 5 NB RAMPS Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>I 5 NB RAMPS Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>04:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>04:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>04:30 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>04:45 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:45 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Grand Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Appreh %</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total %</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |
| Peak Hour for Entire Intersection Begins at 07:30 AM |
Peak Hour Data

Peak Hour Begins at 04:45 PM
Unshifted
All Traffic Data  
(916) 771-8700  
F(916) 786-2879

CITY OF SACRAMENTO

File Name : 5  
Site Code : 00000000  
Start Date : 11/13/2008  
Page No : 1

Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E. COMMERCE WAY Southbound</th>
<th>DEL PASO RD. Westbound</th>
<th>E. COMMERCE WAY Northbound</th>
<th>DEL PASO RD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>12</td>
<td>37</td>
<td>176</td>
<td>225</td>
<td>15</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>12</td>
<td>58</td>
<td>199</td>
<td>269</td>
<td>27</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>12</td>
<td>78</td>
<td>178</td>
<td>280</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>120</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>20</td>
<td>68</td>
<td>178</td>
<td>266</td>
<td>4</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>24</td>
<td>58</td>
<td>182</td>
<td>264</td>
<td>21</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>9</td>
<td>24</td>
<td>140</td>
<td>173</td>
<td>18</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>19</td>
<td>16</td>
<td>102</td>
<td>137</td>
<td>22</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>102</td>
</tr>
</tbody>
</table>

| 04:00 PM   | 15    | 14    | 25    | 54     | 31    | 253   | 17     | 11      | 312   | 26    | 47    | 21    | 4     | 98    | 161   | 218   | 36    | 1      | 416    | 880  |
| 04:15 PM   | 17    | 18    | 77    | 112     | 48    | 205   | 18     | 5       | 276   | 31    | 52    | 28    | 1     | 112   | 167   | 210   | 38    | 1      | 416    | 916  |
| 04:30 PM   | 19    | 21    | 60    | 100     | 43    | 252   | 18     | 13      | 326   | 43    | 58    | 37    | 1     | 139   | 203   | 276   | 26    | 2      | 507    | 1072 |
| 04:45 PM   | 13    | 17    | 42    | 72     | 48    | 268   | 18     | 13      | 347   | 38    | 122   | 62    | 5     | 227   | 169   | 241   | 30    | 0      | 440    | 1086 |
| Total      |       |       |       |          | 170   | 978   | 71     | 42      | 1261  | 138   | 279   | 148   | 11    | 576   | 700   | 945   | 130   | 4      | 1779   | 3954 |
| 05:00 PM   | 23    | 29    | 38    | 90     | 56    | 279   | 19     | 11      | 365   | 31    | 92    | 40    | 5     | 168   | 211   | 258   | 38    | 0      | 507    | 1130 |
| 05:15 PM   | 17    | 28    | 36    | 81     | 63    | 210   | 27     | 4       | 304   | 47    | 63    | 35    | 9     | 154   | 240   | 366   | 48    | 2      | 656    | 1195 |
| 05:30 PM   | 19    | 28    | 18    | 65     | 87    | 325   | 16     | 18      | 446   | 41    | 85    | 47    | 16    | 189   | 245   | 439   | 54    | 7      | 745    | 1445 |
| 05:45 PM   | 17    | 31    | 13    | 61     | 67    | 250   | 23     | 19      | 359   | 35    | 78    | 40    | 12    | 165   | 214   | 349   | 64    | 2      | 629    | 1214 |
| Total      |       |       |       |          | 273   | 1064  | 85     | 52      | 1474  | 154   | 318   | 162   | 42    | 676   | 910   | 1412  | 204   | 11     | 2537   | 4984 |
| Grand Total| 287   | 606   | 1662  | 2555    | 665   | 4125  | 226    | 116     | 5132  | 426   | 751   | 444   | 60    | 1681  | 2150  | 3817  | 479   | 19     | 6465   | 15833 |
| Apprch %   | 11.2  | 23.7  | 65     |         | 13    | 80.4  | 4.4    | 2.3     | 25.3  | 25.3  | 44.7  | 26.4  | 3.6   | 3.6   | 33.3  | 59    | 7.4   | 0.3    | 3.6    | 15833 |
| Total %    | 1.8   | 3.8   | 10.5   | 16.1    | 4.2   | 26.1  | 1.4    | 0.7     | 32.4  | 2.7   | 4.7   | 2.8   | 0.4   | 10.6  | 13.6  | 24.1  | 3     | 0.1    | 40.8   | 1086  |

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM
### All Traffic Data

(916) 771-8700  
F(916) 786-2879

<table>
<thead>
<tr>
<th>Site Code</th>
<th>Start Date</th>
<th>Page No</th>
<th>File Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>00000000</td>
<td>11/13/2008</td>
<td>2</td>
<td>5</td>
</tr>
</tbody>
</table>

**Peak Hour Data**

- **North:**
  - **In:** 1926, **Out:** 1283, **Total:** 3209
  - **Right:** 521, **Left:** 521, **Total:** 1042
  - **U-Turns:** 17, **Total:** 17

- **Del Paso Rd.:**
  - **In:** 2348, **Out:** 1583, **Total:** 3931
  - **Right:** 1127, **Left:** 1127, **Total:** 2254
  - **U-Turns:** 8, **Total:** 8

**Peak Hour Begins at 07:30 AM**

- **Unshifted Peak Hour Data:**
  - **05:00 PM:**
    - **In:** 23, **Out:** 29, **Total:** 52
    - **Right:** 61, **Left:** 61, **Total:** 122
    - **U-Turns:** 5, **Total:** 5
  - **05:15 PM:**
    - **In:** 17, **Out:** 28, **Total:** 45
    - **Right:** 65, **Left:** 65, **Total:** 130
    - **U-Turns:** 4, **Total:** 4
  - **05:30 PM:**
    - **In:** 19, **Out:** 28, **Total:** 47
    - **Right:** 87, **Left:** 87, **Total:** 174
    - **U-Turns:** 13, **Total:** 13
  - **05:45 PM:**
    - **In:** 17, **Out:** 31, **Total:** 48
    - **Right:** 67, **Left:** 67, **Total:** 134
    - **U-Turns:** 19, **Total:** 19

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Entire Intersection Begins at 05:00 PM**

<table>
<thead>
<tr>
<th></th>
<th>In</th>
<th>Out</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>05:00 PM</strong></td>
<td>23</td>
<td>29</td>
<td>90</td>
</tr>
<tr>
<td><strong>05:15 PM</strong></td>
<td>17</td>
<td>28</td>
<td>36</td>
</tr>
<tr>
<td><strong>05:30 PM</strong></td>
<td>19</td>
<td>28</td>
<td>47</td>
</tr>
<tr>
<td><strong>05:45 PM</strong></td>
<td>17</td>
<td>31</td>
<td>61</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>In</th>
<th>Out</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Volume</strong></td>
<td>76</td>
<td>116</td>
<td>105</td>
</tr>
<tr>
<td><strong>% App. Total</strong></td>
<td>25.6</td>
<td>39.1</td>
<td>35.4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>PHF</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>826</td>
</tr>
<tr>
<td><strong>% App. Total</strong></td>
<td>862</td>
</tr>
</tbody>
</table>
All Traffic Data
(916) 771-8700
F(916) 786-2879

CITY OF SACRAMENTO

E. COMMERCE WAY
Southbound
Thru
Right App. Total
37
0
38
76
0
76
125
0
126
150
0
150
388
0
390

File Name
Site Code
Start Date
Page No

Groups Printed- Unshifted
ARCO MAIN ENTRANCE
E. COMMERCE WAY
Westbound
Northbound
Left
Thru
Right App. Total
Left
Thru
Right U-Turns
7
0
0
7
0
26
0
1
9
0
1
10
0
24
0
1
13
0
0
13
0
62
1
0
11
0
1
12
0
71
0
1
40
0
2
42
0
183
1
3

Start Time
07:00 AM
07:15 AM
07:30 AM
07:45 AM
Total

Left
1
0
1
0
2

08:00 AM
08:15 AM
08:30 AM
08:45 AM
Total

0
0
0
0
0

99
73
43
46
261

0
0
0
0
0

99
73
43
46
261

5
0
5
0
10

0
0
0
0
0

0
1
0
0
1

5
1
5
0
11

0
0
0
0
0

40
38
31
29
138

0
2
0
0
2

04:00 PM
04:15 PM
04:30 PM
04:45 PM
Total

0
0
0
1
1

39
45
62
69
215

0
0
0
0
0

39
45
62
70
216

1
2
4
1
8

0
0
0
0
0

0
0
0
0
0

1
2
4
1
8

0
0
0
0
0

59
79
69
71
278

05:00 PM
05:15 PM
05:30 PM
05:45 PM
Total

1
0
0
1
2

64
65
54
56
239

0
0
0
0
0

65
65
54
57
241

3
3
6
3
15

0
0
0
0
0

0
1
1
0
2

3
4
7
3
17

0
0
0
0
0

Grand Total
Apprch %
Total %

5
0.5
0.2

1103
99.5
50.7

0
0
0

1108

73
93.6
3.4

0
0
0

5
6.4
0.2

78

0
0
0

50.9

E. COMMERCE WAY
Southbound
App.
Start Time
Left
Thru
Right
Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM
1
07:30 AM
125
0
126
150
150
07:45 AM
0
0
08:00 AM
0
99
0
99
08:15 AM
0
73
0
73
Total Volume
1
447
0
448
% App. Total
0.2
99.8
0
PHF
.250
.745
.000
.747

3.6

ARCO MAIN ENTRANCE
Westbound
Left

Thru

Right

13

0
0
0
0
0
0
.000

0

13

1

12
5
1
31

11
5
0
29
93.5
.558

0
1
2
6.5
.500

27
25
63
72
187

2
2
2
3
9

42
42
33
32
149

0
0
0
0
0

0
0
0
0
0

2
2
0
8
12

2
6
4
3
15

63
87
73
82
305

0
0
0
0
0

78
87
88
76
329

1
3
4
4
12

4
1
1
1
7

83
91
93
81
348

928
93.8
42.7

27
2.7
1.2

34
3.4
1.6

989
45.5

0
0
0
0
0

Int. Total
72
111
202
234
619

0
0
0
0
0

0
0
0
0
0

146
116
81
78
421

0
0
0
0
0

0
0
0
0
0

0
0
0
0
0

103
134
139
153
529

0
0
0
0
0

0
0
0
0
0

0
0
0
0
0

0
0
0
0
0

151
160
154
141
606

0
0
0

0
0
0

0
0
0

0

2175

E. COMMERCE WAY
Northbound
App.
Total

.596

Eastbound
Thru
Right
0
0
0
0
0
0
0
0
0
0

Left
0
0
0
0
0

App. Total

:7
: 00000000
: 11/13/2008
:1

App. Total

0

Eastbound

Left

Thru

Right

U-Turns

App. Total

Left

Thru

Right

App. Total

Int. Total

0
0
0
0
0
0
.000

62

1
0
0

0
1

63

2

2
5
2.3
.625

42
42
219

0
0
0
0
0
0
.000

0
0
0
0
0
0
.000

0
0
0
0
0

202

2

0
0
0
0
0
0
.000

.000

.746

71

40
38
211
96.3
.743

3
1.4
.375

72

.760

234

146
116
698


Peak Hour Data

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

<table>
<thead>
<tr>
<th>Time</th>
<th>North Out</th>
<th>North In</th>
<th>Total</th>
<th>East Out</th>
<th>East In</th>
<th>Total</th>
<th>West Out</th>
<th>West In</th>
<th>Total</th>
<th>South Out</th>
<th>South In</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>U-Turns</th>
</tr>
</thead>
<tbody>
<tr>
<td>04:45 PM</td>
<td>1</td>
<td>69</td>
<td>0</td>
<td>70</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>71</td>
<td>3</td>
<td>8</td>
<td>82</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:00 PM</td>
<td>1</td>
<td>64</td>
<td>0</td>
<td>65</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>78</td>
<td>1</td>
<td>4</td>
<td>83</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>0</td>
<td>65</td>
<td>0</td>
<td>65</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>87</td>
<td>3</td>
<td>1</td>
<td>91</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>0</td>
<td>54</td>
<td>0</td>
<td>54</td>
<td>6</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>88</td>
<td>4</td>
<td>1</td>
<td>93</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Volume</td>
<td>2</td>
<td>252</td>
<td>0</td>
<td>254</td>
<td>13</td>
<td>0</td>
<td>2</td>
<td>15</td>
<td>324</td>
<td>16</td>
<td>9</td>
<td>349</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>% App. Total</td>
<td>0.8</td>
<td>99.2</td>
<td>0</td>
<td>86.7</td>
<td>0</td>
<td>13.3</td>
<td>0</td>
<td>92.8</td>
<td>4.6</td>
<td>2.6</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

| PHF | 500 | .913 | .000 | .907 | .542 | .000 | 500 | .536 | .000 | .920 | 500 | .563 | .938 | .000 | .000 | .000 | .000 | .966 |

Unshifted

Peak Hour Begins at 07:30 AM
All Traffic Data
(916) 771-8700
F(916) 786-2879

File Name: 7
Site Code: 00000000
Start Date: 11/13/2008
Page No: 3

Peak Hour Data

Peak Hour Begins at 04:45 PM
Unshifted
### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E. COMMERCE WAY Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>E. COMMERCE WAY Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>Left</td>
<td>Thru</td>
<td>Right</td>
<td>App. Total</td>
<td>Left</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>28</td>
<td>0</td>
<td>77</td>
<td>105</td>
<td>0</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>23</td>
<td>0</td>
<td>55</td>
<td>78</td>
<td>0</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>17</td>
<td>0</td>
<td>28</td>
<td>45</td>
<td>1</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>26</td>
<td>1</td>
<td>24</td>
<td>51</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>94</td>
<td>1</td>
<td>184</td>
<td>279</td>
<td>2</td>
</tr>
</tbody>
</table>

### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E. COMMERCE WAY Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>E. COMMERCE WAY Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:30 AM</td>
<td>30</td>
<td>0</td>
<td>102</td>
<td>132</td>
<td>0</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>49</td>
<td>0</td>
<td>119</td>
<td>168</td>
<td>0</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>28</td>
<td>0</td>
<td>77</td>
<td>105</td>
<td>0</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>23</td>
<td>0</td>
<td>55</td>
<td>78</td>
<td>0</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>17</td>
<td>0</td>
<td>28</td>
<td>45</td>
<td>1</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>26</td>
<td>1</td>
<td>24</td>
<td>51</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>124</td>
<td>0</td>
<td>136</td>
<td>260</td>
<td>1</td>
</tr>
</tbody>
</table>

### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E. COMMERCE WAY Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>E. COMMERCE WAY Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:30 AM</td>
<td>30</td>
<td>0</td>
<td>102</td>
<td>132</td>
<td>0</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>49</td>
<td>0</td>
<td>119</td>
<td>168</td>
<td>0</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>28</td>
<td>0</td>
<td>77</td>
<td>105</td>
<td>0</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>23</td>
<td>0</td>
<td>55</td>
<td>78</td>
<td>0</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>17</td>
<td>0</td>
<td>28</td>
<td>45</td>
<td>1</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>26</td>
<td>1</td>
<td>24</td>
<td>51</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>124</td>
<td>0</td>
<td>136</td>
<td>260</td>
<td>1</td>
</tr>
</tbody>
</table>
### Peak Hour Data

**Unshifted Peak Hour Data**

North Peak Hour Begins at 07:30 AM

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 04:45 PM

<table>
<thead>
<tr>
<th>Time</th>
<th>In 1</th>
<th>In 2</th>
<th>In 3</th>
<th>Out 1</th>
<th>Out 2</th>
<th>Out 3</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>04:45 PM</td>
<td>36</td>
<td>0</td>
<td>36</td>
<td>72</td>
<td>0</td>
<td>176</td>
<td>32</td>
</tr>
<tr>
<td>05:00 PM</td>
<td>26</td>
<td>0</td>
<td>41</td>
<td>67</td>
<td>0</td>
<td>220</td>
<td>27</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>34</td>
<td>0</td>
<td>32</td>
<td>66</td>
<td>0</td>
<td>198</td>
<td>35</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>42</td>
<td>0</td>
<td>31</td>
<td>73</td>
<td>0</td>
<td>164</td>
<td>28</td>
</tr>
</tbody>
</table>

| Total Volume | 138  | 0    | 140  | 278   | 0     | 758   | 122   | 880   | 226   | 900   | 7    | 1133  | 2311 |
| % App. Total | 49.6 | 0    | 50.4 | 0     | 85.4  | 952   | 0.00  | 861   | 871   | 891   | .000 | .750  | .250 |

| PHF | .821 | .000 | .854 | .952 | .000 | .861 | .871 | .891 | .750 | .250 | .438 | .833 | .856 | .900 | .583 | .896 | .961 |

- **Right**: 353
- **Thru**: 0
- **Left**: 130

- **In**: 223
- **Out**: 483
- **Total**: 706

- **Right**: 353
- **Thru**: 0
- **Left**: 130

- **In**: 223
- **Out**: 483
- **Total**: 706

- **Right**: 66
- **Thru**: 524
- **Left**: 0

- **Out**: **Total**: 706

- **Right**: 36
- **Thru**: 3
- **Left**: 1

- **In**: 5
- **Out**: **Total**: 45

- **Right**: 36
- **Thru**: 3
- **Left**: 1

- **In**: 5
- **Out**: **Total**: 45
All Traffic Data
(916) 771-8700
F(916) 786-2879

File Name: 8
Site Code: 00000000
Start Date: 11/13/2008
Page No. 3

Peak Hour Begins at 04:45 PM
Unshifted

E. COMMERCE WAY
Out  In  Total
348  278  627

Right  Thru  Left
140  0  138

ARENA BLVD.
Out  In  Total
130  900  2230

Right  Thru  Left
21  800  220

Peak Hour Begins at 04:45 PM
Unshifted

E. COMMERCE WAY
Out  In  Total
226  900  910

Left  Thru  Right
12  1  7

20  27  20
### All Traffic Data

(916) 771-8700  
F(916) 786-2879

**City of Sacramento**

#### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>TRUXEL RD. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>TRUXEL RD. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>10</td>
<td>117</td>
<td>44</td>
<td>171</td>
<td>3</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>16</td>
<td>188</td>
<td>55</td>
<td>259</td>
<td>4</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>29</td>
<td>179</td>
<td>79</td>
<td>287</td>
<td>11</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>34</td>
<td>183</td>
<td>65</td>
<td>282</td>
<td>18</td>
</tr>
</tbody>
</table>

**Total**  
89 667 243 999 36 171 21 5 253 87 356 104 0 547 138 441 130 5 714 2493

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Triton</th>
<th>08:00 AM</th>
<th>08:15 AM</th>
<th>08:30 AM</th>
<th>08:45 AM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>30</td>
<td>227</td>
<td>56</td>
<td>313</td>
<td></td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>165</td>
<td>54</td>
<td>249</td>
<td></td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>156</td>
<td>50</td>
<td>225</td>
<td></td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>141</td>
<td>24</td>
<td>198</td>
<td></td>
</tr>
</tbody>
</table>

**Total**  
112 689 184 985 51 148 32 7 238 111 369 72 2 554 79 420 155 0 654 2431

<table>
<thead>
<tr>
<th>Start Time</th>
<th>TRUXEL RD. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>TRUXEL RD. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>04:00 PM</td>
<td>16</td>
<td>142</td>
<td>26</td>
<td>184</td>
<td>26</td>
</tr>
<tr>
<td>04:15 PM</td>
<td>8</td>
<td>118</td>
<td>27</td>
<td>153</td>
<td>16</td>
</tr>
<tr>
<td>04:30 PM</td>
<td>22</td>
<td>156</td>
<td>38</td>
<td>216</td>
<td>30</td>
</tr>
<tr>
<td>04:45 PM</td>
<td>16</td>
<td>158</td>
<td>29</td>
<td>203</td>
<td>16</td>
</tr>
</tbody>
</table>

**Total**  
62 574 120 756 88 535 125 5 753 222 730 70 3 1025 249 394 225 7 875 3409

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Triton</th>
<th>05:00 PM</th>
<th>05:15 PM</th>
<th>05:30 PM</th>
<th>05:45 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15</td>
<td>202</td>
<td>31</td>
<td>248</td>
<td></td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>183</td>
<td>50</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td></td>
<td>21</td>
<td>159</td>
<td>35</td>
<td>215</td>
<td></td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>187</td>
<td>48</td>
<td>251</td>
<td></td>
</tr>
</tbody>
</table>

**Total**  
69 731 164 964 76 460 124 5 665 222 897 72 2 1193 293 368 281 11 953 3775

<table>
<thead>
<tr>
<th>Start Time</th>
<th>TRUXEL RD. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>TRUXEL RD. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:30 AM</td>
<td>29</td>
<td>179</td>
<td>79</td>
<td>287</td>
<td>11</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>34</td>
<td>183</td>
<td>65</td>
<td>282</td>
<td>18</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>30</td>
<td>227</td>
<td>56</td>
<td>313</td>
<td>15</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>30</td>
<td>165</td>
<td>54</td>
<td>249</td>
<td>14</td>
</tr>
</tbody>
</table>

**Total Volume**  
123 754 254 1131 58 167 28 8 261 113 427 97 1 638 143 523 162 2 830 2860

**Grand Total**  
332 2661 711 3704

**Apprch %**  
9 71.8 19.2

**Total %**  
2.7 22 5.9 30.6

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

**Start Time**  
07:30 AM

**PHF**  
904 830 804 039 0806 0870 0875 0500 0906 0764 0861 0655 0250 0839 0511 0866 0779 0500 0757 0874
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

<table>
<thead>
<tr>
<th>Time</th>
<th>PHF</th>
<th>Total</th>
<th>% App.</th>
<th>Total Volume</th>
<th>% App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>05:00 PM</td>
<td>821</td>
<td>300</td>
<td>15</td>
<td>1164</td>
<td>69</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>905</td>
<td>287</td>
<td>18.6</td>
<td>1615</td>
<td>75.8</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>820</td>
<td>231</td>
<td>11.4</td>
<td>1208</td>
<td>69.2</td>
</tr>
<tr>
<td>05:45 PM</td>
<td>960</td>
<td>215</td>
<td>11.4</td>
<td>1422</td>
<td>81.2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Time</th>
<th>PHF</th>
<th>Total</th>
<th>% App.</th>
<th>Total Volume</th>
<th>% App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>05:00 PM</td>
<td>821</td>
<td>300</td>
<td>15</td>
<td>1164</td>
<td>69</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>905</td>
<td>287</td>
<td>18.6</td>
<td>1615</td>
<td>75.8</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>820</td>
<td>231</td>
<td>11.4</td>
<td>1208</td>
<td>69.2</td>
</tr>
<tr>
<td>05:45 PM</td>
<td>960</td>
<td>215</td>
<td>11.4</td>
<td>1422</td>
<td>81.2</td>
</tr>
</tbody>
</table>

Total Volume: 1164 | % App. Total: 69
Total Volume: 1615 | % App. Total: 75.8
Total Volume: 1208 | % App. Total: 69.2
Total Volume: 1422 | % App. Total: 81.2

Total Volume: 3775 | % App. Total: 93.9
All Traffic Data
(916) 771-8700
F(916) 786-2879

File Name: 10
Site Code: 00000000
Start Date: 11/13/2008
Page No: 3

Peak Hour Data
North

Peak Hour Begins at 05:00 PM
Unshifted
## All Traffic Data

### (916) 771-8700
F(916) 786-2879

**City of Sacramento**

### Groups Printed - Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>TRUXEL RD. Southbound</th>
<th>NATOMAS CROSSING Westbound</th>
<th>TRUXEL RD. Northbound</th>
<th>NATOMAS CROSSING Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>6 135 12 153</td>
<td>9 1 8 18</td>
<td>12 57 14 83</td>
<td>11 1 57 69</td>
<td>323</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>16 164 20 200</td>
<td>8 1 18 27</td>
<td>18 75 24 117</td>
<td>13 5 75 93</td>
<td>437</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>9 194 17 220</td>
<td>14 2 16 32</td>
<td>24 119 28 171</td>
<td>30 4 79 113</td>
<td>536</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>16 212 28 256</td>
<td>18 2 15 35</td>
<td>32 135 32 199</td>
<td>39 1 82 122</td>
<td>612</td>
</tr>
<tr>
<td>Total</td>
<td>47 705 77 829</td>
<td>49 6 57 112</td>
<td>86 386 98 570</td>
<td>93 11 293 397</td>
<td>1908</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>13 226 30 269</td>
<td>28 3 15 46</td>
<td>22 112 32 166</td>
<td>12 7 74 93</td>
<td>574</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>9 193 24 226</td>
<td>16 0 13 29</td>
<td>18 127 18 163</td>
<td>7 1 69 77</td>
<td>495</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>18 168 21 207</td>
<td>9 1 14 24</td>
<td>27 108 17 152</td>
<td>11 5 50 66</td>
<td>449</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>18 157 24 199</td>
<td>22 0 14 36</td>
<td>33 117 34 184</td>
<td>8 2 76 86</td>
<td>505</td>
</tr>
<tr>
<td>Total</td>
<td>58 744 99 901</td>
<td>75 4 56 135</td>
<td>100 464 101 665</td>
<td>38 15 269 322</td>
<td>2023</td>
</tr>
<tr>
<td>04:00 PM</td>
<td>13 168 27 208</td>
<td>16 5 10 31</td>
<td>70 204 31 305</td>
<td>22 1 44 67</td>
<td>611</td>
</tr>
<tr>
<td>04:15 PM</td>
<td>6 186 22 214</td>
<td>14 4 13 31</td>
<td>54 215 24 293</td>
<td>6 4 46 56</td>
<td>594</td>
</tr>
<tr>
<td>04:30 PM</td>
<td>13 183 22 218</td>
<td>23 1 17 41</td>
<td>70 222 27 319</td>
<td>18 6 56 80</td>
<td>658</td>
</tr>
<tr>
<td>04:45 PM</td>
<td>11 215 15 241</td>
<td>16 5 13 34</td>
<td>64 235 22 321</td>
<td>18 6 70 94</td>
<td>690</td>
</tr>
<tr>
<td>Total</td>
<td>43 752 86 881</td>
<td>69 15 53 137</td>
<td>258 876 104 1238</td>
<td>64 17 216 297</td>
<td>2553</td>
</tr>
<tr>
<td>05:00 PM</td>
<td>17 263 25 305</td>
<td>18 2 17 37</td>
<td>65 247 19 331</td>
<td>15 5 55 75</td>
<td>748</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>14 217 31 262</td>
<td>25 4 15 44</td>
<td>88 288 37 413</td>
<td>16 1 60 77</td>
<td>796</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>18 197 33 248</td>
<td>12 6 11 29</td>
<td>69 269 39 377</td>
<td>22 5 74 101</td>
<td>755</td>
</tr>
<tr>
<td>05:45 PM</td>
<td>20 223 37 280</td>
<td>19 3 12 34</td>
<td>58 254 25 337</td>
<td>11 2 68 81</td>
<td>732</td>
</tr>
<tr>
<td>Total</td>
<td>69 900 126 1095</td>
<td>74 15 55 144</td>
<td>280 1058 120 1458</td>
<td>64 13 257 334</td>
<td>3031</td>
</tr>
<tr>
<td>Grand Total</td>
<td>217 3101 388 3706</td>
<td>267 40 221 528</td>
<td>724 2784 423 3931</td>
<td>259 56 1035 1350</td>
<td>9515</td>
</tr>
<tr>
<td>Approch %</td>
<td>5.9 83.7 10.5</td>
<td>50.6 7.6 41.9</td>
<td>18.4 70.8 10.8</td>
<td>19.2 4.1 76.7</td>
<td></td>
</tr>
<tr>
<td>Total %</td>
<td>2.3 32.6 4.1 38.9</td>
<td>2.8 0.4 2.3 5.5</td>
<td>7.6 29.3 4.4 41.3</td>
<td>2.7 0.6 10.9 14.2</td>
<td></td>
</tr>
</tbody>
</table>

### Note:
- Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
- Peak Hour for Entire Intersection Begins at 07:30 AM
Peak Hour Data

<table>
<thead>
<tr>
<th>Time</th>
<th>Right Out</th>
<th>Right In</th>
<th>Thru Out</th>
<th>Thru In</th>
<th>Left Out</th>
<th>Left In</th>
</tr>
</thead>
<tbody>
<tr>
<td>05:00 PM</td>
<td>17</td>
<td>263</td>
<td>25</td>
<td>305</td>
<td>18</td>
<td>2</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>14</td>
<td>217</td>
<td>31</td>
<td>262</td>
<td>25</td>
<td>4</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>18</td>
<td>197</td>
<td>33</td>
<td>248</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>05:45 PM</td>
<td>20</td>
<td>223</td>
<td>37</td>
<td>280</td>
<td>19</td>
<td>3</td>
</tr>
</tbody>
</table>

Total Volume: 69 900 126 1095 74 15 55 144 280 1058 120 1458 64 13 257 334 3031

% App. Total: 6.3 82.2 11.5 51.4 10.4 38.2 19.2 72.6 8.2 19.2 3.9 76.9

PHF: .863 .856 .851 .898 .740 .625 .809 .818 .795 .918 .769 .883 .727 .650 .868 .827 .952

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Peak Hour Begins at 07:30 AM

Unshifted
Peak Hour Data

Peak Hour Begins at 05:00 PM
Unshifted

File Name : 11
Site Code : 00000000
Start Date : 11/13/2008
Page No : 3

All Traffic Data
(916) 771-8700
F(916) 786-2879
<table>
<thead>
<tr>
<th>Start Time</th>
<th>DUCKHORN DR. Southbound</th>
<th>SAN JUAN RD. Westbound</th>
<th>DUCKHORN DR. Northbound</th>
<th>SAN JUAN RD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00 AM</td>
<td>31</td>
<td>2</td>
<td>9</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>07:15 AM</td>
<td>27</td>
<td>3</td>
<td>12</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>07:30 AM</td>
<td>61</td>
<td>2</td>
<td>11</td>
<td>74</td>
<td>61</td>
</tr>
<tr>
<td>07:45 AM</td>
<td>43</td>
<td>1</td>
<td>10</td>
<td>54</td>
<td>54</td>
</tr>
<tr>
<td>Total</td>
<td>162</td>
<td>8</td>
<td>42</td>
<td>212</td>
<td>212</td>
</tr>
<tr>
<td>08:00 AM</td>
<td>33</td>
<td>0</td>
<td>3</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>08:15 AM</td>
<td>28</td>
<td>2</td>
<td>5</td>
<td>35</td>
<td>35</td>
</tr>
<tr>
<td>08:30 AM</td>
<td>33</td>
<td>1</td>
<td>2</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>08:45 AM</td>
<td>23</td>
<td>1</td>
<td>6</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>Total</td>
<td>117</td>
<td>4</td>
<td>16</td>
<td>137</td>
<td>137</td>
</tr>
<tr>
<td>09:00 AM</td>
<td>21</td>
<td>3</td>
<td>1</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>09:15 AM</td>
<td>30</td>
<td>7</td>
<td>3</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>09:30 AM</td>
<td>22</td>
<td>7</td>
<td>2</td>
<td>31</td>
<td>31</td>
</tr>
<tr>
<td>09:45 AM</td>
<td>33</td>
<td>7</td>
<td>6</td>
<td>46</td>
<td>46</td>
</tr>
<tr>
<td>Total</td>
<td>106</td>
<td>24</td>
<td>12</td>
<td>142</td>
<td>142</td>
</tr>
<tr>
<td>10:00 AM</td>
<td>39</td>
<td>7</td>
<td>5</td>
<td>51</td>
<td>51</td>
</tr>
<tr>
<td>10:15 AM</td>
<td>31</td>
<td>7</td>
<td>9</td>
<td>47</td>
<td>47</td>
</tr>
<tr>
<td>10:30 AM</td>
<td>27</td>
<td>6</td>
<td>4</td>
<td>37</td>
<td>37</td>
</tr>
<tr>
<td>10:45 AM</td>
<td>32</td>
<td>5</td>
<td>5</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>Total</td>
<td>129</td>
<td>25</td>
<td>23</td>
<td>177</td>
<td>177</td>
</tr>
<tr>
<td>Grand Total</td>
<td>514</td>
<td>61</td>
<td>93</td>
<td>668</td>
<td>668</td>
</tr>
<tr>
<td>Apprch %</td>
<td>76.9</td>
<td>9.1</td>
<td>13.9</td>
<td>29</td>
<td>29</td>
</tr>
<tr>
<td>Total %</td>
<td>17.4</td>
<td>2.1</td>
<td>3.1</td>
<td>22.6</td>
<td>22.6</td>
</tr>
</tbody>
</table>

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>05:00 PM</td>
<td>39</td>
<td>7</td>
<td>5</td>
<td>51</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>41</td>
<td>33</td>
<td>94</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>6</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>48</td>
<td>0</td>
<td>56</td>
</tr>
<tr>
<td></td>
<td>217</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05:15 PM</td>
<td>31</td>
<td>7</td>
<td>9</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>58</td>
<td>34</td>
<td>112</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>0</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>57</td>
<td>6</td>
<td>74</td>
</tr>
<tr>
<td></td>
<td>240</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05:30 PM</td>
<td>27</td>
<td>6</td>
<td>4</td>
<td>37</td>
</tr>
<tr>
<td></td>
<td>45</td>
<td>102</td>
<td>10</td>
<td>112</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>8</td>
<td>10</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>25</td>
<td>4</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>231</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05:45 PM</td>
<td>32</td>
<td>5</td>
<td>5</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>38</td>
<td>45</td>
<td>102</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>8</td>
<td>10</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>42</td>
<td>7</td>
<td>59</td>
</tr>
<tr>
<td></td>
<td>221</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Volume</td>
<td>129</td>
<td>25</td>
<td>23</td>
<td>177</td>
</tr>
<tr>
<td>% App. Total</td>
<td>72.9</td>
<td>14.1</td>
<td>13</td>
<td>86.1</td>
</tr>
<tr>
<td>% App. Total</td>
<td>19</td>
<td>46.5</td>
<td>34.5</td>
<td>60.3</td>
</tr>
<tr>
<td>PHF</td>
<td>.827</td>
<td>.893</td>
<td>.639</td>
<td>.868</td>
</tr>
<tr>
<td></td>
<td>.840</td>
<td>.746</td>
<td>.850</td>
<td>.820</td>
</tr>
<tr>
<td></td>
<td>.375</td>
<td>.625</td>
<td>.795</td>
<td>.806</td>
</tr>
<tr>
<td></td>
<td>.808</td>
<td>.754</td>
<td>.607</td>
<td>.780</td>
</tr>
<tr>
<td></td>
<td>.947</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### All Traffic Data

**File Name:** 12  
**Site Code:** 00000000  
**Start Date:** 11/13/2008  
**Page No:** 3

#### DUCKHORN DR.

<table>
<thead>
<tr>
<th></th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>215</td>
<td>177</td>
<td>392</td>
</tr>
</tbody>
</table>

#### SAN JUAN RD.

<table>
<thead>
<tr>
<th></th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>153</td>
<td>206</td>
<td>359</td>
</tr>
</tbody>
</table>

#### Peak Hour Data

*Peak Hour Begins at 05:00 PM Unshifted*

<table>
<thead>
<tr>
<th></th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>35</td>
<td>172</td>
<td>207</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>35</td>
<td>172</td>
<td>207</td>
</tr>
</tbody>
</table>

#### SAN JUAN RD.

<table>
<thead>
<tr>
<th></th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>31</td>
<td>20</td>
<td>51</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>31</td>
<td>20</td>
<td>51</td>
</tr>
</tbody>
</table>
Natomas Crossing

Technical Appendix

22 December 2008

Intersection Saturday Peak Period Traffic Counts
### All Traffic Data

(916) 771-8700
F(916) 786-2879

CITY OF SACRAMENTO

File Name: 10S
Site Code: 00000000
Start Date: 11/15/2008
Page No: 1

---

### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>TRUXEL RD. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>TRUXEL RD. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>13</td>
<td>206</td>
<td>41</td>
<td>0</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>13</td>
<td>167</td>
<td>45</td>
<td>0</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>12</td>
<td>227</td>
<td>28</td>
<td>1</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>13</td>
<td>201</td>
<td>26</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>51</td>
<td>801</td>
<td>140</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>02:00 PM</td>
<td>12</td>
<td>170</td>
<td>26</td>
<td>1</td>
</tr>
<tr>
<td>02:15 PM</td>
<td>9</td>
<td>181</td>
<td>30</td>
<td>0</td>
</tr>
<tr>
<td>02:30 PM</td>
<td>8</td>
<td>189</td>
<td>23</td>
<td>1</td>
</tr>
<tr>
<td>02:45 PM</td>
<td>9</td>
<td>167</td>
<td>31</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>38</td>
<td>707</td>
<td>110</td>
<td>3</td>
</tr>
<tr>
<td>Grand Total</td>
<td>89</td>
<td>1508</td>
<td>250</td>
<td>8</td>
</tr>
<tr>
<td>Approch %</td>
<td>4.8</td>
<td>81.3</td>
<td>13.5</td>
<td>0.4</td>
</tr>
<tr>
<td>Total %</td>
<td>1.7</td>
<td>28.4</td>
<td>4.7</td>
<td>0.2</td>
</tr>
</tbody>
</table>

---

### TRUXEL RD. Southbound

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>U-Turns</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>13</td>
<td>206</td>
<td>41</td>
<td>0</td>
<td>260</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>13</td>
<td>167</td>
<td>45</td>
<td>0</td>
<td>225</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>12</td>
<td>227</td>
<td>28</td>
<td>1</td>
<td>268</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>13</td>
<td>201</td>
<td>26</td>
<td>4</td>
<td>244</td>
</tr>
<tr>
<td>Total</td>
<td>51</td>
<td>801</td>
<td>140</td>
<td>5</td>
<td>997</td>
</tr>
</tbody>
</table>

### ARENA BLVD. Westbound

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>U-Turns</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>9</td>
<td>42</td>
<td>9</td>
<td>0</td>
<td>60</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>9</td>
<td>28</td>
<td>17</td>
<td>1</td>
<td>55</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>11</td>
<td>48</td>
<td>17</td>
<td>1</td>
<td>77</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>12</td>
<td>29</td>
<td>11</td>
<td>0</td>
<td>52</td>
</tr>
<tr>
<td>Total</td>
<td>41</td>
<td>147</td>
<td>54</td>
<td>2</td>
<td>244</td>
</tr>
</tbody>
</table>

### TRUXEL RD. Northbound

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>U-Turns</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>50</td>
<td>190</td>
<td>14</td>
<td>1</td>
<td>255</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>55</td>
<td>178</td>
<td>8</td>
<td>1</td>
<td>242</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>44</td>
<td>181</td>
<td>12</td>
<td>1</td>
<td>238</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>37</td>
<td>207</td>
<td>7</td>
<td>4</td>
<td>255</td>
</tr>
<tr>
<td>Total</td>
<td>186</td>
<td>756</td>
<td>41</td>
<td>7</td>
<td>990</td>
</tr>
</tbody>
</table>

### ARENA BLVD. Eastbound

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>U-Turns</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>41</td>
<td>42</td>
<td>56</td>
<td>3</td>
<td>142</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>30</td>
<td>41</td>
<td>52</td>
<td>0</td>
<td>123</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>29</td>
<td>43</td>
<td>59</td>
<td>2</td>
<td>133</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>21</td>
<td>30</td>
<td>50</td>
<td>5</td>
<td>106</td>
</tr>
<tr>
<td>Total</td>
<td>121</td>
<td>156</td>
<td>217</td>
<td>10</td>
<td>504</td>
</tr>
</tbody>
</table>

---

Peak Hour for Entire Intersection Begins at 01:00 PM
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

<table>
<thead>
<tr>
<th>Page No</th>
<th>Total Volume</th>
<th>% App. Total</th>
<th>PHF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>51 801 140</td>
<td>5 997</td>
<td>.86</td>
</tr>
</tbody>
</table>

---

File Name: 10S
Site Code: 00000000
Start Date: 11/15/2008
Page No: 1
All Traffic Data
(916) 771-8700
F(916) 786-2879

File Name : 10S
Site Code : 00000000
Start Date : 11/15/2008
Page No : 2

Peak Hour Data
North
Peak Hour Begins at 01:00 PM
Unshifted

TRUXEL RD.

Out In Total
931 977 1908
140 801 51 5
Right Thru Left U-Turns

Right
Thru
Left
U-Turns

Out In Total
977 877 1854

165 91 124

Unshifted

Out In Total
453 503 956

101 459 158 12

Left
Thru
Right U-Turns

Out In Total
1059 990 2049

186 756 41 7

ARENA BLVD.
### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>TRUXEL RD. Southbound</th>
<th>NATOMAS CROSSING DR. Westbound</th>
<th>TRUXEL RD. Northbound</th>
<th>NATOMAS CROSSING DR. Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>18</td>
<td>236</td>
<td>22</td>
<td>276</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>12</td>
<td>199</td>
<td>12</td>
<td>223</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>19</td>
<td>249</td>
<td>24</td>
<td>292</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>18</td>
<td>231</td>
<td>15</td>
<td>264</td>
</tr>
<tr>
<td>Total</td>
<td>67</td>
<td>915</td>
<td>73</td>
<td>1055</td>
</tr>
<tr>
<td>02:00 PM</td>
<td>10</td>
<td>244</td>
<td>19</td>
<td>273</td>
</tr>
<tr>
<td>02:15 PM</td>
<td>11</td>
<td>228</td>
<td>23</td>
<td>262</td>
</tr>
<tr>
<td>02:30 PM</td>
<td>10</td>
<td>215</td>
<td>14</td>
<td>239</td>
</tr>
<tr>
<td>02:45 PM</td>
<td>13</td>
<td>186</td>
<td>17</td>
<td>216</td>
</tr>
<tr>
<td>Total</td>
<td>44</td>
<td>873</td>
<td>73</td>
<td>990</td>
</tr>
<tr>
<td>Grand Total</td>
<td>111</td>
<td>1788</td>
<td>146</td>
<td>2045</td>
</tr>
</tbody>
</table>

- **% App. Total:**
  - TRUXEL RD. Southbound: 6.4%
  - NATOMAS CROSSING DR. Westbound: 86.7%
  - TRUXEL RD. Northbound: 6.9%
  - NATOMAS CROSSING DR. Eastbound: 80.3%

- **PHF:**
  - .882
  - .919
  - .760
  - .903
  - .938
  - .719
  - .725
  - .872
  - .823
  - .924
  - .708
  - .899
  - .817
  - .667
  - .818
  - .817
  - .938

---

Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:00 PM

<table>
<thead>
<tr>
<th>Peak Time</th>
<th>TRUXEL RD. Southbound</th>
<th>NATOMAS CROSSING DR. Westbound</th>
<th>TRUXEL RD. Northbound</th>
<th>NATOMAS CROSSING DR. Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>18</td>
<td>236</td>
<td>22</td>
<td>276</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>12</td>
<td>199</td>
<td>12</td>
<td>223</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>19</td>
<td>249</td>
<td>24</td>
<td>292</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>18</td>
<td>231</td>
<td>15</td>
<td>264</td>
</tr>
<tr>
<td>Total</td>
<td>67</td>
<td>915</td>
<td>73</td>
<td>1055</td>
</tr>
<tr>
<td>% App. Total</td>
<td>6.4</td>
<td>86.7</td>
<td>6.9</td>
<td>1055</td>
</tr>
</tbody>
</table>

- **PHF:**
  - .882
  - .919
  - .760
  - .903
  - .938
  - .719
  - .725
  - .872
  - .823
  - .924
  - .708
  - .899
  - .817
  - .667
  - .818
  - .817
  - .938

---

PHF = 0.882 .919 .760 .903 .938 .719 .725 .872 .823 .924 .708 .899 .817 .667 .818 .817 .938
Peak Hour Data

Peak Hour Begins at 01:00 PM
Unshifted

File Name: 11S
Site Code: 00000000
Start Date: 11/15/2008
Page No: 2
### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>DUCKHORN DR. Southbound</th>
<th>SAN JUAN RD. Westbound</th>
<th>DUCKHORN DR. Northbound</th>
<th>SAN JUAN RD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>19</td>
<td>5</td>
<td>2</td>
<td>26</td>
<td>12</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>14</td>
<td>4</td>
<td>9</td>
<td>27</td>
<td>18</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>17</td>
<td>7</td>
<td>4</td>
<td>28</td>
<td>18</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>25</td>
<td>2</td>
<td>7</td>
<td>34</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>75</td>
<td>18</td>
<td>22</td>
<td>115</td>
<td>52</td>
</tr>
<tr>
<td>02:00 PM</td>
<td>15</td>
<td>0</td>
<td>6</td>
<td>21</td>
<td>13</td>
</tr>
<tr>
<td>02:15 PM</td>
<td>28</td>
<td>6</td>
<td>6</td>
<td>40</td>
<td>5</td>
</tr>
<tr>
<td>02:30 PM</td>
<td>30</td>
<td>3</td>
<td>4</td>
<td>37</td>
<td>11</td>
</tr>
<tr>
<td>02:45 PM</td>
<td>26</td>
<td>1</td>
<td>5</td>
<td>32</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>99</td>
<td>10</td>
<td>21</td>
<td>130</td>
<td>37</td>
</tr>
<tr>
<td>Grand Total</td>
<td>174</td>
<td>28</td>
<td>43</td>
<td>245</td>
<td>89</td>
</tr>
<tr>
<td>Approch %</td>
<td>71</td>
<td>11.4</td>
<td>17.6</td>
<td>245</td>
<td>17.6</td>
</tr>
<tr>
<td>Total %</td>
<td>15.5</td>
<td>2.5</td>
<td>3.8</td>
<td>21.9</td>
<td>7.9</td>
</tr>
</tbody>
</table>

### Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

<table>
<thead>
<tr>
<th>Start Time</th>
<th>DUCKHORN DR. Southbound</th>
<th>SAN JUAN RD. Westbound</th>
<th>DUCKHORN DR. Northbound</th>
<th>SAN JUAN RD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>02:00 PM</td>
<td>15</td>
<td>0</td>
<td>6</td>
<td>21</td>
<td>13</td>
</tr>
<tr>
<td>02:15 PM</td>
<td>28</td>
<td>6</td>
<td>6</td>
<td>40</td>
<td>5</td>
</tr>
<tr>
<td>02:30 PM</td>
<td>30</td>
<td>3</td>
<td>4</td>
<td>37</td>
<td>11</td>
</tr>
<tr>
<td>02:45 PM</td>
<td>26</td>
<td>1</td>
<td>5</td>
<td>32</td>
<td>8</td>
</tr>
<tr>
<td>Total Volume</td>
<td>99</td>
<td>10</td>
<td>21</td>
<td>130</td>
<td>37</td>
</tr>
<tr>
<td>% App. Total</td>
<td>76.2</td>
<td>7.7</td>
<td>16.2</td>
<td>813</td>
<td>14.4</td>
</tr>
<tr>
<td>PHF</td>
<td>.825</td>
<td>.417</td>
<td>.875</td>
<td>.813</td>
<td>.712</td>
</tr>
</tbody>
</table>

CITY OF SACRAMENTO

File Name: 12S
Site Code: 00000000
Start Date: 11/15/2008
Page No: 1
All Traffic Data

(916) 771-8700
F(916) 786-2879

DUCKHORN DR.

SAN JUAN RD.

SAN JUAN RD.

DUCKHORN DR.

Right

21

Thru

10

Left

99

In

Out

Total

120

130

250

Right

87

Thru

133

Left

37

Out

Total

230

257

487

Left

6

Thru

16

Right

29

Out

Total

55

51

106

Peak Hour Begins at 02:00 PM

Unshifted

Peak Hour Data

North
### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>EL CENTRO RD. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>EL CENTRO RD. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>17</td>
<td>21</td>
<td>0</td>
<td>2</td>
<td>40</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>12</td>
<td>14</td>
<td>1</td>
<td>4</td>
<td>31</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>12</td>
<td>15</td>
<td>0</td>
<td>2</td>
<td>29</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>12</td>
<td>21</td>
<td>1</td>
<td>1</td>
<td>35</td>
</tr>
<tr>
<td>Total</td>
<td>53</td>
<td>71</td>
<td>2</td>
<td>9</td>
<td>135</td>
</tr>
<tr>
<td></td>
<td>02:00 PM</td>
<td>13</td>
<td>16</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>02:15 PM</td>
<td>23</td>
<td>16</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>02:30 PM</td>
<td>11</td>
<td>21</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>02:45 PM</td>
<td>11</td>
<td>19</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>58</td>
<td>72</td>
<td>8</td>
<td>10</td>
<td>148</td>
</tr>
<tr>
<td>Grand Total</td>
<td>111</td>
<td>143</td>
<td>10</td>
<td>19</td>
<td>283</td>
</tr>
<tr>
<td>Apprch %</td>
<td>39.2</td>
<td>50.5</td>
<td>3.5</td>
<td>6.7</td>
<td>961</td>
</tr>
<tr>
<td>Total %</td>
<td>11.6</td>
<td>14.9</td>
<td>1.2</td>
<td>29.4</td>
<td></td>
</tr>
</tbody>
</table>

### Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

**Peak Hour for Entire Intersection Begins at 01:45 PM**

<table>
<thead>
<tr>
<th>Start Time</th>
<th>EL CENTRO RD. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>EL CENTRO RD. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:45 PM</td>
<td>12</td>
<td>21</td>
<td>1</td>
<td>1</td>
<td>35</td>
</tr>
<tr>
<td>02:00 PM</td>
<td>13</td>
<td>16</td>
<td>2</td>
<td>2</td>
<td>33</td>
</tr>
<tr>
<td>02:15 PM</td>
<td>13</td>
<td>16</td>
<td>2</td>
<td>2</td>
<td>33</td>
</tr>
<tr>
<td>02:30 PM</td>
<td>23</td>
<td>16</td>
<td>2</td>
<td>1</td>
<td>42</td>
</tr>
<tr>
<td>02:45 PM</td>
<td>11</td>
<td>21</td>
<td>3</td>
<td>2</td>
<td>37</td>
</tr>
<tr>
<td>Total</td>
<td>59</td>
<td>74</td>
<td>8</td>
<td>6</td>
<td>147</td>
</tr>
<tr>
<td>% App. Total</td>
<td>40.1</td>
<td>50.3</td>
<td>5.4</td>
<td>4.1</td>
<td>498</td>
</tr>
<tr>
<td>PHF</td>
<td>.641</td>
<td>.881</td>
<td>.667</td>
<td>.750</td>
<td>.875</td>
</tr>
<tr>
<td></td>
<td>Out</td>
<td>In</td>
<td>Total</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>-----</td>
<td>-----</td>
<td>-------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right</td>
<td>8</td>
<td>74</td>
<td>82</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thru</td>
<td>59</td>
<td></td>
<td>59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td></td>
<td>6</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>U-Turns</td>
<td></td>
<td></td>
<td>6</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Peak Hour Data**

North

Peak Hour Begins at 01:45 PM

Unshifted

<table>
<thead>
<tr>
<th></th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>59</td>
<td></td>
<td>59</td>
</tr>
<tr>
<td>Thru</td>
<td>34</td>
<td></td>
<td>34</td>
</tr>
<tr>
<td>Left</td>
<td>61</td>
<td></td>
<td>61</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right</td>
<td>6</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Thru</td>
<td>80</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Left</td>
<td>61</td>
<td></td>
<td>61</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Out</th>
<th>In</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Out</td>
<td>44</td>
<td></td>
<td>44</td>
</tr>
<tr>
<td>In</td>
<td>48</td>
<td></td>
<td>48</td>
</tr>
</tbody>
</table>

**Site Code**: 00000000

**Start Date**: 11/15/2008

**Page No**: 2

**File Name**: 1S
### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>DUCKHORN DR. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>DUCKHORN DR. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>18</td>
<td>8</td>
<td>1</td>
<td>27</td>
<td>91</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>32</td>
<td>5</td>
<td>2</td>
<td>39</td>
<td>96</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>23</td>
<td>11</td>
<td>0</td>
<td>34</td>
<td>81</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>17</td>
<td>15</td>
<td>3</td>
<td>35</td>
<td>76</td>
</tr>
<tr>
<td>Total</td>
<td>90</td>
<td>39</td>
<td>6</td>
<td>135</td>
<td>344</td>
</tr>
</tbody>
</table>

|            |        |        |        |          |        |        |        |          |        |        |        |          |        |        |        |          |
| 02:00 PM   | 27     | 3     | 6     | 36      | 80    | 61   | 24    | 165      | 2     | 7     | 67    | 76      | 9     | 71   | 9     | 89      | 366   |
| 02:15 PM   | 14     | 12    | 3     | 29      | 70    | 46   | 19    | 135      | 4     | 3     | 54    | 61      | 5     | 64   | 5     | 74      | 299   |
| 02:30 PM   | 22     | 7     | 0     | 29      | 75    | 52   | 20    | 147      | 1     | 5     | 58    | 64      | 6     | 48   | 9     | 63      | 303   |
| 02:45 PM   | 22     | 8     | 4     | 34      | 77    | 49   | 22    | 148      | 1     | 9     | 41    | 51      | 4     | 56   | 4     | 64      | 297   |
| Total      | 85     | 30    | 13    | 128     | 302   | 208  | 85    | 595      | 8     | 24    | 220   | 252     | 24    | 239  | 27    | 290     | 1265  |

|            |        |        |        |          |        |        |        |          |        |        |        |          |        |        |        |          |
| Grand Total| 175    | 69    | 19    | 263     | 646   | 390  | 192   | 1228     | 30    | 49    | 483   | 562     | 37    | 513  | 47    | 597     | 2650  |
| Approch %  | 66.5   | 26.2  | 7.2   |          | 52.6  | 31.8 | 15.6  |          | 5.3   | 8.7   | 85.9  |          | 6.2   | 85.9 | 7.9   |          |       |
| Total %    | 6.6    | 2.6   | 0.7   | 9.9     | 24.4  | 14.7 | 7.2   | 46.3     | 1.1   | 1.8   | 18.2  | 21.2    | 1.4   | 19.4 | 1.8   | 22.5    |       |

### Peak Hour Analysis

- From 01:00 PM to 02:45 PM - Peak 1 of 1
- Peak Hour for Entire Intersection Begins at 01:15 PM

<table>
<thead>
<tr>
<th>Start Time</th>
<th>DUCKHORN DR. Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>DUCKHORN DR. Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:15 PM</td>
<td>32</td>
<td>5</td>
<td>2</td>
<td>39</td>
<td>96</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>23</td>
<td>11</td>
<td>0</td>
<td>34</td>
<td>81</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>17</td>
<td>15</td>
<td>3</td>
<td>35</td>
<td>76</td>
</tr>
<tr>
<td>Total</td>
<td>99</td>
<td>34</td>
<td>11</td>
<td>144</td>
<td>333</td>
</tr>
</tbody>
</table>

- Total Volume: 999
- % App. Total: 68.8, 23.6, 7.6
- PHF: 0.773, 0.567, 0.458, 0.923, 0.867, 0.816, 0.803, 0.896, 0.714, 0.906, 0.884, 0.872, 0.611, 0.911, 0.694, 0.879, 0.942
### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>IS SB RAMPS</th>
<th>ARENA BLVD.</th>
<th>Northbound</th>
<th>ARENA BLVD.</th>
<th>Northbound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Southbound</td>
<td>Westbound</td>
<td></td>
<td>Eastbound</td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>14 0 29 43</td>
<td>0 132 64 196</td>
<td>0 0 0 0</td>
<td>0 94 71 165</td>
<td>404</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>18 0 22 40</td>
<td>0 157 77 234</td>
<td>0 0 0 0</td>
<td>0 84 92 176</td>
<td>450</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>16 0 22 38</td>
<td>0 128 40 168</td>
<td>0 0 0 0</td>
<td>0 84 62 146</td>
<td>352</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>21 0 17 38</td>
<td>0 123 49 172</td>
<td>0 0 0 0</td>
<td>0 65 79 144</td>
<td>354</td>
</tr>
<tr>
<td>Total</td>
<td>69 0 90 159</td>
<td>0 540 230 770</td>
<td>0 0 0 0</td>
<td>0 327 304 631</td>
<td>1560</td>
</tr>
<tr>
<td>02:00 PM</td>
<td>31 0 30 61</td>
<td>0 133 35 168</td>
<td>0 0 0 0</td>
<td>0 83 79 162</td>
<td>391</td>
</tr>
<tr>
<td>02:15 PM</td>
<td>23 0 17 40</td>
<td>0 120 54 174</td>
<td>0 0 0 0</td>
<td>0 86 57 143</td>
<td>357</td>
</tr>
<tr>
<td>02:30 PM</td>
<td>23 0 22 45</td>
<td>0 140 63 203</td>
<td>0 0 0 0</td>
<td>0 70 54 124</td>
<td>372</td>
</tr>
<tr>
<td>02:45 PM</td>
<td>8 0 19 27</td>
<td>0 116 33 149</td>
<td>0 0 0 0</td>
<td>0 62 49 111</td>
<td>287</td>
</tr>
<tr>
<td>Total</td>
<td>85 0 88 173</td>
<td>0 509 185 694</td>
<td>0 0 0 0</td>
<td>0 301 239 540</td>
<td>1407</td>
</tr>
</tbody>
</table>

| Grand Total | 154 0 178 332 | 0 1049 415 1464 | 0 0 0 0 | 0 628 543 1171 | 2967 |
| Approch %   | 46.4 0 53.6 | 0 71.7 28.3 | 0 0 0 0 | 0 53.6 46.4 | 2967 |
| Total %     | 5.2 0 6 11.2 | 0 35.4 14 49.3 | 0 0 0 0 | 0 21.2 18.3 39.5 | 2967 |

---

**Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 01:00 PM

<table>
<thead>
<tr>
<th>Start Time</th>
<th>IS SB RAMPS</th>
<th>ARENA BLVD.</th>
<th>Northbound</th>
<th>ARENA BLVD.</th>
<th>Northbound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Southbound</td>
<td>Westbound</td>
<td></td>
<td>Eastbound</td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>14 0 29 43</td>
<td>0 132 64 196</td>
<td>0 0 0 0</td>
<td>0 94 71 165</td>
<td>404</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>18 0 22 40</td>
<td>0 157 77 234</td>
<td>0 0 0 0</td>
<td>0 84 92 176</td>
<td>450</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>16 0 22 38</td>
<td>0 128 40 168</td>
<td>0 0 0 0</td>
<td>0 84 62 146</td>
<td>352</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>21 0 17 38</td>
<td>0 123 49 172</td>
<td>0 0 0 0</td>
<td>0 65 79 144</td>
<td>354</td>
</tr>
<tr>
<td>Total</td>
<td>69 0 90 159</td>
<td>0 540 230 770</td>
<td>0 0 0 0</td>
<td>0 327 304 631</td>
<td>1560</td>
</tr>
<tr>
<td>% App. Total</td>
<td>43.4 0 56.6</td>
<td>0 70.1 29.9</td>
<td>0 0 0 0</td>
<td>0 51.8 48.2</td>
<td>1560</td>
</tr>
</tbody>
</table>

**PHF** | .821 .000 .776 .924 | .000 .860 .747 .823 | .000 .000 .000 .000 | .000 .870 .826 .896 | .867
Peak Hour Begins at 01:00 PM
Unshifted
### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Southbound</th>
<th>ARENA BLVD Westbound</th>
<th>I 5 NB RAMPS Northbound</th>
<th>ARENA BLVD Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left</td>
<td>Thru</td>
<td>Right</td>
<td>App. Total</td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>115</td>
<td>14</td>
<td>129</td>
<td></td>
</tr>
<tr>
<td></td>
<td>81</td>
<td>0</td>
<td>70</td>
<td>151</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>86</td>
<td>21</td>
<td>107</td>
<td></td>
</tr>
<tr>
<td>01:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>157</td>
<td>11</td>
<td>168</td>
<td></td>
</tr>
<tr>
<td></td>
<td>77</td>
<td>0</td>
<td>60</td>
<td>137</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>72</td>
<td>20</td>
<td>92</td>
<td></td>
</tr>
<tr>
<td>01:30 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>101</td>
<td>16</td>
<td>117</td>
<td></td>
</tr>
<tr>
<td></td>
<td>67</td>
<td>0</td>
<td>48</td>
<td>115</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>81</td>
<td>19</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>01:45 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>108</td>
<td>20</td>
<td>128</td>
<td></td>
</tr>
<tr>
<td></td>
<td>64</td>
<td>0</td>
<td>52</td>
<td>116</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>72</td>
<td>14</td>
<td>86</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>481</td>
<td>61</td>
<td>542</td>
<td></td>
</tr>
<tr>
<td></td>
<td>289</td>
<td>0</td>
<td>230</td>
<td>519</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>311</td>
<td>74</td>
<td>385</td>
<td></td>
</tr>
<tr>
<td>02:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>100</td>
<td>25</td>
<td>125</td>
<td></td>
</tr>
<tr>
<td></td>
<td>68</td>
<td>0</td>
<td>60</td>
<td>128</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>94</td>
<td>20</td>
<td>114</td>
<td></td>
</tr>
<tr>
<td>02:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>106</td>
<td>22</td>
<td>128</td>
<td></td>
</tr>
<tr>
<td></td>
<td>70</td>
<td>0</td>
<td>67</td>
<td>137</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>85</td>
<td>24</td>
<td>109</td>
<td></td>
</tr>
<tr>
<td>02:30 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>125</td>
<td>13</td>
<td>138</td>
<td></td>
</tr>
<tr>
<td></td>
<td>78</td>
<td>0</td>
<td>52</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>79</td>
<td>14</td>
<td>93</td>
<td></td>
</tr>
<tr>
<td>02:45 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>81</td>
<td>16</td>
<td>97</td>
<td></td>
</tr>
<tr>
<td></td>
<td>68</td>
<td>0</td>
<td>69</td>
<td>137</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>58</td>
<td>12</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>412</td>
<td>76</td>
<td>488</td>
<td></td>
</tr>
<tr>
<td></td>
<td>284</td>
<td>0</td>
<td>248</td>
<td>532</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>316</td>
<td>70</td>
<td>386</td>
<td></td>
</tr>
<tr>
<td>Grand Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>893</td>
<td>137</td>
<td>1030</td>
<td></td>
</tr>
<tr>
<td></td>
<td>573</td>
<td>0</td>
<td>478</td>
<td>1051</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>627</td>
<td>144</td>
<td>771</td>
<td></td>
</tr>
<tr>
<td>% App. %</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>86.7</td>
<td>13.3</td>
<td>55.7</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>45.5</td>
<td>0</td>
<td>44.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>80.8</td>
<td>19.2</td>
<td>77.7</td>
<td></td>
</tr>
<tr>
<td>% Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>31.3</td>
<td>4.8</td>
<td>36.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20.1</td>
<td>0</td>
<td>16.8</td>
<td>36.9</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>22</td>
<td>5</td>
<td>27</td>
<td></td>
</tr>
</tbody>
</table>

### Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:00 PM

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Southbound</th>
<th>ARENA BLVD Westbound</th>
<th>I 5 NB RAMPS Northbound</th>
<th>ARENA BLVD Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left</td>
<td>Thru</td>
<td>Right</td>
<td>App. Total</td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>115</td>
<td>14</td>
<td>129</td>
<td></td>
</tr>
<tr>
<td></td>
<td>81</td>
<td>0</td>
<td>70</td>
<td>151</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>86</td>
<td>21</td>
<td>107</td>
<td></td>
</tr>
<tr>
<td>01:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>157</td>
<td>11</td>
<td>168</td>
<td></td>
</tr>
<tr>
<td></td>
<td>77</td>
<td>0</td>
<td>60</td>
<td>137</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>72</td>
<td>20</td>
<td>92</td>
<td></td>
</tr>
<tr>
<td>01:30 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>101</td>
<td>16</td>
<td>117</td>
<td></td>
</tr>
<tr>
<td></td>
<td>67</td>
<td>0</td>
<td>48</td>
<td>115</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>81</td>
<td>19</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>01:45 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>108</td>
<td>20</td>
<td>128</td>
<td></td>
</tr>
<tr>
<td></td>
<td>64</td>
<td>0</td>
<td>52</td>
<td>116</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>72</td>
<td>14</td>
<td>86</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>481</td>
<td>61</td>
<td>542</td>
<td></td>
</tr>
<tr>
<td></td>
<td>289</td>
<td>0</td>
<td>230</td>
<td>519</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>311</td>
<td>74</td>
<td>385</td>
<td></td>
</tr>
<tr>
<td>% App. Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>88.7</td>
<td>11.3</td>
<td>55.7</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>44.3</td>
<td>0</td>
<td>31.3</td>
<td></td>
</tr>
<tr>
<td>PHF</td>
<td>.000</td>
<td>.000</td>
<td>.000</td>
<td>.000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>.000</td>
<td>.766</td>
<td>.763</td>
<td>.807</td>
<td></td>
</tr>
<tr>
<td></td>
<td>.892</td>
<td>.000</td>
<td>.821</td>
<td>.859</td>
<td></td>
</tr>
<tr>
<td></td>
<td>.000</td>
<td>.904</td>
<td>.881</td>
<td>.900</td>
<td></td>
</tr>
</tbody>
</table>

PHF: .911
Peak Hour Begins at 01:00 PM
Unshifted

Peak Hour Data

North
# All Traffic Data

(916) 771-8700  
F(916) 786-2879

## Groups Printed - Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E. COMMERCE WY. Southbound</th>
<th>DEL PASO RD. Westbound</th>
<th>E. COMMERCE WY. Northbound</th>
<th>DEL PASO RD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>21</td>
<td>37</td>
<td>77</td>
<td>135</td>
<td>71</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>9</td>
<td>33</td>
<td>88</td>
<td>130</td>
<td>71</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>18</td>
<td>29</td>
<td>55</td>
<td>102</td>
<td>62</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>19</td>
<td>21</td>
<td>74</td>
<td>114</td>
<td>51</td>
</tr>
<tr>
<td></td>
<td>67</td>
<td>120</td>
<td>294</td>
<td>481</td>
<td>255</td>
</tr>
<tr>
<td>02:00 PM</td>
<td>16</td>
<td>19</td>
<td>79</td>
<td>114</td>
<td>37</td>
</tr>
<tr>
<td>02:15 PM</td>
<td>12</td>
<td>19</td>
<td>66</td>
<td>97</td>
<td>59</td>
</tr>
<tr>
<td>02:30 PM</td>
<td>22</td>
<td>25</td>
<td>66</td>
<td>113</td>
<td>60</td>
</tr>
<tr>
<td>02:45 PM</td>
<td>16</td>
<td>22</td>
<td>88</td>
<td>126</td>
<td>53</td>
</tr>
<tr>
<td></td>
<td>66</td>
<td>85</td>
<td>299</td>
<td>450</td>
<td>209</td>
</tr>
<tr>
<td>Grand Total</td>
<td>133</td>
<td>205</td>
<td>593</td>
<td>931</td>
<td>464</td>
</tr>
<tr>
<td>Approx %</td>
<td>14.3</td>
<td>22.2</td>
<td>63.7</td>
<td>21</td>
<td>71.2</td>
</tr>
<tr>
<td>Total %</td>
<td>2.1</td>
<td>3.2</td>
<td>9.4</td>
<td>14.7</td>
<td>7.3</td>
</tr>
</tbody>
</table>

## Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E. COMMERCE WY. Southbound</th>
<th>DEL PASO RD. Westbound</th>
<th>E. COMMERCE WY. Northbound</th>
<th>DEL PASO RD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>21</td>
<td>37</td>
<td>77</td>
<td>135</td>
<td>71</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>9</td>
<td>33</td>
<td>88</td>
<td>130</td>
<td>71</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>18</td>
<td>29</td>
<td>55</td>
<td>102</td>
<td>62</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>19</td>
<td>21</td>
<td>74</td>
<td>114</td>
<td>51</td>
</tr>
<tr>
<td></td>
<td>67</td>
<td>120</td>
<td>294</td>
<td>481</td>
<td>255</td>
</tr>
<tr>
<td>% App. Total</td>
<td>13.9</td>
<td>24.9</td>
<td>61.1</td>
<td>.891</td>
<td>.989</td>
</tr>
</tbody>
</table>

Peak Hour for Entire Intersection Begins at 01:00 PM.
<table>
<thead>
<tr>
<th>Start Time</th>
<th>E COMMERCE WAY Southbound</th>
<th>ARCO MAIN ENTRANCE Westbound</th>
<th>E COMMERCE WAY Northbound</th>
<th>Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>2</td>
<td>58</td>
<td>0</td>
<td>60</td>
<td>5</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>1</td>
<td>55</td>
<td>0</td>
<td>66</td>
<td>6</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>0</td>
<td>56</td>
<td>0</td>
<td>66</td>
<td>1</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>0</td>
<td>37</td>
<td>0</td>
<td>37</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>3</td>
<td>206</td>
<td>0</td>
<td>209</td>
<td>12</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E COMMERCE WAY Southbound</th>
<th>ARCO MAIN ENTRANCE Westbound</th>
<th>E COMMERCE WAY Northbound</th>
<th>Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>02:00 PM</td>
<td>0</td>
<td>42</td>
<td>0</td>
<td>42</td>
<td>2</td>
</tr>
<tr>
<td>02:15 PM</td>
<td>0</td>
<td>50</td>
<td>0</td>
<td>50</td>
<td>1</td>
</tr>
<tr>
<td>02:30 PM</td>
<td>0</td>
<td>55</td>
<td>0</td>
<td>55</td>
<td>5</td>
</tr>
<tr>
<td>02:45 PM</td>
<td>0</td>
<td>40</td>
<td>0</td>
<td>40</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>187</td>
<td>0</td>
<td>187</td>
<td>10</td>
</tr>
</tbody>
</table>

| Grand Total | 3    | 393  | 0     | 396       | 22   | 0    | 5     | 27        | 0    | 371  | 30    | 401       | 0    | 0    | 0     | 0         | 824  |
| Approch %   | 0.8  | 99.2  | 0    | 396       | 81.5 | 0    | 18.5   | 0         | 92.5 | 7.5   | 0     | 371       | 0    | 0    | 0     | 0         | 0    |
| Total %     | 0.4  | 47.7  | 0    | 48.1      | 2.7  | 0    | 0.6    | 3.3       | 0    | 45   | 3.6   | 48.7      | 0    | 0    | 0     | 0         | 0    |

---

**Peak Hour Analysis**

Peak Hour for Entire Intersection Begins at 01:00 PM

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E COMMERCE WAY Southbound</th>
<th>ARCO MAIN ENTRANCE Westbound</th>
<th>E COMMERCE WAY Northbound</th>
<th>Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>2</td>
<td>58</td>
<td>0</td>
<td>60</td>
<td>5</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>1</td>
<td>55</td>
<td>0</td>
<td>66</td>
<td>6</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>0</td>
<td>56</td>
<td>0</td>
<td>56</td>
<td>1</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>0</td>
<td>37</td>
<td>0</td>
<td>37</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>3</td>
<td>206</td>
<td>0</td>
<td>209</td>
<td>12</td>
</tr>
</tbody>
</table>

% App. Total | 1.4  | 98.6  | 0    | 0         | 85.7 | 0    | 14.3   | 0         | 93.4 | 6.6   | 0     | 93.4      | 0    | 0    | 0     | 0         | 0    |

PHF .375 .888 .000 .871 .500 .000 .500 .583 .000 .803 .650 .860 .000 .000 .000 .000 .859
All Traffic Data
(916) 771-8700
F(916) 786-2879

File Name : 7S
Site Code : 00000000
Start Date : 11/15/2008
Page No : 2

Peak Hour Data

Peak Hour Begins at 01:00 PM
Unshifted

E COMMERCE WAY
Out
In
Total
185
201
386

ARCO MAIN ENTRANCE
Out
In
Total
0
2
2

Right
Thru
Left
### Groups Printed- Unshifted

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E COMMERCE WAY Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>E COMMERCE WAY Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>21</td>
<td>2</td>
<td>34</td>
<td>57</td>
<td>3</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>28</td>
<td>0</td>
<td>42</td>
<td>70</td>
<td>0</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>23</td>
<td>0</td>
<td>26</td>
<td>49</td>
<td>1</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>21</td>
<td>0</td>
<td>18</td>
<td>39</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>93</td>
<td>2</td>
<td>120</td>
<td>215</td>
<td>4</td>
</tr>
<tr>
<td>02:00 PM</td>
<td>18</td>
<td>0</td>
<td>23</td>
<td>41</td>
<td>1</td>
</tr>
<tr>
<td>02:15 PM</td>
<td>22</td>
<td>1</td>
<td>29</td>
<td>52</td>
<td>1</td>
</tr>
<tr>
<td>02:30 PM</td>
<td>28</td>
<td>3</td>
<td>34</td>
<td>65</td>
<td>2</td>
</tr>
<tr>
<td>02:45 PM</td>
<td>26</td>
<td>2</td>
<td>14</td>
<td>42</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>94</td>
<td>6</td>
<td>100</td>
<td>200</td>
<td>5</td>
</tr>
<tr>
<td>Grand Total</td>
<td>187</td>
<td>8</td>
<td>220</td>
<td>415</td>
<td>9</td>
</tr>
<tr>
<td>Apprch %</td>
<td>45.1</td>
<td>1.9</td>
<td>53</td>
<td></td>
<td>0.9</td>
</tr>
<tr>
<td>Total %</td>
<td>7.3</td>
<td>0.3</td>
<td>8.6</td>
<td>16.2</td>
<td>0.4</td>
</tr>
</tbody>
</table>

### Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:00 PM

<table>
<thead>
<tr>
<th>Start Time</th>
<th>E COMMERCE WAY Southbound</th>
<th>ARENA BLVD. Westbound</th>
<th>E COMMERCE WAY Northbound</th>
<th>ARENA BLVD. Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01:00 PM</td>
<td>21</td>
<td>2</td>
<td>34</td>
<td>57</td>
<td>3</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>28</td>
<td>0</td>
<td>42</td>
<td>70</td>
<td>0</td>
</tr>
<tr>
<td>01:30 PM</td>
<td>23</td>
<td>0</td>
<td>26</td>
<td>49</td>
<td>1</td>
</tr>
<tr>
<td>01:45 PM</td>
<td>21</td>
<td>0</td>
<td>18</td>
<td>39</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>93</td>
<td>2</td>
<td>120</td>
<td>215</td>
<td>4</td>
</tr>
<tr>
<td>% App. Total</td>
<td>43.3</td>
<td>0.9</td>
<td>55.8</td>
<td></td>
<td>0.8</td>
</tr>
<tr>
<td>PHF</td>
<td>.830</td>
<td>.250</td>
<td>.714</td>
<td>.768</td>
<td>.333</td>
</tr>
</tbody>
</table>
All Traffic Data
(916) 771-8700
F(916) 786-2879

File Name: 8S
Site Code: 00000000
Start Date: 11/15/2008
Page No: 2

Peak Hour Begins at 01:00 PM
Unshifted
Natomas Crossing

Technical Appendix

22 December 2008

24-Hour Segment Traffic Counts
<table>
<thead>
<tr>
<th>Start Time</th>
<th>Southbound Morning</th>
<th>Southbound Afternoon</th>
<th>Northbound Morning</th>
<th>Northbound Afternoon</th>
<th>Combined Totals Morning</th>
<th>Combined Totals Afternoon</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12:15</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12:30</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12:45</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>10</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>1:00</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1:15</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1:30</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1:45</td>
<td>1</td>
<td>5</td>
<td>2</td>
<td>13</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>2:00</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2:15</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2:30</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2:45</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>12</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>3:00</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3:15</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3:30</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3:45</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>13</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>4:00</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4:15</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4:30</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4:45</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>13</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>5:00</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5:15</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5:30</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5:45</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>6:00</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6:15</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6:30</td>
<td>0</td>
<td>3</td>
<td>6</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6:45</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>10</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>7:00</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7:15</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7:30</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7:45</td>
<td>0</td>
<td>1</td>
<td>5</td>
<td>6</td>
<td>14</td>
<td>3</td>
</tr>
<tr>
<td>8:00</td>
<td>1</td>
<td>2</td>
<td>9</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:15</td>
<td>0</td>
<td>1</td>
<td>9</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:30</td>
<td>4</td>
<td>1</td>
<td>6</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:45</td>
<td>4</td>
<td>3</td>
<td>9</td>
<td>7</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>9:00</td>
<td>4</td>
<td>0</td>
<td>12</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:15</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:30</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:45</td>
<td>3</td>
<td>1</td>
<td>10</td>
<td>5</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>10:00</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10:15</td>
<td>2</td>
<td>1</td>
<td>8</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10:30</td>
<td>3</td>
<td>1</td>
<td>6</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10:45</td>
<td>6</td>
<td>1</td>
<td>12</td>
<td>4</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>11:00</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11:15</td>
<td>5</td>
<td>0</td>
<td>10</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11:30</td>
<td>4</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11:45</td>
<td>6</td>
<td>0</td>
<td>18</td>
<td>1</td>
<td>8</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Combines</th>
<th>Southbound</th>
<th>Northbound</th>
<th>Combined Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>59</td>
<td>101</td>
<td>59</td>
</tr>
</tbody>
</table>

| Combined Total | 160 | 160 | 348 | 348 | 508 |

| AM Peak | 10:45 AM | 7:45 AM |
| Vol.    | 18        | 38        |
| P.H.F.  | 0.750     | 0.679     |

| PM Peak | 2:15 PM | 1:45 PM |
| Vol.    | 17       | 30       |
| P.H.F.  | 0.708    | 0.682    |

| Percentage | 36.9% | 63.1% | 40.8% | 59.2% |
### CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520

REPORT TITLE : Detail All Vehicle Hourly Count

**PARAMETERS :**

FROM DATE : 03/01/2008

TO DATE : 09/30/2008

**Range :**

<table>
<thead>
<tr>
<th>Dist</th>
<th>Co.</th>
<th>Route</th>
<th>Sfx</th>
<th>Pfx</th>
<th>Pm</th>
<th>Hg</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td></td>
<td>005</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>26.388</td>
<td></td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td></td>
<td>005</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>28.959</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Other :**

Location Types: Traffic Station Exclude
Profile Exclude
Ramp Include
Trend Exclude
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
<td>F</td>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td>Location Description</td>
<td>NB OFF TO RTE 080</td>
<td>Lanes:</td>
<td></td>
<td>Lane Code:</td>
<td></td>
</tr>
</tbody>
</table>

Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 01</td>
<td>MAR 02</td>
<td>MAR 03</td>
<td>MAR 04</td>
<td>MAR 05</td>
<td>MAR 06</td>
<td>MAR 07</td>
<td>MAR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>444 A</td>
<td>404 A</td>
<td>216 A</td>
<td>201 A</td>
<td>224 A</td>
<td>213 A</td>
<td>231 A</td>
<td>441 A</td>
</tr>
<tr>
<td>1-2</td>
<td>346 A</td>
<td>313 A</td>
<td>138 A</td>
<td>118 A</td>
<td>157 A</td>
<td>181 A</td>
<td>211 A</td>
<td>376 A</td>
</tr>
<tr>
<td>2-3</td>
<td>262 A</td>
<td>234 A</td>
<td>124 A</td>
<td>147 A</td>
<td>135 A</td>
<td>145 A</td>
<td>158 A</td>
<td>253 A</td>
</tr>
<tr>
<td>3-4</td>
<td>194 A</td>
<td>130 A</td>
<td>174 A</td>
<td>185 A</td>
<td>178 A</td>
<td>189 A</td>
<td>189 A</td>
<td>182 A</td>
</tr>
<tr>
<td>4-5</td>
<td>199 A</td>
<td>117 A</td>
<td>385 A</td>
<td>404 A</td>
<td>413 A</td>
<td>370 A</td>
<td>395 A</td>
<td>196 A</td>
</tr>
<tr>
<td>5-6</td>
<td>302 A</td>
<td>188 A</td>
<td>943 A</td>
<td>990 A</td>
<td>910 A</td>
<td>950 A</td>
<td>921 A</td>
<td>317 A</td>
</tr>
<tr>
<td>6-7</td>
<td>572 A</td>
<td>377 A</td>
<td>1989 A</td>
<td>2025 A</td>
<td>2072 A</td>
<td>2040 A</td>
<td>1939 A</td>
<td>631 A</td>
</tr>
<tr>
<td>7-8</td>
<td>916 A</td>
<td>540 A</td>
<td>2390 A</td>
<td>2279 A</td>
<td>2374 A</td>
<td>2506 A</td>
<td>2421 A</td>
<td>943 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1204 A</td>
<td>783 A</td>
<td>2043 A</td>
<td>2064 A</td>
<td>2117 A</td>
<td>2058 A</td>
<td>2082 A</td>
<td>1218 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1387 A</td>
<td>1083 A</td>
<td>1581 A</td>
<td>1838 A</td>
<td>1746 A</td>
<td>1659 A</td>
<td>1830 A</td>
<td>1456 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1675 A</td>
<td>1364 A</td>
<td>1841 A</td>
<td>1635 A</td>
<td>1651 A</td>
<td>1732 A</td>
<td>1831 A</td>
<td>1662 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1842 A</td>
<td>1470 A</td>
<td>1887 A</td>
<td>1881 A</td>
<td>1884 A</td>
<td>2018 A</td>
<td>2207 A</td>
<td>1787 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2082 A</td>
<td>1772 A</td>
<td>1908 A</td>
<td>2013 A</td>
<td>1949 A</td>
<td>2075 A</td>
<td>2281 A</td>
<td>1969 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2014 A</td>
<td>1759 A</td>
<td>2180 A</td>
<td>2245 A</td>
<td>2250 A</td>
<td>2276 A</td>
<td>2543 A</td>
<td>2004 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2063 A</td>
<td>1725 A</td>
<td>2493 A</td>
<td>2505 A</td>
<td>2523 A</td>
<td>2528 A</td>
<td>2728 A</td>
<td>1923 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1856 A</td>
<td>1729 A</td>
<td>2618 A</td>
<td>2611 A</td>
<td>2555 A</td>
<td>2791 A</td>
<td>2611 A</td>
<td>1787 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1719 A</td>
<td>1648 A</td>
<td>2368 A</td>
<td>2429 A</td>
<td>2499 A</td>
<td>2523 A</td>
<td>2440 A</td>
<td>1696 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1628 A</td>
<td>1310 A</td>
<td>1828 A</td>
<td>1924 A</td>
<td>1956 A</td>
<td>1949 A</td>
<td>1905 A</td>
<td>1555 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1355 A</td>
<td>1072 A</td>
<td>1297 A</td>
<td>1428 A</td>
<td>1368 A</td>
<td>1307 A</td>
<td>1679 A</td>
<td>1303 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1031 A</td>
<td>971 A</td>
<td>981 A</td>
<td>1032 A</td>
<td>1041 A</td>
<td>1142 A</td>
<td>1343 A</td>
<td>1146 A</td>
</tr>
<tr>
<td>21-22</td>
<td>943 A</td>
<td>758 A</td>
<td>726 A</td>
<td>807 A</td>
<td>865 A</td>
<td>885 A</td>
<td>1222 A</td>
<td>978 A</td>
</tr>
<tr>
<td>22-23</td>
<td>830 A</td>
<td>494 A</td>
<td>460 A</td>
<td>523 A</td>
<td>562 A</td>
<td>647 A</td>
<td>914 A</td>
<td>807 A</td>
</tr>
<tr>
<td>23-24</td>
<td>589 A</td>
<td>336 A</td>
<td>318 A</td>
<td>349 A</td>
<td>313 A</td>
<td>422 A</td>
<td>622 A</td>
<td>542 A</td>
</tr>
</tbody>
</table>

Day Total | 27437 A | 22332 A | 32904 A | 33602 A | 33730 A | 34729 A | 36990 A | 27092 A |

AM Peak Hour | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 |
AM Peak Traffic | 1842 | 1470 | 2390 | 2279 | 2374 | 2506 | 2421 | 1787 |
PM Peak Hour | 13-14 | 13-14 | 16-17 | 16-17 | 16-17 | 16-17 | 15-16 | 14-15 |
PM Peak Traffic | 2082 | 1772 | 2618 | 2611 | 2555 | 2791 | 2728 | 2004 |
### District County Prefix Postmile Leg
03 SAC 005 26.388 F

**Location Description**

NB OFF TO RTE 080

### Traffic Station:

**Location Type:** Ramp Connection

**Lanes:**

**Lane Code:**

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>233 A</td>
<td>267 A</td>
<td>263 A</td>
<td>264 A</td>
<td>234 A</td>
<td>487 A</td>
<td>472 A</td>
<td>249 A</td>
</tr>
<tr>
<td>1-2</td>
<td>148 A</td>
<td>136 A</td>
<td>142 A</td>
<td>174 A</td>
<td>221 A</td>
<td>383 A</td>
<td>357 A</td>
<td>157 A</td>
</tr>
<tr>
<td>2-3</td>
<td>127 A</td>
<td>149 A</td>
<td>151 A</td>
<td>155 A</td>
<td>195 A</td>
<td>260 A</td>
<td>309 A</td>
<td>138 A</td>
</tr>
<tr>
<td>3-4</td>
<td>190 A</td>
<td>178 A</td>
<td>160 A</td>
<td>190 A</td>
<td>202 A</td>
<td>162 A</td>
<td>148 A</td>
<td>162 A</td>
</tr>
<tr>
<td>4-5</td>
<td>370 A</td>
<td>387 A</td>
<td>333 A</td>
<td>373 A</td>
<td>401 A</td>
<td>175 A</td>
<td>156 A</td>
<td>343 A</td>
</tr>
<tr>
<td>5-6</td>
<td>804 A</td>
<td>864 A</td>
<td>869 A</td>
<td>874 A</td>
<td>808 A</td>
<td>263 A</td>
<td>182 A</td>
<td>836 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1721 A</td>
<td>1810 A</td>
<td>1811 A</td>
<td>1690 A</td>
<td>1736 A</td>
<td>528 A</td>
<td>311 A</td>
<td>1735 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2347 A</td>
<td>2427 A</td>
<td>2336 A</td>
<td>2251 A</td>
<td>2299 A</td>
<td>757 A</td>
<td>469 A</td>
<td>2361 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2039 A</td>
<td>2039 A</td>
<td>2194 A</td>
<td>2192 A</td>
<td>2066 A</td>
<td>988 A</td>
<td>608 A</td>
<td>1901 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1591 A</td>
<td>1634 A</td>
<td>1697 A</td>
<td>1658 A</td>
<td>1756 A</td>
<td>1286 A</td>
<td>1030 A</td>
<td>1543 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1660 A</td>
<td>1671 A</td>
<td>1567 A</td>
<td>1614 A</td>
<td>1782 A</td>
<td>1566 A</td>
<td>1342 A</td>
<td>1633 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1834 A</td>
<td>1930 A</td>
<td>1868 A</td>
<td>1955 A</td>
<td>2241 A</td>
<td>1808 A</td>
<td>1624 A</td>
<td>1857 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1877 A</td>
<td>1940 A</td>
<td>1996 A</td>
<td>2152 A</td>
<td>2262 A</td>
<td>2016 A</td>
<td>1639 A</td>
<td>2042 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1944 A</td>
<td>1967 A</td>
<td>2006 A</td>
<td>2067 A</td>
<td>2398 A</td>
<td>1925 A</td>
<td>1741 A</td>
<td>1910 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2237 A</td>
<td>2204 A</td>
<td>2234 A</td>
<td>2229 A</td>
<td>2510 A</td>
<td>1939 A</td>
<td>1791 A</td>
<td>2044 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2454 a</td>
<td>2541 A</td>
<td>2609 A</td>
<td>2549 A</td>
<td>2575 A</td>
<td>1952 A</td>
<td>1766 A</td>
<td>2477 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2600 A</td>
<td>2728 A</td>
<td>2745 A</td>
<td>2747 A</td>
<td>2538 A</td>
<td>1904 A</td>
<td>1799 A</td>
<td>2640 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2596 A</td>
<td>2680 A</td>
<td>2549 A</td>
<td>2582 A</td>
<td>2483 A</td>
<td>1767 A</td>
<td>1751 A</td>
<td>2374 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2000 A</td>
<td>1912 A</td>
<td>1989 A</td>
<td>2141 A</td>
<td>2108 A</td>
<td>1527 A</td>
<td>1345 A</td>
<td>1819 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1374 A</td>
<td>1441 A</td>
<td>1458 A</td>
<td>1430 A</td>
<td>1703 A</td>
<td>1330 A</td>
<td>1153 A</td>
<td>1534 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1076 A</td>
<td>1164 A</td>
<td>1105 A</td>
<td>1245 A</td>
<td>1513 A</td>
<td>1137 A</td>
<td>1001 A</td>
<td>1186 A</td>
</tr>
<tr>
<td>21-22</td>
<td>846 A</td>
<td>855 A</td>
<td>898 A</td>
<td>954 A</td>
<td>1310 A</td>
<td>1029 A</td>
<td>885 A</td>
<td>894 A</td>
</tr>
<tr>
<td>22-23</td>
<td>532 A</td>
<td>622 A</td>
<td>651 A</td>
<td>739 A</td>
<td>971 A</td>
<td>934 A</td>
<td>609 A</td>
<td>588 A</td>
</tr>
<tr>
<td>23-24</td>
<td>350 A</td>
<td>363 A</td>
<td>378 A</td>
<td>424 A</td>
<td>641 A</td>
<td>669 A</td>
<td>360 A</td>
<td>444 A</td>
</tr>
</tbody>
</table>

**Day Total**

32950 A 33909 A 34009 A 34649 A 36953 A 26792 A 22848 A 32867 A

**AM Peak Hour**

07-08

**AM Peak Traffic**

2347 2427 2336 2251 2299 1808 1624 2361

**PM Peak Hour**

16-17

**PM Peak Traffic**

2600 2728 2745 2747 2575 2016 1799 2640
### District County Prefix Postmile Leg
03 SAC 005 26.388 F

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>NB OFF TO RTE 080</td>
<td>Location Type:</td>
</tr>
<tr>
<td></td>
<td>Ramp Connection</td>
</tr>
<tr>
<td></td>
<td>Lanes:</td>
</tr>
<tr>
<td></td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>282 A</td>
<td>211 A</td>
<td>250 A</td>
<td>297 A</td>
<td>521 A</td>
<td>433 A</td>
<td>238 A</td>
<td>251 A</td>
</tr>
<tr>
<td>1-2</td>
<td>204 A</td>
<td>176 A</td>
<td>171 A</td>
<td>238 A</td>
<td>407 A</td>
<td>418 A</td>
<td>178 A</td>
<td>154 A</td>
</tr>
<tr>
<td>2-3</td>
<td>154 A</td>
<td>123 A</td>
<td>164 A</td>
<td>206 A</td>
<td>274 A</td>
<td>262 A</td>
<td>109 A</td>
<td>146 A</td>
</tr>
<tr>
<td>3-4</td>
<td>185 A</td>
<td>164 A</td>
<td>196 A</td>
<td>215 A</td>
<td>166 A</td>
<td>177 A</td>
<td>175 A</td>
<td>194 A</td>
</tr>
<tr>
<td>4-5</td>
<td>367 A</td>
<td>347 A</td>
<td>366 A</td>
<td>376 A</td>
<td>183 A</td>
<td>130 A</td>
<td>361 A</td>
<td>379 A</td>
</tr>
<tr>
<td>5-6</td>
<td>910 A</td>
<td>841 A</td>
<td>830 A</td>
<td>738 A</td>
<td>228 A</td>
<td>175 A</td>
<td>823 A</td>
<td>889 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1758 A</td>
<td>1782 A</td>
<td>1774 A</td>
<td>1658 A</td>
<td>508 A</td>
<td>270 A</td>
<td>1701 A</td>
<td>1802 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2460 A</td>
<td>2406 A</td>
<td>2365 A</td>
<td>2159 A</td>
<td>668 A</td>
<td>400 A</td>
<td>2227 A</td>
<td>2300 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1965 A</td>
<td>2025 A</td>
<td>1958 A</td>
<td>1919 A</td>
<td>1017 A</td>
<td>541 A</td>
<td>2010 A</td>
<td>2130 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1585 A</td>
<td>1641 A</td>
<td>1634 A</td>
<td>1713 A</td>
<td>1382 A</td>
<td>831 A</td>
<td>1673 A</td>
<td>1724 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1570 A</td>
<td>1623 A</td>
<td>1672 A</td>
<td>1793 A</td>
<td>1535 A</td>
<td>1246 A</td>
<td>1739 A</td>
<td>1699 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1912 A</td>
<td>1864 A</td>
<td>1964 A</td>
<td>2311 A</td>
<td>1686 A</td>
<td>1399 A</td>
<td>1999 A</td>
<td>1947 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1977 A</td>
<td>2008 A</td>
<td>2098 A</td>
<td>2433 A</td>
<td>1856 A</td>
<td>1651 A</td>
<td>2192 A</td>
<td>2063 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2016 A</td>
<td>2058 A</td>
<td>2129 A</td>
<td>2439 A</td>
<td>1961 A</td>
<td>1719 A</td>
<td>2143 A</td>
<td>2098 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2277 A</td>
<td>2242 A</td>
<td>2320 A</td>
<td>2571 A</td>
<td>1934 A</td>
<td>1652 A</td>
<td>2286 A</td>
<td>2297 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2481 A</td>
<td>2467 A</td>
<td>2663 A</td>
<td>2453 A</td>
<td>1937 A</td>
<td>1429 A</td>
<td>2511 A</td>
<td>2601 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2692 A</td>
<td>2620 A</td>
<td>2702 A</td>
<td>2503 A</td>
<td>1858 A</td>
<td>1435 A</td>
<td>2381 A</td>
<td>2696 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2611 A</td>
<td>2495 A</td>
<td>2335 A</td>
<td>2347 A</td>
<td>1660 A</td>
<td>1349 A</td>
<td>2464 A</td>
<td>2551 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2065 A</td>
<td>1995 A</td>
<td>2109 A</td>
<td>1885 A</td>
<td>1500 A</td>
<td>1371 A</td>
<td>1905 A</td>
<td>2010 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1361 A</td>
<td>1409 A</td>
<td>1473 A</td>
<td>1704 A</td>
<td>1374 A</td>
<td>1375 A</td>
<td>1458 A</td>
<td>1434 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1064 A</td>
<td>1134 A</td>
<td>1282 A</td>
<td>1399 A</td>
<td>1228 A</td>
<td>1291 A</td>
<td>1068 A</td>
<td>1168 A</td>
</tr>
<tr>
<td>21-22</td>
<td>880 A</td>
<td>922 A</td>
<td>1001 A</td>
<td>1297 A</td>
<td>1049 A</td>
<td>997 A</td>
<td>859 A</td>
<td>881 A</td>
</tr>
<tr>
<td>22-23</td>
<td>608 A</td>
<td>650 A</td>
<td>766 A</td>
<td>1017 A</td>
<td>883 A</td>
<td>635 A</td>
<td>555 A</td>
<td>624 A</td>
</tr>
<tr>
<td>23-24</td>
<td>390 A</td>
<td>430 A</td>
<td>489 A</td>
<td>683 A</td>
<td>637 A</td>
<td>423 A</td>
<td>403 A</td>
<td>370 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>33774 A</th>
<th>33633 A</th>
<th>34711 A</th>
<th>36354 A</th>
<th>26452 A</th>
<th>21609 A</th>
<th>33458 A</th>
<th>34408 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>07-08</th>
<th>07-08</th>
<th>11-12</th>
<th>11-12</th>
<th>11-12</th>
<th>07-08</th>
<th>07-08</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

| AM Peak Traffic | 2460 | 2406 | 2365 | 2311 | 1686 | 1399 | 2227 | 2300 |

**PM Peak Hour**

<table>
<thead>
<tr>
<th>PM Peak Hour</th>
<th>16-17</th>
<th>16-17</th>
<th>16-17</th>
<th>14-15</th>
<th>13-14</th>
<th>13-14</th>
<th>15-16</th>
<th>16-17</th>
</tr>
</thead>
</table>

**PM Peak Traffic**

| PM Peak Traffic | 2692 | 2620 | 2702 | 2571 | 1961 | 1719 | 2511 | 2696 |
### Location Description

**Location Description:** 

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>258 A</td>
<td>271 A</td>
<td>315 A</td>
<td>438 A</td>
<td>475 A</td>
<td>207 A</td>
</tr>
<tr>
<td>1-2</td>
<td>167 A</td>
<td>204 A</td>
<td>222 A</td>
<td>399 A</td>
<td>349 A</td>
<td>150 A</td>
</tr>
<tr>
<td>2-3</td>
<td>157 A</td>
<td>163 A</td>
<td>189 A</td>
<td>262 A</td>
<td>250 A</td>
<td>142 A</td>
</tr>
<tr>
<td>3-4</td>
<td>146 A</td>
<td>196 A</td>
<td>192 A</td>
<td>186 A</td>
<td>145 A</td>
<td>160 A</td>
</tr>
<tr>
<td>4-5</td>
<td>378 A</td>
<td>370 A</td>
<td>377 A</td>
<td>188 A</td>
<td>151 A</td>
<td>365 A</td>
</tr>
<tr>
<td>5-6</td>
<td>821 A</td>
<td>847 A</td>
<td>842 A</td>
<td>273 A</td>
<td>176 A</td>
<td>818 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1890 A</td>
<td>1806 A</td>
<td>1696 A</td>
<td>523 A</td>
<td>301 A</td>
<td>1647 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2304 A</td>
<td>2361 A</td>
<td>2306 A</td>
<td>783 A</td>
<td>463 A</td>
<td>2254 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2100 A</td>
<td>2088 A</td>
<td>2054 A</td>
<td>1099 A</td>
<td>643 A</td>
<td>1837 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1671 A</td>
<td>1634 A</td>
<td>1776 A</td>
<td>1233 A</td>
<td>1030 A</td>
<td>1594 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1680 A</td>
<td>1713 A</td>
<td>1805 A</td>
<td>1520 A</td>
<td>1370 A</td>
<td>1672 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2053 A</td>
<td>2021 A</td>
<td>2186 A</td>
<td>1751 A</td>
<td>1460 A</td>
<td>1794 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2094 A</td>
<td>2092 A</td>
<td>2288 A</td>
<td>1995 A</td>
<td>1768 A</td>
<td>1996 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2041 A</td>
<td>2113 A</td>
<td>1134 A</td>
<td>1999 A</td>
<td>1802 A</td>
<td>1948 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2292 A</td>
<td>2341 A</td>
<td>2070 A</td>
<td>2047 A</td>
<td>1783 A</td>
<td>2072 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2558 A</td>
<td>2576 A</td>
<td>2498 A</td>
<td>1947 A</td>
<td>1768 A</td>
<td>2246 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2627 A</td>
<td>2495 A</td>
<td>2515 A</td>
<td>1827 A</td>
<td>1761 A</td>
<td>2276 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2562 A</td>
<td>2435 A</td>
<td>2381 A</td>
<td>1707 A</td>
<td>1598 A</td>
<td>2165 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2059 A</td>
<td>2075 A</td>
<td>2204 A</td>
<td>1559 A</td>
<td>1376 A</td>
<td>1759 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1435 A</td>
<td>1520 A</td>
<td>1719 A</td>
<td>1355 A</td>
<td>1222 A</td>
<td>1279 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1089 A</td>
<td>1244 A</td>
<td>1272 A</td>
<td>1172 A</td>
<td>1069 A</td>
<td>1011 A</td>
</tr>
<tr>
<td>21-22</td>
<td>916 A</td>
<td>1070 A</td>
<td>1142 A</td>
<td>1035 A</td>
<td>837 A</td>
<td>802 A</td>
</tr>
<tr>
<td>22-23</td>
<td>699 A</td>
<td>720 A</td>
<td>948 A</td>
<td>852 A</td>
<td>570 A</td>
<td>530 A</td>
</tr>
<tr>
<td>23-24</td>
<td>428 A</td>
<td>422 A</td>
<td>635 A</td>
<td>711 A</td>
<td>419 A</td>
<td>392 A</td>
</tr>
</tbody>
</table>

**Day Total:**

- **AM Peak Hour:** 07-08
- **AM Peak Traffic:** 2304
- **PM Peak Hour:** 16-17
- **PM Peak Traffic:** 2627

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>2304</td>
<td>16-17</td>
<td>2627</td>
</tr>
<tr>
<td>07-08</td>
<td>2306</td>
<td>16-17</td>
<td>2515</td>
</tr>
<tr>
<td>11-12</td>
<td>1751</td>
<td>14-15</td>
<td>2047</td>
</tr>
<tr>
<td>11-12</td>
<td>1460</td>
<td>13-14</td>
<td>1802</td>
</tr>
<tr>
<td>07-08</td>
<td>2254</td>
<td>16-17</td>
<td>2276</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
</tr>
</tbody>
</table>

**Location Description**
NB OFF TO RTE 080

**Traffic Station:**
Location Type: Ramp Connection
Lanes: 
Lane Code: 

### 7-Day Periods
**NORTH**

<table>
<thead>
<tr>
<th>7-Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>221724</td>
<td>31675</td>
</tr>
<tr>
<td>2nd</td>
<td>226354</td>
<td>32336</td>
</tr>
<tr>
<td>3rd</td>
<td>220639</td>
<td>31520</td>
</tr>
<tr>
<td>4th</td>
<td>220304</td>
<td>31472</td>
</tr>
</tbody>
</table>

### 5-Day Periods
**NORTH**

<table>
<thead>
<tr>
<th>5-Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>171955</td>
<td>34391</td>
</tr>
<tr>
<td>2nd</td>
<td>172470</td>
<td>34494</td>
</tr>
<tr>
<td>3rd</td>
<td>171339</td>
<td>34268</td>
</tr>
<tr>
<td>4th</td>
<td>171834</td>
<td>34367</td>
</tr>
</tbody>
</table>
### District County Prefix Postmile Leg
03 SAC 005 26.388 F

**Location Description**
NB OFF TO RTE 080

### Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 01</td>
<td>APR 02</td>
<td>APR 03</td>
<td>APR 04</td>
<td>APR 05</td>
<td>APR 06</td>
<td>APR 07</td>
<td>APR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>230 A</td>
<td>243 A</td>
<td>245 A</td>
<td>279 A</td>
<td>487 A</td>
<td>409 A</td>
<td>177 A</td>
<td>240 A</td>
</tr>
<tr>
<td>1-2</td>
<td>134 A</td>
<td>167 A</td>
<td>200 A</td>
<td>248 A</td>
<td>378 A</td>
<td>366 A</td>
<td>141 A</td>
<td>153 A</td>
</tr>
<tr>
<td>2-3</td>
<td>132 A</td>
<td>143 A</td>
<td>162 A</td>
<td>186 A</td>
<td>267 A</td>
<td>269 A</td>
<td>133 A</td>
<td>139 A</td>
</tr>
<tr>
<td>3-4</td>
<td>181 A</td>
<td>174 A</td>
<td>208 A</td>
<td>197 A</td>
<td>181 A</td>
<td>138 A</td>
<td>156 A</td>
<td>177 A</td>
</tr>
<tr>
<td>4-5</td>
<td>366 A</td>
<td>371 A</td>
<td>363 A</td>
<td>378 A</td>
<td>190 A</td>
<td>136 A</td>
<td>360 A</td>
<td>361 A</td>
</tr>
<tr>
<td>5-6</td>
<td>906 A</td>
<td>814 A</td>
<td>877 A</td>
<td>824 A</td>
<td>284 A</td>
<td>173 A</td>
<td>830 A</td>
<td>909 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1833 A</td>
<td>1825 A</td>
<td>1845 A</td>
<td>1770 A</td>
<td>550 A</td>
<td>304 A</td>
<td>1760 A</td>
<td>1860 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2413 A</td>
<td>2413 A</td>
<td>2341 A</td>
<td>2264 A</td>
<td>785 A</td>
<td>476 A</td>
<td>2289 A</td>
<td>2443 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2077 A</td>
<td>2101 A</td>
<td>2113 A</td>
<td>2013 A</td>
<td>1118 A</td>
<td>675 A</td>
<td>2061 A</td>
<td>2084 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1690 A</td>
<td>1654 A</td>
<td>1663 A</td>
<td>1715 A</td>
<td>1408 A</td>
<td>969 A</td>
<td>1625 A</td>
<td>1713 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1662 A</td>
<td>1649 A</td>
<td>1675 A</td>
<td>1709 A</td>
<td>1625 A</td>
<td>1332 A</td>
<td>1606 A</td>
<td>1615 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1928 A</td>
<td>1886 A</td>
<td>1969 A</td>
<td>2187 A</td>
<td>1813 A</td>
<td>1469 A</td>
<td>1956 A</td>
<td>1909 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2028 A</td>
<td>1948 A</td>
<td>2106 A</td>
<td>2325 A</td>
<td>1857 A</td>
<td>1700 A</td>
<td>1969 A</td>
<td>2027 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1966 A</td>
<td>2016 A</td>
<td>2107 A</td>
<td>2241 A</td>
<td>1801 A</td>
<td>1879 A</td>
<td>2018 A</td>
<td>2008 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2182 A</td>
<td>2149 A</td>
<td>2124 A</td>
<td>2497 A</td>
<td>1922 A</td>
<td>1811 A</td>
<td>2088 A</td>
<td>2226 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2467 A</td>
<td>2478 A</td>
<td>2619 A</td>
<td>2524 A</td>
<td>1973 A</td>
<td>1753 A</td>
<td>2555 A</td>
<td>2652 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2692 A</td>
<td>2661 A</td>
<td>2723 A</td>
<td>2588 A</td>
<td>1916 A</td>
<td>1881 A</td>
<td>2722 A</td>
<td>2788 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2602 A</td>
<td>2524 A</td>
<td>2604 A</td>
<td>2463 A</td>
<td>1812 A</td>
<td>1716 A</td>
<td>2540 A</td>
<td>2506 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2121 A</td>
<td>1896 A</td>
<td>2173 A</td>
<td>2257 A</td>
<td>1616 A</td>
<td>1399 A</td>
<td>1827 A</td>
<td>2010 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1485 A</td>
<td>1409 A</td>
<td>1534 A</td>
<td>1764 A</td>
<td>1359 A</td>
<td>1151 A</td>
<td>1316 A</td>
<td>1353 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1120 A</td>
<td>1195 A</td>
<td>1155 A</td>
<td>1356 A</td>
<td>1210 A</td>
<td>1098 A</td>
<td>1055 A</td>
<td>1087 A</td>
</tr>
<tr>
<td>21-22</td>
<td>860 A</td>
<td>864 A</td>
<td>987 A</td>
<td>1287 A</td>
<td>1096 A</td>
<td>845 A</td>
<td>908 A</td>
<td>855 A</td>
</tr>
<tr>
<td>22-23</td>
<td>634 A</td>
<td>625 A</td>
<td>657 A</td>
<td>890 A</td>
<td>842 A</td>
<td>591 A</td>
<td>549 A</td>
<td>570 A</td>
</tr>
<tr>
<td>23-24</td>
<td>425 A</td>
<td>394 A</td>
<td>413 A</td>
<td>668 A</td>
<td>600 A</td>
<td>376 A</td>
<td>349 A</td>
<td>368 A</td>
</tr>
</tbody>
</table>

**Day Total**
34134 A 33599 A 34863 A 36630 A 27090 A 22916 A 32990 A 34053 A

**AM Peak Hour**
07-08 07-08 07-08 07-08 11-12 11-12 07-08 07-08

**AM Peak Traffic**
2413 2413 2341 2264 1813 1469 2289 2443

**PM Peak Hour**
16-17 16-17 16-17 16-17 16-17 16-17 16-17 16-17

**PM Peak Traffic**
2692 2661 2723 2588 1973 1881 2722 2788
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

**Day Total**
- AM Peak Hour: 07-08
- AM Peak Traffic: 2416
- PM Peak Hour: 17-18
- PM Peak Traffic: 2677

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
<td>APR 11</td>
<td>APR 12</td>
<td>APR 13</td>
<td>APR 14</td>
<td>APR 15</td>
<td>APR 16</td>
</tr>
<tr>
<td>0-1</td>
<td>245 A</td>
<td>291 A</td>
<td>290 A</td>
<td>550 A</td>
<td>462 A</td>
<td>251 A</td>
<td>230 A</td>
<td>254 A</td>
</tr>
<tr>
<td>1-2</td>
<td>209 A</td>
<td>201 A</td>
<td>227 A</td>
<td>385 A</td>
<td>378 A</td>
<td>157 A</td>
<td>138 A</td>
<td>171 A</td>
</tr>
<tr>
<td>2-3</td>
<td>145 A</td>
<td>188 A</td>
<td>188 A</td>
<td>283 A</td>
<td>262 A</td>
<td>151 A</td>
<td>141 A</td>
<td>143 A</td>
</tr>
<tr>
<td>3-4</td>
<td>193 A</td>
<td>198 A</td>
<td>218 A</td>
<td>221 A</td>
<td>151 A</td>
<td>163 A</td>
<td>201 A</td>
<td>164 A</td>
</tr>
<tr>
<td>4-5</td>
<td>364 A</td>
<td>374 A</td>
<td>366 A</td>
<td>205 A</td>
<td>147 A</td>
<td>351 A</td>
<td>375 A</td>
<td>381 A</td>
</tr>
<tr>
<td>5-6</td>
<td>869 A</td>
<td>851 A</td>
<td>839 A</td>
<td>276 A</td>
<td>179 A</td>
<td>789 A</td>
<td>872 A</td>
<td>842 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1879 A</td>
<td>1844 A</td>
<td>1711 A</td>
<td>539 A</td>
<td>311 A</td>
<td>1841 A</td>
<td>1866 A</td>
<td>1858 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2416 A</td>
<td>2429 A</td>
<td>2283 A</td>
<td>823 A</td>
<td>488 A</td>
<td>2308 A</td>
<td>2396 A</td>
<td>2411 A</td>
</tr>
<tr>
<td>9-9</td>
<td>2196 A</td>
<td>2113 C</td>
<td>2055 A</td>
<td>1164 A</td>
<td>704 A</td>
<td>2012 A</td>
<td>2150 A</td>
<td>2092 A</td>
</tr>
<tr>
<td>10-10</td>
<td>1697 A</td>
<td>1701 A</td>
<td>1742 A</td>
<td>1399 A</td>
<td>1047 A</td>
<td>1610 A</td>
<td>1737 A</td>
<td>1844 A</td>
</tr>
<tr>
<td>11-11</td>
<td>1641 A</td>
<td>1667 A</td>
<td>1893 A</td>
<td>1554 A</td>
<td>1408 A</td>
<td>1629 A</td>
<td>1688 A</td>
<td>1568 A</td>
</tr>
<tr>
<td>12-12</td>
<td>1875 A</td>
<td>2005 A</td>
<td>2263 A</td>
<td>1803 A</td>
<td>1540 A</td>
<td>1898 A</td>
<td>1917 A</td>
<td>1795 A</td>
</tr>
<tr>
<td>13-13</td>
<td>1954 A</td>
<td>2079 A</td>
<td>2297 A</td>
<td>1904 A</td>
<td>1693 A</td>
<td>1972 A</td>
<td>2080 A</td>
<td>1944 A</td>
</tr>
<tr>
<td>14-14</td>
<td>2038 A</td>
<td>2017 A</td>
<td>2299 A</td>
<td>1936 A</td>
<td>1716 A</td>
<td>1920 A</td>
<td>1992 A</td>
<td>2046 A</td>
</tr>
<tr>
<td>15-15</td>
<td>2194 A</td>
<td>2220 A</td>
<td>2392 A</td>
<td>1820 A</td>
<td>1790 A</td>
<td>2038 A</td>
<td>2057 A</td>
<td>2229 A</td>
</tr>
<tr>
<td>16-16</td>
<td>2541 A</td>
<td>2546 A</td>
<td>2561 A</td>
<td>1857 A</td>
<td>1854 A</td>
<td>2521 A</td>
<td>2529 A</td>
<td>2550 A</td>
</tr>
<tr>
<td>17-17</td>
<td>2483 A</td>
<td>2645 A</td>
<td>2541 A</td>
<td>1905 A</td>
<td>1881 A</td>
<td>2622 A</td>
<td>2709 A</td>
<td>2578 A</td>
</tr>
<tr>
<td>18-18</td>
<td>2677 A</td>
<td>2637 A</td>
<td>2408 A</td>
<td>1827 A</td>
<td>1511 A</td>
<td>2471 A</td>
<td>2521 A</td>
<td>2546 A</td>
</tr>
<tr>
<td>19-19</td>
<td>2055 A</td>
<td>2230 A</td>
<td>2075 A</td>
<td>1699 A</td>
<td>1386 A</td>
<td>2038 A</td>
<td>1856 A</td>
<td>1951 A</td>
</tr>
<tr>
<td>20-20</td>
<td>1417 A</td>
<td>1562 A</td>
<td>1779 A</td>
<td>1497 A</td>
<td>1175 A</td>
<td>1297 A</td>
<td>1404 A</td>
<td>1444 A</td>
</tr>
<tr>
<td>21-21</td>
<td>1168 A</td>
<td>1268 A</td>
<td>1473 A</td>
<td>1260 A</td>
<td>1118 A</td>
<td>1089 A</td>
<td>1231 A</td>
<td>1174 A</td>
</tr>
<tr>
<td>22-22</td>
<td>941 A</td>
<td>1064 A</td>
<td>1449 A</td>
<td>1117 A</td>
<td>837 A</td>
<td>973 A</td>
<td>1099 A</td>
<td>992 A</td>
</tr>
<tr>
<td>23-23</td>
<td>637 A</td>
<td>721 A</td>
<td>1401 A</td>
<td>1228 A</td>
<td>596 A</td>
<td>646 A</td>
<td>711 A</td>
<td>656 A</td>
</tr>
<tr>
<td>24-24</td>
<td>422 A</td>
<td>464 A</td>
<td>699 A</td>
<td>701 A</td>
<td>452 A</td>
<td>358 A</td>
<td>416 A</td>
<td>443 A</td>
</tr>
</tbody>
</table>

**District:** 03  |  **County:** SAC  |  **Prefix:** 005  |  **Postmile:** 26.388  |  **Leg:** F  

**Location Description:**
- NB OFF TO RTE 080

**Traffic Station:**
- Location Type: Ramp Connection
- Lanes:
- Lane Code:
### District County Prefix Postmile Leg
03 SAC 005 26.388 F

#### Location Description
NB OFF TO RTE 080

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 17</td>
<td>APR 18</td>
<td>APR 19</td>
<td>APR 20</td>
<td>APR 21</td>
<td>APR 22</td>
<td>APR 23</td>
<td>APR 24</td>
</tr>
<tr>
<td>0-1</td>
<td>246 A</td>
<td>301 A</td>
<td>502 A</td>
<td>501 A</td>
<td>216 A</td>
<td>230 A</td>
<td>223 A</td>
<td>255 A</td>
</tr>
<tr>
<td>1-2</td>
<td>175 A</td>
<td>241 A</td>
<td>401 A</td>
<td>384 A</td>
<td>163 A</td>
<td>174 A</td>
<td>168 A</td>
<td>176 A</td>
</tr>
<tr>
<td>2-3</td>
<td>161 A</td>
<td>174 A</td>
<td>262 A</td>
<td>235 A</td>
<td>113 A</td>
<td>148 A</td>
<td>153 A</td>
<td>170 A</td>
</tr>
<tr>
<td>3-4</td>
<td>234 A</td>
<td>221 A</td>
<td>220 A</td>
<td>136 A</td>
<td>163 A</td>
<td>185 A</td>
<td>161 A</td>
<td>202 A</td>
</tr>
<tr>
<td>4-5</td>
<td>380 A</td>
<td>365 A</td>
<td>191 A</td>
<td>152 A</td>
<td>354 A</td>
<td>362 A</td>
<td>372 A</td>
<td>378 A</td>
</tr>
<tr>
<td>5-6</td>
<td>806 A</td>
<td>830 A</td>
<td>263 A</td>
<td>185 A</td>
<td>782 A</td>
<td>893 A</td>
<td>843 A</td>
<td>842 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1837 A</td>
<td>1788 A</td>
<td>562 A</td>
<td>332 A</td>
<td>1865 A</td>
<td>1877 A</td>
<td>1874 A</td>
<td>1805 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2414 A</td>
<td>2374 A</td>
<td>880 A</td>
<td>466 A</td>
<td>2395 A</td>
<td>2406 A</td>
<td>2372 A</td>
<td>2293 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2191 A</td>
<td>2156 A</td>
<td>1083 A</td>
<td>710 A</td>
<td>2071 A</td>
<td>2082 A</td>
<td>2109 A</td>
<td>2118 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1656 A</td>
<td>1718 A</td>
<td>1427 A</td>
<td>988 A</td>
<td>1706 A</td>
<td>1887 A</td>
<td>1671 A</td>
<td>1743 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1708 A</td>
<td>1735 A</td>
<td>1582 A</td>
<td>1330 A</td>
<td>1674 A</td>
<td>1578 A</td>
<td>1625 A</td>
<td>1683 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1903 A</td>
<td>2080 A</td>
<td>1863 A</td>
<td>1578 A</td>
<td>1845 A</td>
<td>1924 A</td>
<td>2001 A</td>
<td>2085 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2105 A</td>
<td>2379 A</td>
<td>1927 A</td>
<td>1726 A</td>
<td>1940 A</td>
<td>2063 A</td>
<td>2017 A</td>
<td>2037 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1960 A</td>
<td>2294 A</td>
<td>1825 A</td>
<td>1741 A</td>
<td>1987 A</td>
<td>2091 A</td>
<td>2011 A</td>
<td>2052 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2210 A</td>
<td>2448 A</td>
<td>1798 A</td>
<td>1699 A</td>
<td>2099 A</td>
<td>2208 A</td>
<td>2110 A</td>
<td>2264 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2444 A</td>
<td>2603 A</td>
<td>2027 A</td>
<td>1729 A</td>
<td>2512 A</td>
<td>2188 A</td>
<td>2614 A</td>
<td>2559 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2636 A</td>
<td>2580 A</td>
<td>1804 A</td>
<td>1663 A</td>
<td>2688 A</td>
<td>2649 A</td>
<td>2664 A</td>
<td>2670 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2479 A</td>
<td>2438 A</td>
<td>1698 A</td>
<td>1601 A</td>
<td>2566 A</td>
<td>2498 A</td>
<td>2588 A</td>
<td>2590 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2002 A</td>
<td>2100 A</td>
<td>1540 A</td>
<td>1452 A</td>
<td>1770 A</td>
<td>1875 A</td>
<td>1907 A</td>
<td>1997 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1480 A</td>
<td>1848 A</td>
<td>1391 A</td>
<td>1231 A</td>
<td>1273 A</td>
<td>1341 A</td>
<td>1355 A</td>
<td>1538 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1274 A</td>
<td>1554 A</td>
<td>1174 A</td>
<td>1098 A</td>
<td>954 A</td>
<td>1041 A</td>
<td>1078 A</td>
<td>1281 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1173 A</td>
<td>1480 A</td>
<td>1049 A</td>
<td>820 A</td>
<td>780 A</td>
<td>799 A</td>
<td>928 A</td>
<td>1026 A</td>
</tr>
<tr>
<td>22-23</td>
<td>846 A</td>
<td>1202 A</td>
<td>911 A</td>
<td>628 A</td>
<td>587 A</td>
<td>577 A</td>
<td>624 A</td>
<td>663 A</td>
</tr>
<tr>
<td>23-24</td>
<td>479 A</td>
<td>755 A</td>
<td>646 A</td>
<td>365 A</td>
<td>340 A</td>
<td>376 A</td>
<td>395 A</td>
<td>467 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 34799 A
- 37664 A
- 27026 A
- 22750 A
- 32843 A
- 33452 A
- 33855 A
- 34894 A

#### AM Peak Hour
- 07-08
- 07-08
- 11-12
- 11-12
- 07-08
- 07-08
- 07-08
- 07-08

#### AM Peak Traffic
- 2414
- 2374
- 1863
- 1578
- 2395
- 2406
- 2372
- 2293

#### PM Peak Hour
- 16-17
- 15-16
- 15-16
- 13-14
- 16-17
- 16-17
- 16-17
- 16-17

#### PM Peak Traffic
- 2636
- 2603
- 2027
- 1741
- 2688
- 2649
- 2656
- 2670
**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 25</td>
<td>APR 26</td>
<td>APR 27</td>
<td>APR 28</td>
<td>APR 29</td>
<td>APR 30</td>
</tr>
<tr>
<td>0-1</td>
<td>295 A</td>
<td>539 A</td>
<td>510 A</td>
<td>237 A</td>
<td>229 A</td>
<td>227 A</td>
</tr>
<tr>
<td>1-2</td>
<td>246 A</td>
<td>401 A</td>
<td>381 A</td>
<td>153 A</td>
<td>163 A</td>
<td>185 A</td>
</tr>
<tr>
<td>2-3</td>
<td>179 A</td>
<td>267 A</td>
<td>308 A</td>
<td>133 A</td>
<td>156 A</td>
<td>158 A</td>
</tr>
<tr>
<td>3-4</td>
<td>214 A</td>
<td>185 A</td>
<td>145 A</td>
<td>159 A</td>
<td>192 A</td>
<td>186 A</td>
</tr>
<tr>
<td>4-5</td>
<td>406 A</td>
<td>214 A</td>
<td>140 A</td>
<td>405 A</td>
<td>369 A</td>
<td>410 A</td>
</tr>
<tr>
<td>5-6</td>
<td>860 A</td>
<td>286 A</td>
<td>198 A</td>
<td>846 A</td>
<td>860 A</td>
<td>877 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1800 A</td>
<td>613 A</td>
<td>331 A</td>
<td>1755 A</td>
<td>1860 A</td>
<td>1859 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2405 A</td>
<td>781 A</td>
<td>462 A</td>
<td>2350 A</td>
<td>2394 A</td>
<td>2377 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2039 A</td>
<td>1112 A</td>
<td>741 A</td>
<td>1952 A</td>
<td>2058 A</td>
<td>1950 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1754 A</td>
<td>1325 A</td>
<td>992 A</td>
<td>1609 A</td>
<td>1799 A</td>
<td>1694 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1873 A</td>
<td>1639 A</td>
<td>1403 A</td>
<td>1662 A</td>
<td>1623 A</td>
<td>1662 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2232 A</td>
<td>1785 A</td>
<td>1474 A</td>
<td>1820 A</td>
<td>1854 A</td>
<td>1924 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2220 A</td>
<td>1968 A</td>
<td>1627 A</td>
<td>1866 A</td>
<td>2033 A</td>
<td>1993 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2351 A</td>
<td>1880 A</td>
<td>1703 A</td>
<td>1872 A</td>
<td>1972 A</td>
<td>2109 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2504 A</td>
<td>1834 A</td>
<td>1689 A</td>
<td>2128 A</td>
<td>2076 A</td>
<td>2264 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2498 A</td>
<td>1865 A</td>
<td>1677 A</td>
<td>2463 A</td>
<td>2549 A</td>
<td>2340 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2533 A</td>
<td>1789 A</td>
<td>1674 A</td>
<td>2618 A</td>
<td>2681 A</td>
<td>2715 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2399 A</td>
<td>1711 A</td>
<td>1541 A</td>
<td>2360 A</td>
<td>2619 A</td>
<td>2595 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1726 A</td>
<td>1410 A</td>
<td>1199 A</td>
<td>1207 A</td>
<td>1411 A</td>
<td>1473 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1488 A</td>
<td>1261 A</td>
<td>1209 A</td>
<td>1065 A</td>
<td>1093 A</td>
<td>1146 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1277 A</td>
<td>1096 A</td>
<td>934 A</td>
<td>963 A</td>
<td>986 A</td>
<td>976 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1007 A</td>
<td>867 A</td>
<td>628 A</td>
<td>591 A</td>
<td>642 A</td>
<td>672 A</td>
</tr>
<tr>
<td>23-24</td>
<td>763 A</td>
<td>733 A</td>
<td>384 A</td>
<td>362 A</td>
<td>399 A</td>
<td>408 A</td>
</tr>
</tbody>
</table>

**Day Total**

| AM Peak Hour | 07-08 | 11-12 | 07-08 | 07-08 | 07-08 |
| AM Peak Traffic | 2405 | 1785 | 1474 | 2350 | 2394 |
| PM Peak Hour | 16-17 | 12-13 | 13-14 | 16-17 | 16-17 |
| PM Peak Traffic | 2533 | 1968 | 1703 | 2618 | 2681 | 2715 |
### Traffic Station:

**Location Description:**

**Location Type:** Ramp Connection

**Lanes:**

**Lane Code:**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**District County Route Prefix Postmile Leg**

**Location Description:**NB OFF TO RTE 080

### 7-Day Periods

#### NORTH

<table>
<thead>
<tr>
<th>Period</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>222222</td>
<td>31746</td>
</tr>
<tr>
<td>2nd</td>
<td>225217</td>
<td>32174</td>
</tr>
<tr>
<td>3rd</td>
<td>223474</td>
<td>31925</td>
</tr>
<tr>
<td>4th</td>
<td>221604</td>
<td>31658</td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### NORTH

<table>
<thead>
<tr>
<th>Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>172216</td>
<td>34443</td>
</tr>
<tr>
<td>2nd</td>
<td>174178</td>
<td>34836</td>
</tr>
<tr>
<td>3rd</td>
<td>173698</td>
<td>34740</td>
</tr>
<tr>
<td>4th</td>
<td>171734</td>
<td>34347</td>
</tr>
</tbody>
</table>
Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 01</td>
<td>MAY 02</td>
<td>MAY 03</td>
<td>MAY 04</td>
<td>MAY 05</td>
<td>MAY 06</td>
<td>MAY 07</td>
<td>MAY 08</td>
</tr>
<tr>
<td>0-1</td>
<td>258 A</td>
<td>180 A</td>
<td>489 A</td>
<td>497 A</td>
<td>214 A</td>
<td>267 A</td>
<td>242 A</td>
<td>247 A</td>
</tr>
<tr>
<td>1-2</td>
<td>212 A</td>
<td>135 A</td>
<td>434 A</td>
<td>404 A</td>
<td>158 A</td>
<td>175 A</td>
<td>191 A</td>
<td>204 A</td>
</tr>
<tr>
<td>2-3</td>
<td>168 A</td>
<td>116 A</td>
<td>237 A</td>
<td>274 A</td>
<td>133 A</td>
<td>159 A</td>
<td>126 A</td>
<td>158 A</td>
</tr>
<tr>
<td>3-4</td>
<td>202 A</td>
<td>197 A</td>
<td>218 A</td>
<td>173 A</td>
<td>164 A</td>
<td>225 A</td>
<td>161 A</td>
<td>222 A</td>
</tr>
<tr>
<td>4-5</td>
<td>376 A</td>
<td>388 A</td>
<td>203 A</td>
<td>128 A</td>
<td>386 A</td>
<td>398 A</td>
<td>415 A</td>
<td>416 A</td>
</tr>
<tr>
<td>5-6</td>
<td>802 A</td>
<td>884 A</td>
<td>280 A</td>
<td>195 A</td>
<td>844 A</td>
<td>892 A</td>
<td>884 A</td>
<td>921 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1680 A</td>
<td>1734 A</td>
<td>596 A</td>
<td>381 A</td>
<td>1830 A</td>
<td>1856 A</td>
<td>1880 A</td>
<td>1741 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2107 A</td>
<td>2386 A</td>
<td>855 A</td>
<td>497 A</td>
<td>2362 A</td>
<td>2386 A</td>
<td>2370 A</td>
<td>2343 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2049 A</td>
<td>2055 A</td>
<td>1190 A</td>
<td>682 A</td>
<td>2090 A</td>
<td>2143 A</td>
<td>2188 A</td>
<td>2049 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1913 A</td>
<td>1795 A</td>
<td>1389 A</td>
<td>1009 A</td>
<td>1605 A</td>
<td>1666 A</td>
<td>1683 A</td>
<td>1681 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1677 A</td>
<td>1792 A</td>
<td>1596 A</td>
<td>1467 A</td>
<td>1631 A</td>
<td>1588 A</td>
<td>1637 A</td>
<td>1684 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1922 A</td>
<td>2217 A</td>
<td>1779 A</td>
<td>1543 A</td>
<td>1762 A</td>
<td>1890 A</td>
<td>1864 A</td>
<td>1997 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2191 A</td>
<td>2218 A</td>
<td>1958 A</td>
<td>1766 A</td>
<td>1923 A</td>
<td>1942 A</td>
<td>1983 A</td>
<td>2067 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2039 A</td>
<td>2280 A</td>
<td>1918 A</td>
<td>1803 A</td>
<td>1921 A</td>
<td>1986 A</td>
<td>1897 A</td>
<td>2022 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2192 A</td>
<td>2531 A</td>
<td>1887 A</td>
<td>1679 A</td>
<td>2267 A</td>
<td>2210 A</td>
<td>2166 A</td>
<td>2192 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2554 A</td>
<td>2580 A</td>
<td>1798 A</td>
<td>1814 A</td>
<td>2458 A</td>
<td>2457 A</td>
<td>2456 A</td>
<td>2491 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2679 A</td>
<td>2633 A</td>
<td>1751 A</td>
<td>1949 A</td>
<td>2545 A</td>
<td>2682 A</td>
<td>2598 A</td>
<td>2710 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2565 A</td>
<td>2430 A</td>
<td>1664 A</td>
<td>1954 A</td>
<td>2412 A</td>
<td>2533 A</td>
<td>2564 A</td>
<td>2572 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1960 A</td>
<td>2163 A</td>
<td>1473 A</td>
<td>1612 A</td>
<td>1803 A</td>
<td>1860 A</td>
<td>2011 A</td>
<td>2014 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1450 A</td>
<td>1629 A</td>
<td>1385 A</td>
<td>1339 A</td>
<td>1345 A</td>
<td>1400 A</td>
<td>1402 A</td>
<td>1439 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1283 A</td>
<td>1442 A</td>
<td>1283 A</td>
<td>1153 A</td>
<td>1120 A</td>
<td>1098 A</td>
<td>1145 A</td>
<td>1255 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1216 A</td>
<td>1463 A</td>
<td>1304 A</td>
<td>910 A</td>
<td>938 A</td>
<td>910 A</td>
<td>893 A</td>
<td>1054 A</td>
</tr>
<tr>
<td>22-23</td>
<td>814 A</td>
<td>1156 A</td>
<td>1075 A</td>
<td>619 A</td>
<td>588 A</td>
<td>664 A</td>
<td>663 A</td>
<td>682 A</td>
</tr>
<tr>
<td>23-24</td>
<td>338 A</td>
<td>700 A</td>
<td>659 A</td>
<td>419 A</td>
<td>413 A</td>
<td>364 A</td>
<td>384 A</td>
<td>442 A</td>
</tr>
</tbody>
</table>

Day Total

| AM Peak Hour | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 |
| AM Peak Traffic | 2107 | 2386 | 1779 | 1543 | 2362 | 2386 | 2370 | 2343 |
| PM Peak Hour | 16-17 | 16-17 | 12-13 | 17-18 | 16-17 | 16-17 | 16-17 | 16-17 |
| PM Peak Traffic | 2679 | 2633 | 1958 | 1954 | 2545 | 2682 | 2598 | 2710 |
## CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 09</td>
<td>MAY 10</td>
<td>MAY 11</td>
<td>MAY 12</td>
<td>MAY 13</td>
<td>MAY 14</td>
<td>MAY 15</td>
<td>MAY 16</td>
</tr>
<tr>
<td>0-1</td>
<td>299 A</td>
<td>489 A</td>
<td>479 A</td>
<td>231 A</td>
<td>250 A</td>
<td>254 A</td>
<td>259 A</td>
<td>339 A</td>
</tr>
<tr>
<td>1-2</td>
<td>259 A</td>
<td>408 A</td>
<td>381 A</td>
<td>168 A</td>
<td>184 A</td>
<td>205 A</td>
<td>221 A</td>
<td>247 A</td>
</tr>
<tr>
<td>2-3</td>
<td>195 A</td>
<td>259 A</td>
<td>252 A</td>
<td>121 A</td>
<td>170 A</td>
<td>159 A</td>
<td>192 A</td>
<td>196 A</td>
</tr>
<tr>
<td>3-4</td>
<td>202 A</td>
<td>185 A</td>
<td>160 A</td>
<td>159 A</td>
<td>191 A</td>
<td>177 A</td>
<td>186 A</td>
<td>229 A</td>
</tr>
<tr>
<td>4-5</td>
<td>383 A</td>
<td>228 A</td>
<td>130 A</td>
<td>378 A</td>
<td>412 A</td>
<td>364 A</td>
<td>383 A</td>
<td>421 A</td>
</tr>
<tr>
<td>5-6</td>
<td>829 A</td>
<td>287 A</td>
<td>188 A</td>
<td>905 A</td>
<td>909 A</td>
<td>928 A</td>
<td>955 A</td>
<td>903 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1778 A</td>
<td>568 A</td>
<td>323 A</td>
<td>1778 A</td>
<td>1809 A</td>
<td>1854 A</td>
<td>1846 A</td>
<td>1802 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2338 A</td>
<td>803 A</td>
<td>409 A</td>
<td>2399 A</td>
<td>2392 A</td>
<td>2316 A</td>
<td>2334 A</td>
<td>1718 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2031 A</td>
<td>1103 A</td>
<td>717 A</td>
<td>1930 A</td>
<td>2083 A</td>
<td>2036 A</td>
<td>2052 A</td>
<td>1965 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1738 A</td>
<td>1319 A</td>
<td>983 A</td>
<td>1641 A</td>
<td>1727 A</td>
<td>1736 A</td>
<td>1681 C</td>
<td>1949 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1766 A</td>
<td>1666 A</td>
<td>1502 A</td>
<td>1693 A</td>
<td>1578 A</td>
<td>1655 A</td>
<td>1655 A</td>
<td>1741 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2089 A</td>
<td>1834 A</td>
<td>1623 A</td>
<td>1895 A</td>
<td>1960 A</td>
<td>1920 A</td>
<td>2045 A</td>
<td>2172 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2330 A</td>
<td>1941 A</td>
<td>1765 A</td>
<td>1912 A</td>
<td>2031 A</td>
<td>2005 A</td>
<td>2073 A</td>
<td>2367 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2233 A</td>
<td>1928 A</td>
<td>1891 A</td>
<td>1828 A</td>
<td>1980 A</td>
<td>1940 A</td>
<td>2209 A</td>
<td>2305 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2499 A</td>
<td>1852 A</td>
<td>1842 A</td>
<td>2179 A</td>
<td>2197 A</td>
<td>2138 A</td>
<td>2257 A</td>
<td>2460 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2563 A</td>
<td>1822 A</td>
<td>1705 A</td>
<td>2467 A</td>
<td>2506 A</td>
<td>2521 A</td>
<td>2498 A</td>
<td>2322 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2449 A</td>
<td>1758 A</td>
<td>1751 A</td>
<td>2595 A</td>
<td>2684 A</td>
<td>2627 A</td>
<td>2598 A</td>
<td>2486 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2544 A</td>
<td>1704 A</td>
<td>1612 A</td>
<td>2383 A</td>
<td>2595 A</td>
<td>2513 A</td>
<td>2493 A</td>
<td>2413 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2096 A</td>
<td>1600 A</td>
<td>1605 A</td>
<td>1832 A</td>
<td>1982 A</td>
<td>1866 A</td>
<td>1927 A</td>
<td>2046 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1736 A</td>
<td>1344 A</td>
<td>1347 A</td>
<td>1347 A</td>
<td>1294 A</td>
<td>1361 A</td>
<td>1436 A</td>
<td>1788 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1586 A</td>
<td>1373 A</td>
<td>1161 A</td>
<td>1070 A</td>
<td>1108 A</td>
<td>1250 A</td>
<td>1269 A</td>
<td>1551 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1331 A</td>
<td>1143 A</td>
<td>931 A</td>
<td>816 A</td>
<td>908 A</td>
<td>932 A</td>
<td>1241 A</td>
<td>1372 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1052 A</td>
<td>942 A</td>
<td>687 A</td>
<td>598 A</td>
<td>618 A</td>
<td>657 A</td>
<td>757 A</td>
<td>1403 A</td>
</tr>
<tr>
<td>23-24</td>
<td>706 A</td>
<td>742 A</td>
<td>447 A</td>
<td>366 A</td>
<td>384 A</td>
<td>404 A</td>
<td>514 A</td>
<td>727 A</td>
</tr>
</tbody>
</table>

### Day Total
- **Prefix**
- **Location Description**
- **Route Prefix**
- **Postmile**
- **Leg**
- **District**
- **County**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>37032 A</td>
<td>27298 A</td>
<td>23891 A</td>
<td>32691 A</td>
<td>33952 A</td>
<td>33818 A</td>
<td>34964 C</td>
<td>36922 A</td>
</tr>
</tbody>
</table>

### AM Peak Hour
- **Prefix**
- **Location Description**
- **Route Prefix**
- **Postmile**
- **Leg**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
</tr>
</tbody>
</table>

### AM Peak Traffic
- **Prefix**
- **Location Description**
- **Route Prefix**
- **Postmile**
- **Leg**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>2338</td>
<td>1834</td>
<td>1623</td>
<td>2399</td>
<td>2392</td>
<td>2316</td>
<td>2334</td>
<td>2172</td>
</tr>
</tbody>
</table>

### PM Peak Hour
- **Prefix**
- **Location Description**
- **Route Prefix**
- **Postmile**
- **Leg**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>15-16</td>
<td>12-13</td>
<td>13-14</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
</tr>
</tbody>
</table>

### PM Peak Traffic
- **Prefix**
- **Location Description**
- **Route Prefix**
- **Postmile**
- **Leg**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>2563</td>
<td>1941</td>
<td>1891</td>
<td>2595</td>
<td>2684</td>
<td>2627</td>
<td>2598</td>
<td>2486</td>
</tr>
</tbody>
</table>
### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>494 A</td>
<td>500 A</td>
<td>269 A</td>
<td>247 A</td>
<td>241 A</td>
<td>300 A</td>
<td>326 A</td>
<td>501 A</td>
</tr>
<tr>
<td>1-2</td>
<td>422 A</td>
<td>409 A</td>
<td>172 A</td>
<td>204 A</td>
<td>192 A</td>
<td>239 A</td>
<td>255 A</td>
<td>401 A</td>
</tr>
<tr>
<td>2-3</td>
<td>285 A</td>
<td>286 A</td>
<td>128 A</td>
<td>165 A</td>
<td>175 A</td>
<td>171 A</td>
<td>192 A</td>
<td>296 A</td>
</tr>
<tr>
<td>3-4</td>
<td>203 A</td>
<td>160 A</td>
<td>178 A</td>
<td>190 A</td>
<td>168 A</td>
<td>211 A</td>
<td>220 A</td>
<td>196 A</td>
</tr>
<tr>
<td>4-5</td>
<td>255 A</td>
<td>147 A</td>
<td>404 A</td>
<td>433 A</td>
<td>415 A</td>
<td>412 A</td>
<td>408 A</td>
<td>199 A</td>
</tr>
<tr>
<td>5-6</td>
<td>285 A</td>
<td>169 A</td>
<td>935 A</td>
<td>912 A</td>
<td>922 A</td>
<td>897 A</td>
<td>885 A</td>
<td>295 A</td>
</tr>
<tr>
<td>6-7</td>
<td>552 A</td>
<td>368 A</td>
<td>1849 A</td>
<td>1829 A</td>
<td>1875 A</td>
<td>1747 A</td>
<td>1689 A</td>
<td>498 A</td>
</tr>
<tr>
<td>7-8</td>
<td>893 A</td>
<td>459 A</td>
<td>2344 A</td>
<td>2282 A</td>
<td>2324 A</td>
<td>2324 A</td>
<td>2245 A</td>
<td>765 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1206 A</td>
<td>808 A</td>
<td>1945 A</td>
<td>2082 A</td>
<td>2010 A</td>
<td>2011 A</td>
<td>1980 A</td>
<td>1011 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1408 A</td>
<td>1023 A</td>
<td>1629 A</td>
<td>1640 A</td>
<td>1807 A</td>
<td>1707 A</td>
<td>1732 A</td>
<td>1228 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1663 A</td>
<td>1396 A</td>
<td>1622 A</td>
<td>1609 A</td>
<td>1681 A</td>
<td>1632 A</td>
<td>1835 A</td>
<td>1595 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1737 A</td>
<td>1476 A</td>
<td>1872 A</td>
<td>1919 A</td>
<td>1994 A</td>
<td>1923 A</td>
<td>2241 A</td>
<td>1737 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2020 A</td>
<td>1761 A</td>
<td>1857 A</td>
<td>1890 A</td>
<td>1954 A</td>
<td>2104 A</td>
<td>2291 A</td>
<td>1804 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1812 A</td>
<td>1755 A</td>
<td>2068 A</td>
<td>2201 A</td>
<td>2346 A</td>
<td>2168 A</td>
<td>2251 A</td>
<td>1776 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1792 A</td>
<td>1885 A</td>
<td>2444 A</td>
<td>2575 A</td>
<td>2497 A</td>
<td>2566 A</td>
<td>2422 A</td>
<td>1694 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1742 A</td>
<td>1841 A</td>
<td>2679 A</td>
<td>2672 A</td>
<td>2585 A</td>
<td>2628 A</td>
<td>2255 A</td>
<td>1749 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1819 A</td>
<td>1671 A</td>
<td>2439 A</td>
<td>2562 A</td>
<td>2502 A</td>
<td>2344 A</td>
<td>2109 A</td>
<td>1553 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1533 A</td>
<td>1383 A</td>
<td>1737 A</td>
<td>1960 A</td>
<td>1934 A</td>
<td>2124 A</td>
<td>1969 A</td>
<td>1478 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1261 A</td>
<td>1166 A</td>
<td>1288 A</td>
<td>1338 A</td>
<td>1322 A</td>
<td>1451 A</td>
<td>1728 A</td>
<td>1222 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1246 A</td>
<td>1081 A</td>
<td>1097 A</td>
<td>1164 A</td>
<td>1177 A</td>
<td>1333 A</td>
<td>1451 A</td>
<td>1112 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1270 A</td>
<td>930 A</td>
<td>966 A</td>
<td>1166 A</td>
<td>1014 A</td>
<td>1177 A</td>
<td>1359 A</td>
<td>985 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1367 A</td>
<td>706 A</td>
<td>624 A</td>
<td>704 A</td>
<td>830 A</td>
<td>967 A</td>
<td>1160 A</td>
<td>912 A</td>
</tr>
<tr>
<td>23-24</td>
<td>808 A</td>
<td>421 A</td>
<td>386 A</td>
<td>430 A</td>
<td>469 A</td>
<td>498 A</td>
<td>902 A</td>
<td>802 A</td>
</tr>
</tbody>
</table>

**Day Total**

|        | 28094 A | 23511 A | 32815 A | 34128 A | 34396 A | 35095 A | 36270 A | 25705 A |

**AM Peak Hour**

|        | 11-12   | 11-12   | 07-08   | 07-08   | 07-08   | 07-08   | 07-08   | 11-12   |

**AM Peak Traffic**

|        | 1737    | 1476    | 2344    | 2282    | 2324    | 2324    | 2245    | 1737    |

**PM Peak Hour**

|        | 12-13   | 15-16   | 16-17   | 16-17   | 16-17   | 15-16   | 12-13   |

**PM Peak Traffic**

<p>|        | 2021    | 1885    | 2679    | 2672    | 2585    | 2628    | 2422    | 1896    |</p>
<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>400 A</td>
<td>350 A</td>
<td>260 A</td>
<td>257 A</td>
<td>249 A</td>
<td>237 A</td>
<td>148 A</td>
</tr>
<tr>
<td>1-2</td>
<td>392 A</td>
<td>251 A</td>
<td>137 A</td>
<td>188 A</td>
<td>181 A</td>
<td>210 A</td>
<td>158 A</td>
</tr>
<tr>
<td>2-3</td>
<td>237 A</td>
<td>155 A</td>
<td>140 A</td>
<td>133 A</td>
<td>182 A</td>
<td>153 A</td>
<td>85 A</td>
</tr>
<tr>
<td>3-4</td>
<td>143 A</td>
<td>122 A</td>
<td>169 A</td>
<td>204 A</td>
<td>167 A</td>
<td>163 A</td>
<td>56 A</td>
</tr>
<tr>
<td>4-5</td>
<td>120 A</td>
<td>127 A</td>
<td>408 A</td>
<td>386 A</td>
<td>413 A</td>
<td>296 A</td>
<td>61 A</td>
</tr>
<tr>
<td>5-6</td>
<td>164 A</td>
<td>213 A</td>
<td>923 A</td>
<td>897 A</td>
<td>882 A</td>
<td>606 A</td>
<td>62 A</td>
</tr>
<tr>
<td>6-7</td>
<td>295 A</td>
<td>383 A</td>
<td>1794 A</td>
<td>1826 A</td>
<td>1774 A</td>
<td>1301 A</td>
<td>127 A</td>
</tr>
<tr>
<td>7-8</td>
<td>453 A</td>
<td>387 A</td>
<td>2272 A</td>
<td>2365 A</td>
<td>2265 A</td>
<td>1670 A</td>
<td>197 A</td>
</tr>
<tr>
<td>8-9</td>
<td>614 A</td>
<td>584 A</td>
<td>1845 A</td>
<td>1830 A</td>
<td>1894 A</td>
<td>1461 A</td>
<td>252 A</td>
</tr>
<tr>
<td>9-10</td>
<td>896 A</td>
<td>800 A</td>
<td>1652 A</td>
<td>1657 A</td>
<td>1629 A</td>
<td>1357 A</td>
<td>289 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1262 A</td>
<td>1058 A</td>
<td>1554 A</td>
<td>1610 A</td>
<td>1639 A</td>
<td>1402 A</td>
<td>384 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1385 A</td>
<td>1424 A</td>
<td>1843 A</td>
<td>1757 A</td>
<td>1965 A</td>
<td>1823 A</td>
<td>404 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1563 A</td>
<td>1595 A</td>
<td>1936 A</td>
<td>1895 A</td>
<td>1905 A</td>
<td>1810 A</td>
<td>447 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1554 A</td>
<td>1557 A</td>
<td>1916 A</td>
<td>2001 A</td>
<td>2102 A</td>
<td>1799 A</td>
<td>515 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1647 A</td>
<td>1625 A</td>
<td>2114 A</td>
<td>2157 A</td>
<td>2148 A</td>
<td>2035 A</td>
<td>523 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1592 A</td>
<td>1671 A</td>
<td>2438 A</td>
<td>2410 A</td>
<td>2367 A</td>
<td>2160 A</td>
<td>436 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1509 A</td>
<td>1681 A</td>
<td>2561 A</td>
<td>2650 A</td>
<td>2645 A</td>
<td>2236 A</td>
<td>434 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1536 A</td>
<td>1437 A</td>
<td>2441 A</td>
<td>2452 A</td>
<td>2478 A</td>
<td>2112 A</td>
<td>427 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1304 A</td>
<td>1305 A</td>
<td>1799 A</td>
<td>1829 A</td>
<td>1857 A</td>
<td>1694 A</td>
<td>419 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1142 A</td>
<td>1129 A</td>
<td>1264 A</td>
<td>1388 A</td>
<td>1333 A</td>
<td>1159 A</td>
<td>364 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1158 A</td>
<td>979 A</td>
<td>971 A</td>
<td>1084 A</td>
<td>1138 A</td>
<td>400 A</td>
<td>332 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1004 A</td>
<td>820 A</td>
<td>863 A</td>
<td>883 A</td>
<td>1007 A</td>
<td>361 A</td>
<td>260 A</td>
</tr>
<tr>
<td>22-23</td>
<td>803 A</td>
<td>589 A</td>
<td>575 A</td>
<td>644 A</td>
<td>700 A</td>
<td>281 A</td>
<td>291 A</td>
</tr>
<tr>
<td>23-24</td>
<td>611 A</td>
<td>355 A</td>
<td>451 A</td>
<td>434 A</td>
<td>467 A</td>
<td>233 A</td>
<td>207 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>1385 1424 2272 2365 2265 1823 404</td>
<td>14-15 16-17 16-17 16-17 16-17 14-15</td>
<td>1647 1681 2561 2650 2645 2236 523</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
</tr>
</tbody>
</table>

Location Description
NB OFF TO RTE 080

Traffic Station:
Location Type: Ramp Connection
Lanes: 
Lane Code: 

### 7-Day Periods (NORTH)

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>223925</td>
<td>31989</td>
</tr>
<tr>
<td>2nd</td>
<td>223285</td>
<td>31898</td>
</tr>
<tr>
<td>3rd</td>
<td>224830</td>
<td>32119</td>
</tr>
<tr>
<td>4th</td>
<td>204714</td>
<td>29245</td>
</tr>
</tbody>
</table>

### 5-Day Periods (NORTH)

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>172237</td>
<td>34447</td>
</tr>
<tr>
<td>2nd</td>
<td>172096</td>
<td>34419</td>
</tr>
<tr>
<td>3rd</td>
<td>173225</td>
<td>34645</td>
</tr>
<tr>
<td>4th</td>
<td>157225</td>
<td>31445</td>
</tr>
<tr>
<td>Year</td>
<td>Sun</td>
<td>Mon</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
</tr>
<tr>
<td>0-1</td>
<td>127 A</td>
<td>74 A</td>
</tr>
<tr>
<td>1-2</td>
<td>141 A</td>
<td>41 A</td>
</tr>
<tr>
<td>2-3</td>
<td>101 A</td>
<td>56 A</td>
</tr>
<tr>
<td>3-4</td>
<td>54 A</td>
<td>38 A</td>
</tr>
<tr>
<td>4-5</td>
<td>34 A</td>
<td>62 A</td>
</tr>
<tr>
<td>5-6</td>
<td>45 A</td>
<td>158 A</td>
</tr>
<tr>
<td>6-7</td>
<td>85 A</td>
<td>315 A</td>
</tr>
<tr>
<td>7-8</td>
<td>105 A</td>
<td>408 A</td>
</tr>
<tr>
<td>8-9</td>
<td>147 A</td>
<td>419 A</td>
</tr>
<tr>
<td>9-10</td>
<td>277 A</td>
<td>417 A</td>
</tr>
<tr>
<td>10-11</td>
<td>338 A</td>
<td>482 A</td>
</tr>
<tr>
<td>11-12</td>
<td>383 A</td>
<td>623 A</td>
</tr>
<tr>
<td>12-13</td>
<td>461 A</td>
<td>701 A</td>
</tr>
<tr>
<td>13-14</td>
<td>465 A</td>
<td>593 A</td>
</tr>
<tr>
<td>14-15</td>
<td>507 A</td>
<td>761 A</td>
</tr>
<tr>
<td>15-16</td>
<td>462 A</td>
<td>863 A</td>
</tr>
<tr>
<td>16-17</td>
<td>438 A</td>
<td>1040 A</td>
</tr>
<tr>
<td>17-18</td>
<td>415 A</td>
<td>1008 A</td>
</tr>
<tr>
<td>18-19</td>
<td>447 A</td>
<td>703 A</td>
</tr>
<tr>
<td>19-20</td>
<td>342 A</td>
<td>406 A</td>
</tr>
<tr>
<td>20-21</td>
<td>298 A</td>
<td>321 A</td>
</tr>
<tr>
<td>21-22</td>
<td>247 A</td>
<td>298 A</td>
</tr>
<tr>
<td>22-23</td>
<td>212 A</td>
<td>202 A</td>
</tr>
<tr>
<td>23-24</td>
<td>124 A</td>
<td>130 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 6255 A
- 10119 A
- 11361 A
- 12101 A
- 12535 A
- 13373 A
- 8207 A
- 7121 A

**AM Peak Hour**
- 11-12
- 11-12
- 11-12
- 11-12
- 11-12
- 11-12
- 11-12
- 11-12

**AM Peak Traffic**
- 383
- 623
- 625
- 713
- 730
- 836
- 502
- 405

**PM Peak Hour**
- 14-15
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17
- 13-14
- 13-14

**PM Peak Traffic**
- 507
- 1040
- 1269
- 1372
- 1330
- 1327
- 542
- 547
## Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>89 A</td>
<td>202 A</td>
<td>250 A</td>
<td>253 A</td>
<td>307 A</td>
<td>485 A</td>
<td>354 A</td>
<td>218 A</td>
</tr>
<tr>
<td>1-2</td>
<td>47 A</td>
<td>129 A</td>
<td>163 A</td>
<td>206 A</td>
<td>289 A</td>
<td>360 A</td>
<td>313 A</td>
<td>150 A</td>
</tr>
<tr>
<td>2-3</td>
<td>69 A</td>
<td>146 A</td>
<td>135 A</td>
<td>152 A</td>
<td>190 A</td>
<td>251 A</td>
<td>278 A</td>
<td>121 A</td>
</tr>
<tr>
<td>3-4</td>
<td>106 A</td>
<td>153 A</td>
<td>137 A</td>
<td>188 A</td>
<td>210 A</td>
<td>174 A</td>
<td>129 A</td>
<td>182 A</td>
</tr>
<tr>
<td>4-5</td>
<td>241 A</td>
<td>360 A</td>
<td>360 A</td>
<td>350 A</td>
<td>385 A</td>
<td>168 A</td>
<td>130 A</td>
<td>352 A</td>
</tr>
<tr>
<td>5-6</td>
<td>671 A</td>
<td>815 A</td>
<td>892 A</td>
<td>839 A</td>
<td>860 A</td>
<td>241 A</td>
<td>165 A</td>
<td>823 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1313 A</td>
<td>1693 A</td>
<td>1623 A</td>
<td>1585 A</td>
<td>1564 A</td>
<td>338 A</td>
<td>256 A</td>
<td>1484 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1715 A</td>
<td>1986 A</td>
<td>1953 A</td>
<td>1980 A</td>
<td>1964 A</td>
<td>393 A</td>
<td>350 A</td>
<td>1844 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1369 A</td>
<td>1610 A</td>
<td>1743 A</td>
<td>1686 A</td>
<td>1690 A</td>
<td>486 A</td>
<td>548 A</td>
<td>1457 A</td>
</tr>
<tr>
<td>9-10</td>
<td>417 C</td>
<td>1485 A</td>
<td>1381 A</td>
<td>1423 A</td>
<td>1488 A</td>
<td>803 A</td>
<td>765 A</td>
<td>1287 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1275 A</td>
<td>1414 A</td>
<td>1440 A</td>
<td>1544 A</td>
<td>1589 A</td>
<td>926 A</td>
<td>1075 A</td>
<td>1361 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1515 A</td>
<td>1752 A</td>
<td>1652 A</td>
<td>1817 A</td>
<td>1863 A</td>
<td>1294 A</td>
<td>1257 A</td>
<td>1521 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1627 A</td>
<td>1710 A</td>
<td>1706 A</td>
<td>1785 A</td>
<td>1946 A</td>
<td>1460 A</td>
<td>1335 A</td>
<td>1494 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1605 A</td>
<td>1724 A</td>
<td>1798 A</td>
<td>1823 A</td>
<td>1992 A</td>
<td>1405 A</td>
<td>1386 A</td>
<td>1484 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1868 A</td>
<td>1955 A</td>
<td>1956 A</td>
<td>2060 A</td>
<td>2165 A</td>
<td>1462 A</td>
<td>1346 A</td>
<td>1801 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1963 A</td>
<td>2378 A</td>
<td>2211 A</td>
<td>2195 A</td>
<td>2317 A</td>
<td>1490 A</td>
<td>1381 A</td>
<td>2014 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2198 A</td>
<td>2613 A</td>
<td>2390 A</td>
<td>2523 A</td>
<td>2384 A</td>
<td>1446 A</td>
<td>1366 A</td>
<td>2136 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2116 A</td>
<td>2345 A</td>
<td>2330 A</td>
<td>2429 A</td>
<td>2221 A</td>
<td>1386 A</td>
<td>1206 A</td>
<td>2077 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1390 A</td>
<td>1612 A</td>
<td>1797 A</td>
<td>1660 A</td>
<td>1770 A</td>
<td>1277 A</td>
<td>1139 A</td>
<td>1528 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1086 A</td>
<td>1168 A</td>
<td>1219 A</td>
<td>1309 A</td>
<td>1465 A</td>
<td>1088 A</td>
<td>1017 A</td>
<td>1021 A</td>
</tr>
<tr>
<td>20-21</td>
<td>828 A</td>
<td>936 A</td>
<td>999 A</td>
<td>999 A</td>
<td>1222 A</td>
<td>1032 A</td>
<td>887 A</td>
<td>931 A</td>
</tr>
<tr>
<td>21-22</td>
<td>695 A</td>
<td>839 A</td>
<td>867 A</td>
<td>936 A</td>
<td>1203 A</td>
<td>1033 A</td>
<td>838 A</td>
<td>785 A</td>
</tr>
<tr>
<td>22-23</td>
<td>504 A</td>
<td>598 A</td>
<td>619 A</td>
<td>757 A</td>
<td>1166 A</td>
<td>576 A</td>
<td>598 A</td>
<td>618 A</td>
</tr>
<tr>
<td>23-24</td>
<td>379 A</td>
<td>376 A</td>
<td>435 A</td>
<td>530 A</td>
<td>620 A</td>
<td>675 A</td>
<td>389 A</td>
<td>356 A</td>
</tr>
</tbody>
</table>

**Day Total**: 25086 C  29999 A  30056 A  31029 A  32870 A  20249 A  18508 A  27045 A

**AM Peak Hour**: 07-08  07-08  07-08  07-08  11-12  11-12  07-08

**AM Peak Traffic**: 1715  1986  1953  1980  1964  1294  1257  1844

**PM Peak Hour**: 16-17  16-17  16-17  16-17  16-17  15-16  13-14  16-17

**PM Peak Traffic**: 2198  2613  2390  2523  2384  1490  1386  2136
### District 03
**County:** SAC
**Prefix:** 005
**Postmile:** 26.388
**Leg:** F

**Location Description:**
NB OFF TO RTE 080

### Traffic Station:
**Location Type:** Ramp Connection
**Lanes:**
**Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>209 A</td>
<td>263 A</td>
<td>252 A</td>
<td>267 A</td>
<td>450 A</td>
<td>464 A</td>
<td>247 A</td>
<td>222 A</td>
</tr>
<tr>
<td>1-2</td>
<td>162 A</td>
<td>176 A</td>
<td>189 A</td>
<td>236 A</td>
<td>394 A</td>
<td>347 A</td>
<td>163 A</td>
<td>180 A</td>
</tr>
<tr>
<td>2-3</td>
<td>136 A</td>
<td>151 A</td>
<td>164 A</td>
<td>199 A</td>
<td>259 A</td>
<td>223 A</td>
<td>134 A</td>
<td>147 A</td>
</tr>
<tr>
<td>3-4</td>
<td>175 A</td>
<td>176 A</td>
<td>195 A</td>
<td>211 A</td>
<td>198 A</td>
<td>156 A</td>
<td>174 A</td>
<td>195 A</td>
</tr>
<tr>
<td>4-5</td>
<td>390 A</td>
<td>378 A</td>
<td>367 A</td>
<td>377 A</td>
<td>224 A</td>
<td>139 A</td>
<td>343 A</td>
<td>378 A</td>
</tr>
<tr>
<td>5-6</td>
<td>849 A</td>
<td>889 A</td>
<td>872 A</td>
<td>854 A</td>
<td>313 A</td>
<td>208 A</td>
<td>870 A</td>
<td>951 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1650 A</td>
<td>1594 A</td>
<td>1640 A</td>
<td>1513 A</td>
<td>526 A</td>
<td>302 A</td>
<td>1593 A</td>
<td>1696 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1936 A</td>
<td>1942 A</td>
<td>1939 A</td>
<td>1850 A</td>
<td>685 A</td>
<td>404 A</td>
<td>1974 A</td>
<td>2118 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1612 A</td>
<td>1602 A</td>
<td>1662 A</td>
<td>1607 A</td>
<td>924 A</td>
<td>574 A</td>
<td>1666 A</td>
<td>1683 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1388 A</td>
<td>1351 A</td>
<td>1435 A</td>
<td>1482 A</td>
<td>1071 A</td>
<td>812 A</td>
<td>1456 A</td>
<td>1503 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1319 A</td>
<td>1369 A</td>
<td>1406 A</td>
<td>1514 A</td>
<td>1347 A</td>
<td>1214 A</td>
<td>1407 A</td>
<td>1431 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1660 A</td>
<td>1655 A</td>
<td>1634 A</td>
<td>1811 A</td>
<td>1366 A</td>
<td>1206 A</td>
<td>1593 A</td>
<td>1695 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1678 A</td>
<td>1653 A</td>
<td>1778 A</td>
<td>1886 A</td>
<td>1543 A</td>
<td>1344 A</td>
<td>1811 A</td>
<td>1892 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1711 A</td>
<td>1627 A</td>
<td>1787 A</td>
<td>1944 A</td>
<td>1537 A</td>
<td>1366 A</td>
<td>1728 A</td>
<td>1810 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1892 A</td>
<td>1775 A</td>
<td>1937 A</td>
<td>2056 A</td>
<td>1400 A</td>
<td>1372 A</td>
<td>1970 A</td>
<td>1607 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2025 A</td>
<td>1945 A</td>
<td>2067 A</td>
<td>2050 A</td>
<td>1442 A</td>
<td>1292 A</td>
<td>2144 A</td>
<td>2264 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2237 A</td>
<td>2279 A</td>
<td>2197 A</td>
<td>2095 A</td>
<td>1342 A</td>
<td>1306 A</td>
<td>2286 A</td>
<td>2392 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2072 A</td>
<td>2092 A</td>
<td>2054 A</td>
<td>1969 A</td>
<td>1311 A</td>
<td>1283 A</td>
<td>2162 A</td>
<td>2291 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1538 A</td>
<td>1596 A</td>
<td>1634 A</td>
<td>1619 A</td>
<td>1209 A</td>
<td>1180 A</td>
<td>1511 A</td>
<td>1710 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1145 A</td>
<td>1221 A</td>
<td>1148 A</td>
<td>1353 A</td>
<td>1062 A</td>
<td>945 A</td>
<td>1162 A</td>
<td>1224 A</td>
</tr>
<tr>
<td>20-21</td>
<td>922 A</td>
<td>1001 A</td>
<td>1037 A</td>
<td>1129 A</td>
<td>959 A</td>
<td>985 A</td>
<td>920 A</td>
<td>1011 A</td>
</tr>
<tr>
<td>21-22</td>
<td>859 A</td>
<td>946 A</td>
<td>997 A</td>
<td>1287 A</td>
<td>876 A</td>
<td>735 A</td>
<td>789 A</td>
<td>815 A</td>
</tr>
<tr>
<td>22-23</td>
<td>726 A</td>
<td>616 A</td>
<td>821 A</td>
<td>1051 A</td>
<td>751 A</td>
<td>637 A</td>
<td>508 A</td>
<td>592 A</td>
</tr>
<tr>
<td>23-24</td>
<td>371 A</td>
<td>401 A</td>
<td>417 A</td>
<td>680 A</td>
<td>585 A</td>
<td>389 A</td>
<td>356 A</td>
<td>382 A</td>
</tr>
</tbody>
</table>

#### Day Total
28662 A | 28698 A | 29629 A | 31040 A | 21774 A | 18883 A | 28967 A | 30189 A

#### AM Peak Hour
07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 10-11 | 07-08 | 07-08

#### AM Peak Traffic
1936 | 1942 | 1939 | 1850 | 1366 | 1214 | 1974 | 2118

#### PM Peak Hour
16-17 | 16-17 | 16-17 | 16-17 | 12-13 | 14-15 | 16-17 | 16-17

#### PM Peak Traffic
2237 | 2279 | 2197 | 2095 | 1543 | 1372 | 2286 | 2392
### District County Route Prefix Postmile Leg
03 SAC 005 26.388 F

Location Description
NB OFF TO RTE 080

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>252 A</td>
<td>256 A</td>
<td>282 A</td>
<td>458 A</td>
<td>444 A</td>
<td>254 A</td>
</tr>
<tr>
<td>1-2</td>
<td>182 A</td>
<td>194 A</td>
<td>275 A</td>
<td>455 A</td>
<td>336 A</td>
<td>160 A</td>
</tr>
<tr>
<td>2-3</td>
<td>142 A</td>
<td>166 A</td>
<td>200 A</td>
<td>288 A</td>
<td>245 A</td>
<td>143 A</td>
</tr>
<tr>
<td>3-4</td>
<td>168 A</td>
<td>195 A</td>
<td>221 A</td>
<td>164 A</td>
<td>166 A</td>
<td>198 A</td>
</tr>
<tr>
<td>4-5</td>
<td>393 A</td>
<td>417 A</td>
<td>382 A</td>
<td>219 A</td>
<td>128 A</td>
<td>369 A</td>
</tr>
<tr>
<td>5-6</td>
<td>949 A</td>
<td>941 A</td>
<td>913 A</td>
<td>281 A</td>
<td>164 A</td>
<td>897 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1709 A</td>
<td>1675 A</td>
<td>1614 A</td>
<td>573 A</td>
<td>287 A</td>
<td>1697 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2045 A</td>
<td>2012 A</td>
<td>1972 A</td>
<td>728 A</td>
<td>397 A</td>
<td>2008 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1697 A</td>
<td>1723 A</td>
<td>1684 A</td>
<td>976 A</td>
<td>666 A</td>
<td>1684 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1536 A</td>
<td>1491 A</td>
<td>1590 A</td>
<td>1190 A</td>
<td>875 A</td>
<td>1445 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1577 A</td>
<td>1591 A</td>
<td>1712 A</td>
<td>1435 A</td>
<td>1231 A</td>
<td>1610 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1725 A</td>
<td>1897 A</td>
<td>1944 A</td>
<td>1605 A</td>
<td>1373 A</td>
<td>1774 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1821 A</td>
<td>1881 A</td>
<td>2164 A</td>
<td>1752 A</td>
<td>1501 A</td>
<td>1898 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1825 A</td>
<td>1871 A</td>
<td>2137 A</td>
<td>1768 A</td>
<td>1602 A</td>
<td>1924 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2130 A</td>
<td>2179 A</td>
<td>2313 A</td>
<td>1750 A</td>
<td>1549 A</td>
<td>2115 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2347 A</td>
<td>2287 A</td>
<td>2329 A</td>
<td>1624 A</td>
<td>1594 A</td>
<td>2336 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2373 A</td>
<td>2414 A</td>
<td>2450 A</td>
<td>1684 A</td>
<td>1440 A</td>
<td>2402 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2330 A</td>
<td>2358 A</td>
<td>2257 A</td>
<td>1552 A</td>
<td>1382 A</td>
<td>2296 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1735 A</td>
<td>1795 A</td>
<td>1846 A</td>
<td>1515 A</td>
<td>1254 A</td>
<td>1727 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1289 A</td>
<td>1312 A</td>
<td>1538 A</td>
<td>1275 A</td>
<td>1093 A</td>
<td>1227 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1041 A</td>
<td>1096 A</td>
<td>1350 A</td>
<td>1125 A</td>
<td>1005 A</td>
<td>974 A</td>
</tr>
<tr>
<td>21-22</td>
<td>835 A</td>
<td>1065 A</td>
<td>1380 A</td>
<td>1088 A</td>
<td>876 A</td>
<td>956 A</td>
</tr>
<tr>
<td>22-23</td>
<td>615 A</td>
<td>885 A</td>
<td>1052 A</td>
<td>1280 A</td>
<td>631 A</td>
<td>609 A</td>
</tr>
<tr>
<td>23-24</td>
<td>403 A</td>
<td>547 A</td>
<td>700 A</td>
<td>644 A</td>
<td>416 A</td>
<td>391 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>31119 A</th>
<th>32248 A</th>
<th>34305 A</th>
<th>25429 A</th>
<th>20655 A</th>
<th>31094 A</th>
</tr>
</thead>
</table>

AM Peak Hour | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 |
AM Peak Traffic | 2045 | 2012 | 1972 | 1605 | 1373 | 2008 |
PM Peak Hour | 16-17 | 16-17 | 16-17 | 13-14 | 13-14 | 16-17 |
PM Peak Traffic | 2373 | 2414 | 2450 | 1768 | 1602 | 2402 |
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

NB OFF TO RTE 080

<table>
<thead>
<tr>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
</tr>
<tr>
<td>Ramp Connection</td>
</tr>
<tr>
<td>Lanes:</td>
</tr>
<tr>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

### 7-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>73951</td>
</tr>
<tr>
<td>2nd</td>
<td>176410</td>
</tr>
<tr>
<td>3rd</td>
<td>185356</td>
</tr>
<tr>
<td>4th</td>
<td>201140</td>
</tr>
</tbody>
</table>

### 5-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>59489</td>
</tr>
<tr>
<td>2nd</td>
<td>149040</td>
</tr>
<tr>
<td>3rd</td>
<td>145074</td>
</tr>
<tr>
<td>4th</td>
<td>156828</td>
</tr>
</tbody>
</table>

### 7-Day Total Daily Average

- 1st: 73951, 10564
- 2nd: 176410, 25201
- 3rd: 185356, 26479
- 4th: 201140, 28734

### 5-Day Total Weekday Average

- 1st: 59489, 11898
- 2nd: 149040, 29808
- 3rd: 145074, 29015
- 4th: 156828, 31366
### Direction of Count: North

#### AM Peak Hour

<table>
<thead>
<tr>
<th>Day</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>2111</td>
</tr>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>2018</td>
</tr>
</tbody>
</table>

#### PM Peak Hour

<table>
<thead>
<tr>
<th>Day</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-17</td>
<td>16-23</td>
<td>2497</td>
</tr>
<tr>
<td>16-17</td>
<td>16-17</td>
<td>2577</td>
</tr>
</tbody>
</table>

### Location Description

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### District County Prefix Postmile Leg

| 03 | SAC | 005 | 26.388 | F |

### Yearly Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
<td>JUL 08</td>
</tr>
<tr>
<td>0-1</td>
<td>250 A</td>
<td>251 A</td>
<td>266 A</td>
<td>463 A</td>
<td>481 A</td>
<td>425 A</td>
<td>263 A</td>
<td>257 A</td>
</tr>
<tr>
<td>1-2</td>
<td>166 A</td>
<td>192 A</td>
<td>236 A</td>
<td>413 A</td>
<td>369 A</td>
<td>350 A</td>
<td>165 A</td>
<td>205 A</td>
</tr>
<tr>
<td>2-3</td>
<td>165 A</td>
<td>148 A</td>
<td>191 A</td>
<td>273 A</td>
<td>192 A</td>
<td>267 A</td>
<td>118 A</td>
<td>155 A</td>
</tr>
<tr>
<td>3-4</td>
<td>207 A</td>
<td>192 A</td>
<td>216 A</td>
<td>196 A</td>
<td>126 A</td>
<td>128 A</td>
<td>180 A</td>
<td>191 A</td>
</tr>
<tr>
<td>4-5</td>
<td>408 A</td>
<td>416 A</td>
<td>395 A</td>
<td>204 A</td>
<td>151 A</td>
<td>135 A</td>
<td>353 A</td>
<td>361 A</td>
</tr>
<tr>
<td>5-6</td>
<td>948 A</td>
<td>941 A</td>
<td>829 A</td>
<td>270 A</td>
<td>182 A</td>
<td>162 A</td>
<td>852 A</td>
<td>937 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1701 A</td>
<td>1636 A</td>
<td>1615 A</td>
<td>480 A</td>
<td>375 A</td>
<td>294 A</td>
<td>1496 A</td>
<td>1688 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2111 A</td>
<td>2018 A</td>
<td>1989 A</td>
<td>491 A</td>
<td>488 A</td>
<td>392 A</td>
<td>1950 A</td>
<td>2033 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1751 A</td>
<td>1853 A</td>
<td>1688 A</td>
<td>721 A</td>
<td>626 A</td>
<td>523 A</td>
<td>1581 A</td>
<td>1811 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1584 A</td>
<td>1513 A</td>
<td>1644 A</td>
<td>1023 A</td>
<td>883 A</td>
<td>811 A</td>
<td>1466 A</td>
<td>1526 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1540 A</td>
<td>1583 A</td>
<td>1687 A</td>
<td>1255 A</td>
<td>1152 A</td>
<td>1181 A</td>
<td>1497 A</td>
<td>1520 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1782 A</td>
<td>1870 A</td>
<td>2080 A</td>
<td>1466 A</td>
<td>1325 A</td>
<td>1370 A</td>
<td>1692 A</td>
<td>1718 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1891 A</td>
<td>1962 A</td>
<td>2216 A</td>
<td>1385 A</td>
<td>1521 A</td>
<td>1403 A</td>
<td>1887 A</td>
<td>1765 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1959 A</td>
<td>1928 A</td>
<td>2143 A</td>
<td>1482 A</td>
<td>1541 A</td>
<td>1600 A</td>
<td>1740 A</td>
<td>1730 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2137 A</td>
<td>2115 A</td>
<td>2377 A</td>
<td>1468 A</td>
<td>1582 A</td>
<td>1458 A</td>
<td>2004 A</td>
<td>1891 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2374 A</td>
<td>2399 A</td>
<td>2557 A</td>
<td>1333 A</td>
<td>1425 A</td>
<td>1420 A</td>
<td>2170 A</td>
<td>2198 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2497 A</td>
<td>2577 A</td>
<td>2463 A</td>
<td>1283 A</td>
<td>1353 A</td>
<td>1316 A</td>
<td>2303 A</td>
<td>2388 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2490 A</td>
<td>2429 A</td>
<td>2186 A</td>
<td>1091 A</td>
<td>1351 A</td>
<td>1186 A</td>
<td>2258 A</td>
<td>2343 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1805 A</td>
<td>1745 A</td>
<td>1787 A</td>
<td>955 A</td>
<td>1157 A</td>
<td>1184 A</td>
<td>1539 A</td>
<td>1625 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1302 A</td>
<td>1385 A</td>
<td>1505 A</td>
<td>913 A</td>
<td>1089 A</td>
<td>993 A</td>
<td>1215 A</td>
<td>1203 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1033 A</td>
<td>1148 A</td>
<td>1321 A</td>
<td>864 A</td>
<td>1005 A</td>
<td>1004 A</td>
<td>1002 A</td>
<td>1028 A</td>
</tr>
<tr>
<td>21-22</td>
<td>983 A</td>
<td>1081 A</td>
<td>1291 A</td>
<td>769 A</td>
<td>951 A</td>
<td>786 A</td>
<td>876 A</td>
<td>917 A</td>
</tr>
<tr>
<td>22-23</td>
<td>702 A</td>
<td>795 A</td>
<td>1186 A</td>
<td>1045 A</td>
<td>886 A</td>
<td>691 A</td>
<td>647 A</td>
<td>635 A</td>
</tr>
<tr>
<td>23-24</td>
<td>446 A</td>
<td>475 A</td>
<td>1019 A</td>
<td>878 A</td>
<td>604 A</td>
<td>451 A</td>
<td>390 A</td>
<td>412 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Day</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>2111</td>
<td>16-17</td>
<td>2497</td>
</tr>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>2018</td>
<td>16-17</td>
<td>2577</td>
</tr>
</tbody>
</table>

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**
### District County Prefix Postmile Leg
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**
NB OFF TO RTE 080

### Traffic Station:
**Location Type:** Ramp Connection
**Lanes:**
**Lane Code:**

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>250</td>
<td>208</td>
<td>244</td>
<td>368</td>
<td>411</td>
<td>230</td>
<td>220</td>
<td>253</td>
</tr>
<tr>
<td>1-2</td>
<td>187</td>
<td>166</td>
<td>188</td>
<td>340</td>
<td>367</td>
<td>160</td>
<td>190</td>
<td>169</td>
</tr>
<tr>
<td>2-3</td>
<td>161</td>
<td>150</td>
<td>145</td>
<td>256</td>
<td>319</td>
<td>132</td>
<td>160</td>
<td>153</td>
</tr>
<tr>
<td>3-4</td>
<td>167</td>
<td>152</td>
<td>151</td>
<td>156</td>
<td>150</td>
<td>179</td>
<td>171</td>
<td>169</td>
</tr>
<tr>
<td>4-5</td>
<td>384</td>
<td>366</td>
<td>277</td>
<td>142</td>
<td>120</td>
<td>357</td>
<td>444</td>
<td>392</td>
</tr>
<tr>
<td>5-6</td>
<td>914</td>
<td>936</td>
<td>883</td>
<td>210</td>
<td>191</td>
<td>871</td>
<td>927</td>
<td>902</td>
</tr>
<tr>
<td>6-7</td>
<td>1642</td>
<td>1578</td>
<td>1572</td>
<td>494</td>
<td>305</td>
<td>1573</td>
<td>1724</td>
<td>1694</td>
</tr>
<tr>
<td>8-9</td>
<td>1771</td>
<td>1771</td>
<td>1627</td>
<td>946</td>
<td>567</td>
<td>1648</td>
<td>1829</td>
<td>1780</td>
</tr>
<tr>
<td>9-10</td>
<td>1536</td>
<td>1414</td>
<td>1580</td>
<td>1139</td>
<td>851</td>
<td>1421</td>
<td>1525</td>
<td>1544</td>
</tr>
<tr>
<td>10-11</td>
<td>1583</td>
<td>1400</td>
<td>1727</td>
<td>1451</td>
<td>1194</td>
<td>1445</td>
<td>1486</td>
<td>1534</td>
</tr>
<tr>
<td>11-12</td>
<td>1742</td>
<td>1820</td>
<td>1919</td>
<td>1526</td>
<td>1326</td>
<td>1643</td>
<td>1705</td>
<td>1603</td>
</tr>
<tr>
<td>12-13</td>
<td>1720</td>
<td>1785</td>
<td>1945</td>
<td>1599</td>
<td>1430</td>
<td>1783</td>
<td>1737</td>
<td>1760</td>
</tr>
<tr>
<td>13-14</td>
<td>1709</td>
<td>1781</td>
<td>2048</td>
<td>1535</td>
<td>1537</td>
<td>1764</td>
<td>1734</td>
<td>1768</td>
</tr>
<tr>
<td>14-15</td>
<td>1984</td>
<td>2048</td>
<td>2271</td>
<td>1577</td>
<td>1522</td>
<td>1878</td>
<td>2026</td>
<td>1940</td>
</tr>
<tr>
<td>15-16</td>
<td>2113</td>
<td>2198</td>
<td>2324</td>
<td>1542</td>
<td>1440</td>
<td>2083</td>
<td>2134</td>
<td>2131</td>
</tr>
<tr>
<td>16-17</td>
<td>2334</td>
<td>2318</td>
<td>2300</td>
<td>1539</td>
<td>1348</td>
<td>2168</td>
<td>2263</td>
<td>2293</td>
</tr>
<tr>
<td>17-18</td>
<td>2354</td>
<td>2342</td>
<td>2148</td>
<td>1518</td>
<td>1293</td>
<td>2122</td>
<td>2297</td>
<td>2098</td>
</tr>
<tr>
<td>18-19</td>
<td>1623</td>
<td>1736</td>
<td>1756</td>
<td>1311</td>
<td>1110</td>
<td>1550</td>
<td>1610</td>
<td>1716</td>
</tr>
<tr>
<td>19-20</td>
<td>1181</td>
<td>1231</td>
<td>1413</td>
<td>1183</td>
<td>968</td>
<td>1167</td>
<td>1247</td>
<td>1236</td>
</tr>
<tr>
<td>20-21</td>
<td>947</td>
<td>1032</td>
<td>1190</td>
<td>1011</td>
<td>967</td>
<td>901</td>
<td>1057</td>
<td>1024</td>
</tr>
<tr>
<td>21-22</td>
<td>868</td>
<td>883</td>
<td>1225</td>
<td>1013</td>
<td>838</td>
<td>785</td>
<td>836</td>
<td>877</td>
</tr>
<tr>
<td>22-23</td>
<td>626</td>
<td>715</td>
<td>921</td>
<td>910</td>
<td>634</td>
<td>544</td>
<td>590</td>
<td>653</td>
</tr>
<tr>
<td>23-24</td>
<td>443</td>
<td>459</td>
<td>682</td>
<td>726</td>
<td>411</td>
<td>348</td>
<td>430</td>
<td>411</td>
</tr>
</tbody>
</table>

### Day Total
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>30234</td>
<td>30496</td>
<td>32396</td>
<td>23199</td>
<td>19680</td>
<td>28765</td>
<td>30335</td>
<td>30100</td>
</tr>
</tbody>
</table>

**AM Peak Hour**
- 07-08
**AM Peak Traffic**
- 07-08
- 07-08

**PM Peak Hour**
- 17-18
**PM Peak Traffic**
- 17-18
- 16-17
### District Traffic Volumes

#### Direction of Count:
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

#### Day Total
- AM Peak Hour: 07-08
- AM Peak Traffic: 2124
- PM Peak Hour: 17-18
- PM Peak Traffic: 2347

#### District County Route Prefix Postmile Leg
- 03  SAC  005  26.388  F

#### Location Description
- NB OFF TO RTE 080

#### Traffic Station:
- Location Type: Ramp Connection
- Lanes: 
- Lane Code:

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 17</td>
<td>JUL 18</td>
<td>JUL 19</td>
<td>JUL 20</td>
<td>JUL 21</td>
<td>JUL 22</td>
<td>JUL 23</td>
<td>JUL 24</td>
</tr>
<tr>
<td>0-1</td>
<td>295 A</td>
<td>257 A</td>
<td>205 A</td>
<td>189 A</td>
<td>86 A</td>
<td>89 A</td>
<td>98 A</td>
<td>107 A</td>
</tr>
<tr>
<td>1-2</td>
<td>228 A</td>
<td>242 A</td>
<td>229 A</td>
<td>203 A</td>
<td>59 A</td>
<td>65 A</td>
<td>98 A</td>
<td>102 A</td>
</tr>
<tr>
<td>2-3</td>
<td>164 A</td>
<td>190 A</td>
<td>134 A</td>
<td>131 A</td>
<td>48 A</td>
<td>60 A</td>
<td>58 A</td>
<td>76 A</td>
</tr>
<tr>
<td>3-4</td>
<td>185 A</td>
<td>179 A</td>
<td>61 A</td>
<td>43 A</td>
<td>40 A</td>
<td>40 A</td>
<td>47 A</td>
<td>62 A</td>
</tr>
<tr>
<td>4-5</td>
<td>379 A</td>
<td>303 A</td>
<td>87 A</td>
<td>43 A</td>
<td>96 A</td>
<td>107 A</td>
<td>107 A</td>
<td>114 A</td>
</tr>
<tr>
<td>5-6</td>
<td>933 A</td>
<td>753 A</td>
<td>93 A</td>
<td>48 A</td>
<td>234 A</td>
<td>230 A</td>
<td>240 A</td>
<td>228 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1684 A</td>
<td>1421 A</td>
<td>153 A</td>
<td>83 A</td>
<td>415 A</td>
<td>466 A</td>
<td>480 A</td>
<td>468 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2124 A</td>
<td>1711 A</td>
<td>256 A</td>
<td>125 A</td>
<td>523 A</td>
<td>581 A</td>
<td>632 A</td>
<td>602 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1780 A</td>
<td>1558 A</td>
<td>304 A</td>
<td>180 A</td>
<td>526 A</td>
<td>550 A</td>
<td>567 A</td>
<td>587 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1543 A</td>
<td>1363 A</td>
<td>412 A</td>
<td>337 A</td>
<td>503 A</td>
<td>555 A</td>
<td>610 A</td>
<td>589 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1549 A</td>
<td>1397 A</td>
<td>467 A</td>
<td>416 A</td>
<td>638 A</td>
<td>592 A</td>
<td>589 A</td>
<td>612 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1789 A</td>
<td>1646 A</td>
<td>540 A</td>
<td>503 A</td>
<td>722 A</td>
<td>764 A</td>
<td>785 A</td>
<td>843 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1821 A</td>
<td>1762 A</td>
<td>633 A</td>
<td>615 A</td>
<td>773 A</td>
<td>800 A</td>
<td>771 A</td>
<td>783 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1802 A</td>
<td>1857 A</td>
<td>597 A</td>
<td>542 A</td>
<td>783 A</td>
<td>776 A</td>
<td>799 A</td>
<td>789 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2070 A</td>
<td>1996 A</td>
<td>672 A</td>
<td>615 A</td>
<td>913 A</td>
<td>875 A</td>
<td>981 A</td>
<td>926 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2111 A</td>
<td>2122 A</td>
<td>602 A</td>
<td>584 A</td>
<td>1005 A</td>
<td>1062 A</td>
<td>1049 A</td>
<td>1116 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2325 A</td>
<td>2111 A</td>
<td>599 A</td>
<td>543 A</td>
<td>1318 A</td>
<td>1432 A</td>
<td>1436 A</td>
<td>1435 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2347 A</td>
<td>2068 A</td>
<td>571 A</td>
<td>614 A</td>
<td>1331 A</td>
<td>1436 A</td>
<td>1474 A</td>
<td>1413 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1681 A</td>
<td>1635 A</td>
<td>523 A</td>
<td>511 A</td>
<td>851 A</td>
<td>949 A</td>
<td>940 A</td>
<td>945 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1272 A</td>
<td>1187 A</td>
<td>524 A</td>
<td>473 A</td>
<td>580 A</td>
<td>560 A</td>
<td>575 A</td>
<td>649 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1169 A</td>
<td>604 A</td>
<td>455 A</td>
<td>536 A</td>
<td>443 A</td>
<td>430 A</td>
<td>459 A</td>
<td>483 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1022 A</td>
<td>585 A</td>
<td>446 A</td>
<td>359 A</td>
<td>446 A</td>
<td>368 A</td>
<td>395 A</td>
<td>398 A</td>
</tr>
<tr>
<td>22-23</td>
<td>656 A</td>
<td>546 A</td>
<td>536 A</td>
<td>269 A</td>
<td>263 A</td>
<td>234 A</td>
<td>267 A</td>
<td>330 A</td>
</tr>
<tr>
<td>23-24</td>
<td>488 A</td>
<td>345 A</td>
<td>316 A</td>
<td>176 A</td>
<td>139 A</td>
<td>151 A</td>
<td>190 A</td>
<td>223 A</td>
</tr>
</tbody>
</table>

#### AM Peak Hour
- 07-08
- AM Peak Traffic: 2124

#### PM Peak Hour
- 17-18
- PM Peak Traffic: 2347
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

Location Description
North

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:

direction of count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>131 A</td>
<td>203 A</td>
<td>184 A</td>
<td>103 A</td>
<td>205 A</td>
<td>225 A</td>
<td>283 A</td>
</tr>
<tr>
<td>1-2</td>
<td>167 A</td>
<td>206 A</td>
<td>205 A</td>
<td>64 A</td>
<td>163 A</td>
<td>176 A</td>
<td>241 A</td>
</tr>
<tr>
<td>2-3</td>
<td>111 A</td>
<td>126 A</td>
<td>143 A</td>
<td>53 A</td>
<td>139 A</td>
<td>140 A</td>
<td>136 A</td>
</tr>
<tr>
<td>3-4</td>
<td>71 A</td>
<td>60 A</td>
<td>58 A</td>
<td>62 A</td>
<td>182 A</td>
<td>171 A</td>
<td>199 A</td>
</tr>
<tr>
<td>4-5</td>
<td>107 A</td>
<td>64 A</td>
<td>47 A</td>
<td>115 A</td>
<td>396 A</td>
<td>410 A</td>
<td>408 A</td>
</tr>
<tr>
<td>5-6</td>
<td>213 A</td>
<td>94 A</td>
<td>64 A</td>
<td>720 A</td>
<td>830 A</td>
<td>840 A</td>
<td>845 A</td>
</tr>
<tr>
<td>6-7</td>
<td>442 A</td>
<td>183 A</td>
<td>97 A</td>
<td>1401 A</td>
<td>1628 A</td>
<td>1659 A</td>
<td>1581 A</td>
</tr>
<tr>
<td>7-8</td>
<td>622 A</td>
<td>221 A</td>
<td>131 A</td>
<td>1859 A</td>
<td>2026 A</td>
<td>2056 A</td>
<td>2019 A</td>
</tr>
<tr>
<td>8-9</td>
<td>601 A</td>
<td>317 A</td>
<td>218 A</td>
<td>1504 A</td>
<td>1715 A</td>
<td>1802 A</td>
<td>1839 A</td>
</tr>
<tr>
<td>9-10</td>
<td>570 A</td>
<td>407 A</td>
<td>331 A</td>
<td>1327 A</td>
<td>1474 A</td>
<td>1528 A</td>
<td>1563 A</td>
</tr>
<tr>
<td>10-11</td>
<td>637 A</td>
<td>513 A</td>
<td>442 A</td>
<td>1364 A</td>
<td>1522 A</td>
<td>1514 A</td>
<td>1642 A</td>
</tr>
<tr>
<td>11-12</td>
<td>825 A</td>
<td>583 A</td>
<td>527 A</td>
<td>1634 A</td>
<td>1660 A</td>
<td>1883 A</td>
<td>1849 A</td>
</tr>
<tr>
<td>12-13</td>
<td>909 A</td>
<td>596 A</td>
<td>574 A</td>
<td>1777 A</td>
<td>1826 A</td>
<td>1806 A</td>
<td>1917 A</td>
</tr>
<tr>
<td>13-14</td>
<td>837 A</td>
<td>665 A</td>
<td>619 A</td>
<td>1766 A</td>
<td>1791 A</td>
<td>1812 A</td>
<td>1983 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1059 A</td>
<td>669 A</td>
<td>580 A</td>
<td>1999 A</td>
<td>2054 A</td>
<td>2048 A</td>
<td>2246 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1193 A</td>
<td>636 A</td>
<td>581 A</td>
<td>2204 A</td>
<td>2282 A</td>
<td>2179 A</td>
<td>2372 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1422 A</td>
<td>631 A</td>
<td>502 A</td>
<td>2235 A</td>
<td>2432 A</td>
<td>2402 A</td>
<td>2488 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1210 A</td>
<td>586 A</td>
<td>566 A</td>
<td>2291 A</td>
<td>2330 A</td>
<td>2425 A</td>
<td>2487 A</td>
</tr>
<tr>
<td>18-19</td>
<td>949 A</td>
<td>572 A</td>
<td>537 A</td>
<td>1659 A</td>
<td>1750 A</td>
<td>1743 A</td>
<td>1904 A</td>
</tr>
<tr>
<td>19-20</td>
<td>733 A</td>
<td>545 A</td>
<td>468 A</td>
<td>1156 A</td>
<td>1249 A</td>
<td>1250 A</td>
<td>1415 A</td>
</tr>
<tr>
<td>20-21</td>
<td>524 A</td>
<td>475 A</td>
<td>425 A</td>
<td>947 A</td>
<td>1002 A</td>
<td>1129 A</td>
<td>1199 A</td>
</tr>
<tr>
<td>21-22</td>
<td>507 A</td>
<td>467 A</td>
<td>352 A</td>
<td>748 A</td>
<td>972 A</td>
<td>1033 A</td>
<td>1136 A</td>
</tr>
<tr>
<td>22-23</td>
<td>405 A</td>
<td>369 A</td>
<td>274 A</td>
<td>527 A</td>
<td>585 A</td>
<td>780 A</td>
<td>882 A</td>
</tr>
<tr>
<td>23-24</td>
<td>295 A</td>
<td>249 A</td>
<td>183 A</td>
<td>361 A</td>
<td>368 A</td>
<td>402 A</td>
<td>488 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14540 A</td>
<td>9437 A</td>
<td>8108 A</td>
<td>27876 A</td>
</tr>
</tbody>
</table>

Day Total

AM Peak Hour
11-12 11-12 11-12 07-08 07-08 07-08 07-08
AM Peak Traffic
825 583 527 1859 2026 2056 2019
PM Peak Hour
16-17 14-15 13-14 17-18 16-17 17-18 16-17
PM Peak Traffic
1422 669 619 2291 2432 2425 2488
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

NB OFF TO RTE 080

**Traffic Station:**

Location Type: Ramp Connection

Lanes:

Lane Code:

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NORTH</strong></td>
<td><strong>NORTH</strong></td>
</tr>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7-Day</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>190481</td>
</tr>
<tr>
<td>2nd</td>
<td>195307</td>
</tr>
<tr>
<td>3rd</td>
<td>149978</td>
</tr>
<tr>
<td>4th</td>
<td>100660</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5-Day</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>27212</td>
</tr>
<tr>
<td>2nd</td>
<td>27901</td>
</tr>
<tr>
<td>3rd</td>
<td>21425</td>
</tr>
<tr>
<td>4th</td>
<td>14380</td>
</tr>
</tbody>
</table>

| 1st   | 150136         |
| 2nd   | 152428         |
| 3rd   | 132425         |
| 4th   | 83115          |

| 1st   | 30027          |
| 2nd   | 30486          |
| 3rd   | 26485          |
| 4th   | 16623          |
CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
<td>F</td>
</tr>
</tbody>
</table>

Location Description: NB OFF TO RTE 080

Traffic Station:
- Location Type: Ramp Connection
- Lanes: 
- Lane Code: 

Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>294 A</td>
<td>437 A</td>
<td>440 A</td>
<td>215 A</td>
<td>193 A</td>
<td>204 A</td>
<td>301 A</td>
<td>288 A</td>
</tr>
<tr>
<td>1-2</td>
<td>260 A</td>
<td>400 A</td>
<td>351 A</td>
<td>130 A</td>
<td>144 A</td>
<td>156 A</td>
<td>198 A</td>
<td>232 A</td>
</tr>
<tr>
<td>2-3</td>
<td>205 A</td>
<td>283 A</td>
<td>242 A</td>
<td>98 A</td>
<td>134 A</td>
<td>111 A</td>
<td>166 A</td>
<td>195 A</td>
</tr>
<tr>
<td>3-4</td>
<td>198 A</td>
<td>180 A</td>
<td>140 A</td>
<td>132 A</td>
<td>122 A</td>
<td>155 A</td>
<td>176 A</td>
<td>226 A</td>
</tr>
<tr>
<td>4-5</td>
<td>396 A</td>
<td>201 A</td>
<td>109 A</td>
<td>336 A</td>
<td>398 A</td>
<td>386 A</td>
<td>376 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>838 A</td>
<td>285 A</td>
<td>169 A</td>
<td>852 A</td>
<td>908 A</td>
<td>876 A</td>
<td>849 A</td>
<td>862 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1567 A</td>
<td>527 A</td>
<td>314 A</td>
<td>1572 A</td>
<td>1618 A</td>
<td>1672 A</td>
<td>1668 A</td>
<td>1578 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1976 A</td>
<td>732 A</td>
<td>489 A</td>
<td>2132 A</td>
<td>2157 A</td>
<td>2167 A</td>
<td>2101 A</td>
<td>2071 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1697 A</td>
<td>965 A</td>
<td>603 A</td>
<td>1665 A</td>
<td>1766 A</td>
<td>1795 A</td>
<td>1840 A</td>
<td>1720 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1573 A</td>
<td>1220 A</td>
<td>895 A</td>
<td>1545 A</td>
<td>1593 A</td>
<td>1539 A</td>
<td>1623 A</td>
<td>1678 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1698 A</td>
<td>1558 A</td>
<td>1217 A</td>
<td>1553 A</td>
<td>1566 A</td>
<td>1610 A</td>
<td>1627 A</td>
<td>1719 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2070 A</td>
<td>1710 A</td>
<td>1353 A</td>
<td>1760 A</td>
<td>1821 A</td>
<td>1883 A</td>
<td>1908 A</td>
<td>2074 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2045 A</td>
<td>1834 A</td>
<td>1655 A</td>
<td>1980 A</td>
<td>1875 A</td>
<td>1906 A</td>
<td>2028 A</td>
<td>2138 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2185 A</td>
<td>1751 A</td>
<td>1681 A</td>
<td>1889 A</td>
<td>1882 A</td>
<td>1909 A</td>
<td>1922 A</td>
<td>2236 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2425 A</td>
<td>1857 A</td>
<td>1639 A</td>
<td>2048 A</td>
<td>2111 A</td>
<td>2237 A</td>
<td>2219 A</td>
<td>2400 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2422 A</td>
<td>1657 A</td>
<td>1441 A</td>
<td>2239 A</td>
<td>2357 A</td>
<td>2335 A</td>
<td>2434 A</td>
<td>2332 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2425 A</td>
<td>1658 A</td>
<td>1409 A</td>
<td>2429 A</td>
<td>2487 A</td>
<td>2557 A</td>
<td>2466 A</td>
<td>2469 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2370 A</td>
<td>1411 A</td>
<td>1413 A</td>
<td>2418 A</td>
<td>2477 A</td>
<td>2486 A</td>
<td>2038 A</td>
<td>2324 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1908 A</td>
<td>1427 A</td>
<td>1357 A</td>
<td>1688 A</td>
<td>1812 A</td>
<td>1826 A</td>
<td>1834 A</td>
<td>1813 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1554 A</td>
<td>1280 A</td>
<td>1162 A</td>
<td>1226 A</td>
<td>1382 A</td>
<td>1379 A</td>
<td>1433 A</td>
<td>1479 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1336 A</td>
<td>1128 A</td>
<td>1228 A</td>
<td>1018 A</td>
<td>1065 A</td>
<td>1074 A</td>
<td>1209 A</td>
<td>1317 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1402 A</td>
<td>1110 A</td>
<td>900 A</td>
<td>901 A</td>
<td>975 A</td>
<td>957 A</td>
<td>1011 A</td>
<td>1203 A</td>
</tr>
<tr>
<td>22-23</td>
<td>961 A</td>
<td>1033 A</td>
<td>678 A</td>
<td>659 A</td>
<td>728 A</td>
<td>695 A</td>
<td>731 A</td>
<td>958 A</td>
</tr>
<tr>
<td>23-24</td>
<td>663 A</td>
<td>841 A</td>
<td>396 A</td>
<td>366 A</td>
<td>432 A</td>
<td>444 A</td>
<td>451 A</td>
<td>708 A</td>
</tr>
</tbody>
</table>

Day Total: 34468 A  25485 A  21281 A  30851 A  32003 A  32371 A  32619 A  34396 A

AM Peak Hour: 11-12  11-12  11-12  07-08  07-08  07-08  07-08  11-12
AM Peak Traffic: 2070  1710  1353  2132  2157  2167  2101  2074
PM Peak Hour: 14-15  14-15  13-14  16-17  16-17  16-17  16-17  16-17
PM Peak Traffic: 2425  1857  1681  2429  2487  2557  2466  2469
## Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 09</td>
<td>AUG 10</td>
<td>AUG 11</td>
<td>AUG 12</td>
<td>AUG 13</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
</tr>
<tr>
<td>0-1</td>
<td>475 A</td>
<td>548 A</td>
<td>260 A</td>
<td>239 A</td>
<td>249 A</td>
<td>289 A</td>
<td>304 A</td>
<td>459 A</td>
</tr>
<tr>
<td>1-2</td>
<td>407 A</td>
<td>368 A</td>
<td>179 A</td>
<td>189 A</td>
<td>211 A</td>
<td>218 A</td>
<td>260 A</td>
<td>462 A</td>
</tr>
<tr>
<td>2-3</td>
<td>271 A</td>
<td>266 A</td>
<td>167 A</td>
<td>179 A</td>
<td>162 A</td>
<td>173 A</td>
<td>173 A</td>
<td>296 A</td>
</tr>
<tr>
<td>3-4</td>
<td>187 A</td>
<td>154 A</td>
<td>179 A</td>
<td>172 A</td>
<td>171 A</td>
<td>206 A</td>
<td>223 A</td>
<td>206 A</td>
</tr>
<tr>
<td>4-5</td>
<td>206 A</td>
<td>130 A</td>
<td>356 A</td>
<td>421 A</td>
<td>363 A</td>
<td>400 A</td>
<td>398 A</td>
<td>231 A</td>
</tr>
<tr>
<td>5-6</td>
<td>276 A</td>
<td>176 A</td>
<td>882 A</td>
<td>905 A</td>
<td>931 A</td>
<td>887 A</td>
<td>899 A</td>
<td>294 A</td>
</tr>
<tr>
<td>6-7</td>
<td>563 A</td>
<td>313 A</td>
<td>1651 A</td>
<td>1658 A</td>
<td>1678 A</td>
<td>1728 A</td>
<td>1587 A</td>
<td>516 A</td>
</tr>
<tr>
<td>7-8</td>
<td>694 A</td>
<td>396 A</td>
<td>2124 A</td>
<td>2236 A</td>
<td>2224 A</td>
<td>2189 A</td>
<td>2188 A</td>
<td>704 A</td>
</tr>
<tr>
<td>8-9</td>
<td>963 A</td>
<td>643 A</td>
<td>1761 A</td>
<td>1863 A</td>
<td>1819 A</td>
<td>1876 A</td>
<td>1806 A</td>
<td>951 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1217 A</td>
<td>877 A</td>
<td>1438 A</td>
<td>1485 A</td>
<td>1516 A</td>
<td>1623 C</td>
<td>1656 A</td>
<td>1265 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1468 A</td>
<td>1230 A</td>
<td>1568 A</td>
<td>1567 A</td>
<td>1631 A</td>
<td>1582 A</td>
<td>1765 A</td>
<td>1567 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1605 A</td>
<td>1452 A</td>
<td>1740 A</td>
<td>1813 A</td>
<td>1803 A</td>
<td>1849 A</td>
<td>2132 A</td>
<td>1648 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1749 A</td>
<td>1612 A</td>
<td>1899 A</td>
<td>1991 A</td>
<td>1905 A</td>
<td>1935 A</td>
<td>2161 A</td>
<td>1795 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1727 A</td>
<td>1657 A</td>
<td>1825 A</td>
<td>1927 A</td>
<td>2012 A</td>
<td>1889 A</td>
<td>2162 A</td>
<td>1769 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1714 A</td>
<td>1652 A</td>
<td>2084 A</td>
<td>2085 A</td>
<td>2172 A</td>
<td>2117 A</td>
<td>2403 A</td>
<td>1520 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1688 A</td>
<td>1584 A</td>
<td>2296 A</td>
<td>2284 A</td>
<td>2337 A</td>
<td>2306 A</td>
<td>2383 A</td>
<td>1690 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1519 A</td>
<td>1470 A</td>
<td>2402 A</td>
<td>2452 A</td>
<td>2534 A</td>
<td>2547 A</td>
<td>2465 A</td>
<td>1684 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1527 A</td>
<td>1402 A</td>
<td>2420 A</td>
<td>2460 A</td>
<td>2465 A</td>
<td>2382 A</td>
<td>2308 A</td>
<td>1598 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1363 A</td>
<td>1244 A</td>
<td>1808 A</td>
<td>1744 A</td>
<td>1893 A</td>
<td>1888 A</td>
<td>1961 A</td>
<td>1484 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1167 A</td>
<td>1056 A</td>
<td>1267 A</td>
<td>1298 A</td>
<td>1357 A</td>
<td>1424 A</td>
<td>1587 A</td>
<td>1280 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1148 A</td>
<td>1011 A</td>
<td>955 A</td>
<td>1105 A</td>
<td>1118 A</td>
<td>1141 A</td>
<td>1326 A</td>
<td>1189 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1025 A</td>
<td>894 A</td>
<td>832 A</td>
<td>1029 A</td>
<td>967 A</td>
<td>1212 A</td>
<td>1252 A</td>
<td>1160 A</td>
</tr>
<tr>
<td>22-23</td>
<td>897 A</td>
<td>635 A</td>
<td>550 A</td>
<td>708 A</td>
<td>791 A</td>
<td>784 A</td>
<td>1222 A</td>
<td>1111 A</td>
</tr>
<tr>
<td>23-24</td>
<td>650 A</td>
<td>367 A</td>
<td>365 A</td>
<td>415 A</td>
<td>415 A</td>
<td>484 A</td>
<td>734 A</td>
<td>653 A</td>
</tr>
<tr>
<td><strong>Day Total</strong></td>
<td><strong>24506 A</strong></td>
<td><strong>21137 A</strong></td>
<td><strong>31008 A</strong></td>
<td><strong>32225 A</strong></td>
<td><strong>32624 A</strong></td>
<td><strong>33062 A</strong></td>
<td><strong>35355 A</strong></td>
<td><strong>25532 A</strong></td>
</tr>
</tbody>
</table>

### AM Peak Hour
- **07-08**: 11-12
- **07-08**: 1605 A
- **17-18**: 12-13
- **17-18**: 1749 A

### AM Peak Traffic
- **2124**: 11-12
- **2236**: 1605 A
- **17-18**: 12-13
- **2420**: 1749 A

### PM Peak Hour
- **17-18**: 11-12
- **16-17**: 1605 A
- **17-18**: 1749 A

### PM Peak Traffic
- **2460**: 11-12
- **2534**: 1605 A
- **2465**: 1749 A
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388 F</td>
<td></td>
<td>NB OFF TO RTE 080</td>
</tr>
</tbody>
</table>

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>0-1</td>
<td>472 A</td>
<td>228 A</td>
<td>212 A</td>
<td>271 A</td>
<td>261 A</td>
<td>295 A</td>
<td>421 A</td>
<td>428 A</td>
</tr>
<tr>
<td>1-2</td>
<td>367 A</td>
<td>177 A</td>
<td>182 A</td>
<td>193 A</td>
<td>220 A</td>
<td>274 A</td>
<td>386 A</td>
<td>340 A</td>
</tr>
<tr>
<td>2-3</td>
<td>279 A</td>
<td>115 A</td>
<td>155 A</td>
<td>168 A</td>
<td>153 A</td>
<td>197 A</td>
<td>246 A</td>
<td>296 A</td>
</tr>
<tr>
<td>3-4</td>
<td>141 A</td>
<td>171 A</td>
<td>186 A</td>
<td>164 A</td>
<td>170 A</td>
<td>194 A</td>
<td>187 A</td>
<td>161 A</td>
</tr>
<tr>
<td>4-5</td>
<td>118 A</td>
<td>373 A</td>
<td>439 A</td>
<td>401 A</td>
<td>423 A</td>
<td>404 A</td>
<td>199 A</td>
<td>130 A</td>
</tr>
<tr>
<td>5-6</td>
<td>153 A</td>
<td>958 A</td>
<td>943 A</td>
<td>921 A</td>
<td>916 A</td>
<td>933 A</td>
<td>305 A</td>
<td>180 A</td>
</tr>
<tr>
<td>6-7</td>
<td>300 A</td>
<td>1664 A</td>
<td>1761 A</td>
<td>1677 A</td>
<td>1635 A</td>
<td>1676 A</td>
<td>583 A</td>
<td>339 A</td>
</tr>
<tr>
<td>7-8</td>
<td>416 A</td>
<td>2206 A</td>
<td>2276 A</td>
<td>2231 A</td>
<td>2295 A</td>
<td>2284 A</td>
<td>805 A</td>
<td>428 A</td>
</tr>
<tr>
<td>8-9</td>
<td>675 A</td>
<td>1731 A</td>
<td>1933 A</td>
<td>2011 A</td>
<td>1904 A</td>
<td>1800 A</td>
<td>1105 A</td>
<td>674 A</td>
</tr>
<tr>
<td>9-10</td>
<td>928 A</td>
<td>1531 A</td>
<td>1525 A</td>
<td>1582 A</td>
<td>1563 A</td>
<td>1594 A</td>
<td>1319 A</td>
<td>959 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1258 A</td>
<td>1481 A</td>
<td>1473 A</td>
<td>1471 A</td>
<td>1591 A</td>
<td>1693 A</td>
<td>1612 A</td>
<td>1328 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1448 A</td>
<td>1815 A</td>
<td>1903 A</td>
<td>1848 A</td>
<td>1948 A</td>
<td>1999 A</td>
<td>1719 A</td>
<td>1543 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1579 A</td>
<td>1899 A</td>
<td>1865 A</td>
<td>1690 A</td>
<td>1987 A</td>
<td>2238 A</td>
<td>1834 A</td>
<td>1688 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1622 A</td>
<td>1910 A</td>
<td>1916 A</td>
<td>1915 A</td>
<td>1974 A</td>
<td>2210 A</td>
<td>1849 A</td>
<td>1783 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1597 A</td>
<td>2097 A</td>
<td>2136 A</td>
<td>2138 A</td>
<td>2186 A</td>
<td>2498 A</td>
<td>1868 A</td>
<td>1600 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1594 A</td>
<td>2276 A</td>
<td>2437 A</td>
<td>2220 A</td>
<td>2344 A</td>
<td>2425 A</td>
<td>1850 A</td>
<td>1639 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1509 A</td>
<td>2335 A</td>
<td>2505 A</td>
<td>2330 A</td>
<td>2427 A</td>
<td>2526 A</td>
<td>1738 A</td>
<td>1514 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1465 A</td>
<td>2267 A</td>
<td>2335 A</td>
<td>2468 A</td>
<td>2452 A</td>
<td>2321 A</td>
<td>1662 A</td>
<td>1455 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1289 A</td>
<td>1781 A</td>
<td>1569 A</td>
<td>1882 A</td>
<td>1904 A</td>
<td>2005 A</td>
<td>1503 A</td>
<td>1292 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1189 A</td>
<td>1293 A</td>
<td>1173 A</td>
<td>1248 A</td>
<td>1383 A</td>
<td>1510 A</td>
<td>1297 A</td>
<td>1194 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1375 A</td>
<td>987 A</td>
<td>1061 A</td>
<td>1032 A</td>
<td>1216 A</td>
<td>1362 A</td>
<td>1239 A</td>
<td>1118 A</td>
</tr>
<tr>
<td>21-22</td>
<td>922 A</td>
<td>991 A</td>
<td>951 A</td>
<td>868 A</td>
<td>992 A</td>
<td>1195 A</td>
<td>985 A</td>
<td>870 A</td>
</tr>
<tr>
<td>22-23</td>
<td>649 A</td>
<td>610 A</td>
<td>642 A</td>
<td>598 A</td>
<td>712 A</td>
<td>854 A</td>
<td>941 A</td>
<td>630 A</td>
</tr>
<tr>
<td>23-24</td>
<td>414 A</td>
<td>361 A</td>
<td>437 A</td>
<td>394 A</td>
<td>436 A</td>
<td>620 A</td>
<td>781 A</td>
<td>411 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **AM Peak Hour:** 11-12
- **AM Peak Traffic:** 1448
- **PM Peak Hour:** 13-14
- **PM Peak Traffic:** 1622

<table>
<thead>
<tr>
<th>Year</th>
<th>Day Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>21759 A</td>
</tr>
<tr>
<td></td>
<td>31257 A</td>
</tr>
<tr>
<td></td>
<td>32015 A</td>
</tr>
<tr>
<td></td>
<td>31721 A</td>
</tr>
<tr>
<td></td>
<td>33092 A</td>
</tr>
<tr>
<td></td>
<td>35107 A</td>
</tr>
<tr>
<td></td>
<td>26434 A</td>
</tr>
<tr>
<td></td>
<td>22000 A</td>
</tr>
<tr>
<td>Year</td>
<td>Mon</td>
</tr>
<tr>
<td>-----------</td>
<td>---------</td>
</tr>
<tr>
<td>2008</td>
<td>AUG 25</td>
</tr>
<tr>
<td>0-1</td>
<td>258 A</td>
</tr>
<tr>
<td>1-2</td>
<td>203 A</td>
</tr>
<tr>
<td>2-3</td>
<td>138 A</td>
</tr>
<tr>
<td>3-4</td>
<td>196 A</td>
</tr>
<tr>
<td>4-5</td>
<td>409 A</td>
</tr>
<tr>
<td>5-6</td>
<td>895 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1714 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2262 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1828 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1473 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1470 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1873 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1846 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1965 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2062 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2342 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2507 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2292 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1798 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1212 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1014 A</td>
</tr>
<tr>
<td>21-22</td>
<td>809 A</td>
</tr>
<tr>
<td>22-23</td>
<td>488 A</td>
</tr>
<tr>
<td>23-24</td>
<td>330 A</td>
</tr>
</tbody>
</table>

**Day Total**

|            | 31384 A | 31840 A | 32310 A | 33063 A | 36090 A | 26895 A | 23038 A |

**AM Peak Hour**

|            | 07-08   | 07-08   | 07-08   | 11-12   | 11-12   | 11-12   |

**AM Peak Traffic**

|            | 2262    | 2210    | 2225    | 2155    | 2271    | 1689    | 1499    |

**PM Peak Hour**

|            | 16-17   | 16-17   | 16-17   | 14-15   | 12-13   | 15-16   |

**PM Peak Traffic**

|            | 2507    | 2569    | 2513    | 2613    | 2483    | 1937    | 1761    |

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description**

NB OFF TO RTE 080

**Direction of Count:** North

**District**

| 03 |

**County**

| SAC |

**Prefix**

| 005 |

**Postmile**

| 26.388 |

**Leg**

| F |

**Suffix**

| 0 |

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description**

NB OFF TO RTE 080

**Direction of Count:** North
### 7-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>209078</td>
<td>29868</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>208955</td>
<td>29851</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>210731</td>
<td>30104</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>212138</td>
<td>30305</td>
<td>4th</td>
</tr>
</tbody>
</table>

### 5-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>162312</td>
<td>32462</td>
</tr>
<tr>
<td>2nd</td>
<td>163315</td>
<td>32663</td>
</tr>
<tr>
<td>3rd</td>
<td>163440</td>
<td>32688</td>
</tr>
<tr>
<td>4th</td>
<td>163704</td>
<td>32741</td>
</tr>
</tbody>
</table>

---

**Location Description**

NB OFF TO RTE 080

---

**Traffic Station:**

Location Type: Ramp Connection

Lanes:

Lane Code:
### District Traffic Volumes: Detail All Vehicle Hourly Count Report

**Location Description:**
NB OFF TO RTE 080

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>339 A</td>
<td>220 A</td>
<td>241 A</td>
<td>240 A</td>
<td>300 A</td>
<td>419 A</td>
<td>502 A</td>
<td>237 A</td>
</tr>
<tr>
<td>1-2</td>
<td>287 A</td>
<td>145 A</td>
<td>193 A</td>
<td>196 A</td>
<td>258 A</td>
<td>379 A</td>
<td>380 A</td>
<td>154 A</td>
</tr>
<tr>
<td>2-3</td>
<td>213 A</td>
<td>128 A</td>
<td>155 A</td>
<td>162 A</td>
<td>181 A</td>
<td>240 A</td>
<td>327 A</td>
<td>130 A</td>
</tr>
<tr>
<td>3-4</td>
<td>137 A</td>
<td>195 A</td>
<td>188 A</td>
<td>206 A</td>
<td>199 A</td>
<td>143 A</td>
<td>172 A</td>
<td>185 A</td>
</tr>
<tr>
<td>4-5</td>
<td>143 A</td>
<td>404 A</td>
<td>424 A</td>
<td>435 A</td>
<td>432 A</td>
<td>159 A</td>
<td>109 A</td>
<td>395 A</td>
</tr>
<tr>
<td>5-6</td>
<td>183 A</td>
<td>890 A</td>
<td>911 A</td>
<td>958 A</td>
<td>953 A</td>
<td>286 A</td>
<td>178 A</td>
<td>885 A</td>
</tr>
<tr>
<td>6-7</td>
<td>364 A</td>
<td>1684 A</td>
<td>1690 A</td>
<td>1742 A</td>
<td>1715 A</td>
<td>526 A</td>
<td>359 A</td>
<td>1714 A</td>
</tr>
<tr>
<td>7-8</td>
<td>438 A</td>
<td>2248 A</td>
<td>2213 A</td>
<td>2146 A</td>
<td>2209 A</td>
<td>780 A</td>
<td>432 A</td>
<td>2264 A</td>
</tr>
<tr>
<td>8-9</td>
<td>531 A</td>
<td>1825 A</td>
<td>2017 A</td>
<td>2009 A</td>
<td>1891 A</td>
<td>1028 A</td>
<td>662 A</td>
<td>1900 A</td>
</tr>
<tr>
<td>9-10</td>
<td>784 A</td>
<td>1686 A</td>
<td>1725 A</td>
<td>1694 A</td>
<td>1747 A</td>
<td>1249 A</td>
<td>940 A</td>
<td>1555 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1121 A</td>
<td>1553 A</td>
<td>1508 A</td>
<td>1553 A</td>
<td>1807 A</td>
<td>1463 A</td>
<td>1310 A</td>
<td>1535 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1346 A</td>
<td>1828 A</td>
<td>1799 A</td>
<td>1829 A</td>
<td>2087 A</td>
<td>1674 A</td>
<td>1490 A</td>
<td>1627 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1524 A</td>
<td>1834 A</td>
<td>1814 A</td>
<td>1893 A</td>
<td>2147 A</td>
<td>1811 A</td>
<td>1447 A</td>
<td>1753 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1574 A</td>
<td>1804 A</td>
<td>1883 A</td>
<td>1965 A</td>
<td>2163 A</td>
<td>1743 A</td>
<td>1686 A</td>
<td>1752 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1654 A</td>
<td>2128 A</td>
<td>2138 A</td>
<td>2116 A</td>
<td>2423 A</td>
<td>1744 A</td>
<td>1545 A</td>
<td>1949 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1715 A</td>
<td>2407 A</td>
<td>2355 A</td>
<td>2452 A</td>
<td>2480 A</td>
<td>1659 A</td>
<td>1433 A</td>
<td>2256 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1709 A</td>
<td>2532 A</td>
<td>2587 A</td>
<td>2549 A</td>
<td>2454 A</td>
<td>1653 A</td>
<td>1494 A</td>
<td>2345 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1333 A</td>
<td>2273 A</td>
<td>2493 A</td>
<td>2325 A</td>
<td>2321 A</td>
<td>1501 A</td>
<td>1413 A</td>
<td>2311 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1547 A</td>
<td>1919 A</td>
<td>1786 A</td>
<td>1826 A</td>
<td>1905 A</td>
<td>1450 A</td>
<td>1243 A</td>
<td>1650 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1624 A</td>
<td>1282 A</td>
<td>1319 A</td>
<td>1371 A</td>
<td>1674 A</td>
<td>1292 A</td>
<td>1127 A</td>
<td>1206 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1317 A</td>
<td>1058 A</td>
<td>1054 A</td>
<td>1067 A</td>
<td>1349 A</td>
<td>1122 A</td>
<td>1038 A</td>
<td>970 A</td>
</tr>
<tr>
<td>21-22</td>
<td>833 A</td>
<td>808 A</td>
<td>993 A</td>
<td>1089 A</td>
<td>1090 A</td>
<td>915 A</td>
<td>807 A</td>
<td>714 A</td>
</tr>
<tr>
<td>22-23</td>
<td>562 A</td>
<td>575 A</td>
<td>701 A</td>
<td>787 A</td>
<td>850 A</td>
<td>947 A</td>
<td>565 A</td>
<td>515 A</td>
</tr>
<tr>
<td>23-24</td>
<td>401 A</td>
<td>386 A</td>
<td>498 A</td>
<td>439 A</td>
<td>658 A</td>
<td>700 A</td>
<td>357 A</td>
<td>368 A</td>
</tr>
</tbody>
</table>

**Day Total**
- AM Peak Hour: 11-12 07-08
- AM Peak Traffic: 1346 2248 2213 2146 2209 1674 1490 2264
- PM Peak Hour: 15-16 16-17 16-17 15-16 12-13 13-14 16-17
- PM Peak Traffic: 1715 2532 2587 2549 2480 1811 1686 2345
### District: 03  County: SAC  Prefix: 005  Postmile: 26.388  Leg: F

#### Location Description

**Location:** NB OFF TO RTE 080  
**Traffic Station:**  
**Location Type:** Ramp Connection  
**Lanes:**  
**Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>253 A</td>
<td>220 A</td>
<td>225 A</td>
<td>270 A</td>
<td>455 A</td>
<td>410 A</td>
<td>237 A</td>
<td>219 A</td>
</tr>
<tr>
<td>1-2</td>
<td>194 A</td>
<td>182 A</td>
<td>198 A</td>
<td>250 A</td>
<td>422 A</td>
<td>331 A</td>
<td>128 A</td>
<td>200 A</td>
</tr>
<tr>
<td>2-3</td>
<td>170 A</td>
<td>166 A</td>
<td>162 A</td>
<td>145 A</td>
<td>255 A</td>
<td>235 A</td>
<td>134 A</td>
<td>138 A</td>
</tr>
<tr>
<td>3-4</td>
<td>199 A</td>
<td>178 A</td>
<td>203 A</td>
<td>132 A</td>
<td>181 A</td>
<td>144 A</td>
<td>178 A</td>
<td>195 A</td>
</tr>
<tr>
<td>4-5</td>
<td>453 A</td>
<td>424 A</td>
<td>414 A</td>
<td>403 A</td>
<td>208 A</td>
<td>117 A</td>
<td>359 A</td>
<td>421 A</td>
</tr>
<tr>
<td>5-6</td>
<td>921 A</td>
<td>916 A</td>
<td>950 A</td>
<td>947 A</td>
<td>312 A</td>
<td>136 A</td>
<td>898 A</td>
<td>977 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1796 A</td>
<td>1766 A</td>
<td>1730 A</td>
<td>1739 A</td>
<td>503 A</td>
<td>330 A</td>
<td>1729 A</td>
<td>1756 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2232 A</td>
<td>2371 A</td>
<td>2306 A</td>
<td>2243 A</td>
<td>786 A</td>
<td>442 A</td>
<td>2252 A</td>
<td>2271 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1609 A</td>
<td>1643 A</td>
<td>1606 A</td>
<td>1687 A</td>
<td>1243 A</td>
<td>1009 A</td>
<td>1723 A</td>
<td>1574 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1507 A</td>
<td>1564 A</td>
<td>1596 A</td>
<td>1789 A</td>
<td>1530 A</td>
<td>1251 A</td>
<td>1576 A</td>
<td>1602 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1837 A</td>
<td>1799 C</td>
<td>1808 A</td>
<td>2100 A</td>
<td>1606 A</td>
<td>1308 A</td>
<td>1778 A</td>
<td>1843 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1896 A</td>
<td>1862 A</td>
<td>1834 A</td>
<td>2152 A</td>
<td>1841 A</td>
<td>1555 A</td>
<td>1871 A</td>
<td>2004 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1807 A</td>
<td>1865 A</td>
<td>1941 A</td>
<td>2213 A</td>
<td>1858 A</td>
<td>1662 A</td>
<td>1826 A</td>
<td>1900 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2153 A</td>
<td>2138 A</td>
<td>2182 A</td>
<td>2425 A</td>
<td>1747 A</td>
<td>1671 A</td>
<td>2048 A</td>
<td>2209 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2501 A</td>
<td>2308 A</td>
<td>2414 A</td>
<td>2480 A</td>
<td>1734 A</td>
<td>1634 A</td>
<td>2334 A</td>
<td>2454 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2682 A</td>
<td>2530 A</td>
<td>2641 A</td>
<td>2534 A</td>
<td>1730 A</td>
<td>1349 A</td>
<td>2395 A</td>
<td>2512 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2497 A</td>
<td>2446 A</td>
<td>2539 A</td>
<td>2343 A</td>
<td>1573 A</td>
<td>1304 A</td>
<td>2254 A</td>
<td>2479 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1927 A</td>
<td>1878 A</td>
<td>1907 A</td>
<td>2048 A</td>
<td>1408 A</td>
<td>1289 A</td>
<td>1816 A</td>
<td>1953 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1309 A</td>
<td>1313 A</td>
<td>1410 A</td>
<td>1687 A</td>
<td>1319 A</td>
<td>1135 A</td>
<td>1274 A</td>
<td>1249 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1094 A</td>
<td>1075 A</td>
<td>1100 A</td>
<td>1295 A</td>
<td>1278 A</td>
<td>1045 A</td>
<td>946 A</td>
<td>1053 A</td>
</tr>
<tr>
<td>21-22</td>
<td>900 A</td>
<td>1053 A</td>
<td>876 A</td>
<td>1099 A</td>
<td>1027 A</td>
<td>784 A</td>
<td>867 A</td>
<td>826 A</td>
</tr>
<tr>
<td>22-23</td>
<td>722 A</td>
<td>793 A</td>
<td>715 A</td>
<td>995 A</td>
<td>930 A</td>
<td>596 A</td>
<td>535 A</td>
<td>563 A</td>
</tr>
<tr>
<td>23-24</td>
<td>364 A</td>
<td>394 A</td>
<td>425 A</td>
<td>637 A</td>
<td>638 A</td>
<td>347 A</td>
<td>341 A</td>
<td>350 A</td>
</tr>
</tbody>
</table>

#### Day Total

<table>
<thead>
<tr>
<th></th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>07-08</td>
<td>2232</td>
<td>16-17</td>
<td>2682</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>07-08</td>
<td>16-17</td>
<td>2530</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>2371</td>
<td>16-17</td>
<td>2641</td>
</tr>
<tr>
<td></td>
<td>2243</td>
<td>2048</td>
<td>16-17</td>
<td>2534</td>
</tr>
<tr>
<td></td>
<td>1606</td>
<td>1408</td>
<td>16-17</td>
<td>1858</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>1289</td>
<td>16-17</td>
<td>1671</td>
</tr>
<tr>
<td></td>
<td>2252</td>
<td>1816</td>
<td>16-17</td>
<td>2395</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>1953</td>
<td>16-17</td>
<td>2512</td>
</tr>
</tbody>
</table>

#### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**
### District County Prefix Postmile Leg
03 SAC 005 26.388 F

#### Location Description
NB OFF TO RTE 080

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>230 A</td>
<td>213 A</td>
<td>289 A</td>
<td>488 A</td>
<td>373 A</td>
<td>219 A</td>
<td>205 A</td>
<td>177 A</td>
</tr>
<tr>
<td>1-2</td>
<td>171 A</td>
<td>187 A</td>
<td>232 A</td>
<td>412 A</td>
<td>293 A</td>
<td>128 A</td>
<td>177 A</td>
<td>115 A</td>
</tr>
<tr>
<td>2-3</td>
<td>156 A</td>
<td>155 A</td>
<td>211 A</td>
<td>250 A</td>
<td>210 A</td>
<td>121 A</td>
<td>141 A</td>
<td>124 A</td>
</tr>
<tr>
<td>3-4</td>
<td>165 A</td>
<td>167 A</td>
<td>195 A</td>
<td>196 A</td>
<td>131 A</td>
<td>186 A</td>
<td>186 A</td>
<td>135 A</td>
</tr>
<tr>
<td>4-5</td>
<td>404 A</td>
<td>412 A</td>
<td>393 A</td>
<td>202 A</td>
<td>110 A</td>
<td>385 A</td>
<td>417 A</td>
<td>350 A</td>
</tr>
<tr>
<td>5-6</td>
<td>911 A</td>
<td>883 A</td>
<td>886 A</td>
<td>292 A</td>
<td>132 A</td>
<td>885 A</td>
<td>894 A</td>
<td>894 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1684 A</td>
<td>1694 A</td>
<td>1759 A</td>
<td>550 A</td>
<td>252 A</td>
<td>1722 A</td>
<td>1429 A</td>
<td>1728 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2199 A</td>
<td>2307 A</td>
<td>2280 A</td>
<td>770 A</td>
<td>415 A</td>
<td>2273 A</td>
<td>2289 A</td>
<td>2263 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2071 A</td>
<td>2088 A</td>
<td>1966 A</td>
<td>941 A</td>
<td>671 A</td>
<td>1957 A</td>
<td>2056 A</td>
<td>2141 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1575 A</td>
<td>1617 A</td>
<td>1582 A</td>
<td>1197 A</td>
<td>956 A</td>
<td>1566 A</td>
<td>1520 A</td>
<td>1665 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1574 A</td>
<td>1629 A</td>
<td>1703 A</td>
<td>1606 A</td>
<td>1266 A</td>
<td>1591 A</td>
<td>1560 A</td>
<td>1634 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1904 A</td>
<td>1846 A</td>
<td>2122 A</td>
<td>1689 A</td>
<td>1394 A</td>
<td>1809 A</td>
<td>1877 A</td>
<td>1826 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1847 A</td>
<td>1925 A</td>
<td>2241 A</td>
<td>1845 A</td>
<td>1621 A</td>
<td>1922 A</td>
<td>1894 A</td>
<td>1809 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1873 A</td>
<td>1935 A</td>
<td>2115 A</td>
<td>1815 A</td>
<td>1523 A</td>
<td>1794 A</td>
<td>1922 A</td>
<td>1835 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2105 A</td>
<td>2169 A</td>
<td>2383 A</td>
<td>1847 A</td>
<td>1683 A</td>
<td>2062 A</td>
<td>2068 A</td>
<td>2039 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2376 A</td>
<td>2531 A</td>
<td>2524 A</td>
<td>1780 A</td>
<td>1635 A</td>
<td>2420 A</td>
<td>2429 A</td>
<td>2433 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2621 A</td>
<td>2614 A</td>
<td>2584 A</td>
<td>1850 A</td>
<td>1708 A</td>
<td>2545 A</td>
<td>2616 A</td>
<td>2650 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2368 A</td>
<td>2347 A</td>
<td>2411 A</td>
<td>1789 A</td>
<td>1466 A</td>
<td>2303 A</td>
<td>2480 A</td>
<td>2442 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1874 A</td>
<td>1955 A</td>
<td>1983 A</td>
<td>1649 A</td>
<td>1362 A</td>
<td>1778 A</td>
<td>1954 A</td>
<td>2033 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1358 A</td>
<td>1437 A</td>
<td>1691 A</td>
<td>1375 A</td>
<td>1115 A</td>
<td>1252 A</td>
<td>1351 A</td>
<td>1345 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1042 A</td>
<td>1116 A</td>
<td>1256 A</td>
<td>1142 A</td>
<td>1002 A</td>
<td>946 A</td>
<td>1001 A</td>
<td>1005 A</td>
</tr>
<tr>
<td>21-22</td>
<td>856 A</td>
<td>892 A</td>
<td>1107 A</td>
<td>1023 A</td>
<td>788 A</td>
<td>788 A</td>
<td>789 A</td>
<td>813 A</td>
</tr>
<tr>
<td>22-23</td>
<td>499 A</td>
<td>619 A</td>
<td>908 A</td>
<td>849 A</td>
<td>569 A</td>
<td>538 A</td>
<td>532 A</td>
<td>590 A</td>
</tr>
<tr>
<td>23-24</td>
<td>341 A</td>
<td>449 A</td>
<td>572 A</td>
<td>614 A</td>
<td>416 A</td>
<td>328 A</td>
<td>335 A</td>
<td>376 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **AM Peak Hour:** 07-08
- **AM Peak Traffic:** 2199
- **PM Peak Hour:** 16-17
- **PM Peak Traffic:** 2621
## Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>186 A</td>
<td>293 A</td>
<td>419 A</td>
<td>448 A</td>
<td>214 A</td>
<td>205 A</td>
</tr>
<tr>
<td>1-2</td>
<td>151 A</td>
<td>264 A</td>
<td>381 A</td>
<td>333 A</td>
<td>155 A</td>
<td>174 A</td>
</tr>
<tr>
<td>2-3</td>
<td>119 A</td>
<td>181 A</td>
<td>257 A</td>
<td>279 A</td>
<td>110 A</td>
<td>164 A</td>
</tr>
<tr>
<td>3-4</td>
<td>143 A</td>
<td>219 A</td>
<td>209 A</td>
<td>135 A</td>
<td>193 A</td>
<td>176 A</td>
</tr>
<tr>
<td>4-5</td>
<td>284 A</td>
<td>377 A</td>
<td>199 A</td>
<td>114 A</td>
<td>373 A</td>
<td>388 A</td>
</tr>
<tr>
<td>5-6</td>
<td>908 A</td>
<td>924 A</td>
<td>335 A</td>
<td>191 A</td>
<td>883 A</td>
<td>951 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1773 A</td>
<td>1744 A</td>
<td>548 A</td>
<td>301 A</td>
<td>1705 A</td>
<td>1665 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2238 A</td>
<td>2224 A</td>
<td>773 A</td>
<td>422 A</td>
<td>2333 A</td>
<td>2310 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2118 A</td>
<td>1980 A</td>
<td>1078 A</td>
<td>689 A</td>
<td>1933 A</td>
<td>1964 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1600 A</td>
<td>1679 A</td>
<td>1250 A</td>
<td>925 A</td>
<td>1609 A</td>
<td>1769 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1639 A</td>
<td>1747 A</td>
<td>1562 A</td>
<td>1286 A</td>
<td>1548 A</td>
<td>1549 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1875 A</td>
<td>2086 A</td>
<td>1684 A</td>
<td>1465 A</td>
<td>1737 A</td>
<td>1929 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1915 A</td>
<td>2175 A</td>
<td>1855 A</td>
<td>1617 A</td>
<td>1857 A</td>
<td>1813 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1909 A</td>
<td>2093 A</td>
<td>1843 A</td>
<td>1654 A</td>
<td>1761 A</td>
<td>1891 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2080 A</td>
<td>2479 A</td>
<td>1732 A</td>
<td>1642 A</td>
<td>2013 A</td>
<td>2125 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2498 A</td>
<td>2567 A</td>
<td>1787 A</td>
<td>1516 A</td>
<td>2387 A</td>
<td>2547 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2491 A</td>
<td>2414 A</td>
<td>1687 A</td>
<td>1507 A</td>
<td>2529 A</td>
<td>2694 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2458 A</td>
<td>2259 A</td>
<td>1505 A</td>
<td>1434 A</td>
<td>2398 A</td>
<td>2537 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1896 A</td>
<td>2022 A</td>
<td>1403 A</td>
<td>1221 A</td>
<td>1703 A</td>
<td>1924 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1379 A</td>
<td>1722 A</td>
<td>1304 A</td>
<td>1139 A</td>
<td>1184 A</td>
<td>1323 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1096 A</td>
<td>1258 A</td>
<td>1113 A</td>
<td>1008 A</td>
<td>869 A</td>
<td>1012 A</td>
</tr>
<tr>
<td>21-22</td>
<td>883 A</td>
<td>1087 A</td>
<td>996 A</td>
<td>880 A</td>
<td>733 A</td>
<td>817 A</td>
</tr>
<tr>
<td>22-23</td>
<td>657 A</td>
<td>916 A</td>
<td>1009 A</td>
<td>513 A</td>
<td>521 A</td>
<td>549 A</td>
</tr>
<tr>
<td>23-24</td>
<td>419 A</td>
<td>643 A</td>
<td>714 A</td>
<td>342 A</td>
<td>312 A</td>
<td>388 A</td>
</tr>
</tbody>
</table>

### Day Total
- 32715 A
- 35353 A
- 25643 A
- 21061 A
- 31060 A
- 32864 A

### AM Peak Hour
- 07-08

### AM Peak Traffic
- 2238
- 2224
- 1684
- 1465
- 2333
- 2310

### PM Peak Hour
- 15-16

### PM Peak Traffic
- 2498
- 2567
- 1855
- 1654
- 2529
- 2694
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
NB OFF TO RTE 080

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 5-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.388</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>200417</td>
<td>28631</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>211307</td>
<td>30187</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>212175</td>
<td>30311</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>210834</td>
<td>30119</td>
<td>4th</td>
</tr>
</tbody>
</table>

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report
### District: 03  County: SAC  Prefix: 005  Postmile: 26.392  Leg: N

**Location Description:** SB ON FROM RTE 080

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>475 A</td>
<td>451 A</td>
<td>202 A</td>
<td>203 A</td>
<td>206 A</td>
<td>230 A</td>
<td>235 A</td>
<td>476 A</td>
</tr>
<tr>
<td>1-2</td>
<td>416 A</td>
<td>307 A</td>
<td>155 A</td>
<td>132 A</td>
<td>153 A</td>
<td>156 A</td>
<td>173 A</td>
<td>434 A</td>
</tr>
<tr>
<td>2-3</td>
<td>226 A</td>
<td>234 A</td>
<td>140 A</td>
<td>134 A</td>
<td>147 A</td>
<td>160 A</td>
<td>174 A</td>
<td>218 A</td>
</tr>
<tr>
<td>3-4</td>
<td>200 A</td>
<td>149 A</td>
<td>205 A</td>
<td>183 A</td>
<td>222 A</td>
<td>204 A</td>
<td>194 A</td>
<td>222 A</td>
</tr>
<tr>
<td>4-5</td>
<td>231 A</td>
<td>143 A</td>
<td>373 A</td>
<td>373 A</td>
<td>395 A</td>
<td>409 A</td>
<td>352 A</td>
<td>214 A</td>
</tr>
<tr>
<td>5-6</td>
<td>370 A</td>
<td>186 A</td>
<td>1016 A</td>
<td>1050 A</td>
<td>1068 A</td>
<td>1032 A</td>
<td>1033 A</td>
<td>404 A</td>
</tr>
<tr>
<td>6-7</td>
<td>567 A</td>
<td>332 A</td>
<td>2064 A</td>
<td>2155 A</td>
<td>2103 A</td>
<td>2147 A</td>
<td>2012 A</td>
<td>577 A</td>
</tr>
<tr>
<td>7-8</td>
<td>870 A</td>
<td>505 A</td>
<td>2647 A</td>
<td>2447 A</td>
<td>2728 A</td>
<td>2770 A</td>
<td>2615 A</td>
<td>919 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1166 A</td>
<td>787 A</td>
<td>2304 A</td>
<td>2391 A</td>
<td>2352 A</td>
<td>2394 A</td>
<td>2178 A</td>
<td>1157 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1327 A</td>
<td>1074 A</td>
<td>1715 A</td>
<td>1783 A</td>
<td>2140 A</td>
<td>1812 A</td>
<td>1768 A</td>
<td>1301 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1520 A</td>
<td>1385 A</td>
<td>1570 A</td>
<td>1626 A</td>
<td>1791 A</td>
<td>1636 A</td>
<td>1769 A</td>
<td>1537 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1673 A</td>
<td>1482 A</td>
<td>1729 A</td>
<td>1646 A</td>
<td>1716 A</td>
<td>1716 A</td>
<td>1910 A</td>
<td>1697 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1839 A</td>
<td>1624 A</td>
<td>1908 A</td>
<td>2019 A</td>
<td>1885 A</td>
<td>2016 A</td>
<td>2203 A</td>
<td>1896 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1818 A</td>
<td>1681 A</td>
<td>1986 A</td>
<td>2053 A</td>
<td>1988 A</td>
<td>2045 A</td>
<td>2242 A</td>
<td>1867 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1893 A</td>
<td>1781 A</td>
<td>2220 A</td>
<td>2223 A</td>
<td>2154 A</td>
<td>2307 A</td>
<td>2450 A</td>
<td>1869 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2016 A</td>
<td>1852 A</td>
<td>2668 A</td>
<td>2325 A</td>
<td>2406 A</td>
<td>2406 A</td>
<td>2487 A</td>
<td>2023 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1937 A</td>
<td>1708 A</td>
<td>2382 A</td>
<td>2440 A</td>
<td>2377 A</td>
<td>2456 A</td>
<td>2381 A</td>
<td>1829 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1786 A</td>
<td>1606 A</td>
<td>1572 A</td>
<td>1575 A</td>
<td>1652 A</td>
<td>1662 A</td>
<td>1831 A</td>
<td>1799 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1430 A</td>
<td>1413 A</td>
<td>1169 A</td>
<td>1221 A</td>
<td>1190 A</td>
<td>1253 A</td>
<td>1380 A</td>
<td>1394 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1173 A</td>
<td>1457 A</td>
<td>981 A</td>
<td>1065 A</td>
<td>1159 A</td>
<td>1146 A</td>
<td>1289 A</td>
<td>1283 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1195 A</td>
<td>840 A</td>
<td>824 A</td>
<td>1292 A</td>
<td>941 A</td>
<td>910 A</td>
<td>1565 A</td>
<td>1154 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1040 A</td>
<td>504 A</td>
<td>579 A</td>
<td>989 A</td>
<td>592 A</td>
<td>642 A</td>
<td>1050 A</td>
<td>967 A</td>
</tr>
<tr>
<td>23-24</td>
<td>635 A</td>
<td>360 A</td>
<td>336 A</td>
<td>426 A</td>
<td>382 A</td>
<td>427 A</td>
<td>724 A</td>
<td>663 A</td>
</tr>
</tbody>
</table>

**Day Total:** 27753 A  23394 A  32751 A  33693 A  33725 A  33989 A  36026 A  27738 A

- **AM Peak Hour:** 11-12
- **AM Peak Traffic:** 1673
- **PM Peak Hour:** 15-16
- **PM Peak Traffic:** 2016
<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>245 A</td>
<td>254 A</td>
<td>222 A</td>
<td>277 A</td>
<td>289 A</td>
<td>482 A</td>
<td>458 A</td>
<td>245 A</td>
</tr>
<tr>
<td>1-2</td>
<td>169 A</td>
<td>169 A</td>
<td>176 A</td>
<td>133 A</td>
<td>199 A</td>
<td>392 A</td>
<td>303 A</td>
<td>169 A</td>
</tr>
<tr>
<td>2-3</td>
<td>148 A</td>
<td>147 A</td>
<td>145 A</td>
<td>156 A</td>
<td>205 A</td>
<td>310 A</td>
<td>262 A</td>
<td>154 A</td>
</tr>
<tr>
<td>3-4</td>
<td>184 A</td>
<td>163 A</td>
<td>178 A</td>
<td>161 A</td>
<td>196 A</td>
<td>208 A</td>
<td>173 A</td>
<td>155 A</td>
</tr>
<tr>
<td>4-5</td>
<td>381 A</td>
<td>358 A</td>
<td>374 A</td>
<td>362 A</td>
<td>331 A</td>
<td>202 A</td>
<td>156 A</td>
<td>369 A</td>
</tr>
<tr>
<td>5-6</td>
<td>910 A</td>
<td>955 A</td>
<td>931 A</td>
<td>925 A</td>
<td>903 A</td>
<td>414 A</td>
<td>232 A</td>
<td>902 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1863 A</td>
<td>1899 A</td>
<td>1977 A</td>
<td>1947 A</td>
<td>1817 A</td>
<td>546 A</td>
<td>515 A</td>
<td>1790 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2581 A</td>
<td>2666 A</td>
<td>2664 A</td>
<td>2724 A</td>
<td>2489 A</td>
<td>779 A</td>
<td>576 A</td>
<td>2496 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2360 A</td>
<td>2544 A</td>
<td>2442 A</td>
<td>2620 A</td>
<td>2311 A</td>
<td>1063 A</td>
<td>747 A</td>
<td>1452 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1719 A</td>
<td>1834 A</td>
<td>1792 A</td>
<td>2010 A</td>
<td>1865 A</td>
<td>1277 A</td>
<td>1028 A</td>
<td>1709 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1568 A</td>
<td>1591 A</td>
<td>1608 A</td>
<td>1586 A</td>
<td>1905 A</td>
<td>1441 A</td>
<td>1348 A</td>
<td>1700 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1718 A</td>
<td>1685 A</td>
<td>1728 A</td>
<td>1760 A</td>
<td>1951 A</td>
<td>1542 A</td>
<td>1473 A</td>
<td>1719 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1913 A</td>
<td>1885 A</td>
<td>1891 A</td>
<td>2076 A</td>
<td>2171 A</td>
<td>1747 A</td>
<td>1727 A</td>
<td>1918 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2015 A</td>
<td>1984 A</td>
<td>2045 A</td>
<td>2087 A</td>
<td>2311 A</td>
<td>1886 A</td>
<td>1730 A</td>
<td>2000 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2097 A</td>
<td>2134 A</td>
<td>2196 A</td>
<td>2165 A</td>
<td>2377 A</td>
<td>1881 A</td>
<td>1748 A</td>
<td>2056 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2278 A</td>
<td>2368 A</td>
<td>2452 A</td>
<td>2363 A</td>
<td>2527 A</td>
<td>1872 A</td>
<td>1730 A</td>
<td>2299 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2371 A</td>
<td>2390 A</td>
<td>2444 A</td>
<td>2429 A</td>
<td>2396 A</td>
<td>1835 A</td>
<td>1637 A</td>
<td>2383 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2011 A</td>
<td>2169 A</td>
<td>2087 A</td>
<td>2074 A</td>
<td>2043 A</td>
<td>1857 A</td>
<td>1647 A</td>
<td>2218 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1554 A</td>
<td>1624 A</td>
<td>1760 A</td>
<td>1651 A</td>
<td>1852 A</td>
<td>1685 A</td>
<td>1479 A</td>
<td>1654 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1221 A</td>
<td>1252 A</td>
<td>1281 A</td>
<td>1272 A</td>
<td>1530 A</td>
<td>1367 A</td>
<td>1340 A</td>
<td>1227 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1027 A</td>
<td>1053 A</td>
<td>954 A</td>
<td>1136 A</td>
<td>1296 A</td>
<td>1169 A</td>
<td>1353 A</td>
<td>1061 A</td>
</tr>
<tr>
<td>21-22</td>
<td>911 A</td>
<td>975 A</td>
<td>775 A</td>
<td>1382 A</td>
<td>1220 A</td>
<td>1105 A</td>
<td>941 A</td>
<td>914 A</td>
</tr>
<tr>
<td>22-23</td>
<td>650 A</td>
<td>635 A</td>
<td>511 A</td>
<td>774 A</td>
<td>1080 A</td>
<td>1189 A</td>
<td>627 A</td>
<td>573 A</td>
</tr>
<tr>
<td>23-24</td>
<td>689 A</td>
<td>406 A</td>
<td>421 A</td>
<td>479 A</td>
<td>742 A</td>
<td>687 A</td>
<td>414 A</td>
<td>428 A</td>
</tr>
</tbody>
</table>

Day Total
- 32583 A
- 33140 A
- 33054 A
- 34549 A
- 36006 A
- 26936 A
- 23644 A
- 31591 A

AM Peak Hour
- 07-08
- 07-08
- 07-08
- 07-08
- 07-08

AM Peak Traffic
- 2581
- 2666
- 2664
- 2724
- 2489

PM Peak Hour
- 16-17
- 16-17
- 16-17
- 15-16
- 15-16

PM Peak Traffic
- 2371
- 2390
- 2452
- 2429
- 2527

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.392</td>
<td>N</td>
</tr>
</tbody>
</table>

**Location Description:**
SB ON FROM RTE 080

**Traffic Station:**
**Location Type:** Ramp Connection
**Lanes:**
**Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>243 A</td>
<td>253 A</td>
<td>255 A</td>
<td>309 A</td>
<td>469 A</td>
<td>467 A</td>
<td>230 A</td>
<td>211 A</td>
</tr>
<tr>
<td>1-2</td>
<td>180 A</td>
<td>167 A</td>
<td>181 A</td>
<td>219 A</td>
<td>438 A</td>
<td>317 A</td>
<td>169 A</td>
<td>146 A</td>
</tr>
<tr>
<td>2-3</td>
<td>180 A</td>
<td>158 A</td>
<td>169 A</td>
<td>171 A</td>
<td>282 A</td>
<td>245 A</td>
<td>115 A</td>
<td>137 A</td>
</tr>
<tr>
<td>3-4</td>
<td>172 A</td>
<td>203 A</td>
<td>206 A</td>
<td>199 A</td>
<td>219 A</td>
<td>192 A</td>
<td>155 A</td>
<td>175 A</td>
</tr>
<tr>
<td>4-5</td>
<td>356 A</td>
<td>348 A</td>
<td>349 A</td>
<td>325 A</td>
<td>186 A</td>
<td>152 A</td>
<td>396 A</td>
<td>379 A</td>
</tr>
<tr>
<td>5-6</td>
<td>926 A</td>
<td>929 A</td>
<td>905 A</td>
<td>833 A</td>
<td>348 A</td>
<td>187 A</td>
<td>929 A</td>
<td>956 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1901 A</td>
<td>1930 A</td>
<td>1904 A</td>
<td>1713 A</td>
<td>509 A</td>
<td>293 A</td>
<td>1827 A</td>
<td>1979 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2461 A</td>
<td>2585 A</td>
<td>2619 A</td>
<td>2445 A</td>
<td>736 A</td>
<td>446 A</td>
<td>2351 A</td>
<td>2600 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2376 A</td>
<td>2247 A</td>
<td>2320 A</td>
<td>2101 A</td>
<td>924 A</td>
<td>698 A</td>
<td>2324 A</td>
<td>2288 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1716 A</td>
<td>1766 A</td>
<td>1755 A</td>
<td>1845 A</td>
<td>1224 A</td>
<td>982 A</td>
<td>1732 A</td>
<td>1852 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1526 A</td>
<td>1662 A</td>
<td>1680 A</td>
<td>1718 A</td>
<td>1437 A</td>
<td>1339 A</td>
<td>1776 A</td>
<td>1651 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1744 A</td>
<td>1755 A</td>
<td>1802 A</td>
<td>2029 A</td>
<td>1599 A</td>
<td>1485 A</td>
<td>1978 A</td>
<td>1891 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1972 A</td>
<td>1874 A</td>
<td>2053 A</td>
<td>2249 A</td>
<td>1768 A</td>
<td>1625 A</td>
<td>2162 A</td>
<td>2106 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1954 A</td>
<td>1951 A</td>
<td>2178 A</td>
<td>2402 A</td>
<td>1862 A</td>
<td>1760 A</td>
<td>2252 A</td>
<td>2094 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2122 A</td>
<td>2140 A</td>
<td>2188 A</td>
<td>2561 A</td>
<td>1876 A</td>
<td>1644 A</td>
<td>2227 A</td>
<td>2267 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2337 A</td>
<td>2301 A</td>
<td>2428 A</td>
<td>2456 A</td>
<td>1804 A</td>
<td>1510 A</td>
<td>2247 A</td>
<td>2268 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2402 A</td>
<td>2449 A</td>
<td>2388 A</td>
<td>2312 A</td>
<td>1773 A</td>
<td>1472 A</td>
<td>2337 A</td>
<td>2401 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2087 A</td>
<td>2204 A</td>
<td>2156 A</td>
<td>2118 A</td>
<td>1688 A</td>
<td>1429 A</td>
<td>2075 A</td>
<td>2212 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1614 A</td>
<td>1658 A</td>
<td>1760 A</td>
<td>1816 A</td>
<td>1599 A</td>
<td>1422 A</td>
<td>1608 A</td>
<td>1708 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1253 A</td>
<td>1278 A</td>
<td>1380 A</td>
<td>1554 A</td>
<td>1421 A</td>
<td>1428 A</td>
<td>1305 A</td>
<td>1304 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1084 A</td>
<td>1127 A</td>
<td>1149 A</td>
<td>1276 A</td>
<td>1235 A</td>
<td>1271 A</td>
<td>1084 A</td>
<td>1095 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1308 A</td>
<td>993 A</td>
<td>1045 A</td>
<td>1194 A</td>
<td>1132 A</td>
<td>899 A</td>
<td>887 A</td>
<td>975 A</td>
</tr>
<tr>
<td>22-23</td>
<td>976 A</td>
<td>644 A</td>
<td>724 A</td>
<td>983 A</td>
<td>982 A</td>
<td>578 A</td>
<td>622 A</td>
<td>598 A</td>
</tr>
<tr>
<td>23-24</td>
<td>484 A</td>
<td>462 A</td>
<td>507 A</td>
<td>743 A</td>
<td>666 A</td>
<td>398 A</td>
<td>388 A</td>
<td>449 A</td>
</tr>
</tbody>
</table>

**Day Total:**
|          | 33374 A | 33084 A | 34101 A | 35571 A | 26177 A | 22239 A | 33176 A | 33742 A |

**AM Peak Hour:**
|          | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 |

**AM Peak Traffic:**
|          | 2461 | 2585 | 2619 | 2445 | 1599 | 1485 | 2351 | 2600 |

**PM Peak Hour:**
|          | 16-17 | 16-17 | 15-16 | 14-15 | 14-15 | 13-14 | 16-17 | 16-17 |

**PM Peak Traffic:**
|          | 2402 | 2449 | 2428 | 2561 | 1876 | 1760 | 2337 | 2401 |
**CALTRANS TRAFFIC VOLUMES**
Detail All Vehicle Hourly Count Report

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>250 A</td>
<td>258 A</td>
<td>301 A</td>
<td>497 A</td>
<td>474 A</td>
<td>241 A</td>
</tr>
<tr>
<td>1-2</td>
<td>144 A</td>
<td>162 A</td>
<td>184 A</td>
<td>446 A</td>
<td>317 A</td>
<td>154 A</td>
</tr>
<tr>
<td>2-3</td>
<td>139 A</td>
<td>150 A</td>
<td>183 A</td>
<td>247 A</td>
<td>280 A</td>
<td>141 A</td>
</tr>
<tr>
<td>3-4</td>
<td>191 A</td>
<td>189 A</td>
<td>178 A</td>
<td>201 A</td>
<td>169 A</td>
<td>169 A</td>
</tr>
<tr>
<td>4-5</td>
<td>324 A</td>
<td>362 A</td>
<td>324 A</td>
<td>215 A</td>
<td>150 A</td>
<td>321 A</td>
</tr>
<tr>
<td>5-6</td>
<td>923 A</td>
<td>960 A</td>
<td>937 A</td>
<td>363 A</td>
<td>226 A</td>
<td>810 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1961 A</td>
<td>1967 A</td>
<td>1789 A</td>
<td>552 A</td>
<td>384 A</td>
<td>1486 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2730 A</td>
<td>2711 A</td>
<td>2533 A</td>
<td>735 A</td>
<td>518 A</td>
<td>1954 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2361 A</td>
<td>2273 A</td>
<td>2138 A</td>
<td>1048 A</td>
<td>766 A</td>
<td>1847 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1802 A</td>
<td>1758 A</td>
<td>1844 A</td>
<td>1187 A</td>
<td>1016 A</td>
<td>1656 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1637 A</td>
<td>1630 A</td>
<td>1785 A</td>
<td>1418 A</td>
<td>1373 A</td>
<td>1617 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1851 A</td>
<td>1920 A</td>
<td>2034 A</td>
<td>1632 A</td>
<td>1456 A</td>
<td>1714 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2089 A</td>
<td>2062 A</td>
<td>2212 A</td>
<td>1790 A</td>
<td>1662 A</td>
<td>1803 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2106 A</td>
<td>2187 A</td>
<td>2283 A</td>
<td>1892 A</td>
<td>1925 A</td>
<td>2114 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2247 A</td>
<td>2273 A</td>
<td>2318 A</td>
<td>1925 A</td>
<td>2020 A</td>
<td>2166 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2421 A</td>
<td>2406 A</td>
<td>2442 A</td>
<td>2021 A</td>
<td>1933 A</td>
<td>2329 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2339 A</td>
<td>2560 A</td>
<td>2373 A</td>
<td>1828 A</td>
<td>1809 A</td>
<td>2309 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2142 A</td>
<td>2143 A</td>
<td>2114 A</td>
<td>1838 A</td>
<td>1665 A</td>
<td>2086 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1651 A</td>
<td>1773 A</td>
<td>1874 A</td>
<td>1655 A</td>
<td>1598 A</td>
<td>1604 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1311 A</td>
<td>1328 A</td>
<td>1548 A</td>
<td>1384 A</td>
<td>1323 A</td>
<td>1265 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1167 A</td>
<td>1274 A</td>
<td>1244 A</td>
<td>1236 A</td>
<td>1061 A</td>
<td>1036 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1085 A</td>
<td>1067 A</td>
<td>1496 A</td>
<td>1199 A</td>
<td>887 A</td>
<td>869 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1061 A</td>
<td>732 A</td>
<td>1064 A</td>
<td>1109 A</td>
<td>635 A</td>
<td>618 A</td>
</tr>
<tr>
<td>23-24</td>
<td>452 A</td>
<td>456 A</td>
<td>739 A</td>
<td>815 A</td>
<td>383 A</td>
<td>360 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 34384 A
- 34601 A
- 35937 A
- 27233 A
- 24030 A
- 30669 A

**AM Peak Hour**
- 07-08

**AM Peak Traffic**
- 2730

**PM Peak Hour**
- 15-16

**PM Peak Traffic**
- 2421

**Location Description**
SB ON FROM RTE 080

**Traffic Station:**
- Location Type: Ramp Connection
- Lanes:
- Lane Code:
### 7-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>221331</td>
<td>31619</td>
</tr>
<tr>
<td>2nd</td>
<td>224006</td>
<td>32001</td>
</tr>
<tr>
<td>3rd</td>
<td>217542</td>
<td>31077</td>
</tr>
<tr>
<td>4th</td>
<td>221312</td>
<td>31616</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>170184</td>
<td>34037</td>
</tr>
<tr>
<td>2nd</td>
<td>169332</td>
<td>33866</td>
</tr>
<tr>
<td>3rd</td>
<td>167721</td>
<td>33544</td>
</tr>
<tr>
<td>4th</td>
<td>171840</td>
<td>34368</td>
</tr>
</tbody>
</table>

**Location Description:**

- **SB ON FROM RTE 080**

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District County Route Prefix Postmile Leg

| 03 | SAC | 005 | 26.392 | N |
**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg**
---|---|---|---|---|---
03 | SAC | 005 | 26.392 | N | 

**Location Description**
SB ON FROM RTE 080

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

---

**Direction of Count: South**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>234 A</td>
<td>254 A</td>
<td>214 A</td>
<td>313 A</td>
<td>475 A</td>
<td>455 A</td>
<td>237 A</td>
<td>236 A</td>
</tr>
<tr>
<td>1-2</td>
<td>126 A</td>
<td>151 A</td>
<td>185 A</td>
<td>235 A</td>
<td>403 A</td>
<td>281 A</td>
<td>150 A</td>
<td>152 A</td>
</tr>
<tr>
<td>2-3</td>
<td>169 A</td>
<td>145 A</td>
<td>159 A</td>
<td>217 A</td>
<td>253 A</td>
<td>233 A</td>
<td>135 A</td>
<td>148 A</td>
</tr>
<tr>
<td>3-4</td>
<td>160 A</td>
<td>168 A</td>
<td>173 A</td>
<td>182 A</td>
<td>202 A</td>
<td>172 A</td>
<td>160 A</td>
<td>172 A</td>
</tr>
<tr>
<td>4-5</td>
<td>342 A</td>
<td>348 A</td>
<td>343 A</td>
<td>357 A</td>
<td>212 A</td>
<td>155 A</td>
<td>354 A</td>
<td>350 A</td>
</tr>
<tr>
<td>5-6</td>
<td>966 A</td>
<td>927 A</td>
<td>932 A</td>
<td>940 A</td>
<td>369 A</td>
<td>189 A</td>
<td>902 A</td>
<td>968 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1963 A</td>
<td>1915 A</td>
<td>2006 A</td>
<td>1853 A</td>
<td>572 A</td>
<td>356 A</td>
<td>1856 A</td>
<td>1976 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2658 A</td>
<td>2793 A</td>
<td>2677 A</td>
<td>2541 A</td>
<td>847 A</td>
<td>507 A</td>
<td>2625 A</td>
<td>2793 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2244 A</td>
<td>2401 A</td>
<td>2511 A</td>
<td>2247 A</td>
<td>1036 A</td>
<td>729 A</td>
<td>2123 A</td>
<td>2533 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1825 A</td>
<td>1778 A</td>
<td>1657 A</td>
<td>1841 A</td>
<td>1232 A</td>
<td>937 A</td>
<td>1834 A</td>
<td>1797 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1619 A</td>
<td>1629 A</td>
<td>1665 A</td>
<td>1745 A</td>
<td>1459 A</td>
<td>1324 A</td>
<td>1535 A</td>
<td>1641 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1834 A</td>
<td>1767 A</td>
<td>1797 A</td>
<td>1900 A</td>
<td>1565 A</td>
<td>1472 A</td>
<td>1685 A</td>
<td>1695 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1931 A</td>
<td>1980 A</td>
<td>1930 A</td>
<td>2170 A</td>
<td>1758 A</td>
<td>1587 A</td>
<td>1854 A</td>
<td>1858 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2117 A</td>
<td>2008 A</td>
<td>1980 A</td>
<td>2236 A</td>
<td>1851 A</td>
<td>1813 A</td>
<td>2003 A</td>
<td>2057 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2178 A</td>
<td>2101 A</td>
<td>2208 A</td>
<td>2362 A</td>
<td>1926 A</td>
<td>1791 A</td>
<td>2142 A</td>
<td>2127 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2271 A</td>
<td>2064 A</td>
<td>2351 A</td>
<td>2472 A</td>
<td>1886 A</td>
<td>1831 A</td>
<td>2332 A</td>
<td>2266 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2359 A</td>
<td>2416 A</td>
<td>2399 A</td>
<td>2328 A</td>
<td>1795 A</td>
<td>1725 A</td>
<td>2338 A</td>
<td>2473 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2130 A</td>
<td>2046 A</td>
<td>2108 A</td>
<td>2113 A</td>
<td>1814 A</td>
<td>1706 A</td>
<td>2079 A</td>
<td>2173 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1590 A</td>
<td>1736 A</td>
<td>1651 A</td>
<td>1866 A</td>
<td>1639 A</td>
<td>1566 A</td>
<td>1590 A</td>
<td>1627 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1260 A</td>
<td>1261 A</td>
<td>1303 A</td>
<td>1530 A</td>
<td>1436 A</td>
<td>1322 A</td>
<td>1224 A</td>
<td>1211 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1091 A</td>
<td>1130 A</td>
<td>1232 A</td>
<td>1317 A</td>
<td>1270 A</td>
<td>1521 A</td>
<td>1019 A</td>
<td>1056 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1242 A</td>
<td>1048 A</td>
<td>1407 A</td>
<td>1310 A</td>
<td>1215 A</td>
<td>1154 A</td>
<td>960 A</td>
<td>944 A</td>
</tr>
<tr>
<td>22-23</td>
<td>935 A</td>
<td>695 A</td>
<td>800 A</td>
<td>985 A</td>
<td>1037 A</td>
<td>645 A</td>
<td>582 A</td>
<td>629 A</td>
</tr>
<tr>
<td>23-24</td>
<td>441 A</td>
<td>406 A</td>
<td>490 A</td>
<td>984 A</td>
<td>663 A</td>
<td>398 A</td>
<td>357 A</td>
<td>403 A</td>
</tr>
</tbody>
</table>

**Day Total**
- **33685 A**
- **33167 A**
- **34178 A**
- **36044 A**
- **26915 A**
- **23869 A**
- **32076 A**
- **33285 A**

**AM Peak Hour**
- **07-08**

**AM Peak Traffic**
- **2658**

**PM Peak Hour**
- **16-17**

**PM Peak Traffic**
- **2359**
### District County Route Prefix Postmile Leg
03 SAC 005 26.392 N

**Location Description**
SB ON FROM RTE 080

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
<td>APR 11</td>
<td>APR 12</td>
<td>APR 13</td>
<td>APR 14</td>
<td>APR 15</td>
<td>APR 16</td>
</tr>
<tr>
<td>0-1</td>
<td>229 A</td>
<td>273 A</td>
<td>314 A</td>
<td>548 A</td>
<td>484 A</td>
<td>269 A</td>
<td>208 A</td>
<td>206 A</td>
</tr>
<tr>
<td>1-2</td>
<td>153 A</td>
<td>143 A</td>
<td>229 A</td>
<td>424 A</td>
<td>327 A</td>
<td>165 A</td>
<td>183 A</td>
<td>150 A</td>
</tr>
<tr>
<td>2-3</td>
<td>157 A</td>
<td>188 A</td>
<td>195 A</td>
<td>276 A</td>
<td>248 A</td>
<td>137 A</td>
<td>147 A</td>
<td>136 A</td>
</tr>
<tr>
<td>3-4</td>
<td>171 A</td>
<td>177 A</td>
<td>220 A</td>
<td>205 A</td>
<td>186 A</td>
<td>170 A</td>
<td>198 A</td>
<td>181 A</td>
</tr>
<tr>
<td>4-5</td>
<td>351 A</td>
<td>357 A</td>
<td>321 A</td>
<td>236 A</td>
<td>154 A</td>
<td>362 A</td>
<td>342 A</td>
<td>340 A</td>
</tr>
<tr>
<td>5-6</td>
<td>930 A</td>
<td>941 A</td>
<td>894 A</td>
<td>378 A</td>
<td>232 A</td>
<td>998 A</td>
<td>950 A</td>
<td>990 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2001 A</td>
<td>1966 A</td>
<td>1912 A</td>
<td>565 A</td>
<td>408 A</td>
<td>1908 A</td>
<td>1956 A</td>
<td>1930 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2740 A</td>
<td>2650 A</td>
<td>2658 A</td>
<td>812 A</td>
<td>539 A</td>
<td>2675 A</td>
<td>2663 A</td>
<td>2654 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2617 A</td>
<td>2420 A</td>
<td>1077 A</td>
<td>768 A</td>
<td>2359 A</td>
<td>2457 A</td>
<td>2414 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>1843 A</td>
<td>1919 A</td>
<td>1878 A</td>
<td>1248 A</td>
<td>1022 A</td>
<td>1755 A</td>
<td>1884 A</td>
<td>1831 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1658 A</td>
<td>1584 A</td>
<td>1801 A</td>
<td>1470 A</td>
<td>1374 A</td>
<td>1574 A</td>
<td>1633 A</td>
<td>1569 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1813 A</td>
<td>1698 A</td>
<td>2038 A</td>
<td>1516 A</td>
<td>1493 A</td>
<td>1719 A</td>
<td>1643 A</td>
<td>1741 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1988 A</td>
<td>1960 A</td>
<td>2283 A</td>
<td>1771 A</td>
<td>1860 A</td>
<td>1853 A</td>
<td>1876 A</td>
<td>1832 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2156 A</td>
<td>2177 A</td>
<td>2298 A</td>
<td>1799 A</td>
<td>1886 A</td>
<td>2038 A</td>
<td>2173 A</td>
<td>2179 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2336 A</td>
<td>2425 A</td>
<td>2539 A</td>
<td>1874 A</td>
<td>1768 A</td>
<td>2321 A</td>
<td>2321 A</td>
<td>2375 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2320 A</td>
<td>2400 A</td>
<td>2452 A</td>
<td>1847 A</td>
<td>1697 A</td>
<td>2276 A</td>
<td>2329 A</td>
<td>2342 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2125 A</td>
<td>2142 A</td>
<td>2197 A</td>
<td>1828 A</td>
<td>1592 A</td>
<td>1968 A</td>
<td>2102 A</td>
<td>2108 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1631 A</td>
<td>1757 A</td>
<td>2049 A</td>
<td>1771 A</td>
<td>1403 A</td>
<td>1575 A</td>
<td>1759 A</td>
<td>1691 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1345 A</td>
<td>1326 A</td>
<td>1556 A</td>
<td>1462 A</td>
<td>1268 A</td>
<td>1175 A</td>
<td>1220 A</td>
<td>1251 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1204 A</td>
<td>1299 A</td>
<td>1336 A</td>
<td>1353 A</td>
<td>1142 A</td>
<td>1055 A</td>
<td>1140 A</td>
<td>1101 A</td>
</tr>
<tr>
<td>21-22</td>
<td>988 A</td>
<td>1080 A</td>
<td>1629 A</td>
<td>1460 A</td>
<td>825 A</td>
<td>1235 A</td>
<td>1042 A</td>
<td>1014 A</td>
</tr>
<tr>
<td>22-23</td>
<td>688 A</td>
<td>804 A</td>
<td>1136 A</td>
<td>1367 A</td>
<td>687 A</td>
<td>940 A</td>
<td>650 A</td>
<td>708 A</td>
</tr>
<tr>
<td>23-24</td>
<td>448 A</td>
<td>764 A</td>
<td>769 A</td>
<td>783 A</td>
<td>552 A</td>
<td>425 A</td>
<td>439 A</td>
<td>385 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 33945 A
- 32072 P
- 37463 A
- 28007 A
- 23825 A
- 32812 A
- 33113 A
- 33105 A

**AM Peak Hour**
07-08

**AM Peak Traffic**
- 2740
- 2650
- 1516
- 1493
- 2675
- 2663
- 2654

**PM Peak Hour**
15-16

**PM Peak Traffic**
- 2336
- 2425
- 2539
- 1937
- 1910
- 2321
- 2329
- 2375
### District County Route Prefix Postmile Leg
03 SAC 005 26.392 N

#### Location Description
SB ON FROM RTE 080

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>252 A</td>
<td>275 A</td>
<td>888 A</td>
<td>508 A</td>
<td>272 A</td>
<td>191 A</td>
<td>223 A</td>
<td>260 A</td>
</tr>
<tr>
<td>1-2</td>
<td>161 A</td>
<td>180 A</td>
<td>467 A</td>
<td>281 A</td>
<td>156 A</td>
<td>157 A</td>
<td>150 A</td>
<td>170 A</td>
</tr>
<tr>
<td>2-3</td>
<td>171 A</td>
<td>180 A</td>
<td>306 A</td>
<td>261 A</td>
<td>142 A</td>
<td>150 A</td>
<td>159 A</td>
<td>151 A</td>
</tr>
<tr>
<td>3-4</td>
<td>168 A</td>
<td>197 A</td>
<td>215 A</td>
<td>181 A</td>
<td>156 A</td>
<td>180 A</td>
<td>171 A</td>
<td>174 A</td>
</tr>
<tr>
<td>4-5</td>
<td>336 A</td>
<td>352 A</td>
<td>215 A</td>
<td>152 A</td>
<td>366 A</td>
<td>329 A</td>
<td>358 A</td>
<td>347 A</td>
</tr>
<tr>
<td>5-6</td>
<td>974 A</td>
<td>947 A</td>
<td>381 A</td>
<td>225 A</td>
<td>927 A</td>
<td>987 A</td>
<td>944 A</td>
<td>956 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1992 A</td>
<td>1872 A</td>
<td>543 A</td>
<td>340 A</td>
<td>1892 A</td>
<td>1989 A</td>
<td>1934 A</td>
<td>2079 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2637 A</td>
<td>2632 A</td>
<td>805 A</td>
<td>532 A</td>
<td>2632 A</td>
<td>2777 A</td>
<td>2671 A</td>
<td>2646 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2516 A</td>
<td>2381 A</td>
<td>1161 A</td>
<td>747 A</td>
<td>2418 A</td>
<td>2428 A</td>
<td>2410 A</td>
<td>2439 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1774 A</td>
<td>1827 A</td>
<td>1167 A</td>
<td>939 A</td>
<td>1723 A</td>
<td>1766 A</td>
<td>1840 A</td>
<td>1991 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1616 A</td>
<td>1716 A</td>
<td>1512 A</td>
<td>1283 A</td>
<td>1614 A</td>
<td>1631 A</td>
<td>1569 A</td>
<td>1699 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1791 A</td>
<td>1920 A</td>
<td>1421 A</td>
<td>1441 A</td>
<td>1785 A</td>
<td>1803 A</td>
<td>1704 A</td>
<td>1673 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1987 A</td>
<td>2197 A</td>
<td>1942 A</td>
<td>1640 A</td>
<td>1891 A</td>
<td>1869 A</td>
<td>1931 A</td>
<td>1924 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2123 A</td>
<td>2424 A</td>
<td>1833 A</td>
<td>1842 A</td>
<td>2028 A</td>
<td>1965 A</td>
<td>2055 A</td>
<td>2053 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2163 A</td>
<td>2456 A</td>
<td>1878 A</td>
<td>1721 A</td>
<td>2114 A</td>
<td>2200 A</td>
<td>2141 A</td>
<td>2131 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2399 A</td>
<td>2510 A</td>
<td>1899 A</td>
<td>1794 A</td>
<td>2280 A</td>
<td>2410 A</td>
<td>2327 A</td>
<td>2410 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2349 A</td>
<td>2549 A</td>
<td>1886 A</td>
<td>1745 A</td>
<td>2315 A</td>
<td>2354 A</td>
<td>2344 A</td>
<td>2368 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2222 A</td>
<td>2217 A</td>
<td>1760 A</td>
<td>1722 A</td>
<td>2149 A</td>
<td>2178 A</td>
<td>2062 A</td>
<td>2161 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1807 A</td>
<td>2058 A</td>
<td>1565 A</td>
<td>1429 A</td>
<td>1609 A</td>
<td>1608 A</td>
<td>1612 A</td>
<td>1689 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1377 A</td>
<td>1620 A</td>
<td>1315 A</td>
<td>1291 A</td>
<td>1204 A</td>
<td>1223 A</td>
<td>1186 A</td>
<td>1273 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1214 A</td>
<td>1380 A</td>
<td>1182 A</td>
<td>1107 A</td>
<td>1022 A</td>
<td>1033 A</td>
<td>1071 A</td>
<td>1221 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1145 A</td>
<td>1307 A</td>
<td>1133 A</td>
<td>934 A</td>
<td>886 A</td>
<td>900 A</td>
<td>968 A</td>
<td>1029 A</td>
</tr>
<tr>
<td>22-23</td>
<td>713 A</td>
<td>1050 A</td>
<td>1100 A</td>
<td>628 A</td>
<td>549 A</td>
<td>627 A</td>
<td>652 A</td>
<td>721 A</td>
</tr>
<tr>
<td>23-24</td>
<td>468 A</td>
<td>837 A</td>
<td>666 A</td>
<td>418 A</td>
<td>363 A</td>
<td>378 A</td>
<td>388 A</td>
<td>450 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 34355 A
- 37084 A
- 27240 A
- 23161 A
- 32493 A
- 33133 A
- 32870 A
- 34015 A

#### AM Peak Hour
- 07-08

#### AM Peak Traffic
- 2637
- 2632
- 1512
- 1441
- 2632
- 2777
- 2671
- 2646

#### PM Peak Hour
- 15-16
- 16-17
- 12-13
- 13-14
- 16-17
- 15-16
- 16-17
- 15-16

#### PM Peak Traffic
- 2399
- 2549
- 1942
- 1842
- 2315
- 2410
- 2344
- 2410
### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 25</td>
<td>APR 26</td>
<td>APR 27</td>
<td>APR 28</td>
<td>APR 29</td>
<td>APR 30</td>
</tr>
<tr>
<td>0-1</td>
<td>256 A</td>
<td>512 A</td>
<td>461 A</td>
<td>219 A</td>
<td>244 A</td>
<td>260 A</td>
</tr>
<tr>
<td>1-2</td>
<td>180 A</td>
<td>341 A</td>
<td>286 A</td>
<td>150 A</td>
<td>171 A</td>
<td>145 A</td>
</tr>
<tr>
<td>2-3</td>
<td>164 A</td>
<td>302 A</td>
<td>259 A</td>
<td>112 A</td>
<td>137 A</td>
<td>135 A</td>
</tr>
<tr>
<td>3-4</td>
<td>216 A</td>
<td>204 A</td>
<td>158 A</td>
<td>163 A</td>
<td>168 A</td>
<td>180 A</td>
</tr>
<tr>
<td>4-5</td>
<td>330 A</td>
<td>195 A</td>
<td>165 A</td>
<td>361 A</td>
<td>360 A</td>
<td>340 A</td>
</tr>
<tr>
<td>5-6</td>
<td>963 A</td>
<td>386 A</td>
<td>239 A</td>
<td>969 A</td>
<td>946 A</td>
<td>991 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1800 A</td>
<td>563 A</td>
<td>356 A</td>
<td>1847 A</td>
<td>1971 A</td>
<td>1975 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2662 A</td>
<td>957 A</td>
<td>562 A</td>
<td>2534 A</td>
<td>2744 A</td>
<td>2686 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2190 A</td>
<td>1202 A</td>
<td>793 A</td>
<td>2284 A</td>
<td>2517 A</td>
<td>2350 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1848 A</td>
<td>1241 A</td>
<td>1047 A</td>
<td>1814 A</td>
<td>1769 A</td>
<td>1961 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1829 A</td>
<td>1574 A</td>
<td>1380 A</td>
<td>1534 A</td>
<td>1592 A</td>
<td>1665 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1904 A</td>
<td>1647 A</td>
<td>1560 A</td>
<td>1737 A</td>
<td>1708 A</td>
<td>1756 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2162 A</td>
<td>1758 A</td>
<td>1719 A</td>
<td>1791 A</td>
<td>1946 A</td>
<td>1910 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2276 A</td>
<td>1946 A</td>
<td>1811 A</td>
<td>1910 A</td>
<td>1997 A</td>
<td>1889 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2431 A</td>
<td>1869 A</td>
<td>1787 A</td>
<td>2043 A</td>
<td>2055 A</td>
<td>2133 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2491 A</td>
<td>1815 A</td>
<td>1728 A</td>
<td>2113 A</td>
<td>2264 A</td>
<td>2335 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2351 A</td>
<td>1721 A</td>
<td>1611 A</td>
<td>2310 A</td>
<td>2365 A</td>
<td>2340 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2193 A</td>
<td>1553 A</td>
<td>1512 A</td>
<td>2050 A</td>
<td>2215 A</td>
<td>2065 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1779 A</td>
<td>1490 A</td>
<td>1392 A</td>
<td>1534 A</td>
<td>1714 A</td>
<td>1601 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1420 A</td>
<td>1352 A</td>
<td>1232 A</td>
<td>1099 A</td>
<td>1282 A</td>
<td>1259 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1346 A</td>
<td>1244 A</td>
<td>1072 A</td>
<td>1039 A</td>
<td>1090 A</td>
<td>1222 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1287 A</td>
<td>1178 A</td>
<td>939 A</td>
<td>844 A</td>
<td>1058 A</td>
<td>1014 A</td>
</tr>
<tr>
<td>22-23</td>
<td>959 A</td>
<td>1037 A</td>
<td>600 A</td>
<td>623 A</td>
<td>686 A</td>
<td>678 A</td>
</tr>
<tr>
<td>23-24</td>
<td>715 A</td>
<td>661 A</td>
<td>402 A</td>
<td>394 A</td>
<td>438 A</td>
<td>447 A</td>
</tr>
</tbody>
</table>

**Day Total**

| AM Peak Hour | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 |
| AM Peak Traffic | 2662 | 1647 | 1560 | 2534 | 2744 | 2686 |
| PM Peak Hour | 15-16 | 13-14 | 13-14 | 16-17 | 16-17 | 16-17 |
| PM Peak Traffic | 2491 | 1946 | 1811 | 2310 | 2365 | 2340 |
## District 03
### County SAC
### Route 005
### Prefix Postmile 26.392
### Leg N

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB ON FROM RTE 080</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 7-Day Periods

<table>
<thead>
<tr>
<th>SOUTH</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>222880</td>
<td>31840</td>
</tr>
<tr>
<td>2nd</td>
<td>219996</td>
<td>31428</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>SOUTH</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>171048</td>
<td>34210</td>
</tr>
<tr>
<td>2nd</td>
<td>169595</td>
<td>33919</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>300</td>
<td>282</td>
<td>468</td>
<td>497</td>
<td>278</td>
<td>255</td>
<td>272</td>
<td>254</td>
</tr>
<tr>
<td>1-2</td>
<td>161</td>
<td>268</td>
<td>430</td>
<td>334</td>
<td>163</td>
<td>162</td>
<td>124</td>
<td>177</td>
</tr>
<tr>
<td>2-3</td>
<td>176</td>
<td>225</td>
<td>307</td>
<td>231</td>
<td>134</td>
<td>152</td>
<td>143</td>
<td>168</td>
</tr>
<tr>
<td>3-4</td>
<td>174</td>
<td>223</td>
<td>197</td>
<td>161</td>
<td>159</td>
<td>193</td>
<td>192</td>
<td>207</td>
</tr>
<tr>
<td>4-5</td>
<td>377</td>
<td>324</td>
<td>216</td>
<td>149</td>
<td>372</td>
<td>342</td>
<td>353</td>
<td>362</td>
</tr>
<tr>
<td>5-6</td>
<td>934</td>
<td>936</td>
<td>372</td>
<td>235</td>
<td>972</td>
<td>1019</td>
<td>926</td>
<td>958</td>
</tr>
<tr>
<td>6-7</td>
<td>1929</td>
<td>1818</td>
<td>562</td>
<td>359</td>
<td>1851</td>
<td>1923</td>
<td>1898</td>
<td>1961</td>
</tr>
<tr>
<td>7-8</td>
<td>2664</td>
<td>2535</td>
<td>868</td>
<td>571</td>
<td>2557</td>
<td>2571</td>
<td>2753</td>
<td>2680</td>
</tr>
<tr>
<td>8-9</td>
<td>2295</td>
<td>2251</td>
<td>1071</td>
<td>808</td>
<td>2225</td>
<td>2459</td>
<td>2407</td>
<td>2339</td>
</tr>
<tr>
<td>9-10</td>
<td>1669</td>
<td>1695</td>
<td>1284</td>
<td>1038</td>
<td>1753</td>
<td>1786</td>
<td>1736</td>
<td>1798</td>
</tr>
<tr>
<td>10-11</td>
<td>1557</td>
<td>1624</td>
<td>1466</td>
<td>1444</td>
<td>1748</td>
<td>1639</td>
<td>1516</td>
<td>1627</td>
</tr>
<tr>
<td>11-12</td>
<td>1757</td>
<td>2009</td>
<td>1539</td>
<td>1675</td>
<td>1825</td>
<td>1706</td>
<td>1763</td>
<td>1680</td>
</tr>
<tr>
<td>12-13</td>
<td>1948</td>
<td>2173</td>
<td>1662</td>
<td>1900</td>
<td>1881</td>
<td>1804</td>
<td>1930</td>
<td>1923</td>
</tr>
<tr>
<td>13-14</td>
<td>2068</td>
<td>2220</td>
<td>1856</td>
<td>1925</td>
<td>1898</td>
<td>1962</td>
<td>1953</td>
<td>2019</td>
</tr>
<tr>
<td>14-15</td>
<td>2222</td>
<td>2322</td>
<td>1902</td>
<td>1806</td>
<td>2013</td>
<td>2173</td>
<td>2113</td>
<td>2160</td>
</tr>
<tr>
<td>15-16</td>
<td>2219</td>
<td>2496</td>
<td>1883</td>
<td>1860</td>
<td>2380</td>
<td>2377</td>
<td>2322</td>
<td>2386</td>
</tr>
<tr>
<td>16-17</td>
<td>2372</td>
<td>2381</td>
<td>1871</td>
<td>1699</td>
<td>2376</td>
<td>2244</td>
<td>2371</td>
<td>2353</td>
</tr>
<tr>
<td>17-18</td>
<td>2138</td>
<td>2157</td>
<td>1900</td>
<td>1688</td>
<td>2030</td>
<td>2142</td>
<td>2130</td>
<td>2172</td>
</tr>
<tr>
<td>18-19</td>
<td>1783</td>
<td>1997</td>
<td>1797</td>
<td>1513</td>
<td>1547</td>
<td>1664</td>
<td>1592</td>
<td>1594</td>
</tr>
<tr>
<td>19-20</td>
<td>1385</td>
<td>1520</td>
<td>1356</td>
<td>1293</td>
<td>1200</td>
<td>1265</td>
<td>1290</td>
<td>1215</td>
</tr>
<tr>
<td>20-21</td>
<td>1250</td>
<td>1364</td>
<td>1275</td>
<td>1125</td>
<td>1081</td>
<td>1129</td>
<td>1183</td>
<td>1266</td>
</tr>
<tr>
<td>21-22</td>
<td>1073</td>
<td>1406</td>
<td>1218</td>
<td>907</td>
<td>920</td>
<td>1070</td>
<td>964</td>
<td>1122</td>
</tr>
<tr>
<td>22-23</td>
<td>795</td>
<td>1035</td>
<td>1040</td>
<td>829</td>
<td>634</td>
<td>683</td>
<td>687</td>
<td>678</td>
</tr>
<tr>
<td>23-24</td>
<td>459</td>
<td>770</td>
<td>693</td>
<td>587</td>
<td>381</td>
<td>382</td>
<td>414</td>
<td>470</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>33705 A</th>
<th>36031 A</th>
<th>27233 A</th>
<th>24634 A</th>
<th>32378 A</th>
<th>33102 A</th>
<th>33032 A</th>
<th>33569 A</th>
</tr>
</thead>
</table>

| AM Peak Hour | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 |
| AM Peak Traffic | 2664 | 2535 | 1539 | 1675 | 2557 | 2571 | 2753 | 2680 |
| PM Peak Hour | 16-17 | 15-16 | 14-15 | 13-14 | 15-16 | 15-16 | 16-17 | 15-16 |
| PM Peak Traffic | 2372 | 2496 | 1902 | 1925 | 2380 | 2377 | 2371 | 2386 |
### District 03
- **County**: SAC 005
- **Postmile**: 26.392 N
- **Location Description**: SB ON FROM RTE 080
- **Traffic Station**: Ramp Connection

**Direction of Count: South**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>279 A</td>
<td>525 A</td>
<td>453 A</td>
<td>250 A</td>
<td>221 A</td>
<td>272 A</td>
<td>254 A</td>
<td>324 A</td>
</tr>
<tr>
<td>1-2</td>
<td>171 A</td>
<td>392 A</td>
<td>292 A</td>
<td>188 A</td>
<td>160 A</td>
<td>159 A</td>
<td>181 A</td>
<td>175 A</td>
</tr>
<tr>
<td>2-3</td>
<td>206 A</td>
<td>328 A</td>
<td>263 A</td>
<td>152 A</td>
<td>158 A</td>
<td>138 A</td>
<td>149 A</td>
<td>218 A</td>
</tr>
<tr>
<td>3-4</td>
<td>212 A</td>
<td>203 A</td>
<td>169 A</td>
<td>189 A</td>
<td>184 A</td>
<td>177 A</td>
<td>191 A</td>
<td>203 A</td>
</tr>
<tr>
<td>4-5</td>
<td>365 A</td>
<td>241 A</td>
<td>137 A</td>
<td>376 A</td>
<td>378 A</td>
<td>363 A</td>
<td>346 A</td>
<td>362 A</td>
</tr>
<tr>
<td>5-6</td>
<td>939 A</td>
<td>388 A</td>
<td>208 A</td>
<td>963 A</td>
<td>956 A</td>
<td>909 A</td>
<td>945 A</td>
<td>959 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1846 A</td>
<td>576 A</td>
<td>333 A</td>
<td>1881 A</td>
<td>1972 A</td>
<td>1927 A</td>
<td>2010 A</td>
<td>1836 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2483 A</td>
<td>829 A</td>
<td>507 A</td>
<td>2554 A</td>
<td>2654 A</td>
<td>2566 A</td>
<td>2746 A</td>
<td>2397 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2244 A</td>
<td>1056 A</td>
<td>781 A</td>
<td>2300 A</td>
<td>2430 A</td>
<td>2420 A</td>
<td>2454 A</td>
<td>2216 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1840 A</td>
<td>1194 A</td>
<td>1050 A</td>
<td>1698 A</td>
<td>1763 A</td>
<td>1807 A</td>
<td>1855 A</td>
<td>1855 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1719 A</td>
<td>1611 A</td>
<td>1372 A</td>
<td>1576 A</td>
<td>1545 A</td>
<td>1603 A</td>
<td>1636 A</td>
<td>1867 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1854 A</td>
<td>1598 A</td>
<td>1525 A</td>
<td>1676 A</td>
<td>1712 A</td>
<td>1719 A</td>
<td>1749 A</td>
<td>2001 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2154 A</td>
<td>1773 A</td>
<td>1780 A</td>
<td>1930 A</td>
<td>1851 A</td>
<td>1872 A</td>
<td>2040 A</td>
<td>2109 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2303 A</td>
<td>1857 A</td>
<td>1881 A</td>
<td>1932 A</td>
<td>1893 A</td>
<td>1931 A</td>
<td>2086 A</td>
<td>2369 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2334 A</td>
<td>1828 A</td>
<td>1773 A</td>
<td>2085 A</td>
<td>2170 A</td>
<td>2046 A</td>
<td>2232 A</td>
<td>2300 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2544 A</td>
<td>1887 A</td>
<td>1785 A</td>
<td>2266 A</td>
<td>2341 A</td>
<td>2258 A</td>
<td>2357 A</td>
<td>2502 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2439 A</td>
<td>1754 A</td>
<td>1687 A</td>
<td>2295 A</td>
<td>2350 A</td>
<td>2349 A</td>
<td>2350 A</td>
<td>2368 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2134 A</td>
<td>1772 A</td>
<td>1712 A</td>
<td>1968 A</td>
<td>2059 A</td>
<td>2062 A</td>
<td>2177 A</td>
<td>2252 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1927 A</td>
<td>1609 A</td>
<td>1500 A</td>
<td>1520 A</td>
<td>1590 A</td>
<td>1687 A</td>
<td>1710 A</td>
<td>1967 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1526 A</td>
<td>1395 A</td>
<td>1317 A</td>
<td>1178 A</td>
<td>1226 A</td>
<td>1217 A</td>
<td>1249 A</td>
<td>1586 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1377 A</td>
<td>1299 A</td>
<td>1168 A</td>
<td>1035 A</td>
<td>1162 A</td>
<td>1069 A</td>
<td>1213 A</td>
<td>1384 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1331 A</td>
<td>1200 A</td>
<td>983 A</td>
<td>867 A</td>
<td>1009 A</td>
<td>966 A</td>
<td>1121 A</td>
<td>1383 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1049 A</td>
<td>972 A</td>
<td>800 A</td>
<td>602 A</td>
<td>661 A</td>
<td>685 A</td>
<td>787 A</td>
<td>1067 A</td>
</tr>
<tr>
<td>23-24</td>
<td>741 A</td>
<td>705 A</td>
<td>727 A</td>
<td>415 A</td>
<td>391 A</td>
<td>441 A</td>
<td>489 A</td>
<td>720 A</td>
</tr>
</tbody>
</table>

**Day Total**: 36017 A 26992 A 24203 A 31896 A 32836 A 32643 A 32472 P 36420 A

**AM Peak Hour**: 07-08 10-11 11-12 07-08 07-08 07-08 07-08 07-08

**AM Peak Traffic**: 2483 1611 1525 2554 2654 2566 2746 2397

**PM Peak Hour**: 15-16 15-16 13-14 16-17 16-17 15-16 15-16 15-16

**PM Peak Traffic**: 2544 1887 1881 2295 2350 2349 2357 2502
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>521 A</td>
<td>460 A</td>
<td>283 A</td>
<td>242 A</td>
<td>238 A</td>
<td>266 A</td>
<td>328 A</td>
<td>457 A</td>
</tr>
<tr>
<td>1-2</td>
<td>454 A</td>
<td>313 A</td>
<td>180 A</td>
<td>168 A</td>
<td>156 A</td>
<td>173 A</td>
<td>231 A</td>
<td>472 A</td>
</tr>
<tr>
<td>2-3</td>
<td>320 A</td>
<td>227 A</td>
<td>143 A</td>
<td>154 A</td>
<td>147 A</td>
<td>268 A</td>
<td>190 A</td>
<td>248 A</td>
</tr>
<tr>
<td>3-4</td>
<td>218 A</td>
<td>152 A</td>
<td>196 A</td>
<td>160 A</td>
<td>190 A</td>
<td>184 A</td>
<td>184 A</td>
<td>172 A</td>
</tr>
<tr>
<td>4-5</td>
<td>234 A</td>
<td>171 A</td>
<td>374 A</td>
<td>367 A</td>
<td>355 A</td>
<td>387 A</td>
<td>369 A</td>
<td>261 A</td>
</tr>
<tr>
<td>5-6</td>
<td>389 A</td>
<td>236 A</td>
<td>1021 A</td>
<td>1021 A</td>
<td>949 A</td>
<td>950 A</td>
<td>870 A</td>
<td>345 A</td>
</tr>
<tr>
<td>6-7</td>
<td>676 A</td>
<td>358 A</td>
<td>1865 A</td>
<td>1904 A</td>
<td>1953 A</td>
<td>1850 A</td>
<td>1692 A</td>
<td>491 A</td>
</tr>
<tr>
<td>7-8</td>
<td>903 A</td>
<td>552 A</td>
<td>2512 A</td>
<td>2612 A</td>
<td>2630 A</td>
<td>2597 A</td>
<td>2448 A</td>
<td>695 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1134 A</td>
<td>783 A</td>
<td>2129 A</td>
<td>2344 A</td>
<td>2417 A</td>
<td>2301 A</td>
<td>2028 A</td>
<td>873 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1354 A</td>
<td>1143 A</td>
<td>1739 A</td>
<td>1665 A</td>
<td>1782 A</td>
<td>1734 A</td>
<td>1848 A</td>
<td>1167 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1511 A</td>
<td>1539 A</td>
<td>1648 A</td>
<td>1567 A</td>
<td>1636 A</td>
<td>1605 A</td>
<td>1858 A</td>
<td>1395 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1706 A</td>
<td>1674 A</td>
<td>1655 A</td>
<td>1646 A</td>
<td>1769 A</td>
<td>1738 A</td>
<td>1932 A</td>
<td>1764 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1825 A</td>
<td>1978 A</td>
<td>1865 A</td>
<td>1886 A</td>
<td>1909 A</td>
<td>1890 A</td>
<td>2148 A</td>
<td>1724 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1895 A</td>
<td>1810 A</td>
<td>1894 A</td>
<td>1984 A</td>
<td>1908 A</td>
<td>2008 A</td>
<td>2416 A</td>
<td>1882 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1818 A</td>
<td>1745 A</td>
<td>2062 A</td>
<td>2029 A</td>
<td>2082 A</td>
<td>2167 A</td>
<td>2311 A</td>
<td>2051 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1845 A</td>
<td>1643 A</td>
<td>2284 A</td>
<td>2357 A</td>
<td>2336 A</td>
<td>2361 A</td>
<td>2428 A</td>
<td>1715 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1805 A</td>
<td>1587 A</td>
<td>2324 A</td>
<td>2404 A</td>
<td>2346 A</td>
<td>2368 A</td>
<td>2220 A</td>
<td>1705 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1771 A</td>
<td>1500 A</td>
<td>2046 A</td>
<td>2137 A</td>
<td>2028 A</td>
<td>2189 A</td>
<td>2129 A</td>
<td>1597 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1728 A</td>
<td>1395 A</td>
<td>1612 A</td>
<td>1695 A</td>
<td>1669 A</td>
<td>1848 A</td>
<td>1803 A</td>
<td>1391 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1370 A</td>
<td>1302 A</td>
<td>1179 A</td>
<td>1336 A</td>
<td>1275 A</td>
<td>1421 A</td>
<td>1595 A</td>
<td>1465 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1278 A</td>
<td>1131 A</td>
<td>1038 A</td>
<td>1106 A</td>
<td>1135 A</td>
<td>1215 A</td>
<td>1585 A</td>
<td>1145 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1462 A</td>
<td>1027 A</td>
<td>932 A</td>
<td>996 A</td>
<td>1066 A</td>
<td>1154 A</td>
<td>1228 A</td>
<td>1115 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1077 A</td>
<td>991 A</td>
<td>649 A</td>
<td>699 A</td>
<td>757 A</td>
<td>795 A</td>
<td>1066 A</td>
<td>1076 A</td>
</tr>
<tr>
<td>23-24</td>
<td>770 A</td>
<td>484 A</td>
<td>353 A</td>
<td>433 A</td>
<td>473 A</td>
<td>507 A</td>
<td>698 A</td>
<td>701 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- May 17: 28064 A
- May 18: 24201 A
- May 19: 31983 A
- May 20: 32912 A
- May 21: 33206 A
- May 22: 33976 A
- May 23: 35605 A
- May 24: 25907 A

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>1706 A</td>
<td>13-14</td>
<td>1895 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1674 A</td>
<td>12-13</td>
<td>1978 A</td>
</tr>
<tr>
<td>07-08</td>
<td>2512 A</td>
<td>16-17</td>
<td>2324 A</td>
</tr>
<tr>
<td>07-08</td>
<td>2612 A</td>
<td>16-17</td>
<td>2404 A</td>
</tr>
<tr>
<td>07-08</td>
<td>2630 A</td>
<td>15-16</td>
<td>2346 A</td>
</tr>
<tr>
<td>07-08</td>
<td>2597 A</td>
<td>15-16</td>
<td>2368 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2448 A</td>
<td>14-15</td>
<td>2428 A</td>
</tr>
<tr>
<td>1764 A</td>
<td>1764 A</td>
<td>14-15</td>
<td>2051 A</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.392</td>
</tr>
</tbody>
</table>

**Location Description**
SB ON FROM RTE 080

**Traffic Station:**
Location Type: Ramp Connection
Lanes: 
Lane Code:

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>429 A</td>
<td>373 A</td>
<td>236 A</td>
<td>248 A</td>
<td>255 A</td>
<td>288 A</td>
<td>422 A</td>
</tr>
<tr>
<td>1-2</td>
<td>293 A</td>
<td>248 A</td>
<td>162 A</td>
<td>150 A</td>
<td>155 A</td>
<td>203 A</td>
<td>297 A</td>
</tr>
<tr>
<td>2-3</td>
<td>206 A</td>
<td>202 A</td>
<td>114 A</td>
<td>176 A</td>
<td>146 A</td>
<td>228 A</td>
<td>234 A</td>
</tr>
<tr>
<td>3-4</td>
<td>137 A</td>
<td>136 A</td>
<td>172 A</td>
<td>155 A</td>
<td>154 A</td>
<td>191 A</td>
<td>160 A</td>
</tr>
<tr>
<td>4-5</td>
<td>129 A</td>
<td>177 A</td>
<td>387 A</td>
<td>355 A</td>
<td>371 A</td>
<td>348 A</td>
<td>169 A</td>
</tr>
<tr>
<td>5-6</td>
<td>229 A</td>
<td>281 A</td>
<td>980 A</td>
<td>963 A</td>
<td>1008 A</td>
<td>853 A</td>
<td>290 A</td>
</tr>
<tr>
<td>6-7</td>
<td>314 A</td>
<td>374 A</td>
<td>1782 A</td>
<td>1830 A</td>
<td>1831 A</td>
<td>1289 A</td>
<td>359 A</td>
</tr>
<tr>
<td>7-8</td>
<td>486 A</td>
<td>512 A</td>
<td>2479 A</td>
<td>2546 A</td>
<td>2233 A</td>
<td>2137 A</td>
<td>625 A</td>
</tr>
<tr>
<td>8-9</td>
<td>635 A</td>
<td>584 A</td>
<td>2267 A</td>
<td>2115 A</td>
<td>2246 A</td>
<td>1951 A</td>
<td>751 A</td>
</tr>
<tr>
<td>9-10</td>
<td>969 A</td>
<td>935 A</td>
<td>1707 A</td>
<td>1687 A</td>
<td>1693 A</td>
<td>1569 A</td>
<td>837 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1224 A</td>
<td>1182 A</td>
<td>1645 A</td>
<td>1580 A</td>
<td>1598 A</td>
<td>1520 A</td>
<td>1001 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1273 A</td>
<td>1389 A</td>
<td>1723 A</td>
<td>1680 A</td>
<td>1703 A</td>
<td>1725 A</td>
<td>1084 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1620 A</td>
<td>1666 A</td>
<td>1877 A</td>
<td>1845 A</td>
<td>1919 A</td>
<td>1813 A</td>
<td>1215 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1717 A</td>
<td>1825 A</td>
<td>1918 A</td>
<td>1843 A</td>
<td>1995 A</td>
<td>1987 A</td>
<td>1268 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1701 A</td>
<td>1830 A</td>
<td>2062 A</td>
<td>2059 A</td>
<td>2147 A</td>
<td>2075 A</td>
<td>1286 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1638 A</td>
<td>1695 A</td>
<td>2264 A</td>
<td>2308 A</td>
<td>2298 A</td>
<td>2140 A</td>
<td>1224 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1552 A</td>
<td>1532 A</td>
<td>2273 A</td>
<td>2270 A</td>
<td>2279 A</td>
<td>2180 A</td>
<td>1228 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1425 A</td>
<td>1425 A</td>
<td>2031 A</td>
<td>2072 A</td>
<td>2104 A</td>
<td>1892 A</td>
<td>1206 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1348 A</td>
<td>1274 A</td>
<td>1628 A</td>
<td>1564 A</td>
<td>1630 A</td>
<td>1552 A</td>
<td>1066 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1180 A</td>
<td>1277 A</td>
<td>1184 A</td>
<td>1195 A</td>
<td>1254 A</td>
<td>1300 A</td>
<td>937 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1024 A</td>
<td>1106 A</td>
<td>1038 A</td>
<td>1091 A</td>
<td>1098 A</td>
<td>895 A</td>
<td>920 A</td>
</tr>
<tr>
<td>21-22</td>
<td>992 A</td>
<td>853 A</td>
<td>894 A</td>
<td>960 A</td>
<td>961 A</td>
<td>964 A</td>
<td>811 A</td>
</tr>
<tr>
<td>22-23</td>
<td>815 A</td>
<td>652 A</td>
<td>649 A</td>
<td>614 A</td>
<td>711 A</td>
<td>876 A</td>
<td>701 A</td>
</tr>
<tr>
<td>23-24</td>
<td>553 A</td>
<td>418 A</td>
<td>383 A</td>
<td>380 A</td>
<td>447 A</td>
<td>552 A</td>
<td>543 A</td>
</tr>
</tbody>
</table>

**Day Total**
21889 A | 21946 A | 31855 A | 31686 A | 32236 A | 30528 A | 18634 A

**AM Peak Hour**
11-12 | 11-12
07-08 | 07-08 | 08-09 | 07-08 | 11-12

**AM Peak Traffic**
1273 | 1389 | 2479 | 2546 | 2246 | 2137 | 1084

**PM Peak Hour**
13-14 | 14-15
16-17 | 15-16 | 15-16 | 16-17 | 14-15

**PM Peak Traffic**
1717 | 1830 | 2273 | 2308 | 2298 | 2180 | 1286
### 7-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th>Day</th>
<th>Daily Average</th>
<th>7-Day Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>31537</td>
<td>220762</td>
</tr>
<tr>
<td>2nd</td>
<td>28732</td>
<td>201124</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th>Day</th>
<th>Weekday Average</th>
<th>5-Day Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>33699</td>
<td>168497</td>
</tr>
<tr>
<td>2nd</td>
<td>30666</td>
<td>153328</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg**
--- | --- | --- | --- | --- | ---
03 | SAC | 005 | 26.392 | N

**Location Description**

SB ON FROM RTE 080

**Traffic Station:**

Location Type: Ramp Connection

**Lanes:**

Lane Code:
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**District** 03  **County** SAC  **Prefix** 005  **Postmile** 26.392  **Leg** N

**Location Description**
SB ON FROM RTE 080

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>328 A</td>
<td>257 A</td>
<td>208 A</td>
<td>204 A</td>
<td>218 A</td>
<td>281 A</td>
<td>487 A</td>
<td>396 A</td>
</tr>
<tr>
<td>1-2</td>
<td>268 A</td>
<td>146 A</td>
<td>131 A</td>
<td>130 A</td>
<td>152 A</td>
<td>184 A</td>
<td>378 A</td>
<td>264 A</td>
</tr>
<tr>
<td>2-3</td>
<td>191 A</td>
<td>116 A</td>
<td>116 A</td>
<td>133 A</td>
<td>161 A</td>
<td>171 A</td>
<td>205 A</td>
<td>177 A</td>
</tr>
<tr>
<td>3-4</td>
<td>126 A</td>
<td>117 A</td>
<td>153 A</td>
<td>144 A</td>
<td>167 A</td>
<td>178 A</td>
<td>166 A</td>
<td>150 A</td>
</tr>
<tr>
<td>4-5</td>
<td>130 A</td>
<td>297 A</td>
<td>307 A</td>
<td>307 A</td>
<td>339 A</td>
<td>311 A</td>
<td>197 A</td>
<td>131 A</td>
</tr>
<tr>
<td>5-6</td>
<td>178 A</td>
<td>817 A</td>
<td>841 A</td>
<td>831 A</td>
<td>886 A</td>
<td>831 A</td>
<td>312 A</td>
<td>215 A</td>
</tr>
<tr>
<td>6-7</td>
<td>248 A</td>
<td>1380 A</td>
<td>1519 A</td>
<td>1560 A</td>
<td>1534 A</td>
<td>1458 A</td>
<td>501 A</td>
<td>320 A</td>
</tr>
<tr>
<td>7-8</td>
<td>418 A</td>
<td>1746 A</td>
<td>1965 A</td>
<td>1989 A</td>
<td>2112 A</td>
<td>2058 A</td>
<td>684 A</td>
<td>463 A</td>
</tr>
<tr>
<td>8-9</td>
<td>556 A</td>
<td>1356 A</td>
<td>1550 A</td>
<td>1711 A</td>
<td>1713 A</td>
<td>1695 A</td>
<td>777 A</td>
<td>645 A</td>
</tr>
<tr>
<td>9-10</td>
<td>733 A</td>
<td>1163 A</td>
<td>1182 A</td>
<td>1302 A</td>
<td>1341 A</td>
<td>1335 A</td>
<td>1040 A</td>
<td>744 A</td>
</tr>
<tr>
<td>10-11</td>
<td>882 A</td>
<td>1141 A</td>
<td>1228 A</td>
<td>1117 A</td>
<td>1228 A</td>
<td>1293 A</td>
<td>1019 A</td>
<td>1076 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1027 A</td>
<td>1204 A</td>
<td>1250 A</td>
<td>1207 A</td>
<td>1324 A</td>
<td>1457 A</td>
<td>1061 A</td>
<td>1118 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1103 A</td>
<td>1336 A</td>
<td>1287 A</td>
<td>1405 A</td>
<td>1473 A</td>
<td>1544 A</td>
<td>1263 A</td>
<td>1421 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1270 A</td>
<td>1386 A</td>
<td>1384 A</td>
<td>1562 A</td>
<td>1484 A</td>
<td>1723 A</td>
<td>1360 A</td>
<td>1309 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1180 A</td>
<td>1438 A</td>
<td>1676 A</td>
<td>1777 A</td>
<td>1550 A</td>
<td>1721 A</td>
<td>1459 A</td>
<td>1342 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1256 A</td>
<td>1622 A</td>
<td>1731 A</td>
<td>1781 A</td>
<td>1796 A</td>
<td>1846 A</td>
<td>1374 A</td>
<td>1333 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1143 A</td>
<td>1582 A</td>
<td>1711 A</td>
<td>1774 A</td>
<td>1858 A</td>
<td>1857 A</td>
<td>1325 A</td>
<td>1350 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1083 A</td>
<td>1473 A</td>
<td>1663 A</td>
<td>1745 A</td>
<td>1654 A</td>
<td>1675 A</td>
<td>1374 A</td>
<td>1282 A</td>
</tr>
<tr>
<td>18-19</td>
<td>939 A</td>
<td>1131 A</td>
<td>1242 A</td>
<td>1272 A</td>
<td>1351 A</td>
<td>1534 A</td>
<td>1398 A</td>
<td>1152 A</td>
</tr>
<tr>
<td>19-20</td>
<td>924 A</td>
<td>865 A</td>
<td>1009 A</td>
<td>1054 A</td>
<td>985 A</td>
<td>1103 A</td>
<td>1070 A</td>
<td>937 A</td>
</tr>
<tr>
<td>20-21</td>
<td>868 A</td>
<td>848 A</td>
<td>962 A</td>
<td>915 A</td>
<td>904 A</td>
<td>970 A</td>
<td>948 A</td>
<td>815 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1078 A</td>
<td>1048 A</td>
<td>1006 A</td>
<td>1153 A</td>
<td>912 A</td>
<td>1110 A</td>
<td>993 A</td>
<td>802 A</td>
</tr>
<tr>
<td>22-23</td>
<td>584 A</td>
<td>612 A</td>
<td>605 A</td>
<td>849 A</td>
<td>676 A</td>
<td>843 A</td>
<td>893 A</td>
<td>637 A</td>
</tr>
<tr>
<td>23-24</td>
<td>344 A</td>
<td>382 A</td>
<td>397 A</td>
<td>460 A</td>
<td>457 A</td>
<td>467 A</td>
<td>600 A</td>
<td>365 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 16857 A
- 23463 A
- 25123 A
- 26382 A
- 26275 A
- 27849 A
- 20884 A
- 18444 A

**AM Peak Hour**
- 11-12
- 07-08
- 07-08
- 07-08
- 07-08
- 11-12
- 11-12

**AM Peak Traffic**
- 1027
- 1746
- 1965
- 1989
- 2112
- 2058
- 1061
- 1118

**PM Peak Hour**
- 13-14
- 15-16
- 15-16
- 15-16
- 16-17
- 16-17
- 14-15
- 12-13

**PM Peak Traffic**
- 1270
- 1622
- 1731
- 1781
- 1858
- 1857
- 1459
- 1421
<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>245 A</td>
<td>211 A</td>
<td>263 A</td>
<td>243 A</td>
<td>106 A</td>
<td>257 A</td>
<td>182 A</td>
<td>110 A</td>
</tr>
<tr>
<td>1-2</td>
<td>130 A</td>
<td>119 A</td>
<td>168 A</td>
<td>160 A</td>
<td>144 A</td>
<td>191 A</td>
<td>109 A</td>
<td>53 A</td>
</tr>
<tr>
<td>2-3</td>
<td>128 A</td>
<td>137 A</td>
<td>120 A</td>
<td>115 A</td>
<td>153 A</td>
<td>158 A</td>
<td>84 A</td>
<td>41 A</td>
</tr>
<tr>
<td>3-4</td>
<td>142 A</td>
<td>152 A</td>
<td>164 A</td>
<td>140 A</td>
<td>148 A</td>
<td>84 A</td>
<td>49 A</td>
<td>45 A</td>
</tr>
<tr>
<td>4-5</td>
<td>326 A</td>
<td>336 A</td>
<td>333 A</td>
<td>320 A</td>
<td>248 A</td>
<td>82 A</td>
<td>50 A</td>
<td>98 A</td>
</tr>
<tr>
<td>5-6</td>
<td>810 A</td>
<td>908 A</td>
<td>897 A</td>
<td>874 A</td>
<td>637 A</td>
<td>111 A</td>
<td>64 A</td>
<td>290 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1491 A</td>
<td>1667 A</td>
<td>1651 A</td>
<td>1664 A</td>
<td>1355 A</td>
<td>144 A</td>
<td>114 A</td>
<td>628 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2075 A</td>
<td>2348 A</td>
<td>2356 A</td>
<td>2319 A</td>
<td>1880 A</td>
<td>243 A</td>
<td>143 A</td>
<td>992 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1796 A</td>
<td>1931 A</td>
<td>1963 A</td>
<td>1977 A</td>
<td>1596 A</td>
<td>296 A</td>
<td>220 A</td>
<td>713 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1444 A</td>
<td>1530 A</td>
<td>1563 A</td>
<td>1569 A</td>
<td>1261 A</td>
<td>364 A</td>
<td>315 A</td>
<td>504 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1304 A</td>
<td>1424 A</td>
<td>1358 A</td>
<td>1446 A</td>
<td>1245 A</td>
<td>419 A</td>
<td>447 A</td>
<td>490 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1359 A</td>
<td>1428 A</td>
<td>1465 A</td>
<td>1456 A</td>
<td>1416 A</td>
<td>479 A</td>
<td>464 A</td>
<td>570 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1615 A</td>
<td>1690 A</td>
<td>1706 A</td>
<td>1812 A</td>
<td>1576 A</td>
<td>811 A</td>
<td>549 A</td>
<td>664 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1664 A</td>
<td>1725 A</td>
<td>1802 A</td>
<td>1861 A</td>
<td>1650 A</td>
<td>567 A</td>
<td>516 A</td>
<td>667 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1730 A</td>
<td>1852 A</td>
<td>1874 A</td>
<td>1890 A</td>
<td>1745 A</td>
<td>613 A</td>
<td>499 A</td>
<td>649 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1962 A</td>
<td>2072 A</td>
<td>2009 A</td>
<td>2101 A</td>
<td>1780 A</td>
<td>575 A</td>
<td>515 A</td>
<td>724 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1747 A</td>
<td>1883 A</td>
<td>1942 A</td>
<td>1927 A</td>
<td>1562 A</td>
<td>550 A</td>
<td>452 A</td>
<td>931 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1246 A</td>
<td>1391 A</td>
<td>1438 A</td>
<td>1370 A</td>
<td>1400 A</td>
<td>609 A</td>
<td>434 A</td>
<td>527 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1002 A</td>
<td>1104 A</td>
<td>1090 A</td>
<td>1172 A</td>
<td>964 A</td>
<td>468 A</td>
<td>367 A</td>
<td>362 A</td>
</tr>
<tr>
<td>20-21</td>
<td>947 A</td>
<td>1062 A</td>
<td>953 A</td>
<td>991 A</td>
<td>546 A</td>
<td>429 A</td>
<td>323 A</td>
<td>389 A</td>
</tr>
<tr>
<td>21-22</td>
<td>837 A</td>
<td>1017 A</td>
<td>954 A</td>
<td>903 A</td>
<td>530 A</td>
<td>535 A</td>
<td>371 A</td>
<td>377 A</td>
</tr>
<tr>
<td>22-23</td>
<td>557 A</td>
<td>698 A</td>
<td>704 A</td>
<td>897 A</td>
<td>502 A</td>
<td>444 A</td>
<td>250 A</td>
<td>268 A</td>
</tr>
<tr>
<td>23-24</td>
<td>365 A</td>
<td>397 A</td>
<td>404 A</td>
<td>483 A</td>
<td>364 A</td>
<td>308 A</td>
<td>185 A</td>
<td>143 A</td>
</tr>
</tbody>
</table>

**Day Total**

|        | 25477 P | 28977 A | 29144 A | 29744 A | 24549 A | 9285 A | 7166 A | 10951 A |

**AM Peak Hour**

|        | 07-08   | 07-08   | 07-08   | 07-08   | 11-12   | 11-12   | 07-08   |

**AM Peak Traffic**

|        | 2075    | 2348    | 2356    | 2319    | 1880    | 479     | 464     | 992     |

**PM Peak Hour**

|        | 15-16   | 16-17   | 16-17   | 16-17   | 12-13   | 12-13   | 17-18   |

**PM Peak Traffic**

|        | 1999    | 2072    | 2009    | 2101    | 1780    | 811     | 549     | 931     |
### Traffic Volumes Report

**Direction of Count:** South

**District:** 03  **County:** SAC  **Route:** 005  **Prefix:** 26.392  **Leg:** N

**Location Description:** SB ON FROM RTE 080

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>90 A</td>
<td>4 A</td>
<td>87 A</td>
<td>119 A</td>
<td>244 A</td>
<td>316 A</td>
<td>196 A</td>
<td>214 A</td>
</tr>
<tr>
<td>1-2</td>
<td>61 A</td>
<td>2 A</td>
<td>51 A</td>
<td>76 A</td>
<td>195 A</td>
<td>174 A</td>
<td>102 A</td>
<td>156 A</td>
</tr>
<tr>
<td>2-3</td>
<td>45 A</td>
<td>37 A</td>
<td>42 A</td>
<td>60 A</td>
<td>136 A</td>
<td>91 A</td>
<td>64 A</td>
<td>142 A</td>
</tr>
<tr>
<td>3-4</td>
<td>55 A</td>
<td>50 A</td>
<td>42 A</td>
<td>66 A</td>
<td>79 A</td>
<td>76 A</td>
<td>109 A</td>
<td>164 A</td>
</tr>
<tr>
<td>4-5</td>
<td>92 A</td>
<td>96 A</td>
<td>87 A</td>
<td>94 A</td>
<td>87 A</td>
<td>72 A</td>
<td>233 A</td>
<td>319 A</td>
</tr>
<tr>
<td>5-6</td>
<td>347 A</td>
<td>339 A</td>
<td>347 A</td>
<td>325 A</td>
<td>119 A</td>
<td>109 A</td>
<td>686 A</td>
<td>877 A</td>
</tr>
<tr>
<td>6-7</td>
<td>682 A</td>
<td>737 A</td>
<td>691 A</td>
<td>674 A</td>
<td>170 A</td>
<td>157 A</td>
<td>1382 A</td>
<td>1619 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1137 A</td>
<td>791 A</td>
<td>893 A</td>
<td>823 A</td>
<td>255 A</td>
<td>242 A</td>
<td>1935 A</td>
<td>2239 A</td>
</tr>
<tr>
<td>8-9</td>
<td>840 A</td>
<td>685 A</td>
<td>738 A</td>
<td>736 A</td>
<td>313 A</td>
<td>341 A</td>
<td>1605 A</td>
<td>1765 A</td>
</tr>
<tr>
<td>9-10</td>
<td>586 A</td>
<td>657 A</td>
<td>583 A</td>
<td>559 A</td>
<td>381 A</td>
<td>485 A</td>
<td>1401 A</td>
<td>1425 A</td>
</tr>
<tr>
<td>10-11</td>
<td>526 A</td>
<td>527 A</td>
<td>530 A</td>
<td>561 A</td>
<td>505 A</td>
<td>644 A</td>
<td>1262 A</td>
<td>1341 A</td>
</tr>
<tr>
<td>11-12</td>
<td>589 A</td>
<td>553 A</td>
<td>631 A</td>
<td>644 A</td>
<td>521 A</td>
<td>760 A</td>
<td>1377 A</td>
<td>1411 A</td>
</tr>
<tr>
<td>12-13</td>
<td>746 A</td>
<td>717 A</td>
<td>709 A</td>
<td>791 A</td>
<td>565 A</td>
<td>930 A</td>
<td>1557 A</td>
<td>1685 A</td>
</tr>
<tr>
<td>13-14</td>
<td>720 A</td>
<td>765 A</td>
<td>745 A</td>
<td>802 A</td>
<td>616 A</td>
<td>1102 A</td>
<td>1654 A</td>
<td>1792 A</td>
</tr>
<tr>
<td>14-15</td>
<td>687 A</td>
<td>652 A</td>
<td>740 A</td>
<td>763 A</td>
<td>538 A</td>
<td>972 A</td>
<td>1770 A</td>
<td>1862 A</td>
</tr>
<tr>
<td>15-16</td>
<td>722 A</td>
<td>708 A</td>
<td>935 A</td>
<td>857 A</td>
<td>614 A</td>
<td>1068 A</td>
<td>1871 A</td>
<td>2003 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1104 A</td>
<td>892 A</td>
<td>1175 A</td>
<td>671 A</td>
<td>509 A</td>
<td>949 A</td>
<td>2035 A</td>
<td>2084 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1068 A</td>
<td>761 A</td>
<td>779 A</td>
<td>784 A</td>
<td>551 A</td>
<td>992 A</td>
<td>1741 A</td>
<td>1908 A</td>
</tr>
<tr>
<td>18-19</td>
<td>560 A</td>
<td>614 A</td>
<td>632 A</td>
<td>654 A</td>
<td>509 A</td>
<td>892 A</td>
<td>1268 A</td>
<td>1430 A</td>
</tr>
<tr>
<td>19-20</td>
<td>390 A</td>
<td>458 A</td>
<td>447 A</td>
<td>544 A</td>
<td>428 A</td>
<td>863 A</td>
<td>1002 A</td>
<td>1060 A</td>
</tr>
<tr>
<td>20-21</td>
<td>399 A</td>
<td>402 A</td>
<td>425 A</td>
<td>492 A</td>
<td>299 A</td>
<td>673 A</td>
<td>772 A</td>
<td>882 A</td>
</tr>
</tbody>
</table>
| 21-22 | 382 A | 444 A| 365 A | 425 A | 506 A | 474 A | 551 A | 581 A |}

**Day Total**: 12163 A 11375 A 12195 A 12360 A 9115 A 13497 A 25806 A 28304 A

**AM Peak Hour**: 07-08 07-08 07-08 11-12 11-12 07-08 07-08

**AM Peak Traffic**: 1137 791 893 823 521 760 1935 2239

**PM Peak Hour**: 16-17 16-17 16-17 15-16 13-14 16-17 16-17

**PM Peak Traffic**: 1104 892 1175 857 616 1102 2035 2084
### District County Route Prefix Postmile Leg
03 SAC 005 26.392 N

#### Location Description
SB ON FROM RTE 080

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>222 A</td>
<td>224 A</td>
<td>279 A</td>
<td>477 A</td>
<td>489 A</td>
<td>249 A</td>
</tr>
<tr>
<td>1-2</td>
<td>167 A</td>
<td>165 A</td>
<td>230 A</td>
<td>417 A</td>
<td>394 A</td>
<td>150 A</td>
</tr>
<tr>
<td>2-3</td>
<td>135 A</td>
<td>138 A</td>
<td>174 A</td>
<td>257 A</td>
<td>266 A</td>
<td>132 A</td>
</tr>
<tr>
<td>3-4</td>
<td>150 A</td>
<td>163 A</td>
<td>166 A</td>
<td>168 A</td>
<td>158 A</td>
<td>180 A</td>
</tr>
<tr>
<td>4-5</td>
<td>323 A</td>
<td>326 A</td>
<td>361 A</td>
<td>179 A</td>
<td>138 A</td>
<td>361 A</td>
</tr>
<tr>
<td>5-6</td>
<td>874 A</td>
<td>865 A</td>
<td>924 A</td>
<td>353 A</td>
<td>202 A</td>
<td>905 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1649 A</td>
<td>1638 A</td>
<td>1523 A</td>
<td>478 A</td>
<td>296 A</td>
<td>1555 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2255 A</td>
<td>2296 A</td>
<td>2199 A</td>
<td>723 A</td>
<td>482 A</td>
<td>2246 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1862 A</td>
<td>1800 A</td>
<td>1856 A</td>
<td>854 A</td>
<td>644 A</td>
<td>1860 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1489 A</td>
<td>1491 A</td>
<td>1619 A</td>
<td>1040 A</td>
<td>904 A</td>
<td>1578 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1455 A</td>
<td>1446 A</td>
<td>1496 A</td>
<td>1214 A</td>
<td>1149 A</td>
<td>1432 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1587 A</td>
<td>1561 A</td>
<td>1658 A</td>
<td>1364 A</td>
<td>1388 A</td>
<td>1573 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1740 A</td>
<td>1768 A</td>
<td>1937 A</td>
<td>1622 A</td>
<td>1666 A</td>
<td>1756 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1794 A</td>
<td>1849 A</td>
<td>1988 A</td>
<td>1628 A</td>
<td>1568 A</td>
<td>1802 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1940 A</td>
<td>1981 A</td>
<td>2036 A</td>
<td>1620 A</td>
<td>1486 A</td>
<td>2114 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1986 A</td>
<td>2092 A</td>
<td>2206 A</td>
<td>1564 A</td>
<td>1536 A</td>
<td>2166 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2072 A</td>
<td>2181 A</td>
<td>2174 A</td>
<td>1643 A</td>
<td>1522 A</td>
<td>2133 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1910 A</td>
<td>2073 A</td>
<td>2010 A</td>
<td>1653 A</td>
<td>1491 A</td>
<td>1963 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1814 A</td>
<td>1690 A</td>
<td>1850 A</td>
<td>1571 A</td>
<td>1246 A</td>
<td>1579 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1249 A</td>
<td>1216 A</td>
<td>1351 A</td>
<td>1227 A</td>
<td>1085 A</td>
<td>1117 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1091 A</td>
<td>1024 A</td>
<td>1237 A</td>
<td>1202 A</td>
<td>1020 A</td>
<td>983 A</td>
</tr>
<tr>
<td>21-22</td>
<td>912 A</td>
<td>1029 A</td>
<td>1141 A</td>
<td>1286 A</td>
<td>867 A</td>
<td>945 A</td>
</tr>
<tr>
<td>22-23</td>
<td>624 A</td>
<td>698 A</td>
<td>960 A</td>
<td>1054 A</td>
<td>648 A</td>
<td>709 A</td>
</tr>
<tr>
<td>23-24</td>
<td>428 A</td>
<td>481 A</td>
<td>712 A</td>
<td>793 A</td>
<td>436 A</td>
<td>398 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **AM Peak Hour:** 07-08 07-08 11-12 11-12 07-08
- **AM Peak Traffic:** 2255 2296 2199 1364 1388 2246
- **PM Peak Hour:** 16-17 16-17 15-16 17-18 12-13 15-16
- **PM Peak Traffic:** 2072 2181 2206 1653 1666 2166
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.392</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

Location Description: SB ON FROM RTE 080

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>139816</td>
<td>19974</td>
</tr>
<tr>
<td>2nd</td>
<td>96511</td>
<td>13787</td>
</tr>
<tr>
<td>3rd</td>
<td>195668</td>
<td>27953</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>123365</td>
<td>24673</td>
</tr>
<tr>
<td>2nd</td>
<td>73899</td>
<td>14780</td>
</tr>
<tr>
<td>3rd</td>
<td>150200</td>
<td>30040</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>261 A</td>
<td>293 A</td>
<td>308 A</td>
<td>398 A</td>
<td>478 A</td>
<td>441 A</td>
<td>256 A</td>
<td>186 A</td>
</tr>
<tr>
<td>1-2</td>
<td>155 A</td>
<td>168 A</td>
<td>170 A</td>
<td>282 A</td>
<td>396 A</td>
<td>283 A</td>
<td>144 A</td>
<td>120 A</td>
</tr>
<tr>
<td>2-3</td>
<td>133 A</td>
<td>145 A</td>
<td>144 A</td>
<td>201 A</td>
<td>207 A</td>
<td>220 A</td>
<td>108 A</td>
<td>99 A</td>
</tr>
<tr>
<td>3-4</td>
<td>171 A</td>
<td>152 A</td>
<td>178 A</td>
<td>189 A</td>
<td>133 A</td>
<td>165 A</td>
<td>138 A</td>
<td>115 A</td>
</tr>
<tr>
<td>4-5</td>
<td>330 A</td>
<td>346 A</td>
<td>317 A</td>
<td>175 A</td>
<td>146 A</td>
<td>140 A</td>
<td>344 A</td>
<td>216 A</td>
</tr>
<tr>
<td>5-6</td>
<td>886 A</td>
<td>932 A</td>
<td>935 A</td>
<td>293 A</td>
<td>214 A</td>
<td>201 A</td>
<td>844 A</td>
<td>665 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1670 A</td>
<td>1678 A</td>
<td>1530 A</td>
<td>409 A</td>
<td>324 A</td>
<td>298 A</td>
<td>1503 A</td>
<td>1299 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2347 A</td>
<td>2296 A</td>
<td>2207 A</td>
<td>541 A</td>
<td>494 A</td>
<td>424 A</td>
<td>2179 A</td>
<td>1822 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1893 A</td>
<td>1912 A</td>
<td>1859 A</td>
<td>631 A</td>
<td>639 A</td>
<td>674 A</td>
<td>1766 A</td>
<td>1443 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1482 A</td>
<td>1526 A</td>
<td>1575 A</td>
<td>819 A</td>
<td>814 A</td>
<td>885 A</td>
<td>1470 A</td>
<td>1120 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1486 A</td>
<td>1513 A</td>
<td>1559 A</td>
<td>1016 A</td>
<td>1085 A</td>
<td>1212 A</td>
<td>1398 A</td>
<td>1049 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1599 A</td>
<td>1597 A</td>
<td>1685 A</td>
<td>1162 A</td>
<td>1271 A</td>
<td>1415 A</td>
<td>1602 A</td>
<td>1169 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1797 A</td>
<td>1762 A</td>
<td>1995 A</td>
<td>1331 A</td>
<td>1469 A</td>
<td>1635 A</td>
<td>1733 A</td>
<td>1262 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1929 A</td>
<td>1934 A</td>
<td>2048 A</td>
<td>1364 A</td>
<td>1477 A</td>
<td>1946 A</td>
<td>1861 A</td>
<td>1380 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1892 A</td>
<td>1944 A</td>
<td>2256 A</td>
<td>1327 A</td>
<td>1550 A</td>
<td>2029 A</td>
<td>1918 A</td>
<td>1542 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2115 A</td>
<td>2155 A</td>
<td>2211 A</td>
<td>1298 A</td>
<td>1482 A</td>
<td>1784 A</td>
<td>2009 A</td>
<td>1580 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2332 A</td>
<td>2247 A</td>
<td>2230 A</td>
<td>1196 A</td>
<td>1496 A</td>
<td>1568 A</td>
<td>2100 A</td>
<td>1646 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1977 A</td>
<td>2052 A</td>
<td>1924 A</td>
<td>1007 A</td>
<td>1306 A</td>
<td>1498 A</td>
<td>1819 A</td>
<td>1521 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1528 A</td>
<td>1550 A</td>
<td>1860 A</td>
<td>962 A</td>
<td>1283 A</td>
<td>1260 A</td>
<td>1128 A</td>
<td>1185 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1204 A</td>
<td>1271 A</td>
<td>1339 A</td>
<td>856 A</td>
<td>1060 A</td>
<td>1246 A</td>
<td>1074 A</td>
<td>842 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1088 A</td>
<td>1077 A</td>
<td>1215 A</td>
<td>842 A</td>
<td>1062 A</td>
<td>1080 A</td>
<td>887 A</td>
<td>556 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1045 A</td>
<td>1037 A</td>
<td>1171 A</td>
<td>751 A</td>
<td>1017 A</td>
<td>895 A</td>
<td>774 A</td>
<td>554 A</td>
</tr>
<tr>
<td>22-23</td>
<td>708 A</td>
<td>686 A</td>
<td>942 A</td>
<td>952 A</td>
<td>922 A</td>
<td>632 A</td>
<td>295 A</td>
<td>291 A</td>
</tr>
<tr>
<td>23-24</td>
<td>470 A</td>
<td>490 A</td>
<td>620 A</td>
<td>901 A</td>
<td>648 A</td>
<td>425 A</td>
<td>335 A</td>
<td>220 A</td>
</tr>
</tbody>
</table>

**Day Total:** 30498 A 30763 A 32278 A 18903 A 20973 A 22356 A 27685 A 21882 A

**AM Peak Hour:** 07-08 07-08 07-08 11-12 11-12 11-12 07-08 07-08

**AM Peak Traffic:** 2347 A 2296 A 2207 A 1162 A 1271 A 1415 A 2179 A 1822 A

**PM Peak Hour:** 16-17 16-17 14-15 13-14 14-15 14-15 16-17 16-17

**PM Peak Traffic:** 2332 A 2247 A 2256 A 1364 A 1550 A 2029 A 2100 A 1646 A
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route Prefix</th>
<th>Postmile 26.392</th>
<th>Leg N</th>
<th>Location Description</th>
<th>Traffic Station:</th>
<th>Location Type: Ramp Connection</th>
<th>Lanes:</th>
<th>Lane Code:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td></td>
<td></td>
<td>SB ON FROM RTE 080</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Direction of Count: South**

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>118 A</td>
<td>138 A</td>
<td>141 A</td>
<td>230 A</td>
<td>237 A</td>
<td>95 A</td>
<td>102 A</td>
<td>124 A</td>
</tr>
<tr>
<td>1-2</td>
<td>58 A</td>
<td>80 A</td>
<td>102 A</td>
<td>213 A</td>
<td>171 A</td>
<td>63 A</td>
<td>54 A</td>
<td>63 A</td>
</tr>
<tr>
<td>2-3</td>
<td>61 A</td>
<td>69 A</td>
<td>94 A</td>
<td>159 A</td>
<td>120 A</td>
<td>57 A</td>
<td>68 A</td>
<td>3 A</td>
</tr>
<tr>
<td>3-4</td>
<td>56 A</td>
<td>54 A</td>
<td>68 A</td>
<td>57 A</td>
<td>73 A</td>
<td>57 A</td>
<td>65 A</td>
<td>3 A</td>
</tr>
<tr>
<td>4-5</td>
<td>145 A</td>
<td>141 A</td>
<td>120 A</td>
<td>69 A</td>
<td>54 A</td>
<td>134 A</td>
<td>114 A</td>
<td>57 A</td>
</tr>
<tr>
<td>5-6</td>
<td>423 A</td>
<td>357 A</td>
<td>340 A</td>
<td>132 A</td>
<td>76 A</td>
<td>376 A</td>
<td>419 A</td>
<td>395 A</td>
</tr>
<tr>
<td>6-7</td>
<td>784 A</td>
<td>742 A</td>
<td>692 A</td>
<td>186 A</td>
<td>130 A</td>
<td>684 A</td>
<td>833 A</td>
<td>786 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1182 A</td>
<td>1083 A</td>
<td>955 A</td>
<td>272 A</td>
<td>176 A</td>
<td>1148 A</td>
<td>1239 A</td>
<td>1165 A</td>
</tr>
<tr>
<td>8-9</td>
<td>839 A</td>
<td>737 A</td>
<td>781 A</td>
<td>327 A</td>
<td>247 A</td>
<td>807 A</td>
<td>928 A</td>
<td>931 A</td>
</tr>
<tr>
<td>9-10</td>
<td>663 A</td>
<td>625 A</td>
<td>654 A</td>
<td>442 A</td>
<td>352 A</td>
<td>596 A</td>
<td>601 A</td>
<td>629 A</td>
</tr>
<tr>
<td>10-11</td>
<td>656 A</td>
<td>661 A</td>
<td>674 A</td>
<td>503 A</td>
<td>443 A</td>
<td>567 A</td>
<td>593 A</td>
<td>581 A</td>
</tr>
<tr>
<td>11-12</td>
<td>803 A</td>
<td>793 A</td>
<td>834 A</td>
<td>609 A</td>
<td>625 A</td>
<td>820 A</td>
<td>808 A</td>
<td>762 A</td>
</tr>
<tr>
<td>12-13</td>
<td>849 A</td>
<td>742 A</td>
<td>813 A</td>
<td>619 A</td>
<td>614 A</td>
<td>711 A</td>
<td>811 A</td>
<td>750 A</td>
</tr>
<tr>
<td>13-14</td>
<td>780 A</td>
<td>707 A</td>
<td>994 A</td>
<td>593 A</td>
<td>664 A</td>
<td>789 A</td>
<td>786 A</td>
<td>746 A</td>
</tr>
<tr>
<td>14-15</td>
<td>800 A</td>
<td>844 A</td>
<td>1206 A</td>
<td>658 A</td>
<td>649 A</td>
<td>748 A</td>
<td>774 A</td>
<td>822 A</td>
</tr>
<tr>
<td>15-16</td>
<td>949 A</td>
<td>1064 A</td>
<td>1205 A</td>
<td>634 A</td>
<td>529 A</td>
<td>822 A</td>
<td>866 A</td>
<td>930 A</td>
</tr>
<tr>
<td>16-17</td>
<td>845 A</td>
<td>831 A</td>
<td>915 A</td>
<td>611 A</td>
<td>543 A</td>
<td>727 A</td>
<td>972 A</td>
<td>784 A</td>
</tr>
<tr>
<td>17-18</td>
<td>656 A</td>
<td>717 A</td>
<td>724 A</td>
<td>625 A</td>
<td>478 A</td>
<td>555 A</td>
<td>639 A</td>
<td>680 A</td>
</tr>
<tr>
<td>18-19</td>
<td>478 A</td>
<td>531 A</td>
<td>607 A</td>
<td>530 A</td>
<td>439 A</td>
<td>430 A</td>
<td>499 A</td>
<td>496 A</td>
</tr>
<tr>
<td>19-20</td>
<td>451 A</td>
<td>564 A</td>
<td>523 A</td>
<td>510 A</td>
<td>391 A</td>
<td>438 A</td>
<td>457 A</td>
<td>485 A</td>
</tr>
<tr>
<td>20-21</td>
<td>426 A</td>
<td>486 A</td>
<td>527 A</td>
<td>541 A</td>
<td>380 A</td>
<td>380 A</td>
<td>382 A</td>
<td>419 A</td>
</tr>
<tr>
<td>21-22</td>
<td>383 A</td>
<td>340 A</td>
<td>472 A</td>
<td>473 A</td>
<td>257 A</td>
<td>253 A</td>
<td>295 A</td>
<td>292 A</td>
</tr>
<tr>
<td>22-23</td>
<td>216 A</td>
<td>214 A</td>
<td>368 A</td>
<td>278 A</td>
<td>161 A</td>
<td>163 A</td>
<td>189 A</td>
<td>215 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>12621 P</th>
<th>13112 A</th>
<th>14429 A</th>
<th>9828 A</th>
<th>8317 A</th>
<th>12037 A</th>
<th>13116 A</th>
<th>12787 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**
07-08

**AM Peak Traffic**
1182

**PM Peak Hour**
16-17

**PM Peak Traffic**
949
### District 03  SAC  005  Postmile 26.392  N

**Location Description**
SB ON FROM RTE 080

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>0-1</td>
<td>145 A</td>
<td>305 A</td>
<td>418 A</td>
<td>398 A</td>
<td>217 A</td>
<td>210 A</td>
<td>242 A</td>
</tr>
<tr>
<td></td>
<td>1-2</td>
<td>70 A</td>
<td>182 A</td>
<td>357 A</td>
<td>324 A</td>
<td>168 A</td>
<td>135 A</td>
<td>159 A</td>
</tr>
<tr>
<td></td>
<td>2-3</td>
<td>59 A</td>
<td>281 A</td>
<td>277 A</td>
<td>223 A</td>
<td>112 A</td>
<td>117 A</td>
<td>141 A</td>
</tr>
<tr>
<td></td>
<td>3-4</td>
<td>72 A</td>
<td>208 A</td>
<td>178 A</td>
<td>136 A</td>
<td>156 A</td>
<td>139 A</td>
<td>159 A</td>
</tr>
<tr>
<td></td>
<td>4-5</td>
<td>142 A</td>
<td>341 A</td>
<td>169 A</td>
<td>123 A</td>
<td>360 A</td>
<td>334 A</td>
<td>345 A</td>
</tr>
<tr>
<td></td>
<td>5-6</td>
<td>475 A</td>
<td>751 A</td>
<td>340 A</td>
<td>197 A</td>
<td>818 A</td>
<td>890 A</td>
<td>900 A</td>
</tr>
<tr>
<td></td>
<td>6-7</td>
<td>885 A</td>
<td>1443 A</td>
<td>499 A</td>
<td>282 A</td>
<td>1423 A</td>
<td>1580 A</td>
<td>1539 A</td>
</tr>
<tr>
<td></td>
<td>7-8</td>
<td>1275 A</td>
<td>1955 A</td>
<td>647 A</td>
<td>413 A</td>
<td>2073 A</td>
<td>2154 A</td>
<td>2232 A</td>
</tr>
<tr>
<td></td>
<td>8-9</td>
<td>1012 A</td>
<td>1656 A</td>
<td>772 A</td>
<td>582 A</td>
<td>1676 A</td>
<td>1932 A</td>
<td>1791 A</td>
</tr>
<tr>
<td></td>
<td>9-10</td>
<td>786 A</td>
<td>1374 A</td>
<td>962 A</td>
<td>752 A</td>
<td>1399 A</td>
<td>1382 A</td>
<td>1347 A</td>
</tr>
<tr>
<td></td>
<td>10-11</td>
<td>734 A</td>
<td>1316 A</td>
<td>1117 A</td>
<td>988 A</td>
<td>1258 A</td>
<td>1255 A</td>
<td>1269 A</td>
</tr>
<tr>
<td></td>
<td>11-12</td>
<td>829 A</td>
<td>1483 A</td>
<td>1292 A</td>
<td>1114 A</td>
<td>1346 A</td>
<td>1286 A</td>
<td>1393 A</td>
</tr>
<tr>
<td></td>
<td>12-13</td>
<td>1107 A</td>
<td>1792 A</td>
<td>1372 A</td>
<td>1340 A</td>
<td>1504 A</td>
<td>1428 A</td>
<td>1570 A</td>
</tr>
<tr>
<td></td>
<td>13-14</td>
<td>1398 A</td>
<td>1899 A</td>
<td>1436 A</td>
<td>1445 A</td>
<td>1581 A</td>
<td>1702 A</td>
<td>1635 A</td>
</tr>
<tr>
<td></td>
<td>14-15</td>
<td>1564 A</td>
<td>2072 A</td>
<td>1450 A</td>
<td>1403 A</td>
<td>1688 A</td>
<td>1670 A</td>
<td>1676 A</td>
</tr>
<tr>
<td></td>
<td>15-16</td>
<td>1649 A</td>
<td>1998 A</td>
<td>1379 A</td>
<td>1442 A</td>
<td>1685 A</td>
<td>1753 A</td>
<td>1789 A</td>
</tr>
<tr>
<td></td>
<td>16-17</td>
<td>1819 A</td>
<td>2068 A</td>
<td>1426 A</td>
<td>1440 A</td>
<td>1901 A</td>
<td>2012 A</td>
<td>1889 A</td>
</tr>
<tr>
<td></td>
<td>17-18</td>
<td>1560 A</td>
<td>1938 A</td>
<td>1359 A</td>
<td>1427 A</td>
<td>1781 A</td>
<td>1798 A</td>
<td>1836 A</td>
</tr>
<tr>
<td></td>
<td>18-19</td>
<td>1247 A</td>
<td>1733 A</td>
<td>1448 A</td>
<td>1254 A</td>
<td>1374 A</td>
<td>1380 A</td>
<td>1341 A</td>
</tr>
<tr>
<td></td>
<td>19-20</td>
<td>1060 A</td>
<td>1271 A</td>
<td>1067 A</td>
<td>1118 A</td>
<td>1001 A</td>
<td>1110 A</td>
<td>1035 A</td>
</tr>
<tr>
<td></td>
<td>20-21</td>
<td>896 A</td>
<td>1133 A</td>
<td>954 A</td>
<td>928 A</td>
<td>880 A</td>
<td>973 A</td>
<td>920 A</td>
</tr>
<tr>
<td></td>
<td>21-22</td>
<td>872 A</td>
<td>1175 A</td>
<td>996 A</td>
<td>836 A</td>
<td>806 A</td>
<td>847 A</td>
<td>904 A</td>
</tr>
<tr>
<td></td>
<td>22-23</td>
<td>619 A</td>
<td>893 A</td>
<td>836 A</td>
<td>568 A</td>
<td>591 A</td>
<td>646 A</td>
<td>699 A</td>
</tr>
<tr>
<td></td>
<td>23-24</td>
<td>518 A</td>
<td>686 A</td>
<td>713 A</td>
<td>405 A</td>
<td>378 A</td>
<td>379 A</td>
<td>391 A</td>
</tr>
</tbody>
</table>

**Day Total**
- AM Peak Hour: 07-08
- AM Peak Traffic: 1275
- PM Peak Hour: 16-17
- PM Peak Traffic: 1819
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description
- **SB ON FROM RTE 080**

#### South District County Leg Route Prefix Postmile Leg
- **03** SAC **005** 26.392 N

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 25</td>
<td>JUL 26</td>
<td>JUL 27</td>
<td>JUL 28</td>
<td>JUL 29</td>
<td>JUL 30</td>
<td>JUL 31</td>
</tr>
<tr>
<td>0-1</td>
<td>284 A</td>
<td>516 A</td>
<td>391 A</td>
<td>226 A</td>
<td>214 A</td>
<td>228 A</td>
<td>243 A</td>
</tr>
<tr>
<td>1-2</td>
<td>211 A</td>
<td>359 A</td>
<td>339 A</td>
<td>140 A</td>
<td>179 A</td>
<td>180 A</td>
<td>158 A</td>
</tr>
<tr>
<td>2-3</td>
<td>193 A</td>
<td>257 A</td>
<td>213 A</td>
<td>155 A</td>
<td>127 A</td>
<td>131 A</td>
<td>162 A</td>
</tr>
<tr>
<td>3-4</td>
<td>198 A</td>
<td>183 A</td>
<td>136 A</td>
<td>163 A</td>
<td>174 A</td>
<td>166 A</td>
<td>175 A</td>
</tr>
<tr>
<td>4-5</td>
<td>355 A</td>
<td>200 A</td>
<td>113 A</td>
<td>355 A</td>
<td>361 A</td>
<td>370 A</td>
<td>385 A</td>
</tr>
<tr>
<td>5-6</td>
<td>855 A</td>
<td>346 A</td>
<td>184 A</td>
<td>929 A</td>
<td>949 A</td>
<td>942 A</td>
<td>920 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1468 A</td>
<td>481 A</td>
<td>261 A</td>
<td>1475 A</td>
<td>1653 A</td>
<td>1684 A</td>
<td>1735 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2082 A</td>
<td>672 A</td>
<td>429 A</td>
<td>2223 A</td>
<td>2388 A</td>
<td>2479 A</td>
<td>2308 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1703 A</td>
<td>832 A</td>
<td>600 A</td>
<td>1922 A</td>
<td>1873 A</td>
<td>2059 A</td>
<td>2016 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1471 A</td>
<td>1035 A</td>
<td>856 A</td>
<td>1500 A</td>
<td>1592 A</td>
<td>1592 A</td>
<td>1664 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1466 A</td>
<td>1192 A</td>
<td>1098 A</td>
<td>1513 A</td>
<td>1388 A</td>
<td>1512 A</td>
<td>1533 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1454 A</td>
<td>1331 A</td>
<td>1159 A</td>
<td>1550 A</td>
<td>1547 A</td>
<td>1623 A</td>
<td>1676 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1693 A</td>
<td>1524 A</td>
<td>1343 A</td>
<td>1752 A</td>
<td>1789 A</td>
<td>1804 A</td>
<td>1832 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1774 A</td>
<td>1482 A</td>
<td>1447 A</td>
<td>1821 A</td>
<td>1803 A</td>
<td>1808 A</td>
<td>2013 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1794 A</td>
<td>1415 A</td>
<td>1428 A</td>
<td>1957 A</td>
<td>1961 A</td>
<td>1888 A</td>
<td>2046 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1822 A</td>
<td>1411 A</td>
<td>1480 A</td>
<td>1988 A</td>
<td>2076 A</td>
<td>2094 A</td>
<td>2197 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1980 A</td>
<td>1429 A</td>
<td>1406 A</td>
<td>2185 A</td>
<td>2328 A</td>
<td>2271 A</td>
<td>2297 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1710 A</td>
<td>1293 A</td>
<td>1291 A</td>
<td>1876 A</td>
<td>2032 A</td>
<td>1981 A</td>
<td>2113 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1336 A</td>
<td>1189 A</td>
<td>1214 A</td>
<td>1403 A</td>
<td>1510 A</td>
<td>1730 A</td>
<td>1789 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1205 A</td>
<td>1076 A</td>
<td>985 A</td>
<td>1099 A</td>
<td>1110 A</td>
<td>1142 A</td>
<td>1294 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1093 A</td>
<td>988 A</td>
<td>874 A</td>
<td>925 A</td>
<td>995 A</td>
<td>1096 A</td>
<td>1129 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1026 A</td>
<td>1076 A</td>
<td>826 A</td>
<td>882 A</td>
<td>946 A</td>
<td>955 A</td>
<td>1082 A</td>
</tr>
<tr>
<td>22-23</td>
<td>875 A</td>
<td>876 A</td>
<td>564 A</td>
<td>615 A</td>
<td>681 A</td>
<td>712 A</td>
<td>708 A</td>
</tr>
<tr>
<td>23-24</td>
<td>654 A</td>
<td>675 A</td>
<td>331 A</td>
<td>359 A</td>
<td>379 A</td>
<td>409 A</td>
<td>483 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 28702 A 21838 A 18968 A 29013 A 30055 A 30856 A 31958 A

#### AM Peak Hour
- 07-08 11-12 11-12 07-08 07-08 07-08 07-08

#### AM Peak Traffic
- 2082 1331 1159 2223 2388 2479 2308

#### PM Peak Hour
- 16-17 12-13 15-16 16-17 16-17 16-17 16-17

#### PM Peak Traffic
- 1980 1524 1480 2185 2328 2271 2297
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.392</td>
<td>N</td>
<td></td>
<td>Location Type:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ramp Connection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

### 7-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>83626</td>
</tr>
<tr>
<td>2nd</td>
<td>171838</td>
</tr>
<tr>
<td>3rd</td>
<td>187002</td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>65481</td>
</tr>
<tr>
<td>2nd</td>
<td>131236</td>
</tr>
<tr>
<td>3rd</td>
<td>146196</td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
<tr>
<td>District</td>
<td>County</td>
</tr>
<tr>
<td>-----------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

**Traffic Station:**
- Location Type: Ramp Connection
- Lanes:
- Lane Code:

**Direction of Count: South**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>336</td>
<td>486</td>
<td>470</td>
<td>221</td>
<td>249</td>
<td>242</td>
<td>272</td>
<td>351</td>
</tr>
<tr>
<td>1-2</td>
<td>210</td>
<td>340</td>
<td>341</td>
<td>166</td>
<td>140</td>
<td>152</td>
<td>186</td>
<td>253</td>
</tr>
<tr>
<td>2-3</td>
<td>206</td>
<td>252</td>
<td>299</td>
<td>137</td>
<td>156</td>
<td>194</td>
<td>185</td>
<td>178</td>
</tr>
<tr>
<td>3-4</td>
<td>201</td>
<td>181</td>
<td>197</td>
<td>172</td>
<td>157</td>
<td>171</td>
<td>195</td>
<td>191</td>
</tr>
<tr>
<td>4-5</td>
<td>399</td>
<td>239</td>
<td>147</td>
<td>380</td>
<td>383</td>
<td>380</td>
<td>348</td>
<td>357</td>
</tr>
<tr>
<td>5-6</td>
<td>913</td>
<td>363</td>
<td>214</td>
<td>902</td>
<td>920</td>
<td>916</td>
<td>881</td>
<td>838</td>
</tr>
<tr>
<td>6-7</td>
<td>1625</td>
<td>492</td>
<td>317</td>
<td>1523</td>
<td>1681</td>
<td>1548</td>
<td>1702</td>
<td>1487</td>
</tr>
<tr>
<td>7-8</td>
<td>2245</td>
<td>691</td>
<td>472</td>
<td>2263</td>
<td>2400</td>
<td>2266</td>
<td>2393</td>
<td>2163</td>
</tr>
<tr>
<td>8-9</td>
<td>1922</td>
<td>945</td>
<td>709</td>
<td>1965</td>
<td>1886</td>
<td>2117</td>
<td>1983</td>
<td>1959</td>
</tr>
<tr>
<td>9-10</td>
<td>1618</td>
<td>1123</td>
<td>925</td>
<td>1593</td>
<td>1544</td>
<td>1558</td>
<td>1590</td>
<td>1595</td>
</tr>
<tr>
<td>10-11</td>
<td>1609</td>
<td>1334</td>
<td>1276</td>
<td>1503</td>
<td>1437</td>
<td>1631</td>
<td>1625</td>
<td>1643</td>
</tr>
<tr>
<td>11-12</td>
<td>1806</td>
<td>1492</td>
<td>1291</td>
<td>1638</td>
<td>1617</td>
<td>1757</td>
<td>1689</td>
<td>1821</td>
</tr>
<tr>
<td>12-13</td>
<td>2069</td>
<td>1648</td>
<td>1542</td>
<td>1795</td>
<td>1740</td>
<td>1811</td>
<td>1959</td>
<td>2037</td>
</tr>
<tr>
<td>13-14</td>
<td>2126</td>
<td>1637</td>
<td>1593</td>
<td>1930</td>
<td>1900</td>
<td>1843</td>
<td>1950</td>
<td>2128</td>
</tr>
<tr>
<td>14-15</td>
<td>2260</td>
<td>1636</td>
<td>1683</td>
<td>2042</td>
<td>1993</td>
<td>2023</td>
<td>2065</td>
<td>2177</td>
</tr>
<tr>
<td>15-16</td>
<td>2180</td>
<td>1667</td>
<td>1680</td>
<td>2109</td>
<td>2062</td>
<td>2184</td>
<td>2151</td>
<td>2229</td>
</tr>
<tr>
<td>16-17</td>
<td>2296</td>
<td>1567</td>
<td>1688</td>
<td>2185</td>
<td>2331</td>
<td>2219</td>
<td>2316</td>
<td>2355</td>
</tr>
<tr>
<td>17-18</td>
<td>1989</td>
<td>1547</td>
<td>1640</td>
<td>2027</td>
<td>2142</td>
<td>2055</td>
<td>2021</td>
<td>2126</td>
</tr>
<tr>
<td>18-19</td>
<td>1902</td>
<td>1627</td>
<td>1398</td>
<td>1613</td>
<td>1711</td>
<td>1575</td>
<td>1707</td>
<td>1759</td>
</tr>
<tr>
<td>19-20</td>
<td>1434</td>
<td>1237</td>
<td>1184</td>
<td>1182</td>
<td>1178</td>
<td>1159</td>
<td>1182</td>
<td>1338</td>
</tr>
<tr>
<td>20-21</td>
<td>1280</td>
<td>1166</td>
<td>1078</td>
<td>1019</td>
<td>1067</td>
<td>1102</td>
<td>1220</td>
<td>1238</td>
</tr>
<tr>
<td>21-22</td>
<td>1152</td>
<td>1151</td>
<td>923</td>
<td>900</td>
<td>969</td>
<td>981</td>
<td>1102</td>
<td>1099</td>
</tr>
<tr>
<td>22-23</td>
<td>890</td>
<td>947</td>
<td>679</td>
<td>800</td>
<td>652</td>
<td>671</td>
<td>776</td>
<td>847</td>
</tr>
<tr>
<td>23-24</td>
<td>691</td>
<td>700</td>
<td>459</td>
<td>424</td>
<td>399</td>
<td>453</td>
<td>472</td>
<td>708</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>33359</td>
<td>24468</td>
<td>22205</td>
<td>30489</td>
<td>30714</td>
<td>31008</td>
<td>31970</td>
<td>32877</td>
</tr>
</tbody>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
</tr>
</tbody>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>2245</td>
<td>1492</td>
<td>1291</td>
<td>2263</td>
<td>2400</td>
<td>2266</td>
<td>2393</td>
<td>2163</td>
</tr>
</tbody>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>16-17</td>
<td>15-16</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
</tr>
</tbody>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>2296</td>
<td>1667</td>
<td>1688</td>
<td>2185</td>
<td>2331</td>
<td>2219</td>
<td>2316</td>
<td>2355</td>
</tr>
</tbody>
</table>
## CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.392</td>
<td>N</td>
<td></td>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

**Location Description**

SB ON FROM RTE 080

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11/09/08</td>
<td>11/10/08</td>
<td>11/11/08</td>
<td>11/12/08</td>
<td>11/13/08</td>
<td>11/14/08</td>
<td>11/15/08</td>
<td>11/16/08</td>
</tr>
<tr>
<td>0-1</td>
<td>476 A</td>
<td>459 A</td>
<td>246 A</td>
<td>278 A</td>
<td>225 A</td>
<td>275 A</td>
<td>327 A</td>
<td>530 A</td>
</tr>
<tr>
<td>1-2</td>
<td>338 A</td>
<td>321 A</td>
<td>143 A</td>
<td>156 A</td>
<td>150 A</td>
<td>167 A</td>
<td>210 A</td>
<td>323 A</td>
</tr>
<tr>
<td>2-3</td>
<td>244 A</td>
<td>272 A</td>
<td>140 A</td>
<td>142 A</td>
<td>163 A</td>
<td>171 A</td>
<td>192 A</td>
<td>249 A</td>
</tr>
<tr>
<td>3-4</td>
<td>169 A</td>
<td>151 A</td>
<td>180 A</td>
<td>191 A</td>
<td>175 A</td>
<td>191 A</td>
<td>194 A</td>
<td>173 A</td>
</tr>
<tr>
<td>4-5</td>
<td>193 A</td>
<td>147 A</td>
<td>380 A</td>
<td>327 A</td>
<td>370 A</td>
<td>359 A</td>
<td>223 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>380 A</td>
<td>219 A</td>
<td>940 A</td>
<td>955 A</td>
<td>925 A</td>
<td>928 A</td>
<td>935 A</td>
<td>340 A</td>
</tr>
<tr>
<td>6-7</td>
<td>505 A</td>
<td>361 A</td>
<td>1616 A</td>
<td>1711 A</td>
<td>1731 A</td>
<td>1687 A</td>
<td>1596 A</td>
<td>517 A</td>
</tr>
<tr>
<td>7-8</td>
<td>710 A</td>
<td>523 A</td>
<td>2176 A</td>
<td>2428 A</td>
<td>2388 A</td>
<td>2391 A</td>
<td>2314 A</td>
<td>702 A</td>
</tr>
<tr>
<td>8-9</td>
<td>901 A</td>
<td>734 A</td>
<td>1974 A</td>
<td>2002 A</td>
<td>2068 A</td>
<td>2054 A</td>
<td>1948 A</td>
<td>962 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1187 A</td>
<td>1068 A</td>
<td>1664 A</td>
<td>1631 A</td>
<td>1670 A</td>
<td>1710 A</td>
<td>1191 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>1387 A</td>
<td>1378 A</td>
<td>1551 A</td>
<td>1475 A</td>
<td>1494 A</td>
<td>1559 A</td>
<td>1604 A</td>
<td>1400 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1608 A</td>
<td>1507 A</td>
<td>1657 A</td>
<td>1712 A</td>
<td>1674 A</td>
<td>1631 A</td>
<td>1781 A</td>
<td>1516 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1707 A</td>
<td>1709 A</td>
<td>1801 A</td>
<td>1759 A</td>
<td>1890 A</td>
<td>1785 A</td>
<td>2063 A</td>
<td>1704 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1705 A</td>
<td>1842 A</td>
<td>1930 A</td>
<td>2025 A</td>
<td>1930 A</td>
<td>1951 A</td>
<td>2074 A</td>
<td>1737 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1735 A</td>
<td>1762 A</td>
<td>2053 A</td>
<td>2090 A</td>
<td>2013 A</td>
<td>2126 A</td>
<td>2160 A</td>
<td>1626 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1650 A</td>
<td>1731 A</td>
<td>2232 A</td>
<td>2093 A</td>
<td>2112 A</td>
<td>2188 A</td>
<td>2281 A</td>
<td>1650 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1657 A</td>
<td>1660 A</td>
<td>2320 A</td>
<td>2362 A</td>
<td>2332 A</td>
<td>2386 A</td>
<td>2349 A</td>
<td>1737 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1619 A</td>
<td>1683 A</td>
<td>1996 A</td>
<td>2166 A</td>
<td>2079 A</td>
<td>2206 A</td>
<td>2159 A</td>
<td>1687 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1488 A</td>
<td>1416 A</td>
<td>1541 A</td>
<td>1687 A</td>
<td>1670 A</td>
<td>1747 A</td>
<td>2045 A</td>
<td>1562 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1307 A</td>
<td>1336 A</td>
<td>1145 A</td>
<td>1219 A</td>
<td>1226 A</td>
<td>1247 A</td>
<td>1466 A</td>
<td>1346 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1219 A</td>
<td>1066 A</td>
<td>1109 A</td>
<td>1000 A</td>
<td>1180 A</td>
<td>1132 A</td>
<td>1251 A</td>
<td>1150 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1074 A</td>
<td>863 A</td>
<td>961 A</td>
<td>917 A</td>
<td>963 A</td>
<td>1007 A</td>
<td>1233 A</td>
<td>1148 A</td>
</tr>
<tr>
<td>22-23</td>
<td>987 A</td>
<td>567 A</td>
<td>599 A</td>
<td>673 A</td>
<td>694 A</td>
<td>703 A</td>
<td>926 A</td>
<td>1018 A</td>
</tr>
<tr>
<td>23-24</td>
<td>723 A</td>
<td>388 A</td>
<td>405 A</td>
<td>399 A</td>
<td>437 A</td>
<td>510 A</td>
<td>703 A</td>
<td>943 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>1608</td>
<td>14-15</td>
<td>1735</td>
</tr>
<tr>
<td>07-08</td>
<td>2176</td>
<td>16-17</td>
<td>1842</td>
</tr>
<tr>
<td>07-08</td>
<td>2388</td>
<td>16-17</td>
<td>2320</td>
</tr>
<tr>
<td>07-08</td>
<td>2391</td>
<td>16-17</td>
<td>2362</td>
</tr>
<tr>
<td>07-08</td>
<td>2314</td>
<td>16-17</td>
<td>2332</td>
</tr>
<tr>
<td>11-12</td>
<td>1516</td>
<td>13-14</td>
<td>1737</td>
</tr>
</tbody>
</table>

**Year**

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>1608</td>
<td>14-15</td>
<td>1735</td>
</tr>
<tr>
<td>07-08</td>
<td>2176</td>
<td>2388</td>
<td>16-17</td>
<td>1842</td>
</tr>
<tr>
<td>07-08</td>
<td>2391</td>
<td>2332</td>
<td>16-17</td>
<td>2362</td>
</tr>
<tr>
<td>07-08</td>
<td>2314</td>
<td>2332</td>
<td>16-17</td>
<td>2362</td>
</tr>
<tr>
<td>11-12</td>
<td>1516</td>
<td>1737</td>
<td>13-14</td>
<td>1737</td>
</tr>
</tbody>
</table>

**Page# 63**

11/19/2008 09:25:34
### District: 03  
### County: SAC  
### Prefix: 005  
### Postmile: 26.392  
### Leg: N  

#### Traffic Station:  
- **Location Type:** Ramp Connection  
- **Lanes:**  
- **Lane Code:**

#### Location Description:  
SB ON FROM RTE 080

### Direction of Count: South

#### Year 2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>522 A</td>
<td>238 A</td>
<td>257 A</td>
<td>264 A</td>
<td>243 A</td>
<td>320 A</td>
<td>461 A</td>
<td>475 A</td>
</tr>
<tr>
<td>1-2</td>
<td>337 A</td>
<td>137 A</td>
<td>146 A</td>
<td>159 A</td>
<td>156 A</td>
<td>263 A</td>
<td>309 A</td>
<td>383 A</td>
</tr>
<tr>
<td>2-3</td>
<td>244 A</td>
<td>122 A</td>
<td>149 A</td>
<td>146 A</td>
<td>146 A</td>
<td>201 A</td>
<td>247 A</td>
<td>262 A</td>
</tr>
<tr>
<td>3-4</td>
<td>168 A</td>
<td>144 A</td>
<td>150 A</td>
<td>156 A</td>
<td>176 A</td>
<td>200 A</td>
<td>203 A</td>
<td>176 A</td>
</tr>
<tr>
<td>4-5</td>
<td>144 A</td>
<td>342 A</td>
<td>382 A</td>
<td>335 A</td>
<td>347 A</td>
<td>348 A</td>
<td>206 A</td>
<td>151 A</td>
</tr>
<tr>
<td>5-6</td>
<td>172 A</td>
<td>899 A</td>
<td>950 A</td>
<td>943 A</td>
<td>914 A</td>
<td>900 A</td>
<td>378 A</td>
<td>201 A</td>
</tr>
<tr>
<td>6-7</td>
<td>295 A</td>
<td>1360 A</td>
<td>1702 A</td>
<td>1747 A</td>
<td>1725 A</td>
<td>1639 A</td>
<td>560 A</td>
<td>317 A</td>
</tr>
<tr>
<td>7-8</td>
<td>495 A</td>
<td>2075 A</td>
<td>2476 A</td>
<td>2498 A</td>
<td>2266 A</td>
<td>2285 A</td>
<td>804 A</td>
<td>541 A</td>
</tr>
<tr>
<td>8-9</td>
<td>711 A</td>
<td>2074 A</td>
<td>2145 A</td>
<td>2055 A</td>
<td>2144 A</td>
<td>2092 A</td>
<td>943 A</td>
<td>718 A</td>
</tr>
<tr>
<td>9-10</td>
<td>911 A</td>
<td>1622 A</td>
<td>1629 A</td>
<td>1655 A</td>
<td>2037 A</td>
<td>1648 A</td>
<td>1300 A</td>
<td>990 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1236 A</td>
<td>1477 A</td>
<td>1477 A</td>
<td>1503 A</td>
<td>1590 A</td>
<td>1607 A</td>
<td>1465 A</td>
<td>1312 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1377 A</td>
<td>1595 A</td>
<td>1617 A</td>
<td>1735 A</td>
<td>1672 A</td>
<td>1755 A</td>
<td>1587 A</td>
<td>1369 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1604 A</td>
<td>1830 A</td>
<td>1816 A</td>
<td>1745 A</td>
<td>1839 A</td>
<td>2033 A</td>
<td>1693 A</td>
<td>1635 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1631 A</td>
<td>1901 A</td>
<td>1923 A</td>
<td>1884 A</td>
<td>1925 A</td>
<td>2190 A</td>
<td>1836 A</td>
<td>1730 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1697 A</td>
<td>1982 A</td>
<td>2050 A</td>
<td>2052 A</td>
<td>2037 A</td>
<td>2252 A</td>
<td>1816 A</td>
<td>1806 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1710 A</td>
<td>2173 A</td>
<td>2177 A</td>
<td>2223 A</td>
<td>2250 A</td>
<td>2449 A</td>
<td>1764 A</td>
<td>1729 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1800 A</td>
<td>2367 A</td>
<td>2408 A</td>
<td>2368 A</td>
<td>2433 A</td>
<td>2290 A</td>
<td>1709 A</td>
<td>1621 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1925 A</td>
<td>2137 A</td>
<td>2210 A</td>
<td>2140 A</td>
<td>2100 A</td>
<td>2183 A</td>
<td>1624 A</td>
<td>1570 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1655 A</td>
<td>1684 A</td>
<td>1718 A</td>
<td>1548 A</td>
<td>1631 A</td>
<td>1748 A</td>
<td>1467 A</td>
<td>1386 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1263 A</td>
<td>1232 A</td>
<td>1111 A</td>
<td>1243 A</td>
<td>1180 A</td>
<td>1363 A</td>
<td>1340 A</td>
<td>1273 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1047 A</td>
<td>1063 A</td>
<td>1080 A</td>
<td>1079 A</td>
<td>1146 A</td>
<td>1299 A</td>
<td>1206 A</td>
<td>1154 A</td>
</tr>
<tr>
<td>21-22</td>
<td>951 A</td>
<td>861 A</td>
<td>893 A</td>
<td>909 A</td>
<td>1109 A</td>
<td>1170 A</td>
<td>1216 A</td>
<td>924 A</td>
</tr>
<tr>
<td>22-23</td>
<td>629 A</td>
<td>583 A</td>
<td>650 A</td>
<td>680 A</td>
<td>699 A</td>
<td>904 A</td>
<td>902 A</td>
<td>623 A</td>
</tr>
<tr>
<td>23-24</td>
<td>418 A</td>
<td>394 A</td>
<td>392 A</td>
<td>411 A</td>
<td>470 A</td>
<td>659 A</td>
<td>666 A</td>
<td>427 A</td>
</tr>
</tbody>
</table>

#### Day Total

- **AM Peak Hour:**  
  - 11-12: 07-08  
  - **AM Peak Traffic:**  
  - 1377  
  - **PM Peak Hour:**  
  - 17-18: 16-17  
  - **PM Peak Traffic:**  
  - 1925
<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>198 A</td>
<td>229 A</td>
<td>260 A</td>
<td>230 A</td>
<td>310 A</td>
<td>455 A</td>
<td>483 A</td>
</tr>
<tr>
<td>1-2</td>
<td>148 A</td>
<td>149 A</td>
<td>178 A</td>
<td>151 A</td>
<td>227 A</td>
<td>340 A</td>
<td>352 A</td>
</tr>
<tr>
<td>2-3</td>
<td>138 A</td>
<td>139 A</td>
<td>138 A</td>
<td>135 A</td>
<td>173 A</td>
<td>270 A</td>
<td>290 A</td>
</tr>
<tr>
<td>3-4</td>
<td>174 A</td>
<td>149 A</td>
<td>161 A</td>
<td>166 A</td>
<td>196 A</td>
<td>240 A</td>
<td>168 A</td>
</tr>
<tr>
<td>4-5</td>
<td>372 A</td>
<td>336 A</td>
<td>344 A</td>
<td>372 A</td>
<td>337 A</td>
<td>225 A</td>
<td>162 A</td>
</tr>
<tr>
<td>5-6</td>
<td>947 A</td>
<td>963 A</td>
<td>1012 A</td>
<td>984 A</td>
<td>887 A</td>
<td>341 A</td>
<td>216 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1615 A</td>
<td>1822 A</td>
<td>1773 A</td>
<td>1805 A</td>
<td>1609 A</td>
<td>469 A</td>
<td>325 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2171 A</td>
<td>2282 A</td>
<td>2407 A</td>
<td>2371 A</td>
<td>2335 A</td>
<td>712 A</td>
<td>459 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1889 A</td>
<td>2223 A</td>
<td>1674 A</td>
<td>2250 A</td>
<td>2048 A</td>
<td>935 A</td>
<td>641 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1771 A</td>
<td>1648 A</td>
<td>1688 A</td>
<td>1706 A</td>
<td>1686 A</td>
<td>1204 A</td>
<td>959 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1524 A</td>
<td>1503 A</td>
<td>1571 A</td>
<td>1465 A</td>
<td>1641 A</td>
<td>1410 A</td>
<td>1346 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1588 A</td>
<td>1569 A</td>
<td>1597 A</td>
<td>1644 A</td>
<td>1821 A</td>
<td>1497 A</td>
<td>1408 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1830 A</td>
<td>1724 A</td>
<td>1842 A</td>
<td>1894 A</td>
<td>2036 A</td>
<td>1706 A</td>
<td>1686 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1903 A</td>
<td>1877 A</td>
<td>1865 A</td>
<td>1966 A</td>
<td>2228 A</td>
<td>1829 A</td>
<td>1832 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1974 A</td>
<td>1953 A</td>
<td>1849 A</td>
<td>1979 A</td>
<td>2320 A</td>
<td>1760 A</td>
<td>1804 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2140 A</td>
<td>2181 A</td>
<td>2227 A</td>
<td>2297 A</td>
<td>2404 A</td>
<td>1643 A</td>
<td>1738 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2251 A</td>
<td>2251 A</td>
<td>2339 A</td>
<td>2401 A</td>
<td>2303 A</td>
<td>1656 A</td>
<td>1682 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2024 A</td>
<td>2044 A</td>
<td>2052 A</td>
<td>2065 A</td>
<td>2127 A</td>
<td>1751 A</td>
<td>1811 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1527 A</td>
<td>1551 A</td>
<td>1614 A</td>
<td>1596 A</td>
<td>1994 A</td>
<td>1608 A</td>
<td>1381 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1089 A</td>
<td>1137 A</td>
<td>1185 A</td>
<td>1257 A</td>
<td>1505 A</td>
<td>1305 A</td>
<td>1295 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1028 A</td>
<td>1042 A</td>
<td>1054 A</td>
<td>1131 A</td>
<td>1248 A</td>
<td>1255 A</td>
<td>1144 A</td>
</tr>
<tr>
<td>21-22</td>
<td>882 A</td>
<td>999 A</td>
<td>895 A</td>
<td>1013 A</td>
<td>1110 A</td>
<td>1317 A</td>
<td>949 A</td>
</tr>
<tr>
<td>22-23</td>
<td>592 A</td>
<td>644 A</td>
<td>626 A</td>
<td>716 A</td>
<td>879 A</td>
<td>1042 A</td>
<td>746 A</td>
</tr>
<tr>
<td>23-24</td>
<td>328 A</td>
<td>393 A</td>
<td>398 A</td>
<td>455 A</td>
<td>624 A</td>
<td>711 A</td>
<td>566 A</td>
</tr>
</tbody>
</table>

**Day Total**

30103 A  30808 A  30749 A  32049 A  34048 A  25681 A  23443 A

**AM Peak Hour**

07-08  07-08  07-08  07-08  07-08  11-12  11-12

**AM Peak Traffic**

2171  2282  2407  2371  2335  1497  1408

**PM Peak Hour**

16-17  16-17  16-17  16-17  15-16  13-14  13-14

**PM Peak Traffic**

2251  2251  2339  2401  2404  1829  1832
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.392</td>
<td>N</td>
<td></td>
<td>SB ON FROM RTE 080</td>
</tr>
</tbody>
</table>

Traffic Station:
- Location Type: Ramp Connection
- Lanes:
- Lane Code:

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTH</strong></td>
<td><strong>SOUTH</strong></td>
</tr>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>207769</td>
<td>159393</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>205982</td>
<td>157507</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>29681</td>
<td>31879</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
<tr>
<td>29426</td>
<td>31501</td>
</tr>
<tr>
<td>Year</td>
<td>Mon</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>SEP 01</td>
</tr>
<tr>
<td>0-1</td>
<td>389 A</td>
</tr>
<tr>
<td>1-2</td>
<td>291 A</td>
</tr>
<tr>
<td>2-3</td>
<td>208 A</td>
</tr>
<tr>
<td>3-4</td>
<td>180 A</td>
</tr>
<tr>
<td>4-5</td>
<td>194 A</td>
</tr>
<tr>
<td>5-6</td>
<td>259 A</td>
</tr>
<tr>
<td>6-7</td>
<td>351 A</td>
</tr>
<tr>
<td>7-8</td>
<td>469 A</td>
</tr>
<tr>
<td>8-9</td>
<td>659 A</td>
</tr>
<tr>
<td>9-10</td>
<td>953 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1325 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1635 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1955 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1856 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2215 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1866 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1659 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1331 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1253 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1455 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1260 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1069 A</td>
</tr>
<tr>
<td>22-23</td>
<td>664 A</td>
</tr>
<tr>
<td>23-24</td>
<td>396 A</td>
</tr>
<tr>
<td>Day Total</td>
<td>23892 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**
- 11-12
- 07-08

**AM Peak Traffic**
- 1635
- 2344
- 2506

**PM Peak Hour**
- 14-15
- 16-17

**PM Peak Traffic**
- 2215
- 2380

### District County Route Prefix Postmile Leg
| 03 | SAC | 005 | 26.392 | N |

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>246 A</td>
<td>227 A</td>
<td>231 A</td>
<td>292 A</td>
<td>483 A</td>
<td>435 A</td>
<td>200 A</td>
<td>175 A</td>
</tr>
<tr>
<td>1-2</td>
<td>145 A</td>
<td>161 A</td>
<td>151 A</td>
<td>191 A</td>
<td>319 A</td>
<td>343 A</td>
<td>155 A</td>
<td>127 A</td>
</tr>
<tr>
<td>2-3</td>
<td>150 A</td>
<td>137 A</td>
<td>142 A</td>
<td>187 A</td>
<td>257 A</td>
<td>215 A</td>
<td>126 A</td>
<td>150 A</td>
</tr>
<tr>
<td>3-4</td>
<td>183 A</td>
<td>174 A</td>
<td>184 A</td>
<td>176 A</td>
<td>194 A</td>
<td>167 A</td>
<td>170 A</td>
<td>173 A</td>
</tr>
<tr>
<td>4-5</td>
<td>362 A</td>
<td>335 A</td>
<td>354 A</td>
<td>295 A</td>
<td>211 A</td>
<td>142 A</td>
<td>346 A</td>
<td>326 A</td>
</tr>
<tr>
<td>5-6</td>
<td>930 A</td>
<td>942 A</td>
<td>923 A</td>
<td>937 A</td>
<td>359 A</td>
<td>214 A</td>
<td>924 A</td>
<td>959 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1902 A</td>
<td>1867 A</td>
<td>1927 A</td>
<td>1773 A</td>
<td>562 A</td>
<td>309 A</td>
<td>1804 A</td>
<td>1889 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2430 A</td>
<td>2515 A</td>
<td>2512 A</td>
<td>2434 A</td>
<td>776 A</td>
<td>550 A</td>
<td>2451 A</td>
<td>2594 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2290 A</td>
<td>2218 A</td>
<td>2314 A</td>
<td>2172 A</td>
<td>986 A</td>
<td>695 A</td>
<td>2153 A</td>
<td>2277 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1714 A</td>
<td>1744 A</td>
<td>1688 A</td>
<td>1740 A</td>
<td>1263 A</td>
<td>976 A</td>
<td>1669 A</td>
<td>1713 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1519 A</td>
<td>1500 A</td>
<td>1539 A</td>
<td>1604 A</td>
<td>1364 A</td>
<td>1310 A</td>
<td>1559 A</td>
<td>1451 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1601 A</td>
<td>1624 A</td>
<td>1832 A</td>
<td>1528 A</td>
<td>1385 A</td>
<td>1631 A</td>
<td>1551 A</td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>1805 A</td>
<td>1859 A</td>
<td>1889 A</td>
<td>2081 A</td>
<td>1698 A</td>
<td>1513 A</td>
<td>1758 A</td>
<td>1897 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1877 A</td>
<td>1873 A</td>
<td>1938 A</td>
<td>2167 A</td>
<td>1862 A</td>
<td>1742 A</td>
<td>1918 A</td>
<td>1900 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2065 A</td>
<td>2028 A</td>
<td>2074 A</td>
<td>2285 A</td>
<td>1822 A</td>
<td>1677 A</td>
<td>1994 A</td>
<td>1981 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2124 A</td>
<td>2153 A</td>
<td>2314 A</td>
<td>2390 A</td>
<td>1694 A</td>
<td>1630 A</td>
<td>2231 A</td>
<td>2228 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2462 A</td>
<td>2405 A</td>
<td>2407 A</td>
<td>2544 A</td>
<td>1733 A</td>
<td>1586 A</td>
<td>2270 A</td>
<td>2331 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2206 A</td>
<td>2155 A</td>
<td>2164 A</td>
<td>2107 A</td>
<td>1619 A</td>
<td>1632 A</td>
<td>2072 A</td>
<td>2097 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1835 A</td>
<td>1803 A</td>
<td>1680 A</td>
<td>1799 A</td>
<td>1511 A</td>
<td>1416 A</td>
<td>1581 A</td>
<td>1535 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1232 A</td>
<td>1254 A</td>
<td>1184 A</td>
<td>1485 A</td>
<td>1278 A</td>
<td>1240 A</td>
<td>1135 A</td>
<td>1227 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1106 A</td>
<td>1092 A</td>
<td>1134 A</td>
<td>1319 A</td>
<td>1257 A</td>
<td>1045 A</td>
<td>969 A</td>
<td>1082 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1072 A</td>
<td>835 A</td>
<td>1209 A</td>
<td>1319 A</td>
<td>1366 A</td>
<td>984 A</td>
<td>910 A</td>
<td>905 A</td>
</tr>
<tr>
<td>22-23</td>
<td>595 A</td>
<td>667 A</td>
<td>709 A</td>
<td>1010 A</td>
<td>1007 A</td>
<td>552 A</td>
<td>574 A</td>
<td>599 A</td>
</tr>
<tr>
<td>23-24</td>
<td>359 A</td>
<td>369 A</td>
<td>416 A</td>
<td>700 A</td>
<td>673 A</td>
<td>342 A</td>
<td>353 A</td>
<td>331 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **South:**
  - **Prefix:**
  - **Location Description:** SB ON FROM RTE 080

<table>
<thead>
<tr>
<th>Year</th>
<th>Day Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>32210 A</td>
</tr>
<tr>
<td>2009</td>
<td>30313 P</td>
</tr>
<tr>
<td>2010</td>
<td>32707 A</td>
</tr>
<tr>
<td>2011</td>
<td>34839 A</td>
</tr>
<tr>
<td>2012</td>
<td>25822 A</td>
</tr>
<tr>
<td>2013</td>
<td>22100 A</td>
</tr>
<tr>
<td>2014</td>
<td>30953 A</td>
</tr>
<tr>
<td>2015</td>
<td>31498 A</td>
</tr>
</tbody>
</table>

#### AM Peak Hour:
- **07-08**
  - **AM Peak Traffic:**
    - **2430**
    - **1528**

#### PM Peak Hour:
- **16-17**
  - **PM Peak Traffic:**
    - **2462**
    - **2407**
### District County Route Prefix Postmile Leg
| 03 | SAC | 005 | 26.392 | N |

### Location Description
SB ON FROM RTE 080

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>228 A</td>
<td>223 A</td>
<td>288 A</td>
<td>442 A</td>
<td>417 A</td>
<td>209 A</td>
<td>221 A</td>
<td>220 A</td>
</tr>
<tr>
<td>1-2</td>
<td>131 A</td>
<td>150 A</td>
<td>254 A</td>
<td>279 A</td>
<td>333 A</td>
<td>135 A</td>
<td>158 A</td>
<td>175 A</td>
</tr>
<tr>
<td>2-3</td>
<td>130 A</td>
<td>157 A</td>
<td>217 A</td>
<td>231 A</td>
<td>235 A</td>
<td>113 A</td>
<td>135 A</td>
<td>134 A</td>
</tr>
<tr>
<td>3-4</td>
<td>160 A</td>
<td>184 A</td>
<td>178 A</td>
<td>200 A</td>
<td>153 A</td>
<td>162 A</td>
<td>177 A</td>
<td>148 A</td>
</tr>
<tr>
<td>4-5</td>
<td>315 A</td>
<td>311 A</td>
<td>337 A</td>
<td>184 A</td>
<td>136 A</td>
<td>323 A</td>
<td>290 A</td>
<td>317 A</td>
</tr>
<tr>
<td>5-6</td>
<td>947 A</td>
<td>946 A</td>
<td>873 A</td>
<td>409 A</td>
<td>197 A</td>
<td>887 A</td>
<td>942 A</td>
<td>927 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1908 A</td>
<td>1914 A</td>
<td>1749 A</td>
<td>527 A</td>
<td>344 A</td>
<td>1774 A</td>
<td>1776 A</td>
<td>1886 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2574 A</td>
<td>2526 A</td>
<td>2420 A</td>
<td>840 A</td>
<td>539 A</td>
<td>2368 A</td>
<td>2488 A</td>
<td>2481 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2118 A</td>
<td>2191 A</td>
<td>2119 A</td>
<td>1129 A</td>
<td>730 A</td>
<td>2050 A</td>
<td>2309 A</td>
<td>2163 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1663 A</td>
<td>1617 A</td>
<td>1740 A</td>
<td>1186 A</td>
<td>977 A</td>
<td>1730 A</td>
<td>1673 A</td>
<td>1732 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1540 A</td>
<td>1572 A</td>
<td>1582 A</td>
<td>1353 A</td>
<td>1326 A</td>
<td>1543 A</td>
<td>1545 A</td>
<td>1529 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1656 A</td>
<td>1573 A</td>
<td>1875 A</td>
<td>1588 A</td>
<td>1347 A</td>
<td>1556 A</td>
<td>1622 A</td>
<td>1622 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1825 A</td>
<td>1859 A</td>
<td>2092 A</td>
<td>1737 A</td>
<td>1629 A</td>
<td>1759 A</td>
<td>1760 A</td>
<td>1812 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1911 A</td>
<td>1932 A</td>
<td>2264 A</td>
<td>1858 A</td>
<td>1686 A</td>
<td>1861 A</td>
<td>1932 A</td>
<td>1930 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1964 A</td>
<td>2094 A</td>
<td>2118 A</td>
<td>1885 A</td>
<td>1675 A</td>
<td>2009 A</td>
<td>2005 A</td>
<td>2034 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2224 A</td>
<td>2290 A</td>
<td>2441 A</td>
<td>1807 A</td>
<td>1591 A</td>
<td>2150 A</td>
<td>2225 A</td>
<td>2170 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2382 A</td>
<td>2414 A</td>
<td>2500 A</td>
<td>1795 A</td>
<td>1579 A</td>
<td>2382 A</td>
<td>2392 A</td>
<td>2373 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2077 A</td>
<td>2164 A</td>
<td>2107 A</td>
<td>1588 A</td>
<td>1580 A</td>
<td>2018 A</td>
<td>2191 A</td>
<td>2143 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1610 A</td>
<td>1649 A</td>
<td>1781 A</td>
<td>1459 A</td>
<td>1423 A</td>
<td>1549 A</td>
<td>1558 A</td>
<td>1548 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1213 A</td>
<td>1299 A</td>
<td>1465 A</td>
<td>1357 A</td>
<td>1193 A</td>
<td>1125 A</td>
<td>1212 A</td>
<td>1196 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1048 A</td>
<td>1280 A</td>
<td>1177 A</td>
<td>1187 A</td>
<td>1044 A</td>
<td>989 A</td>
<td>1036 A</td>
<td>1112 A</td>
</tr>
<tr>
<td>21-22</td>
<td>848 A</td>
<td>984 A</td>
<td>1149 A</td>
<td>1116 A</td>
<td>753 A</td>
<td>813 A</td>
<td>844 A</td>
<td>1186 A</td>
</tr>
<tr>
<td>22-23</td>
<td>557 A</td>
<td>698 A</td>
<td>941 A</td>
<td>954 A</td>
<td>549 A</td>
<td>578 A</td>
<td>661 A</td>
<td>602 A</td>
</tr>
<tr>
<td>23-24</td>
<td>360 A</td>
<td>443 A</td>
<td>708 A</td>
<td>650 A</td>
<td>353 A</td>
<td>325 A</td>
<td>303 A</td>
<td>382 A</td>
</tr>
</tbody>
</table>

### Day Total
| 31389 A | 32470 A | 34375 A | 25761 A | 21789 A | 30408 A | 31455 A | 31822 A |

### AM Peak Hour
- 07-08

### AM Peak Traffic
- 2574

### PM Peak Hour
- 16-17

### PM Peak Traffic
- 2382
<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>218 A</td>
<td>258 A</td>
<td>529 A</td>
<td>403 A</td>
<td>195 A</td>
<td>214 A</td>
</tr>
<tr>
<td>1-2</td>
<td>156 A</td>
<td>166 A</td>
<td>358 A</td>
<td>386 A</td>
<td>140 A</td>
<td>132 A</td>
</tr>
<tr>
<td>2-3</td>
<td>145 A</td>
<td>170 A</td>
<td>251 A</td>
<td>282 A</td>
<td>133 A</td>
<td>141 A</td>
</tr>
<tr>
<td>3-4</td>
<td>179 A</td>
<td>165 A</td>
<td>195 A</td>
<td>168 A</td>
<td>183 A</td>
<td>163 A</td>
</tr>
<tr>
<td>4-5</td>
<td>313 A</td>
<td>315 A</td>
<td>181 A</td>
<td>144 A</td>
<td>344 A</td>
<td>323 A</td>
</tr>
<tr>
<td>5-6</td>
<td>948 A</td>
<td>912 A</td>
<td>334 A</td>
<td>199 A</td>
<td>874 A</td>
<td>907 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1884 A</td>
<td>1735 A</td>
<td>603 A</td>
<td>294 A</td>
<td>1798 A</td>
<td>1861 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2393 A</td>
<td>2409 A</td>
<td>762 A</td>
<td>562 A</td>
<td>2471 A</td>
<td>2543 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2215 A</td>
<td>2140 A</td>
<td>1084 A</td>
<td>801 A</td>
<td>2174 A</td>
<td>2310 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1725 A</td>
<td>1774 A</td>
<td>1218 A</td>
<td>1068 A</td>
<td>1658 A</td>
<td>1714 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1567 A</td>
<td>1597 A</td>
<td>1422 A</td>
<td>1290 A</td>
<td>1540 A</td>
<td>1564 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1664 A</td>
<td>1814 A</td>
<td>1545 A</td>
<td>1344 A</td>
<td>1483 A</td>
<td>1574 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1846 A</td>
<td>2009 A</td>
<td>1736 A</td>
<td>1568 A</td>
<td>1707 A</td>
<td>1826 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1804 A</td>
<td>2126 A</td>
<td>1728 A</td>
<td>1646 A</td>
<td>1845 A</td>
<td>1961 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2132 A</td>
<td>2274 A</td>
<td>1669 A</td>
<td>1711 A</td>
<td>1955 A</td>
<td>2092 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2322 A</td>
<td>2403 A</td>
<td>1699 A</td>
<td>1629 A</td>
<td>2218 A</td>
<td>2189 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2412 A</td>
<td>2428 A</td>
<td>1645 A</td>
<td>1538 A</td>
<td>2358 A</td>
<td>2356 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2148 A</td>
<td>2093 A</td>
<td>1599 A</td>
<td>1490 A</td>
<td>2070 A</td>
<td>2118 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1647 A</td>
<td>1633 A</td>
<td>1476 A</td>
<td>1433 A</td>
<td>1469 A</td>
<td>1669 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1290 A</td>
<td>1403 A</td>
<td>1282 A</td>
<td>1253 A</td>
<td>1139 A</td>
<td>1250 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1063 A</td>
<td>1242 A</td>
<td>1134 A</td>
<td>995 A</td>
<td>954 A</td>
<td>1126 A</td>
</tr>
<tr>
<td>21-22</td>
<td>939 A</td>
<td>1054 A</td>
<td>1076 A</td>
<td>734 A</td>
<td>828 A</td>
<td>863 A</td>
</tr>
<tr>
<td>22-23</td>
<td>688 A</td>
<td>1251 A</td>
<td>939 A</td>
<td>515 A</td>
<td>544 A</td>
<td>602 A</td>
</tr>
<tr>
<td>23-24</td>
<td>416 A</td>
<td>705 A</td>
<td>643 A</td>
<td>370 A</td>
<td>304 A</td>
<td>378 A</td>
</tr>
</tbody>
</table>

Day Total: 32114 A 34076 A 25108 A 21823 A 30384 A 31876 A
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.392</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SB ON FROM RTE 080

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>209308</td>
<td>29901</td>
</tr>
<tr>
<td>2nd</td>
<td>208080</td>
<td>29726</td>
</tr>
<tr>
<td>3rd</td>
<td>208080</td>
<td>29726</td>
</tr>
</tbody>
</table>

### 5-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>161386</td>
<td>32277</td>
</tr>
<tr>
<td>2nd</td>
<td>160530</td>
<td>32106</td>
</tr>
<tr>
<td>3rd</td>
<td>208080</td>
<td>29726</td>
</tr>
<tr>
<td>4th</td>
<td>208080</td>
<td>29726</td>
</tr>
</tbody>
</table>
### District Traffic Volumes

**Detail All Vehicle Hourly Count Report**

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description:**
- **NB ON FR RTE 80**

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>194 A</td>
<td>196 A</td>
<td>183 A</td>
<td>221 A</td>
<td>219 A</td>
<td>326 A</td>
<td>330 A</td>
<td>214 A</td>
</tr>
<tr>
<td>1-2</td>
<td>105 A</td>
<td>124 A</td>
<td>113 A</td>
<td>135 A</td>
<td>153 A</td>
<td>205 A</td>
<td>205 A</td>
<td>117 A</td>
</tr>
<tr>
<td>2-3</td>
<td>97 A</td>
<td>117 A</td>
<td>129 A</td>
<td>115 A</td>
<td>125 A</td>
<td>173 A</td>
<td>137 A</td>
<td>76 A</td>
</tr>
<tr>
<td>3-4</td>
<td>132 A</td>
<td>174 A</td>
<td>173 A</td>
<td>169 A</td>
<td>194 A</td>
<td>198 A</td>
<td>154 A</td>
<td>144 A</td>
</tr>
<tr>
<td>4-5</td>
<td>544 A</td>
<td>488 A</td>
<td>484 A</td>
<td>512 A</td>
<td>506 A</td>
<td>418 A</td>
<td>298 A</td>
<td>564 A</td>
</tr>
<tr>
<td>5-6</td>
<td>766 A</td>
<td>705 A</td>
<td>732 A</td>
<td>734 A</td>
<td>705 A</td>
<td>463 A</td>
<td>303 A</td>
<td>761 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1081 A</td>
<td>1105 A</td>
<td>1068 A</td>
<td>1064 A</td>
<td>1048 A</td>
<td>460 A</td>
<td>386 A</td>
<td>1074 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1247 A</td>
<td>1225 A</td>
<td>1282 A</td>
<td>1206 A</td>
<td>1225 A</td>
<td>632 A</td>
<td>480 A</td>
<td>1232 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1129 A</td>
<td>1207 A</td>
<td>1190 A</td>
<td>1173 A</td>
<td>1115 A</td>
<td>838 A</td>
<td>633 A</td>
<td>1246 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1049 A</td>
<td>1068 A</td>
<td>986 A</td>
<td>1137 A</td>
<td>1128 A</td>
<td>1111 A</td>
<td>798 A</td>
<td>1183 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1068 A</td>
<td>1080 A</td>
<td>1086 A</td>
<td>1138 A</td>
<td>1218 A</td>
<td>1133 A</td>
<td>988 A</td>
<td>1147 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1199 A</td>
<td>1134 A</td>
<td>1147 A</td>
<td>1277 A</td>
<td>1382 A</td>
<td>1218 A</td>
<td>1034 A</td>
<td>1170 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1274 A</td>
<td>1227 A</td>
<td>1239 A</td>
<td>1321 A</td>
<td>1450 A</td>
<td>1393 A</td>
<td>1280 A</td>
<td>1253 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1343 A</td>
<td>1277 A</td>
<td>1308 A</td>
<td>1396 A</td>
<td>1687 A</td>
<td>1290 A</td>
<td>1248 A</td>
<td>1288 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1357 A</td>
<td>1440 A</td>
<td>1489 A</td>
<td>1515 A</td>
<td>1732 A</td>
<td>1296 A</td>
<td>1253 A</td>
<td>1357 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1732 A</td>
<td>1799 A</td>
<td>1825 A</td>
<td>1888 A</td>
<td>2062 A</td>
<td>1289 A</td>
<td>1308 A</td>
<td>1722 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2110 A</td>
<td>2137 A</td>
<td>2195 A</td>
<td>2328 A</td>
<td>2288 A</td>
<td>1386 A</td>
<td>1395 A</td>
<td>2108 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2446 A</td>
<td>2040 A</td>
<td>2445 A</td>
<td>2416 A</td>
<td>2384 A</td>
<td>1308 A</td>
<td>1449 A</td>
<td>2128 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1729 A</td>
<td>1523 A</td>
<td>1703 A</td>
<td>1896 A</td>
<td>1611 A</td>
<td>1259 A</td>
<td>1261 A</td>
<td>1391 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1150 A</td>
<td>1037 A</td>
<td>1139 A</td>
<td>1250 A</td>
<td>1307 A</td>
<td>1138 A</td>
<td>1088 A</td>
<td>1074 A</td>
</tr>
<tr>
<td>20-21</td>
<td>889 A</td>
<td>910 A</td>
<td>848 A</td>
<td>974 A</td>
<td>1103 A</td>
<td>864 A</td>
<td>963 A</td>
<td>886 A</td>
</tr>
<tr>
<td>21-22</td>
<td>713 A</td>
<td>785 A</td>
<td>797 A</td>
<td>907 A</td>
<td>1013 A</td>
<td>779 A</td>
<td>712 A</td>
<td>702 A</td>
</tr>
<tr>
<td>22-23</td>
<td>545 A</td>
<td>564 A</td>
<td>634 A</td>
<td>711 A</td>
<td>844 A</td>
<td>733 A</td>
<td>628 A</td>
<td>575 A</td>
</tr>
<tr>
<td>23-24</td>
<td>358 A</td>
<td>328 A</td>
<td>378 A</td>
<td>431 A</td>
<td>594 A</td>
<td>500 A</td>
<td>393 A</td>
<td>377 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 24257 A
- 23690 A
- 24573 A
- 25914 A
- 27093 A
- 20410 A
- 18724 A
- 23789 A

**AM Peak Hour**
- 07-08: 07-08
- 11-12: 11-12
- 08-09

**AM Peak Traffic**
- 1247 A
- 1225 A
- 1282 A
- 1277 A
- 1382 A
- 1218 A
- 1034 A
- 1246 A

**PM Peak Hour**
- 17-18: 16-17
- 17-18: 17-18
- 17-18

**PM Peak Traffic**
- 2446 A
- 2137 A
- 2445 A
- 2416 A
- 2384 A
- 1393 A
- 1449 A
- 2128 A
### Traffic Station:
- Location Type: Ramp Connection
- Lanes: 
- Lane Code:

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>221 A</td>
<td>219 A</td>
<td>221 A</td>
<td>224 A</td>
<td>336 A</td>
<td>282 A</td>
<td>169 A</td>
<td>184 A</td>
</tr>
<tr>
<td>1-2</td>
<td>146 A</td>
<td>157 A</td>
<td>156 A</td>
<td>151 A</td>
<td>225 A</td>
<td>228 A</td>
<td>101 A</td>
<td>135 A</td>
</tr>
<tr>
<td>2-3</td>
<td>136 A</td>
<td>119 A</td>
<td>126 A</td>
<td>124 A</td>
<td>184 A</td>
<td>152 A</td>
<td>91 A</td>
<td>115 A</td>
</tr>
<tr>
<td>3-4</td>
<td>167 A</td>
<td>159 A</td>
<td>160 A</td>
<td>170 A</td>
<td>146 A</td>
<td>135 A</td>
<td>142 A</td>
<td>153 A</td>
</tr>
<tr>
<td>4-5</td>
<td>543 A</td>
<td>499 A</td>
<td>539 A</td>
<td>479 A</td>
<td>365 A</td>
<td>286 A</td>
<td>585 A</td>
<td>581 A</td>
</tr>
<tr>
<td>5-6</td>
<td>751 A</td>
<td>740 A</td>
<td>730 A</td>
<td>648 A</td>
<td>382 A</td>
<td>291 A</td>
<td>799 A</td>
<td>792 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1118 A</td>
<td>1125 A</td>
<td>1126 A</td>
<td>1057 A</td>
<td>437 A</td>
<td>269 A</td>
<td>1178 A</td>
<td>1166 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1227 A</td>
<td>1221 A</td>
<td>1302 A</td>
<td>1163 A</td>
<td>648 A</td>
<td>416 A</td>
<td>1132 A</td>
<td>1217 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1181 A</td>
<td>1166 A</td>
<td>1196 A</td>
<td>1101 A</td>
<td>829 A</td>
<td>536 A</td>
<td>1214 A</td>
<td>1170 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1127 A</td>
<td>1101 A</td>
<td>1161 A</td>
<td>1139 A</td>
<td>1066 A</td>
<td>792 A</td>
<td>1162 A</td>
<td>1070 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1071 A</td>
<td>1120 A</td>
<td>1150 A</td>
<td>1205 A</td>
<td>1228 A</td>
<td>1020 A</td>
<td>1236 A</td>
<td>1084 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1113 A</td>
<td>1198 A</td>
<td>1299 A</td>
<td>1398 A</td>
<td>1198 A</td>
<td>1093 A</td>
<td>1264 A</td>
<td>1238 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1218 A</td>
<td>1233 A</td>
<td>1284 A</td>
<td>1487 A</td>
<td>1291 A</td>
<td>1393 A</td>
<td>1403 A</td>
<td>1374 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1290 A</td>
<td>1282 A</td>
<td>1407 A</td>
<td>1620 A</td>
<td>1272 A</td>
<td>1296 A</td>
<td>1359 A</td>
<td>1310 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1397 A</td>
<td>1527 A</td>
<td>1520 A</td>
<td>1725 A</td>
<td>1410 A</td>
<td>1231 A</td>
<td>1432 A</td>
<td>1396 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1874 A</td>
<td>1771 A</td>
<td>1876 A</td>
<td>2015 A</td>
<td>1305 A</td>
<td>1193 A</td>
<td>1668 A</td>
<td>1737 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2187 A</td>
<td>2221 A</td>
<td>2151 A</td>
<td>2217 A</td>
<td>1255 A</td>
<td>1168 A</td>
<td>2243 A</td>
<td>2257 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2427 A</td>
<td>2381 A</td>
<td>2406 A</td>
<td>2036 A</td>
<td>1283 A</td>
<td>1115 A</td>
<td>2233 A</td>
<td>2283 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1951 A</td>
<td>1555 A</td>
<td>1652 A</td>
<td>1525 A</td>
<td>1082 A</td>
<td>1174 A</td>
<td>1442 A</td>
<td>1439 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1079 A</td>
<td>1077 A</td>
<td>1194 A</td>
<td>1353 A</td>
<td>1123 A</td>
<td>1261 A</td>
<td>1179 A</td>
<td>1157 A</td>
</tr>
<tr>
<td>20-21</td>
<td>926 A</td>
<td>946 A</td>
<td>1099 A</td>
<td>1125 A</td>
<td>1009 A</td>
<td>1167 A</td>
<td>920 A</td>
<td>928 A</td>
</tr>
<tr>
<td>21-22</td>
<td>791 A</td>
<td>741 A</td>
<td>878 A</td>
<td>1054 A</td>
<td>882 A</td>
<td>885 A</td>
<td>798 A</td>
<td>784 A</td>
</tr>
<tr>
<td>22-23</td>
<td>575 A</td>
<td>661 A</td>
<td>704 A</td>
<td>876 A</td>
<td>750 A</td>
<td>634 A</td>
<td>587 A</td>
<td>619 A</td>
</tr>
<tr>
<td>23-24</td>
<td>381 A</td>
<td>386 A</td>
<td>489 A</td>
<td>560 A</td>
<td>487 A</td>
<td>428 A</td>
<td>377 A</td>
<td>320 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 24897 A 24605 A 25826 A 26452 A 20193 A 18445 A 24714 A 24509 A

---

### District County Route Prefix Postmile Leg
- 03 SAC 005 27.138 N

### Location Description
- NB ON FR Rte 80

---

### Year
- 2008
### Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### District County Route Prefix Postmile Leg
- **03** SAC 005 27.138 N

#### Location Description
- NB ON FR RTE 80

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>207 A</td>
<td>234 A</td>
<td>230 A</td>
<td>332 A</td>
<td>370 A</td>
<td>226 A</td>
</tr>
<tr>
<td>1-2</td>
<td>136 A</td>
<td>125 A</td>
<td>138 A</td>
<td>217 A</td>
<td>204 A</td>
<td>135 A</td>
</tr>
<tr>
<td>2-3</td>
<td>122 A</td>
<td>123 A</td>
<td>142 A</td>
<td>190 A</td>
<td>145 A</td>
<td>91 A</td>
</tr>
<tr>
<td>3-4</td>
<td>144 A</td>
<td>158 A</td>
<td>175 A</td>
<td>174 A</td>
<td>145 A</td>
<td>132 A</td>
</tr>
<tr>
<td>4-5</td>
<td>517 A</td>
<td>511 A</td>
<td>497 A</td>
<td>383 A</td>
<td>333 A</td>
<td>605 A</td>
</tr>
<tr>
<td>5-6</td>
<td>711 A</td>
<td>776 A</td>
<td>687 A</td>
<td>461 A</td>
<td>326 A</td>
<td>738 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1106 A</td>
<td>1116 A</td>
<td>1098 A</td>
<td>468 A</td>
<td>377 A</td>
<td>1129 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1252 A</td>
<td>1162 A</td>
<td>1131 A</td>
<td>707 A</td>
<td>515 A</td>
<td>1187 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1081 A</td>
<td>1153 A</td>
<td>1104 A</td>
<td>914 A</td>
<td>664 A</td>
<td>1105 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1083 A</td>
<td>1079 A</td>
<td>1142 A</td>
<td>1059 A</td>
<td>881 A</td>
<td>1056 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1101 A</td>
<td>1201 A</td>
<td>1228 A</td>
<td>1133 A</td>
<td>984 A</td>
<td>1191 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1227 A</td>
<td>1267 A</td>
<td>1295 A</td>
<td>1172 A</td>
<td>1066 A</td>
<td>1209 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1307 A</td>
<td>1308 A</td>
<td>1437 A</td>
<td>1290 A</td>
<td>1325 A</td>
<td>1265 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1273 A</td>
<td>1381 A</td>
<td>1629 A</td>
<td>1249 A</td>
<td>1266 A</td>
<td>1357 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1326 A</td>
<td>1563 A</td>
<td>1865 A</td>
<td>1253 A</td>
<td>1326 A</td>
<td>1388 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1818 A</td>
<td>1913 A</td>
<td>2224 A</td>
<td>1354 A</td>
<td>1357 A</td>
<td>1772 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2289 A</td>
<td>2326 A</td>
<td>2198 A</td>
<td>1389 A</td>
<td>1422 A</td>
<td>1907 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2408 A</td>
<td>2466 A</td>
<td>2329 A</td>
<td>1277 A</td>
<td>1315 A</td>
<td>2140 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1818 A</td>
<td>1633 A</td>
<td>1944 A</td>
<td>1172 A</td>
<td>1264 A</td>
<td>1502 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1168 A</td>
<td>1277 A</td>
<td>1455 A</td>
<td>1063 A</td>
<td>1098 A</td>
<td>1040 A</td>
</tr>
<tr>
<td>20-21</td>
<td>996 A</td>
<td>1006 A</td>
<td>960 A</td>
<td>963 A</td>
<td>975 A</td>
<td>882 A</td>
</tr>
<tr>
<td>21-22</td>
<td>891 A</td>
<td>882 A</td>
<td>993 A</td>
<td>870 A</td>
<td>778 A</td>
<td>789 A</td>
</tr>
<tr>
<td>22-23</td>
<td>667 A</td>
<td>721 A</td>
<td>801 A</td>
<td>747 A</td>
<td>612 A</td>
<td>563 A</td>
</tr>
<tr>
<td>23-24</td>
<td>400 A</td>
<td>431 A</td>
<td>549 A</td>
<td>502 A</td>
<td>389 A</td>
<td>371 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 25048 A
- 25812 A
- 27251 A
- 20339 A
- 19137 A
- 23780 A

#### AM Peak Hour
- 07-08
- 11-12
- 11-12
- 11-12
- 11-12
- 11-12

#### AM Peak Traffic
- 1252
- 1267
- 1295
- 1172
- 1066
- 1209

#### PM Peak Hour
- 17-18
- 17-18
- 17-18
- 16-17
- 16-17
- 17-18

#### PM Peak Traffic
- 2408
- 2466
- 2329
- 1389
- 1422
- 2140

---

**Note:** The data represents hourly traffic volumes for different time periods (AM Peak Hour, PM Peak Hour, AM Peak Traffic, PM Peak Traffic) with specific hours listed for each period.
### District County Route Prefix Postmile Leg
03 SAC 005 27.138 N

#### Location Description
NB ON FR RTE 80

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>164661</td>
<td>23523</td>
</tr>
<tr>
<td>1st</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>164207</td>
<td>23458</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>166810</td>
<td>23830</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 5-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>125527</td>
<td>25105</td>
</tr>
<tr>
<td>1st</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>125569</td>
<td>25114</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>127334</td>
<td>25467</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Traffic Station:

**Location Type:** Ramp Connection  
**Lanes:**  
**Lane Code:**  

**Location Description:**  
NB ON FR RTE 80

### Direction of Count: North

#### Year 2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 01</td>
<td>APR 02</td>
<td>APR 03</td>
<td>APR 04</td>
<td>APR 05</td>
<td>APR 06</td>
<td>APR 07</td>
<td>APR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>232 A</td>
<td>221 A</td>
<td>133 A</td>
<td>160 A</td>
<td>321 A</td>
<td>312 A</td>
<td>184 A</td>
<td>166 A</td>
</tr>
<tr>
<td>1-2</td>
<td>137 A</td>
<td>162 A</td>
<td>101 A</td>
<td>95 A</td>
<td>213 A</td>
<td>202 A</td>
<td>113 A</td>
<td>128 A</td>
</tr>
<tr>
<td>2-3</td>
<td>125 A</td>
<td>123 A</td>
<td>83 A</td>
<td>94 A</td>
<td>159 A</td>
<td>181 A</td>
<td>116 A</td>
<td>99 A</td>
</tr>
<tr>
<td>3-4</td>
<td>176 A</td>
<td>144 A</td>
<td>182 A</td>
<td>145 A</td>
<td>201 A</td>
<td>166 A</td>
<td>142 A</td>
<td>164 A</td>
</tr>
<tr>
<td>4-5</td>
<td>508 A</td>
<td>487 A</td>
<td>552 A</td>
<td>557 A</td>
<td>337 A</td>
<td>342 A</td>
<td>566 A</td>
<td>501 A</td>
</tr>
<tr>
<td>5-6</td>
<td>734 A</td>
<td>677 A</td>
<td>710 A</td>
<td>666 A</td>
<td>392 A</td>
<td>313 A</td>
<td>784 A</td>
<td>761 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1126 A</td>
<td>1093 A</td>
<td>1137 A</td>
<td>1056 A</td>
<td>506 A</td>
<td>447 A</td>
<td>1201 A</td>
<td>1184 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1221 A</td>
<td>1194 A</td>
<td>1230 A</td>
<td>1228 A</td>
<td>723 A</td>
<td>578 A</td>
<td>1262 A</td>
<td>1246 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1102 A</td>
<td>1121 A</td>
<td>1210 A</td>
<td>1151 A</td>
<td>899 A</td>
<td>641 A</td>
<td>1319 A</td>
<td>1188 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1085 A</td>
<td>1027 A</td>
<td>940 A</td>
<td>1093 A</td>
<td>1004 A</td>
<td>779 A</td>
<td>1061 A</td>
<td>1025 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1033 A</td>
<td>1082 A</td>
<td>1115 A</td>
<td>1191 A</td>
<td>1036 A</td>
<td>936 A</td>
<td>1078 A</td>
<td>1052 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1167 A</td>
<td>1154 A</td>
<td>1164 A</td>
<td>1275 A</td>
<td>1147 A</td>
<td>972 A</td>
<td>1202 A</td>
<td>1138 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1261 A</td>
<td>1219 A</td>
<td>1291 A</td>
<td>1375 A</td>
<td>1250 A</td>
<td>1161 A</td>
<td>1237 A</td>
<td>1202 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1327 A</td>
<td>1224 A</td>
<td>1278 A</td>
<td>1525 A</td>
<td>1234 A</td>
<td>1331 A</td>
<td>1266 A</td>
<td>1183 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1328 A</td>
<td>1313 A</td>
<td>1482 A</td>
<td>1672 A</td>
<td>1267 A</td>
<td>1350 A</td>
<td>1409 A</td>
<td>1379 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1856 A</td>
<td>1710 A</td>
<td>1861 A</td>
<td>2070 A</td>
<td>1390 A</td>
<td>1407 A</td>
<td>1748 A</td>
<td>1805 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2215 A</td>
<td>2090 A</td>
<td>2157 A</td>
<td>2206 A</td>
<td>1272 A</td>
<td>1372 A</td>
<td>2056 A</td>
<td>2193 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2308 A</td>
<td>2173 A</td>
<td>2381 A</td>
<td>2497 A</td>
<td>1239 A</td>
<td>1609 A</td>
<td>2253 A</td>
<td>2213 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1792 A</td>
<td>1516 A</td>
<td>1803 A</td>
<td>1842 A</td>
<td>1150 A</td>
<td>1370 A</td>
<td>1478 A</td>
<td>1387 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1121 A</td>
<td>1120 A</td>
<td>1266 A</td>
<td>1437 A</td>
<td>997 A</td>
<td>1013 A</td>
<td>1105 A</td>
<td>1029 A</td>
</tr>
<tr>
<td>20-21</td>
<td>914 A</td>
<td>952 A</td>
<td>1036 A</td>
<td>1085 A</td>
<td>915 A</td>
<td>1021 A</td>
<td>854 A</td>
<td>895 A</td>
</tr>
<tr>
<td>21-22</td>
<td>809 A</td>
<td>750 A</td>
<td>949 A</td>
<td>936 A</td>
<td>897 A</td>
<td>860 A</td>
<td>765 A</td>
<td>707 A</td>
</tr>
<tr>
<td>22-23</td>
<td>616 A</td>
<td>568 A</td>
<td>691 A</td>
<td>808 A</td>
<td>720 A</td>
<td>644 A</td>
<td>566 A</td>
<td>581 A</td>
</tr>
<tr>
<td>23-24</td>
<td>345 A</td>
<td>312 A</td>
<td>413 A</td>
<td>583 A</td>
<td>517 A</td>
<td>353 A</td>
<td>306 A</td>
<td>314 A</td>
</tr>
</tbody>
</table>

#### Day Total

| AM Peak Hour | 07-08 | 07-08 | 11-12 | 11-12 | 11-12 | 08-09 | 07-08 |
| AM Peak Traffic | 1221 | 1194 | 1230 | 1275 | 1147 | 972 | 1319 | 1246 |
| PM Peak Hour | 17-18 | 17-18 | 17-18 | 17-18 | 15-16 | 17-18 | 17-18 | 17-18 |
| PM Peak Traffic | 2308 | 2173 | 2381 | 2497 | 1390 | 1609 | 2253 | 2213 |

### District, County, Route, Prefix, Postmile, Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>27.138</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
<td>Postmile</td>
<td>Leg</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------</td>
<td>-----</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td></td>
<td>27.138</td>
<td>N</td>
</tr>
</tbody>
</table>

**Traffic Station:**
Location Type: Ramp Connection
Lanes:
Lane Code:

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day Total</td>
<td>24325</td>
<td>25386</td>
</tr>
</tbody>
</table>

**AM Peak Hour**
08-09 07-08

**AM Peak Traffic**
1320 1254

**PM Peak Hour**
17-18 17-18

**PM Peak Traffic**
2254 2381
7-Day Periods | 5-Day Periods
---|---
NORTH | NORTH

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>163099</td>
<td>23300</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Thu</td>
<td>Fri</td>
<td>Sat</td>
</tr>
<tr>
<td>-------</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>2008</td>
<td>MAY 15</td>
<td>MAY 16</td>
<td>MAY 17</td>
</tr>
<tr>
<td>0-1</td>
<td>241 A</td>
<td>336 A</td>
<td>363 A</td>
</tr>
<tr>
<td>1-2</td>
<td>169 A</td>
<td>224 A</td>
<td>252 A</td>
</tr>
<tr>
<td>2-3</td>
<td>138 A</td>
<td>214 A</td>
<td>180 A</td>
</tr>
<tr>
<td>3-4</td>
<td>205 A</td>
<td>186 A</td>
<td>156 A</td>
</tr>
<tr>
<td>4-5</td>
<td>538 A</td>
<td>372 A</td>
<td>344 A</td>
</tr>
<tr>
<td>5-6</td>
<td>793 A</td>
<td>457 A</td>
<td>321 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1220 A</td>
<td>598 A</td>
<td>490 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1298 A</td>
<td>843 A</td>
<td>612 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1368 A</td>
<td>909 A</td>
<td>701 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1218 A</td>
<td>1118 A</td>
<td>867 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1172 A</td>
<td>1171 A</td>
<td>1064 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1214 A</td>
<td>1396 A</td>
<td>1268 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1319 A</td>
<td>1493 A</td>
<td>1332 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1363 A</td>
<td>1445 A</td>
<td>1242 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1521 A</td>
<td>1754 A</td>
<td>1254 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1859 A</td>
<td>1946 A</td>
<td>1253 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2123 A</td>
<td>2320 A</td>
<td>1309 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2374 A</td>
<td>2217 A</td>
<td>1322 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1482 A</td>
<td>1617 A</td>
<td>1207 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1117 A</td>
<td>1293 A</td>
<td>984 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1104 A</td>
<td>1075 A</td>
<td>914 A</td>
</tr>
<tr>
<td>21-22</td>
<td>934 A</td>
<td>1042 A</td>
<td>941 A</td>
</tr>
<tr>
<td>22-23</td>
<td>733 A</td>
<td>897 A</td>
<td>798 A</td>
</tr>
<tr>
<td>23-24</td>
<td>394 A</td>
<td>572 A</td>
<td>536 A</td>
</tr>
</tbody>
</table>

**Day Total**

18709 P 27551 A 20788 A 19776 A 24649 A 24784 A 24744 A 25840 A

**AM Peak Hour**

11-12 11-12 11-12 11-12 08-09 07-08 07-08 08-09

**AM Peak Traffic**

1214 1396 1268 1067 1332 1359 1319 1271

**PM Peak Hour**

17-18 16-17 12-13 14-15 17-18 17-18 17-18 17-18

**PM Peak Traffic**

2374 2320 1332 1335 2207 2341 2340 2408
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 23</td>
<td>MAY 24</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
</tr>
<tr>
<td>0-1</td>
<td>267 A</td>
<td>332 A</td>
<td>293 A</td>
<td>263 A</td>
<td>172 A</td>
<td>212 A</td>
<td>227 A</td>
<td>239 A</td>
</tr>
<tr>
<td>1-2</td>
<td>166 A</td>
<td>219 A</td>
<td>200 A</td>
<td>145 A</td>
<td>119 A</td>
<td>135 A</td>
<td>147 A</td>
<td>165 A</td>
</tr>
<tr>
<td>2-3</td>
<td>156 A</td>
<td>175 A</td>
<td>158 A</td>
<td>124 A</td>
<td>81 A</td>
<td>110 A</td>
<td>150 A</td>
<td>179 A</td>
</tr>
<tr>
<td>3-4</td>
<td>196 A</td>
<td>188 A</td>
<td>155 A</td>
<td>133 A</td>
<td>156 A</td>
<td>159 A</td>
<td>184 A</td>
<td>235 A</td>
</tr>
<tr>
<td>4-5</td>
<td>545 A</td>
<td>372 A</td>
<td>267 A</td>
<td>328 A</td>
<td>601 A</td>
<td>555 A</td>
<td>522 A</td>
<td>521 A</td>
</tr>
<tr>
<td>5-6</td>
<td>753 A</td>
<td>475 A</td>
<td>248 A</td>
<td>267 A</td>
<td>892 A</td>
<td>824 A</td>
<td>761 A</td>
<td>844 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1075 A</td>
<td>517 A</td>
<td>341 A</td>
<td>384 A</td>
<td>1269 A</td>
<td>1149 A</td>
<td>1170 A</td>
<td>1135 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1286 A</td>
<td>930 A</td>
<td>427 A</td>
<td>433 A</td>
<td>1253 A</td>
<td>1304 A</td>
<td>1275 A</td>
<td>1377 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1242 A</td>
<td>1086 A</td>
<td>564 A</td>
<td>613 A</td>
<td>1303 A</td>
<td>1260 A</td>
<td>1264 A</td>
<td>1245 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1250 A</td>
<td>1035 A</td>
<td>675 A</td>
<td>754 A</td>
<td>1188 A</td>
<td>1124 A</td>
<td>1184 A</td>
<td>1103 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1314 A</td>
<td>1341 A</td>
<td>908 A</td>
<td>838 A</td>
<td>1164 A</td>
<td>1061 A</td>
<td>1134 A</td>
<td>1189 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1480 A</td>
<td>1412 A</td>
<td>1005 A</td>
<td>998 A</td>
<td>1226 A</td>
<td>1210 A</td>
<td>1165 A</td>
<td>1378 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1676 A</td>
<td>1361 A</td>
<td>1175 A</td>
<td>1075 A</td>
<td>1343 A</td>
<td>1300 A</td>
<td>1329 A</td>
<td>1440 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1818 A</td>
<td>1262 A</td>
<td>1157 A</td>
<td>1174 A</td>
<td>1331 A</td>
<td>1404 A</td>
<td>1434 A</td>
<td>1599 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1992 A</td>
<td>1294 A</td>
<td>1193 A</td>
<td>1160 A</td>
<td>1422 A</td>
<td>1429 A</td>
<td>1478 A</td>
<td>1732 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2196 A</td>
<td>1295 A</td>
<td>1181 A</td>
<td>1175 A</td>
<td>1750 A</td>
<td>1767 A</td>
<td>1736 A</td>
<td>2067 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2487 A</td>
<td>1389 A</td>
<td>1169 A</td>
<td>1201 A</td>
<td>2099 A</td>
<td>2146 A</td>
<td>2250 A</td>
<td>2154 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2415 A</td>
<td>1201 A</td>
<td>1130 A</td>
<td>1146 A</td>
<td>2236 A</td>
<td>2285 A</td>
<td>2420 A</td>
<td>2243 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1691 A</td>
<td>1122 A</td>
<td>1024 A</td>
<td>1034 A</td>
<td>1447 A</td>
<td>1447 A</td>
<td>1554 A</td>
<td>1693 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1341 A</td>
<td>946 A</td>
<td>870 A</td>
<td>971 A</td>
<td>1057 A</td>
<td>1088 A</td>
<td>1171 A</td>
<td>1351 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1265 A</td>
<td>827 A</td>
<td>876 A</td>
<td>806 A</td>
<td>858 A</td>
<td>919 A</td>
<td>981 A</td>
<td>1332 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1115 A</td>
<td>820 A</td>
<td>764 A</td>
<td>749 A</td>
<td>785 A</td>
<td>820 A</td>
<td>911 A</td>
<td>1500 A</td>
</tr>
<tr>
<td>22-23</td>
<td>909 A</td>
<td>794 A</td>
<td>643 A</td>
<td>601 A</td>
<td>558 A</td>
<td>648 A</td>
<td>682 A</td>
<td>1276 A</td>
</tr>
<tr>
<td>23-24</td>
<td>611 A</td>
<td>473 A</td>
<td>387 A</td>
<td>340 A</td>
<td>369 A</td>
<td>370 A</td>
<td>410 A</td>
<td>869 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>29246 A</td>
<td>20866 A</td>
<td>16810 A</td>
<td>16712 A</td>
<td>24681 A</td>
<td>24726 A</td>
<td>25539 A</td>
<td>28866 A</td>
</tr>
</tbody>
</table>

#### AM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>08-09</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
</tr>
</tbody>
</table>

#### AM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1480</td>
<td>1412</td>
<td>1005</td>
<td>998</td>
<td>1303</td>
<td>1304</td>
<td>1275</td>
<td>1378</td>
</tr>
</tbody>
</table>

#### PM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>16-17</td>
<td>16-17</td>
<td>14-15</td>
<td>16-17</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
</tr>
</tbody>
</table>

#### PM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>2487</td>
<td>1389</td>
<td>1193</td>
<td>1201</td>
<td>2236</td>
<td>2285</td>
<td>2420</td>
<td>2243</td>
</tr>
</tbody>
</table>
### Location Description

**Location Type:** Ramp Connection  
**Lanes:**  
**Lane Code:**

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>521 A</td>
</tr>
<tr>
<td>1-2</td>
<td>389 A</td>
</tr>
<tr>
<td>2-3</td>
<td>318 A</td>
</tr>
<tr>
<td>3-4</td>
<td>364 A</td>
</tr>
<tr>
<td>4-5</td>
<td>834 A</td>
</tr>
<tr>
<td>5-6</td>
<td>833 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1010 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1305 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1513 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1690 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2003 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1862 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2026 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2063 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2059 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1951 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2034 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1966 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1815 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1646 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1424 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1363 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1218 A</td>
</tr>
<tr>
<td>23-24</td>
<td>882 A</td>
</tr>
</tbody>
</table>

**Day Total** 33089 A

**AM Peak Hour** 10-11  
**AM Peak Traffic** 2003  
**PM Peak Hour** 13-14  
**PM Peak Traffic** 2063
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>27.138</td>
<td>N</td>
<td></td>
<td>NORTH</td>
<td>NORTH</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>168132</td>
<td>24019</td>
<td>1st</td>
<td>127568</td>
<td>25514</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>158580</td>
<td>22654</td>
<td>2nd</td>
<td>120904</td>
<td>24181</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
<td>3rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
<td>4th</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Location Description

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:
### Traffic Volumes

#### Detail All Vehicle Hourly Count Report

**Location Description:**

North

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>27.138</td>
<td>N</td>
</tr>
</tbody>
</table>

#### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>581 A</td>
<td>363 A</td>
<td>386 A</td>
<td>397 A</td>
<td>426 A</td>
<td>481 A</td>
<td>631 A</td>
<td>553 A</td>
</tr>
<tr>
<td>1-2</td>
<td>408 A</td>
<td>240 A</td>
<td>271 A</td>
<td>295 A</td>
<td>291 A</td>
<td>283 A</td>
<td>386 A</td>
<td>390 A</td>
</tr>
<tr>
<td>2-3</td>
<td>297 A</td>
<td>209 A</td>
<td>245 A</td>
<td>244 A</td>
<td>253 A</td>
<td>291 A</td>
<td>338 A</td>
<td>304 A</td>
</tr>
<tr>
<td>3-4</td>
<td>334 A</td>
<td>335 A</td>
<td>399 A</td>
<td>382 A</td>
<td>397 A</td>
<td>403 A</td>
<td>330 A</td>
<td>307 A</td>
</tr>
<tr>
<td>4-5</td>
<td>657 A</td>
<td>1241 A</td>
<td>1088 A</td>
<td>1039 A</td>
<td>1098 A</td>
<td>1037 A</td>
<td>856 A</td>
<td>665 A</td>
</tr>
<tr>
<td>5-6</td>
<td>680 A</td>
<td>1763 A</td>
<td>1690 A</td>
<td>1655 A</td>
<td>1625 A</td>
<td>1531 A</td>
<td>899 A</td>
<td>647 A</td>
</tr>
<tr>
<td>6-7</td>
<td>862 A</td>
<td>2081 A</td>
<td>2028 A</td>
<td>2097 A</td>
<td>2015 A</td>
<td>1937 A</td>
<td>1057 A</td>
<td>811 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1053 A</td>
<td>1946 A</td>
<td>1984 A</td>
<td>2097 A</td>
<td>2001 A</td>
<td>2076 A</td>
<td>1401 A</td>
<td>1041 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1231 A</td>
<td>1935 A</td>
<td>1977 A</td>
<td>2015 A</td>
<td>2018 A</td>
<td>1945 A</td>
<td>1651 A</td>
<td>1290 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1459 A</td>
<td>1987 A</td>
<td>1987 A</td>
<td>1952 A</td>
<td>2065 A</td>
<td>2139 A</td>
<td>1923 A</td>
<td>1648 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1759 A</td>
<td>1944 A</td>
<td>1945 A</td>
<td>2169 A</td>
<td>2088 A</td>
<td>2189 A</td>
<td>1899 A</td>
<td>1899 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1928 A</td>
<td>2038 A</td>
<td>2069 A</td>
<td>2169 A</td>
<td>2136 A</td>
<td>2214 A</td>
<td>2153 A</td>
<td>1894 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2195 A</td>
<td>2130 A</td>
<td>1637 A</td>
<td>2118 A</td>
<td>2091 A</td>
<td>2228 A</td>
<td>2260 A</td>
<td>2202 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2345 A</td>
<td>2163 A</td>
<td>1916 A</td>
<td>2162 A</td>
<td>2246 A</td>
<td>2397 A</td>
<td>2107 A</td>
<td>2239 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2354 A</td>
<td>2210 A</td>
<td>2186 A</td>
<td>2206 A</td>
<td>2281 A</td>
<td>2440 A</td>
<td>2172 A</td>
<td>2151 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2299 A</td>
<td>2429 A</td>
<td>2350 A</td>
<td>2467 A</td>
<td>2509 A</td>
<td>2556 A</td>
<td>2078 A</td>
<td>2160 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2200 A</td>
<td>2684 A</td>
<td>2552 A</td>
<td>2713 A</td>
<td>2483 A</td>
<td>2724 A</td>
<td>2036 A</td>
<td>2168 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2037 A</td>
<td>2625 A</td>
<td>2667 A</td>
<td>2577 A</td>
<td>2681 A</td>
<td>2730 A</td>
<td>1965 A</td>
<td>1997 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2004 A</td>
<td>2309 A</td>
<td>2230 A</td>
<td>2360 A</td>
<td>2346 A</td>
<td>2446 A</td>
<td>1856 A</td>
<td>1753 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1815 A</td>
<td>1728 A</td>
<td>1671 A</td>
<td>1756 A</td>
<td>1974 A</td>
<td>2137 A</td>
<td>1597 A</td>
<td>1733 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1571 A</td>
<td>1450 A</td>
<td>1444 A</td>
<td>1566 A</td>
<td>1642 A</td>
<td>1785 A</td>
<td>1463 A</td>
<td>1583 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1403 A</td>
<td>1365 A</td>
<td>1381 A</td>
<td>1560 A</td>
<td>1463 A</td>
<td>1700 A</td>
<td>1387 A</td>
<td>1428 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1145 A</td>
<td>1076 A</td>
<td>1154 A</td>
<td>1187 A</td>
<td>1202 A</td>
<td>1456 A</td>
<td>1338 A</td>
<td>1045 A</td>
</tr>
<tr>
<td>23-24</td>
<td>684 A</td>
<td>698 A</td>
<td>698 A</td>
<td>691 A</td>
<td>769 A</td>
<td>1017 A</td>
<td>895 A</td>
<td>691 A</td>
</tr>
</tbody>
</table>

**Day Total:**

- **AM Peak Hour:**
  - 11-12
  - 06-07
- **AM Peak Traffic:**
  - 1928
  - 2081
- **PM Peak Hour:**
  - 14-15
  - 16-17
- **PM Peak Traffic:**
  - 2354
  - 2684

**Traffic Volumes Summary:**

- 33301 A
- 38949 A
- 37955 A
- 39874 A
- 40100 A
- 42142 A
- 34926 A
- 32599 A

- **AM Peak Hour Traffic:**
  - 11-12
  - 06-07
- **AM Peak Traffic:**
  - 1928
  - 2081
- **PM Peak Hour Traffic:**
  - 14-15
  - 16-17
- **PM Peak Traffic:**
  - 2354
  - 2684

**Location Type:** Ramp Connection

**Lanes:**

**Lane Code:**

**Direction of Count:**

- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24
### Detailed All Vehicle Hourly Count Report

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description:**
- NB ON FR RTE 80

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>391 A</td>
<td>255 A</td>
<td>282 A</td>
<td>159 A</td>
<td>203 A</td>
<td>391 A</td>
<td>396 A</td>
<td>255 A</td>
</tr>
<tr>
<td>0-2</td>
<td>262 A</td>
<td>146 A</td>
<td>179 A</td>
<td>116 A</td>
<td>157 A</td>
<td>249 A</td>
<td>245 A</td>
<td>152 A</td>
</tr>
<tr>
<td>0-3</td>
<td>169 A</td>
<td>123 A</td>
<td>99 A</td>
<td>88 A</td>
<td>132 A</td>
<td>173 A</td>
<td>187 A</td>
<td>113 A</td>
</tr>
<tr>
<td>0-4</td>
<td>242 A</td>
<td>203 A</td>
<td>183 A</td>
<td>147 A</td>
<td>183 A</td>
<td>195 A</td>
<td>182 A</td>
<td>167 A</td>
</tr>
<tr>
<td>0-5</td>
<td>782 A</td>
<td>554 A</td>
<td>523 A</td>
<td>537 A</td>
<td>559 A</td>
<td>454 A</td>
<td>374 A</td>
<td>701 A</td>
</tr>
<tr>
<td>0-6</td>
<td>1072 A</td>
<td>941 A</td>
<td>864 A</td>
<td>829 A</td>
<td>786 A</td>
<td>510 A</td>
<td>361 A</td>
<td>970 A</td>
</tr>
<tr>
<td>0-7</td>
<td>1331 A</td>
<td>1184 A</td>
<td>1138 A</td>
<td>1178 A</td>
<td>1180 A</td>
<td>616 A</td>
<td>431 A</td>
<td>1199 A</td>
</tr>
<tr>
<td>0-8</td>
<td>1481 A</td>
<td>1363 A</td>
<td>1328 A</td>
<td>1300 A</td>
<td>1206 A</td>
<td>880 A</td>
<td>626 A</td>
<td>1345 A</td>
</tr>
<tr>
<td>0-9</td>
<td>1294 A</td>
<td>1279 A</td>
<td>1162 A</td>
<td>1240 A</td>
<td>1216 A</td>
<td>1128 A</td>
<td>737 A</td>
<td>1205 A</td>
</tr>
<tr>
<td>0-10</td>
<td>1987 C</td>
<td>1175 A</td>
<td>1126 A</td>
<td>1282 A</td>
<td>1233 A</td>
<td>1361 A</td>
<td>1001 A</td>
<td>1175 A</td>
</tr>
<tr>
<td>0-11</td>
<td>1261 A</td>
<td>1136 A</td>
<td>1094 A</td>
<td>1171 A</td>
<td>1301 A</td>
<td>1347 A</td>
<td>1147 A</td>
<td>1278 A</td>
</tr>
<tr>
<td>0-12</td>
<td>1220 A</td>
<td>1177 A</td>
<td>1231 A</td>
<td>1298 A</td>
<td>1396 A</td>
<td>1382 A</td>
<td>1230 A</td>
<td>1352 A</td>
</tr>
<tr>
<td>0-13</td>
<td>1357 A</td>
<td>1261 A</td>
<td>1364 A</td>
<td>1429 A</td>
<td>1568 A</td>
<td>1451 A</td>
<td>1377 A</td>
<td>1409 A</td>
</tr>
<tr>
<td>0-14</td>
<td>1385 A</td>
<td>1388 A</td>
<td>1339 A</td>
<td>1483 A</td>
<td>1635 A</td>
<td>1395 A</td>
<td>1383 A</td>
<td>1404 A</td>
</tr>
<tr>
<td>0-15</td>
<td>1508 A</td>
<td>1482 A</td>
<td>1444 A</td>
<td>1528 A</td>
<td>1647 A</td>
<td>1379 A</td>
<td>1362 A</td>
<td>1424 A</td>
</tr>
<tr>
<td>0-16</td>
<td>1744 A</td>
<td>1703 A</td>
<td>1694 A</td>
<td>1809 A</td>
<td>1892 A</td>
<td>1443 A</td>
<td>1334 A</td>
<td>1759 A</td>
</tr>
<tr>
<td>0-17</td>
<td>2118 A</td>
<td>1689 A</td>
<td>2064 A</td>
<td>2185 A</td>
<td>1945 A</td>
<td>1286 A</td>
<td>1269 A</td>
<td>1876 A</td>
</tr>
<tr>
<td>0-18</td>
<td>2257 A</td>
<td>2088 A</td>
<td>2134 A</td>
<td>2226 A</td>
<td>2108 A</td>
<td>1287 A</td>
<td>1212 A</td>
<td>2245 A</td>
</tr>
<tr>
<td>0-19</td>
<td>1420 A</td>
<td>1391 A</td>
<td>1455 A</td>
<td>1490 A</td>
<td>1529 A</td>
<td>1311 A</td>
<td>1185 A</td>
<td>1455 A</td>
</tr>
<tr>
<td>0-20</td>
<td>1057 A</td>
<td>1180 A</td>
<td>1135 A</td>
<td>1180 A</td>
<td>1225 A</td>
<td>1090 A</td>
<td>1109 A</td>
<td>1080 A</td>
</tr>
<tr>
<td>0-21</td>
<td>979 A</td>
<td>1330 A</td>
<td>558 A</td>
<td>1020 A</td>
<td>1152 A</td>
<td>990 A</td>
<td>1108 A</td>
<td>949 A</td>
</tr>
<tr>
<td>0-22</td>
<td>855 A</td>
<td>1128 A</td>
<td>352 A</td>
<td>719 A</td>
<td>1058 A</td>
<td>1023 A</td>
<td>1046 A</td>
<td>844 A</td>
</tr>
<tr>
<td>0-23</td>
<td>621 A</td>
<td>896 A</td>
<td>332 A</td>
<td>664 A</td>
<td>1000 A</td>
<td>888 A</td>
<td>875 A</td>
<td>704 A</td>
</tr>
<tr>
<td>0-24</td>
<td>416 A</td>
<td>463 A</td>
<td>247 A</td>
<td>478 A</td>
<td>639 A</td>
<td>629 A</td>
<td>469 A</td>
<td>426 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- 27209 C
- 25535 A
- 23327 A
- 25556 A
- 26950 A
- 22858 A
- 20646 A
- 25487 A

**AM Peak Hour:**
- 09-10
- 07-08

**AM Peak Traffic:**
- 1987
- 1363
- 1328
- 1300
- 1396
- 1382
- 1230
- 1352

**PM Peak Hour:**
- 17-18

**PM Peak Traffic:**
- 2257
- 2088
- 2134
- 2226
- 2108
- 1451
- 1383
- 2245

**District:**
- 03

**County:**
- SAC

**Prefix:**
- 005

**Postmile:**
- 27.138

**Leg:**
- N
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description
- **Location:** NB ON FR RTE 80

### District County Route Prefix Postmile Leg
- **03:** SAC 005 27.138 N

### Direction of Count: North

#### Year 2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>245 A</td>
<td>169 A</td>
<td>262 A</td>
<td>299 A</td>
<td>424 A</td>
<td>356 A</td>
<td>245 A</td>
<td>208 A</td>
</tr>
<tr>
<td>1-2</td>
<td>161 A</td>
<td>103 A</td>
<td>160 A</td>
<td>177 A</td>
<td>239 A</td>
<td>214 A</td>
<td>137 A</td>
<td>139 A</td>
</tr>
<tr>
<td>2-3</td>
<td>131 A</td>
<td>100 A</td>
<td>124 A</td>
<td>152 A</td>
<td>212 A</td>
<td>177 A</td>
<td>106 A</td>
<td>117 A</td>
</tr>
<tr>
<td>3-4</td>
<td>176 A</td>
<td>171 A</td>
<td>169 A</td>
<td>183 A</td>
<td>199 A</td>
<td>164 A</td>
<td>157 A</td>
<td>185 A</td>
</tr>
<tr>
<td>4-5</td>
<td>637 A</td>
<td>536 A</td>
<td>584 A</td>
<td>595 A</td>
<td>450 A</td>
<td>400 A</td>
<td>617 A</td>
<td>540 A</td>
</tr>
<tr>
<td>5-6</td>
<td>867 A</td>
<td>904 A</td>
<td>861 A</td>
<td>834 A</td>
<td>524 A</td>
<td>390 A</td>
<td>949 A</td>
<td>842 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1158 A</td>
<td>1219 A</td>
<td>1120 A</td>
<td>1092 A</td>
<td>589 A</td>
<td>442 A</td>
<td>1155 A</td>
<td>1105 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1327 A</td>
<td>1424 A</td>
<td>1330 A</td>
<td>1354 A</td>
<td>823 A</td>
<td>588 A</td>
<td>1310 A</td>
<td>1304 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1183 A</td>
<td>1338 A</td>
<td>1189 A</td>
<td>1338 A</td>
<td>1012 A</td>
<td>713 A</td>
<td>1181 A</td>
<td>1146 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1239 A</td>
<td>1126 A</td>
<td>1197 A</td>
<td>1320 A</td>
<td>1110 A</td>
<td>822 A</td>
<td>1184 A</td>
<td>1075 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1190 A</td>
<td>1184 A</td>
<td>1287 A</td>
<td>1276 A</td>
<td>1255 A</td>
<td>997 A</td>
<td>1181 A</td>
<td>1123 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1227 A</td>
<td>1266 A</td>
<td>1352 A</td>
<td>1398 A</td>
<td>1274 A</td>
<td>1121 A</td>
<td>1282 A</td>
<td>1174 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1311 A</td>
<td>1346 A</td>
<td>1316 A</td>
<td>1538 A</td>
<td>1323 A</td>
<td>1259 A</td>
<td>1331 A</td>
<td>1325 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1408 A</td>
<td>1376 A</td>
<td>1487 A</td>
<td>1567 A</td>
<td>1369 A</td>
<td>1320 A</td>
<td>1391 A</td>
<td>1276 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1506 A</td>
<td>1414 A</td>
<td>1549 A</td>
<td>1837 A</td>
<td>1260 A</td>
<td>1196 A</td>
<td>1371 A</td>
<td>1405 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1739 A</td>
<td>1749 A</td>
<td>1896 A</td>
<td>2102 A</td>
<td>1254 A</td>
<td>1236 A</td>
<td>1626 A</td>
<td>1766 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2245 A</td>
<td>2091 A</td>
<td>2428 A</td>
<td>2022 A</td>
<td>1317 A</td>
<td>1261 A</td>
<td>2011 A</td>
<td>1923 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2463 A</td>
<td>2272 A</td>
<td>2315 A</td>
<td>2068 A</td>
<td>1335 A</td>
<td>1213 A</td>
<td>2078 A</td>
<td>2165 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1345 A</td>
<td>1573 A</td>
<td>1494 A</td>
<td>1468 A</td>
<td>1182 A</td>
<td>1179 A</td>
<td>1675 A</td>
<td>1424 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1016 A</td>
<td>1135 A</td>
<td>1210 A</td>
<td>1204 A</td>
<td>761 A</td>
<td>1127 A</td>
<td>1043 A</td>
<td>1094 A</td>
</tr>
<tr>
<td>20-21</td>
<td>949 A</td>
<td>1012 A</td>
<td>1068 A</td>
<td>1134 A</td>
<td>917 A</td>
<td>980 A</td>
<td>888 A</td>
<td>890 A</td>
</tr>
<tr>
<td>21-22</td>
<td>890 A</td>
<td>918 A</td>
<td>948 A</td>
<td>1140 A</td>
<td>728 A</td>
<td>849 A</td>
<td>776 A</td>
<td>794 A</td>
</tr>
<tr>
<td>22-23</td>
<td>764 A</td>
<td>739 A</td>
<td>833 A</td>
<td>966 A</td>
<td>907 A</td>
<td>705 A</td>
<td>657 A</td>
<td>698 A</td>
</tr>
<tr>
<td>23-24</td>
<td>340 A</td>
<td>457 A</td>
<td>461 A</td>
<td>596 A</td>
<td>604 A</td>
<td>425 A</td>
<td>380 A</td>
<td>359 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **2008:**
  - **Day Total:** 25517 A 25622 A 26640 A 27660 A 21068 A 19134 A 24691 A 24077 A

#### AM Peak Hour
- **07-08:**
  - **AM Peak Traffic:** 1327 A 1424 A 1352 A 1398 A 1274 A 1121 A 1310 A 1304 A

#### PM Peak Hour
- **17-18:**
  - **PM Peak Traffic:** 2463 A 2272 A 2428 A 2102 A 1369 A 1320 A 2078 A 2165 A
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td></td>
<td>27.138</td>
<td>N</td>
<td>NB ON FR RTE 80</td>
</tr>
</tbody>
</table>

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>233 A</td>
<td>266 A</td>
<td>270 A</td>
<td>354 A</td>
<td>363 A</td>
<td>229 A</td>
</tr>
<tr>
<td>1-2</td>
<td>143 A</td>
<td>139 A</td>
<td>168 A</td>
<td>249 A</td>
<td>245 A</td>
<td>121 A</td>
</tr>
<tr>
<td>2-3</td>
<td>134 A</td>
<td>113 A</td>
<td>160 A</td>
<td>184 A</td>
<td>187 A</td>
<td>95 A</td>
</tr>
<tr>
<td>3-4</td>
<td>161 A</td>
<td>175 A</td>
<td>178 A</td>
<td>160 A</td>
<td>156 A</td>
<td>161 A</td>
</tr>
<tr>
<td>4-5</td>
<td>535 A</td>
<td>533 A</td>
<td>491 A</td>
<td>407 A</td>
<td>326 A</td>
<td>57 A</td>
</tr>
<tr>
<td>5-6</td>
<td>819 A</td>
<td>860 A</td>
<td>838 A</td>
<td>483 A</td>
<td>364 A</td>
<td>82 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1103 A</td>
<td>1099 A</td>
<td>1072 A</td>
<td>495 A</td>
<td>392 A</td>
<td>1099 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1270 A</td>
<td>1260 A</td>
<td>1184 A</td>
<td>729 A</td>
<td>526 A</td>
<td>1186 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1180 A</td>
<td>1205 A</td>
<td>1187 A</td>
<td>886 A</td>
<td>675 A</td>
<td>1119 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1079 A</td>
<td>1135 A</td>
<td>1171 A</td>
<td>1039 A</td>
<td>873 A</td>
<td>1106 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1068 A</td>
<td>1186 A</td>
<td>1160 A</td>
<td>1086 A</td>
<td>948 A</td>
<td>1171 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1200 A</td>
<td>1153 A</td>
<td>1342 A</td>
<td>1207 A</td>
<td>1142 A</td>
<td>1240 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1353 A</td>
<td>1338 A</td>
<td>1525 A</td>
<td>1241 A</td>
<td>1415 A</td>
<td>1309 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1318 A</td>
<td>1464 A</td>
<td>1584 A</td>
<td>1265 A</td>
<td>1391 A</td>
<td>1341 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1386 A</td>
<td>1445 A</td>
<td>1707 A</td>
<td>1172 A</td>
<td>1286 A</td>
<td>1372 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1754 A</td>
<td>1666 A</td>
<td>2007 A</td>
<td>1270 A</td>
<td>1295 A</td>
<td>1660 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2123 A</td>
<td>2067 A</td>
<td>2040 A</td>
<td>1258 A</td>
<td>1267 A</td>
<td>2006 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2272 A</td>
<td>2279 A</td>
<td>2168 A</td>
<td>1273 A</td>
<td>1265 A</td>
<td>2242 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1409 A</td>
<td>1544 A</td>
<td>1576 A</td>
<td>1117 A</td>
<td>1117 A</td>
<td>1444 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1051 A</td>
<td>1175 A</td>
<td>1281 A</td>
<td>934 A</td>
<td>1013 A</td>
<td>1059 A</td>
</tr>
<tr>
<td>20-21</td>
<td>998 A</td>
<td>1084 A</td>
<td>1175 A</td>
<td>854 A</td>
<td>1017 A</td>
<td>916 A</td>
</tr>
<tr>
<td>21-22</td>
<td>912 A</td>
<td>906 A</td>
<td>1010 A</td>
<td>949 A</td>
<td>881 A</td>
<td>807 A</td>
</tr>
<tr>
<td>22-23</td>
<td>676 A</td>
<td>729 A</td>
<td>762 A</td>
<td>837 A</td>
<td>634 A</td>
<td>684 A</td>
</tr>
<tr>
<td>23-24</td>
<td>374 A</td>
<td>433 A</td>
<td>619 A</td>
<td>556 A</td>
<td>444 A</td>
<td>418 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- AM Peak Hour: 07-08
- AM Peak Traffic: 1270
- PM Peak Hour: 17-18
- PM Peak Traffic: 2272

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>24551 A</td>
<td>25254 A</td>
<td>26675 A</td>
<td>20005 A</td>
<td>19222 A</td>
<td>24185 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour:**
- 07-08

**AM Peak Traffic:**
- 1270

**PM Peak Hour:**
- 17-18

**PM Peak Traffic:**
- 2272
### Traffic Station:

- **Location Description:**
  - NB ON FR RTE 80

- **Traffic Station:**
  - **Location Type:** Ramp Connection
  - **Lanes:**
  - **Lane Code:**

### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>27.138</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

### Traffic Volumes

#### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td>267247</td>
<td>184034</td>
<td>172640</td>
<td>164387</td>
<td>27.138</td>
</tr>
</tbody>
</table>

#### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td>199020</td>
<td>128577</td>
<td>130926</td>
<td>125248</td>
<td>27.138</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>38178</th>
<th>26291</th>
<th>24663</th>
<th>23484</th>
<th>27.138</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td>39804</td>
<td>25715</td>
<td>26185</td>
<td>25050</td>
<td>27.138</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 005 27.138 N

#### Location Description
NB ON FR RTE 80

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
<td>JUL 08</td>
</tr>
<tr>
<td>0-1</td>
<td>260 A</td>
<td>223 A</td>
<td>264 A</td>
<td>378 A</td>
<td>367 A</td>
<td>316 A</td>
<td>242 A</td>
<td>236 A</td>
</tr>
<tr>
<td>1-2</td>
<td>150 A</td>
<td>135 A</td>
<td>164 A</td>
<td>210 A</td>
<td>190 A</td>
<td>234 A</td>
<td>133 A</td>
<td>168 A</td>
</tr>
<tr>
<td>2-3</td>
<td>106 A</td>
<td>111 A</td>
<td>148 A</td>
<td>173 A</td>
<td>139 A</td>
<td>166 A</td>
<td>107 A</td>
<td>116 A</td>
</tr>
<tr>
<td>3-4</td>
<td>183 A</td>
<td>169 A</td>
<td>193 A</td>
<td>174 A</td>
<td>157 A</td>
<td>141 A</td>
<td>151 A</td>
<td>187 A</td>
</tr>
<tr>
<td>4-5</td>
<td>496 A</td>
<td>510 A</td>
<td>518 A</td>
<td>343 A</td>
<td>317 A</td>
<td>290 A</td>
<td>548 A</td>
<td>573 A</td>
</tr>
<tr>
<td>5-6</td>
<td>804 A</td>
<td>772 A</td>
<td>800 A</td>
<td>362 A</td>
<td>357 A</td>
<td>331 A</td>
<td>913 A</td>
<td>851 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1113 A</td>
<td>1056 A</td>
<td>1044 A</td>
<td>473 A</td>
<td>373 A</td>
<td>398 A</td>
<td>1141 A</td>
<td>1088 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1237 A</td>
<td>1145 A</td>
<td>1126 A</td>
<td>648 A</td>
<td>551 A</td>
<td>516 A</td>
<td>1295 A</td>
<td>1312 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1132 A</td>
<td>1123 A</td>
<td>1154 A</td>
<td>740 A</td>
<td>626 A</td>
<td>571 A</td>
<td>1171 A</td>
<td>1246 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1146 A</td>
<td>1140 A</td>
<td>1158 A</td>
<td>872 A</td>
<td>820 A</td>
<td>757 A</td>
<td>1101 A</td>
<td>1125 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1073 A</td>
<td>1116 A</td>
<td>1256 A</td>
<td>1082 A</td>
<td>1003 A</td>
<td>874 A</td>
<td>1120 A</td>
<td>1155 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1173 A</td>
<td>1182 A</td>
<td>1317 A</td>
<td>1092 A</td>
<td>1094 A</td>
<td>1037 A</td>
<td>1197 A</td>
<td>1172 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1254 A</td>
<td>1349 A</td>
<td>1572 A</td>
<td>1119 A</td>
<td>1105 A</td>
<td>1200 A</td>
<td>1372 A</td>
<td>1294 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1352 A</td>
<td>1464 A</td>
<td>1595 A</td>
<td>1128 A</td>
<td>1102 A</td>
<td>1240 A</td>
<td>1370 A</td>
<td>1392 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1396 A</td>
<td>1437 A</td>
<td>1853 A</td>
<td>1084 A</td>
<td>1141 A</td>
<td>1327 A</td>
<td>1400 A</td>
<td>1384 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1701 A</td>
<td>1734 A</td>
<td>1869 A</td>
<td>1072 A</td>
<td>1060 A</td>
<td>1264 A</td>
<td>1644 A</td>
<td>1596 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1987 A</td>
<td>2116 A</td>
<td>1999 A</td>
<td>915 A</td>
<td>1010 A</td>
<td>1205 A</td>
<td>1930 A</td>
<td>1812 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2155 A</td>
<td>2273 A</td>
<td>2074 A</td>
<td>811 A</td>
<td>1017 A</td>
<td>1172 A</td>
<td>2106 A</td>
<td>2071 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1541 A</td>
<td>1576 A</td>
<td>1596 A</td>
<td>702 A</td>
<td>1010 A</td>
<td>1066 A</td>
<td>1125 A</td>
<td>1538 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1159 A</td>
<td>1225 A</td>
<td>1373 A</td>
<td>650 A</td>
<td>841 A</td>
<td>1002 A</td>
<td>1006 A</td>
<td>1160 A</td>
</tr>
<tr>
<td>20-21</td>
<td>981 A</td>
<td>1110 A</td>
<td>1244 A</td>
<td>625 A</td>
<td>777 A</td>
<td>890 A</td>
<td>952 A</td>
<td>999 A</td>
</tr>
<tr>
<td>21-22</td>
<td>884 A</td>
<td>986 A</td>
<td>1114 A</td>
<td>507 A</td>
<td>808 A</td>
<td>816 A</td>
<td>824 A</td>
<td>874 A</td>
</tr>
<tr>
<td>22-23</td>
<td>698 A</td>
<td>788 A</td>
<td>1006 A</td>
<td>746 A</td>
<td>701 A</td>
<td>713 A</td>
<td>470 A</td>
<td>668 A</td>
</tr>
<tr>
<td>23-24</td>
<td>405 A</td>
<td>471 A</td>
<td>729 A</td>
<td>648 A</td>
<td>538 A</td>
<td>429 A</td>
<td>382 A</td>
<td>405 A</td>
</tr>
</tbody>
</table>

**Day Total**

|       | 24386 A | 25211 A | 27166 A | 16554 A | 17104 A | 17955 A | 23700 A | 24422 A |

#### AM Peak Hour
- **07-08**
- **07-08**

#### AM Peak Traffic
- **1237**
- **1182**
- **1317**
- **1092**
- **1094**
- **1037**
- **1295**
- **1312**

#### PM Peak Hour
- **17-18**
- **17-18**

#### PM Peak Traffic
- **2155**
- **2273**
- **2074**
- **1128**
- **1141**
- **1327**
- **2106**
- **2071**
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 09</td>
<td>JUL 10</td>
<td>JUL 11</td>
<td>JUL 12</td>
<td>JUL 13</td>
<td>JUL 14</td>
<td>JUL 15</td>
<td>JUL 16</td>
</tr>
<tr>
<td>0-1</td>
<td>273 A</td>
<td>278 A</td>
<td>377 A</td>
<td>452 A</td>
<td>367 A</td>
<td>253 A</td>
<td>247 A</td>
<td>251 A</td>
</tr>
<tr>
<td>1-2</td>
<td>165 A</td>
<td>226 A</td>
<td>258 A</td>
<td>309 A</td>
<td>232 A</td>
<td>154 A</td>
<td>154 A</td>
<td>147 A</td>
</tr>
<tr>
<td>2-3</td>
<td>130 A</td>
<td>199 A</td>
<td>206 A</td>
<td>245 A</td>
<td>200 A</td>
<td>123 A</td>
<td>104 A</td>
<td>84 A</td>
</tr>
<tr>
<td>3-4</td>
<td>172 A</td>
<td>280 A</td>
<td>284 A</td>
<td>249 A</td>
<td>162 A</td>
<td>177 A</td>
<td>169 A</td>
<td>118 A</td>
</tr>
<tr>
<td>4-5</td>
<td>547 A</td>
<td>733 A</td>
<td>730 A</td>
<td>547 A</td>
<td>331 A</td>
<td>595 A</td>
<td>581 A</td>
<td>452 A</td>
</tr>
<tr>
<td>5-6</td>
<td>841 A</td>
<td>853 A</td>
<td>955 A</td>
<td>668 A</td>
<td>377 A</td>
<td>945 A</td>
<td>889 A</td>
<td>893 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1136 A</td>
<td>1165 A</td>
<td>1185 A</td>
<td>708 A</td>
<td>378 A</td>
<td>1173 A</td>
<td>1162 A</td>
<td>1163 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1258 A</td>
<td>1240 A</td>
<td>1209 A</td>
<td>750 A</td>
<td>541 A</td>
<td>1401 A</td>
<td>1364 A</td>
<td>1283 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1218 A</td>
<td>1210 A</td>
<td>1200 A</td>
<td>816 A</td>
<td>658 A</td>
<td>1289 A</td>
<td>1257 A</td>
<td>1169 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1099 A</td>
<td>1115 A</td>
<td>1191 A</td>
<td>1028 A</td>
<td>850 A</td>
<td>1176 A</td>
<td>1154 A</td>
<td>1075 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1116 C</td>
<td>1203 A</td>
<td>1235 A</td>
<td>1127 A</td>
<td>1077 A</td>
<td>1221 A</td>
<td>1144 A</td>
<td>1140 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1246 A</td>
<td>1226 A</td>
<td>1400 A</td>
<td>1241 A</td>
<td>1099 A</td>
<td>1317 A</td>
<td>1234 A</td>
<td>1249 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1358 A</td>
<td>1396 A</td>
<td>1575 A</td>
<td>1316 A</td>
<td>1375 A</td>
<td>1416 A</td>
<td>1325 A</td>
<td>1439 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1357 A</td>
<td>1503 A</td>
<td>1565 A</td>
<td>1236 A</td>
<td>1289 A</td>
<td>1465 A</td>
<td>1320 A</td>
<td>1413 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1464 A</td>
<td>1471 A</td>
<td>1797 A</td>
<td>1187 A</td>
<td>1316 A</td>
<td>1498 A</td>
<td>1449 A</td>
<td>1415 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1680 A</td>
<td>1822 A</td>
<td>2035 A</td>
<td>1261 A</td>
<td>1366 A</td>
<td>1809 A</td>
<td>1573 A</td>
<td>1794 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2262 A</td>
<td>2317 A</td>
<td>2099 A</td>
<td>1247 A</td>
<td>1308 A</td>
<td>2269 A</td>
<td>1817 A</td>
<td>2051 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2400 A</td>
<td>2343 A</td>
<td>2212 A</td>
<td>1260 A</td>
<td>1274 A</td>
<td>2160 A</td>
<td>2343 A</td>
<td>2416 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1838 A</td>
<td>1618 A</td>
<td>1769 A</td>
<td>1113 A</td>
<td>1182 A</td>
<td>1450 A</td>
<td>1771 A</td>
<td>1600 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1173 A</td>
<td>1200 A</td>
<td>1259 A</td>
<td>1029 A</td>
<td>1036 A</td>
<td>1125 A</td>
<td>1084 A</td>
<td>1010 A</td>
</tr>
<tr>
<td>20-21</td>
<td>953 A</td>
<td>986 A</td>
<td>996 A</td>
<td>953 A</td>
<td>929 A</td>
<td>950 A</td>
<td>900 A</td>
<td>1010 A</td>
</tr>
<tr>
<td>21-22</td>
<td>916 A</td>
<td>914 A</td>
<td>996 A</td>
<td>925 A</td>
<td>879 A</td>
<td>830 A</td>
<td>880 A</td>
<td>956 A</td>
</tr>
<tr>
<td>22-23</td>
<td>732 A</td>
<td>742 A</td>
<td>861 A</td>
<td>849 A</td>
<td>706 A</td>
<td>656 A</td>
<td>712 A</td>
<td>715 A</td>
</tr>
<tr>
<td>23-24</td>
<td>509 A</td>
<td>471 A</td>
<td>602 A</td>
<td>548 A</td>
<td>464 A</td>
<td>405 A</td>
<td>409 A</td>
<td>399 A</td>
</tr>
</tbody>
</table>

**Day Total**: 25843 C 26511 A 27996 A 21064 A 19396 A 25768 A 25083 A 25316 A

**AM Peak Hour**: 07-08 07-08 11-12 11-12 11-12 07-08 07-08 07-08

**AM Peak Traffic**: 1258 1240 1400 1241 1099 1401 1364 1283

**PM Peak Hour**: 17-18 17-18 17-18 12-13 12-13 16-17 17-18 17-18

**PM Peak Traffic**: 2400 2343 2212 1316 1375 2269 2343 2416
<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>725 A</td>
<td>271 A</td>
<td>646 A</td>
<td>605 A</td>
<td>378 A</td>
<td>421 A</td>
<td>417 A</td>
<td>488 A</td>
</tr>
<tr>
<td>0-1</td>
<td>153 A</td>
<td>180 A</td>
<td>444 A</td>
<td>414 A</td>
<td>285 A</td>
<td>304 A</td>
<td>350 A</td>
<td>311 A</td>
</tr>
<tr>
<td>1-2</td>
<td>121 A</td>
<td>152 A</td>
<td>338 A</td>
<td>319 A</td>
<td>222 A</td>
<td>253 A</td>
<td>252 A</td>
<td>250 A</td>
</tr>
<tr>
<td>2-3</td>
<td>159 A</td>
<td>242 A</td>
<td>351 A</td>
<td>310 A</td>
<td>353 A</td>
<td>364 A</td>
<td>404 A</td>
<td>409 A</td>
</tr>
<tr>
<td>3-4</td>
<td>533 A</td>
<td>565 A</td>
<td>757 A</td>
<td>665 A</td>
<td>1127 A</td>
<td>1052 A</td>
<td>1070 A</td>
<td>1073 A</td>
</tr>
<tr>
<td>4-5</td>
<td>825 A</td>
<td>928 A</td>
<td>881 A</td>
<td>711 A</td>
<td>1834 A</td>
<td>1689 A</td>
<td>1640 A</td>
<td>1712 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1136 A</td>
<td>1124 A</td>
<td>957 A</td>
<td>747 A</td>
<td>2051 A</td>
<td>2012 A</td>
<td>1957 A</td>
<td>2008 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1164 A</td>
<td>1231 A</td>
<td>1394 A</td>
<td>1046 A</td>
<td>2185 A</td>
<td>1967 A</td>
<td>2122 A</td>
<td>1998 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1182 A</td>
<td>1196 A</td>
<td>1656 A</td>
<td>1197 A</td>
<td>2057 A</td>
<td>1968 A</td>
<td>1949 A</td>
<td>1980 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1168 A</td>
<td>1267 A</td>
<td>1870 A</td>
<td>1501 A</td>
<td>1850 A</td>
<td>2081 A</td>
<td>2038 A</td>
<td>1992 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1212 A</td>
<td>1255 A</td>
<td>2071 A</td>
<td>1795 A</td>
<td>2111 A</td>
<td>1963 A</td>
<td>2041 A</td>
<td>2057 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1294 A</td>
<td>1446 A</td>
<td>2184 A</td>
<td>1941 A</td>
<td>2075 A</td>
<td>1970 A</td>
<td>2154 A</td>
<td>2120 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1472 A</td>
<td>1577 A</td>
<td>2218 A</td>
<td>2203 A</td>
<td>2217 A</td>
<td>2175 A</td>
<td>2205 A</td>
<td>2196 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1426 A</td>
<td>1696 A</td>
<td>2248 A</td>
<td>2194 A</td>
<td>2100 A</td>
<td>2197 A</td>
<td>2196 A</td>
<td>2128 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1540 A</td>
<td>1831 A</td>
<td>2168 A</td>
<td>2201 A</td>
<td>2173 A</td>
<td>2132 A</td>
<td>2103 A</td>
<td>2122 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1856 A</td>
<td>2144 A</td>
<td>2121 A</td>
<td>2213 A</td>
<td>2313 A</td>
<td>2270 A</td>
<td>2222 A</td>
<td>2366 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1839 A</td>
<td>2242 A</td>
<td>2057 A</td>
<td>2136 A</td>
<td>2529 A</td>
<td>2567 A</td>
<td>2583 A</td>
<td>2585 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2371 A</td>
<td>2248 A</td>
<td>1977 A</td>
<td>1931 A</td>
<td>2545 A</td>
<td>2530 A</td>
<td>2563 A</td>
<td>2625 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1623 A</td>
<td>1807 A</td>
<td>1699 A</td>
<td>1954 A</td>
<td>2308 A</td>
<td>2270 A</td>
<td>2259 A</td>
<td>2380 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1207 A</td>
<td>1318 A</td>
<td>1701 A</td>
<td>1747 A</td>
<td>1908 A</td>
<td>1909 A</td>
<td>1862 A</td>
<td>2061 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1038 A</td>
<td>1656 A</td>
<td>1473 A</td>
<td>1533 A</td>
<td>1611 A</td>
<td>1521 A</td>
<td>1575 A</td>
<td>1811 A</td>
</tr>
<tr>
<td>20-21</td>
<td>957 A</td>
<td>1728 A</td>
<td>1490 A</td>
<td>1425 A</td>
<td>1442 A</td>
<td>1400 A</td>
<td>1509 A</td>
<td>1544 A</td>
</tr>
<tr>
<td>21-22</td>
<td>782 A</td>
<td>1456 A</td>
<td>1425 A</td>
<td>1292 A</td>
<td>1189 A</td>
<td>1110 A</td>
<td>1151 A</td>
<td>1309 A</td>
</tr>
<tr>
<td>22-23</td>
<td>499 A</td>
<td>1000 A</td>
<td>881 A</td>
<td>703 A</td>
<td>682 A</td>
<td>711 A</td>
<td>694 A</td>
<td>770 A</td>
</tr>
<tr>
<td>Day Total</td>
<td>25816 A</td>
<td>30560 A</td>
<td>35007 A</td>
<td>32783 A</td>
<td>39503 A</td>
<td>38866 A</td>
<td>39307 A</td>
<td>40365 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**
- 11-12

**AM Peak Traffic**
- 1294

**PM Peak Hour**
- 17-18

**PM Peak Traffic**
- 2371
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg** |
--- | --- | --- | --- | --- | --- |
03 | SAC | 005 | | 27.138 | N |

**Location Description**

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: North

#### Year: 2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>478 A</td>
<td>640 A</td>
<td>577 A</td>
<td>410 A</td>
<td>241 A</td>
<td>249 A</td>
<td>239 A</td>
</tr>
<tr>
<td>1-2</td>
<td>340 A</td>
<td>481 A</td>
<td>370 A</td>
<td>290 A</td>
<td>151 A</td>
<td>145 A</td>
<td>150 A</td>
</tr>
<tr>
<td>2-3</td>
<td>263 A</td>
<td>354 A</td>
<td>348 A</td>
<td>212 A</td>
<td>123 A</td>
<td>99 A</td>
<td>120 A</td>
</tr>
<tr>
<td>3-4</td>
<td>387 A</td>
<td>360 A</td>
<td>294 A</td>
<td>312 A</td>
<td>179 A</td>
<td>167 A</td>
<td>172 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1027 A</td>
<td>790 A</td>
<td>634 A</td>
<td>1079 A</td>
<td>540 A</td>
<td>497 A</td>
<td>535 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1479 A</td>
<td>907 A</td>
<td>654 A</td>
<td>1165 A</td>
<td>867 A</td>
<td>803 A</td>
<td>855 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1882 A</td>
<td>1269 A</td>
<td>1058 A</td>
<td>1171 A</td>
<td>1098 A</td>
<td>1096 A</td>
<td>1124 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2094 A</td>
<td>1432 A</td>
<td>1057 A</td>
<td>1261 A</td>
<td>1238 A</td>
<td>1142 A</td>
<td>1227 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1874 A</td>
<td>1766 A</td>
<td>1189 A</td>
<td>1183 A</td>
<td>1147 A</td>
<td>1189 A</td>
<td>1228 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2084 A</td>
<td>1989 A</td>
<td>1547 A</td>
<td>1188 A</td>
<td>1156 A</td>
<td>1055 A</td>
<td>1122 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2177 A</td>
<td>2142 A</td>
<td>1879 A</td>
<td>1265 A</td>
<td>1106 A</td>
<td>1173 A</td>
<td>1178 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2350 A</td>
<td>2141 A</td>
<td>1971 A</td>
<td>1269 A</td>
<td>1185 A</td>
<td>1181 A</td>
<td>1217 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2326 A</td>
<td>2188 A</td>
<td>2091 A</td>
<td>1387 A</td>
<td>1267 A</td>
<td>1327 A</td>
<td>1368 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2310 A</td>
<td>2130 A</td>
<td>2169 A</td>
<td>1359 A</td>
<td>1336 A</td>
<td>1248 A</td>
<td>1294 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2428 A</td>
<td>2036 A</td>
<td>2136 A</td>
<td>1463 A</td>
<td>1402 A</td>
<td>1404 A</td>
<td>1416 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2616 A</td>
<td>2021 A</td>
<td>2174 A</td>
<td>1667 A</td>
<td>1638 A</td>
<td>1750 A</td>
<td>1815 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2697 A</td>
<td>2098 A</td>
<td>2141 A</td>
<td>1934 A</td>
<td>1887 A</td>
<td>1978 A</td>
<td>2026 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2760 A</td>
<td>2095 A</td>
<td>2020 A</td>
<td>2129 A</td>
<td>2181 A</td>
<td>2046 A</td>
<td>2258 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2525 A</td>
<td>2060 A</td>
<td>1897 A</td>
<td>1429 A</td>
<td>1513 A</td>
<td>1533 A</td>
<td>1637 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2215 A</td>
<td>1686 A</td>
<td>1772 A</td>
<td>1035 A</td>
<td>1063 A</td>
<td>1106 A</td>
<td>1264 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1890 A</td>
<td>1428 A</td>
<td>1588 A</td>
<td>972 A</td>
<td>971 A</td>
<td>1013 A</td>
<td>1026 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1641 A</td>
<td>1540 A</td>
<td>1440 A</td>
<td>874 A</td>
<td>888 A</td>
<td>888 A</td>
<td>951 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1394 A</td>
<td>1314 A</td>
<td>1127 A</td>
<td>594 A</td>
<td>635 A</td>
<td>676 A</td>
<td>815 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1042 A</td>
<td>1011 A</td>
<td>704 A</td>
<td>372 A</td>
<td>364 A</td>
<td>460 A</td>
<td>478 A</td>
</tr>
</tbody>
</table>

**Day Total**: 42279 A 35878 A 32837 A 26020 A 24176 A 24225 A 25515 A

**AM Peak Hour**: 11-12 10-11 11-12 11-12 07-08 08-09 08-09

**AM Peak Traffic**: 2350 2142 1971 1269 1230 1189 1228

**PM Peak Hour**: 17-18 12-13 15-16 17-18 17-18 17-18 17-18

**PM Peak Traffic**: 2760 2188 2174 2129 2181 2046 2258
### 7-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>27.138</td>
<td>N</td>
<td></td>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

### Location Description

NB ON FR RTE 80

### 7-Day Total Daily Average

<table>
<thead>
<tr>
<th>Period</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>152076</td>
<td>21725</td>
</tr>
<tr>
<td>2nd</td>
<td>171000</td>
<td>24429</td>
</tr>
<tr>
<td>3rd</td>
<td>214068</td>
<td>30581</td>
</tr>
<tr>
<td>4th</td>
<td>255552</td>
<td>36507</td>
</tr>
</tbody>
</table>

### 5-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th>Period</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>117017</td>
<td>23403</td>
</tr>
<tr>
<td>2nd</td>
<td>130540</td>
<td>26108</td>
</tr>
<tr>
<td>3rd</td>
<td>146278</td>
<td>29256</td>
</tr>
<tr>
<td>4th</td>
<td>186837</td>
<td>37367</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th></th>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td></td>
<td>27.138</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**  
NB ON FR RTE 80

### Traffic Station:

- **Location Type:** Ramp Connection  
- **Lanes:**  
- **Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 01</td>
<td>AUG 02</td>
<td>AUG 03</td>
<td>AUG 04</td>
<td>AUG 05</td>
<td>AUG 06</td>
<td>AUG 07</td>
<td>AUG 08</td>
</tr>
<tr>
<td>0-1</td>
<td>279 A</td>
<td>356 A</td>
<td>385 A</td>
<td>289 A</td>
<td>293 A</td>
<td>314 A</td>
<td>272 A</td>
<td>328 A</td>
</tr>
<tr>
<td>1-2</td>
<td>171 A</td>
<td>235 A</td>
<td>242 A</td>
<td>173 A</td>
<td>225 A</td>
<td>229 A</td>
<td>140 A</td>
<td>166 A</td>
</tr>
<tr>
<td>2-3</td>
<td>141 A</td>
<td>160 A</td>
<td>177 A</td>
<td>152 A</td>
<td>165 A</td>
<td>180 A</td>
<td>123 A</td>
<td>132 A</td>
</tr>
<tr>
<td>3-4</td>
<td>194 A</td>
<td>187 A</td>
<td>184 A</td>
<td>246 A</td>
<td>255 A</td>
<td>192 A</td>
<td>182 A</td>
<td>190 A</td>
</tr>
<tr>
<td>4-5</td>
<td>529 A</td>
<td>403 A</td>
<td>379 A</td>
<td>718 A</td>
<td>567 A</td>
<td>501 A</td>
<td>568 A</td>
<td>523 A</td>
</tr>
<tr>
<td>5-6</td>
<td>810 A</td>
<td>447 A</td>
<td>446 A</td>
<td>905 A</td>
<td>796 A</td>
<td>841 A</td>
<td>873 A</td>
<td>752 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1001 A</td>
<td>500 A</td>
<td>546 A</td>
<td>1143 A</td>
<td>1095 A</td>
<td>1083 A</td>
<td>1131 A</td>
<td>1068 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1161 A</td>
<td>675 A</td>
<td>672 A</td>
<td>1297 A</td>
<td>1339 A</td>
<td>1286 A</td>
<td>1360 A</td>
<td>1195 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1194 A</td>
<td>850 A</td>
<td>739 A</td>
<td>1141 A</td>
<td>1132 A</td>
<td>1114 A</td>
<td>1098 A</td>
<td>1242 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1196 A</td>
<td>1024 A</td>
<td>857 A</td>
<td>1214 A</td>
<td>1132 A</td>
<td>1099 A</td>
<td>1155 A</td>
<td>1178 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1246 A</td>
<td>1127 A</td>
<td>1034 A</td>
<td>1110 A</td>
<td>1127 A</td>
<td>1078 A</td>
<td>1113 A</td>
<td>1247 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1362 A</td>
<td>1240 A</td>
<td>1063 A</td>
<td>1226 A</td>
<td>1185 A</td>
<td>1170 A</td>
<td>1248 A</td>
<td>1385 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1508 A</td>
<td>1368 A</td>
<td>1353 A</td>
<td>1351 A</td>
<td>1357 A</td>
<td>1309 A</td>
<td>1367 A</td>
<td>1442 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1554 A</td>
<td>1317 A</td>
<td>1395 A</td>
<td>1389 A</td>
<td>1355 A</td>
<td>1354 A</td>
<td>1383 A</td>
<td>1628 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1671 A</td>
<td>1306 A</td>
<td>1335 A</td>
<td>1415 A</td>
<td>1397 A</td>
<td>1470 A</td>
<td>1461 A</td>
<td>1697 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1904 A</td>
<td>1305 A</td>
<td>1386 A</td>
<td>1614 A</td>
<td>1730 A</td>
<td>1621 A</td>
<td>1772 A</td>
<td>1936 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2005 A</td>
<td>1261 A</td>
<td>1322 A</td>
<td>1957 A</td>
<td>2073 A</td>
<td>2114 A</td>
<td>2079 A</td>
<td>2030 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2133 A</td>
<td>1254 A</td>
<td>1227 A</td>
<td>2208 A</td>
<td>2287 A</td>
<td>2158 A</td>
<td>2027 A</td>
<td>2181 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1573 A</td>
<td>1059 A</td>
<td>1146 A</td>
<td>1444 A</td>
<td>1474 A</td>
<td>1510 A</td>
<td>1936 A</td>
<td>1593 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1361 A</td>
<td>971 A</td>
<td>1030 A</td>
<td>1176 A</td>
<td>1093 A</td>
<td>1084 A</td>
<td>1323 A</td>
<td>1232 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1333 A</td>
<td>928 A</td>
<td>974 A</td>
<td>916 A</td>
<td>967 A</td>
<td>1013 A</td>
<td>1051 A</td>
<td>1032 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1087 A</td>
<td>953 A</td>
<td>996 A</td>
<td>799 A</td>
<td>877 A</td>
<td>950 A</td>
<td>970 A</td>
<td>1039 A</td>
</tr>
<tr>
<td>22-23</td>
<td>896 A</td>
<td>775 A</td>
<td>700 A</td>
<td>675 A</td>
<td>681 A</td>
<td>676 A</td>
<td>757 A</td>
<td>1029 A</td>
</tr>
<tr>
<td>23-24</td>
<td>586 A</td>
<td>558 A</td>
<td>412 A</td>
<td>402 A</td>
<td>416 A</td>
<td>412 A</td>
<td>467 A</td>
<td>638 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th></th>
<th>26895 A</th>
<th>20259 A</th>
<th>20000 A</th>
<th>24960 A</th>
<th>25018 A</th>
<th>24758 A</th>
<th>25856 A</th>
<th>26883 A</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>1362</td>
<td>1240</td>
<td>1063</td>
<td>1297</td>
<td>1339</td>
<td>1286</td>
<td>1360</td>
<td>1385</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>17-18</td>
<td>12-13</td>
<td>13-14</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>16-17</td>
<td>17-18</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>2133</td>
<td>1368</td>
<td>1395</td>
<td>2208</td>
<td>2287</td>
<td>2158</td>
<td>2079</td>
<td>2181</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES
#### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>27.138</td>
<td>N</td>
</tr>
</tbody>
</table>

**Location Description**

NB ON FR RTE 80

---

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 09</td>
<td>AUG 10</td>
<td>AUG 11</td>
<td>AUG 12</td>
<td>AUG 13</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
</tr>
<tr>
<td>0-1</td>
<td>407 A</td>
<td>364 A</td>
<td>231 A</td>
<td>204 A</td>
<td>215 A</td>
<td>234 A</td>
<td>250 A</td>
<td>379 A</td>
</tr>
<tr>
<td>1-2</td>
<td>212 A</td>
<td>248 A</td>
<td>132 A</td>
<td>135 A</td>
<td>164 A</td>
<td>146 A</td>
<td>158 A</td>
<td>236 A</td>
</tr>
<tr>
<td>2-3</td>
<td>184 A</td>
<td>173 A</td>
<td>92 A</td>
<td>153 A</td>
<td>101 A</td>
<td>117 A</td>
<td>167 A</td>
<td>210 A</td>
</tr>
<tr>
<td>3-4</td>
<td>208 A</td>
<td>168 A</td>
<td>135 A</td>
<td>154 A</td>
<td>160 A</td>
<td>169 A</td>
<td>207 A</td>
<td>202 A</td>
</tr>
<tr>
<td>4-5</td>
<td>382 A</td>
<td>334 A</td>
<td>537 A</td>
<td>555 A</td>
<td>540 A</td>
<td>535 A</td>
<td>511 A</td>
<td>419 A</td>
</tr>
<tr>
<td>5-6</td>
<td>476 A</td>
<td>326 A</td>
<td>905 A</td>
<td>855 A</td>
<td>859 A</td>
<td>787 A</td>
<td>876 A</td>
<td>518 A</td>
</tr>
<tr>
<td>6-7</td>
<td>462 A</td>
<td>393 A</td>
<td>1146 A</td>
<td>1175 A</td>
<td>1099 A</td>
<td>1144 A</td>
<td>1089 A</td>
<td>520 A</td>
</tr>
<tr>
<td>7-8</td>
<td>723 A</td>
<td>533 A</td>
<td>1279 A</td>
<td>1261 A</td>
<td>1273 A</td>
<td>1312 A</td>
<td>1228 A</td>
<td>739 A</td>
</tr>
<tr>
<td>8-9</td>
<td>843 A</td>
<td>675 A</td>
<td>1221 A</td>
<td>1168 A</td>
<td>1170 A</td>
<td>1203 A</td>
<td>1224 A</td>
<td>935 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1015 A</td>
<td>844 A</td>
<td>1143 A</td>
<td>1099 A</td>
<td>1139 A</td>
<td>1184 A</td>
<td>1259 A</td>
<td>1092 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1119 A</td>
<td>993 A</td>
<td>1148 A</td>
<td>1090 A</td>
<td>1125 A</td>
<td>1228 A</td>
<td>1226 A</td>
<td>1271 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1262 A</td>
<td>1131 A</td>
<td>1190 A</td>
<td>1186 A</td>
<td>1183 A</td>
<td>1216 A</td>
<td>1332 A</td>
<td>1329 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1350 A</td>
<td>1299 A</td>
<td>1406 A</td>
<td>1276 A</td>
<td>1329 A</td>
<td>1388 A</td>
<td>1587 A</td>
<td>1369 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1281 A</td>
<td>1339 A</td>
<td>1444 A</td>
<td>1301 A</td>
<td>1396 A</td>
<td>1388 A</td>
<td>1600 A</td>
<td>1298 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1289 A</td>
<td>1292 A</td>
<td>1461 A</td>
<td>1461 A</td>
<td>1513 A</td>
<td>1504 A</td>
<td>1721 A</td>
<td>1336 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1229 A</td>
<td>1332 A</td>
<td>1640 A</td>
<td>1696 A</td>
<td>1758 A</td>
<td>1798 A</td>
<td>1899 A</td>
<td>1327 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1184 A</td>
<td>1251 A</td>
<td>1983 A</td>
<td>2083 A</td>
<td>1998 A</td>
<td>2239 A</td>
<td>2027 A</td>
<td>1240 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1127 A</td>
<td>1296 A</td>
<td>2019 A</td>
<td>2073 A</td>
<td>2117 A</td>
<td>2309 A</td>
<td>2239 A</td>
<td>1244 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1152 A</td>
<td>1150 A</td>
<td>1482 A</td>
<td>1481 A</td>
<td>1544 A</td>
<td>1548 A</td>
<td>1559 A</td>
<td>1176 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1083 A</td>
<td>1048 A</td>
<td>1062 A</td>
<td>1094 A</td>
<td>1105 A</td>
<td>1217 A</td>
<td>1299 A</td>
<td>1071 A</td>
</tr>
<tr>
<td>20-21</td>
<td>884 A</td>
<td>1010 A</td>
<td>958 A</td>
<td>946 A</td>
<td>994 A</td>
<td>1021 A</td>
<td>1171 A</td>
<td>908 A</td>
</tr>
<tr>
<td>21-22</td>
<td>850 A</td>
<td>859 A</td>
<td>814 A</td>
<td>852 A</td>
<td>897 A</td>
<td>920 A</td>
<td>1075 A</td>
<td>967 A</td>
</tr>
<tr>
<td>22-23</td>
<td>836 A</td>
<td>682 A</td>
<td>607 A</td>
<td>637 A</td>
<td>751 A</td>
<td>732 A</td>
<td>853 A</td>
<td>792 A</td>
</tr>
<tr>
<td>23-24</td>
<td>602 A</td>
<td>412 A</td>
<td>414 A</td>
<td>389 A</td>
<td>436 A</td>
<td>438 A</td>
<td>584 A</td>
<td>472 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>20160 A</th>
<th>19152 A</th>
<th>24449 A</th>
<th>24324 A</th>
<th>24795 A</th>
<th>25777 A</th>
<th>27141 A</th>
<th>21050 A</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>1262</td>
<td>1131</td>
<td>1279</td>
<td>1261</td>
<td>1273</td>
<td>1312</td>
<td>1332</td>
<td>1329</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>12-13</td>
<td>13-14</td>
<td>17-18</td>
<td>16-17</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>12-13</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>1350</td>
<td>1339</td>
<td>2019</td>
<td>2083</td>
<td>2117</td>
<td>2309</td>
<td>2239</td>
<td>1369</td>
</tr>
</tbody>
</table>
## CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description
- **NB ON FR RTE 80**

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>0-1</td>
<td>397 A</td>
<td>192 A</td>
<td>209 A</td>
<td>235 A</td>
<td>233 A</td>
<td>219 A</td>
<td>344 A</td>
<td>300 A</td>
</tr>
<tr>
<td>1-2</td>
<td>328 A</td>
<td>130 A</td>
<td>161 A</td>
<td>127 A</td>
<td>132 A</td>
<td>152 A</td>
<td>217 A</td>
<td>202 A</td>
</tr>
<tr>
<td>2-3</td>
<td>203 A</td>
<td>83 A</td>
<td>134 A</td>
<td>100 A</td>
<td>111 A</td>
<td>144 A</td>
<td>183 A</td>
<td>179 A</td>
</tr>
<tr>
<td>3-4</td>
<td>152 A</td>
<td>160 A</td>
<td>172 A</td>
<td>166 A</td>
<td>183 A</td>
<td>180 A</td>
<td>182 A</td>
<td>155 A</td>
</tr>
<tr>
<td>4-5</td>
<td>333 A</td>
<td>562 A</td>
<td>482 A</td>
<td>498 A</td>
<td>513 A</td>
<td>499 A</td>
<td>327 A</td>
<td>318 A</td>
</tr>
<tr>
<td>5-6</td>
<td>360 A</td>
<td>882 A</td>
<td>825 A</td>
<td>808 A</td>
<td>798 A</td>
<td>776 A</td>
<td>436 A</td>
<td>317 A</td>
</tr>
<tr>
<td>6-7</td>
<td>362 A</td>
<td>988 A</td>
<td>1176 A</td>
<td>1075 A</td>
<td>1123 A</td>
<td>1046 A</td>
<td>497 A</td>
<td>347 A</td>
</tr>
<tr>
<td>7-8</td>
<td>545 A</td>
<td>1253 A</td>
<td>1294 A</td>
<td>1260 A</td>
<td>1327 A</td>
<td>1239 A</td>
<td>648 A</td>
<td>460 A</td>
</tr>
<tr>
<td>8-9</td>
<td>672 A</td>
<td>1246 A</td>
<td>1188 A</td>
<td>1126 A</td>
<td>1220 A</td>
<td>1191 A</td>
<td>871 A</td>
<td>568 A</td>
</tr>
<tr>
<td>9-10</td>
<td>842 A</td>
<td>1196 A</td>
<td>1071 A</td>
<td>1100 A</td>
<td>1123 A</td>
<td>1180 A</td>
<td>1002 A</td>
<td>757 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1035 A</td>
<td>1116 A</td>
<td>1088 A</td>
<td>1137 A</td>
<td>1168 A</td>
<td>1256 A</td>
<td>1093 A</td>
<td>1001 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1067 A</td>
<td>1207 A</td>
<td>1077 A</td>
<td>1205 A</td>
<td>1199 A</td>
<td>1310 A</td>
<td>1182 A</td>
<td>1093 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1364 A</td>
<td>1304 A</td>
<td>1244 A</td>
<td>1244 A</td>
<td>1312 A</td>
<td>1452 A</td>
<td>1264 A</td>
<td>1205 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1259 A</td>
<td>1313 A</td>
<td>1317 A</td>
<td>1254 A</td>
<td>1314 A</td>
<td>1484 A</td>
<td>1285 A</td>
<td>1272 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1307 A</td>
<td>1376 A</td>
<td>1403 A</td>
<td>1419 A</td>
<td>1456 A</td>
<td>1790 A</td>
<td>1268 A</td>
<td>1323 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1253 A</td>
<td>1636 A</td>
<td>1658 A</td>
<td>1724 A</td>
<td>1775 A</td>
<td>2003 A</td>
<td>1306 A</td>
<td>1308 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1337 A</td>
<td>2017 A</td>
<td>2080 A</td>
<td>2113 A</td>
<td>2156 A</td>
<td>2139 A</td>
<td>1310 A</td>
<td>1310 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1327 A</td>
<td>2135 A</td>
<td>2162 A</td>
<td>2239 A</td>
<td>2362 A</td>
<td>2309 A</td>
<td>1182 A</td>
<td>1243 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1234 A</td>
<td>1476 A</td>
<td>1655 A</td>
<td>1469 A</td>
<td>1438 A</td>
<td>1607 A</td>
<td>1082 A</td>
<td>1151 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1131 A</td>
<td>1018 A</td>
<td>1256 A</td>
<td>1032 A</td>
<td>1218 A</td>
<td>1199 A</td>
<td>1022 A</td>
<td>1115 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1087 A</td>
<td>917 A</td>
<td>1033 A</td>
<td>1014 A</td>
<td>1008 A</td>
<td>1091 A</td>
<td>916 A</td>
<td>994 A</td>
</tr>
<tr>
<td>21-22</td>
<td>842 A</td>
<td>738 A</td>
<td>824 A</td>
<td>823 A</td>
<td>855 A</td>
<td>1014 A</td>
<td>929 A</td>
<td>843 A</td>
</tr>
<tr>
<td>22-23</td>
<td>648 A</td>
<td>630 A</td>
<td>632 A</td>
<td>626 A</td>
<td>697 A</td>
<td>827 A</td>
<td>705 A</td>
<td>631 A</td>
</tr>
<tr>
<td>23-24</td>
<td>416 A</td>
<td>370 A</td>
<td>389 A</td>
<td>361 A</td>
<td>466 A</td>
<td>501 A</td>
<td>527 A</td>
<td>387 A</td>
</tr>
</tbody>
</table>

### Day Total
- **AM Peak Hour:** 07-08 07-08 07-08 07-08 11-12 11-12 11-12
- **AM Peak Traffic:** 1067 1253 1294 1260 1327 1310 1182
- **PM Peak Hour:** 17-18 17-18 17-18 17-18 17-18 16-17 14-15
- **PM Peak Traffic:** 1364 2135 2162 2239 2362 2309 1310

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>1067</td>
<td>1253</td>
<td>1294</td>
<td>1260</td>
<td>1327</td>
<td>1310</td>
<td>1182</td>
<td>1093</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>12-13</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>16-17</td>
<td>14-15</td>
<td>14-15</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>1364</td>
<td>2135</td>
<td>2162</td>
<td>2239</td>
<td>2362</td>
<td>2309</td>
<td>1310</td>
<td>1323</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**District** 03  **County** SAC  **Route** 005  **Prefix** 27.138  **Leg** N

**Location Description**

NB ON FR RTE 80

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>204 A</td>
<td>204 A</td>
<td>212 A</td>
<td>222 A</td>
<td>264 A</td>
<td>377 A</td>
<td>330 A</td>
</tr>
<tr>
<td>1-2</td>
<td>134 A</td>
<td>134 A</td>
<td>129 A</td>
<td>138 A</td>
<td>171 A</td>
<td>230 A</td>
<td>198 A</td>
</tr>
<tr>
<td>2-3</td>
<td>106 A</td>
<td>99 A</td>
<td>114 A</td>
<td>125 A</td>
<td>130 A</td>
<td>176 A</td>
<td>182 A</td>
</tr>
<tr>
<td>3-4</td>
<td>163 A</td>
<td>158 A</td>
<td>163 A</td>
<td>184 A</td>
<td>183 A</td>
<td>189 A</td>
<td>133 A</td>
</tr>
<tr>
<td>4-5</td>
<td>550 A</td>
<td>532 A</td>
<td>500 A</td>
<td>501 A</td>
<td>482 A</td>
<td>337 A</td>
<td>256 A</td>
</tr>
<tr>
<td>5-6</td>
<td>877 A</td>
<td>789 A</td>
<td>799 A</td>
<td>785 A</td>
<td>748 A</td>
<td>472 A</td>
<td>241 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1176 A</td>
<td>1147 A</td>
<td>1194 A</td>
<td>1143 A</td>
<td>1054 A</td>
<td>523 A</td>
<td>343 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1184 A</td>
<td>1209 A</td>
<td>1242 A</td>
<td>1262 A</td>
<td>1230 A</td>
<td>722 A</td>
<td>448 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1091 A</td>
<td>1188 C</td>
<td>1215 A</td>
<td>1235 A</td>
<td>1221 A</td>
<td>856 A</td>
<td>570 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1159 A</td>
<td>1067 A</td>
<td>1074 A</td>
<td>1166 A</td>
<td>1195 A</td>
<td>1080 A</td>
<td>690 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1118 A</td>
<td>1046 A</td>
<td>1102 A</td>
<td>1153 A</td>
<td>1285 A</td>
<td>1169 A</td>
<td>903 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1230 A</td>
<td>1171 A</td>
<td>1177 A</td>
<td>1172 A</td>
<td>1345 A</td>
<td>1140 A</td>
<td>981 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1279 A</td>
<td>1242 A</td>
<td>1207 A</td>
<td>1222 A</td>
<td>1545 A</td>
<td>1202 A</td>
<td>1120 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1310 A</td>
<td>1300 A</td>
<td>1294 A</td>
<td>1392 A</td>
<td>1703 A</td>
<td>1149 A</td>
<td>1179 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1366 A</td>
<td>1392 A</td>
<td>1370 A</td>
<td>1559 A</td>
<td>1730 A</td>
<td>1160 A</td>
<td>1180 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1637 A</td>
<td>1619 A</td>
<td>1659 A</td>
<td>1718 A</td>
<td>2155 A</td>
<td>1180 A</td>
<td>1165 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2028 A</td>
<td>2003 A</td>
<td>2029 A</td>
<td>2068 A</td>
<td>2142 A</td>
<td>1209 A</td>
<td>1134 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2144 A</td>
<td>2255 A</td>
<td>2250 A</td>
<td>2184 A</td>
<td>2203 A</td>
<td>1187 A</td>
<td>1077 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1377 A</td>
<td>1371 A</td>
<td>1719 A</td>
<td>1834 A</td>
<td>1687 A</td>
<td>1166 A</td>
<td>1008 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1067 A</td>
<td>1057 A</td>
<td>1137 A</td>
<td>1235 A</td>
<td>1384 A</td>
<td>1046 A</td>
<td>961 A</td>
</tr>
<tr>
<td>20-21</td>
<td>901 A</td>
<td>946 A</td>
<td>967 A</td>
<td>1028 A</td>
<td>1145 A</td>
<td>949 A</td>
<td>907 A</td>
</tr>
<tr>
<td>21-22</td>
<td>778 A</td>
<td>832 A</td>
<td>875 A</td>
<td>926 A</td>
<td>1074 A</td>
<td>890 A</td>
<td>793 A</td>
</tr>
<tr>
<td>22-23</td>
<td>621 A</td>
<td>599 A</td>
<td>667 A</td>
<td>744 A</td>
<td>892 A</td>
<td>772 A</td>
<td>719 A</td>
</tr>
<tr>
<td>23-24</td>
<td>350 A</td>
<td>371 A</td>
<td>367 A</td>
<td>432 A</td>
<td>579 A</td>
<td>551 A</td>
<td>480 A</td>
</tr>
</tbody>
</table>

**Day Total**

| 23850 A | 23731 C | 24462 A | 25428 A | 27547 A | 19732 A | 16998 A |

**AM Peak Hour** 11-12  **AM Peak Traffic** 1230  **PM Peak Hour** 17-18  **PM Peak Traffic** 2144
### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>27.138</td>
<td>N</td>
<td></td>
<td>167746</td>
<td>23964</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>27.138</td>
<td>N</td>
<td></td>
<td>127487</td>
<td>25497</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 005 27.138 N

**Location Description**
NB ON FR RTE 80

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>Sep 01</td>
<td>Sep 02</td>
<td>Sep 03</td>
<td>Sep 04</td>
<td>Sep 05</td>
<td>Sep 06</td>
<td>Sep 07</td>
<td>Sep 08</td>
</tr>
<tr>
<td>0-1</td>
<td>278 A</td>
<td>193 A</td>
<td>204 A</td>
<td>206 A</td>
<td>197 A</td>
<td>319 A</td>
<td>359 A</td>
<td>196 A</td>
</tr>
<tr>
<td>1-2</td>
<td>191 A</td>
<td>124 A</td>
<td>116 A</td>
<td>124 A</td>
<td>157 A</td>
<td>283 A</td>
<td>200 A</td>
<td>94 A</td>
</tr>
<tr>
<td>2-3</td>
<td>147 A</td>
<td>101 A</td>
<td>114 A</td>
<td>89 A</td>
<td>109 A</td>
<td>225 A</td>
<td>160 A</td>
<td>79 A</td>
</tr>
<tr>
<td>3-4</td>
<td>156 A</td>
<td>147 A</td>
<td>154 A</td>
<td>165 A</td>
<td>174 A</td>
<td>248 A</td>
<td>147 A</td>
<td>157 A</td>
</tr>
<tr>
<td>4-5</td>
<td>413 A</td>
<td>565 A</td>
<td>522 A</td>
<td>475 A</td>
<td>478 A</td>
<td>476 A</td>
<td>283 A</td>
<td>575 A</td>
</tr>
<tr>
<td>5-6</td>
<td>404 A</td>
<td>850 A</td>
<td>793 A</td>
<td>792 A</td>
<td>770 A</td>
<td>485 A</td>
<td>310 A</td>
<td>832 A</td>
</tr>
<tr>
<td>6-7</td>
<td>340 A</td>
<td>1133 A</td>
<td>1140 A</td>
<td>1185 A</td>
<td>1097 A</td>
<td>493 A</td>
<td>381 A</td>
<td>1100 A</td>
</tr>
<tr>
<td>7-8</td>
<td>507 A</td>
<td>1266 A</td>
<td>1211 A</td>
<td>1227 A</td>
<td>1236 A</td>
<td>675 A</td>
<td>438 A</td>
<td>1223 A</td>
</tr>
<tr>
<td>8-9</td>
<td>569 A</td>
<td>1144 A</td>
<td>1172 A</td>
<td>1208 A</td>
<td>1213 A</td>
<td>924 A</td>
<td>631 A</td>
<td>1200 A</td>
</tr>
<tr>
<td>9-10</td>
<td>745 A</td>
<td>1121 A</td>
<td>1073 A</td>
<td>1134 A</td>
<td>1141 A</td>
<td>1156 A</td>
<td>747 A</td>
<td>1162 A</td>
</tr>
<tr>
<td>10-11</td>
<td>819 A</td>
<td>1027 A</td>
<td>1021 A</td>
<td>1089 A</td>
<td>1099 A</td>
<td>1037 A</td>
<td>849 A</td>
<td>1032 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1015 A</td>
<td>1043 A</td>
<td>1193 A</td>
<td>1184 A</td>
<td>1282 A</td>
<td>1101 A</td>
<td>1020 A</td>
<td>1154 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1057 A</td>
<td>1188 A</td>
<td>1146 A</td>
<td>1231 A</td>
<td>1315 A</td>
<td>1231 A</td>
<td>1158 A</td>
<td>1201 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1078 A</td>
<td>1319 A</td>
<td>1285 A</td>
<td>1216 A</td>
<td>1433 A</td>
<td>1330 A</td>
<td>1247 A</td>
<td>1293 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1276 A</td>
<td>1352 A</td>
<td>1362 A</td>
<td>1496 A</td>
<td>1670 A</td>
<td>1364 A</td>
<td>1214 A</td>
<td>1299 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1287 A</td>
<td>1650 A</td>
<td>1715 A</td>
<td>1721 A</td>
<td>2030 A</td>
<td>1276 A</td>
<td>1230 A</td>
<td>1617 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1198 A</td>
<td>2012 A</td>
<td>2069 A</td>
<td>2039 A</td>
<td>2266 A</td>
<td>1177 A</td>
<td>1275 A</td>
<td>1971 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1054 A</td>
<td>2218 A</td>
<td>2356 A</td>
<td>2400 A</td>
<td>2133 A</td>
<td>1197 A</td>
<td>1315 A</td>
<td>2169 A</td>
</tr>
<tr>
<td>18-19</td>
<td>765 A</td>
<td>1559 A</td>
<td>1463 A</td>
<td>1512 A</td>
<td>1545 A</td>
<td>1107 A</td>
<td>1094 A</td>
<td>1368 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1014 A</td>
<td>1148 A</td>
<td>1069 A</td>
<td>1103 A</td>
<td>1356 A</td>
<td>949 A</td>
<td>1026 A</td>
<td>1018 A</td>
</tr>
<tr>
<td>20-21</td>
<td>977 A</td>
<td>912 A</td>
<td>950 A</td>
<td>970 A</td>
<td>1096 A</td>
<td>811 A</td>
<td>932 A</td>
<td>870 A</td>
</tr>
<tr>
<td>21-22</td>
<td>827 A</td>
<td>785 A</td>
<td>820 A</td>
<td>855 A</td>
<td>971 A</td>
<td>864 A</td>
<td>811 A</td>
<td>784 A</td>
</tr>
<tr>
<td>22-23</td>
<td>605 A</td>
<td>613 A</td>
<td>615 A</td>
<td>651 A</td>
<td>793 A</td>
<td>684 A</td>
<td>627 A</td>
<td>545 A</td>
</tr>
<tr>
<td>23-24</td>
<td>411 A</td>
<td>366 A</td>
<td>356 A</td>
<td>352 A</td>
<td>526 A</td>
<td>510 A</td>
<td>351 A</td>
<td>377 A</td>
</tr>
</tbody>
</table>

**Day Total**
17133 A 23836 A 23919 A 24424 A 26087 A 19922 A 17805 A 23316 A

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>07-08</td>
<td>15-16</td>
<td>2218</td>
</tr>
<tr>
<td>1015</td>
<td>1287</td>
<td>17-18</td>
<td>1266</td>
</tr>
<tr>
<td>12-23</td>
<td>09-10</td>
<td>17-18</td>
<td>1364</td>
</tr>
<tr>
<td>1123</td>
<td>1223</td>
<td>17-18</td>
<td>1315</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td></td>
<td>27.138</td>
<td>N</td>
</tr>
</tbody>
</table>

#### Location Description
- **NB ON FR RTE 80**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>241</td>
<td>207</td>
<td>228</td>
<td>235</td>
<td>358</td>
<td>404</td>
<td>170</td>
<td>196</td>
</tr>
<tr>
<td>1-2</td>
<td>134</td>
<td>95</td>
<td>112</td>
<td>206</td>
<td>183</td>
<td>309</td>
<td>103</td>
<td>112</td>
</tr>
<tr>
<td>2-3</td>
<td>127</td>
<td>109</td>
<td>126</td>
<td>179</td>
<td>184</td>
<td>236</td>
<td>96</td>
<td>97</td>
</tr>
<tr>
<td>3-4</td>
<td>154</td>
<td>147</td>
<td>169</td>
<td>246</td>
<td>174</td>
<td>223</td>
<td>177</td>
<td>179</td>
</tr>
<tr>
<td>4-5</td>
<td>490</td>
<td>522</td>
<td>532</td>
<td>590</td>
<td>371</td>
<td>392</td>
<td>511</td>
<td>498</td>
</tr>
<tr>
<td>5-6</td>
<td>822</td>
<td>793</td>
<td>788</td>
<td>852</td>
<td>451</td>
<td>447</td>
<td>842</td>
<td>787</td>
</tr>
<tr>
<td>6-7</td>
<td>1154</td>
<td>1134</td>
<td>1139</td>
<td>1111</td>
<td>533</td>
<td>400</td>
<td>1235</td>
<td>1207</td>
</tr>
<tr>
<td>7-8</td>
<td>1280</td>
<td>1264</td>
<td>1250</td>
<td>1312</td>
<td>677</td>
<td>456</td>
<td>1275</td>
<td>1313</td>
</tr>
<tr>
<td>8-9</td>
<td>1286</td>
<td>1174</td>
<td>1252</td>
<td>1273</td>
<td>853</td>
<td>675</td>
<td>1307</td>
<td>1275</td>
</tr>
<tr>
<td>9-10</td>
<td>1113</td>
<td>1114</td>
<td>1118</td>
<td>1228</td>
<td>1007</td>
<td>824</td>
<td>1195</td>
<td>1251</td>
</tr>
<tr>
<td>10-11</td>
<td>1103</td>
<td>1078</td>
<td>1117</td>
<td>1202</td>
<td>1216</td>
<td>1079</td>
<td>1196</td>
<td>1036</td>
</tr>
<tr>
<td>11-12</td>
<td>1180</td>
<td>1193</td>
<td>1215</td>
<td>1234</td>
<td>1205</td>
<td>1038</td>
<td>1212</td>
<td>1188</td>
</tr>
<tr>
<td>12-13</td>
<td>1247</td>
<td>1230</td>
<td>1337</td>
<td>1509</td>
<td>1262</td>
<td>1180</td>
<td>1330</td>
<td>1185</td>
</tr>
<tr>
<td>13-14</td>
<td>1257</td>
<td>1312</td>
<td>1383</td>
<td>1470</td>
<td>1197</td>
<td>1316</td>
<td>1370</td>
<td>1369</td>
</tr>
<tr>
<td>14-15</td>
<td>1371</td>
<td>1410</td>
<td>1561</td>
<td>1616</td>
<td>1371</td>
<td>1371</td>
<td>1403</td>
<td>1365</td>
</tr>
<tr>
<td>15-16</td>
<td>1646</td>
<td>1738</td>
<td>1853</td>
<td>1979</td>
<td>1246</td>
<td>1243</td>
<td>1691</td>
<td>1759</td>
</tr>
<tr>
<td>16-17</td>
<td>2034</td>
<td>2016</td>
<td>2215</td>
<td>2222</td>
<td>1300</td>
<td>1276</td>
<td>1960</td>
<td>2102</td>
</tr>
<tr>
<td>17-18</td>
<td>2256</td>
<td>2231</td>
<td>2465</td>
<td>2303</td>
<td>1213</td>
<td>1331</td>
<td>2189</td>
<td>2184</td>
</tr>
<tr>
<td>18-19</td>
<td>1545</td>
<td>1471</td>
<td>1727</td>
<td>1740</td>
<td>1212</td>
<td>1338</td>
<td>1486</td>
<td>1415</td>
</tr>
<tr>
<td>19-20</td>
<td>1029</td>
<td>1051</td>
<td>1082</td>
<td>1284</td>
<td>911</td>
<td>1093</td>
<td>1050</td>
<td>1037</td>
</tr>
<tr>
<td>20-21</td>
<td>910</td>
<td>953</td>
<td>1053</td>
<td>1133</td>
<td>929</td>
<td>959</td>
<td>841</td>
<td>912</td>
</tr>
<tr>
<td>21-22</td>
<td>802</td>
<td>896</td>
<td>867</td>
<td>1038</td>
<td>894</td>
<td>797</td>
<td>771</td>
<td>756</td>
</tr>
<tr>
<td>22-23</td>
<td>556</td>
<td>623</td>
<td>664</td>
<td>778</td>
<td>698</td>
<td>599</td>
<td>575</td>
<td>527</td>
</tr>
<tr>
<td>23-24</td>
<td>320</td>
<td>318</td>
<td>351</td>
<td>567</td>
<td>484</td>
<td>350</td>
<td>313</td>
<td>321</td>
</tr>
</tbody>
</table>

#### Day Total
- **24057 A**
- **24079 C**
- **25604 A**
- **27307 A**
- **19929 A**
- **19336 A**
- **24298 A**
- **24071 A**

#### AM Peak Hour
- **08-09**
- **07-08**

#### AM Peak Traffic
- **1286**
- **1264**
- **1252**
- **1312**
- **1216**
- **1079**
- **1307**
- **1313**

#### PM Peak Hour
- **17-18**
- **17-18**
- **17-18**
- **14-15**
- **14-15**
- **17-18**
- **17-18**

#### PM Peak Traffic
- **2256**
- **2231**
- **2465**
- **2303**
- **1371**
- **1371**
- **2189**
- **2184**
### District 03
#### County: SAC
#### Prefix: 005
#### Postmile: 27.138
#### Leg: N

#### Location Description
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>189</td>
<td>207</td>
<td>223</td>
<td>326</td>
<td>375</td>
<td>150</td>
<td>191</td>
<td>255</td>
</tr>
<tr>
<td>1-2</td>
<td>124</td>
<td>144</td>
<td>180</td>
<td>225</td>
<td>265</td>
<td>111</td>
<td>100</td>
<td>196</td>
</tr>
<tr>
<td>2-3</td>
<td>100</td>
<td>149</td>
<td>153</td>
<td>207</td>
<td>220</td>
<td>94</td>
<td>104</td>
<td>170</td>
</tr>
<tr>
<td>3-4</td>
<td>164</td>
<td>172</td>
<td>167</td>
<td>175</td>
<td>196</td>
<td>140</td>
<td>151</td>
<td>218</td>
</tr>
<tr>
<td>4-5</td>
<td>515</td>
<td>548</td>
<td>543</td>
<td>387</td>
<td>393</td>
<td>550</td>
<td>483</td>
<td>700</td>
</tr>
<tr>
<td>5-6</td>
<td>761</td>
<td>784</td>
<td>808</td>
<td>399</td>
<td>423</td>
<td>865</td>
<td>791</td>
<td>832</td>
</tr>
<tr>
<td>6-7</td>
<td>1195</td>
<td>1126</td>
<td>1154</td>
<td>531</td>
<td>493</td>
<td>1200</td>
<td>1123</td>
<td>1161</td>
</tr>
<tr>
<td>7-8</td>
<td>1301</td>
<td>1233</td>
<td>1251</td>
<td>632</td>
<td>493</td>
<td>1197</td>
<td>1242</td>
<td>1243</td>
</tr>
<tr>
<td>8-9</td>
<td>1148</td>
<td>1238</td>
<td>1185</td>
<td>863</td>
<td>596</td>
<td>1179</td>
<td>1217</td>
<td>1174</td>
</tr>
<tr>
<td>9-10</td>
<td>1104</td>
<td>1115</td>
<td>1177</td>
<td>978</td>
<td>825</td>
<td>1096</td>
<td>1094</td>
<td>1100</td>
</tr>
<tr>
<td>10-11</td>
<td>1015</td>
<td>1059</td>
<td>1209</td>
<td>1090</td>
<td>910</td>
<td>1061</td>
<td>1005</td>
<td>1087</td>
</tr>
<tr>
<td>11-12</td>
<td>1127</td>
<td>1161</td>
<td>1314</td>
<td>1172</td>
<td>1071</td>
<td>1136</td>
<td>1078</td>
<td>1071</td>
</tr>
<tr>
<td>12-13</td>
<td>1148</td>
<td>1275</td>
<td>1450</td>
<td>1256</td>
<td>1128</td>
<td>1266</td>
<td>1214</td>
<td>1182</td>
</tr>
<tr>
<td>13-14</td>
<td>1294</td>
<td>1359</td>
<td>1566</td>
<td>1184</td>
<td>1209</td>
<td>1338</td>
<td>1387</td>
<td>1320</td>
</tr>
<tr>
<td>14-15</td>
<td>1366</td>
<td>1482</td>
<td>1601</td>
<td>1108</td>
<td>1246</td>
<td>1359</td>
<td>1356</td>
<td>1389</td>
</tr>
<tr>
<td>15-16</td>
<td>1728</td>
<td>1740</td>
<td>1712</td>
<td>1271</td>
<td>1262</td>
<td>1675</td>
<td>1699</td>
<td>1700</td>
</tr>
<tr>
<td>16-17</td>
<td>1971</td>
<td>2184</td>
<td>2209</td>
<td>1310</td>
<td>1305</td>
<td>1920</td>
<td>1976</td>
<td>1948</td>
</tr>
<tr>
<td>17-18</td>
<td>2232</td>
<td>2472</td>
<td>2393</td>
<td>1282</td>
<td>1341</td>
<td>2190</td>
<td>2232</td>
<td>2279</td>
</tr>
<tr>
<td>18-19</td>
<td>1453</td>
<td>1597</td>
<td>1691</td>
<td>1161</td>
<td>1157</td>
<td>1361</td>
<td>1391</td>
<td>1560</td>
</tr>
<tr>
<td>19-20</td>
<td>1092</td>
<td>1251</td>
<td>1359</td>
<td>988</td>
<td>1058</td>
<td>1056</td>
<td>1027</td>
<td>1134</td>
</tr>
<tr>
<td>20-21</td>
<td>1002</td>
<td>1202</td>
<td>1150</td>
<td>915</td>
<td>975</td>
<td>879</td>
<td>965</td>
<td>871</td>
</tr>
<tr>
<td>21-22</td>
<td>856</td>
<td>1002</td>
<td>1004</td>
<td>915</td>
<td>747</td>
<td>738</td>
<td>743</td>
<td>833</td>
</tr>
<tr>
<td>22-23</td>
<td>672</td>
<td>738</td>
<td>828</td>
<td>721</td>
<td>594</td>
<td>567</td>
<td>569</td>
<td>617</td>
</tr>
<tr>
<td>23-24</td>
<td>382</td>
<td>450</td>
<td>525</td>
<td>498</td>
<td>349</td>
<td>336</td>
<td>343</td>
<td>363</td>
</tr>
</tbody>
</table>

#### Day Total
- 23939 A
- 25688 A
- 26852 A
- 19594 A
- 18631 A
- 23464 A
- 23481 A
- 24403 A

#### AM Peak Hour
- 07-08
- 08-09
- 11-12
- 11-12
- 11-12
- 06-07
- 07-08
- 07-08

#### AM Peak Traffic
- 1301
- 1238
- 1314
- 1172
- 1071
- 1200
- 1242
- 1243

#### PM Peak Hour
- 17-18
- 17-18
- 17-18
- 16-17
- 17-18
- 17-18
- 17-18
- 17-18

#### PM Peak Traffic
- 2232
- 2472
- 2393
- 1310
- 1341
- 2190
- 2232
- 2279
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Date:** 11/19/2008

**Time:** 09:25:34

---

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg**
---|---|---|---|---|---
03 | SAC | 005 | 27.138 | N |

**Location Description**

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>279 A</td>
<td>218 A</td>
<td>330 A</td>
<td>287 A</td>
<td>182 A</td>
<td>171 A</td>
</tr>
<tr>
<td>1-2</td>
<td>173 A</td>
<td>169 A</td>
<td>220 A</td>
<td>191 A</td>
<td>121 A</td>
<td>113 A</td>
</tr>
<tr>
<td>2-3</td>
<td>159 A</td>
<td>119 A</td>
<td>190 A</td>
<td>178 A</td>
<td>88 A</td>
<td>111 A</td>
</tr>
<tr>
<td>3-4</td>
<td>237 A</td>
<td>169 A</td>
<td>194 A</td>
<td>154 A</td>
<td>160 A</td>
<td>184 A</td>
</tr>
<tr>
<td>4-5</td>
<td>694 A</td>
<td>538 A</td>
<td>417 A</td>
<td>264 A</td>
<td>561 A</td>
<td>540 A</td>
</tr>
<tr>
<td>5-6</td>
<td>856 A</td>
<td>701 A</td>
<td>405 A</td>
<td>315 A</td>
<td>798 A</td>
<td>733 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1160 A</td>
<td>1125 A</td>
<td>530 A</td>
<td>361 A</td>
<td>1174 A</td>
<td>1148 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1271 A</td>
<td>1227 A</td>
<td>641 A</td>
<td>475 A</td>
<td>1263 A</td>
<td>1260 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1203 A</td>
<td>1271 A</td>
<td>863 A</td>
<td>616 A</td>
<td>1206 A</td>
<td>1233 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1118 A</td>
<td>1113 A</td>
<td>985 A</td>
<td>723 A</td>
<td>1036 A</td>
<td>1074 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1033 A</td>
<td>1148 A</td>
<td>1080 A</td>
<td>975 A</td>
<td>1085 A</td>
<td>1030 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1156 A</td>
<td>1289 A</td>
<td>1146 A</td>
<td>1104 A</td>
<td>1112 A</td>
<td>1110 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1308 A</td>
<td>1373 A</td>
<td>1197 A</td>
<td>1210 A</td>
<td>1185 A</td>
<td>1253 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1401 A</td>
<td>1579 A</td>
<td>1112 A</td>
<td>1269 A</td>
<td>1332 A</td>
<td>1323 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1488 A</td>
<td>1639 A</td>
<td>1201 A</td>
<td>1272 A</td>
<td>1307 A</td>
<td>1341 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1780 A</td>
<td>2092 A</td>
<td>1195 A</td>
<td>1237 A</td>
<td>1648 A</td>
<td>1679 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2020 A</td>
<td>2118 A</td>
<td>1310 A</td>
<td>1178 A</td>
<td>1878 A</td>
<td>2033 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2311 A</td>
<td>2485 A</td>
<td>1241 A</td>
<td>1383 A</td>
<td>2219 A</td>
<td>2155 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1579 A</td>
<td>2065 A</td>
<td>1069 A</td>
<td>1310 A</td>
<td>1464 A</td>
<td>1505 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1151 A</td>
<td>1789 A</td>
<td>1023 A</td>
<td>1140 A</td>
<td>1023 A</td>
<td>1112 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1104 A</td>
<td>1245 A</td>
<td>857 A</td>
<td>1035 A</td>
<td>863 A</td>
<td>980 A</td>
</tr>
<tr>
<td>21-22</td>
<td>856 A</td>
<td>986 A</td>
<td>900 A</td>
<td>853 A</td>
<td>721 A</td>
<td>812 A</td>
</tr>
<tr>
<td>22-23</td>
<td>763 A</td>
<td>831 A</td>
<td>658 A</td>
<td>624 A</td>
<td>569 A</td>
<td>609 A</td>
</tr>
<tr>
<td>23-24</td>
<td>377 A</td>
<td>578 A</td>
<td>476 A</td>
<td>367 A</td>
<td>343 A</td>
<td>320 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>25477 A</td>
<td>27867 A</td>
<td>19240 A</td>
<td>18521 A</td>
<td>23338 A</td>
<td>23829 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**
- **Hour:** 07-08

**AM Peak Traffic**
- **Hour:** 1271 A

**PM Peak Hour**
- **Hour:** 17-18

**PM Peak Traffic**
- **Hour:** 2311 A
### 7-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th>7-Day Period</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>153126</td>
<td>21875</td>
</tr>
<tr>
<td>2nd</td>
<td>163628</td>
<td>23375</td>
</tr>
<tr>
<td>3rd</td>
<td>163073</td>
<td>23296</td>
</tr>
<tr>
<td>4th</td>
<td>162453</td>
<td>23208</td>
</tr>
</tbody>
</table>

### 5-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th>5-Day Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>115399</td>
<td>23080</td>
</tr>
<tr>
<td>2nd</td>
<td>124363</td>
<td>24873</td>
</tr>
<tr>
<td>3rd</td>
<td>124848</td>
<td>24970</td>
</tr>
<tr>
<td>4th</td>
<td>124692</td>
<td>24938</td>
</tr>
</tbody>
</table>

### Location Description

NB ON FR RTE 80

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Details

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>27.138</td>
<td></td>
<td>N</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 07</td>
<td>SEP 08</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
</tr>
<tr>
<td>0-1</td>
<td>145 A</td>
<td>75 A</td>
<td>72 A</td>
<td>75 A</td>
<td>83 A</td>
<td>101 A</td>
<td>147 A</td>
</tr>
<tr>
<td>1-2</td>
<td>136 A</td>
<td>36 A</td>
<td>52 A</td>
<td>43 A</td>
<td>47 A</td>
<td>71 A</td>
<td>110 A</td>
</tr>
<tr>
<td>2-3</td>
<td>91 A</td>
<td>22 A</td>
<td>33 A</td>
<td>37 A</td>
<td>43 A</td>
<td>35 A</td>
<td>86 A</td>
</tr>
<tr>
<td>3-4</td>
<td>43 A</td>
<td>28 A</td>
<td>29 A</td>
<td>24 A</td>
<td>32 A</td>
<td>40 A</td>
<td>53 A</td>
</tr>
<tr>
<td>4-5</td>
<td>48 A</td>
<td>57 A</td>
<td>42 A</td>
<td>51 A</td>
<td>50 A</td>
<td>54 A</td>
<td>38 A</td>
</tr>
<tr>
<td>5-6</td>
<td>35 A</td>
<td>235 A</td>
<td>229 A</td>
<td>224 A</td>
<td>235 A</td>
<td>251 A</td>
<td>55 A</td>
</tr>
<tr>
<td>6-7</td>
<td>46 A</td>
<td>425 A</td>
<td>466 A</td>
<td>489 A</td>
<td>453 A</td>
<td>447 A</td>
<td>70 A</td>
</tr>
<tr>
<td>7-8</td>
<td>91 A</td>
<td>491 A</td>
<td>515 A</td>
<td>529 A</td>
<td>546 A</td>
<td>554 A</td>
<td>140 A</td>
</tr>
<tr>
<td>8-9</td>
<td>149 A</td>
<td>466 A</td>
<td>489 A</td>
<td>501 A</td>
<td>491 A</td>
<td>470 A</td>
<td>238 A</td>
</tr>
<tr>
<td>9-10</td>
<td>237 A</td>
<td>375 A</td>
<td>398 A</td>
<td>399 A</td>
<td>435 A</td>
<td>507 A</td>
<td>433 A</td>
</tr>
<tr>
<td>10-11</td>
<td>285 A</td>
<td>357 A</td>
<td>372 A</td>
<td>368 A</td>
<td>363 A</td>
<td>537 A</td>
<td>613 A</td>
</tr>
<tr>
<td>11-12</td>
<td>354 A</td>
<td>434 A</td>
<td>465 A</td>
<td>477 A</td>
<td>471 A</td>
<td>476 A</td>
<td>412 A</td>
</tr>
<tr>
<td>12-13</td>
<td>406 A</td>
<td>537 A</td>
<td>520 A</td>
<td>486 A</td>
<td>556 A</td>
<td>591 A</td>
<td>465 A</td>
</tr>
<tr>
<td>13-14</td>
<td>428 A</td>
<td>679 A</td>
<td>612 A</td>
<td>685 A</td>
<td>630 A</td>
<td>731 A</td>
<td>662 A</td>
</tr>
<tr>
<td>14-15</td>
<td>472 A</td>
<td>529 A</td>
<td>582 A</td>
<td>620 A</td>
<td>578 A</td>
<td>672 A</td>
<td>798 A</td>
</tr>
<tr>
<td>15-16</td>
<td>487 A</td>
<td>653 A</td>
<td>723 A</td>
<td>649 A</td>
<td>696 A</td>
<td>743 A</td>
<td>473 A</td>
</tr>
<tr>
<td>16-17</td>
<td>590 A</td>
<td>864 A</td>
<td>997 A</td>
<td>927 A</td>
<td>1014 A</td>
<td>947 A</td>
<td>540 A</td>
</tr>
<tr>
<td>17-18</td>
<td>723 A</td>
<td>1009 A</td>
<td>1241 A</td>
<td>1033 A</td>
<td>1299 A</td>
<td>1170 A</td>
<td>594 A</td>
</tr>
<tr>
<td>18-19</td>
<td>439 A</td>
<td>632 A</td>
<td>1026 A</td>
<td>662 A</td>
<td>1101 A</td>
<td>898 A</td>
<td>736 A</td>
</tr>
<tr>
<td>19-20</td>
<td>382 A</td>
<td>473 A</td>
<td>559 A</td>
<td>478 A</td>
<td>523 A</td>
<td>539 A</td>
<td>387 A</td>
</tr>
<tr>
<td>20-21</td>
<td>337 A</td>
<td>390 A</td>
<td>452 A</td>
<td>496 A</td>
<td>431 A</td>
<td>467 A</td>
<td>424 A</td>
</tr>
<tr>
<td>21-22</td>
<td>284 A</td>
<td>299 A</td>
<td>355 A</td>
<td>406 A</td>
<td>384 A</td>
<td>379 A</td>
<td>336 A</td>
</tr>
<tr>
<td>22-23</td>
<td>233 A</td>
<td>212 A</td>
<td>251 A</td>
<td>250 A</td>
<td>267 A</td>
<td>293 A</td>
<td>287 A</td>
</tr>
<tr>
<td>23-24</td>
<td>126 A</td>
<td>122 A</td>
<td>123 A</td>
<td>144 A</td>
<td>116 A</td>
<td>245 A</td>
<td>216 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6567 A</td>
<td>9400 A</td>
<td>10603 A</td>
<td>10053 A</td>
<td>10844 A</td>
<td>11218 A</td>
<td>8313 A</td>
</tr>
</tbody>
</table>

- **AM Peak Hour**: 11-12, 07-08, 07-08, 07-08, 07-08, 10-11
- **AM Peak Traffic**: 354, 491, 515, 529, 546, 554, 613
- **PM Peak Hour**: 17-18, 17-18, 17-18, 17-18, 17-18, 14-15
- **PM Peak Traffic**: 723, 1009, 1241, 1033, 1299, 1170, 798
### District County Route Prefix Postmile Leg
| 03  | SAC  | 005   | 27.790  | F  |

**Location Description**
NB OFF TO ARENA BLVD

---

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

---

### 7-Day Periods

<table>
<thead>
<tr>
<th>DAY</th>
<th>Total</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>66998</td>
<td>9571</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>DAY</th>
<th>Total</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>52118</td>
<td>10424</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sep 03</td>
<td>Sep 04</td>
<td>Sep 05</td>
<td>Sep 06</td>
<td>Sep 07</td>
<td>Sep 08</td>
<td>Sep 09</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>20 A</td>
<td>16 A</td>
<td>19 A</td>
<td>56 A</td>
<td>43 A</td>
<td>20 A</td>
<td>20 A</td>
</tr>
<tr>
<td>1-2</td>
<td>12 A</td>
<td>10 A</td>
<td>19 A</td>
<td>17 A</td>
<td>25 A</td>
<td>5 A</td>
<td>13 A</td>
</tr>
<tr>
<td>2-3</td>
<td>13 A</td>
<td>14 A</td>
<td>18 A</td>
<td>45 A</td>
<td>21 A</td>
<td>7 A</td>
<td>7 A</td>
</tr>
<tr>
<td>3-4</td>
<td>16 A</td>
<td>15 A</td>
<td>15 A</td>
<td>24 A</td>
<td>10 A</td>
<td>15 A</td>
<td>14 A</td>
</tr>
<tr>
<td>4-5</td>
<td>28 A</td>
<td>31 A</td>
<td>38 A</td>
<td>18 A</td>
<td>17 A</td>
<td>34 A</td>
<td>37 A</td>
</tr>
<tr>
<td>5-6</td>
<td>84 A</td>
<td>75 A</td>
<td>68 A</td>
<td>31 A</td>
<td>25 A</td>
<td>73 A</td>
<td>76 A</td>
</tr>
<tr>
<td>6-7</td>
<td>223 A</td>
<td>222 A</td>
<td>201 A</td>
<td>48 A</td>
<td>29 A</td>
<td>232 A</td>
<td>245 A</td>
</tr>
<tr>
<td>7-8</td>
<td>578 A</td>
<td>607 A</td>
<td>544 A</td>
<td>77 A</td>
<td>37 A</td>
<td>547 A</td>
<td>613 A</td>
</tr>
<tr>
<td>8-9</td>
<td>376 A</td>
<td>356 A</td>
<td>336 A</td>
<td>121 A</td>
<td>75 A</td>
<td>367 A</td>
<td>346 A</td>
</tr>
<tr>
<td>9-10</td>
<td>218 A</td>
<td>180 A</td>
<td>218 A</td>
<td>132 A</td>
<td>100 A</td>
<td>194 A</td>
<td>205 A</td>
</tr>
<tr>
<td>10-11</td>
<td>174 A</td>
<td>184 A</td>
<td>216 A</td>
<td>177 A</td>
<td>122 A</td>
<td>183 A</td>
<td>189 A</td>
</tr>
<tr>
<td>11-12</td>
<td>212 A</td>
<td>252 A</td>
<td>262 A</td>
<td>225 A</td>
<td>134 A</td>
<td>223 A</td>
<td>203 A</td>
</tr>
<tr>
<td>12-13</td>
<td>253 A</td>
<td>262 A</td>
<td>314 A</td>
<td>563 A</td>
<td>143 A</td>
<td>275 A</td>
<td>281 A</td>
</tr>
<tr>
<td>13-14</td>
<td>252 A</td>
<td>271 A</td>
<td>281 A</td>
<td>199 A</td>
<td>167 A</td>
<td>250 A</td>
<td>274 A</td>
</tr>
<tr>
<td>14-15</td>
<td>249 A</td>
<td>265 A</td>
<td>288 A</td>
<td>190 A</td>
<td>142 A</td>
<td>268 A</td>
<td>257 A</td>
</tr>
<tr>
<td>15-16</td>
<td>320 A</td>
<td>329 A</td>
<td>317 A</td>
<td>197 A</td>
<td>114 A</td>
<td>323 A</td>
<td>337 A</td>
</tr>
<tr>
<td>16-17</td>
<td>421 A</td>
<td>386 A</td>
<td>356 A</td>
<td>424 A</td>
<td>150 A</td>
<td>338 A</td>
<td>379 A</td>
</tr>
<tr>
<td>17-18</td>
<td>388 A</td>
<td>386 A</td>
<td>323 A</td>
<td>479 A</td>
<td>130 A</td>
<td>325 A</td>
<td>344 A</td>
</tr>
<tr>
<td>18-19</td>
<td>227 A</td>
<td>248 A</td>
<td>224 A</td>
<td>161 A</td>
<td>146 A</td>
<td>198 A</td>
<td>239 A</td>
</tr>
<tr>
<td>19-20</td>
<td>136 A</td>
<td>128 A</td>
<td>190 A</td>
<td>155 A</td>
<td>165 A</td>
<td>123 A</td>
<td>187 A</td>
</tr>
<tr>
<td>20-21</td>
<td>102 A</td>
<td>112 A</td>
<td>146 A</td>
<td>122 A</td>
<td>635 A</td>
<td>91 A</td>
<td>167 A</td>
</tr>
<tr>
<td>21-22</td>
<td>106 A</td>
<td>102 A</td>
<td>146 A</td>
<td>115 A</td>
<td>106 A</td>
<td>93 A</td>
<td>652 A</td>
</tr>
<tr>
<td>22-23</td>
<td>63 A</td>
<td>70 A</td>
<td>195 A</td>
<td>70 A</td>
<td>42 A</td>
<td>51 A</td>
<td>122 A</td>
</tr>
<tr>
<td>23-24</td>
<td>43 A</td>
<td>43 A</td>
<td>524 A</td>
<td>51 A</td>
<td>32 A</td>
<td>43 A</td>
<td>40 A</td>
</tr>
</tbody>
</table>

**Day Total**

- 4514 A
- 4564 A
- 5258 A
- 3697 A
- 2610 A
- 4278 A
- 5247 A

**AM Peak Hour**

- 07-08

**AM Peak Traffic**

- 578
- 607
- 544
- 225
- 134
- 547
- 613

**PM Peak Hour**

- 16-17

**PM Peak Traffic**

- 421
- 386
- 524
- 563
- 635
- 338
- 652
| District | County | Route | Prefix | Postmile | Leg |  | Traffic Station: | Location Type: | Ramp Connection |
|----------|--------|-------|--------|----------|-----|  | Lanes: | Lane Code: |
| 03       | SAC    | 005   | 28.144 | N        |     |  |       |       |

| Location Description | SB ON FR WB ARENA BLVD |

### 7-Day Periods

- **SOUTH**
  - **7-Day Total** Daily Average
    - 1st: 30168 4310
    - 2nd
    - 3rd
    - 4th

### 5-Day Periods

- **SOUTH**
  - **5-Day Total** Weekday Average
    - 1st: 23861 4772
    - 2nd
    - 3rd
    - 4th
<table>
<thead>
<tr>
<th>Direction of Count: South</th>
</tr>
</thead>
</table>

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description
- **SB OFF TO ARENA BLVD**

### District 03  County SAC  Route 005  Prefix F  Postmile 28.320  Leg

### Traffic Volumes
**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>20 A</td>
<td>20 A</td>
<td>21 A</td>
<td>27 A</td>
<td>35 A</td>
<td>20 A</td>
<td>22 A</td>
</tr>
<tr>
<td>1-2</td>
<td>7 A</td>
<td>6 A</td>
<td>28 A</td>
<td>15 A</td>
<td>23 A</td>
<td>10 A</td>
<td>9 A</td>
</tr>
<tr>
<td>2-3</td>
<td>11 A</td>
<td>10 A</td>
<td>4 A</td>
<td>15 A</td>
<td>13 A</td>
<td>6 A</td>
<td>8 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>10 A</td>
<td>10 A</td>
<td>7 A</td>
<td>10 A</td>
<td>11 A</td>
<td>13 A</td>
</tr>
<tr>
<td>4-5</td>
<td>36 A</td>
<td>33 A</td>
<td>33 A</td>
<td>18 A</td>
<td>13 A</td>
<td>29 A</td>
<td>42 A</td>
</tr>
<tr>
<td>5-6</td>
<td>105 A</td>
<td>104 A</td>
<td>92 A</td>
<td>32 A</td>
<td>22 A</td>
<td>113 A</td>
<td>88 A</td>
</tr>
<tr>
<td>6-7</td>
<td>173 A</td>
<td>184 A</td>
<td>168 A</td>
<td>42 A</td>
<td>23 A</td>
<td>157 A</td>
<td>179 A</td>
</tr>
<tr>
<td>7-8</td>
<td>190 A</td>
<td>188 A</td>
<td>205 A</td>
<td>60 A</td>
<td>37 A</td>
<td>198 A</td>
<td>155 A</td>
</tr>
<tr>
<td>8-9</td>
<td>227 A</td>
<td>232 A</td>
<td>206 A</td>
<td>126 A</td>
<td>66 A</td>
<td>203 A</td>
<td>208 A</td>
</tr>
<tr>
<td>9-10</td>
<td>153 A</td>
<td>156 A</td>
<td>149 A</td>
<td>139 A</td>
<td>82 A</td>
<td>151 A</td>
<td>141 A</td>
</tr>
<tr>
<td>10-11</td>
<td>141 A</td>
<td>142 A</td>
<td>186 A</td>
<td>188 A</td>
<td>97 A</td>
<td>170 A</td>
<td>135 A</td>
</tr>
<tr>
<td>11-12</td>
<td>163 A</td>
<td>166 A</td>
<td>187 A</td>
<td>164 A</td>
<td>130 A</td>
<td>167 A</td>
<td>173 A</td>
</tr>
<tr>
<td>12-13</td>
<td>235 A</td>
<td>170 A</td>
<td>175 A</td>
<td>184 A</td>
<td>169 A</td>
<td>171 A</td>
<td>126 A</td>
</tr>
<tr>
<td>13-14</td>
<td>247 A</td>
<td>205 A</td>
<td>246 A</td>
<td>237 A</td>
<td>155 A</td>
<td>197 A</td>
<td>191 A</td>
</tr>
<tr>
<td>14-15</td>
<td>175 A</td>
<td>188 A</td>
<td>205 A</td>
<td>227 A</td>
<td>143 A</td>
<td>155 A</td>
<td>163 A</td>
</tr>
<tr>
<td>15-16</td>
<td>256 A</td>
<td>219 A</td>
<td>260 A</td>
<td>149 A</td>
<td>168 A</td>
<td>193 A</td>
<td>185 A</td>
</tr>
<tr>
<td>16-17</td>
<td>212 A</td>
<td>206 A</td>
<td>271 A</td>
<td>154 A</td>
<td>151 A</td>
<td>205 A</td>
<td>219 A</td>
</tr>
<tr>
<td>17-18</td>
<td>236 A</td>
<td>296 A</td>
<td>295 A</td>
<td>143 A</td>
<td>210 A</td>
<td>195 A</td>
<td>258 A</td>
</tr>
<tr>
<td>18-19</td>
<td>191 A</td>
<td>205 A</td>
<td>239 A</td>
<td>131 A</td>
<td>166 A</td>
<td>139 A</td>
<td>158 A</td>
</tr>
<tr>
<td>19-20</td>
<td>102 A</td>
<td>145 A</td>
<td>265 A</td>
<td>114 A</td>
<td>117 A</td>
<td>138 A</td>
<td>114 A</td>
</tr>
<tr>
<td>20-21</td>
<td>85 A</td>
<td>106 A</td>
<td>177 A</td>
<td>105 A</td>
<td>74 A</td>
<td>88 A</td>
<td>88 A</td>
</tr>
<tr>
<td>21-22</td>
<td>66 A</td>
<td>74 A</td>
<td>116 A</td>
<td>95 A</td>
<td>73 A</td>
<td>65 A</td>
<td>66 A</td>
</tr>
<tr>
<td>22-23</td>
<td>56 A</td>
<td>57 A</td>
<td>59 A</td>
<td>59 A</td>
<td>60 A</td>
<td>58 A</td>
<td>57 A</td>
</tr>
<tr>
<td>23-24</td>
<td>40 A</td>
<td>25 A</td>
<td>58 A</td>
<td>51 A</td>
<td>51 A</td>
<td>33 A</td>
<td>21 A</td>
</tr>
</tbody>
</table>

**Day Total**
- AM Peak Hour: 08-09 08-09 08-09 10-11 11-12 08-09 08-09
- AM Peak Traffic: 227 232 206 188 130 203 208
- PM Peak Hour: 15-16 17-18 17-18 13-14 17-18 16-17 17-18
- PM Peak Traffic: 256 296 295 237 210 205 258
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.320</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SB OFF TO ARENA BLVD

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods

#### SOUTH

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>20200</td>
<td>2886</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### SOUTH

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>15630</td>
<td>3126</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Traffic Station:
- Location Type: Ramp Connection
- Lanes:
- Lane Code:

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>281 A</td>
<td>325 A</td>
<td>132 A</td>
<td>135 A</td>
<td>151 A</td>
<td>161 A</td>
<td>174 A</td>
<td>251 A</td>
</tr>
<tr>
<td>1-2</td>
<td>260 A</td>
<td>267 A</td>
<td>74 A</td>
<td>83 A</td>
<td>100 A</td>
<td>114 A</td>
<td>156 A</td>
<td>252 A</td>
</tr>
<tr>
<td>2-3</td>
<td>167 A</td>
<td>231 A</td>
<td>42 A</td>
<td>49 A</td>
<td>54 A</td>
<td>71 A</td>
<td>84 A</td>
<td>212 A</td>
</tr>
<tr>
<td>3-4</td>
<td>104 A</td>
<td>106 A</td>
<td>40 A</td>
<td>52 A</td>
<td>51 A</td>
<td>41 A</td>
<td>62 A</td>
<td>102 A</td>
</tr>
<tr>
<td>4-5</td>
<td>52 A</td>
<td>60 A</td>
<td>59 A</td>
<td>52 A</td>
<td>54 A</td>
<td>55 A</td>
<td>60 A</td>
<td>71 A</td>
</tr>
<tr>
<td>5-6</td>
<td>77 A</td>
<td>50 A</td>
<td>178 A</td>
<td>184 A</td>
<td>158 A</td>
<td>176 A</td>
<td>180 A</td>
<td>84 A</td>
</tr>
<tr>
<td>6-7</td>
<td>125 A</td>
<td>84 A</td>
<td>391 A</td>
<td>424 A</td>
<td>440 A</td>
<td>404 A</td>
<td>445 A</td>
<td>135 A</td>
</tr>
<tr>
<td>7-8</td>
<td>296 A</td>
<td>224 A</td>
<td>674 A</td>
<td>620 A</td>
<td>671 A</td>
<td>719 A</td>
<td>644 A</td>
<td>323 A</td>
</tr>
<tr>
<td>8-9</td>
<td>472 A</td>
<td>285 A</td>
<td>644 A</td>
<td>667 A</td>
<td>637 A</td>
<td>646 A</td>
<td>651 A</td>
<td>439 A</td>
</tr>
<tr>
<td>9-10</td>
<td>621 A</td>
<td>334 A</td>
<td>523 A</td>
<td>594 A</td>
<td>576 A</td>
<td>560 A</td>
<td>610 A</td>
<td>570 A</td>
</tr>
<tr>
<td>10-11</td>
<td>740 A</td>
<td>599 A</td>
<td>578 A</td>
<td>583 A</td>
<td>567 A</td>
<td>580 A</td>
<td>599 A</td>
<td>675 A</td>
</tr>
<tr>
<td>11-12</td>
<td>828 A</td>
<td>634 A</td>
<td>765 A</td>
<td>733 A</td>
<td>747 A</td>
<td>764 A</td>
<td>835 A</td>
<td>810 A</td>
</tr>
<tr>
<td>12-13</td>
<td>990 A</td>
<td>823 A</td>
<td>818 A</td>
<td>836 A</td>
<td>871 A</td>
<td>832 A</td>
<td>955 A</td>
<td>831 A</td>
</tr>
<tr>
<td>13-14</td>
<td>952 A</td>
<td>852 A</td>
<td>811 A</td>
<td>752 A</td>
<td>742 A</td>
<td>735 A</td>
<td>845 A</td>
<td>921 A</td>
</tr>
<tr>
<td>14-15</td>
<td>933 A</td>
<td>920 A</td>
<td>842 A</td>
<td>853 A</td>
<td>825 A</td>
<td>898 A</td>
<td>962 A</td>
<td>934 A</td>
</tr>
<tr>
<td>15-16</td>
<td>921 A</td>
<td>846 A</td>
<td>1101 A</td>
<td>1155 A</td>
<td>1093 A</td>
<td>1102 A</td>
<td>1172 A</td>
<td>984 A</td>
</tr>
<tr>
<td>16-17</td>
<td>920 A</td>
<td>946 A</td>
<td>1432 A</td>
<td>1512 A</td>
<td>1365 A</td>
<td>1518 A</td>
<td>1425 A</td>
<td>941 A</td>
</tr>
<tr>
<td>17-18</td>
<td>982 A</td>
<td>1222 A</td>
<td>1791 A</td>
<td>1859 A</td>
<td>1814 A</td>
<td>1829 A</td>
<td>1689 A</td>
<td>949 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1022 A</td>
<td>858 A</td>
<td>1325 A</td>
<td>2017 A</td>
<td>1356 A</td>
<td>1359 A</td>
<td>1770 A</td>
<td>904 A</td>
</tr>
<tr>
<td>19-20</td>
<td>794 A</td>
<td>741 A</td>
<td>926 A</td>
<td>1270 A</td>
<td>1009 A</td>
<td>964 A</td>
<td>1134 A</td>
<td>824 A</td>
</tr>
<tr>
<td>20-21</td>
<td>729 A</td>
<td>700 A</td>
<td>764 A</td>
<td>787 A</td>
<td>860 A</td>
<td>808 A</td>
<td>782 A</td>
<td>697 A</td>
</tr>
<tr>
<td>21-22</td>
<td>623 A</td>
<td>546 A</td>
<td>599 A</td>
<td>680 A</td>
<td>681 A</td>
<td>714 A</td>
<td>747 A</td>
<td>643 A</td>
</tr>
<tr>
<td>22-23</td>
<td>517 A</td>
<td>355 A</td>
<td>416 A</td>
<td>432 A</td>
<td>455 A</td>
<td>458 A</td>
<td>560 A</td>
<td>533 A</td>
</tr>
<tr>
<td>23-24</td>
<td>437 A</td>
<td>249 A</td>
<td>248 A</td>
<td>262 A</td>
<td>294 A</td>
<td>284 A</td>
<td>420 A</td>
<td>385 A</td>
</tr>
</tbody>
</table>

### Day Total
- AM Peak Hour: 11-12
- AM Peak Traffic: 828
- PM Peak Hour: 18-19
- PM Peak Traffic: 1022

### Additional Information
- **District**: 03
- **County**: SAC
- **Prefix**: 005
- **Postmile**: 28.817
- **Location Description**: NB OFF TO DEL PASO

**Traffic Volumes**
- Detail All Vehicle Hourly Count Report
- CALTRANS TRAFFIC VOLUMES
- 11/19/2008 09:25:34
### District County Route Prefix Postmile Leg
03 SAC 005 28.817 F

#### Location Description
NB OFF TO DEL PASO

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>151 A</td>
<td>157 A</td>
<td>152 A</td>
<td>151 A</td>
<td>212 A</td>
<td>287 A</td>
<td>333 A</td>
<td>139 A</td>
</tr>
<tr>
<td>1-2</td>
<td>80 A</td>
<td>89 A</td>
<td>93 A</td>
<td>117 A</td>
<td>153 A</td>
<td>235 A</td>
<td>292 A</td>
<td>88 A</td>
</tr>
<tr>
<td>2-3</td>
<td>45 A</td>
<td>53 A</td>
<td>77 A</td>
<td>78 A</td>
<td>85 A</td>
<td>191 A</td>
<td>227 A</td>
<td>50 A</td>
</tr>
<tr>
<td>3-4</td>
<td>50 A</td>
<td>56 A</td>
<td>59 A</td>
<td>61 A</td>
<td>57 A</td>
<td>121 A</td>
<td>115 A</td>
<td>34 A</td>
</tr>
<tr>
<td>4-5</td>
<td>46 A</td>
<td>48 A</td>
<td>54 A</td>
<td>60 A</td>
<td>46 A</td>
<td>50 A</td>
<td>57 A</td>
<td>59 A</td>
</tr>
<tr>
<td>5-6</td>
<td>165 A</td>
<td>165 A</td>
<td>162 A</td>
<td>173 A</td>
<td>174 A</td>
<td>76 A</td>
<td>46 A</td>
<td>145 A</td>
</tr>
<tr>
<td>6-7</td>
<td>373 A</td>
<td>376 A</td>
<td>383 A</td>
<td>398 A</td>
<td>386 A</td>
<td>105 A</td>
<td>87 A</td>
<td>388 A</td>
</tr>
<tr>
<td>7-8</td>
<td>696 A</td>
<td>660 A</td>
<td>649 A</td>
<td>634 A</td>
<td>641 A</td>
<td>278 A</td>
<td>168 A</td>
<td>651 A</td>
</tr>
<tr>
<td>8-9</td>
<td>651 A</td>
<td>692 A</td>
<td>659 A</td>
<td>687 A</td>
<td>668 A</td>
<td>428 A</td>
<td>246 A</td>
<td>619 A</td>
</tr>
<tr>
<td>9-10</td>
<td>550 A</td>
<td>547 A</td>
<td>564 A</td>
<td>580 A</td>
<td>592 A</td>
<td>572 A</td>
<td>388 A</td>
<td>535 A</td>
</tr>
<tr>
<td>10-11</td>
<td>558 A</td>
<td>567 A</td>
<td>507 A</td>
<td>544 A</td>
<td>638 A</td>
<td>660 A</td>
<td>504 A</td>
<td>539 A</td>
</tr>
<tr>
<td>11-12</td>
<td>680 A</td>
<td>718 A</td>
<td>727 A</td>
<td>757 A</td>
<td>825 A</td>
<td>737 A</td>
<td>663 A</td>
<td>712 A</td>
</tr>
<tr>
<td>12-13</td>
<td>931 A</td>
<td>844 A</td>
<td>853 A</td>
<td>864 A</td>
<td>972 A</td>
<td>902 A</td>
<td>847 A</td>
<td>805 A</td>
</tr>
<tr>
<td>13-14</td>
<td>758 A</td>
<td>739 A</td>
<td>759 A</td>
<td>784 A</td>
<td>879 A</td>
<td>924 A</td>
<td>894 A</td>
<td>719 A</td>
</tr>
<tr>
<td>14-15</td>
<td>814 A</td>
<td>839 A</td>
<td>863 A</td>
<td>890 A</td>
<td>997 A</td>
<td>908 A</td>
<td>910 A</td>
<td>843 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1072 A</td>
<td>1078 A</td>
<td>1128 A</td>
<td>1112 A</td>
<td>1178 A</td>
<td>946 A</td>
<td>841 A</td>
<td>1078 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1416 A</td>
<td>1419 A</td>
<td>1502 A</td>
<td>1477 A</td>
<td>1367 A</td>
<td>990 A</td>
<td>999 A</td>
<td>1425 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1855 A</td>
<td>1737 A</td>
<td>1907 A</td>
<td>1885 A</td>
<td>1721 A</td>
<td>972 A</td>
<td>1249 A</td>
<td>1669 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1569 A</td>
<td>1353 A</td>
<td>1582 A</td>
<td>1873 A</td>
<td>1272 A</td>
<td>935 A</td>
<td>919 A</td>
<td>1245 A</td>
</tr>
<tr>
<td>19-20</td>
<td>973 A</td>
<td>1020 A</td>
<td>1047 A</td>
<td>1195 A</td>
<td>978 A</td>
<td>852 A</td>
<td>757 A</td>
<td>922 A</td>
</tr>
<tr>
<td>20-21</td>
<td>750 A</td>
<td>842 A</td>
<td>801 A</td>
<td>901 A</td>
<td>847 A</td>
<td>715 A</td>
<td>721 A</td>
<td>846 A</td>
</tr>
<tr>
<td>21-22</td>
<td>643 A</td>
<td>707 A</td>
<td>698 A</td>
<td>750 A</td>
<td>778 A</td>
<td>700 A</td>
<td>579 A</td>
<td>635 A</td>
</tr>
<tr>
<td>22-23</td>
<td>435 A</td>
<td>466 A</td>
<td>533 A</td>
<td>517 A</td>
<td>606 A</td>
<td>611 A</td>
<td>424 A</td>
<td>437 A</td>
</tr>
<tr>
<td>23-24</td>
<td>305 A</td>
<td>268 A</td>
<td>324 A</td>
<td>324 A</td>
<td>477 A</td>
<td>434 A</td>
<td>283 A</td>
<td>329 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **AM Peak Hour:** 07-08 11-12 11-12 11-12 11-12 11-12 11-12
- **AM Peak Traffic:** 696 718 727 757 825 737 663 712
- **PM Peak Hour:** 17-18 17-18 17-18 17-18 16-17 17-18 17-18
- **PM Peak Traffic:** 1855 1737 1907 1885 1721 990 1249 1669
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description
- **NB OFF TO DEL PASO**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>200 A</td>
<td>158 A</td>
<td>172 A</td>
<td>194 A</td>
<td>315 A</td>
<td>289 A</td>
<td>140 A</td>
<td>151 A</td>
</tr>
<tr>
<td>1-2</td>
<td>118 A</td>
<td>102 A</td>
<td>111 A</td>
<td>154 A</td>
<td>240 A</td>
<td>257 A</td>
<td>73 A</td>
<td>92 A</td>
</tr>
<tr>
<td>2-3</td>
<td>100 A</td>
<td>69 A</td>
<td>88 A</td>
<td>105 A</td>
<td>175 A</td>
<td>223 A</td>
<td>54 A</td>
<td>71 A</td>
</tr>
<tr>
<td>3-4</td>
<td>55 A</td>
<td>46 A</td>
<td>47 A</td>
<td>67 A</td>
<td>97 A</td>
<td>129 A</td>
<td>40 A</td>
<td>53 A</td>
</tr>
<tr>
<td>4-5</td>
<td>59 A</td>
<td>58 A</td>
<td>59 A</td>
<td>50 A</td>
<td>58 A</td>
<td>70 A</td>
<td>38 A</td>
<td>64 A</td>
</tr>
<tr>
<td>5-6</td>
<td>161 A</td>
<td>153 A</td>
<td>204 A</td>
<td>154 A</td>
<td>63 A</td>
<td>48 A</td>
<td>166 A</td>
<td>165 A</td>
</tr>
<tr>
<td>6-7</td>
<td>419 A</td>
<td>410 A</td>
<td>405 A</td>
<td>382 A</td>
<td>104 A</td>
<td>68 A</td>
<td>352 A</td>
<td>419 A</td>
</tr>
<tr>
<td>7-8</td>
<td>671 A</td>
<td>656 A</td>
<td>672 A</td>
<td>578 A</td>
<td>212 A</td>
<td>156 A</td>
<td>571 A</td>
<td>510 A</td>
</tr>
<tr>
<td>8-9</td>
<td>627 A</td>
<td>608 A</td>
<td>670 A</td>
<td>519 A</td>
<td>371 A</td>
<td>240 A</td>
<td>601 A</td>
<td>623 A</td>
</tr>
<tr>
<td>9-10</td>
<td>557 A</td>
<td>546 A</td>
<td>538 A</td>
<td>582 A</td>
<td>461 A</td>
<td>324 A</td>
<td>503 A</td>
<td>515 A</td>
</tr>
<tr>
<td>10-11</td>
<td>553 A</td>
<td>552 A</td>
<td>563 A</td>
<td>648 A</td>
<td>621 A</td>
<td>549 A</td>
<td>588 A</td>
<td>600 A</td>
</tr>
<tr>
<td>11-12</td>
<td>704 A</td>
<td>737 A</td>
<td>711 A</td>
<td>771 A</td>
<td>706 A</td>
<td>592 A</td>
<td>716 A</td>
<td>753 A</td>
</tr>
<tr>
<td>12-13</td>
<td>772 A</td>
<td>797 A</td>
<td>860 A</td>
<td>929 A</td>
<td>788 A</td>
<td>844 A</td>
<td>823 A</td>
<td>818 A</td>
</tr>
<tr>
<td>13-14</td>
<td>803 A</td>
<td>761 A</td>
<td>802 A</td>
<td>986 A</td>
<td>874 A</td>
<td>848 A</td>
<td>794 A</td>
<td>735 A</td>
</tr>
<tr>
<td>14-15</td>
<td>822 A</td>
<td>834 A</td>
<td>873 A</td>
<td>917 A</td>
<td>888 A</td>
<td>784 A</td>
<td>829 A</td>
<td>789 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1106 A</td>
<td>1012 A</td>
<td>1095 A</td>
<td>1089 A</td>
<td>829 A</td>
<td>731 A</td>
<td>976 A</td>
<td>985 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1432 A</td>
<td>1344 A</td>
<td>1356 A</td>
<td>1330 A</td>
<td>837 A</td>
<td>698 A</td>
<td>1306 A</td>
<td>1430 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1925 A</td>
<td>1891 A</td>
<td>1596 A</td>
<td>1475 A</td>
<td>888 A</td>
<td>632 A</td>
<td>1812 A</td>
<td>1783 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1892 A</td>
<td>1461 A</td>
<td>1365 A</td>
<td>1121 A</td>
<td>842 A</td>
<td>727 A</td>
<td>1427 A</td>
<td>1301 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1042 A</td>
<td>949 A</td>
<td>1016 A</td>
<td>922 A</td>
<td>814 A</td>
<td>798 A</td>
<td>945 A</td>
<td>1032 A</td>
</tr>
<tr>
<td>20-21</td>
<td>772 A</td>
<td>793 A</td>
<td>858 A</td>
<td>845 A</td>
<td>821 A</td>
<td>777 A</td>
<td>759 A</td>
<td>839 A</td>
</tr>
<tr>
<td>21-22</td>
<td>696 A</td>
<td>695 A</td>
<td>717 A</td>
<td>807 A</td>
<td>688 A</td>
<td>671 A</td>
<td>639 A</td>
<td>738 A</td>
</tr>
<tr>
<td>22-23</td>
<td>494 A</td>
<td>487 A</td>
<td>551 A</td>
<td>600 A</td>
<td>551 A</td>
<td>449 A</td>
<td>459 A</td>
<td>464 A</td>
</tr>
<tr>
<td>23-24</td>
<td>283 A</td>
<td>313 A</td>
<td>349 A</td>
<td>423 A</td>
<td>464 A</td>
<td>304 A</td>
<td>282 A</td>
<td>279 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 16263 A 
- 15432 A 
- 15678 A 
- 15648 A 
- 12707 A 
- 11208 A 
- 14893 A 
- 15209 A

**AM Peak Hour**
- 11-12

**AM Peak Traffic**
- 704
- 737
- 711
- 771
- 706
- 592
- 716
- 753

**PM Peak Hour**
- 17-18
- 17-18
- 17-18
- 14-15
- 13-14
- 17-18
- 17-18

**PM Peak Traffic**
- 1925
- 1891
- 1596
- 1475
- 888
- 848
- 1812
- 1783
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>161 A</td>
<td>174 A</td>
<td>218 A</td>
<td>268 A</td>
<td>358 A</td>
<td>159 A</td>
</tr>
<tr>
<td>1-2</td>
<td>110 A</td>
<td>110 A</td>
<td>130 A</td>
<td>233 A</td>
<td>268 A</td>
<td>97 A</td>
</tr>
<tr>
<td>2-3</td>
<td>75 A</td>
<td>69 A</td>
<td>105 A</td>
<td>190 A</td>
<td>210 A</td>
<td>57 A</td>
</tr>
<tr>
<td>3-4</td>
<td>48 A</td>
<td>52 A</td>
<td>53 A</td>
<td>86 A</td>
<td>118 A</td>
<td>44 A</td>
</tr>
<tr>
<td>4-5</td>
<td>45 A</td>
<td>56 A</td>
<td>58 A</td>
<td>66 A</td>
<td>64 A</td>
<td>54 A</td>
</tr>
<tr>
<td>5-6</td>
<td>161 A</td>
<td>177 A</td>
<td>182 A</td>
<td>83 A</td>
<td>52 A</td>
<td>144 A</td>
</tr>
<tr>
<td>6-7</td>
<td>399 A</td>
<td>397 A</td>
<td>450 A</td>
<td>139 A</td>
<td>96 A</td>
<td>337 A</td>
</tr>
<tr>
<td>7-8</td>
<td>550 A</td>
<td>595 A</td>
<td>540 A</td>
<td>282 A</td>
<td>203 A</td>
<td>502 A</td>
</tr>
<tr>
<td>8-9</td>
<td>600 A</td>
<td>629 A</td>
<td>588 A</td>
<td>464 A</td>
<td>294 A</td>
<td>586 A</td>
</tr>
<tr>
<td>9-10</td>
<td>533 A</td>
<td>548 A</td>
<td>568 A</td>
<td>541 A</td>
<td>354 A</td>
<td>505 A</td>
</tr>
<tr>
<td>10-11</td>
<td>612 A</td>
<td>565 A</td>
<td>621 A</td>
<td>662 A</td>
<td>560 A</td>
<td>575 A</td>
</tr>
<tr>
<td>11-12</td>
<td>825 A</td>
<td>761 A</td>
<td>867 A</td>
<td>764 A</td>
<td>609 A</td>
<td>716 A</td>
</tr>
<tr>
<td>12-13</td>
<td>814 A</td>
<td>856 A</td>
<td>900 A</td>
<td>947 A</td>
<td>858 A</td>
<td>809 A</td>
</tr>
<tr>
<td>13-14</td>
<td>790 A</td>
<td>850 A</td>
<td>621 A</td>
<td>876 A</td>
<td>845 A</td>
<td>808 A</td>
</tr>
<tr>
<td>14-15</td>
<td>824 A</td>
<td>872 A</td>
<td>879 A</td>
<td>975 A</td>
<td>834 A</td>
<td>802 A</td>
</tr>
<tr>
<td>15-16</td>
<td>948 A</td>
<td>1091 A</td>
<td>1121 A</td>
<td>986 A</td>
<td>849 A</td>
<td>1047 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1423 A</td>
<td>1336 A</td>
<td>1375 A</td>
<td>1026 A</td>
<td>883 A</td>
<td>1251 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1886 A</td>
<td>1697 A</td>
<td>1666 A</td>
<td>948 A</td>
<td>799 A</td>
<td>1531 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1757 A</td>
<td>1390 A</td>
<td>1626 A</td>
<td>911 A</td>
<td>780 A</td>
<td>1205 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1094 A</td>
<td>986 A</td>
<td>1089 A</td>
<td>755 A</td>
<td>726 A</td>
<td>931 A</td>
</tr>
<tr>
<td>20-21</td>
<td>874 A</td>
<td>956 A</td>
<td>825 A</td>
<td>739 A</td>
<td>641 A</td>
<td>733 A</td>
</tr>
<tr>
<td>21-22</td>
<td>786 A</td>
<td>739 A</td>
<td>778 A</td>
<td>655 A</td>
<td>588 A</td>
<td>599 A</td>
</tr>
<tr>
<td>22-23</td>
<td>514 A</td>
<td>527 A</td>
<td>636 A</td>
<td>634 A</td>
<td>430 A</td>
<td>401 A</td>
</tr>
<tr>
<td>23-24</td>
<td>302 A</td>
<td>316 A</td>
<td>422 A</td>
<td>478 A</td>
<td>274 A</td>
<td>277 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>16131 A</th>
<th>15749 A</th>
<th>16318 A</th>
<th>13708 A</th>
<th>11693 A</th>
<th>14170 A</th>
</tr>
</thead>
</table>

- AM Peak Hour: 11-12
- AM Peak Traffic: 825
- PM Peak Hour: 17-18
- PM Peak Traffic: 1886
<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td>NORTH</td>
</tr>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td>NORTH</td>
</tr>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
</tbody>
</table>

District  03
County    SAC
Route     005
Prefix     28.817
Postmile   F

Location Description
NB OFF TO DEL PASO

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:
<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 01</td>
<td>APR 02</td>
<td>APR 03</td>
<td>APR 04</td>
<td>APR 05</td>
<td>APR 06</td>
<td>APR 07</td>
<td>APR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>161 A</td>
<td>162 A</td>
<td>125 A</td>
<td>200 A</td>
<td>306 A</td>
<td>501 A</td>
<td>135 A</td>
<td>111 A</td>
</tr>
<tr>
<td>1-2</td>
<td>97 A</td>
<td>118 A</td>
<td>94 A</td>
<td>143 A</td>
<td>261 A</td>
<td>416 A</td>
<td>88 A</td>
<td>84 A</td>
</tr>
<tr>
<td>2-3</td>
<td>73 A</td>
<td>74 A</td>
<td>73 A</td>
<td>87 A</td>
<td>218 A</td>
<td>384 A</td>
<td>62 A</td>
<td>53 A</td>
</tr>
<tr>
<td>3-4</td>
<td>52 A</td>
<td>50 A</td>
<td>73 A</td>
<td>66 A</td>
<td>122 A</td>
<td>181 A</td>
<td>39 A</td>
<td>53 A</td>
</tr>
<tr>
<td>4-5</td>
<td>49 A</td>
<td>41 A</td>
<td>63 A</td>
<td>74 A</td>
<td>63 A</td>
<td>64 A</td>
<td>64 A</td>
<td>53 A</td>
</tr>
<tr>
<td>5-6</td>
<td>142 A</td>
<td>139 A</td>
<td>135 A</td>
<td>129 A</td>
<td>75 A</td>
<td>64 A</td>
<td>194 A</td>
<td>174 A</td>
</tr>
<tr>
<td>6-7</td>
<td>405 A</td>
<td>400 A</td>
<td>382 A</td>
<td>402 A</td>
<td>116 A</td>
<td>77 A</td>
<td>407 A</td>
<td>430 A</td>
</tr>
<tr>
<td>7-8</td>
<td>532 A</td>
<td>523 A</td>
<td>576 A</td>
<td>617 A</td>
<td>301 A</td>
<td>171 A</td>
<td>707 A</td>
<td>701 A</td>
</tr>
<tr>
<td>8-9</td>
<td>600 A</td>
<td>578 A</td>
<td>634 A</td>
<td>606 A</td>
<td>430 A</td>
<td>281 A</td>
<td>662 A</td>
<td>671 A</td>
</tr>
<tr>
<td>9-10</td>
<td>566 A</td>
<td>512 A</td>
<td>504 A</td>
<td>563 A</td>
<td>564 A</td>
<td>341 A</td>
<td>523 A</td>
<td>494 A</td>
</tr>
<tr>
<td>10-11</td>
<td>501 A</td>
<td>533 A</td>
<td>527 A</td>
<td>571 A</td>
<td>590 A</td>
<td>534 A</td>
<td>562 A</td>
<td>581 A</td>
</tr>
<tr>
<td>11-12</td>
<td>657 A</td>
<td>699 A</td>
<td>709 A</td>
<td>729 A</td>
<td>714 A</td>
<td>662 A</td>
<td>713 A</td>
<td>736 A</td>
</tr>
<tr>
<td>12-13</td>
<td>832 A</td>
<td>828 A</td>
<td>812 A</td>
<td>849 A</td>
<td>832 A</td>
<td>810 A</td>
<td>845 A</td>
<td>828 A</td>
</tr>
<tr>
<td>13-14</td>
<td>743 A</td>
<td>716 A</td>
<td>759 A</td>
<td>843 A</td>
<td>791 A</td>
<td>911 A</td>
<td>787 A</td>
<td>742 A</td>
</tr>
<tr>
<td>14-15</td>
<td>864 A</td>
<td>824 A</td>
<td>811 A</td>
<td>906 A</td>
<td>898 A</td>
<td>913 A</td>
<td>809 A</td>
<td>866 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1071 A</td>
<td>1012 A</td>
<td>1014 A</td>
<td>1164 A</td>
<td>926 A</td>
<td>942 A</td>
<td>1052 A</td>
<td>1087 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1445 A</td>
<td>1439 A</td>
<td>1370 A</td>
<td>1363 A</td>
<td>902 A</td>
<td>1081 A</td>
<td>1412 A</td>
<td>1457 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1836 A</td>
<td>1796 A</td>
<td>1801 A</td>
<td>1732 A</td>
<td>891 A</td>
<td>1397 A</td>
<td>1837 A</td>
<td>1837 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1888 A</td>
<td>1269 A</td>
<td>1702 A</td>
<td>1424 A</td>
<td>870 A</td>
<td>882 A</td>
<td>1292 A</td>
<td>1250 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1031 A</td>
<td>937 A</td>
<td>1105 A</td>
<td>1154 A</td>
<td>756 A</td>
<td>708 A</td>
<td>938 A</td>
<td>933 A</td>
</tr>
<tr>
<td>20-21</td>
<td>803 A</td>
<td>840 A</td>
<td>862 A</td>
<td>774 A</td>
<td>729 A</td>
<td>757 A</td>
<td>731 A</td>
<td>844 A</td>
</tr>
<tr>
<td>21-22</td>
<td>682 A</td>
<td>685 A</td>
<td>791 A</td>
<td>775 A</td>
<td>684 A</td>
<td>636 A</td>
<td>703 A</td>
<td>637 A</td>
</tr>
<tr>
<td>22-23</td>
<td>462 A</td>
<td>413 A</td>
<td>509 A</td>
<td>589 A</td>
<td>587 A</td>
<td>433 A</td>
<td>429 A</td>
<td>471 A</td>
</tr>
<tr>
<td>23-24</td>
<td>269 A</td>
<td>262 A</td>
<td>286 A</td>
<td>509 A</td>
<td>510 A</td>
<td>265 A</td>
<td>243 A</td>
<td>257 A</td>
</tr>
</tbody>
</table>

**Day Total**: 15761 A  14850 A  15797 A  16269 A  13136 A  13411 A  15234 A  15350 A

**AM Peak Hour**: 11-12  11-12  11-12  11-12  11-12  11-12  11-12  11-12

**AM Peak Traffic**: 657  699  709  729  714  662  713  736

**PM Peak Hour**: 18-19  17-18  17-18  17-18  15-16  17-18  17-18  17-18

**PM Peak Traffic**: 1888  1796  1881  1732  926  1397  1837  1837
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
</tr>
<tr>
<td>0-1</td>
<td>145 A</td>
<td>179 A</td>
</tr>
<tr>
<td>1-2</td>
<td>93 A</td>
<td>137 A</td>
</tr>
<tr>
<td>2-3</td>
<td>55 A</td>
<td>67 A</td>
</tr>
<tr>
<td>3-4</td>
<td>56 A</td>
<td>55 A</td>
</tr>
<tr>
<td>4-5</td>
<td>51 A</td>
<td>63 A</td>
</tr>
<tr>
<td>5-6</td>
<td>161 A</td>
<td>171 A</td>
</tr>
<tr>
<td>6-7</td>
<td>424 A</td>
<td>417 A</td>
</tr>
<tr>
<td>7-8</td>
<td>679 A</td>
<td>700 A</td>
</tr>
<tr>
<td>8-9</td>
<td>640 A</td>
<td>634 C</td>
</tr>
<tr>
<td>9-10</td>
<td>510 A</td>
<td>504 C</td>
</tr>
<tr>
<td>10-11</td>
<td>516 A</td>
<td>527 C</td>
</tr>
<tr>
<td>11-12</td>
<td>676 A</td>
<td>709 C</td>
</tr>
<tr>
<td>12-13</td>
<td>858 A</td>
<td>812 C</td>
</tr>
<tr>
<td>13-14</td>
<td>801 A</td>
<td>759 C</td>
</tr>
<tr>
<td>14-15</td>
<td>812 A</td>
<td>811 C</td>
</tr>
<tr>
<td>15-16</td>
<td>1071 A</td>
<td>1014 C</td>
</tr>
<tr>
<td>16-17</td>
<td>1308 A</td>
<td>1370 C</td>
</tr>
<tr>
<td>17-18</td>
<td>1874 A</td>
<td>1881 C</td>
</tr>
<tr>
<td>18-19</td>
<td>1351 A</td>
<td>1702 C</td>
</tr>
<tr>
<td>19-20</td>
<td>1048 A</td>
<td>1105 C</td>
</tr>
<tr>
<td>20-21</td>
<td>880 A</td>
<td>862 C</td>
</tr>
<tr>
<td>21-22</td>
<td>740 A</td>
<td>791 C</td>
</tr>
<tr>
<td>22-23</td>
<td>503 A</td>
<td>509 C</td>
</tr>
<tr>
<td>23-24</td>
<td>311 A</td>
<td>286 C</td>
</tr>
</tbody>
</table>

### Day Total
- **AM Peak Hour:** 07-08 11-12
- **AM Peak Traffic:** 679 709
- **PM Peak Hour:** 17-18 17-18
- **PM Peak Traffic:** 1874 1881
### District 03  County SAC  Route 005  Prefix 28.817  Postmile F

#### Location Description
NB OFF TO DEL PASO

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### 7-Day Periods:

<table>
<thead>
<tr>
<th>Lane</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>104458</td>
<td>14923</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 5-Day Periods:

<table>
<thead>
<tr>
<th>Lane</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>77911</td>
<td>15582</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

#### Direction of Count:

<table>
<thead>
<tr>
<th>0-1</th>
<th>1-2</th>
<th>2-3</th>
<th>3-4</th>
<th>4-5</th>
<th>5-6</th>
<th>6-7</th>
<th>7-8</th>
<th>8-9</th>
<th>9-10</th>
<th>10-11</th>
<th>11-12</th>
<th>12-13</th>
<th>13-14</th>
<th>14-15</th>
<th>15-16</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAY 15</td>
<td>MAY 16</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>243 A</td>
<td>285 A</td>
<td>330 A</td>
<td>177 A</td>
<td>155 A</td>
<td>161 A</td>
<td>186 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>197 A</td>
<td>285 A</td>
<td>311 A</td>
<td>97 A</td>
<td>100 A</td>
<td>131 A</td>
<td>132 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>121 A</td>
<td>212 A</td>
<td>240 A</td>
<td>66 A</td>
<td>65 A</td>
<td>79 A</td>
<td>119 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>70 A</td>
<td>113 A</td>
<td>134 A</td>
<td>47 A</td>
<td>52 A</td>
<td>67 A</td>
<td>74 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>62 A</td>
<td>90 A</td>
<td>88 A</td>
<td>48 A</td>
<td>45 A</td>
<td>60 A</td>
<td>70 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>215 A</td>
<td>86 A</td>
<td>61 A</td>
<td>213 A</td>
<td>200 A</td>
<td>216 A</td>
<td>216 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>447 A</td>
<td>145 A</td>
<td>115 A</td>
<td>422 A</td>
<td>429 A</td>
<td>407 A</td>
<td>392 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>540 A</td>
<td>303 A</td>
<td>198 A</td>
<td>677 A</td>
<td>645 A</td>
<td>689 A</td>
<td>632 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>701 A</td>
<td>436 A</td>
<td>281 A</td>
<td>722 A</td>
<td>705 A</td>
<td>705 A</td>
<td>671 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>606 A</td>
<td>565 A</td>
<td>422 A</td>
<td>555 A</td>
<td>540 A</td>
<td>625 A</td>
<td>559 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>639 A</td>
<td>707 A</td>
<td>566 A</td>
<td>561 A</td>
<td>591 A</td>
<td>564 A</td>
<td>521 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>747 A</td>
<td>826 A</td>
<td>858 A</td>
<td>709 A</td>
<td>792 A</td>
<td>696 A</td>
<td>746 A</td>
<td>748 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>880 A</td>
<td>963 A</td>
<td>893 A</td>
<td>814 A</td>
<td>855 A</td>
<td>811 A</td>
<td>834 A</td>
<td>825 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>784 A</td>
<td>845 A</td>
<td>902 A</td>
<td>819 A</td>
<td>771 A</td>
<td>779 A</td>
<td>733 A</td>
<td>810 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>857 A</td>
<td>1009 A</td>
<td>914 A</td>
<td>916 A</td>
<td>877 A</td>
<td>842 A</td>
<td>794 A</td>
<td>869 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>1139 A</td>
<td>1127 A</td>
<td>952 A</td>
<td>874 A</td>
<td>1046 A</td>
<td>1053 A</td>
<td>1054 A</td>
<td>1108 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>1365 A</td>
<td>1324 A</td>
<td>952 A</td>
<td>867 A</td>
<td>1457 A</td>
<td>1380 A</td>
<td>1421 A</td>
<td>1400 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td>1857 A</td>
<td>1605 A</td>
<td>1016 A</td>
<td>837 A</td>
<td>1796 A</td>
<td>1867 A</td>
<td>1783 A</td>
<td>1670 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>1305 A</td>
<td>1161 A</td>
<td>991 A</td>
<td>852 A</td>
<td>1238 A</td>
<td>1193 A</td>
<td>1239 A</td>
<td>1322 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>956 A</td>
<td>931 A</td>
<td>721 A</td>
<td>737 A</td>
<td>842 A</td>
<td>915 A</td>
<td>926 A</td>
<td>955 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>897 A</td>
<td>815 A</td>
<td>718 A</td>
<td>687 A</td>
<td>750 A</td>
<td>831 A</td>
<td>802 A</td>
<td>829 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td>810 A</td>
<td>806 A</td>
<td>733 A</td>
<td>635 A</td>
<td>665 A</td>
<td>763 A</td>
<td>762 A</td>
<td>815 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>572 A</td>
<td>726 A</td>
<td>614 A</td>
<td>460 A</td>
<td>468 A</td>
<td>509 A</td>
<td>528 A</td>
<td>567 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td>333 A</td>
<td>497 A</td>
<td>470 A</td>
<td>338 A</td>
<td>305 A</td>
<td>312 A</td>
<td>373 A</td>
<td>392 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Day Total</strong></td>
<td>12502 P</td>
<td>16476 A</td>
<td>13961 A</td>
<td>12291 A</td>
<td>15447 A</td>
<td>15500 A</td>
<td>15699 A</td>
<td>15882 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### AM Peak Hour

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 08-09 | 11-12 | 11-12 |

#### AM Peak Traffic

| AM Peak Traffic | 747 | 926 | 858 | 709 | 792 | 727 | 746 | 748 |

#### PM Peak Hour


#### PM Peak Traffic

| PM Peak Traffic | 1857 | 1605 | 1016 | 916 | 1796 | 1867 | 1783 | 1670 |
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>210</td>
<td>299</td>
<td>302</td>
<td>233</td>
<td>153</td>
<td>143</td>
<td>172</td>
<td>164</td>
</tr>
<tr>
<td>1-2</td>
<td>175</td>
<td>269</td>
<td>278</td>
<td>195</td>
<td>73</td>
<td>95</td>
<td>129</td>
<td>155</td>
</tr>
<tr>
<td>2-3</td>
<td>119</td>
<td>204</td>
<td>208</td>
<td>136</td>
<td>50</td>
<td>72</td>
<td>91</td>
<td>97</td>
</tr>
<tr>
<td>3-4</td>
<td>74</td>
<td>106</td>
<td>108</td>
<td>79</td>
<td>32</td>
<td>46</td>
<td>59</td>
<td>68</td>
</tr>
<tr>
<td>4-5</td>
<td>58</td>
<td>73</td>
<td>65</td>
<td>45</td>
<td>52</td>
<td>58</td>
<td>66</td>
<td>70</td>
</tr>
<tr>
<td>5-6</td>
<td>200</td>
<td>84</td>
<td>71</td>
<td>53</td>
<td>181</td>
<td>193</td>
<td>186</td>
<td>158</td>
</tr>
<tr>
<td>6-7</td>
<td>412</td>
<td>153</td>
<td>94</td>
<td>111</td>
<td>416</td>
<td>404</td>
<td>414</td>
<td>390</td>
</tr>
<tr>
<td>7-8</td>
<td>656</td>
<td>321</td>
<td>174</td>
<td>182</td>
<td>653</td>
<td>711</td>
<td>680</td>
<td>557</td>
</tr>
<tr>
<td>8-9</td>
<td>673</td>
<td>519</td>
<td>241</td>
<td>221</td>
<td>651</td>
<td>707</td>
<td>683</td>
<td>610</td>
</tr>
<tr>
<td>9-10</td>
<td>593</td>
<td>462</td>
<td>320</td>
<td>306</td>
<td>511</td>
<td>545</td>
<td>546</td>
<td>452</td>
</tr>
<tr>
<td>10-11</td>
<td>638</td>
<td>710</td>
<td>475</td>
<td>413</td>
<td>544</td>
<td>554</td>
<td>567</td>
<td>510</td>
</tr>
<tr>
<td>11-12</td>
<td>804</td>
<td>864</td>
<td>524</td>
<td>529</td>
<td>710</td>
<td>710</td>
<td>759</td>
<td>793</td>
</tr>
<tr>
<td>12-13</td>
<td>942</td>
<td>770</td>
<td>665</td>
<td>644</td>
<td>828</td>
<td>888</td>
<td>854</td>
<td>832</td>
</tr>
<tr>
<td>13-14</td>
<td>987</td>
<td>812</td>
<td>758</td>
<td>677</td>
<td>752</td>
<td>734</td>
<td>743</td>
<td>821</td>
</tr>
<tr>
<td>14-15</td>
<td>1018</td>
<td>776</td>
<td>769</td>
<td>675</td>
<td>793</td>
<td>841</td>
<td>832</td>
<td>934</td>
</tr>
<tr>
<td>15-16</td>
<td>1145</td>
<td>812</td>
<td>779</td>
<td>753</td>
<td>1045</td>
<td>1060</td>
<td>1029</td>
<td>1091</td>
</tr>
<tr>
<td>16-17</td>
<td>1348</td>
<td>890</td>
<td>717</td>
<td>791</td>
<td>1424</td>
<td>1361</td>
<td>1472</td>
<td>1331</td>
</tr>
<tr>
<td>17-18</td>
<td>1461</td>
<td>813</td>
<td>706</td>
<td>702</td>
<td>1725</td>
<td>1745</td>
<td>1784</td>
<td>1591</td>
</tr>
<tr>
<td>18-19</td>
<td>1186</td>
<td>793</td>
<td>704</td>
<td>744</td>
<td>1227</td>
<td>1162</td>
<td>1313</td>
<td>1185</td>
</tr>
<tr>
<td>19-20</td>
<td>873</td>
<td>641</td>
<td>654</td>
<td>717</td>
<td>878</td>
<td>871</td>
<td>916</td>
<td>857</td>
</tr>
<tr>
<td>20-21</td>
<td>829</td>
<td>658</td>
<td>649</td>
<td>575</td>
<td>686</td>
<td>695</td>
<td>828</td>
<td>557</td>
</tr>
<tr>
<td>21-22</td>
<td>725</td>
<td>598</td>
<td>566</td>
<td>606</td>
<td>622</td>
<td>759</td>
<td>775</td>
<td>533</td>
</tr>
<tr>
<td>22-23</td>
<td>629</td>
<td>588</td>
<td>520</td>
<td>409</td>
<td>437</td>
<td>511</td>
<td>498</td>
<td>466</td>
</tr>
<tr>
<td>23-24</td>
<td>498</td>
<td>457</td>
<td>348</td>
<td>274</td>
<td>311</td>
<td>312</td>
<td>338</td>
<td>358</td>
</tr>
</tbody>
</table>

| Day Total | 16253 | 12672 | 10695 | 10070 | 14754 | 15177 | 15734 | 14580 |

<p>| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 07-08 | 11-12 | 11-12 |
| AM Peak Traffic | 804 | 864 | 524 | 529 | 710 | 711 | 759 | 793 |
| PM Peak Hour | 17-18 | 16-17 | 15-16 | 16-17 | 17-18 | 17-18 | 17-18 |
| PM Peak Traffic | 1461 | 890 | 779 | 791 | 1725 | 1745 | 1784 | 1591 |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.817</td>
<td>F</td>
<td></td>
<td>Location Type: Ramp Connection</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td>Lanes:</td>
</tr>
<tr>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>238 A</td>
</tr>
<tr>
<td>1-2</td>
<td>203 A</td>
</tr>
<tr>
<td>2-3</td>
<td>158 A</td>
</tr>
<tr>
<td>3-4</td>
<td>74 A</td>
</tr>
<tr>
<td>4-5</td>
<td>59 A</td>
</tr>
<tr>
<td>5-6</td>
<td>62 A</td>
</tr>
<tr>
<td>6-7</td>
<td>113 A</td>
</tr>
<tr>
<td>7-8</td>
<td>210 A</td>
</tr>
<tr>
<td>8-9</td>
<td>296 A</td>
</tr>
<tr>
<td>9-10</td>
<td>338 A</td>
</tr>
<tr>
<td>10-11</td>
<td>490 A</td>
</tr>
<tr>
<td>11-12</td>
<td>510 A</td>
</tr>
<tr>
<td>12-13</td>
<td>616 A</td>
</tr>
<tr>
<td>13-14</td>
<td>649 A</td>
</tr>
<tr>
<td>14-15</td>
<td>653 A</td>
</tr>
<tr>
<td>15-16</td>
<td>678 A</td>
</tr>
<tr>
<td>16-17</td>
<td>668 A</td>
</tr>
<tr>
<td>17-18</td>
<td>610 A</td>
</tr>
<tr>
<td>18-19</td>
<td>602 A</td>
</tr>
<tr>
<td>19-20</td>
<td>553 A</td>
</tr>
<tr>
<td>20-21</td>
<td>544 A</td>
</tr>
<tr>
<td>21-22</td>
<td>494 A</td>
</tr>
<tr>
<td>22-23</td>
<td>484 A</td>
</tr>
<tr>
<td>23-24</td>
<td>403 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>9705 A</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>11-12</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>510</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>15-16</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>678</td>
</tr>
</tbody>
</table>
7-Day Periods
NORTH

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>105256</td>
</tr>
<tr>
<td>2nd</td>
<td>95355</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

5-Day Periods
NORTH

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>79004</td>
</tr>
<tr>
<td>2nd</td>
<td>71988</td>
</tr>
<tr>
<td>3rd</td>
<td>14398</td>
</tr>
<tr>
<td>4th</td>
<td>14398</td>
</tr>
</tbody>
</table>

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:
## CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description
- **NB OFF TO DEL PASO**

### Direction of Count: North

### Table: Daily Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>266 A</td>
<td>144 A</td>
<td>113 A</td>
<td>149 A</td>
<td>167 A</td>
<td>195 A</td>
<td>260 A</td>
<td>285 A</td>
</tr>
<tr>
<td>1-2</td>
<td>242 A</td>
<td>82 A</td>
<td>82 A</td>
<td>97 A</td>
<td>111 A</td>
<td>131 A</td>
<td>223 A</td>
<td>251 A</td>
</tr>
<tr>
<td>2-3</td>
<td>182 A</td>
<td>64 A</td>
<td>52 A</td>
<td>68 A</td>
<td>78 A</td>
<td>102 A</td>
<td>189 A</td>
<td>213 A</td>
</tr>
<tr>
<td>3-4</td>
<td>87 A</td>
<td>38 A</td>
<td>45 A</td>
<td>33 A</td>
<td>60 A</td>
<td>53 A</td>
<td>78 A</td>
<td>101 A</td>
</tr>
<tr>
<td>4-5</td>
<td>73 A</td>
<td>44 A</td>
<td>55 A</td>
<td>52 A</td>
<td>50 A</td>
<td>49 A</td>
<td>71 A</td>
<td>54 A</td>
</tr>
<tr>
<td>5-6</td>
<td>46 A</td>
<td>148 A</td>
<td>142 A</td>
<td>154 A</td>
<td>150 A</td>
<td>172 A</td>
<td>81 A</td>
<td>46 A</td>
</tr>
<tr>
<td>6-7</td>
<td>80 A</td>
<td>305 A</td>
<td>354 A</td>
<td>341 A</td>
<td>345 A</td>
<td>328 A</td>
<td>138 A</td>
<td>94 A</td>
</tr>
<tr>
<td>7-8</td>
<td>164 A</td>
<td>484 A</td>
<td>519 A</td>
<td>525 A</td>
<td>506 A</td>
<td>466 A</td>
<td>266 A</td>
<td>180 A</td>
</tr>
<tr>
<td>8-9</td>
<td>215 A</td>
<td>438 A</td>
<td>500 A</td>
<td>496 A</td>
<td>539 A</td>
<td>474 A</td>
<td>365 A</td>
<td>270 A</td>
</tr>
<tr>
<td>9-10</td>
<td>228 A</td>
<td>385 A</td>
<td>419 A</td>
<td>410 A</td>
<td>409 A</td>
<td>458 A</td>
<td>435 A</td>
<td>328 A</td>
</tr>
<tr>
<td>10-11</td>
<td>435 A</td>
<td>389 A</td>
<td>410 A</td>
<td>430 A</td>
<td>425 A</td>
<td>482 A</td>
<td>555 A</td>
<td>518 A</td>
</tr>
<tr>
<td>11-12</td>
<td>452 A</td>
<td>514 A</td>
<td>551 A</td>
<td>554 A</td>
<td>603 A</td>
<td>571 A</td>
<td>636 A</td>
<td>545 A</td>
</tr>
<tr>
<td>12-13</td>
<td>623 A</td>
<td>621 A</td>
<td>495 A</td>
<td>580 A</td>
<td>627 A</td>
<td>665 A</td>
<td>685 A</td>
<td>667 A</td>
</tr>
<tr>
<td>13-14</td>
<td>710 A</td>
<td>536 A</td>
<td>505 A</td>
<td>568 A</td>
<td>576 A</td>
<td>635 A</td>
<td>715 A</td>
<td>744 A</td>
</tr>
<tr>
<td>14-15</td>
<td>708 A</td>
<td>553 A</td>
<td>581 A</td>
<td>611 A</td>
<td>605 A</td>
<td>645 A</td>
<td>704 A</td>
<td>652 A</td>
</tr>
<tr>
<td>15-16</td>
<td>700 A</td>
<td>745 A</td>
<td>769 A</td>
<td>765 A</td>
<td>794 A</td>
<td>814 A</td>
<td>679 A</td>
<td>696 A</td>
</tr>
<tr>
<td>16-17</td>
<td>649 A</td>
<td>979 A</td>
<td>1023 A</td>
<td>1083 A</td>
<td>1016 A</td>
<td>1028 A</td>
<td>672 A</td>
<td>690 A</td>
</tr>
<tr>
<td>17-18</td>
<td>623 A</td>
<td>1140 A</td>
<td>1292 A</td>
<td>1298 A</td>
<td>1202 A</td>
<td>1193 A</td>
<td>655 A</td>
<td>634 A</td>
</tr>
<tr>
<td>18-19</td>
<td>637 A</td>
<td>971 A</td>
<td>1024 A</td>
<td>982 A</td>
<td>1131 A</td>
<td>877 A</td>
<td>688 A</td>
<td>623 A</td>
</tr>
<tr>
<td>19-20</td>
<td>568 A</td>
<td>716 A</td>
<td>734 A</td>
<td>789 A</td>
<td>837 A</td>
<td>751 A</td>
<td>565 A</td>
<td>598 A</td>
</tr>
<tr>
<td>20-21</td>
<td>546 A</td>
<td>572 A</td>
<td>652 A</td>
<td>686 A</td>
<td>681 A</td>
<td>685 A</td>
<td>589 A</td>
<td>525 A</td>
</tr>
<tr>
<td>21-22</td>
<td>550 A</td>
<td>556 A</td>
<td>599 A</td>
<td>667 A</td>
<td>681 A</td>
<td>681 A</td>
<td>573 A</td>
<td>560 A</td>
</tr>
<tr>
<td>22-23</td>
<td>338 A</td>
<td>349 A</td>
<td>445 A</td>
<td>412 A</td>
<td>501 A</td>
<td>615 A</td>
<td>586 A</td>
<td>411 A</td>
</tr>
<tr>
<td>23-24</td>
<td>276 A</td>
<td>262 A</td>
<td>285 A</td>
<td>300 A</td>
<td>312 A</td>
<td>403 A</td>
<td>433 A</td>
<td>289 A</td>
</tr>
</tbody>
</table>

### Day Total
- 9398 A | 11035 A | 11646 A | 12050 A | 12406 A | 12473 A | 10841 A | 9974 A

### AM Peak Hours
- **AM Peak Hour:** 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12
- **AM Peak Traffic:** 452 | 514 | 551 | 554 | 603 | 571 | 636 | 545

### PM Peak Hours
- **PM Peak Hour:** 13-14 | 17-18 | 17-18 | 17-18 | 17-18 | 17-18 | 13-14 | 13-14
- **PM Peak Traffic:** 710 | 1140 | 1292 | 1298 | 1202 | 1193 | 715 | 744
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:**

- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>171 A</td>
<td>144 A</td>
<td>166 A</td>
<td>182 A</td>
<td>204 A</td>
<td>280 A</td>
<td>334 A</td>
<td>186 A</td>
</tr>
<tr>
<td>1-2</td>
<td>99 A</td>
<td>104 A</td>
<td>133 A</td>
<td>108 A</td>
<td>167 A</td>
<td>240 A</td>
<td>278 A</td>
<td>95 A</td>
</tr>
<tr>
<td>2-3</td>
<td>58 A</td>
<td>71 A</td>
<td>69 A</td>
<td>76 A</td>
<td>106 A</td>
<td>218 A</td>
<td>240 A</td>
<td>65 A</td>
</tr>
<tr>
<td>3-4</td>
<td>51 A</td>
<td>50 A</td>
<td>44 A</td>
<td>57 A</td>
<td>68 A</td>
<td>122 A</td>
<td>112 A</td>
<td>49 A</td>
</tr>
<tr>
<td>4-5</td>
<td>53 A</td>
<td>50 A</td>
<td>53 A</td>
<td>64 A</td>
<td>71 A</td>
<td>70 A</td>
<td>46 A</td>
<td>56 A</td>
</tr>
<tr>
<td>5-6</td>
<td>183 A</td>
<td>176 A</td>
<td>204 A</td>
<td>211 A</td>
<td>177 A</td>
<td>93 A</td>
<td>61 A</td>
<td>177 A</td>
</tr>
<tr>
<td>6-7</td>
<td>377 A</td>
<td>403 A</td>
<td>399 A</td>
<td>441 A</td>
<td>418 A</td>
<td>134 A</td>
<td>93 A</td>
<td>378 A</td>
</tr>
<tr>
<td>7-8</td>
<td>641 A</td>
<td>659 A</td>
<td>650 A</td>
<td>653 A</td>
<td>604 A</td>
<td>213 A</td>
<td>175 A</td>
<td>497 A</td>
</tr>
<tr>
<td>8-9</td>
<td>581 A</td>
<td>637 A</td>
<td>609 A</td>
<td>637 A</td>
<td>629 A</td>
<td>315 A</td>
<td>243 A</td>
<td>476 A</td>
</tr>
<tr>
<td>9-10</td>
<td>385 C</td>
<td>479 A</td>
<td>489 A</td>
<td>510 A</td>
<td>639 A</td>
<td>440 A</td>
<td>317 A</td>
<td>479 A</td>
</tr>
<tr>
<td>10-11</td>
<td>516 A</td>
<td>521 A</td>
<td>510 A</td>
<td>502 A</td>
<td>596 A</td>
<td>522 A</td>
<td>516 A</td>
<td>502 A</td>
</tr>
<tr>
<td>11-12</td>
<td>646 A</td>
<td>688 A</td>
<td>714 A</td>
<td>739 A</td>
<td>807 A</td>
<td>649 A</td>
<td>619 A</td>
<td>690 A</td>
</tr>
<tr>
<td>12-13</td>
<td>744 A</td>
<td>751 A</td>
<td>772 A</td>
<td>840 A</td>
<td>911 A</td>
<td>711 A</td>
<td>690 A</td>
<td>761 A</td>
</tr>
<tr>
<td>13-14</td>
<td>671 A</td>
<td>721 A</td>
<td>745 A</td>
<td>771 A</td>
<td>855 A</td>
<td>807 A</td>
<td>739 A</td>
<td>690 A</td>
</tr>
<tr>
<td>14-15</td>
<td>806 A</td>
<td>804 A</td>
<td>756 A</td>
<td>863 A</td>
<td>908 A</td>
<td>803 A</td>
<td>737 A</td>
<td>719 A</td>
</tr>
<tr>
<td>15-16</td>
<td>982 A</td>
<td>1025 A</td>
<td>964 A</td>
<td>1032 A</td>
<td>1018 A</td>
<td>846 A</td>
<td>784 A</td>
<td>933 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1252 A</td>
<td>755 A</td>
<td>1328 A</td>
<td>1187 A</td>
<td>1189 A</td>
<td>809 A</td>
<td>691 A</td>
<td>1165 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1685 A</td>
<td>1328 A</td>
<td>1758 A</td>
<td>1797 A</td>
<td>1455 A</td>
<td>830 A</td>
<td>660 A</td>
<td>1507 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1145 A</td>
<td>1097 A</td>
<td>1230 A</td>
<td>1225 A</td>
<td>1106 A</td>
<td>826 A</td>
<td>750 A</td>
<td>1098 A</td>
</tr>
<tr>
<td>19-20</td>
<td>803 A</td>
<td>843 A</td>
<td>889 A</td>
<td>924 A</td>
<td>871 A</td>
<td>706 A</td>
<td>636 A</td>
<td>790 A</td>
</tr>
<tr>
<td>20-21</td>
<td>686 A</td>
<td>664 A</td>
<td>728 A</td>
<td>760 A</td>
<td>807 A</td>
<td>667 A</td>
<td>600 A</td>
<td>701 A</td>
</tr>
<tr>
<td>21-22</td>
<td>641 A</td>
<td>761 A</td>
<td>662 A</td>
<td>681 A</td>
<td>716 A</td>
<td>755 A</td>
<td>654 A</td>
<td>665 A</td>
</tr>
<tr>
<td>22-23</td>
<td>432 A</td>
<td>491 A</td>
<td>468 A</td>
<td>527 A</td>
<td>647 A</td>
<td>478 A</td>
<td>462 A</td>
<td>437 A</td>
</tr>
<tr>
<td>23-24</td>
<td>285 A</td>
<td>325 A</td>
<td>360 A</td>
<td>368 A</td>
<td>434 A</td>
<td>590 A</td>
<td>309 A</td>
<td>263 A</td>
</tr>
</tbody>
</table>

**Day Total**

- 13877 A
- 13547 A
- 14700 A
- 15155 A
- 15403 A
- 12124 A
- 10746 A
- 13379 A

**AM Peak Hour**

- 11-12

**AM Peak Traffic**

- 646
- 688
- 714
- 739
- 807
- 649
- 619
- 690

**PM Peak Hour**

- 17-18

**PM Peak Traffic**

- 1685
- 1328
- 1758
- 1797
- 1455
- 846
- 784
- 1507
## Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description

**Location Name:** NB OFF TO DEL PASO

### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>005</th>
<th>28.817</th>
<th>F</th>
</tr>
</thead>
</table>

### Direction of Count: North

#### Year

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>148 A</td>
<td>144 A</td>
<td>188 A</td>
<td>215 A</td>
<td>325 A</td>
<td>380 A</td>
<td>176 A</td>
<td>156 A</td>
</tr>
<tr>
<td>1-2</td>
<td>88 A</td>
<td>73 A</td>
<td>99 A</td>
<td>136 A</td>
<td>273 A</td>
<td>301 A</td>
<td>107 A</td>
<td>102 A</td>
</tr>
<tr>
<td>2-3</td>
<td>74 A</td>
<td>76 A</td>
<td>93 A</td>
<td>127 A</td>
<td>191 A</td>
<td>248 A</td>
<td>64 A</td>
<td>59 A</td>
</tr>
<tr>
<td>3-4</td>
<td>41 A</td>
<td>54 A</td>
<td>49 A</td>
<td>72 A</td>
<td>89 A</td>
<td>120 A</td>
<td>50 A</td>
<td>54 A</td>
</tr>
<tr>
<td>4-5</td>
<td>53 A</td>
<td>49 A</td>
<td>68 A</td>
<td>71 A</td>
<td>78 A</td>
<td>73 A</td>
<td>55 A</td>
<td>59 A</td>
</tr>
<tr>
<td>5-6</td>
<td>175 A</td>
<td>176 A</td>
<td>157 A</td>
<td>180 A</td>
<td>85 A</td>
<td>53 A</td>
<td>174 A</td>
<td>189 A</td>
</tr>
<tr>
<td>6-7</td>
<td>407 A</td>
<td>400 A</td>
<td>430 A</td>
<td>395 A</td>
<td>153 A</td>
<td>98 A</td>
<td>360 A</td>
<td>349 A</td>
</tr>
<tr>
<td>7-8</td>
<td>589 A</td>
<td>552 A</td>
<td>570 A</td>
<td>551 A</td>
<td>246 A</td>
<td>183 A</td>
<td>578 A</td>
<td>600 A</td>
</tr>
<tr>
<td>8-9</td>
<td>517 A</td>
<td>583 A</td>
<td>588 A</td>
<td>588 A</td>
<td>389 A</td>
<td>259 A</td>
<td>602 A</td>
<td>588 A</td>
</tr>
<tr>
<td>9-10</td>
<td>469 A</td>
<td>474 A</td>
<td>468 A</td>
<td>513 A</td>
<td>466 A</td>
<td>322 A</td>
<td>521 A</td>
<td>522 A</td>
</tr>
<tr>
<td>10-11</td>
<td>536 A</td>
<td>494 A</td>
<td>532 A</td>
<td>543 A</td>
<td>577 A</td>
<td>494 A</td>
<td>524 A</td>
<td>527 A</td>
</tr>
<tr>
<td>11-12</td>
<td>684 A</td>
<td>638 A</td>
<td>709 A</td>
<td>758 A</td>
<td>673 A</td>
<td>573 A</td>
<td>661 A</td>
<td>682 A</td>
</tr>
<tr>
<td>12-13</td>
<td>731 A</td>
<td>803 A</td>
<td>752 A</td>
<td>851 A</td>
<td>785 A</td>
<td>719 A</td>
<td>846 A</td>
<td>819 A</td>
</tr>
<tr>
<td>13-14</td>
<td>714 A</td>
<td>706 A</td>
<td>693 A</td>
<td>816 A</td>
<td>765 A</td>
<td>772 A</td>
<td>725 A</td>
<td>708 A</td>
</tr>
<tr>
<td>14-15</td>
<td>750 A</td>
<td>748 A</td>
<td>726 A</td>
<td>824 A</td>
<td>782 A</td>
<td>708 A</td>
<td>776 A</td>
<td>644 A</td>
</tr>
<tr>
<td>15-16</td>
<td>921 A</td>
<td>942 A</td>
<td>953 A</td>
<td>994 A</td>
<td>812 A</td>
<td>725 A</td>
<td>934 A</td>
<td>982 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1339 A</td>
<td>1260 A</td>
<td>1359 A</td>
<td>1294 A</td>
<td>801 A</td>
<td>771 A</td>
<td>1369 A</td>
<td>1412 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1701 A</td>
<td>1625 A</td>
<td>1680 A</td>
<td>1439 A</td>
<td>831 A</td>
<td>769 A</td>
<td>1676 A</td>
<td>1772 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1129 A</td>
<td>1227 A</td>
<td>1123 A</td>
<td>1029 A</td>
<td>743 A</td>
<td>708 A</td>
<td>1112 A</td>
<td>1168 A</td>
</tr>
<tr>
<td>19-20</td>
<td>782 A</td>
<td>860 A</td>
<td>830 A</td>
<td>793 A</td>
<td>609 A</td>
<td>684 A</td>
<td>807 A</td>
<td>863 A</td>
</tr>
<tr>
<td>20-21</td>
<td>720 A</td>
<td>797 A</td>
<td>781 A</td>
<td>700 A</td>
<td>718 A</td>
<td>655 A</td>
<td>671 A</td>
<td>710 A</td>
</tr>
<tr>
<td>21-22</td>
<td>694 A</td>
<td>737 A</td>
<td>771 A</td>
<td>808 A</td>
<td>669 A</td>
<td>627 A</td>
<td>597 A</td>
<td>678 A</td>
</tr>
<tr>
<td>22-23</td>
<td>515 A</td>
<td>466 A</td>
<td>527 A</td>
<td>664 A</td>
<td>611 A</td>
<td>451 A</td>
<td>402 A</td>
<td>514 A</td>
</tr>
<tr>
<td>23-24</td>
<td>296 A</td>
<td>329 A</td>
<td>282 A</td>
<td>440 A</td>
<td>470 A</td>
<td>299 A</td>
<td>251 A</td>
<td>297 A</td>
</tr>
</tbody>
</table>

### Day Total

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 684 A | 638 A | 709 A | 758 A | 673 A | 573 A | 661 A | 682 A |
| PM Peak Hour | 17-18 | 17-18 | 17-18 | 17-18 | 17-18 | 13-14 | 17-18 | 17-18 |
| PM Peak Traffic | 1701 A | 1625 A | 1680 A | 1439 A | 831 A | 772 A | 1676 A | 1772 A |
Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>169 A</td>
<td>155 A</td>
<td>219 A</td>
<td>310 A</td>
<td>342 A</td>
<td>176 A</td>
</tr>
<tr>
<td>1-2</td>
<td>102 A</td>
<td>111 A</td>
<td>176 A</td>
<td>278 A</td>
<td>258 A</td>
<td>95 A</td>
</tr>
<tr>
<td>2-3</td>
<td>76 A</td>
<td>85 A</td>
<td>126 A</td>
<td>196 A</td>
<td>252 A</td>
<td>64 A</td>
</tr>
<tr>
<td>3-4</td>
<td>36 A</td>
<td>57 A</td>
<td>75 A</td>
<td>96 A</td>
<td>111 A</td>
<td>45 A</td>
</tr>
<tr>
<td>4-5</td>
<td>68 A</td>
<td>55 A</td>
<td>77 A</td>
<td>70 A</td>
<td>63 A</td>
<td>64 A</td>
</tr>
<tr>
<td>5-6</td>
<td>196 A</td>
<td>189 A</td>
<td>172 A</td>
<td>83 A</td>
<td>55 A</td>
<td>179 A</td>
</tr>
<tr>
<td>6-7</td>
<td>415 A</td>
<td>374 A</td>
<td>419 A</td>
<td>177 A</td>
<td>107 A</td>
<td>417 A</td>
</tr>
<tr>
<td>7-8</td>
<td>587 A</td>
<td>613 A</td>
<td>544 A</td>
<td>272 A</td>
<td>199 A</td>
<td>544 A</td>
</tr>
<tr>
<td>8-9</td>
<td>602 A</td>
<td>617 A</td>
<td>613 A</td>
<td>435 A</td>
<td>231 A</td>
<td>578 A</td>
</tr>
<tr>
<td>9-10</td>
<td>514 A</td>
<td>506 A</td>
<td>503 A</td>
<td>588 A</td>
<td>345 A</td>
<td>505 A</td>
</tr>
<tr>
<td>10-11</td>
<td>529 A</td>
<td>577 A</td>
<td>568 A</td>
<td>640 A</td>
<td>516 A</td>
<td>582 A</td>
</tr>
<tr>
<td>11-12</td>
<td>678 A</td>
<td>685 A</td>
<td>761 A</td>
<td>683 A</td>
<td>622 A</td>
<td>721 A</td>
</tr>
<tr>
<td>12-13</td>
<td>837 A</td>
<td>856 A</td>
<td>904 A</td>
<td>785 A</td>
<td>821 A</td>
<td>852 A</td>
</tr>
<tr>
<td>13-14</td>
<td>713 A</td>
<td>751 A</td>
<td>870 A</td>
<td>743 A</td>
<td>783 A</td>
<td>785 A</td>
</tr>
<tr>
<td>14-15</td>
<td>779 A</td>
<td>768 A</td>
<td>883 A</td>
<td>778 A</td>
<td>783 A</td>
<td>801 A</td>
</tr>
<tr>
<td>15-16</td>
<td>997 A</td>
<td>1041 A</td>
<td>1000 A</td>
<td>853 A</td>
<td>799 A</td>
<td>960 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1378 A</td>
<td>1392 A</td>
<td>1307 A</td>
<td>853 A</td>
<td>838 A</td>
<td>1373 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1773 A</td>
<td>1713 A</td>
<td>1496 A</td>
<td>820 A</td>
<td>805 A</td>
<td>1782 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1179 A</td>
<td>1181 A</td>
<td>1086 A</td>
<td>910 A</td>
<td>714 A</td>
<td>1182 A</td>
</tr>
<tr>
<td>19-20</td>
<td>870 A</td>
<td>914 A</td>
<td>861 A</td>
<td>688 A</td>
<td>687 A</td>
<td>828 A</td>
</tr>
<tr>
<td>20-21</td>
<td>806 A</td>
<td>738 A</td>
<td>783 A</td>
<td>681 A</td>
<td>678 A</td>
<td>693 A</td>
</tr>
<tr>
<td>21-22</td>
<td>721 A</td>
<td>759 A</td>
<td>801 A</td>
<td>700 A</td>
<td>607 A</td>
<td>685 A</td>
</tr>
<tr>
<td>22-23</td>
<td>469 A</td>
<td>516 A</td>
<td>568 A</td>
<td>701 A</td>
<td>432 A</td>
<td>428 A</td>
</tr>
<tr>
<td>23-24</td>
<td>291 A</td>
<td>324 A</td>
<td>472 A</td>
<td>509 A</td>
<td>280 A</td>
<td>283 A</td>
</tr>
</tbody>
</table>

Day Total: 14785 A 14977 A 15284 A 12849 A 11328 A 14622 A

AM Peak Hour: 11-12 11-12 11-12 11-12 11-12 11-12
AM Peak Traffic: 678 685 761 683 622 721
PM Peak Hour: 17-18 17-18 17-18 18-19 16-17 17-18
PM Peak Traffic: 1773 1713 1496 910 838 1782
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.817</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

NB OFF TO DEL PASO

**Traffic Station:**

Location Type: Ramp Connection

Lanes:

Lane Code:

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>NORTH</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7-Day Total</td>
<td>Daily Average</td>
<td>5-Day Total</td>
<td>Weekday Average</td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>79849</td>
<td>11407</td>
<td>59610</td>
<td>11922</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>94780</td>
<td>13540</td>
<td>72682</td>
<td>14536</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>93781</td>
<td>13397</td>
<td>70894</td>
<td>14179</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>97379</td>
<td>13911</td>
<td>73538</td>
<td>14708</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Tue</td>
<td>Wed</td>
<td>Thu</td>
<td>Fri</td>
<td>Sat</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
</tr>
<tr>
<td>0-1</td>
<td>158 A</td>
<td>192 A</td>
<td>212 A</td>
<td>318 A</td>
<td>328 A</td>
</tr>
<tr>
<td>1-2</td>
<td>89 A</td>
<td>115 A</td>
<td>131 A</td>
<td>205 A</td>
<td>174 A</td>
</tr>
<tr>
<td>2-3</td>
<td>66 A</td>
<td>68 A</td>
<td>82 A</td>
<td>198 A</td>
<td>142 A</td>
</tr>
<tr>
<td>3-4</td>
<td>55 A</td>
<td>64 A</td>
<td>70 A</td>
<td>121 A</td>
<td>78 A</td>
</tr>
<tr>
<td>4-5</td>
<td>45 A</td>
<td>49 A</td>
<td>55 A</td>
<td>87 A</td>
<td>49 A</td>
</tr>
<tr>
<td>5-6</td>
<td>156 A</td>
<td>146 A</td>
<td>167 A</td>
<td>74 A</td>
<td>72 A</td>
</tr>
<tr>
<td>6-7</td>
<td>412 A</td>
<td>380 A</td>
<td>396 A</td>
<td>142 A</td>
<td>104 A</td>
</tr>
<tr>
<td>7-8</td>
<td>588 A</td>
<td>576 A</td>
<td>553 A</td>
<td>220 A</td>
<td>185 A</td>
</tr>
<tr>
<td>8-9</td>
<td>589 A</td>
<td>627 A</td>
<td>603 A</td>
<td>307 A</td>
<td>288 A</td>
</tr>
<tr>
<td>9-10</td>
<td>483 A</td>
<td>561 A</td>
<td>515 A</td>
<td>372 A</td>
<td>385 A</td>
</tr>
<tr>
<td>10-11</td>
<td>558 A</td>
<td>539 A</td>
<td>628 A</td>
<td>457 A</td>
<td>473 A</td>
</tr>
<tr>
<td>11-12</td>
<td>738 A</td>
<td>715 A</td>
<td>757 A</td>
<td>560 A</td>
<td>585 A</td>
</tr>
<tr>
<td>12-13</td>
<td>869 A</td>
<td>854 A</td>
<td>981 A</td>
<td>600 A</td>
<td>656 A</td>
</tr>
<tr>
<td>13-14</td>
<td>737 A</td>
<td>820 A</td>
<td>889 A</td>
<td>670 A</td>
<td>700 A</td>
</tr>
<tr>
<td>14-15</td>
<td>796 A</td>
<td>812 A</td>
<td>966 A</td>
<td>698 A</td>
<td>677 A</td>
</tr>
<tr>
<td>15-16</td>
<td>927 A</td>
<td>967 A</td>
<td>1099 A</td>
<td>676 A</td>
<td>706 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1374 A</td>
<td>1320 A</td>
<td>1323 A</td>
<td>627 A</td>
<td>692 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1872 A</td>
<td>1789 A</td>
<td>1454 A</td>
<td>589 A</td>
<td>705 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1289 A</td>
<td>1203 A</td>
<td>986 A</td>
<td>568 A</td>
<td>772 A</td>
</tr>
<tr>
<td>19-20</td>
<td>906 A</td>
<td>961 A</td>
<td>889 A</td>
<td>470 A</td>
<td>577 A</td>
</tr>
<tr>
<td>20-21</td>
<td>758 A</td>
<td>801 A</td>
<td>780 A</td>
<td>455 A</td>
<td>643 A</td>
</tr>
<tr>
<td>21-22</td>
<td>736 A</td>
<td>752 A</td>
<td>777 A</td>
<td>444 A</td>
<td>598 A</td>
</tr>
<tr>
<td>22-23</td>
<td>499 A</td>
<td>533 A</td>
<td>679 A</td>
<td>854 A</td>
<td>472 A</td>
</tr>
<tr>
<td>23-24</td>
<td>313 A</td>
<td>334 A</td>
<td>534 A</td>
<td>693 A</td>
<td>419 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- **15013 A**
- **15178 A**
- **15526 A**
- **10405 A**
- **10480 A**
- **10270 A**
- **14539 C**

**AM Peak Hour:**
- 11-12
- 11-13
- 11-14
- 11-15
- 11-16
- 11-17
- 11-18

**AM Peak Traffic:**
- 738
- 715
- 757
- 560
- 585
- 577
- 708

**PM Peak Hour:**
- 17-18
- 17-19
- 17-20
- 18-21
- 18-22
- 15-16
- 17-18

**PM Peak Traffic:**
- 1872
- 1789
- 1454
- 854
- 772
- 746
- 1782
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.817</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

NB OFF TO DEL PASO

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods

<table>
<thead>
<tr>
<th>North</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>91411</td>
<td>13059</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>North</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>70661</td>
<td>14132</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
</tr>
<tr>
<td>0-1</td>
<td>210 A</td>
<td>312 A</td>
<td>330 A</td>
<td>158 A</td>
<td>148 A</td>
<td>197 A</td>
<td>183 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>160 A</td>
<td>259 A</td>
<td>304 A</td>
<td>88 A</td>
<td>82 A</td>
<td>119 A</td>
<td>117 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>102 A</td>
<td>197 A</td>
<td>242 A</td>
<td>64 A</td>
<td>63 A</td>
<td>85 A</td>
<td>83 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>71 A</td>
<td>105 A</td>
<td>102 A</td>
<td>42 A</td>
<td>57 A</td>
<td>51 A</td>
<td>46 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>54 A</td>
<td>64 A</td>
<td>59 A</td>
<td>53 A</td>
<td>52 A</td>
<td>60 A</td>
<td>69 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>186 A</td>
<td>78 A</td>
<td>47 A</td>
<td>191 A</td>
<td>182 A</td>
<td>195 A</td>
<td>199 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>386 A</td>
<td>122 A</td>
<td>87 A</td>
<td>356 A</td>
<td>393 A</td>
<td>412 A</td>
<td>386 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>709 A</td>
<td>273 A</td>
<td>165 A</td>
<td>712 A</td>
<td>773 A</td>
<td>760 A</td>
<td>789 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>692 A</td>
<td>400 A</td>
<td>274 A</td>
<td>661 A</td>
<td>723 A</td>
<td>674 A</td>
<td>710 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>550 A</td>
<td>469 A</td>
<td>349 A</td>
<td>520 A</td>
<td>491 A</td>
<td>523 A</td>
<td>489 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>563 A</td>
<td>583 A</td>
<td>610 A</td>
<td>523 A</td>
<td>547 A</td>
<td>554 A</td>
<td>509 A</td>
<td>544 A</td>
</tr>
<tr>
<td>11-12</td>
<td>744 A</td>
<td>802 A</td>
<td>685 A</td>
<td>572 A</td>
<td>690 A</td>
<td>674 A</td>
<td>755 A</td>
<td>753 A</td>
</tr>
<tr>
<td>12-13</td>
<td>824 A</td>
<td>938 A</td>
<td>787 A</td>
<td>807 A</td>
<td>779 A</td>
<td>780 A</td>
<td>782 A</td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>786 A</td>
<td>905 A</td>
<td>812 A</td>
<td>755 A</td>
<td>790 A</td>
<td>767 A</td>
<td>732 A</td>
<td>779 A</td>
</tr>
<tr>
<td>14-15</td>
<td>925 A</td>
<td>995 A</td>
<td>774 A</td>
<td>808 A</td>
<td>822 A</td>
<td>861 A</td>
<td>824 A</td>
<td>894 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1032 A</td>
<td>1131 A</td>
<td>868 A</td>
<td>792 A</td>
<td>1014 A</td>
<td>1088 A</td>
<td>1107 A</td>
<td>1069 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1437 A</td>
<td>1356 A</td>
<td>807 A</td>
<td>775 A</td>
<td>1408 A</td>
<td>1514 A</td>
<td>1389 A</td>
<td>1410 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1754 A</td>
<td>1634 A</td>
<td>854 A</td>
<td>743 A</td>
<td>1770 A</td>
<td>1752 A</td>
<td>1864 A</td>
<td>1947 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1221 A</td>
<td>1139 A</td>
<td>821 A</td>
<td>802 A</td>
<td>1231 A</td>
<td>1129 A</td>
<td>1239 A</td>
<td>1239 A</td>
</tr>
<tr>
<td>19-20</td>
<td>956 A</td>
<td>909 A</td>
<td>740 A</td>
<td>705 A</td>
<td>930 A</td>
<td>919 A</td>
<td>894 A</td>
<td>990 A</td>
</tr>
<tr>
<td>20-21</td>
<td>818 A</td>
<td>852 A</td>
<td>702 A</td>
<td>719 A</td>
<td>778 A</td>
<td>873 A</td>
<td>889 A</td>
<td>854 A</td>
</tr>
<tr>
<td>21-22</td>
<td>719 A</td>
<td>846 A</td>
<td>779 A</td>
<td>647 A</td>
<td>616 A</td>
<td>697 A</td>
<td>721 A</td>
<td>720 A</td>
</tr>
<tr>
<td>22-23</td>
<td>532 A</td>
<td>660 A</td>
<td>666 A</td>
<td>455 A</td>
<td>418 A</td>
<td>475 A</td>
<td>491 A</td>
<td>550 A</td>
</tr>
<tr>
<td>23-24</td>
<td>332 A</td>
<td>492 A</td>
<td>458 A</td>
<td>275 A</td>
<td>263 A</td>
<td>311 A</td>
<td>342 A</td>
<td>387 A</td>
</tr>
</tbody>
</table>

**Day Total**

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 |
| AM Peak Traffic | 744 | 802 | 685 | 572 | 712 | 773 | 760 |
| PM Peak Hour | 17-18 | 17-18 | 15-16 | 14-15 | 17-18 | 17-18 | 17-18 |
| PM Peak Traffic | 1754 | 1634 | 868 | 808 | 1770 | 1752 | 1864 |

**Location Description**

North District County Leg Route Prefix Postmile Leg 03 SAC 005 28.817 F

**Traffic Station:**

Location Type: Ramp Connection

Lanes:

Lane Code:
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
</tr>
<tr>
<td>0-1</td>
<td>206 A</td>
<td>307 A</td>
<td>314 A</td>
<td>185 A</td>
<td>156 A</td>
<td>154 A</td>
<td>175 A</td>
<td>228 A</td>
</tr>
<tr>
<td>1-2</td>
<td>158 A</td>
<td>253 A</td>
<td>271 A</td>
<td>94 A</td>
<td>86 A</td>
<td>94 A</td>
<td>121 A</td>
<td>143 A</td>
</tr>
<tr>
<td>2-3</td>
<td>121 A</td>
<td>211 A</td>
<td>246 A</td>
<td>63 A</td>
<td>52 A</td>
<td>63 A</td>
<td>82 A</td>
<td>122 A</td>
</tr>
<tr>
<td>3-4</td>
<td>77 A</td>
<td>107 A</td>
<td>111 A</td>
<td>60 A</td>
<td>38 A</td>
<td>51 A</td>
<td>50 A</td>
<td>72 A</td>
</tr>
<tr>
<td>4-5</td>
<td>58 A</td>
<td>78 A</td>
<td>80 A</td>
<td>59 A</td>
<td>61 A</td>
<td>62 A</td>
<td>78 A</td>
<td>69 A</td>
</tr>
<tr>
<td>5-6</td>
<td>203 A</td>
<td>79 A</td>
<td>61 A</td>
<td>210 A</td>
<td>195 A</td>
<td>199 A</td>
<td>213 A</td>
<td>195 A</td>
</tr>
<tr>
<td>6-7</td>
<td>392 A</td>
<td>144 A</td>
<td>84 A</td>
<td>377 A</td>
<td>409 A</td>
<td>399 A</td>
<td>421 A</td>
<td>409 A</td>
</tr>
<tr>
<td>7-8</td>
<td>776 A</td>
<td>298 A</td>
<td>204 A</td>
<td>789 A</td>
<td>768 A</td>
<td>746 A</td>
<td>740 A</td>
<td>744 A</td>
</tr>
<tr>
<td>8-9</td>
<td>662 A</td>
<td>527 A</td>
<td>257 A</td>
<td>660 A</td>
<td>745 A</td>
<td>737 A</td>
<td>752 A</td>
<td>712 A</td>
</tr>
<tr>
<td>9-10</td>
<td>502 A</td>
<td>603 A</td>
<td>330 A</td>
<td>577 A</td>
<td>475 A</td>
<td>579 A</td>
<td>561 A</td>
<td>514 A</td>
</tr>
<tr>
<td>10-11</td>
<td>644 A</td>
<td>600 A</td>
<td>527 A</td>
<td>581 A</td>
<td>544 A</td>
<td>515 A</td>
<td>557 A</td>
<td>588 A</td>
</tr>
<tr>
<td>11-12</td>
<td>815 A</td>
<td>743 A</td>
<td>636 A</td>
<td>775 A</td>
<td>698 A</td>
<td>841 A</td>
<td>724 A</td>
<td>827 A</td>
</tr>
<tr>
<td>12-13</td>
<td>861 A</td>
<td>836 A</td>
<td>758 A</td>
<td>822 A</td>
<td>810 A</td>
<td>807 A</td>
<td>788 A</td>
<td>957 A</td>
</tr>
<tr>
<td>13-14</td>
<td>872 A</td>
<td>788 A</td>
<td>827 A</td>
<td>815 A</td>
<td>771 A</td>
<td>769 A</td>
<td>784 A</td>
<td>966 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1035 A</td>
<td>830 A</td>
<td>862 A</td>
<td>900 A</td>
<td>878 A</td>
<td>866 A</td>
<td>843 A</td>
<td>1030 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1183 A</td>
<td>908 A</td>
<td>828 A</td>
<td>1092 A</td>
<td>1062 A</td>
<td>1031 A</td>
<td>1098 A</td>
<td>1154 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1359 A</td>
<td>849 A</td>
<td>821 A</td>
<td>1429 A</td>
<td>1469 A</td>
<td>1450 A</td>
<td>1177 A</td>
<td>1393 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1676 A</td>
<td>839 A</td>
<td>801 A</td>
<td>1881 A</td>
<td>1874 A</td>
<td>1878 A</td>
<td>899 A</td>
<td>1632 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1114 A</td>
<td>812 A</td>
<td>754 A</td>
<td>1236 A</td>
<td>1309 A</td>
<td>1333 A</td>
<td>1467 A</td>
<td>1076 A</td>
</tr>
<tr>
<td>19-20</td>
<td>955 A</td>
<td>769 A</td>
<td>676 A</td>
<td>913 A</td>
<td>925 A</td>
<td>964 A</td>
<td>991 A</td>
<td>970 A</td>
</tr>
<tr>
<td>20-21</td>
<td>865 A</td>
<td>741 A</td>
<td>655 A</td>
<td>717 A</td>
<td>842 A</td>
<td>837 A</td>
<td>874 A</td>
<td>819 A</td>
</tr>
<tr>
<td>21-22</td>
<td>777 A</td>
<td>684 A</td>
<td>564 A</td>
<td>612 A</td>
<td>646 A</td>
<td>756 A</td>
<td>775 A</td>
<td>759 A</td>
</tr>
<tr>
<td>22-23</td>
<td>614 A</td>
<td>650 A</td>
<td>461 A</td>
<td>430 A</td>
<td>465 A</td>
<td>535 A</td>
<td>542 A</td>
<td>675 A</td>
</tr>
<tr>
<td>23-24</td>
<td>462 A</td>
<td>486 A</td>
<td>328 A</td>
<td>255 A</td>
<td>310 A</td>
<td>301 A</td>
<td>350 A</td>
<td>491 A</td>
</tr>
</tbody>
</table>

**Day Total**: 16387 A 13142 A 11456 A 15532 A 15588 A 15967 A 15062 A 16545 A

**AM Peak Hour**: 11-12 11-12 11-12 07-08 07-08 11-12 08-09 11-12

**AM Peak Traffic**: 815 743 636 789 789 841 752 827

**PM Peak Hour**: 17-18 15-16 14-15 17-18 17-18 17-18 18-19 17-18

**PM Peak Traffic**: 1676 908 862 1881 1874 1878 1467 1632
Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUG 30</td>
<td>AUG 31</td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>325 A</td>
<td>346 A</td>
</tr>
<tr>
<td>1-2</td>
<td>253 A</td>
<td>279 A</td>
</tr>
<tr>
<td>2-3</td>
<td>218 A</td>
<td>244 A</td>
</tr>
<tr>
<td>3-4</td>
<td>121 A</td>
<td>104 A</td>
</tr>
<tr>
<td>4-5</td>
<td>63 A</td>
<td>67 A</td>
</tr>
<tr>
<td>5-6</td>
<td>69 A</td>
<td>51 A</td>
</tr>
<tr>
<td>6-7</td>
<td>145 A</td>
<td>84 A</td>
</tr>
<tr>
<td>7-8</td>
<td>284 A</td>
<td>171 A</td>
</tr>
<tr>
<td>8-9</td>
<td>390 A</td>
<td>279 A</td>
</tr>
<tr>
<td>9-10</td>
<td>508 A</td>
<td>325 A</td>
</tr>
<tr>
<td>10-11</td>
<td>585 A</td>
<td>547 A</td>
</tr>
<tr>
<td>11-12</td>
<td>718 A</td>
<td>611 A</td>
</tr>
<tr>
<td>12-13</td>
<td>796 A</td>
<td>777 A</td>
</tr>
<tr>
<td>13-14</td>
<td>790 A</td>
<td>818 A</td>
</tr>
<tr>
<td>14-15</td>
<td>781 A</td>
<td>764 A</td>
</tr>
<tr>
<td>15-16</td>
<td>780 A</td>
<td>812 A</td>
</tr>
<tr>
<td>16-17</td>
<td>858 A</td>
<td>761 A</td>
</tr>
<tr>
<td>17-18</td>
<td>891 A</td>
<td>736 A</td>
</tr>
<tr>
<td>18-19</td>
<td>872 A</td>
<td>734 A</td>
</tr>
<tr>
<td>19-20</td>
<td>738 A</td>
<td>695 A</td>
</tr>
<tr>
<td>20-21</td>
<td>765 A</td>
<td>674 A</td>
</tr>
<tr>
<td>21-22</td>
<td>767 A</td>
<td>636 A</td>
</tr>
<tr>
<td>22-23</td>
<td>635 A</td>
<td>586 A</td>
</tr>
<tr>
<td>23-24</td>
<td>459 A</td>
<td>437 A</td>
</tr>
</tbody>
</table>

Day Total: 12811 A 11538 A

AM Peak Hour: 11-12 11-12
AM Peak Traffic: 718 611
PM Peak Hour: 17-18 13-14
PM Peak Traffic: 891 818
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Total</th>
<th>7-Day Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.817</td>
<td></td>
<td>F</td>
<td>102208</td>
<td>14601</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>103134</td>
<td>14733</td>
</tr>
</tbody>
</table>

| Location Description | NB OFF TO DEL PASO |

<table>
<thead>
<tr>
<th>5-Day Total Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
</tr>
<tr>
<td>Lanes:</td>
</tr>
<tr>
<td>Lane Code:</td>
</tr>
<tr>
<td>Year</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>2008</td>
</tr>
<tr>
<td>0-1</td>
</tr>
<tr>
<td>1-2</td>
</tr>
<tr>
<td>2-3</td>
</tr>
<tr>
<td>3-4</td>
</tr>
<tr>
<td>4-5</td>
</tr>
<tr>
<td>5-6</td>
</tr>
<tr>
<td>6-7</td>
</tr>
<tr>
<td>7-8</td>
</tr>
<tr>
<td>8-9</td>
</tr>
<tr>
<td>9-10</td>
</tr>
<tr>
<td>10-11</td>
</tr>
<tr>
<td>11-12</td>
</tr>
<tr>
<td>12-13</td>
</tr>
<tr>
<td>13-14</td>
</tr>
<tr>
<td>14-15</td>
</tr>
<tr>
<td>15-16</td>
</tr>
<tr>
<td>16-17</td>
</tr>
<tr>
<td>17-18</td>
</tr>
<tr>
<td>18-19</td>
</tr>
<tr>
<td>19-20</td>
</tr>
<tr>
<td>20-21</td>
</tr>
<tr>
<td>21-22</td>
</tr>
<tr>
<td>22-23</td>
</tr>
<tr>
<td>23-24</td>
</tr>
</tbody>
</table>

**Day Total**

10398 A  15222 A  15027 A  16300 A  16850 A  13567 A  11324 A  15380 A

**AM Peak Hour**

11-12  11-12  07-08  08-09  11-12  11-12  11-12  07-08

**AM Peak Traffic**

563  693  734  746  780  829  665  714

**PM Peak Hour**

16-17  17-18  17-18  17-18  17-18  13-14  13-14  17-18

**PM Peak Traffic**

772  1873  1666  1917  1787  1012  862  1954
### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.817</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

### Location Description

NB OFF TO DEL PASO

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>157 A</td>
<td>154 A</td>
<td>168 A</td>
<td>190 A</td>
<td>318 A</td>
<td>325 A</td>
<td>140 A</td>
<td>157 A</td>
</tr>
<tr>
<td>1-2</td>
<td>83 A</td>
<td>86 A</td>
<td>101 A</td>
<td>155 A</td>
<td>261 A</td>
<td>283 A</td>
<td>67 A</td>
<td>85 A</td>
</tr>
<tr>
<td>2-3</td>
<td>65 A</td>
<td>76 A</td>
<td>110 A</td>
<td>106 A</td>
<td>219 A</td>
<td>245 A</td>
<td>62 A</td>
<td>80 A</td>
</tr>
<tr>
<td>3-4</td>
<td>47 A</td>
<td>44 A</td>
<td>50 A</td>
<td>59 A</td>
<td>102 A</td>
<td>115 A</td>
<td>45 A</td>
<td>51 A</td>
</tr>
<tr>
<td>4-5</td>
<td>64 A</td>
<td>68 A</td>
<td>61 A</td>
<td>78 A</td>
<td>67 A</td>
<td>81 A</td>
<td>58 A</td>
<td>62 A</td>
</tr>
<tr>
<td>5-6</td>
<td>190 A</td>
<td>185 A</td>
<td>192 A</td>
<td>202 A</td>
<td>66 A</td>
<td>61 A</td>
<td>186 A</td>
<td>172 A</td>
</tr>
<tr>
<td>6-7</td>
<td>427 A</td>
<td>441 A</td>
<td>427 A</td>
<td>435 A</td>
<td>140 A</td>
<td>113 A</td>
<td>412 A</td>
<td>413 A</td>
</tr>
<tr>
<td>7-8</td>
<td>736 A</td>
<td>738 A</td>
<td>732 A</td>
<td>775 A</td>
<td>280 A</td>
<td>205 A</td>
<td>683 A</td>
<td>760 A</td>
</tr>
<tr>
<td>8-9</td>
<td>745 A</td>
<td>778 A</td>
<td>717 A</td>
<td>789 A</td>
<td>474 A</td>
<td>316 A</td>
<td>704 A</td>
<td>733 A</td>
</tr>
<tr>
<td>9-10</td>
<td>567 A</td>
<td>548 A</td>
<td>544 A</td>
<td>581 A</td>
<td>577 A</td>
<td>431 A</td>
<td>549 A</td>
<td>541 A</td>
</tr>
<tr>
<td>10-11</td>
<td>549 A</td>
<td>554 A</td>
<td>547 A</td>
<td>572 A</td>
<td>743 A</td>
<td>622 A</td>
<td>582 A</td>
<td>545 A</td>
</tr>
<tr>
<td>11-12</td>
<td>704 A</td>
<td>731 C</td>
<td>724 A</td>
<td>737 A</td>
<td>725 A</td>
<td>642 A</td>
<td>736 A</td>
<td>714 A</td>
</tr>
<tr>
<td>12-13</td>
<td>813 A</td>
<td>830 A</td>
<td>810 A</td>
<td>889 A</td>
<td>852 A</td>
<td>831 A</td>
<td>834 A</td>
<td>804 A</td>
</tr>
<tr>
<td>13-14</td>
<td>781 A</td>
<td>782 A</td>
<td>756 A</td>
<td>882 A</td>
<td>842 A</td>
<td>918 A</td>
<td>800 A</td>
<td>786 A</td>
</tr>
<tr>
<td>14-15</td>
<td>851 A</td>
<td>898 A</td>
<td>926 A</td>
<td>979 A</td>
<td>904 A</td>
<td>871 A</td>
<td>883 A</td>
<td>896 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1194 A</td>
<td>1079 A</td>
<td>1128 A</td>
<td>1166 A</td>
<td>895 A</td>
<td>793 A</td>
<td>1175 A</td>
<td>1162 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1543 A</td>
<td>1459 A</td>
<td>1559 A</td>
<td>1492 A</td>
<td>940 A</td>
<td>823 A</td>
<td>1502 A</td>
<td>1496 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1971 A</td>
<td>1900 A</td>
<td>1895 A</td>
<td>1754 A</td>
<td>946 A</td>
<td>801 A</td>
<td>1845 A</td>
<td>1954 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1420 A</td>
<td>1331 A</td>
<td>1377 A</td>
<td>1200 A</td>
<td>827 A</td>
<td>817 A</td>
<td>1240 A</td>
<td>1246 A</td>
</tr>
<tr>
<td>19-20</td>
<td>973 A</td>
<td>1018 A</td>
<td>997 A</td>
<td>1022 A</td>
<td>774 A</td>
<td>769 A</td>
<td>984 A</td>
<td>981 A</td>
</tr>
<tr>
<td>20-21</td>
<td>807 A</td>
<td>919 A</td>
<td>917 A</td>
<td>835 A</td>
<td>792 A</td>
<td>719 A</td>
<td>676 A</td>
<td>811 A</td>
</tr>
<tr>
<td>21-22</td>
<td>686 A</td>
<td>790 A</td>
<td>774 A</td>
<td>784 A</td>
<td>750 A</td>
<td>592 A</td>
<td>626 A</td>
<td>662 A</td>
</tr>
<tr>
<td>22-23</td>
<td>465 A</td>
<td>549 A</td>
<td>549 A</td>
<td>643 A</td>
<td>664 A</td>
<td>420 A</td>
<td>391 A</td>
<td>434 A</td>
</tr>
<tr>
<td>23-24</td>
<td>278 A</td>
<td>283 A</td>
<td>273 A</td>
<td>469 A</td>
<td>497 A</td>
<td>265 A</td>
<td>233 A</td>
<td>243 A</td>
</tr>
</tbody>
</table>

### Day Total

|       | 16116 A | 16241 C | 16334 A | 16794 A | 13655 A | 12058 A | 15413 A | 15788 A |

- **AM Peak Hour**
  - 08-09
  - 07-08
  - 08-09
  - 10-11
  - 11-12
  - 07-08
- **AM Peak Traffic**
  - 745
  - 778
  - 732
  - 789
  - 743
  - 642
  - 736
  - 760
- **PM Peak Hour**
  - 17-18
  - 17-18
  - 17-18
  - 13-14
  - 17-18
  - 17-18
- **PM Peak Traffic**
  - 1971
  - 1900
  - 1895
  - 1754
  - 946
  - 918
  - 1845
  - 1954
### District County Prefix Postmile Leg
03  SAC  005  28.817  F

**Location Description:** NB OFF TO DEL PASO

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>137</td>
<td>154</td>
<td>166</td>
<td>311</td>
<td>314</td>
<td>145</td>
<td>159</td>
<td>142</td>
</tr>
<tr>
<td>1-2</td>
<td>83</td>
<td>95</td>
<td>151</td>
<td>272</td>
<td>303</td>
<td>68</td>
<td>81</td>
<td>87</td>
</tr>
<tr>
<td>2-3</td>
<td>76</td>
<td>100</td>
<td>93</td>
<td>231</td>
<td>227</td>
<td>52</td>
<td>53</td>
<td>67</td>
</tr>
<tr>
<td>3-4</td>
<td>46</td>
<td>38</td>
<td>57</td>
<td>92</td>
<td>102</td>
<td>47</td>
<td>47</td>
<td>56</td>
</tr>
<tr>
<td>4-5</td>
<td>65</td>
<td>82</td>
<td>77</td>
<td>78</td>
<td>84</td>
<td>58</td>
<td>56</td>
<td>50</td>
</tr>
<tr>
<td>5-6</td>
<td>198</td>
<td>172</td>
<td>186</td>
<td>84</td>
<td>70</td>
<td>182</td>
<td>183</td>
<td>186</td>
</tr>
<tr>
<td>6-7</td>
<td>444</td>
<td>427</td>
<td>438</td>
<td>151</td>
<td>79</td>
<td>397</td>
<td>499</td>
<td>439</td>
</tr>
<tr>
<td>7-8</td>
<td>784</td>
<td>747</td>
<td>738</td>
<td>277</td>
<td>179</td>
<td>661</td>
<td>715</td>
<td>795</td>
</tr>
<tr>
<td>8-9</td>
<td>735</td>
<td>775</td>
<td>707</td>
<td>468</td>
<td>250</td>
<td>709</td>
<td>740</td>
<td>753</td>
</tr>
<tr>
<td>9-10</td>
<td>521</td>
<td>543</td>
<td>568</td>
<td>559</td>
<td>367</td>
<td>531</td>
<td>545</td>
<td>610</td>
</tr>
<tr>
<td>10-11</td>
<td>511</td>
<td>573</td>
<td>614</td>
<td>683</td>
<td>539</td>
<td>548</td>
<td>515</td>
<td>518</td>
</tr>
<tr>
<td>11-12</td>
<td>776</td>
<td>733</td>
<td>856</td>
<td>816</td>
<td>632</td>
<td>717</td>
<td>723</td>
<td>727</td>
</tr>
<tr>
<td>12-13</td>
<td>775</td>
<td>862</td>
<td>890</td>
<td>887</td>
<td>726</td>
<td>843</td>
<td>901</td>
<td>832</td>
</tr>
<tr>
<td>13-14</td>
<td>784</td>
<td>865</td>
<td>846</td>
<td>885</td>
<td>846</td>
<td>738</td>
<td>814</td>
<td>759</td>
</tr>
<tr>
<td>14-15</td>
<td>906</td>
<td>887</td>
<td>937</td>
<td>816</td>
<td>848</td>
<td>838</td>
<td>839</td>
<td>807</td>
</tr>
<tr>
<td>15-16</td>
<td>1094</td>
<td>1104</td>
<td>1149</td>
<td>862</td>
<td>745</td>
<td>1028</td>
<td>1078</td>
<td>1078</td>
</tr>
<tr>
<td>16-17</td>
<td>1459</td>
<td>1527</td>
<td>1457</td>
<td>875</td>
<td>792</td>
<td>1467</td>
<td>1493</td>
<td>1511</td>
</tr>
<tr>
<td>17-18</td>
<td>1915</td>
<td>1992</td>
<td>1721</td>
<td>919</td>
<td>812</td>
<td>1896</td>
<td>1919</td>
<td>1889</td>
</tr>
<tr>
<td>18-19</td>
<td>1323</td>
<td>1368</td>
<td>1274</td>
<td>836</td>
<td>752</td>
<td>1159</td>
<td>1191</td>
<td>1313</td>
</tr>
<tr>
<td>19-20</td>
<td>983</td>
<td>981</td>
<td>1068</td>
<td>839</td>
<td>773</td>
<td>952</td>
<td>960</td>
<td>1085</td>
</tr>
<tr>
<td>20-21</td>
<td>868</td>
<td>903</td>
<td>827</td>
<td>739</td>
<td>719</td>
<td>680</td>
<td>816</td>
<td>796</td>
</tr>
<tr>
<td>21-22</td>
<td>728</td>
<td>706</td>
<td>719</td>
<td>690</td>
<td>553</td>
<td>599</td>
<td>674</td>
<td>730</td>
</tr>
<tr>
<td>22-23</td>
<td>430</td>
<td>486</td>
<td>625</td>
<td>648</td>
<td>380</td>
<td>407</td>
<td>445</td>
<td>455</td>
</tr>
<tr>
<td>23-24</td>
<td>287</td>
<td>294</td>
<td>414</td>
<td>449</td>
<td>255</td>
<td>207</td>
<td>238</td>
<td>298</td>
</tr>
</tbody>
</table>

**Day Total**
- 15928 A
- 16414 A
- 16578 A
- 13467 A
- 11347 A
- 14929 A
- 15684 A
- 15983 A

**AM Peak Hour**
- 07-08
- 08-09
- 11-12
- 11-12
- 11-12
- 11-12
- 08-09
- 07-08

**AM Peak Traffic**
- 784
- 775
- 856
- 816
- 632
- 717
- 740
- 795

**PM Peak Hour**
- 17-18
- 17-18
- 17-18
- 17-18
- 17-18
- 17-18
- 17-18
- 17-18

**PM Peak Traffic**
- 1915
- 1992
- 1721
- 919
- 848
- 1896
- 1919
- 1889
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
<th>Lanes:</th>
<th>Lane Code:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.817</td>
<td>F</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Location Description | NB OFF TO DEL PASO |

Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>148 A</td>
<td>189 A</td>
<td>293 A</td>
<td>298 A</td>
<td>153 A</td>
<td>126 A</td>
</tr>
<tr>
<td>1-2</td>
<td>111 A</td>
<td>153 A</td>
<td>277 A</td>
<td>274 A</td>
<td>65 A</td>
<td>79 A</td>
</tr>
<tr>
<td>2-3</td>
<td>75 A</td>
<td>89 A</td>
<td>220 A</td>
<td>262 A</td>
<td>61 A</td>
<td>49 A</td>
</tr>
<tr>
<td>3-4</td>
<td>45 A</td>
<td>50 A</td>
<td>119 A</td>
<td>118 A</td>
<td>41 A</td>
<td>51 A</td>
</tr>
<tr>
<td>4-5</td>
<td>59 A</td>
<td>74 A</td>
<td>76 A</td>
<td>72 A</td>
<td>64 A</td>
<td>58 A</td>
</tr>
<tr>
<td>5-6</td>
<td>192 A</td>
<td>174 A</td>
<td>66 A</td>
<td>74 A</td>
<td>195 A</td>
<td>179 A</td>
</tr>
<tr>
<td>6-7</td>
<td>425 A</td>
<td>419 A</td>
<td>166 A</td>
<td>103 A</td>
<td>408 A</td>
<td>399 A</td>
</tr>
<tr>
<td>7-8</td>
<td>771 A</td>
<td>711 A</td>
<td>292 A</td>
<td>197 A</td>
<td>712 A</td>
<td>725 A</td>
</tr>
<tr>
<td>8-9</td>
<td>711 A</td>
<td>710 A</td>
<td>513 A</td>
<td>275 A</td>
<td>652 A</td>
<td>681 A</td>
</tr>
<tr>
<td>9-10</td>
<td>536 A</td>
<td>592 A</td>
<td>567 A</td>
<td>375 A</td>
<td>521 A</td>
<td>532 A</td>
</tr>
<tr>
<td>10-11</td>
<td>512 A</td>
<td>603 A</td>
<td>670 A</td>
<td>617 A</td>
<td>593 A</td>
<td>550 A</td>
</tr>
<tr>
<td>11-12</td>
<td>698 A</td>
<td>739 A</td>
<td>778 A</td>
<td>621 A</td>
<td>702 A</td>
<td>743 A</td>
</tr>
<tr>
<td>12-13</td>
<td>889 A</td>
<td>971 A</td>
<td>841 A</td>
<td>819 A</td>
<td>797 A</td>
<td>805 A</td>
</tr>
<tr>
<td>13-14</td>
<td>806 A</td>
<td>901 A</td>
<td>872 A</td>
<td>840 A</td>
<td>745 A</td>
<td>769 A</td>
</tr>
<tr>
<td>14-15</td>
<td>901 A</td>
<td>1002 A</td>
<td>912 A</td>
<td>770 A</td>
<td>858 A</td>
<td>864 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1176 A</td>
<td>1208 A</td>
<td>832 A</td>
<td>757 A</td>
<td>1116 A</td>
<td>1133 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1537 A</td>
<td>1482 A</td>
<td>890 A</td>
<td>782 A</td>
<td>1423 A</td>
<td>1456 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1956 A</td>
<td>1253 A</td>
<td>851 A</td>
<td>820 A</td>
<td>1834 A</td>
<td>1854 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1309 A</td>
<td>1320 A</td>
<td>794 A</td>
<td>799 A</td>
<td>1286 A</td>
<td>1313 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1052 A</td>
<td>1325 A</td>
<td>808 A</td>
<td>753 A</td>
<td>929 A</td>
<td>1004 A</td>
</tr>
<tr>
<td>20-21</td>
<td>846 A</td>
<td>817 A</td>
<td>689 A</td>
<td>667 A</td>
<td>717 A</td>
<td>845 A</td>
</tr>
<tr>
<td>21-22</td>
<td>725 A</td>
<td>745 A</td>
<td>614 A</td>
<td>532 A</td>
<td>632 A</td>
<td>724 A</td>
</tr>
<tr>
<td>22-23</td>
<td>490 A</td>
<td>626 A</td>
<td>577 A</td>
<td>411 A</td>
<td>379 A</td>
<td>476 A</td>
</tr>
<tr>
<td>23-24</td>
<td>309 A</td>
<td>433 A</td>
<td>458 A</td>
<td>239 A</td>
<td>260 A</td>
<td>267 A</td>
</tr>
</tbody>
</table>

Day Total | 16279 A | 16586 A | 13175 A | 11475 A | 15143 A | 15682 A |

AM Peak Hour | 07-08 | 11-12 | 11-12 | 11-12 | 07-08 | 11-12 |
AM Peak Traffic | 771 | 739 | 778 | 621 | 712 | 743 |
PM Peak Hour | 17-18 | 16-17 | 14-15 | 13-14 | 17-18 | 17-18 |
PM Peak Traffic | 1956 | 1482 | 912 | 840 | 1834 | 1854 |
### District County Route Prefix Postmile Leg
03     SAC   005   28.817   P

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>NB OFF TO DEL PASO</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 7-Day Periods
#### NORTH

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>98688</td>
<td>14098</td>
<td>1st</td>
<td>73797</td>
<td>14759</td>
</tr>
<tr>
<td>2nd</td>
<td>106578</td>
<td>15225</td>
<td>2nd</td>
<td>80865</td>
<td>16173</td>
</tr>
<tr>
<td>3rd</td>
<td>104935</td>
<td>14991</td>
<td>3rd</td>
<td>80121</td>
<td>16024</td>
</tr>
<tr>
<td>4th</td>
<td>104111</td>
<td>14873</td>
<td>4th</td>
<td>79461</td>
<td>15892</td>
</tr>
</tbody>
</table>

### 5-Day Periods
#### NORTH

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>73797</td>
<td>14759</td>
</tr>
<tr>
<td>2nd</td>
<td>80865</td>
<td>16173</td>
</tr>
<tr>
<td>3rd</td>
<td>80121</td>
<td>16024</td>
</tr>
<tr>
<td>4th</td>
<td>79461</td>
<td>15892</td>
</tr>
</tbody>
</table>
## CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.882</td>
<td>N</td>
</tr>
</tbody>
</table>

**Location Description**

SB ON FROM EB DEL PASO

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

#### Year

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>34 A</td>
<td>34 A</td>
<td>12 A</td>
<td>13 A</td>
<td>10 A</td>
<td>17 A</td>
<td>20 A</td>
<td>19 A</td>
</tr>
<tr>
<td>1-2</td>
<td>16 A</td>
<td>22 A</td>
<td>11 A</td>
<td>7 A</td>
<td>11 A</td>
<td>2 A</td>
<td>11 A</td>
<td>15 A</td>
</tr>
<tr>
<td>2-3</td>
<td>16 A</td>
<td>23 A</td>
<td>7 A</td>
<td>12 A</td>
<td>4 A</td>
<td>13 A</td>
<td>4 A</td>
<td>17 A</td>
</tr>
<tr>
<td>3-4</td>
<td>15 A</td>
<td>17 A</td>
<td>7 A</td>
<td>12 A</td>
<td>10 A</td>
<td>2 A</td>
<td>7 A</td>
<td>11 A</td>
</tr>
<tr>
<td>4-5</td>
<td>15 A</td>
<td>8 A</td>
<td>22 A</td>
<td>22 A</td>
<td>24 A</td>
<td>21 A</td>
<td>23 A</td>
<td>12 A</td>
</tr>
<tr>
<td>5-6</td>
<td>19 A</td>
<td>31 A</td>
<td>8 A</td>
<td>69 A</td>
<td>8 A</td>
<td>82 A</td>
<td>57 A</td>
<td>31 A</td>
</tr>
<tr>
<td>6-7</td>
<td>57 A</td>
<td>46 A</td>
<td>185 A</td>
<td>236 A</td>
<td>204 A</td>
<td>231 A</td>
<td>214 A</td>
<td>57 A</td>
</tr>
<tr>
<td>7-8</td>
<td>95 A</td>
<td>52 A</td>
<td>418 A</td>
<td>457 A</td>
<td>447 A</td>
<td>416 A</td>
<td>397 A</td>
<td>101 A</td>
</tr>
<tr>
<td>8-9</td>
<td>150 A</td>
<td>118 A</td>
<td>380 A</td>
<td>359 A</td>
<td>394 A</td>
<td>335 A</td>
<td>358 A</td>
<td>147 A</td>
</tr>
<tr>
<td>9-10</td>
<td>192 A</td>
<td>173 A</td>
<td>152 A</td>
<td>175 A</td>
<td>179 A</td>
<td>167 A</td>
<td>184 A</td>
<td>170 A</td>
</tr>
<tr>
<td>10-11</td>
<td>176 A</td>
<td>169 A</td>
<td>145 A</td>
<td>130 A</td>
<td>144 A</td>
<td>145 A</td>
<td>172 A</td>
<td>197 A</td>
</tr>
<tr>
<td>11-12</td>
<td>203 A</td>
<td>176 A</td>
<td>125 A</td>
<td>126 A</td>
<td>116 A</td>
<td>127 A</td>
<td>136 A</td>
<td>183 A</td>
</tr>
<tr>
<td>12-13</td>
<td>195 A</td>
<td>154 A</td>
<td>163 A</td>
<td>164 A</td>
<td>132 A</td>
<td>139 A</td>
<td>134 A</td>
<td>193 A</td>
</tr>
<tr>
<td>13-14</td>
<td>225 A</td>
<td>146 A</td>
<td>166 A</td>
<td>133 A</td>
<td>131 A</td>
<td>154 A</td>
<td>173 A</td>
<td>158 A</td>
</tr>
<tr>
<td>14-15</td>
<td>170 A</td>
<td>151 A</td>
<td>142 A</td>
<td>115 A</td>
<td>139 A</td>
<td>164 A</td>
<td>159 A</td>
<td>154 A</td>
</tr>
<tr>
<td>15-16</td>
<td>180 A</td>
<td>150 A</td>
<td>168 A</td>
<td>137 A</td>
<td>162 A</td>
<td>177 A</td>
<td>157 A</td>
<td>152 A</td>
</tr>
<tr>
<td>16-17</td>
<td>167 A</td>
<td>146 A</td>
<td>128 A</td>
<td>159 A</td>
<td>130 A</td>
<td>133 A</td>
<td>133 A</td>
<td>133 A</td>
</tr>
<tr>
<td>17-18</td>
<td>182 A</td>
<td>151 A</td>
<td>136 A</td>
<td>120 A</td>
<td>152 A</td>
<td>133 A</td>
<td>118 A</td>
<td>174 A</td>
</tr>
<tr>
<td>18-19</td>
<td>159 A</td>
<td>113 A</td>
<td>143 A</td>
<td>152 A</td>
<td>154 A</td>
<td>149 A</td>
<td>179 A</td>
<td>178 A</td>
</tr>
<tr>
<td>19-20</td>
<td>115 A</td>
<td>106 A</td>
<td>77 A</td>
<td>99 A</td>
<td>106 A</td>
<td>108 A</td>
<td>134 A</td>
<td>119 A</td>
</tr>
<tr>
<td>20-21</td>
<td>100 A</td>
<td>108 A</td>
<td>83 A</td>
<td>70 A</td>
<td>72 A</td>
<td>97 A</td>
<td>104 A</td>
<td>103 A</td>
</tr>
<tr>
<td>21-22</td>
<td>98 A</td>
<td>67 A</td>
<td>51 A</td>
<td>93 A</td>
<td>67 A</td>
<td>88 A</td>
<td>92 A</td>
<td>110 A</td>
</tr>
<tr>
<td>22-23</td>
<td>72 A</td>
<td>45 A</td>
<td>47 A</td>
<td>76 A</td>
<td>43 A</td>
<td>58 A</td>
<td>79 A</td>
<td>77 A</td>
</tr>
<tr>
<td>23-24</td>
<td>60 A</td>
<td>25 A</td>
<td>26 A</td>
<td>29 A</td>
<td>30 A</td>
<td>25 A</td>
<td>52 A</td>
<td>64 A</td>
</tr>
</tbody>
</table>

**Day Total**

|       | 2711 A | 2231 A | 2878 A | 2965 A | 2949 A | 2993 A | 3097 A | 2575 A |

**AM Peak Hour**

|       | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 07-08 | 10-11 |

**AM Peak Traffic**

|       | 203   | 418   | 457   | 447   | 416   | 397   | 197   |

**PM Peak Hour**


**PM Peak Traffic**

|       | 225   | 168   | 164   | 162   | 177   | 179   | 193   |
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description

**District:** SAC  **County:** 005  **Postmile:** 28.882  **Legal:** N

**Location:** SB ON FROM EB DEL PASO

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>9 A</td>
<td>19 A</td>
<td>14 A</td>
<td>19 A</td>
<td>21 A</td>
<td>28 A</td>
<td>21 A</td>
<td>17 A</td>
</tr>
<tr>
<td>1-2</td>
<td>5 A</td>
<td>10 A</td>
<td>8 A</td>
<td>7 A</td>
<td>11 A</td>
<td>19 A</td>
<td>29 A</td>
<td>10 A</td>
</tr>
<tr>
<td>2-3</td>
<td>12 A</td>
<td>13 A</td>
<td>8 A</td>
<td>8 A</td>
<td>9 A</td>
<td>13 A</td>
<td>25 A</td>
<td>9 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>11 A</td>
<td>8 A</td>
<td>12 A</td>
<td>12 A</td>
<td>20 A</td>
<td>17 A</td>
<td>11 A</td>
</tr>
<tr>
<td>4-5</td>
<td>21 A</td>
<td>18 A</td>
<td>16 A</td>
<td>26 A</td>
<td>21 A</td>
<td>20 A</td>
<td>8 A</td>
<td>25 A</td>
</tr>
<tr>
<td>5-6</td>
<td>69 A</td>
<td>70 A</td>
<td>70 A</td>
<td>65 A</td>
<td>55 A</td>
<td>20 A</td>
<td>26 A</td>
<td>76 A</td>
</tr>
<tr>
<td>6-7</td>
<td>173 A</td>
<td>217 A</td>
<td>214 A</td>
<td>216 A</td>
<td>197 A</td>
<td>58 A</td>
<td>41 A</td>
<td>180 A</td>
</tr>
<tr>
<td>7-8</td>
<td>382 A</td>
<td>420 A</td>
<td>414 A</td>
<td>408 A</td>
<td>391 A</td>
<td>79 A</td>
<td>51 A</td>
<td>357 A</td>
</tr>
<tr>
<td>8-9</td>
<td>397 A</td>
<td>426 A</td>
<td>432 A</td>
<td>392 A</td>
<td>390 A</td>
<td>129 A</td>
<td>106 A</td>
<td>357 A</td>
</tr>
<tr>
<td>9-10</td>
<td>200 A</td>
<td>198 A</td>
<td>183 A</td>
<td>225 A</td>
<td>221 A</td>
<td>156 A</td>
<td>150 A</td>
<td>168 A</td>
</tr>
<tr>
<td>10-11</td>
<td>159 A</td>
<td>133 A</td>
<td>142 A</td>
<td>137 A</td>
<td>180 A</td>
<td>162 A</td>
<td>188 A</td>
<td>133 A</td>
</tr>
<tr>
<td>11-12</td>
<td>139 A</td>
<td>152 A</td>
<td>113 A</td>
<td>148 A</td>
<td>172 A</td>
<td>166 A</td>
<td>157 A</td>
<td>126 A</td>
</tr>
<tr>
<td>12-13</td>
<td>142 A</td>
<td>139 A</td>
<td>127 A</td>
<td>140 A</td>
<td>172 A</td>
<td>203 A</td>
<td>168 A</td>
<td>119 A</td>
</tr>
<tr>
<td>13-14</td>
<td>161 A</td>
<td>144 A</td>
<td>158 A</td>
<td>147 A</td>
<td>170 A</td>
<td>177 A</td>
<td>158 A</td>
<td>139 A</td>
</tr>
<tr>
<td>14-15</td>
<td>160 A</td>
<td>140 A</td>
<td>156 A</td>
<td>160 A</td>
<td>174 A</td>
<td>157 A</td>
<td>133 A</td>
<td>166 A</td>
</tr>
<tr>
<td>15-16</td>
<td>184 A</td>
<td>176 A</td>
<td>177 A</td>
<td>198 A</td>
<td>180 A</td>
<td>147 A</td>
<td>118 A</td>
<td>155 A</td>
</tr>
<tr>
<td>16-17</td>
<td>148 A</td>
<td>139 A</td>
<td>151 A</td>
<td>144 A</td>
<td>137 A</td>
<td>180 A</td>
<td>150 A</td>
<td>144 A</td>
</tr>
<tr>
<td>17-18</td>
<td>137 A</td>
<td>132 A</td>
<td>142 A</td>
<td>148 A</td>
<td>144 A</td>
<td>161 A</td>
<td>133 A</td>
<td>114 A</td>
</tr>
<tr>
<td>18-19</td>
<td>127 A</td>
<td>164 A</td>
<td>149 A</td>
<td>133 A</td>
<td>149 A</td>
<td>141 A</td>
<td>105 A</td>
<td>151 A</td>
</tr>
<tr>
<td>19-20</td>
<td>96 A</td>
<td>93 A</td>
<td>104 A</td>
<td>103 A</td>
<td>138 A</td>
<td>129 A</td>
<td>95 A</td>
<td>93 A</td>
</tr>
<tr>
<td>20-21</td>
<td>79 A</td>
<td>76 A</td>
<td>70 A</td>
<td>106 A</td>
<td>102 A</td>
<td>99 A</td>
<td>112 A</td>
<td>93 A</td>
</tr>
<tr>
<td>21-22</td>
<td>50 A</td>
<td>61 A</td>
<td>69 A</td>
<td>125 A</td>
<td>91 A</td>
<td>110 A</td>
<td>81 A</td>
<td>66 A</td>
</tr>
<tr>
<td>22-23</td>
<td>51 A</td>
<td>47 A</td>
<td>47 A</td>
<td>61 A</td>
<td>62 A</td>
<td>92 A</td>
<td>55 A</td>
<td>49 A</td>
</tr>
<tr>
<td>23-24</td>
<td>43 A</td>
<td>24 A</td>
<td>59 A</td>
<td>39 A</td>
<td>55 A</td>
<td>66 A</td>
<td>29 A</td>
<td>35 A</td>
</tr>
</tbody>
</table>

**Day Total**

954 A 3022 A 3031 A 3167 A 3254 A 2532 A 2156 A 2793 A

**AM Peak Hour**

08-09 08-09 08-09 07-08 07-08 11-12 10-11 07-08

**AM Peak Traffic**

397 426 432 408 391 166 188 357

**PM Peak Hour**


**PM Peak Traffic**

184 176 177 198 180 203 168 166
### District County Route Prefix Postmile Leg
03 SAC 005 28.882 N

#### Location Description
SB ON FROM EB DEL PASO

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>24</td>
<td>15</td>
<td>16</td>
<td>11</td>
<td>25</td>
<td>26</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>1-2</td>
<td>3</td>
<td>5</td>
<td>7</td>
<td>10</td>
<td>28</td>
<td>31</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>2-3</td>
<td>8</td>
<td>9</td>
<td>9</td>
<td>10</td>
<td>19</td>
<td>17</td>
<td>11</td>
<td>9</td>
</tr>
<tr>
<td>3-4</td>
<td>12</td>
<td>7</td>
<td>10</td>
<td>12</td>
<td>22</td>
<td>23</td>
<td>6</td>
<td>13</td>
</tr>
<tr>
<td>4-5</td>
<td>23</td>
<td>26</td>
<td>24</td>
<td>22</td>
<td>13</td>
<td>8</td>
<td>25</td>
<td>18</td>
</tr>
<tr>
<td>5-6</td>
<td>83</td>
<td>76</td>
<td>69</td>
<td>69</td>
<td>22</td>
<td>28</td>
<td>69</td>
<td>68</td>
</tr>
<tr>
<td>6-7</td>
<td>193</td>
<td>204</td>
<td>194</td>
<td>144</td>
<td>52</td>
<td>37</td>
<td>173</td>
<td>218</td>
</tr>
<tr>
<td>7-8</td>
<td>413</td>
<td>395</td>
<td>399</td>
<td>355</td>
<td>82</td>
<td>64</td>
<td>359</td>
<td>397</td>
</tr>
<tr>
<td>8-9</td>
<td>389</td>
<td>370</td>
<td>376</td>
<td>273</td>
<td>134</td>
<td>89</td>
<td>300</td>
<td>305</td>
</tr>
<tr>
<td>9-10</td>
<td>189</td>
<td>196</td>
<td>210</td>
<td>201</td>
<td>202</td>
<td>151</td>
<td>191</td>
<td>175</td>
</tr>
<tr>
<td>10-11</td>
<td>138</td>
<td>141</td>
<td>130</td>
<td>160</td>
<td>167</td>
<td>175</td>
<td>142</td>
<td>142</td>
</tr>
<tr>
<td>11-12</td>
<td>109</td>
<td>138</td>
<td>146</td>
<td>173</td>
<td>166</td>
<td>164</td>
<td>140</td>
<td>121</td>
</tr>
<tr>
<td>12-13</td>
<td>136</td>
<td>131</td>
<td>144</td>
<td>173</td>
<td>169</td>
<td>151</td>
<td>170</td>
<td>160</td>
</tr>
<tr>
<td>13-14</td>
<td>123</td>
<td>158</td>
<td>146</td>
<td>135</td>
<td>131</td>
<td>159</td>
<td>145</td>
<td>140</td>
</tr>
<tr>
<td>14-15</td>
<td>155</td>
<td>160</td>
<td>143</td>
<td>149</td>
<td>173</td>
<td>110</td>
<td>185</td>
<td>125</td>
</tr>
<tr>
<td>15-16</td>
<td>187</td>
<td>186</td>
<td>224</td>
<td>161</td>
<td>156</td>
<td>110</td>
<td>139</td>
<td>128</td>
</tr>
<tr>
<td>16-17</td>
<td>124</td>
<td>147</td>
<td>140</td>
<td>122</td>
<td>150</td>
<td>123</td>
<td>142</td>
<td>127</td>
</tr>
<tr>
<td>17-18</td>
<td>112</td>
<td>133</td>
<td>107</td>
<td>170</td>
<td>167</td>
<td>115</td>
<td>122</td>
<td>117</td>
</tr>
<tr>
<td>18-19</td>
<td>118</td>
<td>137</td>
<td>165</td>
<td>185</td>
<td>149</td>
<td>116</td>
<td>148</td>
<td>138</td>
</tr>
<tr>
<td>19-20</td>
<td>96</td>
<td>97</td>
<td>118</td>
<td>122</td>
<td>142</td>
<td>122</td>
<td>149</td>
<td>112</td>
</tr>
<tr>
<td>20-21</td>
<td>92</td>
<td>96</td>
<td>109</td>
<td>86</td>
<td>115</td>
<td>101</td>
<td>150</td>
<td>88</td>
</tr>
<tr>
<td>21-22</td>
<td>74</td>
<td>70</td>
<td>73</td>
<td>105</td>
<td>81</td>
<td>88</td>
<td>73</td>
<td>70</td>
</tr>
<tr>
<td>22-23</td>
<td>54</td>
<td>46</td>
<td>57</td>
<td>64</td>
<td>81</td>
<td>49</td>
<td>68</td>
<td>57</td>
</tr>
<tr>
<td>23-24</td>
<td>23</td>
<td>25</td>
<td>28</td>
<td>48</td>
<td>57</td>
<td>29</td>
<td>25</td>
<td>35</td>
</tr>
</tbody>
</table>

#### Day Total
- **2878 A**
- **2968 A**
- **3044 A**
- **2960 A**
- **2503 A**
- **2086 A**
- **2959 A**
- **2791 A**

#### AM Peak Hour
- **07-08**
- **07-08**
- **07-08**
- **09-10**
- **10-11**
- **07-08**
- **07-08**

#### AM Peak Traffic
- **413**
- **395**
- **399**
- **355**
- **202**
- **175**
- **359**
- **397**

#### PM Peak Hour
- **15-16**
- **15-16**
- **15-16**
- **18-19**
- **14-15**
- **13-14**
- **14-15**
- **12-13**

#### PM Peak Traffic
- **187**
- **186**
- **224**
- **185**
- **173**
- **159**
- **185**
- **160**
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>19 A</td>
<td>15 A</td>
<td>17 A</td>
<td>33 A</td>
<td>50 A</td>
<td>15 A</td>
</tr>
<tr>
<td>1-2</td>
<td>10 A</td>
<td>4 A</td>
<td>6 A</td>
<td>15 A</td>
<td>21 A</td>
<td>17 A</td>
</tr>
<tr>
<td>2-3</td>
<td>11 A</td>
<td>8 A</td>
<td>6 A</td>
<td>14 A</td>
<td>13 A</td>
<td>11 A</td>
</tr>
<tr>
<td>3-4</td>
<td>15 A</td>
<td>10 A</td>
<td>11 A</td>
<td>13 A</td>
<td>13 A</td>
<td>11 A</td>
</tr>
<tr>
<td>4-5</td>
<td>16 A</td>
<td>21 A</td>
<td>19 A</td>
<td>13 A</td>
<td>12 A</td>
<td>29 A</td>
</tr>
<tr>
<td>5-6</td>
<td>65 A</td>
<td>61 A</td>
<td>52 A</td>
<td>18 A</td>
<td>22 A</td>
<td>60 A</td>
</tr>
<tr>
<td>6-7</td>
<td>175 A</td>
<td>195 A</td>
<td>188 A</td>
<td>47 A</td>
<td>40 A</td>
<td>160 A</td>
</tr>
<tr>
<td>7-8</td>
<td>397 A</td>
<td>413 A</td>
<td>331 A</td>
<td>104 A</td>
<td>56 A</td>
<td>320 A</td>
</tr>
<tr>
<td>8-9</td>
<td>340 A</td>
<td>346 A</td>
<td>311 A</td>
<td>129 A</td>
<td>117 A</td>
<td>323 A</td>
</tr>
<tr>
<td>9-10</td>
<td>209 A</td>
<td>174 A</td>
<td>178 A</td>
<td>193 A</td>
<td>161 A</td>
<td>145 A</td>
</tr>
<tr>
<td>10-11</td>
<td>146 A</td>
<td>138 A</td>
<td>171 A</td>
<td>218 A</td>
<td>183 A</td>
<td>147 A</td>
</tr>
<tr>
<td>11-12</td>
<td>131 A</td>
<td>131 A</td>
<td>136 A</td>
<td>194 A</td>
<td>152 A</td>
<td>167 A</td>
</tr>
<tr>
<td>12-13</td>
<td>142 A</td>
<td>158 A</td>
<td>139 A</td>
<td>185 A</td>
<td>161 A</td>
<td>152 A</td>
</tr>
<tr>
<td>13-14</td>
<td>148 A</td>
<td>132 A</td>
<td>133 A</td>
<td>165 A</td>
<td>166 A</td>
<td>155 A</td>
</tr>
<tr>
<td>14-15</td>
<td>152 A</td>
<td>117 A</td>
<td>181 A</td>
<td>175 A</td>
<td>151 A</td>
<td>171 A</td>
</tr>
<tr>
<td>15-16</td>
<td>151 A</td>
<td>152 A</td>
<td>167 A</td>
<td>158 A</td>
<td>149 A</td>
<td>165 A</td>
</tr>
<tr>
<td>16-17</td>
<td>146 A</td>
<td>134 A</td>
<td>129 A</td>
<td>175 A</td>
<td>137 A</td>
<td>130 A</td>
</tr>
<tr>
<td>17-18</td>
<td>127 A</td>
<td>137 A</td>
<td>137 A</td>
<td>144 A</td>
<td>148 A</td>
<td>139 A</td>
</tr>
<tr>
<td>18-19</td>
<td>138 A</td>
<td>146 A</td>
<td>201 A</td>
<td>143 A</td>
<td>116 A</td>
<td>142 A</td>
</tr>
<tr>
<td>19-20</td>
<td>92 A</td>
<td>114 A</td>
<td>142 A</td>
<td>128 A</td>
<td>103 A</td>
<td>107 A</td>
</tr>
<tr>
<td>20-21</td>
<td>89 A</td>
<td>104 A</td>
<td>75 A</td>
<td>108 A</td>
<td>73 A</td>
<td>76 A</td>
</tr>
<tr>
<td>21-22</td>
<td>64 A</td>
<td>97 A</td>
<td>110 A</td>
<td>106 A</td>
<td>72 A</td>
<td>71 A</td>
</tr>
<tr>
<td>22-23</td>
<td>71 A</td>
<td>61 A</td>
<td>83 A</td>
<td>92 A</td>
<td>59 A</td>
<td>46 A</td>
</tr>
<tr>
<td>23-24</td>
<td>27 A</td>
<td>36 A</td>
<td>56 A</td>
<td>60 A</td>
<td>24 A</td>
<td>30 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>2881 A</th>
<th>2904 A</th>
<th>2979 A</th>
<th>2630 A</th>
<th>2199 A</th>
<th>2789 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>10-11</th>
<th>10-11</th>
<th>08-09</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>397</th>
<th>413</th>
<th>331</th>
<th>218</th>
<th>183</th>
<th>323</th>
</tr>
</thead>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>14-15</th>
<th>12-13</th>
<th>18-19</th>
<th>12-13</th>
<th>13-14</th>
<th>14-15</th>
</tr>
</thead>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>152</th>
<th>158</th>
<th>201</th>
<th>185</th>
<th>166</th>
<th>171</th>
</tr>
</thead>
</table>
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District County Route Prefix Postmile Leg
- **District:** 03, **County:** SAC, **Route:** 005, **Prefix:** 28.882, **Postmile:** N

### Location Description
- **Location Description:** SB ON FROM EB DEL PASO

### 7-Day Periods
**SOUTH**

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>19824</td>
</tr>
<tr>
<td>2nd</td>
<td>20535</td>
</tr>
<tr>
<td>3rd</td>
<td>19302</td>
</tr>
<tr>
<td>4th</td>
<td>19230</td>
</tr>
</tbody>
</table>

### 5-Day Periods
**SOUTH**

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>14882</td>
</tr>
<tr>
<td>2nd</td>
<td>15428</td>
</tr>
<tr>
<td>3rd</td>
<td>14643</td>
</tr>
<tr>
<td>4th</td>
<td>14514</td>
</tr>
<tr>
<td>Year</td>
<td>Tue</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>APR 01</td>
</tr>
<tr>
<td>0-1</td>
<td>14 A</td>
</tr>
<tr>
<td>1-2</td>
<td>8 A</td>
</tr>
<tr>
<td>2-3</td>
<td>9 A</td>
</tr>
<tr>
<td>3-4</td>
<td>13 A</td>
</tr>
<tr>
<td>4-5</td>
<td>20 A</td>
</tr>
<tr>
<td>5-6</td>
<td>73 A</td>
</tr>
<tr>
<td>6-7</td>
<td>227 A</td>
</tr>
<tr>
<td>7-8</td>
<td>409 A</td>
</tr>
<tr>
<td>8-9</td>
<td>362 A</td>
</tr>
<tr>
<td>9-10</td>
<td>149 A</td>
</tr>
<tr>
<td>10-11</td>
<td>127 A</td>
</tr>
<tr>
<td>11-12</td>
<td>132 A</td>
</tr>
<tr>
<td>12-13</td>
<td>150 A</td>
</tr>
<tr>
<td>13-14</td>
<td>147 A</td>
</tr>
<tr>
<td>14-15</td>
<td>133 A</td>
</tr>
<tr>
<td>15-16</td>
<td>129 A</td>
</tr>
<tr>
<td>16-17</td>
<td>141 A</td>
</tr>
<tr>
<td>17-18</td>
<td>135 A</td>
</tr>
<tr>
<td>18-19</td>
<td>149 A</td>
</tr>
<tr>
<td>19-20</td>
<td>102 A</td>
</tr>
<tr>
<td>20-21</td>
<td>82 A</td>
</tr>
<tr>
<td>21-22</td>
<td>82 A</td>
</tr>
<tr>
<td>22-23</td>
<td>69 A</td>
</tr>
<tr>
<td>23-24</td>
<td>27 A</td>
</tr>
<tr>
<td>Day Total</td>
<td>2889 A</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>07-08</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>409</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>12-13</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>150</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>Direction of Count: South</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year</strong></td>
</tr>
<tr>
<td>2008</td>
</tr>
<tr>
<td>0-1</td>
</tr>
<tr>
<td>1-2</td>
</tr>
<tr>
<td>2-3</td>
</tr>
<tr>
<td>3-4</td>
</tr>
<tr>
<td>4-5</td>
</tr>
<tr>
<td>5-6</td>
</tr>
<tr>
<td>6-7</td>
</tr>
<tr>
<td>7-8</td>
</tr>
<tr>
<td>8-9</td>
</tr>
<tr>
<td>9-10</td>
</tr>
<tr>
<td>10-11</td>
</tr>
<tr>
<td>11-12</td>
</tr>
<tr>
<td>12-13</td>
</tr>
<tr>
<td>13-14</td>
</tr>
<tr>
<td>14-15</td>
</tr>
<tr>
<td>15-16</td>
</tr>
<tr>
<td>16-17</td>
</tr>
<tr>
<td>17-18</td>
</tr>
<tr>
<td>18-19</td>
</tr>
<tr>
<td>19-20</td>
</tr>
<tr>
<td>20-21</td>
</tr>
<tr>
<td>21-22</td>
</tr>
<tr>
<td>22-23</td>
</tr>
<tr>
<td>23-24</td>
</tr>
</tbody>
</table>

**Day Total** 3076 A 2996 C

**AM Peak Hour** 07-08 07-08
**AM Peak Traffic** 457 430
**PM Peak Hour** 18-19 15-16
**PM Peak Traffic** 167 182

---

**Location Description:**
SB ON FROM EB DEL PASO

**Traffic Station:**
Location Type: Ramp Connection

**Lanes:**

**Lane Code:**

---

**District:** 03  **County:** SAC  **Route:** 005  **Prefix:**  **Postmile:** 28.882  **Leg:** N
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>N</td>
<td>28.882</td>
<td></td>
<td>SB ON FROM EB DEL PASO</td>
</tr>
</tbody>
</table>

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>SOUTH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>7-Day Total</strong></td>
<td>19633</td>
</tr>
<tr>
<td><strong>Daily Average</strong></td>
<td>2805</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>SOUTH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5-Day Total</strong></td>
<td>14806</td>
</tr>
<tr>
<td><strong>Weekday Average</strong></td>
<td>2961</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>7-Day Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Daily Average</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5-Day Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Weekday Average</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg**
---|---|---|---|---|---
03 | SAC | 005 | 28.882 | N | 

**Location Description**
SB ON FROM EB DEL PASO

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 15</td>
<td>MAY 16</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
</tr>
<tr>
<td>0-1</td>
<td>15 A</td>
<td>37 A</td>
<td>31 A</td>
<td>15 A</td>
<td>14 A</td>
<td>15 A</td>
<td>17 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>18 A</td>
<td>26 A</td>
<td>13 A</td>
<td>10 A</td>
<td>8 A</td>
<td>5 A</td>
<td>12 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>14 A</td>
<td>18 A</td>
<td>19 A</td>
<td>9 A</td>
<td>6 A</td>
<td>7 A</td>
<td>6 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>12 A</td>
<td>13 A</td>
<td>15 A</td>
<td>5 A</td>
<td>15 A</td>
<td>8 A</td>
<td>8 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>30 A</td>
<td>16 A</td>
<td>15 A</td>
<td>28 A</td>
<td>30 A</td>
<td>25 A</td>
<td>21 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>73 A</td>
<td>28 A</td>
<td>23 A</td>
<td>75 A</td>
<td>76 A</td>
<td>84 A</td>
<td>74 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>195 A</td>
<td>61 A</td>
<td>44 A</td>
<td>186 A</td>
<td>227 A</td>
<td>214 A</td>
<td>210 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>442 A</td>
<td>104 A</td>
<td>66 A</td>
<td>439 A</td>
<td>457 A</td>
<td>466 A</td>
<td>446 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>381 A</td>
<td>188 A</td>
<td>101 A</td>
<td>388 A</td>
<td>391 A</td>
<td>428 A</td>
<td>399 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>207 A</td>
<td>222 A</td>
<td>162 A</td>
<td>219 A</td>
<td>210 A</td>
<td>247 A</td>
<td>229 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>190 A</td>
<td>170 A</td>
<td>174 A</td>
<td>146 A</td>
<td>132 A</td>
<td>184 A</td>
<td>148 A</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>166 A</td>
<td>153 A</td>
<td>189 A</td>
<td>168 A</td>
<td>140 A</td>
<td>142 A</td>
<td>150 A</td>
<td>154 A</td>
</tr>
<tr>
<td>12-13</td>
<td>166 A</td>
<td>154 A</td>
<td>186 A</td>
<td>259 A</td>
<td>178 A</td>
<td>175 A</td>
<td>174 A</td>
<td>158 A</td>
</tr>
<tr>
<td>13-14</td>
<td>166 A</td>
<td>174 A</td>
<td>200 A</td>
<td>168 A</td>
<td>151 A</td>
<td>122 A</td>
<td>155 A</td>
<td>180 A</td>
</tr>
<tr>
<td>14-15</td>
<td>172 A</td>
<td>171 A</td>
<td>184 A</td>
<td>150 A</td>
<td>173 A</td>
<td>166 A</td>
<td>181 A</td>
<td>205 A</td>
</tr>
<tr>
<td>15-16</td>
<td>201 A</td>
<td>215 A</td>
<td>133 A</td>
<td>123 A</td>
<td>208 A</td>
<td>206 A</td>
<td>195 A</td>
<td>202 A</td>
</tr>
<tr>
<td>16-17</td>
<td>136 A</td>
<td>155 A</td>
<td>178 A</td>
<td>151 A</td>
<td>154 A</td>
<td>178 A</td>
<td>153 A</td>
<td>155 A</td>
</tr>
<tr>
<td>17-18</td>
<td>162 A</td>
<td>170 A</td>
<td>166 A</td>
<td>138 A</td>
<td>135 A</td>
<td>127 A</td>
<td>168 A</td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>179 A</td>
<td>182 A</td>
<td>168 A</td>
<td>124 A</td>
<td>146 A</td>
<td>159 A</td>
<td>159 A</td>
<td>145 A</td>
</tr>
<tr>
<td>19-20</td>
<td>155 A</td>
<td>144 A</td>
<td>110 A</td>
<td>124 A</td>
<td>108 A</td>
<td>110 A</td>
<td>126 A</td>
<td>135 A</td>
</tr>
<tr>
<td>20-21</td>
<td>134 A</td>
<td>130 A</td>
<td>114 A</td>
<td>114 A</td>
<td>98 A</td>
<td>91 A</td>
<td>99 A</td>
<td>126 A</td>
</tr>
<tr>
<td>21-22</td>
<td>114 A</td>
<td>97 A</td>
<td>104 A</td>
<td>80 A</td>
<td>78 A</td>
<td>76 A</td>
<td>81 A</td>
<td>89 A</td>
</tr>
<tr>
<td>22-23</td>
<td>75 A</td>
<td>92 A</td>
<td>100 A</td>
<td>90 A</td>
<td>61 A</td>
<td>68 A</td>
<td>67 A</td>
<td>65 A</td>
</tr>
<tr>
<td>23-24</td>
<td>27 A</td>
<td>55 A</td>
<td>85 A</td>
<td>41 A</td>
<td>25 A</td>
<td>37 A</td>
<td>38 A</td>
<td>45 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 1853 P
- 3469 A
- 2800 A
- 2402 A
- 3175 A
- 3231 A
- 3433 A
- 3392 A

**AM Peak Hour**
- 11-12
- 07-08
- 09-10
- 10-11
- 07-08
- 07-08
- 07-08

**AM Peak Traffic**
- 166
- 442
- 222
- 174
- 439
- 457
- 466
- 446

**PM Peak Hour**
- 15-16
- 15-16
- 13-14
- 12-13
- 15-16
- 15-16
- 15-16
- 14-15

**PM Peak Traffic**
- 201
- 215
- 200
- 259
- 208
- 206
- 195
- 205
### District County Route Prefix Postmile Leg
03 SAC 005 28.882 N

#### Location Description
SB ON FROM EB DEL PASO

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 23</td>
<td>MAY 24</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
</tr>
<tr>
<td>0-1</td>
<td>27 A</td>
<td>41 A</td>
<td>34 A</td>
<td>27 A</td>
<td>21 A</td>
<td>21 A</td>
<td>25 A</td>
<td>7 A</td>
</tr>
<tr>
<td>1-2</td>
<td>9 A</td>
<td>23 A</td>
<td>34 A</td>
<td>11 A</td>
<td>12 A</td>
<td>8 A</td>
<td>23 A</td>
<td>11 A</td>
</tr>
<tr>
<td>2-3</td>
<td>8 A</td>
<td>41 A</td>
<td>18 A</td>
<td>9 A</td>
<td>7 A</td>
<td>13 A</td>
<td>14 A</td>
<td>28 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>14 A</td>
<td>14 A</td>
<td>14 A</td>
<td>11 A</td>
<td>11 A</td>
<td>10 A</td>
<td>14 A</td>
</tr>
<tr>
<td>4-5</td>
<td>22 A</td>
<td>15 A</td>
<td>14 A</td>
<td>9 A</td>
<td>24 A</td>
<td>20 A</td>
<td>22 A</td>
<td>23 A</td>
</tr>
<tr>
<td>5-6</td>
<td>61 A</td>
<td>16 A</td>
<td>23 A</td>
<td>18 A</td>
<td>73 A</td>
<td>64 A</td>
<td>66 A</td>
<td>63 A</td>
</tr>
<tr>
<td>6-7</td>
<td>181 A</td>
<td>45 A</td>
<td>27 A</td>
<td>45 A</td>
<td>207 A</td>
<td>216 A</td>
<td>211 A</td>
<td>227 A</td>
</tr>
<tr>
<td>7-8</td>
<td>428 A</td>
<td>81 A</td>
<td>62 A</td>
<td>48 A</td>
<td>402 A</td>
<td>449 A</td>
<td>441 A</td>
<td>366 A</td>
</tr>
<tr>
<td>8-9</td>
<td>375 A</td>
<td>120 A</td>
<td>97 A</td>
<td>84 A</td>
<td>402 A</td>
<td>403 A</td>
<td>376 A</td>
<td>368 A</td>
</tr>
<tr>
<td>9-10</td>
<td>219 A</td>
<td>173 A</td>
<td>152 A</td>
<td>133 A</td>
<td>198 A</td>
<td>216 A</td>
<td>227 A</td>
<td>213 A</td>
</tr>
<tr>
<td>10-11</td>
<td>216 A</td>
<td>188 A</td>
<td>196 A</td>
<td>137 A</td>
<td>177 A</td>
<td>141 A</td>
<td>155 A</td>
<td>147 A</td>
</tr>
<tr>
<td>11-12</td>
<td>165 A</td>
<td>178 A</td>
<td>169 A</td>
<td>131 A</td>
<td>159 A</td>
<td>143 A</td>
<td>165 A</td>
<td>158 A</td>
</tr>
<tr>
<td>12-13</td>
<td>178 A</td>
<td>185 A</td>
<td>149 A</td>
<td>143 A</td>
<td>164 A</td>
<td>177 A</td>
<td>157 A</td>
<td>162 A</td>
</tr>
<tr>
<td>13-14</td>
<td>214 A</td>
<td>140 A</td>
<td>171 A</td>
<td>144 A</td>
<td>143 A</td>
<td>169 A</td>
<td>158 A</td>
<td>170 A</td>
</tr>
<tr>
<td>14-15</td>
<td>187 A</td>
<td>167 A</td>
<td>151 A</td>
<td>143 A</td>
<td>150 A</td>
<td>170 A</td>
<td>160 A</td>
<td>165 A</td>
</tr>
<tr>
<td>15-16</td>
<td>180 A</td>
<td>154 A</td>
<td>157 A</td>
<td>139 A</td>
<td>231 A</td>
<td>208 A</td>
<td>216 A</td>
<td>213 A</td>
</tr>
<tr>
<td>16-17</td>
<td>124 A</td>
<td>134 A</td>
<td>150 A</td>
<td>144 A</td>
<td>160 A</td>
<td>169 A</td>
<td>164 A</td>
<td>141 A</td>
</tr>
<tr>
<td>17-18</td>
<td>189 A</td>
<td>139 A</td>
<td>140 A</td>
<td>126 A</td>
<td>149 A</td>
<td>167 A</td>
<td>174 A</td>
<td>107 A</td>
</tr>
<tr>
<td>18-19</td>
<td>181 A</td>
<td>134 A</td>
<td>109 A</td>
<td>121 A</td>
<td>150 A</td>
<td>149 A</td>
<td>158 A</td>
<td>194 A</td>
</tr>
<tr>
<td>19-20</td>
<td>138 A</td>
<td>109 A</td>
<td>106 A</td>
<td>123 A</td>
<td>106 A</td>
<td>129 A</td>
<td>117 A</td>
<td>134 A</td>
</tr>
<tr>
<td>20-21</td>
<td>101 A</td>
<td>125 A</td>
<td>95 A</td>
<td>97 A</td>
<td>89 A</td>
<td>92 A</td>
<td>113 A</td>
<td>109 A</td>
</tr>
<tr>
<td>21-22</td>
<td>88 A</td>
<td>95 A</td>
<td>80 A</td>
<td>98 A</td>
<td>71 A</td>
<td>83 A</td>
<td>80 A</td>
<td>97 A</td>
</tr>
<tr>
<td>22-23</td>
<td>96 A</td>
<td>119 A</td>
<td>77 A</td>
<td>58 A</td>
<td>52 A</td>
<td>58 A</td>
<td>76 A</td>
<td>81 A</td>
</tr>
<tr>
<td>23-24</td>
<td>61 A</td>
<td>74 A</td>
<td>46 A</td>
<td>37 A</td>
<td>36 A</td>
<td>34 A</td>
<td>38 A</td>
<td>59 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **AM Peak Hour**
  - 07-08
  - 10-11
  - 10-11
  - 07-08
  - 07-08
  - 08-09
- **AM Peak Traffic**
  - 428
  - 188
  - 196
  - 137
  - 402
  - 449
  - 441
  - 368
- **PM Peak Hour**
  - 13-14
  - 12-13
  - 13-14
  - 15-16
  - 15-16
  - 15-16
  - 15-16
  - 15-16
- **PM Peak Traffic**
  - 214
  - 185
  - 171
  - 144
  - 231
  - 208
  - 216
  - 213
Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>40 A</td>
</tr>
<tr>
<td>1-2</td>
<td>27 A</td>
</tr>
<tr>
<td>2-3</td>
<td>25 A</td>
</tr>
<tr>
<td>3-4</td>
<td>14 A</td>
</tr>
<tr>
<td>4-5</td>
<td>20 A</td>
</tr>
<tr>
<td>5-6</td>
<td>25 A</td>
</tr>
<tr>
<td>6-7</td>
<td>58 A</td>
</tr>
<tr>
<td>7-8</td>
<td>84 A</td>
</tr>
<tr>
<td>8-9</td>
<td>149 A</td>
</tr>
<tr>
<td>9-10</td>
<td>164 A</td>
</tr>
<tr>
<td>10-11</td>
<td>177 A</td>
</tr>
<tr>
<td>11-12</td>
<td>157 A</td>
</tr>
<tr>
<td>12-13</td>
<td>178 A</td>
</tr>
<tr>
<td>13-14</td>
<td>169 A</td>
</tr>
<tr>
<td>14-15</td>
<td>132 A</td>
</tr>
<tr>
<td>15-16</td>
<td>136 A</td>
</tr>
<tr>
<td>16-17</td>
<td>175 A</td>
</tr>
<tr>
<td>17-18</td>
<td>148 A</td>
</tr>
<tr>
<td>18-19</td>
<td>125 A</td>
</tr>
<tr>
<td>19-20</td>
<td>121 A</td>
</tr>
<tr>
<td>20-21</td>
<td>113 A</td>
</tr>
<tr>
<td>21-22</td>
<td>82 A</td>
</tr>
<tr>
<td>22-23</td>
<td>100 A</td>
</tr>
<tr>
<td>23-24</td>
<td>81 A</td>
</tr>
</tbody>
</table>

Day Total 2500 A

AM Peak Hour 10-11
AM Peak Traffic 177
PM Peak Hour 12-13
PM Peak Traffic 178
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.882</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

SB ON FROM EB DEL PASO

<table>
<thead>
<tr>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
</tr>
<tr>
<td>Ramp Connection</td>
</tr>
<tr>
<td>Lanes:</td>
</tr>
<tr>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

### 7-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>21902</td>
</tr>
<tr>
<td>2nd</td>
<td>20128</td>
</tr>
<tr>
<td>3rd</td>
<td>19640</td>
</tr>
<tr>
<td>4th</td>
<td>19132</td>
</tr>
</tbody>
</table>

### 5-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th>5-Day Periods</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>16700</td>
</tr>
<tr>
<td>2nd</td>
<td>15347</td>
</tr>
<tr>
<td>3rd</td>
<td>14800</td>
</tr>
<tr>
<td>4th</td>
<td>14400</td>
</tr>
</tbody>
</table>

7-Day Total
| 1st          | 21902         |
| 2nd          | 20128         |
| 3rd          | 19640         |
| 4th          | 19132         |

5-Day Total
| 1st          | 16700         |
| 2nd          | 15347         |
| 3rd          | 14800         |
| 4th          | 14400         |
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description**
- SB ON FROM EB DEL PASO

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>39 A</td>
<td>21 A</td>
<td>11 A</td>
<td>23 A</td>
<td>18 A</td>
<td>16 A</td>
<td>40 A</td>
<td>52 A</td>
</tr>
<tr>
<td>1-2</td>
<td>29 A</td>
<td>9 A</td>
<td>7 A</td>
<td>11 A</td>
<td>15 A</td>
<td>11 A</td>
<td>14 A</td>
<td>23 A</td>
</tr>
<tr>
<td>2-3</td>
<td>17 A</td>
<td>11 A</td>
<td>10 A</td>
<td>8 A</td>
<td>11 A</td>
<td>6 A</td>
<td>23 A</td>
<td>29 A</td>
</tr>
<tr>
<td>3-4</td>
<td>8 A</td>
<td>12 A</td>
<td>9 A</td>
<td>11 A</td>
<td>14 A</td>
<td>19 A</td>
<td>9 A</td>
<td>27 A</td>
</tr>
<tr>
<td>4-5</td>
<td>9 A</td>
<td>32 A</td>
<td>21 A</td>
<td>20 A</td>
<td>24 A</td>
<td>20 A</td>
<td>16 A</td>
<td>19 A</td>
</tr>
<tr>
<td>5-6</td>
<td>21 A</td>
<td>84 A</td>
<td>81 A</td>
<td>86 A</td>
<td>87 A</td>
<td>76 A</td>
<td>30 A</td>
<td>19 A</td>
</tr>
<tr>
<td>6-7</td>
<td>39 A</td>
<td>229 A</td>
<td>250 A</td>
<td>211 A</td>
<td>234 A</td>
<td>212 A</td>
<td>68 A</td>
<td>35 A</td>
</tr>
<tr>
<td>7-8</td>
<td>64 A</td>
<td>386 A</td>
<td>410 A</td>
<td>434 A</td>
<td>420 A</td>
<td>361 A</td>
<td>119 A</td>
<td>67 A</td>
</tr>
<tr>
<td>8-9</td>
<td>103 A</td>
<td>346 A</td>
<td>331 A</td>
<td>367 A</td>
<td>362 A</td>
<td>367 A</td>
<td>160 A</td>
<td>97 A</td>
</tr>
<tr>
<td>9-10</td>
<td>171 A</td>
<td>166 A</td>
<td>184 A</td>
<td>197 A</td>
<td>194 A</td>
<td>221 A</td>
<td>175 A</td>
<td>181 A</td>
</tr>
<tr>
<td>10-11</td>
<td>152 A</td>
<td>148 A</td>
<td>153 A</td>
<td>161 A</td>
<td>152 A</td>
<td>177 A</td>
<td>213 A</td>
<td>171 A</td>
</tr>
<tr>
<td>11-12</td>
<td>185 A</td>
<td>117 A</td>
<td>154 A</td>
<td>152 A</td>
<td>161 A</td>
<td>148 A</td>
<td>185 A</td>
<td>166 A</td>
</tr>
<tr>
<td>12-13</td>
<td>140 A</td>
<td>139 A</td>
<td>142 A</td>
<td>151 A</td>
<td>151 A</td>
<td>161 A</td>
<td>175 A</td>
<td>152 A</td>
</tr>
<tr>
<td>13-14</td>
<td>136 A</td>
<td>137 A</td>
<td>142 A</td>
<td>152 A</td>
<td>161 A</td>
<td>176 A</td>
<td>149 A</td>
<td>152 A</td>
</tr>
<tr>
<td>14-15</td>
<td>147 A</td>
<td>138 A</td>
<td>172 A</td>
<td>160 A</td>
<td>149 A</td>
<td>161 A</td>
<td>133 A</td>
<td>136 A</td>
</tr>
<tr>
<td>15-16</td>
<td>131 A</td>
<td>189 A</td>
<td>194 A</td>
<td>202 A</td>
<td>175 A</td>
<td>209 A</td>
<td>141 A</td>
<td>121 A</td>
</tr>
<tr>
<td>16-17</td>
<td>142 A</td>
<td>119 A</td>
<td>153 A</td>
<td>136 A</td>
<td>137 A</td>
<td>157 A</td>
<td>156 A</td>
<td>157 A</td>
</tr>
<tr>
<td>17-18</td>
<td>148 A</td>
<td>112 A</td>
<td>136 A</td>
<td>166 A</td>
<td>138 A</td>
<td>132 A</td>
<td>161 A</td>
<td>131 A</td>
</tr>
<tr>
<td>18-19</td>
<td>116 A</td>
<td>133 A</td>
<td>167 A</td>
<td>145 A</td>
<td>175 A</td>
<td>159 A</td>
<td>188 A</td>
<td>109 A</td>
</tr>
<tr>
<td>19-20</td>
<td>91 A</td>
<td>91 A</td>
<td>107 A</td>
<td>117 A</td>
<td>116 A</td>
<td>92 A</td>
<td>115 A</td>
<td>79 A</td>
</tr>
<tr>
<td>20-21</td>
<td>97 A</td>
<td>84 A</td>
<td>86 A</td>
<td>85 A</td>
<td>90 A</td>
<td>96 A</td>
<td>98 A</td>
<td>99 A</td>
</tr>
<tr>
<td>21-22</td>
<td>88 A</td>
<td>83 A</td>
<td>103 A</td>
<td>73 A</td>
<td>88 A</td>
<td>108 A</td>
<td>140 A</td>
<td>107 A</td>
</tr>
<tr>
<td>22-23</td>
<td>52 A</td>
<td>45 A</td>
<td>45 A</td>
<td>63 A</td>
<td>74 A</td>
<td>88 A</td>
<td>120 A</td>
<td>66 A</td>
</tr>
<tr>
<td>23-24</td>
<td>44 A</td>
<td>31 A</td>
<td>37 A</td>
<td>32 A</td>
<td>30 A</td>
<td>56 A</td>
<td>104 A</td>
<td>40 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 2169 A
- 2862 A
- 3105 A
- 3163 A
- 3176 A
- 3229 A
- 2732 A
- 2235 A

**AM Peak Hour**
- 11-12: 07-08

**AM Peak Traffic**
- 185

**PM Peak Hour**
- 17-18: 15-16

**PM Peak Traffic**
- 148
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.882</td>
<td>N</td>
<td></td>
<td>SB ON FROM EB DEL PASO</td>
</tr>
</tbody>
</table>

**Direction of Count: South**

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>16 A</td>
<td>18 A</td>
<td>18 A</td>
<td>20 A</td>
<td>15 A</td>
<td>32 A</td>
<td>28 A</td>
<td>22 A</td>
</tr>
<tr>
<td>1-2</td>
<td>13 A</td>
<td>10 A</td>
<td>13 A</td>
<td>15 A</td>
<td>14 A</td>
<td>21 A</td>
<td>23 A</td>
<td>12 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>4 A</td>
<td>3 A</td>
<td>5 A</td>
<td>15 A</td>
<td>15 A</td>
<td>24 A</td>
<td>12 A</td>
</tr>
<tr>
<td>3-4</td>
<td>8 A</td>
<td>7 A</td>
<td>10 A</td>
<td>11 A</td>
<td>13 A</td>
<td>12 A</td>
<td>10 A</td>
<td>13 A</td>
</tr>
<tr>
<td>4-5</td>
<td>23 A</td>
<td>19 A</td>
<td>21 A</td>
<td>21 A</td>
<td>8 A</td>
<td>6 A</td>
<td>30 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>92 A</td>
<td>97 A</td>
<td>75 A</td>
<td>84 A</td>
<td>73 A</td>
<td>31 A</td>
<td>27 A</td>
<td>88 A</td>
</tr>
<tr>
<td>6-7</td>
<td>216 A</td>
<td>251 A</td>
<td>241 A</td>
<td>235 A</td>
<td>203 A</td>
<td>69 A</td>
<td>31 A</td>
<td>205 A</td>
</tr>
<tr>
<td>7-8</td>
<td>379 A</td>
<td>417 A</td>
<td>379 A</td>
<td>409 A</td>
<td>354 A</td>
<td>90 A</td>
<td>56 A</td>
<td>321 A</td>
</tr>
<tr>
<td>8-9</td>
<td>340 A</td>
<td>398 A</td>
<td>435 A</td>
<td>357 A</td>
<td>352 A</td>
<td>155 A</td>
<td>105 A</td>
<td>265 A</td>
</tr>
<tr>
<td>9-10</td>
<td>166 C</td>
<td>201 A</td>
<td>227 A</td>
<td>238 A</td>
<td>189 A</td>
<td>163 A</td>
<td>148 A</td>
<td>161 A</td>
</tr>
<tr>
<td>10-11</td>
<td>164 A</td>
<td>130 A</td>
<td>141 A</td>
<td>155 A</td>
<td>180 A</td>
<td>169 A</td>
<td>189 A</td>
<td>142 A</td>
</tr>
<tr>
<td>11-12</td>
<td>129 A</td>
<td>148 A</td>
<td>130 A</td>
<td>136 A</td>
<td>239 A</td>
<td>159 A</td>
<td>167 A</td>
<td>127 A</td>
</tr>
<tr>
<td>12-13</td>
<td>137 A</td>
<td>151 A</td>
<td>158 A</td>
<td>150 A</td>
<td>176 A</td>
<td>156 A</td>
<td>157 A</td>
<td>151 A</td>
</tr>
<tr>
<td>13-14</td>
<td>157 A</td>
<td>151 A</td>
<td>160 A</td>
<td>180 A</td>
<td>185 A</td>
<td>163 A</td>
<td>156 A</td>
<td>134 A</td>
</tr>
<tr>
<td>14-15</td>
<td>190 A</td>
<td>165 A</td>
<td>159 A</td>
<td>193 A</td>
<td>182 A</td>
<td>158 A</td>
<td>144 A</td>
<td>116 A</td>
</tr>
<tr>
<td>15-16</td>
<td>181 A</td>
<td>215 A</td>
<td>177 A</td>
<td>188 A</td>
<td>158 A</td>
<td>135 A</td>
<td>130 A</td>
<td>160 A</td>
</tr>
<tr>
<td>16-17</td>
<td>131 A</td>
<td>382 A</td>
<td>130 A</td>
<td>136 A</td>
<td>144 A</td>
<td>137 A</td>
<td>108 A</td>
<td>121 A</td>
</tr>
<tr>
<td>17-18</td>
<td>128 A</td>
<td>137 A</td>
<td>124 A</td>
<td>162 A</td>
<td>150 A</td>
<td>142 A</td>
<td>122 A</td>
<td>121 A</td>
</tr>
<tr>
<td>18-19</td>
<td>137 A</td>
<td>141 A</td>
<td>165 A</td>
<td>150 A</td>
<td>174 A</td>
<td>160 A</td>
<td>120 A</td>
<td>114 A</td>
</tr>
<tr>
<td>19-20</td>
<td>95 A</td>
<td>116 A</td>
<td>131 A</td>
<td>92 A</td>
<td>160 A</td>
<td>138 A</td>
<td>94 A</td>
<td>88 A</td>
</tr>
<tr>
<td>20-21</td>
<td>82 A</td>
<td>69 A</td>
<td>100 A</td>
<td>87 A</td>
<td>80 A</td>
<td>99 A</td>
<td>85 A</td>
<td>78 A</td>
</tr>
<tr>
<td>21-22</td>
<td>73 A</td>
<td>86 A</td>
<td>78 A</td>
<td>100 A</td>
<td>82 A</td>
<td>110 A</td>
<td>121 A</td>
<td>82 A</td>
</tr>
<tr>
<td>22-23</td>
<td>38 A</td>
<td>49 A</td>
<td>47 A</td>
<td>73 A</td>
<td>85 A</td>
<td>98 A</td>
<td>77 A</td>
<td>53 A</td>
</tr>
<tr>
<td>23-24</td>
<td>35 A</td>
<td>27 A</td>
<td>37 A</td>
<td>33 A</td>
<td>35 A</td>
<td>60 A</td>
<td>31 A</td>
<td>44 A</td>
</tr>
</tbody>
</table>

| Day Total | 2940 C | 3389 A | 3159 A | 3230 A | 3279 A | 2480 A | 2159 A | 2660 A |

**AM Peak Hour**
- 07-08
- 07-08
- 08-09
- 07-08
- 07-08
- 10-11
- 10-11
- 07-08

**AM Peak Traffic**
- 379
- 417
- 435
- 409
- 354
- 169
- 189
- 321

**PM Peak Hour**
- 14-15
- 16-17
- 15-16
- 14-15
- 13-14
- 13-14
- 12-13
- 15-16

**PM Peak Traffic**
- 190
- 382
- 177
- 193
- 185
- 163
- 157
- 160
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.882</td>
<td>N</td>
<td></td>
<td>SB ON FROM EB DEL PASO</td>
</tr>
</tbody>
</table>

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>16 A</td>
<td>16 A</td>
<td>24 A</td>
<td>13 A</td>
<td>29 A</td>
<td>44 A</td>
<td>10 A</td>
<td>11 A</td>
</tr>
<tr>
<td>1-2</td>
<td>9 A</td>
<td>13 A</td>
<td>8 A</td>
<td>11 A</td>
<td>17 A</td>
<td>20 A</td>
<td>12 A</td>
<td>8 A</td>
</tr>
<tr>
<td>2-3</td>
<td>8 A</td>
<td>13 A</td>
<td>16 A</td>
<td>22 A</td>
<td>25 A</td>
<td>25 A</td>
<td>13 A</td>
<td>12 A</td>
</tr>
<tr>
<td>3-4</td>
<td>11 A</td>
<td>12 A</td>
<td>12 A</td>
<td>14 A</td>
<td>14 A</td>
<td>16 A</td>
<td>9 A</td>
<td>7 A</td>
</tr>
<tr>
<td>4-5</td>
<td>26 A</td>
<td>25 A</td>
<td>24 A</td>
<td>25 A</td>
<td>19 A</td>
<td>11 A</td>
<td>25 A</td>
<td>29 A</td>
</tr>
<tr>
<td>5-6</td>
<td>102 A</td>
<td>83 A</td>
<td>78 A</td>
<td>72 A</td>
<td>28 A</td>
<td>29 A</td>
<td>71 A</td>
<td>74 A</td>
</tr>
<tr>
<td>6-7</td>
<td>225 A</td>
<td>214 A</td>
<td>213 A</td>
<td>170 A</td>
<td>68 A</td>
<td>43 A</td>
<td>178 A</td>
<td>197 A</td>
</tr>
<tr>
<td>7-8</td>
<td>326 A</td>
<td>330 A</td>
<td>306 A</td>
<td>269 A</td>
<td>84 A</td>
<td>46 A</td>
<td>338 A</td>
<td>368 A</td>
</tr>
<tr>
<td>8-9</td>
<td>282 A</td>
<td>272 A</td>
<td>284 A</td>
<td>294 A</td>
<td>146 A</td>
<td>94 A</td>
<td>310 A</td>
<td>333 A</td>
</tr>
<tr>
<td>9-10</td>
<td>165 A</td>
<td>207 A</td>
<td>203 A</td>
<td>183 A</td>
<td>171 A</td>
<td>147 A</td>
<td>176 A</td>
<td>191 A</td>
</tr>
<tr>
<td>10-11</td>
<td>143 A</td>
<td>148 A</td>
<td>146 A</td>
<td>150 A</td>
<td>159 A</td>
<td>160 A</td>
<td>163 A</td>
<td>129 A</td>
</tr>
<tr>
<td>11-12</td>
<td>136 A</td>
<td>139 A</td>
<td>130 A</td>
<td>140 A</td>
<td>163 A</td>
<td>161 A</td>
<td>113 A</td>
<td>136 A</td>
</tr>
<tr>
<td>12-13</td>
<td>131 A</td>
<td>142 A</td>
<td>179 A</td>
<td>159 A</td>
<td>177 A</td>
<td>145 A</td>
<td>161 A</td>
<td>176 A</td>
</tr>
<tr>
<td>13-14</td>
<td>134 A</td>
<td>142 A</td>
<td>149 A</td>
<td>161 A</td>
<td>149 A</td>
<td>135 A</td>
<td>175 A</td>
<td>166 A</td>
</tr>
<tr>
<td>14-15</td>
<td>151 A</td>
<td>149 A</td>
<td>158 A</td>
<td>146 A</td>
<td>124 A</td>
<td>154 A</td>
<td>145 A</td>
<td>128 A</td>
</tr>
<tr>
<td>15-16</td>
<td>153 A</td>
<td>133 A</td>
<td>134 A</td>
<td>135 A</td>
<td>148 A</td>
<td>132 A</td>
<td>146 A</td>
<td>129 A</td>
</tr>
<tr>
<td>16-17</td>
<td>112 A</td>
<td>108 A</td>
<td>94 A</td>
<td>120 A</td>
<td>132 A</td>
<td>134 A</td>
<td>130 A</td>
<td>140 A</td>
</tr>
<tr>
<td>17-18</td>
<td>126 A</td>
<td>120 A</td>
<td>127 A</td>
<td>134 A</td>
<td>136 A</td>
<td>116 A</td>
<td>119 A</td>
<td>140 A</td>
</tr>
<tr>
<td>18-19</td>
<td>135 A</td>
<td>130 A</td>
<td>148 A</td>
<td>147 A</td>
<td>143 A</td>
<td>103 A</td>
<td>121 A</td>
<td>127 A</td>
</tr>
<tr>
<td>19-20</td>
<td>100 A</td>
<td>106 A</td>
<td>103 A</td>
<td>111 A</td>
<td>129 A</td>
<td>108 A</td>
<td>95 A</td>
<td>110 A</td>
</tr>
<tr>
<td>20-21</td>
<td>80 A</td>
<td>97 A</td>
<td>86 A</td>
<td>116 A</td>
<td>99 A</td>
<td>92 A</td>
<td>72 A</td>
<td>85 A</td>
</tr>
<tr>
<td>21-22</td>
<td>90 A</td>
<td>67 A</td>
<td>81 A</td>
<td>82 A</td>
<td>114 A</td>
<td>61 A</td>
<td>64 A</td>
<td>73 A</td>
</tr>
<tr>
<td>22-23</td>
<td>50 A</td>
<td>53 A</td>
<td>65 A</td>
<td>67 A</td>
<td>93 A</td>
<td>53 A</td>
<td>55 A</td>
<td>55 A</td>
</tr>
<tr>
<td>23-24</td>
<td>40 A</td>
<td>43 A</td>
<td>35 A</td>
<td>65 A</td>
<td>70 A</td>
<td>44 A</td>
<td>38 A</td>
<td>46 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>2751 A</th>
<th>2762 A</th>
<th>2803 A</th>
<th>2806 A</th>
<th>2437 A</th>
<th>2073 A</th>
<th>2739 A</th>
<th>2870 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>08-09</th>
<th>09-10</th>
<th>11-12</th>
<th>07-08</th>
<th>07-08</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>326</th>
<th>330</th>
<th>306</th>
<th>294</th>
<th>171</th>
<th>161</th>
<th>338</th>
<th>368</th>
</tr>
</thead>
</table>

**PM Peak Hour**

|--------|--------|--------|--------|--------|--------|--------|--------|--------|

**PM Peak Traffic**

|        | 153    | 149    | 179    | 161    | 177    | 154    | 175    | 176    |
### District County Route Prefix Postmile Leg
03 SAC 005 28.882 N

**Location Description:**
SB ON FROM EB DEL PASO

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>20 A</td>
<td>19 A</td>
<td>17 A</td>
<td>29 A</td>
<td>42 A</td>
<td>18 A</td>
</tr>
<tr>
<td>1-2</td>
<td>6 A</td>
<td>16 A</td>
<td>21 A</td>
<td>27 A</td>
<td>27 A</td>
<td>12 A</td>
</tr>
<tr>
<td>2-3</td>
<td>5 A</td>
<td>6 A</td>
<td>12 A</td>
<td>22 A</td>
<td>16 A</td>
<td>10 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>11 A</td>
<td>13 A</td>
<td>15 A</td>
<td>13 A</td>
<td>15 A</td>
</tr>
<tr>
<td>4-5</td>
<td>22 A</td>
<td>21 A</td>
<td>19 A</td>
<td>10 A</td>
<td>18 A</td>
<td>26 A</td>
</tr>
<tr>
<td>5-6</td>
<td>78 A</td>
<td>77 A</td>
<td>69 A</td>
<td>25 A</td>
<td>20 A</td>
<td>74 A</td>
</tr>
<tr>
<td>6-7</td>
<td>227 A</td>
<td>201 A</td>
<td>181 A</td>
<td>61 A</td>
<td>41 A</td>
<td>190 A</td>
</tr>
<tr>
<td>7-8</td>
<td>379 A</td>
<td>366 A</td>
<td>321 A</td>
<td>92 A</td>
<td>76 A</td>
<td>349 A</td>
</tr>
<tr>
<td>8-9</td>
<td>346 A</td>
<td>318 A</td>
<td>291 A</td>
<td>148 A</td>
<td>90 A</td>
<td>297 A</td>
</tr>
<tr>
<td>9-10</td>
<td>183 A</td>
<td>197 A</td>
<td>204 A</td>
<td>210 A</td>
<td>178 A</td>
<td>188 A</td>
</tr>
<tr>
<td>10-11</td>
<td>144 A</td>
<td>187 A</td>
<td>165 A</td>
<td>156 A</td>
<td>165 A</td>
<td>134 A</td>
</tr>
<tr>
<td>11-12</td>
<td>122 A</td>
<td>154 A</td>
<td>153 A</td>
<td>152 A</td>
<td>173 A</td>
<td>150 A</td>
</tr>
<tr>
<td>12-13</td>
<td>181 A</td>
<td>167 A</td>
<td>190 A</td>
<td>177 A</td>
<td>147 A</td>
<td>176 A</td>
</tr>
<tr>
<td>13-14</td>
<td>139 A</td>
<td>150 A</td>
<td>174 A</td>
<td>169 A</td>
<td>144 A</td>
<td>152 A</td>
</tr>
<tr>
<td>14-15</td>
<td>150 A</td>
<td>153 A</td>
<td>158 A</td>
<td>151 A</td>
<td>152 A</td>
<td>163 A</td>
</tr>
<tr>
<td>15-16</td>
<td>131 A</td>
<td>141 A</td>
<td>169 A</td>
<td>152 A</td>
<td>132 A</td>
<td>165 A</td>
</tr>
<tr>
<td>16-17</td>
<td>132 A</td>
<td>134 A</td>
<td>123 A</td>
<td>168 A</td>
<td>152 A</td>
<td>143 A</td>
</tr>
<tr>
<td>17-18</td>
<td>151 A</td>
<td>146 A</td>
<td>168 A</td>
<td>153 A</td>
<td>138 A</td>
<td>137 A</td>
</tr>
<tr>
<td>18-19</td>
<td>157 A</td>
<td>153 A</td>
<td>177 A</td>
<td>129 A</td>
<td>120 A</td>
<td>151 A</td>
</tr>
<tr>
<td>19-20</td>
<td>101 A</td>
<td>95 A</td>
<td>143 A</td>
<td>132 A</td>
<td>113 A</td>
<td>107 A</td>
</tr>
<tr>
<td>20-21</td>
<td>77 A</td>
<td>102 A</td>
<td>140 A</td>
<td>121 A</td>
<td>108 A</td>
<td>99 A</td>
</tr>
<tr>
<td>21-22</td>
<td>88 A</td>
<td>85 A</td>
<td>86 A</td>
<td>110 A</td>
<td>94 A</td>
<td>71 A</td>
</tr>
<tr>
<td>22-23</td>
<td>53 A</td>
<td>62 A</td>
<td>94 A</td>
<td>100 A</td>
<td>56 A</td>
<td>59 A</td>
</tr>
<tr>
<td>23-24</td>
<td>38 A</td>
<td>38 A</td>
<td>54 A</td>
<td>60 A</td>
<td>28 A</td>
<td>27 A</td>
</tr>
</tbody>
</table>

**Day Total:** 2940 A 2999 A 3142 A 2569 A 2243 A 2913 A

- **AM Peak Hour:**
  - 07-08
  - 379

- **AM Peak Traffic:**
  - 07-08
  - 366

- **PM Peak Hour:**
  - 12-13
  - 121

- **PM Peak Traffic:**
  - 181
  - 167
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.882</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

SB ON FROM EB DEL PASO

**Traffic Station:**

Location Type: Ramp Connection

Lanes:

Lane Code:

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTH</strong></td>
<td><strong>SOUTH</strong></td>
</tr>
<tr>
<td><strong>7-Day Total</strong></td>
<td><strong>5-Day Total</strong></td>
</tr>
<tr>
<td><strong>Daily Average</strong></td>
<td><strong>Weekday Average</strong></td>
</tr>
<tr>
<td>1st</td>
<td>20436</td>
</tr>
<tr>
<td>2nd</td>
<td>20712</td>
</tr>
<tr>
<td>3rd</td>
<td>18378</td>
</tr>
<tr>
<td>4th</td>
<td>19332</td>
</tr>
<tr>
<td>Direction of Count: South</td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
<td></td>
</tr>
</tbody>
</table>

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District County Route Prefix Postmile Leg
| 03 | SAC | 005 | 28.882 | N |

### Location Description
SB ON FROM EB DEL PASO

### Year		Tue	Wed	Thu	Fri	Sat	Sun	Mon
<table>
<thead>
<tr>
<th>2008</th>
<th>JUL 01</th>
<th>JUL 02</th>
<th>JUL 03</th>
<th>JUL 04</th>
<th>JUL 05</th>
<th>JUL 06</th>
<th>JUL 07</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### AM Peak Hour
- 07-08 07-08 07-08 10-11 10-11 11-12 07-08

### AM Peak Traffic
- 396 369 328 132 134 163 346

### PM Peak Hour
- 18-19 13-14 12-13 13-14 13-14 15-16 12-13

### PM Peak Traffic
- 168 177 184 158 161 157 170

### Day Total
- 2942 A 3011 A 3051 A 2146 A 2131 A 2100 A 2871 C
### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.882</td>
<td></td>
<td>N</td>
<td>SB ON FROM EB DEL PASO</td>
</tr>
</tbody>
</table>

#### 7-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>18252</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

#### 5-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>14021</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Thu</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>2008</td>
<td>AUG 14</td>
</tr>
<tr>
<td>0-1</td>
<td>20 A</td>
</tr>
<tr>
<td>1-2</td>
<td>17 A</td>
</tr>
<tr>
<td>2-3</td>
<td>13 A</td>
</tr>
<tr>
<td>3-4</td>
<td>14 A</td>
</tr>
<tr>
<td>4-5</td>
<td>28 A</td>
</tr>
<tr>
<td>5-6</td>
<td>66 A</td>
</tr>
<tr>
<td>6-7</td>
<td>208 A</td>
</tr>
<tr>
<td>7-8</td>
<td>378 A</td>
</tr>
<tr>
<td>8-9</td>
<td>354 A</td>
</tr>
<tr>
<td>9-10</td>
<td>221 A</td>
</tr>
<tr>
<td>10-11</td>
<td>172 A</td>
</tr>
<tr>
<td>11-12</td>
<td>150 A</td>
</tr>
<tr>
<td>12-13</td>
<td>169 A</td>
</tr>
<tr>
<td>13-14</td>
<td>171 A</td>
</tr>
<tr>
<td>14-15</td>
<td>140 A</td>
</tr>
<tr>
<td>15-16</td>
<td>206 A</td>
</tr>
<tr>
<td>16-17</td>
<td>184 A</td>
</tr>
<tr>
<td>17-18</td>
<td>170 A</td>
</tr>
<tr>
<td>18-19</td>
<td>197 A</td>
</tr>
<tr>
<td>19-20</td>
<td>114 A</td>
</tr>
<tr>
<td>20-21</td>
<td>97 A</td>
</tr>
<tr>
<td>21-22</td>
<td>77 A</td>
</tr>
<tr>
<td>22-23</td>
<td>67 A</td>
</tr>
<tr>
<td>23-24</td>
<td>39 A</td>
</tr>
</tbody>
</table>

Day Total: 1953 P 3514 A 2738 A 2706 A 3140 A 3356 A 3419 A 3332 A

AM Peak Hour: 10-11 07-08 11-12 10-11 07-08 07-08 08-09
AM Peak Traffic: 172 378 200 170 403 454 428 422
PM Peak Traffic: 206 238 192 364 193 218 226 203
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**District**

| 03 | SAC | 005 |

**Location Description**

SB ON FROM EB DEL PASO

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
</tr>
<tr>
<td>0-1</td>
<td>24 A</td>
<td>32 A</td>
<td>38 A</td>
<td>12 A</td>
<td>11 A</td>
<td>8 A</td>
<td>17 A</td>
<td>25 A</td>
</tr>
<tr>
<td>1-2</td>
<td>12 A</td>
<td>24 A</td>
<td>21 A</td>
<td>11 A</td>
<td>13 A</td>
<td>6 A</td>
<td>9 A</td>
<td>13 A</td>
</tr>
<tr>
<td>2-3</td>
<td>12 A</td>
<td>13 A</td>
<td>20 A</td>
<td>8 A</td>
<td>10 A</td>
<td>4 A</td>
<td>6 A</td>
<td>10 A</td>
</tr>
<tr>
<td>3-4</td>
<td>12 A</td>
<td>15 A</td>
<td>12 A</td>
<td>17 A</td>
<td>11 A</td>
<td>19 A</td>
<td>13 A</td>
<td>9 A</td>
</tr>
<tr>
<td>4-5</td>
<td>25 A</td>
<td>11 A</td>
<td>13 A</td>
<td>22 A</td>
<td>23 A</td>
<td>21 A</td>
<td>18 A</td>
<td>27 A</td>
</tr>
<tr>
<td>5-6</td>
<td>72 A</td>
<td>25 A</td>
<td>23 A</td>
<td>87 A</td>
<td>93 A</td>
<td>92 A</td>
<td>73 A</td>
<td>63 A</td>
</tr>
<tr>
<td>6-7</td>
<td>178 A</td>
<td>76 A</td>
<td>28 A</td>
<td>210 A</td>
<td>229 A</td>
<td>208 A</td>
<td>224 A</td>
<td>211 A</td>
</tr>
<tr>
<td>7-8</td>
<td>421 A</td>
<td>90 A</td>
<td>65 A</td>
<td>435 A</td>
<td>505 A</td>
<td>461 A</td>
<td>470 A</td>
<td>387 A</td>
</tr>
<tr>
<td>8-9</td>
<td>425 A</td>
<td>180 A</td>
<td>115 A</td>
<td>392 A</td>
<td>436 A</td>
<td>390 A</td>
<td>367 A</td>
<td>370 A</td>
</tr>
<tr>
<td>9-10</td>
<td>209 A</td>
<td>210 A</td>
<td>172 A</td>
<td>202 A</td>
<td>193 A</td>
<td>222 A</td>
<td>229 A</td>
<td>214 A</td>
</tr>
<tr>
<td>10-11</td>
<td>162 A</td>
<td>203 A</td>
<td>190 A</td>
<td>156 A</td>
<td>141 A</td>
<td>143 A</td>
<td>170 A</td>
<td>175 A</td>
</tr>
<tr>
<td>11-12</td>
<td>163 A</td>
<td>192 A</td>
<td>157 A</td>
<td>154 A</td>
<td>140 A</td>
<td>147 A</td>
<td>153 A</td>
<td>171 A</td>
</tr>
<tr>
<td>12-13</td>
<td>172 A</td>
<td>166 A</td>
<td>175 A</td>
<td>149 A</td>
<td>171 A</td>
<td>178 A</td>
<td>155 A</td>
<td>184 A</td>
</tr>
<tr>
<td>13-14</td>
<td>155 A</td>
<td>161 A</td>
<td>146 A</td>
<td>162 A</td>
<td>144 A</td>
<td>159 A</td>
<td>159 A</td>
<td>193 A</td>
</tr>
<tr>
<td>14-15</td>
<td>159 A</td>
<td>171 A</td>
<td>148 A</td>
<td>175 A</td>
<td>153 A</td>
<td>135 A</td>
<td>168 A</td>
<td>185 A</td>
</tr>
<tr>
<td>15-16</td>
<td>229 A</td>
<td>156 A</td>
<td>147 A</td>
<td>215 A</td>
<td>231 A</td>
<td>203 A</td>
<td>203 A</td>
<td>193 A</td>
</tr>
<tr>
<td>16-17</td>
<td>195 A</td>
<td>195 A</td>
<td>123 A</td>
<td>170 A</td>
<td>161 A</td>
<td>169 A</td>
<td>168 A</td>
<td>175 A</td>
</tr>
<tr>
<td>17-18</td>
<td>194 A</td>
<td>161 A</td>
<td>155 A</td>
<td>161 A</td>
<td>155 A</td>
<td>157 A</td>
<td>196 A</td>
<td>153 A</td>
</tr>
<tr>
<td>18-19</td>
<td>165 A</td>
<td>177 A</td>
<td>124 A</td>
<td>154 A</td>
<td>169 A</td>
<td>175 A</td>
<td>307 A</td>
<td>178 A</td>
</tr>
<tr>
<td>19-20</td>
<td>150 A</td>
<td>128 A</td>
<td>118 A</td>
<td>115 A</td>
<td>105 A</td>
<td>136 A</td>
<td>113 A</td>
<td>174 A</td>
</tr>
<tr>
<td>20-21</td>
<td>130 A</td>
<td>114 A</td>
<td>110 A</td>
<td>97 A</td>
<td>108 A</td>
<td>111 A</td>
<td>131 A</td>
<td>109 A</td>
</tr>
<tr>
<td>21-22</td>
<td>96 A</td>
<td>112 A</td>
<td>97 A</td>
<td>85 A</td>
<td>89 A</td>
<td>71 A</td>
<td>67 A</td>
<td>94 A</td>
</tr>
<tr>
<td>22-23</td>
<td>93 A</td>
<td>78 A</td>
<td>43 A</td>
<td>40 A</td>
<td>48 A</td>
<td>57 A</td>
<td>59 A</td>
<td>63 A</td>
</tr>
<tr>
<td>23-24</td>
<td>50 A</td>
<td>58 A</td>
<td>38 A</td>
<td>28 A</td>
<td>28 A</td>
<td>29 A</td>
<td>26 A</td>
<td>53 A</td>
</tr>
</tbody>
</table>

**Day Total**

| 3503 A | 2748 A | 2278 A | 3257 A | 3367 A | 3301 A | 3501 A | 3429 A |

**AM Peak Hour**

| 08-09 | 09-10 | 10-11 | 07-08 | 07-08 | 07-08 | 07-08 | 07-08 |

**AM Peak Traffic**

| 425 | 210 | 190 | 435 | 505 | 461 | 470 | 387 |

**PM Peak Hour**


**PM Peak Traffic**

| 229 | 195 | 175 | 215 | 231 | 203 | 307 | 193 |
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>29 A</td>
<td>36 A</td>
</tr>
<tr>
<td>1-2</td>
<td>18 A</td>
<td>25 A</td>
</tr>
<tr>
<td>2-3</td>
<td>14 A</td>
<td>16 A</td>
</tr>
<tr>
<td>3-4</td>
<td>15 A</td>
<td>15 A</td>
</tr>
<tr>
<td>4-5</td>
<td>14 A</td>
<td>13 A</td>
</tr>
<tr>
<td>5-6</td>
<td>26 A</td>
<td>18 A</td>
</tr>
<tr>
<td>6-7</td>
<td>56 A</td>
<td>36 A</td>
</tr>
<tr>
<td>7-8</td>
<td>82 A</td>
<td>66 A</td>
</tr>
<tr>
<td>8-9</td>
<td>128 A</td>
<td>107 A</td>
</tr>
<tr>
<td>9-10</td>
<td>216 A</td>
<td>192 A</td>
</tr>
<tr>
<td>10-11</td>
<td>166 A</td>
<td>197 A</td>
</tr>
<tr>
<td>11-12</td>
<td>168 A</td>
<td>181 A</td>
</tr>
<tr>
<td>12-13</td>
<td>168 A</td>
<td>151 A</td>
</tr>
<tr>
<td>13-14</td>
<td>168 A</td>
<td>151 A</td>
</tr>
<tr>
<td>14-15</td>
<td>155 A</td>
<td>141 A</td>
</tr>
<tr>
<td>15-16</td>
<td>125 A</td>
<td>157 A</td>
</tr>
<tr>
<td>16-17</td>
<td>171 A</td>
<td>145 A</td>
</tr>
<tr>
<td>17-18</td>
<td>176 A</td>
<td>138 A</td>
</tr>
<tr>
<td>18-19</td>
<td>159 A</td>
<td>138 A</td>
</tr>
<tr>
<td>19-20</td>
<td>136 A</td>
<td>113 A</td>
</tr>
<tr>
<td>20-21</td>
<td>102 A</td>
<td>106 A</td>
</tr>
<tr>
<td>21-22</td>
<td>102 A</td>
<td>104 A</td>
</tr>
<tr>
<td>22-23</td>
<td>89 A</td>
<td>91 A</td>
</tr>
<tr>
<td>23-24</td>
<td>59 A</td>
<td>46 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- **AUG 30:** 2542 A
- **AUG 31:** 2383 A

**AM Peak Hour:**
- 09-10: 10-11

**AM Peak Traffic:**
- 216

**PM Peak Hour:**
- 17-18: 15-16

**PM Peak Traffic:**
- 176
### Traffic Station:
- **Location Description:** SB ON FROM EB DEL PASO
- **Traffic Station:**
  - **Location Type:** Ramp Connection
  - **Lanes:**
  - **Lane Code:**

### 7-Day Periods
#### SOUTH
<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>22205</td>
<td>3172</td>
</tr>
<tr>
<td>2nd</td>
<td>21955</td>
<td>3136</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods
#### SOUTH
<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>16761</td>
<td>3352</td>
</tr>
<tr>
<td>2nd</td>
<td>16929</td>
<td>3386</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### District | County | Route | Prefix | Postmile | Leg
---|---|---|---|---|---
03 | SAC | 005 | 28.882 | N |

**Location Description**
SB ON FROM EB DEL PASO

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
<td>SEP 03</td>
<td>SEP 04</td>
<td>SEP 05</td>
<td>SEP 06</td>
<td>SEP 07</td>
<td>SEP 08</td>
</tr>
<tr>
<td>0-1</td>
<td>25 A</td>
<td>24 A</td>
<td>10 A</td>
<td>16 A</td>
<td>13 A</td>
<td>25 A</td>
<td>55 A</td>
<td>20 A</td>
</tr>
<tr>
<td>1-2</td>
<td>23 A</td>
<td>16 A</td>
<td>17 A</td>
<td>13 A</td>
<td>7 A</td>
<td>22 A</td>
<td>25 A</td>
<td>11 A</td>
</tr>
<tr>
<td>2-3</td>
<td>18 A</td>
<td>4 A</td>
<td>8 A</td>
<td>8 A</td>
<td>10 A</td>
<td>16 A</td>
<td>18 A</td>
<td>6 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>11 A</td>
<td>6 A</td>
<td>10 A</td>
<td>10 A</td>
<td>11 A</td>
<td>13 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>17 A</td>
<td>26 A</td>
<td>26 A</td>
<td>23 A</td>
<td>19 A</td>
<td>17 A</td>
<td>9 A</td>
<td>20 A</td>
</tr>
<tr>
<td>5-6</td>
<td>34 A</td>
<td>77 A</td>
<td>80 A</td>
<td>78 A</td>
<td>69 A</td>
<td>22 A</td>
<td>19 A</td>
<td>73 A</td>
</tr>
<tr>
<td>6-7</td>
<td>28 A</td>
<td>243 A</td>
<td>246 A</td>
<td>236 A</td>
<td>200 A</td>
<td>56 A</td>
<td>32 A</td>
<td>222 A</td>
</tr>
<tr>
<td>7-8</td>
<td>57 A</td>
<td>437 A</td>
<td>513 A</td>
<td>518 A</td>
<td>458 A</td>
<td>93 A</td>
<td>71 A</td>
<td>458 A</td>
</tr>
<tr>
<td>8-9</td>
<td>68 A</td>
<td>378 A</td>
<td>412 A</td>
<td>421 A</td>
<td>430 A</td>
<td>183 A</td>
<td>111 A</td>
<td>419 A</td>
</tr>
<tr>
<td>9-10</td>
<td>117 A</td>
<td>295 A</td>
<td>194 A</td>
<td>220 A</td>
<td>187 A</td>
<td>208 A</td>
<td>180 A</td>
<td>200 A</td>
</tr>
<tr>
<td>10-11</td>
<td>157 A</td>
<td>166 A</td>
<td>162 A</td>
<td>149 A</td>
<td>168 A</td>
<td>183 A</td>
<td>171 A</td>
<td>158 A</td>
</tr>
<tr>
<td>11-12</td>
<td>150 A</td>
<td>127 A</td>
<td>155 A</td>
<td>139 A</td>
<td>147 A</td>
<td>200 A</td>
<td>172 A</td>
<td>138 A</td>
</tr>
<tr>
<td>12-13</td>
<td>157 A</td>
<td>158 A</td>
<td>171 A</td>
<td>185 A</td>
<td>174 A</td>
<td>174 A</td>
<td>158 A</td>
<td>182 A</td>
</tr>
<tr>
<td>13-14</td>
<td>177 A</td>
<td>150 A</td>
<td>156 A</td>
<td>154 A</td>
<td>173 A</td>
<td>144 A</td>
<td>140 A</td>
<td>150 A</td>
</tr>
<tr>
<td>14-15</td>
<td>134 A</td>
<td>147 A</td>
<td>184 A</td>
<td>170 A</td>
<td>170 A</td>
<td>170 A</td>
<td>135 A</td>
<td>147 A</td>
</tr>
<tr>
<td>15-16</td>
<td>166 A</td>
<td>178 A</td>
<td>206 A</td>
<td>220 A</td>
<td>224 A</td>
<td>139 A</td>
<td>112 A</td>
<td>254 A</td>
</tr>
<tr>
<td>16-17</td>
<td>142 A</td>
<td>151 A</td>
<td>163 A</td>
<td>165 A</td>
<td>164 A</td>
<td>183 A</td>
<td>143 A</td>
<td>163 A</td>
</tr>
<tr>
<td>17-18</td>
<td>120 A</td>
<td>178 A</td>
<td>152 A</td>
<td>173 A</td>
<td>165 A</td>
<td>157 A</td>
<td>145 A</td>
<td>151 A</td>
</tr>
<tr>
<td>18-19</td>
<td>123 A</td>
<td>166 A</td>
<td>155 A</td>
<td>184 A</td>
<td>174 A</td>
<td>173 A</td>
<td>131 A</td>
<td>132 A</td>
</tr>
<tr>
<td>19-20</td>
<td>117 A</td>
<td>118 A</td>
<td>104 A</td>
<td>126 A</td>
<td>160 A</td>
<td>205 A</td>
<td>106 A</td>
<td>117 A</td>
</tr>
<tr>
<td>20-21</td>
<td>77 A</td>
<td>116 A</td>
<td>93 A</td>
<td>143 A</td>
<td>102 A</td>
<td>163 A</td>
<td>118 A</td>
<td>90 A</td>
</tr>
<tr>
<td>21-22</td>
<td>93 A</td>
<td>60 A</td>
<td>79 A</td>
<td>81 A</td>
<td>95 A</td>
<td>132 A</td>
<td>78 A</td>
<td>71 A</td>
</tr>
<tr>
<td>22-23</td>
<td>45 A</td>
<td>55 A</td>
<td>47 A</td>
<td>45 A</td>
<td>86 A</td>
<td>99 A</td>
<td>65 A</td>
<td>55 A</td>
</tr>
<tr>
<td>23-24</td>
<td>38 A</td>
<td>24 A</td>
<td>26 A</td>
<td>34 A</td>
<td>39 A</td>
<td>65 A</td>
<td>40 A</td>
<td>30 A</td>
</tr>
</tbody>
</table>

| Day Total | 2093 A | 3305 A | 3365 A | 3511 A | 3444 A | 2839 A | 2245 A | 3280 A |

- **AM Peak Hour**
  - 10-11: 07-08
  - **AM Peak Traffic**: 157
  - **PM Peak Hour**
    - 13-14: 15-16
    - **PM Peak Traffic**: 177
### CALTRANS TRAFFIC VOLUMES
#### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>21 A</td>
<td>14 A</td>
<td>19 A</td>
<td>16 A</td>
<td>30 A</td>
<td>33 A</td>
<td>21 A</td>
<td>10 A</td>
</tr>
<tr>
<td>1-2</td>
<td>7 A</td>
<td>9 A</td>
<td>8 A</td>
<td>6 A</td>
<td>25 A</td>
<td>25 A</td>
<td>5 A</td>
<td>10 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>7 A</td>
<td>9 A</td>
<td>8 A</td>
<td>15 A</td>
<td>14 A</td>
<td>4 A</td>
<td>7 A</td>
</tr>
<tr>
<td>3-4</td>
<td>9 A</td>
<td>12 A</td>
<td>9 A</td>
<td>24 A</td>
<td>13 A</td>
<td>8 A</td>
<td>10 A</td>
<td>17 A</td>
</tr>
<tr>
<td>4-5</td>
<td>22 A</td>
<td>19 A</td>
<td>24 A</td>
<td>18 A</td>
<td>19 A</td>
<td>20 A</td>
<td>25 A</td>
<td>27 A</td>
</tr>
<tr>
<td>5-6</td>
<td>77 A</td>
<td>87 A</td>
<td>77 A</td>
<td>69 A</td>
<td>21 A</td>
<td>28 A</td>
<td>70 A</td>
<td>84 A</td>
</tr>
<tr>
<td>6-7</td>
<td>208 A</td>
<td>212 A</td>
<td>215 A</td>
<td>201 A</td>
<td>62 A</td>
<td>37 A</td>
<td>212 A</td>
<td>227 A</td>
</tr>
<tr>
<td>7-8</td>
<td>503 A</td>
<td>508 A</td>
<td>496 A</td>
<td>439 A</td>
<td>88 A</td>
<td>69 A</td>
<td>491 A</td>
<td>502 A</td>
</tr>
<tr>
<td>8-9</td>
<td>427 A</td>
<td>457 A</td>
<td>432 A</td>
<td>426 A</td>
<td>184 A</td>
<td>120 A</td>
<td>397 A</td>
<td>426 A</td>
</tr>
<tr>
<td>9-10</td>
<td>195 A</td>
<td>205 A</td>
<td>182 A</td>
<td>203 A</td>
<td>204 A</td>
<td>158 A</td>
<td>173 A</td>
<td>201 A</td>
</tr>
<tr>
<td>10-11</td>
<td>156 A</td>
<td>153 A</td>
<td>181 A</td>
<td>143 A</td>
<td>197 A</td>
<td>170 A</td>
<td>157 A</td>
<td>149 A</td>
</tr>
<tr>
<td>11-12</td>
<td>150 A</td>
<td>155 C</td>
<td>134 A</td>
<td>144 A</td>
<td>160 A</td>
<td>160 A</td>
<td>155 A</td>
<td>144 A</td>
</tr>
<tr>
<td>12-13</td>
<td>135 A</td>
<td>161 A</td>
<td>152 A</td>
<td>166 A</td>
<td>209 A</td>
<td>176 A</td>
<td>177 A</td>
<td>158 A</td>
</tr>
<tr>
<td>13-14</td>
<td>149 A</td>
<td>142 A</td>
<td>166 A</td>
<td>174 A</td>
<td>154 A</td>
<td>159 A</td>
<td>159 A</td>
<td>143 A</td>
</tr>
<tr>
<td>14-15</td>
<td>163 A</td>
<td>170 A</td>
<td>146 A</td>
<td>156 A</td>
<td>158 A</td>
<td>135 A</td>
<td>139 A</td>
<td>154 A</td>
</tr>
<tr>
<td>15-16</td>
<td>201 A</td>
<td>209 A</td>
<td>209 A</td>
<td>228 A</td>
<td>175 A</td>
<td>124 A</td>
<td>181 A</td>
<td>189 A</td>
</tr>
<tr>
<td>16-17</td>
<td>156 A</td>
<td>168 A</td>
<td>179 A</td>
<td>189 A</td>
<td>167 A</td>
<td>140 A</td>
<td>176 A</td>
<td>183 A</td>
</tr>
<tr>
<td>17-18</td>
<td>171 A</td>
<td>169 A</td>
<td>185 A</td>
<td>145 A</td>
<td>162 A</td>
<td>133 A</td>
<td>164 A</td>
<td>212 A</td>
</tr>
<tr>
<td>18-19</td>
<td>183 A</td>
<td>168 A</td>
<td>174 A</td>
<td>206 A</td>
<td>133 A</td>
<td>137 A</td>
<td>163 A</td>
<td>153 A</td>
</tr>
<tr>
<td>19-20</td>
<td>127 A</td>
<td>130 A</td>
<td>102 A</td>
<td>168 A</td>
<td>141 A</td>
<td>111 A</td>
<td>81 A</td>
<td>112 A</td>
</tr>
<tr>
<td>20-21</td>
<td>100 A</td>
<td>111 A</td>
<td>107 A</td>
<td>99 A</td>
<td>114 A</td>
<td>105 A</td>
<td>81 A</td>
<td>78 A</td>
</tr>
<tr>
<td>21-22</td>
<td>64 A</td>
<td>62 A</td>
<td>104 A</td>
<td>107 A</td>
<td>92 A</td>
<td>62 A</td>
<td>80 A</td>
<td>51 A</td>
</tr>
<tr>
<td>22-23</td>
<td>49 A</td>
<td>61 A</td>
<td>73 A</td>
<td>67 A</td>
<td>94 A</td>
<td>49 A</td>
<td>39 A</td>
<td>50 A</td>
</tr>
<tr>
<td>23-24</td>
<td>31 A</td>
<td>25 A</td>
<td>31 A</td>
<td>47 A</td>
<td>49 A</td>
<td>24 A</td>
<td>28 A</td>
<td>23 A</td>
</tr>
</tbody>
</table>

**Day Total**

- 3314 A
- 3414 C
- 3414 A
- 3449 A
- 2666 A
- 2197 A
- 3188 A
- 3310 A

**AM Peak Hour**

- 07-08
- 07-08
- 07-08
- 07-08
- 09-10
- 10-11
- 07-08
- 07-08

**AM Peak Traffic**

- 503
- 508
- 496
- 439
- 204
- 170
- 491
- 502

**PM Peak Hour**

- 15-16
- 15-16
- 15-16
- 15-16
- 12-13
- 12-13
- 15-16
- 17-18

**PM Peak Traffic**

- 201
- 209
- 209
- 228
- 209
- 176
- 181
- 212

---

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description**

- SB ON FROM EB DEL PASO

---

**District** 03  | **County** SAC  | **Route** 005 | **Prefix** 28.882 | **Postmile** N
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>15 A</td>
<td>21 A</td>
<td>9 A</td>
<td>16 A</td>
<td>29 A</td>
<td>14 A</td>
<td>16 A</td>
<td>7 A</td>
</tr>
<tr>
<td>1-2</td>
<td>12 A</td>
<td>8 A</td>
<td>10 A</td>
<td>17 A</td>
<td>19 A</td>
<td>7 A</td>
<td>6 A</td>
<td>7 A</td>
</tr>
<tr>
<td>2-3</td>
<td>9 A</td>
<td>11 A</td>
<td>11 A</td>
<td>12 A</td>
<td>29 A</td>
<td>13 A</td>
<td>3 A</td>
<td>7 A</td>
</tr>
<tr>
<td>3-4</td>
<td>7 A</td>
<td>8 A</td>
<td>15 A</td>
<td>10 A</td>
<td>14 A</td>
<td>8 A</td>
<td>11 A</td>
<td>11 A</td>
</tr>
<tr>
<td>4-5</td>
<td>23 A</td>
<td>25 A</td>
<td>22 A</td>
<td>19 A</td>
<td>11 A</td>
<td>23 A</td>
<td>22 A</td>
<td>21 A</td>
</tr>
<tr>
<td>5-6</td>
<td>78 A</td>
<td>77 A</td>
<td>55 A</td>
<td>28 A</td>
<td>19 A</td>
<td>80 A</td>
<td>70 A</td>
<td>75 A</td>
</tr>
<tr>
<td>6-7</td>
<td>231 A</td>
<td>220 A</td>
<td>202 A</td>
<td>66 A</td>
<td>52 A</td>
<td>211 A</td>
<td>236 A</td>
<td>234 A</td>
</tr>
<tr>
<td>7-8</td>
<td>503 A</td>
<td>466 A</td>
<td>442 A</td>
<td>122 A</td>
<td>68 A</td>
<td>489 A</td>
<td>469 A</td>
<td>504 A</td>
</tr>
<tr>
<td>8-9</td>
<td>448 A</td>
<td>414 A</td>
<td>370 A</td>
<td>175 A</td>
<td>138 A</td>
<td>396 A</td>
<td>457 A</td>
<td>409 A</td>
</tr>
<tr>
<td>9-10</td>
<td>195 A</td>
<td>188 A</td>
<td>221 A</td>
<td>199 A</td>
<td>167 A</td>
<td>196 A</td>
<td>199 A</td>
<td>180 A</td>
</tr>
<tr>
<td>10-11</td>
<td>135 A</td>
<td>168 A</td>
<td>138 A</td>
<td>199 A</td>
<td>160 A</td>
<td>152 A</td>
<td>128 A</td>
<td>126 A</td>
</tr>
<tr>
<td>11-12</td>
<td>146 A</td>
<td>147 A</td>
<td>168 A</td>
<td>175 A</td>
<td>158 A</td>
<td>156 A</td>
<td>123 A</td>
<td>131 A</td>
</tr>
<tr>
<td>12-13</td>
<td>187 A</td>
<td>175 A</td>
<td>175 A</td>
<td>183 A</td>
<td>169 A</td>
<td>167 A</td>
<td>154 A</td>
<td>174 A</td>
</tr>
<tr>
<td>13-14</td>
<td>156 A</td>
<td>161 A</td>
<td>153 A</td>
<td>173 A</td>
<td>163 A</td>
<td>135 A</td>
<td>136 A</td>
<td>161 A</td>
</tr>
<tr>
<td>14-15</td>
<td>137 A</td>
<td>134 A</td>
<td>182 A</td>
<td>150 A</td>
<td>148 A</td>
<td>148 A</td>
<td>153 A</td>
<td>133 A</td>
</tr>
<tr>
<td>15-16</td>
<td>204 A</td>
<td>207 A</td>
<td>190 A</td>
<td>147 A</td>
<td>145 A</td>
<td>219 A</td>
<td>190 A</td>
<td>207 A</td>
</tr>
<tr>
<td>16-17</td>
<td>172 A</td>
<td>166 A</td>
<td>170 A</td>
<td>160 A</td>
<td>137 A</td>
<td>135 A</td>
<td>162 A</td>
<td>162 A</td>
</tr>
<tr>
<td>17-18</td>
<td>189 A</td>
<td>173 A</td>
<td>182 A</td>
<td>170 A</td>
<td>166 A</td>
<td>141 A</td>
<td>194 A</td>
<td>168 A</td>
</tr>
<tr>
<td>18-19</td>
<td>169 A</td>
<td>172 A</td>
<td>225 A</td>
<td>143 A</td>
<td>128 A</td>
<td>118 A</td>
<td>167 A</td>
<td>175 A</td>
</tr>
<tr>
<td>19-20</td>
<td>131 A</td>
<td>118 A</td>
<td>121 A</td>
<td>129 A</td>
<td>107 A</td>
<td>101 A</td>
<td>115 A</td>
<td>115 A</td>
</tr>
<tr>
<td>20-21</td>
<td>93 A</td>
<td>82 A</td>
<td>123 A</td>
<td>113 A</td>
<td>123 A</td>
<td>95 A</td>
<td>91 A</td>
<td>105 A</td>
</tr>
<tr>
<td>21-22</td>
<td>65 A</td>
<td>72 A</td>
<td>60 A</td>
<td>104 A</td>
<td>62 A</td>
<td>59 A</td>
<td>58 A</td>
<td>71 A</td>
</tr>
<tr>
<td>22-23</td>
<td>46 A</td>
<td>46 A</td>
<td>86 A</td>
<td>66 A</td>
<td>38 A</td>
<td>35 A</td>
<td>44 A</td>
<td>48 A</td>
</tr>
<tr>
<td>23-24</td>
<td>33 A</td>
<td>31 A</td>
<td>56 A</td>
<td>61 A</td>
<td>24 A</td>
<td>21 A</td>
<td>21 A</td>
<td>29 A</td>
</tr>
</tbody>
</table>

Day Total: 3384 A 3290 A 3386 A 2637 A 2274 A 3119 A 3225 A 3260 A

AM Peak Hour: 07-08 07-08 07-08 09-10 09-10 07-08 07-08 07-08
AM Peak Traffic: 503 466 442 199 167 489 469 504
PM Peak Traffic: 204 207 225 183 169 219 194 207
<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>9 A</td>
<td>19 A</td>
<td>24 A</td>
<td>30 A</td>
<td>14 A</td>
<td>16 A</td>
</tr>
<tr>
<td>1-2</td>
<td>5 A</td>
<td>5 A</td>
<td>22 A</td>
<td>34 A</td>
<td>13 A</td>
<td>7 A</td>
</tr>
<tr>
<td>2-3</td>
<td>6 A</td>
<td>7 A</td>
<td>20 A</td>
<td>19 A</td>
<td>5 A</td>
<td>3 A</td>
</tr>
<tr>
<td>3-4</td>
<td>5 A</td>
<td>10 A</td>
<td>18 A</td>
<td>14 A</td>
<td>14 A</td>
<td>12 A</td>
</tr>
<tr>
<td>4-5</td>
<td>24 A</td>
<td>24 A</td>
<td>20 A</td>
<td>8 A</td>
<td>33 A</td>
<td>25 A</td>
</tr>
<tr>
<td>5-6</td>
<td>61 A</td>
<td>67 A</td>
<td>25 A</td>
<td>15 A</td>
<td>77 A</td>
<td>77 A</td>
</tr>
<tr>
<td>6-7</td>
<td>238 A</td>
<td>202 A</td>
<td>60 A</td>
<td>34 A</td>
<td>209 A</td>
<td>218 A</td>
</tr>
<tr>
<td>7-8</td>
<td>510 A</td>
<td>460 A</td>
<td>92 A</td>
<td>73 A</td>
<td>464 A</td>
<td>499 A</td>
</tr>
<tr>
<td>8-9</td>
<td>413 A</td>
<td>407 A</td>
<td>167 A</td>
<td>118 A</td>
<td>424 A</td>
<td>388 A</td>
</tr>
<tr>
<td>9-10</td>
<td>201 A</td>
<td>185 A</td>
<td>184 A</td>
<td>178 A</td>
<td>211 A</td>
<td>181 A</td>
</tr>
<tr>
<td>10-11</td>
<td>147 A</td>
<td>141 A</td>
<td>193 A</td>
<td>178 A</td>
<td>136 A</td>
<td>150 A</td>
</tr>
<tr>
<td>11-12</td>
<td>140 A</td>
<td>145 A</td>
<td>191 A</td>
<td>144 A</td>
<td>142 A</td>
<td>142 A</td>
</tr>
<tr>
<td>12-13</td>
<td>184 A</td>
<td>199 A</td>
<td>197 A</td>
<td>179 A</td>
<td>183 A</td>
<td>168 A</td>
</tr>
<tr>
<td>13-14</td>
<td>154 A</td>
<td>169 A</td>
<td>146 A</td>
<td>155 A</td>
<td>151 A</td>
<td>164 A</td>
</tr>
<tr>
<td>14-15</td>
<td>145 A</td>
<td>176 A</td>
<td>155 A</td>
<td>123 A</td>
<td>131 A</td>
<td>157 A</td>
</tr>
<tr>
<td>15-16</td>
<td>203 A</td>
<td>223 A</td>
<td>150 A</td>
<td>124 A</td>
<td>218 A</td>
<td>181 A</td>
</tr>
<tr>
<td>16-17</td>
<td>169 A</td>
<td>162 A</td>
<td>176 A</td>
<td>132 A</td>
<td>161 A</td>
<td>159 A</td>
</tr>
<tr>
<td>17-18</td>
<td>182 A</td>
<td>160 A</td>
<td>153 A</td>
<td>145 A</td>
<td>163 A</td>
<td>150 A</td>
</tr>
<tr>
<td>18-19</td>
<td>158 A</td>
<td>165 A</td>
<td>144 A</td>
<td>134 A</td>
<td>142 A</td>
<td>176 A</td>
</tr>
<tr>
<td>19-20</td>
<td>130 A</td>
<td>142 A</td>
<td>154 A</td>
<td>131 A</td>
<td>114 A</td>
<td>135 A</td>
</tr>
<tr>
<td>20-21</td>
<td>110 A</td>
<td>124 A</td>
<td>101 A</td>
<td>93 A</td>
<td>85 A</td>
<td>97 A</td>
</tr>
<tr>
<td>21-22</td>
<td>78 A</td>
<td>85 A</td>
<td>107 A</td>
<td>60 A</td>
<td>57 A</td>
<td>46 A</td>
</tr>
<tr>
<td>22-23</td>
<td>53 A</td>
<td>86 A</td>
<td>73 A</td>
<td>42 A</td>
<td>44 A</td>
<td>51 A</td>
</tr>
<tr>
<td>23-24</td>
<td>24 A</td>
<td>66 A</td>
<td>40 A</td>
<td>23 A</td>
<td>21 A</td>
<td>40 A</td>
</tr>
</tbody>
</table>

Day Total: 3349 A, 3429 A, 2612 A, 2186 A, 3212 A, 3242 A

AM Peak Hour: 07-08, 07-08, 10-11, 09-10, 07-08, 07-08
AM Peak Traffic: 510, 460, 193, 178, 464, 499
PM Peak Hour: 15-16, 15-16, 12-13, 15-16, 15-16
PM Peak Traffic: 203, 223, 197, 179, 218, 181
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.882</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SB ON FROM EB DEL PASO

**Traffic Station:**

Location Type: Ramp Connection

**Lanes:**

**Lane Code:**

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH</td>
<td>SOUTH</td>
</tr>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>20802</td>
<td>15718</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>21734</td>
<td>16871</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>21469</td>
<td>16558</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
<tr>
<td>21180</td>
<td>16382</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>2972</td>
<td>3144</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>3105</td>
<td>3374</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>3067</td>
<td>3312</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
<tr>
<td>3026</td>
<td>3276</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 005 28.959 N

**Location Description**
NB ON FROM EB DEL PASO

**Traffic Station:**
**Location Type:** Ramp Connection
**Lanes:**
**Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>6 A</td>
<td>7 A</td>
<td>4 A</td>
<td>5 A</td>
<td>2 A</td>
<td>5 A</td>
<td>3 A</td>
<td>4 A</td>
</tr>
<tr>
<td>0-1</td>
<td>6 A</td>
<td>7 A</td>
<td>1 A</td>
<td>3 A</td>
<td>1 A</td>
<td>1 A</td>
<td>6 A</td>
<td>4 A</td>
</tr>
<tr>
<td>1-2</td>
<td>4 A</td>
<td>6 A</td>
<td>0 A</td>
<td>5 A</td>
<td>8 A</td>
<td>3 A</td>
<td>10 A</td>
<td>4 A</td>
</tr>
<tr>
<td>2-3</td>
<td>4 A</td>
<td>4 A</td>
<td>0 A</td>
<td>9 A</td>
<td>9 A</td>
<td>16 A</td>
<td>19 A</td>
<td>10 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>7 A</td>
<td>12 A</td>
<td>11 A</td>
<td>18 A</td>
<td>16 A</td>
<td>19 A</td>
<td>10 A</td>
</tr>
<tr>
<td>4-5</td>
<td>8 A</td>
<td>3 A</td>
<td>17 A</td>
<td>18 A</td>
<td>21 A</td>
<td>19 A</td>
<td>10 A</td>
<td>15 A</td>
</tr>
<tr>
<td>5-6</td>
<td>12 A</td>
<td>6 A</td>
<td>23 A</td>
<td>33 A</td>
<td>35 A</td>
<td>31 A</td>
<td>36 A</td>
<td>17 A</td>
</tr>
<tr>
<td>6-7</td>
<td>16 A</td>
<td>11 A</td>
<td>42 A</td>
<td>39 A</td>
<td>35 A</td>
<td>31 A</td>
<td>36 A</td>
<td>17 A</td>
</tr>
<tr>
<td>7-8</td>
<td>13 A</td>
<td>13 A</td>
<td>33 A</td>
<td>39 A</td>
<td>30 A</td>
<td>30 A</td>
<td>37 A</td>
<td>20 A</td>
</tr>
<tr>
<td>8-9</td>
<td>24 A</td>
<td>31 A</td>
<td>20 A</td>
<td>21 A</td>
<td>23 A</td>
<td>23 A</td>
<td>21 A</td>
<td>19 A</td>
</tr>
<tr>
<td>9-10</td>
<td>17 A</td>
<td>19 A</td>
<td>18 A</td>
<td>21 A</td>
<td>23 A</td>
<td>22 A</td>
<td>27 A</td>
<td>23 A</td>
</tr>
<tr>
<td>10-11</td>
<td>25 A</td>
<td>19 A</td>
<td>18 A</td>
<td>21 A</td>
<td>23 A</td>
<td>22 A</td>
<td>27 A</td>
<td>23 A</td>
</tr>
<tr>
<td>11-12</td>
<td>32 A</td>
<td>22 A</td>
<td>31 A</td>
<td>29 A</td>
<td>29 A</td>
<td>35 A</td>
<td>28 A</td>
<td>19 A</td>
</tr>
<tr>
<td>12-13</td>
<td>18 A</td>
<td>21 A</td>
<td>21 A</td>
<td>26 A</td>
<td>22 A</td>
<td>21 A</td>
<td>22 A</td>
<td>32 A</td>
</tr>
<tr>
<td>13-14</td>
<td>25 A</td>
<td>22 A</td>
<td>26 A</td>
<td>19 A</td>
<td>21 A</td>
<td>34 A</td>
<td>29 A</td>
<td>26 A</td>
</tr>
<tr>
<td>14-15</td>
<td>22 A</td>
<td>21 A</td>
<td>35 A</td>
<td>28 A</td>
<td>21 A</td>
<td>36 A</td>
<td>43 A</td>
<td>21 A</td>
</tr>
<tr>
<td>15-16</td>
<td>24 A</td>
<td>28 A</td>
<td>62 A</td>
<td>53 A</td>
<td>41 A</td>
<td>45 A</td>
<td>90 A</td>
<td>19 A</td>
</tr>
<tr>
<td>16-17</td>
<td>25 A</td>
<td>22 A</td>
<td>50 A</td>
<td>42 A</td>
<td>67 A</td>
<td>63 A</td>
<td>81 A</td>
<td>26 A</td>
</tr>
<tr>
<td>17-18</td>
<td>20 A</td>
<td>17 A</td>
<td>16 A</td>
<td>26 A</td>
<td>67 A</td>
<td>63 A</td>
<td>81 A</td>
<td>26 A</td>
</tr>
<tr>
<td>18-19</td>
<td>20 A</td>
<td>21 A</td>
<td>12 A</td>
<td>19 A</td>
<td>25 A</td>
<td>16 A</td>
<td>23 A</td>
<td>10 A</td>
</tr>
<tr>
<td>19-20</td>
<td>19 A</td>
<td>15 A</td>
<td>17 A</td>
<td>20 A</td>
<td>25 A</td>
<td>22 A</td>
<td>22 A</td>
<td>16 A</td>
</tr>
<tr>
<td>20-21</td>
<td>15 A</td>
<td>15 A</td>
<td>17 A</td>
<td>19 A</td>
<td>24 A</td>
<td>22 A</td>
<td>14 A</td>
<td>16 A</td>
</tr>
<tr>
<td>21-22</td>
<td>15 A</td>
<td>8 A</td>
<td>10 A</td>
<td>8 A</td>
<td>12 A</td>
<td>7 A</td>
<td>15 A</td>
<td>14 A</td>
</tr>
<tr>
<td>22-23</td>
<td>4 A</td>
<td>11 A</td>
<td>3 A</td>
<td>8 A</td>
<td>4 A</td>
<td>8 A</td>
<td>16 A</td>
<td>5 A</td>
</tr>
</tbody>
</table>

#### Day Total
| 382 A | 356 A | 489 A | 514 A | 510 A | 532 A | 632 A | 387 A |

#### AM Peak Hour
| 11-12 | 09-10 | 07-08 | 07-08 | 07-08 | 07-08 | 08-09 | 10-11 |

#### AM Peak Traffic
| 25 | 31 | 42 | 39 | 35 | 31 | 37 | 30 |

#### PM Peak Hour
| 12-13 | 16-17 | 16-17 | 16-17 | 17-18 | 17-18 | 16-17 | 13-14 |

#### PM Peak Traffic
| 32 | 28 | 62 | 53 | 67 | 63 | 90 | 32 |
### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.959</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

### Location Description

NB ON FROM EB DEL PASO

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: North

#### Year: 2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>2 A</td>
<td>5 A</td>
<td>4 A</td>
<td>5 A</td>
<td>0 A</td>
<td>6 A</td>
<td>7 A</td>
<td>7 A</td>
</tr>
<tr>
<td>1-2</td>
<td>3 A</td>
<td>3 A</td>
<td>0 A</td>
<td>1 A</td>
<td>0 A</td>
<td>2 A</td>
<td>1 A</td>
<td>0 A</td>
</tr>
<tr>
<td>2-3</td>
<td>3 A</td>
<td>1 A</td>
<td>0 A</td>
<td>2 A</td>
<td>0 A</td>
<td>2 A</td>
<td>4 A</td>
<td>1 A</td>
</tr>
<tr>
<td>3-4</td>
<td>3 A</td>
<td>4 A</td>
<td>5 A</td>
<td>4 A</td>
<td>5 A</td>
<td>3 A</td>
<td>6 A</td>
<td>2 A</td>
</tr>
<tr>
<td>4-5</td>
<td>9 A</td>
<td>10 A</td>
<td>15 A</td>
<td>16 A</td>
<td>15 A</td>
<td>9 A</td>
<td>7 A</td>
<td>11 A</td>
</tr>
<tr>
<td>5-6</td>
<td>16 A</td>
<td>18 A</td>
<td>22 A</td>
<td>12 A</td>
<td>20 A</td>
<td>14 A</td>
<td>4 A</td>
<td>13 A</td>
</tr>
<tr>
<td>6-7</td>
<td>28 A</td>
<td>27 A</td>
<td>28 A</td>
<td>22 A</td>
<td>28 A</td>
<td>7 A</td>
<td>10 A</td>
<td>20 A</td>
</tr>
<tr>
<td>7-8</td>
<td>43 A</td>
<td>49 A</td>
<td>40 A</td>
<td>42 A</td>
<td>37 A</td>
<td>11 A</td>
<td>8 A</td>
<td>36 A</td>
</tr>
<tr>
<td>8-9</td>
<td>44 A</td>
<td>33 A</td>
<td>30 A</td>
<td>50 A</td>
<td>35 A</td>
<td>17 A</td>
<td>6 A</td>
<td>31 A</td>
</tr>
<tr>
<td>9-10</td>
<td>19 A</td>
<td>18 A</td>
<td>27 A</td>
<td>25 A</td>
<td>29 A</td>
<td>22 A</td>
<td>24 A</td>
<td>27 A</td>
</tr>
<tr>
<td>10-11</td>
<td>19 A</td>
<td>27 A</td>
<td>18 A</td>
<td>27 A</td>
<td>19 A</td>
<td>19 A</td>
<td>28 A</td>
<td>23 A</td>
</tr>
<tr>
<td>11-12</td>
<td>24 A</td>
<td>23 A</td>
<td>24 A</td>
<td>27 A</td>
<td>17 A</td>
<td>28 A</td>
<td>23 A</td>
<td>26 A</td>
</tr>
<tr>
<td>12-13</td>
<td>22 A</td>
<td>19 A</td>
<td>31 A</td>
<td>24 A</td>
<td>31 A</td>
<td>22 A</td>
<td>16 A</td>
<td>25 A</td>
</tr>
<tr>
<td>13-14</td>
<td>19 A</td>
<td>32 A</td>
<td>28 A</td>
<td>22 A</td>
<td>25 A</td>
<td>30 A</td>
<td>30 A</td>
<td>27 A</td>
</tr>
<tr>
<td>14-15</td>
<td>26 A</td>
<td>20 A</td>
<td>28 A</td>
<td>25 A</td>
<td>29 A</td>
<td>23 A</td>
<td>22 A</td>
<td>26 A</td>
</tr>
<tr>
<td>15-16</td>
<td>26 A</td>
<td>30 A</td>
<td>25 A</td>
<td>18 A</td>
<td>40 A</td>
<td>29 A</td>
<td>19 A</td>
<td>30 A</td>
</tr>
<tr>
<td>16-17</td>
<td>37 A</td>
<td>51 A</td>
<td>43 A</td>
<td>57 A</td>
<td>85 A</td>
<td>24 A</td>
<td>16 A</td>
<td>41 A</td>
</tr>
<tr>
<td>17-18</td>
<td>53 A</td>
<td>37 A</td>
<td>52 A</td>
<td>56 A</td>
<td>67 A</td>
<td>29 A</td>
<td>15 A</td>
<td>38 A</td>
</tr>
<tr>
<td>18-19</td>
<td>26 A</td>
<td>41 A</td>
<td>19 A</td>
<td>24 A</td>
<td>24 A</td>
<td>28 A</td>
<td>21 A</td>
<td>21 A</td>
</tr>
<tr>
<td>19-20</td>
<td>16 A</td>
<td>16 A</td>
<td>21 A</td>
<td>27 A</td>
<td>21 A</td>
<td>14 A</td>
<td>17 A</td>
<td>11 A</td>
</tr>
<tr>
<td>20-21</td>
<td>24 A</td>
<td>25 A</td>
<td>15 A</td>
<td>25 A</td>
<td>28 A</td>
<td>19 A</td>
<td>10 A</td>
<td>19 A</td>
</tr>
<tr>
<td>21-22</td>
<td>11 A</td>
<td>14 A</td>
<td>17 A</td>
<td>19 A</td>
<td>21 A</td>
<td>14 A</td>
<td>18 A</td>
<td>16 A</td>
</tr>
<tr>
<td>22-23</td>
<td>7 A</td>
<td>10 A</td>
<td>18 A</td>
<td>10 A</td>
<td>20 A</td>
<td>14 A</td>
<td>15 A</td>
<td>12 A</td>
</tr>
<tr>
<td>23-24</td>
<td>9 A</td>
<td>5 A</td>
<td>9 A</td>
<td>6 A</td>
<td>11 A</td>
<td>10 A</td>
<td>10 A</td>
<td>6 A</td>
</tr>
</tbody>
</table>

#### Day Total

- AM Peak Traffic: 44
- AM Peak Traffic: 49
- PM Peak Traffic: 53
- PM Peak Traffic: 51
- PM Peak Traffic: 52
- PM Peak Traffic: 57
- PM Peak Traffic: 85
- PM Peak Traffic: 30
- PM Peak Traffic: 30
- PM Peak Traffic: 41

#### AM Peak Hour

- 08-09: 44
- 07-08: 49

#### PM Peak Hour

- 17-18: 53
### District County Route Prefix Postmile Leg

<p>| | | | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.959</td>
<td>N</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

NB ON FROM EB DEL PASO

### Traffic Station:

**Location Type:** Ramp Connection

**Lanes:**

**Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>7 A</td>
<td>4 A</td>
<td>6 A</td>
<td>2 A</td>
<td>5 A</td>
<td>7 A</td>
<td>2 A</td>
<td>6 A</td>
</tr>
<tr>
<td>1-2</td>
<td>2 A</td>
<td>2 A</td>
<td>1 A</td>
<td>1 A</td>
<td>2 A</td>
<td>1 A</td>
<td>3 A</td>
<td>1 A</td>
</tr>
<tr>
<td>2-3</td>
<td>2 A</td>
<td>1 A</td>
<td>2 A</td>
<td>2 A</td>
<td>5 A</td>
<td>2 A</td>
<td>3 A</td>
<td>0 A</td>
</tr>
<tr>
<td>3-4</td>
<td>3 A</td>
<td>5 A</td>
<td>5 A</td>
<td>3 A</td>
<td>3 A</td>
<td>7 A</td>
<td>2 A</td>
<td>1 A</td>
</tr>
<tr>
<td>4-5</td>
<td>15 A</td>
<td>14 A</td>
<td>17 A</td>
<td>15 A</td>
<td>9 A</td>
<td>8 A</td>
<td>11 A</td>
<td>9 A</td>
</tr>
<tr>
<td>5-6</td>
<td>16 A</td>
<td>17 A</td>
<td>19 A</td>
<td>16 A</td>
<td>7 A</td>
<td>5 A</td>
<td>17 A</td>
<td>16 A</td>
</tr>
<tr>
<td>6-7</td>
<td>36 A</td>
<td>25 A</td>
<td>20 A</td>
<td>28 A</td>
<td>11 A</td>
<td>10 A</td>
<td>17 A</td>
<td>18 A</td>
</tr>
<tr>
<td>7-8</td>
<td>44 A</td>
<td>47 A</td>
<td>32 A</td>
<td>41 A</td>
<td>10 A</td>
<td>11 A</td>
<td>37 A</td>
<td>41 A</td>
</tr>
<tr>
<td>8-9</td>
<td>39 A</td>
<td>32 A</td>
<td>34 A</td>
<td>24 A</td>
<td>12 A</td>
<td>12 A</td>
<td>29 A</td>
<td>39 A</td>
</tr>
<tr>
<td>9-10</td>
<td>23 A</td>
<td>16 A</td>
<td>27 A</td>
<td>19 A</td>
<td>21 A</td>
<td>25 A</td>
<td>29 A</td>
<td>28 A</td>
</tr>
<tr>
<td>10-11</td>
<td>25 A</td>
<td>22 A</td>
<td>28 A</td>
<td>21 A</td>
<td>29 A</td>
<td>30 A</td>
<td>18 A</td>
<td>26 A</td>
</tr>
<tr>
<td>11-12</td>
<td>20 A</td>
<td>25 A</td>
<td>25 A</td>
<td>23 A</td>
<td>14 A</td>
<td>20 A</td>
<td>18 A</td>
<td>23 A</td>
</tr>
<tr>
<td>12-13</td>
<td>35 A</td>
<td>32 A</td>
<td>17 A</td>
<td>39 A</td>
<td>23 A</td>
<td>34 A</td>
<td>35 A</td>
<td>27 A</td>
</tr>
<tr>
<td>13-14</td>
<td>17 A</td>
<td>30 A</td>
<td>28 A</td>
<td>35 A</td>
<td>22 A</td>
<td>23 A</td>
<td>22 A</td>
<td>28 A</td>
</tr>
<tr>
<td>14-15</td>
<td>29 A</td>
<td>22 A</td>
<td>29 A</td>
<td>30 A</td>
<td>14 A</td>
<td>24 A</td>
<td>29 A</td>
<td>28 A</td>
</tr>
<tr>
<td>15-16</td>
<td>46 A</td>
<td>30 A</td>
<td>39 A</td>
<td>36 A</td>
<td>18 A</td>
<td>25 A</td>
<td>26 A</td>
<td>27 A</td>
</tr>
<tr>
<td>16-17</td>
<td>50 A</td>
<td>51 A</td>
<td>52 A</td>
<td>47 A</td>
<td>17 A</td>
<td>23 A</td>
<td>51 A</td>
<td>47 A</td>
</tr>
<tr>
<td>17-18</td>
<td>37 A</td>
<td>41 A</td>
<td>38 A</td>
<td>44 A</td>
<td>25 A</td>
<td>15 A</td>
<td>49 A</td>
<td>32 A</td>
</tr>
<tr>
<td>18-19</td>
<td>20 A</td>
<td>20 A</td>
<td>32 A</td>
<td>28 A</td>
<td>24 A</td>
<td>26 A</td>
<td>30 A</td>
<td>32 A</td>
</tr>
<tr>
<td>19-20</td>
<td>21 A</td>
<td>21 A</td>
<td>17 A</td>
<td>23 A</td>
<td>15 A</td>
<td>20 A</td>
<td>18 A</td>
<td>24 A</td>
</tr>
<tr>
<td>20-21</td>
<td>18 A</td>
<td>19 A</td>
<td>31 A</td>
<td>20 A</td>
<td>22 A</td>
<td>21 A</td>
<td>25 A</td>
<td>24 A</td>
</tr>
<tr>
<td>21-22</td>
<td>15 A</td>
<td>13 A</td>
<td>16 A</td>
<td>14 A</td>
<td>15 A</td>
<td>25 A</td>
<td>10 A</td>
<td>13 A</td>
</tr>
<tr>
<td>22-23</td>
<td>11 A</td>
<td>10 A</td>
<td>8 A</td>
<td>11 A</td>
<td>13 A</td>
<td>12 A</td>
<td>11 A</td>
<td>12 A</td>
</tr>
<tr>
<td>23-24</td>
<td>11 A</td>
<td>8 A</td>
<td>7 A</td>
<td>6 A</td>
<td>11 A</td>
<td>11 A</td>
<td>8 A</td>
<td>8 A</td>
</tr>
</tbody>
</table>

**Day Total**

<p>| | | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>542 A</td>
<td>507 A</td>
<td>530 A</td>
<td>528 A</td>
<td>347 A</td>
<td>400 A</td>
<td>500 A</td>
<td>510 A</td>
<td></td>
</tr>
</tbody>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>07-08</th>
<th>07-08</th>
<th>08-09</th>
<th>07-08</th>
<th>10-11</th>
<th>10-11</th>
<th>07-08</th>
<th>07-08</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>44</td>
<td>47</td>
<td>34</td>
<td>41</td>
<td>29</td>
<td>30</td>
<td>37</td>
<td>41</td>
</tr>
</tbody>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>16-17</th>
<th>16-17</th>
<th>16-17</th>
<th>16-17</th>
<th>17-18</th>
<th>12-13</th>
<th>16-17</th>
<th>16-17</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>50</td>
<td>51</td>
<td>52</td>
<td>47</td>
<td>25</td>
<td>34</td>
<td>51</td>
<td>47</td>
</tr>
<tr>
<td>Year</td>
<td>Wed</td>
<td>Thu</td>
<td>Fri</td>
<td>Sat</td>
<td>Sun</td>
<td>Mon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>3 A</td>
<td>5 A</td>
<td>4 A</td>
<td>10 A</td>
<td>6 A</td>
<td>7 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>3 A</td>
<td>2 A</td>
<td>1 A</td>
<td>2 A</td>
<td>5 A</td>
<td>0 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>0 A</td>
<td>2 A</td>
<td>2 A</td>
<td>2 A</td>
<td>3 A</td>
<td>0 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>3 A</td>
<td>4 A</td>
<td>4 A</td>
<td>4 A</td>
<td>4 A</td>
<td>2 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>13 A</td>
<td>15 A</td>
<td>14 A</td>
<td>12 A</td>
<td>8 A</td>
<td>17 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>19 A</td>
<td>11 A</td>
<td>15 A</td>
<td>14 A</td>
<td>8 A</td>
<td>16 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>13 A</td>
<td>25 A</td>
<td>22 A</td>
<td>12 A</td>
<td>7 A</td>
<td>16 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>39 A</td>
<td>34 A</td>
<td>36 A</td>
<td>10 A</td>
<td>15 A</td>
<td>42 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>19 A</td>
<td>20 A</td>
<td>27 A</td>
<td>14 A</td>
<td>14 A</td>
<td>24 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>25 A</td>
<td>21 A</td>
<td>19 A</td>
<td>23 A</td>
<td>22 A</td>
<td>23 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>20 A</td>
<td>26 A</td>
<td>19 A</td>
<td>23 A</td>
<td>30 A</td>
<td>11 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>21 A</td>
<td>34 A</td>
<td>28 A</td>
<td>28 A</td>
<td>26 A</td>
<td>23 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>41 A</td>
<td>26 A</td>
<td>24 A</td>
<td>30 A</td>
<td>24 A</td>
<td>25 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>19 A</td>
<td>18 A</td>
<td>25 A</td>
<td>29 A</td>
<td>21 A</td>
<td>24 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>30 A</td>
<td>17 A</td>
<td>24 A</td>
<td>21 A</td>
<td>30 A</td>
<td>17 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>36 A</td>
<td>31 A</td>
<td>49 A</td>
<td>19 A</td>
<td>23 A</td>
<td>25 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>41 A</td>
<td>56 A</td>
<td>106 A</td>
<td>21 A</td>
<td>33 A</td>
<td>42 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td>38 A</td>
<td>37 A</td>
<td>91 A</td>
<td>24 A</td>
<td>18 A</td>
<td>37 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>18 A</td>
<td>18 A</td>
<td>32 A</td>
<td>25 A</td>
<td>18 A</td>
<td>20 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>22 A</td>
<td>30 A</td>
<td>24 A</td>
<td>17 A</td>
<td>23 A</td>
<td>14 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>17 A</td>
<td>26 A</td>
<td>21 A</td>
<td>22 A</td>
<td>23 A</td>
<td>26 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td>11 A</td>
<td>13 A</td>
<td>20 A</td>
<td>24 A</td>
<td>13 A</td>
<td>12 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>14 A</td>
<td>8 A</td>
<td>13 A</td>
<td>18 A</td>
<td>11 A</td>
<td>17 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td>11 A</td>
<td>9 A</td>
<td>14 A</td>
<td>9 A</td>
<td>7 A</td>
<td>3 A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Day Total  476 A  488 A  634 A  413 A  392 A  443 A

AM Peak Hour  07-08  07-08  07-08  11-12  10-11  07-08
AM Peak Traffic  39  34  36  28  30  42
PM Peak Hour  12-13  16-17  16-17  12-13  16-17  16-17
PM Peak Traffic  41  56  106  30  33  42
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.959</td>
<td>N</td>
<td></td>
<td>3415</td>
<td>488</td>
</tr>
</tbody>
</table>

#### Location Description

NB ON FROM EB DEL PASO

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 5-Day Periods

<table>
<thead>
<tr>
<th>5-Day Periods</th>
<th>7-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td>NORTH</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
</tbody>
</table>

#### Weekly Averages

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2677</td>
<td>535</td>
</tr>
<tr>
<td>2679</td>
<td>536</td>
</tr>
<tr>
<td>2576</td>
<td>515</td>
</tr>
<tr>
<td>2608</td>
<td>522</td>
</tr>
<tr>
<td>Direction of Count: North</td>
<td></td>
</tr>
<tr>
<td>--------------------------</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>8 A</td>
<td>4 A</td>
<td>3 A</td>
<td>3 A</td>
<td>8 A</td>
<td>6 A</td>
<td>3 A</td>
<td>6 A</td>
</tr>
<tr>
<td>1-2</td>
<td>1 A</td>
<td>1 A</td>
<td>4 A</td>
<td>6 A</td>
<td>11 A</td>
<td>4 A</td>
<td>1 A</td>
<td>3 A</td>
</tr>
<tr>
<td>2-3</td>
<td>1 A</td>
<td>3 A</td>
<td>1 A</td>
<td>3 A</td>
<td>1 A</td>
<td>7 A</td>
<td>1 A</td>
<td>0 A</td>
</tr>
<tr>
<td>3-4</td>
<td>3 A</td>
<td>2 A</td>
<td>5 A</td>
<td>2 A</td>
<td>3 A</td>
<td>5 A</td>
<td>2 A</td>
<td>2 A</td>
</tr>
<tr>
<td>4-5</td>
<td>11 A</td>
<td>11 A</td>
<td>16 A</td>
<td>17 A</td>
<td>7 A</td>
<td>15 A</td>
<td>16 A</td>
<td>14 A</td>
</tr>
<tr>
<td>5-6</td>
<td>14 A</td>
<td>16 A</td>
<td>15 A</td>
<td>11 A</td>
<td>8 A</td>
<td>5 A</td>
<td>14 A</td>
<td>19 A</td>
</tr>
<tr>
<td>6-7</td>
<td>29 A</td>
<td>18 A</td>
<td>26 A</td>
<td>20 A</td>
<td>5 A</td>
<td>9 A</td>
<td>26 A</td>
<td>30 A</td>
</tr>
<tr>
<td>7-8</td>
<td>37 A</td>
<td>34 A</td>
<td>47 A</td>
<td>35 A</td>
<td>17 A</td>
<td>11 A</td>
<td>44 A</td>
<td>45 A</td>
</tr>
<tr>
<td>8-9</td>
<td>36 A</td>
<td>21 A</td>
<td>24 A</td>
<td>27 A</td>
<td>21 A</td>
<td>15 A</td>
<td>32 A</td>
<td>31 A</td>
</tr>
<tr>
<td>9-10</td>
<td>24 A</td>
<td>30 A</td>
<td>24 A</td>
<td>20 A</td>
<td>25 A</td>
<td>27 A</td>
<td>13 A</td>
<td>22 A</td>
</tr>
<tr>
<td>10-11</td>
<td>18 A</td>
<td>32 A</td>
<td>24 A</td>
<td>23 A</td>
<td>27 A</td>
<td>29 A</td>
<td>25 A</td>
<td>20 A</td>
</tr>
<tr>
<td>11-12</td>
<td>24 A</td>
<td>14 A</td>
<td>21 A</td>
<td>20 A</td>
<td>21 A</td>
<td>18 A</td>
<td>24 A</td>
<td>24 A</td>
</tr>
<tr>
<td>12-13</td>
<td>29 A</td>
<td>32 A</td>
<td>20 A</td>
<td>31 A</td>
<td>19 A</td>
<td>27 A</td>
<td>40 A</td>
<td>26 A</td>
</tr>
<tr>
<td>13-14</td>
<td>27 A</td>
<td>22 A</td>
<td>15 A</td>
<td>41 A</td>
<td>24 A</td>
<td>30 A</td>
<td>21 A</td>
<td>19 A</td>
</tr>
<tr>
<td>14-15</td>
<td>19 A</td>
<td>23 A</td>
<td>23 A</td>
<td>29 A</td>
<td>18 A</td>
<td>25 A</td>
<td>23 A</td>
<td>19 A</td>
</tr>
<tr>
<td>15-16</td>
<td>25 A</td>
<td>34 A</td>
<td>42 A</td>
<td>39 A</td>
<td>27 A</td>
<td>16 A</td>
<td>26 A</td>
<td>40 A</td>
</tr>
<tr>
<td>16-17</td>
<td>46 A</td>
<td>43 A</td>
<td>50 A</td>
<td>103 A</td>
<td>13 A</td>
<td>15 A</td>
<td>41 A</td>
<td>53 A</td>
</tr>
<tr>
<td>17-18</td>
<td>52 A</td>
<td>44 A</td>
<td>40 A</td>
<td>72 A</td>
<td>18 A</td>
<td>21 A</td>
<td>44 A</td>
<td>49 A</td>
</tr>
<tr>
<td>18-19</td>
<td>33 A</td>
<td>29 A</td>
<td>31 A</td>
<td>32 A</td>
<td>21 A</td>
<td>21 A</td>
<td>25 A</td>
<td>15 A</td>
</tr>
<tr>
<td>19-20</td>
<td>11 A</td>
<td>28 A</td>
<td>29 A</td>
<td>13 A</td>
<td>22 A</td>
<td>21 A</td>
<td>16 A</td>
<td>19 A</td>
</tr>
<tr>
<td>20-21</td>
<td>22 A</td>
<td>27 A</td>
<td>17 A</td>
<td>26 A</td>
<td>19 A</td>
<td>30 A</td>
<td>20 A</td>
<td>30 A</td>
</tr>
<tr>
<td>21-22</td>
<td>9 A</td>
<td>12 A</td>
<td>16 A</td>
<td>22 A</td>
<td>14 A</td>
<td>23 A</td>
<td>12 A</td>
<td>18 A</td>
</tr>
<tr>
<td>22-23</td>
<td>14 A</td>
<td>4 A</td>
<td>14 A</td>
<td>22 A</td>
<td>19 A</td>
<td>15 A</td>
<td>17 A</td>
<td>10 A</td>
</tr>
<tr>
<td>23-24</td>
<td>6 A</td>
<td>2 A</td>
<td>3 A</td>
<td>13 A</td>
<td>11 A</td>
<td>9 A</td>
<td>5 A</td>
<td>13 A</td>
</tr>
</tbody>
</table>

| Day Total | 499 A | 486 A | 512 A | 630 A | 379 A | 404 A | 491 A | 527 A |

| AM Peak Hour | 07-08 | 07-08 | 07-08 | 07-08 | 10-11 | 10-11 | 07-08 | 07-08 |
| AM Peak Traffic | 37 | 34 | 47 | 35 | 27 | 29 | 44 | 45 |
| PM Peak Hour | 17-18 | 17-18 | 16-17 | 16-17 | 15-16 | 13-14 | 17-18 | 16-17 |
| PM Peak Traffic | 52 | 44 | 50 | 103 | 27 | 30 | 44 | 53 |
### Traffic Station:
- Location Type: Ramp Connection
- Lanes: 
- Lane Code:

### Location Description
- NB ON FROM EB DEL PASO

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
</tr>
<tr>
<td>0-1</td>
<td>5 A</td>
<td>1 A</td>
</tr>
<tr>
<td>1-2</td>
<td>0 A</td>
<td>3 A</td>
</tr>
<tr>
<td>2-3</td>
<td>2 A</td>
<td>0 A</td>
</tr>
<tr>
<td>3-4</td>
<td>4 A</td>
<td>5 A</td>
</tr>
<tr>
<td>4-5</td>
<td>12 A</td>
<td>16 A</td>
</tr>
<tr>
<td>5-6</td>
<td>17 A</td>
<td>15 A</td>
</tr>
<tr>
<td>6-7</td>
<td>30 A</td>
<td>18 A</td>
</tr>
<tr>
<td>7-8</td>
<td>36 A</td>
<td>35 A</td>
</tr>
<tr>
<td>8-9</td>
<td>31 A</td>
<td>26 C</td>
</tr>
<tr>
<td>9-10</td>
<td>27 A</td>
<td>24 C</td>
</tr>
<tr>
<td>10-11</td>
<td>24 A</td>
<td>24 C</td>
</tr>
<tr>
<td>11-12</td>
<td>22 A</td>
<td>21 C</td>
</tr>
<tr>
<td>12-13</td>
<td>23 A</td>
<td>20 C</td>
</tr>
<tr>
<td>13-14</td>
<td>19 A</td>
<td>15 C</td>
</tr>
<tr>
<td>14-15</td>
<td>37 A</td>
<td>23 C</td>
</tr>
<tr>
<td>15-16</td>
<td>26 A</td>
<td>42 C</td>
</tr>
<tr>
<td>16-17</td>
<td>54 A</td>
<td>50 C</td>
</tr>
<tr>
<td>17-18</td>
<td>50 A</td>
<td>40 C</td>
</tr>
<tr>
<td>18-19</td>
<td>24 A</td>
<td>31 C</td>
</tr>
<tr>
<td>19-20</td>
<td>27 A</td>
<td>29 C</td>
</tr>
<tr>
<td>20-21</td>
<td>28 A</td>
<td>17 C</td>
</tr>
<tr>
<td>21-22</td>
<td>11 A</td>
<td>16 C</td>
</tr>
<tr>
<td>22-23</td>
<td>13 A</td>
<td>14 C</td>
</tr>
<tr>
<td>23-24</td>
<td>5 A</td>
<td>3 C</td>
</tr>
</tbody>
</table>

**Day Total**
- 527 A
- 488 C

**AM Peak Hour**
- 07-08
- 07-08

**AM Peak Traffic**
- 36
- 35

**PM Peak Hour**
- 16-17
- 16-17

**PM Peak Traffic**
- 54
- 50
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.959</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

Location Description: NB ON FROM EB DEL PASO

Traffic Station:
Location Type: Ramp Connection
Lanes: 
Lane Code: 

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>NORTH</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Daily</td>
<td>Average</td>
</tr>
<tr>
<td>1st</td>
<td>3401</td>
<td>486</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td>2nd</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>NORTH</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Weekly</td>
<td>Average</td>
</tr>
<tr>
<td>1st</td>
<td>2618</td>
<td>524</td>
<td></td>
</tr>
</tbody>
</table>
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District County Route Prefix Postmile Leg
- 03 SAC 005 28.959 N

### Location Description
- NB ON FROM EB DEL PASO

### Direction of Count: North

#### Year	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu
#### 2008	MAY 15	MAY 16	MAY 17	MAY 18	MAY 19	MAY 20	MAY 21	MAY 22
- 0-1	4 A	7 A	5 A	5 A	5 A	3 A	5 A
- 1-2	3 A	6 A	4 A	4 A	1 A	3 A	3 A
- 2-3	3 A	6 A	3 A	1 A	0 A	1 A	3 A
- 3-4	1 A	7 A	6 A	5 A	4 A	2 A	1 A
- 4-5	21 A	17 A	12 A	11 A	12 A	12 A	14 A
- 5-6	10 A	12 A	10 A	30 A	19 A	13 A	16 A
- 6-7	30 A	20 A	12 A	31 A	33 A	24 A	32 A
- 7-8	36 A	25 A	14 A	45 A	54 A	40 A	44 A
- 8-9	50 A	37 A	11 A	39 A	46 A	33 A	36 A
- 9-10	33 A	27 A	21 A	30 A	23 A	32 A	31 A
- 10-11	38 A	25 A	26 A	32 A	23 A	20 A	37 A
- 11-12	14 A	33 A	24 A	23 A	32 A	18 A	20 A	30 A
- 12-13	48 A	20 A	31 A	25 A	36 A	29 A	37 A	41 A
- 13-14	36 A	26 A	25 A	18 A	32 A	24 A	28 A	22 A
- 14-15	22 A	26 A	30 A	21 A	28 A	38 A	25 A	29 A
- 15-16	47 A	40 A	29 A	34 A	34 A	31 A	46 A
- 16-17	48 A	33 A	24 A	29 A	43 A	50 A	42 A	56 A
- 17-18	56 A	45 A	27 A	17 A	44 A	43 A	47 A	56 A
- 19-20	24 A	23 A	20 A	20 A	17 A	22 A	29 A	22 A
- 20-21	31 A	25 A	20 A	23 A	22 A	29 A	27 A	39 A
- 21-22	21 A	13 A	14 A	18 A	15 A	8 A	18 A	12 A
- 22-23	12 A	23 A	23 A	24 A	13 A	15 A	13 A	20 A
- 23-24	5 A	16 A	15 A	12 A	7 A	5 A	6 A	13 A

#### Day Total
- 389 P	577 A	490 A	401 A	584 A	560 A	535 A	640 A

#### AM Peak Hour
- 11-12	08-09	08-09	10-11	07-08	07-08	07-08	07-08

#### AM Peak Traffic
- 14	50	37	26	45	54	40	44

#### PM Peak Hour
- 17-18	17-18	12-13	15-16	17-18	16-17	17-18	16-17

#### PM Peak Traffic
- 56	45	31	29	44	50	47	56
<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 23</td>
<td>MAY 24</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
</tr>
<tr>
<td>0-1</td>
<td>9 A</td>
<td>12 A</td>
<td>14 A</td>
<td>2 A</td>
<td>7 A</td>
<td>3 A</td>
<td>4 A</td>
<td>5 A</td>
</tr>
<tr>
<td>1-2</td>
<td>11 A</td>
<td>2 A</td>
<td>5 A</td>
<td>2 A</td>
<td>2 A</td>
<td>3 A</td>
<td>1 A</td>
<td>3 A</td>
</tr>
<tr>
<td>2-3</td>
<td>0 A</td>
<td>5 A</td>
<td>4 A</td>
<td>5 A</td>
<td>0 A</td>
<td>0 A</td>
<td>1 A</td>
<td>4 A</td>
</tr>
<tr>
<td>3-4</td>
<td>2 A</td>
<td>8 A</td>
<td>8 A</td>
<td>1 A</td>
<td>1 A</td>
<td>3 A</td>
<td>2 A</td>
<td>1 A</td>
</tr>
<tr>
<td>4-5</td>
<td>16 A</td>
<td>10 A</td>
<td>9 A</td>
<td>6 A</td>
<td>11 A</td>
<td>15 A</td>
<td>20 A</td>
<td>15 A</td>
</tr>
<tr>
<td>5-6</td>
<td>13 A</td>
<td>12 A</td>
<td>8 A</td>
<td>10 A</td>
<td>21 A</td>
<td>22 A</td>
<td>20 A</td>
<td>14 A</td>
</tr>
<tr>
<td>6-7</td>
<td>37 A</td>
<td>11 A</td>
<td>4 A</td>
<td>12 A</td>
<td>30 A</td>
<td>25 A</td>
<td>39 A</td>
<td>30 A</td>
</tr>
<tr>
<td>7-8</td>
<td>47 A</td>
<td>20 A</td>
<td>11 A</td>
<td>10 A</td>
<td>48 A</td>
<td>54 A</td>
<td>43 A</td>
<td>44 A</td>
</tr>
<tr>
<td>8-9</td>
<td>40 A</td>
<td>28 A</td>
<td>13 A</td>
<td>17 A</td>
<td>50 A</td>
<td>43 A</td>
<td>44 A</td>
<td>38 A</td>
</tr>
<tr>
<td>9-10</td>
<td>41 A</td>
<td>19 A</td>
<td>18 A</td>
<td>24 A</td>
<td>31 A</td>
<td>30 A</td>
<td>29 A</td>
<td>26 A</td>
</tr>
<tr>
<td>10-11</td>
<td>26 A</td>
<td>22 A</td>
<td>29 A</td>
<td>22 A</td>
<td>27 A</td>
<td>27 A</td>
<td>30 A</td>
<td>26 A</td>
</tr>
<tr>
<td>11-12</td>
<td>21 A</td>
<td>25 A</td>
<td>32 A</td>
<td>25 A</td>
<td>26 A</td>
<td>18 A</td>
<td>29 A</td>
<td>31 A</td>
</tr>
<tr>
<td>12-13</td>
<td>46 A</td>
<td>24 A</td>
<td>29 A</td>
<td>19 A</td>
<td>29 A</td>
<td>32 A</td>
<td>39 A</td>
<td>24 A</td>
</tr>
<tr>
<td>13-14</td>
<td>42 A</td>
<td>27 A</td>
<td>29 A</td>
<td>25 A</td>
<td>23 A</td>
<td>33 A</td>
<td>23 A</td>
<td>36 A</td>
</tr>
<tr>
<td>14-15</td>
<td>44 A</td>
<td>21 A</td>
<td>15 A</td>
<td>22 A</td>
<td>32 A</td>
<td>24 A</td>
<td>21 A</td>
<td>42 A</td>
</tr>
<tr>
<td>15-16</td>
<td>46 A</td>
<td>17 A</td>
<td>15 A</td>
<td>26 A</td>
<td>38 A</td>
<td>34 A</td>
<td>34 A</td>
<td>54 A</td>
</tr>
<tr>
<td>16-17</td>
<td>49 A</td>
<td>18 A</td>
<td>26 A</td>
<td>23 A</td>
<td>45 A</td>
<td>43 A</td>
<td>51 A</td>
<td>53 A</td>
</tr>
<tr>
<td>17-18</td>
<td>65 A</td>
<td>26 A</td>
<td>16 A</td>
<td>27 A</td>
<td>41 A</td>
<td>45 A</td>
<td>43 A</td>
<td>49 A</td>
</tr>
<tr>
<td>18-19</td>
<td>34 A</td>
<td>21 A</td>
<td>19 A</td>
<td>24 A</td>
<td>18 A</td>
<td>28 A</td>
<td>26 A</td>
<td>26 A</td>
</tr>
<tr>
<td>19-20</td>
<td>16 A</td>
<td>25 A</td>
<td>17 A</td>
<td>28 A</td>
<td>14 A</td>
<td>33 A</td>
<td>19 A</td>
<td>22 A</td>
</tr>
<tr>
<td>20-21</td>
<td>28 A</td>
<td>18 A</td>
<td>17 A</td>
<td>15 A</td>
<td>26 A</td>
<td>26 A</td>
<td>27 A</td>
<td>22 A</td>
</tr>
<tr>
<td>21-22</td>
<td>14 A</td>
<td>15 A</td>
<td>20 A</td>
<td>18 A</td>
<td>17 A</td>
<td>16 A</td>
<td>19 A</td>
<td>19 A</td>
</tr>
<tr>
<td>22-23</td>
<td>20 A</td>
<td>16 A</td>
<td>14 A</td>
<td>19 A</td>
<td>8 A</td>
<td>10 A</td>
<td>7 A</td>
<td>24 A</td>
</tr>
<tr>
<td>23-24</td>
<td>6 A</td>
<td>19 A</td>
<td>14 A</td>
<td>12 A</td>
<td>8 A</td>
<td>11 A</td>
<td>9 A</td>
<td>13 A</td>
</tr>
</tbody>
</table>

**Day Total**

- 673 A
- 421 A
- 386 A
- 394 A
- 553 A
- 578 A
- 580 A
- 621 A

**AM Peak Hour**

- 07-08
- 08-09
- 11-12
- 11-12
- 08-09
- 08-09
- 07-08

**AM Peak Traffic**

- 47
- 28
- 32
- 25
- 50
- 54
- 44
- 44

**PM Peak Hour**

- 17-18
- 13-14
- 12-13
- 19-20
- 16-17
- 17-18
- 16-17
- 15-16

**PM Peak Traffic**

- 65
- 27
- 29
- 28
- 45
- 45
- 51
- 54
### District County Route Prefix Postmile Leg
<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>005</th>
<th>28.959</th>
<th>N</th>
</tr>
</thead>
</table>

**Location Description:**
NB ON FROM EB DEL PASO

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
</tr>
</thead>
</table>

**Day Total:** 472 A

**AM Peak Hour:**
- 11-12

**AM Peak Traffic:** 33

**PM Peak Hour:**
- 14-15

**PM Peak Traffic:** 35
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District County Route Prefix Postmile Leg
03 SAC 005 28.959 N

### Location Description
NB ON FROM EB DEL PASO

### 7-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>3787</td>
<td>541</td>
</tr>
<tr>
<td>2nd</td>
<td>3585</td>
<td>512</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>2896</td>
<td>579</td>
</tr>
<tr>
<td>2nd</td>
<td>2778</td>
<td>556</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description
- **Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>6 A</td>
<td>1 A</td>
<td>4 A</td>
<td>7 A</td>
<td>5 A</td>
<td>7 A</td>
<td>8 A</td>
<td>12 A</td>
</tr>
<tr>
<td>1-2</td>
<td>2 A</td>
<td>6 A</td>
<td>2 A</td>
<td>4 A</td>
<td>4 A</td>
<td>2 A</td>
<td>0 A</td>
<td>3 A</td>
</tr>
<tr>
<td>2-3</td>
<td>1 A</td>
<td>1 A</td>
<td>3 A</td>
<td>0 A</td>
<td>2 A</td>
<td>0 A</td>
<td>2 A</td>
<td>4 A</td>
</tr>
<tr>
<td>3-4</td>
<td>7 A</td>
<td>5 A</td>
<td>1 A</td>
<td>2 A</td>
<td>3 A</td>
<td>2 A</td>
<td>7 A</td>
<td>4 A</td>
</tr>
<tr>
<td>4-5</td>
<td>10 A</td>
<td>13 A</td>
<td>14 A</td>
<td>16 A</td>
<td>14 A</td>
<td>13 A</td>
<td>14 A</td>
<td>15 A</td>
</tr>
<tr>
<td>5-6</td>
<td>14 A</td>
<td>25 A</td>
<td>23 A</td>
<td>22 A</td>
<td>19 A</td>
<td>19 A</td>
<td>11 A</td>
<td>8 A</td>
</tr>
<tr>
<td>6-7</td>
<td>6 A</td>
<td>34 A</td>
<td>35 A</td>
<td>32 A</td>
<td>32 A</td>
<td>23 A</td>
<td>18 A</td>
<td>9 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7 A</td>
<td>49 A</td>
<td>55 A</td>
<td>52 A</td>
<td>41 A</td>
<td>33 A</td>
<td>14 A</td>
<td>9 A</td>
</tr>
<tr>
<td>8-9</td>
<td>17 A</td>
<td>42 A</td>
<td>50 A</td>
<td>39 A</td>
<td>44 A</td>
<td>37 A</td>
<td>22 A</td>
<td>18 A</td>
</tr>
<tr>
<td>9-10</td>
<td>19 A</td>
<td>27 A</td>
<td>27 A</td>
<td>41 A</td>
<td>31 A</td>
<td>25 A</td>
<td>19 A</td>
<td>22 A</td>
</tr>
<tr>
<td>10-11</td>
<td>28 A</td>
<td>25 A</td>
<td>29 A</td>
<td>36 A</td>
<td>23 A</td>
<td>30 A</td>
<td>33 A</td>
<td>25 A</td>
</tr>
<tr>
<td>11-12</td>
<td>29 A</td>
<td>21 A</td>
<td>22 A</td>
<td>32 A</td>
<td>31 A</td>
<td>35 A</td>
<td>19 A</td>
<td>29 A</td>
</tr>
<tr>
<td>12-13</td>
<td>33 A</td>
<td>40 A</td>
<td>51 A</td>
<td>46 A</td>
<td>38 A</td>
<td>41 A</td>
<td>37 A</td>
<td>23 A</td>
</tr>
<tr>
<td>13-14</td>
<td>33 A</td>
<td>17 A</td>
<td>47 A</td>
<td>26 A</td>
<td>28 A</td>
<td>43 A</td>
<td>29 A</td>
<td>30 A</td>
</tr>
<tr>
<td>14-15</td>
<td>25 A</td>
<td>32 A</td>
<td>48 A</td>
<td>47 A</td>
<td>46 A</td>
<td>59 A</td>
<td>21 A</td>
<td>20 A</td>
</tr>
<tr>
<td>15-16</td>
<td>21 A</td>
<td>76 A</td>
<td>71 A</td>
<td>83 A</td>
<td>71 A</td>
<td>78 A</td>
<td>31 A</td>
<td>34 A</td>
</tr>
<tr>
<td>16-17</td>
<td>20 A</td>
<td>74 A</td>
<td>86 A</td>
<td>71 A</td>
<td>49 A</td>
<td>63 A</td>
<td>19 A</td>
<td>21 A</td>
</tr>
<tr>
<td>17-18</td>
<td>14 A</td>
<td>63 A</td>
<td>54 A</td>
<td>58 A</td>
<td>57 A</td>
<td>66 A</td>
<td>31 A</td>
<td>16 A</td>
</tr>
<tr>
<td>18-19</td>
<td>24 A</td>
<td>41 A</td>
<td>46 A</td>
<td>42 A</td>
<td>22 A</td>
<td>39 A</td>
<td>29 A</td>
<td>13 A</td>
</tr>
<tr>
<td>19-20</td>
<td>24 A</td>
<td>20 A</td>
<td>13 A</td>
<td>24 A</td>
<td>21 A</td>
<td>25 A</td>
<td>20 A</td>
<td>24 A</td>
</tr>
<tr>
<td>20-21</td>
<td>17 A</td>
<td>23 A</td>
<td>17 A</td>
<td>33 A</td>
<td>21 A</td>
<td>31 A</td>
<td>21 A</td>
<td>21 A</td>
</tr>
<tr>
<td>21-22</td>
<td>24 A</td>
<td>15 A</td>
<td>16 A</td>
<td>26 A</td>
<td>13 A</td>
<td>30 A</td>
<td>16 A</td>
<td>18 A</td>
</tr>
<tr>
<td>22-23</td>
<td>18 A</td>
<td>19 A</td>
<td>12 A</td>
<td>9 A</td>
<td>14 A</td>
<td>17 A</td>
<td>16 A</td>
<td>12 A</td>
</tr>
<tr>
<td>23-24</td>
<td>18 A</td>
<td>5 A</td>
<td>10 A</td>
<td>12 A</td>
<td>11 A</td>
<td>9 A</td>
<td>9 A</td>
<td>9 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **AM Peak Hour:** 11-12
- **PM Peak Hour:** 12-13

#### AM Peak Traffic
- **Year:** 2008
- **Sun:** 6 A
- **Mon:** 1 A
- **Tue:** 4 A
- **Wed:** 7 A
- **Thu:** 5 A
- **Fri:** 7 A
- **Sat:** 8 A
- **Sun:** 12 A

#### PM Peak Traffic
- **Year:** 2008
- **Sun:** 33 A
- **Mon:** 76 A
- **Tue:** 86 A
- **Wed:** 83 A
- **Thu:** 71 A
- **Fri:** 78 A
- **Sat:** 37 A
- **Sun:** 34 A

#### Year
- **2008**

#### Postmile
- **28.959 N**
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>9 A</td>
<td>3 A</td>
<td>11 A</td>
<td>6 A</td>
<td>14 A</td>
<td>7 A</td>
<td>9 A</td>
<td>4 A</td>
</tr>
<tr>
<td>1-2</td>
<td>1 A</td>
<td>0 A</td>
<td>1 A</td>
<td>4 A</td>
<td>8 A</td>
<td>6 A</td>
<td>6 A</td>
<td>2 A</td>
</tr>
<tr>
<td>2-3</td>
<td>0 A</td>
<td>1 A</td>
<td>3 A</td>
<td>4 A</td>
<td>7 A</td>
<td>3 A</td>
<td>6 A</td>
<td>3 A</td>
</tr>
<tr>
<td>3-4</td>
<td>0 A</td>
<td>2 A</td>
<td>5 A</td>
<td>3 A</td>
<td>4 A</td>
<td>3 A</td>
<td>3 A</td>
<td>3 A</td>
</tr>
<tr>
<td>4-5</td>
<td>9 A</td>
<td>10 A</td>
<td>13 A</td>
<td>18 A</td>
<td>24 A</td>
<td>21 A</td>
<td>14 A</td>
<td>13 A</td>
</tr>
<tr>
<td>5-6</td>
<td>28 A</td>
<td>26 A</td>
<td>18 A</td>
<td>21 A</td>
<td>16 A</td>
<td>11 A</td>
<td>12 A</td>
<td>22 A</td>
</tr>
<tr>
<td>6-7</td>
<td>31 A</td>
<td>27 A</td>
<td>27 A</td>
<td>29 A</td>
<td>28 A</td>
<td>16 A</td>
<td>11 A</td>
<td>29 A</td>
</tr>
<tr>
<td>7-8</td>
<td>35 A</td>
<td>45 A</td>
<td>45 A</td>
<td>41 A</td>
<td>38 A</td>
<td>20 A</td>
<td>12 A</td>
<td>41 A</td>
</tr>
<tr>
<td>8-9</td>
<td>33 A</td>
<td>42 A</td>
<td>25 A</td>
<td>35 A</td>
<td>36 A</td>
<td>29 A</td>
<td>16 A</td>
<td>36 A</td>
</tr>
<tr>
<td>9-10</td>
<td>27 C</td>
<td>27 A</td>
<td>25 A</td>
<td>24 A</td>
<td>29 A</td>
<td>37 A</td>
<td>26 A</td>
<td>21 A</td>
</tr>
<tr>
<td>10-11</td>
<td>28 A</td>
<td>26 A</td>
<td>28 A</td>
<td>25 A</td>
<td>36 A</td>
<td>24 A</td>
<td>28 A</td>
<td>26 A</td>
</tr>
<tr>
<td>11-12</td>
<td>21 A</td>
<td>32 A</td>
<td>20 A</td>
<td>25 A</td>
<td>32 A</td>
<td>40 A</td>
<td>25 A</td>
<td>28 A</td>
</tr>
<tr>
<td>12-13</td>
<td>35 A</td>
<td>43 A</td>
<td>33 A</td>
<td>45 A</td>
<td>56 A</td>
<td>35 A</td>
<td>27 A</td>
<td>40 A</td>
</tr>
<tr>
<td>13-14</td>
<td>24 A</td>
<td>30 A</td>
<td>37 A</td>
<td>33 A</td>
<td>45 A</td>
<td>23 A</td>
<td>27 A</td>
<td>23 A</td>
</tr>
<tr>
<td>14-15</td>
<td>33 A</td>
<td>30 A</td>
<td>33 A</td>
<td>24 A</td>
<td>38 A</td>
<td>26 A</td>
<td>31 A</td>
<td>37 A</td>
</tr>
<tr>
<td>15-16</td>
<td>42 A</td>
<td>56 A</td>
<td>36 A</td>
<td>40 A</td>
<td>99 A</td>
<td>21 A</td>
<td>25 A</td>
<td>44 A</td>
</tr>
<tr>
<td>16-17</td>
<td>41 A</td>
<td>25 A</td>
<td>46 A</td>
<td>49 A</td>
<td>87 A</td>
<td>13 A</td>
<td>19 A</td>
<td>49 A</td>
</tr>
<tr>
<td>17-18</td>
<td>60 A</td>
<td>45 A</td>
<td>43 A</td>
<td>63 A</td>
<td>84 A</td>
<td>26 A</td>
<td>27 A</td>
<td>59 A</td>
</tr>
<tr>
<td>18-19</td>
<td>29 A</td>
<td>24 A</td>
<td>24 A</td>
<td>25 A</td>
<td>31 A</td>
<td>18 A</td>
<td>27 A</td>
<td>30 A</td>
</tr>
<tr>
<td>19-20</td>
<td>18 A</td>
<td>21 A</td>
<td>17 A</td>
<td>19 A</td>
<td>21 A</td>
<td>17 A</td>
<td>13 A</td>
<td>15 A</td>
</tr>
<tr>
<td>20-21</td>
<td>20 A</td>
<td>25 A</td>
<td>41 A</td>
<td>35 A</td>
<td>33 A</td>
<td>20 A</td>
<td>27 A</td>
<td>24 A</td>
</tr>
<tr>
<td>21-22</td>
<td>26 A</td>
<td>22 A</td>
<td>21 A</td>
<td>19 A</td>
<td>21 A</td>
<td>26 A</td>
<td>31 A</td>
<td>20 A</td>
</tr>
<tr>
<td>22-23</td>
<td>15 A</td>
<td>5 A</td>
<td>20 A</td>
<td>20 A</td>
<td>22 A</td>
<td>17 A</td>
<td>21 A</td>
<td>19 A</td>
</tr>
<tr>
<td>23-24</td>
<td>8 A</td>
<td>4 A</td>
<td>11 A</td>
<td>18 A</td>
<td>9 A</td>
<td>13 A</td>
<td>6 A</td>
<td>8 A</td>
</tr>
</tbody>
</table>

**Day Total:** 573 C 571 A 583 A 624 A 815 A 476 A 467 A 599 A

- **AM Peak Hour:** 07-08 07-08 07-08 07-08 11-12 10-11 07-08
- **AM Peak Traffic:** 35 45 45 41 38 40 28 41
- **PM Peak Hour:** 17-18 15-16 16-17 17-18 15-16 12-13 19-20 17-18
- **PM Peak Traffic:** 60 56 46 63 99 35 34 59
### District County Route Prefix Postmile Leg
03 SAC 005 28.959 N

**Location Description**
NB ON FROM EB DEL PASO

<table>
<thead>
<tr>
<th>Direction of Count: North</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>2008</td>
</tr>
<tr>
<td>0-1</td>
</tr>
<tr>
<td>1-2</td>
</tr>
<tr>
<td>2-3</td>
</tr>
<tr>
<td>3-4</td>
</tr>
<tr>
<td>4-5</td>
</tr>
<tr>
<td>5-6</td>
</tr>
<tr>
<td>6-7</td>
</tr>
<tr>
<td>7-8</td>
</tr>
<tr>
<td>8-9</td>
</tr>
<tr>
<td>9-10</td>
</tr>
<tr>
<td>10-11</td>
</tr>
<tr>
<td>11-12</td>
</tr>
<tr>
<td>12-13</td>
</tr>
<tr>
<td>13-14</td>
</tr>
<tr>
<td>14-15</td>
</tr>
<tr>
<td>15-16</td>
</tr>
<tr>
<td>16-17</td>
</tr>
<tr>
<td>17-18</td>
</tr>
<tr>
<td>18-19</td>
</tr>
<tr>
<td>19-20</td>
</tr>
<tr>
<td>20-21</td>
</tr>
<tr>
<td>21-22</td>
</tr>
<tr>
<td>22-23</td>
</tr>
<tr>
<td>23-24</td>
</tr>
</tbody>
</table>

**Day Total**
662 A 719 A 651 A 681 A 495 A 433 A 587 A 517 A

**AM Peak Hour**
08-09 07-08 08-09 07-08 10-11 10-11 07-08 08-09

**AM Peak Traffic**
47 48 40 45 30 32 45 41

**PM Peak Hour**
17-18 17-18 17-18 16-17 21-22 12-13 17-18 12-13

**PM Peak Traffic**
70 83 59 67 45 33 49 46
### District County Prefix Postmile Leg

| 03 | SAC 005 | 28.959 | N |

#### Location Description

NB ON FROM EB DEL PASO

<table>
<thead>
<tr>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
</tr>
<tr>
<td>Ramp Connection</td>
</tr>
<tr>
<td>Lanes:</td>
</tr>
<tr>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed JUN 25</th>
<th>Thu JUN 26</th>
<th>Fri JUN 27</th>
<th>Sat JUN 28</th>
<th>Sun JUN 29</th>
<th>Mon JUN 30</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>5 A</td>
<td>6 A</td>
<td>4 A</td>
<td>11 A</td>
<td>5 A</td>
<td>4 A</td>
</tr>
<tr>
<td>1-2</td>
<td>4 A</td>
<td>2 A</td>
<td>0 A</td>
<td>3 A</td>
<td>2 A</td>
<td>4 A</td>
</tr>
<tr>
<td>2-3</td>
<td>1 A</td>
<td>4 A</td>
<td>5 A</td>
<td>3 A</td>
<td>5 A</td>
<td>0 A</td>
</tr>
<tr>
<td>3-4</td>
<td>2 A</td>
<td>3 A</td>
<td>1 A</td>
<td>2 A</td>
<td>3 A</td>
<td>2 A</td>
</tr>
<tr>
<td>4-5</td>
<td>16 A</td>
<td>10 A</td>
<td>19 A</td>
<td>10 A</td>
<td>16 A</td>
<td>12 A</td>
</tr>
<tr>
<td>5-6</td>
<td>21 A</td>
<td>17 A</td>
<td>19 A</td>
<td>13 A</td>
<td>8 A</td>
<td>13 A</td>
</tr>
<tr>
<td>6-7</td>
<td>22 A</td>
<td>21 A</td>
<td>21 A</td>
<td>11 A</td>
<td>8 A</td>
<td>22 A</td>
</tr>
<tr>
<td>7-8</td>
<td>27 A</td>
<td>36 A</td>
<td>33 A</td>
<td>18 A</td>
<td>9 A</td>
<td>35 A</td>
</tr>
<tr>
<td>8-9</td>
<td>30 A</td>
<td>32 A</td>
<td>36 A</td>
<td>25 A</td>
<td>8 A</td>
<td>33 A</td>
</tr>
<tr>
<td>9-10</td>
<td>20 A</td>
<td>30 A</td>
<td>23 A</td>
<td>30 A</td>
<td>30 A</td>
<td>29 A</td>
</tr>
<tr>
<td>10-11</td>
<td>25 A</td>
<td>32 A</td>
<td>24 A</td>
<td>28 A</td>
<td>23 A</td>
<td>16 A</td>
</tr>
<tr>
<td>11-12</td>
<td>20 A</td>
<td>23 A</td>
<td>16 A</td>
<td>19 A</td>
<td>21 A</td>
<td>17 A</td>
</tr>
<tr>
<td>12-13</td>
<td>33 A</td>
<td>41 A</td>
<td>34 A</td>
<td>33 A</td>
<td>17 A</td>
<td>36 A</td>
</tr>
<tr>
<td>13-14</td>
<td>38 A</td>
<td>27 A</td>
<td>25 A</td>
<td>20 A</td>
<td>21 A</td>
<td>31 A</td>
</tr>
<tr>
<td>14-15</td>
<td>15 A</td>
<td>24 A</td>
<td>38 A</td>
<td>26 A</td>
<td>17 A</td>
<td>22 A</td>
</tr>
<tr>
<td>15-16</td>
<td>31 A</td>
<td>38 A</td>
<td>42 A</td>
<td>26 A</td>
<td>22 A</td>
<td>33 A</td>
</tr>
<tr>
<td>16-17</td>
<td>50 A</td>
<td>49 A</td>
<td>69 A</td>
<td>22 A</td>
<td>29 A</td>
<td>50 A</td>
</tr>
<tr>
<td>17-18</td>
<td>49 A</td>
<td>48 A</td>
<td>40 A</td>
<td>11 A</td>
<td>15 A</td>
<td>45 A</td>
</tr>
<tr>
<td>18-19</td>
<td>25 A</td>
<td>24 A</td>
<td>35 A</td>
<td>11 A</td>
<td>20 A</td>
<td>21 A</td>
</tr>
<tr>
<td>19-20</td>
<td>20 A</td>
<td>26 A</td>
<td>22 A</td>
<td>13 A</td>
<td>17 A</td>
<td>14 A</td>
</tr>
<tr>
<td>20-21</td>
<td>20 A</td>
<td>20 A</td>
<td>31 A</td>
<td>16 A</td>
<td>19 A</td>
<td>22 A</td>
</tr>
<tr>
<td>21-22</td>
<td>18 A</td>
<td>28 A</td>
<td>20 A</td>
<td>19 A</td>
<td>15 A</td>
<td>18 A</td>
</tr>
<tr>
<td>22-23</td>
<td>11 A</td>
<td>11 A</td>
<td>16 A</td>
<td>14 A</td>
<td>4 A</td>
<td>15 A</td>
</tr>
<tr>
<td>23-24</td>
<td>7 A</td>
<td>6 A</td>
<td>5 A</td>
<td>8 A</td>
<td>14 A</td>
<td>3 A</td>
</tr>
</tbody>
</table>

#### Day Total

| 510 A | 558 A | 578 A | 392 A | 348 A | 497 A |

#### AM Peak Hour

| 08-09 | 07-08 | 08-09 | 09-10 | 09-10 | 07-08 |

#### AM Peak Traffic

| 30 | 36 | 36 | 30 | 30 | 35 |

#### PM Peak Hour

| 16-17 | 16-17 | 16-17 | 12-13 | 16-17 | 16-17 |

#### PM Peak Traffic

<p>| 50 | 49 | 69 | 33 | 29 | 50 |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.959</td>
<td>N</td>
<td></td>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### NORTH

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7-Day Total</td>
<td>Daily Average</td>
<td>5-Day Total</td>
</tr>
<tr>
<td></td>
<td>5-Day Periods</td>
<td>Weekday Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>4400</td>
<td>629</td>
<td>3537</td>
</tr>
<tr>
<td>2nd</td>
<td>4041</td>
<td>577</td>
<td>3166</td>
</tr>
<tr>
<td>3rd</td>
<td>4274</td>
<td>611</td>
<td>3312</td>
</tr>
<tr>
<td>4th</td>
<td>3575</td>
<td>511</td>
<td>2750</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>707</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>633</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>662</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>550</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 005 28.959 N

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>NB ON FROM EB DEL PASO</td>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td>Lanes:</td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
</tr>
<tr>
<td>0-1</td>
<td>6 A</td>
<td>4 A</td>
<td>7 A</td>
<td>5 A</td>
<td>16 A</td>
<td>10 A</td>
<td>8 A</td>
</tr>
<tr>
<td>1-2</td>
<td>2 A</td>
<td>3 A</td>
<td>3 A</td>
<td>1 A</td>
<td>4 A</td>
<td>4 A</td>
<td>3 A</td>
</tr>
<tr>
<td>2-3</td>
<td>1 A</td>
<td>0 A</td>
<td>1 A</td>
<td>3 A</td>
<td>2 A</td>
<td>5 A</td>
<td>2 A</td>
</tr>
<tr>
<td>3-4</td>
<td>2 A</td>
<td>1 A</td>
<td>3 A</td>
<td>4 A</td>
<td>4 A</td>
<td>4 A</td>
<td>3 A</td>
</tr>
<tr>
<td>4-5</td>
<td>8 A</td>
<td>16 A</td>
<td>21 A</td>
<td>13 A</td>
<td>11 A</td>
<td>13 A</td>
<td>19 A</td>
</tr>
<tr>
<td>5-6</td>
<td>17 A</td>
<td>17 A</td>
<td>11 A</td>
<td>6 A</td>
<td>13 A</td>
<td>11 A</td>
<td>18 A</td>
</tr>
<tr>
<td>6-7</td>
<td>25 A</td>
<td>20 A</td>
<td>20 A</td>
<td>7 A</td>
<td>7 A</td>
<td>5 A</td>
<td>24 A</td>
</tr>
<tr>
<td>7-8</td>
<td>49 A</td>
<td>41 A</td>
<td>31 A</td>
<td>15 A</td>
<td>11 A</td>
<td>9 A</td>
<td>35 A</td>
</tr>
<tr>
<td>9-10</td>
<td>30 A</td>
<td>31 A</td>
<td>42 A</td>
<td>19 A</td>
<td>10 A</td>
<td>14 A</td>
<td>37 A</td>
</tr>
<tr>
<td>10-11</td>
<td>37 A</td>
<td>38 A</td>
<td>33 A</td>
<td>18 A</td>
<td>24 A</td>
<td>24 A</td>
<td>23 A</td>
</tr>
<tr>
<td>11-12</td>
<td>25 A</td>
<td>25 A</td>
<td>33 A</td>
<td>19 A</td>
<td>21 A</td>
<td>22 A</td>
<td>29 A</td>
</tr>
<tr>
<td>12-13</td>
<td>26 A</td>
<td>35 A</td>
<td>27 A</td>
<td>30 A</td>
<td>27 A</td>
<td>16 A</td>
<td>28 A</td>
</tr>
<tr>
<td>13-14</td>
<td>46 A</td>
<td>38 A</td>
<td>44 A</td>
<td>24 A</td>
<td>21 A</td>
<td>22 A</td>
<td>53 A</td>
</tr>
<tr>
<td>14-15</td>
<td>21 A</td>
<td>38 A</td>
<td>25 A</td>
<td>31 A</td>
<td>14 A</td>
<td>28 A</td>
<td>23 A</td>
</tr>
<tr>
<td>15-16</td>
<td>26 A</td>
<td>30 A</td>
<td>51 A</td>
<td>28 A</td>
<td>16 A</td>
<td>31 A</td>
<td>34 A</td>
</tr>
<tr>
<td>16-17</td>
<td>26 A</td>
<td>48 A</td>
<td>82 A</td>
<td>16 A</td>
<td>21 A</td>
<td>24 A</td>
<td>44 A</td>
</tr>
<tr>
<td>17-18</td>
<td>33 A</td>
<td>58 A</td>
<td>77 A</td>
<td>22 A</td>
<td>20 A</td>
<td>20 A</td>
<td>32 A</td>
</tr>
<tr>
<td>18-19</td>
<td>35 A</td>
<td>84 A</td>
<td>73 A</td>
<td>17 A</td>
<td>17 A</td>
<td>15 A</td>
<td>45 C</td>
</tr>
<tr>
<td>19-20</td>
<td>28 A</td>
<td>26 A</td>
<td>28 A</td>
<td>11 A</td>
<td>14 A</td>
<td>15 A</td>
<td>21 C</td>
</tr>
<tr>
<td>20-21</td>
<td>18 A</td>
<td>28 A</td>
<td>22 A</td>
<td>20 A</td>
<td>18 A</td>
<td>13 A</td>
<td>14 C</td>
</tr>
<tr>
<td>21-22</td>
<td>28 A</td>
<td>28 A</td>
<td>40 A</td>
<td>15 A</td>
<td>11 A</td>
<td>18 A</td>
<td>22 C</td>
</tr>
<tr>
<td>22-23</td>
<td>23 A</td>
<td>22 A</td>
<td>18 A</td>
<td>14 A</td>
<td>24 A</td>
<td>23 A</td>
<td>18 C</td>
</tr>
<tr>
<td>23-24</td>
<td>28 A</td>
<td>13 A</td>
<td>10 A</td>
<td>18 A</td>
<td>19 A</td>
<td>15 A</td>
<td>12 A</td>
</tr>
</tbody>
</table>

**Day Total**

| Day Total | 529 A | 650 A | 721 A | 372 A | 348 A | 366 A | 553 C |

**AM Peak Hour**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>07-08</th>
<th>08-09</th>
<th>11-12</th>
<th>11-12</th>
<th>09-10</th>
<th>08-09</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Traffic</td>
<td>49</td>
<td>41</td>
<td>42</td>
<td>30</td>
<td>27</td>
<td>24</td>
</tr>
</tbody>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>PM Peak Hour</th>
<th>12-13</th>
<th>17-18</th>
<th>15-16</th>
<th>13-14</th>
<th>21-22</th>
<th>14-15</th>
<th>12-13</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM Peak Traffic</td>
<td>46</td>
<td>84</td>
<td>82</td>
<td>31</td>
<td>24</td>
<td>31</td>
<td>53</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
<td>Postmile</td>
<td>Leg</td>
<td>Traffic Station:</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------</td>
<td>-----</td>
<td>-----------------</td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td></td>
<td>28.959</td>
<td>N</td>
<td>Location Type:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ramp Connection</td>
<td></td>
</tr>
</tbody>
</table>

Location Description
NB ON FROM EB DEL PASO

7-Day Periods

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td></td>
</tr>
</tbody>
</table>

| 1st | 3539 | 506 |
| 2nd |
| 3rd |
| 4th |

5-Day Periods

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td></td>
</tr>
</tbody>
</table>

| 1st | 2825 | 565 |
| 2nd |
| 3rd |
| 4th |
**Traffic Station:**

Location Type: Ramp Connection

Lanes:

Lane Code:

<table>
<thead>
<tr>
<th>Direction of Count: North</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year</strong></td>
</tr>
<tr>
<td>2008</td>
</tr>
<tr>
<td>0-1</td>
</tr>
<tr>
<td>1-2</td>
</tr>
<tr>
<td>2-3</td>
</tr>
<tr>
<td>3-4</td>
</tr>
<tr>
<td>4-5</td>
</tr>
<tr>
<td>5-6</td>
</tr>
<tr>
<td>6-7</td>
</tr>
<tr>
<td>7-8</td>
</tr>
<tr>
<td>8-9</td>
</tr>
<tr>
<td>9-10</td>
</tr>
<tr>
<td>10-11</td>
</tr>
<tr>
<td>11-12</td>
</tr>
<tr>
<td>12-13</td>
</tr>
<tr>
<td>13-14</td>
</tr>
<tr>
<td>14-15</td>
</tr>
<tr>
<td>15-16</td>
</tr>
<tr>
<td>16-17</td>
</tr>
<tr>
<td>17-18</td>
</tr>
<tr>
<td>18-19</td>
</tr>
<tr>
<td>19-20</td>
</tr>
<tr>
<td>20-21</td>
</tr>
<tr>
<td>21-22</td>
</tr>
<tr>
<td>22-23</td>
</tr>
<tr>
<td>23-24</td>
</tr>
</tbody>
</table>

**Day Total**: 491 P 757 A 462 A 442 A 646 A 658 A 622 A 615 A

**AM Peak Hour**: 10-11 07-08 11-12 07-08 07-08 07-08 07-08 07-08

**AM Peak Traffic**: 28 43 34 27 44 42 40 52

**PM Peak Hour**: 17-18 16-17 12-13 17-18 17-18 12-13 17-18

**PM Peak Traffic**: 66 84 46 38 54 54 47 59

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg** | **Location Description**
--- | --- | --- | --- | --- | --- | ---
03 | SAC | 005 | 28.959 | N | NB ON FROM EB DEL PASO
<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
</tr>
<tr>
<td>0-1</td>
<td>5 A</td>
<td>6 A</td>
<td>9 A</td>
<td>7 A</td>
<td>5 A</td>
<td>1 A</td>
<td>7 A</td>
<td>4 A</td>
</tr>
<tr>
<td>1-2</td>
<td>1 A</td>
<td>3 A</td>
<td>4 A</td>
<td>5 A</td>
<td>1 A</td>
<td>2 A</td>
<td>4 A</td>
<td>2 A</td>
</tr>
<tr>
<td>2-3</td>
<td>6 A</td>
<td>1 A</td>
<td>4 A</td>
<td>1 A</td>
<td>3 A</td>
<td>2 A</td>
<td>3 A</td>
<td>3 A</td>
</tr>
<tr>
<td>3-4</td>
<td>6 A</td>
<td>6 A</td>
<td>4 A</td>
<td>4 A</td>
<td>4 A</td>
<td>4 A</td>
<td>6 A</td>
<td>8 A</td>
</tr>
<tr>
<td>4-5</td>
<td>14 A</td>
<td>15 A</td>
<td>15 A</td>
<td>15 A</td>
<td>18 A</td>
<td>12 A</td>
<td>20 A</td>
<td>14 A</td>
</tr>
<tr>
<td>5-6</td>
<td>22 A</td>
<td>9 A</td>
<td>10 A</td>
<td>26 A</td>
<td>29 A</td>
<td>22 A</td>
<td>20 A</td>
<td>21 A</td>
</tr>
<tr>
<td>6-7</td>
<td>34 A</td>
<td>7 A</td>
<td>12 A</td>
<td>31 A</td>
<td>28 A</td>
<td>31 A</td>
<td>35 A</td>
<td>33 A</td>
</tr>
<tr>
<td>7-8</td>
<td>49 A</td>
<td>22 A</td>
<td>14 A</td>
<td>55 A</td>
<td>65 A</td>
<td>52 A</td>
<td>49 A</td>
<td>45 A</td>
</tr>
<tr>
<td>8-9</td>
<td>37 A</td>
<td>23 A</td>
<td>15 A</td>
<td>43 A</td>
<td>59 A</td>
<td>49 A</td>
<td>45 A</td>
<td>49 A</td>
</tr>
<tr>
<td>9-10</td>
<td>40 A</td>
<td>31 A</td>
<td>27 A</td>
<td>27 A</td>
<td>29 A</td>
<td>35 A</td>
<td>21 A</td>
<td>25 A</td>
</tr>
<tr>
<td>10-11</td>
<td>28 A</td>
<td>31 A</td>
<td>41 A</td>
<td>26 A</td>
<td>25 A</td>
<td>28 A</td>
<td>35 A</td>
<td>37 A</td>
</tr>
<tr>
<td>11-12</td>
<td>47 A</td>
<td>31 A</td>
<td>22 A</td>
<td>24 A</td>
<td>19 A</td>
<td>28 A</td>
<td>30 A</td>
<td>39 A</td>
</tr>
<tr>
<td>12-13</td>
<td>36 A</td>
<td>27 A</td>
<td>33 A</td>
<td>60 A</td>
<td>36 A</td>
<td>66 A</td>
<td>41 A</td>
<td>53 A</td>
</tr>
<tr>
<td>13-14</td>
<td>34 A</td>
<td>26 A</td>
<td>19 A</td>
<td>32 A</td>
<td>29 A</td>
<td>23 A</td>
<td>33 A</td>
<td>46 A</td>
</tr>
<tr>
<td>14-15</td>
<td>53 A</td>
<td>20 A</td>
<td>34 A</td>
<td>28 A</td>
<td>39 A</td>
<td>31 A</td>
<td>32 A</td>
<td>53 A</td>
</tr>
<tr>
<td>15-16</td>
<td>82 A</td>
<td>29 A</td>
<td>18 A</td>
<td>46 A</td>
<td>45 A</td>
<td>43 A</td>
<td>48 A</td>
<td>42 A</td>
</tr>
<tr>
<td>16-17</td>
<td>86 A</td>
<td>34 A</td>
<td>25 A</td>
<td>44 A</td>
<td>50 A</td>
<td>60 A</td>
<td>53 A</td>
<td>65 A</td>
</tr>
<tr>
<td>17-18</td>
<td>70 A</td>
<td>19 A</td>
<td>17 A</td>
<td>52 A</td>
<td>56 A</td>
<td>64 A</td>
<td>65 A</td>
<td>53 A</td>
</tr>
<tr>
<td>18-19</td>
<td>40 A</td>
<td>31 A</td>
<td>15 A</td>
<td>37 A</td>
<td>42 A</td>
<td>31 A</td>
<td>45 A</td>
<td>34 A</td>
</tr>
<tr>
<td>19-20</td>
<td>28 A</td>
<td>20 A</td>
<td>28 A</td>
<td>23 A</td>
<td>18 A</td>
<td>24 A</td>
<td>30 A</td>
<td>32 A</td>
</tr>
<tr>
<td>20-21</td>
<td>24 A</td>
<td>23 A</td>
<td>29 A</td>
<td>31 A</td>
<td>33 A</td>
<td>43 A</td>
<td>32 A</td>
<td>39 A</td>
</tr>
<tr>
<td>21-22</td>
<td>32 A</td>
<td>16 A</td>
<td>18 A</td>
<td>17 A</td>
<td>17 A</td>
<td>17 A</td>
<td>10 A</td>
<td>21 A</td>
</tr>
<tr>
<td>22-23</td>
<td>21 A</td>
<td>19 A</td>
<td>10 A</td>
<td>14 A</td>
<td>13 A</td>
<td>12 A</td>
<td>18 A</td>
<td>21 A</td>
</tr>
<tr>
<td>23-24</td>
<td>10 A</td>
<td>15 A</td>
<td>10 A</td>
<td>13 A</td>
<td>9 A</td>
<td>7 A</td>
<td>9 A</td>
<td>18 A</td>
</tr>
</tbody>
</table>

Day Total  
805 A  464 A  433 A  661 A  672 A  687 A  691 A  757 A

AM Peak Hour 07-08 09-10 10-11 07-08 07-08 07-08 08-09
AM Peak Traffic 49 31 41 55 65 52 49 49
PM Peak Hour 16-17 16-17 14-15 12-13 17-18 12-13 17-18 16-17
PM Peak Traffic 86 34 34 60 56 66 65 65
Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>8 A</td>
<td>11 A</td>
</tr>
<tr>
<td>1-2</td>
<td>8 A</td>
<td>7 A</td>
</tr>
<tr>
<td>2-3</td>
<td>4 A</td>
<td>6 A</td>
</tr>
<tr>
<td>3-4</td>
<td>5 A</td>
<td>5 A</td>
</tr>
<tr>
<td>4-5</td>
<td>13 A</td>
<td>11 A</td>
</tr>
<tr>
<td>5-6</td>
<td>15 A</td>
<td>7 A</td>
</tr>
<tr>
<td>6-7</td>
<td>16 A</td>
<td>8 A</td>
</tr>
<tr>
<td>7-8</td>
<td>18 A</td>
<td>14 A</td>
</tr>
<tr>
<td>8-9</td>
<td>35 A</td>
<td>22 A</td>
</tr>
<tr>
<td>9-10</td>
<td>37 A</td>
<td>17 A</td>
</tr>
<tr>
<td>10-11</td>
<td>26 A</td>
<td>30 A</td>
</tr>
<tr>
<td>11-12</td>
<td>32 A</td>
<td>30 A</td>
</tr>
<tr>
<td>12-13</td>
<td>29 A</td>
<td>39 A</td>
</tr>
<tr>
<td>13-14</td>
<td>23 A</td>
<td>22 A</td>
</tr>
<tr>
<td>14-15</td>
<td>20 A</td>
<td>18 A</td>
</tr>
<tr>
<td>15-16</td>
<td>14 A</td>
<td>29 A</td>
</tr>
<tr>
<td>16-17</td>
<td>20 A</td>
<td>20 A</td>
</tr>
<tr>
<td>17-18</td>
<td>29 A</td>
<td>21 A</td>
</tr>
<tr>
<td>18-19</td>
<td>24 A</td>
<td>18 A</td>
</tr>
<tr>
<td>19-20</td>
<td>31 A</td>
<td>15 A</td>
</tr>
<tr>
<td>20-21</td>
<td>19 A</td>
<td>16 A</td>
</tr>
<tr>
<td>21-22</td>
<td>17 A</td>
<td>25 A</td>
</tr>
<tr>
<td>22-23</td>
<td>16 A</td>
<td>15 A</td>
</tr>
<tr>
<td>23-24</td>
<td>12 A</td>
<td>13 A</td>
</tr>
<tr>
<td>Day Total</td>
<td>471 A</td>
<td>419 A</td>
</tr>
</tbody>
</table>

AM Peak Hour
AM Peak Traffic 37 30
PM Peak Hour 19-20 12-13
PM Peak Traffic 31 39
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods
#### NORTH

<table>
<thead>
<tr>
<th>7-Day Period</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>4202</td>
<td>600</td>
</tr>
<tr>
<td>2nd</td>
<td>4413</td>
<td>630</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods
#### NORTH

<table>
<thead>
<tr>
<th>5-Day Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>3298</td>
<td>660</td>
</tr>
<tr>
<td>2nd</td>
<td>3516</td>
<td>703</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

---

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg**
--- | --- | --- | --- | --- | ---
03 | SAC | 005 | 28.959 | N

**Location Description**

NB ON FROM EB DEL PASO

---

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

---

**Direction of Count:** North

---

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
<td>SEP 03</td>
<td>SEP 04</td>
<td>SEP 05</td>
<td>SEP 06</td>
<td>SEP 07</td>
<td>SEP 08</td>
</tr>
<tr>
<td>0-1</td>
<td>6 A</td>
<td>4 A</td>
<td>3 A</td>
<td>6 A</td>
<td>5 A</td>
<td>11 A</td>
<td>6 A</td>
<td>8 A</td>
</tr>
<tr>
<td>1-2</td>
<td>3 A</td>
<td>1 A</td>
<td>1 A</td>
<td>1 A</td>
<td>0 A</td>
<td>3 A</td>
<td>7 A</td>
<td>3 A</td>
</tr>
<tr>
<td>2-3</td>
<td>3 A</td>
<td>2 A</td>
<td>1 A</td>
<td>4 A</td>
<td>3 A</td>
<td>5 A</td>
<td>1 A</td>
<td>1 A</td>
</tr>
<tr>
<td>3-4</td>
<td>5 A</td>
<td>5 A</td>
<td>2 A</td>
<td>4 A</td>
<td>4 A</td>
<td>4 A</td>
<td>5 A</td>
<td>1 A</td>
</tr>
<tr>
<td>4-5</td>
<td>19 A</td>
<td>21 A</td>
<td>18 A</td>
<td>13 A</td>
<td>15 A</td>
<td>21 A</td>
<td>10 A</td>
<td>18 A</td>
</tr>
<tr>
<td>5-6</td>
<td>9 A</td>
<td>22 A</td>
<td>27 A</td>
<td>14 A</td>
<td>20 A</td>
<td>14 A</td>
<td>8 A</td>
<td>24 A</td>
</tr>
<tr>
<td>6-7</td>
<td>18 A</td>
<td>30 A</td>
<td>26 A</td>
<td>30 A</td>
<td>27 A</td>
<td>20 A</td>
<td>12 A</td>
<td>29 A</td>
</tr>
<tr>
<td>7-8</td>
<td>17 A</td>
<td>48 A</td>
<td>35 A</td>
<td>40 A</td>
<td>33 A</td>
<td>19 A</td>
<td>10 A</td>
<td>40 A</td>
</tr>
<tr>
<td>8-9</td>
<td>20 A</td>
<td>40 A</td>
<td>31 A</td>
<td>56 A</td>
<td>43 A</td>
<td>21 A</td>
<td>18 A</td>
<td>44 A</td>
</tr>
<tr>
<td>9-10</td>
<td>22 A</td>
<td>36 A</td>
<td>25 A</td>
<td>21 A</td>
<td>21 A</td>
<td>21 A</td>
<td>15 A</td>
<td>28 A</td>
</tr>
<tr>
<td>10-11</td>
<td>34 A</td>
<td>31 A</td>
<td>25 A</td>
<td>30 A</td>
<td>28 A</td>
<td>29 A</td>
<td>30 A</td>
<td>18 A</td>
</tr>
<tr>
<td>11-12</td>
<td>27 A</td>
<td>36 A</td>
<td>27 A</td>
<td>35 A</td>
<td>34 A</td>
<td>28 A</td>
<td>15 A</td>
<td>27 A</td>
</tr>
<tr>
<td>12-13</td>
<td>17 A</td>
<td>43 A</td>
<td>55 A</td>
<td>35 A</td>
<td>56 A</td>
<td>25 A</td>
<td>25 A</td>
<td>42 A</td>
</tr>
<tr>
<td>13-14</td>
<td>29 A</td>
<td>40 A</td>
<td>36 A</td>
<td>29 A</td>
<td>41 A</td>
<td>14 A</td>
<td>20 A</td>
<td>32 A</td>
</tr>
<tr>
<td>14-15</td>
<td>34 A</td>
<td>34 A</td>
<td>37 A</td>
<td>27 A</td>
<td>24 A</td>
<td>23 A</td>
<td>16 A</td>
<td>26 A</td>
</tr>
<tr>
<td>15-16</td>
<td>25 A</td>
<td>40 A</td>
<td>29 A</td>
<td>40 A</td>
<td>43 A</td>
<td>28 A</td>
<td>21 A</td>
<td>40 A</td>
</tr>
<tr>
<td>16-17</td>
<td>27 A</td>
<td>41 A</td>
<td>49 A</td>
<td>49 A</td>
<td>74 A</td>
<td>14 A</td>
<td>28 A</td>
<td>48 A</td>
</tr>
<tr>
<td>17-18</td>
<td>16 A</td>
<td>51 A</td>
<td>53 A</td>
<td>50 A</td>
<td>62 A</td>
<td>28 A</td>
<td>21 A</td>
<td>46 A</td>
</tr>
<tr>
<td>18-19</td>
<td>24 A</td>
<td>39 A</td>
<td>30 A</td>
<td>37 A</td>
<td>29 A</td>
<td>23 A</td>
<td>29 A</td>
<td>33 A</td>
</tr>
<tr>
<td>19-20</td>
<td>22 A</td>
<td>16 A</td>
<td>26 A</td>
<td>23 A</td>
<td>19 A</td>
<td>25 A</td>
<td>29 A</td>
<td>22 A</td>
</tr>
<tr>
<td>20-21</td>
<td>27 A</td>
<td>47 A</td>
<td>37 A</td>
<td>54 A</td>
<td>26 A</td>
<td>27 A</td>
<td>24 A</td>
<td>24 A</td>
</tr>
<tr>
<td>21-22</td>
<td>16 A</td>
<td>12 A</td>
<td>17 A</td>
<td>12 A</td>
<td>18 A</td>
<td>25 A</td>
<td>10 A</td>
<td>19 A</td>
</tr>
<tr>
<td>22-23</td>
<td>14 A</td>
<td>6 A</td>
<td>14 A</td>
<td>10 A</td>
<td>16 A</td>
<td>8 A</td>
<td>18 A</td>
<td>11 A</td>
</tr>
<tr>
<td>23-24</td>
<td>5 A</td>
<td>2 A</td>
<td>12 A</td>
<td>6 A</td>
<td>8 A</td>
<td>13 A</td>
<td>11 A</td>
<td>8 A</td>
</tr>
</tbody>
</table>

---

**Day Total**

- 439 A
- 647 A
- 616 A
- 626 A
- 649 A
- 449 A
- 389 A
- 592 A

---

**AM Peak Hour**

- 10-11
- 07-08
- 07-08
- 08-09
- 08-09
- 10-11
- 10-11
- 08-09

---

**AM Peak Traffic**

- 34
- 48
- 35
- 56
- 43
- 20
- 30
- 44

---

**PM Peak Hour**

- 14-15
- 17-18
- 12-13
- 20-21
- 16-17
- 15-16
- 18-19
- 16-17

---

**PM Peak Traffic**

- 34
- 51
- 55
- 54
- 74
- 28
- 29
- 48
### CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

#### District County Route Prefix Postmile Leg
03 SAC 005 28.959 N

#### Location Description
NB ON FROM EB DEL PASO

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>1 A</td>
<td>1 A</td>
<td>2 A</td>
<td>3 A</td>
<td>6 A</td>
<td>7 A</td>
<td>2 A</td>
<td>2 A</td>
</tr>
<tr>
<td>1-2</td>
<td>3 A</td>
<td>2 A</td>
<td>1 A</td>
<td>3 A</td>
<td>2 A</td>
<td>1 A</td>
<td>1 A</td>
<td>3 A</td>
</tr>
<tr>
<td>2-3</td>
<td>2 A</td>
<td>2 A</td>
<td>3 A</td>
<td>2 A</td>
<td>1 A</td>
<td>3 A</td>
<td>2 A</td>
<td>2 A</td>
</tr>
<tr>
<td>3-4</td>
<td>2 A</td>
<td>3 A</td>
<td>6 A</td>
<td>5 A</td>
<td>5 A</td>
<td>6 A</td>
<td>5 A</td>
<td>4 A</td>
</tr>
<tr>
<td>4-5</td>
<td>18 A</td>
<td>20 A</td>
<td>20 A</td>
<td>13 A</td>
<td>23 A</td>
<td>12 A</td>
<td>7 A</td>
<td>18 A</td>
</tr>
<tr>
<td>5-6</td>
<td>21 A</td>
<td>25 A</td>
<td>25 A</td>
<td>22 A</td>
<td>16 A</td>
<td>11 A</td>
<td>21 A</td>
<td>22 A</td>
</tr>
<tr>
<td>6-7</td>
<td>34 A</td>
<td>21 A</td>
<td>29 A</td>
<td>30 A</td>
<td>13 A</td>
<td>10 A</td>
<td>33 A</td>
<td>28 A</td>
</tr>
<tr>
<td>7-8</td>
<td>51 A</td>
<td>47 A</td>
<td>53 A</td>
<td>46 A</td>
<td>20 A</td>
<td>12 A</td>
<td>43 A</td>
<td>51 A</td>
</tr>
<tr>
<td>8-9</td>
<td>40 A</td>
<td>39 A</td>
<td>48 A</td>
<td>46 A</td>
<td>20 A</td>
<td>16 A</td>
<td>51 A</td>
<td>44 A</td>
</tr>
<tr>
<td>9-10</td>
<td>34 A</td>
<td>33 A</td>
<td>24 A</td>
<td>25 A</td>
<td>24 A</td>
<td>14 A</td>
<td>27 A</td>
<td>23 A</td>
</tr>
<tr>
<td>10-11</td>
<td>31 A</td>
<td>35 A</td>
<td>30 A</td>
<td>31 A</td>
<td>31 A</td>
<td>32 A</td>
<td>26 A</td>
<td>27 A</td>
</tr>
<tr>
<td>11-12</td>
<td>19 A</td>
<td>27 C</td>
<td>29 A</td>
<td>41 A</td>
<td>40 A</td>
<td>30 A</td>
<td>29 A</td>
<td>29 A</td>
</tr>
<tr>
<td>12-13</td>
<td>53 A</td>
<td>57 A</td>
<td>51 A</td>
<td>37 A</td>
<td>23 A</td>
<td>24 A</td>
<td>52 A</td>
<td>50 A</td>
</tr>
<tr>
<td>13-14</td>
<td>25 A</td>
<td>42 A</td>
<td>25 A</td>
<td>33 A</td>
<td>24 A</td>
<td>34 A</td>
<td>36 A</td>
<td>30 A</td>
</tr>
<tr>
<td>14-15</td>
<td>26 A</td>
<td>32 A</td>
<td>31 A</td>
<td>40 A</td>
<td>31 A</td>
<td>28 A</td>
<td>32 A</td>
<td>34 A</td>
</tr>
<tr>
<td>15-16</td>
<td>46 A</td>
<td>48 A</td>
<td>49 A</td>
<td>49 A</td>
<td>27 A</td>
<td>31 A</td>
<td>40 A</td>
<td>39 A</td>
</tr>
<tr>
<td>16-17</td>
<td>49 A</td>
<td>46 A</td>
<td>49 A</td>
<td>101 A</td>
<td>17 A</td>
<td>24 A</td>
<td>44 A</td>
<td>53 A</td>
</tr>
<tr>
<td>17-18</td>
<td>54 A</td>
<td>63 A</td>
<td>69 A</td>
<td>86 A</td>
<td>29 A</td>
<td>22 A</td>
<td>47 A</td>
<td>45 A</td>
</tr>
<tr>
<td>18-19</td>
<td>39 A</td>
<td>36 A</td>
<td>45 A</td>
<td>44 A</td>
<td>30 A</td>
<td>17 A</td>
<td>40 A</td>
<td>29 A</td>
</tr>
<tr>
<td>19-20</td>
<td>21 A</td>
<td>31 A</td>
<td>20 A</td>
<td>37 A</td>
<td>22 A</td>
<td>12 A</td>
<td>20 A</td>
<td>25 A</td>
</tr>
<tr>
<td>20-21</td>
<td>31 A</td>
<td>31 A</td>
<td>39 A</td>
<td>23 A</td>
<td>24 A</td>
<td>23 A</td>
<td>31 A</td>
<td>34 A</td>
</tr>
<tr>
<td>21-22</td>
<td>16 A</td>
<td>16 A</td>
<td>15 A</td>
<td>19 A</td>
<td>10 A</td>
<td>19 A</td>
<td>18 A</td>
<td>12 A</td>
</tr>
<tr>
<td>22-23</td>
<td>9 A</td>
<td>12 A</td>
<td>16 A</td>
<td>25 A</td>
<td>12 A</td>
<td>12 A</td>
<td>17 A</td>
<td>14 A</td>
</tr>
<tr>
<td>23-24</td>
<td>7 A</td>
<td>3 A</td>
<td>4 A</td>
<td>9 A</td>
<td>8 A</td>
<td>13 A</td>
<td>8 A</td>
<td>6 A</td>
</tr>
</tbody>
</table>

#### Day Total
|       | 632 A | 672 C | 683 A | 770 A | 458 A | 413 A | 632 A | 624 A |

#### AM Peak Hour
<table>
<thead>
<tr>
<th>Time</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>11-12</th>
<th>10-11</th>
<th>08-09</th>
<th>07-08</th>
</tr>
</thead>
</table>

#### AM Peak Traffic
<table>
<thead>
<tr>
<th></th>
<th>51</th>
<th>47</th>
<th>53</th>
<th>46</th>
<th>40</th>
<th>32</th>
<th>51</th>
<th>51</th>
</tr>
</thead>
</table>

#### PM Peak Hour
| Time  | 17-18 | 17-18 | 17-18 | 16-17 | 14-15 | 13-14 | 12-13 | 16-17 |

#### PM Peak Traffic
|      | 54    | 69    | 101   | 31    | 34    | 52    | 53    |
### District 03  County SAC  Route 005  Prefix  Postmile 28.959  Leg N

#### Location Description
NB ON FROM EB DEL PASO

#### Traffic Station:
**Location Type:** Ramp Connection  
**Lanes:**  
**Lane Code:**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>3 A</td>
<td>4 A</td>
<td>5 A</td>
<td>8 A</td>
<td>6 A</td>
<td>0 A</td>
<td>1 A</td>
<td>2 A</td>
</tr>
<tr>
<td>1-2</td>
<td>4 A</td>
<td>1 A</td>
<td>3 A</td>
<td>4 A</td>
<td>3 A</td>
<td>0 A</td>
<td>1 A</td>
<td>5 A</td>
</tr>
<tr>
<td>2-3</td>
<td>1 A</td>
<td>5 A</td>
<td>3 A</td>
<td>3 A</td>
<td>4 A</td>
<td>3 A</td>
<td>1 A</td>
<td>1 A</td>
</tr>
<tr>
<td>3-4</td>
<td>1 A</td>
<td>4 A</td>
<td>3 A</td>
<td>4 A</td>
<td>3 A</td>
<td>3 A</td>
<td>4 A</td>
<td>4 A</td>
</tr>
<tr>
<td>4-5</td>
<td>18 A</td>
<td>24 A</td>
<td>16 A</td>
<td>16 A</td>
<td>12 A</td>
<td>15 A</td>
<td>15 A</td>
<td>18 A</td>
</tr>
<tr>
<td>5-6</td>
<td>21 A</td>
<td>14 A</td>
<td>20 A</td>
<td>20 A</td>
<td>8 A</td>
<td>26 A</td>
<td>27 A</td>
<td>24 A</td>
</tr>
<tr>
<td>6-7</td>
<td>27 A</td>
<td>23 A</td>
<td>31 A</td>
<td>13 A</td>
<td>6 A</td>
<td>29 A</td>
<td>24 A</td>
<td>35 A</td>
</tr>
<tr>
<td>7-8</td>
<td>45 A</td>
<td>49 A</td>
<td>49 A</td>
<td>13 A</td>
<td>15 A</td>
<td>44 A</td>
<td>44 A</td>
<td>42 A</td>
</tr>
<tr>
<td>8-9</td>
<td>60 A</td>
<td>43 A</td>
<td>31 A</td>
<td>30 A</td>
<td>24 A</td>
<td>35 A</td>
<td>45 A</td>
<td>31 A</td>
</tr>
<tr>
<td>9-10</td>
<td>33 A</td>
<td>25 A</td>
<td>33 A</td>
<td>29 A</td>
<td>23 A</td>
<td>22 A</td>
<td>32 A</td>
<td>26 A</td>
</tr>
<tr>
<td>10-11</td>
<td>39 A</td>
<td>23 A</td>
<td>27 A</td>
<td>36 A</td>
<td>33 A</td>
<td>25 A</td>
<td>29 A</td>
<td>26 A</td>
</tr>
<tr>
<td>11-12</td>
<td>28 A</td>
<td>17 A</td>
<td>37 A</td>
<td>33 A</td>
<td>22 A</td>
<td>32 A</td>
<td>22 A</td>
<td>25 A</td>
</tr>
<tr>
<td>12-13</td>
<td>46 A</td>
<td>60 A</td>
<td>43 A</td>
<td>25 A</td>
<td>29 A</td>
<td>50 A</td>
<td>50 A</td>
<td>36 A</td>
</tr>
<tr>
<td>13-14</td>
<td>31 A</td>
<td>32 A</td>
<td>39 A</td>
<td>20 A</td>
<td>20 A</td>
<td>25 A</td>
<td>26 A</td>
<td>25 A</td>
</tr>
<tr>
<td>14-15</td>
<td>33 A</td>
<td>37 A</td>
<td>44 A</td>
<td>21 A</td>
<td>30 A</td>
<td>41 A</td>
<td>24 A</td>
<td>29 A</td>
</tr>
<tr>
<td>15-16</td>
<td>27 A</td>
<td>40 A</td>
<td>58 A</td>
<td>20 A</td>
<td>16 A</td>
<td>38 A</td>
<td>47 A</td>
<td>47 A</td>
</tr>
<tr>
<td>16-17</td>
<td>58 A</td>
<td>42 A</td>
<td>61 A</td>
<td>20 A</td>
<td>22 A</td>
<td>36 A</td>
<td>42 A</td>
<td>57 A</td>
</tr>
<tr>
<td>17-18</td>
<td>56 A</td>
<td>62 A</td>
<td>61 A</td>
<td>35 A</td>
<td>25 A</td>
<td>57 A</td>
<td>58 A</td>
<td>54 A</td>
</tr>
<tr>
<td>18-19</td>
<td>32 A</td>
<td>36 A</td>
<td>40 A</td>
<td>24 A</td>
<td>28 A</td>
<td>28 A</td>
<td>38 A</td>
<td>43 A</td>
</tr>
<tr>
<td>19-20</td>
<td>29 A</td>
<td>23 A</td>
<td>24 A</td>
<td>17 A</td>
<td>34 A</td>
<td>22 A</td>
<td>25 A</td>
<td>31 A</td>
</tr>
<tr>
<td>20-21</td>
<td>28 A</td>
<td>27 A</td>
<td>35 A</td>
<td>20 A</td>
<td>18 A</td>
<td>39 A</td>
<td>28 A</td>
<td>25 A</td>
</tr>
<tr>
<td>21-22</td>
<td>10 A</td>
<td>21 A</td>
<td>18 A</td>
<td>16 A</td>
<td>13 A</td>
<td>18 A</td>
<td>10 A</td>
<td>13 A</td>
</tr>
<tr>
<td>22-23</td>
<td>10 A</td>
<td>11 A</td>
<td>18 A</td>
<td>21 A</td>
<td>19 A</td>
<td>13 A</td>
<td>18 A</td>
<td>9 A</td>
</tr>
<tr>
<td>23-24</td>
<td>3 A</td>
<td>6 A</td>
<td>10 A</td>
<td>9 A</td>
<td>12 A</td>
<td>8 A</td>
<td>6 A</td>
<td>8 A</td>
</tr>
</tbody>
</table>

<p>| Day Total | 643 A | 629 A | 709 A | 457 A | 425 A | 609 A | 617 A | 616 A |
| AM Peak Hour | 08-09 | 07-08 | 07-08 | 10-11 | 10-11 | 07-08 | 08-09 | 07-08 |
| AM Peak Traffic | 60 | 49 | 49 | 36 | 33 | 44 | 45 | 42 |
| PM Peak Hour | 16-17 | 17-18 | 16-17 | 17-18 | 19-20 | 17-18 | 17-18 | 16-17 |
| PM Peak Traffic | 58 | 62 | 61 | 35 | 34 | 57 | 58 | 57 |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>28.959</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

NB ON FROM EB DEL PASO

**Direction of Count:** North

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Yearly Traffic Counts:

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **0-1:**
  - 08-09: 651 A
  - 07-08: 732 A
  - 07-08: 471 A
  - 07-08: 437 A
  - 07-08: 633 A
  - 07-08: 652 A

- **1-2:**
  - 11-12: 10-11: 11-12: 07-08: 07-08: 07-08
  - 11-12: 10-11: 11-12: 07-08: 07-08: 07-08

- **2-3:**

- **3-4:**

- **4-5:**

- **5-6:**

- **6-7:**
  - 16-17: 15-16: 16-17: 15-16: 16-17: 15-16
  - 16-17: 15-16: 16-17: 15-16: 16-17: 15-16

- **7-8:**

- **8-9:**

- **9-10:**
  - 10-11: 09-10: 10-11: 09-10: 10-11: 09-10
  - 10-11: 09-10: 10-11: 09-10: 10-11: 09-10

- **10-11:**
  - 08-09: 07-08: 08-09: 07-08: 08-09: 07-08
  - 08-09: 07-08: 08-09: 07-08: 08-09: 07-08

- **11-12:**
  - 07-08: 06-07: 07-08: 06-07: 07-08: 06-07
  - 07-08: 06-07: 07-08: 06-07: 07-08: 06-07

- **12-13:**
  - 06-07: 05-06: 06-07: 05-06: 06-07: 05-06
  - 06-07: 05-06: 06-07: 05-06: 06-07: 05-06

- **13-14:**
  - 05-06: 04-05: 05-06: 04-05: 05-06: 04-05
  - 05-06: 04-05: 05-06: 04-05: 05-06: 04-05

- **14-15:**
  - 04-05: 03-04: 04-05: 03-04: 04-05: 03-04
  - 04-05: 03-04: 04-05: 03-04: 04-05: 03-04

- **15-16:**
  - 03-04: 02-03: 03-04: 02-03: 03-04: 02-03
  - 03-04: 02-03: 03-04: 02-03: 03-04: 02-03

- **16-17:**
  - 02-03: 01-02: 02-03: 01-02: 02-03: 01-02
  - 02-03: 01-02: 02-03: 01-02: 02-03: 01-02

- **17-18:**
  - 01-02: 00-01: 01-02: 00-01: 01-02: 00-01
  - 01-02: 00-01: 01-02: 00-01: 01-02: 00-01

- **18-19:**
  - 00-01: 09-10: 00-01: 09-10: 00-01: 09-10
  - 00-01: 09-10: 00-01: 09-10: 00-01: 09-10

- **19-20:**
  - 09-10: 08-09: 09-10: 08-09: 09-10: 08-09
  - 09-10: 08-09: 09-10: 08-09: 09-10: 08-09

- **20-21:**
  - 08-09: 07-08: 08-09: 07-08: 08-09: 07-08
  - 08-09: 07-08: 08-09: 07-08: 08-09: 07-08

- **21-22:**
  - 07-08: 06-07: 07-08: 06-07: 07-08: 06-07
  - 07-08: 06-07: 07-08: 06-07: 07-08: 06-07

- **22-23:**
  - 06-07: 05-06: 06-07: 05-06: 06-07: 05-06
  - 06-07: 05-06: 06-07: 05-06: 06-07: 05-06

- **23-24:**
  - 05-06: 04-05: 05-06: 04-05: 05-06: 04-05
  - 05-06: 04-05: 05-06: 04-05: 05-06: 04-05

**Day Total:**

- 651 A
- 732 A
- 471 A
- 437 A
- 633 A
- 652 A

**AM Peak Hour:**

- 08-09: 07-08
- 07-08: 10-11
- 11-12: 07-08

**AM Peak Traffic:**

- 45
- 52
- 41
- 28
- 07
- 5

**PM Peak Hour:**

- 17-18
- 16-17
- 17-18
- 07-08
- 07-08

**PM Peak Traffic:**

- 65
- 98
- 33
- 40
- 60
- 63
### District County Route Prefix Postmile Leg
03 SAC 005 28.959 N

### Location Description
NB ON FROM EB DEL PASO

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods NORTH

<table>
<thead>
<tr>
<th>Week</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>3815</td>
<td>545</td>
</tr>
<tr>
<td>2nd</td>
<td>4220</td>
<td>603</td>
</tr>
<tr>
<td>3rd</td>
<td>4119</td>
<td>588</td>
</tr>
<tr>
<td>4th</td>
<td>4133</td>
<td>590</td>
</tr>
</tbody>
</table>

### 5-Day Periods NORTH

<table>
<thead>
<tr>
<th>Week</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>2977</td>
<td>595</td>
</tr>
<tr>
<td>2nd</td>
<td>3349</td>
<td>670</td>
</tr>
<tr>
<td>3rd</td>
<td>3237</td>
<td>647</td>
</tr>
<tr>
<td>4th</td>
<td>3225</td>
<td>645</td>
</tr>
</tbody>
</table>
REPORT : OTM32520

REPORT TITLE : Detail All Vehicle Hourly Count

PARAMETERS :
FROM DATE : 03/01/2008
TO DATE : 09/30/2008

Range :

<table>
<thead>
<tr>
<th>Dist</th>
<th>Co.</th>
<th>Route</th>
<th>Sfx</th>
<th>Pfx</th>
<th>Pm</th>
<th>Hg</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>M</td>
<td>2.321</td>
<td></td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>M</td>
<td>2.919</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Other :

Location Types:
- Traffic Station : Exclude
- Profile : Exclude
- Ramp : Include
- Trend : Exclude
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

---

**Direction of Count:**

0-1  
1-2  
2-3  
3-4  
4-5  
5-6  
6-7  
7-8  
8-9  
9-10  
10-11  
11-12  
12-13  
13-14  
14-15  
15-16  
16-17  
17-18  
18-19  
19-20  
20-21  
21-22  
22-23  
23-24  

**Year**  
2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 01</td>
<td>MAR 02</td>
<td>MAR 03</td>
<td>MAR 04</td>
<td>MAR 05</td>
<td>MAR 06</td>
<td>MAR 07</td>
<td>MAR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>29 A</td>
<td>16 A</td>
<td>14 A</td>
<td>9 A</td>
<td>9 A</td>
<td>11 A</td>
<td>15 A</td>
<td>12 A</td>
</tr>
<tr>
<td>1-2</td>
<td>18 A</td>
<td>12 A</td>
<td>6 A</td>
<td>4 A</td>
<td>8 A</td>
<td>12 A</td>
<td>6 A</td>
<td>10 A</td>
</tr>
<tr>
<td>2-3</td>
<td>9 A</td>
<td>4 A</td>
<td>5 A</td>
<td>5 A</td>
<td>7 A</td>
<td>7 A</td>
<td>12 A</td>
<td>9 A</td>
</tr>
<tr>
<td>3-4</td>
<td>8 A</td>
<td>13 A</td>
<td>13 A</td>
<td>12 A</td>
<td>9 A</td>
<td>10 A</td>
<td>5 A</td>
<td>9 A</td>
</tr>
<tr>
<td>4-5</td>
<td>7 A</td>
<td>8 A</td>
<td>18 A</td>
<td>11 A</td>
<td>11 A</td>
<td>15 A</td>
<td>11 A</td>
<td>11 A</td>
</tr>
<tr>
<td>5-6</td>
<td>17 A</td>
<td>8 A</td>
<td>25 A</td>
<td>30 A</td>
<td>27 A</td>
<td>31 A</td>
<td>27 A</td>
<td>12 A</td>
</tr>
<tr>
<td>6-7</td>
<td>22 A</td>
<td>14 A</td>
<td>63 A</td>
<td>61 A</td>
<td>53 A</td>
<td>54 A</td>
<td>58 A</td>
<td>17 A</td>
</tr>
<tr>
<td>7-8</td>
<td>41 A</td>
<td>23 A</td>
<td>109 A</td>
<td>105 A</td>
<td>105 A</td>
<td>106 A</td>
<td>27 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>48 A</td>
<td>42 A</td>
<td>97 A</td>
<td>134 A</td>
<td>131 A</td>
<td>127 A</td>
<td>98 A</td>
<td>57 A</td>
</tr>
<tr>
<td>9-10</td>
<td>76 A</td>
<td>54 A</td>
<td>93 A</td>
<td>86 A</td>
<td>78 A</td>
<td>92 A</td>
<td>90 A</td>
<td>61 A</td>
</tr>
<tr>
<td>10-11</td>
<td>69 A</td>
<td>63 A</td>
<td>98 A</td>
<td>108 A</td>
<td>95 A</td>
<td>76 A</td>
<td>102 A</td>
<td>91 A</td>
</tr>
<tr>
<td>11-12</td>
<td>84 A</td>
<td>64 A</td>
<td>92 A</td>
<td>103 A</td>
<td>103 A</td>
<td>98 A</td>
<td>132 A</td>
<td>93 A</td>
</tr>
<tr>
<td>12-13</td>
<td>104 A</td>
<td>94 A</td>
<td>106 A</td>
<td>112 A</td>
<td>94 A</td>
<td>98 A</td>
<td>123 A</td>
<td>109 A</td>
</tr>
<tr>
<td>13-14</td>
<td>105 A</td>
<td>111 A</td>
<td>92 A</td>
<td>108 A</td>
<td>127 A</td>
<td>108 A</td>
<td>118 A</td>
<td>104 A</td>
</tr>
<tr>
<td>14-15</td>
<td>135 A</td>
<td>126 A</td>
<td>127 A</td>
<td>114 A</td>
<td>94 A</td>
<td>121 A</td>
<td>129 A</td>
<td>114 A</td>
</tr>
<tr>
<td>15-16</td>
<td>124 A</td>
<td>120 A</td>
<td>131 A</td>
<td>125 A</td>
<td>123 A</td>
<td>108 A</td>
<td>120 A</td>
<td>137 A</td>
</tr>
<tr>
<td>16-17</td>
<td>108 A</td>
<td>124 A</td>
<td>117 A</td>
<td>119 A</td>
<td>108 A</td>
<td>111 A</td>
<td>86 A</td>
<td>94 A</td>
</tr>
<tr>
<td>17-18</td>
<td>109 A</td>
<td>117 A</td>
<td>94 A</td>
<td>98 A</td>
<td>110 A</td>
<td>107 A</td>
<td>93 A</td>
<td>112 A</td>
</tr>
<tr>
<td>18-19</td>
<td>105 A</td>
<td>104 A</td>
<td>64 A</td>
<td>63 A</td>
<td>75 A</td>
<td>69 A</td>
<td>81 A</td>
<td>91 A</td>
</tr>
<tr>
<td>19-20</td>
<td>64 A</td>
<td>94 A</td>
<td>47 A</td>
<td>52 A</td>
<td>49 A</td>
<td>53 A</td>
<td>66 A</td>
<td>85 A</td>
</tr>
<tr>
<td>20-21</td>
<td>60 A</td>
<td>69 A</td>
<td>53 A</td>
<td>32 A</td>
<td>60 A</td>
<td>41 A</td>
<td>60 A</td>
<td>62 A</td>
</tr>
<tr>
<td>21-22</td>
<td>47 A</td>
<td>34 A</td>
<td>38 A</td>
<td>33 A</td>
<td>30 A</td>
<td>42 A</td>
<td>48 A</td>
<td>50 A</td>
</tr>
<tr>
<td>22-23</td>
<td>38 A</td>
<td>19 A</td>
<td>26 A</td>
<td>30 A</td>
<td>20 A</td>
<td>23 A</td>
<td>28 A</td>
<td>37 A</td>
</tr>
<tr>
<td>23-24</td>
<td>27 A</td>
<td>24 A</td>
<td>24 A</td>
<td>23 A</td>
<td>24 A</td>
<td>22 A</td>
<td>28 A</td>
<td>25 A</td>
</tr>
</tbody>
</table>

**Day Total**  
1454 A  
1357 A  
1552 A  
1577 A  
1553 A  
1541 A  
1642 A  
1429 A  

**AM Peak Hour**  
07-08  
08-09  
08-09  
08-09  
11-12  
11-12  

**AM Peak Traffic**  
84  
64  
109  
134  
131  
127  
132  
93  

**PM Peak Hour**  
15-16  
15-16  
15-16  
13-14  
14-15  
14-15  
15-16  

**PM Peak Traffic**  
135  
126  
131  
125  
127  
121  
129  
137  

---

**District**  
03

**County**  
SAC

**Route**  
080

**Prefix**  
M

**Postmile**  
2.321

**Leg**  
F

**Location Description**  
SEG EB OFF TO SB 5

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**
### District | County | Route | Prefix | Postmile | Leg
---|---|---|---|---|---
03 | SAC | 080 | M | 2.321 | F

#### Location Description
SEG EB OFF TO SB 5

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>13 A</td>
<td>10 A</td>
<td>5 A</td>
<td>17 A</td>
<td>37 A</td>
<td>22 A</td>
<td>25 A</td>
<td>19 A</td>
</tr>
<tr>
<td>1-2</td>
<td>7 A</td>
<td>7 A</td>
<td>5 A</td>
<td>10 A</td>
<td>33 A</td>
<td>10 A</td>
<td>13 A</td>
<td>8 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>10 A</td>
<td>5 A</td>
<td>5 A</td>
<td>11 A</td>
<td>14 A</td>
<td>12 A</td>
<td>4 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>10 A</td>
<td>9 A</td>
<td>7 A</td>
<td>11 A</td>
<td>4 A</td>
<td>6 A</td>
<td>4 A</td>
</tr>
<tr>
<td>4-5</td>
<td>16 A</td>
<td>14 A</td>
<td>13 A</td>
<td>16 A</td>
<td>19 A</td>
<td>3 A</td>
<td>7 A</td>
<td>21 A</td>
</tr>
<tr>
<td>5-6</td>
<td>25 A</td>
<td>18 A</td>
<td>18 A</td>
<td>21 A</td>
<td>16 A</td>
<td>20 A</td>
<td>10 A</td>
<td>19 A</td>
</tr>
<tr>
<td>6-7</td>
<td>50 A</td>
<td>40 A</td>
<td>61 A</td>
<td>45 A</td>
<td>48 A</td>
<td>21 A</td>
<td>19 A</td>
<td>51 A</td>
</tr>
<tr>
<td>7-8</td>
<td>100 A</td>
<td>104 A</td>
<td>117 A</td>
<td>103 A</td>
<td>94 A</td>
<td>30 A</td>
<td>16 A</td>
<td>93 A</td>
</tr>
<tr>
<td>8-9</td>
<td>116 A</td>
<td>130 A</td>
<td>119 A</td>
<td>109 A</td>
<td>94 A</td>
<td>50 A</td>
<td>25 A</td>
<td>117 A</td>
</tr>
<tr>
<td>9-10</td>
<td>102 A</td>
<td>101 A</td>
<td>82 A</td>
<td>100 A</td>
<td>96 A</td>
<td>63 A</td>
<td>44 A</td>
<td>87 A</td>
</tr>
<tr>
<td>10-11</td>
<td>94 A</td>
<td>103 A</td>
<td>84 A</td>
<td>87 A</td>
<td>123 A</td>
<td>85 A</td>
<td>55 A</td>
<td>117 A</td>
</tr>
<tr>
<td>11-12</td>
<td>119 A</td>
<td>101 A</td>
<td>93 A</td>
<td>91 A</td>
<td>119 A</td>
<td>69 A</td>
<td>76 A</td>
<td>118 A</td>
</tr>
<tr>
<td>12-13</td>
<td>114 A</td>
<td>113 A</td>
<td>109 A</td>
<td>124 A</td>
<td>128 A</td>
<td>120 A</td>
<td>98 A</td>
<td>106 A</td>
</tr>
<tr>
<td>13-14</td>
<td>116 A</td>
<td>99 A</td>
<td>107 A</td>
<td>109 A</td>
<td>123 A</td>
<td>100 A</td>
<td>109 A</td>
<td>106 A</td>
</tr>
<tr>
<td>14-15</td>
<td>99 A</td>
<td>101 A</td>
<td>126 A</td>
<td>120 A</td>
<td>147 A</td>
<td>102 A</td>
<td>95 A</td>
<td>119 A</td>
</tr>
<tr>
<td>15-16</td>
<td>104 A</td>
<td>100 A</td>
<td>125 A</td>
<td>124 A</td>
<td>138 A</td>
<td>109 A</td>
<td>95 A</td>
<td>125 A</td>
</tr>
<tr>
<td>16-17</td>
<td>89 A</td>
<td>118 A</td>
<td>133 A</td>
<td>123 A</td>
<td>103 A</td>
<td>109 A</td>
<td>80 A</td>
<td>96 A</td>
</tr>
<tr>
<td>17-18</td>
<td>105 A</td>
<td>105 A</td>
<td>112 A</td>
<td>99 A</td>
<td>108 A</td>
<td>92 A</td>
<td>83 A</td>
<td>91 A</td>
</tr>
<tr>
<td>18-19</td>
<td>69 A</td>
<td>79 A</td>
<td>73 A</td>
<td>64 A</td>
<td>91 A</td>
<td>103 A</td>
<td>63 A</td>
<td>89 A</td>
</tr>
<tr>
<td>19-20</td>
<td>80 A</td>
<td>65 A</td>
<td>56 A</td>
<td>69 A</td>
<td>68 A</td>
<td>53 A</td>
<td>64 A</td>
<td>67 A</td>
</tr>
<tr>
<td>20-21</td>
<td>46 A</td>
<td>41 A</td>
<td>54 A</td>
<td>37 A</td>
<td>59 A</td>
<td>60 A</td>
<td>48 A</td>
<td>41 A</td>
</tr>
<tr>
<td>21-22</td>
<td>40 A</td>
<td>34 A</td>
<td>47 A</td>
<td>42 A</td>
<td>62 A</td>
<td>35 A</td>
<td>39 A</td>
<td>36 A</td>
</tr>
<tr>
<td>22-23</td>
<td>23 A</td>
<td>31 A</td>
<td>36 A</td>
<td>22 A</td>
<td>32 A</td>
<td>34 A</td>
<td>28 A</td>
<td>22 A</td>
</tr>
<tr>
<td>23-24</td>
<td>23 A</td>
<td>12 A</td>
<td>15 A</td>
<td>29 A</td>
<td>25 A</td>
<td>27 A</td>
<td>26 A</td>
<td>25 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 1570 A
- 1546 A
- 1604 A
- 1573 A
- 1785 A
- 1335 A
- 1136 A
- 1581 A

#### AM Peak Hour
- 11-12
- 08-09
- 08-09
- 10-11
- 10-11
- 11-12
- 11-12

#### AM Peak Traffic
- 119
- 130
- 119
- 109
- 123
- 85
- 76
- 118

#### PM Peak Hour
- 13-14
- 16-17
- 16-17
- 12-13
- 14-15
- 12-13
- 13-14
- 15-16

#### PM Peak Traffic
- 116
- 118
- 133
- 124
- 147
- 120
- 109
- 125
### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>7 A</td>
<td>11 A</td>
<td>7 A</td>
<td>14 A</td>
<td>20 A</td>
<td>29 A</td>
<td>13 A</td>
<td>11 A</td>
</tr>
<tr>
<td>1-2</td>
<td>6 A</td>
<td>8 A</td>
<td>13 A</td>
<td>15 A</td>
<td>14 A</td>
<td>21 A</td>
<td>6 A</td>
<td>11 A</td>
</tr>
<tr>
<td>2-3</td>
<td>20 A</td>
<td>9 A</td>
<td>12 A</td>
<td>6 A</td>
<td>10 A</td>
<td>19 A</td>
<td>6 A</td>
<td>9 A</td>
</tr>
<tr>
<td>3-4</td>
<td>5 A</td>
<td>8 A</td>
<td>6 A</td>
<td>8 A</td>
<td>11 A</td>
<td>6 A</td>
<td>6 A</td>
<td>8 A</td>
</tr>
<tr>
<td>4-5</td>
<td>23 A</td>
<td>16 A</td>
<td>15 A</td>
<td>13 A</td>
<td>11 A</td>
<td>5 A</td>
<td>14 A</td>
<td>17 A</td>
</tr>
<tr>
<td>5-6</td>
<td>22 A</td>
<td>12 A</td>
<td>10 A</td>
<td>16 A</td>
<td>14 A</td>
<td>7 A</td>
<td>18 A</td>
<td>18 A</td>
</tr>
<tr>
<td>6-7</td>
<td>49 A</td>
<td>63 A</td>
<td>64 A</td>
<td>44 A</td>
<td>16 A</td>
<td>13 A</td>
<td>57 A</td>
<td>61 A</td>
</tr>
<tr>
<td>7-8</td>
<td>105 A</td>
<td>101 A</td>
<td>98 A</td>
<td>88 A</td>
<td>31 A</td>
<td>19 A</td>
<td>86 A</td>
<td>96 A</td>
</tr>
<tr>
<td>8-9</td>
<td>123 A</td>
<td>93 A</td>
<td>101 A</td>
<td>84 A</td>
<td>50 A</td>
<td>27 A</td>
<td>122 A</td>
<td>111 A</td>
</tr>
<tr>
<td>9-10</td>
<td>79 A</td>
<td>112 A</td>
<td>85 A</td>
<td>84 A</td>
<td>56 A</td>
<td>44 A</td>
<td>87 A</td>
<td>100 A</td>
</tr>
<tr>
<td>10-11</td>
<td>93 A</td>
<td>102 A</td>
<td>110 A</td>
<td>104 A</td>
<td>72 A</td>
<td>62 A</td>
<td>122 A</td>
<td>93 A</td>
</tr>
<tr>
<td>11-12</td>
<td>108 A</td>
<td>110 A</td>
<td>100 A</td>
<td>117 A</td>
<td>87 A</td>
<td>55 A</td>
<td>118 A</td>
<td>110 A</td>
</tr>
<tr>
<td>12-13</td>
<td>129 A</td>
<td>95 A</td>
<td>120 A</td>
<td>124 A</td>
<td>102 A</td>
<td>79 A</td>
<td>123 A</td>
<td>120 A</td>
</tr>
<tr>
<td>13-14</td>
<td>94 A</td>
<td>90 A</td>
<td>109 A</td>
<td>126 A</td>
<td>105 A</td>
<td>80 A</td>
<td>127 A</td>
<td>125 A</td>
</tr>
<tr>
<td>14-15</td>
<td>115 A</td>
<td>123 A</td>
<td>117 A</td>
<td>152 A</td>
<td>112 A</td>
<td>79 A</td>
<td>121 A</td>
<td>110 A</td>
</tr>
<tr>
<td>15-16</td>
<td>94 A</td>
<td>121 A</td>
<td>104 A</td>
<td>130 A</td>
<td>94 A</td>
<td>75 A</td>
<td>131 A</td>
<td>107 A</td>
</tr>
<tr>
<td>16-17</td>
<td>125 A</td>
<td>136 A</td>
<td>103 A</td>
<td>102 A</td>
<td>74 A</td>
<td>80 A</td>
<td>97 A</td>
<td>118 A</td>
</tr>
<tr>
<td>17-18</td>
<td>95 A</td>
<td>97 A</td>
<td>99 A</td>
<td>105 A</td>
<td>80 A</td>
<td>68 A</td>
<td>98 A</td>
<td>112 A</td>
</tr>
<tr>
<td>18-19</td>
<td>65 A</td>
<td>73 A</td>
<td>99 A</td>
<td>81 A</td>
<td>86 A</td>
<td>64 A</td>
<td>89 A</td>
<td>76 A</td>
</tr>
<tr>
<td>19-20</td>
<td>68 A</td>
<td>58 A</td>
<td>64 A</td>
<td>74 A</td>
<td>63 A</td>
<td>100 A</td>
<td>65 A</td>
<td>59 A</td>
</tr>
<tr>
<td>20-21</td>
<td>54 A</td>
<td>53 A</td>
<td>58 A</td>
<td>66 A</td>
<td>73 A</td>
<td>91 A</td>
<td>50 A</td>
<td>57 A</td>
</tr>
<tr>
<td>21-22</td>
<td>35 A</td>
<td>43 A</td>
<td>48 A</td>
<td>60 A</td>
<td>37 A</td>
<td>55 A</td>
<td>37 A</td>
<td>38 A</td>
</tr>
<tr>
<td>22-23</td>
<td>32 A</td>
<td>25 A</td>
<td>31 A</td>
<td>47 A</td>
<td>34 A</td>
<td>39 A</td>
<td>24 A</td>
<td>32 A</td>
</tr>
<tr>
<td>23-24</td>
<td>23 A</td>
<td>22 A</td>
<td>29 A</td>
<td>32 A</td>
<td>32 A</td>
<td>20 A</td>
<td>20 A</td>
<td>21 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>1569 A</th>
<th>1581 A</th>
<th>1602 A</th>
<th>1696 A</th>
<th>1284 A</th>
<th>1137 A</th>
<th>1637 A</th>
<th>1620 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>08-09</th>
<th>09-10</th>
<th>10-11</th>
<th>11-12</th>
<th>11-12</th>
<th>10-11</th>
<th>08-09</th>
<th>08-09</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>123</th>
<th>112</th>
<th>110</th>
<th>117</th>
<th>87</th>
<th>62</th>
<th>122</th>
<th>111</th>
</tr>
</thead>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>12-13</th>
<th>16-17</th>
<th>12-13</th>
<th>14-15</th>
<th>14-15</th>
<th>19-20</th>
<th>15-16</th>
<th>13-14</th>
</tr>
</thead>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>129</th>
<th>136</th>
<th>120</th>
<th>152</th>
<th>112</th>
<th>100</th>
<th>131</th>
<th>125</th>
</tr>
</thead>
</table>
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

**Direction of Count:** East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>6 A</td>
<td>14 A</td>
<td>18 A</td>
<td>17 A</td>
<td>21 A</td>
<td>18 A</td>
</tr>
<tr>
<td>1-2</td>
<td>8 A</td>
<td>6 A</td>
<td>11 A</td>
<td>13 A</td>
<td>12 A</td>
<td>6 A</td>
</tr>
<tr>
<td>2-3</td>
<td>2 A</td>
<td>8 A</td>
<td>8 A</td>
<td>19 A</td>
<td>11 A</td>
<td>3 A</td>
</tr>
<tr>
<td>3-4</td>
<td>6 A</td>
<td>3 A</td>
<td>8 A</td>
<td>7 A</td>
<td>9 A</td>
<td>9 A</td>
</tr>
<tr>
<td>4-5</td>
<td>14 A</td>
<td>7 A</td>
<td>12 A</td>
<td>7 A</td>
<td>9 A</td>
<td>11 A</td>
</tr>
<tr>
<td>5-6</td>
<td>24 A</td>
<td>22 A</td>
<td>23 A</td>
<td>13 A</td>
<td>7 A</td>
<td>18 A</td>
</tr>
<tr>
<td>6-7</td>
<td>33 A</td>
<td>61 A</td>
<td>45 A</td>
<td>12 A</td>
<td>13 A</td>
<td>58 A</td>
</tr>
<tr>
<td>7-8</td>
<td>102 A</td>
<td>106 A</td>
<td>97 A</td>
<td>34 A</td>
<td>29 A</td>
<td>91 A</td>
</tr>
<tr>
<td>8-9</td>
<td>116 A</td>
<td>116 A</td>
<td>105 A</td>
<td>43 A</td>
<td>30 A</td>
<td>79 A</td>
</tr>
<tr>
<td>9-10</td>
<td>109 A</td>
<td>90 A</td>
<td>89 A</td>
<td>55 A</td>
<td>44 A</td>
<td>94 A</td>
</tr>
<tr>
<td>10-11</td>
<td>97 A</td>
<td>87 A</td>
<td>93 A</td>
<td>64 A</td>
<td>58 A</td>
<td>83 A</td>
</tr>
<tr>
<td>11-12</td>
<td>108 A</td>
<td>96 A</td>
<td>106 A</td>
<td>71 A</td>
<td>74 A</td>
<td>109 A</td>
</tr>
<tr>
<td>12-13</td>
<td>106 A</td>
<td>114 A</td>
<td>119 A</td>
<td>84 A</td>
<td>105 A</td>
<td>113 A</td>
</tr>
<tr>
<td>13-14</td>
<td>130 A</td>
<td>129 A</td>
<td>131 A</td>
<td>125 A</td>
<td>85 A</td>
<td>133 A</td>
</tr>
<tr>
<td>14-15</td>
<td>108 A</td>
<td>126 A</td>
<td>113 A</td>
<td>103 A</td>
<td>138 A</td>
<td>118 A</td>
</tr>
<tr>
<td>15-16</td>
<td>121 A</td>
<td>118 A</td>
<td>134 A</td>
<td>90 A</td>
<td>158 A</td>
<td>136 A</td>
</tr>
<tr>
<td>16-17</td>
<td>125 A</td>
<td>116 A</td>
<td>119 A</td>
<td>91 A</td>
<td>133 A</td>
<td>103 A</td>
</tr>
<tr>
<td>17-18</td>
<td>98 A</td>
<td>88 A</td>
<td>90 A</td>
<td>94 A</td>
<td>118 A</td>
<td>96 A</td>
</tr>
<tr>
<td>18-19</td>
<td>71 A</td>
<td>77 A</td>
<td>89 A</td>
<td>95 A</td>
<td>130 A</td>
<td>65 A</td>
</tr>
<tr>
<td>19-20</td>
<td>65 A</td>
<td>72 A</td>
<td>68 A</td>
<td>86 A</td>
<td>76 A</td>
<td>66 A</td>
</tr>
<tr>
<td>20-21</td>
<td>65 A</td>
<td>48 A</td>
<td>44 A</td>
<td>56 A</td>
<td>59 A</td>
<td>51 A</td>
</tr>
<tr>
<td>21-22</td>
<td>47 A</td>
<td>36 A</td>
<td>49 A</td>
<td>74 A</td>
<td>33 A</td>
<td>38 A</td>
</tr>
<tr>
<td>22-23</td>
<td>35 A</td>
<td>37 A</td>
<td>33 A</td>
<td>40 A</td>
<td>26 A</td>
<td>30 A</td>
</tr>
<tr>
<td>23-24</td>
<td>10 A</td>
<td>20 A</td>
<td>25 A</td>
<td>26 A</td>
<td>16 A</td>
<td>12 A</td>
</tr>
</tbody>
</table>

**Day Total:** 1606 A 1597 A 1629 A 1319 A 1394 A 1540 A

| AM Peak Hour | 08-09 | 08-09 | 11-12 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 116 | 116 | 106 | 71 | 74 | 109 |
| PM Peak Hour | 13-14 | 13-14 | 15-16 | 13-14 | 15-16 | 15-16 |
| PM Peak Traffic | 130 | 129 | 134 | 125 | 158 | 136 |
## 7-Day Periods

<table>
<thead>
<tr>
<th>7-Day Period</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>10676</td>
<td>1525</td>
</tr>
<tr>
<td>2nd</td>
<td>10842</td>
<td>1549</td>
</tr>
<tr>
<td>3rd</td>
<td>10449</td>
<td>1493</td>
</tr>
<tr>
<td>4th</td>
<td>10545</td>
<td>1506</td>
</tr>
</tbody>
</table>

## 5-Day Periods

<table>
<thead>
<tr>
<th>5-Day Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>7865</td>
<td>1573</td>
</tr>
<tr>
<td>2nd</td>
<td>8078</td>
<td>1616</td>
</tr>
<tr>
<td>3rd</td>
<td>8029</td>
<td>1606</td>
</tr>
<tr>
<td>4th</td>
<td>8089</td>
<td>1618</td>
</tr>
</tbody>
</table>

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**
### District County Route Prefix Postmile Leg
| 03 | SAC 080 | M | 2.321 | F |

#### Location Description
SEG EB OFF TO SB 5

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 01</td>
<td>APR 02</td>
<td>APR 03</td>
<td>APR 04</td>
<td>APR 05</td>
<td>APR 06</td>
<td>APR 07</td>
<td>APR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>7 A</td>
<td>16 A</td>
<td>0 A</td>
<td>13 A</td>
<td>16 A</td>
<td>27 A</td>
<td>11 A</td>
<td>10 A</td>
</tr>
<tr>
<td>1-2</td>
<td>5 A</td>
<td>12 A</td>
<td>0 A</td>
<td>8 A</td>
<td>19 A</td>
<td>15 A</td>
<td>6 A</td>
<td>10 A</td>
</tr>
<tr>
<td>2-3</td>
<td>13 A</td>
<td>6 A</td>
<td>2 A</td>
<td>9 A</td>
<td>11 A</td>
<td>12 A</td>
<td>6 A</td>
<td>5 A</td>
</tr>
<tr>
<td>3-4</td>
<td>5 A</td>
<td>7 A</td>
<td>8 A</td>
<td>5 A</td>
<td>9 A</td>
<td>7 A</td>
<td>6 A</td>
<td>9 A</td>
</tr>
<tr>
<td>4-5</td>
<td>19 A</td>
<td>18 A</td>
<td>18 A</td>
<td>18 A</td>
<td>18 A</td>
<td>6 A</td>
<td>10 A</td>
<td>17 A</td>
</tr>
<tr>
<td>5-6</td>
<td>31 A</td>
<td>23 A</td>
<td>26 A</td>
<td>29 A</td>
<td>10 A</td>
<td>3 A</td>
<td>25 A</td>
<td>23 A</td>
</tr>
<tr>
<td>6-7</td>
<td>57 A</td>
<td>52 A</td>
<td>57 A</td>
<td>52 A</td>
<td>13 A</td>
<td>10 A</td>
<td>45 A</td>
<td>49 A</td>
</tr>
<tr>
<td>7-8</td>
<td>98 A</td>
<td>102 A</td>
<td>87 A</td>
<td>97 A</td>
<td>35 A</td>
<td>15 A</td>
<td>104 A</td>
<td>110 A</td>
</tr>
<tr>
<td>8-9</td>
<td>114 A</td>
<td>121 A</td>
<td>107 A</td>
<td>83 A</td>
<td>43 A</td>
<td>21 A</td>
<td>107 A</td>
<td>125 A</td>
</tr>
<tr>
<td>9-10</td>
<td>113 A</td>
<td>103 A</td>
<td>89 A</td>
<td>91 A</td>
<td>54 A</td>
<td>48 A</td>
<td>86 A</td>
<td>80 A</td>
</tr>
<tr>
<td>10-11</td>
<td>98 A</td>
<td>98 A</td>
<td>79 A</td>
<td>106 A</td>
<td>77 A</td>
<td>55 A</td>
<td>117 A</td>
<td>105 A</td>
</tr>
<tr>
<td>11-12</td>
<td>114 A</td>
<td>119 A</td>
<td>116 A</td>
<td>116 A</td>
<td>70 A</td>
<td>75 A</td>
<td>101 A</td>
<td>97 A</td>
</tr>
<tr>
<td>12-13</td>
<td>133 A</td>
<td>119 A</td>
<td>107 A</td>
<td>112 A</td>
<td>98 A</td>
<td>82 A</td>
<td>113 A</td>
<td>116 A</td>
</tr>
<tr>
<td>13-14</td>
<td>112 A</td>
<td>120 A</td>
<td>117 A</td>
<td>121 A</td>
<td>89 A</td>
<td>93 A</td>
<td>121 A</td>
<td>106 A</td>
</tr>
<tr>
<td>14-15</td>
<td>106 A</td>
<td>113 A</td>
<td>107 A</td>
<td>108 A</td>
<td>116 A</td>
<td>121 A</td>
<td>116 A</td>
<td>141 A</td>
</tr>
<tr>
<td>15-16</td>
<td>98 A</td>
<td>110 A</td>
<td>133 A</td>
<td>114 A</td>
<td>112 A</td>
<td>103 A</td>
<td>98 A</td>
<td>115 A</td>
</tr>
<tr>
<td>16-17</td>
<td>103 A</td>
<td>109 A</td>
<td>97 A</td>
<td>85 A</td>
<td>89 A</td>
<td>100 A</td>
<td>120 A</td>
<td>120 A</td>
</tr>
<tr>
<td>17-18</td>
<td>90 A</td>
<td>95 A</td>
<td>104 A</td>
<td>112 A</td>
<td>90 A</td>
<td>83 A</td>
<td>88 A</td>
<td>114 A</td>
</tr>
<tr>
<td>18-19</td>
<td>79 A</td>
<td>79 A</td>
<td>77 A</td>
<td>94 A</td>
<td>80 A</td>
<td>74 A</td>
<td>86 A</td>
<td>77 A</td>
</tr>
<tr>
<td>19-20</td>
<td>54 A</td>
<td>54 A</td>
<td>80 A</td>
<td>77 A</td>
<td>62 A</td>
<td>36 A</td>
<td>65 A</td>
<td>56 A</td>
</tr>
<tr>
<td>20-21</td>
<td>27 A</td>
<td>60 A</td>
<td>62 A</td>
<td>64 A</td>
<td>59 A</td>
<td>57 A</td>
<td>46 A</td>
<td>40 A</td>
</tr>
<tr>
<td>21-22</td>
<td>37 A</td>
<td>32 A</td>
<td>46 A</td>
<td>63 A</td>
<td>43 A</td>
<td>47 A</td>
<td>43 A</td>
<td>36 A</td>
</tr>
<tr>
<td>22-23</td>
<td>24 A</td>
<td>23 A</td>
<td>33 A</td>
<td>38 A</td>
<td>37 A</td>
<td>19 A</td>
<td>21 A</td>
<td>28 A</td>
</tr>
<tr>
<td>23-24</td>
<td>21 A</td>
<td>8 A</td>
<td>33 A</td>
<td>27 A</td>
<td>31 A</td>
<td>10 A</td>
<td>16 A</td>
<td>28 A</td>
</tr>
</tbody>
</table>

#### Day Total

- **1558 A**
- **1599 A**
- **1585 A**
- **1642 A**
- **1281 A**
- **1119 A**
- **1557 A**
- **1617 A**

#### AM Peak Hour
- **08-09**: 11-12
- **AM Peak Traffic**: 114
- **121**: 116
- **116**: 77
- **75**: 117
- **125**: 08-09

#### PM Peak Hour
- **12-13**: 13-14
- **15-16**: 13-14
- **14-15**: 14-15
- **13-14**: 14-15
- **14-15**: 14-15

#### AM Peak Traffic
- **133**: 120
- **133**: 121
- **116**: 121
- **121**: 141
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description:**
SEG EB OFF TO SB 5

---

### Direction of Count: East

#### Year | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed
--- | --- | --- | --- | --- | --- | --- | --- | ---
2008 | **APR 09** | **APR 10** | **APR 11** | **APR 12** | **APR 13** | **APR 14** | **APR 15** | **APR 16**
--- | --- | --- | --- | --- | --- | --- | --- | ---
0-1 | 17 A | 11 A | 12 A | 14 A | 21 A | 13 A | 17 A | 6 A
1-2 | 12 A | 10 A | 18 A | 7 A | 12 A | 4 A | 9 A | 13 A
2-3 | 6 A | 13 A | 10 A | 8 A | 16 A | 9 A | 8 A | 5 A
3-4 | 10 A | 7 A | 13 A | 6 A | 8 A | 12 A | 13 A | 1 A
4-5 | 14 A | 12 A | 18 A | 14 A | 3 A | 13 A | 15 A | 19 A
5-6 | 31 A | 27 A | 33 A | 11 A | 8 A | 28 A | 25 A | 37 A
6-7 | 51 A | 52 A | 49 A | 20 A | 11 A | 48 A | 63 A | 57 A
7-8 | 113 A | 97 A | 103 A | 24 A | 20 A | 104 A | 118 A | 114 A
8-9 | 124 A | 107 C | 97 A | 56 A | 34 A | 115 A | 99 A | 112 A
9-10 | 98 A | 94 A | 100 A | 56 A | 43 A | 91 A | 114 A | 77 A
10-11 | 88 A | 105 A | 99 A | 91 A | 74 A | 108 A | 113 A | 96 A
11-12 | 105 A | 108 A | 130 A | 79 A | 85 A | 120 A | 104 A | 118 A
12-13 | 99 A | 114 A | 130 A | 98 A | 81 A | 108 A | 127 A | 107 A
13-14 | 120 A | 101 A | 135 A | 85 A | 115 A | 99 A | 109 A | 102 A
14-15 | 115 A | 122 A | 121 A | 106 A | 124 A | 102 A | 122 A | 133 A
15-16 | 114 A | 131 A | 142 A | 89 A | 87 A | 109 A | 110 A | 122 A
16-17 | 133 A | 107 A | 119 A | 97 A | 86 A | 110 A | 110 A | 114 A
17-18 | 113 A | 99 A | 99 A | 94 A | 77 A | 68 A | 96 A | 110 A
18-19 | 74 A | 78 A | 75 A | 73 A | 71 A | 61 A | 81 A | 80 A
19-20 | 62 A | 69 A | 86 A | 61 A | 72 A | 35 A | 73 A | 51 A
20-21 | 56 A | 56 A | 60 A | 58 A | 52 A | 47 A | 72 A | 46 A
21-22 | 28 A | 34 A | 52 A | 67 A | 38 A | 31 A | 48 A | 20 A
22-23 | 28 A | 31 A | 42 A | 33 A | 34 A | 28 A | 25 A | 30 A
23-24 | 29 A | 23 A | 25 A | 31 A | 22 A | 20 A | 35 A | 15 A

#### Day Total
- **1640 A**
- **1608 C**
- **1768 A**
- **1278 A**
- **1194 A**
- **1483 A**
- **1706 A**
- **1585 A**

#### AM Peak Hour
- **08-09**
- **11-12**
- **11-12**
- **14-15**
- **16-17**
- **15-16**
- **14-15**
- **12-13**

#### AM Peak Traffic
- **124**
- **108**
- **130**
- **91**
- **65**
- **120**
- **118**
- **118**

#### PM Peak Hour
- **16-17**
- **15-16**
- **15-16**
- **14-15**
- **14-15**
- **14-15**
- **12-13**
- **11-12**

#### PM Peak Traffic
- **133**
- **131**
- **142**
- **106**
- **124**
- **110**
- **127**
- **133**
### CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

---

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.321</td>
<td>F</td>
<td>SEG EB OFF TO SB 5</td>
</tr>
</tbody>
</table>

**Direction of Count: East**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>9 A</td>
<td>16 A</td>
<td>20 A</td>
<td>15 A</td>
<td>23 A</td>
<td>9 A</td>
<td>15 A</td>
<td>9 A</td>
</tr>
<tr>
<td>1-2</td>
<td>14 A</td>
<td>13 A</td>
<td>16 A</td>
<td>12 A</td>
<td>7 A</td>
<td>8 A</td>
<td>9 A</td>
<td>15 A</td>
</tr>
<tr>
<td>2-3</td>
<td>12 A</td>
<td>9 A</td>
<td>8 A</td>
<td>9 A</td>
<td>14 A</td>
<td>7 A</td>
<td>8 A</td>
<td>7 A</td>
</tr>
<tr>
<td>3-4</td>
<td>6 A</td>
<td>14 A</td>
<td>14 A</td>
<td>10 A</td>
<td>7 A</td>
<td>5 A</td>
<td>6 A</td>
<td>7 A</td>
</tr>
<tr>
<td>4-5</td>
<td>18 A</td>
<td>15 A</td>
<td>12 A</td>
<td>9 A</td>
<td>16 A</td>
<td>18 A</td>
<td>23 A</td>
<td>25 A</td>
</tr>
<tr>
<td>5-6</td>
<td>24 A</td>
<td>25 A</td>
<td>9 A</td>
<td>7 A</td>
<td>21 A</td>
<td>22 A</td>
<td>31 A</td>
<td>23 A</td>
</tr>
<tr>
<td>6-7</td>
<td>54 A</td>
<td>55 A</td>
<td>15 A</td>
<td>10 A</td>
<td>73 A</td>
<td>68 A</td>
<td>57 A</td>
<td>52 A</td>
</tr>
<tr>
<td>7-8</td>
<td>102 A</td>
<td>106 A</td>
<td>33 A</td>
<td>11 A</td>
<td>129 A</td>
<td>99 A</td>
<td>119 A</td>
<td>95 A</td>
</tr>
<tr>
<td>8-9</td>
<td>82 A</td>
<td>105 A</td>
<td>48 A</td>
<td>25 A</td>
<td>112 A</td>
<td>120 A</td>
<td>102 A</td>
<td>127 A</td>
</tr>
<tr>
<td>9-10</td>
<td>92 A</td>
<td>94 A</td>
<td>50 A</td>
<td>53 A</td>
<td>71 A</td>
<td>112 A</td>
<td>101 A</td>
<td>107 A</td>
</tr>
<tr>
<td>10-11</td>
<td>100 A</td>
<td>101 A</td>
<td>87 A</td>
<td>51 A</td>
<td>75 A</td>
<td>100 A</td>
<td>87 A</td>
<td>95 A</td>
</tr>
<tr>
<td>11-12</td>
<td>95 A</td>
<td>112 A</td>
<td>91 A</td>
<td>91 A</td>
<td>129 A</td>
<td>109 A</td>
<td>119 A</td>
<td>116 A</td>
</tr>
<tr>
<td>12-13</td>
<td>118 A</td>
<td>131 A</td>
<td>165 A</td>
<td>78 A</td>
<td>111 A</td>
<td>90 A</td>
<td>99 A</td>
<td>106 A</td>
</tr>
<tr>
<td>13-14</td>
<td>114 A</td>
<td>148 A</td>
<td>107 A</td>
<td>103 A</td>
<td>121 A</td>
<td>116 A</td>
<td>120 A</td>
<td>123 A</td>
</tr>
<tr>
<td>14-15</td>
<td>114 A</td>
<td>155 A</td>
<td>94 A</td>
<td>76 A</td>
<td>126 A</td>
<td>113 A</td>
<td>116 A</td>
<td>103 A</td>
</tr>
<tr>
<td>15-16</td>
<td>117 A</td>
<td>146 A</td>
<td>109 A</td>
<td>84 A</td>
<td>132 A</td>
<td>106 A</td>
<td>116 A</td>
<td>138 A</td>
</tr>
<tr>
<td>16-17</td>
<td>112 A</td>
<td>116 A</td>
<td>78 A</td>
<td>97 A</td>
<td>105 A</td>
<td>101 A</td>
<td>113 A</td>
<td>122 A</td>
</tr>
<tr>
<td>17-18</td>
<td>119 A</td>
<td>97 A</td>
<td>97 A</td>
<td>86 A</td>
<td>112 A</td>
<td>130 A</td>
<td>109 A</td>
<td>108 A</td>
</tr>
<tr>
<td>18-19</td>
<td>72 A</td>
<td>91 A</td>
<td>80 A</td>
<td>68 A</td>
<td>75 A</td>
<td>53 A</td>
<td>70 A</td>
<td>77 A</td>
</tr>
<tr>
<td>19-20</td>
<td>57 A</td>
<td>75 A</td>
<td>72 A</td>
<td>62 A</td>
<td>56 A</td>
<td>55 A</td>
<td>41 A</td>
<td>60 A</td>
</tr>
<tr>
<td>20-21</td>
<td>64 A</td>
<td>72 A</td>
<td>56 A</td>
<td>58 A</td>
<td>44 A</td>
<td>48 A</td>
<td>61 A</td>
<td>67 A</td>
</tr>
<tr>
<td>21-22</td>
<td>43 A</td>
<td>69 A</td>
<td>50 A</td>
<td>44 A</td>
<td>35 A</td>
<td>32 A</td>
<td>27 A</td>
<td>41 A</td>
</tr>
<tr>
<td>22-23</td>
<td>39 A</td>
<td>41 A</td>
<td>46 A</td>
<td>22 A</td>
<td>29 A</td>
<td>26 A</td>
<td>24 A</td>
<td>35 A</td>
</tr>
<tr>
<td>23-24</td>
<td>24 A</td>
<td>30 A</td>
<td>30 A</td>
<td>25 A</td>
<td>20 A</td>
<td>12 A</td>
<td>20 A</td>
<td>33 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- 1601 A
- 1836 A
- 1387 A
- 1106 A
- 1643 A
- 1559 A
- 1593 A
- 1691 A

**AM Peak Hour**
- 07-08
- 11-12
- 11-12
- 11-12
- 07-08
- 08-09
- 07-08
- 08-09

**AM Peak Traffic**
- 102
- 112
- 91
- 91
- 129
- 120
- 119
- 127

**PM Peak Hour**
- 17-18
- 14-15
- 12-13
- 13-14
- 15-16
- 17-18
- 13-14
- 15-16

**PM Peak Traffic**
- 119
- 155
- 165
- 103
- 132
- 130
- 120
- 138
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.321</td>
<td>F</td>
<td>SEG EB OFF TO SB 5</td>
<td>Lanes:</td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

**Direction of Count: East**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 25</td>
<td>APR 26</td>
<td>APR 27</td>
<td>APR 28</td>
<td>APR 29</td>
<td>APR 30</td>
</tr>
<tr>
<td>0-1</td>
<td>15 A</td>
<td>17 A</td>
<td>23 A</td>
<td>17 A</td>
<td>7 A</td>
<td>18 A</td>
</tr>
<tr>
<td>1-2</td>
<td>10 A</td>
<td>12 A</td>
<td>12 A</td>
<td>10 A</td>
<td>6 A</td>
<td>10 A</td>
</tr>
<tr>
<td>2-3</td>
<td>8 A</td>
<td>10 A</td>
<td>14 A</td>
<td>5 A</td>
<td>7 A</td>
<td>5 A</td>
</tr>
<tr>
<td>3-4</td>
<td>11 A</td>
<td>10 A</td>
<td>6 A</td>
<td>9 A</td>
<td>8 A</td>
<td>8 A</td>
</tr>
<tr>
<td>4-5</td>
<td>13 A</td>
<td>5 A</td>
<td>5 A</td>
<td>10 A</td>
<td>13 A</td>
<td>14 A</td>
</tr>
<tr>
<td>5-6</td>
<td>29 A</td>
<td>10 A</td>
<td>6 A</td>
<td>19 A</td>
<td>25 A</td>
<td>21 A</td>
</tr>
<tr>
<td>6-7</td>
<td>51 A</td>
<td>14 A</td>
<td>14 A</td>
<td>64 A</td>
<td>60 A</td>
<td>53 A</td>
</tr>
<tr>
<td>7-8</td>
<td>96 A</td>
<td>32 A</td>
<td>21 A</td>
<td>99 A</td>
<td>91 A</td>
<td>98 A</td>
</tr>
<tr>
<td>8-9</td>
<td>88 A</td>
<td>43 A</td>
<td>40 A</td>
<td>94 A</td>
<td>112 A</td>
<td>121 A</td>
</tr>
<tr>
<td>9-10</td>
<td>112 A</td>
<td>62 A</td>
<td>65 A</td>
<td>90 A</td>
<td>90 A</td>
<td>83 A</td>
</tr>
<tr>
<td>10-11</td>
<td>110 A</td>
<td>70 A</td>
<td>62 A</td>
<td>78 A</td>
<td>105 A</td>
<td>96 A</td>
</tr>
<tr>
<td>11-12</td>
<td>97 A</td>
<td>88 A</td>
<td>71 A</td>
<td>118 A</td>
<td>135 A</td>
<td>103 A</td>
</tr>
<tr>
<td>12-13</td>
<td>107 A</td>
<td>102 A</td>
<td>83 A</td>
<td>109 A</td>
<td>101 A</td>
<td>102 A</td>
</tr>
<tr>
<td>13-14</td>
<td>139 A</td>
<td>96 A</td>
<td>101 A</td>
<td>117 A</td>
<td>120 A</td>
<td>107 A</td>
</tr>
<tr>
<td>14-15</td>
<td>139 A</td>
<td>107 A</td>
<td>103 A</td>
<td>114 A</td>
<td>112 A</td>
<td>103 A</td>
</tr>
<tr>
<td>15-16</td>
<td>121 A</td>
<td>96 A</td>
<td>82 A</td>
<td>106 A</td>
<td>127 A</td>
<td>120 A</td>
</tr>
<tr>
<td>16-17</td>
<td>130 A</td>
<td>86 A</td>
<td>81 A</td>
<td>91 A</td>
<td>109 A</td>
<td>121 A</td>
</tr>
<tr>
<td>17-18</td>
<td>90 A</td>
<td>74 A</td>
<td>87 A</td>
<td>85 A</td>
<td>106 A</td>
<td>98 A</td>
</tr>
<tr>
<td>18-19</td>
<td>83 A</td>
<td>75 A</td>
<td>68 A</td>
<td>51 A</td>
<td>77 A</td>
<td>64 A</td>
</tr>
<tr>
<td>19-20</td>
<td>61 A</td>
<td>60 A</td>
<td>59 A</td>
<td>67 A</td>
<td>61 A</td>
<td>70 A</td>
</tr>
<tr>
<td>20-21</td>
<td>63 A</td>
<td>63 A</td>
<td>57 A</td>
<td>48 A</td>
<td>44 A</td>
<td>58 A</td>
</tr>
<tr>
<td>21-22</td>
<td>60 A</td>
<td>58 A</td>
<td>44 A</td>
<td>34 A</td>
<td>38 A</td>
<td>44 A</td>
</tr>
<tr>
<td>22-23</td>
<td>46 A</td>
<td>33 A</td>
<td>28 A</td>
<td>21 A</td>
<td>19 A</td>
<td>28 A</td>
</tr>
<tr>
<td>23-24</td>
<td>29 A</td>
<td>19 A</td>
<td>22 A</td>
<td>18 A</td>
<td>17 A</td>
<td>21 A</td>
</tr>
</tbody>
</table>

**Day Total**

| 1708 A | 1242 A | 1154 A | 1474 A | 1590 A | 1566 A |

**AM Peak Hour**

| 09-10 | 11-12 | 11-12 | 11-12 | 11-12 | 08-09 |

**AM Peak Traffic**

| 112 | 88 | 71 | 118 | 135 | 121 |

**PM Peak Hour**

| 13-14 | 14-15 | 14-15 | 13-14 | 15-16 | 16-17 |

**PM Peak Traffic**

| 139 | 107 | 103 | 117 | 127 | 121 |
### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>10341</td>
<td>1477</td>
</tr>
<tr>
<td>2nd</td>
<td>10588</td>
<td>1513</td>
</tr>
<tr>
<td>3rd</td>
<td>10864</td>
<td>1552</td>
</tr>
<tr>
<td>4th</td>
<td>10421</td>
<td>1489</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>7941</td>
<td>1588</td>
</tr>
<tr>
<td>2nd</td>
<td>8116</td>
<td>1623</td>
</tr>
<tr>
<td>3rd</td>
<td>8371</td>
<td>1674</td>
</tr>
<tr>
<td>4th</td>
<td>8025</td>
<td>1605</td>
</tr>
</tbody>
</table>

**District:** SAC  
**County:** 080  
**Route:** M  
**Prefix:** F  
**Postmile:** 2.321  

**Location Description:** SEG EB OFF TO SB 5  
**Traffic Station:**  
**Location Type:** Ramp Connection  
**Lanes:**  
**Lane Code:**
| Location Description | SEG EB OFF TO SB 5 |

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 01</td>
<td>MAY 02</td>
<td>MAY 03</td>
<td>MAY 04</td>
<td>MAY 05</td>
<td>MAY 06</td>
<td>MAY 07</td>
<td>MAY 08</td>
</tr>
<tr>
<td>0-1</td>
<td>13 A</td>
<td>20 A</td>
<td>20 A</td>
<td>19 A</td>
<td>15 A</td>
<td>8 A</td>
<td>15 A</td>
<td>12 A</td>
</tr>
<tr>
<td>1-2</td>
<td>14 A</td>
<td>6 A</td>
<td>15 A</td>
<td>12 A</td>
<td>3 A</td>
<td>11 A</td>
<td>9 A</td>
<td>8 A</td>
</tr>
<tr>
<td>2-3</td>
<td>5 A</td>
<td>15 A</td>
<td>11 A</td>
<td>11 A</td>
<td>5 A</td>
<td>12 A</td>
<td>7 A</td>
<td>16 A</td>
</tr>
<tr>
<td>3-4</td>
<td>13 A</td>
<td>16 A</td>
<td>7 A</td>
<td>3 A</td>
<td>11 A</td>
<td>8 A</td>
<td>12 A</td>
<td>7 A</td>
</tr>
<tr>
<td>4-5</td>
<td>18 A</td>
<td>16 A</td>
<td>9 A</td>
<td>5 A</td>
<td>14 A</td>
<td>11 A</td>
<td>10 A</td>
<td>20 A</td>
</tr>
<tr>
<td>5-6</td>
<td>32 A</td>
<td>33 A</td>
<td>15 A</td>
<td>12 A</td>
<td>15 A</td>
<td>30 A</td>
<td>29 A</td>
<td>35 A</td>
</tr>
<tr>
<td>6-7</td>
<td>53 A</td>
<td>46 A</td>
<td>24 A</td>
<td>19 A</td>
<td>56 A</td>
<td>60 A</td>
<td>47 A</td>
<td>59 A</td>
</tr>
<tr>
<td>7-8</td>
<td>121 A</td>
<td>96 A</td>
<td>33 A</td>
<td>18 A</td>
<td>96 A</td>
<td>90 A</td>
<td>114 A</td>
<td>98 A</td>
</tr>
<tr>
<td>8-9</td>
<td>112 A</td>
<td>88 A</td>
<td>43 A</td>
<td>40 A</td>
<td>98 A</td>
<td>94 A</td>
<td>110 A</td>
<td>102 A</td>
</tr>
<tr>
<td>9-10</td>
<td>73 A</td>
<td>89 A</td>
<td>66 A</td>
<td>49 A</td>
<td>90 A</td>
<td>109 A</td>
<td>103 A</td>
<td>86 A</td>
</tr>
<tr>
<td>10-11</td>
<td>77 A</td>
<td>108 A</td>
<td>77 A</td>
<td>91 A</td>
<td>108 A</td>
<td>98 A</td>
<td>102 A</td>
<td>102 A</td>
</tr>
<tr>
<td>11-12</td>
<td>98 A</td>
<td>137 A</td>
<td>80 A</td>
<td>96 A</td>
<td>127 A</td>
<td>104 A</td>
<td>116 A</td>
<td>119 A</td>
</tr>
<tr>
<td>12-13</td>
<td>109 A</td>
<td>119 A</td>
<td>94 A</td>
<td>119 A</td>
<td>110 A</td>
<td>91 A</td>
<td>119 A</td>
<td>117 A</td>
</tr>
<tr>
<td>13-14</td>
<td>126 A</td>
<td>117 A</td>
<td>111 A</td>
<td>100 A</td>
<td>119 A</td>
<td>104 A</td>
<td>122 A</td>
<td>126 A</td>
</tr>
<tr>
<td>14-15</td>
<td>107 A</td>
<td>120 A</td>
<td>130 A</td>
<td>95 A</td>
<td>103 A</td>
<td>118 A</td>
<td>104 A</td>
<td>107 A</td>
</tr>
<tr>
<td>15-16</td>
<td>107 A</td>
<td>127 A</td>
<td>101 A</td>
<td>88 A</td>
<td>127 A</td>
<td>118 A</td>
<td>131 A</td>
<td>121 A</td>
</tr>
<tr>
<td>16-17</td>
<td>108 A</td>
<td>92 A</td>
<td>111 A</td>
<td>95 A</td>
<td>108 A</td>
<td>99 A</td>
<td>115 A</td>
<td>92 A</td>
</tr>
<tr>
<td>17-18</td>
<td>92 A</td>
<td>107 A</td>
<td>83 A</td>
<td>94 A</td>
<td>86 A</td>
<td>92 A</td>
<td>95 A</td>
<td>94 A</td>
</tr>
<tr>
<td>18-19</td>
<td>67 A</td>
<td>88 A</td>
<td>70 A</td>
<td>73 A</td>
<td>64 A</td>
<td>71 A</td>
<td>83 A</td>
<td>70 A</td>
</tr>
<tr>
<td>19-20</td>
<td>66 A</td>
<td>76 A</td>
<td>67 A</td>
<td>73 A</td>
<td>58 A</td>
<td>54 A</td>
<td>68 A</td>
<td>63 A</td>
</tr>
<tr>
<td>20-21</td>
<td>56 A</td>
<td>58 A</td>
<td>68 A</td>
<td>45 A</td>
<td>71 A</td>
<td>43 A</td>
<td>71 A</td>
<td>54 A</td>
</tr>
<tr>
<td>21-22</td>
<td>39 A</td>
<td>65 A</td>
<td>35 A</td>
<td>32 A</td>
<td>47 A</td>
<td>39 A</td>
<td>40 A</td>
<td>40 A</td>
</tr>
<tr>
<td>22-23</td>
<td>38 A</td>
<td>42 A</td>
<td>36 A</td>
<td>23 A</td>
<td>34 A</td>
<td>37 A</td>
<td>36 A</td>
<td>30 A</td>
</tr>
<tr>
<td>23-24</td>
<td>26 A</td>
<td>40 A</td>
<td>29 A</td>
<td>23 A</td>
<td>21 A</td>
<td>20 A</td>
<td>19 A</td>
<td>32 A</td>
</tr>
</tbody>
</table>

### Day Total
- 1570 A  
- 1721 A  
- 1353 A  
- 1238 A  
- 1571 A  
- 1529 A  
- 1676 A  
- 1610 A  

### AM Peak Hour
- 07-08  
- 11-12  
- 11-12  
- 11-12  
- 09-10  
- 11-12  
- 11-12  

### AM Peak Traffic
- 121  
- 137  
- 80  
- 96  
- 127  
- 109  
- 116  

### PM Peak Hour
- 13-14  
- 15-16  
- 14-15  
- 12-13  
- 15-16  
- 14-15  
- 15-16  

### PM Peak Traffic
- 126  
- 127  
- 130  
- 119  
- 127  
- 118  
- 131  
- 126  

---

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>07-08</th>
<th>11-12</th>
<th>11-12</th>
<th>11-12</th>
<th>09-10</th>
<th>11-12</th>
<th>11-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Traffic</td>
<td>121</td>
<td>137</td>
<td>80</td>
<td>96</td>
<td>127</td>
<td>109</td>
<td>116</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>13-14</td>
<td>15-16</td>
<td>14-15</td>
<td>12-13</td>
<td>15-16</td>
<td>14-15</td>
<td>15-16</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>126</td>
<td>127</td>
<td>130</td>
<td>119</td>
<td>127</td>
<td>118</td>
<td>131</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
<td>Postmile</td>
<td>Leg</td>
<td>Traffic Station:</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------</td>
<td>-----</td>
<td>------------------</td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.321</td>
<td>F</td>
<td>Location Type: Ramp Connection</td>
<td></td>
</tr>
<tr>
<td>Location Description</td>
<td>SEG EB OFF TO SB 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 09</td>
<td>MAY 10</td>
<td>MAY 11</td>
<td>MAY 12</td>
<td>MAY 13</td>
<td>MAY 14</td>
<td>MAY 15</td>
<td>MAY 16</td>
</tr>
<tr>
<td>0-1</td>
<td>15 A</td>
<td>27 A</td>
<td>22 A</td>
<td>15 A</td>
<td>16 A</td>
<td>12 A</td>
<td>17 A</td>
<td>21 A</td>
</tr>
<tr>
<td>1-2</td>
<td>8 A</td>
<td>10 A</td>
<td>10 A</td>
<td>5 A</td>
<td>7 A</td>
<td>14 A</td>
<td>15 A</td>
<td>9 A</td>
</tr>
<tr>
<td>2-3</td>
<td>8 A</td>
<td>12 A</td>
<td>6 A</td>
<td>8 A</td>
<td>7 A</td>
<td>13 A</td>
<td>10 A</td>
<td>13 A</td>
</tr>
<tr>
<td>3-4</td>
<td>14 A</td>
<td>12 A</td>
<td>10 A</td>
<td>7 A</td>
<td>7 A</td>
<td>12 A</td>
<td>10 A</td>
<td>18 A</td>
</tr>
<tr>
<td>4-5</td>
<td>20 A</td>
<td>9 A</td>
<td>6 A</td>
<td>11 A</td>
<td>12 A</td>
<td>12 A</td>
<td>10 A</td>
<td>18 A</td>
</tr>
<tr>
<td>5-6</td>
<td>23 A</td>
<td>13 A</td>
<td>9 A</td>
<td>18 A</td>
<td>17 A</td>
<td>25 A</td>
<td>24 A</td>
<td>29 A</td>
</tr>
<tr>
<td>6-7</td>
<td>50 A</td>
<td>29 A</td>
<td>11 A</td>
<td>59 A</td>
<td>67 A</td>
<td>39 A</td>
<td>47 A</td>
<td>66 A</td>
</tr>
<tr>
<td>7-8</td>
<td>102 A</td>
<td>34 A</td>
<td>19 A</td>
<td>110 A</td>
<td>102 A</td>
<td>94 A</td>
<td>97 A</td>
<td>91 A</td>
</tr>
<tr>
<td>8-9</td>
<td>96 A</td>
<td>56 A</td>
<td>28 A</td>
<td>102 A</td>
<td>96 A</td>
<td>110 A</td>
<td>105 A</td>
<td>104 A</td>
</tr>
<tr>
<td>9-10</td>
<td>109 A</td>
<td>95 A</td>
<td>60 A</td>
<td>94 A</td>
<td>103 A</td>
<td>84 A</td>
<td>96 A</td>
<td>100 A</td>
</tr>
<tr>
<td>10-11</td>
<td>112 A</td>
<td>82 A</td>
<td>70 A</td>
<td>100 A</td>
<td>116 A</td>
<td>107 A</td>
<td>89 A</td>
<td>133 A</td>
</tr>
<tr>
<td>11-12</td>
<td>126 A</td>
<td>101 A</td>
<td>84 A</td>
<td>117 A</td>
<td>108 A</td>
<td>109 A</td>
<td>118 A</td>
<td>113 A</td>
</tr>
<tr>
<td>12-13</td>
<td>133 A</td>
<td>93 A</td>
<td>93 A</td>
<td>99 A</td>
<td>97 A</td>
<td>119 A</td>
<td>130 A</td>
<td>113 A</td>
</tr>
<tr>
<td>13-14</td>
<td>134 A</td>
<td>85 A</td>
<td>93 A</td>
<td>116 A</td>
<td>111 A</td>
<td>133 A</td>
<td>129 A</td>
<td>113 A</td>
</tr>
<tr>
<td>14-15</td>
<td>159 A</td>
<td>105 A</td>
<td>91 A</td>
<td>101 A</td>
<td>122 A</td>
<td>112 A</td>
<td>111 A</td>
<td>116 A</td>
</tr>
<tr>
<td>15-16</td>
<td>162 A</td>
<td>95 A</td>
<td>70 A</td>
<td>129 A</td>
<td>115 A</td>
<td>117 A</td>
<td>122 A</td>
<td>97 A</td>
</tr>
<tr>
<td>16-17</td>
<td>105 A</td>
<td>98 A</td>
<td>92 A</td>
<td>99 A</td>
<td>120 A</td>
<td>101 A</td>
<td>118 A</td>
<td>110 A</td>
</tr>
<tr>
<td>17-18</td>
<td>88 A</td>
<td>68 A</td>
<td>71 A</td>
<td>65 A</td>
<td>73 A</td>
<td>66 A</td>
<td>68 A</td>
<td>75 A</td>
</tr>
<tr>
<td>18-19</td>
<td>80 A</td>
<td>76 A</td>
<td>57 A</td>
<td>41 A</td>
<td>59 A</td>
<td>63 A</td>
<td>63 A</td>
<td>77 A</td>
</tr>
<tr>
<td>19-20</td>
<td>68 A</td>
<td>63 A</td>
<td>57 A</td>
<td>43 A</td>
<td>40 A</td>
<td>57 A</td>
<td>56 A</td>
<td>58 A</td>
</tr>
<tr>
<td>20-21</td>
<td>66 A</td>
<td>50 A</td>
<td>43 A</td>
<td>38 A</td>
<td>44 A</td>
<td>40 A</td>
<td>43 A</td>
<td>59 A</td>
</tr>
<tr>
<td>21-22</td>
<td>44 A</td>
<td>33 A</td>
<td>24 A</td>
<td>23 A</td>
<td>27 A</td>
<td>33 A</td>
<td>37 A</td>
<td>52 A</td>
</tr>
<tr>
<td>22-23</td>
<td>32 A</td>
<td>33 A</td>
<td>33 A</td>
<td>18 A</td>
<td>31 A</td>
<td>31 A</td>
<td>23 A</td>
<td>31 A</td>
</tr>
</tbody>
</table>

**Day Total**: 1740 A 1337 A 1099 A 1494 A 1575 A 1589 A 1626 C 1715 A

**AM Peak Hour**: 11-12 10-11 11-12 07-08 11-12 08-09 08-09 11-12

**AM Peak Traffic**: 112 95 70 110 116 110 105 133

**PM Peak Hour**: 14-15 15-16 13-14 16-17 15-16 14-15 13-14 15-16

**PM Peak Traffic**: 134 105 93 129 122 133 130 116
<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>23 A</td>
<td>19 A</td>
<td>16 A</td>
<td>15 A</td>
<td>7 A</td>
<td>18 A</td>
<td>24 A</td>
<td>16 A</td>
</tr>
<tr>
<td>1-2</td>
<td>16 A</td>
<td>10 A</td>
<td>7 A</td>
<td>8 A</td>
<td>12 A</td>
<td>9 A</td>
<td>15 A</td>
<td>13 A</td>
</tr>
<tr>
<td>2-3</td>
<td>7 A</td>
<td>5 A</td>
<td>8 A</td>
<td>9 A</td>
<td>9 A</td>
<td>7 A</td>
<td>8 A</td>
<td>8 A</td>
</tr>
<tr>
<td>3-4</td>
<td>13 A</td>
<td>11 A</td>
<td>7 A</td>
<td>11 A</td>
<td>6 A</td>
<td>13 A</td>
<td>12 A</td>
<td>10 A</td>
</tr>
<tr>
<td>4-5</td>
<td>11 A</td>
<td>5 A</td>
<td>20 A</td>
<td>20 A</td>
<td>15 A</td>
<td>18 A</td>
<td>20 A</td>
<td>17 A</td>
</tr>
<tr>
<td>5-6</td>
<td>17 A</td>
<td>12 A</td>
<td>27 A</td>
<td>22 A</td>
<td>25 A</td>
<td>21 A</td>
<td>30 A</td>
<td>16 A</td>
</tr>
<tr>
<td>6-7</td>
<td>30 A</td>
<td>13 A</td>
<td>65 A</td>
<td>57 A</td>
<td>59 A</td>
<td>46 A</td>
<td>56 A</td>
<td>19 A</td>
</tr>
<tr>
<td>7-8</td>
<td>39 A</td>
<td>27 A</td>
<td>89 A</td>
<td>107 A</td>
<td>97 A</td>
<td>94 A</td>
<td>81 A</td>
<td>32 A</td>
</tr>
<tr>
<td>8-9</td>
<td>47 A</td>
<td>46 A</td>
<td>94 A</td>
<td>107 A</td>
<td>111 A</td>
<td>100 A</td>
<td>86 A</td>
<td>41 A</td>
</tr>
<tr>
<td>9-10</td>
<td>46 A</td>
<td>53 A</td>
<td>96 A</td>
<td>91 A</td>
<td>92 A</td>
<td>93 A</td>
<td>93 A</td>
<td>65 A</td>
</tr>
<tr>
<td>10-11</td>
<td>77 A</td>
<td>73 A</td>
<td>110 A</td>
<td>101 A</td>
<td>74 A</td>
<td>93 A</td>
<td>100 A</td>
<td>78 A</td>
</tr>
<tr>
<td>11-12</td>
<td>85 A</td>
<td>86 A</td>
<td>102 A</td>
<td>107 A</td>
<td>103 A</td>
<td>94 A</td>
<td>131 A</td>
<td>103 A</td>
</tr>
<tr>
<td>12-13</td>
<td>85 A</td>
<td>103 A</td>
<td>108 A</td>
<td>89 A</td>
<td>108 A</td>
<td>101 A</td>
<td>110 A</td>
<td>79 A</td>
</tr>
<tr>
<td>13-14</td>
<td>119 A</td>
<td>97 A</td>
<td>126 A</td>
<td>111 A</td>
<td>108 A</td>
<td>98 A</td>
<td>120 A</td>
<td>112 A</td>
</tr>
<tr>
<td>14-15</td>
<td>90 A</td>
<td>93 A</td>
<td>124 A</td>
<td>103 A</td>
<td>117 A</td>
<td>122 A</td>
<td>115 A</td>
<td>114 A</td>
</tr>
<tr>
<td>15-16</td>
<td>81 A</td>
<td>86 A</td>
<td>102 A</td>
<td>125 A</td>
<td>116 A</td>
<td>99 A</td>
<td>142 A</td>
<td>100 A</td>
</tr>
<tr>
<td>16-17</td>
<td>93 A</td>
<td>83 A</td>
<td>106 A</td>
<td>118 A</td>
<td>126 A</td>
<td>134 A</td>
<td>116 A</td>
<td>81 A</td>
</tr>
<tr>
<td>17-18</td>
<td>81 A</td>
<td>88 A</td>
<td>94 A</td>
<td>104 A</td>
<td>96 A</td>
<td>91 A</td>
<td>105 A</td>
<td>88 A</td>
</tr>
<tr>
<td>18-19</td>
<td>69 A</td>
<td>69 A</td>
<td>71 A</td>
<td>65 A</td>
<td>88 A</td>
<td>73 A</td>
<td>71 A</td>
<td>78 A</td>
</tr>
<tr>
<td>19-20</td>
<td>71 A</td>
<td>68 A</td>
<td>44 A</td>
<td>66 A</td>
<td>69 A</td>
<td>67 A</td>
<td>62 A</td>
<td>54 A</td>
</tr>
<tr>
<td>20-21</td>
<td>61 A</td>
<td>67 A</td>
<td>43 A</td>
<td>33 A</td>
<td>57 A</td>
<td>50 A</td>
<td>80 A</td>
<td>63 A</td>
</tr>
<tr>
<td>21-22</td>
<td>55 A</td>
<td>51 A</td>
<td>33 A</td>
<td>30 A</td>
<td>58 A</td>
<td>47 A</td>
<td>64 A</td>
<td>54 A</td>
</tr>
<tr>
<td>22-23</td>
<td>42 A</td>
<td>39 A</td>
<td>28 A</td>
<td>38 A</td>
<td>38 A</td>
<td>31 A</td>
<td>32 A</td>
<td>27 A</td>
</tr>
<tr>
<td>23-24</td>
<td>41 A</td>
<td>21 A</td>
<td>19 A</td>
<td>24 A</td>
<td>24 A</td>
<td>17 A</td>
<td>28 A</td>
<td>48 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 1299 A
- 1225 A
- 1539 A
- 1561 A
- 1615 A
- 1536 A
- 1701 A
- 1316 A

**AM Peak Hour**
- 11-12
- 10-11
- 07-08
- 08-09
- 08-09
- 11-12
- 11-12

**AM Peak Traffic**
- 85
- 86
- 110
- 107
- 111
- 100
- 131
- 103

**PM Peak Hour**
- 13-14
- 12-13
- 13-14
- 15-16
- 16-17
- 16-17
- 15-16
- 14-15

**PM Peak Traffic**
- 119
- 103
- 126
- 125
- 126
- 134
- 142
- 114
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:** East

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.321</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**

SEG EB OFF TO SB 5

**Day Total**

<table>
<thead>
<tr>
<th>Day</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>27 A</td>
<td>13 A</td>
<td>17 A</td>
<td>17 A</td>
<td>12 A</td>
<td>22 A</td>
<td>27 A</td>
</tr>
<tr>
<td>1-2</td>
<td>13 A</td>
<td>22 A</td>
<td>11 A</td>
<td>12 A</td>
<td>10 A</td>
<td>12 A</td>
<td>20 A</td>
</tr>
<tr>
<td>2-3</td>
<td>12 A</td>
<td>16 A</td>
<td>5 A</td>
<td>18 A</td>
<td>10 A</td>
<td>14 A</td>
<td>20 A</td>
</tr>
<tr>
<td>3-4</td>
<td>8 A</td>
<td>5 A</td>
<td>16 A</td>
<td>8 A</td>
<td>9 A</td>
<td>10 A</td>
<td>20 A</td>
</tr>
<tr>
<td>4-5</td>
<td>6 A</td>
<td>11 A</td>
<td>22 A</td>
<td>16 A</td>
<td>22 A</td>
<td>13 A</td>
<td>15 A</td>
</tr>
<tr>
<td>5-6</td>
<td>5 A</td>
<td>10 A</td>
<td>27 A</td>
<td>23 A</td>
<td>21 A</td>
<td>32 A</td>
<td>35 A</td>
</tr>
<tr>
<td>6-7</td>
<td>15 A</td>
<td>16 A</td>
<td>46 A</td>
<td>55 A</td>
<td>55 A</td>
<td>61 A</td>
<td>27 A</td>
</tr>
<tr>
<td>7-8</td>
<td>15 A</td>
<td>17 A</td>
<td>97 A</td>
<td>99 A</td>
<td>86 A</td>
<td>96 A</td>
<td>56 A</td>
</tr>
<tr>
<td>8-9</td>
<td>28 A</td>
<td>34 A</td>
<td>101 A</td>
<td>105 A</td>
<td>95 A</td>
<td>84 A</td>
<td>65 A</td>
</tr>
<tr>
<td>9-10</td>
<td>45 A</td>
<td>37 A</td>
<td>113 A</td>
<td>81 A</td>
<td>93 A</td>
<td>89 A</td>
<td>69 A</td>
</tr>
<tr>
<td>10-11</td>
<td>78 A</td>
<td>61 A</td>
<td>117 A</td>
<td>107 A</td>
<td>110 A</td>
<td>118 A</td>
<td>87 A</td>
</tr>
<tr>
<td>11-12</td>
<td>79 A</td>
<td>80 A</td>
<td>124 A</td>
<td>96 A</td>
<td>119 A</td>
<td>104 A</td>
<td>103 A</td>
</tr>
<tr>
<td>12-13</td>
<td>91 A</td>
<td>97 A</td>
<td>103 A</td>
<td>115 A</td>
<td>127 A</td>
<td>103 A</td>
<td>89 A</td>
</tr>
<tr>
<td>13-14</td>
<td>101 A</td>
<td>103 A</td>
<td>104 A</td>
<td>114 A</td>
<td>119 A</td>
<td>104 A</td>
<td>116 A</td>
</tr>
<tr>
<td>14-15</td>
<td>74 A</td>
<td>109 A</td>
<td>106 A</td>
<td>112 A</td>
<td>102 A</td>
<td>97 A</td>
<td>109 A</td>
</tr>
<tr>
<td>15-16</td>
<td>93 A</td>
<td>121 A</td>
<td>119 A</td>
<td>128 A</td>
<td>110 A</td>
<td>101 A</td>
<td>78 A</td>
</tr>
<tr>
<td>16-17</td>
<td>92 A</td>
<td>92 A</td>
<td>99 A</td>
<td>119 A</td>
<td>102 A</td>
<td>100 A</td>
<td>98 A</td>
</tr>
<tr>
<td>17-18</td>
<td>87 A</td>
<td>80 A</td>
<td>86 A</td>
<td>109 A</td>
<td>95 A</td>
<td>91 A</td>
<td>97 A</td>
</tr>
<tr>
<td>18-19</td>
<td>69 A</td>
<td>65 A</td>
<td>74 A</td>
<td>59 A</td>
<td>68 A</td>
<td>89 A</td>
<td>94 A</td>
</tr>
<tr>
<td>19-20</td>
<td>50 A</td>
<td>45 A</td>
<td>51 A</td>
<td>52 A</td>
<td>65 A</td>
<td>85 A</td>
<td>79 A</td>
</tr>
<tr>
<td>20-21</td>
<td>45 A</td>
<td>40 A</td>
<td>38 A</td>
<td>45 A</td>
<td>45 A</td>
<td>61 A</td>
<td>73 A</td>
</tr>
<tr>
<td>21-22</td>
<td>46 A</td>
<td>36 A</td>
<td>43 A</td>
<td>35 A</td>
<td>33 A</td>
<td>50 A</td>
<td>55 A</td>
</tr>
<tr>
<td>22-23</td>
<td>33 A</td>
<td>28 A</td>
<td>24 A</td>
<td>32 A</td>
<td>39 A</td>
<td>52 A</td>
<td>46 A</td>
</tr>
<tr>
<td>23-24</td>
<td>28 A</td>
<td>20 A</td>
<td>24 A</td>
<td>24 A</td>
<td>23 A</td>
<td>42 A</td>
<td>53 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>79</td>
<td>13-14</td>
<td>101</td>
</tr>
<tr>
<td>2009</td>
<td>15-16</td>
<td>124</td>
<td>15-16</td>
<td>119</td>
</tr>
<tr>
<td>2010</td>
<td>124</td>
<td>107</td>
<td>12-13</td>
<td>128</td>
</tr>
<tr>
<td>2011</td>
<td>15-16</td>
<td>119</td>
<td>13-14</td>
<td>104</td>
</tr>
<tr>
<td>2012</td>
<td>11-12</td>
<td>107</td>
<td>15-16</td>
<td>116</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.321 F

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
<th>Location Type: Ramp Connection</th>
<th>Lanes:</th>
<th>Lane Code:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEG EB OFF TO SB 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### EAST

<table>
<thead>
<tr>
<th>7-Day Period</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>10658</td>
<td>1523</td>
</tr>
<tr>
<td>2nd</td>
<td>10444</td>
<td>1492</td>
</tr>
<tr>
<td>3rd</td>
<td>10580</td>
<td>1511</td>
</tr>
<tr>
<td>4th</td>
<td>9999</td>
<td>1428</td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### EAST

<table>
<thead>
<tr>
<th>5-Day Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>8067</td>
<td>1613</td>
</tr>
<tr>
<td>2nd</td>
<td>8008</td>
<td>1602</td>
</tr>
<tr>
<td>3rd</td>
<td>8056</td>
<td>1611</td>
</tr>
<tr>
<td>4th</td>
<td>7543</td>
<td>1509</td>
</tr>
</tbody>
</table>
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description
- **SEG EB OFF TO SB 5**

### District County Route Prefix Postmile Leg
- **03 SAC 080 M 2.321 F**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>11-12</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>1-2</td>
<td>11-12</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>2-3</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>3-4</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>4-5</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>5-6</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>6-7</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>7-8</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>8-9</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>9-10</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>10-11</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>11-12</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>12-13</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>13-14</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>14-15</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>15-16</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>16-17</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>17-18</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>18-19</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>19-20</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>20-21</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>21-22</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>22-23</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>23-24</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
</tbody>
</table>

### Day Total
- **1321 A 1602 A 1584 A 1657 A 1761 A 1672 A 1478 A 1287 A**

### AM Peak Hour
- **11-12 11-12 08-09 08-09 08-09 11-12 11-12 11-12**

### AM Peak Traffic
- **86 124 125 139 134 133 89 77**

### PM Peak Hour

### PM Peak Traffic
- **128 135 100 122 119 109 117 103**
### District
03

### County
SAC

### Route
080

### Prefix
M

### Postmile
2.321

### Leg
F

#### Location Description
SEG EB OFF TO SB 5

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>16 A</td>
<td>5 A</td>
<td>11 A</td>
<td>26 A</td>
<td>56 A</td>
<td>21 A</td>
<td>25 A</td>
<td>18 A</td>
</tr>
<tr>
<td>1-2</td>
<td>8 A</td>
<td>6 A</td>
<td>9 A</td>
<td>11 A</td>
<td>34 A</td>
<td>18 A</td>
<td>19 A</td>
<td>6 A</td>
</tr>
<tr>
<td>2-3</td>
<td>11 A</td>
<td>5 A</td>
<td>4 A</td>
<td>7 A</td>
<td>19 A</td>
<td>17 A</td>
<td>16 A</td>
<td>5 A</td>
</tr>
<tr>
<td>3-4</td>
<td>11 A</td>
<td>6 A</td>
<td>10 A</td>
<td>8 A</td>
<td>12 A</td>
<td>10 A</td>
<td>10 A</td>
<td>5 A</td>
</tr>
<tr>
<td>4-5</td>
<td>21 A</td>
<td>12 A</td>
<td>12 A</td>
<td>15 A</td>
<td>8 A</td>
<td>11 A</td>
<td>7 A</td>
<td>9 A</td>
</tr>
<tr>
<td>5-6</td>
<td>30 A</td>
<td>31 A</td>
<td>33 A</td>
<td>20 A</td>
<td>23 A</td>
<td>9 A</td>
<td>9 A</td>
<td>14 A</td>
</tr>
<tr>
<td>6-7</td>
<td>61 A</td>
<td>53 A</td>
<td>60 A</td>
<td>57 A</td>
<td>52 A</td>
<td>20 A</td>
<td>22 A</td>
<td>41 A</td>
</tr>
<tr>
<td>7-8</td>
<td>93 A</td>
<td>90 A</td>
<td>101 A</td>
<td>97 A</td>
<td>97 A</td>
<td>34 A</td>
<td>21 A</td>
<td>67 A</td>
</tr>
<tr>
<td>8-9</td>
<td>89 A</td>
<td>98 A</td>
<td>105 A</td>
<td>84 A</td>
<td>101 A</td>
<td>65 A</td>
<td>23 A</td>
<td>52 A</td>
</tr>
<tr>
<td>9-10</td>
<td>115 C</td>
<td>100 A</td>
<td>69 A</td>
<td>85 A</td>
<td>95 A</td>
<td>59 A</td>
<td>34 A</td>
<td>55 A</td>
</tr>
<tr>
<td>10-11</td>
<td>99 A</td>
<td>85 A</td>
<td>89 A</td>
<td>103 A</td>
<td>90 A</td>
<td>64 A</td>
<td>55 A</td>
<td>57 A</td>
</tr>
<tr>
<td>11-12</td>
<td>96 A</td>
<td>80 A</td>
<td>97 A</td>
<td>100 A</td>
<td>111 A</td>
<td>69 A</td>
<td>63 A</td>
<td>69 A</td>
</tr>
<tr>
<td>12-13</td>
<td>103 A</td>
<td>93 A</td>
<td>114 A</td>
<td>109 A</td>
<td>128 A</td>
<td>62 A</td>
<td>54 A</td>
<td>78 A</td>
</tr>
<tr>
<td>13-14</td>
<td>99 A</td>
<td>96 A</td>
<td>99 A</td>
<td>95 A</td>
<td>133 A</td>
<td>67 A</td>
<td>47 A</td>
<td>68 A</td>
</tr>
<tr>
<td>14-15</td>
<td>90 A</td>
<td>99 A</td>
<td>85 A</td>
<td>113 A</td>
<td>128 A</td>
<td>86 A</td>
<td>64 A</td>
<td>85 A</td>
</tr>
<tr>
<td>15-16</td>
<td>107 A</td>
<td>108 A</td>
<td>84 A</td>
<td>98 A</td>
<td>100 A</td>
<td>83 A</td>
<td>54 A</td>
<td>85 A</td>
</tr>
<tr>
<td>16-17</td>
<td>116 A</td>
<td>71 A</td>
<td>78 A</td>
<td>101 A</td>
<td>70 A</td>
<td>52 A</td>
<td>68 A</td>
<td>87 A</td>
</tr>
<tr>
<td>17-18</td>
<td>85 A</td>
<td>86 A</td>
<td>85 A</td>
<td>86 A</td>
<td>66 A</td>
<td>73 A</td>
<td>57 A</td>
<td>108 A</td>
</tr>
<tr>
<td>18-19</td>
<td>54 A</td>
<td>64 A</td>
<td>79 A</td>
<td>74 A</td>
<td>81 A</td>
<td>68 A</td>
<td>49 A</td>
<td>71 A</td>
</tr>
<tr>
<td>19-20</td>
<td>60 A</td>
<td>46 A</td>
<td>64 A</td>
<td>65 A</td>
<td>72 A</td>
<td>50 A</td>
<td>38 A</td>
<td>44 A</td>
</tr>
<tr>
<td>20-21</td>
<td>56 A</td>
<td>45 A</td>
<td>69 A</td>
<td>42 A</td>
<td>36 A</td>
<td>51 A</td>
<td>51 A</td>
<td>40 A</td>
</tr>
<tr>
<td>21-22</td>
<td>44 A</td>
<td>29 A</td>
<td>36 A</td>
<td>44 A</td>
<td>36 A</td>
<td>59 A</td>
<td>31 A</td>
<td>28 A</td>
</tr>
<tr>
<td>22-23</td>
<td>26 A</td>
<td>25 A</td>
<td>37 A</td>
<td>41 A</td>
<td>37 A</td>
<td>40 A</td>
<td>28 A</td>
<td>22 A</td>
</tr>
<tr>
<td>23-24</td>
<td>18 A</td>
<td>28 A</td>
<td>25 A</td>
<td>37 A</td>
<td>44 A</td>
<td>51 A</td>
<td>22 A</td>
<td>11 A</td>
</tr>
</tbody>
</table>

### Day Total
- **1508 C**
- **1361 A**
- **1455 A**
- **1510 A**
- **1637 A**
- **1139 A**
- **867 A**
- **1130 A**

### AM Peak Hour
- **09-10**
- **09-10**
- **08-09**
- **10-11**
- **11-12**
- **11-12**
- **11-12**
- **11-12**

### AM Peak Traffic
- **115**
- **100**
- **105**
- **103**
- **111**
- **69**
- **63**
- **69**

### PM Peak Hour
- **16-17**
- **15-16**
- **12-13**
- **14-15**
- **13-14**
- **14-15**
- **16-17**
- **17-18**

### PM Peak Traffic
- **116**
- **108**
- **114**
- **113**
- **133**
- **86**
- **68**
- **108**
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

**Direction of Count:** East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>13 A</td>
<td>2 A</td>
<td>9 A</td>
<td>17 A</td>
<td>29 A</td>
<td>34 A</td>
<td>8 A</td>
<td>12 A</td>
</tr>
<tr>
<td>1-2</td>
<td>12 A</td>
<td>2 A</td>
<td>12 A</td>
<td>7 A</td>
<td>16 A</td>
<td>27 A</td>
<td>7 A</td>
<td>6 A</td>
</tr>
<tr>
<td>2-3</td>
<td>11 A</td>
<td>16 A</td>
<td>7 A</td>
<td>10 A</td>
<td>15 A</td>
<td>9 A</td>
<td>3 A</td>
<td>13 A</td>
</tr>
<tr>
<td>3-4</td>
<td>11 A</td>
<td>11 A</td>
<td>6 A</td>
<td>10 A</td>
<td>9 A</td>
<td>7 A</td>
<td>3 A</td>
<td>4 A</td>
</tr>
<tr>
<td>4-5</td>
<td>9 A</td>
<td>7 A</td>
<td>10 A</td>
<td>13 A</td>
<td>12 A</td>
<td>8 A</td>
<td>8 A</td>
<td>18 A</td>
</tr>
<tr>
<td>5-6</td>
<td>15 A</td>
<td>9 A</td>
<td>15 A</td>
<td>25 A</td>
<td>7 A</td>
<td>19 A</td>
<td>14 A</td>
<td>31 A</td>
</tr>
<tr>
<td>6-7</td>
<td>40 A</td>
<td>40 A</td>
<td>35 A</td>
<td>27 A</td>
<td>12 A</td>
<td>11 A</td>
<td>60 A</td>
<td>67 A</td>
</tr>
<tr>
<td>7-8</td>
<td>57 A</td>
<td>58 A</td>
<td>43 A</td>
<td>45 A</td>
<td>27 A</td>
<td>30 A</td>
<td>65 A</td>
<td>89 A</td>
</tr>
<tr>
<td>8-9</td>
<td>65 A</td>
<td>49 A</td>
<td>77 A</td>
<td>55 A</td>
<td>36 A</td>
<td>29 A</td>
<td>87 A</td>
<td>93 A</td>
</tr>
<tr>
<td>9-10</td>
<td>64 A</td>
<td>47 A</td>
<td>47 A</td>
<td>52 A</td>
<td>60 A</td>
<td>43 A</td>
<td>79 A</td>
<td>91 A</td>
</tr>
<tr>
<td>10-11</td>
<td>74 A</td>
<td>70 A</td>
<td>57 A</td>
<td>60 A</td>
<td>49 A</td>
<td>63 A</td>
<td>74 A</td>
<td>78 A</td>
</tr>
<tr>
<td>11-12</td>
<td>84 A</td>
<td>60 A</td>
<td>68 A</td>
<td>73 A</td>
<td>47 A</td>
<td>60 A</td>
<td>72 A</td>
<td>96 A</td>
</tr>
<tr>
<td>12-13</td>
<td>97 A</td>
<td>60 A</td>
<td>61 A</td>
<td>56 A</td>
<td>70 A</td>
<td>60 A</td>
<td>92 A</td>
<td>106 A</td>
</tr>
<tr>
<td>13-14</td>
<td>79 A</td>
<td>93 A</td>
<td>71 A</td>
<td>86 A</td>
<td>63 A</td>
<td>65 A</td>
<td>84 A</td>
<td>123 A</td>
</tr>
<tr>
<td>14-15</td>
<td>76 A</td>
<td>74 A</td>
<td>72 A</td>
<td>85 A</td>
<td>57 A</td>
<td>76 A</td>
<td>90 A</td>
<td>97 A</td>
</tr>
<tr>
<td>15-16</td>
<td>88 A</td>
<td>64 A</td>
<td>94 A</td>
<td>103 A</td>
<td>63 A</td>
<td>84 A</td>
<td>106 A</td>
<td>86 A</td>
</tr>
<tr>
<td>16-17</td>
<td>103 A</td>
<td>60 A</td>
<td>97 A</td>
<td>62 A</td>
<td>60 A</td>
<td>49 A</td>
<td>105 A</td>
<td>107 A</td>
</tr>
<tr>
<td>17-18</td>
<td>99 A</td>
<td>92 A</td>
<td>88 A</td>
<td>62 A</td>
<td>60 A</td>
<td>64 A</td>
<td>84 A</td>
<td>99 A</td>
</tr>
<tr>
<td>18-19</td>
<td>65 A</td>
<td>64 A</td>
<td>62 A</td>
<td>57 A</td>
<td>58 A</td>
<td>49 A</td>
<td>113 A</td>
<td>50 A</td>
</tr>
<tr>
<td>19-20</td>
<td>39 A</td>
<td>41 A</td>
<td>52 A</td>
<td>48 A</td>
<td>66 A</td>
<td>63 A</td>
<td>58 A</td>
<td>60 A</td>
</tr>
<tr>
<td>20-21</td>
<td>32 A</td>
<td>34 A</td>
<td>35 A</td>
<td>59 A</td>
<td>56 A</td>
<td>53 A</td>
<td>51 A</td>
<td>45 A</td>
</tr>
<tr>
<td>21-22</td>
<td>24 A</td>
<td>31 A</td>
<td>23 A</td>
<td>56 A</td>
<td>71 A</td>
<td>39 A</td>
<td>45 A</td>
<td>38 A</td>
</tr>
<tr>
<td>22-23</td>
<td>20 A</td>
<td>24 A</td>
<td>24 A</td>
<td>48 A</td>
<td>60 A</td>
<td>32 A</td>
<td>34 A</td>
<td>23 A</td>
</tr>
<tr>
<td>23-24</td>
<td>16 A</td>
<td>18 A</td>
<td>24 A</td>
<td>36 A</td>
<td>41 A</td>
<td>12 A</td>
<td>16 A</td>
<td>21 A</td>
</tr>
</tbody>
</table>

**Day Total**
1193 A | 1026 A | 1089 A | 1152 A | 1044 A | 986 A | 1358 A | 1453 A

**AM Peak Hour**
11-12 | 10-11 | 08-09 | 11-12 | 09-10 | 10-11 | 08-09 | 11-12

**AM Peak Traffic**
84 | 70 | 77 | 73 | 60 | 63 | 87 | 96

**PM Peak Hour**
16-17 | 13-14 | 16-17 | 15-16 | 21-22 | 15-16 | 18-19 | 13-14

**PM Peak Traffic**
103 | 93 | 97 | 103 | 71 | 84 | 113 | 123
**CALTRANS TRAFFIC VOLUMES**

**Detail All Vehicle Hourly Count Report**

**District** 03  
**County** SAC  
**Route** 080  
**Prefix** M  
**Postmile** 2.321  
**Leg** F  

**Location Description**  
SEG EB OFF TO SB 5  

**Traffic Station:**  
**Location Type:** Ramp Connection  
**Lanes:**  
**Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>9 A</td>
<td>10 A</td>
<td>15 A</td>
<td>26 A</td>
<td>30 A</td>
<td>18 A</td>
</tr>
<tr>
<td>1-2</td>
<td>10 A</td>
<td>11 A</td>
<td>8 A</td>
<td>15 A</td>
<td>18 A</td>
<td>12 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>13 A</td>
<td>10 A</td>
<td>13 A</td>
<td>17 A</td>
<td>6 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>4 A</td>
<td>5 A</td>
<td>9 A</td>
<td>6 A</td>
<td>6 A</td>
</tr>
<tr>
<td>4-5</td>
<td>12 A</td>
<td>12 A</td>
<td>13 A</td>
<td>9 A</td>
<td>9 A</td>
<td>12 A</td>
</tr>
<tr>
<td>5-6</td>
<td>19 A</td>
<td>21 A</td>
<td>24 A</td>
<td>13 A</td>
<td>14 A</td>
<td>20 A</td>
</tr>
<tr>
<td>6-7</td>
<td>66 A</td>
<td>72 A</td>
<td>41 A</td>
<td>24 A</td>
<td>10 A</td>
<td>58 A</td>
</tr>
<tr>
<td>7-8</td>
<td>86 A</td>
<td>92 A</td>
<td>80 A</td>
<td>25 A</td>
<td>19 A</td>
<td>72 A</td>
</tr>
<tr>
<td>8-9</td>
<td>108 A</td>
<td>105 A</td>
<td>101 A</td>
<td>52 A</td>
<td>24 A</td>
<td>93 A</td>
</tr>
<tr>
<td>9-10</td>
<td>105 A</td>
<td>86 A</td>
<td>91 A</td>
<td>54 A</td>
<td>29 A</td>
<td>91 A</td>
</tr>
<tr>
<td>10-11</td>
<td>83 A</td>
<td>95 A</td>
<td>89 A</td>
<td>57 A</td>
<td>44 A</td>
<td>83 A</td>
</tr>
<tr>
<td>11-12</td>
<td>104 A</td>
<td>106 A</td>
<td>91 A</td>
<td>82 A</td>
<td>82 A</td>
<td>85 A</td>
</tr>
<tr>
<td>12-13</td>
<td>99 A</td>
<td>97 A</td>
<td>113 A</td>
<td>98 A</td>
<td>78 A</td>
<td>106 A</td>
</tr>
<tr>
<td>13-14</td>
<td>96 A</td>
<td>114 A</td>
<td>103 A</td>
<td>113 A</td>
<td>97 A</td>
<td>106 A</td>
</tr>
<tr>
<td>14-15</td>
<td>91 A</td>
<td>138 A</td>
<td>129 A</td>
<td>90 A</td>
<td>77 A</td>
<td>111 A</td>
</tr>
<tr>
<td>15-16</td>
<td>86 A</td>
<td>107 A</td>
<td>129 A</td>
<td>85 A</td>
<td>110 A</td>
<td>118 A</td>
</tr>
<tr>
<td>16-17</td>
<td>117 A</td>
<td>85 A</td>
<td>91 A</td>
<td>77 A</td>
<td>95 A</td>
<td>99 A</td>
</tr>
<tr>
<td>17-18</td>
<td>161 A</td>
<td>95 A</td>
<td>97 A</td>
<td>91 A</td>
<td>57 A</td>
<td>93 A</td>
</tr>
<tr>
<td>18-19</td>
<td>473 A</td>
<td>70 A</td>
<td>85 A</td>
<td>84 A</td>
<td>66 A</td>
<td>80 A</td>
</tr>
<tr>
<td>19-20</td>
<td>194 A</td>
<td>67 A</td>
<td>58 A</td>
<td>68 A</td>
<td>61 A</td>
<td>65 A</td>
</tr>
<tr>
<td>20-21</td>
<td>85 A</td>
<td>58 A</td>
<td>59 A</td>
<td>51 A</td>
<td>53 A</td>
<td>52 A</td>
</tr>
<tr>
<td>21-22</td>
<td>47 A</td>
<td>50 A</td>
<td>55 A</td>
<td>48 A</td>
<td>37 A</td>
<td>44 A</td>
</tr>
<tr>
<td>22-23</td>
<td>25 A</td>
<td>34 A</td>
<td>48 A</td>
<td>30 A</td>
<td>37 A</td>
<td>42 A</td>
</tr>
<tr>
<td>23-24</td>
<td>19 A</td>
<td>25 A</td>
<td>24 A</td>
<td>29 A</td>
<td>18 A</td>
<td>13 A</td>
</tr>
</tbody>
</table>

**Day Total**  
2115 A  
1567 A  
1559 A  
1243 A  
1088 A  
1485 A  

**AM Peak Hour**  
08-09  
11-12  
08-09  
11-12  
11-12  
08-09  

**AM Peak Traffic**  
108  
106  
101  
82  
82  
93  

**PM Peak Hour**  
18-19  
14-15  
14-15  
13-14  
15-16  
15-16  

**PM Peak Traffic**  
473  
138  
129  
113  
110  
118
### 7-Day Periods

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEG EB OFF TO SB 5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.321</td>
<td>F</td>
</tr>
</tbody>
</table>

### Traffic Details

- **District**: 03
- **County**: SAC
- **Route**: 080
- **Prefix**: M
- **Postmile**: 2.321
- **Leg**: F

### Traffic Volumes

#### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>8276</td>
<td>1655</td>
</tr>
<tr>
<td>2nd</td>
<td>7471</td>
<td>1494</td>
</tr>
<tr>
<td>3rd</td>
<td>5590</td>
<td>1118</td>
</tr>
<tr>
<td>4th</td>
<td>8052</td>
<td>1610</td>
</tr>
</tbody>
</table>

#### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>11075</td>
<td>1582</td>
</tr>
<tr>
<td>2nd</td>
<td>9897</td>
<td>1414</td>
</tr>
<tr>
<td>3rd</td>
<td>7501</td>
<td>1072</td>
</tr>
<tr>
<td>4th</td>
<td>10281</td>
<td>1469</td>
</tr>
</tbody>
</table>
### District 03
#### County SAC
#### Route 080
#### Prefix M
#### Postmile 2.321

#### Leg F

### Location Description
SEG EB OFF TO SB 5

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Day Total
1513 A 1472 A 1493 A 883 A 1060 A 1457 A 1477 A 1603 A

#### AM Peak Hour
11-12 10-11 11-12 11-12 11-12 11-12 10-11

#### AM Peak Traffic
101 108 105 59 68 79 104 110

#### PM Peak Hour
13-14 16-17 14-15 12-13 13-14 13-14 14-15 13-14

#### PM Peak Traffic
130 119 116 74 93 214 115 133
### District County Route Prefix Postmile Leg
| 03 | SAC | 080 | M | 2.321 | F |

### Location Description
SEG EB OFF TO SB 5

### Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 09</td>
<td>JUL 10</td>
<td>JUL 11</td>
<td>JUL 12</td>
<td>JUL 13</td>
<td>JUL 14</td>
<td>JUL 15</td>
<td>JUL 16</td>
</tr>
<tr>
<td>0-1</td>
<td>9 A</td>
<td>15 A</td>
<td>24 A</td>
<td>40 A</td>
<td>36 A</td>
<td>16 A</td>
<td>20 A</td>
<td>14 A</td>
</tr>
<tr>
<td>1-2</td>
<td>13 A</td>
<td>13 A</td>
<td>12 A</td>
<td>31 A</td>
<td>13 A</td>
<td>11 A</td>
<td>5 A</td>
<td>11 A</td>
</tr>
<tr>
<td>2-3</td>
<td>14 A</td>
<td>11 A</td>
<td>11 A</td>
<td>23 A</td>
<td>10 A</td>
<td>11 A</td>
<td>14 A</td>
<td>2 A</td>
</tr>
<tr>
<td>3-4</td>
<td>6 A</td>
<td>9 A</td>
<td>6 A</td>
<td>8 A</td>
<td>9 A</td>
<td>5 A</td>
<td>8 A</td>
<td>3 A</td>
</tr>
<tr>
<td>4-5</td>
<td>9 A</td>
<td>23 A</td>
<td>18 A</td>
<td>19 A</td>
<td>8 A</td>
<td>13 A</td>
<td>12 A</td>
<td>4 A</td>
</tr>
<tr>
<td>5-6</td>
<td>16 A</td>
<td>15 A</td>
<td>25 A</td>
<td>18 A</td>
<td>7 A</td>
<td>11 A</td>
<td>20 A</td>
<td>13 A</td>
</tr>
<tr>
<td>6-7</td>
<td>34 A</td>
<td>34 A</td>
<td>36 A</td>
<td>25 A</td>
<td>17 A</td>
<td>26 A</td>
<td>40 A</td>
<td>38 A</td>
</tr>
<tr>
<td>7-8</td>
<td>60 A</td>
<td>53 A</td>
<td>48 A</td>
<td>24 A</td>
<td>15 A</td>
<td>51 A</td>
<td>56 A</td>
<td>45 A</td>
</tr>
<tr>
<td>8-9</td>
<td>72 A</td>
<td>60 A</td>
<td>67 A</td>
<td>40 A</td>
<td>29 A</td>
<td>50 A</td>
<td>63 A</td>
<td>61 A</td>
</tr>
<tr>
<td>9-10</td>
<td>57 A</td>
<td>64 A</td>
<td>66 A</td>
<td>56 A</td>
<td>35 A</td>
<td>60 A</td>
<td>61 A</td>
<td>66 A</td>
</tr>
<tr>
<td>10-11</td>
<td>108 C</td>
<td>65 A</td>
<td>78 A</td>
<td>72 A</td>
<td>52 A</td>
<td>71 A</td>
<td>78 A</td>
<td>72 A</td>
</tr>
<tr>
<td>11-12</td>
<td>72 A</td>
<td>95 A</td>
<td>68 A</td>
<td>68 A</td>
<td>58 A</td>
<td>73 A</td>
<td>69 A</td>
<td>96 A</td>
</tr>
<tr>
<td>12-13</td>
<td>81 A</td>
<td>76 A</td>
<td>85 A</td>
<td>82 A</td>
<td>88 A</td>
<td>88 A</td>
<td>74 A</td>
<td>78 A</td>
</tr>
<tr>
<td>13-14</td>
<td>74 A</td>
<td>60 A</td>
<td>67 A</td>
<td>82 A</td>
<td>65 A</td>
<td>73 A</td>
<td>92 A</td>
<td>71 A</td>
</tr>
<tr>
<td>14-15</td>
<td>83 A</td>
<td>73 A</td>
<td>94 A</td>
<td>77 A</td>
<td>71 A</td>
<td>83 A</td>
<td>90 A</td>
<td>65 A</td>
</tr>
<tr>
<td>15-16</td>
<td>91 A</td>
<td>112 A</td>
<td>93 A</td>
<td>79 A</td>
<td>57 A</td>
<td>80 A</td>
<td>94 A</td>
<td>112 A</td>
</tr>
<tr>
<td>16-17</td>
<td>126 A</td>
<td>141 A</td>
<td>61 A</td>
<td>70 A</td>
<td>71 A</td>
<td>85 A</td>
<td>79 A</td>
<td>85 A</td>
</tr>
<tr>
<td>17-18</td>
<td>128 A</td>
<td>105 A</td>
<td>65 A</td>
<td>72 A</td>
<td>66 A</td>
<td>76 A</td>
<td>73 A</td>
<td>78 A</td>
</tr>
<tr>
<td>18-19</td>
<td>66 A</td>
<td>72 A</td>
<td>72 A</td>
<td>63 A</td>
<td>47 A</td>
<td>55 A</td>
<td>85 A</td>
<td>79 A</td>
</tr>
<tr>
<td>19-20</td>
<td>55 A</td>
<td>48 A</td>
<td>54 A</td>
<td>65 A</td>
<td>56 A</td>
<td>35 A</td>
<td>41 A</td>
<td>65 A</td>
</tr>
<tr>
<td>20-21</td>
<td>37 A</td>
<td>46 A</td>
<td>47 A</td>
<td>62 A</td>
<td>38 A</td>
<td>45 A</td>
<td>40 A</td>
<td>33 A</td>
</tr>
<tr>
<td>21-22</td>
<td>27 A</td>
<td>29 A</td>
<td>42 A</td>
<td>55 A</td>
<td>51 A</td>
<td>32 A</td>
<td>35 A</td>
<td>34 A</td>
</tr>
<tr>
<td>22-23</td>
<td>28 A</td>
<td>20 A</td>
<td>33 A</td>
<td>53 A</td>
<td>32 A</td>
<td>22 A</td>
<td>24 A</td>
<td>22 A</td>
</tr>
<tr>
<td>23-24</td>
<td>16 A</td>
<td>21 A</td>
<td>46 A</td>
<td>24 A</td>
<td>21 A</td>
<td>15 A</td>
<td>28 A</td>
<td>27 A</td>
</tr>
</tbody>
</table>

### Day Total
| 1282 C | 1260 A | 1218 A | 1208 A | 952 A | 1087 A | 1201 A | 1174 A |

### AM Peak Hour
| 10-11 | 11-12 | 10-11 | 10-11 | 11-12 | 11-12 | 10-11 | 11-12 |

### AM Peak Traffic
| 108 | 95 | 78 | 72 | 58 | 73 | 78 | 96 |

### PM Peak Hour

### PM Peak Traffic
| 128 | 141 | 94 | 82 | 88 | 88 | 94 | 112 |
# CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.321</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description:**
SEG EB OFF TO SB 5

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

## Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>24</td>
<td>22</td>
<td>36</td>
<td>26</td>
<td>14</td>
<td>11</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>1-2</td>
<td>12</td>
<td>14</td>
<td>24</td>
<td>15</td>
<td>11</td>
<td>16</td>
<td>18</td>
<td>20</td>
</tr>
<tr>
<td>2-3</td>
<td>14</td>
<td>11</td>
<td>27</td>
<td>17</td>
<td>15</td>
<td>13</td>
<td>13</td>
<td>16</td>
</tr>
<tr>
<td>3-4</td>
<td>15</td>
<td>8</td>
<td>18</td>
<td>14</td>
<td>11</td>
<td>18</td>
<td>18</td>
<td>17</td>
</tr>
<tr>
<td>4-5</td>
<td>20</td>
<td>20</td>
<td>13</td>
<td>10</td>
<td>26</td>
<td>36</td>
<td>22</td>
<td>23</td>
</tr>
<tr>
<td>5-6</td>
<td>25</td>
<td>23</td>
<td>23</td>
<td>15</td>
<td>36</td>
<td>61</td>
<td>55</td>
<td>46</td>
</tr>
<tr>
<td>6-7</td>
<td>45</td>
<td>58</td>
<td>31</td>
<td>18</td>
<td>96</td>
<td>89</td>
<td>82</td>
<td>80</td>
</tr>
<tr>
<td>7-8</td>
<td>54</td>
<td>84</td>
<td>37</td>
<td>27</td>
<td>126</td>
<td>142</td>
<td>132</td>
<td>143</td>
</tr>
<tr>
<td>8-9</td>
<td>59</td>
<td>69</td>
<td>61</td>
<td>35</td>
<td>109</td>
<td>122</td>
<td>106</td>
<td>114</td>
</tr>
<tr>
<td>9-10</td>
<td>63</td>
<td>83</td>
<td>61</td>
<td>49</td>
<td>113</td>
<td>145</td>
<td>103</td>
<td>110</td>
</tr>
<tr>
<td>10-11</td>
<td>71</td>
<td>84</td>
<td>82</td>
<td>76</td>
<td>123</td>
<td>93</td>
<td>87</td>
<td>93</td>
</tr>
<tr>
<td>11-12</td>
<td>74</td>
<td>89</td>
<td>97</td>
<td>87</td>
<td>109</td>
<td>73</td>
<td>107</td>
<td>119</td>
</tr>
<tr>
<td>12-13</td>
<td>96</td>
<td>100</td>
<td>113</td>
<td>89</td>
<td>109</td>
<td>87</td>
<td>121</td>
<td>103</td>
</tr>
<tr>
<td>13-14</td>
<td>102</td>
<td>105</td>
<td>115</td>
<td>106</td>
<td>95</td>
<td>106</td>
<td>107</td>
<td>78</td>
</tr>
<tr>
<td>14-15</td>
<td>90</td>
<td>109</td>
<td>110</td>
<td>90</td>
<td>102</td>
<td>93</td>
<td>110</td>
<td>83</td>
</tr>
<tr>
<td>15-16</td>
<td>105</td>
<td>113</td>
<td>113</td>
<td>114</td>
<td>89</td>
<td>96</td>
<td>91</td>
<td>85</td>
</tr>
<tr>
<td>16-17</td>
<td>76</td>
<td>102</td>
<td>101</td>
<td>88</td>
<td>70</td>
<td>79</td>
<td>79</td>
<td>54</td>
</tr>
<tr>
<td>17-18</td>
<td>71</td>
<td>93</td>
<td>82</td>
<td>85</td>
<td>92</td>
<td>86</td>
<td>65</td>
<td>79</td>
</tr>
<tr>
<td>18-19</td>
<td>60</td>
<td>78</td>
<td>90</td>
<td>83</td>
<td>58</td>
<td>62</td>
<td>51</td>
<td>77</td>
</tr>
<tr>
<td>19-20</td>
<td>68</td>
<td>75</td>
<td>77</td>
<td>59</td>
<td>56</td>
<td>89</td>
<td>66</td>
<td>71</td>
</tr>
<tr>
<td>20-21</td>
<td>47</td>
<td>73</td>
<td>70</td>
<td>71</td>
<td>60</td>
<td>54</td>
<td>75</td>
<td>61</td>
</tr>
<tr>
<td>21-22</td>
<td>49</td>
<td>71</td>
<td>60</td>
<td>72</td>
<td>41</td>
<td>58</td>
<td>61</td>
<td>68</td>
</tr>
<tr>
<td>22-23</td>
<td>24</td>
<td>42</td>
<td>49</td>
<td>32</td>
<td>41</td>
<td>31</td>
<td>35</td>
<td>40</td>
</tr>
<tr>
<td>23-24</td>
<td>25</td>
<td>36</td>
<td>33</td>
<td>23</td>
<td>21</td>
<td>25</td>
<td>34</td>
<td>35</td>
</tr>
</tbody>
</table>

**Day Total**
- 1289 A
- 1562 A
- 1523 A
- 1301 A
- 1623 A
- 1685 A
- 1660 A
- 1637 A

**AM Peak Hour**
- 11-12
- 11-12
- 11-12
- 07-08
- 09-10
- 07-08
- 07-08

**AM Peak Traffic**
- 74
- 89
- 97
- 87
- 126
- 145
- 132
- 143

**PM Peak Hour**
- 15-16
- 15-16
- 13-14
- 15-16
- 12-13
- 13-14
- 12-13
- 12-13

**PM Peak Traffic**
- 105
- 113
- 115
- 114
- 109
- 106
- 121
- 103
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Direction of Count:** East

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.321</td>
<td>F</td>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td>Location Description</td>
<td>SEG EB OFF TO SB 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>22 A</td>
<td>29 A</td>
<td>23 A</td>
<td>22 A</td>
<td>10 A</td>
<td>8 A</td>
<td>16 A</td>
</tr>
<tr>
<td>1-2</td>
<td>16 A</td>
<td>20 A</td>
<td>23 A</td>
<td>9 A</td>
<td>12 A</td>
<td>13 A</td>
<td>20 A</td>
</tr>
<tr>
<td>2-3</td>
<td>25 A</td>
<td>24 A</td>
<td>16 A</td>
<td>21 A</td>
<td>13 A</td>
<td>14 A</td>
<td>10 A</td>
</tr>
<tr>
<td>3-4</td>
<td>17 A</td>
<td>16 A</td>
<td>8 A</td>
<td>10 A</td>
<td>14 A</td>
<td>6 A</td>
<td>9 A</td>
</tr>
<tr>
<td>4-5</td>
<td>24 A</td>
<td>22 A</td>
<td>10 A</td>
<td>15 A</td>
<td>17 A</td>
<td>17 A</td>
<td>16 A</td>
</tr>
<tr>
<td>5-6</td>
<td>49 A</td>
<td>27 A</td>
<td>15 A</td>
<td>42 A</td>
<td>31 A</td>
<td>31 A</td>
<td>32 A</td>
</tr>
<tr>
<td>6-7</td>
<td>83 A</td>
<td>28 A</td>
<td>14 A</td>
<td>66 A</td>
<td>51 A</td>
<td>51 A</td>
<td>63 A</td>
</tr>
<tr>
<td>7-8</td>
<td>122 A</td>
<td>53 A</td>
<td>22 A</td>
<td>90 A</td>
<td>105 A</td>
<td>100 A</td>
<td>95 A</td>
</tr>
<tr>
<td>8-9</td>
<td>102 A</td>
<td>51 A</td>
<td>45 A</td>
<td>87 A</td>
<td>86 A</td>
<td>96 A</td>
<td>97 A</td>
</tr>
<tr>
<td>9-10</td>
<td>132 A</td>
<td>64 A</td>
<td>55 A</td>
<td>98 A</td>
<td>86 A</td>
<td>107 A</td>
<td>84 A</td>
</tr>
<tr>
<td>10-11</td>
<td>142 A</td>
<td>83 A</td>
<td>81 A</td>
<td>91 A</td>
<td>106 A</td>
<td>97 A</td>
<td>97 A</td>
</tr>
<tr>
<td>11-12</td>
<td>121 A</td>
<td>91 A</td>
<td>69 A</td>
<td>97 A</td>
<td>94 A</td>
<td>102 A</td>
<td>103 A</td>
</tr>
<tr>
<td>12-13</td>
<td>62 A</td>
<td>104 A</td>
<td>98 A</td>
<td>105 A</td>
<td>90 A</td>
<td>100 A</td>
<td>106 A</td>
</tr>
<tr>
<td>13-14</td>
<td>81 A</td>
<td>94 A</td>
<td>98 A</td>
<td>110 A</td>
<td>120 A</td>
<td>88 A</td>
<td>120 A</td>
</tr>
<tr>
<td>14-15</td>
<td>91 A</td>
<td>110 A</td>
<td>95 A</td>
<td>106 A</td>
<td>102 A</td>
<td>100 A</td>
<td>119 A</td>
</tr>
<tr>
<td>15-16</td>
<td>67 A</td>
<td>95 A</td>
<td>113 A</td>
<td>97 A</td>
<td>81 A</td>
<td>116 A</td>
<td>119 A</td>
</tr>
<tr>
<td>16-17</td>
<td>57 A</td>
<td>108 A</td>
<td>108 A</td>
<td>100 A</td>
<td>106 A</td>
<td>95 A</td>
<td>75 A</td>
</tr>
<tr>
<td>17-18</td>
<td>54 A</td>
<td>95 A</td>
<td>112 A</td>
<td>71 A</td>
<td>98 A</td>
<td>69 A</td>
<td>104 A</td>
</tr>
<tr>
<td>18-19</td>
<td>49 A</td>
<td>92 A</td>
<td>78 A</td>
<td>70 A</td>
<td>61 A</td>
<td>89 A</td>
<td>76 A</td>
</tr>
<tr>
<td>19-20</td>
<td>63 A</td>
<td>82 A</td>
<td>70 A</td>
<td>66 A</td>
<td>47 A</td>
<td>53 A</td>
<td>73 A</td>
</tr>
<tr>
<td>20-21</td>
<td>73 A</td>
<td>69 A</td>
<td>66 A</td>
<td>57 A</td>
<td>47 A</td>
<td>49 A</td>
<td>56 A</td>
</tr>
<tr>
<td>21-22</td>
<td>69 A</td>
<td>67 A</td>
<td>56 A</td>
<td>36 A</td>
<td>48 A</td>
<td>43 A</td>
<td>39 A</td>
</tr>
<tr>
<td>22-23</td>
<td>51 A</td>
<td>56 A</td>
<td>34 A</td>
<td>27 A</td>
<td>32 A</td>
<td>43 A</td>
<td>34 A</td>
</tr>
<tr>
<td>23-24</td>
<td>35 A</td>
<td>41 A</td>
<td>36 A</td>
<td>21 A</td>
<td>13 A</td>
<td>21 A</td>
<td>26 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1607 A</td>
<td>1521 A</td>
<td>1345 A</td>
<td>1514 A</td>
<td>1470 A</td>
<td>1508 A</td>
<td>1589 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>09-10</td>
<td>10-11</td>
<td>11-12</td>
<td>10-11</td>
<td>09-10</td>
<td>10-11</td>
<td>09-10</td>
<td>11-12</td>
</tr>
<tr>
<td>10-11</td>
<td>11-12</td>
<td>10-11</td>
<td>09-10</td>
<td>10-11</td>
<td>09-10</td>
<td>10-11</td>
<td>09-10</td>
</tr>
<tr>
<td>11-12</td>
<td>10-11</td>
<td>09-10</td>
<td>10-11</td>
<td>09-10</td>
<td>10-11</td>
<td>09-10</td>
<td>10-11</td>
</tr>
</tbody>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>142</td>
<td>91</td>
<td>81</td>
<td>98</td>
<td>106</td>
<td>107</td>
<td>103</td>
<td></td>
</tr>
</tbody>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>14-15</td>
<td>15-16</td>
<td>13-14</td>
<td>13-14</td>
<td>15-16</td>
<td>13-14</td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>14-15</td>
<td>15-16</td>
<td>13-14</td>
<td>13-14</td>
<td>15-16</td>
<td>13-14</td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>15-16</td>
<td>13-14</td>
<td>13-14</td>
<td>15-16</td>
<td>13-14</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>91</td>
<td>110</td>
<td>113</td>
<td>110</td>
<td>120</td>
<td>116</td>
<td>120</td>
<td></td>
</tr>
</tbody>
</table>
### 7-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>9355</td>
<td>1336</td>
</tr>
<tr>
<td>2nd</td>
<td>8610</td>
<td>1230</td>
</tr>
<tr>
<td>3rd</td>
<td>9673</td>
<td>1382</td>
</tr>
<tr>
<td>4th</td>
<td>10969</td>
<td>1567</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>6838</td>
<td>1368</td>
</tr>
<tr>
<td>2nd</td>
<td>6450</td>
<td>1290</td>
</tr>
<tr>
<td>3rd</td>
<td>6849</td>
<td>1370</td>
</tr>
<tr>
<td>4th</td>
<td>8103</td>
<td>1621</td>
</tr>
</tbody>
</table>

### Location Description

- **Traffic Station:**
  - Location Type: Ramp Connection
  - Lanes:
  - Lane Code:
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:** East

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Summary

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>18 A</td>
<td>28 A</td>
<td>22 A</td>
<td>11 A</td>
<td>13 A</td>
<td>8 A</td>
<td>14 A</td>
<td>19 A</td>
</tr>
<tr>
<td>1-2</td>
<td>11 A</td>
<td>25 A</td>
<td>17 A</td>
<td>10 A</td>
<td>11 A</td>
<td>12 A</td>
<td>12 A</td>
<td>12 A</td>
</tr>
<tr>
<td>2-3</td>
<td>16 A</td>
<td>9 A</td>
<td>16 A</td>
<td>7 A</td>
<td>17 A</td>
<td>13 A</td>
<td>14 A</td>
<td>10 A</td>
</tr>
<tr>
<td>3-4</td>
<td>13 A</td>
<td>9 A</td>
<td>8 A</td>
<td>7 A</td>
<td>10 A</td>
<td>7 A</td>
<td>11 A</td>
<td>7 A</td>
</tr>
<tr>
<td>4-5</td>
<td>24 A</td>
<td>15 A</td>
<td>4 A</td>
<td>18 A</td>
<td>20 A</td>
<td>13 A</td>
<td>19 A</td>
<td>15 A</td>
</tr>
<tr>
<td>5-6</td>
<td>29 A</td>
<td>13 A</td>
<td>11 A</td>
<td>33 A</td>
<td>29 A</td>
<td>29 A</td>
<td>27 A</td>
<td>24 A</td>
</tr>
<tr>
<td>6-7</td>
<td>56 A</td>
<td>15 A</td>
<td>17 A</td>
<td>61 A</td>
<td>48 A</td>
<td>69 A</td>
<td>47 A</td>
<td>53 A</td>
</tr>
<tr>
<td>7-8</td>
<td>91 A</td>
<td>37 A</td>
<td>19 A</td>
<td>100 A</td>
<td>93 A</td>
<td>84 A</td>
<td>91 A</td>
<td>96 A</td>
</tr>
<tr>
<td>8-9</td>
<td>93 A</td>
<td>56 A</td>
<td>33 A</td>
<td>96 A</td>
<td>87 A</td>
<td>106 A</td>
<td>102 A</td>
<td>92 A</td>
</tr>
<tr>
<td>9-10</td>
<td>81 A</td>
<td>52 A</td>
<td>43 A</td>
<td>98 A</td>
<td>77 A</td>
<td>86 A</td>
<td>114 A</td>
<td>91 A</td>
</tr>
<tr>
<td>10-11</td>
<td>79 A</td>
<td>101 A</td>
<td>54 A</td>
<td>84 A</td>
<td>72 A</td>
<td>104 A</td>
<td>110 A</td>
<td>114 A</td>
</tr>
<tr>
<td>11-12</td>
<td>112 A</td>
<td>91 A</td>
<td>75 A</td>
<td>112 A</td>
<td>102 A</td>
<td>99 A</td>
<td>105 A</td>
<td>110 A</td>
</tr>
<tr>
<td>12-13</td>
<td>117 A</td>
<td>90 A</td>
<td>96 A</td>
<td>100 A</td>
<td>107 A</td>
<td>118 A</td>
<td>101 A</td>
<td>108 A</td>
</tr>
<tr>
<td>13-14</td>
<td>126 A</td>
<td>95 A</td>
<td>112 A</td>
<td>113 A</td>
<td>86 A</td>
<td>100 A</td>
<td>117 A</td>
<td>132 A</td>
</tr>
<tr>
<td>14-15</td>
<td>98 A</td>
<td>137 A</td>
<td>102 A</td>
<td>117 A</td>
<td>119 A</td>
<td>107 A</td>
<td>94 A</td>
<td>108 A</td>
</tr>
<tr>
<td>15-16</td>
<td>121 A</td>
<td>97 A</td>
<td>111 A</td>
<td>111 A</td>
<td>87 A</td>
<td>120 A</td>
<td>128 A</td>
<td>110 A</td>
</tr>
<tr>
<td>16-17</td>
<td>83 A</td>
<td>86 A</td>
<td>108 A</td>
<td>99 A</td>
<td>100 A</td>
<td>90 A</td>
<td>113 A</td>
<td>80 A</td>
</tr>
<tr>
<td>17-18</td>
<td>77 A</td>
<td>90 A</td>
<td>95 A</td>
<td>97 A</td>
<td>115 A</td>
<td>90 A</td>
<td>153 A</td>
<td>104 A</td>
</tr>
<tr>
<td>18-19</td>
<td>81 A</td>
<td>91 A</td>
<td>69 A</td>
<td>67 A</td>
<td>68 A</td>
<td>78 A</td>
<td>96 A</td>
<td>76 A</td>
</tr>
<tr>
<td>19-20</td>
<td>94 A</td>
<td>69 A</td>
<td>57 A</td>
<td>51 A</td>
<td>57 A</td>
<td>49 A</td>
<td>71 A</td>
<td>64 A</td>
</tr>
<tr>
<td>20-21</td>
<td>93 A</td>
<td>64 A</td>
<td>67 A</td>
<td>59 A</td>
<td>56 A</td>
<td>53 A</td>
<td>56 A</td>
<td>62 A</td>
</tr>
<tr>
<td>21-22</td>
<td>54 A</td>
<td>73 A</td>
<td>45 A</td>
<td>42 A</td>
<td>53 A</td>
<td>33 A</td>
<td>55 A</td>
<td>56 A</td>
</tr>
<tr>
<td>22-23</td>
<td>49 A</td>
<td>40 A</td>
<td>27 A</td>
<td>20 A</td>
<td>29 A</td>
<td>28 A</td>
<td>33 A</td>
<td>40 A</td>
</tr>
<tr>
<td>23-24</td>
<td>42 A</td>
<td>30 A</td>
<td>29 A</td>
<td>25 A</td>
<td>21 A</td>
<td>34 A</td>
<td>19 A</td>
<td>20 A</td>
</tr>
</tbody>
</table>

**Day Total:**

|       | 1658 A | 1413 A | 1237 A | 1538 A | 1477 A | 1530 A | 1702 A | 1603 A |

**AM Peak Hour:**
- 11-12
- 10-11

**AM Peak Traffic:**
- 112
- 101

**PM Peak Hour:**
- 13-14
- 14-15

**PM Peak Traffic:**
- 126
- 137

---

**Location Description:**

**SEG EB OFF TO SB 5**
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Direction of Count: East</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.321</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

SEG EB OFF TO SB 5

---

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AUG 09</td>
<td>AUG 10</td>
<td>AUG 11</td>
<td>AUG 12</td>
<td>AUG 13</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
</tr>
<tr>
<td>0-1</td>
<td>23 A</td>
<td>24 A</td>
<td>15 A</td>
<td>18 A</td>
<td>14 A</td>
<td>11 A</td>
<td>10 A</td>
<td>22 A</td>
</tr>
<tr>
<td>1-2</td>
<td>7 A</td>
<td>12 A</td>
<td>4 A</td>
<td>8 A</td>
<td>14 A</td>
<td>9 A</td>
<td>16 A</td>
<td>22 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>5 A</td>
<td>8 A</td>
<td>13 A</td>
<td>11 A</td>
<td>11 A</td>
<td>9 A</td>
<td>16 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>5 A</td>
<td>9 A</td>
<td>15 A</td>
<td>7 A</td>
<td>11 A</td>
<td>6 A</td>
<td>9 A</td>
</tr>
<tr>
<td>4-5</td>
<td>8 A</td>
<td>7 A</td>
<td>12 A</td>
<td>19 A</td>
<td>11 A</td>
<td>14 A</td>
<td>17 A</td>
<td>11 A</td>
</tr>
<tr>
<td>5-6</td>
<td>22 A</td>
<td>12 A</td>
<td>27 A</td>
<td>32 A</td>
<td>16 A</td>
<td>29 A</td>
<td>17 A</td>
<td>21 A</td>
</tr>
<tr>
<td>6-7</td>
<td>17 A</td>
<td>19 A</td>
<td>49 A</td>
<td>61 A</td>
<td>61 A</td>
<td>62 A</td>
<td>66 A</td>
<td>16 A</td>
</tr>
<tr>
<td>7-8</td>
<td>33 A</td>
<td>44 A</td>
<td>92 A</td>
<td>91 A</td>
<td>103 A</td>
<td>101 A</td>
<td>96 A</td>
<td>35 A</td>
</tr>
<tr>
<td>8-9</td>
<td>43 A</td>
<td>61 A</td>
<td>101 A</td>
<td>93 A</td>
<td>86 A</td>
<td>93 A</td>
<td>91 A</td>
<td>45 A</td>
</tr>
<tr>
<td>9-10</td>
<td>81 A</td>
<td>80 A</td>
<td>103 A</td>
<td>113 A</td>
<td>102 A</td>
<td>114 C</td>
<td>92 A</td>
<td>70 A</td>
</tr>
<tr>
<td>10-11</td>
<td>67 A</td>
<td>87 A</td>
<td>100 A</td>
<td>89 A</td>
<td>96 A</td>
<td>98 A</td>
<td>102 A</td>
<td>67 A</td>
</tr>
<tr>
<td>11-12</td>
<td>103 A</td>
<td>94 A</td>
<td>107 A</td>
<td>127 A</td>
<td>99 A</td>
<td>99 A</td>
<td>101 A</td>
<td>86 A</td>
</tr>
<tr>
<td>12-13</td>
<td>121 A</td>
<td>117 A</td>
<td>112 A</td>
<td>116 A</td>
<td>115 A</td>
<td>100 A</td>
<td>117 A</td>
<td>130 A</td>
</tr>
<tr>
<td>13-14</td>
<td>118 A</td>
<td>103 A</td>
<td>81 A</td>
<td>127 A</td>
<td>114 A</td>
<td>117 A</td>
<td>138 A</td>
<td>94 A</td>
</tr>
<tr>
<td>14-15</td>
<td>108 A</td>
<td>113 A</td>
<td>133 A</td>
<td>107 A</td>
<td>116 A</td>
<td>103 A</td>
<td>117 A</td>
<td>104 A</td>
</tr>
<tr>
<td>15-16</td>
<td>96 A</td>
<td>111 A</td>
<td>123 A</td>
<td>102 A</td>
<td>103 A</td>
<td>109 A</td>
<td>99 A</td>
<td>93 A</td>
</tr>
<tr>
<td>16-17</td>
<td>108 A</td>
<td>112 A</td>
<td>123 A</td>
<td>114 A</td>
<td>115 A</td>
<td>122 A</td>
<td>88 A</td>
<td>97 A</td>
</tr>
<tr>
<td>17-18</td>
<td>80 A</td>
<td>73 A</td>
<td>85 A</td>
<td>96 A</td>
<td>90 A</td>
<td>101 A</td>
<td>108 A</td>
<td>91 A</td>
</tr>
<tr>
<td>18-19</td>
<td>86 A</td>
<td>80 A</td>
<td>71 A</td>
<td>68 A</td>
<td>69 A</td>
<td>68 A</td>
<td>90 A</td>
<td>69 A</td>
</tr>
<tr>
<td>19-20</td>
<td>75 A</td>
<td>66 A</td>
<td>61 A</td>
<td>62 A</td>
<td>61 A</td>
<td>55 A</td>
<td>61 A</td>
<td>56 A</td>
</tr>
<tr>
<td>20-21</td>
<td>71 A</td>
<td>55 A</td>
<td>57 A</td>
<td>52 A</td>
<td>63 A</td>
<td>40 A</td>
<td>60 A</td>
<td>54 A</td>
</tr>
<tr>
<td>21-22</td>
<td>56 A</td>
<td>53 A</td>
<td>39 A</td>
<td>37 A</td>
<td>46 A</td>
<td>38 A</td>
<td>62 A</td>
<td>56 A</td>
</tr>
<tr>
<td>22-23</td>
<td>48 A</td>
<td>18 A</td>
<td>23 A</td>
<td>30 A</td>
<td>33 A</td>
<td>36 A</td>
<td>50 A</td>
<td>53 A</td>
</tr>
<tr>
<td>23-24</td>
<td>38 A</td>
<td>18 A</td>
<td>19 A</td>
<td>20 A</td>
<td>23 A</td>
<td>21 A</td>
<td>40 A</td>
<td>29 A</td>
</tr>
</tbody>
</table>

**Day Total**

1429 A | 1369 A | 1554 A | 1610 A | 1568 A | 1562 C | 1653 A | 1346 A

**AM Peak Hour**

11-12 | 11-12 | 11-12 | 11-12 | 07-08 | 09-10 | 10-11 | 11-12

**AM Peak Traffic**

103 | 94 | 107 | 127 | 103 | 114 | 102 | 86

**PM Peak Hour**


**PM Peak Traffic**

121 | 117 | 133 | 127 | 116 | 122 | 138 | 130
<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>0-1</td>
<td>20 A</td>
<td>12 A</td>
<td>18 A</td>
<td>11 A</td>
<td>23 A</td>
<td>13 A</td>
<td>18 A</td>
<td>21 A</td>
</tr>
<tr>
<td>1-2</td>
<td>19 A</td>
<td>12 A</td>
<td>10 A</td>
<td>7 A</td>
<td>10 A</td>
<td>11 A</td>
<td>14 A</td>
<td>9 A</td>
</tr>
<tr>
<td>2-3</td>
<td>19 A</td>
<td>5 A</td>
<td>12 A</td>
<td>6 A</td>
<td>16 A</td>
<td>15 A</td>
<td>9 A</td>
<td>8 A</td>
</tr>
<tr>
<td>3-4</td>
<td>11 A</td>
<td>8 A</td>
<td>9 A</td>
<td>8 A</td>
<td>6 A</td>
<td>8 A</td>
<td>9 A</td>
<td>9 A</td>
</tr>
<tr>
<td>4-5</td>
<td>9 A</td>
<td>16 A</td>
<td>25 A</td>
<td>19 A</td>
<td>21 A</td>
<td>17 A</td>
<td>12 A</td>
<td>8 A</td>
</tr>
<tr>
<td>5-6</td>
<td>9 A</td>
<td>24 A</td>
<td>33 A</td>
<td>19 A</td>
<td>22 A</td>
<td>21 A</td>
<td>19 A</td>
<td>9 A</td>
</tr>
<tr>
<td>6-7</td>
<td>17 A</td>
<td>57 A</td>
<td>58 A</td>
<td>70 A</td>
<td>57 A</td>
<td>56 A</td>
<td>20 A</td>
<td>15 A</td>
</tr>
<tr>
<td>7-8</td>
<td>29 A</td>
<td>93 A</td>
<td>90 A</td>
<td>95 A</td>
<td>88 A</td>
<td>94 A</td>
<td>33 A</td>
<td>23 A</td>
</tr>
<tr>
<td>8-9</td>
<td>28 A</td>
<td>78 A</td>
<td>90 A</td>
<td>93 A</td>
<td>81 A</td>
<td>89 A</td>
<td>37 A</td>
<td>29 A</td>
</tr>
<tr>
<td>9-10</td>
<td>43 A</td>
<td>98 A</td>
<td>88 A</td>
<td>104 A</td>
<td>116 A</td>
<td>88 A</td>
<td>69 A</td>
<td>41 A</td>
</tr>
<tr>
<td>10-11</td>
<td>56 A</td>
<td>101 A</td>
<td>90 A</td>
<td>89 A</td>
<td>83 A</td>
<td>92 A</td>
<td>83 A</td>
<td>51 A</td>
</tr>
<tr>
<td>11-12</td>
<td>62 A</td>
<td>99 A</td>
<td>105 A</td>
<td>136 A</td>
<td>116 A</td>
<td>116 A</td>
<td>87 A</td>
<td>64 A</td>
</tr>
<tr>
<td>12-13</td>
<td>95 A</td>
<td>126 A</td>
<td>92 A</td>
<td>126 A</td>
<td>125 A</td>
<td>134 A</td>
<td>86 A</td>
<td>72 A</td>
</tr>
<tr>
<td>13-14</td>
<td>103 A</td>
<td>117 A</td>
<td>121 A</td>
<td>103 A</td>
<td>125 A</td>
<td>126 A</td>
<td>107 A</td>
<td>93 A</td>
</tr>
<tr>
<td>14-15</td>
<td>96 A</td>
<td>106 A</td>
<td>121 A</td>
<td>111 A</td>
<td>112 A</td>
<td>149 A</td>
<td>113 A</td>
<td>101 A</td>
</tr>
<tr>
<td>15-16</td>
<td>89 A</td>
<td>112 A</td>
<td>100 A</td>
<td>122 A</td>
<td>113 A</td>
<td>116 A</td>
<td>122 A</td>
<td>93 A</td>
</tr>
<tr>
<td>16-17</td>
<td>112 A</td>
<td>109 A</td>
<td>125 A</td>
<td>121 A</td>
<td>114 A</td>
<td>110 A</td>
<td>111 A</td>
<td>89 A</td>
</tr>
<tr>
<td>17-18</td>
<td>196 A</td>
<td>94 A</td>
<td>109 A</td>
<td>111 A</td>
<td>89 A</td>
<td>118 A</td>
<td>112 A</td>
<td>72 A</td>
</tr>
<tr>
<td>18-19</td>
<td>144 A</td>
<td>73 A</td>
<td>94 A</td>
<td>73 A</td>
<td>81 A</td>
<td>78 A</td>
<td>62 A</td>
<td>66 A</td>
</tr>
<tr>
<td>19-20</td>
<td>80 A</td>
<td>50 A</td>
<td>46 A</td>
<td>63 A</td>
<td>74 A</td>
<td>64 A</td>
<td>65 A</td>
<td>72 A</td>
</tr>
<tr>
<td>20-21</td>
<td>51 A</td>
<td>60 A</td>
<td>58 A</td>
<td>58 A</td>
<td>46 A</td>
<td>68 A</td>
<td>51 A</td>
<td>54 A</td>
</tr>
<tr>
<td>21-22</td>
<td>46 A</td>
<td>44 A</td>
<td>45 A</td>
<td>48 A</td>
<td>45 A</td>
<td>63 A</td>
<td>53 A</td>
<td>43 A</td>
</tr>
<tr>
<td>22-23</td>
<td>25 A</td>
<td>25 A</td>
<td>31 A</td>
<td>25 A</td>
<td>31 A</td>
<td>44 A</td>
<td>37 A</td>
<td>32 A</td>
</tr>
<tr>
<td>23-24</td>
<td>13 A</td>
<td>20 A</td>
<td>15 A</td>
<td>20 A</td>
<td>34 A</td>
<td>31 A</td>
<td>28 A</td>
<td>20 A</td>
</tr>
</tbody>
</table>

**Day Total**: 1372 A 1539 A 1585 A 1638 A 1628 A 1721 A 1357 A 1094 A

**AM Peak Hour**: 11-12 10-11 11-12 11-12 09-10 11-12 11-12 11-12

**AM Peak Traffic**: 62 101 105 136 116 116 87 64

**PM Peak Hour**: 17-18 12-13 16-17 12-13 12-13 14-15 15-16 14-15

**PM Peak Traffic**: 196 126 125 126 125 149 122 101
| Direction of Count: East |

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>A 19</td>
<td>A 16</td>
<td>A 21</td>
<td>A 12</td>
<td>A 11</td>
<td>A 24</td>
<td>A 21</td>
</tr>
<tr>
<td>1-2</td>
<td>A 5</td>
<td>A 12</td>
<td>A 12</td>
<td>A 20</td>
<td>A 12</td>
<td>A 17</td>
<td>A 11</td>
</tr>
<tr>
<td>2-3</td>
<td>A 9</td>
<td>A 10</td>
<td>A 5</td>
<td>A 10</td>
<td>A 11</td>
<td>A 10</td>
<td>A 16</td>
</tr>
<tr>
<td>3-4</td>
<td>A 9</td>
<td>A 10</td>
<td>A 9</td>
<td>A 6</td>
<td>A 12</td>
<td>A 9</td>
<td>A 8</td>
</tr>
<tr>
<td>4-5</td>
<td>A 14</td>
<td>A 17</td>
<td>A 17</td>
<td>A 14</td>
<td>A 19</td>
<td>A 10</td>
<td>A 7</td>
</tr>
<tr>
<td>5-6</td>
<td>A 31</td>
<td>A 22</td>
<td>A 21</td>
<td>A 21</td>
<td>A 21</td>
<td>A 16</td>
<td>A 7</td>
</tr>
<tr>
<td>6-7</td>
<td>A 54</td>
<td>A 56</td>
<td>A 58</td>
<td>A 52</td>
<td>A 55</td>
<td>A 12</td>
<td>A 14</td>
</tr>
<tr>
<td>7-8</td>
<td>A 99</td>
<td>A 108</td>
<td>A 99</td>
<td>A 102</td>
<td>A 94</td>
<td>A 24</td>
<td>A 20</td>
</tr>
<tr>
<td>8-9</td>
<td>A 106</td>
<td>A 112</td>
<td>A 95</td>
<td>A 109</td>
<td>A 91</td>
<td>A 44</td>
<td>A 23</td>
</tr>
<tr>
<td>9-10</td>
<td>A 90</td>
<td>A 94</td>
<td>A 89</td>
<td>A 92</td>
<td>A 107</td>
<td>A 60</td>
<td>A 53</td>
</tr>
<tr>
<td>10-11</td>
<td>A 110</td>
<td>A 111</td>
<td>A 109</td>
<td>A 90</td>
<td>A 100</td>
<td>A 55</td>
<td>A 60</td>
</tr>
<tr>
<td>11-12</td>
<td>A 97</td>
<td>A 103</td>
<td>A 97</td>
<td>A 106</td>
<td>A 121</td>
<td>A 85</td>
<td>A 78</td>
</tr>
<tr>
<td>12-13</td>
<td>A 110</td>
<td>A 109</td>
<td>A 129</td>
<td>A 125</td>
<td>A 96</td>
<td>A 108</td>
<td>A 99</td>
</tr>
<tr>
<td>13-14</td>
<td>A 112</td>
<td>A 95</td>
<td>A 94</td>
<td>A 98</td>
<td>A 122</td>
<td>A 108</td>
<td>A 100</td>
</tr>
<tr>
<td>14-15</td>
<td>A 110</td>
<td>A 106</td>
<td>A 114</td>
<td>A 118</td>
<td>A 133</td>
<td>A 112</td>
<td>A 91</td>
</tr>
<tr>
<td>15-16</td>
<td>A 117</td>
<td>A 94</td>
<td>A 128</td>
<td>A 95</td>
<td>A 109</td>
<td>A 103</td>
<td>A 108</td>
</tr>
<tr>
<td>16-17</td>
<td>A 105</td>
<td>A 106</td>
<td>A 101</td>
<td>A 113</td>
<td>A 98</td>
<td>A 106</td>
<td>A 97</td>
</tr>
<tr>
<td>17-18</td>
<td>A 80</td>
<td>A 102</td>
<td>A 88</td>
<td>A 100</td>
<td>A 100</td>
<td>A 90</td>
<td>A 93</td>
</tr>
<tr>
<td>18-19</td>
<td>A 70</td>
<td>A 72</td>
<td>A 94</td>
<td>A 80</td>
<td>A 92</td>
<td>A 97</td>
<td>A 82</td>
</tr>
<tr>
<td>19-20</td>
<td>A 46</td>
<td>A 47</td>
<td>A 55</td>
<td>A 50</td>
<td>A 65</td>
<td>A 72</td>
<td>A 70</td>
</tr>
<tr>
<td>20-21</td>
<td>A 40</td>
<td>A 47</td>
<td>A 62</td>
<td>A 46</td>
<td>A 52</td>
<td>A 62</td>
<td>A 61</td>
</tr>
<tr>
<td>21-22</td>
<td>A 37</td>
<td>A 34</td>
<td>A 46</td>
<td>A 36</td>
<td>A 53</td>
<td>A 67</td>
<td>A 43</td>
</tr>
<tr>
<td>22-23</td>
<td>A 31</td>
<td>A 23</td>
<td>A 34</td>
<td>A 38</td>
<td>A 37</td>
<td>A 45</td>
<td>A 32</td>
</tr>
<tr>
<td>23-24</td>
<td>A 18</td>
<td>A 17</td>
<td>A 24</td>
<td>A 32</td>
<td>A 29</td>
<td>A 26</td>
<td>A 34</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>1519 A</th>
<th>1523 A</th>
<th>1601 A</th>
<th>1565 A</th>
<th>1630 A</th>
<th>1365 A</th>
<th>1208 A</th>
</tr>
</thead>
</table>

| AM Peak Hour | 10-11 | 08-09 | 10-11 | 08-09 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | A 110 | A 112 | A 109 | A 109 | A 121 | A 85  | A 78  |

| PM Peak Traffic | A 117 | A 109 | A 129 | A 125 | A 133 | A 112 | A 108 |
### District
| 03 | SAC | 080 | M | 2.321 | F |

#### Location Description
SEG EB OFF TO SB 5

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>10555</td>
<td>1508</td>
</tr>
<tr>
<td>2nd</td>
<td>10695</td>
<td>1528</td>
</tr>
<tr>
<td>3rd</td>
<td>10761</td>
<td>1537</td>
</tr>
<tr>
<td>4th</td>
<td>10380</td>
<td>1483</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>7905</td>
<td>1581</td>
</tr>
<tr>
<td>2nd</td>
<td>7897</td>
<td>1579</td>
</tr>
<tr>
<td>3rd</td>
<td>8043</td>
<td>1609</td>
</tr>
<tr>
<td>4th</td>
<td>7929</td>
<td>1586</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

#### District | County | Route | Prefix | Postmile | Leg | Traffic Station:
--- | --- | --- | --- | --- | --- | ---
03 | SAC | 080 | M | 2.321 | F |

#### Location Description
SEG EB OFF TO SB 5

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
<td>SEP 03</td>
<td>SEP 04</td>
<td>SEP 05</td>
<td>SEP 06</td>
<td>SEP 07</td>
<td>SEP 08</td>
</tr>
<tr>
<td>0-1</td>
<td>22 A</td>
<td>13 A</td>
<td>15 A</td>
<td>13 A</td>
<td>12 A</td>
<td>19 A</td>
<td>27 A</td>
<td>14 A</td>
</tr>
<tr>
<td>1-2</td>
<td>18 A</td>
<td>16 A</td>
<td>7 A</td>
<td>7 A</td>
<td>10 A</td>
<td>27 A</td>
<td>21 A</td>
<td>12 A</td>
</tr>
<tr>
<td>2-3</td>
<td>12 A</td>
<td>8 A</td>
<td>14 A</td>
<td>10 A</td>
<td>16 A</td>
<td>17 A</td>
<td>19 A</td>
<td>6 A</td>
</tr>
<tr>
<td>3-4</td>
<td>12 A</td>
<td>9 A</td>
<td>14 A</td>
<td>3 A</td>
<td>13 A</td>
<td>11 A</td>
<td>10 A</td>
<td>11 A</td>
</tr>
<tr>
<td>4-5</td>
<td>10 A</td>
<td>11 A</td>
<td>23 A</td>
<td>21 A</td>
<td>19 A</td>
<td>11 A</td>
<td>7 A</td>
<td>15 A</td>
</tr>
<tr>
<td>5-6</td>
<td>10 A</td>
<td>35 A</td>
<td>27 A</td>
<td>23 A</td>
<td>40 A</td>
<td>14 A</td>
<td>7 A</td>
<td>22 A</td>
</tr>
<tr>
<td>6-7</td>
<td>14 A</td>
<td>59 A</td>
<td>62 A</td>
<td>59 A</td>
<td>61 A</td>
<td>9 A</td>
<td>14 A</td>
<td>70 A</td>
</tr>
<tr>
<td>7-8</td>
<td>25 A</td>
<td>99 A</td>
<td>79 A</td>
<td>86 A</td>
<td>88 A</td>
<td>37 A</td>
<td>24 A</td>
<td>82 A</td>
</tr>
<tr>
<td>8-9</td>
<td>38 A</td>
<td>115 A</td>
<td>102 A</td>
<td>86 A</td>
<td>75 A</td>
<td>58 A</td>
<td>28 A</td>
<td>110 A</td>
</tr>
<tr>
<td>9-10</td>
<td>36 A</td>
<td>97 A</td>
<td>90 A</td>
<td>115 A</td>
<td>75 A</td>
<td>49 A</td>
<td>45 A</td>
<td>95 A</td>
</tr>
<tr>
<td>10-11</td>
<td>68 A</td>
<td>96 A</td>
<td>100 A</td>
<td>88 A</td>
<td>92 A</td>
<td>62 A</td>
<td>39 A</td>
<td>98 A</td>
</tr>
<tr>
<td>11-12</td>
<td>92 A</td>
<td>96 A</td>
<td>111 A</td>
<td>113 A</td>
<td>107 A</td>
<td>69 A</td>
<td>55 A</td>
<td>106 A</td>
</tr>
<tr>
<td>12-13</td>
<td>119 A</td>
<td>96 A</td>
<td>111 A</td>
<td>83 A</td>
<td>113 A</td>
<td>87 A</td>
<td>84 A</td>
<td>112 A</td>
</tr>
<tr>
<td>13-14</td>
<td>192 A</td>
<td>84 A</td>
<td>103 A</td>
<td>100 A</td>
<td>115 A</td>
<td>112 A</td>
<td>86 A</td>
<td>99 A</td>
</tr>
<tr>
<td>14-15</td>
<td>187 A</td>
<td>114 A</td>
<td>99 A</td>
<td>113 A</td>
<td>103 A</td>
<td>116 A</td>
<td>75 A</td>
<td>108 A</td>
</tr>
<tr>
<td>15-16</td>
<td>186 A</td>
<td>119 A</td>
<td>101 A</td>
<td>111 A</td>
<td>123 A</td>
<td>102 A</td>
<td>70 A</td>
<td>117 A</td>
</tr>
<tr>
<td>16-17</td>
<td>116 A</td>
<td>94 A</td>
<td>129 A</td>
<td>107 A</td>
<td>100 A</td>
<td>93 A</td>
<td>80 A</td>
<td>104 A</td>
</tr>
<tr>
<td>17-18</td>
<td>82 A</td>
<td>90 A</td>
<td>91 A</td>
<td>96 A</td>
<td>102 A</td>
<td>90 A</td>
<td>74 A</td>
<td>90 A</td>
</tr>
<tr>
<td>18-19</td>
<td>81 A</td>
<td>78 A</td>
<td>71 A</td>
<td>73 A</td>
<td>80 A</td>
<td>88 A</td>
<td>66 A</td>
<td>65 A</td>
</tr>
<tr>
<td>19-20</td>
<td>71 A</td>
<td>55 A</td>
<td>63 A</td>
<td>62 A</td>
<td>71 A</td>
<td>58 A</td>
<td>72 A</td>
<td>56 A</td>
</tr>
<tr>
<td>20-21</td>
<td>59 A</td>
<td>50 A</td>
<td>45 A</td>
<td>50 A</td>
<td>69 A</td>
<td>60 A</td>
<td>42 A</td>
<td>45 A</td>
</tr>
<tr>
<td>21-22</td>
<td>48 A</td>
<td>35 A</td>
<td>55 A</td>
<td>42 A</td>
<td>51 A</td>
<td>53 A</td>
<td>37 A</td>
<td>39 A</td>
</tr>
<tr>
<td>22-23</td>
<td>41 A</td>
<td>30 A</td>
<td>19 A</td>
<td>35 A</td>
<td>46 A</td>
<td>43 A</td>
<td>20 A</td>
<td>19 A</td>
</tr>
<tr>
<td>23-24</td>
<td>19 A</td>
<td>20 A</td>
<td>20 A</td>
<td>33 A</td>
<td>29 A</td>
<td>44 A</td>
<td>21 A</td>
<td>18 A</td>
</tr>
</tbody>
</table>

#### Day Total
1558 A 1519 A 1551 A 1529 A 1610 A 1329 A 1023 A 1513 A

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>92</td>
<td>115</td>
<td>115</td>
<td>107</td>
</tr>
<tr>
<td>13-14</td>
<td>15-16</td>
<td>14-15</td>
<td>14-15</td>
</tr>
<tr>
<td>192</td>
<td>119</td>
<td>129</td>
<td>113</td>
</tr>
</tbody>
</table>
### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>14</td>
<td>14</td>
<td>16</td>
<td>17</td>
<td>23</td>
<td>21</td>
<td>14</td>
<td>15</td>
</tr>
<tr>
<td>1-2</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>16</td>
<td>12</td>
<td>20</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>2-3</td>
<td>12</td>
<td>12</td>
<td>10</td>
<td>11</td>
<td>9</td>
<td>12</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>3-4</td>
<td>20</td>
<td>8</td>
<td>4</td>
<td>6</td>
<td>4</td>
<td>15</td>
<td>7</td>
<td>16</td>
</tr>
<tr>
<td>4-5</td>
<td>18</td>
<td>19</td>
<td>25</td>
<td>15</td>
<td>9</td>
<td>8</td>
<td>18</td>
<td>15</td>
</tr>
<tr>
<td>5-6</td>
<td>26</td>
<td>25</td>
<td>28</td>
<td>29</td>
<td>18</td>
<td>14</td>
<td>26</td>
<td>28</td>
</tr>
<tr>
<td>6-7</td>
<td>74</td>
<td>58</td>
<td>65</td>
<td>49</td>
<td>26</td>
<td>14</td>
<td>54</td>
<td>55</td>
</tr>
<tr>
<td>7-8</td>
<td>89</td>
<td>86</td>
<td>83</td>
<td>84</td>
<td>37</td>
<td>33</td>
<td>77</td>
<td>95</td>
</tr>
<tr>
<td>8-9</td>
<td>91</td>
<td>81</td>
<td>109</td>
<td>94</td>
<td>37</td>
<td>33</td>
<td>107</td>
<td>122</td>
</tr>
<tr>
<td>9-10</td>
<td>119</td>
<td>104</td>
<td>100</td>
<td>98</td>
<td>58</td>
<td>42</td>
<td>97</td>
<td>116</td>
</tr>
<tr>
<td>10-11</td>
<td>102</td>
<td>72</td>
<td>90</td>
<td>82</td>
<td>77</td>
<td>52</td>
<td>102</td>
<td>97</td>
</tr>
<tr>
<td>11-12</td>
<td>98</td>
<td>111</td>
<td>105</td>
<td>112</td>
<td>81</td>
<td>66</td>
<td>112</td>
<td>103</td>
</tr>
<tr>
<td>12-13</td>
<td>109</td>
<td>114</td>
<td>116</td>
<td>115</td>
<td>93</td>
<td>75</td>
<td>103</td>
<td>105</td>
</tr>
<tr>
<td>13-14</td>
<td>104</td>
<td>111</td>
<td>108</td>
<td>115</td>
<td>88</td>
<td>69</td>
<td>118</td>
<td>111</td>
</tr>
<tr>
<td>14-15</td>
<td>137</td>
<td>93</td>
<td>100</td>
<td>119</td>
<td>119</td>
<td>87</td>
<td>101</td>
<td>94</td>
</tr>
<tr>
<td>15-16</td>
<td>108</td>
<td>98</td>
<td>102</td>
<td>122</td>
<td>94</td>
<td>118</td>
<td>128</td>
<td>108</td>
</tr>
<tr>
<td>16-17</td>
<td>102</td>
<td>110</td>
<td>104</td>
<td>78</td>
<td>105</td>
<td>87</td>
<td>100</td>
<td>80</td>
</tr>
<tr>
<td>17-18</td>
<td>93</td>
<td>93</td>
<td>106</td>
<td>99</td>
<td>72</td>
<td>91</td>
<td>89</td>
<td>69</td>
</tr>
<tr>
<td>18-19</td>
<td>64</td>
<td>79</td>
<td>74</td>
<td>79</td>
<td>87</td>
<td>71</td>
<td>56</td>
<td>47</td>
</tr>
<tr>
<td>19-20</td>
<td>55</td>
<td>57</td>
<td>62</td>
<td>64</td>
<td>47</td>
<td>49</td>
<td>60</td>
<td>56</td>
</tr>
<tr>
<td>20-21</td>
<td>50</td>
<td>48</td>
<td>47</td>
<td>54</td>
<td>66</td>
<td>49</td>
<td>45</td>
<td>46</td>
</tr>
<tr>
<td>21-22</td>
<td>36</td>
<td>38</td>
<td>39</td>
<td>44</td>
<td>75</td>
<td>56</td>
<td>42</td>
<td>31</td>
</tr>
<tr>
<td>22-23</td>
<td>18</td>
<td>27</td>
<td>21</td>
<td>25</td>
<td>42</td>
<td>24</td>
<td>27</td>
<td>32</td>
</tr>
<tr>
<td>23-24</td>
<td>18</td>
<td>24</td>
<td>21</td>
<td>40</td>
<td>34</td>
<td>22</td>
<td>18</td>
<td>21</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>09-10</td>
<td>11-12</td>
<td>14-15</td>
<td>137</td>
</tr>
<tr>
<td>11-12</td>
<td>08-09</td>
<td>12-13</td>
<td>111</td>
</tr>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>14-15</td>
<td>109</td>
</tr>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>15-16</td>
<td>112</td>
</tr>
<tr>
<td>08-09</td>
<td>11-12</td>
<td>15-16</td>
<td>81</td>
</tr>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>15-16</td>
<td>66</td>
</tr>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>15-16</td>
<td>112</td>
</tr>
<tr>
<td>122</td>
<td>122</td>
<td>13-14</td>
<td>128</td>
</tr>
<tr>
<td>111</td>
<td>111</td>
<td>111</td>
<td>111</td>
</tr>
<tr>
<td>Year</td>
<td>Wed</td>
<td>Thu</td>
<td>Fri</td>
</tr>
<tr>
<td>--------</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
</tr>
<tr>
<td>0-1</td>
<td>27 A</td>
<td>12 A</td>
<td>15 A</td>
</tr>
<tr>
<td>1-2</td>
<td>10 A</td>
<td>11 A</td>
<td>12 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>11 A</td>
<td>17 A</td>
</tr>
<tr>
<td>3-4</td>
<td>7 A</td>
<td>15 A</td>
<td>11 A</td>
</tr>
<tr>
<td>4-5</td>
<td>17 A</td>
<td>14 A</td>
<td>19 A</td>
</tr>
<tr>
<td>5-6</td>
<td>30 A</td>
<td>20 A</td>
<td>21 A</td>
</tr>
<tr>
<td>6-7</td>
<td>51 A</td>
<td>57 A</td>
<td>55 A</td>
</tr>
<tr>
<td>7-8</td>
<td>84 A</td>
<td>108 A</td>
<td>87 A</td>
</tr>
<tr>
<td>8-9</td>
<td>89 A</td>
<td>94 A</td>
<td>89 A</td>
</tr>
<tr>
<td>9-10</td>
<td>75 A</td>
<td>82 A</td>
<td>96 A</td>
</tr>
<tr>
<td>10-11</td>
<td>103 A</td>
<td>85 A</td>
<td>85 A</td>
</tr>
<tr>
<td>11-12</td>
<td>92 A</td>
<td>84 A</td>
<td>99 A</td>
</tr>
<tr>
<td>12-13</td>
<td>106 A</td>
<td>100 A</td>
<td>116 A</td>
</tr>
<tr>
<td>13-14</td>
<td>107 A</td>
<td>103 A</td>
<td>122 A</td>
</tr>
<tr>
<td>14-15</td>
<td>107 A</td>
<td>106 A</td>
<td>116 A</td>
</tr>
<tr>
<td>15-16</td>
<td>115 A</td>
<td>105 A</td>
<td>115 A</td>
</tr>
<tr>
<td>16-17</td>
<td>111 A</td>
<td>101 A</td>
<td>93 A</td>
</tr>
<tr>
<td>17-18</td>
<td>89 A</td>
<td>95 A</td>
<td>91 A</td>
</tr>
<tr>
<td>18-19</td>
<td>63 A</td>
<td>63 A</td>
<td>77 A</td>
</tr>
<tr>
<td>19-20</td>
<td>55 A</td>
<td>70 A</td>
<td>70 A</td>
</tr>
<tr>
<td>20-21</td>
<td>41 A</td>
<td>59 A</td>
<td>57 A</td>
</tr>
<tr>
<td>21-22</td>
<td>36 A</td>
<td>41 A</td>
<td>50 A</td>
</tr>
<tr>
<td>22-23</td>
<td>23 A</td>
<td>22 A</td>
<td>29 A</td>
</tr>
<tr>
<td>23-24</td>
<td>22 A</td>
<td>18 A</td>
<td>35 A</td>
</tr>
</tbody>
</table>

Day Total: 1470 A 1476 A 1577 A 1335 A 1162 A 1435 A 1425 A 1510 A

AM Peak Hour: 10-11 07-08 11-12 08-09 11-12 11-12 11-12 11-12
AM Peak Traffic: 103 108 99 73 77 108 107 118
PM Peak Hour: 15-16 14-15 13-14 14-15 16-17 12-13 16-17 12-13
PM Peak Traffic: 115 106 122 115 105 113 109 121
**Direction of Count:** East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>22 A</td>
<td>15 A</td>
<td>32 A</td>
<td>16 A</td>
<td>9 A</td>
<td>14 A</td>
</tr>
<tr>
<td>1-2</td>
<td>19 A</td>
<td>11 A</td>
<td>22 A</td>
<td>18 A</td>
<td>15 A</td>
<td>8 A</td>
</tr>
<tr>
<td>2-3</td>
<td>15 A</td>
<td>13 A</td>
<td>16 A</td>
<td>16 A</td>
<td>8 A</td>
<td>12 A</td>
</tr>
<tr>
<td>3-4</td>
<td>17 A</td>
<td>7 A</td>
<td>16 A</td>
<td>8 A</td>
<td>14 A</td>
<td>9 A</td>
</tr>
<tr>
<td>4-5</td>
<td>22 A</td>
<td>13 A</td>
<td>8 A</td>
<td>9 A</td>
<td>20 A</td>
<td>12 A</td>
</tr>
<tr>
<td>5-6</td>
<td>21 A</td>
<td>21 A</td>
<td>12 A</td>
<td>7 A</td>
<td>37 A</td>
<td>29 A</td>
</tr>
<tr>
<td>6-7</td>
<td>53 A</td>
<td>55 A</td>
<td>22 A</td>
<td>8 A</td>
<td>52 A</td>
<td>56 A</td>
</tr>
<tr>
<td>7-8</td>
<td>74 A</td>
<td>81 A</td>
<td>37 A</td>
<td>12 A</td>
<td>89 A</td>
<td>84 A</td>
</tr>
<tr>
<td>8-9</td>
<td>97 A</td>
<td>80 A</td>
<td>61 A</td>
<td>31 A</td>
<td>99 A</td>
<td>95 A</td>
</tr>
<tr>
<td>9-10</td>
<td>77 A</td>
<td>94 A</td>
<td>57 A</td>
<td>39 A</td>
<td>105 A</td>
<td>90 A</td>
</tr>
<tr>
<td>10-11</td>
<td>85 A</td>
<td>100 A</td>
<td>78 A</td>
<td>59 A</td>
<td>85 A</td>
<td>97 A</td>
</tr>
<tr>
<td>11-12</td>
<td>113 A</td>
<td>102 A</td>
<td>108 A</td>
<td>66 A</td>
<td>121 A</td>
<td>91 A</td>
</tr>
<tr>
<td>12-13</td>
<td>110 A</td>
<td>121 A</td>
<td>105 A</td>
<td>79 A</td>
<td>114 A</td>
<td>104 A</td>
</tr>
<tr>
<td>13-14</td>
<td>114 A</td>
<td>124 A</td>
<td>96 A</td>
<td>82 A</td>
<td>99 A</td>
<td>89 A</td>
</tr>
<tr>
<td>14-15</td>
<td>115 A</td>
<td>125 A</td>
<td>103 A</td>
<td>87 A</td>
<td>108 A</td>
<td>107 A</td>
</tr>
<tr>
<td>15-16</td>
<td>129 A</td>
<td>115 A</td>
<td>85 A</td>
<td>86 A</td>
<td>110 A</td>
<td>126 A</td>
</tr>
<tr>
<td>16-17</td>
<td>111 A</td>
<td>115 A</td>
<td>91 A</td>
<td>75 A</td>
<td>101 A</td>
<td>93 A</td>
</tr>
<tr>
<td>17-18</td>
<td>87 A</td>
<td>98 A</td>
<td>79 A</td>
<td>79 A</td>
<td>92 A</td>
<td>80 A</td>
</tr>
<tr>
<td>18-19</td>
<td>55 A</td>
<td>72 A</td>
<td>73 A</td>
<td>63 A</td>
<td>70 A</td>
<td>73 A</td>
</tr>
<tr>
<td>19-20</td>
<td>59 A</td>
<td>69 A</td>
<td>60 A</td>
<td>55 A</td>
<td>60 A</td>
<td>59 A</td>
</tr>
<tr>
<td>20-21</td>
<td>41 A</td>
<td>64 A</td>
<td>53 A</td>
<td>59 A</td>
<td>41 A</td>
<td>56 A</td>
</tr>
<tr>
<td>21-22</td>
<td>39 A</td>
<td>43 A</td>
<td>56 A</td>
<td>29 A</td>
<td>29 A</td>
<td>25 A</td>
</tr>
<tr>
<td>22-23</td>
<td>35 A</td>
<td>48 A</td>
<td>29 A</td>
<td>29 A</td>
<td>22 A</td>
<td>22 A</td>
</tr>
<tr>
<td>23-24</td>
<td>17 A</td>
<td>29 A</td>
<td>33 A</td>
<td>13 A</td>
<td>15 A</td>
<td>20 A</td>
</tr>
</tbody>
</table>

**Day Total:** 1527 A | 1615 A | 1332 A | 1025 A | 1515 A | 1447 A

**AM Peak Hour:** 11-12 11-12 11-12 11-12 11-12 10-11

**AM Peak Traffic:** 113 102 108 66 121 97

**PM Peak Hour:** 15-16 14-15 12-13 14-15 12-13 15-16

**PM Peak Traffic:** 129 125 105 87 114 126
### 7-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>10119</td>
<td>1446</td>
</tr>
<tr>
<td>2nd</td>
<td>10125</td>
<td>1446</td>
</tr>
<tr>
<td>3rd</td>
<td>10022</td>
<td>1432</td>
</tr>
<tr>
<td>4th</td>
<td>9869</td>
<td>1410</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>7767</td>
<td>1553</td>
</tr>
<tr>
<td>2nd</td>
<td>7684</td>
<td>1537</td>
</tr>
<tr>
<td>3rd</td>
<td>7525</td>
<td>1505</td>
</tr>
<tr>
<td>4th</td>
<td>7512</td>
<td>1502</td>
</tr>
</tbody>
</table>

### Location Description

SEG EB OFF TO SB 5

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Details

- **District:** 03
- **County:** SAC
- **Route:** 080
- **Prefix:** M
- **Postmile:** 2.321
- **Leg:** F
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**District:** 03  
**County:** SAC  
**Route:** 080  
**Prefix:** M  
**Postmile:** 2.322  
**Leg:** F  

**Location Description:** SEG EB OFF TO NB 5  
**Traffic Station:**  
- **Location Type:** Ramp Connection  
- **Lanes:**  
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>97 A</td>
<td>106 A</td>
<td>96 A</td>
<td>112 A</td>
<td>108 A</td>
<td>145 A</td>
<td>138 A</td>
<td>107 A</td>
</tr>
<tr>
<td>1-2</td>
<td>57 A</td>
<td>65 A</td>
<td>72 A</td>
<td>84 A</td>
<td>78 A</td>
<td>91 A</td>
<td>91 A</td>
<td>54 A</td>
</tr>
<tr>
<td>2-3</td>
<td>43 A</td>
<td>59 A</td>
<td>63 A</td>
<td>54 A</td>
<td>64 A</td>
<td>77 A</td>
<td>59 A</td>
<td>36 A</td>
</tr>
<tr>
<td>3-4</td>
<td>37 A</td>
<td>56 A</td>
<td>62 A</td>
<td>54 A</td>
<td>75 A</td>
<td>65 A</td>
<td>58 A</td>
<td>45 A</td>
</tr>
<tr>
<td>4-5</td>
<td>99 A</td>
<td>102 A</td>
<td>115 A</td>
<td>112 A</td>
<td>112 A</td>
<td>96 A</td>
<td>69 A</td>
<td>103 A</td>
</tr>
<tr>
<td>5-6</td>
<td>163 A</td>
<td>167 A</td>
<td>188 A</td>
<td>167 A</td>
<td>172 A</td>
<td>86 A</td>
<td>59 A</td>
<td>160 A</td>
</tr>
<tr>
<td>6-7</td>
<td>278 A</td>
<td>320 A</td>
<td>277 A</td>
<td>310 A</td>
<td>306 A</td>
<td>110 A</td>
<td>101 A</td>
<td>282 A</td>
</tr>
<tr>
<td>7-8</td>
<td>459 A</td>
<td>465 A</td>
<td>468 A</td>
<td>457 A</td>
<td>430 A</td>
<td>185 A</td>
<td>129 A</td>
<td>422 A</td>
</tr>
<tr>
<td>8-9</td>
<td>413 A</td>
<td>453 A</td>
<td>429 A</td>
<td>432 A</td>
<td>407 A</td>
<td>316 A</td>
<td>201 A</td>
<td>403 A</td>
</tr>
<tr>
<td>9-10</td>
<td>386 A</td>
<td>387 A</td>
<td>351 A</td>
<td>376 A</td>
<td>404 A</td>
<td>409 A</td>
<td>246 A</td>
<td>425 A</td>
</tr>
<tr>
<td>10-11</td>
<td>363 A</td>
<td>364 A</td>
<td>366 A</td>
<td>395 A</td>
<td>434 A</td>
<td>396 A</td>
<td>333 A</td>
<td>390 A</td>
</tr>
<tr>
<td>11-12</td>
<td>453 A</td>
<td>460 A</td>
<td>447 A</td>
<td>481 A</td>
<td>499 A</td>
<td>439 A</td>
<td>351 A</td>
<td>412 A</td>
</tr>
<tr>
<td>12-13</td>
<td>471 A</td>
<td>461 A</td>
<td>488 A</td>
<td>492 A</td>
<td>632 A</td>
<td>515 A</td>
<td>423 A</td>
<td>481 A</td>
</tr>
<tr>
<td>13-14</td>
<td>540 A</td>
<td>488 A</td>
<td>471 A</td>
<td>547 A</td>
<td>662 A</td>
<td>455 A</td>
<td>435 A</td>
<td>478 A</td>
</tr>
<tr>
<td>14-15</td>
<td>601 A</td>
<td>605 A</td>
<td>580 A</td>
<td>651 A</td>
<td>788 A</td>
<td>467 A</td>
<td>410 A</td>
<td>594 A</td>
</tr>
<tr>
<td>15-16</td>
<td>850 A</td>
<td>878 A</td>
<td>874 A</td>
<td>908 A</td>
<td>1057 A</td>
<td>453 A</td>
<td>408 A</td>
<td>833 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1153 A</td>
<td>1173 A</td>
<td>1201 A</td>
<td>1232 A</td>
<td>1170 A</td>
<td>499 A</td>
<td>481 A</td>
<td>1161 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1363 A</td>
<td>1180 A</td>
<td>1387 A</td>
<td>1384 A</td>
<td>1281 A</td>
<td>495 A</td>
<td>594 A</td>
<td>1082 A</td>
</tr>
<tr>
<td>18-19</td>
<td>857 A</td>
<td>731 A</td>
<td>797 A</td>
<td>845 A</td>
<td>702 A</td>
<td>532 A</td>
<td>444 A</td>
<td>635 A</td>
</tr>
<tr>
<td>19-20</td>
<td>493 A</td>
<td>440 A</td>
<td>495 A</td>
<td>501 A</td>
<td>514 A</td>
<td>444 A</td>
<td>416 A</td>
<td>476 A</td>
</tr>
<tr>
<td>20-21</td>
<td>323 A</td>
<td>352 A</td>
<td>328 A</td>
<td>366 A</td>
<td>465 A</td>
<td>340 A</td>
<td>351 A</td>
<td>336 A</td>
</tr>
<tr>
<td>21-22</td>
<td>262 A</td>
<td>260 A</td>
<td>288 A</td>
<td>307 A</td>
<td>415 A</td>
<td>300 A</td>
<td>258 A</td>
<td>255 A</td>
</tr>
<tr>
<td>22-23</td>
<td>208 A</td>
<td>204 A</td>
<td>240 A</td>
<td>289 A</td>
<td>311 A</td>
<td>285 A</td>
<td>260 A</td>
<td>226 A</td>
</tr>
<tr>
<td>23-24</td>
<td>141 A</td>
<td>157 A</td>
<td>163 A</td>
<td>177 A</td>
<td>257 A</td>
<td>193 A</td>
<td>172 A</td>
<td>139 A</td>
</tr>
</tbody>
</table>

**Day Total:** 10110 A 9933 A 10246 A 10733 A 11343 A 7393 A 6487 A 9535 A

**AM Peak Hour:** 07-08 07-08 11-12 11-12 11-12 11-12 09-10

**AM Peak Traffic:** 459 465 468 481 499 439 351 425

**PM Peak Hour:** 17-18 17-18 17-18 18-18 18-19 17-18 16-17

**PM Peak Traffic:** 1363 1180 1387 1384 1281 532 594 1161
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
<td>F</td>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td>Location Description</td>
<td>SEG EB OFF TO NB 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>114 A</td>
<td>94 A</td>
<td>113 A</td>
<td>113 A</td>
<td>158 A</td>
<td>132 A</td>
<td>84 A</td>
<td>97 A</td>
</tr>
<tr>
<td>1-2</td>
<td>64 A</td>
<td>67 A</td>
<td>74 A</td>
<td>74 A</td>
<td>96 A</td>
<td>101 A</td>
<td>39 A</td>
<td>63 A</td>
</tr>
<tr>
<td>2-3</td>
<td>63 A</td>
<td>57 A</td>
<td>59 A</td>
<td>51 A</td>
<td>96 A</td>
<td>63 A</td>
<td>39 A</td>
<td>57 A</td>
</tr>
<tr>
<td>3-4</td>
<td>58 A</td>
<td>65 A</td>
<td>62 A</td>
<td>57 A</td>
<td>63 A</td>
<td>51 A</td>
<td>40 A</td>
<td>53 A</td>
</tr>
<tr>
<td>4-5</td>
<td>111 A</td>
<td>109 A</td>
<td>136 A</td>
<td>129 A</td>
<td>94 A</td>
<td>57 A</td>
<td>107 A</td>
<td>121 A</td>
</tr>
<tr>
<td>5-6</td>
<td>173 A</td>
<td>187 A</td>
<td>166 A</td>
<td>161 A</td>
<td>95 A</td>
<td>70 A</td>
<td>164 A</td>
<td>172 A</td>
</tr>
<tr>
<td>6-7</td>
<td>305 A</td>
<td>281 A</td>
<td>295 A</td>
<td>286 A</td>
<td>136 A</td>
<td>69 A</td>
<td>306 A</td>
<td>325 A</td>
</tr>
<tr>
<td>7-8</td>
<td>485 A</td>
<td>440 A</td>
<td>465 A</td>
<td>406 A</td>
<td>207 A</td>
<td>123 A</td>
<td>388 A</td>
<td>421 A</td>
</tr>
<tr>
<td>8-9</td>
<td>417 A</td>
<td>462 A</td>
<td>439 A</td>
<td>413 A</td>
<td>271 A</td>
<td>159 A</td>
<td>433 A</td>
<td>416 A</td>
</tr>
<tr>
<td>9-10</td>
<td>410 A</td>
<td>404 A</td>
<td>424 A</td>
<td>380 A</td>
<td>343 A</td>
<td>242 A</td>
<td>392 A</td>
<td>385 A</td>
</tr>
<tr>
<td>10-11</td>
<td>389 A</td>
<td>382 A</td>
<td>416 A</td>
<td>438 A</td>
<td>465 A</td>
<td>344 A</td>
<td>445 A</td>
<td>342 A</td>
</tr>
<tr>
<td>11-12</td>
<td>428 A</td>
<td>441 A</td>
<td>483 A</td>
<td>512 A</td>
<td>448 A</td>
<td>389 A</td>
<td>442 A</td>
<td>460 A</td>
</tr>
<tr>
<td>12-13</td>
<td>452 A</td>
<td>438 A</td>
<td>486 A</td>
<td>563 A</td>
<td>463 A</td>
<td>505 A</td>
<td>523 A</td>
<td>522 A</td>
</tr>
<tr>
<td>13-14</td>
<td>488 A</td>
<td>495 A</td>
<td>568 A</td>
<td>623 A</td>
<td>477 A</td>
<td>407 A</td>
<td>560 A</td>
<td>524 A</td>
</tr>
<tr>
<td>14-15</td>
<td>565 A</td>
<td>681 A</td>
<td>662 A</td>
<td>726 A</td>
<td>512 A</td>
<td>414 A</td>
<td>560 A</td>
<td>569 A</td>
</tr>
<tr>
<td>15-16</td>
<td>923 A</td>
<td>811 A</td>
<td>878 A</td>
<td>1008 A</td>
<td>500 A</td>
<td>423 A</td>
<td>797 A</td>
<td>819 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1194 A</td>
<td>1271 A</td>
<td>1164 A</td>
<td>1207 A</td>
<td>416 A</td>
<td>393 A</td>
<td>1196 A</td>
<td>1238 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1394 A</td>
<td>1302 A</td>
<td>1363 A</td>
<td>988 A</td>
<td>441 A</td>
<td>406 A</td>
<td>1252 A</td>
<td>1267 A</td>
</tr>
<tr>
<td>18-19</td>
<td>989 A</td>
<td>723 A</td>
<td>774 A</td>
<td>630 A</td>
<td>385 A</td>
<td>430 A</td>
<td>654 A</td>
<td>663 A</td>
</tr>
<tr>
<td>19-20</td>
<td>455 A</td>
<td>440 A</td>
<td>486 A</td>
<td>552 A</td>
<td>430 A</td>
<td>468 A</td>
<td>497 A</td>
<td>489 A</td>
</tr>
<tr>
<td>20-21</td>
<td>367 A</td>
<td>403 A</td>
<td>485 A</td>
<td>450 A</td>
<td>431 A</td>
<td>503 A</td>
<td>357 A</td>
<td>336 A</td>
</tr>
<tr>
<td>21-22</td>
<td>274 A</td>
<td>294 A</td>
<td>353 A</td>
<td>425 A</td>
<td>319 A</td>
<td>421 A</td>
<td>303 A</td>
<td>289 A</td>
</tr>
<tr>
<td>22-23</td>
<td>221 A</td>
<td>241 A</td>
<td>289 A</td>
<td>321 A</td>
<td>289 A</td>
<td>280 A</td>
<td>223 A</td>
<td>248 A</td>
</tr>
<tr>
<td>23-24</td>
<td>147 A</td>
<td>137 A</td>
<td>183 A</td>
<td>208 A</td>
<td>203 A</td>
<td>185 A</td>
<td>134 A</td>
<td>140 A</td>
</tr>
</tbody>
</table>

Day Total | 10486 A | 10225 A | 10823 A | 10721 A | 7338 A | 6635 A | 9935 A | 10016 A |

AM Peak Hour | 07-08 | 08-09 | 11-12 | 11-12 | 10-11 | 11-12 | 10-11 | 11-12 |
AM Peak Traffic | 485 | 462 | 483 | 512 | 465 | 389 | 445 | 460 |
PM Peak Hour | 17-18 | 17-18 | 17-18 | 16-17 | 14-15 | 12-13 | 17-18 | 17-18 |
PM Peak Traffic | 1394 | 1302 | 1363 | 1207 | 512 | 505 | 1252 | 1267 |
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>108 A</td>
<td>114 A</td>
<td>111 A</td>
<td>158 A</td>
<td>153 A</td>
<td>93 A</td>
</tr>
<tr>
<td>1-2</td>
<td>65 A</td>
<td>61 A</td>
<td>65 A</td>
<td>95 A</td>
<td>79 A</td>
<td>60 A</td>
</tr>
<tr>
<td>2-3</td>
<td>43 A</td>
<td>65 A</td>
<td>75 A</td>
<td>83 A</td>
<td>64 A</td>
<td>36 A</td>
</tr>
<tr>
<td>3-4</td>
<td>49 A</td>
<td>48 A</td>
<td>56 A</td>
<td>69 A</td>
<td>46 A</td>
<td>40 A</td>
</tr>
<tr>
<td>4-5</td>
<td>105 A</td>
<td>123 A</td>
<td>120 A</td>
<td>98 A</td>
<td>74 A</td>
<td>117 A</td>
</tr>
<tr>
<td>5-6</td>
<td>166 A</td>
<td>168 A</td>
<td>161 A</td>
<td>96 A</td>
<td>60 A</td>
<td>156 A</td>
</tr>
<tr>
<td>6-7</td>
<td>281 A</td>
<td>303 A</td>
<td>296 A</td>
<td>124 A</td>
<td>106 A</td>
<td>290 A</td>
</tr>
<tr>
<td>7-8</td>
<td>439 A</td>
<td>371 A</td>
<td>365 A</td>
<td>216 A</td>
<td>142 A</td>
<td>392 A</td>
</tr>
<tr>
<td>8-9</td>
<td>386 A</td>
<td>398 A</td>
<td>405 A</td>
<td>296 A</td>
<td>157 A</td>
<td>366 A</td>
</tr>
<tr>
<td>9-10</td>
<td>378 A</td>
<td>349 A</td>
<td>418 A</td>
<td>340 A</td>
<td>245 A</td>
<td>362 A</td>
</tr>
<tr>
<td>10-11</td>
<td>388 A</td>
<td>419 A</td>
<td>412 A</td>
<td>391 A</td>
<td>338 A</td>
<td>416 A</td>
</tr>
<tr>
<td>11-12</td>
<td>462 A</td>
<td>489 A</td>
<td>481 A</td>
<td>438 A</td>
<td>316 A</td>
<td>436 A</td>
</tr>
<tr>
<td>12-13</td>
<td>511 A</td>
<td>519 A</td>
<td>523 A</td>
<td>443 A</td>
<td>433 A</td>
<td>487 A</td>
</tr>
<tr>
<td>13-14</td>
<td>485 A</td>
<td>522 A</td>
<td>697 A</td>
<td>445 A</td>
<td>423 A</td>
<td>505 A</td>
</tr>
<tr>
<td>14-15</td>
<td>566 A</td>
<td>671 A</td>
<td>883 A</td>
<td>455 A</td>
<td>462 A</td>
<td>598 A</td>
</tr>
<tr>
<td>15-16</td>
<td>887 A</td>
<td>909 A</td>
<td>1154 A</td>
<td>513 A</td>
<td>498 A</td>
<td>821 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1247 A</td>
<td>1336 A</td>
<td>1112 A</td>
<td>471 A</td>
<td>468 A</td>
<td>988 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1330 A</td>
<td>1392 A</td>
<td>1239 A</td>
<td>497 A</td>
<td>494 A</td>
<td>1103 A</td>
</tr>
<tr>
<td>18-19</td>
<td>850 A</td>
<td>759 A</td>
<td>911 A</td>
<td>466 A</td>
<td>478 A</td>
<td>658 A</td>
</tr>
<tr>
<td>19-20</td>
<td>467 A</td>
<td>532 A</td>
<td>581 A</td>
<td>368 A</td>
<td>400 A</td>
<td>426 A</td>
</tr>
<tr>
<td>20-21</td>
<td>340 A</td>
<td>372 A</td>
<td>372 A</td>
<td>359 A</td>
<td>389 A</td>
<td>347 A</td>
</tr>
<tr>
<td>21-22</td>
<td>305 A</td>
<td>313 A</td>
<td>370 A</td>
<td>312 A</td>
<td>344 A</td>
<td>298 A</td>
</tr>
<tr>
<td>22-23</td>
<td>236 A</td>
<td>265 A</td>
<td>296 A</td>
<td>265 A</td>
<td>254 A</td>
<td>244 A</td>
</tr>
<tr>
<td>23-24</td>
<td>154 A</td>
<td>179 A</td>
<td>214 A</td>
<td>200 A</td>
<td>175 A</td>
<td>149 A</td>
</tr>
</tbody>
</table>

Day Total: 10248 A 10677 A 11317 A 7198 A 6598 A 9388 A

AM Peak Hour: 11-12 11-12 11-12 11-12 10-11 11-12
AM Peak Traffic: 462 489 481 438 338 436
PM Peak Hour: 17-18 17-18 17-18 15-16 15-16 17-18
PM Peak Traffic: 1330 1392 1239 513 498 1103
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description:**
SESB OFF TO NB 5

**Traffic Station:**
Location Type: Ramp Connection
Lanes:
Lane Code:

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>66245</td>
<td>9464</td>
</tr>
<tr>
<td>2nd</td>
<td>65763</td>
<td>9395</td>
</tr>
<tr>
<td>3rd</td>
<td>65989</td>
<td>9427</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>52365</td>
<td>10473</td>
</tr>
<tr>
<td>2nd</td>
<td>51790</td>
<td>10358</td>
</tr>
<tr>
<td>3rd</td>
<td>52193</td>
<td>10439</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES
#### Detail All Vehicle Hourly Count Report

#### District County Route Prefix Postmile Leg
03 SAC 080 M 2.322 F

#### Location Description
SEG EB OFF TO NB 5

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>111 A</td>
<td>118 A</td>
<td>4 A</td>
<td>116 A</td>
<td>134 A</td>
<td>138 A</td>
<td>73 A</td>
<td>84 A</td>
</tr>
<tr>
<td>1-2</td>
<td>55 A</td>
<td>83 A</td>
<td>1 A</td>
<td>94 A</td>
<td>86 A</td>
<td>91 A</td>
<td>46 A</td>
<td>63 A</td>
</tr>
<tr>
<td>2-3</td>
<td>62 A</td>
<td>57 A</td>
<td>2 A</td>
<td>78 A</td>
<td>62 A</td>
<td>95 A</td>
<td>46 A</td>
<td>51 A</td>
</tr>
<tr>
<td>3-4</td>
<td>73 A</td>
<td>48 A</td>
<td>62 A</td>
<td>52 A</td>
<td>74 A</td>
<td>57 A</td>
<td>43 A</td>
<td>62 A</td>
</tr>
<tr>
<td>4-5</td>
<td>91 A</td>
<td>111 A</td>
<td>130 A</td>
<td>144 A</td>
<td>73 A</td>
<td>61 A</td>
<td>110 A</td>
<td>106 A</td>
</tr>
<tr>
<td>5-6</td>
<td>173 A</td>
<td>158 A</td>
<td>162 A</td>
<td>168 A</td>
<td>103 A</td>
<td>67 A</td>
<td>165 A</td>
<td>174 A</td>
</tr>
<tr>
<td>6-7</td>
<td>319 A</td>
<td>295 A</td>
<td>311 A</td>
<td>284 A</td>
<td>141 A</td>
<td>113 A</td>
<td>323 A</td>
<td>333 A</td>
</tr>
<tr>
<td>7-8</td>
<td>450 A</td>
<td>462 A</td>
<td>434 A</td>
<td>424 A</td>
<td>235 A</td>
<td>172 A</td>
<td>484 A</td>
<td>476 A</td>
</tr>
<tr>
<td>8-9</td>
<td>429 A</td>
<td>385 A</td>
<td>437 A</td>
<td>431 A</td>
<td>340 A</td>
<td>188 A</td>
<td>499 A</td>
<td>467 A</td>
</tr>
<tr>
<td>9-10</td>
<td>404 A</td>
<td>340 A</td>
<td>356 A</td>
<td>379 A</td>
<td>359 A</td>
<td>251 A</td>
<td>360 A</td>
<td>373 A</td>
</tr>
<tr>
<td>10-11</td>
<td>367 A</td>
<td>382 A</td>
<td>372 A</td>
<td>424 A</td>
<td>368 A</td>
<td>304 A</td>
<td>400 A</td>
<td>369 A</td>
</tr>
<tr>
<td>11-12</td>
<td>454 A</td>
<td>433 A</td>
<td>452 A</td>
<td>495 A</td>
<td>422 A</td>
<td>347 A</td>
<td>465 A</td>
<td>401 A</td>
</tr>
<tr>
<td>12-13</td>
<td>507 A</td>
<td>478 A</td>
<td>506 A</td>
<td>544 A</td>
<td>442 A</td>
<td>399 A</td>
<td>467 A</td>
<td>457 A</td>
</tr>
<tr>
<td>13-14</td>
<td>521 A</td>
<td>451 A</td>
<td>474 A</td>
<td>604 A</td>
<td>462 A</td>
<td>480 A</td>
<td>494 A</td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>579 A</td>
<td>576 A</td>
<td>602 A</td>
<td>735 A</td>
<td>487 A</td>
<td>482 A</td>
<td>598 A</td>
<td>590 A</td>
</tr>
<tr>
<td>15-16</td>
<td>914 A</td>
<td>868 A</td>
<td>917 A</td>
<td>1026 A</td>
<td>528 A</td>
<td>534 A</td>
<td>840 A</td>
<td>890 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1244 A</td>
<td>1095 A</td>
<td>1157 A</td>
<td>1149 A</td>
<td>443 A</td>
<td>499 A</td>
<td>1113 A</td>
<td>1213 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1361 A</td>
<td>1175 A</td>
<td>1389 A</td>
<td>1395 A</td>
<td>439 A</td>
<td>667 A</td>
<td>1238 A</td>
<td>1246 A</td>
</tr>
<tr>
<td>18-19</td>
<td>835 A</td>
<td>703 A</td>
<td>827 A</td>
<td>885 A</td>
<td>427 A</td>
<td>506 A</td>
<td>696 A</td>
<td>650 A</td>
</tr>
<tr>
<td>19-20</td>
<td>433 A</td>
<td>452 A</td>
<td>560 A</td>
<td>614 A</td>
<td>392 A</td>
<td>346 A</td>
<td>474 A</td>
<td>421 A</td>
</tr>
<tr>
<td>20-21</td>
<td>360 A</td>
<td>355 A</td>
<td>389 A</td>
<td>407 A</td>
<td>356 A</td>
<td>394 A</td>
<td>331 A</td>
<td>341 A</td>
</tr>
<tr>
<td>21-22</td>
<td>281 A</td>
<td>230 A</td>
<td>348 A</td>
<td>373 A</td>
<td>353 A</td>
<td>320 A</td>
<td>269 A</td>
<td>226 A</td>
</tr>
<tr>
<td>22-23</td>
<td>224 A</td>
<td>134 A</td>
<td>248 A</td>
<td>314 A</td>
<td>277 A</td>
<td>242 A</td>
<td>223 A</td>
<td>237 A</td>
</tr>
<tr>
<td>23-24</td>
<td>165 A</td>
<td>101 A</td>
<td>157 A</td>
<td>241 A</td>
<td>216 A</td>
<td>149 A</td>
<td>137 A</td>
<td>148 A</td>
</tr>
</tbody>
</table>

**Day Total**: 10412 A 9490 A 10297 A 11376 A 7219 A 6884 A 9880 A 9872 A

**AM Peak Hour**: 11-12 07-08 11-12 11-12 11-12 08-09 07-08 07-08

**AM Peak Traffic**: 454 462 452 495 422 347 499 476

**PM Peak Hour**: 17-18 17-18 17-18 15-16 17-18 17-18 17-18 17-18

**PM Peak Traffic**: 1361 1175 1389 1395 528 667 1238 1246
Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
</tr>
<tr>
<td>0-1</td>
<td>114 A</td>
<td>105 A</td>
</tr>
<tr>
<td>1-2</td>
<td>68 A</td>
<td>63 A</td>
</tr>
<tr>
<td>2-3</td>
<td>54 A</td>
<td>64 A</td>
</tr>
<tr>
<td>3-4</td>
<td>67 A</td>
<td>61 A</td>
</tr>
<tr>
<td>4-5</td>
<td>98 A</td>
<td>112 A</td>
</tr>
<tr>
<td>5-6</td>
<td>181 A</td>
<td>166 A</td>
</tr>
<tr>
<td>6-7</td>
<td>303 A</td>
<td>340 A</td>
</tr>
<tr>
<td>7-8</td>
<td>456 A</td>
<td>459 A</td>
</tr>
<tr>
<td>8-9</td>
<td>536 A</td>
<td>437 C</td>
</tr>
<tr>
<td>9-10</td>
<td>429 A</td>
<td>356 C</td>
</tr>
<tr>
<td>10-11</td>
<td>374 A</td>
<td>372 C</td>
</tr>
<tr>
<td>11-12</td>
<td>391 A</td>
<td>452 C</td>
</tr>
<tr>
<td>12-13</td>
<td>485 A</td>
<td>506 C</td>
</tr>
<tr>
<td>13-14</td>
<td>461 A</td>
<td>474 C</td>
</tr>
<tr>
<td>14-15</td>
<td>594 A</td>
<td>602 C</td>
</tr>
<tr>
<td>15-16</td>
<td>850 A</td>
<td>917 C</td>
</tr>
<tr>
<td>16-17</td>
<td>1136 A</td>
<td>1157 C</td>
</tr>
<tr>
<td>17-18</td>
<td>1250 A</td>
<td>1389 C</td>
</tr>
<tr>
<td>18-19</td>
<td>714 A</td>
<td>827 C</td>
</tr>
<tr>
<td>19-20</td>
<td>489 A</td>
<td>560 C</td>
</tr>
<tr>
<td>20-21</td>
<td>368 A</td>
<td>389 C</td>
</tr>
<tr>
<td>21-22</td>
<td>335 A</td>
<td>348 C</td>
</tr>
<tr>
<td>22-23</td>
<td>265 A</td>
<td>248 C</td>
</tr>
<tr>
<td>23-24</td>
<td>156 A</td>
<td>157 C</td>
</tr>
</tbody>
</table>

Day Total 10174 A 10561 C

AM Peak Hour 08-09 07-08
AM Peak Traffic 536 459
PM Peak Hour 17-18 17-18
PM Peak Traffic 1250 1389
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
<td>F</td>
<td>SEG EB OFF TO NB 5</td>
</tr>
</tbody>
</table>

**Traffic Station:**
Location Type: Ramp Connection
Lanes:
Lane Code:

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td>District</td>
<td>65558</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County</td>
<td>9365</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td>District</td>
<td>51455</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County</td>
<td>10291</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
<td>Postmile</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
</tr>
</tbody>
</table>

**Location Description**

SEG EB OFF TO NB 5

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 15</td>
<td>MAY 16</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
</tr>
<tr>
<td>0-1</td>
<td>111 A</td>
<td>150 A</td>
<td>162 A</td>
<td>107 A</td>
<td>104 A</td>
<td>117 A</td>
<td>99 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>89 A</td>
<td>91 A</td>
<td>118 A</td>
<td>47 A</td>
<td>70 A</td>
<td>64 A</td>
<td>70 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>52 A</td>
<td>102 A</td>
<td>56 A</td>
<td>34 A</td>
<td>53 A</td>
<td>39 A</td>
<td>64 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>69 A</td>
<td>66 A</td>
<td>53 A</td>
<td>45 A</td>
<td>57 A</td>
<td>49 A</td>
<td>69 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>137 A</td>
<td>82 A</td>
<td>70 A</td>
<td>106 A</td>
<td>114 A</td>
<td>115 A</td>
<td>125 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>201 A</td>
<td>95 A</td>
<td>68 A</td>
<td>201 A</td>
<td>199 A</td>
<td>202 A</td>
<td>191 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>315 A</td>
<td>142 A</td>
<td>117 A</td>
<td>339 A</td>
<td>346 A</td>
<td>329 A</td>
<td>317 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>496 A</td>
<td>244 A</td>
<td>152 A</td>
<td>464 A</td>
<td>504 A</td>
<td>497 A</td>
<td>481 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>520 A</td>
<td>302 A</td>
<td>204 A</td>
<td>496 A</td>
<td>541 A</td>
<td>464 A</td>
<td>468 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>477 A</td>
<td>366 A</td>
<td>256 A</td>
<td>386 A</td>
<td>401 A</td>
<td>344 A</td>
<td>420 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>392 A</td>
<td>461 A</td>
<td>416 A</td>
<td>336 A</td>
<td>413 A</td>
<td>379 A</td>
<td>382 A</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>452 A</td>
<td>512 A</td>
<td>438 A</td>
<td>337 A</td>
<td>472 A</td>
<td>470 A</td>
<td>475 A</td>
<td>449 A</td>
</tr>
<tr>
<td>12-13</td>
<td>501 A</td>
<td>557 A</td>
<td>480 A</td>
<td>464 A</td>
<td>501 A</td>
<td>479 A</td>
<td>491 A</td>
<td>529 A</td>
</tr>
<tr>
<td>13-14</td>
<td>528 A</td>
<td>579 A</td>
<td>425 A</td>
<td>457 A</td>
<td>554 A</td>
<td>551 A</td>
<td>549 A</td>
<td>574 A</td>
</tr>
<tr>
<td>14-15</td>
<td>680 A</td>
<td>756 A</td>
<td>475 A</td>
<td>463 A</td>
<td>622 A</td>
<td>585 A</td>
<td>579 A</td>
<td>646 A</td>
</tr>
<tr>
<td>15-16</td>
<td>893 A</td>
<td>902 A</td>
<td>483 A</td>
<td>464 A</td>
<td>813 A</td>
<td>846 A</td>
<td>819 A</td>
<td>737 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1124 A</td>
<td>1222 A</td>
<td>459 A</td>
<td>463 A</td>
<td>1098 A</td>
<td>1161 A</td>
<td>1140 A</td>
<td>1289 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1345 A</td>
<td>1145 A</td>
<td>528 A</td>
<td>488 A</td>
<td>1186 A</td>
<td>1377 A</td>
<td>1259 A</td>
<td>1380 A</td>
</tr>
<tr>
<td>18-19</td>
<td>723 A</td>
<td>703 A</td>
<td>478 A</td>
<td>526 A</td>
<td>632 A</td>
<td>664 A</td>
<td>672 A</td>
<td>667 A</td>
</tr>
<tr>
<td>19-20</td>
<td>479 A</td>
<td>551 A</td>
<td>388 A</td>
<td>459 A</td>
<td>392 A</td>
<td>446 A</td>
<td>413 A</td>
<td>528 A</td>
</tr>
<tr>
<td>20-21</td>
<td>433 A</td>
<td>425 A</td>
<td>327 A</td>
<td>382 A</td>
<td>346 A</td>
<td>375 A</td>
<td>367 A</td>
<td>407 A</td>
</tr>
<tr>
<td>21-22</td>
<td>338 A</td>
<td>393 A</td>
<td>340 A</td>
<td>338 A</td>
<td>283 A</td>
<td>301 A</td>
<td>304 A</td>
<td>346 A</td>
</tr>
<tr>
<td>22-23</td>
<td>288 A</td>
<td>340 A</td>
<td>291 A</td>
<td>274 A</td>
<td>270 A</td>
<td>228 A</td>
<td>238 A</td>
<td>303 A</td>
</tr>
<tr>
<td>23-24</td>
<td>164 A</td>
<td>240 A</td>
<td>241 A</td>
<td>183 A</td>
<td>162 A</td>
<td>182 A</td>
<td>180 A</td>
<td>218 A</td>
</tr>
</tbody>
</table>

**Day Total**

8340 P 11253 A 7409 A 6890 A 9969 A 10433 A 10083 A 10759 A

**AM Peak Hour**

- 11-12 08-09
- 11-12 08-09
- 11-12 07-08
- 11-12 07-08

**AM Peak Traffic**

- 452 520
- 438 337
- 46 496
- 541 497
- 481

**PM Peak Hour**

- 17-18 16-17
- 17-18 18-19
- 17-18 17-18
- 17-18 17-18

**PM Peak Traffic**

- 1345 1222
- 528 526
- 1186 1377
- 1259 1380
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District County Route Prefix Postmile Leg
03 SAC 080 M 2.322 F

### Location Description
SEG EB OFF TO NB 5

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 23</td>
<td>MAY 24</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
</tr>
<tr>
<td>0-1</td>
<td>120 A</td>
<td>135 A</td>
<td>122 A</td>
<td>117 A</td>
<td>87 A</td>
<td>119 A</td>
<td>120 A</td>
<td>131 A</td>
</tr>
<tr>
<td>1-2</td>
<td>78 A</td>
<td>91 A</td>
<td>90 A</td>
<td>66 A</td>
<td>57 A</td>
<td>66 A</td>
<td>86 A</td>
<td>76 A</td>
</tr>
<tr>
<td>2-3</td>
<td>77 A</td>
<td>75 A</td>
<td>70 A</td>
<td>43 A</td>
<td>27 A</td>
<td>51 A</td>
<td>70 A</td>
<td>89 A</td>
</tr>
<tr>
<td>3-4</td>
<td>74 A</td>
<td>56 A</td>
<td>51 A</td>
<td>37 A</td>
<td>48 A</td>
<td>51 A</td>
<td>80 A</td>
<td>134 A</td>
</tr>
<tr>
<td>4-5</td>
<td>140 A</td>
<td>82 A</td>
<td>55 A</td>
<td>72 A</td>
<td>101 A</td>
<td>107 A</td>
<td>125 A</td>
<td>220 A</td>
</tr>
<tr>
<td>5-6</td>
<td>191 A</td>
<td>119 A</td>
<td>66 A</td>
<td>55 A</td>
<td>204 A</td>
<td>218 A</td>
<td>187 A</td>
<td>321 A</td>
</tr>
<tr>
<td>6-7</td>
<td>294 A</td>
<td>161 A</td>
<td>75 A</td>
<td>97 A</td>
<td>357 A</td>
<td>311 A</td>
<td>319 A</td>
<td>464 A</td>
</tr>
<tr>
<td>7-8</td>
<td>467 A</td>
<td>393 A</td>
<td>142 A</td>
<td>111 A</td>
<td>446 A</td>
<td>465 A</td>
<td>603 A</td>
<td>603 A</td>
</tr>
<tr>
<td>8-9</td>
<td>457 A</td>
<td>418 A</td>
<td>202 A</td>
<td>183 A</td>
<td>483 A</td>
<td>507 A</td>
<td>440 A</td>
<td>526 A</td>
</tr>
<tr>
<td>9-10</td>
<td>432 A</td>
<td>386 A</td>
<td>219 A</td>
<td>253 A</td>
<td>415 A</td>
<td>412 A</td>
<td>464 A</td>
<td>414 A</td>
</tr>
<tr>
<td>10-11</td>
<td>477 A</td>
<td>517 A</td>
<td>310 A</td>
<td>251 A</td>
<td>402 A</td>
<td>398 A</td>
<td>405 A</td>
<td>441 A</td>
</tr>
<tr>
<td>11-12</td>
<td>572 A</td>
<td>530 A</td>
<td>341 A</td>
<td>334 A</td>
<td>470 A</td>
<td>454 A</td>
<td>452 A</td>
<td>567 A</td>
</tr>
<tr>
<td>12-13</td>
<td>683 A</td>
<td>478 A</td>
<td>416 A</td>
<td>376 A</td>
<td>483 A</td>
<td>496 A</td>
<td>514 A</td>
<td>613 A</td>
</tr>
<tr>
<td>13-14</td>
<td>753 A</td>
<td>433 A</td>
<td>416 A</td>
<td>404 A</td>
<td>514 A</td>
<td>546 A</td>
<td>565 A</td>
<td>698 A</td>
</tr>
<tr>
<td>14-15</td>
<td>873 A</td>
<td>461 A</td>
<td>421 A</td>
<td>436 A</td>
<td>577 A</td>
<td>639 A</td>
<td>653 A</td>
<td>813 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1033 A</td>
<td>507 A</td>
<td>418 A</td>
<td>428 A</td>
<td>783 A</td>
<td>824 A</td>
<td>793 A</td>
<td>977 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1276 A</td>
<td>569 A</td>
<td>390 A</td>
<td>434 A</td>
<td>1128 A</td>
<td>1151 A</td>
<td>1240 A</td>
<td>1084 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1217 A</td>
<td>446 A</td>
<td>389 A</td>
<td>409 A</td>
<td>1231 A</td>
<td>1253 A</td>
<td>1381 A</td>
<td>1170 A</td>
</tr>
<tr>
<td>18-19</td>
<td>691 A</td>
<td>389 A</td>
<td>396 A</td>
<td>393 A</td>
<td>686 A</td>
<td>697 A</td>
<td>717 A</td>
<td>810 A</td>
</tr>
<tr>
<td>19-20</td>
<td>517 A</td>
<td>349 A</td>
<td>357 A</td>
<td>357 A</td>
<td>418 A</td>
<td>476 A</td>
<td>527 A</td>
<td>584 A</td>
</tr>
<tr>
<td>20-21</td>
<td>559 A</td>
<td>276 A</td>
<td>352 A</td>
<td>278 A</td>
<td>339 A</td>
<td>363 A</td>
<td>415 A</td>
<td>728 A</td>
</tr>
<tr>
<td>21-22</td>
<td>437 A</td>
<td>293 A</td>
<td>305 A</td>
<td>280 A</td>
<td>293 A</td>
<td>290 A</td>
<td>344 A</td>
<td>837 A</td>
</tr>
<tr>
<td>22-23</td>
<td>326 A</td>
<td>312 A</td>
<td>241 A</td>
<td>230 A</td>
<td>203 A</td>
<td>214 A</td>
<td>272 A</td>
<td>700 A</td>
</tr>
<tr>
<td>23-24</td>
<td>256 A</td>
<td>205 A</td>
<td>169 A</td>
<td>122 A</td>
<td>157 A</td>
<td>161 A</td>
<td>192 A</td>
<td>518 A</td>
</tr>
</tbody>
</table>

| Day Total | 12000 A | 7681 A | 6013 A | 5766 A | 9909 A | 10269 A | 10826 A | 13518 A |
| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 08-09 | 08-09 | 07-08 | 07-08 |
| AM Peak Traffic | 572 | 530 | 341 | 334 | 483 | 507 | 465 | 603 |
| PM Peak Hour | 16-17 | 16-17 | 14-15 | 14-15 | 17-18 | 17-18 | 17-18 | 17-18 |
| PM Peak Traffic | 1276 | 569 | 421 | 436 | 1231 | 1253 | 1381 | 1170 |
## Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

## Direction of Count: East

### Year Sat

<table>
<thead>
<tr>
<th>Year</th>
<th>MAY 31</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>302 A</td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>229 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>220 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>222 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>454 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>463 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>569 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>738 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>843 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>983 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>1157 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>1054 A</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>1134 A</td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>1109 A</td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>1218 A</td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>1110 A</td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>1156 A</td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>1116 A</td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td>1078 A</td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>912 A</td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>800 A</td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>766 A</td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td>679 A</td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>511 A</td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Day Total:** 18823 A

**AM Peak Hour:** 10-11

**AM Peak Traffic:** 1157

**PM Peak Hour:** 14-15

**PM Peak Traffic:** 1218
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
<td>F</td>
<td>SEG EB OFF TO NB 5</td>
</tr>
</tbody>
</table>

#### Location Description

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Traffic Volumes

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>66796</td>
<td>9542</td>
</tr>
<tr>
<td>2nd</td>
<td>62464</td>
<td>8923</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>52497</td>
<td>10499</td>
</tr>
<tr>
<td>2nd</td>
<td>48770</td>
<td>9754</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>353 A</td>
<td>249 A</td>
<td>268 A</td>
<td>279 A</td>
<td>265 A</td>
<td>303 A</td>
<td>382 A</td>
<td>347 A</td>
</tr>
<tr>
<td>1-2</td>
<td>236 A</td>
<td>142 A</td>
<td>180 A</td>
<td>200 A</td>
<td>194 A</td>
<td>190 A</td>
<td>236 A</td>
<td>239 A</td>
</tr>
<tr>
<td>2-3</td>
<td>189 A</td>
<td>135 A</td>
<td>171 A</td>
<td>158 A</td>
<td>169 A</td>
<td>197 A</td>
<td>226 A</td>
<td>192 A</td>
</tr>
<tr>
<td>3-4</td>
<td>195 A</td>
<td>213 A</td>
<td>258 A</td>
<td>265 A</td>
<td>266 A</td>
<td>267 A</td>
<td>209 A</td>
<td>195 A</td>
</tr>
<tr>
<td>4-5</td>
<td>349 A</td>
<td>687 A</td>
<td>584 A</td>
<td>575 A</td>
<td>589 A</td>
<td>569 A</td>
<td>427 A</td>
<td>335 A</td>
</tr>
<tr>
<td>5-6</td>
<td>348 A</td>
<td>970 A</td>
<td>924 A</td>
<td>904 A</td>
<td>904 A</td>
<td>844 A</td>
<td>450 A</td>
<td>323 A</td>
</tr>
<tr>
<td>6-7</td>
<td>470 A</td>
<td>1098 A</td>
<td>1103 A</td>
<td>1175 A</td>
<td>1086 A</td>
<td>1030 A</td>
<td>583 A</td>
<td>425 A</td>
</tr>
<tr>
<td>7-8</td>
<td>590 A</td>
<td>1061 A</td>
<td>1090 A</td>
<td>1123 A</td>
<td>1089 A</td>
<td>1112 A</td>
<td>733 A</td>
<td>557 A</td>
</tr>
<tr>
<td>8-9</td>
<td>654 A</td>
<td>1089 A</td>
<td>1081 A</td>
<td>1113 A</td>
<td>1103 A</td>
<td>1081 A</td>
<td>938 A</td>
<td>729 A</td>
</tr>
<tr>
<td>9-10</td>
<td>812 A</td>
<td>1135 A</td>
<td>1141 A</td>
<td>1124 A</td>
<td>1148 A</td>
<td>1174 A</td>
<td>1048 A</td>
<td>883 A</td>
</tr>
<tr>
<td>10-11</td>
<td>959 A</td>
<td>1110 A</td>
<td>1122 A</td>
<td>1222 A</td>
<td>1102 A</td>
<td>1236 A</td>
<td>1220 A</td>
<td>1052 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1125 A</td>
<td>1169 A</td>
<td>1186 A</td>
<td>1211 A</td>
<td>1146 A</td>
<td>1212 A</td>
<td>1269 A</td>
<td>1078 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1238 A</td>
<td>1229 A</td>
<td>840 A</td>
<td>1183 A</td>
<td>1125 A</td>
<td>1203 A</td>
<td>1299 A</td>
<td>1187 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1336 A</td>
<td>1224 A</td>
<td>960 A</td>
<td>1189 A</td>
<td>1222 A</td>
<td>1238 A</td>
<td>1214 A</td>
<td>1240 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1371 A</td>
<td>1305 A</td>
<td>1255 A</td>
<td>1256 A</td>
<td>1290 A</td>
<td>1234 A</td>
<td>1169 A</td>
<td>1203 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1346 A</td>
<td>1415 A</td>
<td>1349 A</td>
<td>1407 A</td>
<td>1375 A</td>
<td>1294 A</td>
<td>1154 A</td>
<td>1169 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1225 A</td>
<td>1568 A</td>
<td>1505 A</td>
<td>1517 A</td>
<td>1349 A</td>
<td>1468 A</td>
<td>1145 A</td>
<td>1216 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1118 A</td>
<td>1534 A</td>
<td>1563 A</td>
<td>1480 A</td>
<td>1470 A</td>
<td>1436 A</td>
<td>1126 A</td>
<td>1124 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1146 A</td>
<td>1370 A</td>
<td>1371 A</td>
<td>1419 A</td>
<td>1363 A</td>
<td>1376 A</td>
<td>1036 A</td>
<td>961 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1047 A</td>
<td>1030 A</td>
<td>946 A</td>
<td>1076 A</td>
<td>1206 A</td>
<td>1279 A</td>
<td>899 A</td>
<td>961 A</td>
</tr>
<tr>
<td>20-21</td>
<td>908 A</td>
<td>820 A</td>
<td>795 A</td>
<td>894 A</td>
<td>925 A</td>
<td>1040 A</td>
<td>856 A</td>
<td>889 A</td>
</tr>
<tr>
<td>21-22</td>
<td>792 A</td>
<td>781 A</td>
<td>768 A</td>
<td>841 A</td>
<td>823 A</td>
<td>964 A</td>
<td>772 A</td>
<td>803 A</td>
</tr>
<tr>
<td>22-23</td>
<td>643 A</td>
<td>593 A</td>
<td>660 A</td>
<td>664 A</td>
<td>634 A</td>
<td>813 A</td>
<td>793 A</td>
<td>626 A</td>
</tr>
<tr>
<td>23-24</td>
<td>429 A</td>
<td>412 A</td>
<td>446 A</td>
<td>432 A</td>
<td>430 A</td>
<td>610 A</td>
<td>544 A</td>
<td>423 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 18879 A
- 22339 A
- 21566 A
- 22707 A
- 22273 A
- 23170 A
- 19728 A
- 18157 A

**AM Peak Hour**
- 11-12
- 09-10
- 10-11
- 11-12

**AM Peak Traffic**
- 1125
- 1169
- 1186
- 1222

**PM Peak Hour**
- 14-15
- 16-17
- 17-18
- 16-17

**PM Peak Traffic**
- 1371
- 1568
- 1563
- 1517
## CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

**Direction of Count:** East

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District County Route Prefix Postmile Leg
<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>080</th>
<th>M</th>
<th>2.322</th>
<th>F</th>
</tr>
</thead>
</table>

**Location Description**
SEG EB OFF TO NB 5

### Year Mon Tue Wed Thu Fri Sat Sun Mon
<table>
<thead>
<tr>
<th>2008</th>
<th>JUN 09</th>
<th>JUN 10</th>
<th>JUN 11</th>
<th>JUN 12</th>
<th>JUN 13</th>
<th>JUN 14</th>
<th>JUN 15</th>
<th>JUN 16</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>244 A</td>
<td>128 A</td>
<td>117 A</td>
<td>133 A</td>
<td>175 A</td>
<td>170 A</td>
<td>203 A</td>
<td>121 A</td>
</tr>
<tr>
<td>1-2</td>
<td>173 A</td>
<td>84 A</td>
<td>71 A</td>
<td>95 A</td>
<td>88 A</td>
<td>132 A</td>
<td>119 A</td>
<td>74 A</td>
</tr>
<tr>
<td>2-3</td>
<td>106 A</td>
<td>62 A</td>
<td>46 A</td>
<td>63 A</td>
<td>60 A</td>
<td>91 A</td>
<td>80 A</td>
<td>46 A</td>
</tr>
<tr>
<td>3-4</td>
<td>111 A</td>
<td>74 A</td>
<td>67 A</td>
<td>71 A</td>
<td>71 A</td>
<td>61 A</td>
<td>69 A</td>
<td>61 A</td>
</tr>
<tr>
<td>4-5</td>
<td>237 A</td>
<td>131 A</td>
<td>132 A</td>
<td>126 A</td>
<td>148 A</td>
<td>110 A</td>
<td>98 A</td>
<td>152 A</td>
</tr>
<tr>
<td>5-6</td>
<td>319 A</td>
<td>212 A</td>
<td>231 A</td>
<td>201 A</td>
<td>237 A</td>
<td>135 A</td>
<td>75 A</td>
<td>238 A</td>
</tr>
<tr>
<td>6-7</td>
<td>436 A</td>
<td>327 A</td>
<td>308 A</td>
<td>325 A</td>
<td>312 A</td>
<td>189 A</td>
<td>102 A</td>
<td>332 A</td>
</tr>
<tr>
<td>7-8</td>
<td>543 A</td>
<td>463 A</td>
<td>510 A</td>
<td>508 A</td>
<td>456 A</td>
<td>306 A</td>
<td>217 A</td>
<td>482 A</td>
</tr>
<tr>
<td>8-9</td>
<td>478 A</td>
<td>513 A</td>
<td>427 A</td>
<td>436 A</td>
<td>441 A</td>
<td>487 A</td>
<td>253 A</td>
<td>496 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1135 C</td>
<td>449 A</td>
<td>412 A</td>
<td>454 A</td>
<td>446 A</td>
<td>583 A</td>
<td>326 A</td>
<td>434 A</td>
</tr>
<tr>
<td>10-11</td>
<td>472 A</td>
<td>379 A</td>
<td>398 A</td>
<td>440 A</td>
<td>441 A</td>
<td>557 A</td>
<td>380 A</td>
<td>455 A</td>
</tr>
<tr>
<td>11-12</td>
<td>481 A</td>
<td>425 A</td>
<td>474 A</td>
<td>486 A</td>
<td>521 A</td>
<td>545 A</td>
<td>428 A</td>
<td>491 A</td>
</tr>
<tr>
<td>12-13</td>
<td>547 A</td>
<td>532 A</td>
<td>507 A</td>
<td>547 A</td>
<td>616 A</td>
<td>542 A</td>
<td>483 A</td>
<td>547 A</td>
</tr>
<tr>
<td>13-14</td>
<td>554 A</td>
<td>543 A</td>
<td>569 A</td>
<td>582 A</td>
<td>691 A</td>
<td>495 A</td>
<td>500 A</td>
<td>565 A</td>
</tr>
<tr>
<td>14-15</td>
<td>652 A</td>
<td>659 A</td>
<td>613 A</td>
<td>661 A</td>
<td>688 A</td>
<td>493 A</td>
<td>473 A</td>
<td>603 A</td>
</tr>
<tr>
<td>15-16</td>
<td>809 A</td>
<td>799 A</td>
<td>787 A</td>
<td>812 A</td>
<td>899 A</td>
<td>564 A</td>
<td>511 A</td>
<td>844 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1097 A</td>
<td>857 A</td>
<td>1029 A</td>
<td>1111 A</td>
<td>903 A</td>
<td>510 A</td>
<td>476 A</td>
<td>979 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1238 A</td>
<td>1156 A</td>
<td>1153 A</td>
<td>1236 A</td>
<td>1028 A</td>
<td>493 A</td>
<td>489 A</td>
<td>1262 A</td>
</tr>
<tr>
<td>18-19</td>
<td>639 A</td>
<td>656 A</td>
<td>691 A</td>
<td>735 A</td>
<td>618 A</td>
<td>574 A</td>
<td>456 A</td>
<td>692 A</td>
</tr>
<tr>
<td>19-20</td>
<td>470 A</td>
<td>469 A</td>
<td>503 A</td>
<td>505 A</td>
<td>558 A</td>
<td>465 A</td>
<td>454 A</td>
<td>462 A</td>
</tr>
<tr>
<td>20-21</td>
<td>422 A</td>
<td>347 A</td>
<td>409 A</td>
<td>387 A</td>
<td>472 A</td>
<td>371 A</td>
<td>456 A</td>
<td>383 A</td>
</tr>
<tr>
<td>21-22</td>
<td>312 A</td>
<td>300 A</td>
<td>349 A</td>
<td>341 A</td>
<td>415 A</td>
<td>409 A</td>
<td>438 A</td>
<td>330 A</td>
</tr>
<tr>
<td>22-23</td>
<td>232 A</td>
<td>270 A</td>
<td>322 A</td>
<td>333 A</td>
<td>392 A</td>
<td>429 A</td>
<td>375 A</td>
<td>295 A</td>
</tr>
<tr>
<td>23-24</td>
<td>164 A</td>
<td>171 A</td>
<td>237 A</td>
<td>222 A</td>
<td>266 A</td>
<td>329 A</td>
<td>222 A</td>
<td>164 A</td>
</tr>
</tbody>
</table>

### Day Total
- **11871 C**
- **10006 A**
- **10362 A**
- **10810 A**
- **10942 A**
- **9040 A**
- **7683 A**
- **10508 A**

### AM Peak Hour
- **09-10**
- **08-09**
- **07-08**
- **07-08**
- **11-12**
- **09-10**
- **11-12**
- **08-09**

### AM Peak Traffic
- **1135**
- **513**
- **510**
- **508**
- **521**
- **583**
- **428**
- **496**

### PM Peak Hour
- **17-18**
- **17-18**
- **17-18**
- **17-18**
- **17-18**
- **18-19**
- **15-16**
- **17-18**

### PM Peak Traffic
- **1238**
- **1156**
- **1153**
- **1236**
- **1028**
- **574**
- **511**
- **1262**
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>130 A</td>
<td>169 A</td>
<td>133 A</td>
<td>134 A</td>
<td>189 A</td>
<td>169 A</td>
<td>119 A</td>
<td>111 A</td>
</tr>
<tr>
<td>1-2</td>
<td>80 A</td>
<td>103 A</td>
<td>70 A</td>
<td>83 A</td>
<td>118 A</td>
<td>93 A</td>
<td>59 A</td>
<td>63 A</td>
</tr>
<tr>
<td>2-3</td>
<td>68 A</td>
<td>81 A</td>
<td>52 A</td>
<td>77 A</td>
<td>93 A</td>
<td>65 A</td>
<td>41 A</td>
<td>47 A</td>
</tr>
<tr>
<td>3-4</td>
<td>70 A</td>
<td>56 A</td>
<td>64 A</td>
<td>70 A</td>
<td>82 A</td>
<td>64 A</td>
<td>56 A</td>
<td>66 A</td>
</tr>
<tr>
<td>4-5</td>
<td>122 A</td>
<td>118 A</td>
<td>138 A</td>
<td>161 A</td>
<td>114 A</td>
<td>90 A</td>
<td>135 A</td>
<td>128 A</td>
</tr>
<tr>
<td>5-6</td>
<td>204 A</td>
<td>217 A</td>
<td>216 A</td>
<td>213 A</td>
<td>109 A</td>
<td>77 A</td>
<td>231 A</td>
<td>204 A</td>
</tr>
<tr>
<td>6-7</td>
<td>339 A</td>
<td>355 A</td>
<td>321 A</td>
<td>329 A</td>
<td>155 A</td>
<td>137 A</td>
<td>333 A</td>
<td>319 A</td>
</tr>
<tr>
<td>7-8</td>
<td>490 A</td>
<td>469 A</td>
<td>459 A</td>
<td>468 A</td>
<td>221 A</td>
<td>163 A</td>
<td>424 A</td>
<td>432 A</td>
</tr>
<tr>
<td>8-9</td>
<td>446 A</td>
<td>422 A</td>
<td>459 A</td>
<td>478 A</td>
<td>301 A</td>
<td>223 A</td>
<td>370 A</td>
<td>416 A</td>
</tr>
<tr>
<td>9-10</td>
<td>462 A</td>
<td>405 A</td>
<td>401 A</td>
<td>478 A</td>
<td>338 A</td>
<td>226 A</td>
<td>379 A</td>
<td>360 A</td>
</tr>
<tr>
<td>10-11</td>
<td>406 A</td>
<td>429 A</td>
<td>414 A</td>
<td>485 A</td>
<td>435 A</td>
<td>326 A</td>
<td>405 A</td>
<td>374 A</td>
</tr>
<tr>
<td>11-12</td>
<td>448 A</td>
<td>468 A</td>
<td>541 A</td>
<td>518 A</td>
<td>470 A</td>
<td>390 A</td>
<td>478 A</td>
<td>399 A</td>
</tr>
<tr>
<td>12-13</td>
<td>499 A</td>
<td>506 A</td>
<td>529 A</td>
<td>623 A</td>
<td>457 A</td>
<td>417 A</td>
<td>477 A</td>
<td>519 A</td>
</tr>
<tr>
<td>13-14</td>
<td>562 A</td>
<td>521 A</td>
<td>568 A</td>
<td>650 A</td>
<td>540 A</td>
<td>449 A</td>
<td>486 A</td>
<td>481 A</td>
</tr>
<tr>
<td>14-15</td>
<td>623 A</td>
<td>652 A</td>
<td>668 A</td>
<td>818 A</td>
<td>481 A</td>
<td>400 A</td>
<td>591 A</td>
<td>592 A</td>
</tr>
<tr>
<td>15-16</td>
<td>833 A</td>
<td>769 A</td>
<td>889 A</td>
<td>1027 A</td>
<td>487 A</td>
<td>428 A</td>
<td>777 A</td>
<td>909 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1097 A</td>
<td>1048 A</td>
<td>1241 A</td>
<td>1138 A</td>
<td>505 A</td>
<td>454 A</td>
<td>1012 A</td>
<td>982 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1263 A</td>
<td>1205 A</td>
<td>1269 A</td>
<td>936 A</td>
<td>496 A</td>
<td>502 A</td>
<td>1081 A</td>
<td>1140 A</td>
</tr>
<tr>
<td>18-19</td>
<td>646 A</td>
<td>774 A</td>
<td>678 A</td>
<td>576 A</td>
<td>464 A</td>
<td>465 A</td>
<td>895 A</td>
<td>659 A</td>
</tr>
<tr>
<td>19-20</td>
<td>420 A</td>
<td>505 A</td>
<td>516 A</td>
<td>482 A</td>
<td>392 A</td>
<td>445 A</td>
<td>432 A</td>
<td>451 A</td>
</tr>
<tr>
<td>20-21</td>
<td>381 A</td>
<td>412 A</td>
<td>436 A</td>
<td>455 A</td>
<td>386 A</td>
<td>371 A</td>
<td>334 A</td>
<td>337 A</td>
</tr>
<tr>
<td>21-22</td>
<td>328 A</td>
<td>346 A</td>
<td>353 A</td>
<td>503 A</td>
<td>456 A</td>
<td>355 A</td>
<td>277 A</td>
<td>299 A</td>
</tr>
<tr>
<td>22-23</td>
<td>299 A</td>
<td>298 A</td>
<td>333 A</td>
<td>366 A</td>
<td>351 A</td>
<td>314 A</td>
<td>244 A</td>
<td>256 A</td>
</tr>
<tr>
<td>23-24</td>
<td>202 A</td>
<td>186 A</td>
<td>186 A</td>
<td>237 A</td>
<td>268 A</td>
<td>168 A</td>
<td>145 A</td>
<td>180 A</td>
</tr>
</tbody>
</table>

### AM Peak Hour
- AM Peak Traffic: 07-08
- AM Peak Traffic: 490 A

### PM Peak Hour
- PM Peak Traffic: 17-18
- PM Peak Traffic: 1263 A

---

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description**
- SEG EB OFF TO NB 5

---

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Year</th>
<th>Month</th>
<th>Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
<td>F</td>
<td>2008</td>
<td>JUN</td>
<td>17</td>
</tr>
</tbody>
</table>

---

**Direction of Count:** East
### District County Route Prefix Postmile Leg
<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2.322 F</td>
</tr>
</tbody>
</table>

#### Location Description
SEG EB OFF TO NB 5

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>126 A</td>
<td>123 A</td>
<td>127 A</td>
<td>151 A</td>
<td>151 A</td>
<td>101 A</td>
</tr>
<tr>
<td>1-2</td>
<td>59 A</td>
<td>66 A</td>
<td>70 A</td>
<td>104 A</td>
<td>94 A</td>
<td>51 A</td>
</tr>
<tr>
<td>2-3</td>
<td>60 A</td>
<td>54 A</td>
<td>75 A</td>
<td>84 A</td>
<td>79 A</td>
<td>43 A</td>
</tr>
<tr>
<td>3-4</td>
<td>51 A</td>
<td>69 A</td>
<td>60 A</td>
<td>55 A</td>
<td>53 A</td>
<td>42 A</td>
</tr>
<tr>
<td>4-5</td>
<td>118 A</td>
<td>110 A</td>
<td>116 A</td>
<td>82 A</td>
<td>68 A</td>
<td>116 A</td>
</tr>
<tr>
<td>5-6</td>
<td>204 A</td>
<td>185 A</td>
<td>222 A</td>
<td>98 A</td>
<td>77 A</td>
<td>193 A</td>
</tr>
<tr>
<td>6-7</td>
<td>323 A</td>
<td>322 A</td>
<td>308 A</td>
<td>150 A</td>
<td>110 A</td>
<td>293 A</td>
</tr>
<tr>
<td>7-8</td>
<td>444 A</td>
<td>442 A</td>
<td>405 A</td>
<td>217 A</td>
<td>149 A</td>
<td>396 A</td>
</tr>
<tr>
<td>8-9</td>
<td>442 A</td>
<td>412 A</td>
<td>440 A</td>
<td>304 A</td>
<td>204 A</td>
<td>359 A</td>
</tr>
<tr>
<td>9-10</td>
<td>327 A</td>
<td>387 A</td>
<td>399 A</td>
<td>364 A</td>
<td>256 A</td>
<td>399 A</td>
</tr>
<tr>
<td>10-11</td>
<td>374 A</td>
<td>409 A</td>
<td>398 A</td>
<td>382 A</td>
<td>304 A</td>
<td>410 A</td>
</tr>
<tr>
<td>11-12</td>
<td>425 A</td>
<td>410 A</td>
<td>485 A</td>
<td>420 A</td>
<td>360 A</td>
<td>437 A</td>
</tr>
<tr>
<td>12-13</td>
<td>473 A</td>
<td>534 A</td>
<td>585 A</td>
<td>436 A</td>
<td>437 A</td>
<td>482 A</td>
</tr>
<tr>
<td>13-14</td>
<td>473 A</td>
<td>539 A</td>
<td>628 A</td>
<td>470 A</td>
<td>439 A</td>
<td>532 A</td>
</tr>
<tr>
<td>14-15</td>
<td>582 A</td>
<td>600 A</td>
<td>769 A</td>
<td>406 A</td>
<td>456 A</td>
<td>552 A</td>
</tr>
<tr>
<td>15-16</td>
<td>798 A</td>
<td>734 A</td>
<td>1037 A</td>
<td>481 A</td>
<td>499 A</td>
<td>796 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1152 A</td>
<td>998 A</td>
<td>1003 A</td>
<td>436 A</td>
<td>469 A</td>
<td>1032 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1257 A</td>
<td>1225 A</td>
<td>1120 A</td>
<td>465 A</td>
<td>452 A</td>
<td>1179 A</td>
</tr>
<tr>
<td>18-19</td>
<td>652 A</td>
<td>715 A</td>
<td>586 A</td>
<td>442 A</td>
<td>426 A</td>
<td>676 A</td>
</tr>
<tr>
<td>19-20</td>
<td>440 A</td>
<td>511 A</td>
<td>527 A</td>
<td>362 A</td>
<td>414 A</td>
<td>416 A</td>
</tr>
<tr>
<td>20-21</td>
<td>376 A</td>
<td>409 A</td>
<td>478 A</td>
<td>311 A</td>
<td>379 A</td>
<td>319 A</td>
</tr>
<tr>
<td>21-22</td>
<td>342 A</td>
<td>335 A</td>
<td>397 A</td>
<td>357 A</td>
<td>356 A</td>
<td>295 A</td>
</tr>
<tr>
<td>22-23</td>
<td>259 A</td>
<td>294 A</td>
<td>300 A</td>
<td>339 A</td>
<td>264 A</td>
<td>260 A</td>
</tr>
<tr>
<td>23-24</td>
<td>162 A</td>
<td>184 A</td>
<td>224 A</td>
<td>242 A</td>
<td>172 A</td>
<td>168 A</td>
</tr>
</tbody>
</table>

#### Day Total
<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>9919 A</td>
<td>10067 A</td>
<td>10759 A</td>
<td>7158 A</td>
<td>6668 A</td>
<td>9547 A</td>
</tr>
</tbody>
</table>

#### AM Peak Hour
<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>444</td>
<td>485</td>
<td>420</td>
<td>360</td>
<td>437</td>
<td></td>
</tr>
</tbody>
</table>

#### PM Peak Hour
<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>17-18</td>
<td>17-18</td>
<td>15-16</td>
<td>15-16</td>
<td>17-18</td>
<td>17-18</td>
</tr>
<tr>
<td>1257</td>
<td>1120</td>
<td>481</td>
<td>499</td>
<td>1179</td>
<td></td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
<td>Postmile</td>
<td>Leg</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------</td>
<td>-----</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**
SEG EB OFF TO NB 5

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods

**EAST**

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>150662</td>
<td>21523</td>
</tr>
<tr>
<td>2nd</td>
<td>81188</td>
<td>11598</td>
</tr>
<tr>
<td>3rd</td>
<td>69270</td>
<td>9896</td>
</tr>
<tr>
<td>4th</td>
<td>64199</td>
<td>9171</td>
</tr>
</tbody>
</table>

### 5-Day Periods

**EAST**

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>112055</td>
<td>22411</td>
</tr>
<tr>
<td>2nd</td>
<td>53991</td>
<td>10798</td>
</tr>
<tr>
<td>3rd</td>
<td>53679</td>
<td>10736</td>
</tr>
<tr>
<td>4th</td>
<td>50250</td>
<td>10050</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

**Direction of Count:** East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
<td>JUL 08</td>
</tr>
<tr>
<td>0-1</td>
<td>138 A</td>
<td>120 A</td>
<td>133 A</td>
<td>213 A</td>
<td>150 A</td>
<td>149 A</td>
<td>108 A</td>
<td>120 A</td>
</tr>
<tr>
<td>1-2</td>
<td>71 A</td>
<td>68 A</td>
<td>88 A</td>
<td>97 A</td>
<td>84 A</td>
<td>86 A</td>
<td>51 A</td>
<td>80 A</td>
</tr>
<tr>
<td>2-3</td>
<td>45 A</td>
<td>57 A</td>
<td>71 A</td>
<td>80 A</td>
<td>49 A</td>
<td>66 A</td>
<td>48 A</td>
<td>58 A</td>
</tr>
<tr>
<td>3-4</td>
<td>64 A</td>
<td>52 A</td>
<td>73 A</td>
<td>49 A</td>
<td>42 A</td>
<td>38 A</td>
<td>37 A</td>
<td>64 A</td>
</tr>
<tr>
<td>4-5</td>
<td>118 A</td>
<td>123 A</td>
<td>122 A</td>
<td>70 A</td>
<td>53 A</td>
<td>58 A</td>
<td>108 A</td>
<td>131 A</td>
</tr>
<tr>
<td>5-6</td>
<td>220 A</td>
<td>201 A</td>
<td>229 A</td>
<td>88 A</td>
<td>70 A</td>
<td>70 A</td>
<td>214 A</td>
<td>197 A</td>
</tr>
<tr>
<td>6-7</td>
<td>346 A</td>
<td>321 A</td>
<td>319 A</td>
<td>113 A</td>
<td>95 A</td>
<td>75 A</td>
<td>337 A</td>
<td>296 A</td>
</tr>
<tr>
<td>7-8</td>
<td>427 A</td>
<td>397 A</td>
<td>369 A</td>
<td>197 A</td>
<td>138 A</td>
<td>153 A</td>
<td>422 A</td>
<td>443 A</td>
</tr>
<tr>
<td>8-9</td>
<td>422 A</td>
<td>377 A</td>
<td>397 A</td>
<td>248 A</td>
<td>168 A</td>
<td>148 A</td>
<td>407 A</td>
<td>421 A</td>
</tr>
<tr>
<td>9-10</td>
<td>406 A</td>
<td>410 A</td>
<td>400 A</td>
<td>269 A</td>
<td>232 A</td>
<td>189 A</td>
<td>379 A</td>
<td>392 A</td>
</tr>
<tr>
<td>10-11</td>
<td>345 A</td>
<td>388 A</td>
<td>450 A</td>
<td>367 A</td>
<td>333 A</td>
<td>239 A</td>
<td>364 A</td>
<td>425 A</td>
</tr>
<tr>
<td>11-12</td>
<td>453 A</td>
<td>396 A</td>
<td>485 A</td>
<td>386 A</td>
<td>364 A</td>
<td>330 A</td>
<td>409 A</td>
<td>394 A</td>
</tr>
<tr>
<td>12-13</td>
<td>439 A</td>
<td>519 A</td>
<td>611 A</td>
<td>409 A</td>
<td>358 A</td>
<td>421 A</td>
<td>510 A</td>
<td>481 A</td>
</tr>
<tr>
<td>13-14</td>
<td>511 A</td>
<td>587 A</td>
<td>634 A</td>
<td>429 A</td>
<td>377 A</td>
<td>455 A</td>
<td>529 A</td>
<td>550 A</td>
</tr>
<tr>
<td>14-15</td>
<td>583 A</td>
<td>613 A</td>
<td>843 A</td>
<td>412 A</td>
<td>436 A</td>
<td>439 A</td>
<td>600 A</td>
<td>597 A</td>
</tr>
<tr>
<td>15-16</td>
<td>829 A</td>
<td>791 A</td>
<td>814 A</td>
<td>426 A</td>
<td>392 A</td>
<td>471 A</td>
<td>746 A</td>
<td>725 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1001 A</td>
<td>1092 A</td>
<td>854 A</td>
<td>345 A</td>
<td>327 A</td>
<td>405 A</td>
<td>981 A</td>
<td>874 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1189 A</td>
<td>1285 A</td>
<td>953 A</td>
<td>301 A</td>
<td>383 A</td>
<td>423 A</td>
<td>1082 A</td>
<td>1076 A</td>
</tr>
<tr>
<td>18-19</td>
<td>712 A</td>
<td>728 A</td>
<td>638 A</td>
<td>252 A</td>
<td>342 A</td>
<td>376 A</td>
<td>631 A</td>
<td>750 A</td>
</tr>
<tr>
<td>19-20</td>
<td>480 A</td>
<td>518 A</td>
<td>552 A</td>
<td>237 A</td>
<td>307 A</td>
<td>385 A</td>
<td>399 A</td>
<td>538 A</td>
</tr>
<tr>
<td>20-21</td>
<td>377 A</td>
<td>415 A</td>
<td>496 A</td>
<td>225 A</td>
<td>296 A</td>
<td>308 A</td>
<td>354 A</td>
<td>394 A</td>
</tr>
<tr>
<td>21-22</td>
<td>317 A</td>
<td>370 A</td>
<td>444 A</td>
<td>187 A</td>
<td>278 A</td>
<td>336 A</td>
<td>328 A</td>
<td>319 A</td>
</tr>
<tr>
<td>22-23</td>
<td>286 A</td>
<td>322 A</td>
<td>422 A</td>
<td>301 A</td>
<td>259 A</td>
<td>268 A</td>
<td>370 A</td>
<td>262 A</td>
</tr>
<tr>
<td>23-24</td>
<td>184 A</td>
<td>217 A</td>
<td>399 A</td>
<td>240 A</td>
<td>217 A</td>
<td>179 A</td>
<td>152 A</td>
<td>175 A</td>
</tr>
<tr>
<td><strong>Day Total</strong></td>
<td>9963 A</td>
<td>10367 A</td>
<td>10796 A</td>
<td>5941 A</td>
<td>5750 A</td>
<td>6067 A</td>
<td>9566 A</td>
<td>9762 A</td>
</tr>
<tr>
<td><strong>AM Peak Hour</strong></td>
<td>11-12</td>
<td>09-10</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
</tr>
<tr>
<td><strong>AM Peak Traffic</strong></td>
<td>453</td>
<td>410</td>
<td>485</td>
<td>386</td>
<td>364</td>
<td>330</td>
<td>422</td>
<td>443</td>
</tr>
<tr>
<td><strong>PM Peak Hour</strong></td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>13-14</td>
<td>14-15</td>
<td>15-16</td>
<td>17-18</td>
<td>17-18</td>
</tr>
<tr>
<td><strong>PM Peak Traffic</strong></td>
<td>1189</td>
<td>1285</td>
<td>953</td>
<td>429</td>
<td>436</td>
<td>471</td>
<td>1082</td>
<td>1076</td>
</tr>
<tr>
<td>Year</td>
<td>Wed</td>
<td>Thu</td>
<td>Fri</td>
<td>Sat</td>
<td>Sun</td>
<td>Mon</td>
<td>Tue</td>
<td>Wed</td>
</tr>
<tr>
<td>------</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>2008</td>
<td>JUL 09</td>
<td>JUL 10</td>
<td>JUL 11</td>
<td>JUL 12</td>
<td>JUL 13</td>
<td>JUL 14</td>
<td>JUL 15</td>
<td>JUL 16</td>
</tr>
<tr>
<td>0-1</td>
<td>119 A</td>
<td>158 A</td>
<td>208 A</td>
<td>235 A</td>
<td>209 A</td>
<td>108 A</td>
<td>122 A</td>
<td>126 A</td>
</tr>
<tr>
<td>1-2</td>
<td>89 A</td>
<td>143 A</td>
<td>144 A</td>
<td>170 A</td>
<td>101 A</td>
<td>77 A</td>
<td>79 A</td>
<td>69 A</td>
</tr>
<tr>
<td>2-3</td>
<td>69 A</td>
<td>127 A</td>
<td>124 A</td>
<td>147 A</td>
<td>74 A</td>
<td>48 A</td>
<td>49 A</td>
<td>84 A</td>
</tr>
<tr>
<td>3-4</td>
<td>63 A</td>
<td>151 A</td>
<td>146 A</td>
<td>138 A</td>
<td>59 A</td>
<td>59 A</td>
<td>65 A</td>
<td>117 A</td>
</tr>
<tr>
<td>4-5</td>
<td>119 A</td>
<td>298 A</td>
<td>337 A</td>
<td>215 A</td>
<td>71 A</td>
<td>140 A</td>
<td>131 A</td>
<td>325 A</td>
</tr>
<tr>
<td>5-6</td>
<td>208 A</td>
<td>230 A</td>
<td>312 A</td>
<td>277 A</td>
<td>89 A</td>
<td>225 A</td>
<td>214 A</td>
<td>241 A</td>
</tr>
<tr>
<td>6-7</td>
<td>364 A</td>
<td>329 A</td>
<td>337 A</td>
<td>332 A</td>
<td>98 A</td>
<td>338 A</td>
<td>317 A</td>
<td>324 A</td>
</tr>
<tr>
<td>7-8</td>
<td>383 A</td>
<td>417 A</td>
<td>420 A</td>
<td>206 A</td>
<td>125 A</td>
<td>470 A</td>
<td>472 A</td>
<td>436 A</td>
</tr>
<tr>
<td>8-9</td>
<td>461 A</td>
<td>429 A</td>
<td>393 A</td>
<td>275 A</td>
<td>191 A</td>
<td>424 A</td>
<td>422 A</td>
<td>420 A</td>
</tr>
<tr>
<td>9-10</td>
<td>411 A</td>
<td>377 A</td>
<td>436 A</td>
<td>333 A</td>
<td>236 A</td>
<td>397 A</td>
<td>396 A</td>
<td>372 A</td>
</tr>
<tr>
<td>10-11</td>
<td>388 C</td>
<td>404 A</td>
<td>448 A</td>
<td>370 A</td>
<td>346 A</td>
<td>407 A</td>
<td>389 A</td>
<td>401 A</td>
</tr>
<tr>
<td>11-12</td>
<td>478 A</td>
<td>438 A</td>
<td>527 A</td>
<td>416 A</td>
<td>370 A</td>
<td>530 A</td>
<td>475 A</td>
<td>469 A</td>
</tr>
<tr>
<td>12-13</td>
<td>520 A</td>
<td>529 A</td>
<td>638 A</td>
<td>447 A</td>
<td>454 A</td>
<td>536 A</td>
<td>483 A</td>
<td>532 A</td>
</tr>
<tr>
<td>13-14</td>
<td>521 A</td>
<td>559 A</td>
<td>600 A</td>
<td>457 A</td>
<td>439 A</td>
<td>580 A</td>
<td>522 A</td>
<td>537 A</td>
</tr>
<tr>
<td>14-15</td>
<td>604 A</td>
<td>630 A</td>
<td>793 A</td>
<td>479 A</td>
<td>471 A</td>
<td>622 A</td>
<td>614 A</td>
<td>612 A</td>
</tr>
<tr>
<td>15-16</td>
<td>792 A</td>
<td>856 A</td>
<td>914 A</td>
<td>420 A</td>
<td>484 A</td>
<td>881 A</td>
<td>761 A</td>
<td>876 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1225 A</td>
<td>1219 A</td>
<td>945 A</td>
<td>474 A</td>
<td>434 A</td>
<td>1252 A</td>
<td>831 A</td>
<td>973 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1313 A</td>
<td>1275 A</td>
<td>1056 A</td>
<td>433 A</td>
<td>453 A</td>
<td>1152 A</td>
<td>1263 A</td>
<td>1289 A</td>
</tr>
<tr>
<td>18-19</td>
<td>907 A</td>
<td>769 A</td>
<td>888 A</td>
<td>400 A</td>
<td>466 A</td>
<td>637 A</td>
<td>945 A</td>
<td>777 A</td>
</tr>
<tr>
<td>19-20</td>
<td>524 A</td>
<td>486 A</td>
<td>517 A</td>
<td>432 A</td>
<td>415 A</td>
<td>400 A</td>
<td>472 A</td>
<td>432 A</td>
</tr>
<tr>
<td>20-21</td>
<td>391 A</td>
<td>402 A</td>
<td>424 A</td>
<td>385 A</td>
<td>384 A</td>
<td>368 A</td>
<td>361 A</td>
<td>421 A</td>
</tr>
<tr>
<td>21-22</td>
<td>371 A</td>
<td>362 A</td>
<td>407 A</td>
<td>366 A</td>
<td>360 A</td>
<td>312 A</td>
<td>328 A</td>
<td>384 A</td>
</tr>
<tr>
<td>22-23</td>
<td>294 A</td>
<td>343 A</td>
<td>311 A</td>
<td>355 A</td>
<td>296 A</td>
<td>249 A</td>
<td>276 A</td>
<td>290 A</td>
</tr>
<tr>
<td>23-24</td>
<td>206 A</td>
<td>207 A</td>
<td>247 A</td>
<td>198 A</td>
<td>200 A</td>
<td>147 A</td>
<td>180 A</td>
<td>170 A</td>
</tr>
</tbody>
</table>

**Day Total**

|        | 10820 | 11138 | 11572 | 7960 | 6825 | 10359 | 10167 | 10677 |

**AM Peak Hour**

|        | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |

**AM Peak Traffic**

|        | 478   | 438   | 527   | 416   | 370   | 930   | 475   | 469   |

**PM Peak Hour**


**PM Peak Traffic**

|        | 1313  | 1275  | 1056  | 479   | 484   | 1252  | 1263  | 1289  |
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:**

- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

#### Year 2008

<table>
<thead>
<tr>
<th>Week</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>131 A</td>
<td>134 A</td>
<td>403 A</td>
<td>399 A</td>
<td>245 A</td>
<td>299 A</td>
<td>297 A</td>
<td>308 A</td>
</tr>
<tr>
<td>0-1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>91 A</td>
<td>95 A</td>
<td>293 A</td>
<td>257 A</td>
<td>187 A</td>
<td>222 A</td>
<td>230 A</td>
<td>210 A</td>
</tr>
<tr>
<td>2-3</td>
<td>89 A</td>
<td>71 A</td>
<td>218 A</td>
<td>202 A</td>
<td>160 A</td>
<td>188 A</td>
<td>185 A</td>
<td>183 A</td>
</tr>
<tr>
<td>3-4</td>
<td>64 A</td>
<td>106 A</td>
<td>222 A</td>
<td>192 A</td>
<td>224 A</td>
<td>237 A</td>
<td>267 A</td>
<td>272 A</td>
</tr>
<tr>
<td>4-5</td>
<td>157 A</td>
<td>192 A</td>
<td>406 A</td>
<td>359 A</td>
<td>610 A</td>
<td>589 A</td>
<td>606 A</td>
<td>572 A</td>
</tr>
<tr>
<td>5-6</td>
<td>206 A</td>
<td>296 A</td>
<td>478 A</td>
<td>379 A</td>
<td>1070 A</td>
<td>945 A</td>
<td>938 A</td>
<td>972 A</td>
</tr>
<tr>
<td>6-7</td>
<td>314 A</td>
<td>327 A</td>
<td>545 A</td>
<td>389 A</td>
<td>1086 A</td>
<td>1121 A</td>
<td>1102 A</td>
<td>1066 A</td>
</tr>
<tr>
<td>7-8</td>
<td>415 A</td>
<td>483 A</td>
<td>830 A</td>
<td>582 A</td>
<td>1192 A</td>
<td>1103 A</td>
<td>1160 A</td>
<td>1088 A</td>
</tr>
<tr>
<td>8-9</td>
<td>423 A</td>
<td>432 A</td>
<td>976 A</td>
<td>678 A</td>
<td>1194 A</td>
<td>1130 A</td>
<td>1091 A</td>
<td>1092 A</td>
</tr>
<tr>
<td>9-10</td>
<td>395 A</td>
<td>502 A</td>
<td>1120 A</td>
<td>855 A</td>
<td>999 A</td>
<td>1216 A</td>
<td>1152 A</td>
<td>1107 A</td>
</tr>
<tr>
<td>10-11</td>
<td>433 A</td>
<td>505 A</td>
<td>1239 A</td>
<td>1013 A</td>
<td>1238 A</td>
<td>1098 A</td>
<td>1147 A</td>
<td>1149 A</td>
</tr>
<tr>
<td>11-12</td>
<td>486 A</td>
<td>573 A</td>
<td>1311 A</td>
<td>1163 A</td>
<td>1172 A</td>
<td>1080 A</td>
<td>1226 A</td>
<td>1213 A</td>
</tr>
<tr>
<td>12-13</td>
<td>594 A</td>
<td>676 A</td>
<td>1286 A</td>
<td>1263 A</td>
<td>1249 A</td>
<td>1220 A</td>
<td>1251 A</td>
<td>1264 A</td>
</tr>
<tr>
<td>13-14</td>
<td>540 A</td>
<td>751 A</td>
<td>1338 A</td>
<td>1244 A</td>
<td>1198 A</td>
<td>1212 A</td>
<td>1171 A</td>
<td>1196 A</td>
</tr>
<tr>
<td>14-15</td>
<td>648 A</td>
<td>876 A</td>
<td>1299 A</td>
<td>1257 A</td>
<td>1268 A</td>
<td>1229 A</td>
<td>1206 A</td>
<td>1156 A</td>
</tr>
<tr>
<td>15-16</td>
<td>879 A</td>
<td>1097 A</td>
<td>1321 A</td>
<td>1237 A</td>
<td>1350 A</td>
<td>1312 A</td>
<td>1154 A</td>
<td>1328 A</td>
</tr>
<tr>
<td>16-17</td>
<td>784 A</td>
<td>1201 A</td>
<td>1220 A</td>
<td>1240 A</td>
<td>1434 A</td>
<td>1455 A</td>
<td>1431 A</td>
<td>1460 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1309 A</td>
<td>1115 A</td>
<td>1115 A</td>
<td>1147 A</td>
<td>1458 A</td>
<td>1442 A</td>
<td>1430 A</td>
<td>1529 A</td>
</tr>
<tr>
<td>18-19</td>
<td>700 A</td>
<td>804 A</td>
<td>967 A</td>
<td>1152 A</td>
<td>1386 A</td>
<td>1352 A</td>
<td>1312 A</td>
<td>1431 A</td>
</tr>
<tr>
<td>19-20</td>
<td>496 A</td>
<td>601 A</td>
<td>1064 A</td>
<td>1045 A</td>
<td>1257 A</td>
<td>1198 A</td>
<td>1196 A</td>
<td>1258 A</td>
</tr>
<tr>
<td>20-21</td>
<td>422 A</td>
<td>939 A</td>
<td>842 A</td>
<td>943 A</td>
<td>982 A</td>
<td>899 A</td>
<td>966 A</td>
<td>1031 A</td>
</tr>
<tr>
<td>21-22</td>
<td>329 A</td>
<td>1051 A</td>
<td>855 A</td>
<td>856 A</td>
<td>832 A</td>
<td>818 A</td>
<td>896 A</td>
<td>867 A</td>
</tr>
<tr>
<td>22-23</td>
<td>308 A</td>
<td>869 A</td>
<td>835 A</td>
<td>783 A</td>
<td>694 A</td>
<td>698 A</td>
<td>688 A</td>
<td>774 A</td>
</tr>
<tr>
<td>23-24</td>
<td>225 A</td>
<td>619 A</td>
<td>571 A</td>
<td>426 A</td>
<td>408 A</td>
<td>444 A</td>
<td>441 A</td>
<td>491 A</td>
</tr>
</tbody>
</table>

#### Day Total

- **AM Peak Hour:** 11-12
- **AM Peak Traffic:** 486 A
- **PM Peak Hour:** 17-18
- **PM Peak Traffic:** 1309 A

**Location Description**

- **Traffic Station:** Ramp Connection
- **Location Type:** Ramp Connection

**Location:** SEG EB OFF TO NB 5

**District:** 03  **County:** SAC  **Prefix:** 080  **Postmile:** 2.322  **Leg:** F

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** East
**CALTRANS TRAFFIC VOLUMES**
Detail All Vehicle Hourly Count Report

**Direction of Count:** East

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 25</td>
<td>JUL 26</td>
<td>JUL 27</td>
<td>JUL 28</td>
<td>JUL 29</td>
<td>JUL 30</td>
<td>JUL 31</td>
</tr>
<tr>
<td>0-1</td>
<td>315 A</td>
<td>407 A</td>
<td>379 A</td>
<td>255 A</td>
<td>108 A</td>
<td>103 A</td>
<td>105 A</td>
</tr>
<tr>
<td>1-2</td>
<td>211 A</td>
<td>311 A</td>
<td>233 A</td>
<td>187 A</td>
<td>75 A</td>
<td>73 A</td>
<td>77 A</td>
</tr>
<tr>
<td>2-3</td>
<td>188 A</td>
<td>238 A</td>
<td>207 A</td>
<td>155 A</td>
<td>58 A</td>
<td>50 A</td>
<td>57 A</td>
</tr>
<tr>
<td>3-4</td>
<td>239 A</td>
<td>217 A</td>
<td>176 A</td>
<td>180 A</td>
<td>74 A</td>
<td>54 A</td>
<td>59 A</td>
</tr>
<tr>
<td>4-5</td>
<td>593 A</td>
<td>427 A</td>
<td>321 A</td>
<td>604 A</td>
<td>136 A</td>
<td>124 A</td>
<td>123 A</td>
</tr>
<tr>
<td>5-6</td>
<td>836 A</td>
<td>454 A</td>
<td>319 A</td>
<td>409 A</td>
<td>192 A</td>
<td>208 A</td>
<td>211 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1058 A</td>
<td>605 A</td>
<td>459 A</td>
<td>340 A</td>
<td>320 A</td>
<td>286 A</td>
<td>291 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1147 A</td>
<td>804 A</td>
<td>576 A</td>
<td>460 A</td>
<td>447 A</td>
<td>412 A</td>
<td>449 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1056 A</td>
<td>1001 A</td>
<td>667 A</td>
<td>419 A</td>
<td>424 A</td>
<td>424 A</td>
<td>434 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1207 A</td>
<td>1110 A</td>
<td>871 A</td>
<td>391 A</td>
<td>406 A</td>
<td>356 A</td>
<td>397 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1215 A</td>
<td>1247 A</td>
<td>1063 A</td>
<td>442 A</td>
<td>378 A</td>
<td>418 A</td>
<td>399 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1314 A</td>
<td>1205 A</td>
<td>1166 A</td>
<td>492 A</td>
<td>474 A</td>
<td>404 A</td>
<td>438 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1223 A</td>
<td>1230 A</td>
<td>1154 A</td>
<td>541 A</td>
<td>439 A</td>
<td>473 A</td>
<td>510 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1228 A</td>
<td>1231 A</td>
<td>1241 A</td>
<td>543 A</td>
<td>504 A</td>
<td>475 A</td>
<td>473 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1294 A</td>
<td>1167 A</td>
<td>1232 A</td>
<td>611 A</td>
<td>608 A</td>
<td>590 A</td>
<td>556 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1386 A</td>
<td>1240 A</td>
<td>1242 A</td>
<td>756 A</td>
<td>746 A</td>
<td>844 A</td>
<td>829 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1445 A</td>
<td>1247 A</td>
<td>1257 A</td>
<td>944 A</td>
<td>932 A</td>
<td>1025 A</td>
<td>991 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1463 A</td>
<td>1241 A</td>
<td>1188 A</td>
<td>1102 A</td>
<td>1138 A</td>
<td>1041 A</td>
<td>1165 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1410 A</td>
<td>1219 A</td>
<td>1096 A</td>
<td>605 A</td>
<td>713 A</td>
<td>696 A</td>
<td>722 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1340 A</td>
<td>993 A</td>
<td>1020 A</td>
<td>432 A</td>
<td>410 A</td>
<td>473 A</td>
<td>498 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1142 A</td>
<td>832 A</td>
<td>962 A</td>
<td>373 A</td>
<td>367 A</td>
<td>387 A</td>
<td>404 A</td>
</tr>
<tr>
<td>21-22</td>
<td>956 A</td>
<td>871 A</td>
<td>902 A</td>
<td>332 A</td>
<td>329 A</td>
<td>349 A</td>
<td>335 A</td>
</tr>
<tr>
<td>22-23</td>
<td>804 A</td>
<td>794 A</td>
<td>694 A</td>
<td>232 A</td>
<td>269 A</td>
<td>269 A</td>
<td>304 A</td>
</tr>
<tr>
<td>23-24</td>
<td>660 A</td>
<td>607 A</td>
<td>428 A</td>
<td>157 A</td>
<td>158 A</td>
<td>187 A</td>
<td>174 A</td>
</tr>
</tbody>
</table>

**Day Total**
23730 A 20698 A 18853 A 10962 A 9705 A 9721 A 10001 A

**AM Peak Hour**
11-12 10-11 11-12 04-05 11-12 08-09 07-08

**AM Peak Traffic**
1314 1247 1166 604 474 424 449

**PM Peak Hour**
17-18 16-17 16-17 17-18 17-18 17-18 17-18

**PM Peak Traffic**
1463 1247 1257 1102 1138 1041 1165
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
<td>F</td>
</tr>
</tbody>
</table>

| Location Description | SEG EB OFF TO NB 5 |

| Traffic Station: | Location Type: Ramp Connection |
| Lanes: | |
| Lane Code: | |

#### EAST

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>58450</td>
<td>8350</td>
<td>46633</td>
<td>9327</td>
</tr>
<tr>
<td>68436</td>
<td>9777</td>
<td>53651</td>
<td>10730</td>
</tr>
<tr>
<td>108305</td>
<td>15472</td>
<td>68490</td>
<td>13698</td>
</tr>
<tr>
<td>142310</td>
<td>20330</td>
<td>102759</td>
<td>20552</td>
</tr>
</tbody>
</table>
**Caltrans Traffic Volumes**  
Detail All Vehicle Hourly Count Report

### Traffic Station:  
Location Type: Ramp Connection  
Lanes:  
Lane Code:

**Direction of Count: East**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>119  A</td>
<td>148  A</td>
<td>179  A</td>
<td>169  A</td>
<td>188  A</td>
<td>181  A</td>
<td>125  A</td>
<td>139  A</td>
</tr>
<tr>
<td>1-2</td>
<td>83   A</td>
<td>96   A</td>
<td>102  A</td>
<td>101  A</td>
<td>149  A</td>
<td>140  A</td>
<td>70   A</td>
<td>75   A</td>
</tr>
<tr>
<td>2-3</td>
<td>70   A</td>
<td>74   A</td>
<td>79   A</td>
<td>86   A</td>
<td>111  A</td>
<td>116  A</td>
<td>56   A</td>
<td>62   A</td>
</tr>
<tr>
<td>3-4</td>
<td>66   A</td>
<td>65   A</td>
<td>67   A</td>
<td>130  A</td>
<td>144  A</td>
<td>81   A</td>
<td>84   A</td>
<td>58   A</td>
</tr>
<tr>
<td>4-5</td>
<td>146  A</td>
<td>107  A</td>
<td>82   A</td>
<td>279  A</td>
<td>181  A</td>
<td>123  A</td>
<td>137  A</td>
<td>141  A</td>
</tr>
<tr>
<td>5-6</td>
<td>199  A</td>
<td>110  A</td>
<td>107  A</td>
<td>199  A</td>
<td>184  A</td>
<td>211  A</td>
<td>216  A</td>
<td>190  A</td>
</tr>
<tr>
<td>6-7</td>
<td>268  A</td>
<td>137  A</td>
<td>146  A</td>
<td>312  A</td>
<td>307  A</td>
<td>313  A</td>
<td>309  A</td>
<td>305  A</td>
</tr>
<tr>
<td>7-8</td>
<td>408  A</td>
<td>206  A</td>
<td>207  A</td>
<td>470  A</td>
<td>459  A</td>
<td>439  A</td>
<td>483  A</td>
<td>431  A</td>
</tr>
<tr>
<td>8-9</td>
<td>423  A</td>
<td>268  A</td>
<td>233  A</td>
<td>386  A</td>
<td>425  A</td>
<td>387  A</td>
<td>379  A</td>
<td>384  A</td>
</tr>
<tr>
<td>9-10</td>
<td>433  A</td>
<td>335  A</td>
<td>250  A</td>
<td>460  A</td>
<td>389  A</td>
<td>389  A</td>
<td>394  A</td>
<td>422  A</td>
</tr>
<tr>
<td>10-11</td>
<td>388  A</td>
<td>401  A</td>
<td>355  A</td>
<td>352  A</td>
<td>365  A</td>
<td>369  A</td>
<td>348  A</td>
<td>417  A</td>
</tr>
<tr>
<td>11-12</td>
<td>494  A</td>
<td>442  A</td>
<td>332  A</td>
<td>450  A</td>
<td>461  A</td>
<td>408  A</td>
<td>444  A</td>
<td>530  A</td>
</tr>
<tr>
<td>12-13</td>
<td>566  A</td>
<td>487  A</td>
<td>446  A</td>
<td>532  A</td>
<td>500  A</td>
<td>500  A</td>
<td>525  A</td>
<td>531  A</td>
</tr>
<tr>
<td>13-14</td>
<td>579  A</td>
<td>473  A</td>
<td>489  A</td>
<td>509  A</td>
<td>521  A</td>
<td>494  A</td>
<td>504  A</td>
<td>596  A</td>
</tr>
<tr>
<td>14-15</td>
<td>667  A</td>
<td>472  A</td>
<td>493  A</td>
<td>616  A</td>
<td>597  A</td>
<td>608  A</td>
<td>619  A</td>
<td>678  A</td>
</tr>
<tr>
<td>15-16</td>
<td>904  A</td>
<td>478  A</td>
<td>514  A</td>
<td>748  A</td>
<td>791  A</td>
<td>746  A</td>
<td>834  A</td>
<td>943  A</td>
</tr>
<tr>
<td>16-17</td>
<td>904  A</td>
<td>482  A</td>
<td>425  A</td>
<td>994  A</td>
<td>1046 A</td>
<td>1085 A</td>
<td>1072 A</td>
<td>934  A</td>
</tr>
<tr>
<td>17-18</td>
<td>1026 A</td>
<td>419  A</td>
<td>463  A</td>
<td>1150 A</td>
<td>1195 A</td>
<td>1150 A</td>
<td>1099 A</td>
<td>1003 A</td>
</tr>
<tr>
<td>18-19</td>
<td>642  A</td>
<td>362  A</td>
<td>460  A</td>
<td>656  A</td>
<td>665  A</td>
<td>677  A</td>
<td>966  A</td>
<td>635  A</td>
</tr>
<tr>
<td>19-20</td>
<td>604  A</td>
<td>378  A</td>
<td>394  A</td>
<td>454  A</td>
<td>446  A</td>
<td>459  A</td>
<td>595  A</td>
<td>505  A</td>
</tr>
<tr>
<td>20-21</td>
<td>659  A</td>
<td>359  A</td>
<td>414  A</td>
<td>310  A</td>
<td>370  A</td>
<td>401  A</td>
<td>426  A</td>
<td>395  A</td>
</tr>
<tr>
<td>21-22</td>
<td>434  A</td>
<td>325  A</td>
<td>385  A</td>
<td>303  A</td>
<td>352  A</td>
<td>359  A</td>
<td>364  A</td>
<td>419  A</td>
</tr>
<tr>
<td>22-23</td>
<td>313  A</td>
<td>290  A</td>
<td>260  A</td>
<td>260  A</td>
<td>292  A</td>
<td>242  A</td>
<td>292  A</td>
<td>432  A</td>
</tr>
<tr>
<td>23-24</td>
<td>244  A</td>
<td>224  A</td>
<td>165  A</td>
<td>187  A</td>
<td>186  A</td>
<td>155  A</td>
<td>178  A</td>
<td>278  A</td>
</tr>
</tbody>
</table>

**Day Total**  
10639 A | 7138 A | 7047 A | 10113 A | 10324 A | 10033 A | 10519 A | 10503 A

**AM Peak Hour**  
11-12 | 11-12 | 10-11 | 07-08 | 11-12 | 07-08 | 07-08 | 11-12

**AM Peak Traffic**  
494 | 442 | 355 | 470 | 461 | 439 | 483 | 530

**PM Peak Hour**  

**PM Peak Traffic**  
1026 | 487 | 514 | 1150 | 1195 | 1150 | 1099 | 1003

### Traffic Station:
Location Type: Ramp Connection  
Lanes:  
Lane Code:

**Direction of Count: East**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**  
SEG EB OFF TO NB 5
**CALTRANS TRAFFIC VOLUMES**  
**Detail All Vehicle Hourly Count Report**

**District** 03  
**County** SAC  
**Route** 080  
**Prefix** M  
**Postmile** 2.322  
**Leg** F  

**Location Description**  
SEG EB OFF TO NB 5

**Traffic Station:**  
**Location Type:** Ramp Connection  
**Lanes:**  
**Lane Code:**

**Direction of Count: East**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 09</td>
<td>AUG 10</td>
<td>AUG 11</td>
<td>AUG 12</td>
<td>AUG 13</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
</tr>
<tr>
<td>0-1</td>
<td>203 A</td>
<td>170 A</td>
<td>113 A</td>
<td>103 A</td>
<td>102 A</td>
<td>121 A</td>
<td>122 A</td>
<td>185 A</td>
</tr>
<tr>
<td>1-2</td>
<td>103 A</td>
<td>102 A</td>
<td>59 A</td>
<td>60 A</td>
<td>83 A</td>
<td>61 A</td>
<td>82 A</td>
<td>107 A</td>
</tr>
<tr>
<td>2-3</td>
<td>78 A</td>
<td>78 A</td>
<td>37 A</td>
<td>71 A</td>
<td>50 A</td>
<td>58 A</td>
<td>77 A</td>
<td>90 A</td>
</tr>
<tr>
<td>3-4</td>
<td>82 A</td>
<td>58 A</td>
<td>38 A</td>
<td>46 A</td>
<td>48 A</td>
<td>62 A</td>
<td>74 A</td>
<td>74 A</td>
</tr>
<tr>
<td>4-5</td>
<td>86 A</td>
<td>81 A</td>
<td>103 A</td>
<td>120 A</td>
<td>125 A</td>
<td>128 A</td>
<td>130 A</td>
<td>113 A</td>
</tr>
<tr>
<td>5-6</td>
<td>102 A</td>
<td>69 A</td>
<td>196 A</td>
<td>198 A</td>
<td>213 A</td>
<td>199 A</td>
<td>219 A</td>
<td>145 A</td>
</tr>
<tr>
<td>6-7</td>
<td>129 A</td>
<td>87 A</td>
<td>320 A</td>
<td>348 A</td>
<td>294 A</td>
<td>325 A</td>
<td>309 A</td>
<td>144 A</td>
</tr>
<tr>
<td>7-8</td>
<td>199 A</td>
<td>146 A</td>
<td>414 A</td>
<td>406 A</td>
<td>433 A</td>
<td>445 A</td>
<td>419 A</td>
<td>223 A</td>
</tr>
<tr>
<td>8-9</td>
<td>305 A</td>
<td>209 A</td>
<td>409 A</td>
<td>421 A</td>
<td>422 A</td>
<td>450 A</td>
<td>431 A</td>
<td>294 A</td>
</tr>
<tr>
<td>9-10</td>
<td>347 A</td>
<td>242 A</td>
<td>389 A</td>
<td>407 A</td>
<td>431 A</td>
<td>449 A</td>
<td>473 A</td>
<td>354 A</td>
</tr>
<tr>
<td>10-11</td>
<td>405 A</td>
<td>301 A</td>
<td>383 A</td>
<td>377 A</td>
<td>428 A</td>
<td>471 A</td>
<td>501 A</td>
<td>520 A</td>
</tr>
<tr>
<td>11-12</td>
<td>449 A</td>
<td>398 A</td>
<td>426 A</td>
<td>426 A</td>
<td>471 A</td>
<td>501 A</td>
<td>520 A</td>
<td>517 A</td>
</tr>
<tr>
<td>12-13</td>
<td>502 A</td>
<td>435 A</td>
<td>547 A</td>
<td>441 A</td>
<td>514 A</td>
<td>550 A</td>
<td>665 A</td>
<td>504 A</td>
</tr>
<tr>
<td>13-14</td>
<td>439 A</td>
<td>480 A</td>
<td>519 A</td>
<td>476 A</td>
<td>539 A</td>
<td>548 A</td>
<td>629 A</td>
<td>472 A</td>
</tr>
<tr>
<td>14-15</td>
<td>479 A</td>
<td>465 A</td>
<td>590 A</td>
<td>589 A</td>
<td>619 A</td>
<td>657 A</td>
<td>763 A</td>
<td>477 A</td>
</tr>
<tr>
<td>15-16</td>
<td>432 A</td>
<td>442 A</td>
<td>753 A</td>
<td>784 A</td>
<td>818 A</td>
<td>832 A</td>
<td>881 A</td>
<td>519 A</td>
</tr>
<tr>
<td>16-17</td>
<td>409 A</td>
<td>460 A</td>
<td>963 A</td>
<td>1086 A</td>
<td>1034 A</td>
<td>1173 A</td>
<td>929 A</td>
<td>428 A</td>
</tr>
<tr>
<td>17-18</td>
<td>391 A</td>
<td>445 A</td>
<td>1034 A</td>
<td>1088 A</td>
<td>1078 A</td>
<td>1254 A</td>
<td>1152 A</td>
<td>429 A</td>
</tr>
<tr>
<td>18-19</td>
<td>479 A</td>
<td>447 A</td>
<td>658 A</td>
<td>722 A</td>
<td>627 A</td>
<td>723 A</td>
<td>655 A</td>
<td>444 A</td>
</tr>
<tr>
<td>19-20</td>
<td>452 A</td>
<td>423 A</td>
<td>430 A</td>
<td>470 A</td>
<td>410 A</td>
<td>481 A</td>
<td>517 A</td>
<td>416 A</td>
</tr>
<tr>
<td>20-21</td>
<td>339 A</td>
<td>392 A</td>
<td>330 A</td>
<td>334 A</td>
<td>359 A</td>
<td>378 A</td>
<td>471 A</td>
<td>340 A</td>
</tr>
<tr>
<td>21-22</td>
<td>319 A</td>
<td>358 A</td>
<td>294 A</td>
<td>316 A</td>
<td>316 A</td>
<td>352 A</td>
<td>434 A</td>
<td>398 A</td>
</tr>
<tr>
<td>22-23</td>
<td>333 A</td>
<td>280 A</td>
<td>227 A</td>
<td>252 A</td>
<td>292 A</td>
<td>289 A</td>
<td>338 A</td>
<td>341 A</td>
</tr>
<tr>
<td>23-24</td>
<td>281 A</td>
<td>181 A</td>
<td>146 A</td>
<td>134 A</td>
<td>145 A</td>
<td>160 A</td>
<td>218 A</td>
<td>154 A</td>
</tr>
</tbody>
</table>

**Day Total**  
7343 A  
6749 A  
9378 A  
9675 A  
9851 A  
10674 A  
10948 A  
7673 A

**AM Peak Hour**  
11-12  
**AM Peak Traffic**  
449  
**PM Peak Hour**  
12-13  
**PM Peak Traffic**  
502
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.322</td>
<td>F</td>
<td>SEG EB OFF TO NB 5</td>
</tr>
</tbody>
</table>

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count: East**

### Yearly Traffic Count

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>169</td>
<td>78</td>
<td>98</td>
<td>128</td>
<td>114</td>
<td>107</td>
<td>164</td>
<td>134</td>
</tr>
<tr>
<td>1-2</td>
<td>191</td>
<td>64</td>
<td>78</td>
<td>66</td>
<td>68</td>
<td>64</td>
<td>105</td>
<td>85</td>
</tr>
<tr>
<td>2-3</td>
<td>90</td>
<td>36</td>
<td>68</td>
<td>55</td>
<td>53</td>
<td>63</td>
<td>82</td>
<td>63</td>
</tr>
<tr>
<td>3-4</td>
<td>52</td>
<td>55</td>
<td>57</td>
<td>63</td>
<td>66</td>
<td>73</td>
<td>63</td>
<td>53</td>
</tr>
<tr>
<td>4-5</td>
<td>85</td>
<td>115</td>
<td>103</td>
<td>106</td>
<td>130</td>
<td>132</td>
<td>83</td>
<td>89</td>
</tr>
<tr>
<td>5-6</td>
<td>77</td>
<td>207</td>
<td>179</td>
<td>181</td>
<td>182</td>
<td>202</td>
<td>99</td>
<td>61</td>
</tr>
<tr>
<td>6-7</td>
<td>82</td>
<td>287</td>
<td>311</td>
<td>298</td>
<td>312</td>
<td>298</td>
<td>131</td>
<td>88</td>
</tr>
<tr>
<td>7-8</td>
<td>139</td>
<td>431</td>
<td>463</td>
<td>424</td>
<td>480</td>
<td>446</td>
<td>198</td>
<td>127</td>
</tr>
<tr>
<td>8-9</td>
<td>187</td>
<td>413</td>
<td>428</td>
<td>416</td>
<td>420</td>
<td>416</td>
<td>288</td>
<td>173</td>
</tr>
<tr>
<td>9-10</td>
<td>257</td>
<td>423</td>
<td>399</td>
<td>401</td>
<td>399</td>
<td>441</td>
<td>329</td>
<td>230</td>
</tr>
<tr>
<td>10-11</td>
<td>340</td>
<td>385</td>
<td>371</td>
<td>464</td>
<td>390</td>
<td>443</td>
<td>395</td>
<td>331</td>
</tr>
<tr>
<td>11-12</td>
<td>329</td>
<td>470</td>
<td>411</td>
<td>477</td>
<td>475</td>
<td>477</td>
<td>426</td>
<td>353</td>
</tr>
<tr>
<td>12-13</td>
<td>480</td>
<td>489</td>
<td>457</td>
<td>467</td>
<td>497</td>
<td>555</td>
<td>416</td>
<td>416</td>
</tr>
<tr>
<td>13-14</td>
<td>434</td>
<td>492</td>
<td>495</td>
<td>491</td>
<td>492</td>
<td>603</td>
<td>415</td>
<td>419</td>
</tr>
<tr>
<td>14-15</td>
<td>454</td>
<td>570</td>
<td>587</td>
<td>621</td>
<td>597</td>
<td>852</td>
<td>448</td>
<td>461</td>
</tr>
<tr>
<td>15-16</td>
<td>442</td>
<td>775</td>
<td>823</td>
<td>847</td>
<td>842</td>
<td>954</td>
<td>421</td>
<td>479</td>
</tr>
<tr>
<td>16-17</td>
<td>486</td>
<td>999</td>
<td>1040</td>
<td>1095</td>
<td>1115</td>
<td>1045</td>
<td>415</td>
<td>447</td>
</tr>
<tr>
<td>17-18</td>
<td>498</td>
<td>1101</td>
<td>1146</td>
<td>1222</td>
<td>1321</td>
<td>1171</td>
<td>438</td>
<td>429</td>
</tr>
<tr>
<td>18-19</td>
<td>466</td>
<td>620</td>
<td>920</td>
<td>677</td>
<td>639</td>
<td>654</td>
<td>417</td>
<td>430</td>
</tr>
<tr>
<td>19-20</td>
<td>455</td>
<td>389</td>
<td>640</td>
<td>415</td>
<td>527</td>
<td>460</td>
<td>379</td>
<td>411</td>
</tr>
<tr>
<td>20-21</td>
<td>445</td>
<td>357</td>
<td>441</td>
<td>380</td>
<td>437</td>
<td>449</td>
<td>361</td>
<td>387</td>
</tr>
<tr>
<td>21-22</td>
<td>338</td>
<td>252</td>
<td>314</td>
<td>292</td>
<td>307</td>
<td>413</td>
<td>320</td>
<td>327</td>
</tr>
<tr>
<td>22-23</td>
<td>244</td>
<td>242</td>
<td>259</td>
<td>229</td>
<td>271</td>
<td>302</td>
<td>324</td>
<td>271</td>
</tr>
<tr>
<td>23-24</td>
<td>175</td>
<td>136</td>
<td>158</td>
<td>152</td>
<td>205</td>
<td>203</td>
<td>243</td>
<td>172</td>
</tr>
</tbody>
</table>

**Day Total**
- 6915 A
- 9386 A
- 10246 A
- 9967 A
- 10339 A
- 10823 A
- 6960 A
- 6436 A

| AM Peak Hour  | 10-11 | 11-12 | 07-08 | 11-12 | 07-08 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 340   | 470  | 463  | 477  | 480  | 477  | 426  | 353  |
| PM Peak Hour  | 17-18 | 17-18 | 17-18 | 17-18 | 17-18 | 17-18 | 14-15 | 15-16 |
| PM Peak Traffic | 498  | 1101 | 1146 | 1222 | 1321 | 1171 | 448  | 479  |
## CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>100 A</td>
<td>110 A</td>
<td>109 A</td>
<td>126 A</td>
<td>136 A</td>
<td>189 A</td>
<td>149 A</td>
</tr>
<tr>
<td>1-2</td>
<td>74 A</td>
<td>75 A</td>
<td>63 A</td>
<td>67 A</td>
<td>76 A</td>
<td>101 A</td>
<td>88 A</td>
</tr>
<tr>
<td>2-3</td>
<td>47 A</td>
<td>49 A</td>
<td>60 A</td>
<td>66 A</td>
<td>65 A</td>
<td>88 A</td>
<td>67 A</td>
</tr>
<tr>
<td>3-4</td>
<td>51 A</td>
<td>50 A</td>
<td>65 A</td>
<td>65 A</td>
<td>74 A</td>
<td>64 A</td>
<td>41 A</td>
</tr>
<tr>
<td>4-5</td>
<td>116 A</td>
<td>135 A</td>
<td>117 A</td>
<td>133 A</td>
<td>116 A</td>
<td>76 A</td>
<td>61 A</td>
</tr>
<tr>
<td>5-6</td>
<td>194 A</td>
<td>179 A</td>
<td>193 A</td>
<td>204 A</td>
<td>178 A</td>
<td>119 A</td>
<td>51 A</td>
</tr>
<tr>
<td>6-7</td>
<td>316 A</td>
<td>337 A</td>
<td>325 A</td>
<td>336 A</td>
<td>319 A</td>
<td>138 A</td>
<td>92 A</td>
</tr>
<tr>
<td>7-8</td>
<td>425 A</td>
<td>458 A</td>
<td>470 A</td>
<td>456 A</td>
<td>395 A</td>
<td>230 A</td>
<td>130 A</td>
</tr>
<tr>
<td>8-9</td>
<td>411 A</td>
<td>428 C</td>
<td>445 A</td>
<td>442 A</td>
<td>434 A</td>
<td>289 A</td>
<td>170 A</td>
</tr>
<tr>
<td>9-10</td>
<td>382 A</td>
<td>369 A</td>
<td>370 A</td>
<td>407 A</td>
<td>401 A</td>
<td>366 A</td>
<td>228 A</td>
</tr>
<tr>
<td>10-11</td>
<td>401 A</td>
<td>381 A</td>
<td>424 A</td>
<td>430 A</td>
<td>455 A</td>
<td>407 A</td>
<td>317 A</td>
</tr>
<tr>
<td>11-12</td>
<td>456 A</td>
<td>455 A</td>
<td>456 A</td>
<td>464 A</td>
<td>504 A</td>
<td>388 A</td>
<td>338 A</td>
</tr>
<tr>
<td>12-13</td>
<td>473 A</td>
<td>477 A</td>
<td>459 A</td>
<td>443 A</td>
<td>602 A</td>
<td>426 A</td>
<td>378 A</td>
</tr>
<tr>
<td>13-14</td>
<td>463 A</td>
<td>518 A</td>
<td>505 A</td>
<td>534 A</td>
<td>656 A</td>
<td>401 A</td>
<td>441 A</td>
</tr>
<tr>
<td>14-15</td>
<td>591 A</td>
<td>611 A</td>
<td>599 A</td>
<td>663 A</td>
<td>768 A</td>
<td>407 A</td>
<td>381 A</td>
</tr>
<tr>
<td>15-16</td>
<td>769 A</td>
<td>773 A</td>
<td>818 A</td>
<td>766 A</td>
<td>1029 A</td>
<td>456 A</td>
<td>417 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1004 A</td>
<td>1008 A</td>
<td>1007 A</td>
<td>1034 A</td>
<td>984 A</td>
<td>457 A</td>
<td>380 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1120 A</td>
<td>1260 A</td>
<td>1315 A</td>
<td>1240 A</td>
<td>1075 A</td>
<td>442 A</td>
<td>408 A</td>
</tr>
<tr>
<td>18-19</td>
<td>642 A</td>
<td>640 A</td>
<td>853 A</td>
<td>972 A</td>
<td>674 A</td>
<td>460 A</td>
<td>378 A</td>
</tr>
<tr>
<td>19-20</td>
<td>427 A</td>
<td>426 A</td>
<td>454 A</td>
<td>504 A</td>
<td>553 A</td>
<td>428 A</td>
<td>381 A</td>
</tr>
<tr>
<td>20-21</td>
<td>315 A</td>
<td>358 A</td>
<td>367 A</td>
<td>389 A</td>
<td>453 A</td>
<td>358 A</td>
<td>372 A</td>
</tr>
<tr>
<td>21-22</td>
<td>277 A</td>
<td>302 A</td>
<td>309 A</td>
<td>337 A</td>
<td>445 A</td>
<td>324 A</td>
<td>322 A</td>
</tr>
<tr>
<td>22-23</td>
<td>250 A</td>
<td>250 A</td>
<td>253 A</td>
<td>316 A</td>
<td>381 A</td>
<td>321 A</td>
<td>311 A</td>
</tr>
<tr>
<td>23-24</td>
<td>152 A</td>
<td>141 A</td>
<td>169 A</td>
<td>197 A</td>
<td>254 A</td>
<td>238 A</td>
<td>208 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>1120</td>
<td>17-18</td>
<td>1120</td>
</tr>
<tr>
<td>07-08</td>
<td>1260</td>
<td>17-18</td>
<td>1260</td>
</tr>
<tr>
<td>11-12</td>
<td>1315</td>
<td>17-18</td>
<td>1315</td>
</tr>
<tr>
<td>10-11</td>
<td>1240</td>
<td>17-18</td>
<td>1240</td>
</tr>
<tr>
<td>11-12</td>
<td>10591</td>
<td>17-18</td>
<td>10591</td>
</tr>
<tr>
<td>11-12</td>
<td>11027</td>
<td>17-18</td>
<td>11027</td>
</tr>
<tr>
<td>7169</td>
<td>7169</td>
<td>17-18</td>
<td>7169</td>
</tr>
<tr>
<td>6109 A</td>
<td>6109 A</td>
<td>17-18</td>
<td>6109 A</td>
</tr>
<tr>
<td>10-11</td>
<td>10-11</td>
<td>18-19</td>
<td>10-11</td>
</tr>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>18-19</td>
<td>11-12</td>
</tr>
<tr>
<td>10-11</td>
<td>10-11</td>
<td>13-14</td>
<td>10-11</td>
</tr>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>13-14</td>
<td>11-12</td>
</tr>
<tr>
<td>10-11</td>
<td>10-11</td>
<td>13-14</td>
<td>10-11</td>
</tr>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>13-14</td>
<td>11-12</td>
</tr>
<tr>
<td>10-11</td>
<td>10-11</td>
<td>13-14</td>
<td>10-11</td>
</tr>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>13-14</td>
<td>11-12</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
</tr>
</tbody>
</table>

**Location Description**
SEG EB OFF TO NB 5

**Traffic Station:**
Location Type: Ramp Connection
Lanes:
Lane Code:

### 7-Day Periods
#### EAST

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>65813</td>
<td>9402</td>
</tr>
<tr>
<td>2nd</td>
<td>64173</td>
<td>9168</td>
</tr>
<tr>
<td>3rd</td>
<td>65474</td>
<td>9353</td>
</tr>
<tr>
<td>4th</td>
<td>64261</td>
<td>9180</td>
</tr>
</tbody>
</table>

### 5-Day Periods
#### EAST

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>51628</td>
<td>10326</td>
</tr>
<tr>
<td>2nd</td>
<td>50081</td>
<td>10016</td>
</tr>
<tr>
<td>3rd</td>
<td>50886</td>
<td>10177</td>
</tr>
<tr>
<td>4th</td>
<td>50865</td>
<td>10173</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES
#### Detail All Vehicle Hourly Count Report

#### Location Description
**SEG EB OFF TO NB 5**

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
<td>SEP 03</td>
<td>SEP 04</td>
<td>SEP 05</td>
<td>SEP 06</td>
<td>SEP 07</td>
<td>SEP 08</td>
</tr>
<tr>
<td>0-1</td>
<td>132 A</td>
<td>95 A</td>
<td>107 A</td>
<td>105 A</td>
<td>105 A</td>
<td>150 A</td>
<td>165 A</td>
<td>99 A</td>
</tr>
<tr>
<td>1-2</td>
<td>84 A</td>
<td>57 A</td>
<td>53 A</td>
<td>62 A</td>
<td>80 A</td>
<td>169 A</td>
<td>81 A</td>
<td>46 A</td>
</tr>
<tr>
<td>2-3</td>
<td>49 A</td>
<td>40 A</td>
<td>50 A</td>
<td>42 A</td>
<td>58 A</td>
<td>137 A</td>
<td>57 A</td>
<td>32 A</td>
</tr>
<tr>
<td>3-4</td>
<td>47 A</td>
<td>40 A</td>
<td>46 A</td>
<td>55 A</td>
<td>61 A</td>
<td>140 A</td>
<td>39 A</td>
<td>43 A</td>
</tr>
<tr>
<td>4-5</td>
<td>81 A</td>
<td>112 A</td>
<td>136 A</td>
<td>108 A</td>
<td>118 A</td>
<td>216 A</td>
<td>69 A</td>
<td>118 A</td>
</tr>
<tr>
<td>5-6</td>
<td>72 A</td>
<td>174 A</td>
<td>198 A</td>
<td>197 A</td>
<td>174 A</td>
<td>147 A</td>
<td>75 A</td>
<td>187 A</td>
</tr>
<tr>
<td>6-7</td>
<td>89 A</td>
<td>315 A</td>
<td>308 A</td>
<td>335 A</td>
<td>321 A</td>
<td>144 A</td>
<td>94 A</td>
<td>291 A</td>
</tr>
<tr>
<td>7-8</td>
<td>135 A</td>
<td>440 A</td>
<td>404 A</td>
<td>419 A</td>
<td>426 A</td>
<td>212 A</td>
<td>134 A</td>
<td>429 A</td>
</tr>
<tr>
<td>8-9</td>
<td>149 A</td>
<td>389 A</td>
<td>435 A</td>
<td>454 A</td>
<td>449 A</td>
<td>315 A</td>
<td>168 A</td>
<td>427 A</td>
</tr>
<tr>
<td>9-10</td>
<td>221 A</td>
<td>352 A</td>
<td>394 A</td>
<td>383 A</td>
<td>428 A</td>
<td>477 A</td>
<td>223 A</td>
<td>399 A</td>
</tr>
<tr>
<td>10-11</td>
<td>231 A</td>
<td>360 A</td>
<td>351 A</td>
<td>381 A</td>
<td>389 A</td>
<td>400 A</td>
<td>283 A</td>
<td>352 A</td>
</tr>
<tr>
<td>11-12</td>
<td>347 A</td>
<td>382 A</td>
<td>454 A</td>
<td>484 A</td>
<td>490 A</td>
<td>404 A</td>
<td>334 A</td>
<td>435 A</td>
</tr>
<tr>
<td>12-13</td>
<td>391 A</td>
<td>432 A</td>
<td>450 A</td>
<td>472 A</td>
<td>505 A</td>
<td>454 A</td>
<td>442 A</td>
<td>457 A</td>
</tr>
<tr>
<td>13-14</td>
<td>415 A</td>
<td>487 A</td>
<td>508 A</td>
<td>464 A</td>
<td>563 A</td>
<td>510 A</td>
<td>419 A</td>
<td>508 A</td>
</tr>
<tr>
<td>14-15</td>
<td>470 A</td>
<td>524 A</td>
<td>571 A</td>
<td>631 A</td>
<td>692 A</td>
<td>516 A</td>
<td>431 A</td>
<td>533 A</td>
</tr>
<tr>
<td>15-16</td>
<td>528 A</td>
<td>795 A</td>
<td>821 A</td>
<td>816 A</td>
<td>977 A</td>
<td>469 A</td>
<td>395 A</td>
<td>776 A</td>
</tr>
<tr>
<td>16-17</td>
<td>426 A</td>
<td>1043 A</td>
<td>1130 A</td>
<td>1063 A</td>
<td>1198 A</td>
<td>420 A</td>
<td>487 A</td>
<td>1033 A</td>
</tr>
<tr>
<td>17-18</td>
<td>397 A</td>
<td>1144 A</td>
<td>1404 A</td>
<td>1296 A</td>
<td>1069 A</td>
<td>413 A</td>
<td>489 A</td>
<td>1164 A</td>
</tr>
<tr>
<td>18-19</td>
<td>335 A</td>
<td>736 A</td>
<td>729 A</td>
<td>717 A</td>
<td>667 A</td>
<td>396 A</td>
<td>426 A</td>
<td>632 A</td>
</tr>
<tr>
<td>19-20</td>
<td>359 A</td>
<td>431 A</td>
<td>431 A</td>
<td>424 A</td>
<td>580 A</td>
<td>373 A</td>
<td>392 A</td>
<td>424 A</td>
</tr>
<tr>
<td>20-21</td>
<td>339 A</td>
<td>353 A</td>
<td>376 A</td>
<td>348 A</td>
<td>472 A</td>
<td>315 A</td>
<td>396 A</td>
<td>313 A</td>
</tr>
<tr>
<td>21-22</td>
<td>338 A</td>
<td>267 A</td>
<td>306 A</td>
<td>306 A</td>
<td>376 A</td>
<td>343 A</td>
<td>342 A</td>
<td>245 A</td>
</tr>
<tr>
<td>22-23</td>
<td>269 A</td>
<td>242 A</td>
<td>251 A</td>
<td>268 A</td>
<td>323 A</td>
<td>307 A</td>
<td>267 A</td>
<td>220 A</td>
</tr>
<tr>
<td>23-24</td>
<td>171 A</td>
<td>141 A</td>
<td>162 A</td>
<td>139 A</td>
<td>208 A</td>
<td>255 A</td>
<td>145 A</td>
<td>190 A</td>
</tr>
<tr>
<td><strong>Day Total</strong></td>
<td>6075 A</td>
<td>9351 A</td>
<td>10075 A</td>
<td>9969 A</td>
<td>10729 A</td>
<td>7682 A</td>
<td>6353 A</td>
<td>9353 A</td>
</tr>
</tbody>
</table>

#### AM Peak Hour
- **Time:** 11-12
- **Traffic:** 11-12

#### AM Peak Traffic
- **Traffic:**
  - 347 A
  - 440 A
  - 454 A
  - 484 A
  - 490 A
  - 477 A
  - 334 A
  - 435 A

#### PM Peak Hour
- **Time:** 15-16
- **Traffic:** 17-18

#### PM Peak Traffic
- **Traffic:**
  - 528 A
  - 1144 A
  - 1404 A
  - 1296 A
  - 1198 A
  - 516 A
  - 489 A
  - 1164 A
### District 03

**County:** SAC  | **Prefix:** 080 | **Postmile:** 2.322 | **Leg:** F

**Location Description:** SEG EB OFF TO NB 5

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>143 A</td>
<td>110 A</td>
<td>123 A</td>
<td>130 A</td>
<td>172 A</td>
<td>238 A</td>
<td>70 A</td>
<td>109 A</td>
</tr>
<tr>
<td>1-2</td>
<td>80 A</td>
<td>50 A</td>
<td>69 A</td>
<td>140 A</td>
<td>76 A</td>
<td>177 A</td>
<td>43 A</td>
<td>60 A</td>
</tr>
<tr>
<td>2-3</td>
<td>60 A</td>
<td>57 A</td>
<td>58 A</td>
<td>112 A</td>
<td>82 A</td>
<td>124 A</td>
<td>39 A</td>
<td>42 A</td>
</tr>
<tr>
<td>3-4</td>
<td>49 A</td>
<td>44 A</td>
<td>57 A</td>
<td>139 A</td>
<td>50 A</td>
<td>114 A</td>
<td>58 A</td>
<td>75 A</td>
</tr>
<tr>
<td>4-5</td>
<td>121 A</td>
<td>124 A</td>
<td>124 A</td>
<td>242 A</td>
<td>84 A</td>
<td>173 A</td>
<td>126 A</td>
<td>99 A</td>
</tr>
<tr>
<td>5-6</td>
<td>213 A</td>
<td>196 A</td>
<td>179 A</td>
<td>227 A</td>
<td>101 A</td>
<td>187 A</td>
<td>207 A</td>
<td>192 A</td>
</tr>
<tr>
<td>6-7</td>
<td>312 A</td>
<td>330 A</td>
<td>346 A</td>
<td>328 A</td>
<td>157 A</td>
<td>132 A</td>
<td>375 A</td>
<td>358 A</td>
</tr>
<tr>
<td>7-8</td>
<td>459 A</td>
<td>444 A</td>
<td>435 A</td>
<td>482 A</td>
<td>222 A</td>
<td>127 A</td>
<td>427 A</td>
<td>478 A</td>
</tr>
<tr>
<td>8-9</td>
<td>556 A</td>
<td>444 A</td>
<td>473 A</td>
<td>483 A</td>
<td>297 A</td>
<td>203 A</td>
<td>490 A</td>
<td>490 A</td>
</tr>
<tr>
<td>9-10</td>
<td>440 A</td>
<td>433 A</td>
<td>426 A</td>
<td>472 A</td>
<td>339 A</td>
<td>272 A</td>
<td>450 A</td>
<td>513 A</td>
</tr>
<tr>
<td>10-11</td>
<td>422 A</td>
<td>416 A</td>
<td>420 A</td>
<td>468 A</td>
<td>430 A</td>
<td>379 A</td>
<td>453 A</td>
<td>379 A</td>
</tr>
<tr>
<td>11-12</td>
<td>513 A</td>
<td>454 C</td>
<td>468 A</td>
<td>496 A</td>
<td>427 A</td>
<td>340 A</td>
<td>462 A</td>
<td>493 A</td>
</tr>
<tr>
<td>12-13</td>
<td>496 A</td>
<td>499 A</td>
<td>535 A</td>
<td>621 A</td>
<td>455 A</td>
<td>440 A</td>
<td>558 A</td>
<td>473 A</td>
</tr>
<tr>
<td>13-14</td>
<td>508 A</td>
<td>504 A</td>
<td>532 A</td>
<td>565 A</td>
<td>416 A</td>
<td>459 A</td>
<td>544 A</td>
<td>544 A</td>
</tr>
<tr>
<td>14-15</td>
<td>604 A</td>
<td>640 A</td>
<td>705 A</td>
<td>672 A</td>
<td>479 A</td>
<td>456 A</td>
<td>630 A</td>
<td>606 A</td>
</tr>
<tr>
<td>15-16</td>
<td>797 A</td>
<td>821 A</td>
<td>902 A</td>
<td>904 A</td>
<td>448 A</td>
<td>440 A</td>
<td>799 A</td>
<td>843 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1103 A</td>
<td>1041 A</td>
<td>1216 A</td>
<td>1127 A</td>
<td>430 A</td>
<td>484 A</td>
<td>971 A</td>
<td>1081 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1278 A</td>
<td>1196 A</td>
<td>1426 A</td>
<td>1148 A</td>
<td>434 A</td>
<td>479 A</td>
<td>1181 A</td>
<td>1227 A</td>
</tr>
<tr>
<td>18-19</td>
<td>710 A</td>
<td>717 A</td>
<td>802 A</td>
<td>783 A</td>
<td>442 A</td>
<td>533 A</td>
<td>616 A</td>
<td>660 A</td>
</tr>
<tr>
<td>19-20</td>
<td>424 A</td>
<td>471 A</td>
<td>425 A</td>
<td>510 A</td>
<td>349 A</td>
<td>414 A</td>
<td>421 A</td>
<td>463 A</td>
</tr>
<tr>
<td>20-21</td>
<td>341 A</td>
<td>360 A</td>
<td>395 A</td>
<td>449 A</td>
<td>376 A</td>
<td>347 A</td>
<td>352 A</td>
<td>320 A</td>
</tr>
<tr>
<td>21-22</td>
<td>296 A</td>
<td>330 A</td>
<td>306 A</td>
<td>405 A</td>
<td>310 A</td>
<td>291 A</td>
<td>268 A</td>
<td>265 A</td>
</tr>
<tr>
<td>22-23</td>
<td>247 A</td>
<td>266 A</td>
<td>249 A</td>
<td>292 A</td>
<td>292 A</td>
<td>250 A</td>
<td>206 A</td>
<td>195 A</td>
</tr>
<tr>
<td>23-24</td>
<td>146 A</td>
<td>139 A</td>
<td>156 A</td>
<td>225 A</td>
<td>210 A</td>
<td>139 A</td>
<td>139 A</td>
<td>136 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- 10318 A
- 10086 C
- 10827 A
- 11420 A
- 7078 A
- 7198 A
- 9885 A
- 10101 A

**AM Peak Hour:**
- 08-09
- 08-09
- 08-09
- 08-09
- 09-10

**AM Peak Traffic:**
- 09-10
- 454
- 473
- 496
- 430
- 379
- 490
- 513

**PM Peak Hour:**
- 17-18
- 17-18
- 17-18
- 17-18
- 17-18

**PM Peak Traffic:**
- 1278
- 1196
- 1426
- 1148
- 479
- 533
- 1181
- 1227
**CALTRANS TRAFFIC VOLUMES**

**Detail All Vehicle Hourly Count Report**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>102 A</td>
<td>117 A</td>
<td>119 A</td>
<td>157 A</td>
<td>225 A</td>
<td>78 A</td>
<td>104 A</td>
<td>174 A</td>
</tr>
<tr>
<td>1-2</td>
<td>70 A</td>
<td>70 A</td>
<td>84 A</td>
<td>103 A</td>
<td>144 A</td>
<td>47 A</td>
<td>53 A</td>
<td>118 A</td>
</tr>
<tr>
<td>2-3</td>
<td>44 A</td>
<td>67 A</td>
<td>62 A</td>
<td>91 A</td>
<td>123 A</td>
<td>40 A</td>
<td>57 A</td>
<td>102 A</td>
</tr>
<tr>
<td>3-4</td>
<td>58 A</td>
<td>68 A</td>
<td>63 A</td>
<td>72 A</td>
<td>106 A</td>
<td>36 A</td>
<td>58 A</td>
<td>127 A</td>
</tr>
<tr>
<td>4-5</td>
<td>112 A</td>
<td>132 A</td>
<td>171 A</td>
<td>96 A</td>
<td>158 A</td>
<td>116 A</td>
<td>91 A</td>
<td>295 A</td>
</tr>
<tr>
<td>5-6</td>
<td>180 A</td>
<td>184 A</td>
<td>203 A</td>
<td>100 A</td>
<td>164 A</td>
<td>192 A</td>
<td>172 A</td>
<td>198 A</td>
</tr>
<tr>
<td>6-7</td>
<td>332 A</td>
<td>324 A</td>
<td>324 A</td>
<td>147 A</td>
<td>216 A</td>
<td>327 A</td>
<td>353 A</td>
<td>319 A</td>
</tr>
<tr>
<td>7-8</td>
<td>485 A</td>
<td>433 A</td>
<td>406 A</td>
<td>180 A</td>
<td>137 A</td>
<td>425 A</td>
<td>462 A</td>
<td>435 A</td>
</tr>
<tr>
<td>8-9</td>
<td>411 A</td>
<td>452 A</td>
<td>432 A</td>
<td>302 A</td>
<td>164 A</td>
<td>418 A</td>
<td>460 A</td>
<td>428 A</td>
</tr>
<tr>
<td>9-10</td>
<td>391 A</td>
<td>374 A</td>
<td>413 A</td>
<td>341 A</td>
<td>241 A</td>
<td>369 A</td>
<td>360 A</td>
<td>368 A</td>
</tr>
<tr>
<td>10-11</td>
<td>348 A</td>
<td>358 A</td>
<td>406 A</td>
<td>406 A</td>
<td>319 A</td>
<td>371 A</td>
<td>365 A</td>
<td>364 A</td>
</tr>
<tr>
<td>11-12</td>
<td>427 A</td>
<td>403 A</td>
<td>497 A</td>
<td>443 A</td>
<td>360 A</td>
<td>433 A</td>
<td>400 A</td>
<td>393 A</td>
</tr>
<tr>
<td>12-13</td>
<td>419 A</td>
<td>507 A</td>
<td>589 A</td>
<td>462 A</td>
<td>386 A</td>
<td>492 A</td>
<td>474 A</td>
<td>452 A</td>
</tr>
<tr>
<td>13-14</td>
<td>486 A</td>
<td>525 A</td>
<td>620 A</td>
<td>394 A</td>
<td>421 A</td>
<td>520 A</td>
<td>537 A</td>
<td>516 A</td>
</tr>
<tr>
<td>14-15</td>
<td>584 A</td>
<td>612 A</td>
<td>653 A</td>
<td>417 A</td>
<td>444 A</td>
<td>582 A</td>
<td>570 A</td>
<td>595 A</td>
</tr>
<tr>
<td>15-16</td>
<td>811 A</td>
<td>775 A</td>
<td>829 A</td>
<td>447 A</td>
<td>469 A</td>
<td>766 A</td>
<td>797 A</td>
<td>831 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1015 A</td>
<td>1099 A</td>
<td>1069 A</td>
<td>463 A</td>
<td>473 A</td>
<td>963 A</td>
<td>1009 A</td>
<td>1017 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1214 A</td>
<td>1368 A</td>
<td>1243 A</td>
<td>458 A</td>
<td>468 A</td>
<td>1178 A</td>
<td>1220 A</td>
<td>1219 A</td>
</tr>
<tr>
<td>18-19</td>
<td>724 A</td>
<td>751 A</td>
<td>740 A</td>
<td>478 A</td>
<td>453 A</td>
<td>661 A</td>
<td>670 A</td>
<td>769 A</td>
</tr>
<tr>
<td>19-20</td>
<td>434 A</td>
<td>498 A</td>
<td>530 A</td>
<td>365 A</td>
<td>452 A</td>
<td>433 A</td>
<td>444 A</td>
<td>485 A</td>
</tr>
<tr>
<td>20-21</td>
<td>388 A</td>
<td>425 A</td>
<td>470 A</td>
<td>358 A</td>
<td>378 A</td>
<td>335 A</td>
<td>374 A</td>
<td>339 A</td>
</tr>
<tr>
<td>21-22</td>
<td>320 A</td>
<td>351 A</td>
<td>399 A</td>
<td>392 A</td>
<td>321 A</td>
<td>258 A</td>
<td>304 A</td>
<td>312 A</td>
</tr>
<tr>
<td>22-23</td>
<td>260 A</td>
<td>298 A</td>
<td>324 A</td>
<td>285 A</td>
<td>253 A</td>
<td>217 A</td>
<td>248 A</td>
<td>256 A</td>
</tr>
<tr>
<td>23-24</td>
<td>161 A</td>
<td>198 A</td>
<td>185 A</td>
<td>233 A</td>
<td>146 A</td>
<td>141 A</td>
<td>166 A</td>
<td>174 A</td>
</tr>
</tbody>
</table>

**Day Total**

|         | 9776 A | 10389 A | 10831 A | 7190 A | 7021 A | 9398 A | 9748 A | 10286 A |

**AM Peak Hour**

- 07-08
- 08-09
- 11-12
- 11-12
- 11-12
- 07-08
- 07-08

**AM Peak Traffic**

- 485
- 452
- 497
- 443
- 360
- 433
- 462
- 435

**PM Peak Hour**

- 17-18
- 17-18
- 17-18
- 18-19
- 16-17
- 17-18
- 17-18

**PM Peak Traffic**

- 1214
- 1368
- 1243
- 478
- 473
- 1178
- 1220
- 1219
### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>180 A</td>
<td>110 A</td>
<td>148 A</td>
<td>149 A</td>
<td>83 A</td>
<td>102 A</td>
</tr>
<tr>
<td>1-2</td>
<td>111 A</td>
<td>84 A</td>
<td>109 A</td>
<td>87 A</td>
<td>57 A</td>
<td>60 A</td>
</tr>
<tr>
<td>2-3</td>
<td>104 A</td>
<td>65 A</td>
<td>78 A</td>
<td>68 A</td>
<td>38 A</td>
<td>55 A</td>
</tr>
<tr>
<td>3-4</td>
<td>137 A</td>
<td>73 A</td>
<td>76 A</td>
<td>61 A</td>
<td>47 A</td>
<td>68 A</td>
</tr>
<tr>
<td>4-5</td>
<td>300 A</td>
<td>140 A</td>
<td>109 A</td>
<td>61 A</td>
<td>117 A</td>
<td>120 A</td>
</tr>
<tr>
<td>5-6</td>
<td>254 A</td>
<td>184 A</td>
<td>98 A</td>
<td>70 A</td>
<td>190 A</td>
<td>173 A</td>
</tr>
<tr>
<td>6-7</td>
<td>320 A</td>
<td>313 A</td>
<td>149 A</td>
<td>91 A</td>
<td>323 A</td>
<td>328 A</td>
</tr>
<tr>
<td>7-8</td>
<td>448 A</td>
<td>442 A</td>
<td>182 A</td>
<td>128 A</td>
<td>437 A</td>
<td>450 A</td>
</tr>
<tr>
<td>8-9</td>
<td>436 A</td>
<td>490 A</td>
<td>291 A</td>
<td>185 A</td>
<td>417 A</td>
<td>465 A</td>
</tr>
<tr>
<td>9-10</td>
<td>361 A</td>
<td>360 A</td>
<td>333 A</td>
<td>246 A</td>
<td>363 A</td>
<td>384 A</td>
</tr>
<tr>
<td>10-11</td>
<td>376 A</td>
<td>426 A</td>
<td>394 A</td>
<td>306 A</td>
<td>390 A</td>
<td>350 A</td>
</tr>
<tr>
<td>11-12</td>
<td>398 A</td>
<td>475 A</td>
<td>399 A</td>
<td>421 A</td>
<td>409 A</td>
<td>427 A</td>
</tr>
<tr>
<td>12-13</td>
<td>513 A</td>
<td>571 A</td>
<td>419 A</td>
<td>359 A</td>
<td>452 A</td>
<td>454 A</td>
</tr>
<tr>
<td>13-14</td>
<td>543 A</td>
<td>602 A</td>
<td>407 A</td>
<td>403 A</td>
<td>503 A</td>
<td>504 A</td>
</tr>
<tr>
<td>14-15</td>
<td>629 A</td>
<td>719 A</td>
<td>458 A</td>
<td>444 A</td>
<td>558 A</td>
<td>560 A</td>
</tr>
<tr>
<td>15-16</td>
<td>849 A</td>
<td>1086 A</td>
<td>440 A</td>
<td>450 A</td>
<td>781 A</td>
<td>771 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1047 A</td>
<td>1054 A</td>
<td>480 A</td>
<td>428 A</td>
<td>968 A</td>
<td>1090 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1313 A</td>
<td>1290 A</td>
<td>447 A</td>
<td>530 A</td>
<td>1237 A</td>
<td>1180 A</td>
</tr>
<tr>
<td>18-19</td>
<td>731 A</td>
<td>999 A</td>
<td>390 A</td>
<td>514 A</td>
<td>631 A</td>
<td>691 A</td>
</tr>
<tr>
<td>19-20</td>
<td>469 A</td>
<td>827 A</td>
<td>382 A</td>
<td>473 A</td>
<td>413 A</td>
<td>463 A</td>
</tr>
<tr>
<td>20-21</td>
<td>416 A</td>
<td>556 A</td>
<td>309 A</td>
<td>435 A</td>
<td>350 A</td>
<td>405 A</td>
</tr>
<tr>
<td>21-22</td>
<td>297 A</td>
<td>406 A</td>
<td>337 A</td>
<td>333 A</td>
<td>258 A</td>
<td>304 A</td>
</tr>
<tr>
<td>22-23</td>
<td>286 A</td>
<td>318 A</td>
<td>278 A</td>
<td>281 A</td>
<td>212 A</td>
<td>256 A</td>
</tr>
<tr>
<td>23-24</td>
<td>165 A</td>
<td>252 A</td>
<td>223 A</td>
<td>182 A</td>
<td>136 A</td>
<td>147 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>448</td>
<td>17-18</td>
<td>1313</td>
</tr>
<tr>
<td>08-09</td>
<td>490</td>
<td>17-18</td>
<td>1290</td>
</tr>
<tr>
<td>11-12</td>
<td>399</td>
<td>16-17</td>
<td>480</td>
</tr>
<tr>
<td>07-08</td>
<td>421</td>
<td>17-18</td>
<td>530</td>
</tr>
<tr>
<td>08-09</td>
<td>437</td>
<td>17-18</td>
<td>1237</td>
</tr>
<tr>
<td>11-12</td>
<td>465</td>
<td>17-18</td>
<td>1180</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
</tr>
</tbody>
</table>

**Location Description**

SEG EB OFF TO NB 5

**Traffic Station:**

Location Type: Ramp Connection

Lanes:

Lane Code:

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>60234</td>
<td>8605</td>
</tr>
<tr>
<td>2nd</td>
<td>66280</td>
<td>9469</td>
</tr>
<tr>
<td>3rd</td>
<td>65193</td>
<td>9313</td>
</tr>
<tr>
<td>4th</td>
<td>65598</td>
<td>9371</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>46199</td>
<td>9240</td>
</tr>
<tr>
<td>2nd</td>
<td>52004</td>
<td>10401</td>
</tr>
<tr>
<td>3rd</td>
<td>50982</td>
<td>10196</td>
</tr>
<tr>
<td>4th</td>
<td>51957</td>
<td>10391</td>
</tr>
</tbody>
</table>

**EAST**
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg**
--- | --- | --- | --- | --- | ---
03 | SAC | 080 | M | 2.614 | N

**Location Description**

WB ON FR NB 5

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>21 A</td>
<td>10 A</td>
<td>12 A</td>
<td>6 A</td>
<td>12 A</td>
<td>8 A</td>
<td>7 A</td>
<td>16 A</td>
</tr>
<tr>
<td>1-2</td>
<td>15 A</td>
<td>12 A</td>
<td>3 A</td>
<td>5 A</td>
<td>8 A</td>
<td>5 A</td>
<td>10 A</td>
<td>14 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>11 A</td>
<td>4 A</td>
<td>7 A</td>
<td>4 A</td>
<td>3 A</td>
<td>6 A</td>
<td>7 A</td>
</tr>
<tr>
<td>3-4</td>
<td>8 A</td>
<td>9 A</td>
<td>5 A</td>
<td>11 A</td>
<td>8 A</td>
<td>4 A</td>
<td>8 A</td>
<td>8 A</td>
</tr>
<tr>
<td>4-5</td>
<td>15 A</td>
<td>4 A</td>
<td>16 A</td>
<td>23 A</td>
<td>22 A</td>
<td>15 A</td>
<td>18 A</td>
<td>15 A</td>
</tr>
<tr>
<td>5-6</td>
<td>7 A</td>
<td>12 A</td>
<td>35 A</td>
<td>30 A</td>
<td>24 A</td>
<td>26 A</td>
<td>23 A</td>
<td>21 A</td>
</tr>
<tr>
<td>6-7</td>
<td>27 A</td>
<td>8 A</td>
<td>74 A</td>
<td>69 A</td>
<td>86 A</td>
<td>82 A</td>
<td>79 A</td>
<td>19 A</td>
</tr>
<tr>
<td>7-8</td>
<td>26 A</td>
<td>15 A</td>
<td>92 A</td>
<td>69 A</td>
<td>83 A</td>
<td>90 A</td>
<td>87 A</td>
<td>27 A</td>
</tr>
<tr>
<td>8-9</td>
<td>37 A</td>
<td>29 A</td>
<td>85 A</td>
<td>70 A</td>
<td>77 A</td>
<td>90 A</td>
<td>93 A</td>
<td>38 A</td>
</tr>
<tr>
<td>9-10</td>
<td>45 A</td>
<td>54 A</td>
<td>81 A</td>
<td>96 A</td>
<td>70 A</td>
<td>70 A</td>
<td>80 A</td>
<td>53 A</td>
</tr>
<tr>
<td>10-11</td>
<td>68 A</td>
<td>61 A</td>
<td>99 A</td>
<td>78 A</td>
<td>95 A</td>
<td>93 A</td>
<td>96 A</td>
<td>61 A</td>
</tr>
<tr>
<td>11-12</td>
<td>78 A</td>
<td>61 A</td>
<td>94 A</td>
<td>95 A</td>
<td>100 A</td>
<td>86 A</td>
<td>84 A</td>
<td>87 A</td>
</tr>
<tr>
<td>12-13</td>
<td>96 A</td>
<td>84 A</td>
<td>95 A</td>
<td>88 A</td>
<td>90 A</td>
<td>100 A</td>
<td>89 A</td>
<td>84 A</td>
</tr>
<tr>
<td>13-14</td>
<td>103 A</td>
<td>89 A</td>
<td>109 A</td>
<td>103 A</td>
<td>90 A</td>
<td>102 A</td>
<td>107 A</td>
<td>111 A</td>
</tr>
<tr>
<td>14-15</td>
<td>98 A</td>
<td>93 A</td>
<td>111 A</td>
<td>113 A</td>
<td>115 A</td>
<td>103 A</td>
<td>109 A</td>
<td>94 A</td>
</tr>
<tr>
<td>15-16</td>
<td>114 A</td>
<td>62 A</td>
<td>115 A</td>
<td>110 A</td>
<td>118 A</td>
<td>102 A</td>
<td>102 A</td>
<td>87 A</td>
</tr>
<tr>
<td>16-17</td>
<td>86 A</td>
<td>59 A</td>
<td>111 A</td>
<td>136 A</td>
<td>123 A</td>
<td>123 A</td>
<td>129 A</td>
<td>106 A</td>
</tr>
<tr>
<td>17-18</td>
<td>80 A</td>
<td>69 A</td>
<td>112 A</td>
<td>125 A</td>
<td>119 A</td>
<td>126 A</td>
<td>143 A</td>
<td>75 A</td>
</tr>
<tr>
<td>18-19</td>
<td>76 A</td>
<td>67 A</td>
<td>71 A</td>
<td>108 A</td>
<td>81 A</td>
<td>78 A</td>
<td>88 A</td>
<td>62 A</td>
</tr>
<tr>
<td>19-20</td>
<td>45 A</td>
<td>52 A</td>
<td>62 A</td>
<td>66 A</td>
<td>69 A</td>
<td>47 A</td>
<td>58 A</td>
<td>54 A</td>
</tr>
<tr>
<td>20-21</td>
<td>36 A</td>
<td>42 A</td>
<td>39 A</td>
<td>50 A</td>
<td>52 A</td>
<td>51 A</td>
<td>55 A</td>
<td>66 A</td>
</tr>
<tr>
<td>21-22</td>
<td>44 A</td>
<td>23 A</td>
<td>36 A</td>
<td>34 A</td>
<td>48 A</td>
<td>38 A</td>
<td>39 A</td>
<td>30 A</td>
</tr>
<tr>
<td>22-23</td>
<td>39 A</td>
<td>16 A</td>
<td>17 A</td>
<td>25 A</td>
<td>28 A</td>
<td>29 A</td>
<td>38 A</td>
<td>23 A</td>
</tr>
<tr>
<td>23-24</td>
<td>19 A</td>
<td>14 A</td>
<td>16 A</td>
<td>9 A</td>
<td>19 A</td>
<td>20 A</td>
<td>24 A</td>
<td>28 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>1193 A</th>
<th>956 A</th>
<th>1494 A</th>
<th>1526 A</th>
<th>1541 A</th>
<th>1491 A</th>
<th>1572 A</th>
<th>1186 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>11-12</th>
<th>10-11</th>
<th>10-11</th>
<th>09-10</th>
<th>11-12</th>
<th>10-11</th>
<th>10-11</th>
<th>11-12</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>78</th>
<th>61</th>
<th>99</th>
<th>96</th>
<th>100 A</th>
<th>93</th>
<th>96</th>
<th>87</th>
</tr>
</thead>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>15-16</th>
<th>14-15</th>
<th>15-16</th>
<th>16-17</th>
<th>16-17</th>
<th>17-18</th>
<th>17-18</th>
<th>13-14</th>
</tr>
</thead>
</table>

**PM Peak Traffic**

|         | 114    | 93     | 115    | 136    | 123    | 126    | 143    | 111    |
### District | County | Route | Prefix | Postmile | Leg
---|---|---|---|---|---
03 | SAC | 080 | M | 2.614 | N

#### Location Description
WB ON FR NB 5

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>9 A</td>
<td>13 A</td>
<td>9 A</td>
<td>15 A</td>
<td>10 A</td>
<td>19 A</td>
<td>17 A</td>
<td>14 A</td>
</tr>
<tr>
<td>1-2</td>
<td>12 A</td>
<td>7 A</td>
<td>2 A</td>
<td>9 A</td>
<td>11 A</td>
<td>19 A</td>
<td>19 A</td>
<td>7 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>5 A</td>
<td>5 A</td>
<td>6 A</td>
<td>11 A</td>
<td>11 A</td>
<td>17 A</td>
<td>9 A</td>
</tr>
<tr>
<td>3-4</td>
<td>8 A</td>
<td>10 A</td>
<td>5 A</td>
<td>5 A</td>
<td>10 A</td>
<td>8 A</td>
<td>7 A</td>
<td>5 A</td>
</tr>
<tr>
<td>4-5</td>
<td>14 A</td>
<td>10 A</td>
<td>10 A</td>
<td>12 A</td>
<td>9 A</td>
<td>8 A</td>
<td>11 A</td>
<td>16 A</td>
</tr>
<tr>
<td>5-6</td>
<td>30 A</td>
<td>22 A</td>
<td>20 A</td>
<td>28 A</td>
<td>21 A</td>
<td>4 A</td>
<td>12 A</td>
<td>24 A</td>
</tr>
<tr>
<td>6-7</td>
<td>61 A</td>
<td>62 A</td>
<td>80 A</td>
<td>53 A</td>
<td>67 A</td>
<td>15 A</td>
<td>18 A</td>
<td>55 A</td>
</tr>
<tr>
<td>7-8</td>
<td>80 A</td>
<td>76 A</td>
<td>69 A</td>
<td>96 A</td>
<td>76 A</td>
<td>31 A</td>
<td>14 A</td>
<td>79 A</td>
</tr>
<tr>
<td>8-9</td>
<td>69 A</td>
<td>89 A</td>
<td>89 A</td>
<td>107 A</td>
<td>89 A</td>
<td>36 A</td>
<td>18 A</td>
<td>78 A</td>
</tr>
<tr>
<td>9-10</td>
<td>77 A</td>
<td>79 A</td>
<td>88 A</td>
<td>90 A</td>
<td>97 A</td>
<td>51 A</td>
<td>36 A</td>
<td>76 A</td>
</tr>
<tr>
<td>10-11</td>
<td>97 A</td>
<td>105 A</td>
<td>85 A</td>
<td>82 A</td>
<td>84 A</td>
<td>66 A</td>
<td>56 A</td>
<td>89 A</td>
</tr>
<tr>
<td>11-12</td>
<td>103 A</td>
<td>93 A</td>
<td>115 A</td>
<td>91 A</td>
<td>105 A</td>
<td>84 A</td>
<td>78 A</td>
<td>103 A</td>
</tr>
<tr>
<td>12-13</td>
<td>91 A</td>
<td>93 A</td>
<td>113 A</td>
<td>111 A</td>
<td>98 A</td>
<td>94 A</td>
<td>63 A</td>
<td>96 A</td>
</tr>
<tr>
<td>13-14</td>
<td>105 A</td>
<td>94 A</td>
<td>101 A</td>
<td>121 A</td>
<td>120 A</td>
<td>82 A</td>
<td>87 A</td>
<td>113 A</td>
</tr>
<tr>
<td>14-15</td>
<td>116 A</td>
<td>118 A</td>
<td>101 A</td>
<td>114 A</td>
<td>112 A</td>
<td>94 A</td>
<td>76 A</td>
<td>101 A</td>
</tr>
<tr>
<td>15-16</td>
<td>99 A</td>
<td>104 A</td>
<td>109 A</td>
<td>132 A</td>
<td>120 A</td>
<td>90 A</td>
<td>88 A</td>
<td>108 A</td>
</tr>
<tr>
<td>16-17</td>
<td>152 A</td>
<td>128 A</td>
<td>149 A</td>
<td>114 A</td>
<td>140 A</td>
<td>94 A</td>
<td>78 A</td>
<td>118 A</td>
</tr>
<tr>
<td>17-18</td>
<td>154 A</td>
<td>145 A</td>
<td>149 A</td>
<td>141 A</td>
<td>138 A</td>
<td>69 A</td>
<td>67 A</td>
<td>124 A</td>
</tr>
<tr>
<td>18-19</td>
<td>75 A</td>
<td>73 A</td>
<td>75 A</td>
<td>99 A</td>
<td>89 A</td>
<td>62 A</td>
<td>65 A</td>
<td>90 A</td>
</tr>
<tr>
<td>19-20</td>
<td>69 A</td>
<td>56 A</td>
<td>67 A</td>
<td>60 A</td>
<td>67 A</td>
<td>50 A</td>
<td>52 A</td>
<td>62 A</td>
</tr>
<tr>
<td>20-21</td>
<td>52 A</td>
<td>71 A</td>
<td>59 A</td>
<td>57 A</td>
<td>54 A</td>
<td>45 A</td>
<td>35 A</td>
<td>57 A</td>
</tr>
<tr>
<td>21-22</td>
<td>37 A</td>
<td>32 A</td>
<td>42 A</td>
<td>36 A</td>
<td>49 A</td>
<td>52 A</td>
<td>39 A</td>
<td>38 A</td>
</tr>
<tr>
<td>22-23</td>
<td>27 A</td>
<td>25 A</td>
<td>29 A</td>
<td>38 A</td>
<td>33 A</td>
<td>42 A</td>
<td>22 A</td>
<td>39 A</td>
</tr>
<tr>
<td>23-24</td>
<td>22 A</td>
<td>19 A</td>
<td>24 A</td>
<td>19 A</td>
<td>25 A</td>
<td>29 A</td>
<td>18 A</td>
<td>15 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **1569 A**
- **1529 A**
- **1595 A**
- **1636 A**
- **1635 A**
- **1155 A**
- **993 A**
- **1516 A**

#### AM Peak Hour
- **11-12**
- **10-11**
- **11-12**
- **08-09**
- **11-12**
- **11-12**
- **11-12**

#### AM Peak Traffic
- **103**
- **105**
- **115**
- **107**
- **105**
- **84**
- **78**
- **103**

#### PM Peak Hour
- **17-18**
- **17-18**
- **16-17**
- **17-18**
- **16-17**
- **12-13**
- **15-16**
- **17-18**

#### PM Peak Traffic
- **154**
- **145**
- **149**
- **141**
- **140**
- **94**
- **88**
- **124**
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

**Location Description**
WB ON FR NB 5

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>7 A</td>
<td>9 A</td>
<td>14 A</td>
<td>15 A</td>
<td>26 A</td>
<td>18 A</td>
<td>10 A</td>
<td>5 A</td>
</tr>
<tr>
<td>1-2</td>
<td>5 A</td>
<td>8 A</td>
<td>8 A</td>
<td>10 A</td>
<td>16 A</td>
<td>13 A</td>
<td>8 A</td>
<td>11 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>4 A</td>
<td>9 A</td>
<td>9 A</td>
<td>6 A</td>
<td>8 A</td>
<td>6 A</td>
<td>9 A</td>
</tr>
<tr>
<td>3-4</td>
<td>7 A</td>
<td>6 A</td>
<td>10 A</td>
<td>5 A</td>
<td>6 A</td>
<td>4 A</td>
<td>10 A</td>
<td>6 A</td>
</tr>
<tr>
<td>4-5</td>
<td>15 A</td>
<td>17 A</td>
<td>21 A</td>
<td>16 A</td>
<td>16 A</td>
<td>8 A</td>
<td>15 A</td>
<td>18 A</td>
</tr>
<tr>
<td>5-6</td>
<td>26 A</td>
<td>18 A</td>
<td>26 A</td>
<td>14 A</td>
<td>10 A</td>
<td>5 A</td>
<td>21 A</td>
<td>26 A</td>
</tr>
<tr>
<td>6-7</td>
<td>60 A</td>
<td>69 A</td>
<td>51 A</td>
<td>41 A</td>
<td>18 A</td>
<td>5 A</td>
<td>50 A</td>
<td>56 A</td>
</tr>
<tr>
<td>7-8</td>
<td>84 A</td>
<td>85 A</td>
<td>77 A</td>
<td>88 A</td>
<td>19 A</td>
<td>11 A</td>
<td>85 A</td>
<td>69 A</td>
</tr>
<tr>
<td>8-9</td>
<td>81 A</td>
<td>90 A</td>
<td>94 A</td>
<td>90 A</td>
<td>27 A</td>
<td>22 A</td>
<td>76 A</td>
<td>95 A</td>
</tr>
<tr>
<td>9-10</td>
<td>73 A</td>
<td>83 A</td>
<td>70 A</td>
<td>69 A</td>
<td>65 A</td>
<td>34 A</td>
<td>97 A</td>
<td>90 A</td>
</tr>
<tr>
<td>10-11</td>
<td>101 A</td>
<td>96 A</td>
<td>80 A</td>
<td>109 A</td>
<td>63 A</td>
<td>55 A</td>
<td>78 A</td>
<td>88 A</td>
</tr>
<tr>
<td>11-12</td>
<td>114 A</td>
<td>126 A</td>
<td>91 A</td>
<td>112 A</td>
<td>79 A</td>
<td>54 A</td>
<td>104 A</td>
<td>99 A</td>
</tr>
<tr>
<td>12-13</td>
<td>110 A</td>
<td>106 A</td>
<td>109 A</td>
<td>110 A</td>
<td>80 A</td>
<td>64 A</td>
<td>118 A</td>
<td>117 A</td>
</tr>
<tr>
<td>13-14</td>
<td>112 A</td>
<td>123 A</td>
<td>107 A</td>
<td>126 A</td>
<td>83 A</td>
<td>73 A</td>
<td>108 A</td>
<td>114 A</td>
</tr>
<tr>
<td>14-15</td>
<td>100 A</td>
<td>125 A</td>
<td>106 A</td>
<td>137 A</td>
<td>76 A</td>
<td>73 A</td>
<td>120 A</td>
<td>119 A</td>
</tr>
<tr>
<td>15-16</td>
<td>129 A</td>
<td>127 A</td>
<td>126 A</td>
<td>112 A</td>
<td>85 A</td>
<td>55 A</td>
<td>99 A</td>
<td>118 A</td>
</tr>
<tr>
<td>16-17</td>
<td>141 A</td>
<td>111 A</td>
<td>112 A</td>
<td>134 A</td>
<td>73 A</td>
<td>52 A</td>
<td>108 A</td>
<td>132 A</td>
</tr>
<tr>
<td>17-18</td>
<td>128 A</td>
<td>134 A</td>
<td>126 A</td>
<td>121 A</td>
<td>69 A</td>
<td>60 A</td>
<td>138 A</td>
<td>161 A</td>
</tr>
<tr>
<td>18-19</td>
<td>88 A</td>
<td>91 A</td>
<td>83 A</td>
<td>83 A</td>
<td>80 A</td>
<td>48 A</td>
<td>76 A</td>
<td>86 A</td>
</tr>
<tr>
<td>19-20</td>
<td>57 A</td>
<td>63 A</td>
<td>58 A</td>
<td>70 A</td>
<td>60 A</td>
<td>47 A</td>
<td>60 A</td>
<td>63 A</td>
</tr>
<tr>
<td>20-21</td>
<td>48 A</td>
<td>47 A</td>
<td>64 A</td>
<td>47 A</td>
<td>41 A</td>
<td>36 A</td>
<td>55 A</td>
<td>59 A</td>
</tr>
<tr>
<td>21-22</td>
<td>29 A</td>
<td>35 A</td>
<td>34 A</td>
<td>47 A</td>
<td>67 A</td>
<td>33 A</td>
<td>39 A</td>
<td>41 A</td>
</tr>
<tr>
<td>22-23</td>
<td>31 A</td>
<td>19 A</td>
<td>35 A</td>
<td>38 A</td>
<td>33 A</td>
<td>35 A</td>
<td>32 A</td>
<td>34 A</td>
</tr>
<tr>
<td>23-24</td>
<td>23 A</td>
<td>21 A</td>
<td>19 A</td>
<td>20 A</td>
<td>36 A</td>
<td>9 A</td>
<td>18 A</td>
<td>16 A</td>
</tr>
</tbody>
</table>

**Day Total**
1579 A | 1613 A | 1530 A | 1623 A | 1144 A | 822 A | 1531 A | 1632 A

**AM Peak Hour**
11-12 | 11-12 | 08-09 | 11-12 | 11-12 | 10-11 | 11-12 | 11-12

**AM Peak Traffic**
114 | 126 | 94 | 112 | 79 | 55 | 104 | 99

**PM Peak Hour**
16-17 | 17-18 | 15-16 | 14-15 | 15-16 | 13-14 | 17-18 | 17-18

**PM Peak Traffic**
141 | 134 | 126 | 137 | 85 | 73 | 138 | 161
## District, County, Route, Prefix, Postmile, Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.614</td>
<td>N</td>
</tr>
</tbody>
</table>

### Location Description
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

#### Year and Count Details

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>12 A</td>
<td>16 A</td>
<td>11 A</td>
<td>17 A</td>
<td>26 A</td>
<td>10 A</td>
</tr>
<tr>
<td>1-2</td>
<td>11 A</td>
<td>12 A</td>
<td>10 A</td>
<td>17 A</td>
<td>14 A</td>
<td>7 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>13 A</td>
<td>17 A</td>
<td>14 A</td>
<td>11 A</td>
<td>7 A</td>
</tr>
<tr>
<td>3-4</td>
<td>7 A</td>
<td>8 A</td>
<td>5 A</td>
<td>5 A</td>
<td>7 A</td>
<td>4 A</td>
</tr>
<tr>
<td>4-5</td>
<td>17 A</td>
<td>11 A</td>
<td>16 A</td>
<td>11 A</td>
<td>8 A</td>
<td>8 A</td>
</tr>
<tr>
<td>5-6</td>
<td>11 A</td>
<td>27 A</td>
<td>19 A</td>
<td>8 A</td>
<td>14 A</td>
<td>27 A</td>
</tr>
<tr>
<td>6-7</td>
<td>58 A</td>
<td>54 A</td>
<td>60 A</td>
<td>9 A</td>
<td>6 A</td>
<td>60 A</td>
</tr>
<tr>
<td>7-8</td>
<td>69 A</td>
<td>113 A</td>
<td>91 A</td>
<td>26 A</td>
<td>17 A</td>
<td>82 A</td>
</tr>
<tr>
<td>8-9</td>
<td>92 A</td>
<td>97 A</td>
<td>86 A</td>
<td>47 A</td>
<td>45 A</td>
<td>87 A</td>
</tr>
<tr>
<td>9-10</td>
<td>78 A</td>
<td>61 A</td>
<td>60 A</td>
<td>34 A</td>
<td>27 A</td>
<td>68 A</td>
</tr>
<tr>
<td>10-11</td>
<td>105 A</td>
<td>83 A</td>
<td>96 A</td>
<td>63 A</td>
<td>61 A</td>
<td>101 A</td>
</tr>
<tr>
<td>11-12</td>
<td>116 A</td>
<td>114 A</td>
<td>102 A</td>
<td>56 A</td>
<td>73 A</td>
<td>100 A</td>
</tr>
<tr>
<td>12-13</td>
<td>74 A</td>
<td>114 A</td>
<td>99 A</td>
<td>77 A</td>
<td>100 A</td>
<td>99 A</td>
</tr>
<tr>
<td>13-14</td>
<td>104 A</td>
<td>101 A</td>
<td>79 A</td>
<td>102 A</td>
<td>72 A</td>
<td>107 A</td>
</tr>
<tr>
<td>14-15</td>
<td>111 A</td>
<td>108 A</td>
<td>97 A</td>
<td>97 A</td>
<td>80 A</td>
<td>120 A</td>
</tr>
<tr>
<td>15-16</td>
<td>113 A</td>
<td>134 A</td>
<td>122 A</td>
<td>86 A</td>
<td>80 A</td>
<td>91 A</td>
</tr>
<tr>
<td>16-17</td>
<td>133 A</td>
<td>121 A</td>
<td>146 A</td>
<td>68 A</td>
<td>71 A</td>
<td>126 A</td>
</tr>
<tr>
<td>17-18</td>
<td>148 A</td>
<td>153 A</td>
<td>133 A</td>
<td>59 A</td>
<td>56 A</td>
<td>115 A</td>
</tr>
<tr>
<td>18-19</td>
<td>95 A</td>
<td>89 A</td>
<td>113 A</td>
<td>61 A</td>
<td>64 A</td>
<td>72 A</td>
</tr>
<tr>
<td>19-20</td>
<td>73 A</td>
<td>62 A</td>
<td>70 A</td>
<td>43 A</td>
<td>55 A</td>
<td>54 A</td>
</tr>
<tr>
<td>20-21</td>
<td>52 A</td>
<td>57 A</td>
<td>45 A</td>
<td>43 A</td>
<td>44 A</td>
<td>45 A</td>
</tr>
<tr>
<td>21-22</td>
<td>43 A</td>
<td>33 A</td>
<td>40 A</td>
<td>47 A</td>
<td>41 A</td>
<td>36 A</td>
</tr>
<tr>
<td>22-23</td>
<td>31 A</td>
<td>32 A</td>
<td>28 A</td>
<td>27 A</td>
<td>34 A</td>
<td>37 A</td>
</tr>
<tr>
<td>23-24</td>
<td>21 A</td>
<td>21 A</td>
<td>18 A</td>
<td>38 A</td>
<td>24 A</td>
<td>18 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- **1584 A**
- **1634 A**
- **1563 A**
- **1055 A**
- **1030 A**
- **1481 A**

**AM Peak Hour:**
- **11-12**

**AM Peak Traffic:**
- **116**
- **114**
- **102**
- **63**
- **73**
- **101**

**PM Peak Hour:**
- **17-18**

**PM Peak Traffic:**
- **148**
- **153**
- **146**
- **102**
- **100**
- **126**
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.614 N

**Location Description**
WB ON FR NB 5

---

**Traffic Station:**
Location Type: Ramp Connection
Lanes:
Lane Code:

---

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>9773</td>
<td>1396</td>
</tr>
<tr>
<td>2nd</td>
<td>10305</td>
<td>1472</td>
</tr>
<tr>
<td>3rd</td>
<td>9998</td>
<td>1428</td>
</tr>
<tr>
<td>4th</td>
<td>9821</td>
<td>1403</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>7624</td>
<td>1525</td>
</tr>
<tr>
<td>2nd</td>
<td>7964</td>
<td>1593</td>
</tr>
<tr>
<td>3rd</td>
<td>7861</td>
<td>1572</td>
</tr>
<tr>
<td>4th</td>
<td>7944</td>
<td>1589</td>
</tr>
</tbody>
</table>
### Traffic Station:
- **Location Type**: Ramp Connection
- **Lanes**: 5
- **Lane Code**: M

**Location Description**: WB ON FR NB 5

### District Calendar

#### Traffic Station:
- **Location Type**: Ramp Connection
- **Lanes**: 5
- **Lane Code**: M

**Location Description**: WB ON FR NB 5

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>7 A</td>
<td>10 A</td>
<td>16 A</td>
<td>19 A</td>
<td>20 A</td>
<td>15 A</td>
<td>9 A</td>
<td>9 A</td>
</tr>
<tr>
<td>1-2</td>
<td>12 A</td>
<td>6 A</td>
<td>9 A</td>
<td>16 A</td>
<td>17 A</td>
<td>16 A</td>
<td>5 A</td>
<td>11 A</td>
</tr>
<tr>
<td>2-3</td>
<td>8 A</td>
<td>8 A</td>
<td>13 A</td>
<td>14 A</td>
<td>13 A</td>
<td>10 A</td>
<td>12 A</td>
<td>7 A</td>
</tr>
<tr>
<td>3-4</td>
<td>6 A</td>
<td>7 A</td>
<td>8 A</td>
<td>6 A</td>
<td>8 A</td>
<td>6 A</td>
<td>4 A</td>
<td>5 A</td>
</tr>
<tr>
<td>4-5</td>
<td>18 A</td>
<td>15 A</td>
<td>16 A</td>
<td>15 A</td>
<td>15 A</td>
<td>6 A</td>
<td>15 A</td>
<td>12 A</td>
</tr>
<tr>
<td>5-6</td>
<td>31 A</td>
<td>18 A</td>
<td>31 A</td>
<td>31 A</td>
<td>10 A</td>
<td>3 A</td>
<td>38 A</td>
<td>32 A</td>
</tr>
<tr>
<td>6-7</td>
<td>77 A</td>
<td>58 A</td>
<td>57 A</td>
<td>63 A</td>
<td>22 A</td>
<td>8 A</td>
<td>78 A</td>
<td>57 A</td>
</tr>
<tr>
<td>7-8</td>
<td>99 A</td>
<td>82 A</td>
<td>89 A</td>
<td>73 A</td>
<td>15 A</td>
<td>21 A</td>
<td>87 A</td>
<td>91 A</td>
</tr>
<tr>
<td>8-9</td>
<td>101 A</td>
<td>86 A</td>
<td>95 A</td>
<td>96 A</td>
<td>41 A</td>
<td>27 A</td>
<td>80 A</td>
<td>99 A</td>
</tr>
<tr>
<td>9-10</td>
<td>91 A</td>
<td>75 A</td>
<td>88 A</td>
<td>65 A</td>
<td>58 A</td>
<td>34 A</td>
<td>85 A</td>
<td>74 A</td>
</tr>
<tr>
<td>10-11</td>
<td>74 A</td>
<td>90 A</td>
<td>95 A</td>
<td>95 A</td>
<td>70 A</td>
<td>71 A</td>
<td>88 A</td>
<td>76 A</td>
</tr>
<tr>
<td>11-12</td>
<td>99 A</td>
<td>107 A</td>
<td>87 A</td>
<td>105 A</td>
<td>71 A</td>
<td>57 A</td>
<td>82 A</td>
<td>90 A</td>
</tr>
<tr>
<td>12-13</td>
<td>96 A</td>
<td>87 A</td>
<td>116 A</td>
<td>99 A</td>
<td>75 A</td>
<td>74 A</td>
<td>112 A</td>
<td>102 A</td>
</tr>
<tr>
<td>13-14</td>
<td>113 A</td>
<td>98 A</td>
<td>94 A</td>
<td>129 A</td>
<td>77 A</td>
<td>83 A</td>
<td>101 A</td>
<td>104 A</td>
</tr>
<tr>
<td>14-15</td>
<td>106 A</td>
<td>114 A</td>
<td>97 A</td>
<td>106 A</td>
<td>79 A</td>
<td>84 A</td>
<td>84 A</td>
<td>94 A</td>
</tr>
<tr>
<td>15-16</td>
<td>118 A</td>
<td>119 A</td>
<td>125 A</td>
<td>109 A</td>
<td>101 A</td>
<td>73 A</td>
<td>107 A</td>
<td>92 A</td>
</tr>
<tr>
<td>16-17</td>
<td>135 A</td>
<td>112 A</td>
<td>128 A</td>
<td>137 A</td>
<td>78 A</td>
<td>72 A</td>
<td>121 A</td>
<td>143 A</td>
</tr>
<tr>
<td>17-18</td>
<td>130 A</td>
<td>149 A</td>
<td>146 A</td>
<td>132 A</td>
<td>85 A</td>
<td>65 A</td>
<td>143 A</td>
<td>142 A</td>
</tr>
<tr>
<td>18-19</td>
<td>102 A</td>
<td>80 A</td>
<td>113 A</td>
<td>96 A</td>
<td>69 A</td>
<td>53 A</td>
<td>77 A</td>
<td>77 A</td>
</tr>
<tr>
<td>19-20</td>
<td>75 A</td>
<td>59 A</td>
<td>64 A</td>
<td>83 A</td>
<td>47 A</td>
<td>43 A</td>
<td>56 A</td>
<td>66 A</td>
</tr>
<tr>
<td>20-21</td>
<td>43 A</td>
<td>58 A</td>
<td>61 A</td>
<td>64 A</td>
<td>40 A</td>
<td>45 A</td>
<td>35 A</td>
<td>43 A</td>
</tr>
<tr>
<td>21-22</td>
<td>40 A</td>
<td>48 A</td>
<td>36 A</td>
<td>43 A</td>
<td>42 A</td>
<td>34 A</td>
<td>48 A</td>
<td>30 A</td>
</tr>
<tr>
<td>22-23</td>
<td>27 A</td>
<td>30 A</td>
<td>37 A</td>
<td>28 A</td>
<td>23 A</td>
<td>33 A</td>
<td>23 A</td>
<td>27 A</td>
</tr>
<tr>
<td>23-24</td>
<td>24 A</td>
<td>19 A</td>
<td>19 A</td>
<td>30 A</td>
<td>29 A</td>
<td>10 A</td>
<td>22 A</td>
<td>15 A</td>
</tr>
</tbody>
</table>

### Day Total
- **AM Peak Hour**: 08-09
- **AM Peak Traffic**: 101
- **PM Peak Hour**: 16-17
- **PM Peak Traffic**: 135

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>1632 A</td>
<td>1535 A</td>
<td>1640 A</td>
<td>1654 A</td>
<td>1105 A</td>
<td>943 A</td>
<td>1512 A</td>
<td>1498 A</td>
</tr>
</tbody>
</table>

- **AM Peak Hour**: 08-09
- **AM Peak Traffic**: 101
- **PM Peak Hour**: 16-17
- **PM Peak Traffic**: 135
### CALTRANS TRAFFIC VOLUMES
**Detail All Vehicle Hourly Count Report**

**Direction of Count:**

<table>
<thead>
<tr>
<th>Direction</th>
<th>0-1</th>
<th>1-2</th>
<th>2-3</th>
<th>3-4</th>
<th>4-5</th>
<th>5-6</th>
<th>6-7</th>
<th>7-8</th>
<th>8-9</th>
<th>9-10</th>
<th>10-11</th>
<th>11-12</th>
<th>12-13</th>
<th>13-14</th>
<th>14-15</th>
<th>15-16</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AM Peak Hour</strong></td>
<td>07-09</td>
<td>07-09</td>
<td>11-12</td>
<td>11-12</td>
<td>10-11</td>
<td>11-12</td>
<td>11-12</td>
<td>08-09</td>
<td>08-09</td>
<td>11-12</td>
<td>11-12</td>
<td>10-11</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td><strong>AM Peak Traffic</strong></td>
<td>108</td>
<td>95</td>
<td>101</td>
<td>71</td>
<td>64</td>
<td>90</td>
<td>50</td>
<td>106</td>
<td>106</td>
<td>50</td>
<td>72</td>
<td>56</td>
<td>72</td>
<td>56</td>
<td>72</td>
<td>56</td>
</tr>
<tr>
<td><strong>PM Peak Hour</strong></td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>13-14</td>
<td>12-13</td>
<td>17-18</td>
<td>16-17</td>
<td>16-17</td>
<td>17-18</td>
<td>17-18</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
</tr>
<tr>
<td><strong>PM Peak Traffic</strong></td>
<td>144</td>
<td>156</td>
<td>134</td>
<td>93</td>
<td>96</td>
<td>151</td>
<td>137</td>
<td>137</td>
<td>137</td>
<td>137</td>
<td>137</td>
<td>137</td>
<td>137</td>
<td>137</td>
<td>137</td>
<td>137</td>
</tr>
</tbody>
</table>

**Day Total**

| Day | 08-09 | 08-09 | 11-12 | 11-12 | 10-11 | 10-11 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |
|-----|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| **AM Peak Hour** | 07-09 | 07-09 | 11-12 | 11-12 | 10-11 | 10-11 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |
| **AM Peak Traffic** | 108 | 95 | 101 | 71 | 64 | 90 | 50 | 106 | 106 | 50 | 72 | 56 | 72 | 56 | 72 | 56 | 72 | 56 |
| **PM Peak Hour** | 17-18 | 17-18 | 17-18 | 17-18 | 13-14 | 12-13 | 17-18 | 16-17 | 16-17 | 17-18 | 17-18 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17 |
| **PM Peak Traffic** | 144 | 156 | 134 | 93 | 96 | 151 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 |

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg** |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.614</td>
</tr>
</tbody>
</table>

**Location Description**

WB ON FR NB 5

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**
<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 17</td>
<td>APR 18</td>
<td>APR 19</td>
<td>APR 20</td>
<td>APR 21</td>
<td>APR 22</td>
<td>APR 23</td>
<td>APR 24</td>
</tr>
<tr>
<td>0-1</td>
<td>12 A</td>
<td>13 A</td>
<td>31 A</td>
<td>22 A</td>
<td>8 A</td>
<td>11 A</td>
<td>9 A</td>
<td>8 A</td>
</tr>
<tr>
<td>1-2</td>
<td>5 A</td>
<td>7 A</td>
<td>19 A</td>
<td>18 A</td>
<td>5 A</td>
<td>10 A</td>
<td>5 A</td>
<td>8 A</td>
</tr>
<tr>
<td>2-3</td>
<td>9 A</td>
<td>7 A</td>
<td>10 A</td>
<td>9 A</td>
<td>9 A</td>
<td>7 A</td>
<td>11 A</td>
<td>7 A</td>
</tr>
<tr>
<td>3-4</td>
<td>7 A</td>
<td>10 A</td>
<td>9 A</td>
<td>7 A</td>
<td>6 A</td>
<td>12 A</td>
<td>8 A</td>
<td>5 A</td>
</tr>
<tr>
<td>4-5</td>
<td>16 A</td>
<td>12 A</td>
<td>7 A</td>
<td>9 A</td>
<td>13 A</td>
<td>7 A</td>
<td>13 A</td>
<td>18 A</td>
</tr>
<tr>
<td>5-6</td>
<td>41 A</td>
<td>28 A</td>
<td>8 A</td>
<td>9 A</td>
<td>24 A</td>
<td>28 A</td>
<td>24 A</td>
<td>32 A</td>
</tr>
<tr>
<td>6-7</td>
<td>63 A</td>
<td>71 A</td>
<td>14 A</td>
<td>9 A</td>
<td>79 A</td>
<td>56 A</td>
<td>63 A</td>
<td>89 A</td>
</tr>
<tr>
<td>7-8</td>
<td>85 A</td>
<td>102 A</td>
<td>45 A</td>
<td>24 A</td>
<td>100 A</td>
<td>87 A</td>
<td>91 A</td>
<td>86 A</td>
</tr>
<tr>
<td>8-9</td>
<td>101 A</td>
<td>137 A</td>
<td>53 A</td>
<td>22 A</td>
<td>89 A</td>
<td>101 A</td>
<td>84 A</td>
<td>82 A</td>
</tr>
<tr>
<td>9-10</td>
<td>59 A</td>
<td>97 A</td>
<td>72 A</td>
<td>49 A</td>
<td>68 A</td>
<td>96 A</td>
<td>71 A</td>
<td>95 A</td>
</tr>
<tr>
<td>10-11</td>
<td>100 A</td>
<td>100 A</td>
<td>78 A</td>
<td>71 A</td>
<td>90 A</td>
<td>86 A</td>
<td>71 A</td>
<td>98 A</td>
</tr>
<tr>
<td>11-12</td>
<td>86 A</td>
<td>114 A</td>
<td>95 A</td>
<td>61 A</td>
<td>96 A</td>
<td>101 A</td>
<td>94 A</td>
<td>107 A</td>
</tr>
<tr>
<td>12-13</td>
<td>117 A</td>
<td>123 A</td>
<td>86 A</td>
<td>78 A</td>
<td>95 A</td>
<td>112 A</td>
<td>115 A</td>
<td>110 A</td>
</tr>
<tr>
<td>13-14</td>
<td>92 A</td>
<td>122 A</td>
<td>71 A</td>
<td>70 A</td>
<td>110 A</td>
<td>95 A</td>
<td>117 A</td>
<td>137 A</td>
</tr>
<tr>
<td>14-15</td>
<td>86 A</td>
<td>99 A</td>
<td>79 A</td>
<td>69 A</td>
<td>113 A</td>
<td>108 A</td>
<td>94 A</td>
<td>124 A</td>
</tr>
<tr>
<td>15-16</td>
<td>108 A</td>
<td>120 A</td>
<td>81 A</td>
<td>76 A</td>
<td>113 A</td>
<td>97 A</td>
<td>111 A</td>
<td>119 A</td>
</tr>
<tr>
<td>16-17</td>
<td>125 A</td>
<td>138 A</td>
<td>75 A</td>
<td>74 A</td>
<td>131 A</td>
<td>128 A</td>
<td>112 A</td>
<td>171 A</td>
</tr>
<tr>
<td>17-18</td>
<td>156 A</td>
<td>130 A</td>
<td>81 A</td>
<td>67 A</td>
<td>130 A</td>
<td>151 A</td>
<td>141 A</td>
<td>132 A</td>
</tr>
<tr>
<td>18-19</td>
<td>103 A</td>
<td>93 A</td>
<td>64 A</td>
<td>59 A</td>
<td>81 A</td>
<td>84 A</td>
<td>91 A</td>
<td>84 A</td>
</tr>
<tr>
<td>19-20</td>
<td>70 A</td>
<td>73 A</td>
<td>54 A</td>
<td>56 A</td>
<td>53 A</td>
<td>53 A</td>
<td>64 A</td>
<td>47 A</td>
</tr>
<tr>
<td>20-21</td>
<td>50 A</td>
<td>59 A</td>
<td>52 A</td>
<td>39 A</td>
<td>59 A</td>
<td>46 A</td>
<td>53 A</td>
<td>57 A</td>
</tr>
<tr>
<td>21-22</td>
<td>59 A</td>
<td>69 A</td>
<td>31 A</td>
<td>29 A</td>
<td>36 A</td>
<td>46 A</td>
<td>59 A</td>
<td>46 A</td>
</tr>
<tr>
<td>22-23</td>
<td>38 A</td>
<td>32 A</td>
<td>31 A</td>
<td>26 A</td>
<td>29 A</td>
<td>34 A</td>
<td>30 A</td>
<td>42 A</td>
</tr>
<tr>
<td>23-24</td>
<td>19 A</td>
<td>21 A</td>
<td>22 A</td>
<td>23 A</td>
<td>20 A</td>
<td>11 A</td>
<td>23 A</td>
<td>18 A</td>
</tr>
</tbody>
</table>

Day Total 1607 A 1777 A 1168 A 976 A 1557 A 1567 A 1554 A 1722 A

AM Peak Hour 08-09 08-09 11-12 10-11 07-08 08-09 11-12 11-12
AM Peak Traffic 101 137 95 71 100 101 94 107
PM Peak Hour 17-18 16-17 12-13 12-13 16-17 17-18 17-18 16-17
PM Peak Traffic 156 138 86 78 131 151 141 171
### AM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>10-11</td>
<td>10-11</td>
<td>10-11</td>
</tr>
</tbody>
</table>

### AM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
</table>

### PM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
</table>

### PM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>158</td>
<td>91</td>
<td>73</td>
<td>132</td>
<td>155</td>
<td>137</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
<td>Postmile</td>
<td>Leg</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------</td>
<td>-----</td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.614</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

Location Description
WB ON FR NB 5

Traffic Station:
Location Type: Ramp Connection
Lanes: 
Lane Code: 

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>10021</td>
<td>1432</td>
</tr>
<tr>
<td>2nd</td>
<td>10022</td>
<td>1432</td>
</tr>
<tr>
<td>3rd</td>
<td>10302</td>
<td>1472</td>
</tr>
<tr>
<td>4th</td>
<td>9948</td>
<td>1421</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>7973</td>
<td>1595</td>
</tr>
<tr>
<td>2nd</td>
<td>7945</td>
<td>1589</td>
</tr>
<tr>
<td>3rd</td>
<td>8158</td>
<td>1632</td>
</tr>
<tr>
<td>4th</td>
<td>7978</td>
<td>1596</td>
</tr>
</tbody>
</table>
## CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

### Year-wise Data

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>12 A</td>
<td>180 A</td>
<td>28 A</td>
<td>19 A</td>
<td>9 A</td>
<td>13 A</td>
<td>12 A</td>
<td>14 A</td>
</tr>
<tr>
<td>0-1</td>
<td>12 A</td>
<td>134 A</td>
<td>17 A</td>
<td>24 A</td>
<td>9 A</td>
<td>5 A</td>
<td>12 A</td>
<td>10 A</td>
</tr>
<tr>
<td>1-2</td>
<td>7 A</td>
<td>116 A</td>
<td>8 A</td>
<td>11 A</td>
<td>8 A</td>
<td>15 A</td>
<td>4 A</td>
<td>7 A</td>
</tr>
<tr>
<td>2-3</td>
<td>11 A</td>
<td>4 A</td>
<td>9 A</td>
<td>7 A</td>
<td>7 A</td>
<td>14 A</td>
<td>6 A</td>
<td>6 A</td>
</tr>
<tr>
<td>3-4</td>
<td>16 A</td>
<td>14 A</td>
<td>6 A</td>
<td>4 A</td>
<td>7 A</td>
<td>15 A</td>
<td>11 A</td>
<td>22 A</td>
</tr>
<tr>
<td>4-5</td>
<td>28 A</td>
<td>26 A</td>
<td>17 A</td>
<td>12 A</td>
<td>27 A</td>
<td>31 A</td>
<td>28 A</td>
<td>20 A</td>
</tr>
<tr>
<td>5-6</td>
<td>61 A</td>
<td>57 A</td>
<td>36 A</td>
<td>29 A</td>
<td>67 A</td>
<td>60 A</td>
<td>66 A</td>
<td>65 A</td>
</tr>
<tr>
<td>6-7</td>
<td>69 A</td>
<td>98 A</td>
<td>45 A</td>
<td>17 A</td>
<td>81 A</td>
<td>91 A</td>
<td>78 A</td>
<td>93 A</td>
</tr>
<tr>
<td>7-8</td>
<td>105 A</td>
<td>88 A</td>
<td>48 A</td>
<td>22 A</td>
<td>97 A</td>
<td>109 A</td>
<td>107 A</td>
<td>119 A</td>
</tr>
<tr>
<td>8-9</td>
<td>103 A</td>
<td>82 A</td>
<td>56 A</td>
<td>44 A</td>
<td>82 A</td>
<td>97 A</td>
<td>91 A</td>
<td>89 A</td>
</tr>
<tr>
<td>9-10</td>
<td>91 A</td>
<td>88 A</td>
<td>78 A</td>
<td>63 A</td>
<td>76 A</td>
<td>85 A</td>
<td>107 A</td>
<td>86 A</td>
</tr>
<tr>
<td>10-11</td>
<td>102 A</td>
<td>117 A</td>
<td>76 A</td>
<td>70 A</td>
<td>91 A</td>
<td>119 A</td>
<td>93 A</td>
<td>90 A</td>
</tr>
<tr>
<td>11-12</td>
<td>97 A</td>
<td>102 A</td>
<td>73 A</td>
<td>82 A</td>
<td>97 A</td>
<td>91 A</td>
<td>88 A</td>
<td>104 A</td>
</tr>
<tr>
<td>12-13</td>
<td>122 A</td>
<td>106 A</td>
<td>73 A</td>
<td>87 A</td>
<td>100 A</td>
<td>93 A</td>
<td>92 A</td>
<td>103 A</td>
</tr>
<tr>
<td>13-14</td>
<td>100 A</td>
<td>100 A</td>
<td>90 A</td>
<td>88 A</td>
<td>110 A</td>
<td>123 A</td>
<td>110 A</td>
<td>104 A</td>
</tr>
<tr>
<td>14-15</td>
<td>108 A</td>
<td>117 A</td>
<td>77 A</td>
<td>91 A</td>
<td>106 A</td>
<td>101 A</td>
<td>118 A</td>
<td>106 A</td>
</tr>
<tr>
<td>15-16</td>
<td>135 A</td>
<td>157 A</td>
<td>60 A</td>
<td>76 A</td>
<td>99 A</td>
<td>128 A</td>
<td>118 A</td>
<td>132 A</td>
</tr>
<tr>
<td>16-17</td>
<td>157 A</td>
<td>249 A</td>
<td>68 A</td>
<td>87 A</td>
<td>107 A</td>
<td>125 A</td>
<td>137 A</td>
<td>146 A</td>
</tr>
<tr>
<td>17-18</td>
<td>75 A</td>
<td>89 A</td>
<td>60 A</td>
<td>52 A</td>
<td>79 A</td>
<td>63 A</td>
<td>76 A</td>
<td>88 A</td>
</tr>
<tr>
<td>18-19</td>
<td>60 A</td>
<td>67 A</td>
<td>42 A</td>
<td>68 A</td>
<td>69 A</td>
<td>60 A</td>
<td>79 A</td>
<td>58 A</td>
</tr>
<tr>
<td>19-20</td>
<td>55 A</td>
<td>45 A</td>
<td>39 A</td>
<td>55 A</td>
<td>43 A</td>
<td>52 A</td>
<td>57 A</td>
<td>66 A</td>
</tr>
<tr>
<td>20-21</td>
<td>64 A</td>
<td>39 A</td>
<td>52 A</td>
<td>18 A</td>
<td>42 A</td>
<td>40 A</td>
<td>40 A</td>
<td>43 A</td>
</tr>
<tr>
<td>21-22</td>
<td>66 A</td>
<td>27 A</td>
<td>27 A</td>
<td>27 A</td>
<td>29 A</td>
<td>27 A</td>
<td>32 A</td>
<td>35 A</td>
</tr>
<tr>
<td>22-23</td>
<td>326 A</td>
<td>23 A</td>
<td>26 A</td>
<td>20 A</td>
<td>17 A</td>
<td>20 A</td>
<td>14 A</td>
<td>28 A</td>
</tr>
</tbody>
</table>

### Day Total
- 1982 A
- 2125 A
- 1111 A
- 1073 A
- 1459 A
- 1577 A
- 1576 A
- 1634 A

### AM Peak Hour
- 08-09
- 12-13
- 10-11
- 11-12
- 08-09
- 08-09
- 12-13
- 11-12

### AM Peak Traffic
- 105
- 180
- 78
- 70
- 97
- 119
- 107
- 119

### PM Peak Hour
- 23-24
- 17-18
- 14-15
- 15-16
- 14-15
- 16-17
- 17-18
- 17-18

### PM Peak Traffic
- 326
- 249
- 90
- 91
- 110
- 128
- 137
- 146
### CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Direction of Count: West</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year</strong></td>
</tr>
<tr>
<td>2008</td>
</tr>
<tr>
<td>0-1</td>
</tr>
<tr>
<td>1-2</td>
</tr>
<tr>
<td>2-3</td>
</tr>
<tr>
<td>3-4</td>
</tr>
<tr>
<td>4-5</td>
</tr>
<tr>
<td>5-6</td>
</tr>
<tr>
<td>6-7</td>
</tr>
<tr>
<td>7-8</td>
</tr>
<tr>
<td>8-9</td>
</tr>
<tr>
<td>9-10</td>
</tr>
<tr>
<td>10-11</td>
</tr>
<tr>
<td>11-12</td>
</tr>
<tr>
<td>12-13</td>
</tr>
<tr>
<td>13-14</td>
</tr>
<tr>
<td>14-15</td>
</tr>
<tr>
<td>15-16</td>
</tr>
<tr>
<td>16-17</td>
</tr>
<tr>
<td>17-18</td>
</tr>
<tr>
<td>18-19</td>
</tr>
<tr>
<td>19-20</td>
</tr>
<tr>
<td>20-21</td>
</tr>
<tr>
<td>21-22</td>
</tr>
<tr>
<td>22-23</td>
</tr>
<tr>
<td>23-24</td>
</tr>
</tbody>
</table>

**Day Total**

| 1698 A | 1141 A | 952 A | 1496 A | 1597 A | 1563 A | 1663 C | 1592 A |

**AM Peak Hour**

| 07-08 | 10-11 | 11-12 | 10-11 | 11-12 | 08-09 | 11-12 | 10-11 |

**AM Peak Traffic**

| 107 | 78 | 64 | 96 | 95 | 107 | 111 | 106 |

**PM Peak Hour**


**PM Peak Traffic**

| 134 | 94 | 89 | 128 | 150 | 124 | 152 | 144 |
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg**
--- | --- | --- | --- | --- | ---
03 | SAC | 080 | M | 2.614 | N

**Location Description**

WB ON FR NB 5

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>21 A</td>
<td>17 A</td>
<td>7 A</td>
<td>10 A</td>
<td>13 A</td>
<td>12 A</td>
<td>14 A</td>
<td>17 A</td>
</tr>
<tr>
<td>1-2</td>
<td>20 A</td>
<td>13 A</td>
<td>10 A</td>
<td>11 A</td>
<td>5 A</td>
<td>10 A</td>
<td>17 A</td>
<td>13 A</td>
</tr>
<tr>
<td>2-3</td>
<td>15 A</td>
<td>16 A</td>
<td>7 A</td>
<td>11 A</td>
<td>10 A</td>
<td>13 A</td>
<td>8 A</td>
<td>15 A</td>
</tr>
<tr>
<td>3-4</td>
<td>8 A</td>
<td>7 A</td>
<td>11 A</td>
<td>11 A</td>
<td>7 A</td>
<td>11 A</td>
<td>15 A</td>
<td>14 A</td>
</tr>
<tr>
<td>4-5</td>
<td>10 A</td>
<td>4 A</td>
<td>21 A</td>
<td>20 A</td>
<td>14 A</td>
<td>16 A</td>
<td>16 A</td>
<td>11 A</td>
</tr>
<tr>
<td>5-6</td>
<td>13 A</td>
<td>5 A</td>
<td>33 A</td>
<td>34 A</td>
<td>28 A</td>
<td>23 A</td>
<td>28 A</td>
<td>15 A</td>
</tr>
<tr>
<td>6-7</td>
<td>15 A</td>
<td>11 A</td>
<td>67 A</td>
<td>68 A</td>
<td>64 A</td>
<td>66 A</td>
<td>63 A</td>
<td>17 A</td>
</tr>
<tr>
<td>7-8</td>
<td>33 A</td>
<td>19 A</td>
<td>75 A</td>
<td>76 A</td>
<td>65 A</td>
<td>93 A</td>
<td>84 A</td>
<td>40 A</td>
</tr>
<tr>
<td>8-9</td>
<td>47 A</td>
<td>26 A</td>
<td>81 A</td>
<td>96 A</td>
<td>95 A</td>
<td>93 A</td>
<td>83 A</td>
<td>33 A</td>
</tr>
<tr>
<td>9-10</td>
<td>70 A</td>
<td>43 A</td>
<td>73 A</td>
<td>61 A</td>
<td>98 A</td>
<td>85 A</td>
<td>85 A</td>
<td>47 A</td>
</tr>
<tr>
<td>10-11</td>
<td>82 A</td>
<td>59 A</td>
<td>91 A</td>
<td>83 A</td>
<td>96 A</td>
<td>84 A</td>
<td>77 A</td>
<td>66 A</td>
</tr>
<tr>
<td>11-12</td>
<td>69 A</td>
<td>65 A</td>
<td>95 A</td>
<td>89 A</td>
<td>108 A</td>
<td>91 A</td>
<td>105 A</td>
<td>75 A</td>
</tr>
<tr>
<td>12-13</td>
<td>89 A</td>
<td>80 A</td>
<td>94 A</td>
<td>106 A</td>
<td>106 A</td>
<td>129 A</td>
<td>97 A</td>
<td>81 A</td>
</tr>
<tr>
<td>13-14</td>
<td>98 A</td>
<td>72 A</td>
<td>102 A</td>
<td>96 A</td>
<td>111 A</td>
<td>114 A</td>
<td>102 A</td>
<td>89 A</td>
</tr>
<tr>
<td>14-15</td>
<td>86 A</td>
<td>68 A</td>
<td>103 A</td>
<td>81 A</td>
<td>109 A</td>
<td>112 A</td>
<td>86 A</td>
<td>79 A</td>
</tr>
<tr>
<td>15-16</td>
<td>81 A</td>
<td>57 A</td>
<td>109 A</td>
<td>112 A</td>
<td>106 A</td>
<td>125 A</td>
<td>102 A</td>
<td>71 A</td>
</tr>
<tr>
<td>16-17</td>
<td>76 A</td>
<td>62 A</td>
<td>141 A</td>
<td>124 A</td>
<td>127 A</td>
<td>117 A</td>
<td>134 A</td>
<td>70 A</td>
</tr>
<tr>
<td>17-18</td>
<td>77 A</td>
<td>72 A</td>
<td>129 A</td>
<td>142 A</td>
<td>137 A</td>
<td>126 A</td>
<td>145 A</td>
<td>67 A</td>
</tr>
<tr>
<td>18-19</td>
<td>80 A</td>
<td>61 A</td>
<td>63 A</td>
<td>84 A</td>
<td>82 A</td>
<td>70 A</td>
<td>84 A</td>
<td>56 A</td>
</tr>
<tr>
<td>19-20</td>
<td>45 A</td>
<td>57 A</td>
<td>58 A</td>
<td>67 A</td>
<td>61 A</td>
<td>56 A</td>
<td>75 A</td>
<td>51 A</td>
</tr>
<tr>
<td>20-21</td>
<td>42 A</td>
<td>47 A</td>
<td>41 A</td>
<td>55 A</td>
<td>60 A</td>
<td>49 A</td>
<td>67 A</td>
<td>46 A</td>
</tr>
<tr>
<td>21-22</td>
<td>57 A</td>
<td>33 A</td>
<td>38 A</td>
<td>43 A</td>
<td>51 A</td>
<td>50 A</td>
<td>55 A</td>
<td>36 A</td>
</tr>
<tr>
<td>22-23</td>
<td>41 A</td>
<td>25 A</td>
<td>23 A</td>
<td>21 A</td>
<td>31 A</td>
<td>33 A</td>
<td>44 A</td>
<td>44 A</td>
</tr>
<tr>
<td>23-24</td>
<td>37 A</td>
<td>23 A</td>
<td>17 A</td>
<td>26 A</td>
<td>21 A</td>
<td>26 A</td>
<td>32 A</td>
<td>31 A</td>
</tr>
</tbody>
</table>

**Day Total**

| AM Peak Hour | 10-11 | 11-12 | 08-09 | 11-12 | 07-08 | 11-12 | 11-12 |
| AM Peak Traffic | 82 | 65 | 95 | 96 | 100 | 93 | 105 |
| PM Peak Hour | 13-14 | 12-13 | 16-17 | 17-18 | 17-18 | 12-13 | 17-18 |
| PM Peak Traffic | 108 | 80 | 141 | 142 | 137 | 129 | 145 | 89 |
### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>15 A</td>
<td>11 A</td>
<td>5 A</td>
<td>19 A</td>
<td>13 A</td>
<td>13 A</td>
<td>20 A</td>
</tr>
<tr>
<td>1-2</td>
<td>20 A</td>
<td>9 A</td>
<td>6 A</td>
<td>18 A</td>
<td>6 A</td>
<td>13 A</td>
<td>21 A</td>
</tr>
<tr>
<td>2-3</td>
<td>7 A</td>
<td>12 A</td>
<td>9 A</td>
<td>4 A</td>
<td>11 A</td>
<td>10 A</td>
<td>16 A</td>
</tr>
<tr>
<td>3-4</td>
<td>4 A</td>
<td>9 A</td>
<td>5 A</td>
<td>15 A</td>
<td>9 A</td>
<td>17 A</td>
<td>14 A</td>
</tr>
<tr>
<td>4-5</td>
<td>11 A</td>
<td>3 A</td>
<td>15 A</td>
<td>16 A</td>
<td>13 A</td>
<td>24 A</td>
<td>23 A</td>
</tr>
<tr>
<td>5-6</td>
<td>4 A</td>
<td>12 A</td>
<td>25 A</td>
<td>26 A</td>
<td>32 A</td>
<td>34 A</td>
<td>16 A</td>
</tr>
<tr>
<td>6-7</td>
<td>9 A</td>
<td>17 A</td>
<td>63 A</td>
<td>70 A</td>
<td>69 A</td>
<td>49 A</td>
<td>24 A</td>
</tr>
<tr>
<td>7-8</td>
<td>12 A</td>
<td>25 A</td>
<td>78 A</td>
<td>80 A</td>
<td>93 A</td>
<td>65 A</td>
<td>56 A</td>
</tr>
<tr>
<td>8-9</td>
<td>12 A</td>
<td>25 A</td>
<td>86 A</td>
<td>84 A</td>
<td>110 A</td>
<td>75 A</td>
<td>58 A</td>
</tr>
<tr>
<td>9-10</td>
<td>37 A</td>
<td>36 A</td>
<td>81 A</td>
<td>71 A</td>
<td>87 A</td>
<td>69 A</td>
<td>44 A</td>
</tr>
<tr>
<td>10-11</td>
<td>62 A</td>
<td>75 A</td>
<td>81 A</td>
<td>92 A</td>
<td>105 A</td>
<td>66 A</td>
<td>47 A</td>
</tr>
<tr>
<td>11-12</td>
<td>59 A</td>
<td>56 A</td>
<td>109 A</td>
<td>111 A</td>
<td>97 A</td>
<td>87 A</td>
<td>54 A</td>
</tr>
<tr>
<td>12-13</td>
<td>62 A</td>
<td>69 A</td>
<td>101 A</td>
<td>104 A</td>
<td>93 A</td>
<td>78 A</td>
<td>66 A</td>
</tr>
<tr>
<td>13-14</td>
<td>65 A</td>
<td>65 A</td>
<td>93 A</td>
<td>96 A</td>
<td>108 A</td>
<td>89 A</td>
<td>44 A</td>
</tr>
<tr>
<td>14-15</td>
<td>79 A</td>
<td>90 A</td>
<td>93 A</td>
<td>100 A</td>
<td>111 A</td>
<td>84 A</td>
<td>56 A</td>
</tr>
<tr>
<td>15-16</td>
<td>75 A</td>
<td>69 A</td>
<td>124 A</td>
<td>104 A</td>
<td>109 A</td>
<td>97 A</td>
<td>35 A</td>
</tr>
<tr>
<td>16-17</td>
<td>56 A</td>
<td>68 A</td>
<td>120 A</td>
<td>123 A</td>
<td>116 A</td>
<td>119 A</td>
<td>34 A</td>
</tr>
<tr>
<td>17-18</td>
<td>71 A</td>
<td>49 A</td>
<td>127 A</td>
<td>147 A</td>
<td>128 A</td>
<td>115 A</td>
<td>37 A</td>
</tr>
<tr>
<td>18-19</td>
<td>57 A</td>
<td>52 A</td>
<td>87 A</td>
<td>82 A</td>
<td>55 A</td>
<td>78 A</td>
<td>40 A</td>
</tr>
<tr>
<td>19-20</td>
<td>59 A</td>
<td>37 A</td>
<td>51 A</td>
<td>81 A</td>
<td>61 A</td>
<td>47 A</td>
<td>28 A</td>
</tr>
<tr>
<td>20-21</td>
<td>65 A</td>
<td>37 A</td>
<td>51 A</td>
<td>50 A</td>
<td>57 A</td>
<td>27 A</td>
<td>31 A</td>
</tr>
<tr>
<td>21-22</td>
<td>32 A</td>
<td>25 A</td>
<td>39 A</td>
<td>35 A</td>
<td>32 A</td>
<td>39 A</td>
<td>18 A</td>
</tr>
<tr>
<td>22-23</td>
<td>31 A</td>
<td>26 A</td>
<td>39 A</td>
<td>30 A</td>
<td>35 A</td>
<td>22 A</td>
<td>18 A</td>
</tr>
<tr>
<td>23-24</td>
<td>26 A</td>
<td>15 A</td>
<td>37 A</td>
<td>22 A</td>
<td>11 A</td>
<td>34 A</td>
<td>16 A</td>
</tr>
</tbody>
</table>

| Day Total | 930 A | 892 A | 1525 A | 1580 A | 1561 A | 1351 A | 816 A |
| AM Peak Hour | 10-11 | 10-11 | 11-12 | 11-12 | 08-09 | 11-12 | 08-09 |
| AM Peak Traffic | 62 | 75 | 109 | 111 | 110 | 87 | 58 |
| PM Peak Hour | 14-15 | 14-15 | 17-18 | 17-18 | 17-18 | 16-17 | 12-13 |
| PM Peak Traffic | 79 | 90 | 127 | 147 | 128 | 119 | 66 |
### Traffic Station:
- Location Type: Ramp Connection
- Lanes: 
- Lane Code: 

#### Location Description
- WB ON FR NB 5

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.614</td>
<td>N</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WEST</strong></td>
<td><strong>WEST</strong></td>
</tr>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>10903</td>
<td>8719</td>
</tr>
<tr>
<td>1558</td>
<td>1744</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>10081</td>
<td>7988</td>
</tr>
<tr>
<td>1440</td>
<td>1598</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>10030</td>
<td>7876</td>
</tr>
<tr>
<td>1433</td>
<td>1575</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
<tr>
<td>9233</td>
<td>7219</td>
</tr>
<tr>
<td>1319</td>
<td>1444</td>
</tr>
</tbody>
</table>
### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>11 A</td>
<td>4 A</td>
<td>4 A</td>
<td>5 A</td>
<td>8 A</td>
<td>11 A</td>
<td>18 A</td>
<td>10 A</td>
</tr>
<tr>
<td>1-2</td>
<td>15 A</td>
<td>4 A</td>
<td>3 A</td>
<td>3 A</td>
<td>9 A</td>
<td>14 A</td>
<td>16 A</td>
<td>8 A</td>
</tr>
<tr>
<td>2-3</td>
<td>6 A</td>
<td>12 A</td>
<td>5 A</td>
<td>7 A</td>
<td>4 A</td>
<td>4 A</td>
<td>8 A</td>
<td>5 A</td>
</tr>
<tr>
<td>3-4</td>
<td>5 A</td>
<td>3 A</td>
<td>3 A</td>
<td>3 A</td>
<td>5 A</td>
<td>6 A</td>
<td>4 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>3 A</td>
<td>15 A</td>
<td>14 A</td>
<td>12 A</td>
<td>11 A</td>
<td>9 A</td>
<td>6 A</td>
<td>0 A</td>
</tr>
<tr>
<td>5-6</td>
<td>7 A</td>
<td>26 A</td>
<td>19 A</td>
<td>16 A</td>
<td>16 A</td>
<td>21 A</td>
<td>6 A</td>
<td>4 A</td>
</tr>
<tr>
<td>6-7</td>
<td>10 A</td>
<td>45 A</td>
<td>47 A</td>
<td>53 A</td>
<td>42 A</td>
<td>37 A</td>
<td>14 A</td>
<td>9 A</td>
</tr>
<tr>
<td>7-8</td>
<td>12 A</td>
<td>64 A</td>
<td>64 A</td>
<td>68 A</td>
<td>59 A</td>
<td>55 A</td>
<td>15 A</td>
<td>8 A</td>
</tr>
<tr>
<td>8-9</td>
<td>15 A</td>
<td>62 A</td>
<td>59 A</td>
<td>84 A</td>
<td>68 A</td>
<td>69 A</td>
<td>34 A</td>
<td>22 A</td>
</tr>
<tr>
<td>9-10</td>
<td>25 A</td>
<td>51 A</td>
<td>45 A</td>
<td>43 A</td>
<td>55 A</td>
<td>56 A</td>
<td>39 A</td>
<td>31 A</td>
</tr>
<tr>
<td>10-11</td>
<td>25 A</td>
<td>54 A</td>
<td>56 A</td>
<td>47 A</td>
<td>52 A</td>
<td>45 A</td>
<td>36 A</td>
<td>29 A</td>
</tr>
<tr>
<td>11-12</td>
<td>43 A</td>
<td>64 A</td>
<td>60 A</td>
<td>55 A</td>
<td>60 A</td>
<td>63 A</td>
<td>47 A</td>
<td>31 A</td>
</tr>
<tr>
<td>12-13</td>
<td>45 A</td>
<td>61 A</td>
<td>55 A</td>
<td>58 A</td>
<td>76 A</td>
<td>62 A</td>
<td>41 A</td>
<td>43 A</td>
</tr>
<tr>
<td>13-14</td>
<td>46 A</td>
<td>65 A</td>
<td>72 A</td>
<td>63 A</td>
<td>66 A</td>
<td>69 A</td>
<td>46 A</td>
<td>47 A</td>
</tr>
<tr>
<td>14-15</td>
<td>33 A</td>
<td>73 A</td>
<td>71 A</td>
<td>61 A</td>
<td>58 A</td>
<td>72 A</td>
<td>47 A</td>
<td>41 A</td>
</tr>
<tr>
<td>15-16</td>
<td>36 A</td>
<td>72 A</td>
<td>78 A</td>
<td>71 A</td>
<td>88 A</td>
<td>116 A</td>
<td>56 A</td>
<td>25 A</td>
</tr>
<tr>
<td>16-17</td>
<td>39 A</td>
<td>80 A</td>
<td>88 A</td>
<td>94 A</td>
<td>75 A</td>
<td>103 A</td>
<td>33 A</td>
<td>30 A</td>
</tr>
<tr>
<td>17-18</td>
<td>31 A</td>
<td>77 A</td>
<td>87 A</td>
<td>89 A</td>
<td>92 A</td>
<td>71 A</td>
<td>25 A</td>
<td>31 A</td>
</tr>
<tr>
<td>18-19</td>
<td>28 A</td>
<td>48 A</td>
<td>32 A</td>
<td>47 A</td>
<td>53 A</td>
<td>54 A</td>
<td>34 A</td>
<td>28 A</td>
</tr>
<tr>
<td>19-20</td>
<td>28 A</td>
<td>29 A</td>
<td>31 A</td>
<td>39 A</td>
<td>39 A</td>
<td>26 A</td>
<td>35 A</td>
<td>38 A</td>
</tr>
<tr>
<td>20-21</td>
<td>35 A</td>
<td>21 A</td>
<td>31 A</td>
<td>27 A</td>
<td>35 A</td>
<td>37 A</td>
<td>32 A</td>
<td>29 A</td>
</tr>
<tr>
<td>21-22</td>
<td>12 A</td>
<td>37 A</td>
<td>34 A</td>
<td>32 A</td>
<td>43 A</td>
<td>37 A</td>
<td>20 A</td>
<td>14 A</td>
</tr>
<tr>
<td>22-23</td>
<td>26 A</td>
<td>25 A</td>
<td>18 A</td>
<td>21 A</td>
<td>14 A</td>
<td>27 A</td>
<td>22 A</td>
<td>18 A</td>
</tr>
<tr>
<td>23-24</td>
<td>9 A</td>
<td>9 A</td>
<td>18 A</td>
<td>18 A</td>
<td>11 A</td>
<td>6 A</td>
<td>18 A</td>
<td>6 A</td>
</tr>
</tbody>
</table>

**Day Total**

| AM Peak Hour | 11-12 | 07-08 | 08-09 | 08-09 | 08-09 | 11-12 | 09-10 |
| AM Peak Traffic | 43 | 64 | 64 | 84 | 68 | 69 | 47 | 31 |
| PM Peak Hour | 13-14 | 16-17 | 16-17 | 16-17 | 17-18 | 15-16 | 15-16 | 13-14 |
| PM Peak Traffic | 46 | 80 | 88 | 94 | 92 | 116 | 56 | 47 |
### District Traffic Volumes

**Direction of Count:**

<table>
<thead>
<tr>
<th>Time</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>11-12</td>
<td>102</td>
<td>17-18</td>
<td>143</td>
</tr>
<tr>
<td>1-2</td>
<td>10-11</td>
<td>90</td>
<td>16-17</td>
<td>90</td>
</tr>
<tr>
<td>2-3</td>
<td>9-10</td>
<td>84</td>
<td>15-16</td>
<td>84</td>
</tr>
<tr>
<td>3-4</td>
<td>8-9</td>
<td>80</td>
<td>14-15</td>
<td>80</td>
</tr>
<tr>
<td>4-5</td>
<td>7-8</td>
<td>76</td>
<td>13-14</td>
<td>76</td>
</tr>
<tr>
<td>5-6</td>
<td>6-7</td>
<td>72</td>
<td>12-13</td>
<td>72</td>
</tr>
<tr>
<td>6-7</td>
<td>5-6</td>
<td>60</td>
<td>11-12</td>
<td>60</td>
</tr>
<tr>
<td>7-8</td>
<td>4-5</td>
<td>57</td>
<td>10-11</td>
<td>57</td>
</tr>
<tr>
<td>8-9</td>
<td>3-4</td>
<td>50</td>
<td>9-10</td>
<td>50</td>
</tr>
<tr>
<td>9-10</td>
<td>2-3</td>
<td>42</td>
<td>8-9</td>
<td>42</td>
</tr>
<tr>
<td>10-11</td>
<td>1-2</td>
<td>35</td>
<td>7-8</td>
<td>35</td>
</tr>
<tr>
<td>11-12</td>
<td>0-1</td>
<td>28</td>
<td>6-7</td>
<td>28</td>
</tr>
<tr>
<td>12-13</td>
<td>5-6</td>
<td>24</td>
<td>5-6</td>
<td>24</td>
</tr>
<tr>
<td>13-14</td>
<td>4-5</td>
<td>20</td>
<td>4-5</td>
<td>20</td>
</tr>
<tr>
<td>14-15</td>
<td>3-4</td>
<td>17</td>
<td>3-4</td>
<td>17</td>
</tr>
<tr>
<td>15-16</td>
<td>2-3</td>
<td>14</td>
<td>2-3</td>
<td>14</td>
</tr>
<tr>
<td>16-17</td>
<td>1-2</td>
<td>11</td>
<td>1-2</td>
<td>11</td>
</tr>
<tr>
<td>17-18</td>
<td>0-1</td>
<td>9</td>
<td>0-1</td>
<td>9</td>
</tr>
<tr>
<td>18-19</td>
<td>5-6</td>
<td>6</td>
<td>5-6</td>
<td>6</td>
</tr>
<tr>
<td>19-20</td>
<td>4-5</td>
<td>4</td>
<td>4-5</td>
<td>4</td>
</tr>
<tr>
<td>20-21</td>
<td>3-4</td>
<td>3</td>
<td>3-4</td>
<td>3</td>
</tr>
<tr>
<td>21-22</td>
<td>2-3</td>
<td>2</td>
<td>2-3</td>
<td>2</td>
</tr>
<tr>
<td>22-23</td>
<td>1-2</td>
<td>1</td>
<td>1-2</td>
<td>1</td>
</tr>
<tr>
<td>23-24</td>
<td>0-1</td>
<td>1</td>
<td>0-1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Day Total:**

<table>
<thead>
<tr>
<th>Time</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>11-12</td>
<td>102</td>
<td>17-18</td>
<td>143</td>
</tr>
<tr>
<td>08-09</td>
<td>11-12</td>
<td>90</td>
<td>16-17</td>
<td>237</td>
</tr>
<tr>
<td>09-10</td>
<td>11-12</td>
<td>97</td>
<td>17-18</td>
<td>147</td>
</tr>
<tr>
<td>10-11</td>
<td>11-12</td>
<td>99</td>
<td>16-17</td>
<td>165</td>
</tr>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>90</td>
<td>15-16</td>
<td>179</td>
</tr>
<tr>
<td>12-13</td>
<td>11-12</td>
<td>99</td>
<td>14-15</td>
<td>131</td>
</tr>
<tr>
<td>13-14</td>
<td>11-12</td>
<td>119</td>
<td>16-17</td>
<td>103</td>
</tr>
<tr>
<td>14-15</td>
<td>11-12</td>
<td>149</td>
<td></td>
<td>183</td>
</tr>
<tr>
<td>15-16</td>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description:**

- **Year:** 2008
- **Day:** JUN 09 JUN 10 JUN 11 JUN 12 JUN 13 JUN 14 JUN 15 JUN 16
- **Month:** 06 06 06 06 06 06 06 06
- **Day:** 09 10 11 12 13 14 15 16
- **Time:** 07:08 08:09 09:10 10:11 11:12 12:13 13:14 14:15

**Direction of Count:**

- **West**
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg**
--- | --- | --- | --- | --- | ---
03 | SAC | 080 | M | 2.614 | N

**Location Description**

WB ON FR NB 5

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>29 A</td>
<td>39 A</td>
<td>21 A</td>
<td>18 A</td>
<td>39 A</td>
<td>31 A</td>
<td>21 A</td>
<td>10 A</td>
</tr>
<tr>
<td>1-2</td>
<td>5 A</td>
<td>14 A</td>
<td>15 A</td>
<td>25 A</td>
<td>22 A</td>
<td>24 A</td>
<td>10 A</td>
<td>8 A</td>
</tr>
<tr>
<td>2-3</td>
<td>16 A</td>
<td>24 A</td>
<td>19 A</td>
<td>23 A</td>
<td>21 A</td>
<td>25 A</td>
<td>7 A</td>
<td>7 A</td>
</tr>
<tr>
<td>3-4</td>
<td>22 A</td>
<td>25 A</td>
<td>31 A</td>
<td>27 A</td>
<td>15 A</td>
<td>7 A</td>
<td>10 A</td>
<td>9 A</td>
</tr>
<tr>
<td>4-5</td>
<td>40 A</td>
<td>33 A</td>
<td>23 A</td>
<td>40 A</td>
<td>20 A</td>
<td>17 A</td>
<td>18 A</td>
<td>13 A</td>
</tr>
<tr>
<td>5-6</td>
<td>54 A</td>
<td>45 A</td>
<td>45 A</td>
<td>43 A</td>
<td>22 A</td>
<td>22 A</td>
<td>38 A</td>
<td>24 A</td>
</tr>
<tr>
<td>6-7</td>
<td>94 A</td>
<td>110 A</td>
<td>103 A</td>
<td>99 A</td>
<td>42 A</td>
<td>36 A</td>
<td>58 A</td>
<td>62 A</td>
</tr>
<tr>
<td>7-8</td>
<td>109 A</td>
<td>131 A</td>
<td>129 A</td>
<td>105 A</td>
<td>59 A</td>
<td>33 A</td>
<td>79 A</td>
<td>71 A</td>
</tr>
<tr>
<td>8-9</td>
<td>123 A</td>
<td>121 A</td>
<td>140 A</td>
<td>123 A</td>
<td>86 A</td>
<td>66 A</td>
<td>86 A</td>
<td>96 A</td>
</tr>
<tr>
<td>9-10</td>
<td>123 A</td>
<td>120 A</td>
<td>130 A</td>
<td>149 A</td>
<td>85 A</td>
<td>78 A</td>
<td>91 A</td>
<td>74 A</td>
</tr>
<tr>
<td>10-11</td>
<td>156 A</td>
<td>146 A</td>
<td>157 A</td>
<td>141 A</td>
<td>91 A</td>
<td>96 A</td>
<td>76 A</td>
<td>79 A</td>
</tr>
<tr>
<td>11-12</td>
<td>149 A</td>
<td>163 A</td>
<td>162 A</td>
<td>142 A</td>
<td>103 A</td>
<td>72 A</td>
<td>82 A</td>
<td>81 A</td>
</tr>
<tr>
<td>12-13</td>
<td>154 A</td>
<td>145 A</td>
<td>138 A</td>
<td>152 A</td>
<td>119 A</td>
<td>66 A</td>
<td>83 A</td>
<td>118 A</td>
</tr>
<tr>
<td>13-14</td>
<td>177 A</td>
<td>141 A</td>
<td>175 A</td>
<td>174 A</td>
<td>87 A</td>
<td>56 A</td>
<td>81 A</td>
<td>114 A</td>
</tr>
<tr>
<td>14-15</td>
<td>164 A</td>
<td>161 A</td>
<td>167 A</td>
<td>165 A</td>
<td>100 A</td>
<td>68 A</td>
<td>114 A</td>
<td>100 A</td>
</tr>
<tr>
<td>15-16</td>
<td>171 A</td>
<td>201 A</td>
<td>187 A</td>
<td>181 A</td>
<td>91 A</td>
<td>73 A</td>
<td>104 A</td>
<td>123 A</td>
</tr>
<tr>
<td>16-17</td>
<td>164 A</td>
<td>179 A</td>
<td>168 A</td>
<td>148 A</td>
<td>102 A</td>
<td>50 A</td>
<td>137 A</td>
<td>124 A</td>
</tr>
<tr>
<td>17-18</td>
<td>175 A</td>
<td>157 A</td>
<td>145 A</td>
<td>160 A</td>
<td>90 A</td>
<td>67 A</td>
<td>129 A</td>
<td>133 A</td>
</tr>
<tr>
<td>18-19</td>
<td>108 A</td>
<td>107 A</td>
<td>130 A</td>
<td>101 A</td>
<td>83 A</td>
<td>60 A</td>
<td>69 A</td>
<td>70 A</td>
</tr>
<tr>
<td>19-20</td>
<td>105 A</td>
<td>113 A</td>
<td>78 A</td>
<td>89 A</td>
<td>64 A</td>
<td>58 A</td>
<td>41 A</td>
<td>66 A</td>
</tr>
<tr>
<td>20-21</td>
<td>75 A</td>
<td>73 A</td>
<td>65 A</td>
<td>72 A</td>
<td>64 A</td>
<td>51 A</td>
<td>37 A</td>
<td>46 A</td>
</tr>
<tr>
<td>21-22</td>
<td>52 A</td>
<td>67 A</td>
<td>75 A</td>
<td>91 A</td>
<td>72 A</td>
<td>31 A</td>
<td>40 A</td>
<td>32 A</td>
</tr>
<tr>
<td>22-23</td>
<td>54 A</td>
<td>56 A</td>
<td>51 A</td>
<td>75 A</td>
<td>55 A</td>
<td>29 A</td>
<td>21 A</td>
<td>19 A</td>
</tr>
<tr>
<td>23-24</td>
<td>26 A</td>
<td>42 A</td>
<td>22 A</td>
<td>56 A</td>
<td>36 A</td>
<td>16 A</td>
<td>12 A</td>
<td>14 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day Total</td>
<td>2345 A</td>
<td>2413 A</td>
<td>2376 A</td>
<td>2399 A</td>
<td>1568 A</td>
<td>1132 A</td>
<td>1444 A</td>
<td>1493 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**

- 10-11
- 11-12
- 11-12
- 09-10
- 11-12
- 10-11
- 09-10
- 08-09

**AM Peak Traffic**

- 156
- 163
- 162
- 149
- 103
- 96
- 91
- 96

**PM Peak Hour**

- 13-14
- 15-16
- 15-16
- 15-16
- 12-13
- 15-16
- 16-17
- 17-18

**PM Peak Traffic**

- 177
- 201
- 187
- 181
- 119
- 73
- 137
- 133
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>12 A</td>
<td>8 A</td>
<td>11 A</td>
<td>10 A</td>
<td>23 A</td>
<td>8 A</td>
</tr>
<tr>
<td>1-2</td>
<td>9 A</td>
<td>7 A</td>
<td>10 A</td>
<td>24 A</td>
<td>14 A</td>
<td>10 A</td>
</tr>
<tr>
<td>2-3</td>
<td>11 A</td>
<td>8 A</td>
<td>14 A</td>
<td>12 A</td>
<td>20 A</td>
<td>8 A</td>
</tr>
<tr>
<td>3-4</td>
<td>10 A</td>
<td>12 A</td>
<td>11 A</td>
<td>5 A</td>
<td>9 A</td>
<td>10 A</td>
</tr>
<tr>
<td>4-5</td>
<td>10 A</td>
<td>14 A</td>
<td>11 A</td>
<td>14 A</td>
<td>9 A</td>
<td>17 A</td>
</tr>
<tr>
<td>5-6</td>
<td>31 A</td>
<td>24 A</td>
<td>28 A</td>
<td>10 A</td>
<td>14 A</td>
<td>27 A</td>
</tr>
<tr>
<td>6-7</td>
<td>67 A</td>
<td>66 A</td>
<td>49 A</td>
<td>30 A</td>
<td>9 A</td>
<td>59 A</td>
</tr>
<tr>
<td>7-8</td>
<td>60 A</td>
<td>99 A</td>
<td>84 A</td>
<td>22 A</td>
<td>17 A</td>
<td>86 A</td>
</tr>
<tr>
<td>8-9</td>
<td>77 A</td>
<td>101 A</td>
<td>77 A</td>
<td>41 A</td>
<td>40 A</td>
<td>59 A</td>
</tr>
<tr>
<td>9-10</td>
<td>77 A</td>
<td>64 A</td>
<td>74 A</td>
<td>30 A</td>
<td>40 A</td>
<td>63 A</td>
</tr>
<tr>
<td>10-11</td>
<td>79 A</td>
<td>93 A</td>
<td>78 A</td>
<td>69 A</td>
<td>45 A</td>
<td>101 A</td>
</tr>
<tr>
<td>11-12</td>
<td>101 A</td>
<td>93 A</td>
<td>83 A</td>
<td>74 A</td>
<td>66 A</td>
<td>89 A</td>
</tr>
<tr>
<td>12-13</td>
<td>103 A</td>
<td>119 A</td>
<td>124 A</td>
<td>89 A</td>
<td>71 A</td>
<td>100 A</td>
</tr>
<tr>
<td>13-14</td>
<td>73 A</td>
<td>101 A</td>
<td>119 A</td>
<td>81 A</td>
<td>78 A</td>
<td>93 A</td>
</tr>
<tr>
<td>14-15</td>
<td>84 A</td>
<td>106 A</td>
<td>124 A</td>
<td>76 A</td>
<td>66 A</td>
<td>108 A</td>
</tr>
<tr>
<td>15-16</td>
<td>121 A</td>
<td>131 A</td>
<td>129 A</td>
<td>62 A</td>
<td>67 A</td>
<td>109 A</td>
</tr>
</tbody>
</table>

### Day Total
- 1485 A
- 1574 A
- 1594 A
- 1042 A
- 944 A
- 1482 A

### AM Peak Hour
- 11-12
- 08-09
- 07-08
- 11-12
- 11-12
- 10-11

### AM Peak Traffic
- 101
- 101
- 84
- 74
- 66
- 101

### PM Peak Hour
- 17-18
- 15-16
- 15-16
- 12-13
- 13-14
- 17-18

### PM Peak Traffic
- 143
- 131
- 129
- 89
- 78
- 145
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.614 N

#### Location Description

- **Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### 7-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>6316</td>
<td>902</td>
</tr>
<tr>
<td>2nd</td>
<td>10191</td>
<td>1456</td>
</tr>
<tr>
<td>3rd</td>
<td>14811</td>
<td>2116</td>
</tr>
<tr>
<td>4th</td>
<td>9764</td>
<td>1395</td>
</tr>
</tbody>
</table>

#### 5-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>5117</td>
<td>1023</td>
</tr>
<tr>
<td>2nd</td>
<td>7930</td>
<td>1586</td>
</tr>
<tr>
<td>3rd</td>
<td>11833</td>
<td>2367</td>
</tr>
<tr>
<td>4th</td>
<td>7590</td>
<td>1518</td>
</tr>
</tbody>
</table>

---

**District County Leg Route Postmile Leg:**

**Location Description:**

- **Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

**Location Description**

| WB ON FR NB 5 |

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>0-1</th>
<th>8 A</th>
<th>10 A</th>
<th>12 A</th>
<th>21 A</th>
<th>12 A</th>
<th>16 A</th>
<th>5 A</th>
<th>7 A</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-2</td>
<td>6 A</td>
<td>14 A</td>
<td>14 A</td>
<td>10 A</td>
<td>12 A</td>
<td>9 A</td>
<td>4 A</td>
<td>20 A</td>
</tr>
<tr>
<td>2-3</td>
<td>13 A</td>
<td>8 A</td>
<td>7 A</td>
<td>11 A</td>
<td>9 A</td>
<td>17 A</td>
<td>5 A</td>
<td>14 A</td>
</tr>
<tr>
<td>3-4</td>
<td>16 A</td>
<td>15 A</td>
<td>6 A</td>
<td>11 A</td>
<td>3 A</td>
<td>3 A</td>
<td>13 A</td>
<td>20 A</td>
</tr>
<tr>
<td>4-5</td>
<td>22 A</td>
<td>18 A</td>
<td>23 A</td>
<td>9 A</td>
<td>10 A</td>
<td>6 A</td>
<td>12 A</td>
<td>17 A</td>
</tr>
<tr>
<td>5-6</td>
<td>30 A</td>
<td>28 A</td>
<td>28 A</td>
<td>8 A</td>
<td>5 A</td>
<td>2 A</td>
<td>27 A</td>
<td>32 A</td>
</tr>
<tr>
<td>6-7</td>
<td>72 A</td>
<td>67 A</td>
<td>48 A</td>
<td>7 A</td>
<td>15 A</td>
<td>10 A</td>
<td>50 A</td>
<td>67 A</td>
</tr>
<tr>
<td>7-8</td>
<td>81 A</td>
<td>66 A</td>
<td>71 A</td>
<td>16 A</td>
<td>10 A</td>
<td>16 A</td>
<td>79 A</td>
<td>87 A</td>
</tr>
<tr>
<td>8-9</td>
<td>78 A</td>
<td>76 A</td>
<td>67 A</td>
<td>40 A</td>
<td>19 A</td>
<td>15 A</td>
<td>73 A</td>
<td>100 A</td>
</tr>
<tr>
<td>9-10</td>
<td>62 A</td>
<td>72 A</td>
<td>87 A</td>
<td>44 A</td>
<td>23 A</td>
<td>27 A</td>
<td>66 A</td>
<td>89 A</td>
</tr>
<tr>
<td>10-11</td>
<td>71 A</td>
<td>78 A</td>
<td>76 A</td>
<td>47 A</td>
<td>40 A</td>
<td>48 A</td>
<td>85 A</td>
<td>100 A</td>
</tr>
<tr>
<td>11-12</td>
<td>89 A</td>
<td>98 A</td>
<td>89 A</td>
<td>55 A</td>
<td>66 A</td>
<td>69 A</td>
<td>90 A</td>
<td>108 A</td>
</tr>
<tr>
<td>12-13</td>
<td>100 A</td>
<td>107 A</td>
<td>106 A</td>
<td>46 A</td>
<td>59 A</td>
<td>65 A</td>
<td>82 A</td>
<td>117 A</td>
</tr>
<tr>
<td>13-14</td>
<td>105 A</td>
<td>96 A</td>
<td>111 A</td>
<td>68 A</td>
<td>62 A</td>
<td>48 A</td>
<td>92 A</td>
<td>112 A</td>
</tr>
<tr>
<td>14-15</td>
<td>103 A</td>
<td>86 A</td>
<td>106 A</td>
<td>75 A</td>
<td>79 A</td>
<td>67 A</td>
<td>78 A</td>
<td>100 A</td>
</tr>
<tr>
<td>15-16</td>
<td>140 A</td>
<td>117 A</td>
<td>128 A</td>
<td>47 A</td>
<td>81 A</td>
<td>76 A</td>
<td>91 A</td>
<td>119 A</td>
</tr>
<tr>
<td>16-17</td>
<td>118 A</td>
<td>119 A</td>
<td>133 A</td>
<td>56 A</td>
<td>69 A</td>
<td>46 A</td>
<td>134 A</td>
<td>118 A</td>
</tr>
<tr>
<td>17-18</td>
<td>136 A</td>
<td>144 A</td>
<td>109 A</td>
<td>38 A</td>
<td>59 A</td>
<td>36 A</td>
<td>121 A</td>
<td>145 A</td>
</tr>
<tr>
<td>18-19</td>
<td>84 A</td>
<td>76 A</td>
<td>95 A</td>
<td>35 A</td>
<td>46 A</td>
<td>54 A</td>
<td>75 A</td>
<td>91 A</td>
</tr>
<tr>
<td>19-20</td>
<td>56 A</td>
<td>72 A</td>
<td>72 A</td>
<td>35 A</td>
<td>56 A</td>
<td>45 A</td>
<td>59 A</td>
<td>60 A</td>
</tr>
<tr>
<td>20-21</td>
<td>45 A</td>
<td>62 A</td>
<td>51 A</td>
<td>29 A</td>
<td>46 A</td>
<td>30 A</td>
<td>41 A</td>
<td>83 A</td>
</tr>
<tr>
<td>21-22</td>
<td>48 A</td>
<td>38 A</td>
<td>56 A</td>
<td>14 A</td>
<td>36 A</td>
<td>27 A</td>
<td>41 A</td>
<td>70 A</td>
</tr>
<tr>
<td>22-23</td>
<td>25 A</td>
<td>23 A</td>
<td>43 A</td>
<td>36 A</td>
<td>33 A</td>
<td>40 A</td>
<td>25 A</td>
<td>48 A</td>
</tr>
<tr>
<td>23-24</td>
<td>27 A</td>
<td>25 A</td>
<td>35 A</td>
<td>31 A</td>
<td>28 A</td>
<td>15 A</td>
<td>20 A</td>
<td>34 A</td>
</tr>
</tbody>
</table>

**Day Total**

| 1535 A | 1515 A | 1573 A | 789 A | 878 A | 787 A | 1368 A | 1758 A |

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 89 | 98 | 89 | 55 | 66 | 69 | 90 |
| PM Peak Hour | 15-16 | 17-18 | 16-17 | 14-15 | 15-16 | 15-16 | 16-17 |
| PM Peak Traffic | 140 | 144 | 133 | 75 | 81 | 76 | 134 |
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description
- **WB ON FR NB:**

### District County Route Prefix Postmile Leg
- **03**
- **SAC 080 M 2.614 N**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN</td>
<td>JUN</td>
<td>JUN</td>
<td>JUN</td>
<td>JUN</td>
<td>JUN</td>
<td>JUN</td>
<td>JUN</td>
</tr>
<tr>
<td>0-1</td>
<td>19 A</td>
<td>21 A</td>
<td>38 A</td>
<td>45 A</td>
<td>24 A</td>
<td>25 A</td>
<td>24 A</td>
<td>31 A</td>
</tr>
<tr>
<td>1-2</td>
<td>18 A</td>
<td>15 A</td>
<td>17 A</td>
<td>33 A</td>
<td>32 A</td>
<td>17 A</td>
<td>16 A</td>
<td>12 A</td>
</tr>
<tr>
<td>2-3</td>
<td>19 A</td>
<td>19 A</td>
<td>15 A</td>
<td>28 A</td>
<td>24 A</td>
<td>20 A</td>
<td>16 A</td>
<td>13 A</td>
</tr>
<tr>
<td>3-4</td>
<td>14 A</td>
<td>26 A</td>
<td>20 A</td>
<td>20 A</td>
<td>14 A</td>
<td>23 A</td>
<td>21 A</td>
<td>23 A</td>
</tr>
<tr>
<td>4-5</td>
<td>27 A</td>
<td>28 A</td>
<td>27 A</td>
<td>23 A</td>
<td>14 A</td>
<td>26 A</td>
<td>50 A</td>
<td>29 A</td>
</tr>
<tr>
<td>5-6</td>
<td>52 A</td>
<td>53 A</td>
<td>59 A</td>
<td>21 A</td>
<td>14 A</td>
<td>42 A</td>
<td>44 A</td>
<td>50 A</td>
</tr>
<tr>
<td>6-7</td>
<td>105 A</td>
<td>114 A</td>
<td>88 A</td>
<td>50 A</td>
<td>28 A</td>
<td>90 A</td>
<td>102 A</td>
<td>108 A</td>
</tr>
<tr>
<td>7-8</td>
<td>145 A</td>
<td>140 A</td>
<td>110 A</td>
<td>41 A</td>
<td>35 A</td>
<td>120 A</td>
<td>123 A</td>
<td>127 A</td>
</tr>
<tr>
<td>8-9</td>
<td>122 A</td>
<td>144 A</td>
<td>119 A</td>
<td>82 A</td>
<td>46 A</td>
<td>106 A</td>
<td>133 A</td>
<td>141 A</td>
</tr>
<tr>
<td>9-10</td>
<td>136 A</td>
<td>129 A</td>
<td>137 A</td>
<td>92 A</td>
<td>69 A</td>
<td>116 A</td>
<td>138 A</td>
<td>128 A</td>
</tr>
<tr>
<td>10-11</td>
<td>78 A</td>
<td>134 A</td>
<td>137 A</td>
<td>107 A</td>
<td>87 A</td>
<td>111 A</td>
<td>131 A</td>
<td>144 A</td>
</tr>
<tr>
<td>11-12</td>
<td>163 A</td>
<td>172 A</td>
<td>148 A</td>
<td>114 A</td>
<td>103 A</td>
<td>160 A</td>
<td>159 A</td>
<td>143 A</td>
</tr>
<tr>
<td>12-13</td>
<td>137 A</td>
<td>133 A</td>
<td>158 A</td>
<td>144 A</td>
<td>123 A</td>
<td>152 A</td>
<td>136 A</td>
<td>153 A</td>
</tr>
<tr>
<td>13-14</td>
<td>181 A</td>
<td>171 A</td>
<td>184 A</td>
<td>121 A</td>
<td>144 A</td>
<td>169 A</td>
<td>156 A</td>
<td>145 A</td>
</tr>
<tr>
<td>14-15</td>
<td>152 A</td>
<td>166 A</td>
<td>175 A</td>
<td>131 A</td>
<td>131 A</td>
<td>136 A</td>
<td>182 A</td>
<td>166 A</td>
</tr>
<tr>
<td>15-16</td>
<td>190 A</td>
<td>181 A</td>
<td>192 A</td>
<td>117 A</td>
<td>120 A</td>
<td>167 A</td>
<td>162 A</td>
<td>156 A</td>
</tr>
<tr>
<td>16-17</td>
<td>191 A</td>
<td>156 A</td>
<td>179 A</td>
<td>128 A</td>
<td>123 A</td>
<td>142 A</td>
<td>144 A</td>
<td>158 A</td>
</tr>
<tr>
<td>17-18</td>
<td>183 A</td>
<td>155 A</td>
<td>135 A</td>
<td>122 A</td>
<td>85 A</td>
<td>129 A</td>
<td>165 A</td>
<td>126 A</td>
</tr>
<tr>
<td>18-19</td>
<td>117 A</td>
<td>104 A</td>
<td>103 A</td>
<td>98 A</td>
<td>71 A</td>
<td>102 A</td>
<td>97 A</td>
<td>122 A</td>
</tr>
<tr>
<td>19-20</td>
<td>84 A</td>
<td>94 A</td>
<td>94 A</td>
<td>95 A</td>
<td>75 A</td>
<td>83 A</td>
<td>78 A</td>
<td>91 A</td>
</tr>
<tr>
<td>20-21</td>
<td>68 A</td>
<td>79 A</td>
<td>58 A</td>
<td>73 A</td>
<td>81 A</td>
<td>61 A</td>
<td>68 A</td>
<td>84 A</td>
</tr>
<tr>
<td>21-22</td>
<td>67 A</td>
<td>65 A</td>
<td>66 A</td>
<td>87 A</td>
<td>62 A</td>
<td>66 A</td>
<td>55 A</td>
<td>78 A</td>
</tr>
<tr>
<td>22-23</td>
<td>50 A</td>
<td>48 A</td>
<td>69 A</td>
<td>64 A</td>
<td>42 A</td>
<td>41 A</td>
<td>55 A</td>
<td>44 A</td>
</tr>
<tr>
<td>23-24</td>
<td>39 A</td>
<td>35 A</td>
<td>65 A</td>
<td>54 A</td>
<td>48 A</td>
<td>22 A</td>
<td>39 A</td>
<td>35 A</td>
</tr>
</tbody>
</table>

**Day Total**
- **2357 C**
- **2382 A**
- **2393 A**
- **1890 A**
- **1595 A**
- **2126 A**
- **2294 A**
- **2307 A**

**AM Peak Hour**
- **11-12**
- **11-12**
- **11-12**
- **11-12**
- **11-12**
- **11-12**
- **11-12**
- **10-11**

**AM Peak Traffic**
- **163**
- **172**
- **148**
- **114**
- **103**
- **160**
- **159**
- **144**

**PM Peak Hour**
- **16-17**
- **15-16**
- **15-16**
- **12-13**
- **13-14**
- **13-14**
- **14-15**
- **14-15**

**PM Peak Traffic**
- **191**
- **181**
- **192**
- **144**
- **169**
- **182**
- **166**
### District Traffic Volumes

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description:**
- WB ON FR NB 5

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>27 A</td>
<td>18 A</td>
<td>23 A</td>
<td>15 A</td>
<td>6 A</td>
<td>7 A</td>
<td>5 A</td>
<td>13 A</td>
</tr>
<tr>
<td>1-2</td>
<td>23 A</td>
<td>16 A</td>
<td>13 A</td>
<td>11 A</td>
<td>4 A</td>
<td>3 A</td>
<td>2 A</td>
<td>10 A</td>
</tr>
<tr>
<td>2-3</td>
<td>13 A</td>
<td>13 A</td>
<td>8 A</td>
<td>8 A</td>
<td>6 A</td>
<td>6 A</td>
<td>11 A</td>
<td>12 A</td>
</tr>
<tr>
<td>3-4</td>
<td>29 A</td>
<td>13 A</td>
<td>8 A</td>
<td>7 A</td>
<td>3 A</td>
<td>7 A</td>
<td>5 A</td>
<td>16 A</td>
</tr>
<tr>
<td>4-5</td>
<td>43 A</td>
<td>21 A</td>
<td>11 A</td>
<td>4 A</td>
<td>13 A</td>
<td>15 A</td>
<td>15 A</td>
<td>14 A</td>
</tr>
<tr>
<td>5-6</td>
<td>75 A</td>
<td>27 A</td>
<td>8 A</td>
<td>5 A</td>
<td>17 A</td>
<td>13 A</td>
<td>22 A</td>
<td>26 A</td>
</tr>
<tr>
<td>6-7</td>
<td>113 A</td>
<td>50 A</td>
<td>12 A</td>
<td>7 A</td>
<td>47 A</td>
<td>47 A</td>
<td>63 A</td>
<td>40 A</td>
</tr>
<tr>
<td>7-8</td>
<td>153 A</td>
<td>79 A</td>
<td>39 A</td>
<td>7 A</td>
<td>63 A</td>
<td>61 A</td>
<td>59 A</td>
<td>57 A</td>
</tr>
<tr>
<td>8-9</td>
<td>185 A</td>
<td>88 A</td>
<td>37 A</td>
<td>16 A</td>
<td>45 A</td>
<td>68 A</td>
<td>43 A</td>
<td>66 A</td>
</tr>
<tr>
<td>9-10</td>
<td>146 A</td>
<td>61 A</td>
<td>34 A</td>
<td>24 A</td>
<td>39 A</td>
<td>43 A</td>
<td>57 A</td>
<td>50 A</td>
</tr>
<tr>
<td>10-11</td>
<td>173 A</td>
<td>75 A</td>
<td>35 A</td>
<td>37 A</td>
<td>69 A</td>
<td>64 A</td>
<td>67 A</td>
<td>61 A</td>
</tr>
<tr>
<td>11-12</td>
<td>168 A</td>
<td>67 A</td>
<td>39 A</td>
<td>24 A</td>
<td>65 A</td>
<td>59 A</td>
<td>44 A</td>
<td>75 A</td>
</tr>
<tr>
<td>12-13</td>
<td>159 A</td>
<td>113 A</td>
<td>43 A</td>
<td>59 A</td>
<td>58 A</td>
<td>76 A</td>
<td>53 A</td>
<td>52 A</td>
</tr>
<tr>
<td>13-14</td>
<td>126 A</td>
<td>113 A</td>
<td>46 A</td>
<td>41 A</td>
<td>67 A</td>
<td>63 A</td>
<td>73 A</td>
<td>81 A</td>
</tr>
<tr>
<td>14-15</td>
<td>112 A</td>
<td>130 A</td>
<td>49 A</td>
<td>46 A</td>
<td>70 A</td>
<td>69 A</td>
<td>75 A</td>
<td>69 A</td>
</tr>
<tr>
<td>15-16</td>
<td>122 A</td>
<td>114 A</td>
<td>37 A</td>
<td>42 A</td>
<td>72 A</td>
<td>83 A</td>
<td>89 A</td>
<td>77 A</td>
</tr>
<tr>
<td>16-17</td>
<td>117 A</td>
<td>116 A</td>
<td>34 A</td>
<td>37 A</td>
<td>93 A</td>
<td>65 A</td>
<td>90 A</td>
<td>93 A</td>
</tr>
<tr>
<td>17-18</td>
<td>133 A</td>
<td>124 A</td>
<td>32 A</td>
<td>48 A</td>
<td>92 A</td>
<td>96 A</td>
<td>113 A</td>
<td>108 A</td>
</tr>
<tr>
<td>18-19</td>
<td>74 A</td>
<td>76 A</td>
<td>35 A</td>
<td>30 A</td>
<td>55 A</td>
<td>57 A</td>
<td>54 A</td>
<td>52 A</td>
</tr>
<tr>
<td>19-20</td>
<td>50 A</td>
<td>63 A</td>
<td>21 A</td>
<td>38 A</td>
<td>53 A</td>
<td>45 A</td>
<td>35 A</td>
<td>42 A</td>
</tr>
<tr>
<td>20-21</td>
<td>55 A</td>
<td>38 A</td>
<td>23 A</td>
<td>27 A</td>
<td>17 A</td>
<td>30 A</td>
<td>20 A</td>
<td>24 A</td>
</tr>
<tr>
<td>21-22</td>
<td>36 A</td>
<td>38 A</td>
<td>25 A</td>
<td>21 A</td>
<td>32 A</td>
<td>30 A</td>
<td>25 A</td>
<td>22 A</td>
</tr>
<tr>
<td>22-23</td>
<td>28 A</td>
<td>27 A</td>
<td>25 A</td>
<td>22 A</td>
<td>20 A</td>
<td>12 A</td>
<td>21 A</td>
<td>20 A</td>
</tr>
<tr>
<td>23-24</td>
<td>25 A</td>
<td>29 A</td>
<td>28 A</td>
<td>10 A</td>
<td>15 A</td>
<td>18 A</td>
<td>26 A</td>
<td>21 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- 2185 A
- 1509 A
- 665 A
- 586 A
- 1021 A
- 1037 A
- 1067 A
- 1101 A

**AM Peak Hour:**
- 08-09
- 07-08
- 10-11
- 10-11
- 08-09
- 10-11
- 11-12

**AM Peak Traffic:**
- 185
- 88
- 39
- 37
- 69
- 68
- 67
- 75

**PM Peak Hour:**
- 12-13
- 14-15
- 14-15
- 12-13
- 16-17
- 17-18
- 17-18
- 17-18

**PM Peak Traffic:**
- 159
- 130
- 49
- 59
- 93
- 96
- 113
- 108
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.614</td>
<td>N</td>
<td>WB ON FR NB 5</td>
</tr>
</tbody>
</table>

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 25</td>
<td>JUL 26</td>
<td>JUL 27</td>
<td>JUL 28</td>
<td>JUL 29</td>
<td>JUL 30</td>
<td>JUL 31</td>
</tr>
<tr>
<td>0-1</td>
<td>10 A</td>
<td>9 A</td>
<td>12 A</td>
<td>6 A</td>
<td>12 A</td>
<td>9 A</td>
<td>22 A</td>
</tr>
<tr>
<td>1-2</td>
<td>10 A</td>
<td>11 A</td>
<td>10 A</td>
<td>6 A</td>
<td>9 A</td>
<td>10 A</td>
<td>15 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>17 A</td>
<td>7 A</td>
<td>9 A</td>
<td>13 A</td>
<td>8 A</td>
<td>5 A</td>
</tr>
<tr>
<td>3-4</td>
<td>18 A</td>
<td>7 A</td>
<td>6 A</td>
<td>2 A</td>
<td>11 A</td>
<td>17 A</td>
<td>13 A</td>
</tr>
<tr>
<td>4-5</td>
<td>5 A</td>
<td>4 A</td>
<td>4 A</td>
<td>8 A</td>
<td>23 A</td>
<td>22 A</td>
<td>15 A</td>
</tr>
<tr>
<td>5-6</td>
<td>19 A</td>
<td>9 A</td>
<td>11 A</td>
<td>33 A</td>
<td>30 A</td>
<td>23 A</td>
<td>31 A</td>
</tr>
<tr>
<td>6-7</td>
<td>37 A</td>
<td>18 A</td>
<td>5 A</td>
<td>59 A</td>
<td>62 A</td>
<td>70 A</td>
<td>54 A</td>
</tr>
<tr>
<td>7-8</td>
<td>66 A</td>
<td>13 A</td>
<td>10 A</td>
<td>73 A</td>
<td>82 A</td>
<td>87 A</td>
<td>86 A</td>
</tr>
<tr>
<td>8-9</td>
<td>56 A</td>
<td>29 A</td>
<td>21 A</td>
<td>68 A</td>
<td>94 A</td>
<td>85 A</td>
<td>90 A</td>
</tr>
<tr>
<td>9-10</td>
<td>48 A</td>
<td>25 A</td>
<td>22 A</td>
<td>59 A</td>
<td>70 A</td>
<td>84 A</td>
<td>96 A</td>
</tr>
<tr>
<td>10-11</td>
<td>73 A</td>
<td>38 A</td>
<td>30 A</td>
<td>82 A</td>
<td>61 A</td>
<td>62 A</td>
<td>79 A</td>
</tr>
<tr>
<td>11-12</td>
<td>59 A</td>
<td>47 A</td>
<td>50 A</td>
<td>96 A</td>
<td>86 A</td>
<td>115 A</td>
<td>108 A</td>
</tr>
<tr>
<td>12-13</td>
<td>75 A</td>
<td>36 A</td>
<td>40 A</td>
<td>87 A</td>
<td>102 A</td>
<td>104 A</td>
<td>105 A</td>
</tr>
<tr>
<td>13-14</td>
<td>80 A</td>
<td>58 A</td>
<td>51 A</td>
<td>83 A</td>
<td>101 A</td>
<td>97 A</td>
<td>115 A</td>
</tr>
<tr>
<td>14-15</td>
<td>107 A</td>
<td>52 A</td>
<td>45 A</td>
<td>107 A</td>
<td>96 A</td>
<td>107 A</td>
<td>98 A</td>
</tr>
<tr>
<td>15-16</td>
<td>92 A</td>
<td>36 A</td>
<td>39 A</td>
<td>109 A</td>
<td>112 A</td>
<td>167 A</td>
<td>129 A</td>
</tr>
<tr>
<td>16-17</td>
<td>101 A</td>
<td>42 A</td>
<td>26 A</td>
<td>102 A</td>
<td>109 A</td>
<td>139 A</td>
<td>113 A</td>
</tr>
<tr>
<td>17-18</td>
<td>90 A</td>
<td>39 A</td>
<td>35 A</td>
<td>110 A</td>
<td>141 A</td>
<td>134 A</td>
<td>131 A</td>
</tr>
<tr>
<td>18-19</td>
<td>68 A</td>
<td>40 A</td>
<td>22 A</td>
<td>69 A</td>
<td>77 A</td>
<td>81 A</td>
<td>72 A</td>
</tr>
<tr>
<td>19-20</td>
<td>35 A</td>
<td>36 A</td>
<td>35 A</td>
<td>69 A</td>
<td>54 A</td>
<td>50 A</td>
<td>54 A</td>
</tr>
<tr>
<td>20-21</td>
<td>37 A</td>
<td>29 A</td>
<td>23 A</td>
<td>50 A</td>
<td>50 A</td>
<td>60 A</td>
<td>47 A</td>
</tr>
<tr>
<td>21-22</td>
<td>33 A</td>
<td>35 A</td>
<td>19 A</td>
<td>35 A</td>
<td>43 A</td>
<td>55 A</td>
<td>41 A</td>
</tr>
<tr>
<td>22-23</td>
<td>22 A</td>
<td>24 A</td>
<td>13 A</td>
<td>23 A</td>
<td>29 A</td>
<td>39 A</td>
<td>43 A</td>
</tr>
<tr>
<td>23-24</td>
<td>18 A</td>
<td>7 A</td>
<td>18 A</td>
<td>28 A</td>
<td>23 A</td>
<td>21 A</td>
<td>27 A</td>
</tr>
</tbody>
</table>

|      | 1169 A   | 661 A | 554 A | 1373 A | 1490 A | 1646 A | 1589 A |

| AM Peak Hour | 10-11     | 11-12   | 11-12   | 11-12   | 08-09   | 11-12   | 11-12   |
| AM Peak Traffic | 73         | 47       | 50       | 96       | 94       | 115      | 108      |
| PM Peak Hour | 14-15     | 13-14   | 13-14   | 17-18   | 17-18   | 15-16   | 17-18   |
| PM Peak Traffic | 107         | 58       | 51       | 110      | 141      | 167      | 131      |
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.614 N

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
<th>Lanes:</th>
<th>Lane Code:</th>
</tr>
</thead>
<tbody>
<tr>
<td>WB ON FR NB 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WEST</strong></td>
<td><strong>WEST</strong></td>
</tr>
<tr>
<td><strong>7-Day Total Daily Average</strong></td>
<td><strong>5-Day Total Weekday Average</strong></td>
</tr>
<tr>
<td>1st</td>
<td>8445</td>
</tr>
<tr>
<td>2nd</td>
<td>14501</td>
</tr>
<tr>
<td>3rd</td>
<td>10567</td>
</tr>
<tr>
<td>4th</td>
<td>6962</td>
</tr>
<tr>
<td>Year</td>
<td>Fri</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>AUG 01</td>
</tr>
<tr>
<td>0-1</td>
<td>11 A</td>
</tr>
<tr>
<td>1-2</td>
<td>15 A</td>
</tr>
<tr>
<td>2-3</td>
<td>15 A</td>
</tr>
<tr>
<td>3-4</td>
<td>15 A</td>
</tr>
<tr>
<td>4-5</td>
<td>19 A</td>
</tr>
<tr>
<td>5-6</td>
<td>30 A</td>
</tr>
<tr>
<td>6-7</td>
<td>53 A</td>
</tr>
<tr>
<td>7-8</td>
<td>79 A</td>
</tr>
<tr>
<td>8-9</td>
<td>71 A</td>
</tr>
<tr>
<td>9-10</td>
<td>72 A</td>
</tr>
<tr>
<td>10-11</td>
<td>78 A</td>
</tr>
<tr>
<td>11-12</td>
<td>106 A</td>
</tr>
<tr>
<td>12-13</td>
<td>100 A</td>
</tr>
<tr>
<td>13-14</td>
<td>85 A</td>
</tr>
<tr>
<td>14-15</td>
<td>121 A</td>
</tr>
<tr>
<td>15-16</td>
<td>110 A</td>
</tr>
<tr>
<td>16-17</td>
<td>107 A</td>
</tr>
<tr>
<td>17-18</td>
<td>116 A</td>
</tr>
<tr>
<td>18-19</td>
<td>80 A</td>
</tr>
<tr>
<td>19-20</td>
<td>56 A</td>
</tr>
<tr>
<td>20-21</td>
<td>42 A</td>
</tr>
<tr>
<td>21-22</td>
<td>46 A</td>
</tr>
<tr>
<td>22-23</td>
<td>35 A</td>
</tr>
<tr>
<td>23-24</td>
<td>28 A</td>
</tr>
</tbody>
</table>

| Day Total | 1490 A | 1127 A | 955 A | 1501 A | 1526 A | 1543 A | 1699 A | 1528 A |

| AM Peak Hour | 11-12 | 11-12 | 10-11 | 10-11 | 11-12 | 11-12 | 07-08 | 11-12 |
| AM Peak Traffic | 106 | 85 | 64 | 93 | 97 | 101 | 101 | 89 |
| PM Peak Hour | 14-15 | 15-16 | 13-14 | 17-18 | 17-18 | 16-17 | 17-18 | 14-15 |
| PM Peak Traffic | 121 | 89 | 84 | 133 | 150 | 137 | 173 | 133 |
| Direction of Count: West |

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>15 A</td>
<td>25 A</td>
<td>13 A</td>
<td>3 A</td>
<td>13 A</td>
<td>13 A</td>
<td>13 A</td>
<td>17 A</td>
</tr>
<tr>
<td>1-2</td>
<td>17 A</td>
<td>20 A</td>
<td>6 A</td>
<td>8 A</td>
<td>12 A</td>
<td>6 A</td>
<td>13 A</td>
<td>19 A</td>
</tr>
<tr>
<td>2-3</td>
<td>4 A</td>
<td>13 A</td>
<td>11 A</td>
<td>10 A</td>
<td>8 A</td>
<td>9 A</td>
<td>7 A</td>
<td>11 A</td>
</tr>
<tr>
<td>3-4</td>
<td>13 A</td>
<td>7 A</td>
<td>7 A</td>
<td>10 A</td>
<td>9 A</td>
<td>9 A</td>
<td>8 A</td>
<td>6 A</td>
</tr>
<tr>
<td>4-5</td>
<td>8 A</td>
<td>9 A</td>
<td>12 A</td>
<td>27 A</td>
<td>20 A</td>
<td>19 A</td>
<td>22 A</td>
<td>11 A</td>
</tr>
<tr>
<td>5-6</td>
<td>12 A</td>
<td>10 A</td>
<td>20 A</td>
<td>31 A</td>
<td>31 A</td>
<td>23 A</td>
<td>34 A</td>
<td>6 A</td>
</tr>
<tr>
<td>6-7</td>
<td>16 A</td>
<td>8 A</td>
<td>58 A</td>
<td>60 A</td>
<td>51 A</td>
<td>59 A</td>
<td>41 A</td>
<td>26 A</td>
</tr>
<tr>
<td>7-8</td>
<td>23 A</td>
<td>24 A</td>
<td>67 A</td>
<td>98 A</td>
<td>66 A</td>
<td>76 A</td>
<td>91 A</td>
<td>17 A</td>
</tr>
<tr>
<td>8-9</td>
<td>49 A</td>
<td>30 A</td>
<td>82 A</td>
<td>79 A</td>
<td>83 A</td>
<td>79 A</td>
<td>90 A</td>
<td>45 A</td>
</tr>
<tr>
<td>9-10</td>
<td>55 A</td>
<td>24 A</td>
<td>82 A</td>
<td>74 A</td>
<td>57 A</td>
<td>74 C</td>
<td>73 A</td>
<td>58 A</td>
</tr>
<tr>
<td>10-11</td>
<td>65 A</td>
<td>67 A</td>
<td>100 A</td>
<td>82 A</td>
<td>83 A</td>
<td>93 A</td>
<td>101 A</td>
<td>80 A</td>
</tr>
<tr>
<td>11-12</td>
<td>90 A</td>
<td>69 A</td>
<td>89 A</td>
<td>91 A</td>
<td>83 A</td>
<td>99 A</td>
<td>95 A</td>
<td>62 A</td>
</tr>
<tr>
<td>12-13</td>
<td>77 A</td>
<td>84 A</td>
<td>105 A</td>
<td>105 A</td>
<td>96 A</td>
<td>110 A</td>
<td>98 A</td>
<td>71 A</td>
</tr>
<tr>
<td>13-14</td>
<td>83 A</td>
<td>75 A</td>
<td>101 A</td>
<td>107 A</td>
<td>102 A</td>
<td>81 A</td>
<td>119 A</td>
<td>60 A</td>
</tr>
<tr>
<td>14-15</td>
<td>68 A</td>
<td>78 A</td>
<td>106 A</td>
<td>103 A</td>
<td>100 A</td>
<td>108 A</td>
<td>129 A</td>
<td>67 A</td>
</tr>
<tr>
<td>15-16</td>
<td>83 A</td>
<td>58 A</td>
<td>122 A</td>
<td>106 A</td>
<td>114 A</td>
<td>101 A</td>
<td>125 A</td>
<td>66 A</td>
</tr>
<tr>
<td>16-17</td>
<td>66 A</td>
<td>77 A</td>
<td>120 A</td>
<td>110 A</td>
<td>140 A</td>
<td>113 A</td>
<td>133 A</td>
<td>78 A</td>
</tr>
<tr>
<td>17-18</td>
<td>63 A</td>
<td>62 A</td>
<td>124 A</td>
<td>143 A</td>
<td>117 A</td>
<td>139 A</td>
<td>137 A</td>
<td>76 A</td>
</tr>
<tr>
<td>18-19</td>
<td>55 A</td>
<td>58 A</td>
<td>85 A</td>
<td>75 A</td>
<td>84 A</td>
<td>80 A</td>
<td>112 A</td>
<td>64 A</td>
</tr>
<tr>
<td>19-20</td>
<td>51 A</td>
<td>44 A</td>
<td>55 A</td>
<td>58 A</td>
<td>52 A</td>
<td>59 A</td>
<td>79 A</td>
<td>44 A</td>
</tr>
<tr>
<td>20-21</td>
<td>52 A</td>
<td>42 A</td>
<td>42 A</td>
<td>60 A</td>
<td>58 A</td>
<td>41 A</td>
<td>61 A</td>
<td>42 A</td>
</tr>
<tr>
<td>21-22</td>
<td>30 A</td>
<td>40 A</td>
<td>40 A</td>
<td>47 A</td>
<td>40 A</td>
<td>39 A</td>
<td>57 A</td>
<td>43 A</td>
</tr>
<tr>
<td>22-23</td>
<td>31 A</td>
<td>18 A</td>
<td>27 A</td>
<td>33 A</td>
<td>28 A</td>
<td>32 A</td>
<td>47 A</td>
<td>36 A</td>
</tr>
<tr>
<td>23-24</td>
<td>20 A</td>
<td>16 A</td>
<td>22 A</td>
<td>12 A</td>
<td>18 A</td>
<td>20 A</td>
<td>43 A</td>
<td>26 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 1046 A
- 958 A
- 1496 A
- 1577 A
- 1465 A
- 1482 C
- 1728 A
- 1031 A

**AM Peak Hour**
- 11-12
- 10-11
- 07-08
- 08-09
- 11-12
- 10-11
- 10-11

**AM Peak Traffic**
- 90
- 69
- 100
- 98
- 83
- 99
- 101
- 80

**PM Peak Hour**
- 13-14
- 12-13
- 17-18
- 12-13
- 16-17
- 17-18
- 17-18
- 16-17

**PM Peak Traffic**
- 83
- 84
- 124
- 150
- 140
- 139
- 137
- 78
### District | County | Route | Prefix | Postmile | Leg
---|---|---|---|---|---
03 | SAC | 080 | M | 2.614 | N

**Location Description**

WB ON FR NB 5

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>17</td>
<td>7</td>
<td>13</td>
<td>11</td>
<td>10</td>
<td>20</td>
<td>22</td>
<td>23</td>
</tr>
<tr>
<td>1-2</td>
<td>15</td>
<td>12</td>
<td>7</td>
<td>8</td>
<td>7</td>
<td>14</td>
<td>20</td>
<td>17</td>
</tr>
<tr>
<td>2-3</td>
<td>13</td>
<td>5</td>
<td>9</td>
<td>14</td>
<td>12</td>
<td>10</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>3-4</td>
<td>5</td>
<td>4</td>
<td>7</td>
<td>4</td>
<td>11</td>
<td>9</td>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>4-5</td>
<td>6</td>
<td>18</td>
<td>21</td>
<td>19</td>
<td>19</td>
<td>25</td>
<td>16</td>
<td>3</td>
</tr>
<tr>
<td>5-6</td>
<td>10</td>
<td>29</td>
<td>37</td>
<td>41</td>
<td>36</td>
<td>37</td>
<td>21</td>
<td>15</td>
</tr>
<tr>
<td>6-7</td>
<td>13</td>
<td>66</td>
<td>63</td>
<td>71</td>
<td>67</td>
<td>45</td>
<td>27</td>
<td>7</td>
</tr>
<tr>
<td>7-8</td>
<td>18</td>
<td>88</td>
<td>88</td>
<td>91</td>
<td>86</td>
<td>98</td>
<td>33</td>
<td>26</td>
</tr>
<tr>
<td>8-9</td>
<td>29</td>
<td>61</td>
<td>91</td>
<td>79</td>
<td>90</td>
<td>81</td>
<td>43</td>
<td>20</td>
</tr>
<tr>
<td>9-10</td>
<td>33</td>
<td>74</td>
<td>52</td>
<td>83</td>
<td>85</td>
<td>81</td>
<td>53</td>
<td>42</td>
</tr>
<tr>
<td>10-11</td>
<td>59</td>
<td>84</td>
<td>91</td>
<td>111</td>
<td>86</td>
<td>73</td>
<td>53</td>
<td>54</td>
</tr>
<tr>
<td>11-12</td>
<td>86</td>
<td>96</td>
<td>86</td>
<td>101</td>
<td>89</td>
<td>88</td>
<td>53</td>
<td>61</td>
</tr>
<tr>
<td>12-13</td>
<td>66</td>
<td>112</td>
<td>106</td>
<td>71</td>
<td>109</td>
<td>129</td>
<td>92</td>
<td>86</td>
</tr>
<tr>
<td>13-14</td>
<td>89</td>
<td>87</td>
<td>107</td>
<td>96</td>
<td>86</td>
<td>139</td>
<td>99</td>
<td>80</td>
</tr>
<tr>
<td>14-15</td>
<td>71</td>
<td>101</td>
<td>107</td>
<td>84</td>
<td>93</td>
<td>112</td>
<td>72</td>
<td>80</td>
</tr>
<tr>
<td>15-16</td>
<td>77</td>
<td>109</td>
<td>116</td>
<td>105</td>
<td>89</td>
<td>121</td>
<td>89</td>
<td>82</td>
</tr>
<tr>
<td>16-17</td>
<td>64</td>
<td>132</td>
<td>128</td>
<td>116</td>
<td>123</td>
<td>148</td>
<td>65</td>
<td>65</td>
</tr>
<tr>
<td>17-18</td>
<td>69</td>
<td>109</td>
<td>122</td>
<td>146</td>
<td>128</td>
<td>129</td>
<td>73</td>
<td>50</td>
</tr>
<tr>
<td>18-19</td>
<td>44</td>
<td>59</td>
<td>64</td>
<td>75</td>
<td>85</td>
<td>92</td>
<td>57</td>
<td>55</td>
</tr>
<tr>
<td>19-20</td>
<td>58</td>
<td>60</td>
<td>55</td>
<td>56</td>
<td>63</td>
<td>66</td>
<td>59</td>
<td>43</td>
</tr>
<tr>
<td>20-21</td>
<td>58</td>
<td>56</td>
<td>53</td>
<td>55</td>
<td>46</td>
<td>53</td>
<td>46</td>
<td>50</td>
</tr>
<tr>
<td>21-22</td>
<td>44</td>
<td>38</td>
<td>60</td>
<td>49</td>
<td>43</td>
<td>64</td>
<td>42</td>
<td>44</td>
</tr>
<tr>
<td>22-23</td>
<td>26</td>
<td>23</td>
<td>28</td>
<td>13</td>
<td>35</td>
<td>44</td>
<td>33</td>
<td>17</td>
</tr>
<tr>
<td>23-24</td>
<td>19</td>
<td>24</td>
<td>23</td>
<td>16</td>
<td>23</td>
<td>20</td>
<td>30</td>
<td>22</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>989</td>
<td>1454</td>
<td>1534</td>
<td>1515</td>
<td>1521</td>
<td>1698</td>
<td>1126</td>
<td>966</td>
</tr>
</tbody>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>08-09</td>
<td>10-11</td>
<td>08-09</td>
<td>07-08</td>
<td>09-10</td>
<td>11-12</td>
<td></td>
</tr>
</tbody>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>86</td>
<td>96</td>
<td>91</td>
<td>111</td>
<td>90</td>
<td>98</td>
<td>53</td>
<td>61</td>
</tr>
</tbody>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>13-14</td>
<td>16-17</td>
<td>16-17</td>
<td>17-18</td>
<td>17-18</td>
<td>16-17</td>
<td>13-14</td>
<td>12-13</td>
</tr>
</tbody>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>89</td>
<td>132</td>
<td>128</td>
<td>146</td>
<td>128</td>
<td>148</td>
<td>99</td>
<td>86</td>
</tr>
</tbody>
</table>
### Traffic Volumes

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.614</td>
<td>N</td>
<td>WB ON FR NB 5</td>
</tr>
</tbody>
</table>

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>11 A</td>
<td>11 A</td>
<td>12 A</td>
<td>20 A</td>
<td>21 A</td>
<td>21 A</td>
<td>23 A</td>
</tr>
<tr>
<td>1-2</td>
<td>16 A</td>
<td>6 A</td>
<td>6 A</td>
<td>14 A</td>
<td>17 A</td>
<td>19 A</td>
<td>13 A</td>
</tr>
<tr>
<td>2-3</td>
<td>5 A</td>
<td>5 A</td>
<td>6 A</td>
<td>16 A</td>
<td>15 A</td>
<td>10 A</td>
<td>17 A</td>
</tr>
<tr>
<td>3-4</td>
<td>7 A</td>
<td>6 A</td>
<td>10 A</td>
<td>12 A</td>
<td>17 A</td>
<td>13 A</td>
<td>11 A</td>
</tr>
<tr>
<td>4-5</td>
<td>18 A</td>
<td>23 A</td>
<td>21 A</td>
<td>22 A</td>
<td>23 A</td>
<td>5 A</td>
<td>5 A</td>
</tr>
<tr>
<td>5-6</td>
<td>34 A</td>
<td>35 A</td>
<td>37 A</td>
<td>36 A</td>
<td>28 A</td>
<td>8 A</td>
<td>5 A</td>
</tr>
<tr>
<td>6-7</td>
<td>60 A</td>
<td>58 A</td>
<td>70 A</td>
<td>54 A</td>
<td>50 A</td>
<td>15 A</td>
<td>16 A</td>
</tr>
<tr>
<td>7-8</td>
<td>82 A</td>
<td>80 A</td>
<td>79 A</td>
<td>86 A</td>
<td>66 A</td>
<td>15 A</td>
<td>17 A</td>
</tr>
<tr>
<td>8-9</td>
<td>84 A</td>
<td>91 A</td>
<td>75 A</td>
<td>97 A</td>
<td>111 A</td>
<td>42 A</td>
<td>19 A</td>
</tr>
<tr>
<td>9-10</td>
<td>75 A</td>
<td>84 A</td>
<td>62 A</td>
<td>75 A</td>
<td>75 A</td>
<td>53 A</td>
<td>35 A</td>
</tr>
<tr>
<td>10-11</td>
<td>89 A</td>
<td>82 A</td>
<td>97 A</td>
<td>82 A</td>
<td>83 A</td>
<td>72 A</td>
<td>58 A</td>
</tr>
<tr>
<td>11-12</td>
<td>100 A</td>
<td>81 A</td>
<td>98 A</td>
<td>113 A</td>
<td>106 A</td>
<td>71 A</td>
<td>54 A</td>
</tr>
<tr>
<td>12-13</td>
<td>102 A</td>
<td>115 A</td>
<td>90 A</td>
<td>100 A</td>
<td>102 A</td>
<td>66 A</td>
<td>82 A</td>
</tr>
<tr>
<td>13-14</td>
<td>99 A</td>
<td>100 A</td>
<td>101 A</td>
<td>106 A</td>
<td>102 A</td>
<td>80 A</td>
<td>77 A</td>
</tr>
<tr>
<td>14-15</td>
<td>94 A</td>
<td>94 A</td>
<td>80 A</td>
<td>99 A</td>
<td>124 A</td>
<td>76 A</td>
<td>82 A</td>
</tr>
<tr>
<td>15-16</td>
<td>102 A</td>
<td>112 A</td>
<td>95 A</td>
<td>102 A</td>
<td>110 A</td>
<td>74 A</td>
<td>88 A</td>
</tr>
<tr>
<td>16-17</td>
<td>124 A</td>
<td>125 A</td>
<td>148 A</td>
<td>196 A</td>
<td>126 A</td>
<td>69 A</td>
<td>74 A</td>
</tr>
<tr>
<td>17-18</td>
<td>127 A</td>
<td>107 A</td>
<td>124 A</td>
<td>252 A</td>
<td>113 A</td>
<td>50 A</td>
<td>52 A</td>
</tr>
<tr>
<td>18-19</td>
<td>85 A</td>
<td>66 A</td>
<td>65 A</td>
<td>77 A</td>
<td>79 A</td>
<td>62 A</td>
<td>53 A</td>
</tr>
<tr>
<td>19-20</td>
<td>51 A</td>
<td>69 A</td>
<td>66 A</td>
<td>56 A</td>
<td>73 A</td>
<td>55 A</td>
<td>68 A</td>
</tr>
<tr>
<td>20-21</td>
<td>44 A</td>
<td>51 A</td>
<td>49 A</td>
<td>49 A</td>
<td>59 A</td>
<td>44 A</td>
<td>50 A</td>
</tr>
<tr>
<td>21-22</td>
<td>33 A</td>
<td>33 A</td>
<td>43 A</td>
<td>36 A</td>
<td>34 A</td>
<td>54 A</td>
<td>34 A</td>
</tr>
<tr>
<td>22-23</td>
<td>23 A</td>
<td>30 A</td>
<td>31 A</td>
<td>31 A</td>
<td>37 A</td>
<td>35 A</td>
<td>35 A</td>
</tr>
<tr>
<td>23-24</td>
<td>19 A</td>
<td>19 A</td>
<td>31 A</td>
<td>20 A</td>
<td>28 A</td>
<td>29 A</td>
<td>20 A</td>
</tr>
</tbody>
</table>

**Day Total**: 1484 A 1483 A 1496 A 1751 A 1599 A 1038 A 988 A

**AM Peak Hour**: 11-12 08-09 11-12 11-12 08-09 10-11 10-11

**AM Peak Traffic**: 100 91 98 113 111 72 58

**PM Peak Hour**: 17-18 16-17 16-17 17-18 16-17 13-14 15-16

**PM Peak Traffic**: 127 125 148 252 126 80 88
```
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.614</td>
<td>N</td>
</tr>
</tbody>
</table>

**Location Description**

WB ON FR NB 5

**Traffic Station:**

Location Type: Ramp Connection

Lanes: 

Lane Code: 

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>9841</td>
<td>1406</td>
</tr>
<tr>
<td>2nd</td>
<td>9552</td>
<td>1365</td>
</tr>
<tr>
<td>3rd</td>
<td>9772</td>
<td>1396</td>
</tr>
<tr>
<td>4th</td>
<td>10004</td>
<td>1429</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>7759</td>
<td>1552</td>
</tr>
<tr>
<td>2nd</td>
<td>7548</td>
<td>1510</td>
</tr>
<tr>
<td>3rd</td>
<td>7752</td>
<td>1550</td>
</tr>
<tr>
<td>4th</td>
<td>7912</td>
<td>1582</td>
</tr>
</tbody>
</table>
```
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**District:** 03  
**County:** SAC  
**Route:** 080  
**Prefix:** M  
**Postmile:** 2.614  
**Leg:** N

**Location Description:** WB ON FR NB 5

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
<td>SEP 03</td>
<td>SEP 04</td>
<td>SEP 05</td>
<td>SEP 06</td>
<td>SEP 07</td>
<td>SEP 08</td>
</tr>
<tr>
<td>0-1</td>
<td>17 A</td>
<td>10 A</td>
<td>14 A</td>
<td>18 A</td>
<td>18 A</td>
<td>13 A</td>
<td>17 A</td>
<td>12 A</td>
</tr>
<tr>
<td>1-2</td>
<td>11 A</td>
<td>13 A</td>
<td>13 A</td>
<td>17 A</td>
<td>14 A</td>
<td>17 A</td>
<td>20 A</td>
<td>6 A</td>
</tr>
<tr>
<td>2-3</td>
<td>10 A</td>
<td>8 A</td>
<td>15 A</td>
<td>16 A</td>
<td>14 A</td>
<td>11 A</td>
<td>10 A</td>
<td>10 A</td>
</tr>
<tr>
<td>3-4</td>
<td>8 A</td>
<td>8 A</td>
<td>10 A</td>
<td>20 A</td>
<td>16 A</td>
<td>9 A</td>
<td>11 A</td>
<td>12 A</td>
</tr>
<tr>
<td>4-5</td>
<td>10 A</td>
<td>20 A</td>
<td>21 A</td>
<td>19 A</td>
<td>17 A</td>
<td>7 A</td>
<td>8 A</td>
<td>30 A</td>
</tr>
<tr>
<td>5-6</td>
<td>10 A</td>
<td>29 A</td>
<td>26 A</td>
<td>37 A</td>
<td>27 A</td>
<td>9 A</td>
<td>10 A</td>
<td>31 A</td>
</tr>
<tr>
<td>6-7</td>
<td>22 A</td>
<td>78 A</td>
<td>67 A</td>
<td>63 A</td>
<td>64 A</td>
<td>29 A</td>
<td>17 A</td>
<td>59 A</td>
</tr>
<tr>
<td>7-8</td>
<td>19 A</td>
<td>78 A</td>
<td>91 A</td>
<td>73 A</td>
<td>81 A</td>
<td>29 A</td>
<td>15 A</td>
<td>84 A</td>
</tr>
<tr>
<td>8-9</td>
<td>22 A</td>
<td>80 A</td>
<td>85 A</td>
<td>98 A</td>
<td>77 A</td>
<td>49 A</td>
<td>30 A</td>
<td>81 A</td>
</tr>
<tr>
<td>9-10</td>
<td>41 A</td>
<td>83 A</td>
<td>74 A</td>
<td>78 A</td>
<td>96 A</td>
<td>41 A</td>
<td>34 A</td>
<td>90 A</td>
</tr>
<tr>
<td>10-11</td>
<td>63 A</td>
<td>86 A</td>
<td>77 A</td>
<td>93 A</td>
<td>95 A</td>
<td>61 A</td>
<td>48 A</td>
<td>89 A</td>
</tr>
<tr>
<td>11-12</td>
<td>60 A</td>
<td>112 A</td>
<td>94 A</td>
<td>86 A</td>
<td>93 A</td>
<td>65 A</td>
<td>64 A</td>
<td>91 A</td>
</tr>
<tr>
<td>12-13</td>
<td>62 A</td>
<td>98 A</td>
<td>96 A</td>
<td>103 A</td>
<td>96 A</td>
<td>81 A</td>
<td>64 A</td>
<td>102 A</td>
</tr>
<tr>
<td>13-14</td>
<td>79 A</td>
<td>111 A</td>
<td>101 A</td>
<td>106 A</td>
<td>102 A</td>
<td>77 A</td>
<td>75 A</td>
<td>86 A</td>
</tr>
<tr>
<td>14-15</td>
<td>73 A</td>
<td>110 A</td>
<td>86 A</td>
<td>89 A</td>
<td>96 A</td>
<td>80 A</td>
<td>70 A</td>
<td>98 A</td>
</tr>
<tr>
<td>15-16</td>
<td>72 A</td>
<td>119 A</td>
<td>101 A</td>
<td>127 A</td>
<td>157 A</td>
<td>72 A</td>
<td>60 A</td>
<td>114 A</td>
</tr>
<tr>
<td>16-17</td>
<td>61 A</td>
<td>138 A</td>
<td>242 A</td>
<td>145 A</td>
<td>124 A</td>
<td>78 A</td>
<td>69 A</td>
<td>106 A</td>
</tr>
<tr>
<td>17-18</td>
<td>57 A</td>
<td>120 A</td>
<td>232 A</td>
<td>128 A</td>
<td>113 A</td>
<td>61 A</td>
<td>52 A</td>
<td>132 A</td>
</tr>
<tr>
<td>18-19</td>
<td>66 A</td>
<td>77 A</td>
<td>96 A</td>
<td>69 A</td>
<td>82 A</td>
<td>50 A</td>
<td>58 A</td>
<td>68 A</td>
</tr>
<tr>
<td>19-20</td>
<td>65 A</td>
<td>69 A</td>
<td>56 A</td>
<td>60 A</td>
<td>61 A</td>
<td>46 A</td>
<td>47 A</td>
<td>49 A</td>
</tr>
<tr>
<td>20-21</td>
<td>47 A</td>
<td>52 A</td>
<td>46 A</td>
<td>43 A</td>
<td>60 A</td>
<td>43 A</td>
<td>36 A</td>
<td>43 A</td>
</tr>
<tr>
<td>21-22</td>
<td>36 A</td>
<td>44 A</td>
<td>41 A</td>
<td>48 A</td>
<td>50 A</td>
<td>38 A</td>
<td>38 A</td>
<td>32 A</td>
</tr>
<tr>
<td>22-23</td>
<td>24 A</td>
<td>33 A</td>
<td>33 A</td>
<td>35 A</td>
<td>35 A</td>
<td>30 A</td>
<td>26 A</td>
<td>33 A</td>
</tr>
<tr>
<td>23-24</td>
<td>24 A</td>
<td>17 A</td>
<td>24 A</td>
<td>21 A</td>
<td>30 A</td>
<td>22 A</td>
<td>15 A</td>
<td>24 A</td>
</tr>
</tbody>
</table>

**Day Total:** 959 A  1593 A  1741 A  1592 A  1618 A  1018 A  894 A  1482 A

**AM Peak Hour:**
- 10-11  11-12  11-12  08-09  09-10  11-12  11-12  11-12

**AM Peak Traffic:**
- 63  112  94  98  96  65  64  91

**PM Peak Hour:**
- 13-14  16-17  16-17  16-17  15-16  12-13  13-14  17-18

**PM Peak Traffic:**
- 79  138  242  145  157  81  75  132
### District 03: County SAC: Route 080: Prefix M: Postmile 2.614: Leg N:

#### Location Description

**WB ON FR NB 5**

#### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: West

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>18 A</td>
<td>17 A</td>
<td>21 A</td>
<td>16 A</td>
<td>23 A</td>
<td>20 A</td>
<td>14 A</td>
<td>9 A</td>
</tr>
<tr>
<td>1-2</td>
<td>7 A</td>
<td>12 A</td>
<td>17 A</td>
<td>22 A</td>
<td>26 A</td>
<td>18 A</td>
<td>15 A</td>
<td>6 A</td>
</tr>
<tr>
<td>2-3</td>
<td>5 A</td>
<td>13 A</td>
<td>14 A</td>
<td>4 A</td>
<td>12 A</td>
<td>16 A</td>
<td>8 A</td>
<td>10 A</td>
</tr>
<tr>
<td>3-4</td>
<td>15 A</td>
<td>11 A</td>
<td>24 A</td>
<td>6 A</td>
<td>7 A</td>
<td>9 A</td>
<td>7 A</td>
<td>13 A</td>
</tr>
<tr>
<td>4-5</td>
<td>27 A</td>
<td>16 A</td>
<td>16 A</td>
<td>18 A</td>
<td>7 A</td>
<td>9 A</td>
<td>12 A</td>
<td>17 A</td>
</tr>
<tr>
<td>5-6</td>
<td>36 A</td>
<td>32 A</td>
<td>31 A</td>
<td>42 A</td>
<td>16 A</td>
<td>10 A</td>
<td>26 A</td>
<td>33 A</td>
</tr>
<tr>
<td>6-7</td>
<td>74 A</td>
<td>70 A</td>
<td>53 A</td>
<td>66 A</td>
<td>20 A</td>
<td>20 A</td>
<td>55 A</td>
<td>69 A</td>
</tr>
<tr>
<td>7-8</td>
<td>90 A</td>
<td>100 A</td>
<td>115 A</td>
<td>83 A</td>
<td>35 A</td>
<td>20 A</td>
<td>88 A</td>
<td>87 A</td>
</tr>
<tr>
<td>8-9</td>
<td>72 A</td>
<td>78 A</td>
<td>87 A</td>
<td>94 A</td>
<td>42 A</td>
<td>34 A</td>
<td>69 A</td>
<td>72 A</td>
</tr>
<tr>
<td>9-10</td>
<td>110 A</td>
<td>71 A</td>
<td>90 A</td>
<td>86 A</td>
<td>45 A</td>
<td>45 A</td>
<td>88 A</td>
<td>71 A</td>
</tr>
<tr>
<td>10-11</td>
<td>71 A</td>
<td>69 A</td>
<td>91 A</td>
<td>94 A</td>
<td>65 A</td>
<td>48 A</td>
<td>77 A</td>
<td>94 A</td>
</tr>
<tr>
<td>11-12</td>
<td>96 A</td>
<td>94 C</td>
<td>93 A</td>
<td>90 A</td>
<td>67 A</td>
<td>55 A</td>
<td>80 A</td>
<td>103 A</td>
</tr>
<tr>
<td>12-13</td>
<td>106 A</td>
<td>85 A</td>
<td>87 A</td>
<td>108 A</td>
<td>79 A</td>
<td>54 A</td>
<td>95 A</td>
<td>151 A</td>
</tr>
<tr>
<td>13-14</td>
<td>82 A</td>
<td>97 A</td>
<td>117 A</td>
<td>106 A</td>
<td>67 A</td>
<td>95 A</td>
<td>105 A</td>
<td>116 A</td>
</tr>
<tr>
<td>14-15</td>
<td>107 A</td>
<td>88 A</td>
<td>100 A</td>
<td>115 A</td>
<td>90 A</td>
<td>80 A</td>
<td>106 A</td>
<td>113 A</td>
</tr>
<tr>
<td>15-16</td>
<td>110 A</td>
<td>101 A</td>
<td>103 A</td>
<td>109 A</td>
<td>84 A</td>
<td>89 A</td>
<td>90 A</td>
<td>97 A</td>
</tr>
<tr>
<td>16-17</td>
<td>137 A</td>
<td>134 A</td>
<td>122 A</td>
<td>126 A</td>
<td>87 A</td>
<td>57 A</td>
<td>103 A</td>
<td>128 A</td>
</tr>
<tr>
<td>17-18</td>
<td>136 A</td>
<td>119 A</td>
<td>169 A</td>
<td>117 A</td>
<td>57 A</td>
<td>56 A</td>
<td>126 A</td>
<td>133 A</td>
</tr>
<tr>
<td>18-19</td>
<td>83 A</td>
<td>85 A</td>
<td>83 A</td>
<td>89 A</td>
<td>51 A</td>
<td>60 A</td>
<td>81 A</td>
<td>80 A</td>
</tr>
<tr>
<td>19-20</td>
<td>53 A</td>
<td>61 A</td>
<td>64 A</td>
<td>64 A</td>
<td>54 A</td>
<td>43 A</td>
<td>62 A</td>
<td>60 A</td>
</tr>
<tr>
<td>20-21</td>
<td>53 A</td>
<td>57 A</td>
<td>50 A</td>
<td>54 A</td>
<td>59 A</td>
<td>42 A</td>
<td>45 A</td>
<td>52 A</td>
</tr>
<tr>
<td>21-22</td>
<td>30 A</td>
<td>50 A</td>
<td>37 A</td>
<td>33 A</td>
<td>34 A</td>
<td>31 A</td>
<td>27 A</td>
<td>34 A</td>
</tr>
<tr>
<td>22-23</td>
<td>27 A</td>
<td>40 A</td>
<td>45 A</td>
<td>39 A</td>
<td>53 A</td>
<td>30 A</td>
<td>37 A</td>
<td>31 A</td>
</tr>
<tr>
<td>23-24</td>
<td>24 A</td>
<td>27 A</td>
<td>17 A</td>
<td>33 A</td>
<td>14 A</td>
<td>16 A</td>
<td>18 A</td>
<td>18 A</td>
</tr>
</tbody>
</table>

**Day Total**

- 1569 A
- 1527 C
- 1646 A
- 1614 A
- 1094 A
- 957 A
- 1434 A
- 1597 A

**AM Peak Hour**

- 09-10: 07-08
- 11-12: 11-12
- 07-08: 11-12

**AM Peak Traffic**

- 110
- 100
- 94
- 67
- 55
- 88
- 103

**PM Peak Hour**

- 16-17: 16-17
- 14-15: 14-15
- 17-18: 17-18

**PM Peak Traffic**

- 137
- 134
- 169
- 90
- 95
- 126
- 151
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description
- **WB ON FR NB 5**

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>16 A</td>
<td>9 A</td>
<td>14 A</td>
<td>24 A</td>
<td>18 A</td>
<td>11 A</td>
<td>16 A</td>
<td>10 A</td>
</tr>
<tr>
<td>1-2</td>
<td>18 A</td>
<td>7 A</td>
<td>5 A</td>
<td>18 A</td>
<td>10 A</td>
<td>9 A</td>
<td>7 A</td>
<td>3 A</td>
</tr>
<tr>
<td>2-3</td>
<td>14 A</td>
<td>14 A</td>
<td>11 A</td>
<td>13 A</td>
<td>11 A</td>
<td>7 A</td>
<td>5 A</td>
<td>5 A</td>
</tr>
<tr>
<td>3-4</td>
<td>4 A</td>
<td>10 A</td>
<td>12 A</td>
<td>11 A</td>
<td>12 A</td>
<td>6 A</td>
<td>13 A</td>
<td>11 A</td>
</tr>
<tr>
<td>4-5</td>
<td>16 A</td>
<td>17 A</td>
<td>13 A</td>
<td>12 A</td>
<td>6 A</td>
<td>17 A</td>
<td>17 A</td>
<td>12 A</td>
</tr>
<tr>
<td>5-6</td>
<td>35 A</td>
<td>30 A</td>
<td>30 A</td>
<td>14 A</td>
<td>8 A</td>
<td>27 A</td>
<td>32 A</td>
<td>34 A</td>
</tr>
<tr>
<td>6-7</td>
<td>65 A</td>
<td>54 A</td>
<td>59 A</td>
<td>22 A</td>
<td>7 A</td>
<td>62 A</td>
<td>60 A</td>
<td>67 A</td>
</tr>
<tr>
<td>7-8</td>
<td>70 A</td>
<td>78 A</td>
<td>73 A</td>
<td>45 A</td>
<td>23 A</td>
<td>88 A</td>
<td>98 A</td>
<td>101 A</td>
</tr>
<tr>
<td>8-9</td>
<td>89 A</td>
<td>103 A</td>
<td>74 A</td>
<td>32 A</td>
<td>26 A</td>
<td>73 A</td>
<td>94 A</td>
<td>104 A</td>
</tr>
<tr>
<td>9-10</td>
<td>72 A</td>
<td>83 A</td>
<td>64 A</td>
<td>55 A</td>
<td>45 A</td>
<td>91 A</td>
<td>80 A</td>
<td>108 A</td>
</tr>
<tr>
<td>10-11</td>
<td>81 A</td>
<td>81 A</td>
<td>92 A</td>
<td>62 A</td>
<td>67 A</td>
<td>77 A</td>
<td>90 A</td>
<td>84 A</td>
</tr>
<tr>
<td>11-12</td>
<td>95 A</td>
<td>87 A</td>
<td>92 A</td>
<td>80 A</td>
<td>80 A</td>
<td>106 A</td>
<td>110 A</td>
<td>77 A</td>
</tr>
<tr>
<td>12-13</td>
<td>91 A</td>
<td>84 A</td>
<td>111 A</td>
<td>86 A</td>
<td>56 A</td>
<td>87 A</td>
<td>105 A</td>
<td>104 A</td>
</tr>
<tr>
<td>13-14</td>
<td>103 A</td>
<td>115 A</td>
<td>112 A</td>
<td>92 A</td>
<td>70 A</td>
<td>91 A</td>
<td>100 A</td>
<td>78 A</td>
</tr>
<tr>
<td>14-15</td>
<td>96 A</td>
<td>102 A</td>
<td>133 A</td>
<td>111 A</td>
<td>84 A</td>
<td>92 A</td>
<td>90 A</td>
<td>103 A</td>
</tr>
<tr>
<td>15-16</td>
<td>97 A</td>
<td>119 A</td>
<td>117 A</td>
<td>94 A</td>
<td>71 A</td>
<td>113 A</td>
<td>107 A</td>
<td>122 A</td>
</tr>
<tr>
<td>16-17</td>
<td>148 A</td>
<td>130 A</td>
<td>150 A</td>
<td>93 A</td>
<td>77 A</td>
<td>108 A</td>
<td>125 A</td>
<td>125 A</td>
</tr>
<tr>
<td>17-18</td>
<td>135 A</td>
<td>157 A</td>
<td>128 A</td>
<td>63 A</td>
<td>72 A</td>
<td>132 A</td>
<td>147 A</td>
<td>127 A</td>
</tr>
<tr>
<td>18-19</td>
<td>69 A</td>
<td>91 A</td>
<td>95 A</td>
<td>58 A</td>
<td>47 A</td>
<td>79 A</td>
<td>96 A</td>
<td>90 A</td>
</tr>
<tr>
<td>19-20</td>
<td>57 A</td>
<td>30 A</td>
<td>75 A</td>
<td>52 A</td>
<td>45 A</td>
<td>63 A</td>
<td>67 A</td>
<td>58 A</td>
</tr>
<tr>
<td>20-21</td>
<td>54 A</td>
<td>45 A</td>
<td>47 A</td>
<td>42 A</td>
<td>43 A</td>
<td>45 A</td>
<td>42 A</td>
<td>47 A</td>
</tr>
<tr>
<td>21-22</td>
<td>38 A</td>
<td>32 A</td>
<td>54 A</td>
<td>47 A</td>
<td>31 A</td>
<td>31 A</td>
<td>29 A</td>
<td>48 A</td>
</tr>
<tr>
<td>22-23</td>
<td>12 A</td>
<td>38 A</td>
<td>31 A</td>
<td>41 A</td>
<td>29 A</td>
<td>36 A</td>
<td>24 A</td>
<td>27 A</td>
</tr>
<tr>
<td>23-24</td>
<td>10 A</td>
<td>27 A</td>
<td>28 A</td>
<td>36 A</td>
<td>16 A</td>
<td>16 A</td>
<td>28 A</td>
<td>23 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **1485 A**
- **1543 A**
- **1620 A**
- **1203 A**
- **954 A**
- **1467 A**
- **1582 A**
- **1568 A**

#### AM Peak Hour
- **11-12**
- **08-09**
- **10-11**
- **11-12**
- **11-12**
- **11-12**
- **11-12**
- **09-10**

#### AM Peak Traffic
- **95**
- **103**
- **92**
- **80**
- **80**
- **106**
- **110**
- **108**

#### PM Peak Hour
- **16-17**
- **17-18**
- **16-17**
- **14-15**
- **14-15**
- **17-18**
- **17-18**
- **17-18**

#### PM Peak Traffic
- **148**
- **157**
- **150**
- **111**
- **84**
- **132**
- **147**
- **127**
## Caltrans Traffic Volumes

**Detail All Vehicle Hourly Count Report**

### District 03  County SAC  Route 080  Prefix M  Postmile 2.614  Leg N

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>WB ON FR NB 5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>11 A</td>
<td>16 A</td>
<td>22 A</td>
<td>16 A</td>
<td>17 A</td>
<td>18 A</td>
</tr>
<tr>
<td>1-2</td>
<td>14 A</td>
<td>14 A</td>
<td>14 A</td>
<td>16 A</td>
<td>11 A</td>
<td>15 A</td>
</tr>
<tr>
<td>2-3</td>
<td>14 A</td>
<td>6 A</td>
<td>25 A</td>
<td>10 A</td>
<td>8 A</td>
<td>11 A</td>
</tr>
<tr>
<td>3-4</td>
<td>12 A</td>
<td>8 A</td>
<td>6 A</td>
<td>14 A</td>
<td>7 A</td>
<td>10 A</td>
</tr>
<tr>
<td>4-5</td>
<td>13 A</td>
<td>14 A</td>
<td>13 A</td>
<td>6 A</td>
<td>9 A</td>
<td>16 A</td>
</tr>
<tr>
<td>5-6</td>
<td>28 A</td>
<td>24 A</td>
<td>13 A</td>
<td>7 A</td>
<td>40 A</td>
<td>28 A</td>
</tr>
<tr>
<td>6-7</td>
<td>79 A</td>
<td>66 A</td>
<td>17 A</td>
<td>13 A</td>
<td>73 A</td>
<td>78 A</td>
</tr>
<tr>
<td>7-8</td>
<td>86 A</td>
<td>82 A</td>
<td>29 A</td>
<td>14 A</td>
<td>84 A</td>
<td>90 A</td>
</tr>
<tr>
<td>8-9</td>
<td>88 A</td>
<td>109 A</td>
<td>51 A</td>
<td>28 A</td>
<td>70 A</td>
<td>82 A</td>
</tr>
<tr>
<td>9-10</td>
<td>69 A</td>
<td>84 A</td>
<td>53 A</td>
<td>34 A</td>
<td>74 A</td>
<td>86 A</td>
</tr>
<tr>
<td>10-11</td>
<td>78 A</td>
<td>78 A</td>
<td>85 A</td>
<td>67 A</td>
<td>84 A</td>
<td>74 A</td>
</tr>
<tr>
<td>11-12</td>
<td>90 A</td>
<td>87 A</td>
<td>73 A</td>
<td>71 A</td>
<td>78 A</td>
<td>102 A</td>
</tr>
<tr>
<td>12-13</td>
<td>101 A</td>
<td>108 A</td>
<td>80 A</td>
<td>77 A</td>
<td>93 A</td>
<td>92 A</td>
</tr>
<tr>
<td>13-14</td>
<td>90 A</td>
<td>113 A</td>
<td>72 A</td>
<td>74 A</td>
<td>85 A</td>
<td>95 A</td>
</tr>
<tr>
<td>14-15</td>
<td>82 A</td>
<td>108 A</td>
<td>94 A</td>
<td>63 A</td>
<td>90 A</td>
<td>78 A</td>
</tr>
<tr>
<td>15-16</td>
<td>98 A</td>
<td>112 A</td>
<td>79 A</td>
<td>61 A</td>
<td>124 A</td>
<td>122 A</td>
</tr>
<tr>
<td>16-17</td>
<td>131 A</td>
<td>127 A</td>
<td>66 A</td>
<td>59 A</td>
<td>116 A</td>
<td>128 A</td>
</tr>
<tr>
<td>17-18</td>
<td>144 A</td>
<td>204 A</td>
<td>63 A</td>
<td>69 A</td>
<td>157 A</td>
<td>126 A</td>
</tr>
<tr>
<td>18-19</td>
<td>67 A</td>
<td>125 A</td>
<td>66 A</td>
<td>43 A</td>
<td>62 A</td>
<td>81 A</td>
</tr>
<tr>
<td>19-20</td>
<td>56 A</td>
<td>91 A</td>
<td>37 A</td>
<td>41 A</td>
<td>45 A</td>
<td>59 A</td>
</tr>
<tr>
<td>20-21</td>
<td>40 A</td>
<td>55 A</td>
<td>46 A</td>
<td>51 A</td>
<td>39 A</td>
<td>61 A</td>
</tr>
<tr>
<td>21-22</td>
<td>40 A</td>
<td>47 A</td>
<td>37 A</td>
<td>35 A</td>
<td>31 A</td>
<td>32 A</td>
</tr>
<tr>
<td>22-23</td>
<td>34 A</td>
<td>40 A</td>
<td>36 A</td>
<td>19 A</td>
<td>23 A</td>
<td>32 A</td>
</tr>
<tr>
<td>23-24</td>
<td>17 A</td>
<td>33 A</td>
<td>29 A</td>
<td>9 A</td>
<td>19 A</td>
<td>19 A</td>
</tr>
</tbody>
</table>

### Day Total

- AM Peak Hour: 11-12
- AM Peak Traffic: 08-09
- PM Peak Hour: 17-18
- PM Peak Traffic: 204

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>10-11</td>
<td>14-15</td>
<td>17-18</td>
</tr>
<tr>
<td>07-08</td>
<td>84</td>
<td>17-18</td>
<td>16-17</td>
</tr>
<tr>
<td>11-12</td>
<td>85</td>
<td>157</td>
<td>128</td>
</tr>
</tbody>
</table>

**Day Total:**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>109</td>
<td>17-18</td>
<td>144</td>
</tr>
<tr>
<td>11-12</td>
<td>85</td>
<td>17-18</td>
<td>204</td>
</tr>
<tr>
<td>07-08</td>
<td>71</td>
<td>17-18</td>
<td>94</td>
</tr>
<tr>
<td>11-12</td>
<td>84</td>
<td>16-17</td>
<td>77</td>
</tr>
<tr>
<td>102</td>
<td>157</td>
<td>128</td>
<td>1535</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
</tr>
</tbody>
</table>

Location Description
WB ON FR NB 5

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:

### 7-Day Periods

#### WEST

<table>
<thead>
<tr>
<th>Day</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>9415</td>
<td>1345</td>
</tr>
<tr>
<td>2nd</td>
<td>9889</td>
<td>1413</td>
</tr>
<tr>
<td>3rd</td>
<td>9836</td>
<td>1405</td>
</tr>
<tr>
<td>4th</td>
<td>9853</td>
<td>1408</td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### WEST

<table>
<thead>
<tr>
<th>Day</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>7503</td>
<td>1501</td>
</tr>
<tr>
<td>2nd</td>
<td>7838</td>
<td>1568</td>
</tr>
<tr>
<td>3rd</td>
<td>7679</td>
<td>1536</td>
</tr>
<tr>
<td>4th</td>
<td>7850</td>
<td>1570</td>
</tr>
</tbody>
</table>
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>97 A</td>
<td>90 A</td>
<td>87 A</td>
<td>109 A</td>
<td>111 A</td>
<td>181 A</td>
<td>192 A</td>
<td>107 A</td>
</tr>
<tr>
<td>1-2</td>
<td>48 A</td>
<td>59 A</td>
<td>41 A</td>
<td>51 A</td>
<td>75 A</td>
<td>114 A</td>
<td>114 A</td>
<td>63 A</td>
</tr>
<tr>
<td>2-3</td>
<td>54 A</td>
<td>58 A</td>
<td>66 A</td>
<td>61 A</td>
<td>61 A</td>
<td>96 A</td>
<td>78 A</td>
<td>40 A</td>
</tr>
<tr>
<td>3-4</td>
<td>95 A</td>
<td>118 A</td>
<td>111 A</td>
<td>115 A</td>
<td>119 A</td>
<td>133 A</td>
<td>96 A</td>
<td>99 A</td>
</tr>
<tr>
<td>4-5</td>
<td>445 A</td>
<td>386 A</td>
<td>369 A</td>
<td>400 A</td>
<td>394 A</td>
<td>322 A</td>
<td>229 A</td>
<td>461 A</td>
</tr>
<tr>
<td>5-6</td>
<td>603 A</td>
<td>538 A</td>
<td>544 A</td>
<td>567 A</td>
<td>533 A</td>
<td>377 A</td>
<td>244 A</td>
<td>601 A</td>
</tr>
<tr>
<td>6-7</td>
<td>803 A</td>
<td>785 A</td>
<td>791 A</td>
<td>754 A</td>
<td>742 A</td>
<td>350 A</td>
<td>285 A</td>
<td>792 A</td>
</tr>
<tr>
<td>7-8</td>
<td>788 A</td>
<td>760 A</td>
<td>814 A</td>
<td>749 A</td>
<td>795 A</td>
<td>447 A</td>
<td>351 A</td>
<td>810 A</td>
</tr>
<tr>
<td>8-9</td>
<td>716 A</td>
<td>754 A</td>
<td>761 A</td>
<td>741 A</td>
<td>708 A</td>
<td>522 A</td>
<td>432 A</td>
<td>843 A</td>
</tr>
<tr>
<td>9-10</td>
<td>663 A</td>
<td>681 A</td>
<td>635 A</td>
<td>761 A</td>
<td>724 A</td>
<td>702 A</td>
<td>552 A</td>
<td>758 A</td>
</tr>
<tr>
<td>10-11</td>
<td>705 A</td>
<td>716 A</td>
<td>720 A</td>
<td>743 A</td>
<td>784 A</td>
<td>737 A</td>
<td>655 A</td>
<td>757 A</td>
</tr>
<tr>
<td>11-12</td>
<td>746 A</td>
<td>674 A</td>
<td>700 A</td>
<td>796 A</td>
<td>883 A</td>
<td>779 A</td>
<td>683 A</td>
<td>758 A</td>
</tr>
<tr>
<td>12-13</td>
<td>803 A</td>
<td>766 A</td>
<td>751 A</td>
<td>829 A</td>
<td>818 A</td>
<td>878 A</td>
<td>857 A</td>
<td>772 A</td>
</tr>
<tr>
<td>13-14</td>
<td>803 A</td>
<td>789 A</td>
<td>837 A</td>
<td>849 A</td>
<td>1025 A</td>
<td>835 A</td>
<td>813 A</td>
<td>810 A</td>
</tr>
<tr>
<td>14-15</td>
<td>756 A</td>
<td>835 A</td>
<td>909 A</td>
<td>864 A</td>
<td>944 A</td>
<td>829 A</td>
<td>843 A</td>
<td>763 A</td>
</tr>
<tr>
<td>15-16</td>
<td>882 A</td>
<td>921 A</td>
<td>951 A</td>
<td>980 A</td>
<td>1005 A</td>
<td>836 A</td>
<td>900 A</td>
<td>889 A</td>
</tr>
<tr>
<td>16-17</td>
<td>957 A</td>
<td>964 A</td>
<td>994 A</td>
<td>1096 A</td>
<td>1118 A</td>
<td>887 A</td>
<td>914 A</td>
<td>947 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1083 A</td>
<td>860 A</td>
<td>1058 A</td>
<td>1032 A</td>
<td>1103 A</td>
<td>813 A</td>
<td>855 A</td>
<td>1046 A</td>
</tr>
<tr>
<td>18-19</td>
<td>872 A</td>
<td>792 A</td>
<td>906 A</td>
<td>1051 A</td>
<td>909 A</td>
<td>727 A</td>
<td>817 A</td>
<td>756 A</td>
</tr>
<tr>
<td>19-20</td>
<td>657 A</td>
<td>597 A</td>
<td>644 A</td>
<td>749 A</td>
<td>793 A</td>
<td>694 A</td>
<td>672 A</td>
<td>598 A</td>
</tr>
<tr>
<td>20-21</td>
<td>566 A</td>
<td>558 A</td>
<td>520 A</td>
<td>608 A</td>
<td>638 A</td>
<td>524 A</td>
<td>612 A</td>
<td>550 A</td>
</tr>
<tr>
<td>21-22</td>
<td>451 A</td>
<td>525 A</td>
<td>509 A</td>
<td>600 A</td>
<td>598 A</td>
<td>479 A</td>
<td>454 A</td>
<td>447 A</td>
</tr>
<tr>
<td>22-23</td>
<td>337 A</td>
<td>360 A</td>
<td>394 A</td>
<td>422 A</td>
<td>533 A</td>
<td>448 A</td>
<td>368 A</td>
<td>349 A</td>
</tr>
<tr>
<td>23-24</td>
<td>217 A</td>
<td>171 A</td>
<td>215 A</td>
<td>254 A</td>
<td>337 A</td>
<td>307 A</td>
<td>221 A</td>
<td>238 A</td>
</tr>
</tbody>
</table>

### Day Total
- 14147 A
- 13757 A
- 14327 A
- 15181 A
- 15750 A
- 13017 A
- 12237 A
- 14254 A

### Traffic Volumes
- **AM Peak Hour:** 06-07
- **AM Peak Traffic:** 803
- **PM Peak Hour:** 17-18
- **PM Peak Traffic:** 1083
<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>107 A</td>
<td>125 A</td>
<td>108 A</td>
<td>111 A</td>
<td>178 A</td>
<td>150 A</td>
<td>85 A</td>
<td>87 A</td>
</tr>
<tr>
<td>1-2</td>
<td>82 A</td>
<td>90 A</td>
<td>82 A</td>
<td>77 A</td>
<td>129 A</td>
<td>127 A</td>
<td>62 A</td>
<td>72 A</td>
</tr>
<tr>
<td>2-3</td>
<td>73 A</td>
<td>62 A</td>
<td>87 A</td>
<td>73 A</td>
<td>88 A</td>
<td>89 A</td>
<td>52 A</td>
<td>58 A</td>
</tr>
<tr>
<td>3-4</td>
<td>109 A</td>
<td>94 A</td>
<td>98 A</td>
<td>113 A</td>
<td>83 A</td>
<td>84 A</td>
<td>102 A</td>
<td>100 A</td>
</tr>
<tr>
<td>4-5</td>
<td>432 A</td>
<td>390 A</td>
<td>410 A</td>
<td>350 A</td>
<td>271 A</td>
<td>229 A</td>
<td>478 A</td>
<td>460 A</td>
</tr>
<tr>
<td>5-6</td>
<td>578 A</td>
<td>553 A</td>
<td>564 A</td>
<td>487 A</td>
<td>287 A</td>
<td>221 A</td>
<td>635 A</td>
<td>620 A</td>
</tr>
<tr>
<td>6-7</td>
<td>813 A</td>
<td>844 A</td>
<td>831 A</td>
<td>771 A</td>
<td>301 A</td>
<td>200 A</td>
<td>872 A</td>
<td>841 A</td>
</tr>
<tr>
<td>7-8</td>
<td>742 A</td>
<td>781 A</td>
<td>837 A</td>
<td>757 A</td>
<td>441 A</td>
<td>293 A</td>
<td>744 A</td>
<td>796 A</td>
</tr>
<tr>
<td>8-9</td>
<td>764 A</td>
<td>704 A</td>
<td>757 A</td>
<td>688 A</td>
<td>558 A</td>
<td>377 A</td>
<td>781 A</td>
<td>754 A</td>
</tr>
<tr>
<td>9-10</td>
<td>717 A</td>
<td>697 A</td>
<td>737 A</td>
<td>759 A</td>
<td>723 A</td>
<td>550 A</td>
<td>770 A</td>
<td>685 A</td>
</tr>
<tr>
<td>10-11</td>
<td>682 A</td>
<td>738 A</td>
<td>734 A</td>
<td>767 A</td>
<td>763 A</td>
<td>676 A</td>
<td>791 A</td>
<td>742 A</td>
</tr>
<tr>
<td>11-12</td>
<td>685 A</td>
<td>757 A</td>
<td>816 A</td>
<td>886 A</td>
<td>750 A</td>
<td>704 A</td>
<td>822 A</td>
<td>778 A</td>
</tr>
<tr>
<td>12-13</td>
<td>766 A</td>
<td>795 A</td>
<td>798 A</td>
<td>924 A</td>
<td>828 A</td>
<td>888 A</td>
<td>880 A</td>
<td>852 A</td>
</tr>
<tr>
<td>13-14</td>
<td>802 A</td>
<td>787 A</td>
<td>839 A</td>
<td>997 A</td>
<td>795 A</td>
<td>889 A</td>
<td>799 A</td>
<td>786 A</td>
</tr>
<tr>
<td>14-15</td>
<td>832 A</td>
<td>846 A</td>
<td>858 A</td>
<td>999 A</td>
<td>898 A</td>
<td>817 A</td>
<td>872 A</td>
<td>827 A</td>
</tr>
<tr>
<td>15-16</td>
<td>951 A</td>
<td>960 A</td>
<td>998 A</td>
<td>1007 A</td>
<td>805 A</td>
<td>770 A</td>
<td>871 A</td>
<td>918 A</td>
</tr>
<tr>
<td>16-17</td>
<td>993 A</td>
<td>950 A</td>
<td>987 A</td>
<td>1010 A</td>
<td>839 A</td>
<td>775 A</td>
<td>1047 A</td>
<td>1019 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1033 A</td>
<td>1079 A</td>
<td>1043 A</td>
<td>1048 A</td>
<td>842 A</td>
<td>709 A</td>
<td>981 A</td>
<td>1016 A</td>
</tr>
<tr>
<td>18-19</td>
<td>962 A</td>
<td>832 A</td>
<td>878 A</td>
<td>895 A</td>
<td>697 A</td>
<td>744 A</td>
<td>788 A</td>
<td>776 A</td>
</tr>
<tr>
<td>19-20</td>
<td>624 A</td>
<td>687 A</td>
<td>708 A</td>
<td>801 A</td>
<td>693 A</td>
<td>793 A</td>
<td>682 A</td>
<td>668 A</td>
</tr>
<tr>
<td>20-21</td>
<td>559 A</td>
<td>543 A</td>
<td>614 A</td>
<td>675 A</td>
<td>578 A</td>
<td>664 A</td>
<td>563 A</td>
<td>592 A</td>
</tr>
<tr>
<td>21-22</td>
<td>517 A</td>
<td>447 A</td>
<td>525 A</td>
<td>629 A</td>
<td>563 A</td>
<td>464 A</td>
<td>495 A</td>
<td>495 A</td>
</tr>
<tr>
<td>22-23</td>
<td>354 A</td>
<td>420 A</td>
<td>415 A</td>
<td>555 A</td>
<td>461 A</td>
<td>354 A</td>
<td>364 A</td>
<td>371 A</td>
</tr>
<tr>
<td>23-24</td>
<td>234 A</td>
<td>249 A</td>
<td>306 A</td>
<td>352 A</td>
<td>284 A</td>
<td>243 A</td>
<td>243 A</td>
<td>180 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>14411 A</th>
<th>14380 A</th>
<th>15003 A</th>
<th>15731 A</th>
<th>12855 A</th>
<th>11810 A</th>
<th>14779 A</th>
<th>14493 A</th>
</tr>
</thead>
</table>

| AM Peak Hour | 06-07 | 06-07 | 07-08 | 11-12 | 10-11 | 11-12 | 06-07 | 06-07 |
| AM Peak Traffic | 813 | 944 | 837 | 886 | 763 | 704 | 872 | 841 |
| PM Peak Hour | 17-18 | 17-18 | 17-18 | 17-18 | 14-15 | 13-14 | 16-17 | 16-17 |
| PM Peak Traffic | 1033 | 1079 | 1043 | 1048 | 898 | 889 | 1047 | 1019 |
### District County Route Prefix Postmile Leg
03 080 M 2.692 F

### Location Description
SEG WB OFF TO NB 5

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>99 A</td>
<td>120 A</td>
<td>119 A</td>
<td>174 A</td>
<td>217 A</td>
<td>133 A</td>
</tr>
<tr>
<td>1-2</td>
<td>71 A</td>
<td>64 A</td>
<td>73 A</td>
<td>122 A</td>
<td>125 A</td>
<td>75 A</td>
</tr>
<tr>
<td>2-3</td>
<td>79 A</td>
<td>58 A</td>
<td>67 A</td>
<td>107 A</td>
<td>81 A</td>
<td>55 A</td>
</tr>
<tr>
<td>3-4</td>
<td>95 A</td>
<td>110 A</td>
<td>119 A</td>
<td>105 A</td>
<td>99 A</td>
<td>92 A</td>
</tr>
<tr>
<td>4-5</td>
<td>412 A</td>
<td>388 A</td>
<td>377 A</td>
<td>285 A</td>
<td>259 A</td>
<td>488 A</td>
</tr>
<tr>
<td>5-6</td>
<td>545 A</td>
<td>608 A</td>
<td>526 A</td>
<td>365 A</td>
<td>266 A</td>
<td>582 A</td>
</tr>
<tr>
<td>6-7</td>
<td>825 A</td>
<td>813 A</td>
<td>802 A</td>
<td>344 A</td>
<td>271 A</td>
<td>839 A</td>
</tr>
<tr>
<td>7-8</td>
<td>813 A</td>
<td>791 A</td>
<td>766 A</td>
<td>491 A</td>
<td>373 A</td>
<td>795 A</td>
</tr>
<tr>
<td>8-9</td>
<td>695 A</td>
<td>755 A</td>
<td>699 A</td>
<td>618 A</td>
<td>507 A</td>
<td>739 A</td>
</tr>
<tr>
<td>9-10</td>
<td>705 A</td>
<td>730 A</td>
<td>724 A</td>
<td>719 A</td>
<td>636 A</td>
<td>694 A</td>
</tr>
<tr>
<td>10-11</td>
<td>713 A</td>
<td>782 A</td>
<td>816 A</td>
<td>742 A</td>
<td>646 A</td>
<td>775 A</td>
</tr>
<tr>
<td>11-12</td>
<td>765 A</td>
<td>778 A</td>
<td>814 A</td>
<td>734 A</td>
<td>750 A</td>
<td>773 A</td>
</tr>
<tr>
<td>12-13</td>
<td>796 A</td>
<td>789 A</td>
<td>914 A</td>
<td>847 A</td>
<td>892 A</td>
<td>778 A</td>
</tr>
<tr>
<td>13-14</td>
<td>788 A</td>
<td>859 A</td>
<td>932 A</td>
<td>804 A</td>
<td>843 A</td>
<td>852 A</td>
</tr>
<tr>
<td>14-15</td>
<td>760 A</td>
<td>892 A</td>
<td>982 A</td>
<td>798 A</td>
<td>864 A</td>
<td>790 A</td>
</tr>
<tr>
<td>15-16</td>
<td>931 A</td>
<td>1004 A</td>
<td>1070 A</td>
<td>841 A</td>
<td>859 A</td>
<td>951 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1042 A</td>
<td>990 A</td>
<td>1086 A</td>
<td>918 A</td>
<td>954 A</td>
<td>919 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1078 A</td>
<td>1074 A</td>
<td>1090 A</td>
<td>780 A</td>
<td>821 A</td>
<td>1037 A</td>
</tr>
<tr>
<td>18-19</td>
<td>968 A</td>
<td>874 A</td>
<td>1033 A</td>
<td>706 A</td>
<td>786 A</td>
<td>844 A</td>
</tr>
<tr>
<td>19-20</td>
<td>701 A</td>
<td>745 A</td>
<td>874 A</td>
<td>695 A</td>
<td>698 A</td>
<td>614 A</td>
</tr>
<tr>
<td>20-21</td>
<td>656 A</td>
<td>634 A</td>
<td>588 A</td>
<td>604 A</td>
<td>586 A</td>
<td>535 A</td>
</tr>
<tr>
<td>21-22</td>
<td>586 A</td>
<td>569 A</td>
<td>623 A</td>
<td>558 A</td>
<td>434 A</td>
<td>491 A</td>
</tr>
<tr>
<td>22-23</td>
<td>431 A</td>
<td>456 A</td>
<td>505 A</td>
<td>482 A</td>
<td>358 A</td>
<td>319 A</td>
</tr>
<tr>
<td>23-24</td>
<td>246 A</td>
<td>252 A</td>
<td>335 A</td>
<td>302 A</td>
<td>214 A</td>
<td>222 A</td>
</tr>
</tbody>
</table>

### Day Total
- 14800 A
- 15135 A
- 15934 A
- 13141 A
- 12539 A
- 14392 A

### AM Peak Hour
- 06-07
- 06-07
- 10-11
- 10-11
- 11-12
- 06-07

### AM Peak Traffic
- 825
- 913
- 816
- 742
- 750
- 839

### PM Peak Hour
- 17-18
- 17-18
- 17-18
- 16-17
- 16-17
- 17-18

### PM Peak Traffic
- 1078
- 1074
- 1090
- 918
- 954
- 1037
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**
SEG WB OFF TO NB 5

**Traffic Station:**
Location Type: Ramp Connection
Lanes: 
Lane Code: 

### 7-Day Periods

#### WEST

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>98416</td>
<td>14059</td>
</tr>
<tr>
<td>2nd</td>
<td>98444</td>
<td>14063</td>
</tr>
<tr>
<td>3rd</td>
<td>100821</td>
<td>14403</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### WEST

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>73162</td>
<td>14632</td>
</tr>
<tr>
<td>2nd</td>
<td>73779</td>
<td>14756</td>
</tr>
<tr>
<td>3rd</td>
<td>75141</td>
<td>15028</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**District** 03  
**County** SAC  
**Route** 080  
**Prefix** M  
**Postmile** 2.692  
**Leg** F

**Location Description**

SEG WB OFF TO NB 5

**Traffic Station:**

**Location Type:** Ramp Connection

**Lanes:**

**Lane Code:**

<table>
<thead>
<tr>
<th>Direction of Count: West</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 01</td>
<td>APR 02</td>
<td>APR 03</td>
<td>APR 04</td>
<td>APR 05</td>
<td>APR 06</td>
<td>APR 07</td>
<td>APR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>121 A</td>
<td>103 A</td>
<td>129 A</td>
<td>44 A</td>
<td>187 A</td>
<td>174 A</td>
<td>111 A</td>
<td>82 A</td>
</tr>
<tr>
<td>1-2</td>
<td>82 A</td>
<td>79 A</td>
<td>100 A</td>
<td>1 A</td>
<td>127 A</td>
<td>111 A</td>
<td>67 A</td>
<td>65 A</td>
</tr>
<tr>
<td>2-3</td>
<td>63 A</td>
<td>66 A</td>
<td>81 A</td>
<td>16 A</td>
<td>97 A</td>
<td>86 A</td>
<td>70 A</td>
<td>48 A</td>
</tr>
<tr>
<td>3-4</td>
<td>103 A</td>
<td>96 A</td>
<td>120 A</td>
<td>93 A</td>
<td>127 A</td>
<td>109 A</td>
<td>99 A</td>
<td>102 A</td>
</tr>
<tr>
<td>4-5</td>
<td>417 A</td>
<td>376 A</td>
<td>422 A</td>
<td>413 A</td>
<td>264 A</td>
<td>281 A</td>
<td>456 A</td>
<td>395 A</td>
</tr>
<tr>
<td>5-6</td>
<td>561 A</td>
<td>519 A</td>
<td>548 A</td>
<td>498 A</td>
<td>289 A</td>
<td>246 A</td>
<td>619 A</td>
<td>587 A</td>
</tr>
<tr>
<td>6-7</td>
<td>807 A</td>
<td>798 A</td>
<td>826 A</td>
<td>772 A</td>
<td>365 A</td>
<td>334 A</td>
<td>878 A</td>
<td>851 A</td>
</tr>
<tr>
<td>7-8</td>
<td>771 A</td>
<td>732 A</td>
<td>796 A</td>
<td>804 A</td>
<td>488 A</td>
<td>406 A</td>
<td>778 A</td>
<td>770 A</td>
</tr>
<tr>
<td>8-9</td>
<td>673 A</td>
<td>736 A</td>
<td>773 A</td>
<td>720 A</td>
<td>559 A</td>
<td>453 A</td>
<td>820 A</td>
<td>721 A</td>
</tr>
<tr>
<td>9-10</td>
<td>681 A</td>
<td>687 A</td>
<td>584 A</td>
<td>714 A</td>
<td>645 A</td>
<td>528 A</td>
<td>701 A</td>
<td>652 A</td>
</tr>
<tr>
<td>10-11</td>
<td>666 A</td>
<td>700 A</td>
<td>743 A</td>
<td>767 A</td>
<td>668 A</td>
<td>632 A</td>
<td>678 A</td>
<td>683 A</td>
</tr>
<tr>
<td>11-12</td>
<td>713 A</td>
<td>721 A</td>
<td>712 A</td>
<td>780 A</td>
<td>725 A</td>
<td>625 A</td>
<td>737 A</td>
<td>737 A</td>
</tr>
<tr>
<td>12-13</td>
<td>754 A</td>
<td>741 A</td>
<td>785 A</td>
<td>831 A</td>
<td>808 A</td>
<td>762 A</td>
<td>770 A</td>
<td>745 A</td>
</tr>
<tr>
<td>13-14</td>
<td>806 A</td>
<td>773 A</td>
<td>804 A</td>
<td>921 A</td>
<td>772 A</td>
<td>869 A</td>
<td>786 A</td>
<td>689 A</td>
</tr>
<tr>
<td>14-15</td>
<td>749 A</td>
<td>737 A</td>
<td>880 A</td>
<td>937 A</td>
<td>780 A</td>
<td>868 A</td>
<td>811 A</td>
<td>789 A</td>
</tr>
<tr>
<td>15-16</td>
<td>942 A</td>
<td>842 A</td>
<td>944 A</td>
<td>1044 A</td>
<td>862 A</td>
<td>873 A</td>
<td>908 A</td>
<td>915 A</td>
</tr>
<tr>
<td>16-17</td>
<td>971 A</td>
<td>995 A</td>
<td>1000 A</td>
<td>1057 A</td>
<td>829 A</td>
<td>873 A</td>
<td>943 A</td>
<td>980 A</td>
</tr>
<tr>
<td>17-18</td>
<td>947 A</td>
<td>998 A</td>
<td>992 A</td>
<td>1102 A</td>
<td>800 A</td>
<td>942 A</td>
<td>1015 A</td>
<td>967 A</td>
</tr>
<tr>
<td>18-19</td>
<td>957 A</td>
<td>813 A</td>
<td>976 A</td>
<td>957 A</td>
<td>723 A</td>
<td>864 A</td>
<td>782 A</td>
<td>737 A</td>
</tr>
<tr>
<td>19-20</td>
<td>688 A</td>
<td>668 A</td>
<td>706 A</td>
<td>823 A</td>
<td>605 A</td>
<td>667 A</td>
<td>631 A</td>
<td>608 A</td>
</tr>
<tr>
<td>20-21</td>
<td>554 A</td>
<td>597 A</td>
<td>647 A</td>
<td>678 A</td>
<td>559 A</td>
<td>627 A</td>
<td>523 A</td>
<td>554 A</td>
</tr>
<tr>
<td>21-22</td>
<td>528 A</td>
<td>520 A</td>
<td>601 A</td>
<td>563 A</td>
<td>544 A</td>
<td>540 A</td>
<td>496 A</td>
<td>481 A</td>
</tr>
<tr>
<td>22-23</td>
<td>392 A</td>
<td>434 A</td>
<td>443 A</td>
<td>494 A</td>
<td>443 A</td>
<td>402 A</td>
<td>343 A</td>
<td>344 A</td>
</tr>
<tr>
<td>23-24</td>
<td>180 A</td>
<td>211 A</td>
<td>256 A</td>
<td>342 A</td>
<td>301 A</td>
<td>204 A</td>
<td>169 A</td>
<td>166 A</td>
</tr>
</tbody>
</table>

**Day Total**

14126 A 13942 A 14868 A 15371 A 12567 A 12476 A 14191 A 13668 A

**AM Peak Hour**

06-07 06-07 06-07 07-08 11-12 10-11 06-07 06-07

**AM Peak Traffic**

807 798 826 804 725 632 878 851

**PM Peak Hour**

16-17 17-18 16-17 17-18 15-16 17-18 17-18 16-17

**PM Peak Traffic**

971 998 1000 1102 862 942 1015 980
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
</tr>
<tr>
<td>0-1</td>
<td>70 A</td>
<td>117 A</td>
</tr>
<tr>
<td>1-2</td>
<td>56 A</td>
<td>78 A</td>
</tr>
<tr>
<td>2-3</td>
<td>48 A</td>
<td>58 A</td>
</tr>
<tr>
<td>3-4</td>
<td>104 A</td>
<td>105 A</td>
</tr>
<tr>
<td>4-5</td>
<td>373 A</td>
<td>429 A</td>
</tr>
<tr>
<td>5-6</td>
<td>545 A</td>
<td>551 A</td>
</tr>
<tr>
<td>6-7</td>
<td>848 A</td>
<td>846 A</td>
</tr>
<tr>
<td>7-8</td>
<td>748 A</td>
<td>795 A</td>
</tr>
<tr>
<td>8-9</td>
<td>784 A</td>
<td>773 C</td>
</tr>
<tr>
<td>9-10</td>
<td>719 A</td>
<td>584 C</td>
</tr>
<tr>
<td>10-11</td>
<td>685 A</td>
<td>743 C</td>
</tr>
<tr>
<td>11-12</td>
<td>711 A</td>
<td>712 C</td>
</tr>
<tr>
<td>12-13</td>
<td>768 A</td>
<td>785 C</td>
</tr>
<tr>
<td>13-14</td>
<td>786 A</td>
<td>804 C</td>
</tr>
<tr>
<td>14-15</td>
<td>795 A</td>
<td>880 C</td>
</tr>
<tr>
<td>15-16</td>
<td>937 A</td>
<td>944 C</td>
</tr>
<tr>
<td>16-17</td>
<td>941 A</td>
<td>1000 C</td>
</tr>
<tr>
<td>17-18</td>
<td>1004 A</td>
<td>992 C</td>
</tr>
<tr>
<td>18-19</td>
<td>794 A</td>
<td>976 C</td>
</tr>
<tr>
<td>19-20</td>
<td>723 A</td>
<td>706 C</td>
</tr>
<tr>
<td>20-21</td>
<td>598 A</td>
<td>647 C</td>
</tr>
<tr>
<td>21-22</td>
<td>503 A</td>
<td>601 C</td>
</tr>
<tr>
<td>22-23</td>
<td>406 A</td>
<td>443 C</td>
</tr>
<tr>
<td>23-24</td>
<td>205 A</td>
<td>256 C</td>
</tr>
</tbody>
</table>

Day Total 14151 A 14825 C

AM Peak Hour 06-07 06-07
AM Peak Traffic 848 846
PM Peak Hour 17-18 16-17
PM Peak Traffic 1004 1000
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**

SEG WB OFF TO NB 5

**Traffic Station:**

Location Type: Ramp Connection

Lanes:

Lane Code:

### 7-Day Periods

<table>
<thead>
<tr>
<th>WEST</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>97541</td>
<td>13934</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>WEST</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>72498</td>
<td>14500</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Page# 110**

**11/19/2008**

**09:22:21**

---

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**

SEG WB OFF TO NB 5

---

**Direction of Count:** West

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

---

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 15</td>
<td>MAY 16</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
</tr>
<tr>
<td>0-1</td>
<td>130 A</td>
<td>186 A</td>
<td>201 A</td>
<td>107 A</td>
<td>80 A</td>
<td>110 A</td>
<td>100 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>80 A</td>
<td>133 A</td>
<td>134 A</td>
<td>53 A</td>
<td>65 A</td>
<td>81 A</td>
<td>55 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>86 A</td>
<td>112 A</td>
<td>124 A</td>
<td>61 A</td>
<td>52 A</td>
<td>63 A</td>
<td>87 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>136 A</td>
<td>120 A</td>
<td>103 A</td>
<td>120 A</td>
<td>137 A</td>
<td>101 A</td>
<td>120 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>401 A</td>
<td>290 A</td>
<td>274 A</td>
<td>465 A</td>
<td>419 A</td>
<td>395 A</td>
<td>392 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>592 A</td>
<td>362 A</td>
<td>253 A</td>
<td>653 A</td>
<td>627 A</td>
<td>586 A</td>
<td>621 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>905 A</td>
<td>456 A</td>
<td>373 A</td>
<td>900 A</td>
<td>847 A</td>
<td>840 A</td>
<td>834 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>802 A</td>
<td>599 A</td>
<td>460 A</td>
<td>853 A</td>
<td>855 A</td>
<td>822 A</td>
<td>761 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>848 A</td>
<td>607 A</td>
<td>497 A</td>
<td>836 A</td>
<td>757 A</td>
<td>776 A</td>
<td>803 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>741 A</td>
<td>752 A</td>
<td>611 A</td>
<td>734 A</td>
<td>714 A</td>
<td>740 A</td>
<td>745 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>780 A</td>
<td>835 A</td>
<td>755 A</td>
<td>728 A</td>
<td>746 A</td>
<td>703 A</td>
<td>701 A</td>
<td>663 A</td>
</tr>
<tr>
<td>11-12</td>
<td>762 A</td>
<td>884 A</td>
<td>830 A</td>
<td>730 A</td>
<td>778 A</td>
<td>695 A</td>
<td>759 A</td>
<td>801 A</td>
</tr>
<tr>
<td>12-13</td>
<td>818 A</td>
<td>936 A</td>
<td>852 A</td>
<td>842 A</td>
<td>796 A</td>
<td>745 A</td>
<td>786 A</td>
<td>802 A</td>
</tr>
<tr>
<td>13-14</td>
<td>835 A</td>
<td>866 A</td>
<td>817 A</td>
<td>864 A</td>
<td>835 A</td>
<td>792 A</td>
<td>887 A</td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>841 A</td>
<td>998 A</td>
<td>779 A</td>
<td>872 A</td>
<td>857 A</td>
<td>796 A</td>
<td>806 A</td>
<td>881 A</td>
</tr>
<tr>
<td>15-16</td>
<td>966 A</td>
<td>1044 A</td>
<td>770 A</td>
<td>866 A</td>
<td>933 A</td>
<td>969 A</td>
<td>916 A</td>
<td>976 A</td>
</tr>
<tr>
<td>16-17</td>
<td>999 A</td>
<td>1098 A</td>
<td>850 A</td>
<td>838 A</td>
<td>917 A</td>
<td>969 A</td>
<td>980 A</td>
<td>1000 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1029 A</td>
<td>1072 A</td>
<td>794 A</td>
<td>843 A</td>
<td>1021 A</td>
<td>964 A</td>
<td>1081 A</td>
<td>1028 A</td>
</tr>
<tr>
<td>18-19</td>
<td>759 A</td>
<td>914 A</td>
<td>729 A</td>
<td>770 A</td>
<td>783 A</td>
<td>768 A</td>
<td>786 A</td>
<td>807 A</td>
</tr>
<tr>
<td>19-20</td>
<td>638 A</td>
<td>742 A</td>
<td>596 A</td>
<td>680 A</td>
<td>581 A</td>
<td>618 A</td>
<td>656 A</td>
<td>718 A</td>
</tr>
<tr>
<td>20-21</td>
<td>671 A</td>
<td>650 A</td>
<td>587 A</td>
<td>657 A</td>
<td>520 A</td>
<td>539 A</td>
<td>589 A</td>
<td>654 A</td>
</tr>
<tr>
<td>21-22</td>
<td>596 A</td>
<td>649 A</td>
<td>601 A</td>
<td>470 A</td>
<td>545 A</td>
<td>570 A</td>
<td>606 A</td>
<td>595 A</td>
</tr>
<tr>
<td>22-23</td>
<td>445 A</td>
<td>557 A</td>
<td>507 A</td>
<td>437 A</td>
<td>414 A</td>
<td>408 A</td>
<td>441 A</td>
<td>453 A</td>
</tr>
<tr>
<td>23-24</td>
<td>230 A</td>
<td>332 A</td>
<td>295 A</td>
<td>259 A</td>
<td>172 A</td>
<td>224 A</td>
<td>248 A</td>
<td>298 A</td>
</tr>
</tbody>
</table>

**Day Total**

- 10369 P
- 16298 A
- 13379 A
- 12886 A
- 14680 A
- 14351 A
- 14661 A
- 15081 A

**AM Peak Hour**

- 10-11: 06-07
- 11-12: 11-12
- 12-13: 14-15
- 13-14: 15-16
- 14-15: 17-18
- 15-16: 17-18
- 16-17: 17-18
- 17-18: 17-18

**AM Peak Traffic**

- 780 A
- 905 A
- 830 A
- 730 A
- 900 A
- 855 A
- 840 A
- 834 A

**PM Peak Hour**

- 17-18: 16-17
- 18-19: 12-13
- 19-20: 14-15
- 20-21: 15-16
- 21-22: 16-17
- 22-23: 17-18
- 23-24: 17-18

**PM Peak Traffic**

- 1029 A
- 1098 A
- 852 A
- 872 A
- 1021 A
- 969 A
- 1081 A
- 1028 A
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**

SEG WB OFF TO NB 5

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 23</td>
<td>MAY 24</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
</tr>
<tr>
<td>0-1</td>
<td>147 A</td>
<td>197 A</td>
<td>171 A</td>
<td>146 A</td>
<td>85 A</td>
<td>93 A</td>
<td>107 A</td>
<td>108 A</td>
</tr>
<tr>
<td>1-2</td>
<td>88 A</td>
<td>128 A</td>
<td>110 A</td>
<td>79 A</td>
<td>62 A</td>
<td>69 A</td>
<td>61 A</td>
<td>89 A</td>
</tr>
<tr>
<td>2-3</td>
<td>79 A</td>
<td>100 A</td>
<td>88 A</td>
<td>81 A</td>
<td>54 A</td>
<td>59 A</td>
<td>80 A</td>
<td>90 A</td>
</tr>
<tr>
<td>3-4</td>
<td>122 A</td>
<td>132 A</td>
<td>104 A</td>
<td>96 A</td>
<td>108 A</td>
<td>108 A</td>
<td>104 A</td>
<td>101 A</td>
</tr>
<tr>
<td>4-5</td>
<td>405 A</td>
<td>290 A</td>
<td>212 A</td>
<td>256 A</td>
<td>500 A</td>
<td>448 A</td>
<td>397 A</td>
<td>301 A</td>
</tr>
<tr>
<td>5-6</td>
<td>562 A</td>
<td>356 A</td>
<td>182 A</td>
<td>212 A</td>
<td>688 A</td>
<td>606 A</td>
<td>574 A</td>
<td>523 A</td>
</tr>
<tr>
<td>6-7</td>
<td>781 A</td>
<td>356 A</td>
<td>266 A</td>
<td>287 A</td>
<td>912 A</td>
<td>838 A</td>
<td>851 A</td>
<td>671 A</td>
</tr>
<tr>
<td>7-8</td>
<td>819 A</td>
<td>537 A</td>
<td>285 A</td>
<td>322 A</td>
<td>807 A</td>
<td>839 A</td>
<td>810 A</td>
<td>774 A</td>
</tr>
<tr>
<td>8-9</td>
<td>785 A</td>
<td>668 A</td>
<td>362 A</td>
<td>430 A</td>
<td>820 A</td>
<td>753 A</td>
<td>824 A</td>
<td>719 A</td>
</tr>
<tr>
<td>9-10</td>
<td>818 A</td>
<td>649 A</td>
<td>456 A</td>
<td>501 A</td>
<td>773 A</td>
<td>712 A</td>
<td>720 A</td>
<td>689 A</td>
</tr>
<tr>
<td>10-11</td>
<td>837 A</td>
<td>824 A</td>
<td>598 A</td>
<td>587 A</td>
<td>762 A</td>
<td>663 A</td>
<td>729 A</td>
<td>748 A</td>
</tr>
<tr>
<td>11-12</td>
<td>908 A</td>
<td>882 A</td>
<td>664 A</td>
<td>664 A</td>
<td>756 A</td>
<td>756 A</td>
<td>713 A</td>
<td>811 A</td>
</tr>
<tr>
<td>12-13</td>
<td>993 A</td>
<td>883 A</td>
<td>759 A</td>
<td>699 A</td>
<td>860 A</td>
<td>804 A</td>
<td>815 A</td>
<td>827 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1065 A</td>
<td>829 A</td>
<td>741 A</td>
<td>770 A</td>
<td>817 A</td>
<td>858 A</td>
<td>869 A</td>
<td>901 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1119 A</td>
<td>833 A</td>
<td>772 A</td>
<td>724 A</td>
<td>847 A</td>
<td>790 A</td>
<td>825 A</td>
<td>919 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1163 A</td>
<td>788 A</td>
<td>763 A</td>
<td>747 A</td>
<td>967 A</td>
<td>943 A</td>
<td>943 A</td>
<td>1090 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1211 A</td>
<td>820 A</td>
<td>779 A</td>
<td>767 A</td>
<td>971 A</td>
<td>995 A</td>
<td>1010 A</td>
<td>1070 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1198 A</td>
<td>755 A</td>
<td>741 A</td>
<td>737 A</td>
<td>1005 A</td>
<td>1032 A</td>
<td>1039 A</td>
<td>1073 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1000 A</td>
<td>733 A</td>
<td>628 A</td>
<td>641 A</td>
<td>761 A</td>
<td>750 A</td>
<td>837 A</td>
<td>883 A</td>
</tr>
<tr>
<td>19-20</td>
<td>824 A</td>
<td>597 A</td>
<td>513 A</td>
<td>614 A</td>
<td>639 A</td>
<td>612 A</td>
<td>644 A</td>
<td>767 A</td>
</tr>
<tr>
<td>20-21</td>
<td>706 A</td>
<td>551 A</td>
<td>524 A</td>
<td>528 A</td>
<td>519 A</td>
<td>556 A</td>
<td>566 A</td>
<td>604 A</td>
</tr>
<tr>
<td>21-22</td>
<td>678 A</td>
<td>527 A</td>
<td>459 A</td>
<td>469 A</td>
<td>492 A</td>
<td>530 A</td>
<td>567 A</td>
<td>663 A</td>
</tr>
<tr>
<td>22-23</td>
<td>583 A</td>
<td>482 A</td>
<td>402 A</td>
<td>371 A</td>
<td>355 A</td>
<td>434 A</td>
<td>410 A</td>
<td>576 A</td>
</tr>
<tr>
<td>23-24</td>
<td>355 A</td>
<td>268 A</td>
<td>218 A</td>
<td>218 A</td>
<td>212 A</td>
<td>209 A</td>
<td>218 A</td>
<td>351 A</td>
</tr>
</tbody>
</table>

**Day Total**

- 17246 A
- 13185 A
- 10797 A
- 10946 A
- 14772 A
- 14457 A
- 14713 A
- 15348 A

**AM Peak Hour**

- 11-12: 11-12
- 06-07: 07-08
- 06-07: 11-12

**AM Peak Traffic**

- 908 A
- 882 A
- 664 A
- 912 A
- 839 A
- 851 A
- 811

**PM Peak Hour**

- 16-17: 12-13
- 17-18: 17-18
- 17-18: 15-16

**PM Peak Traffic**

- 1211 A
- 883 A
- 779 A
- 770 A
- 1005 A
- 1032 A
- 1039 A
- 1090
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description:**
SEG WB OFF TO NB 5

**Traffic Station:**
Location Type: Ramp Connection
Lanes:
Lane Code:

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>219 A</td>
</tr>
<tr>
<td>1-2</td>
<td>160 A</td>
</tr>
<tr>
<td>2-3</td>
<td>98 A</td>
</tr>
<tr>
<td>3-4</td>
<td>142 A</td>
</tr>
<tr>
<td>4-5</td>
<td>380 A</td>
</tr>
<tr>
<td>5-6</td>
<td>370 A</td>
</tr>
<tr>
<td>6-7</td>
<td>441 A</td>
</tr>
<tr>
<td>7-8</td>
<td>567 A</td>
</tr>
<tr>
<td>8-9</td>
<td>670 A</td>
</tr>
<tr>
<td>9-10</td>
<td>707 A</td>
</tr>
<tr>
<td>10-11</td>
<td>846 A</td>
</tr>
<tr>
<td>11-12</td>
<td>808 A</td>
</tr>
<tr>
<td>12-13</td>
<td>892 A</td>
</tr>
<tr>
<td>13-14</td>
<td>954 A</td>
</tr>
<tr>
<td>14-15</td>
<td>841 A</td>
</tr>
<tr>
<td>15-16</td>
<td>841 A</td>
</tr>
<tr>
<td>16-17</td>
<td>878 A</td>
</tr>
<tr>
<td>17-18</td>
<td>850 A</td>
</tr>
<tr>
<td>18-19</td>
<td>737 A</td>
</tr>
<tr>
<td>19-20</td>
<td>734 A</td>
</tr>
<tr>
<td>20-21</td>
<td>624 A</td>
</tr>
<tr>
<td>21-22</td>
<td>597 A</td>
</tr>
<tr>
<td>22-23</td>
<td>539 A</td>
</tr>
<tr>
<td>23-24</td>
<td>371 A</td>
</tr>
</tbody>
</table>

**Day Total:** 14266 A

**AM Peak Hour:** 10-11
**AM Peak Traffic:** 846
**PM Peak Hour:** 13-14
**PM Peak Traffic:** 954
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**
SEG WB OFF TO NB 5

**Traffic Station:**
Location Type: Ramp Connection

**Lanes:**

<table>
<thead>
<tr>
<th>Lane Code:</th>
</tr>
</thead>
</table>

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>WEST</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>10136</td>
<td>14477</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>96116</td>
<td>13731</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>WEST</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>75071</td>
<td>15014</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>72134</td>
<td>14427</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Sun</td>
<td>Mon</td>
<td>Tue</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
</tr>
<tr>
<td>0-1</td>
<td>228 A</td>
<td>114 A</td>
<td>118 A</td>
</tr>
<tr>
<td>1-2</td>
<td>172 A</td>
<td>98 A</td>
<td>91 A</td>
</tr>
<tr>
<td>2-3</td>
<td>108 A</td>
<td>74 A</td>
<td>74 A</td>
</tr>
<tr>
<td>3-4</td>
<td>139 A</td>
<td>122 A</td>
<td>141 A</td>
</tr>
<tr>
<td>4-5</td>
<td>308 A</td>
<td>554 A</td>
<td>504 A</td>
</tr>
<tr>
<td>5-6</td>
<td>332 A</td>
<td>793 A</td>
<td>766 A</td>
</tr>
<tr>
<td>6-7</td>
<td>392 A</td>
<td>983 A</td>
<td>925 A</td>
</tr>
<tr>
<td>7-8</td>
<td>463 A</td>
<td>885 A</td>
<td>894 A</td>
</tr>
<tr>
<td>8-9</td>
<td>577 A</td>
<td>846 A</td>
<td>896 A</td>
</tr>
<tr>
<td>9-10</td>
<td>647 A</td>
<td>852 A</td>
<td>846 A</td>
</tr>
<tr>
<td>10-11</td>
<td>800 A</td>
<td>834 A</td>
<td>823 A</td>
</tr>
<tr>
<td>11-12</td>
<td>803 A</td>
<td>869 A</td>
<td>883 A</td>
</tr>
<tr>
<td>12-13</td>
<td>957 A</td>
<td>901 A</td>
<td>797 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1009 A</td>
<td>939 A</td>
<td>956 A</td>
</tr>
<tr>
<td>14-15</td>
<td>983 A</td>
<td>905 A</td>
<td>931 A</td>
</tr>
<tr>
<td>15-16</td>
<td>953 A</td>
<td>1014 A</td>
<td>1001 A</td>
</tr>
<tr>
<td>16-17</td>
<td>975 A</td>
<td>1116 A</td>
<td>1047 A</td>
</tr>
<tr>
<td>17-18</td>
<td>919 A</td>
<td>1091 A</td>
<td>1104 A</td>
</tr>
<tr>
<td>18-19</td>
<td>858 A</td>
<td>939 A</td>
<td>859 A</td>
</tr>
<tr>
<td>19-20</td>
<td>768 A</td>
<td>698 A</td>
<td>725 A</td>
</tr>
<tr>
<td>20-21</td>
<td>663 A</td>
<td>630 A</td>
<td>649 A</td>
</tr>
<tr>
<td>21-22</td>
<td>611 A</td>
<td>584 A</td>
<td>613 A</td>
</tr>
<tr>
<td>22-23</td>
<td>502 A</td>
<td>483 A</td>
<td>494 A</td>
</tr>
<tr>
<td>23-24</td>
<td>255 A</td>
<td>286 A</td>
<td>252 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>803 983 925 974 990 1002 927 847</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>1009 1116 1104 1196 1211 1294 1003 1015</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

District  County  Route  Prefix  Postmile  Leg
03  SAC  080  M  2.692  F

Location Description
SEG WB OFF TO NB 5

Traffic Station:
Location Type:  Ramp Connection
Lanes:
Lane Code:

Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>147 A</td>
<td>127 A</td>
<td>165 A</td>
<td>26 A</td>
<td>28 A</td>
<td>221 A</td>
<td>193 A</td>
<td>134 A</td>
</tr>
<tr>
<td>1-2</td>
<td>89 A</td>
<td>62 A</td>
<td>108 A</td>
<td>21 A</td>
<td>69 A</td>
<td>117 A</td>
<td>126 A</td>
<td>78 A</td>
</tr>
<tr>
<td>2-3</td>
<td>63 A</td>
<td>61 A</td>
<td>53 A</td>
<td>25 A</td>
<td>72 A</td>
<td>82 A</td>
<td>107 A</td>
<td>67 A</td>
</tr>
<tr>
<td>3-4</td>
<td>131 A</td>
<td>129 A</td>
<td>116 A</td>
<td>76 A</td>
<td>112 A</td>
<td>134 A</td>
<td>113 A</td>
<td>106 A</td>
</tr>
<tr>
<td>4-5</td>
<td>545 A</td>
<td>423 A</td>
<td>391 A</td>
<td>411 A</td>
<td>411 A</td>
<td>344 A</td>
<td>276 A</td>
<td>549 A</td>
</tr>
<tr>
<td>5-6</td>
<td>753 A</td>
<td>729 A</td>
<td>633 A</td>
<td>628 A</td>
<td>549 A</td>
<td>375 A</td>
<td>286 A</td>
<td>732 A</td>
</tr>
<tr>
<td>6-7</td>
<td>895 A</td>
<td>857 A</td>
<td>830 A</td>
<td>853 A</td>
<td>868 A</td>
<td>427 A</td>
<td>329 A</td>
<td>867 A</td>
</tr>
<tr>
<td>7-8</td>
<td>938 A</td>
<td>900 A</td>
<td>818 A</td>
<td>792 A</td>
<td>750 A</td>
<td>574 A</td>
<td>409 A</td>
<td>863 A</td>
</tr>
<tr>
<td>8-9</td>
<td>816 A</td>
<td>766 A</td>
<td>735 A</td>
<td>804 A</td>
<td>775 A</td>
<td>641 A</td>
<td>484 A</td>
<td>709 A</td>
</tr>
<tr>
<td>9-10</td>
<td>852 C</td>
<td>726 A</td>
<td>714 A</td>
<td>828 A</td>
<td>787 A</td>
<td>778 A</td>
<td>675 A</td>
<td>741 A</td>
</tr>
<tr>
<td>10-11</td>
<td>789 A</td>
<td>757 A</td>
<td>696 A</td>
<td>731 A</td>
<td>860 A</td>
<td>790 A</td>
<td>767 A</td>
<td>823 A</td>
</tr>
<tr>
<td>11-12</td>
<td>739 A</td>
<td>752 A</td>
<td>757 A</td>
<td>812 A</td>
<td>875 A</td>
<td>837 A</td>
<td>802 A</td>
<td>861 A</td>
</tr>
<tr>
<td>12-13</td>
<td>810 A</td>
<td>729 A</td>
<td>857 A</td>
<td>882 A</td>
<td>952 A</td>
<td>909 A</td>
<td>894 A</td>
<td>862 A</td>
</tr>
<tr>
<td>13-14</td>
<td>831 A</td>
<td>845 A</td>
<td>770 A</td>
<td>901 A</td>
<td>944 A</td>
<td>900 A</td>
<td>883 A</td>
<td>839 A</td>
</tr>
<tr>
<td>14-15</td>
<td>856 A</td>
<td>823 A</td>
<td>831 A</td>
<td>867 A</td>
<td>959 A</td>
<td>886 A</td>
<td>889 A</td>
<td>821 A</td>
</tr>
<tr>
<td>15-16</td>
<td>935 A</td>
<td>904 A</td>
<td>907 A</td>
<td>997 A</td>
<td>993 A</td>
<td>879 A</td>
<td>823 A</td>
<td>915 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1021 A</td>
<td>832 A</td>
<td>1035 A</td>
<td>1074 A</td>
<td>1042 A</td>
<td>776 A</td>
<td>793 A</td>
<td>897 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1019 A</td>
<td>932 A</td>
<td>981 A</td>
<td>990 A</td>
<td>1080 A</td>
<td>794 A</td>
<td>723 A</td>
<td>983 A</td>
</tr>
<tr>
<td>18-19</td>
<td>781 A</td>
<td>735 A</td>
<td>764 A</td>
<td>755 A</td>
<td>911 A</td>
<td>737 A</td>
<td>729 A</td>
<td>763 A</td>
</tr>
<tr>
<td>19-20</td>
<td>587 A</td>
<td>711 A</td>
<td>632 A</td>
<td>675 A</td>
<td>667 A</td>
<td>625 A</td>
<td>655 A</td>
<td>618 A</td>
</tr>
<tr>
<td>20-21</td>
<td>557 A</td>
<td>983 A</td>
<td>149 A</td>
<td>633 A</td>
<td>680 A</td>
<td>619 A</td>
<td>652 A</td>
<td>566 A</td>
</tr>
<tr>
<td>21-22</td>
<td>543 A</td>
<td>828 A</td>
<td>3 A</td>
<td>378 A</td>
<td>643 A</td>
<td>614 A</td>
<td>608 A</td>
<td>514 A</td>
</tr>
<tr>
<td>22-23</td>
<td>389 A</td>
<td>626 A</td>
<td>10 A</td>
<td>331 A</td>
<td>608 A</td>
<td>459 A</td>
<td>500 A</td>
<td>409 A</td>
</tr>
<tr>
<td>23-24</td>
<td>252 A</td>
<td>292 A</td>
<td>10 A</td>
<td>256 A</td>
<td>373 A</td>
<td>300 A</td>
<td>247 A</td>
<td>262 A</td>
</tr>
</tbody>
</table>

Day Total  15338 C  15529 A  12965 A  14746 A  16008 A  13818 A  12963 A  14979 A

AM Peak Hour  07-08  07-08  06-07  06-07  11-12  11-12  11-12  06-07
AM Peak Traffic  938  900  830  853  875  837  802  867
PM Peak Hour  16-17  20-21  16-17  16-17  17-18  12-13  12-13  17-18
PM Peak Traffic  1021  983  1035  1074  1080  909  894  983
**CALTRANS TRAFFIC VOLUMES**

**Detail All Vehicle Hourly Count Report**

---

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
<td>SEG WB OFF TO NB 5</td>
</tr>
</tbody>
</table>

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>115</td>
<td>0 A</td>
<td>129</td>
<td>165</td>
<td>235</td>
<td>187</td>
<td>126</td>
<td>97</td>
</tr>
<tr>
<td>2-3</td>
<td>81</td>
<td>0 A</td>
<td>90</td>
<td>94</td>
<td>121</td>
<td>121</td>
<td>78</td>
<td>76</td>
</tr>
<tr>
<td>3-4</td>
<td>63</td>
<td>19 A</td>
<td>72</td>
<td>75</td>
<td>119</td>
<td>112</td>
<td>65</td>
<td>70</td>
</tr>
<tr>
<td>4-5</td>
<td>106</td>
<td>115</td>
<td>105</td>
<td>113</td>
<td>117</td>
<td>100</td>
<td>101</td>
<td>119</td>
</tr>
<tr>
<td>5-6</td>
<td>515</td>
<td>418</td>
<td>446</td>
<td>434</td>
<td>336</td>
<td>310</td>
<td>482</td>
<td>412</td>
</tr>
<tr>
<td>6-7</td>
<td>663</td>
<td>687</td>
<td>645</td>
<td>621</td>
<td>415</td>
<td>313</td>
<td>718</td>
<td>638</td>
</tr>
<tr>
<td>7-8</td>
<td>819</td>
<td>864</td>
<td>799</td>
<td>763</td>
<td>434</td>
<td>305</td>
<td>822</td>
<td>786</td>
</tr>
<tr>
<td>8-9</td>
<td>837</td>
<td>955</td>
<td>871</td>
<td>886</td>
<td>602</td>
<td>425</td>
<td>886</td>
<td>872</td>
</tr>
<tr>
<td>9-10</td>
<td>737</td>
<td>916</td>
<td>730</td>
<td>860</td>
<td>711</td>
<td>490</td>
<td>811</td>
<td>730</td>
</tr>
<tr>
<td>10-11</td>
<td>777</td>
<td>972</td>
<td>796</td>
<td>842</td>
<td>772</td>
<td>596</td>
<td>805</td>
<td>715</td>
</tr>
<tr>
<td>11-12</td>
<td>784</td>
<td>755</td>
<td>873</td>
<td>791</td>
<td>820</td>
<td>671</td>
<td>776</td>
<td>749</td>
</tr>
<tr>
<td>12-13</td>
<td>779</td>
<td>798</td>
<td>811</td>
<td>880</td>
<td>804</td>
<td>731</td>
<td>804</td>
<td>775</td>
</tr>
<tr>
<td>13-14</td>
<td>812</td>
<td>840</td>
<td>787</td>
<td>915</td>
<td>866</td>
<td>842</td>
<td>854</td>
<td>806</td>
</tr>
<tr>
<td>14-15</td>
<td>846</td>
<td>855</td>
<td>919</td>
<td>917</td>
<td>829</td>
<td>871</td>
<td>865</td>
<td>795</td>
</tr>
<tr>
<td>15-16</td>
<td>883</td>
<td>762</td>
<td>881</td>
<td>1019</td>
<td>779</td>
<td>796</td>
<td>780</td>
<td>813</td>
</tr>
<tr>
<td>16-17</td>
<td>906</td>
<td>980</td>
<td>1007</td>
<td>1075</td>
<td>767</td>
<td>808</td>
<td>849</td>
<td>857</td>
</tr>
<tr>
<td>17-18</td>
<td>1148</td>
<td>1043</td>
<td>1187</td>
<td>884</td>
<td>812</td>
<td>807</td>
<td>999</td>
<td>941</td>
</tr>
<tr>
<td>18-19</td>
<td>1200</td>
<td>1067</td>
<td>1046</td>
<td>1132</td>
<td>839</td>
<td>711</td>
<td>997</td>
<td>1025</td>
</tr>
<tr>
<td>19-20</td>
<td>699</td>
<td>799</td>
<td>816</td>
<td>892</td>
<td>718</td>
<td>714</td>
<td>780</td>
<td>780</td>
</tr>
<tr>
<td>20-21</td>
<td>596</td>
<td>630</td>
<td>694</td>
<td>722</td>
<td>369</td>
<td>682</td>
<td>611</td>
<td>643</td>
</tr>
<tr>
<td>21-22</td>
<td>568</td>
<td>600</td>
<td>632</td>
<td>679</td>
<td>531</td>
<td>609</td>
<td>554</td>
<td>553</td>
</tr>
<tr>
<td>22-23</td>
<td>562</td>
<td>572</td>
<td>595</td>
<td>637</td>
<td>272</td>
<td>494</td>
<td>499</td>
<td>495</td>
</tr>
<tr>
<td>23-24</td>
<td>465</td>
<td>441</td>
<td>500</td>
<td>600</td>
<td>556</td>
<td>391</td>
<td>413</td>
<td>442</td>
</tr>
</tbody>
</table>

**Day Total:**
- 15099 A
- 15108 A
- 15706 A
- 16355 A
- 13160 A
- 12343 A
- 14910 A
- 14353 A

**AM Peak Hour:**
- 07-08
- 10-11
- 07-08
- 10-11
- 11-12
- 07-08
- 07-08

**AM Peak Traffic:**
- 837
- 955
- 873
- 886
- 820
- 731
- 886
- 872

**PM Peak Hour:**
- 17-18
- 17-18
- 16-17
- 17-18
- 12-13
- 13-14
- 16-17
- 17-18

**PM Peak Traffic:**
- 1200
- 1067
- 1187
- 1132
- 866
- 871
- 999
- 1025
### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>107 A</td>
<td>143 A</td>
<td>143 A</td>
<td>203 A</td>
<td>212 A</td>
<td>128 A</td>
</tr>
<tr>
<td>1-2</td>
<td>84 A</td>
<td>73 A</td>
<td>98 A</td>
<td>145 A</td>
<td>151 A</td>
<td>70 A</td>
</tr>
<tr>
<td>2-3</td>
<td>74 A</td>
<td>59 A</td>
<td>85 A</td>
<td>100 A</td>
<td>108 A</td>
<td>52 A</td>
</tr>
<tr>
<td>3-4</td>
<td>110 A</td>
<td>106 A</td>
<td>118 A</td>
<td>105 A</td>
<td>103 A</td>
<td>119 A</td>
</tr>
<tr>
<td>4-5</td>
<td>417 A</td>
<td>423 A</td>
<td>375 A</td>
<td>325 A</td>
<td>258 A</td>
<td>459 A</td>
</tr>
<tr>
<td>5-6</td>
<td>615 A</td>
<td>675 A</td>
<td>616 A</td>
<td>385 A</td>
<td>287 A</td>
<td>632 A</td>
</tr>
<tr>
<td>6-7</td>
<td>780 A</td>
<td>777 A</td>
<td>764 A</td>
<td>345 A</td>
<td>282 A</td>
<td>806 A</td>
</tr>
<tr>
<td>7-8</td>
<td>826 A</td>
<td>818 A</td>
<td>779 A</td>
<td>512 A</td>
<td>377 A</td>
<td>790 A</td>
</tr>
<tr>
<td>8-9</td>
<td>738 A</td>
<td>793 A</td>
<td>747 A</td>
<td>582 A</td>
<td>471 A</td>
<td>760 A</td>
</tr>
<tr>
<td>9-10</td>
<td>752 A</td>
<td>748 A</td>
<td>772 A</td>
<td>675 A</td>
<td>617 A</td>
<td>707 A</td>
</tr>
<tr>
<td>10-11</td>
<td>694 A</td>
<td>777 A</td>
<td>762 A</td>
<td>704 A</td>
<td>644 A</td>
<td>761 A</td>
</tr>
<tr>
<td>11-12</td>
<td>775 A</td>
<td>743 A</td>
<td>857 A</td>
<td>787 A</td>
<td>782 A</td>
<td>803 A</td>
</tr>
<tr>
<td>12-13</td>
<td>880 A</td>
<td>804 A</td>
<td>940 A</td>
<td>805 A</td>
<td>978 A</td>
<td>827 A</td>
</tr>
<tr>
<td>13-14</td>
<td>845 A</td>
<td>925 A</td>
<td>956 A</td>
<td>795 A</td>
<td>952 A</td>
<td>809 A</td>
</tr>
<tr>
<td>14-15</td>
<td>804 A</td>
<td>845 A</td>
<td>938 A</td>
<td>766 A</td>
<td>830 A</td>
<td>820 A</td>
</tr>
<tr>
<td>15-16</td>
<td>956 A</td>
<td>932 A</td>
<td>970 A</td>
<td>789 A</td>
<td>796 A</td>
<td>864 A</td>
</tr>
<tr>
<td>16-17</td>
<td>971 A</td>
<td>1069 A</td>
<td>1037 A</td>
<td>822 A</td>
<td>798 A</td>
<td>974 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1015 A</td>
<td>1054 A</td>
<td>1048 A</td>
<td>808 A</td>
<td>813 A</td>
<td>1063 A</td>
</tr>
<tr>
<td>18-19</td>
<td>757 A</td>
<td>829 A</td>
<td>990 A</td>
<td>675 A</td>
<td>691 A</td>
<td>768 A</td>
</tr>
<tr>
<td>19-20</td>
<td>611 A</td>
<td>664 A</td>
<td>754 A</td>
<td>572 A</td>
<td>599 A</td>
<td>643 A</td>
</tr>
<tr>
<td>20-21</td>
<td>622 A</td>
<td>675 A</td>
<td>697 A</td>
<td>543 A</td>
<td>638 A</td>
<td>597 A</td>
</tr>
<tr>
<td>21-22</td>
<td>570 A</td>
<td>571 A</td>
<td>613 A</td>
<td>592 A</td>
<td>525 A</td>
<td>512 A</td>
</tr>
<tr>
<td>22-23</td>
<td>417 A</td>
<td>435 A</td>
<td>462 A</td>
<td>498 A</td>
<td>370 A</td>
<td>424 A</td>
</tr>
<tr>
<td>23-24</td>
<td>212 A</td>
<td>249 A</td>
<td>395 A</td>
<td>314 A</td>
<td>272 A</td>
<td>250 A</td>
</tr>
</tbody>
</table>

**Day Total**: 14632 A 15187 A 15916 A 12847 A 12554 A 14638 A

**AM Peak Hour**: 07-08 07-08 11-12 11-12 11-12 06-07

**AM Peak Traffic**: 826 918 857 787 792 806

**PM Peak Hour**: 17-18 16-17 17-18 16-17 12-13 17-18

**PM Peak Traffic**: 1015 1069 1048 822 978 1063
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
<th>Location Description</th>
<th>Lanes:</th>
<th>Lane Code:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location Description</td>
<td>SEG WB OFF TO NB 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WEST</td>
<td>WEST</td>
</tr>
<tr>
<td></td>
<td>7-Day Total</td>
<td>Daily Average</td>
</tr>
<tr>
<td>1st</td>
<td>116585</td>
<td>16655</td>
</tr>
<tr>
<td>2nd</td>
<td>102846</td>
<td>14692</td>
</tr>
<tr>
<td>3rd</td>
<td>103370</td>
<td>14767</td>
</tr>
<tr>
<td>4th</td>
<td>100188</td>
<td>14313</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile
03 SAC 080 M 2.692 F

**Location Description**
SEG WB OFF TO NB 5

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>122 A</td>
<td>103 A</td>
<td>131 A</td>
<td>165 A</td>
<td>217 A</td>
<td>167 A</td>
<td>134 A</td>
<td>116 A</td>
</tr>
<tr>
<td>1-2</td>
<td>79 A</td>
<td>67 A</td>
<td>76 A</td>
<td>113 A</td>
<td>106 A</td>
<td>148 A</td>
<td>82 A</td>
<td>88 A</td>
</tr>
<tr>
<td>2-3</td>
<td>61 A</td>
<td>54 A</td>
<td>77 A</td>
<td>93 A</td>
<td>90 A</td>
<td>100 A</td>
<td>59 A</td>
<td>58 A</td>
</tr>
<tr>
<td>3-4</td>
<td>119 A</td>
<td>117 A</td>
<td>120 A</td>
<td>125 A</td>
<td>115 A</td>
<td>103 A</td>
<td>114 A</td>
<td>123 A</td>
</tr>
<tr>
<td>4-5</td>
<td>378 A</td>
<td>387 A</td>
<td>396 A</td>
<td>273 A</td>
<td>264 A</td>
<td>232 A</td>
<td>440 A</td>
<td>442 A</td>
</tr>
<tr>
<td>5-6</td>
<td>584 A</td>
<td>571 A</td>
<td>571 A</td>
<td>274 A</td>
<td>287 A</td>
<td>261 A</td>
<td>699 A</td>
<td>654 A</td>
</tr>
<tr>
<td>6-7</td>
<td>767 A</td>
<td>735 A</td>
<td>725 A</td>
<td>360 A</td>
<td>278 A</td>
<td>323 A</td>
<td>804 A</td>
<td>792 A</td>
</tr>
<tr>
<td>7-8</td>
<td>810 A</td>
<td>748 A</td>
<td>757 A</td>
<td>451 A</td>
<td>413 A</td>
<td>363 A</td>
<td>873 A</td>
<td>869 A</td>
</tr>
<tr>
<td>8-9</td>
<td>710 A</td>
<td>746 A</td>
<td>757 A</td>
<td>492 A</td>
<td>458 A</td>
<td>423 A</td>
<td>764 A</td>
<td>825 A</td>
</tr>
<tr>
<td>9-10</td>
<td>740 A</td>
<td>730 A</td>
<td>758 A</td>
<td>603 A</td>
<td>588 A</td>
<td>568 A</td>
<td>722 A</td>
<td>733 A</td>
</tr>
<tr>
<td>10-11</td>
<td>728 A</td>
<td>728 A</td>
<td>806 A</td>
<td>715 A</td>
<td>670 A</td>
<td>635 A</td>
<td>756 A</td>
<td>730 A</td>
</tr>
<tr>
<td>11-12</td>
<td>720 A</td>
<td>786 A</td>
<td>832 A</td>
<td>706 A</td>
<td>730 A</td>
<td>707 A</td>
<td>788 A</td>
<td>778 A</td>
</tr>
<tr>
<td>12-13</td>
<td>815 A</td>
<td>830 A</td>
<td>961 A</td>
<td>710 A</td>
<td>747 A</td>
<td>779 A</td>
<td>862 A</td>
<td>813 A</td>
</tr>
<tr>
<td>13-14</td>
<td>841 A</td>
<td>877 A</td>
<td>961 A</td>
<td>699 A</td>
<td>725 A</td>
<td>785 A</td>
<td>841 A</td>
<td>842 A</td>
</tr>
<tr>
<td>14-15</td>
<td>813 A</td>
<td>824 A</td>
<td>1010 A</td>
<td>672 A</td>
<td>705 A</td>
<td>888 A</td>
<td>800 A</td>
<td>787 A</td>
</tr>
<tr>
<td>15-16</td>
<td>872 A</td>
<td>943 A</td>
<td>1055 A</td>
<td>646 A</td>
<td>668 A</td>
<td>793 A</td>
<td>898 A</td>
<td>871 A</td>
</tr>
<tr>
<td>16-17</td>
<td>986 A</td>
<td>1024 A</td>
<td>1145 A</td>
<td>570 A</td>
<td>683 A</td>
<td>800 A</td>
<td>949 A</td>
<td>938 A</td>
</tr>
<tr>
<td>17-18</td>
<td>966 A</td>
<td>988 A</td>
<td>1121 A</td>
<td>510 A</td>
<td>634 A</td>
<td>749 A</td>
<td>1024 A</td>
<td>995 A</td>
</tr>
<tr>
<td>18-19</td>
<td>829 A</td>
<td>848 A</td>
<td>958 A</td>
<td>450 A</td>
<td>668 A</td>
<td>690 A</td>
<td>494 A</td>
<td>788 A</td>
</tr>
<tr>
<td>19-20</td>
<td>679 A</td>
<td>707 A</td>
<td>821 A</td>
<td>413 A</td>
<td>534 A</td>
<td>617 A</td>
<td>607 A</td>
<td>622 A</td>
</tr>
<tr>
<td>20-21</td>
<td>604 A</td>
<td>695 A</td>
<td>748 A</td>
<td>400 A</td>
<td>481 A</td>
<td>582 A</td>
<td>598 A</td>
<td>605 A</td>
</tr>
<tr>
<td>21-22</td>
<td>567 A</td>
<td>616 A</td>
<td>670 A</td>
<td>320 A</td>
<td>530 A</td>
<td>480 A</td>
<td>496 A</td>
<td>555 A</td>
</tr>
<tr>
<td>22-23</td>
<td>412 A</td>
<td>466 A</td>
<td>584 A</td>
<td>445 A</td>
<td>442 A</td>
<td>445 A</td>
<td>100 A</td>
<td>406 A</td>
</tr>
<tr>
<td>23-24</td>
<td>221 A</td>
<td>254 A</td>
<td>330 A</td>
<td>408 A</td>
<td>321 A</td>
<td>250 A</td>
<td>230 A</td>
<td>230 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **14423 A**  **14844 A**  **16370 A**  **10613 A**  **11354 A**  **11888 A**  **14134 A**  **14660 A**

#### AM Peak Hour
- **07-08**  **11-12**  **10-11**  **11-12**  **11-12**  **07-08**
- **810**  **786**  **832**  **715**  **730**  **707**  **873**  **869**

#### PM Peak Hour
- **16-17**  **16-17**  **12-13**  **12-13**  **14-15**  **17-18**  **17-18**
- **986**  **1024**  **1145**  **710**  **747**  **888**  **1024**  **995**
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 09</td>
<td>JUL 10</td>
<td>JUL 11</td>
<td>JUL 12</td>
<td>JUL 13</td>
<td>JUL 14</td>
<td>JUL 15</td>
<td>JUL 16</td>
</tr>
<tr>
<td>0-1</td>
<td>154 A</td>
<td>120 A</td>
<td>169 A</td>
<td>217 A</td>
<td>158 A</td>
<td>145 A</td>
<td>125 A</td>
<td>125 A</td>
</tr>
<tr>
<td>1-2</td>
<td>76 A</td>
<td>83 A</td>
<td>114 A</td>
<td>139 A</td>
<td>131 A</td>
<td>77 A</td>
<td>75 A</td>
<td>78 A</td>
</tr>
<tr>
<td>2-3</td>
<td>61 A</td>
<td>72 A</td>
<td>82 A</td>
<td>98 A</td>
<td>126 A</td>
<td>75 A</td>
<td>55 A</td>
<td>0 A</td>
</tr>
<tr>
<td>3-4</td>
<td>109 A</td>
<td>129 A</td>
<td>138 A</td>
<td>111 A</td>
<td>103 A</td>
<td>118 A</td>
<td>104 A</td>
<td>1 A</td>
</tr>
<tr>
<td>4-5</td>
<td>428 A</td>
<td>435 A</td>
<td>393 A</td>
<td>332 A</td>
<td>260 A</td>
<td>455 A</td>
<td>450 A</td>
<td>127 A</td>
</tr>
<tr>
<td>5-6</td>
<td>633 A</td>
<td>623 A</td>
<td>643 A</td>
<td>391 A</td>
<td>288 A</td>
<td>720 A</td>
<td>675 A</td>
<td>652 A</td>
</tr>
<tr>
<td>6-7</td>
<td>772 A</td>
<td>836 A</td>
<td>848 A</td>
<td>376 A</td>
<td>280 A</td>
<td>835 A</td>
<td>845 A</td>
<td>839 A</td>
</tr>
<tr>
<td>7-8</td>
<td>875 A</td>
<td>823 A</td>
<td>789 A</td>
<td>544 A</td>
<td>416 A</td>
<td>931 A</td>
<td>892 A</td>
<td>847 A</td>
</tr>
<tr>
<td>8-9</td>
<td>757 A</td>
<td>781 A</td>
<td>807 A</td>
<td>541 A</td>
<td>467 A</td>
<td>865 A</td>
<td>835 A</td>
<td>749 A</td>
</tr>
<tr>
<td>9-10</td>
<td>688 A</td>
<td>738 A</td>
<td>755 A</td>
<td>695 A</td>
<td>614 A</td>
<td>779 A</td>
<td>758 A</td>
<td>703 A</td>
</tr>
<tr>
<td>10-11</td>
<td>728 C</td>
<td>799 A</td>
<td>787 A</td>
<td>757 A</td>
<td>731 A</td>
<td>814 A</td>
<td>755 A</td>
<td>739 A</td>
</tr>
<tr>
<td>11-12</td>
<td>768 A</td>
<td>788 A</td>
<td>873 A</td>
<td>825 A</td>
<td>729 A</td>
<td>787 A</td>
<td>759 A</td>
<td>780 A</td>
</tr>
<tr>
<td>12-13</td>
<td>838 A</td>
<td>867 A</td>
<td>937 A</td>
<td>869 A</td>
<td>921 A</td>
<td>880 A</td>
<td>842 A</td>
<td>907 A</td>
</tr>
<tr>
<td>13-14</td>
<td>836 A</td>
<td>944 A</td>
<td>965 A</td>
<td>779 A</td>
<td>850 A</td>
<td>885 A</td>
<td>798 A</td>
<td>876 A</td>
</tr>
<tr>
<td>14-15</td>
<td>860 A</td>
<td>841 A</td>
<td>1004 A</td>
<td>708 A</td>
<td>845 A</td>
<td>876 A</td>
<td>835 A</td>
<td>803 A</td>
</tr>
<tr>
<td>15-16</td>
<td>888 A</td>
<td>966 A</td>
<td>1121 A</td>
<td>841 A</td>
<td>882 A</td>
<td>928 A</td>
<td>812 A</td>
<td>918 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1037 A</td>
<td>1098 A</td>
<td>1154 A</td>
<td>773 A</td>
<td>874 A</td>
<td>1017 A</td>
<td>986 A</td>
<td>1078 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1087 A</td>
<td>1068 A</td>
<td>1156 A</td>
<td>827 A</td>
<td>821 A</td>
<td>1008 A</td>
<td>1080 A</td>
<td>1127 A</td>
</tr>
<tr>
<td>18-19</td>
<td>931 A</td>
<td>849 A</td>
<td>881 A</td>
<td>713 A</td>
<td>716 A</td>
<td>813 A</td>
<td>826 A</td>
<td>823 A</td>
</tr>
<tr>
<td>19-20</td>
<td>649 A</td>
<td>714 A</td>
<td>742 A</td>
<td>597 A</td>
<td>621 A</td>
<td>636 A</td>
<td>653 A</td>
<td>652 A</td>
</tr>
<tr>
<td>20-21</td>
<td>562 A</td>
<td>584 A</td>
<td>572 A</td>
<td>568 A</td>
<td>545 A</td>
<td>582 A</td>
<td>539 A</td>
<td>589 A</td>
</tr>
<tr>
<td>21-22</td>
<td>545 A</td>
<td>552 A</td>
<td>589 A</td>
<td>559 A</td>
<td>519 A</td>
<td>518 A</td>
<td>552 A</td>
<td>572 A</td>
</tr>
<tr>
<td>22-23</td>
<td>438 A</td>
<td>399 A</td>
<td>550 A</td>
<td>494 A</td>
<td>410 A</td>
<td>407 A</td>
<td>436 A</td>
<td>425 A</td>
</tr>
<tr>
<td>23-24</td>
<td>303 A</td>
<td>264 A</td>
<td>355 A</td>
<td>350 A</td>
<td>264 A</td>
<td>258 A</td>
<td>229 A</td>
<td>229 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **15023 C** 15373 A 16424 A 13104 A 12571 A 15409 A 14916 A 14639 A

#### AM Peak Hour
- **07-08** 06-07 11-12 11-12 10-11 07-08 07-08 07-08
- **875** 936 873 825 731 931 892 847

#### PM Peak Hour
- **17-18** 16-17 17-18 12-13 12-13 16-17 17-18 17-18
- **1087** 1098 1156 869 921 1017 1080 1127
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>128 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>62 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>32 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>95 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>376 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>619 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>822 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>749 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>795 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>773 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>779 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>808 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>878 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>886 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>892 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>977 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>1055 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td>1062 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>923 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>711 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>616 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td>628 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>474 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td>274 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day Total</td>
<td>15378 A</td>
<td>16245 A</td>
<td>14253 A</td>
<td>13722 A</td>
<td>16610 A</td>
<td>16359 A</td>
<td>16764 A</td>
<td>17348 A</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>06-07</td>
<td>11-12</td>
<td>11-12</td>
<td>10-11</td>
<td>07-08</td>
<td>06-07</td>
<td>07-08</td>
<td>06-07</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>822</td>
<td>973</td>
<td>873</td>
<td>782</td>
<td>993</td>
<td>891</td>
<td>962</td>
<td>942</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>17-18</td>
<td>17-18</td>
<td>12-13</td>
<td>15-16</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>1062</td>
<td>1133</td>
<td>932</td>
<td>976</td>
<td>1095</td>
<td>1112</td>
<td>1152</td>
<td>1125</td>
</tr>
</tbody>
</table>
## CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>163 A</td>
<td>233 A</td>
<td>198 A</td>
<td>155 A</td>
<td>133 A</td>
<td>146 A</td>
<td>134 A</td>
</tr>
<tr>
<td>1-2</td>
<td>129 A</td>
<td>170 A</td>
<td>137 A</td>
<td>103 A</td>
<td>76 A</td>
<td>72 A</td>
<td>73 A</td>
</tr>
<tr>
<td>2-3</td>
<td>75 A</td>
<td>116 A</td>
<td>141 A</td>
<td>57 A</td>
<td>65 A</td>
<td>49 A</td>
<td>63 A</td>
</tr>
<tr>
<td>3-4</td>
<td>148 A</td>
<td>143 A</td>
<td>118 A</td>
<td>132 A</td>
<td>105 A</td>
<td>113 A</td>
<td>113 A</td>
</tr>
<tr>
<td>4-5</td>
<td>434 A</td>
<td>363 A</td>
<td>313 A</td>
<td>475 A</td>
<td>404 A</td>
<td>373 A</td>
<td>412 A</td>
</tr>
<tr>
<td>5-6</td>
<td>643 A</td>
<td>453 A</td>
<td>335 A</td>
<td>756 A</td>
<td>675 A</td>
<td>595 A</td>
<td>644 A</td>
</tr>
<tr>
<td>6-7</td>
<td>824 A</td>
<td>664 A</td>
<td>599 A</td>
<td>831 A</td>
<td>778 A</td>
<td>810 A</td>
<td>833 A</td>
</tr>
<tr>
<td>7-8</td>
<td>947 A</td>
<td>628 A</td>
<td>481 A</td>
<td>801 A</td>
<td>791 A</td>
<td>730 A</td>
<td>778 A</td>
</tr>
<tr>
<td>8-9</td>
<td>818 A</td>
<td>765 A</td>
<td>522 A</td>
<td>764 A</td>
<td>723 A</td>
<td>765 A</td>
<td>794 A</td>
</tr>
<tr>
<td>9-10</td>
<td>877 A</td>
<td>879 A</td>
<td>676 A</td>
<td>797 A</td>
<td>750 A</td>
<td>699 A</td>
<td>725 A</td>
</tr>
<tr>
<td>10-11</td>
<td>962 A</td>
<td>895 A</td>
<td>816 A</td>
<td>823 A</td>
<td>728 A</td>
<td>755 A</td>
<td>779 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1036 A</td>
<td>936 A</td>
<td>805 A</td>
<td>777 A</td>
<td>711 A</td>
<td>777 A</td>
<td>779 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1103 A</td>
<td>958 A</td>
<td>937 A</td>
<td>846 A</td>
<td>828 A</td>
<td>854 A</td>
<td>858 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1082 A</td>
<td>899 A</td>
<td>928 A</td>
<td>816 A</td>
<td>832 A</td>
<td>773 A</td>
<td>821 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1134 A</td>
<td>869 A</td>
<td>904 A</td>
<td>852 A</td>
<td>794 A</td>
<td>814 A</td>
<td>860 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1230 A</td>
<td>781 A</td>
<td>932 A</td>
<td>911 A</td>
<td>892 A</td>
<td>906 A</td>
<td>986 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1252 A</td>
<td>851 A</td>
<td>884 A</td>
<td>990 A</td>
<td>955 A</td>
<td>953 A</td>
<td>1035 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1297 A</td>
<td>854 A</td>
<td>832 A</td>
<td>1027 A</td>
<td>1043 A</td>
<td>1005 A</td>
<td>1093 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1115 A</td>
<td>841 A</td>
<td>801 A</td>
<td>824 A</td>
<td>800 A</td>
<td>837 A</td>
<td>915 A</td>
</tr>
<tr>
<td>19-20</td>
<td>875 A</td>
<td>693 A</td>
<td>752 A</td>
<td>603 A</td>
<td>653 A</td>
<td>633 A</td>
<td>766 A</td>
</tr>
<tr>
<td>20-21</td>
<td>748 A</td>
<td>596 A</td>
<td>626 A</td>
<td>599 A</td>
<td>604 A</td>
<td>626 A</td>
<td>622 A</td>
</tr>
<tr>
<td>21-22</td>
<td>685 A</td>
<td>669 A</td>
<td>538 A</td>
<td>542 A</td>
<td>559 A</td>
<td>539 A</td>
<td>616 A</td>
</tr>
<tr>
<td>22-23</td>
<td>590 A</td>
<td>520 A</td>
<td>433 A</td>
<td>362 A</td>
<td>366 A</td>
<td>407 A</td>
<td>511 A</td>
</tr>
<tr>
<td>23-24</td>
<td>382 A</td>
<td>404 A</td>
<td>276 A</td>
<td>215 A</td>
<td>206 A</td>
<td>273 A</td>
<td>304 A</td>
</tr>
</tbody>
</table>

### Day Total
- AM Peak Hour: 11-12 11-12 10-11 06-07 07-08 06-07 06-07
- AM Peak Traffic: 1036 936 816 831 791 810 833
- PM Peak Traffic: 1297 958 937 1027 1043 1005 1093
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
<td>SEG WB OFF TO NB 5</td>
</tr>
</tbody>
</table>

**Traffic Station:**
- Location Type: Ramp Connection
- Lanes:
- Lane Code:

### 7-Day Periods

<table>
<thead>
<tr>
<th>Period</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>93626</td>
<td>13375</td>
</tr>
<tr>
<td>2nd</td>
<td>102564</td>
<td>14652</td>
</tr>
<tr>
<td>3rd</td>
<td>105763</td>
<td>15109</td>
</tr>
<tr>
<td>4th</td>
<td>113242</td>
<td>16177</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>70384</td>
<td>14077</td>
</tr>
<tr>
<td>2nd</td>
<td>76889</td>
<td>15378</td>
</tr>
<tr>
<td>3rd</td>
<td>77788</td>
<td>15558</td>
</tr>
<tr>
<td>4th</td>
<td>84078</td>
<td>16816</td>
</tr>
<tr>
<td>Year</td>
<td>Fri</td>
<td>Sat</td>
</tr>
<tr>
<td>--------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>2008</td>
<td>160 A</td>
<td>208 A</td>
</tr>
<tr>
<td>0-1</td>
<td>160</td>
<td>208</td>
</tr>
<tr>
<td>1-2</td>
<td>88</td>
<td>139</td>
</tr>
<tr>
<td>2-3</td>
<td>91</td>
<td>86</td>
</tr>
<tr>
<td>3-4</td>
<td>128</td>
<td>122</td>
</tr>
<tr>
<td>4-5</td>
<td>383</td>
<td>296</td>
</tr>
<tr>
<td>5-6</td>
<td>611</td>
<td>337</td>
</tr>
<tr>
<td>6-7</td>
<td>733</td>
<td>363</td>
</tr>
<tr>
<td>7-8</td>
<td>753</td>
<td>469</td>
</tr>
<tr>
<td>8-9</td>
<td>771</td>
<td>582</td>
</tr>
<tr>
<td>9-10</td>
<td>763</td>
<td>689</td>
</tr>
<tr>
<td>10-11</td>
<td>858</td>
<td>726</td>
</tr>
<tr>
<td>11-12</td>
<td>868</td>
<td>798</td>
</tr>
<tr>
<td>12-13</td>
<td>942</td>
<td>881</td>
</tr>
<tr>
<td>13-14</td>
<td>975</td>
<td>844</td>
</tr>
<tr>
<td>14-15</td>
<td>1004</td>
<td>834</td>
</tr>
<tr>
<td>15-16</td>
<td>1000</td>
<td>827</td>
</tr>
<tr>
<td>16-17</td>
<td>1101</td>
<td>779</td>
</tr>
<tr>
<td>17-18</td>
<td>1107</td>
<td>835</td>
</tr>
<tr>
<td>18-19</td>
<td>931</td>
<td>697</td>
</tr>
<tr>
<td>19-20</td>
<td>757</td>
<td>593</td>
</tr>
<tr>
<td>20-21</td>
<td>674</td>
<td>569</td>
</tr>
<tr>
<td>21-22</td>
<td>653</td>
<td>628</td>
</tr>
<tr>
<td>22-23</td>
<td>583</td>
<td>485</td>
</tr>
<tr>
<td>23-24</td>
<td>342</td>
<td>334</td>
</tr>
</tbody>
</table>

**Day Total**

16256 A 13121 A 12953 A 14847 A 14694 A 14725 A 15337 A 16380 A

**AM Peak Hour**

11-12 11-12 11-12 06-07 07-08 07-08 07-08 08-09

**AM Peak Traffic**

868 798 731 831 880 847 877 858

**PM Peak Hour**

17-18 12-13 12-13 17-18 17-18 16-17 16-17 17-18

**PM Peak Traffic**

1107 881 907 1058 1092 1029 1007 1178
### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 09</td>
<td>AUG 10</td>
<td>AUG 11</td>
<td>AUG 12</td>
<td>AUG 13</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
</tr>
<tr>
<td>0-1</td>
<td>204 A</td>
<td>194 A</td>
<td>118 A</td>
<td>101 A</td>
<td>113 A</td>
<td>113 A</td>
<td>128 A</td>
<td>194 A</td>
</tr>
<tr>
<td>1-2</td>
<td>109 A</td>
<td>146 A</td>
<td>73 A</td>
<td>75 A</td>
<td>81 A</td>
<td>85 A</td>
<td>76 A</td>
<td>129 A</td>
</tr>
<tr>
<td>2-3</td>
<td>106 A</td>
<td>95 A</td>
<td>55 A</td>
<td>82 A</td>
<td>51 A</td>
<td>59 A</td>
<td>90 A</td>
<td>120 A</td>
</tr>
<tr>
<td>3-4</td>
<td>126 A</td>
<td>110 A</td>
<td>97 A</td>
<td>108 A</td>
<td>112 A</td>
<td>107 A</td>
<td>133 A</td>
<td>128 A</td>
</tr>
<tr>
<td>4-5</td>
<td>296 A</td>
<td>253 A</td>
<td>434 A</td>
<td>435 A</td>
<td>415 A</td>
<td>407 A</td>
<td>381 A</td>
<td>306 A</td>
</tr>
<tr>
<td>5-6</td>
<td>374 A</td>
<td>257 A</td>
<td>709 A</td>
<td>657 A</td>
<td>646 A</td>
<td>588 A</td>
<td>657 A</td>
<td>373 A</td>
</tr>
<tr>
<td>6-7</td>
<td>333 A</td>
<td>306 A</td>
<td>826 A</td>
<td>827 A</td>
<td>805 A</td>
<td>819 A</td>
<td>780 A</td>
<td>376 A</td>
</tr>
<tr>
<td>7-8</td>
<td>524 A</td>
<td>387 A</td>
<td>865 A</td>
<td>855 A</td>
<td>840 A</td>
<td>867 A</td>
<td>809 A</td>
<td>516 A</td>
</tr>
<tr>
<td>8-9</td>
<td>538 A</td>
<td>466 A</td>
<td>812 A</td>
<td>747 A</td>
<td>748 A</td>
<td>753 A</td>
<td>793 A</td>
<td>641 A</td>
</tr>
<tr>
<td>9-10</td>
<td>668 A</td>
<td>602 A</td>
<td>754 A</td>
<td>692 A</td>
<td>708 A</td>
<td>735 A</td>
<td>786 A</td>
<td>738 A</td>
</tr>
<tr>
<td>10-11</td>
<td>714 A</td>
<td>692 A</td>
<td>765 A</td>
<td>713 A</td>
<td>697 A</td>
<td>750 A</td>
<td>786 A</td>
<td>766 A</td>
</tr>
<tr>
<td>11-12</td>
<td>813 A</td>
<td>733 A</td>
<td>764 A</td>
<td>760 A</td>
<td>712 A</td>
<td>715 A</td>
<td>812 A</td>
<td>812 A</td>
</tr>
<tr>
<td>12-13</td>
<td>848 A</td>
<td>864 A</td>
<td>859 A</td>
<td>835 A</td>
<td>815 A</td>
<td>838 A</td>
<td>922 A</td>
<td>865 A</td>
</tr>
<tr>
<td>13-14</td>
<td>842 A</td>
<td>859 A</td>
<td>925 A</td>
<td>825 A</td>
<td>857 A</td>
<td>840 A</td>
<td>971 A</td>
<td>826 A</td>
</tr>
<tr>
<td>14-15</td>
<td>810 A</td>
<td>827 A</td>
<td>871 A</td>
<td>872 A</td>
<td>894 A</td>
<td>847 A</td>
<td>958 A</td>
<td>859 A</td>
</tr>
<tr>
<td>15-16</td>
<td>797 A</td>
<td>890 A</td>
<td>887 A</td>
<td>912 A</td>
<td>940 A</td>
<td>966 A</td>
<td>1018 A</td>
<td>808 A</td>
</tr>
<tr>
<td>16-17</td>
<td>775 A</td>
<td>791 A</td>
<td>1020 A</td>
<td>997 A</td>
<td>964 A</td>
<td>1066 A</td>
<td>1098 A</td>
<td>812 A</td>
</tr>
<tr>
<td>17-18</td>
<td>736 A</td>
<td>851 A</td>
<td>985 A</td>
<td>985 A</td>
<td>1039 A</td>
<td>1055 A</td>
<td>1087 A</td>
<td>815 A</td>
</tr>
<tr>
<td>18-19</td>
<td>673 A</td>
<td>703 A</td>
<td>824 A</td>
<td>759 A</td>
<td>917 A</td>
<td>825 A</td>
<td>904 A</td>
<td>732 A</td>
</tr>
<tr>
<td>19-20</td>
<td>631 A</td>
<td>625 A</td>
<td>632 A</td>
<td>624 A</td>
<td>695 A</td>
<td>736 A</td>
<td>782 A</td>
<td>655 A</td>
</tr>
<tr>
<td>20-21</td>
<td>545 A</td>
<td>618 A</td>
<td>628 A</td>
<td>612 A</td>
<td>635 A</td>
<td>643 A</td>
<td>700 A</td>
<td>568 A</td>
</tr>
<tr>
<td>21-22</td>
<td>531 A</td>
<td>501 A</td>
<td>520 A</td>
<td>536 A</td>
<td>581 A</td>
<td>568 A</td>
<td>641 A</td>
<td>569 A</td>
</tr>
<tr>
<td>22-23</td>
<td>503 A</td>
<td>402 A</td>
<td>380 A</td>
<td>385 A</td>
<td>459 A</td>
<td>443 A</td>
<td>515 A</td>
<td>451 A</td>
</tr>
<tr>
<td>23-24</td>
<td>321 A</td>
<td>231 A</td>
<td>268 A</td>
<td>255 A</td>
<td>220 A</td>
<td>278 A</td>
<td>366 A</td>
<td>318 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>12817 A</th>
<th>12403 A</th>
<th>15071 A</th>
<th>14649 A</th>
<th>14944 A</th>
<th>15103 A</th>
<th>16193 A</th>
<th>13377 A</th>
</tr>
</thead>
</table>

<p>| AM Peak Hour | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 |
| AM Peak Traffic | 813 | 733 | 865 | 855 | 840 | 867 | 812 | 812 |
| PM Peak Hour | 12-13 | 15-16 | 16-17 | 16-17 | 17-18 | 16-17 | 16-17 | 12-13 |
| PM Peak Traffic | 848 | 890 | 1020 | 997 | 1039 | 1066 | 1098 | 865 |</p>
<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>0-1</td>
<td>228 A</td>
<td>114 A</td>
<td>111 A</td>
<td>107 A</td>
<td>119 A</td>
<td>112 A</td>
<td>180 A</td>
<td>166 A</td>
</tr>
<tr>
<td>1-2</td>
<td>137 A</td>
<td>66 A</td>
<td>83 A</td>
<td>61 A</td>
<td>64 A</td>
<td>88 A</td>
<td>112 A</td>
<td>117 A</td>
</tr>
<tr>
<td>2-3</td>
<td>113 A</td>
<td>47 A</td>
<td>66 A</td>
<td>45 A</td>
<td>58 A</td>
<td>81 A</td>
<td>101 A</td>
<td>116 A</td>
</tr>
<tr>
<td>3-4</td>
<td>100 A</td>
<td>105 A</td>
<td>115 A</td>
<td>103 A</td>
<td>117 A</td>
<td>107 A</td>
<td>119 A</td>
<td>102 A</td>
</tr>
<tr>
<td>4-5</td>
<td>248 A</td>
<td>447 A</td>
<td>379 A</td>
<td>392 A</td>
<td>383 A</td>
<td>367 A</td>
<td>244 A</td>
<td>229 A</td>
</tr>
<tr>
<td>5-6</td>
<td>283 A</td>
<td>675 A</td>
<td>646 A</td>
<td>627 A</td>
<td>616 A</td>
<td>574 A</td>
<td>337 A</td>
<td>256 A</td>
</tr>
<tr>
<td>6-7</td>
<td>280 A</td>
<td>701 A</td>
<td>865 A</td>
<td>777 A</td>
<td>811 A</td>
<td>748 A</td>
<td>366 A</td>
<td>259 A</td>
</tr>
<tr>
<td>7-8</td>
<td>406 A</td>
<td>822 A</td>
<td>831 A</td>
<td>836 A</td>
<td>847 A</td>
<td>793 A</td>
<td>450 A</td>
<td>333 A</td>
</tr>
<tr>
<td>8-9</td>
<td>485 A</td>
<td>833 A</td>
<td>760 A</td>
<td>710 A</td>
<td>800 A</td>
<td>775 A</td>
<td>583 A</td>
<td>395 A</td>
</tr>
<tr>
<td>9-10</td>
<td>585 A</td>
<td>773 A</td>
<td>672 A</td>
<td>699 A</td>
<td>724 A</td>
<td>739 A</td>
<td>673 A</td>
<td>527 A</td>
</tr>
<tr>
<td>10-11</td>
<td>695 A</td>
<td>731 A</td>
<td>717 A</td>
<td>673 A</td>
<td>778 A</td>
<td>813 A</td>
<td>698 A</td>
<td>670 A</td>
</tr>
<tr>
<td>11-12</td>
<td>738 A</td>
<td>737 A</td>
<td>666 A</td>
<td>728 A</td>
<td>724 A</td>
<td>833 A</td>
<td>756 A</td>
<td>740 A</td>
</tr>
<tr>
<td>12-13</td>
<td>884 A</td>
<td>815 A</td>
<td>787 A</td>
<td>777 A</td>
<td>815 A</td>
<td>897 A</td>
<td>848 A</td>
<td>789 A</td>
</tr>
<tr>
<td>13-14</td>
<td>825 A</td>
<td>821 A</td>
<td>822 A</td>
<td>763 A</td>
<td>822 A</td>
<td>881 A</td>
<td>870 A</td>
<td>853 A</td>
</tr>
<tr>
<td>14-15</td>
<td>853 A</td>
<td>806 A</td>
<td>816 A</td>
<td>798 A</td>
<td>859 A</td>
<td>938 A</td>
<td>820 A</td>
<td>862 A</td>
</tr>
<tr>
<td>15-16</td>
<td>811 A</td>
<td>861 A</td>
<td>835 A</td>
<td>877 A</td>
<td>933 A</td>
<td>1049 A</td>
<td>885 A</td>
<td>829 A</td>
</tr>
<tr>
<td>16-17</td>
<td>851 A</td>
<td>1018 A</td>
<td>1040 A</td>
<td>1018 A</td>
<td>1041 A</td>
<td>1094 A</td>
<td>895 A</td>
<td>863 A</td>
</tr>
<tr>
<td>17-18</td>
<td>829 A</td>
<td>1034 A</td>
<td>1016 A</td>
<td>1017 A</td>
<td>1041 A</td>
<td>1138 A</td>
<td>744 A</td>
<td>814 A</td>
</tr>
<tr>
<td>18-19</td>
<td>768 A</td>
<td>856 A</td>
<td>735 A</td>
<td>792 A</td>
<td>799 A</td>
<td>953 A</td>
<td>665 A</td>
<td>721 A</td>
</tr>
<tr>
<td>19-20</td>
<td>676 A</td>
<td>629 A</td>
<td>616 A</td>
<td>617 A</td>
<td>691 A</td>
<td>739 A</td>
<td>643 A</td>
<td>704 A</td>
</tr>
<tr>
<td>20-21</td>
<td>642 A</td>
<td>560 A</td>
<td>592 A</td>
<td>634 A</td>
<td>571 A</td>
<td>642 A</td>
<td>555 A</td>
<td>607 A</td>
</tr>
<tr>
<td>21-22</td>
<td>504 A</td>
<td>486 A</td>
<td>510 A</td>
<td>531 A</td>
<td>548 A</td>
<td>601 A</td>
<td>609 A</td>
<td>516 A</td>
</tr>
<tr>
<td>22-23</td>
<td>404 A</td>
<td>388 A</td>
<td>373 A</td>
<td>397 A</td>
<td>426 A</td>
<td>525 A</td>
<td>381 A</td>
<td>360 A</td>
</tr>
<tr>
<td>23-24</td>
<td>241 A</td>
<td>234 A</td>
<td>231 A</td>
<td>209 A</td>
<td>261 A</td>
<td>298 A</td>
<td>284 A</td>
<td>215 A</td>
</tr>
</tbody>
</table>

**Day Total**

| 12586 A | 14559 A | 14284 A | 14188 A | 14848 A | 15785 A | 12818 A | 12043 A |

**AM Peak Hour**

| 11-12 | 08-09 | 06-07 | 07-08 | 07-08 | 11-12 | 11-12 | 11-12 |

**AM Peak Traffic**

| 738 | 933 | 865 | 836 | 847 | 833 | 756 | 740 |

**PM Peak Hour**

| 12-13 | 17-18 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17 |

**PM Peak Traffic**

| 884 | 1034 | 1040 | 1018 | 1041 | 1138 | 895 | 863 |
**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg** | **Location Description**
--- | --- | --- | --- | --- | --- | ---
03 | SAC | 080 | M | 2.692 | F | SEG WB OFF TO NB 5

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>104 A</td>
<td>94 A</td>
<td>103 A</td>
<td>96 A</td>
<td>128 A</td>
<td>188 A</td>
<td>181 A</td>
</tr>
<tr>
<td>1-2</td>
<td>60 A</td>
<td>59 A</td>
<td>66 A</td>
<td>71 A</td>
<td>95 A</td>
<td>129 A</td>
<td>110 A</td>
</tr>
<tr>
<td>2-3</td>
<td>59 A</td>
<td>50 A</td>
<td>54 A</td>
<td>59 A</td>
<td>65 A</td>
<td>88 A</td>
<td>115 A</td>
</tr>
<tr>
<td>3-4</td>
<td>112 A</td>
<td>108 A</td>
<td>98 A</td>
<td>119 A</td>
<td>109 A</td>
<td>125 A</td>
<td>92 A</td>
</tr>
<tr>
<td>4-5</td>
<td>434 A</td>
<td>397 A</td>
<td>383 A</td>
<td>368 A</td>
<td>366 A</td>
<td>261 A</td>
<td>195 A</td>
</tr>
<tr>
<td>5-6</td>
<td>683 A</td>
<td>610 A</td>
<td>606 A</td>
<td>581 A</td>
<td>570 A</td>
<td>357 A</td>
<td>190 A</td>
</tr>
<tr>
<td>6-7</td>
<td>860 A</td>
<td>810 A</td>
<td>869 A</td>
<td>807 A</td>
<td>735 A</td>
<td>385 A</td>
<td>251 A</td>
</tr>
<tr>
<td>7-8</td>
<td>759 A</td>
<td>751 A</td>
<td>772 A</td>
<td>806 A</td>
<td>835 A</td>
<td>492 A</td>
<td>318 A</td>
</tr>
<tr>
<td>8-9</td>
<td>680 A</td>
<td>760 C</td>
<td>770 A</td>
<td>793 A</td>
<td>787 A</td>
<td>567 A</td>
<td>400 A</td>
</tr>
<tr>
<td>9-10</td>
<td>777 A</td>
<td>698 A</td>
<td>704 A</td>
<td>759 A</td>
<td>794 A</td>
<td>714 A</td>
<td>462 A</td>
</tr>
<tr>
<td>10-11</td>
<td>717 A</td>
<td>665 A</td>
<td>678 A</td>
<td>723 A</td>
<td>830 A</td>
<td>762 A</td>
<td>586 A</td>
</tr>
<tr>
<td>11-12</td>
<td>774 A</td>
<td>716 A</td>
<td>721 A</td>
<td>708 A</td>
<td>841 A</td>
<td>752 A</td>
<td>643 A</td>
</tr>
<tr>
<td>12-13</td>
<td>806 A</td>
<td>765 A</td>
<td>748 A</td>
<td>779 A</td>
<td>943 A</td>
<td>776 A</td>
<td>742 A</td>
</tr>
<tr>
<td>13-14</td>
<td>847 A</td>
<td>782 A</td>
<td>789 A</td>
<td>858 A</td>
<td>1047 A</td>
<td>748 A</td>
<td>738 A</td>
</tr>
<tr>
<td>14-15</td>
<td>775 A</td>
<td>781 A</td>
<td>771 A</td>
<td>896 A</td>
<td>962 A</td>
<td>753 A</td>
<td>799 A</td>
</tr>
<tr>
<td>15-16</td>
<td>868 A</td>
<td>846 A</td>
<td>841 A</td>
<td>952 A</td>
<td>1126 A</td>
<td>724 A</td>
<td>748 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1024 A</td>
<td>995 A</td>
<td>1022 A</td>
<td>1034 A</td>
<td>1158 A</td>
<td>752 A</td>
<td>754 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1024 A</td>
<td>995 A</td>
<td>935 A</td>
<td>944 A</td>
<td>1128 A</td>
<td>745 A</td>
<td>669 A</td>
</tr>
<tr>
<td>18-19</td>
<td>735 A</td>
<td>731 A</td>
<td>866 A</td>
<td>862 A</td>
<td>1013 A</td>
<td>706 A</td>
<td>630 A</td>
</tr>
<tr>
<td>19-20</td>
<td>640 A</td>
<td>631 A</td>
<td>683 A</td>
<td>731 A</td>
<td>831 A</td>
<td>618 A</td>
<td>580 A</td>
</tr>
<tr>
<td>20-21</td>
<td>586 A</td>
<td>588 A</td>
<td>600 A</td>
<td>639 A</td>
<td>692 A</td>
<td>591 A</td>
<td>535 A</td>
</tr>
<tr>
<td>21-22</td>
<td>501 A</td>
<td>530 A</td>
<td>566 A</td>
<td>589 A</td>
<td>629 A</td>
<td>566 A</td>
<td>471 A</td>
</tr>
<tr>
<td>22-23</td>
<td>371 A</td>
<td>349 A</td>
<td>414 A</td>
<td>428 A</td>
<td>511 A</td>
<td>451 A</td>
<td>408 A</td>
</tr>
<tr>
<td>23-24</td>
<td>198 A</td>
<td>230 A</td>
<td>198 A</td>
<td>235 A</td>
<td>325 A</td>
<td>313 A</td>
<td>272 A</td>
</tr>
</tbody>
</table>

**Day Total:** 14394 A, 13941 C, 14257 A, 14837 A, 16520 A, 12563 A, 10889 A

**AM Peak Hour:** 06-07, 06-07, 06-07, 06-07, 11-12, 10-11, 11-12
**AM Peak Traffic:** 860, 910, 869, 807, 841, 762, 643
**PM Peak Hour:** 16-17, 16-17, 16-17, 16-17, 16-17, 12-13, 14-15
**PM Peak Traffic:** 1024, 995, 1022, 1034, 1158, 776, 799
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td>F</td>
</tr>
</tbody>
</table>

Location Description
SEG WB OFF TO NB 5

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>W</strong>EST</td>
<td><strong>W</strong>EST</td>
</tr>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
<tr>
<td>101933</td>
<td>75859</td>
</tr>
<tr>
<td>101367</td>
<td>76147</td>
</tr>
<tr>
<td>100035</td>
<td>74072</td>
</tr>
<tr>
<td>98075</td>
<td>73214</td>
</tr>
<tr>
<td>14562</td>
<td>15172</td>
</tr>
<tr>
<td>14481</td>
<td>15229</td>
</tr>
<tr>
<td>14291</td>
<td>14814</td>
</tr>
<tr>
<td>14011</td>
<td>14643</td>
</tr>
</tbody>
</table>
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District: 03  County: SAC  Route: 080  Prefix: M  Postmile: 2.692  Leg: F

### Location Description
SEG WB OFF TO NB 5

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
<td>SEP 03</td>
<td>SEP 04</td>
<td>SEP 05</td>
<td>SEP 06</td>
<td>SEP 07</td>
<td>SEP 08</td>
</tr>
<tr>
<td>0-1</td>
<td>146 A</td>
<td>98 A</td>
<td>97 A</td>
<td>101 A</td>
<td>92 A</td>
<td>169 A</td>
<td>194 A</td>
<td>97 A</td>
</tr>
<tr>
<td>1-2</td>
<td>107 A</td>
<td>67 A</td>
<td>63 A</td>
<td>62 A</td>
<td>77 A</td>
<td>114 A</td>
<td>119 A</td>
<td>48 A</td>
</tr>
<tr>
<td>2-3</td>
<td>98 A</td>
<td>61 A</td>
<td>64 A</td>
<td>47 A</td>
<td>51 A</td>
<td>88 A</td>
<td>103 A</td>
<td>47 A</td>
</tr>
<tr>
<td>3-4</td>
<td>109 A</td>
<td>107 A</td>
<td>108 A</td>
<td>110 A</td>
<td>113 A</td>
<td>108 A</td>
<td>108 A</td>
<td>114 A</td>
</tr>
<tr>
<td>4-5</td>
<td>332 A</td>
<td>453 A</td>
<td>386 A</td>
<td>367 A</td>
<td>360 A</td>
<td>260 A</td>
<td>214 A</td>
<td>457 A</td>
</tr>
<tr>
<td>5-6</td>
<td>332 A</td>
<td>676 A</td>
<td>595 A</td>
<td>595 A</td>
<td>596 A</td>
<td>338 A</td>
<td>235 A</td>
<td>645 A</td>
</tr>
<tr>
<td>6-7</td>
<td>251 A</td>
<td>818 A</td>
<td>832 A</td>
<td>850 A</td>
<td>776 A</td>
<td>349 A</td>
<td>287 A</td>
<td>809 A</td>
</tr>
<tr>
<td>7-8</td>
<td>372 A</td>
<td>826 A</td>
<td>807 A</td>
<td>808 A</td>
<td>810 A</td>
<td>463 A</td>
<td>304 A</td>
<td>794 A</td>
</tr>
<tr>
<td>8-9</td>
<td>420 A</td>
<td>755 A</td>
<td>737 A</td>
<td>754 A</td>
<td>764 A</td>
<td>609 A</td>
<td>463 A</td>
<td>773 A</td>
</tr>
<tr>
<td>9-10</td>
<td>524 A</td>
<td>769 A</td>
<td>679 A</td>
<td>751 A</td>
<td>713 A</td>
<td>679 A</td>
<td>524 A</td>
<td>763 A</td>
</tr>
<tr>
<td>10-11</td>
<td>588 A</td>
<td>667 A</td>
<td>670 A</td>
<td>708 A</td>
<td>710 A</td>
<td>637 A</td>
<td>566 A</td>
<td>680 A</td>
</tr>
<tr>
<td>11-12</td>
<td>668 A</td>
<td>661 A</td>
<td>739 A</td>
<td>700 A</td>
<td>792 A</td>
<td>697 A</td>
<td>686 A</td>
<td>719 A</td>
</tr>
<tr>
<td>12-13</td>
<td>666 A</td>
<td>756 A</td>
<td>696 A</td>
<td>759 A</td>
<td>810 A</td>
<td>777 A</td>
<td>716 A</td>
<td>744 A</td>
</tr>
<tr>
<td>13-14</td>
<td>663 A</td>
<td>832 A</td>
<td>777 A</td>
<td>752 A</td>
<td>870 A</td>
<td>820 A</td>
<td>828 A</td>
<td>785 A</td>
</tr>
<tr>
<td>14-15</td>
<td>806 A</td>
<td>828 A</td>
<td>791 A</td>
<td>865 A</td>
<td>978 A</td>
<td>848 A</td>
<td>783 A</td>
<td>766 A</td>
</tr>
<tr>
<td>15-16</td>
<td>759 A</td>
<td>855 A</td>
<td>894 A</td>
<td>905 A</td>
<td>1053 A</td>
<td>807 A</td>
<td>835 A</td>
<td>841 A</td>
</tr>
<tr>
<td>16-17</td>
<td>772 A</td>
<td>969 A</td>
<td>939 A</td>
<td>976 A</td>
<td>1068 A</td>
<td>757 A</td>
<td>788 A</td>
<td>938 A</td>
</tr>
<tr>
<td>17-18</td>
<td>657 A</td>
<td>1074 A</td>
<td>952 A</td>
<td>1104 A</td>
<td>1064 A</td>
<td>784 A</td>
<td>826 A</td>
<td>1005 A</td>
</tr>
<tr>
<td>18-19</td>
<td>430 A</td>
<td>823 A</td>
<td>734 A</td>
<td>795 A</td>
<td>878 A</td>
<td>711 A</td>
<td>668 A</td>
<td>736 A</td>
</tr>
<tr>
<td>19-20</td>
<td>655 A</td>
<td>717 A</td>
<td>638 A</td>
<td>679 A</td>
<td>776 A</td>
<td>576 A</td>
<td>634 A</td>
<td>594 A</td>
</tr>
<tr>
<td>20-21</td>
<td>638 A</td>
<td>559 A</td>
<td>574 A</td>
<td>622 A</td>
<td>624 A</td>
<td>496 A</td>
<td>536 A</td>
<td>557 A</td>
</tr>
<tr>
<td>21-22</td>
<td>489 A</td>
<td>518 A</td>
<td>514 A</td>
<td>549 A</td>
<td>595 A</td>
<td>521 A</td>
<td>469 A</td>
<td>539 A</td>
</tr>
<tr>
<td>22-23</td>
<td>336 A</td>
<td>371 A</td>
<td>364 A</td>
<td>383 A</td>
<td>470 A</td>
<td>377 A</td>
<td>360 A</td>
<td>325 A</td>
</tr>
<tr>
<td>23-24</td>
<td>240 A</td>
<td>225 A</td>
<td>194 A</td>
<td>213 A</td>
<td>318 A</td>
<td>255 A</td>
<td>206 A</td>
<td>187 A</td>
</tr>
</tbody>
</table>

### Day Total
- 11058 A
- 14485 A
- 13844 A
- 14455 A
- 15358 A
- 12240 A
- 11452 A
- 13963 A

**AM Peak Hour**
- 11-12
- 07-08
- 06-07
- 07-08
- 11-12
- 06-07

**AM Peak Traffic**
- 668
- 826
- 832
- 850
- 810
- 697
- 686
- 809

**PM Peak Hour**
- 14-15
- 17-18
- 17-18
- 16-17
- 14-15
- 15-16
- 17-18

**PM Peak Traffic**
- 806
- 1074
- 952
- 1104
- 1068
- 848
- 835
- 1005
### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080 M</td>
<td>2.692 F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

SEG WB OFF TO NB 5

---

**Traffic Station:**

**Location Type:** Ramp Connection

**Lanes:**

**Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>98 A</td>
<td>97 A</td>
<td>105 A</td>
<td>105 A</td>
<td>186 A</td>
<td>166 A</td>
<td>100 A</td>
<td>87 A</td>
</tr>
<tr>
<td>1-2</td>
<td>54 A</td>
<td>45 A</td>
<td>43 A</td>
<td>66 A</td>
<td>107 A</td>
<td>132 A</td>
<td>60 A</td>
<td>52 A</td>
</tr>
<tr>
<td>2-3</td>
<td>67 A</td>
<td>52 A</td>
<td>68 A</td>
<td>67 A</td>
<td>102 A</td>
<td>112 A</td>
<td>57 A</td>
<td>55 A</td>
</tr>
<tr>
<td>3-4</td>
<td>105 A</td>
<td>103 A</td>
<td>112 A</td>
<td>107 A</td>
<td>124 A</td>
<td>109 A</td>
<td>119 A</td>
<td>104 A</td>
</tr>
<tr>
<td>4-5</td>
<td>369 A</td>
<td>398 A</td>
<td>408 A</td>
<td>348 A</td>
<td>287 A</td>
<td>219 A</td>
<td>385 A</td>
<td>399 A</td>
</tr>
<tr>
<td>5-6</td>
<td>609 A</td>
<td>597 A</td>
<td>609 A</td>
<td>625 A</td>
<td>350 A</td>
<td>260 A</td>
<td>635 A</td>
<td>595 A</td>
</tr>
<tr>
<td>6-7</td>
<td>842 A</td>
<td>804 A</td>
<td>793 A</td>
<td>783 A</td>
<td>376 A</td>
<td>268 A</td>
<td>860 A</td>
<td>849 A</td>
</tr>
<tr>
<td>7-8</td>
<td>821 A</td>
<td>820 A</td>
<td>815 A</td>
<td>830 A</td>
<td>455 A</td>
<td>329 A</td>
<td>848 A</td>
<td>835 A</td>
</tr>
<tr>
<td>8-9</td>
<td>730 A</td>
<td>730 A</td>
<td>779 A</td>
<td>790 A</td>
<td>556 A</td>
<td>472 A</td>
<td>817 A</td>
<td>785 A</td>
</tr>
<tr>
<td>9-10</td>
<td>673 A</td>
<td>681 A</td>
<td>692 A</td>
<td>756 A</td>
<td>668 A</td>
<td>552 A</td>
<td>745 A</td>
<td>738 A</td>
</tr>
<tr>
<td>10-11</td>
<td>681 A</td>
<td>662 A</td>
<td>697 A</td>
<td>734 A</td>
<td>786 A</td>
<td>700 A</td>
<td>743 A</td>
<td>657 A</td>
</tr>
<tr>
<td>11-12</td>
<td>667 A</td>
<td>739 C</td>
<td>747 A</td>
<td>738 A</td>
<td>778 A</td>
<td>698 A</td>
<td>750 A</td>
<td>695 A</td>
</tr>
<tr>
<td>12-13</td>
<td>751 A</td>
<td>731 A</td>
<td>802 A</td>
<td>888 A</td>
<td>807 A</td>
<td>740 A</td>
<td>772 A</td>
<td>712 A</td>
</tr>
<tr>
<td>13-14</td>
<td>749 A</td>
<td>808 A</td>
<td>851 A</td>
<td>905 A</td>
<td>781 A</td>
<td>857 A</td>
<td>826 A</td>
<td>825 A</td>
</tr>
<tr>
<td>14-15</td>
<td>767 A</td>
<td>770 A</td>
<td>856 A</td>
<td>944 A</td>
<td>892 A</td>
<td>915 A</td>
<td>773 A</td>
<td>759 A</td>
</tr>
<tr>
<td>15-16</td>
<td>849 A</td>
<td>917 A</td>
<td>951 A</td>
<td>1075 A</td>
<td>798 A</td>
<td>892 A</td>
<td>916 A</td>
<td>916 A</td>
</tr>
<tr>
<td>16-17</td>
<td>931 A</td>
<td>975 A</td>
<td>999 A</td>
<td>1095 A</td>
<td>870 A</td>
<td>792 A</td>
<td>989 A</td>
<td>1021 A</td>
</tr>
<tr>
<td>17-18</td>
<td>978 A</td>
<td>1035 A</td>
<td>1039 A</td>
<td>1155 A</td>
<td>779 A</td>
<td>852 A</td>
<td>1008 A</td>
<td>957 A</td>
</tr>
<tr>
<td>18-19</td>
<td>835 A</td>
<td>754 A</td>
<td>925 A</td>
<td>957 A</td>
<td>770 A</td>
<td>805 A</td>
<td>870 A</td>
<td>755 A</td>
</tr>
<tr>
<td>19-20</td>
<td>605 A</td>
<td>580 A</td>
<td>657 A</td>
<td>774 A</td>
<td>562 A</td>
<td>679 A</td>
<td>629 A</td>
<td>574 A</td>
</tr>
<tr>
<td>20-21</td>
<td>569 A</td>
<td>593 A</td>
<td>658 A</td>
<td>684 A</td>
<td>553 A</td>
<td>612 A</td>
<td>489 A</td>
<td>592 A</td>
</tr>
<tr>
<td>21-22</td>
<td>506 A</td>
<td>566 A</td>
<td>561 A</td>
<td>633 A</td>
<td>584 A</td>
<td>506 A</td>
<td>503 A</td>
<td>491 A</td>
</tr>
<tr>
<td>22-23</td>
<td>309 A</td>
<td>357 A</td>
<td>415 A</td>
<td>486 A</td>
<td>406 A</td>
<td>349 A</td>
<td>369 A</td>
<td>332 A</td>
</tr>
<tr>
<td>23-24</td>
<td>174 A</td>
<td>179 A</td>
<td>195 A</td>
<td>342 A</td>
<td>274 A</td>
<td>211 A</td>
<td>174 A</td>
<td>185 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>13739 A</th>
<th>13993 C</th>
<th>14777 A</th>
<th>15887 A</th>
<th>12851 A</th>
<th>12138 A</th>
<th>14413 A</th>
<th>13970 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>06-07</th>
<th>07-08</th>
<th>07-08</th>
<th>10-11</th>
<th>10-11</th>
<th>06-07</th>
<th>06-07</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>842</th>
<th>820</th>
<th>815</th>
<th>830</th>
<th>786</th>
<th>860</th>
<th>849</th>
</tr>
</thead>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>17-18</th>
<th>17-18</th>
<th>17-18</th>
<th>14-15</th>
<th>14-15</th>
<th>17-18</th>
<th>16-17</th>
</tr>
</thead>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>978</th>
<th>1035</th>
<th>1039</th>
<th>1155</th>
<th>892</th>
<th>915</th>
<th>1008</th>
<th>1021</th>
</tr>
</thead>
</table>
CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
<td></td>
</tr>
</tbody>
</table>

| Location Description | SEG WB OFF TO NB 5 |

Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>87 A</td>
<td>90 A</td>
<td>104 A</td>
<td>169 A</td>
<td>150 A</td>
<td>72 A</td>
<td>87 A</td>
<td>81 A</td>
</tr>
<tr>
<td>1-2</td>
<td>54 A</td>
<td>74 A</td>
<td>96 A</td>
<td>122 A</td>
<td>121 A</td>
<td>64 A</td>
<td>47 A</td>
<td>78 A</td>
</tr>
<tr>
<td>2-3</td>
<td>56 A</td>
<td>82 A</td>
<td>91 A</td>
<td>116 A</td>
<td>97 A</td>
<td>54 A</td>
<td>47 A</td>
<td>68 A</td>
</tr>
<tr>
<td>3-4</td>
<td>106 A</td>
<td>104 A</td>
<td>104 A</td>
<td>103 A</td>
<td>90 A</td>
<td>104 A</td>
<td>93 A</td>
<td>91 A</td>
</tr>
<tr>
<td>4-5</td>
<td>403 A</td>
<td>416 A</td>
<td>372 A</td>
<td>291 A</td>
<td>235 A</td>
<td>434 A</td>
<td>392 A</td>
<td>405 A</td>
</tr>
<tr>
<td>5-6</td>
<td>581 A</td>
<td>600 A</td>
<td>605 A</td>
<td>299 A</td>
<td>259 A</td>
<td>673 A</td>
<td>619 A</td>
<td>634 A</td>
</tr>
<tr>
<td>6-7</td>
<td>863 A</td>
<td>802 A</td>
<td>830 A</td>
<td>384 A</td>
<td>277 A</td>
<td>873 A</td>
<td>770 A</td>
<td>842 A</td>
</tr>
<tr>
<td>7-8</td>
<td>816 A</td>
<td>800 A</td>
<td>845 A</td>
<td>452 A</td>
<td>356 A</td>
<td>772 A</td>
<td>780 A</td>
<td>808 A</td>
</tr>
<tr>
<td>8-9</td>
<td>737 A</td>
<td>786 A</td>
<td>753 A</td>
<td>561 A</td>
<td>432 A</td>
<td>761 A</td>
<td>757 A</td>
<td>746 A</td>
</tr>
<tr>
<td>9-10</td>
<td>713 A</td>
<td>741 A</td>
<td>764 A</td>
<td>637 A</td>
<td>584 A</td>
<td>727 A</td>
<td>734 A</td>
<td>732 A</td>
</tr>
<tr>
<td>10-11</td>
<td>667 A</td>
<td>701 A</td>
<td>803 A</td>
<td>684 A</td>
<td>591 A</td>
<td>690 A</td>
<td>640 A</td>
<td>723 A</td>
</tr>
<tr>
<td>11-12</td>
<td>700 A</td>
<td>758 A</td>
<td>817 A</td>
<td>729 A</td>
<td>711 A</td>
<td>703 A</td>
<td>678 A</td>
<td>678 A</td>
</tr>
<tr>
<td>12-13</td>
<td>729 A</td>
<td>768 A</td>
<td>861 A</td>
<td>794 A</td>
<td>742 A</td>
<td>774 A</td>
<td>740 A</td>
<td>730 A</td>
</tr>
<tr>
<td>13-14</td>
<td>808 A</td>
<td>834 A</td>
<td>946 A</td>
<td>790 A</td>
<td>788 A</td>
<td>818 A</td>
<td>850 A</td>
<td>804 A</td>
</tr>
<tr>
<td>14-15</td>
<td>782 A</td>
<td>870 A</td>
<td>948 A</td>
<td>691 A</td>
<td>802 A</td>
<td>777 A</td>
<td>786 A</td>
<td>794 A</td>
</tr>
<tr>
<td>15-16</td>
<td>917 A</td>
<td>965 A</td>
<td>883 A</td>
<td>824 A</td>
<td>793 A</td>
<td>909 A</td>
<td>902 A</td>
<td>869 A</td>
</tr>
<tr>
<td>16-17</td>
<td>956 A</td>
<td>1085 A</td>
<td>1140 A</td>
<td>847 A</td>
<td>832 A</td>
<td>957 A</td>
<td>967 A</td>
<td>931 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1018 A</td>
<td>1104 A</td>
<td>1150 A</td>
<td>824 A</td>
<td>873 A</td>
<td>1012 A</td>
<td>1012 A</td>
<td>1060 A</td>
</tr>
<tr>
<td>18-19</td>
<td>729 A</td>
<td>846 A</td>
<td>951 A</td>
<td>683 A</td>
<td>704 A</td>
<td>700 A</td>
<td>721 A</td>
<td>791 A</td>
</tr>
<tr>
<td>19-20</td>
<td>658 A</td>
<td>753 A</td>
<td>829 A</td>
<td>623 A</td>
<td>606 A</td>
<td>623 A</td>
<td>583 A</td>
<td>649 A</td>
</tr>
<tr>
<td>20-21</td>
<td>614 A</td>
<td>777 A</td>
<td>680 A</td>
<td>557 A</td>
<td>597 A</td>
<td>544 A</td>
<td>591 A</td>
<td>532 A</td>
</tr>
<tr>
<td>21-22</td>
<td>536 A</td>
<td>651 A</td>
<td>605 A</td>
<td>523 A</td>
<td>426 A</td>
<td>480 A</td>
<td>439 A</td>
<td>521 A</td>
</tr>
<tr>
<td>22-23</td>
<td>412 A</td>
<td>440 A</td>
<td>504 A</td>
<td>436 A</td>
<td>341 A</td>
<td>350 A</td>
<td>321 A</td>
<td>361 A</td>
</tr>
<tr>
<td>23-24</td>
<td>221 A</td>
<td>252 A</td>
<td>340 A</td>
<td>265 A</td>
<td>203 A</td>
<td>195 A</td>
<td>177 A</td>
<td>189 A</td>
</tr>
</tbody>
</table>

Day Total 14163 A 15299 A 16021 A 12404 A 11610 A 14066 A 13733 A 14117 A

AM Peak Hour 06-07 06-07 07-08 11-12 11-12 06-07 07-08 06-07
AM Peak Traffic 863 802 845 729 711 873 870 842
PM Peak Hour 17-18 17-18 17-18 16-17 17-18 17-18 17-18 17-18
PM Peak Traffic 1018 1104 1150 847 873 1012 1012 1060
### Detail All Vehicle Hourly Count Report

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>99 A</td>
<td>108 A</td>
<td>182 A</td>
<td>138 A</td>
<td>99 A</td>
<td>69 A</td>
</tr>
<tr>
<td>1-2</td>
<td>62 A</td>
<td>85 A</td>
<td>111 A</td>
<td>104 A</td>
<td>64 A</td>
<td>53 A</td>
</tr>
<tr>
<td>2-3</td>
<td>55 A</td>
<td>54 A</td>
<td>112 A</td>
<td>110 A</td>
<td>50 A</td>
<td>56 A</td>
</tr>
<tr>
<td>3-4</td>
<td>100 A</td>
<td>96 A</td>
<td>118 A</td>
<td>93 A</td>
<td>113 A</td>
<td>116 A</td>
</tr>
<tr>
<td>4-5</td>
<td>394 A</td>
<td>398 A</td>
<td>308 A</td>
<td>203 A</td>
<td>444 A</td>
<td>420 A</td>
</tr>
<tr>
<td>5-6</td>
<td>602 A</td>
<td>517 A</td>
<td>307 A</td>
<td>245 A</td>
<td>608 A</td>
<td>560 A</td>
</tr>
<tr>
<td>6-7</td>
<td>840 A</td>
<td>812 A</td>
<td>381 A</td>
<td>270 A</td>
<td>851 A</td>
<td>820 A</td>
</tr>
<tr>
<td>7-8</td>
<td>823 A</td>
<td>785 A</td>
<td>459 A</td>
<td>347 A</td>
<td>826 A</td>
<td>810 A</td>
</tr>
<tr>
<td>8-9</td>
<td>767 A</td>
<td>781 A</td>
<td>572 A</td>
<td>431 A</td>
<td>789 A</td>
<td>768 A</td>
</tr>
<tr>
<td>9-10</td>
<td>757 A</td>
<td>753 A</td>
<td>652 A</td>
<td>477 A</td>
<td>673 A</td>
<td>690 A</td>
</tr>
<tr>
<td>10-11</td>
<td>657 A</td>
<td>722 A</td>
<td>686 A</td>
<td>669 A</td>
<td>695 A</td>
<td>680 A</td>
</tr>
<tr>
<td>11-12</td>
<td>758 A</td>
<td>814 A</td>
<td>747 A</td>
<td>683 A</td>
<td>703 A</td>
<td>683 A</td>
</tr>
<tr>
<td>12-13</td>
<td>795 A</td>
<td>802 A</td>
<td>778 A</td>
<td>851 A</td>
<td>733 A</td>
<td>799 A</td>
</tr>
<tr>
<td>13-14</td>
<td>858 A</td>
<td>977 A</td>
<td>705 A</td>
<td>866 A</td>
<td>829 A</td>
<td>819 A</td>
</tr>
<tr>
<td>14-15</td>
<td>859 A</td>
<td>920 A</td>
<td>743 A</td>
<td>828 A</td>
<td>749 A</td>
<td>781 A</td>
</tr>
<tr>
<td>15-16</td>
<td>931 A</td>
<td>1006 A</td>
<td>755 A</td>
<td>787 A</td>
<td>867 A</td>
<td>908 A</td>
</tr>
<tr>
<td>16-17</td>
<td>973 A</td>
<td>1064 A</td>
<td>830 A</td>
<td>750 A</td>
<td>910 A</td>
<td>943 A</td>
</tr>
<tr>
<td>17-18</td>
<td>998 A</td>
<td>1195 A</td>
<td>794 A</td>
<td>853 A</td>
<td>982 A</td>
<td>975 A</td>
</tr>
<tr>
<td>18-19</td>
<td>848 A</td>
<td>1066 A</td>
<td>679 A</td>
<td>796 A</td>
<td>833 A</td>
<td>814 A</td>
</tr>
<tr>
<td>19-20</td>
<td>682 A</td>
<td>962 A</td>
<td>641 A</td>
<td>667 A</td>
<td>610 A</td>
<td>649 A</td>
</tr>
<tr>
<td>20-21</td>
<td>688 A</td>
<td>689 A</td>
<td>548 A</td>
<td>600 A</td>
<td>513 A</td>
<td>575 A</td>
</tr>
<tr>
<td>21-22</td>
<td>559 A</td>
<td>580 A</td>
<td>563 A</td>
<td>520 A</td>
<td>463 A</td>
<td>508 A</td>
</tr>
<tr>
<td>22-23</td>
<td>477 A</td>
<td>513 A</td>
<td>380 A</td>
<td>343 A</td>
<td>357 A</td>
<td>353 A</td>
</tr>
<tr>
<td>23-24</td>
<td>212 A</td>
<td>326 A</td>
<td>253 A</td>
<td>185 A</td>
<td>207 A</td>
<td>173 A</td>
</tr>
</tbody>
</table>

**Day Total:** 14794 A 16025 A 12304 A 11816 A 13968 A 14022 A

**AM Peak Hour:** 06-07 11-12 11-12 11-12 06-07 06-07

**AM Peak Traffic:** 840 914 747 683 851 820

**PM Peak Hour:** 17-18 17-18 16-17 13-14 17-18 17-18

**PM Peak Traffic:** 998 1195 830 866 982 975
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District County Route Prefix Postmile Leg
<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.692</td>
</tr>
</tbody>
</table>

### Location Description
- SEG WB OFF TO NB 5

### 7-Day Periods
#### WEST
- **Daily Average**
  - 1st: 13270
  - 2nd: 13907
  - 3rd: 13983
  - 4th: 13836

### 5-Day Periods
#### WEST
- **Weekday Average**
  - 1st: 13840
  - 2nd: 14472
  - 3rd: 14773
  - 4th: 14547
<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 01 A</td>
<td>MAR 02 A</td>
<td>MAR 03 A</td>
<td>MAR 04 A</td>
<td>MAR 05 A</td>
<td>MAR 06 A</td>
<td>MAR 07 A</td>
<td>MAR 08 A</td>
</tr>
<tr>
<td>0-1</td>
<td>446 A</td>
<td>435 A</td>
<td>188 A</td>
<td>194 A</td>
<td>197 A</td>
<td>219 A</td>
<td>220 A</td>
<td>464 A</td>
</tr>
<tr>
<td>1-2</td>
<td>398 A</td>
<td>295 A</td>
<td>149 A</td>
<td>128 A</td>
<td>145 A</td>
<td>144 A</td>
<td>167 A</td>
<td>424 A</td>
</tr>
<tr>
<td>2-3</td>
<td>217 A</td>
<td>230 A</td>
<td>135 A</td>
<td>129 A</td>
<td>140 A</td>
<td>153 A</td>
<td>162 A</td>
<td>209 A</td>
</tr>
<tr>
<td>3-4</td>
<td>192 A</td>
<td>136 A</td>
<td>192 A</td>
<td>171 A</td>
<td>213 A</td>
<td>194 A</td>
<td>189 A</td>
<td>213 A</td>
</tr>
<tr>
<td>4-5</td>
<td>224 A</td>
<td>135 A</td>
<td>355 A</td>
<td>362 A</td>
<td>384 A</td>
<td>394 A</td>
<td>341 A</td>
<td>203 A</td>
</tr>
<tr>
<td>5-6</td>
<td>353 A</td>
<td>178 A</td>
<td>991 A</td>
<td>1020 A</td>
<td>1041 A</td>
<td>1001 A</td>
<td>1006 A</td>
<td>392 A</td>
</tr>
<tr>
<td>6-7</td>
<td>545 A</td>
<td>318 A</td>
<td>2001 A</td>
<td>2094 A</td>
<td>2050 A</td>
<td>2093 A</td>
<td>1954 A</td>
<td>560 A</td>
</tr>
<tr>
<td>7-8</td>
<td>829 A</td>
<td>482 A</td>
<td>2538 A</td>
<td>2342 A</td>
<td>2620 A</td>
<td>2665 A</td>
<td>2509 A</td>
<td>892 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1118 A</td>
<td>745 A</td>
<td>2207 A</td>
<td>2257 A</td>
<td>2221 A</td>
<td>2267 A</td>
<td>2080 A</td>
<td>1100 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1251 A</td>
<td>1020 A</td>
<td>1622 A</td>
<td>1697 A</td>
<td>2062 A</td>
<td>1720 A</td>
<td>1678 A</td>
<td>1240 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1451 A</td>
<td>1322 A</td>
<td>1472 A</td>
<td>1518 A</td>
<td>1696 A</td>
<td>1560 A</td>
<td>1667 A</td>
<td>1446 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1589 A</td>
<td>1418 A</td>
<td>1637 A</td>
<td>1543 A</td>
<td>1613 A</td>
<td>1618 A</td>
<td>1778 A</td>
<td>1604 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1735 A</td>
<td>1530 A</td>
<td>1802 A</td>
<td>1907 A</td>
<td>1791 A</td>
<td>1918 A</td>
<td>2080 A</td>
<td>1787 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1713 A</td>
<td>1570 A</td>
<td>1894 A</td>
<td>1945 A</td>
<td>1861 A</td>
<td>1937 A</td>
<td>2124 A</td>
<td>1763 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1758 A</td>
<td>1655 A</td>
<td>2093 A</td>
<td>2109 A</td>
<td>2060 A</td>
<td>2186 A</td>
<td>2321 A</td>
<td>1755 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1892 A</td>
<td>1732 A</td>
<td>2537 A</td>
<td>2200 A</td>
<td>2283 A</td>
<td>2298 A</td>
<td>2367 A</td>
<td>1886 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1829 A</td>
<td>1584 A</td>
<td>2265 A</td>
<td>2321 A</td>
<td>2269 A</td>
<td>2345 A</td>
<td>2295 A</td>
<td>1735 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1841 A</td>
<td>1416 A</td>
<td>1912 A</td>
<td>1844 A</td>
<td>1868 A</td>
<td>1946 A</td>
<td>1918 A</td>
<td>1726 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1681 A</td>
<td>1502 A</td>
<td>1508 A</td>
<td>1512 A</td>
<td>1577 A</td>
<td>1593 A</td>
<td>1750 A</td>
<td>1708 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1366 A</td>
<td>1319 A</td>
<td>1122 A</td>
<td>1169 A</td>
<td>1141 A</td>
<td>1200 A</td>
<td>1314 A</td>
<td>1309 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1113 A</td>
<td>1388 A</td>
<td>928 A</td>
<td>1033 A</td>
<td>1099 A</td>
<td>1105 A</td>
<td>1229 A</td>
<td>1221 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1148 A</td>
<td>806 A</td>
<td>786 A</td>
<td>1259 A</td>
<td>911 A</td>
<td>868 A</td>
<td>1517 A</td>
<td>1104 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1002 A</td>
<td>485 A</td>
<td>553 A</td>
<td>959 A</td>
<td>572 A</td>
<td>619 A</td>
<td>1022 A</td>
<td>930 A</td>
</tr>
<tr>
<td>23-24</td>
<td>608 A</td>
<td>336 A</td>
<td>312 A</td>
<td>403 A</td>
<td>358 A</td>
<td>405 A</td>
<td>696 A</td>
<td>638 A</td>
</tr>
</tbody>
</table>

**Day Total**  
26299 A  22037 A  31199 A  32116 A  32172 A  32448 A  34384 A  26309 A

**AM Peak Hour**  
11-12  11-12  07-08  07-08  07-08  07-08  07-08  11-12

**AM Peak Traffic**  
1589 A  1418 A  2538 A  2342 A  2620 A  2665 A  2509 A  1604 A

**PM Peak Hour**  

**PM Peak Traffic**  
1892 A  1732 A  2537 A  2321 A  2283 A  2345 A  2367 A  1886 A
### District | County | Route | Prefix | Postmile | Leg
---|---|---|---|---|---
03 | SAC | 080 | M | 2.693 | F

#### Location Description
SEG WB OFF TO SB 5

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>232 A</td>
<td>244 A</td>
<td>217 A</td>
<td>260 A</td>
<td>252 A</td>
<td>460 A</td>
<td>433 A</td>
<td>226 A</td>
</tr>
<tr>
<td>1-2</td>
<td>162 A</td>
<td>162 A</td>
<td>171 A</td>
<td>123 A</td>
<td>166 A</td>
<td>382 A</td>
<td>290 A</td>
<td>161 A</td>
</tr>
<tr>
<td>2-3</td>
<td>138 A</td>
<td>137 A</td>
<td>140 A</td>
<td>151 A</td>
<td>194 A</td>
<td>296 A</td>
<td>250 A</td>
<td>150 A</td>
</tr>
<tr>
<td>3-4</td>
<td>174 A</td>
<td>153 A</td>
<td>169 A</td>
<td>154 A</td>
<td>185 A</td>
<td>204 A</td>
<td>167 A</td>
<td>151 A</td>
</tr>
<tr>
<td>4-5</td>
<td>365 A</td>
<td>344 A</td>
<td>361 A</td>
<td>346 A</td>
<td>312 A</td>
<td>199 A</td>
<td>149 A</td>
<td>348 A</td>
</tr>
<tr>
<td>5-6</td>
<td>885 A</td>
<td>937 A</td>
<td>913 A</td>
<td>904 A</td>
<td>887 A</td>
<td>394 A</td>
<td>222 A</td>
<td>883 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1813 A</td>
<td>1859 A</td>
<td>1916 A</td>
<td>1902 A</td>
<td>1769 A</td>
<td>525 A</td>
<td>496 A</td>
<td>1739 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2481 A</td>
<td>2562 A</td>
<td>2547 A</td>
<td>2621 A</td>
<td>2395 A</td>
<td>749 A</td>
<td>560 A</td>
<td>2403 A</td>
</tr>
<tr>
<td>9-9</td>
<td>2244 A</td>
<td>2414 A</td>
<td>2323 A</td>
<td>2511 A</td>
<td>2217 A</td>
<td>1013 A</td>
<td>722 A</td>
<td>1335 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1617 A</td>
<td>1733 A</td>
<td>1710 A</td>
<td>1910 A</td>
<td>1769 A</td>
<td>1214 A</td>
<td>984 A</td>
<td>1622 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1474 A</td>
<td>1488 A</td>
<td>1524 A</td>
<td>1499 A</td>
<td>1782 A</td>
<td>1356 A</td>
<td>1293 A</td>
<td>1583 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1599 A</td>
<td>1584 A</td>
<td>1635 A</td>
<td>1669 A</td>
<td>1832 A</td>
<td>1473 A</td>
<td>1397 A</td>
<td>1601 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1799 A</td>
<td>1772 A</td>
<td>1782 A</td>
<td>1952 A</td>
<td>2043 A</td>
<td>1627 A</td>
<td>1629 A</td>
<td>1812 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1899 A</td>
<td>1885 A</td>
<td>1938 A</td>
<td>1978 A</td>
<td>2188 A</td>
<td>1786 A</td>
<td>1621 A</td>
<td>1894 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1998 A</td>
<td>2033 A</td>
<td>2070 A</td>
<td>2045 A</td>
<td>2230 A</td>
<td>1779 A</td>
<td>1653 A</td>
<td>1937 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2174 A</td>
<td>2268 A</td>
<td>2327 A</td>
<td>2239 A</td>
<td>2389 A</td>
<td>1763 A</td>
<td>1635 A</td>
<td>2174 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2282 A</td>
<td>2272 A</td>
<td>2311 A</td>
<td>2306 A</td>
<td>2293 A</td>
<td>1726 A</td>
<td>1557 A</td>
<td>2287 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1906 A</td>
<td>2064 A</td>
<td>1975 A</td>
<td>1975 A</td>
<td>1935 A</td>
<td>1765 A</td>
<td>1564 A</td>
<td>2127 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1485 A</td>
<td>1545 A</td>
<td>1687 A</td>
<td>1587 A</td>
<td>1761 A</td>
<td>1582 A</td>
<td>1416 A</td>
<td>1565 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1141 A</td>
<td>1187 A</td>
<td>1225 A</td>
<td>1203 A</td>
<td>1462 A</td>
<td>1314 A</td>
<td>1276 A</td>
<td>1160 A</td>
</tr>
<tr>
<td>20-21</td>
<td>981 A</td>
<td>1012 A</td>
<td>900 A</td>
<td>1099 A</td>
<td>1237 A</td>
<td>1109 A</td>
<td>1305 A</td>
<td>1020 A</td>
</tr>
<tr>
<td>21-22</td>
<td>871 A</td>
<td>941 A</td>
<td>728 A</td>
<td>1340 A</td>
<td>1158 A</td>
<td>1070 A</td>
<td>902 A</td>
<td>878 A</td>
</tr>
<tr>
<td>22-23</td>
<td>627 A</td>
<td>604 A</td>
<td>475 A</td>
<td>752 A</td>
<td>1048 A</td>
<td>1155 A</td>
<td>599 A</td>
<td>551 A</td>
</tr>
<tr>
<td>23-24</td>
<td>666 A</td>
<td>394 A</td>
<td>406 A</td>
<td>450 A</td>
<td>717 A</td>
<td>660 A</td>
<td>388 A</td>
<td>403 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 31013 A
- 31594 A
- 31450 A
- 32976 A
- 34221 A
- 25601 A
- 22508 A
- 30010 A

#### AM Peak Hour
- 07-08
- 07-08
- 07-08
- 11-12
- 11-12
- 07-08

#### AM Peak Traffic
- 2481
- 2562
- 2547
- 2621
- 2395
- 1473
- 1397
- 2403

#### PM Peak Hour
- 16-17
- 16-17
- 15-16
- 16-17
- 15-16
- 14-15
- 16-17

#### PM Peak Traffic
- 2282
- 2272
- 2327
- 2306
- 2389
- 1786
- 1653
- 2287
**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description

SEG WB OFF TO SB 5

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>236 A</td>
<td>242 A</td>
<td>248 A</td>
<td>295 A</td>
<td>449 A</td>
<td>438 A</td>
<td>217 A</td>
<td>200 A</td>
</tr>
<tr>
<td>1-2</td>
<td>174 A</td>
<td>159 A</td>
<td>168 A</td>
<td>204 A</td>
<td>424 A</td>
<td>296 A</td>
<td>163 A</td>
<td>135 A</td>
</tr>
<tr>
<td>2-3</td>
<td>160 A</td>
<td>149 A</td>
<td>157 A</td>
<td>165 A</td>
<td>272 A</td>
<td>226 A</td>
<td>109 A</td>
<td>128 A</td>
</tr>
<tr>
<td>3-4</td>
<td>167 A</td>
<td>195 A</td>
<td>200 A</td>
<td>191 A</td>
<td>208 A</td>
<td>186 A</td>
<td>149 A</td>
<td>167 A</td>
</tr>
<tr>
<td>4-5</td>
<td>333 A</td>
<td>332 A</td>
<td>334 A</td>
<td>312 A</td>
<td>175 A</td>
<td>147 A</td>
<td>382 A</td>
<td>362 A</td>
</tr>
<tr>
<td>5-6</td>
<td>904 A</td>
<td>917 A</td>
<td>895 A</td>
<td>817 A</td>
<td>334 A</td>
<td>180 A</td>
<td>911 A</td>
<td>938 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1852 A</td>
<td>1867 A</td>
<td>1840 A</td>
<td>1669 A</td>
<td>493 A</td>
<td>280 A</td>
<td>1770 A</td>
<td>1918 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2356 A</td>
<td>2484 A</td>
<td>2521 A</td>
<td>2357 A</td>
<td>705 A</td>
<td>427 A</td>
<td>2265 A</td>
<td>2504 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2253 A</td>
<td>2154 A</td>
<td>2219 A</td>
<td>2013 A</td>
<td>874 A</td>
<td>671 A</td>
<td>2202 A</td>
<td>2177 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1637 A</td>
<td>1654 A</td>
<td>1670 A</td>
<td>1761 A</td>
<td>1168 A</td>
<td>938 A</td>
<td>1645 A</td>
<td>1752 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1433 A</td>
<td>1560 A</td>
<td>1570 A</td>
<td>1614 A</td>
<td>1365 A</td>
<td>1277 A</td>
<td>1654 A</td>
<td>1558 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1636 A</td>
<td>1645 A</td>
<td>1702 A</td>
<td>1912 A</td>
<td>1512 A</td>
<td>1430 A</td>
<td>1860 A</td>
<td>1781 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1843 A</td>
<td>1779 A</td>
<td>1933 A</td>
<td>2125 A</td>
<td>1666 A</td>
<td>1546 A</td>
<td>2039 A</td>
<td>1986 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1860 A</td>
<td>1861 A</td>
<td>2069 A</td>
<td>2276 A</td>
<td>1757 A</td>
<td>1680 A</td>
<td>2125 A</td>
<td>1969 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2007 A</td>
<td>2017 A</td>
<td>2071 A</td>
<td>2409 A</td>
<td>1764 A</td>
<td>1565 A</td>
<td>2106 A</td>
<td>2157 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2243 A</td>
<td>2180 A</td>
<td>2324 A</td>
<td>2326 A</td>
<td>1710 A</td>
<td>1435 A</td>
<td>2116 A</td>
<td>2161 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2277 A</td>
<td>2313 A</td>
<td>2285 A</td>
<td>2210 A</td>
<td>1699 A</td>
<td>1392 A</td>
<td>2240 A</td>
<td>2283 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1992 A</td>
<td>2107 A</td>
<td>2057 A</td>
<td>2013 A</td>
<td>1608 A</td>
<td>1361 A</td>
<td>1977 A</td>
<td>2100 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1549 A</td>
<td>1585 A</td>
<td>1661 A</td>
<td>1735 A</td>
<td>1513 A</td>
<td>1358 A</td>
<td>1519 A</td>
<td>1632 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1185 A</td>
<td>1220 A</td>
<td>1316 A</td>
<td>1480 A</td>
<td>1358 A</td>
<td>1328 A</td>
<td>1240 A</td>
<td>1245 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1030 A</td>
<td>1074 A</td>
<td>1091 A</td>
<td>1210 A</td>
<td>1162 A</td>
<td>1180 A</td>
<td>1034 A</td>
<td>1038 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1273 A</td>
<td>950 A</td>
<td>997 A</td>
<td>1134 A</td>
<td>1095 A</td>
<td>844 A</td>
<td>850 A</td>
<td>937 A</td>
</tr>
<tr>
<td>22-23</td>
<td>944 A</td>
<td>619 A</td>
<td>693 A</td>
<td>936 A</td>
<td>948 A</td>
<td>539 A</td>
<td>598 A</td>
<td>566 A</td>
</tr>
<tr>
<td>23-24</td>
<td>461 A</td>
<td>440 A</td>
<td>478 A</td>
<td>711 A</td>
<td>634 A</td>
<td>378 A</td>
<td>368 A</td>
<td>428 A</td>
</tr>
</tbody>
</table>

**Day Total**

- **AM Peak Hour:** 07-08
- **PM Peak Hour:** 16-17

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>16-17</td>
</tr>
<tr>
<td>07-08</td>
<td>16-17</td>
</tr>
<tr>
<td>07-08</td>
<td>16-17</td>
</tr>
<tr>
<td>07-08</td>
<td>16-17</td>
</tr>
</tbody>
</table>

**Traffic Volumes:**

- **Location Description:**
  - **District:** 03
  - **County:** SAC
  - **Route:** 080
  - **Prefix:** M
  - **Postmile:** 2.693
  - **Leg:** F

- **Traffic Station:**
  - **Location Type:** Ramp Connection
  - **Lanes:**
  - **Lane Code:**

---

**Page##:** 136

**Date:** 11/19/2008

**Time:** 09:22:21
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.693 F

**Location Description**
SEG WB OFF TO SB 5

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>244 A</td>
<td>244 A</td>
<td>283 A</td>
<td>480 A</td>
<td>453 A</td>
<td>223 A</td>
</tr>
<tr>
<td>1-2</td>
<td>136 A</td>
<td>156 A</td>
<td>173 A</td>
<td>433 A</td>
<td>305 A</td>
<td>148 A</td>
</tr>
<tr>
<td>2-3</td>
<td>137 A</td>
<td>142 A</td>
<td>175 A</td>
<td>228 A</td>
<td>269 A</td>
<td>138 A</td>
</tr>
<tr>
<td>3-4</td>
<td>185 A</td>
<td>186 A</td>
<td>170 A</td>
<td>194 A</td>
<td>160 A</td>
<td>160 A</td>
</tr>
<tr>
<td>4-5</td>
<td>310 A</td>
<td>355 A</td>
<td>312 A</td>
<td>208 A</td>
<td>141 A</td>
<td>310 A</td>
</tr>
<tr>
<td>5-6</td>
<td>899 A</td>
<td>938 A</td>
<td>914 A</td>
<td>350 A</td>
<td>219 A</td>
<td>792 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1928 A</td>
<td>1906 A</td>
<td>1744 A</td>
<td>540 A</td>
<td>371 A</td>
<td>1428 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2628 A</td>
<td>2605 A</td>
<td>2436 A</td>
<td>701 A</td>
<td>489 A</td>
<td>1863 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2245 A</td>
<td>2157 A</td>
<td>2033 A</td>
<td>1005 A</td>
<td>736 A</td>
<td>1768 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1693 A</td>
<td>1668 A</td>
<td>1755 A</td>
<td>1132 A</td>
<td>972 A</td>
<td>1562 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1540 A</td>
<td>1543 A</td>
<td>1692 A</td>
<td>1354 A</td>
<td>1315 A</td>
<td>1534 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1743 A</td>
<td>1824 A</td>
<td>1928 A</td>
<td>1561 A</td>
<td>1382 A</td>
<td>1605 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1983 A</td>
<td>1948 A</td>
<td>2093 A</td>
<td>1706 A</td>
<td>1557 A</td>
<td>1690 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1976 A</td>
<td>2058 A</td>
<td>2152 A</td>
<td>1767 A</td>
<td>1840 A</td>
<td>1981 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2139 A</td>
<td>2147 A</td>
<td>2205 A</td>
<td>1822 A</td>
<td>1882 A</td>
<td>2048 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2300 A</td>
<td>2288 A</td>
<td>2308 A</td>
<td>1931 A</td>
<td>1775 A</td>
<td>2193 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2214 A</td>
<td>2444 A</td>
<td>2254 A</td>
<td>1737 A</td>
<td>1676 A</td>
<td>2206 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2044 A</td>
<td>2055 A</td>
<td>2024 A</td>
<td>1744 A</td>
<td>1547 A</td>
<td>1990 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1580 A</td>
<td>1696 A</td>
<td>1785 A</td>
<td>1560 A</td>
<td>1468 A</td>
<td>1539 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1246 A</td>
<td>1256 A</td>
<td>1480 A</td>
<td>1298 A</td>
<td>1247 A</td>
<td>1199 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1102 A</td>
<td>1226 A</td>
<td>1200 A</td>
<td>1180 A</td>
<td>1002 A</td>
<td>985 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1038 A</td>
<td>1031 A</td>
<td>1447 A</td>
<td>1125 A</td>
<td>854 A</td>
<td>831 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1026 A</td>
<td>695 A</td>
<td>1031 A</td>
<td>1069 A</td>
<td>609 A</td>
<td>588 A</td>
</tr>
<tr>
<td>23-24</td>
<td>442 A</td>
<td>436 A</td>
<td>714 A</td>
<td>789 A</td>
<td>367 A</td>
<td>348 A</td>
</tr>
</tbody>
</table>

**Day Total**
32778 A 33004 A 34308 A 25914 A 22636 A 29129 A

**AM Peak Hour**
07-08 07-08 07-08 11-12 11-12 07-08

**AM Peak Traffic**
2628 2605 2436 1561 1382 1863

**PM Peak Hour**
15-16 16-17 15-16 15-16 14-15 16-17

**PM Peak Traffic**
2300 2444 2308 1931 1882 2206
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**

SEG WB OFF TO SB 5

<table>
<thead>
<tr>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
</tr>
<tr>
<td>Ramp Connection</td>
</tr>
<tr>
<td>Lanes:</td>
</tr>
<tr>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### WEST

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>210655</td>
<td>30094</td>
</tr>
<tr>
<td>2nd</td>
<td>213164</td>
<td>30452</td>
</tr>
<tr>
<td>3rd</td>
<td>207093</td>
<td>29585</td>
</tr>
<tr>
<td>4th</td>
<td>210767</td>
<td>30110</td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### WEST

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>162319</td>
<td>32464</td>
</tr>
<tr>
<td>2nd</td>
<td>161254</td>
<td>32251</td>
</tr>
<tr>
<td>3rd</td>
<td>159692</td>
<td>31938</td>
</tr>
<tr>
<td>4th</td>
<td>163751</td>
<td>32750</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.693 F

<table>
<thead>
<tr>
<th>Location Description</th>
<th>SEG WB OFF TO SB 5</th>
</tr>
</thead>
</table>

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>227 A</td>
<td>238 A</td>
<td>214 A</td>
<td>300 A</td>
<td>459 A</td>
<td>428 A</td>
<td>226 A</td>
<td>226 A</td>
</tr>
<tr>
<td>1-2</td>
<td>121 A</td>
<td>139 A</td>
<td>185 A</td>
<td>227 A</td>
<td>384 A</td>
<td>266 A</td>
<td>144 A</td>
<td>142 A</td>
</tr>
<tr>
<td>2-3</td>
<td>156 A</td>
<td>139 A</td>
<td>157 A</td>
<td>208 A</td>
<td>242 A</td>
<td>221 A</td>
<td>129 A</td>
<td>143 A</td>
</tr>
<tr>
<td>3-4</td>
<td>155 A</td>
<td>161 A</td>
<td>165 A</td>
<td>177 A</td>
<td>193 A</td>
<td>165 A</td>
<td>154 A</td>
<td>163 A</td>
</tr>
<tr>
<td>4-5</td>
<td>323 A</td>
<td>330 A</td>
<td>325 A</td>
<td>339 A</td>
<td>194 A</td>
<td>149 A</td>
<td>344 A</td>
<td>333 A</td>
</tr>
<tr>
<td>5-6</td>
<td>935 A</td>
<td>904 A</td>
<td>906 A</td>
<td>911 A</td>
<td>359 A</td>
<td>186 A</td>
<td>877 A</td>
<td>945 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1906 A</td>
<td>1863 A</td>
<td>1949 A</td>
<td>1801 A</td>
<td>559 A</td>
<td>346 A</td>
<td>1811 A</td>
<td>1927 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2560 A</td>
<td>2691 A</td>
<td>2590 A</td>
<td>2444 A</td>
<td>812 A</td>
<td>492 A</td>
<td>2521 A</td>
<td>2683 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2130 A</td>
<td>2280 A</td>
<td>2404 A</td>
<td>2164 A</td>
<td>993 A</td>
<td>708 A</td>
<td>2016 A</td>
<td>2408 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1712 A</td>
<td>1675 A</td>
<td>1568 A</td>
<td>1750 A</td>
<td>1178 A</td>
<td>889 A</td>
<td>1748 A</td>
<td>1717 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1521 A</td>
<td>1531 A</td>
<td>1586 A</td>
<td>1639 A</td>
<td>1382 A</td>
<td>1269 A</td>
<td>1418 A</td>
<td>1536 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1720 A</td>
<td>1648 A</td>
<td>1681 A</td>
<td>1784 A</td>
<td>1495 A</td>
<td>1397 A</td>
<td>1584 A</td>
<td>1598 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1798 A</td>
<td>1861 A</td>
<td>1823 A</td>
<td>2058 A</td>
<td>1660 A</td>
<td>1505 A</td>
<td>1741 A</td>
<td>1742 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2005 A</td>
<td>1888 A</td>
<td>1863 A</td>
<td>2115 A</td>
<td>1762 A</td>
<td>1720 A</td>
<td>1882 A</td>
<td>1951 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2173 A</td>
<td>1954 A</td>
<td>2218 A</td>
<td>2358 A</td>
<td>1774 A</td>
<td>1728 A</td>
<td>2234 A</td>
<td>2151 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2256 A</td>
<td>2307 A</td>
<td>2302 A</td>
<td>2243 A</td>
<td>1706 A</td>
<td>1625 A</td>
<td>2218 A</td>
<td>2353 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1511 A</td>
<td>1657 A</td>
<td>1574 A</td>
<td>1772 A</td>
<td>1559 A</td>
<td>1492 A</td>
<td>1504 A</td>
<td>1550 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1206 A</td>
<td>1207 A</td>
<td>1223 A</td>
<td>1453 A</td>
<td>1374 A</td>
<td>1286 A</td>
<td>1159 A</td>
<td>1155 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1064 A</td>
<td>1070 A</td>
<td>1170 A</td>
<td>1253 A</td>
<td>1211 A</td>
<td>1464 A</td>
<td>973 A</td>
<td>1016 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1205 A</td>
<td>1016 A</td>
<td>1361 A</td>
<td>1247 A</td>
<td>1172 A</td>
<td>1107 A</td>
<td>917 A</td>
<td>908 A</td>
</tr>
<tr>
<td>22-23</td>
<td>911 A</td>
<td>672 A</td>
<td>767 A</td>
<td>947 A</td>
<td>1000 A</td>
<td>626 A</td>
<td>561 A</td>
<td>601 A</td>
</tr>
<tr>
<td>23-24</td>
<td>420 A</td>
<td>398 A</td>
<td>457 A</td>
<td>957 A</td>
<td>632 A</td>
<td>388 A</td>
<td>341 A</td>
<td>375 A</td>
</tr>
</tbody>
</table>

### Day Total
- 32127 A | 31568 A | 32593 A | 34402 A | 25634 A | 22750 A | 30519 A | 31668 A

### AM Peak Hour
- 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08

### AM Peak Traffic
- 2560 | 2691 | 2590 | 2444 | 1495 | 1397 | 2521 | 2683

### PM Peak Hour
- 16-17 | 16-17 | 16-17 | 15-16 | 14-15 | 15-16 | 15-16 | 16-17

### PM Peak Traffic
- 2256 | 2307 | 2302 | 2358 | 1810 | 1728 | 2234 | 2353
### District
03

### County
SAC

### Route
080

### Prefix
M

### Postmile
2.693

### Leg
F

#### Location Description
SEG WB OFF TO SB 5

#### Direction of Count: West

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

---

#### Year | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed
---|---|---|---|---|---|---|---|---
2008 | APR 09 | APR 10 | APR 11 | APR 12 | APR 13 | APR 14 | APR 15 | APR 16
0-1 | 212 A | 262 A | 302 A | 534 A | 463 A | 256 A | 191 A | 200 A
1-2 | 141 A | 133 A | 211 A | 417 A | 315 A | 161 A | 174 A | 137 A
2-3 | 151 A | 175 A | 185 A | 268 A | 232 A | 128 A | 139 A | 131 A
3-4 | 161 A | 170 A | 207 A | 199 A | 178 A | 158 A | 185 A | 180 A
4-5 | 337 A | 345 A | 303 A | 222 A | 151 A | 349 A | 327 A | 321 A
5-6 | 899 A | 914 A | 861 A | 367 A | 224 A | 970 A | 925 A | 953 A
6-7 | 1950 A | 1914 A | 1863 A | 545 A | 397 A | 1860 A | 1893 A | 1873 A
7-8 | 2627 A | 2553 A | 2555 A | 788 A | 519 A | 2571 A | 2545 A | 2540 A
8-9 | 2493 A | 1938 C | 2323 A | 1021 A | 734 A | 2244 A | 2358 A | 2302 A
9-10 | 1745 A | 1825 A | 1778 A | 1192 A | 979 A | 1664 A | 1770 A | 1754 A
10-11 | 1570 A | 1479 A | 1702 A | 1379 A | 1300 A | 1466 A | 1520 A | 1473 A
11-12 | 1708 A | 1590 A | 1908 A | 1437 A | 1408 A | 1599 A | 1539 A | 1623 A
12-13 | 1889 A | 1846 A | 2153 A | 1673 A | 1779 A | 1745 A | 1749 A | 1725 A
13-14 | 1933 A | 1941 A | 2204 A | 1852 A | 1795 A | 1761 A | 1889 A | 1875 A
14-15 | 2041 A | 2055 A | 2177 A | 1693 A | 1762 A | 1936 A | 2051 A | 2046 A
15-16 | 2222 A | 2294 A | 2397 A | 1785 A | 1681 A | 2212 A | 2211 A | 2253 A
16-17 | 2187 A | 2293 A | 2333 A | 1750 A | 1611 A | 2166 A | 2219 A | 2228 A
17-18 | 2012 A | 2043 A | 2098 A | 1754 A | 1515 A | 1900 A | 2006 A | 1998 A
18-19 | 1557 A | 1679 A | 1974 A | 1698 A | 1332 A | 1514 A | 1678 A | 1611 A
19-20 | 1283 A | 1257 A | 1470 A | 1401 A | 1196 A | 1140 A | 1147 A | 1200 A
20-21 | 1148 A | 1243 A | 1276 A | 1295 A | 1090 A | 1008 A | 1068 A | 1055 A
21-22 | 960 A | 1046 A | 1577 A | 1393 A | 787 A | 1204 A | 994 A | 994 A
22-23 | 660 A | 773 A | 1094 A | 1334 A | 653 A | 912 A | 625 A | 678 A
23-24 | 419 A | 741 A | 744 A | 752 A | 530 A | 405 A | 404 A | 370 A

#### Day Total
32305 A | 32509 C | 35695 A | 26729 A | 22631 A | 31329 A | 31607 A | 31520 A

#### AM Peak Hour
- **07-08**

#### AM Peak Traffic
- 2627 A | 2553 A | 1437 A | 1408 A | 2571 A | 2545 A | 2540 A

#### PM Peak Hour
- 15-16

#### PM Peak Traffic
- 2222 A | 2294 A | 1852 A | 1795 A | 2212 A | 2219 A | 2253 A
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Direction of Count: West</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>07-08</td>
<td>2535</td>
<td>15-16</td>
<td>2282</td>
</tr>
<tr>
<td>1-2</td>
<td>07-08</td>
<td>2526</td>
<td>16-17</td>
<td>2433</td>
</tr>
<tr>
<td>2-3</td>
<td>07-08</td>
<td>1425</td>
<td>16-17</td>
<td>1808</td>
</tr>
<tr>
<td>3-4</td>
<td>10-11</td>
<td>1350</td>
<td>16-17</td>
<td>1739</td>
</tr>
<tr>
<td>4-5</td>
<td>11-12</td>
<td>1250</td>
<td>16-17</td>
<td>2210</td>
</tr>
<tr>
<td>5-6</td>
<td>12-13</td>
<td>1148</td>
<td>16-17</td>
<td>2304</td>
</tr>
<tr>
<td>6-7</td>
<td>13-14</td>
<td>1049</td>
<td>16-17</td>
<td>2304</td>
</tr>
<tr>
<td>7-8</td>
<td>14-15</td>
<td>949</td>
<td>16-17</td>
<td>2304</td>
</tr>
<tr>
<td>8-9</td>
<td>15-16</td>
<td>849</td>
<td>16-17</td>
<td>2304</td>
</tr>
<tr>
<td>9-10</td>
<td>16-17</td>
<td>749</td>
<td>16-17</td>
<td>2304</td>
</tr>
<tr>
<td>10-11</td>
<td>17-18</td>
<td>649</td>
<td>16-17</td>
<td>2304</td>
</tr>
<tr>
<td>Day Total</td>
<td>32754</td>
<td>35248</td>
<td>25853</td>
<td>22055</td>
</tr>
</tbody>
</table>

### District, County, Prefix, Postmile, Leg

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 17</td>
<td>APR 18</td>
<td>APR 19</td>
<td>APR 20</td>
<td>APR 21</td>
<td>APR 22</td>
<td>APR 23</td>
<td>APR 24</td>
</tr>
<tr>
<td>0-1</td>
<td>243 A</td>
<td>259 A</td>
<td>868 A</td>
<td>493 A</td>
<td>249 A</td>
<td>182 A</td>
<td>208 A</td>
<td>251 A</td>
</tr>
<tr>
<td>1-2</td>
<td>147 A</td>
<td>167 A</td>
<td>451 A</td>
<td>269 A</td>
<td>149 A</td>
<td>149 A</td>
<td>141 A</td>
<td>155 A</td>
</tr>
<tr>
<td>2-3</td>
<td>159 A</td>
<td>171 A</td>
<td>298 A</td>
<td>252 A</td>
<td>128 A</td>
<td>143 A</td>
<td>151 A</td>
<td>144 A</td>
</tr>
<tr>
<td>3-4</td>
<td>162 A</td>
<td>183 A</td>
<td>201 A</td>
<td>171 A</td>
<td>149 A</td>
<td>175 A</td>
<td>165 A</td>
<td>167 A</td>
</tr>
<tr>
<td>4-5</td>
<td>318 A</td>
<td>337 A</td>
<td>203 A</td>
<td>143 A</td>
<td>350 A</td>
<td>311 A</td>
<td>335 A</td>
<td>322 A</td>
</tr>
<tr>
<td>5-6</td>
<td>950 A</td>
<td>922 A</td>
<td>372 A</td>
<td>218 A</td>
<td>906 A</td>
<td>965 A</td>
<td>913 A</td>
<td>933 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1938 A</td>
<td>1817 A</td>
<td>528 A</td>
<td>330 A</td>
<td>1819 A</td>
<td>1921 A</td>
<td>1877 A</td>
<td>2027 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2535 A</td>
<td>2526 A</td>
<td>772 A</td>
<td>521 A</td>
<td>2503 A</td>
<td>2678 A</td>
<td>2552 A</td>
<td>2551 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2434 A</td>
<td>2276 A</td>
<td>1113 A</td>
<td>722 A</td>
<td>2306 A</td>
<td>2308 A</td>
<td>2308 A</td>
<td>2312 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1682 A</td>
<td>1733 A</td>
<td>1117 A</td>
<td>886 A</td>
<td>1652 A</td>
<td>1654 A</td>
<td>1739 A</td>
<td>1884 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1516 A</td>
<td>1615 A</td>
<td>1425 A</td>
<td>1232 A</td>
<td>1539 A</td>
<td>1531 A</td>
<td>1482 A</td>
<td>1604 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1696 A</td>
<td>1808 A</td>
<td>1330 A</td>
<td>1350 A</td>
<td>1656 A</td>
<td>1694 A</td>
<td>1585 A</td>
<td>1557 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1869 A</td>
<td>2066 A</td>
<td>1777 A</td>
<td>1562 A</td>
<td>1780 A</td>
<td>1779 A</td>
<td>1832 A</td>
<td>1818 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2009 A</td>
<td>2276 A</td>
<td>1726 A</td>
<td>1739 A</td>
<td>1907 A</td>
<td>1849 A</td>
<td>1935 A</td>
<td>1930 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2049 A</td>
<td>2301 A</td>
<td>1784 A</td>
<td>1645 A</td>
<td>1988 A</td>
<td>2087 A</td>
<td>2025 A</td>
<td>2028 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2282 A</td>
<td>2364 A</td>
<td>1790 A</td>
<td>1710 A</td>
<td>2148 A</td>
<td>2304 A</td>
<td>2211 A</td>
<td>2272 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2237 A</td>
<td>2433 A</td>
<td>1808 A</td>
<td>1648 A</td>
<td>2210 A</td>
<td>2253 A</td>
<td>2231 A</td>
<td>2246 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2103 A</td>
<td>2120 A</td>
<td>1663 A</td>
<td>1636 A</td>
<td>2037 A</td>
<td>2048 A</td>
<td>1953 A</td>
<td>2053 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1735 A</td>
<td>1967 A</td>
<td>1485 A</td>
<td>1361 A</td>
<td>1534 A</td>
<td>1555 A</td>
<td>1542 A</td>
<td>1612 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1320 A</td>
<td>1545 A</td>
<td>1243 A</td>
<td>1229 A</td>
<td>1148 A</td>
<td>1168 A</td>
<td>1145 A</td>
<td>1213 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1150 A</td>
<td>1308 A</td>
<td>1126 A</td>
<td>1049 A</td>
<td>978 A</td>
<td>985 A</td>
<td>1010 A</td>
<td>1154 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1102 A</td>
<td>1238 A</td>
<td>1083 A</td>
<td>890 A</td>
<td>851 A</td>
<td>868 A</td>
<td>941 A</td>
<td>988 A</td>
</tr>
<tr>
<td>22-23</td>
<td>674 A</td>
<td>1009 A</td>
<td>1054 A</td>
<td>606 A</td>
<td>520 A</td>
<td>601 A</td>
<td>628 A</td>
<td>686 A</td>
</tr>
<tr>
<td>23-24</td>
<td>444 A</td>
<td>807 A</td>
<td>636 A</td>
<td>393 A</td>
<td>343 A</td>
<td>366 A</td>
<td>368 A</td>
<td>417 A</td>
</tr>
</tbody>
</table>

### Location Description
SEG WB OFF TO SB 5

### Traffic Station:
Location Type: Ramp Connection

### Lane Code:
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description:**
SEG WB OFF TO SB 5

### Year 2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 25</td>
<td>APR 26</td>
<td>APR 27</td>
<td>APR 28</td>
<td>APR 29</td>
<td>APR 30</td>
</tr>
<tr>
<td>0-1</td>
<td>241 A</td>
<td>495 A</td>
<td>438 A</td>
<td>202 A</td>
<td>237 A</td>
<td>242 A</td>
</tr>
<tr>
<td>1-2</td>
<td>170 A</td>
<td>329 A</td>
<td>274 A</td>
<td>140 A</td>
<td>165 A</td>
<td>135 A</td>
</tr>
<tr>
<td>2-3</td>
<td>156 A</td>
<td>292 A</td>
<td>245 A</td>
<td>107 A</td>
<td>130 A</td>
<td>130 A</td>
</tr>
<tr>
<td>3-4</td>
<td>205 A</td>
<td>194 A</td>
<td>152 A</td>
<td>154 A</td>
<td>160 A</td>
<td>172 A</td>
</tr>
<tr>
<td>4-5</td>
<td>317 A</td>
<td>190 A</td>
<td>160 A</td>
<td>351 A</td>
<td>347 A</td>
<td>326 A</td>
</tr>
<tr>
<td>5-6</td>
<td>934 A</td>
<td>376 A</td>
<td>233 A</td>
<td>950 A</td>
<td>921 A</td>
<td>970 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1749 A</td>
<td>549 A</td>
<td>342 A</td>
<td>1783 A</td>
<td>1911 A</td>
<td>1922 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2566 A</td>
<td>925 A</td>
<td>541 A</td>
<td>2435 A</td>
<td>2653 A</td>
<td>2588 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2102 A</td>
<td>1159 A</td>
<td>753 A</td>
<td>2190 A</td>
<td>2405 A</td>
<td>2229 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1736 A</td>
<td>1179 A</td>
<td>982 A</td>
<td>1724 A</td>
<td>1679 A</td>
<td>1878 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1719 A</td>
<td>1504 A</td>
<td>1318 A</td>
<td>1456 A</td>
<td>1487 A</td>
<td>1569 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1807 A</td>
<td>1559 A</td>
<td>1489 A</td>
<td>1619 A</td>
<td>1573 A</td>
<td>1653 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2055 A</td>
<td>1656 A</td>
<td>1636 A</td>
<td>1682 A</td>
<td>1845 A</td>
<td>1808 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2137 A</td>
<td>1850 A</td>
<td>1710 A</td>
<td>1793 A</td>
<td>1877 A</td>
<td>1782 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2292 A</td>
<td>1762 A</td>
<td>1684 A</td>
<td>1929 A</td>
<td>1943 A</td>
<td>2030 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2370 A</td>
<td>1719 A</td>
<td>1646 A</td>
<td>2007 A</td>
<td>2137 A</td>
<td>2215 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2221 A</td>
<td>1635 A</td>
<td>1530 A</td>
<td>2219 A</td>
<td>2256 A</td>
<td>2219 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2103 A</td>
<td>1479 A</td>
<td>1425 A</td>
<td>1965 A</td>
<td>2109 A</td>
<td>1967 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1696 A</td>
<td>1415 A</td>
<td>1324 A</td>
<td>1483 A</td>
<td>1637 A</td>
<td>1537 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1359 A</td>
<td>1292 A</td>
<td>1173 A</td>
<td>1032 A</td>
<td>1221 A</td>
<td>1189 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1283 A</td>
<td>1181 A</td>
<td>1015 A</td>
<td>991 A</td>
<td>1046 A</td>
<td>1164 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1227 A</td>
<td>1120 A</td>
<td>895 A</td>
<td>810 A</td>
<td>1020 A</td>
<td>970 A</td>
</tr>
<tr>
<td>22-23</td>
<td>913 A</td>
<td>1004 A</td>
<td>572 A</td>
<td>602 A</td>
<td>667 A</td>
<td>650 A</td>
</tr>
<tr>
<td>23-24</td>
<td>686 A</td>
<td>642 A</td>
<td>380 A</td>
<td>376 A</td>
<td>421 A</td>
<td>426 A</td>
</tr>
</tbody>
</table>

**Day Total:**
34044 A 25506 A 21917 A 30000 A 31847 A 31771 A

**AM Peak Hour:**
- 07-08 11-12 11-12 07-08 07-08 07-08

**AM Peak Traffic:**
- 2566 1559 1489 2435 2653 2588

**PM Peak Hour:**
- 15-16 13-14 13-14 16-17 16-17 16-17

**PM Peak Traffic:**
- 2370 1850 1710 2219 2256 2219
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**
SEG WB OFF TO SB 5

**Traffic Station:**
**Location Type:** Ramp Connection
**Lanes:**
**Lane Code:**

### 7-Day Periods
#### WEST

<table>
<thead>
<tr>
<th>7-Day Period</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>29942</td>
</tr>
<tr>
<td>2nd</td>
<td>30409</td>
</tr>
<tr>
<td>3rd</td>
<td>29984</td>
</tr>
<tr>
<td>4th</td>
<td>29520</td>
</tr>
</tbody>
</table>

### 5-Day Periods
#### WEST

<table>
<thead>
<tr>
<th>5-Day Period</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>32242</td>
</tr>
<tr>
<td>2nd</td>
<td>32701</td>
</tr>
<tr>
<td>3rd</td>
<td>32396</td>
</tr>
<tr>
<td>4th</td>
<td>31844</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>209593</td>
<td>29942</td>
</tr>
<tr>
<td>212866</td>
<td>30409</td>
</tr>
<tr>
<td>209887</td>
<td>29984</td>
</tr>
<tr>
<td>206642</td>
<td>29520</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>161209</td>
<td>32242</td>
</tr>
<tr>
<td>163506</td>
<td>32701</td>
</tr>
<tr>
<td>161979</td>
<td>32396</td>
</tr>
<tr>
<td>159219</td>
<td>31844</td>
</tr>
</tbody>
</table>
**CALTRANS TRAFFIC VOLUMES**

Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 01</td>
<td>MAY 02</td>
<td>MAY 03</td>
<td>MAY 04</td>
<td>MAY 05</td>
<td>MAY 06</td>
<td>MAY 07</td>
<td>MAY 08</td>
</tr>
<tr>
<td>0-1</td>
<td>287 A</td>
<td>262 A</td>
<td>448 A</td>
<td>478 A</td>
<td>263 A</td>
<td>247 A</td>
<td>257 A</td>
<td>242 A</td>
</tr>
<tr>
<td>1-2</td>
<td>147 A</td>
<td>262 A</td>
<td>415 A</td>
<td>322 A</td>
<td>160 A</td>
<td>151 A</td>
<td>115 A</td>
<td>169 A</td>
</tr>
<tr>
<td>2-3</td>
<td>171 A</td>
<td>210 A</td>
<td>296 A</td>
<td>220 A</td>
<td>129 A</td>
<td>140 A</td>
<td>136 A</td>
<td>152 A</td>
</tr>
<tr>
<td>3-4</td>
<td>161 A</td>
<td>207 A</td>
<td>190 A</td>
<td>158 A</td>
<td>148 A</td>
<td>185 A</td>
<td>180 A</td>
<td>200 A</td>
</tr>
<tr>
<td>4-5</td>
<td>359 A</td>
<td>308 A</td>
<td>207 A</td>
<td>144 A</td>
<td>358 A</td>
<td>331 A</td>
<td>343 A</td>
<td>342 A</td>
</tr>
<tr>
<td>5-6</td>
<td>902 A</td>
<td>903 A</td>
<td>357 A</td>
<td>223 A</td>
<td>957 A</td>
<td>989 A</td>
<td>897 A</td>
<td>923 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1876 A</td>
<td>1772 A</td>
<td>538 A</td>
<td>340 A</td>
<td>1795 A</td>
<td>1863 A</td>
<td>1851 A</td>
<td>1902 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2543 A</td>
<td>2439 A</td>
<td>835 A</td>
<td>553 A</td>
<td>2461 A</td>
<td>2481 A</td>
<td>2639 A</td>
<td>2582 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2183 A</td>
<td>2163 A</td>
<td>1028 A</td>
<td>768 A</td>
<td>2127 A</td>
<td>2365 A</td>
<td>2297 A</td>
<td>2237 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1596 A</td>
<td>1606 A</td>
<td>1218 A</td>
<td>989 A</td>
<td>1663 A</td>
<td>1677 A</td>
<td>1633 A</td>
<td>1712 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1480 A</td>
<td>1516 A</td>
<td>1389 A</td>
<td>1353 A</td>
<td>1640 A</td>
<td>1541 A</td>
<td>1414 A</td>
<td>1525 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1659 A</td>
<td>1872 A</td>
<td>1459 A</td>
<td>1579 A</td>
<td>1698 A</td>
<td>1602 A</td>
<td>1647 A</td>
<td>1561 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1839 A</td>
<td>2054 A</td>
<td>1568 A</td>
<td>1781 A</td>
<td>1771 A</td>
<td>1713 A</td>
<td>1811 A</td>
<td>1806 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1942 A</td>
<td>2103 A</td>
<td>1745 A</td>
<td>1825 A</td>
<td>1779 A</td>
<td>1858 A</td>
<td>1831 A</td>
<td>1893 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2115 A</td>
<td>2202 A</td>
<td>1772 A</td>
<td>1711 A</td>
<td>1910 A</td>
<td>2055 A</td>
<td>2009 A</td>
<td>2053 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2112 A</td>
<td>2369 A</td>
<td>1782 A</td>
<td>1772 A</td>
<td>2253 A</td>
<td>2259 A</td>
<td>2191 A</td>
<td>2265 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2264 A</td>
<td>2289 A</td>
<td>1760 A</td>
<td>1604 A</td>
<td>2268 A</td>
<td>2145 A</td>
<td>2256 A</td>
<td>2261 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2046 A</td>
<td>2050 A</td>
<td>1817 A</td>
<td>1594 A</td>
<td>1944 A</td>
<td>2050 A</td>
<td>2035 A</td>
<td>2078 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1716 A</td>
<td>1909 A</td>
<td>1727 A</td>
<td>1440 A</td>
<td>1483 A</td>
<td>1593 A</td>
<td>1509 A</td>
<td>1524 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1319 A</td>
<td>1444 A</td>
<td>1289 A</td>
<td>1220 A</td>
<td>1142 A</td>
<td>1211 A</td>
<td>1122 A</td>
<td>1152 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1194 A</td>
<td>1306 A</td>
<td>1207 A</td>
<td>1080 A</td>
<td>1010 A</td>
<td>1086 A</td>
<td>1112 A</td>
<td>1212 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1034 A</td>
<td>1341 A</td>
<td>1165 A</td>
<td>872 A</td>
<td>888 A</td>
<td>1023 A</td>
<td>925 A</td>
<td>1082 A</td>
</tr>
<tr>
<td>22-23</td>
<td>757 A</td>
<td>993 A</td>
<td>1004 A</td>
<td>806 A</td>
<td>600 A</td>
<td>646 A</td>
<td>651 A</td>
<td>648 A</td>
</tr>
<tr>
<td>23-24</td>
<td>433 A</td>
<td>730 A</td>
<td>664 A</td>
<td>564 A</td>
<td>360 A</td>
<td>362 A</td>
<td>395 A</td>
<td>438 A</td>
</tr>
<tr>
<td><strong>Day Total</strong></td>
<td>32135 A</td>
<td>34310 A</td>
<td>25880 A</td>
<td>23396 A</td>
<td>30807 A</td>
<td>31573 A</td>
<td>31356 A</td>
<td>31959 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**
- 07-08

**PM Peak Hour**
- 16-17

**District**

**County**

**Route**

**Prefix**

**Postmile**

**Leg**

**Prefix**

**Postmile**

**Leg**

**Location Description**

**SEG**

**WB OFF TO SB 5**

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

### Direction of Count: West

<table>
<thead>
<tr>
<th>Direction of Count: West</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
</tr>
<tr>
<td>PM Peak Hour</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 09</td>
<td>MAY 10</td>
<td>MAY 11</td>
<td>MAY 12</td>
<td>MAY 13</td>
<td>MAY 14</td>
<td>MAY 15</td>
<td>MAY 16</td>
</tr>
<tr>
<td>0-1</td>
<td>264 A</td>
<td>498 A</td>
<td>431 A</td>
<td>235 A</td>
<td>205 A</td>
<td>260 A</td>
<td>237 A</td>
<td>303 A</td>
</tr>
<tr>
<td>1-2</td>
<td>163 A</td>
<td>382 A</td>
<td>282 A</td>
<td>183 A</td>
<td>153 A</td>
<td>145 A</td>
<td>166 A</td>
<td>166 A</td>
</tr>
<tr>
<td>2-3</td>
<td>198 A</td>
<td>316 A</td>
<td>257 A</td>
<td>144 A</td>
<td>151 A</td>
<td>130 A</td>
<td>137 A</td>
<td>212 A</td>
</tr>
<tr>
<td>3-4</td>
<td>198 A</td>
<td>191 A</td>
<td>159 A</td>
<td>182 A</td>
<td>177 A</td>
<td>164 A</td>
<td>181 A</td>
<td>190 A</td>
</tr>
<tr>
<td>4-5</td>
<td>345 A</td>
<td>232 A</td>
<td>131 A</td>
<td>365 A</td>
<td>366 A</td>
<td>351 A</td>
<td>336 A</td>
<td>344 A</td>
</tr>
<tr>
<td>5-6</td>
<td>916 A</td>
<td>375 A</td>
<td>199 A</td>
<td>945 A</td>
<td>939 A</td>
<td>884 A</td>
<td>921 A</td>
<td>930 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1796 A</td>
<td>547 A</td>
<td>322 A</td>
<td>1822 A</td>
<td>1905 A</td>
<td>1888 A</td>
<td>1963 A</td>
<td>1770 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2381 A</td>
<td>795 A</td>
<td>488 A</td>
<td>2444 A</td>
<td>2552 A</td>
<td>2472 A</td>
<td>2649 A</td>
<td>2306 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2148 A</td>
<td>1000 A</td>
<td>753 A</td>
<td>2198 A</td>
<td>2334 A</td>
<td>2310 A</td>
<td>2349 A</td>
<td>2112 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1744 A</td>
<td>1127 A</td>
<td>1010 A</td>
<td>1622 A</td>
<td>1685 A</td>
<td>1717 A</td>
<td>1346 C</td>
<td>1744 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1610 A</td>
<td>1516 A</td>
<td>1312 A</td>
<td>1482 A</td>
<td>1442 A</td>
<td>1519 A</td>
<td>1540 A</td>
<td>1767 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1742 A</td>
<td>1516 A</td>
<td>1455 A</td>
<td>1576 A</td>
<td>1596 A</td>
<td>1612 A</td>
<td>1660 A</td>
<td>1868 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2028 A</td>
<td>1672 A</td>
<td>1696 A</td>
<td>1813 A</td>
<td>1743 A</td>
<td>1763 A</td>
<td>1922 A</td>
<td>1996 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2170 A</td>
<td>1764 A</td>
<td>1788 A</td>
<td>1833 A</td>
<td>1796 A</td>
<td>1812 A</td>
<td>1956 A</td>
<td>2256 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2200 A</td>
<td>1743 A</td>
<td>1680 A</td>
<td>1969 A</td>
<td>2059 A</td>
<td>1913 A</td>
<td>2103 A</td>
<td>2187 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2435 A</td>
<td>1782 A</td>
<td>1694 A</td>
<td>2165 A</td>
<td>2219 A</td>
<td>2146 A</td>
<td>2246 A</td>
<td>2386 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2337 A</td>
<td>1668 A</td>
<td>1617 A</td>
<td>2166 A</td>
<td>2235 A</td>
<td>2232 A</td>
<td>2228 A</td>
<td>2271 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2029 A</td>
<td>1674 A</td>
<td>1620 A</td>
<td>1869 A</td>
<td>1939 A</td>
<td>1961 A</td>
<td>2059 A</td>
<td>2142 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1839 A</td>
<td>1541 A</td>
<td>1429 A</td>
<td>1455 A</td>
<td>1517 A</td>
<td>1621 A</td>
<td>1642 A</td>
<td>1892 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1446 A</td>
<td>1319 A</td>
<td>1260 A</td>
<td>1137 A</td>
<td>1167 A</td>
<td>1154 A</td>
<td>1186 A</td>
<td>1509 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1309 A</td>
<td>1236 A</td>
<td>1111 A</td>
<td>992 A</td>
<td>1122 A</td>
<td>1012 A</td>
<td>1157 A</td>
<td>1326 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1265 A</td>
<td>1150 A</td>
<td>940 A</td>
<td>829 A</td>
<td>965 A</td>
<td>926 A</td>
<td>1078 A</td>
<td>1324 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1005 A</td>
<td>939 A</td>
<td>776 A</td>
<td>579 A</td>
<td>634 A</td>
<td>652 A</td>
<td>750 A</td>
<td>1015 A</td>
</tr>
<tr>
<td>23-24</td>
<td>709 A</td>
<td>672 A</td>
<td>694 A</td>
<td>397 A</td>
<td>360 A</td>
<td>410 A</td>
<td>466 A</td>
<td>689 A</td>
</tr>
</tbody>
</table>

### Day Total

- AM Peak Hour
- PM Peak Hour
- AM Peak Traffic
- PM Peak Traffic

### Location Description

- SEG WB OFF TO SB 5

### Traffic Station:

- Location Type: Ramp Connection
- Lanes:
- Lane Code:

### District County Route Prefix Postmile Leg

- District: 03
- County: SAC
- Route: 080
- Prefix: M
- Postmile: 2.693

### Traffic Station:

- Location Type: Ramp Connection
- Lanes:
- Lane Code:
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**

SEG WB OFF TO SB 5

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count: West**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17 A</td>
<td>MAY 18 A</td>
<td>MAY 19 A</td>
<td>MAY 20 A</td>
<td>MAY 21 A</td>
<td>MAY 22 A</td>
<td>MAY 23 A</td>
<td>MAY 24 A</td>
</tr>
<tr>
<td>0-1</td>
<td>498</td>
<td>441</td>
<td>267</td>
<td>227</td>
<td>231</td>
<td>248</td>
<td>304</td>
<td>441</td>
</tr>
<tr>
<td>1-2</td>
<td>438</td>
<td>303</td>
<td>173</td>
<td>160</td>
<td>144</td>
<td>164</td>
<td>216</td>
<td>459</td>
</tr>
<tr>
<td>2-3</td>
<td>313</td>
<td>222</td>
<td>135</td>
<td>145</td>
<td>138</td>
<td>261</td>
<td>182</td>
<td>240</td>
</tr>
<tr>
<td>3-4</td>
<td>205</td>
<td>141</td>
<td>189</td>
<td>149</td>
<td>184</td>
<td>171</td>
<td>172</td>
<td>162</td>
</tr>
<tr>
<td>4-5</td>
<td>223</td>
<td>166</td>
<td>354</td>
<td>347</td>
<td>340</td>
<td>369</td>
<td>349</td>
<td>244</td>
</tr>
<tr>
<td>5-6</td>
<td>372</td>
<td>224</td>
<td>994</td>
<td>999</td>
<td>924</td>
<td>840</td>
<td>329</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>646</td>
<td>345</td>
<td>1800</td>
<td>1847</td>
<td>1894</td>
<td>1804</td>
<td>1636</td>
<td>472</td>
</tr>
<tr>
<td>7-8</td>
<td>864</td>
<td>525</td>
<td>2423</td>
<td>2505</td>
<td>2533</td>
<td>2503</td>
<td>2367</td>
<td>663</td>
</tr>
<tr>
<td>8-9</td>
<td>1087</td>
<td>737</td>
<td>2035</td>
<td>2237</td>
<td>2306</td>
<td>2201</td>
<td>1942</td>
<td>832</td>
</tr>
<tr>
<td>9-10</td>
<td>1308</td>
<td>1090</td>
<td>1643</td>
<td>1574</td>
<td>1690</td>
<td>1641</td>
<td>1755</td>
<td>1102</td>
</tr>
<tr>
<td>10-11</td>
<td>1434</td>
<td>1466</td>
<td>1538</td>
<td>1466</td>
<td>1562</td>
<td>1512</td>
<td>1758</td>
<td>1317</td>
</tr>
<tr>
<td>11-12</td>
<td>1621</td>
<td>1588</td>
<td>1553</td>
<td>1539</td>
<td>1666</td>
<td>1644</td>
<td>1801</td>
<td>1661</td>
</tr>
<tr>
<td>12-13</td>
<td>1740</td>
<td>1875</td>
<td>1757</td>
<td>1797</td>
<td>1801</td>
<td>1789</td>
<td>2038</td>
<td>1645</td>
</tr>
<tr>
<td>13-14</td>
<td>1776</td>
<td>1713</td>
<td>1768</td>
<td>1873</td>
<td>1800</td>
<td>1910</td>
<td>2296</td>
<td>1770</td>
</tr>
<tr>
<td>14-15</td>
<td>1728</td>
<td>1652</td>
<td>1938</td>
<td>1926</td>
<td>1965</td>
<td>2045</td>
<td>2196</td>
<td>1937</td>
</tr>
<tr>
<td>15-16</td>
<td>1764</td>
<td>1557</td>
<td>2182</td>
<td>2232</td>
<td>2220</td>
<td>2262</td>
<td>2286</td>
<td>1615</td>
</tr>
<tr>
<td>16-17</td>
<td>1712</td>
<td>1504</td>
<td>2218</td>
<td>2286</td>
<td>2220</td>
<td>2234</td>
<td>2104</td>
<td>1624</td>
</tr>
<tr>
<td>17-18</td>
<td>1690</td>
<td>1412</td>
<td>1952</td>
<td>2033</td>
<td>1932</td>
<td>2098</td>
<td>2024</td>
<td>1509</td>
</tr>
<tr>
<td>18-19</td>
<td>1659</td>
<td>1326</td>
<td>1541</td>
<td>1630</td>
<td>1581</td>
<td>1775</td>
<td>1732</td>
<td>1313</td>
</tr>
<tr>
<td>19-20</td>
<td>1299</td>
<td>1234</td>
<td>1135</td>
<td>1270</td>
<td>1206</td>
<td>1354</td>
<td>1533</td>
<td>1411</td>
</tr>
<tr>
<td>20-21</td>
<td>1217</td>
<td>1064</td>
<td>995</td>
<td>1073</td>
<td>1078</td>
<td>1165</td>
<td>1505</td>
<td>1082</td>
</tr>
<tr>
<td>21-22</td>
<td>1407</td>
<td>976</td>
<td>899</td>
<td>966</td>
<td>1008</td>
<td>1107</td>
<td>1164</td>
<td>1061</td>
</tr>
<tr>
<td>22-23</td>
<td>1035</td>
<td>952</td>
<td>621</td>
<td>661</td>
<td>719</td>
<td>764</td>
<td>1034</td>
<td>1049</td>
</tr>
<tr>
<td>23-24</td>
<td>729</td>
<td>463</td>
<td>334</td>
<td>409</td>
<td>449</td>
<td>490</td>
<td>670</td>
<td>653</td>
</tr>
</tbody>
</table>

**Day Total**

|       | 26765 A       | 22976 A       | 30444 A       | 31351 A       | 31591 A       | 32440 A       | 33904 A       | 24591 A       |

**AM Peak Hour**

- 11-12
- 07-08
- 07-08
- 07-08
- 07-08
- 11-12

**AM Peak Traffic**

- 1621
- 1588
- 2423
- 2505
- 2533
- 2503
- 2367
- 1661

**PM Peak Hour**

- 13-14
- 12-13
- 16-17
- 16-17
- 15-16
- 15-16
- 13-14
- 14-15

**PM Peak Traffic**

- 1776
- 1875
- 2218
- 2286
- 2220
- 2262
- 2296
- 1937
**Details All Vehicle Hourly Count Report**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>402 A</td>
<td>360 A</td>
<td>219 A</td>
<td>231 A</td>
<td>243 A</td>
<td>266 A</td>
<td>395 A</td>
</tr>
<tr>
<td>1-2</td>
<td>280 A</td>
<td>226 A</td>
<td>151 A</td>
<td>138 A</td>
<td>145 A</td>
<td>191 A</td>
<td>277 A</td>
</tr>
<tr>
<td>2-3</td>
<td>194 A</td>
<td>186 A</td>
<td>109 A</td>
<td>158 A</td>
<td>136 A</td>
<td>214 A</td>
<td>214 A</td>
</tr>
<tr>
<td>3-4</td>
<td>129 A</td>
<td>131 A</td>
<td>156 A</td>
<td>147 A</td>
<td>145 A</td>
<td>181 A</td>
<td>140 A</td>
</tr>
<tr>
<td>4-5</td>
<td>123 A</td>
<td>166 A</td>
<td>356 A</td>
<td>339 A</td>
<td>349 A</td>
<td>335 A</td>
<td>154 A</td>
</tr>
<tr>
<td>5-6</td>
<td>224 A</td>
<td>271 A</td>
<td>953 A</td>
<td>940 A</td>
<td>987 A</td>
<td>821 A</td>
<td>255 A</td>
</tr>
<tr>
<td>6-7</td>
<td>299 A</td>
<td>358 A</td>
<td>1736 A</td>
<td>1775 A</td>
<td>1776 A</td>
<td>1228 A</td>
<td>332 A</td>
</tr>
<tr>
<td>7-8</td>
<td>471 A</td>
<td>495 A</td>
<td>2382 A</td>
<td>2447 A</td>
<td>2147 A</td>
<td>2041 A</td>
<td>569 A</td>
</tr>
<tr>
<td>8-9</td>
<td>607 A</td>
<td>550 A</td>
<td>2166 A</td>
<td>2010 A</td>
<td>2151 A</td>
<td>1867 A</td>
<td>686 A</td>
</tr>
<tr>
<td>9-10</td>
<td>924 A</td>
<td>898 A</td>
<td>1594 A</td>
<td>1606 A</td>
<td>1600 A</td>
<td>1480 A</td>
<td>768 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1146 A</td>
<td>1121 A</td>
<td>1528 A</td>
<td>1473 A</td>
<td>1488 A</td>
<td>1402 A</td>
<td>914 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1194 A</td>
<td>1309 A</td>
<td>1599 A</td>
<td>1584 A</td>
<td>1584 A</td>
<td>1621 A</td>
<td>981 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1529 A</td>
<td>1569 A</td>
<td>1774 A</td>
<td>1730 A</td>
<td>1792 A</td>
<td>1710 A</td>
<td>1126 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1616 A</td>
<td>1722 A</td>
<td>1814 A</td>
<td>1729 A</td>
<td>1876 A</td>
<td>1883 A</td>
<td>1152 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1627 A</td>
<td>1721 A</td>
<td>1956 A</td>
<td>1947 A</td>
<td>2045 A</td>
<td>1978 A</td>
<td>1177 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1545 A</td>
<td>1574 A</td>
<td>2145 A</td>
<td>2180 A</td>
<td>2188 A</td>
<td>2039 A</td>
<td>1146 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1460 A</td>
<td>1440 A</td>
<td>2174 A</td>
<td>2151 A</td>
<td>2177 A</td>
<td>2080 A</td>
<td>1130 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1338 A</td>
<td>1345 A</td>
<td>1945 A</td>
<td>1963 A</td>
<td>2009 A</td>
<td>1801 A</td>
<td>1109 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1279 A</td>
<td>1209 A</td>
<td>1554 A</td>
<td>1505 A</td>
<td>1562 A</td>
<td>1463 A</td>
<td>972 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1130 A</td>
<td>1232 A</td>
<td>1133 A</td>
<td>1143 A</td>
<td>1189 A</td>
<td>1215 A</td>
<td>858 A</td>
</tr>
<tr>
<td>20-21</td>
<td>979 A</td>
<td>1066 A</td>
<td>1000 A</td>
<td>1046 A</td>
<td>1053 A</td>
<td>834 A</td>
<td>847 A</td>
</tr>
<tr>
<td>21-22</td>
<td>946 A</td>
<td>817 A</td>
<td>851 A</td>
<td>925 A</td>
<td>928 A</td>
<td>914 A</td>
<td>756 A</td>
</tr>
<tr>
<td>22-23</td>
<td>782 A</td>
<td>624 A</td>
<td>625 A</td>
<td>582 A</td>
<td>672 A</td>
<td>824 A</td>
<td>655 A</td>
</tr>
<tr>
<td>23-24</td>
<td>525 A</td>
<td>398 A</td>
<td>359 A</td>
<td>356 A</td>
<td>424 A</td>
<td>510 A</td>
<td>490 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>08-09</td>
<td>07-08</td>
<td>11-12</td>
<td>07-08</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>1194</td>
<td>2382</td>
<td>2447</td>
<td>2151</td>
<td>2041</td>
<td>981</td>
<td></td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>14-15</td>
<td>16-17</td>
<td>15-16</td>
<td>15-16</td>
<td>16-17</td>
<td>14-15</td>
<td>14-15</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>1627</td>
<td>2174</td>
<td>2180</td>
<td>2188</td>
<td>2080</td>
<td>1177</td>
<td></td>
</tr>
</tbody>
</table>
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description

SEGWB OFF TO SB 5

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
<td>F</td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### WEST
- **7-Day Total**
  - 1st: 209457
  - 2nd: 207712
  - 3rd: 210110
  - 4th: 192865
- **Daily Average**
  - 1st: 29922
  - 2nd: 29673
  - 3rd: 30016
  - 4th: 27552

### 5-Day Periods

#### WEST
- **5-Day Total**
  - 1st: 160181
  - 2nd: 158953
  - 3rd: 160369
  - 4th: 147525
- **Weekday Average**
  - 1st: 32036
  - 2nd: 31791
  - 3rd: 32074
  - 4th: 29505
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Location Description**

**SEG WB OFF TO SB 5**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>297 A</td>
<td>243 A</td>
<td>182 A</td>
<td>185 A</td>
<td>203 A</td>
<td>267 A</td>
<td>453 A</td>
<td>374 A</td>
</tr>
<tr>
<td>1-2</td>
<td>245 A</td>
<td>137 A</td>
<td>117 A</td>
<td>119 A</td>
<td>137 A</td>
<td>172 A</td>
<td>367 A</td>
<td>249 A</td>
</tr>
<tr>
<td>2-3</td>
<td>176 A</td>
<td>105 A</td>
<td>97 A</td>
<td>111 A</td>
<td>137 A</td>
<td>154 A</td>
<td>185 A</td>
<td>158 A</td>
</tr>
<tr>
<td>3-4</td>
<td>117 A</td>
<td>105 A</td>
<td>133 A</td>
<td>130 A</td>
<td>146 A</td>
<td>152 A</td>
<td>145 A</td>
<td>134 A</td>
</tr>
<tr>
<td>4-5</td>
<td>122 A</td>
<td>276 A</td>
<td>281 A</td>
<td>284 A</td>
<td>314 A</td>
<td>283 A</td>
<td>183 A</td>
<td>119 A</td>
</tr>
<tr>
<td>5-6</td>
<td>157 A</td>
<td>759 A</td>
<td>788 A</td>
<td>793 A</td>
<td>839 A</td>
<td>793 A</td>
<td>295 A</td>
<td>194 A</td>
</tr>
<tr>
<td>6-7</td>
<td>231 A</td>
<td>1297 A</td>
<td>1435 A</td>
<td>1475 A</td>
<td>1443 A</td>
<td>1359 A</td>
<td>466 A</td>
<td>302 A</td>
</tr>
<tr>
<td>7-8</td>
<td>385 A</td>
<td>1649 A</td>
<td>1858 A</td>
<td>1880 A</td>
<td>2016 A</td>
<td>1933 A</td>
<td>639 A</td>
<td>431 A</td>
</tr>
<tr>
<td>8-9</td>
<td>509 A</td>
<td>1250 A</td>
<td>1425 A</td>
<td>1572 A</td>
<td>1579 A</td>
<td>1582 A</td>
<td>711 A</td>
<td>598 A</td>
</tr>
<tr>
<td>9-10</td>
<td>675 A</td>
<td>1048 A</td>
<td>1078 A</td>
<td>1202 A</td>
<td>1217 A</td>
<td>1229 A</td>
<td>972 A</td>
<td>690 A</td>
</tr>
<tr>
<td>10-11</td>
<td>816 A</td>
<td>1027 A</td>
<td>1122 A</td>
<td>1015 A</td>
<td>1108 A</td>
<td>1169 A</td>
<td>937 A</td>
<td>1005 A</td>
</tr>
<tr>
<td>11-12</td>
<td>941 A</td>
<td>1080 A</td>
<td>1137 A</td>
<td>1107 A</td>
<td>1227 A</td>
<td>1324 A</td>
<td>972 A</td>
<td>1041 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1099 A</td>
<td>1201 A</td>
<td>1215 A</td>
<td>1305 A</td>
<td>1354 A</td>
<td>1435 A</td>
<td>1177 A</td>
<td>1326 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1161 A</td>
<td>1282 A</td>
<td>1323 A</td>
<td>1440 A</td>
<td>1397 A</td>
<td>1615 A</td>
<td>1244 A</td>
<td>1220 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1083 A</td>
<td>1348 A</td>
<td>1585 A</td>
<td>1678 A</td>
<td>1445 A</td>
<td>1659 A</td>
<td>1349 A</td>
<td>1259 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1128 A</td>
<td>1528 A</td>
<td>1631 A</td>
<td>1702 A</td>
<td>1705 A</td>
<td>1781 A</td>
<td>1257 A</td>
<td>1241 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1065 A</td>
<td>1494 A</td>
<td>1640 A</td>
<td>1669 A</td>
<td>1752 A</td>
<td>1786 A</td>
<td>1221 A</td>
<td>1255 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1005 A</td>
<td>1426 A</td>
<td>1578 A</td>
<td>1677 A</td>
<td>1566 A</td>
<td>1626 A</td>
<td>1293 A</td>
<td>1179 A</td>
</tr>
<tr>
<td>18-19</td>
<td>869 A</td>
<td>1076 A</td>
<td>1185 A</td>
<td>1217 A</td>
<td>1270 A</td>
<td>1460 A</td>
<td>1315 A</td>
<td>1071 A</td>
</tr>
<tr>
<td>19-20</td>
<td>867 A</td>
<td>796 A</td>
<td>942 A</td>
<td>994 A</td>
<td>913 A</td>
<td>1024 A</td>
<td>999 A</td>
<td>864 A</td>
</tr>
<tr>
<td>20-21</td>
<td>803 A</td>
<td>791 A</td>
<td>903 A</td>
<td>852 A</td>
<td>838 A</td>
<td>899 A</td>
<td>886 A</td>
<td>761 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1019 A</td>
<td>1002 A</td>
<td>949 A</td>
<td>1096 A</td>
<td>864 A</td>
<td>1052 A</td>
<td>935 A</td>
<td>750 A</td>
</tr>
<tr>
<td>22-23</td>
<td>541 A</td>
<td>581 A</td>
<td>566 A</td>
<td>814 A</td>
<td>626 A</td>
<td>798 A</td>
<td>837 A</td>
<td>603 A</td>
</tr>
<tr>
<td>23-24</td>
<td>315 A</td>
<td>360 A</td>
<td>369 A</td>
<td>408 A</td>
<td>414 A</td>
<td>625 A</td>
<td>568 A</td>
<td>333 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>15536 A</td>
<td>21861 A</td>
<td>23539 A</td>
<td>24725 A</td>
<td>24514 A</td>
<td>26177 A</td>
<td>19406 A</td>
<td>17157 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>09-10</td>
<td>11-12</td>
</tr>
</tbody>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>941</td>
<td>1649</td>
<td>1858</td>
<td>1880</td>
<td>2016</td>
<td>1933</td>
<td>972</td>
<td>1041</td>
</tr>
</tbody>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1161</td>
<td>1528</td>
<td>1640</td>
<td>1702</td>
<td>1752</td>
<td>1786</td>
<td>1349</td>
<td>1326</td>
</tr>
</tbody>
</table>
District | County | Route | Prefix | Postmile | Leg
---|---|---|---|---|---
03 | SAC | 080 | M | 2.693 | F

Location Description
SEG WB OFF TO SB 5

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:

Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>229 A</td>
<td>206 A</td>
<td>252 A</td>
<td>217 A</td>
<td>50 A</td>
<td>236 A</td>
<td>157 A</td>
<td>92 A</td>
</tr>
<tr>
<td>1-2</td>
<td>122 A</td>
<td>113 A</td>
<td>159 A</td>
<td>149 A</td>
<td>110 A</td>
<td>173 A</td>
<td>90 A</td>
<td>47 A</td>
</tr>
<tr>
<td>2-3</td>
<td>117 A</td>
<td>132 A</td>
<td>116 A</td>
<td>108 A</td>
<td>134 A</td>
<td>141 A</td>
<td>68 A</td>
<td>36 A</td>
</tr>
<tr>
<td>3-4</td>
<td>131 A</td>
<td>146 A</td>
<td>154 A</td>
<td>132 A</td>
<td>136 A</td>
<td>74 A</td>
<td>39 A</td>
<td>35 A</td>
</tr>
<tr>
<td>4-5</td>
<td>305 A</td>
<td>324 A</td>
<td>321 A</td>
<td>305 A</td>
<td>240 A</td>
<td>71 A</td>
<td>43 A</td>
<td>89 A</td>
</tr>
<tr>
<td>5-6</td>
<td>780 A</td>
<td>877 A</td>
<td>864 A</td>
<td>854 A</td>
<td>614 A</td>
<td>102 A</td>
<td>55 A</td>
<td>276 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1430 A</td>
<td>1614 A</td>
<td>1591 A</td>
<td>1607 A</td>
<td>1303 A</td>
<td>124 A</td>
<td>92 A</td>
<td>587 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1982 A</td>
<td>2258 A</td>
<td>2255 A</td>
<td>2222 A</td>
<td>1783 A</td>
<td>209 A</td>
<td>122 A</td>
<td>925 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1707 A</td>
<td>1833 A</td>
<td>1858 A</td>
<td>1893 A</td>
<td>1495 A</td>
<td>231 A</td>
<td>197 A</td>
<td>661 A</td>
</tr>
<tr>
<td>9-10</td>
<td>824 C</td>
<td>1344 A</td>
<td>1461 A</td>
<td>1484 A</td>
<td>1166 A</td>
<td>305 A</td>
<td>281 A</td>
<td>449 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1205 A</td>
<td>1339 A</td>
<td>1269 A</td>
<td>1343 A</td>
<td>1155 A</td>
<td>355 A</td>
<td>392 A</td>
<td>433 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1263 A</td>
<td>1348 A</td>
<td>1368 A</td>
<td>1356 A</td>
<td>1305 A</td>
<td>410 A</td>
<td>401 A</td>
<td>501 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1512 A</td>
<td>1597 A</td>
<td>1592 A</td>
<td>1703 A</td>
<td>1448 A</td>
<td>749 A</td>
<td>495 A</td>
<td>586 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1565 A</td>
<td>1629 A</td>
<td>1703 A</td>
<td>1766 A</td>
<td>1517 A</td>
<td>500 A</td>
<td>469 A</td>
<td>599 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1640 A</td>
<td>1753 A</td>
<td>1789 A</td>
<td>1777 A</td>
<td>1617 A</td>
<td>527 A</td>
<td>435 A</td>
<td>564 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1892 A</td>
<td>1873 A</td>
<td>1916 A</td>
<td>1956 A</td>
<td>1641 A</td>
<td>465 A</td>
<td>410 A</td>
<td>631 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1846 A</td>
<td>2001 A</td>
<td>1931 A</td>
<td>2000 A</td>
<td>1710 A</td>
<td>523 A</td>
<td>447 A</td>
<td>637 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1662 A</td>
<td>1797 A</td>
<td>1857 A</td>
<td>1841 A</td>
<td>1496 A</td>
<td>477 A</td>
<td>395 A</td>
<td>823 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1192 A</td>
<td>1327 A</td>
<td>1359 A</td>
<td>1296 A</td>
<td>1319 A</td>
<td>541 A</td>
<td>385 A</td>
<td>456 A</td>
</tr>
<tr>
<td>19-20</td>
<td>942 A</td>
<td>1058 A</td>
<td>1026 A</td>
<td>1107 A</td>
<td>892 A</td>
<td>418 A</td>
<td>329 A</td>
<td>318 A</td>
</tr>
<tr>
<td>20-21</td>
<td>891 A</td>
<td>1017 A</td>
<td>884 A</td>
<td>949 A</td>
<td>510 A</td>
<td>378 A</td>
<td>272 A</td>
<td>349 A</td>
</tr>
<tr>
<td>21-22</td>
<td>793 A</td>
<td>988 A</td>
<td>918 A</td>
<td>867 A</td>
<td>486 A</td>
<td>476 A</td>
<td>340 A</td>
<td>349 A</td>
</tr>
<tr>
<td>22-23</td>
<td>531 A</td>
<td>673 A</td>
<td>667 A</td>
<td>856 A</td>
<td>465 A</td>
<td>404 A</td>
<td>222 A</td>
<td>246 A</td>
</tr>
<tr>
<td>23-24</td>
<td>347 A</td>
<td>369 A</td>
<td>379 A</td>
<td>446 A</td>
<td>320 A</td>
<td>257 A</td>
<td>163 A</td>
<td>132 A</td>
</tr>
</tbody>
</table>

Day Total | 24908 C | 27616 A | 27689 A | 28234 A | 22912 A | 8146 A | 6299 A | 9821 A |

AM Peak Hour | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 |
AM Peak Traffic | 1982 | 2258 | 2255 | 2222 | 1783 | 410 | 925 |
PM Peak Hour | 15-16 | 16-17 | 16-17 | 16-17 | 12-13 | 12-13 | 17-18 |
PM Peak Traffic | 1892 | 2001 | 1931 | 2000 | 1710 | 749 | 823 |
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description

**SEG WB OFF TO SB 5**

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>77 A</td>
<td>2 A</td>
<td>78 A</td>
<td>102 A</td>
<td>215 A</td>
<td>282 A</td>
<td>188 A</td>
<td>202 A</td>
</tr>
<tr>
<td>1-2</td>
<td>49 A</td>
<td>0 A</td>
<td>39 A</td>
<td>69 A</td>
<td>179 A</td>
<td>147 A</td>
<td>95 A</td>
<td>150 A</td>
</tr>
<tr>
<td>2-3</td>
<td>34 A</td>
<td>21 A</td>
<td>35 A</td>
<td>50 A</td>
<td>121 A</td>
<td>82 A</td>
<td>61 A</td>
<td>129 A</td>
</tr>
<tr>
<td>3-4</td>
<td>44 A</td>
<td>39 A</td>
<td>36 A</td>
<td>56 A</td>
<td>70 A</td>
<td>69 A</td>
<td>106 A</td>
<td>160 A</td>
</tr>
<tr>
<td>4-5</td>
<td>83 A</td>
<td>89 A</td>
<td>77 A</td>
<td>81 A</td>
<td>75 A</td>
<td>64 A</td>
<td>225 A</td>
<td>301 A</td>
</tr>
<tr>
<td>5-6</td>
<td>332 A</td>
<td>330 A</td>
<td>332 A</td>
<td>300 A</td>
<td>112 A</td>
<td>90 A</td>
<td>672 A</td>
<td>846 A</td>
</tr>
<tr>
<td>6-7</td>
<td>642 A</td>
<td>697 A</td>
<td>656 A</td>
<td>647 A</td>
<td>158 A</td>
<td>146 A</td>
<td>1322 A</td>
<td>1552 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1080 A</td>
<td>733 A</td>
<td>850 A</td>
<td>778 A</td>
<td>228 A</td>
<td>212 A</td>
<td>1870 A</td>
<td>2150 A</td>
</tr>
<tr>
<td>8-9</td>
<td>775 A</td>
<td>636 A</td>
<td>661 A</td>
<td>681 A</td>
<td>277 A</td>
<td>312 A</td>
<td>1518 A</td>
<td>1672 A</td>
</tr>
<tr>
<td>9-10</td>
<td>522 A</td>
<td>610 A</td>
<td>536 A</td>
<td>507 A</td>
<td>321 A</td>
<td>442 A</td>
<td>1322 A</td>
<td>1334 A</td>
</tr>
<tr>
<td>10-11</td>
<td>452 A</td>
<td>457 A</td>
<td>473 A</td>
<td>501 A</td>
<td>456 A</td>
<td>581 A</td>
<td>1188 A</td>
<td>1263 A</td>
</tr>
<tr>
<td>11-12</td>
<td>505 A</td>
<td>493 A</td>
<td>563 A</td>
<td>571 A</td>
<td>474 A</td>
<td>700 A</td>
<td>1305 A</td>
<td>1315 A</td>
</tr>
<tr>
<td>12-13</td>
<td>649 A</td>
<td>657 A</td>
<td>648 A</td>
<td>735 A</td>
<td>495 A</td>
<td>870 A</td>
<td>1465 A</td>
<td>1579 A</td>
</tr>
<tr>
<td>13-14</td>
<td>641 A</td>
<td>672 A</td>
<td>674 A</td>
<td>716 A</td>
<td>553 A</td>
<td>1037 A</td>
<td>1570 A</td>
<td>1669 A</td>
</tr>
<tr>
<td>14-15</td>
<td>611 A</td>
<td>578 A</td>
<td>668 A</td>
<td>678 A</td>
<td>481 A</td>
<td>896 A</td>
<td>1680 A</td>
<td>1765 A</td>
</tr>
<tr>
<td>15-16</td>
<td>634 A</td>
<td>644 A</td>
<td>841 A</td>
<td>754 A</td>
<td>551 A</td>
<td>984 A</td>
<td>1765 A</td>
<td>1917 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1001 A</td>
<td>832 A</td>
<td>1078 A</td>
<td>609 A</td>
<td>449 A</td>
<td>900 A</td>
<td>1930 A</td>
<td>1977 A</td>
</tr>
<tr>
<td>17-18</td>
<td>969 A</td>
<td>669 A</td>
<td>691 A</td>
<td>722 A</td>
<td>491 A</td>
<td>928 A</td>
<td>1657 A</td>
<td>1809 A</td>
</tr>
<tr>
<td>18-19</td>
<td>495 A</td>
<td>550 A</td>
<td>570 A</td>
<td>597 A</td>
<td>451 A</td>
<td>843 A</td>
<td>1155 A</td>
<td>1380 A</td>
</tr>
<tr>
<td>19-20</td>
<td>351 A</td>
<td>417 A</td>
<td>395 A</td>
<td>496 A</td>
<td>362 A</td>
<td>800 A</td>
<td>944 A</td>
<td>1000 A</td>
</tr>
<tr>
<td>20-21</td>
<td>367 A</td>
<td>368 A</td>
<td>390 A</td>
<td>456 A</td>
<td>489 A</td>
<td>752 A</td>
<td>848 A</td>
<td>923 A</td>
</tr>
<tr>
<td>21-22</td>
<td>358 A</td>
<td>413 A</td>
<td>342 A</td>
<td>436 A</td>
<td>228 A</td>
<td>634 A</td>
<td>727 A</td>
<td>844 A</td>
</tr>
<tr>
<td>22-23</td>
<td>219 A</td>
<td>290 A</td>
<td>285 A</td>
<td>377 A</td>
<td>446 A</td>
<td>442 A</td>
<td>517 A</td>
<td>558 A</td>
</tr>
<tr>
<td>23-24</td>
<td>80 A</td>
<td>152 A</td>
<td>188 A</td>
<td>289 A</td>
<td>389 A</td>
<td>298 A</td>
<td>318 A</td>
<td>356 A</td>
</tr>
</tbody>
</table>

**Day Total**

|       | 10970 A | 10349 A | 11106 A | 11208 A | 8071 A | 12511 A | 24448 A | 26851 A |

**AM Peak Hour**
- 07-08

**AM Peak Traffic**
- 1080

**PM Peak Hour**
- 16-17

**PM Peak Traffic**
- 1001

---

**District**
- 03

**County**
- SAC

**Route**
- 080

**Prefix**
- M

**Postmile**
- 2.693

**Leg**
- F

**Location Description**

**SEG WB OFF TO SB 5**
### District 03

<table>
<thead>
<tr>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td>Lanes:</td>
</tr>
<tr>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

| Location Description | SEG WB OFF TO SB 5 |

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>213 A</td>
<td>214 A</td>
<td>264 A</td>
<td>451 A</td>
<td>459 A</td>
<td>231 A</td>
</tr>
<tr>
<td>1-2</td>
<td>157 A</td>
<td>154 A</td>
<td>222 A</td>
<td>402 A</td>
<td>376 A</td>
<td>138 A</td>
</tr>
<tr>
<td>2-3</td>
<td>125 A</td>
<td>125 A</td>
<td>164 A</td>
<td>244 A</td>
<td>249 A</td>
<td>126 A</td>
</tr>
<tr>
<td>3-4</td>
<td>140 A</td>
<td>159 A</td>
<td>161 A</td>
<td>159 A</td>
<td>152 A</td>
<td>174 A</td>
</tr>
<tr>
<td>4-5</td>
<td>311 A</td>
<td>314 A</td>
<td>348 A</td>
<td>170 A</td>
<td>129 A</td>
<td>349 A</td>
</tr>
<tr>
<td>5-6</td>
<td>855 A</td>
<td>844 A</td>
<td>900 A</td>
<td>340 A</td>
<td>188 A</td>
<td>885 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1583 A</td>
<td>1566 A</td>
<td>1482 A</td>
<td>454 A</td>
<td>286 A</td>
<td>1497 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2169 A</td>
<td>2204 A</td>
<td>2119 A</td>
<td>698 A</td>
<td>463 A</td>
<td>2174 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1754 A</td>
<td>1695 A</td>
<td>1755 A</td>
<td>802 A</td>
<td>620 A</td>
<td>1767 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1384 A</td>
<td>1405 A</td>
<td>1528 A</td>
<td>986 A</td>
<td>875 A</td>
<td>1487 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1372 A</td>
<td>1351 A</td>
<td>1407 A</td>
<td>1157 A</td>
<td>1105 A</td>
<td>1349 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1483 A</td>
<td>1455 A</td>
<td>1567 A</td>
<td>1282 A</td>
<td>1306 A</td>
<td>1488 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1641 A</td>
<td>1671 A</td>
<td>1824 A</td>
<td>1524 A</td>
<td>1588 A</td>
<td>1650 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1698 A</td>
<td>1735 A</td>
<td>1885 A</td>
<td>1515 A</td>
<td>1471 A</td>
<td>1696 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1849 A</td>
<td>1843 A</td>
<td>1907 A</td>
<td>1530 A</td>
<td>1409 A</td>
<td>2003 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1900 A</td>
<td>1985 A</td>
<td>2077 A</td>
<td>1479 A</td>
<td>1426 A</td>
<td>2048 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1955 A</td>
<td>2096 A</td>
<td>2083 A</td>
<td>1566 A</td>
<td>1427 A</td>
<td>2034 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1749 A</td>
<td>1978 A</td>
<td>1913 A</td>
<td>1562 A</td>
<td>1434 A</td>
<td>1870 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1341 A</td>
<td>1620 A</td>
<td>1765 A</td>
<td>1487 A</td>
<td>1180 A</td>
<td>1499 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1055 A</td>
<td>1149 A</td>
<td>1293 A</td>
<td>1159 A</td>
<td>1024 A</td>
<td>1052 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1006 A</td>
<td>966 A</td>
<td>1178 A</td>
<td>1151 A</td>
<td>967 A</td>
<td>931 A</td>
</tr>
<tr>
<td>21-22</td>
<td>865 A</td>
<td>979 A</td>
<td>1086 A</td>
<td>1238 A</td>
<td>830 A</td>
<td>901 A</td>
</tr>
<tr>
<td>22-23</td>
<td>599 A</td>
<td>664 A</td>
<td>912 A</td>
<td>1024 A</td>
<td>611 A</td>
<td>667 A</td>
</tr>
<tr>
<td>23-24</td>
<td>409 A</td>
<td>456 A</td>
<td>688 A</td>
<td>764 A</td>
<td>418 A</td>
<td>385 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>27613 A</td>
<td>28628 A</td>
<td>30528 A</td>
<td>23144 A</td>
<td>19993 A</td>
<td>28401 A</td>
</tr>
</tbody>
</table>

### AM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
</tr>
</tbody>
</table>

### AM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>2169</td>
<td>2204</td>
<td>2119</td>
<td>1282</td>
<td>1306</td>
<td>2174</td>
</tr>
</tbody>
</table>

### PM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>12-13</td>
<td>15-16</td>
</tr>
</tbody>
</table>

### PM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1955</td>
<td>2096</td>
<td>2083</td>
<td>1566</td>
<td>1588</td>
<td>2048</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
<td>Postmile</td>
<td>Leg</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------</td>
<td>-----</td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SEG WB OFF TO SB 5

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lanes:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lane Code:</td>
<td></td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### WEST

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>155758</td>
<td>22251</td>
</tr>
<tr>
<td>2nd</td>
<td>156662</td>
<td>22380</td>
</tr>
<tr>
<td>3rd</td>
<td>67824</td>
<td>9689</td>
</tr>
<tr>
<td>4th</td>
<td>173723</td>
<td>24818</td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### WEST

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>120816</td>
<td>24163</td>
</tr>
<tr>
<td>2nd</td>
<td>131359</td>
<td>26272</td>
</tr>
<tr>
<td>3rd</td>
<td>53454</td>
<td>10691</td>
</tr>
<tr>
<td>4th</td>
<td>138068</td>
<td>27614</td>
</tr>
</tbody>
</table>
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
<td>JUL 08</td>
</tr>
<tr>
<td>0-1</td>
<td>250 A</td>
<td>274 A</td>
<td>290 A</td>
<td>387 A</td>
<td>454 A</td>
<td>423 A</td>
<td>241 A</td>
<td>159 A</td>
</tr>
<tr>
<td>1-2</td>
<td>146 A</td>
<td>159 A</td>
<td>154 A</td>
<td>268 A</td>
<td>385 A</td>
<td>270 A</td>
<td>139 A</td>
<td>98 A</td>
</tr>
<tr>
<td>2-3</td>
<td>119 A</td>
<td>131 A</td>
<td>134 A</td>
<td>188 A</td>
<td>198 A</td>
<td>210 A</td>
<td>106 A</td>
<td>84 A</td>
</tr>
<tr>
<td>3-4</td>
<td>165 A</td>
<td>144 A</td>
<td>165 A</td>
<td>180 A</td>
<td>126 A</td>
<td>161 A</td>
<td>130 A</td>
<td>106 A</td>
</tr>
<tr>
<td>4-5</td>
<td>321 A</td>
<td>331 A</td>
<td>307 A</td>
<td>165 A</td>
<td>139 A</td>
<td>133 A</td>
<td>332 A</td>
<td>205 A</td>
</tr>
<tr>
<td>5-6</td>
<td>856 A</td>
<td>909 A</td>
<td>909 A</td>
<td>276 A</td>
<td>206 A</td>
<td>194 A</td>
<td>821 A</td>
<td>642 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1609 A</td>
<td>1622 A</td>
<td>1471 A</td>
<td>396 A</td>
<td>311 A</td>
<td>293 A</td>
<td>1443 A</td>
<td>1240 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2254 A</td>
<td>2222 A</td>
<td>2133 A</td>
<td>519 A</td>
<td>472 A</td>
<td>401 A</td>
<td>2105 A</td>
<td>1739 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1802 A</td>
<td>1829 A</td>
<td>1777 A</td>
<td>606 A</td>
<td>607 A</td>
<td>648 A</td>
<td>1693 A</td>
<td>1361 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1391 A</td>
<td>1450 A</td>
<td>1498 A</td>
<td>778 A</td>
<td>792 A</td>
<td>846 A</td>
<td>1403 A</td>
<td>1026 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1398 A</td>
<td>1405 A</td>
<td>1461 A</td>
<td>977 A</td>
<td>1029 A</td>
<td>1159 A</td>
<td>1302 A</td>
<td>939 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1498 A</td>
<td>1493 A</td>
<td>1580 A</td>
<td>1103 A</td>
<td>1203 A</td>
<td>1336 A</td>
<td>1498 A</td>
<td>1059 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1687 A</td>
<td>1665 A</td>
<td>1893 A</td>
<td>1257 A</td>
<td>1389 A</td>
<td>1499 A</td>
<td>1628 A</td>
<td>1138 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1799 A</td>
<td>1834 A</td>
<td>1935 A</td>
<td>1297 A</td>
<td>1384 A</td>
<td>1732 A</td>
<td>1776 A</td>
<td>1247 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1794 A</td>
<td>1843 A</td>
<td>2140 A</td>
<td>1253 A</td>
<td>1476 A</td>
<td>1875 A</td>
<td>1803 A</td>
<td>1419 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2003 A</td>
<td>2050 A</td>
<td>2125 A</td>
<td>1230 A</td>
<td>1393 A</td>
<td>1624 A</td>
<td>1913 A</td>
<td>1489 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2227 A</td>
<td>2128 A</td>
<td>2157 A</td>
<td>1128 A</td>
<td>1427 A</td>
<td>1421 A</td>
<td>1990 A</td>
<td>1548 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1888 A</td>
<td>1966 A</td>
<td>1841 A</td>
<td>961 A</td>
<td>1240 A</td>
<td>1385 A</td>
<td>1725 A</td>
<td>1443 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1451 A</td>
<td>1484 A</td>
<td>1773 A</td>
<td>917 A</td>
<td>1220 A</td>
<td>1202 A</td>
<td>1075 A</td>
<td>1078 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1163 A</td>
<td>1204 A</td>
<td>1280 A</td>
<td>816 A</td>
<td>996 A</td>
<td>1191 A</td>
<td>1018 A</td>
<td>765 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1035 A</td>
<td>1034 A</td>
<td>1159 A</td>
<td>810 A</td>
<td>1003 A</td>
<td>1041 A</td>
<td>838 A</td>
<td>512 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1007 A</td>
<td>1001 A</td>
<td>1117 A</td>
<td>717 A</td>
<td>968 A</td>
<td>844 A</td>
<td>741 A</td>
<td>518 A</td>
</tr>
<tr>
<td>22-23</td>
<td>681 A</td>
<td>650 A</td>
<td>903 A</td>
<td>920 A</td>
<td>883 A</td>
<td>607 A</td>
<td>181 A</td>
<td>271 A</td>
</tr>
<tr>
<td>23-24</td>
<td>441 A</td>
<td>463 A</td>
<td>583 A</td>
<td>871 A</td>
<td>612 A</td>
<td>404 A</td>
<td>307 A</td>
<td>193 A</td>
</tr>
</tbody>
</table>

### Day Total
- 28985 A 29291 A 30785 A 18020 A 19913 A 20899 A 26208 A 20279 A

### Yearly Traffic:
- **AM Peak Hour:** 07-08
- **AM Peak Traffic:** 2254 A
- **PM Peak Hour:** 16-17
- **PM Peak Traffic:** 2227 A
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 09</td>
<td>JUL 10</td>
<td>JUL 11</td>
<td>JUL 12</td>
<td>JUL 13</td>
<td>JUL 14</td>
<td>JUL 15</td>
<td>JUL 16</td>
</tr>
<tr>
<td>0-1</td>
<td>109 A</td>
<td>123 A</td>
<td>117 A</td>
<td>190 A</td>
<td>201 A</td>
<td>79 A</td>
<td>82 A</td>
<td>110 A</td>
</tr>
<tr>
<td>1-2</td>
<td>45 A</td>
<td>67 A</td>
<td>90 A</td>
<td>182 A</td>
<td>158 A</td>
<td>52 A</td>
<td>49 A</td>
<td>52 A</td>
</tr>
<tr>
<td>2-3</td>
<td>47 A</td>
<td>58 A</td>
<td>83 A</td>
<td>136 A</td>
<td>110 A</td>
<td>46 A</td>
<td>54 A</td>
<td>1 A</td>
</tr>
<tr>
<td>3-4</td>
<td>50 A</td>
<td>45 A</td>
<td>62 A</td>
<td>49 A</td>
<td>64 A</td>
<td>52 A</td>
<td>57 A</td>
<td>0 A</td>
</tr>
<tr>
<td>4-5</td>
<td>136 A</td>
<td>118 A</td>
<td>102 A</td>
<td>50 A</td>
<td>46 A</td>
<td>121 A</td>
<td>102 A</td>
<td>53 A</td>
</tr>
<tr>
<td>5-6</td>
<td>407 A</td>
<td>342 A</td>
<td>315 A</td>
<td>114 A</td>
<td>69 A</td>
<td>365 A</td>
<td>399 A</td>
<td>382 A</td>
</tr>
<tr>
<td>6-7</td>
<td>750 A</td>
<td>708 A</td>
<td>656 A</td>
<td>161 A</td>
<td>113 A</td>
<td>658 A</td>
<td>793 A</td>
<td>748 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1122 A</td>
<td>1030 A</td>
<td>907 A</td>
<td>248 A</td>
<td>161 A</td>
<td>1097 A</td>
<td>1183 A</td>
<td>1120 A</td>
</tr>
<tr>
<td>8-9</td>
<td>767 A</td>
<td>677 A</td>
<td>714 A</td>
<td>287 A</td>
<td>218 A</td>
<td>757 A</td>
<td>865 A</td>
<td>870 A</td>
</tr>
<tr>
<td>9-10</td>
<td>606 A</td>
<td>561 A</td>
<td>588 A</td>
<td>386 A</td>
<td>317 A</td>
<td>536 A</td>
<td>540 A</td>
<td>563 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1102 C</td>
<td>527 A</td>
<td>542 A</td>
<td>431 A</td>
<td>391 A</td>
<td>496 A</td>
<td>515 A</td>
<td>509 A</td>
</tr>
<tr>
<td>11-12</td>
<td>584 A</td>
<td>566 A</td>
<td>606 A</td>
<td>489 A</td>
<td>450 A</td>
<td>544 A</td>
<td>553 A</td>
<td>573 A</td>
</tr>
<tr>
<td>12-13</td>
<td>722 A</td>
<td>717 A</td>
<td>749 A</td>
<td>527 A</td>
<td>537 A</td>
<td>732 A</td>
<td>734 A</td>
<td>684 A</td>
</tr>
<tr>
<td>13-14</td>
<td>775 A</td>
<td>682 A</td>
<td>746 A</td>
<td>537 A</td>
<td>549 A</td>
<td>638 A</td>
<td>719 A</td>
<td>679 A</td>
</tr>
<tr>
<td>14-15</td>
<td>697 A</td>
<td>634 A</td>
<td>900 A</td>
<td>516 A</td>
<td>593 A</td>
<td>706 A</td>
<td>696 A</td>
<td>681 A</td>
</tr>
<tr>
<td>15-16</td>
<td>709 A</td>
<td>732 A</td>
<td>1113 A</td>
<td>579 A</td>
<td>592 A</td>
<td>668 A</td>
<td>680 A</td>
<td>710 A</td>
</tr>
<tr>
<td>16-17</td>
<td>823 A</td>
<td>923 A</td>
<td>1144 A</td>
<td>564 A</td>
<td>458 A</td>
<td>737 A</td>
<td>787 A</td>
<td>845 A</td>
</tr>
<tr>
<td>17-18</td>
<td>717 A</td>
<td>726 A</td>
<td>850 A</td>
<td>539 A</td>
<td>477 A</td>
<td>651 A</td>
<td>899 A</td>
<td>706 A</td>
</tr>
<tr>
<td>18-19</td>
<td>590 A</td>
<td>645 A</td>
<td>652 A</td>
<td>562 A</td>
<td>431 A</td>
<td>500 A</td>
<td>554 A</td>
<td>601 A</td>
</tr>
<tr>
<td>19-20</td>
<td>423 A</td>
<td>483 A</td>
<td>553 A</td>
<td>465 A</td>
<td>383 A</td>
<td>395 A</td>
<td>458 A</td>
<td>431 A</td>
</tr>
<tr>
<td>20-21</td>
<td>414 A</td>
<td>518 A</td>
<td>476 A</td>
<td>448 A</td>
<td>353 A</td>
<td>393 A</td>
<td>417 A</td>
<td>452 A</td>
</tr>
<tr>
<td>21-22</td>
<td>399 A</td>
<td>457 A</td>
<td>485 A</td>
<td>486 A</td>
<td>329 A</td>
<td>348 A</td>
<td>347 A</td>
<td>385 A</td>
</tr>
<tr>
<td>22-23</td>
<td>355 A</td>
<td>320 A</td>
<td>439 A</td>
<td>420 A</td>
<td>225 A</td>
<td>231 A</td>
<td>271 A</td>
<td>270 A</td>
</tr>
<tr>
<td>23-24</td>
<td>200 A</td>
<td>193 A</td>
<td>322 A</td>
<td>254 A</td>
<td>140 A</td>
<td>148 A</td>
<td>161 A</td>
<td>188 A</td>
</tr>
</tbody>
</table>

| Day Total | 12549 C | 11852 A | 13211 A | 8620 A | 7365 A | 10950 A | 11915 A | 11613 A |

#### AM Peak Hour
- 07-08
- 07-08
- 11-12
- 11-12
- 07-08
- 07-08

#### AM Peak Traffic
- 1122
- 1030
- 907
- 489
- 450
- 1097
- 1183
- 1120

#### PM Peak Hour
- 16-17
- 16-17
- 16-17
- 15-16
- 14-15
- 16-17
- 17-18
- 16-17

#### PM Peak Traffic
- 823
- 923
- 1144
- 579
- 593
- 737
- 899
- 845

### Location Description
- SEG WB OFF TO SB 5

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**
SEG WB OFF TO SB 5

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 17</td>
<td>JUL 18</td>
<td>JUL 19</td>
<td>JUL 20</td>
<td>JUL 21</td>
<td>JUL 22</td>
<td>JUL 23</td>
<td>JUL 24</td>
</tr>
<tr>
<td>0-1</td>
<td>121 A</td>
<td>283 A</td>
<td>382 A</td>
<td>372 A</td>
<td>203 A</td>
<td>199 A</td>
<td>220 A</td>
<td>233 A</td>
</tr>
<tr>
<td>1-2</td>
<td>58 A</td>
<td>168 A</td>
<td>333 A</td>
<td>309 A</td>
<td>157 A</td>
<td>119 A</td>
<td>141 A</td>
<td>147 A</td>
</tr>
<tr>
<td>2-3</td>
<td>45 A</td>
<td>270 A</td>
<td>250 A</td>
<td>206 A</td>
<td>97 A</td>
<td>104 A</td>
<td>128 A</td>
<td>133 A</td>
</tr>
<tr>
<td>3-4</td>
<td>57 A</td>
<td>200 A</td>
<td>160 A</td>
<td>122 A</td>
<td>145 A</td>
<td>121 A</td>
<td>141 A</td>
<td>165 A</td>
</tr>
<tr>
<td>4-5</td>
<td>122 A</td>
<td>321 A</td>
<td>156 A</td>
<td>113 A</td>
<td>334 A</td>
<td>298 A</td>
<td>323 A</td>
<td>307 A</td>
</tr>
<tr>
<td>5-6</td>
<td>450 A</td>
<td>728 A</td>
<td>317 A</td>
<td>172 A</td>
<td>782 A</td>
<td>829 A</td>
<td>845 A</td>
<td>826 A</td>
</tr>
<tr>
<td>6-7</td>
<td>840 A</td>
<td>1385 A</td>
<td>468 A</td>
<td>264 A</td>
<td>1327 A</td>
<td>1491 A</td>
<td>1457 A</td>
<td>1474 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1211 A</td>
<td>1871 A</td>
<td>610 A</td>
<td>386 A</td>
<td>1947 A</td>
<td>2012 A</td>
<td>2100 A</td>
<td>2121 A</td>
</tr>
<tr>
<td>8-9</td>
<td>953 A</td>
<td>1587 A</td>
<td>711 A</td>
<td>547 A</td>
<td>1567 A</td>
<td>1810 A</td>
<td>1685 A</td>
<td>1683 A</td>
</tr>
<tr>
<td>9-10</td>
<td>723 A</td>
<td>1291 A</td>
<td>901 A</td>
<td>703 A</td>
<td>1286 A</td>
<td>1237 A</td>
<td>1244 A</td>
<td>1264 A</td>
</tr>
<tr>
<td>10-11</td>
<td>663 A</td>
<td>1232 A</td>
<td>1035 A</td>
<td>912 A</td>
<td>1135 A</td>
<td>1162 A</td>
<td>1182 A</td>
<td>1196 A</td>
</tr>
<tr>
<td>11-12</td>
<td>755 A</td>
<td>1394 A</td>
<td>1195 A</td>
<td>1027 A</td>
<td>1237 A</td>
<td>1213 A</td>
<td>1286 A</td>
<td>1258 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1011 A</td>
<td>1692 A</td>
<td>1259 A</td>
<td>1251 A</td>
<td>1395 A</td>
<td>1341 A</td>
<td>1449 A</td>
<td>1490 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1296 A</td>
<td>1794 A</td>
<td>1321 A</td>
<td>1339 A</td>
<td>1486 A</td>
<td>1596 A</td>
<td>1528 A</td>
<td>1553 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1474 A</td>
<td>1963 A</td>
<td>1340 A</td>
<td>1313 A</td>
<td>1586 A</td>
<td>1577 A</td>
<td>1566 A</td>
<td>1692 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1544 A</td>
<td>1885 A</td>
<td>1266 A</td>
<td>1328 A</td>
<td>1596 A</td>
<td>1657 A</td>
<td>1698 A</td>
<td>1723 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1743 A</td>
<td>1966 A</td>
<td>1325 A</td>
<td>1352 A</td>
<td>1831 A</td>
<td>1933 A</td>
<td>1810 A</td>
<td>1895 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1489 A</td>
<td>1845 A</td>
<td>1277 A</td>
<td>1342 A</td>
<td>1689 A</td>
<td>1712 A</td>
<td>1771 A</td>
<td>1656 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1187 A</td>
<td>1655 A</td>
<td>1358 A</td>
<td>1171 A</td>
<td>1316 A</td>
<td>1318 A</td>
<td>1290 A</td>
<td>1289 A</td>
</tr>
<tr>
<td>19-20</td>
<td>992 A</td>
<td>1196 A</td>
<td>990 A</td>
<td>1059 A</td>
<td>945 A</td>
<td>1021 A</td>
<td>969 A</td>
<td>1054 A</td>
</tr>
<tr>
<td>20-21</td>
<td>849 A</td>
<td>1060 A</td>
<td>884 A</td>
<td>857 A</td>
<td>820 A</td>
<td>919 A</td>
<td>845 A</td>
<td>875 A</td>
</tr>
<tr>
<td>21-22</td>
<td>823 A</td>
<td>1104 A</td>
<td>936 A</td>
<td>764 A</td>
<td>765 A</td>
<td>789 A</td>
<td>843 A</td>
<td>843 A</td>
</tr>
<tr>
<td>22-23</td>
<td>595 A</td>
<td>851 A</td>
<td>787 A</td>
<td>536 A</td>
<td>550 A</td>
<td>615 A</td>
<td>664 A</td>
<td>628 A</td>
</tr>
<tr>
<td>23-24</td>
<td>493 A</td>
<td>650 A</td>
<td>680 A</td>
<td>382 A</td>
<td>357 A</td>
<td>354 A</td>
<td>357 A</td>
<td>428 A</td>
</tr>
</tbody>
</table>

**Day Total**
19504 A | 28391 A | 19941 A | 17837 A | 24553 A | 25427 A | 25542 A | 25933 A

**AM Peak Hour**
07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08

**AM Peak Traffic**
1221 | 1971 | 1195 | 1027 | 1947 | 2012 | 2100 | 2121

**PM Peak Hour**
16-17 | 16-17 | 18-19 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17

**PM Peak Traffic**
1743 | 1966 | 1358 | 1352 | 1831 | 1933 | 1810 | 1895
## District 03
### County SAC
### Route 080
### Prefix M
### Postmile 2.693
### Leg F

### Location Description
SEG WB OFF TO SB 5

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 25</td>
<td>JUL 26</td>
<td>JUL 27</td>
<td>JUL 28</td>
<td>JUL 29</td>
<td>JUL 30</td>
<td>JUL 31</td>
</tr>
<tr>
<td>0-1</td>
<td>262 A</td>
<td>487 A</td>
<td>368 A</td>
<td>204 A</td>
<td>204 A</td>
<td>220 A</td>
<td>227 A</td>
</tr>
<tr>
<td>1-2</td>
<td>195 A</td>
<td>339 A</td>
<td>316 A</td>
<td>131 A</td>
<td>167 A</td>
<td>167 A</td>
<td>138 A</td>
</tr>
<tr>
<td>2-3</td>
<td>168 A</td>
<td>233 A</td>
<td>197 A</td>
<td>134 A</td>
<td>114 A</td>
<td>117 A</td>
<td>152 A</td>
</tr>
<tr>
<td>3-4</td>
<td>181 A</td>
<td>167 A</td>
<td>128 A</td>
<td>153 A</td>
<td>160 A</td>
<td>160 A</td>
<td>166 A</td>
</tr>
<tr>
<td>4-5</td>
<td>331 A</td>
<td>178 A</td>
<td>103 A</td>
<td>340 A</td>
<td>344 A</td>
<td>353 A</td>
<td>369 A</td>
</tr>
<tr>
<td>5-6</td>
<td>806 A</td>
<td>319 A</td>
<td>169 A</td>
<td>887 A</td>
<td>918 A</td>
<td>911 A</td>
<td>888 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1385 A</td>
<td>453 A</td>
<td>247 A</td>
<td>1409 A</td>
<td>1602 A</td>
<td>1633 A</td>
<td>1672 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1960 A</td>
<td>619 A</td>
<td>407 A</td>
<td>2133 A</td>
<td>2283 A</td>
<td>2379 A</td>
<td>2213 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1601 A</td>
<td>781 A</td>
<td>555 A</td>
<td>1835 A</td>
<td>1787 A</td>
<td>1963 A</td>
<td>1919 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1339 A</td>
<td>971 A</td>
<td>801 A</td>
<td>1402 A</td>
<td>1506 A</td>
<td>1485 A</td>
<td>1580 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1324 A</td>
<td>1109 A</td>
<td>1017 A</td>
<td>1422 A</td>
<td>1282 A</td>
<td>1415 A</td>
<td>1436 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1333 A</td>
<td>1240 A</td>
<td>1090 A</td>
<td>1453 A</td>
<td>1453 A</td>
<td>1521 A</td>
<td>1573 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1631 A</td>
<td>1420 A</td>
<td>1245 A</td>
<td>1647 A</td>
<td>1699 A</td>
<td>1704 A</td>
<td>1726 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1693 A</td>
<td>1388 A</td>
<td>1349 A</td>
<td>1711 A</td>
<td>1683 A</td>
<td>1720 A</td>
<td>1893 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1703 A</td>
<td>1305 A</td>
<td>1333 A</td>
<td>1851 A</td>
<td>1859 A</td>
<td>1788 A</td>
<td>1927 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1755 A</td>
<td>1316 A</td>
<td>1367 A</td>
<td>1891 A</td>
<td>1995 A</td>
<td>1978 A</td>
<td>2078 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1923 A</td>
<td>1321 A</td>
<td>1298 A</td>
<td>2085 A</td>
<td>2222 A</td>
<td>2176 A</td>
<td>2222 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1656 A</td>
<td>1198 A</td>
<td>1179 A</td>
<td>1805 A</td>
<td>1934 A</td>
<td>1912 A</td>
<td>2009 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1287 A</td>
<td>1097 A</td>
<td>1136 A</td>
<td>1333 A</td>
<td>1449 A</td>
<td>1641 A</td>
<td>1713 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1142 A</td>
<td>994 A</td>
<td>915 A</td>
<td>1033 A</td>
<td>1063 A</td>
<td>1089 A</td>
<td>1221 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1020 A</td>
<td>919 A</td>
<td>808 A</td>
<td>868 A</td>
<td>948 A</td>
<td>1047 A</td>
<td>1073 A</td>
</tr>
<tr>
<td>21-22</td>
<td>957 A</td>
<td>1009 A</td>
<td>770 A</td>
<td>846 A</td>
<td>898 A</td>
<td>912 A</td>
<td>1043 A</td>
</tr>
<tr>
<td>22-23</td>
<td>824 A</td>
<td>820 A</td>
<td>530 A</td>
<td>588 A</td>
<td>649 A</td>
<td>669 A</td>
<td>674 A</td>
</tr>
<tr>
<td>23-24</td>
<td>619 A</td>
<td>634 A</td>
<td>295 A</td>
<td>338 A</td>
<td>366 A</td>
<td>388 A</td>
<td>457 A</td>
</tr>
</tbody>
</table>

### Day Total
- **27095 A**
- **20317 A**
- **17623 A**
- **27499 A**
- **28585 A**
- **29348 A**
- **30369 A**

### AM Peak Hour
- **07-08**

### AM Peak Traffic
- **1960**

### PM Peak Hour
- **16-17**

### PM Peak Traffic
- **1923**
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
<td>F</td>
</tr>
</tbody>
</table>

Transaction Description
SEG WB OFF TO SB 5

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WEST</strong></td>
<td><strong>WEST</strong></td>
</tr>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>5-Day Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>133289</td>
</tr>
<tr>
<td>2nd</td>
<td>68841</td>
</tr>
<tr>
<td>3rd</td>
<td>95976</td>
</tr>
<tr>
<td>4th</td>
<td>131496</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Daily Average</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>24872</td>
<td>26658</td>
</tr>
<tr>
<td>12118</td>
<td>13768</td>
</tr>
<tr>
<td>19108</td>
<td>19195</td>
</tr>
<tr>
<td>24205</td>
<td>26299</td>
</tr>
</tbody>
</table>
Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 01</td>
<td>AUG 02</td>
<td>AUG 03</td>
<td>AUG 04</td>
<td>AUG 05</td>
<td>AUG 06</td>
<td>AUG 07</td>
<td>AUG 08</td>
</tr>
<tr>
<td>0-1</td>
<td>318 A</td>
<td>458 A</td>
<td>448 A</td>
<td>210 A</td>
<td>236 A</td>
<td>234 A</td>
<td>258 A</td>
<td>332 A</td>
</tr>
<tr>
<td>1-2</td>
<td>199 A</td>
<td>315 A</td>
<td>324 A</td>
<td>156 A</td>
<td>129 A</td>
<td>140 A</td>
<td>174 A</td>
<td>241 A</td>
</tr>
<tr>
<td>2-3</td>
<td>190 A</td>
<td>243 A</td>
<td>283 A</td>
<td>130 A</td>
<td>139 A</td>
<td>181 A</td>
<td>171 A</td>
<td>168 A</td>
</tr>
<tr>
<td>3-4</td>
<td>188 A</td>
<td>172 A</td>
<td>189 A</td>
<td>165 A</td>
<td>147 A</td>
<td>164 A</td>
<td>184 A</td>
<td>184 A</td>
</tr>
<tr>
<td>4-5</td>
<td>375 A</td>
<td>224 A</td>
<td>143 A</td>
<td>362 A</td>
<td>363 A</td>
<td>367 A</td>
<td>329 A</td>
<td>342 A</td>
</tr>
<tr>
<td>5-6</td>
<td>884 A</td>
<td>350 A</td>
<td>203 A</td>
<td>869 A</td>
<td>891 A</td>
<td>887 A</td>
<td>854 A</td>
<td>814 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1569 A</td>
<td>477 A</td>
<td>300 A</td>
<td>1462 A</td>
<td>1633 A</td>
<td>1479 A</td>
<td>1655 A</td>
<td>1434 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2154 A</td>
<td>654 A</td>
<td>453 A</td>
<td>2163 A</td>
<td>2307 A</td>
<td>2182 A</td>
<td>2302 A</td>
<td>2067 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1829 A</td>
<td>889 A</td>
<td>676 A</td>
<td>1869 A</td>
<td>1799 A</td>
<td>2011 A</td>
<td>1881 A</td>
<td>1867 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1537 A</td>
<td>1071 A</td>
<td>882 A</td>
<td>1495 A</td>
<td>1467 A</td>
<td>1472 A</td>
<td>1476 A</td>
<td>1504 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1530 A</td>
<td>1233 A</td>
<td>1222 A</td>
<td>1419 A</td>
<td>1365 A</td>
<td>1527 A</td>
<td>1515 A</td>
<td>1529 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1694 A</td>
<td>1401 A</td>
<td>1216 A</td>
<td>1526 A</td>
<td>1515 A</td>
<td>1658 A</td>
<td>1584 A</td>
<td>1711 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1952 A</td>
<td>1558 A</td>
<td>1446 A</td>
<td>1695 A</td>
<td>1633 A</td>
<td>1693 A</td>
<td>1858 A</td>
<td>1929 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2000 A</td>
<td>1542 A</td>
<td>1481 A</td>
<td>1817 A</td>
<td>1814 A</td>
<td>1743 A</td>
<td>1833 A</td>
<td>1996 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2162 A</td>
<td>1499 A</td>
<td>1581 A</td>
<td>1925 A</td>
<td>1874 A</td>
<td>1916 A</td>
<td>1971 A</td>
<td>2069 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2059 A</td>
<td>1570 A</td>
<td>1569 A</td>
<td>1998 A</td>
<td>1975 A</td>
<td>2064 A</td>
<td>2023 A</td>
<td>2119 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2213 A</td>
<td>1481 A</td>
<td>1580 A</td>
<td>2086 A</td>
<td>2231 A</td>
<td>2129 A</td>
<td>2203 A</td>
<td>2275 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1912 A</td>
<td>1457 A</td>
<td>1545 A</td>
<td>1930 A</td>
<td>2027 A</td>
<td>1965 A</td>
<td>1868 A</td>
<td>2022 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1821 A</td>
<td>1536 A</td>
<td>1329 A</td>
<td>1546 A</td>
<td>1643 A</td>
<td>1497 A</td>
<td>1611 A</td>
<td>1683 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1340 A</td>
<td>1168 A</td>
<td>1127 A</td>
<td>1131 A</td>
<td>1121 A</td>
<td>1110 A</td>
<td>1111 A</td>
<td>1274 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1187 A</td>
<td>1102 A</td>
<td>1011 A</td>
<td>960 A</td>
<td>1011 A</td>
<td>1049 A</td>
<td>1164 A</td>
<td>1176 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1098 A</td>
<td>1078 A</td>
<td>878 A</td>
<td>858 A</td>
<td>916 A</td>
<td>948 A</td>
<td>1047 A</td>
<td>1043 A</td>
</tr>
<tr>
<td>22-23</td>
<td>841 A</td>
<td>907 A</td>
<td>652 A</td>
<td>780 A</td>
<td>623 A</td>
<td>643 A</td>
<td>743 A</td>
<td>807 A</td>
</tr>
<tr>
<td>23-24</td>
<td>649 A</td>
<td>670 A</td>
<td>430 A</td>
<td>399 A</td>
<td>378 A</td>
<td>419 A</td>
<td>453 A</td>
<td>688 A</td>
</tr>
</tbody>
</table>

Day Total

| AM Peak Hour | 07-08 | 11-12 | 07-08 | 07-08 | 07-08 |
| AM Peak Traffic | 2154 | 1401 | 1222 | 2163 | 2307 |
| PM Peak Hour | 16-17 | 15-16 | 16-17 | 16-17 | 16-17 |
| PM Peak Traffic | 2213 | 1570 | 1581 | 2086 | 2231 | 2129 | 2203 | 2275 |
### Traffic Volumes Report

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 09</td>
<td>AUG 10</td>
<td>AUG 11</td>
<td>AUG 12</td>
<td>AUG 13</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
</tr>
<tr>
<td>0-1</td>
<td>453 A</td>
<td>435 A</td>
<td>231 A</td>
<td>260 A</td>
<td>211 A</td>
<td>264 A</td>
<td>317 A</td>
<td>508 A</td>
</tr>
<tr>
<td>1-2</td>
<td>331 A</td>
<td>309 A</td>
<td>139 A</td>
<td>148 A</td>
<td>136 A</td>
<td>158 A</td>
<td>194 A</td>
<td>301 A</td>
</tr>
<tr>
<td>2-3</td>
<td>234 A</td>
<td>267 A</td>
<td>132 A</td>
<td>129 A</td>
<td>152 A</td>
<td>160 A</td>
<td>183 A</td>
<td>233 A</td>
</tr>
<tr>
<td>3-4</td>
<td>159 A</td>
<td>146 A</td>
<td>171 A</td>
<td>176 A</td>
<td>168 A</td>
<td>180 A</td>
<td>188 A</td>
<td>164 A</td>
</tr>
<tr>
<td>4-5</td>
<td>185 A</td>
<td>140 A</td>
<td>368 A</td>
<td>308 A</td>
<td>359 A</td>
<td>356 A</td>
<td>342 A</td>
<td>212 A</td>
</tr>
<tr>
<td>5-6</td>
<td>358 A</td>
<td>207 A</td>
<td>913 A</td>
<td>923 A</td>
<td>909 A</td>
<td>899 A</td>
<td>918 A</td>
<td>319 A</td>
</tr>
<tr>
<td>6-7</td>
<td>488 A</td>
<td>342 A</td>
<td>1567 A</td>
<td>1650 A</td>
<td>1670 A</td>
<td>1625 A</td>
<td>1530 A</td>
<td>501 A</td>
</tr>
<tr>
<td>7-8</td>
<td>677 A</td>
<td>479 A</td>
<td>2084 A</td>
<td>2337 A</td>
<td>2285 A</td>
<td>2290 A</td>
<td>2218 A</td>
<td>667 A</td>
</tr>
<tr>
<td>8-9</td>
<td>858 A</td>
<td>673 A</td>
<td>1873 A</td>
<td>1909 A</td>
<td>1982 A</td>
<td>1961 A</td>
<td>1857 A</td>
<td>917 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1106 A</td>
<td>988 A</td>
<td>1561 A</td>
<td>1518 A</td>
<td>1568 A</td>
<td>1108 C</td>
<td>1618 A</td>
<td>1121 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1320 A</td>
<td>1291 A</td>
<td>1451 A</td>
<td>1386 A</td>
<td>1398 A</td>
<td>1461 A</td>
<td>1502 A</td>
<td>1333 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1505 A</td>
<td>1413 A</td>
<td>1550 A</td>
<td>1585 A</td>
<td>1575 A</td>
<td>1532 A</td>
<td>1680 A</td>
<td>1430 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1586 A</td>
<td>1592 A</td>
<td>1689 A</td>
<td>1643 A</td>
<td>1775 A</td>
<td>1685 A</td>
<td>1946 A</td>
<td>1574 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1587 A</td>
<td>1739 A</td>
<td>1849 A</td>
<td>1898 A</td>
<td>1816 A</td>
<td>1834 A</td>
<td>1936 A</td>
<td>1643 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1627 A</td>
<td>1649 A</td>
<td>1920 A</td>
<td>1983 A</td>
<td>1897 A</td>
<td>2023 A</td>
<td>2043 A</td>
<td>1522 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1554 A</td>
<td>1620 A</td>
<td>2109 A</td>
<td>1991 A</td>
<td>2009 A</td>
<td>2079 A</td>
<td>2182 A</td>
<td>1557 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1549 A</td>
<td>1548 A</td>
<td>2197 A</td>
<td>2248 A</td>
<td>2217 A</td>
<td>2264 A</td>
<td>2261 A</td>
<td>1640 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1539 A</td>
<td>1610 A</td>
<td>1911 A</td>
<td>2070 A</td>
<td>1989 A</td>
<td>2105 A</td>
<td>2051 A</td>
<td>1596 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1402 A</td>
<td>1336 A</td>
<td>1470 A</td>
<td>1619 A</td>
<td>1601 A</td>
<td>1679 A</td>
<td>1955 A</td>
<td>1493 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1232 A</td>
<td>1270 A</td>
<td>1084 A</td>
<td>1157 A</td>
<td>1165 A</td>
<td>1192 A</td>
<td>1405 A</td>
<td>1290 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1148 A</td>
<td>1011 A</td>
<td>1052 A</td>
<td>948 A</td>
<td>1117 A</td>
<td>1092 A</td>
<td>1191 A</td>
<td>1096 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1018 A</td>
<td>810 A</td>
<td>922 A</td>
<td>880 A</td>
<td>917 A</td>
<td>969 A</td>
<td>1171 A</td>
<td>1092 A</td>
</tr>
<tr>
<td>22-23</td>
<td>939 A</td>
<td>549 A</td>
<td>576 A</td>
<td>643 A</td>
<td>661 A</td>
<td>667 A</td>
<td>876 A</td>
<td>965 A</td>
</tr>
<tr>
<td>23-24</td>
<td>685 A</td>
<td>370 A</td>
<td>386 A</td>
<td>379 A</td>
<td>414 A</td>
<td>489 A</td>
<td>663 A</td>
<td>914 A</td>
</tr>
</tbody>
</table>

#### Day Total

<table>
<thead>
<tr>
<th></th>
<th>23540 A</th>
<th>21794 A</th>
<th>29205 A</th>
<th>29788 A</th>
<th>29991 A</th>
<th>30072 C</th>
<th>32227 A</th>
<th>24088 A</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>1505</td>
<td>1413</td>
<td>2084</td>
<td>2337</td>
<td>2285</td>
<td>2290</td>
<td>2218</td>
<td>1430</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>14-15</td>
<td>13-14</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>13-14</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>1627</td>
<td>1739</td>
<td>2197</td>
<td>2248</td>
<td>2217</td>
<td>2264</td>
<td>2261</td>
<td>1643</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693 F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

SEG WB OFF TO SB 5

**Traffic Station:**

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>0-1</td>
<td>502 A</td>
<td>226 A</td>
<td>239 A</td>
<td>253 A</td>
<td>220 A</td>
<td>307 A</td>
<td>443 A</td>
<td>454 A</td>
</tr>
<tr>
<td>1-2</td>
<td>318 A</td>
<td>125 A</td>
<td>136 A</td>
<td>152 A</td>
<td>146 A</td>
<td>252 A</td>
<td>295 A</td>
<td>374 A</td>
</tr>
<tr>
<td>2-3</td>
<td>225 A</td>
<td>117 A</td>
<td>137 A</td>
<td>140 A</td>
<td>130 A</td>
<td>186 A</td>
<td>238 A</td>
<td>254 A</td>
</tr>
<tr>
<td>3-4</td>
<td>157 A</td>
<td>136 A</td>
<td>141 A</td>
<td>148 A</td>
<td>170 A</td>
<td>192 A</td>
<td>194 A</td>
<td>167 A</td>
</tr>
<tr>
<td>4-5</td>
<td>135 A</td>
<td>326 A</td>
<td>357 A</td>
<td>316 A</td>
<td>326 A</td>
<td>331 A</td>
<td>194 A</td>
<td>143 A</td>
</tr>
<tr>
<td>5-6</td>
<td>163 A</td>
<td>875 A</td>
<td>917 A</td>
<td>924 A</td>
<td>892 A</td>
<td>879 A</td>
<td>359 A</td>
<td>192 A</td>
</tr>
<tr>
<td>6-7</td>
<td>278 A</td>
<td>1303 A</td>
<td>1644 A</td>
<td>1677 A</td>
<td>1668 A</td>
<td>1583 A</td>
<td>540 A</td>
<td>302 A</td>
</tr>
<tr>
<td>7-8</td>
<td>466 A</td>
<td>1982 A</td>
<td>2386 A</td>
<td>2403 A</td>
<td>2178 A</td>
<td>2191 A</td>
<td>771 A</td>
<td>518 A</td>
</tr>
<tr>
<td>8-9</td>
<td>683 A</td>
<td>1996 A</td>
<td>2055 A</td>
<td>1962 A</td>
<td>2063 A</td>
<td>2003 A</td>
<td>906 A</td>
<td>689 A</td>
</tr>
<tr>
<td>9-10</td>
<td>868 A</td>
<td>1524 A</td>
<td>1541 A</td>
<td>1551 A</td>
<td>1921 A</td>
<td>1560 A</td>
<td>1231 A</td>
<td>949 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1180 A</td>
<td>1376 A</td>
<td>1387 A</td>
<td>1414 A</td>
<td>1507 A</td>
<td>1515 A</td>
<td>1382 A</td>
<td>1261 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1315 A</td>
<td>1496 A</td>
<td>1512 A</td>
<td>1599 A</td>
<td>1556 A</td>
<td>1639 A</td>
<td>1500 A</td>
<td>1305 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1509 A</td>
<td>1704 A</td>
<td>1724 A</td>
<td>1619 A</td>
<td>1714 A</td>
<td>1899 A</td>
<td>1607 A</td>
<td>1563 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1528 A</td>
<td>1784 A</td>
<td>1802 A</td>
<td>1781 A</td>
<td>1800 A</td>
<td>2064 A</td>
<td>1729 A</td>
<td>1637 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1601 A</td>
<td>1876 A</td>
<td>1929 A</td>
<td>1941 A</td>
<td>1925 A</td>
<td>2103 A</td>
<td>1703 A</td>
<td>1705 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1621 A</td>
<td>2061 A</td>
<td>2077 A</td>
<td>2101 A</td>
<td>2137 A</td>
<td>2333 A</td>
<td>1642 A</td>
<td>1636 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1688 A</td>
<td>2258 A</td>
<td>2283 A</td>
<td>2247 A</td>
<td>2319 A</td>
<td>2180 A</td>
<td>1598 A</td>
<td>1532 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1729 A</td>
<td>2043 A</td>
<td>2101 A</td>
<td>2029 A</td>
<td>2011 A</td>
<td>2065 A</td>
<td>1512 A</td>
<td>1498 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1511 A</td>
<td>1611 A</td>
<td>1624 A</td>
<td>1475 A</td>
<td>1550 A</td>
<td>1670 A</td>
<td>1405 A</td>
<td>1320 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1183 A</td>
<td>1182 A</td>
<td>1065 A</td>
<td>1180 A</td>
<td>1106 A</td>
<td>1299 A</td>
<td>1275 A</td>
<td>1201 A</td>
</tr>
<tr>
<td>20-21</td>
<td>996 A</td>
<td>1003 A</td>
<td>1022 A</td>
<td>1021 A</td>
<td>1100 A</td>
<td>1231 A</td>
<td>1155 A</td>
<td>1100 A</td>
</tr>
<tr>
<td>21-22</td>
<td>905 A</td>
<td>817 A</td>
<td>848 A</td>
<td>861 A</td>
<td>1064 A</td>
<td>1107 A</td>
<td>1163 A</td>
<td>881 A</td>
</tr>
<tr>
<td>22-23</td>
<td>604 A</td>
<td>558 A</td>
<td>619 A</td>
<td>655 A</td>
<td>668 A</td>
<td>860 A</td>
<td>865 A</td>
<td>591 A</td>
</tr>
<tr>
<td>23-24</td>
<td>405 A</td>
<td>374 A</td>
<td>377 A</td>
<td>391 A</td>
<td>436 A</td>
<td>628 A</td>
<td>638 A</td>
<td>407 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>21570 A</th>
<th>28753 A</th>
<th>29923 A</th>
<th>29840 A</th>
<th>30607 A</th>
<th>32077 A</th>
<th>24345 A</th>
<th>21679 A</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>11-12</td>
<td>08-09</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>1315</td>
<td>1996</td>
<td>2386</td>
<td>2403</td>
<td>2178</td>
<td>2191</td>
<td>1500</td>
<td>1305</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>17-18</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>15-16</td>
<td>13-14</td>
<td>14-15</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>1729</td>
<td>2258</td>
<td>2283</td>
<td>2247</td>
<td>2319</td>
<td>2333</td>
<td>1729</td>
<td>1705</td>
</tr>
</tbody>
</table>
**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>179</td>
<td>213</td>
<td>239</td>
<td>218</td>
<td>299</td>
<td>431</td>
<td>462</td>
</tr>
<tr>
<td>1-2</td>
<td>143</td>
<td>137</td>
<td>166</td>
<td>131</td>
<td>215</td>
<td>323</td>
<td>341</td>
</tr>
<tr>
<td>2-3</td>
<td>129</td>
<td>129</td>
<td>133</td>
<td>125</td>
<td>162</td>
<td>260</td>
<td>274</td>
</tr>
<tr>
<td>3-4</td>
<td>165</td>
<td>139</td>
<td>152</td>
<td>160</td>
<td>184</td>
<td>231</td>
<td>160</td>
</tr>
<tr>
<td>4-5</td>
<td>358</td>
<td>319</td>
<td>327</td>
<td>358</td>
<td>318</td>
<td>215</td>
<td>155</td>
</tr>
<tr>
<td>5-6</td>
<td>916</td>
<td>941</td>
<td>991</td>
<td>963</td>
<td>866</td>
<td>329</td>
<td>209</td>
</tr>
<tr>
<td>6-7</td>
<td>1561</td>
<td>1766</td>
<td>1715</td>
<td>1753</td>
<td>1554</td>
<td>457</td>
<td>311</td>
</tr>
<tr>
<td>7-8</td>
<td>2072</td>
<td>2174</td>
<td>2308</td>
<td>2269</td>
<td>2241</td>
<td>688</td>
<td>439</td>
</tr>
<tr>
<td>8-9</td>
<td>1783</td>
<td>2111</td>
<td>1579</td>
<td>2141</td>
<td>1957</td>
<td>891</td>
<td>618</td>
</tr>
<tr>
<td>9-10</td>
<td>1681</td>
<td>1554</td>
<td>1599</td>
<td>1614</td>
<td>1579</td>
<td>1144</td>
<td>906</td>
</tr>
<tr>
<td>10-11</td>
<td>1414</td>
<td>1392</td>
<td>1462</td>
<td>1375</td>
<td>1541</td>
<td>1355</td>
<td>1286</td>
</tr>
<tr>
<td>11-12</td>
<td>1491</td>
<td>1466</td>
<td>1500</td>
<td>1538</td>
<td>1700</td>
<td>1412</td>
<td>1330</td>
</tr>
<tr>
<td>12-13</td>
<td>1720</td>
<td>1615</td>
<td>1713</td>
<td>1769</td>
<td>1940</td>
<td>1598</td>
<td>1587</td>
</tr>
<tr>
<td>13-14</td>
<td>1791</td>
<td>1782</td>
<td>1771</td>
<td>1868</td>
<td>2106</td>
<td>1721</td>
<td>1732</td>
</tr>
<tr>
<td>14-15</td>
<td>1864</td>
<td>1847</td>
<td>1735</td>
<td>1861</td>
<td>2187</td>
<td>1648</td>
<td>1713</td>
</tr>
<tr>
<td>15-16</td>
<td>2023</td>
<td>2087</td>
<td>2099</td>
<td>2202</td>
<td>2295</td>
<td>1540</td>
<td>1630</td>
</tr>
<tr>
<td>16-17</td>
<td>2146</td>
<td>2145</td>
<td>2238</td>
<td>2288</td>
<td>2205</td>
<td>1550</td>
<td>1585</td>
</tr>
<tr>
<td>17-18</td>
<td>1944</td>
<td>1942</td>
<td>1964</td>
<td>1965</td>
<td>2037</td>
<td>1658</td>
<td>1738</td>
</tr>
<tr>
<td>18-19</td>
<td>1457</td>
<td>1479</td>
<td>1520</td>
<td>1516</td>
<td>1902</td>
<td>1511</td>
<td>1299</td>
</tr>
<tr>
<td>19-20</td>
<td>1043</td>
<td>1090</td>
<td>1130</td>
<td>1207</td>
<td>1440</td>
<td>1233</td>
<td>1225</td>
</tr>
<tr>
<td>20-21</td>
<td>988</td>
<td>995</td>
<td>992</td>
<td>1085</td>
<td>1196</td>
<td>1193</td>
<td>1083</td>
</tr>
<tr>
<td>21-22</td>
<td>845</td>
<td>965</td>
<td>849</td>
<td>977</td>
<td>1057</td>
<td>1250</td>
<td>906</td>
</tr>
<tr>
<td>22-23</td>
<td>561</td>
<td>621</td>
<td>592</td>
<td>678</td>
<td>842</td>
<td>997</td>
<td>714</td>
</tr>
<tr>
<td>23-24</td>
<td>310</td>
<td>376</td>
<td>374</td>
<td>423</td>
<td>595</td>
<td>685</td>
<td>532</td>
</tr>
</tbody>
</table>

**Day Total**
- 28584 A
- 29285 A
- 29148 A
- 30484 A
- 32418 A
- 24316 A
- 22235 A

**AM Peak Hour**
- 07-08 A
- 07-08 A
- 07-08 A
- 07-08 A
- 11-12 A
- 11-12 A

**AM Peak Traffic**
- 2072 A
- 2174 A
- 2308 A
- 2269 A
- 2241 A
- 1412 A
- 1330 A

**PM Peak Hour**
- 16-17 A
- 16-17 A
- 16-17 A
- 16-17 A
- 15-16 A
- 13-14 A
- 17-18 A

**PM Peak Traffic**
- 2146 A
- 2145 A
- 2238 A
- 2288 A
- 2295 A
- 1721 A
- 1738 A
### 7-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>193658</td>
<td>27665</td>
</tr>
<tr>
<td>2nd</td>
<td>195664</td>
<td>27952</td>
</tr>
<tr>
<td>3rd</td>
<td>197008</td>
<td>28144</td>
</tr>
<tr>
<td>4th</td>
<td>195602</td>
<td>27943</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>149635</td>
<td>29927</td>
</tr>
<tr>
<td>2nd</td>
<td>150330</td>
<td>30066</td>
</tr>
<tr>
<td>3rd</td>
<td>151350</td>
<td>30270</td>
</tr>
<tr>
<td>4th</td>
<td>149578</td>
<td>29916</td>
</tr>
</tbody>
</table>

**District:** 03  
**County:** SAC  
**Route:** 080  
**Prefix:** M  
**Postmile:** 2.693  
**Leg:** F  

**Location Description:** SEG WB OFF TO SB 5  
**Traffic Station:**  
**Location Type:** Ramp Connection  
**Lanes:**  
**Lane Code:**
### District County Route Prefix Postmile Leg

| 03 | SAC | 080 | M | 2.693 | F |

### Location Description

SEG WB OFF TO SB 5

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
<td>SEP 03</td>
<td>SEP 04</td>
<td>SEP 05</td>
<td>SEP 06</td>
<td>SEP 07</td>
<td>SEP 08</td>
</tr>
<tr>
<td>0-1</td>
<td>367 A</td>
<td>225 A</td>
<td>201 A</td>
<td>195 A</td>
<td>275 A</td>
<td>384 A</td>
<td>417 A</td>
<td>197 A</td>
</tr>
<tr>
<td>1-2</td>
<td>273 A</td>
<td>149 A</td>
<td>149 A</td>
<td>151 A</td>
<td>173 A</td>
<td>334 A</td>
<td>331 A</td>
<td>135 A</td>
</tr>
<tr>
<td>2-3</td>
<td>196 A</td>
<td>106 A</td>
<td>144 A</td>
<td>130 A</td>
<td>148 A</td>
<td>254 A</td>
<td>214 A</td>
<td>113 A</td>
</tr>
<tr>
<td>3-4</td>
<td>168 A</td>
<td>169 A</td>
<td>162 A</td>
<td>174 A</td>
<td>200 A</td>
<td>186 A</td>
<td>171 A</td>
<td>159 A</td>
</tr>
<tr>
<td>4-5</td>
<td>184 A</td>
<td>364 A</td>
<td>343 A</td>
<td>330 A</td>
<td>317 A</td>
<td>205 A</td>
<td>165 A</td>
<td>349 A</td>
</tr>
<tr>
<td>5-6</td>
<td>249 A</td>
<td>954 A</td>
<td>952 A</td>
<td>943 A</td>
<td>908 A</td>
<td>342 A</td>
<td>216 A</td>
<td>880 A</td>
</tr>
<tr>
<td>6-7</td>
<td>337 A</td>
<td>1755 A</td>
<td>1703 A</td>
<td>1771 A</td>
<td>1632 A</td>
<td>448 A</td>
<td>326 A</td>
<td>1684 A</td>
</tr>
<tr>
<td>7-8</td>
<td>444 A</td>
<td>2245 A</td>
<td>2427 A</td>
<td>2343 A</td>
<td>2290 A</td>
<td>763 A</td>
<td>533 A</td>
<td>2273 A</td>
</tr>
<tr>
<td>8-9</td>
<td>621 A</td>
<td>2048 A</td>
<td>2070 A</td>
<td>1974 A</td>
<td>2067 A</td>
<td>981 A</td>
<td>668 A</td>
<td>2077 A</td>
</tr>
<tr>
<td>9-10</td>
<td>917 A</td>
<td>1740 A</td>
<td>1592 A</td>
<td>1614 A</td>
<td>1654 A</td>
<td>1152 A</td>
<td>973 A</td>
<td>1613 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1257 A</td>
<td>1512 A</td>
<td>1465 A</td>
<td>1398 A</td>
<td>1554 A</td>
<td>1259 A</td>
<td>1201 A</td>
<td>1398 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1543 A</td>
<td>1555 A</td>
<td>1518 A</td>
<td>1551 A</td>
<td>1654 A</td>
<td>1423 A</td>
<td>1245 A</td>
<td>1445 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1836 A</td>
<td>1804 A</td>
<td>1678 A</td>
<td>1745 A</td>
<td>1934 A</td>
<td>1566 A</td>
<td>1462 A</td>
<td>1632 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1664 A</td>
<td>1856 A</td>
<td>1767 A</td>
<td>1867 A</td>
<td>2038 A</td>
<td>1630 A</td>
<td>1580 A</td>
<td>1805 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2028 A</td>
<td>1975 A</td>
<td>1884 A</td>
<td>1968 A</td>
<td>2077 A</td>
<td>1614 A</td>
<td>1490 A</td>
<td>1877 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1680 A</td>
<td>2202 A</td>
<td>2105 A</td>
<td>2156 A</td>
<td>2283 A</td>
<td>1614 A</td>
<td>1456 A</td>
<td>2009 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1543 A</td>
<td>2286 A</td>
<td>2219 A</td>
<td>2280 A</td>
<td>2338 A</td>
<td>1518 A</td>
<td>1396 A</td>
<td>2182 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1249 A</td>
<td>1976 A</td>
<td>2016 A</td>
<td>2070 A</td>
<td>2028 A</td>
<td>1658 A</td>
<td>1374 A</td>
<td>1889 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1172 A</td>
<td>1465 A</td>
<td>1709 A</td>
<td>1714 A</td>
<td>1737 A</td>
<td>1383 A</td>
<td>1170 A</td>
<td>1322 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1384 A</td>
<td>1079 A</td>
<td>1149 A</td>
<td>1143 A</td>
<td>1369 A</td>
<td>1344 A</td>
<td>1174 A</td>
<td>1065 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1201 A</td>
<td>1072 A</td>
<td>1018 A</td>
<td>1041 A</td>
<td>1227 A</td>
<td>1201 A</td>
<td>1133 A</td>
<td>1015 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1021 A</td>
<td>831 A</td>
<td>888 A</td>
<td>842 A</td>
<td>1119 A</td>
<td>1004 A</td>
<td>833 A</td>
<td>803 A</td>
</tr>
<tr>
<td>22-23</td>
<td>623 A</td>
<td>560 A</td>
<td>600 A</td>
<td>680 A</td>
<td>874 A</td>
<td>908 A</td>
<td>521 A</td>
<td>535 A</td>
</tr>
<tr>
<td>23-24</td>
<td>377 A</td>
<td>368 A</td>
<td>333 A</td>
<td>381 A</td>
<td>923 A</td>
<td>577 A</td>
<td>316 A</td>
<td>339 A</td>
</tr>
</tbody>
</table>

### Day Total

| 22334 A | 30296 A | 30092 A | 30461 A | 32819 A | 23748 A | 20365 A | 28796 A |

### AM Peak Hour

| 11-12 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 |
| 1543 A | 2245 A | 2427 A | 2343 A | 2290 A | 1423 A | 2273 A |

### AM Peak Traffic

| 14-15 | 16-17 | 16-17 | 16-17 | 17-18 | 13-14 | 16-17 |
| 2028 A | 2286 A | 2219 A | 2280 A | 2338 A | 1658 A | 1580 A |

### PM Peak Hour

| 14-15 | 16-17 | 16-17 | 16-17 | 17-18 | 13-14 | 16-17 |
| 2028 A | 2286 A | 2219 A | 2280 A | 2338 A | 1658 A | 1580 A |

### PM Peak Traffic

| 14-15 | 16-17 | 16-17 | 16-17 | 17-18 | 13-14 | 16-17 |
| 2028 A | 2286 A | 2219 A | 2280 A | 2338 A | 1658 A | 1580 A |
### District County

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
</tr>
</tbody>
</table>

### Location Description

SEG WB OFF TO SB 5

### Traffic Station:

**Location Type:** Ramp Connection

**Lanes:**

**Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>215 A</td>
<td>275 A</td>
<td>460 A</td>
<td>414 A</td>
<td>186 A</td>
<td>160 A</td>
</tr>
<tr>
<td>1-2</td>
<td>151 A</td>
<td>175 A</td>
<td>307 A</td>
<td>323 A</td>
<td>145 A</td>
<td>117 A</td>
</tr>
<tr>
<td>2-3</td>
<td>125 A</td>
<td>176 A</td>
<td>248 A</td>
<td>203 A</td>
<td>118 A</td>
<td>139 A</td>
</tr>
<tr>
<td>3-4</td>
<td>166 A</td>
<td>170 A</td>
<td>190 A</td>
<td>152 A</td>
<td>163 A</td>
<td>157 A</td>
</tr>
<tr>
<td>4-5</td>
<td>316 A</td>
<td>280 A</td>
<td>202 A</td>
<td>134 A</td>
<td>328 A</td>
<td>311 A</td>
</tr>
<tr>
<td>5-6</td>
<td>917 A</td>
<td>908 A</td>
<td>341 A</td>
<td>200 A</td>
<td>898 A</td>
<td>931 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1809 A</td>
<td>1724 A</td>
<td>536 A</td>
<td>295 A</td>
<td>1750 A</td>
<td>1834 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2429 A</td>
<td>2350 A</td>
<td>739 A</td>
<td>517 A</td>
<td>2374 A</td>
<td>2499 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2205 A</td>
<td>2078 A</td>
<td>949 A</td>
<td>662 A</td>
<td>2046 A</td>
<td>2155 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1640 A</td>
<td>1642 A</td>
<td>1205 A</td>
<td>934 A</td>
<td>1572 A</td>
<td>1597 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1428 A</td>
<td>1522 A</td>
<td>1287 A</td>
<td>1258 A</td>
<td>1457 A</td>
<td>1354 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1846 C</td>
<td>1720 A</td>
<td>1447 A</td>
<td>1319 A</td>
<td>1519 A</td>
<td>1448 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1745 A</td>
<td>1966 A</td>
<td>1605 A</td>
<td>1438 A</td>
<td>1655 A</td>
<td>1792 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1762 A</td>
<td>2052 A</td>
<td>1774 A</td>
<td>1673 A</td>
<td>1800 A</td>
<td>1789 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1935 A</td>
<td>2166 A</td>
<td>1703 A</td>
<td>1590 A</td>
<td>1893 A</td>
<td>1887 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2055 A</td>
<td>2268 A</td>
<td>1600 A</td>
<td>1512 A</td>
<td>2103 A</td>
<td>2120 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2295 A</td>
<td>2466 A</td>
<td>1628 A</td>
<td>1499 A</td>
<td>2170 A</td>
<td>2251 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2062 A</td>
<td>2008 A</td>
<td>1547 A</td>
<td>1541 A</td>
<td>1983 A</td>
<td>2028 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1724 A</td>
<td>1720 A</td>
<td>1424 A</td>
<td>1345 A</td>
<td>1525 A</td>
<td>1488 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1197 A</td>
<td>1421 A</td>
<td>1231 A</td>
<td>1191 A</td>
<td>1075 A</td>
<td>1171 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1044 A</td>
<td>1265 A</td>
<td>1191 A</td>
<td>996 A</td>
<td>924 A</td>
<td>1036 A</td>
</tr>
<tr>
<td>21-22</td>
<td>797 A</td>
<td>1275 A</td>
<td>1291 A</td>
<td>928 A</td>
<td>868 A</td>
<td>874 A</td>
</tr>
<tr>
<td>22-23</td>
<td>640 A</td>
<td>985 A</td>
<td>965 A</td>
<td>528 A</td>
<td>547 A</td>
<td>567 A</td>
</tr>
<tr>
<td>23-24</td>
<td>345 A</td>
<td>660 A</td>
<td>639 A</td>
<td>320 A</td>
<td>335 A</td>
<td>310 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>2341</td>
<td>16-17</td>
<td>2360</td>
</tr>
<tr>
<td>07-08</td>
<td>2429</td>
<td>16-17</td>
<td>2295</td>
</tr>
<tr>
<td>07-08</td>
<td>2429</td>
<td>16-17</td>
<td>2303</td>
</tr>
<tr>
<td>07-08</td>
<td>2350</td>
<td>16-17</td>
<td>2466</td>
</tr>
<tr>
<td>11-12</td>
<td>1447</td>
<td>13-14</td>
<td>1774</td>
</tr>
<tr>
<td>11-12</td>
<td>1319</td>
<td>13-14</td>
<td>1673</td>
</tr>
<tr>
<td>07-08</td>
<td>2374</td>
<td>16-17</td>
<td>2170</td>
</tr>
<tr>
<td>07-08</td>
<td>2499</td>
<td>16-17</td>
<td>2251</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Location Description:**
SEG WB OFF TO SB 5  

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>201 A</td>
<td>211 A</td>
<td>273 A</td>
<td>409 A</td>
<td>395 A</td>
<td>191 A</td>
<td>200 A</td>
<td>202 A</td>
</tr>
<tr>
<td>1-2</td>
<td>121 A</td>
<td>139 A</td>
<td>242 A</td>
<td>269 A</td>
<td>317 A</td>
<td>124 A</td>
<td>145 A</td>
<td>155 A</td>
</tr>
<tr>
<td>2-3</td>
<td>120 A</td>
<td>146 A</td>
<td>200 A</td>
<td>218 A</td>
<td>211 A</td>
<td>108 A</td>
<td>125 A</td>
<td>119 A</td>
</tr>
<tr>
<td>3-4</td>
<td>153 A</td>
<td>169 A</td>
<td>167 A</td>
<td>190 A</td>
<td>140 A</td>
<td>159 A</td>
<td>169 A</td>
<td>139 A</td>
</tr>
<tr>
<td>4-5</td>
<td>298 A</td>
<td>297 A</td>
<td>318 A</td>
<td>178 A</td>
<td>128 A</td>
<td>310 A</td>
<td>265 A</td>
<td>293 A</td>
</tr>
<tr>
<td>5-6</td>
<td>917 A</td>
<td>926 A</td>
<td>852 A</td>
<td>399 A</td>
<td>190 A</td>
<td>857 A</td>
<td>916 A</td>
<td>902 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1857 A</td>
<td>1857 A</td>
<td>1694 A</td>
<td>506 A</td>
<td>327 A</td>
<td>1718 A</td>
<td>1711 A</td>
<td>1814 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2490 A</td>
<td>2418 A</td>
<td>2333 A</td>
<td>804 A</td>
<td>511 A</td>
<td>2297 A</td>
<td>2405 A</td>
<td>2398 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2029 A</td>
<td>2097 A</td>
<td>2030 A</td>
<td>1056 A</td>
<td>704 A</td>
<td>1953 A</td>
<td>2223 A</td>
<td>2079 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1588 A</td>
<td>1535 A</td>
<td>1644 A</td>
<td>1117 A</td>
<td>925 A</td>
<td>1626 A</td>
<td>1589 A</td>
<td>1660 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1437 A</td>
<td>1487 A</td>
<td>1497 A</td>
<td>1282 A</td>
<td>1260 A</td>
<td>1438 A</td>
<td>1445 A</td>
<td>1428 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1564 A</td>
<td>1489 A</td>
<td>1776 A</td>
<td>1518 A</td>
<td>1270 A</td>
<td>1448 A</td>
<td>1515 A</td>
<td>1504 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1719 A</td>
<td>1759 A</td>
<td>1976 A</td>
<td>1641 A</td>
<td>1535 A</td>
<td>1646 A</td>
<td>1670 A</td>
<td>1691 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1804 A</td>
<td>1829 A</td>
<td>2142 A</td>
<td>1756 A</td>
<td>1593 A</td>
<td>1770 A</td>
<td>1843 A</td>
<td>1831 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2109 A</td>
<td>2185 A</td>
<td>2326 A</td>
<td>1730 A</td>
<td>1516 A</td>
<td>2044 A</td>
<td>2121 A</td>
<td>2068 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2271 A</td>
<td>2313 A</td>
<td>2407 A</td>
<td>1684 A</td>
<td>1474 A</td>
<td>2292 A</td>
<td>2283 A</td>
<td>2270 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1988 A</td>
<td>2069 A</td>
<td>2016 A</td>
<td>1493 A</td>
<td>1504 A</td>
<td>1928 A</td>
<td>2104 A</td>
<td>2061 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1547 A</td>
<td>1586 A</td>
<td>1704 A</td>
<td>1388 A</td>
<td>1356 A</td>
<td>1477 A</td>
<td>1500 A</td>
<td>1483 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1158 A</td>
<td>1229 A</td>
<td>1395 A</td>
<td>1287 A</td>
<td>1148 A</td>
<td>1077 A</td>
<td>1154 A</td>
<td>1148 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1007 A</td>
<td>1221 A</td>
<td>1120 A</td>
<td>1136 A</td>
<td>977 A</td>
<td>942 A</td>
<td>1007 A</td>
<td>1052 A</td>
</tr>
<tr>
<td>21-22</td>
<td>812 A</td>
<td>943 A</td>
<td>1099 A</td>
<td>1057 A</td>
<td>706 A</td>
<td>790 A</td>
<td>814 A</td>
<td>1139 A</td>
</tr>
<tr>
<td>22-23</td>
<td>534 A</td>
<td>676 A</td>
<td>912 A</td>
<td>916 A</td>
<td>526 A</td>
<td>557 A</td>
<td>635 A</td>
<td>575 A</td>
</tr>
<tr>
<td>23-24</td>
<td>338 A</td>
<td>425 A</td>
<td>673 A</td>
<td>622 A</td>
<td>333 A</td>
<td>306 A</td>
<td>286 A</td>
<td>359 A</td>
</tr>
</tbody>
</table>

| Day Total | 29919 A | 30994 A | 32798 A | 24426 A | 20627 A | 28973 A | 30030 A | 30312 A |

**AM Peak Hour:** 07-08  
**AM Peak Traffic:** 2490  
**PM Peak Hour:** 16-17  
**PM Peak Traffic:** 2271
### District 03: SAC

#### County: 080

#### Postmile: 2.693

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description:
- SEG WB OFF TO SB 5

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>196</td>
<td>243</td>
<td>497</td>
<td>387</td>
<td>186</td>
<td>200</td>
</tr>
<tr>
<td>1-2</td>
<td>137</td>
<td>155</td>
<td>336</td>
<td>368</td>
<td>125</td>
<td>124</td>
</tr>
<tr>
<td>2-3</td>
<td>130</td>
<td>157</td>
<td>235</td>
<td>266</td>
<td>125</td>
<td>129</td>
</tr>
<tr>
<td>3-4</td>
<td>162</td>
<td>158</td>
<td>179</td>
<td>160</td>
<td>169</td>
<td>154</td>
</tr>
<tr>
<td>4-5</td>
<td>291</td>
<td>302</td>
<td>173</td>
<td>135</td>
<td>324</td>
<td>311</td>
</tr>
<tr>
<td>5-6</td>
<td>927</td>
<td>891</td>
<td>322</td>
<td>192</td>
<td>837</td>
<td>882</td>
</tr>
<tr>
<td>6-7</td>
<td>1831</td>
<td>1680</td>
<td>581</td>
<td>286</td>
<td>1746</td>
<td>1805</td>
</tr>
<tr>
<td>7-8</td>
<td>2319</td>
<td>2328</td>
<td>725</td>
<td>550</td>
<td>2382</td>
<td>2459</td>
</tr>
<tr>
<td>8-9</td>
<td>2118</td>
<td>2060</td>
<td>1023</td>
<td>770</td>
<td>2075</td>
<td>2215</td>
</tr>
<tr>
<td>9-10</td>
<td>1648</td>
<td>1680</td>
<td>1161</td>
<td>1029</td>
<td>1553</td>
<td>1624</td>
</tr>
<tr>
<td>10-11</td>
<td>1482</td>
<td>1497</td>
<td>1344</td>
<td>1231</td>
<td>1455</td>
<td>1467</td>
</tr>
<tr>
<td>11-12</td>
<td>1551</td>
<td>1712</td>
<td>1437</td>
<td>1278</td>
<td>1362</td>
<td>1483</td>
</tr>
<tr>
<td>12-13</td>
<td>1736</td>
<td>1888</td>
<td>1631</td>
<td>1489</td>
<td>1593</td>
<td>1722</td>
</tr>
<tr>
<td>13-14</td>
<td>1690</td>
<td>2002</td>
<td>1632</td>
<td>1564</td>
<td>1746</td>
<td>1872</td>
</tr>
<tr>
<td>14-15</td>
<td>2017</td>
<td>2149</td>
<td>1566</td>
<td>1624</td>
<td>1847</td>
<td>1985</td>
</tr>
<tr>
<td>15-16</td>
<td>2193</td>
<td>2288</td>
<td>1614</td>
<td>1543</td>
<td>2108</td>
<td>2063</td>
</tr>
<tr>
<td>16-17</td>
<td>2301</td>
<td>2313</td>
<td>1554</td>
<td>1463</td>
<td>2257</td>
<td>2263</td>
</tr>
<tr>
<td>17-18</td>
<td>2061</td>
<td>1995</td>
<td>1520</td>
<td>1411</td>
<td>1978</td>
<td>2038</td>
</tr>
<tr>
<td>18-19</td>
<td>1592</td>
<td>1561</td>
<td>1403</td>
<td>1370</td>
<td>1399</td>
<td>1596</td>
</tr>
<tr>
<td>19-20</td>
<td>1231</td>
<td>1334</td>
<td>1222</td>
<td>1198</td>
<td>1079</td>
<td>1191</td>
</tr>
<tr>
<td>20-21</td>
<td>1022</td>
<td>1178</td>
<td>1081</td>
<td>936</td>
<td>913</td>
<td>1070</td>
</tr>
<tr>
<td>21-22</td>
<td>900</td>
<td>1011</td>
<td>1020</td>
<td>705</td>
<td>799</td>
<td>838</td>
</tr>
<tr>
<td>22-23</td>
<td>653</td>
<td>1203</td>
<td>910</td>
<td>486</td>
<td>522</td>
<td>580</td>
</tr>
<tr>
<td>23-24</td>
<td>399</td>
<td>676</td>
<td>610</td>
<td>357</td>
<td>289</td>
<td>358</td>
</tr>
</tbody>
</table>

### Day Total
- **AM Peak Hour:** 07-08
- **AM Peak Traffic:** 2319
- **PM Peak Hour:** 16-17
- **PM Peak Traffic:** 2301

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>30587</td>
<td>32461</td>
<td>23776</td>
<td>20798</td>
<td>28869</td>
<td>30429</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
</tr>
<tr>
<td>2008</td>
<td>2319</td>
<td>2328</td>
<td>1437</td>
<td>1278</td>
<td>2382</td>
<td>2459</td>
</tr>
<tr>
<td>2008</td>
<td>16-17</td>
<td>16-17</td>
<td>13-14</td>
<td>14-15</td>
<td>16-17</td>
<td>16-17</td>
</tr>
<tr>
<td>2008</td>
<td>2301</td>
<td>2313</td>
<td>1632</td>
<td>1624</td>
<td>2257</td>
<td>2263</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
<td>Postmile</td>
<td>Leg</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------</td>
<td>-----</td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.693</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SEG WB OFF TO SB 5

**Traffic Station:**
Location Type: Ramp Connection
Lanes: 
Lane Code: 

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WEST</strong></td>
<td><strong>WEST</strong></td>
</tr>
<tr>
<td><strong>7-Day Total</strong></td>
<td><strong>5-Day Total</strong></td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>190115</td>
</tr>
<tr>
<td>2nd</td>
<td>200132</td>
</tr>
<tr>
<td>3rd</td>
<td>198213</td>
</tr>
<tr>
<td>4th</td>
<td>196937</td>
</tr>
<tr>
<td>1st</td>
<td>146002</td>
</tr>
<tr>
<td>2nd</td>
<td>154651</td>
</tr>
<tr>
<td>3rd</td>
<td>153160</td>
</tr>
<tr>
<td>4th</td>
<td>152363</td>
</tr>
</tbody>
</table>
### District
03
### County
SAC
### Route
080
### Prefix
M
### Postmile
2.877
### Leg
F
### Location Description
WB OFF TO RTE 5

### Direction of Count: West

#### Year 2008

<table>
<thead>
<tr>
<th></th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>664 A</td>
<td>622 A</td>
<td>281 A</td>
<td>280 A</td>
<td>298 A</td>
<td>315 A</td>
<td>341 A</td>
<td>677 A</td>
</tr>
<tr>
<td>1-2</td>
<td>567 A</td>
<td>449 A</td>
<td>222 A</td>
<td>184 A</td>
<td>224 A</td>
<td>226 A</td>
<td>249 A</td>
<td>595 A</td>
</tr>
<tr>
<td>2-3</td>
<td>313 A</td>
<td>353 A</td>
<td>184 A</td>
<td>177 A</td>
<td>203 A</td>
<td>205 A</td>
<td>234 A</td>
<td>353 A</td>
</tr>
<tr>
<td>3-4</td>
<td>326 A</td>
<td>254 A</td>
<td>274 A</td>
<td>272 A</td>
<td>330 A</td>
<td>293 A</td>
<td>312 A</td>
<td>343 A</td>
</tr>
<tr>
<td>4-5</td>
<td>446 A</td>
<td>343 A</td>
<td>783 A</td>
<td>713 A</td>
<td>759 A</td>
<td>792 A</td>
<td>699 A</td>
<td>487 A</td>
</tr>
<tr>
<td>5-6</td>
<td>653 A</td>
<td>371 A</td>
<td>1526 A</td>
<td>1525 A</td>
<td>1527 A</td>
<td>1564 A</td>
<td>1486 A</td>
<td>696 A</td>
</tr>
<tr>
<td>6-7</td>
<td>911 A</td>
<td>644 A</td>
<td>2776 A</td>
<td>2807 A</td>
<td>2758 A</td>
<td>2822 A</td>
<td>2688 A</td>
<td>975 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1323 A</td>
<td>824 A</td>
<td>3432 A</td>
<td>3373 A</td>
<td>3464 A</td>
<td>3521 A</td>
<td>3317 A</td>
<td>1376 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1738 A</td>
<td>1184 A</td>
<td>3055 A</td>
<td>2953 A</td>
<td>3035 A</td>
<td>3185 A</td>
<td>3048 A</td>
<td>1712 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1952 A</td>
<td>1557 A</td>
<td>2456 A</td>
<td>2558 A</td>
<td>2852 A</td>
<td>2542 A</td>
<td>2486 A</td>
<td>1930 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2238 A</td>
<td>2015 A</td>
<td>2223 A</td>
<td>2248 A</td>
<td>2445 A</td>
<td>2313 A</td>
<td>2414 A</td>
<td>2179 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2429 A</td>
<td>2177 A</td>
<td>2364 A</td>
<td>2311 A</td>
<td>2378 A</td>
<td>2482 A</td>
<td>2683 A</td>
<td>2406 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2652 A</td>
<td>2420 A</td>
<td>2612 A</td>
<td>2658 A</td>
<td>2603 A</td>
<td>2708 A</td>
<td>3056 A</td>
<td>2727 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2586 A</td>
<td>2358 A</td>
<td>2784 A</td>
<td>2868 A</td>
<td>2671 A</td>
<td>2835 A</td>
<td>3137 A</td>
<td>2606 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2644 A</td>
<td>2515 A</td>
<td>2939 A</td>
<td>2956 A</td>
<td>2924 A</td>
<td>3146 A</td>
<td>3341 A</td>
<td>2669 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2793 A</td>
<td>2631 A</td>
<td>3508 A</td>
<td>3108 A</td>
<td>3293 A</td>
<td>3469 A</td>
<td>2753 A</td>
<td>2687 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2761 A</td>
<td>2437 A</td>
<td>3277 A</td>
<td>3364 A</td>
<td>3269 A</td>
<td>3472 A</td>
<td>3505 A</td>
<td>2687 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2725 A</td>
<td>2268 A</td>
<td>2960 A</td>
<td>3000 A</td>
<td>3027 A</td>
<td>3050 A</td>
<td>3156 A</td>
<td>2559 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2495 A</td>
<td>2270 A</td>
<td>2378 A</td>
<td>2639 A</td>
<td>2432 A</td>
<td>2514 A</td>
<td>2963 A</td>
<td>2468 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2108 A</td>
<td>2164 A</td>
<td>1758 A</td>
<td>1882 A</td>
<td>1896 A</td>
<td>1937 A</td>
<td>2158 A</td>
<td>2024 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1672 A</td>
<td>1973 A</td>
<td>1508 A</td>
<td>1567 A</td>
<td>1709 A</td>
<td>1684 A</td>
<td>1901 A</td>
<td>1741 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1733 A</td>
<td>1321 A</td>
<td>1292 A</td>
<td>1750 A</td>
<td>1446 A</td>
<td>1446 A</td>
<td>2107 A</td>
<td>1618 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1476 A</td>
<td>859 A</td>
<td>926 A</td>
<td>1470 A</td>
<td>961 A</td>
<td>1041 A</td>
<td>1605 A</td>
<td>1450 A</td>
</tr>
<tr>
<td>23-24</td>
<td>985 A</td>
<td>542 A</td>
<td>540 A</td>
<td>605 A</td>
<td>558 A</td>
<td>632 A</td>
<td>1061 A</td>
<td>950 A</td>
</tr>
</tbody>
</table>

#### Day Total

|        | 40190 A | 34551 A | 46058 A | 47268 A | 46974 A | 48018 A | 51416 A | 39981 A |

#### AM Peak Hour

|        | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 |

#### AM Peak Traffic

|        | 2429 | 2177 | 3432 | 3373 | 3464 | 3521 | 3317 | 2406 |

#### PM Peak Hour

|        | 15-16 | 15-16 | 15-16 | 16-17 | 16-17 | 16-17 | 16-17 | 15-16 |

#### PM Peak Traffic

|        | 2793 | 2631 | 3508 | 3364 | 3269 | 3472 | 3505 | 2753 |
# CALTRANS TRAFFIC VOLUMES
## Detail All Vehicle Hourly Count Report

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description
- **WB OFF TO RTE 5**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>340 A</td>
<td>349 A</td>
<td>312 A</td>
<td>409 A</td>
<td>373 A</td>
<td>658 A</td>
<td>645 A</td>
<td>344 A</td>
</tr>
<tr>
<td>1-2</td>
<td>224 A</td>
<td>227 A</td>
<td>213 A</td>
<td>210 A</td>
<td>248 A</td>
<td>509 A</td>
<td>420 A</td>
<td>239 A</td>
</tr>
<tr>
<td>2-3</td>
<td>203 A</td>
<td>200 A</td>
<td>204 A</td>
<td>237 A</td>
<td>268 A</td>
<td>409 A</td>
<td>336 A</td>
<td>204 A</td>
</tr>
<tr>
<td>3-4</td>
<td>274 A</td>
<td>272 A</td>
<td>284 A</td>
<td>274 A</td>
<td>312 A</td>
<td>344 A</td>
<td>274 A</td>
<td>254 A</td>
</tr>
<tr>
<td>4-5</td>
<td>809 A</td>
<td>739 A</td>
<td>734 A</td>
<td>761 A</td>
<td>716 A</td>
<td>525 A</td>
<td>380 A</td>
<td>813 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1531 A</td>
<td>1501 A</td>
<td>1497 A</td>
<td>1497 A</td>
<td>1454 A</td>
<td>788 A</td>
<td>473 A</td>
<td>1515 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2689 A</td>
<td>2713 A</td>
<td>2770 A</td>
<td>2714 A</td>
<td>2550 A</td>
<td>890 A</td>
<td>800 A</td>
<td>2591 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3329 A</td>
<td>3393 A</td>
<td>3453 A</td>
<td>3424 A</td>
<td>3251 A</td>
<td>1223 A</td>
<td>930 A</td>
<td>3262 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3016 A</td>
<td>3235 A</td>
<td>3117 A</td>
<td>3339 A</td>
<td>2977 A</td>
<td>1573 A</td>
<td>1177 A</td>
<td>2447 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2344 A</td>
<td>2464 A</td>
<td>2394 A</td>
<td>2676 A</td>
<td>2540 A</td>
<td>1955 A</td>
<td>1566 A</td>
<td>2284 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2229 A</td>
<td>2246 A</td>
<td>2288 A</td>
<td>2280 A</td>
<td>2630 A</td>
<td>2133 A</td>
<td>1990 A</td>
<td>2374 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2416 A</td>
<td>2297 A</td>
<td>2381 A</td>
<td>2516 A</td>
<td>2784 A</td>
<td>2307 A</td>
<td>2142 A</td>
<td>2406 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2662 A</td>
<td>2598 A</td>
<td>2589 A</td>
<td>2844 A</td>
<td>2932 A</td>
<td>2574 A</td>
<td>2540 A</td>
<td>2641 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2798 A</td>
<td>2722 A</td>
<td>2850 A</td>
<td>2905 A</td>
<td>3259 A</td>
<td>2676 A</td>
<td>2482 A</td>
<td>2783 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2827 A</td>
<td>2948 A</td>
<td>3050 A</td>
<td>2969 A</td>
<td>3234 A</td>
<td>2663 A</td>
<td>2555 A</td>
<td>2754 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3130 A</td>
<td>3258 A</td>
<td>3362 A</td>
<td>3269 A</td>
<td>3468 A</td>
<td>2670 A</td>
<td>2591 A</td>
<td>3133 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3326 A</td>
<td>3314 A</td>
<td>3380 A</td>
<td>3437 A</td>
<td>3486 A</td>
<td>2693 A</td>
<td>2519 A</td>
<td>3328 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3057 A</td>
<td>3003 A</td>
<td>3106 A</td>
<td>3066 A</td>
<td>3084 A</td>
<td>2650 A</td>
<td>2469 A</td>
<td>3226 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2403 A</td>
<td>2379 A</td>
<td>2633 A</td>
<td>2700 A</td>
<td>2711 A</td>
<td>2358 A</td>
<td>2265 A</td>
<td>2375 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1855 A</td>
<td>1826 A</td>
<td>1927 A</td>
<td>2006 A</td>
<td>2292 A</td>
<td>2029 A</td>
<td>1973 A</td>
<td>1793 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1579 A</td>
<td>1601 A</td>
<td>1455 A</td>
<td>1735 A</td>
<td>1923 A</td>
<td>1672 A</td>
<td>1953 A</td>
<td>1602 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1360 A</td>
<td>1504 A</td>
<td>1352 A</td>
<td>1984 A</td>
<td>1788 A</td>
<td>1581 A</td>
<td>1383 A</td>
<td>1364 A</td>
</tr>
<tr>
<td>22-23</td>
<td>984 A</td>
<td>986 A</td>
<td>945 A</td>
<td>1205 A</td>
<td>1611 A</td>
<td>1632 A</td>
<td>989 A</td>
<td>931 A</td>
</tr>
<tr>
<td>23-24</td>
<td>913 A</td>
<td>574 A</td>
<td>695 A</td>
<td>723 A</td>
<td>1085 A</td>
<td>993 A</td>
<td>619 A</td>
<td>652 A</td>
</tr>
</tbody>
</table>

### Day Total
- **AM Peak Hour:** 07-08 07-08 07-08 07-08 11-12 11-12 07-08
- **AM Peak Traffic:** 3329 3393 3453 3424 3251 2307 2142 3262
- **PM Peak Hour:** 16-17 16-17 16-17 16-17 16-17 15-16 16-17
- **PM Peak Traffic:** 3326 3314 3380 3437 3486 2693 2591 3328

### District 03
- **County:** SAC
- **Route:** 080
- **Prefix:** M
- **Postmile:** 2.877
- **Leg:** F
## Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>361 A</td>
<td>378 A</td>
<td>363 A</td>
<td>417 A</td>
<td>647 A</td>
<td>609 A</td>
<td>308 A</td>
<td>300 A</td>
</tr>
<tr>
<td>0-1</td>
<td>256 A</td>
<td>248 A</td>
<td>258 A</td>
<td>296 A</td>
<td>572 A</td>
<td>430 A</td>
<td>228 A</td>
<td>213 A</td>
</tr>
<tr>
<td>1-2</td>
<td>244 A</td>
<td>219 A</td>
<td>232 A</td>
<td>244 A</td>
<td>372 A</td>
<td>320 A</td>
<td>169 A</td>
<td>192 A</td>
</tr>
<tr>
<td>2-3</td>
<td>290 A</td>
<td>295 A</td>
<td>305 A</td>
<td>311 A</td>
<td>296 A</td>
<td>298 A</td>
<td>261 A</td>
<td>276 A</td>
</tr>
<tr>
<td>3-4</td>
<td>776 A</td>
<td>730 A</td>
<td>744 A</td>
<td>675 A</td>
<td>453 A</td>
<td>386 A</td>
<td>877 A</td>
<td>833 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1516 A</td>
<td>1499 A</td>
<td>1493 A</td>
<td>1334 A</td>
<td>638 A</td>
<td>416 A</td>
<td>1581 A</td>
<td>1596 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2719 A</td>
<td>2765 A</td>
<td>2720 A</td>
<td>2510 A</td>
<td>818 A</td>
<td>494 A</td>
<td>2698 A</td>
<td>2828 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3146 A</td>
<td>3333 A</td>
<td>3431 A</td>
<td>3178 A</td>
<td>1175 A</td>
<td>734 A</td>
<td>3179 A</td>
<td>3377 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3081 A</td>
<td>2915 A</td>
<td>3032 A</td>
<td>2764 A</td>
<td>1463 A</td>
<td>1084 A</td>
<td>2930 A</td>
<td>2993 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2412 A</td>
<td>2418 A</td>
<td>2458 A</td>
<td>2578 A</td>
<td>1953 A</td>
<td>1544 A</td>
<td>2475 A</td>
<td>2503 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2169 A</td>
<td>2349 A</td>
<td>2356 A</td>
<td>2444 A</td>
<td>2203 A</td>
<td>2006 A</td>
<td>2500 A</td>
<td>2371 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2385 A</td>
<td>2440 A</td>
<td>2563 A</td>
<td>2874 A</td>
<td>2351 A</td>
<td>2202 A</td>
<td>2750 A</td>
<td>2639 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2663 A</td>
<td>2653 A</td>
<td>2797 A</td>
<td>3119 A</td>
<td>2564 A</td>
<td>2505 A</td>
<td>2991 A</td>
<td>2915 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2729 A</td>
<td>2730 A</td>
<td>2981 A</td>
<td>3365 A</td>
<td>2627 A</td>
<td>2632 A</td>
<td>2995 A</td>
<td>2805 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2898 A</td>
<td>2935 A</td>
<td>3001 A</td>
<td>3488 A</td>
<td>2746 A</td>
<td>2445 A</td>
<td>3049 A</td>
<td>3061 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3263 A</td>
<td>3208 A</td>
<td>3391 A</td>
<td>3419 A</td>
<td>2588 A</td>
<td>2263 A</td>
<td>3067 A</td>
<td>3145 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3349 A</td>
<td>3323 A</td>
<td>3352 A</td>
<td>3294 A</td>
<td>2627 A</td>
<td>2228 A</td>
<td>3351 A</td>
<td>3375 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3091 A</td>
<td>3237 A</td>
<td>3178 A</td>
<td>3136 A</td>
<td>2514 A</td>
<td>2119 A</td>
<td>3031 A</td>
<td>3159 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2571 A</td>
<td>2480 A</td>
<td>2618 A</td>
<td>2685 A</td>
<td>2270 A</td>
<td>2146 A</td>
<td>2361 A</td>
<td>2461 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1845 A</td>
<td>1889 A</td>
<td>2071 A</td>
<td>2349 A</td>
<td>2113 A</td>
<td>2168 A</td>
<td>1973 A</td>
<td>1961 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1621 A</td>
<td>1668 A</td>
<td>1751 A</td>
<td>1931 A</td>
<td>1780 A</td>
<td>1885 A</td>
<td>1644 A</td>
<td>1672 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1836 A</td>
<td>1449 A</td>
<td>1571 A</td>
<td>1812 A</td>
<td>1689 A</td>
<td>1337 A</td>
<td>1374 A</td>
<td>1462 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1335 A</td>
<td>1070 A</td>
<td>1140 A</td>
<td>1517 A</td>
<td>1450 A</td>
<td>916 A</td>
<td>991 A</td>
<td>956 A</td>
</tr>
<tr>
<td>22-23</td>
<td>715 A</td>
<td>715 A</td>
<td>801 A</td>
<td>1094 A</td>
<td>946 A</td>
<td>636 A</td>
<td>621 A</td>
<td>628 A</td>
</tr>
</tbody>
</table>

**Day Total**: 47271 A  46946 A  48607 A  50834 A  38855 A  33803 A  47404 A  47721 A

**AM Peak Hour**: 07-08  07-08  07-08  07-08  11-12  11-12  07-08  07-08

**AM Peak Traffic**: 3146  3333  3431  3178  2351  2202  3179  3377

**PM Peak Hour**: 16-17  16-17  15-16  14-15  14-15  13-14  16-17  16-17

**PM Peak Traffic**: 3349  3323  3391  3488  2746  2632  3351  3375
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.877</td>
<td>F</td>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0-1</td>
<td>360 A</td>
<td>372 A</td>
<td>413 A</td>
<td>676 A</td>
<td>685 A</td>
<td>370 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1-2</td>
<td>215 A</td>
<td>230 A</td>
<td>261 A</td>
<td>571 A</td>
<td>444 A</td>
<td>229 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2-3</td>
<td>227 A</td>
<td>201 A</td>
<td>246 A</td>
<td>342 A</td>
<td>366 A</td>
<td>195 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3-4</td>
<td>288 A</td>
<td>303 A</td>
<td>305 A</td>
<td>303 A</td>
<td>265 A</td>
<td>257 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4-5</td>
<td>732 A</td>
<td>754 A</td>
<td>698 A</td>
<td>495 A</td>
<td>410 A</td>
<td>813 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5-6</td>
<td>1478 A</td>
<td>1581 A</td>
<td>1467 A</td>
<td>725 A</td>
<td>493 A</td>
<td>1409 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6-7</td>
<td>2812 A</td>
<td>2769 A</td>
<td>2604 A</td>
<td>912 A</td>
<td>657 A</td>
<td>2311 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7-8</td>
<td>3504 A</td>
<td>3459 A</td>
<td>3279 A</td>
<td>1219 A</td>
<td>892 A</td>
<td>2706 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8-9</td>
<td>3002 A</td>
<td>2977 A</td>
<td>2800 A</td>
<td>1661 A</td>
<td>1271 A</td>
<td>2565 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9-10</td>
<td>2458 A</td>
<td>2450 A</td>
<td>2533 A</td>
<td>1895 A</td>
<td>1649 A</td>
<td>2305 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10-11</td>
<td>2303 A</td>
<td>2406 A</td>
<td>2571 A</td>
<td>2132 A</td>
<td>2018 A</td>
<td>2387 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11-12</td>
<td>2554 A</td>
<td>2649 A</td>
<td>2812 A</td>
<td>2348 A</td>
<td>2189 A</td>
<td>2421 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12-13</td>
<td>2849 A</td>
<td>2784 A</td>
<td>3076 A</td>
<td>2614 A</td>
<td>2502 A</td>
<td>2515 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13-14</td>
<td>2833 A</td>
<td>2982 A</td>
<td>3160 A</td>
<td>2628 A</td>
<td>2748 A</td>
<td>2915 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14-15</td>
<td>2967 A</td>
<td>3084 A</td>
<td>3246 A</td>
<td>2683 A</td>
<td>2823 A</td>
<td>2905 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15-16</td>
<td>3297 A</td>
<td>3372 A</td>
<td>3428 A</td>
<td>2841 A</td>
<td>2692 A</td>
<td>3202 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16-17</td>
<td>3322 A</td>
<td>3497 A</td>
<td>3402 A</td>
<td>2719 A</td>
<td>2692 A</td>
<td>3195 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17-18</td>
<td>3193 A</td>
<td>3194 A</td>
<td>3187 A</td>
<td>2576 A</td>
<td>2443 A</td>
<td>3076 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>18-19</td>
<td>2593 A</td>
<td>2637 A</td>
<td>2871 A</td>
<td>2312 A</td>
<td>2319 A</td>
<td>2438 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>19-20</td>
<td>1994 A</td>
<td>2038 A</td>
<td>2394 A</td>
<td>2028 A</td>
<td>1978 A</td>
<td>1860 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20-21</td>
<td>1790 A</td>
<td>1880 A</td>
<td>1816 A</td>
<td>1809 A</td>
<td>1625 A</td>
<td>1551 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21-22</td>
<td>1671 A</td>
<td>1642 A</td>
<td>2097 A</td>
<td>1720 A</td>
<td>1325 A</td>
<td>1343 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22-23</td>
<td>1490 A</td>
<td>1174 A</td>
<td>1576 A</td>
<td>1588 A</td>
<td>983 A</td>
<td>934 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>23-24</td>
<td>702 A</td>
<td>698 A</td>
<td>1076 A</td>
<td>1108 A</td>
<td>594 A</td>
<td>580 A</td>
</tr>
</tbody>
</table>

**Day Total**: 48634 A 49133 A 51318 A 39905 A 36063 A 44478 A

**AM Peak Hour**: 07-08 07-08 07-08 11-12 11-12 07-08

**AM Peak Traffic**: 3504 3459 3279 2348 2189 2706

**PM Peak Hour**: 16-17 16-17 15-16 15-16 14-15 15-16

**PM Peak Traffic**: 3322 3497 3428 2841 2823 3202
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.877</td>
<td>F</td>
<td>314475</td>
<td>239734</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>44925</td>
<td>47947</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>319280</td>
<td>239794</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>45611</td>
<td>47959</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>313299</td>
<td>238973</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>44757</td>
<td>47795</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>317918</td>
<td>244210</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>45417</td>
<td>48842</td>
</tr>
</tbody>
</table>

Location Description:
WB OFF TO RTE 5

Traffic Station:
Location Type: Ramp Connection
Lanes:
Lane Code:
### District Traffic Volumes

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

**Location Description:** WB OFF TO RTE 5

**Direction of Count:** West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>343 A</td>
<td>376 A</td>
<td>666 A</td>
<td>617 A</td>
<td>341 A</td>
<td>319 A</td>
</tr>
<tr>
<td>1-2</td>
<td>288 A</td>
<td>245 A</td>
<td>532 A</td>
<td>396 A</td>
<td>224 A</td>
<td>210 A</td>
</tr>
<tr>
<td>2-3</td>
<td>244 A</td>
<td>224 A</td>
<td>345 A</td>
<td>315 A</td>
<td>203 A</td>
<td>198 A</td>
</tr>
<tr>
<td>3-4</td>
<td>295 A</td>
<td>283 A</td>
<td>326 A</td>
<td>278 A</td>
<td>262 A</td>
<td>266 A</td>
</tr>
<tr>
<td>4-5</td>
<td>760 A</td>
<td>757 A</td>
<td>471 A</td>
<td>441 A</td>
<td>815 A</td>
<td>739 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1491 A</td>
<td>1445 A</td>
<td>652 A</td>
<td>439 A</td>
<td>1528 A</td>
<td>1564 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2846 A</td>
<td>2649 A</td>
<td>949 A</td>
<td>692 A</td>
<td>2749 A</td>
<td>2837 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3471 A</td>
<td>3314 A</td>
<td>1323 A</td>
<td>918 A</td>
<td>3362 A</td>
<td>3524 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3258 A</td>
<td>2952 A</td>
<td>1591 A</td>
<td>1189 A</td>
<td>3012 A</td>
<td>3190 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2207 A</td>
<td>2517 A</td>
<td>1875 A</td>
<td>1465 A</td>
<td>2403 A</td>
<td>2436 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2404 A</td>
<td>2488 A</td>
<td>2113 A</td>
<td>1998 A</td>
<td>2140 A</td>
<td>2260 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2464 A</td>
<td>2629 A</td>
<td>2275 A</td>
<td>2072 A</td>
<td>2378 A</td>
<td>2391 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2677 A</td>
<td>2962 A</td>
<td>2522 A</td>
<td>2303 A</td>
<td>2561 A</td>
<td>2528 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2757 A</td>
<td>3129 A</td>
<td>2598 A</td>
<td>2655 A</td>
<td>2740 A</td>
<td>2726 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3061 A</td>
<td>3291 A</td>
<td>2662 A</td>
<td>2616 A</td>
<td>2895 A</td>
<td>2856 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3245 A</td>
<td>3479 A</td>
<td>2722 A</td>
<td>2671 A</td>
<td>3201 A</td>
<td>3125 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3361 A</td>
<td>3379 A</td>
<td>2607 A</td>
<td>2566 A</td>
<td>3257 A</td>
<td>3387 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3076 A</td>
<td>3177 A</td>
<td>2594 A</td>
<td>2614 A</td>
<td>3056 A</td>
<td>3092 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2594 A</td>
<td>2784 A</td>
<td>2349 A</td>
<td>2421 A</td>
<td>2336 A</td>
<td>2342 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1963 A</td>
<td>2338 A</td>
<td>2009 A</td>
<td>1992 A</td>
<td>1830 A</td>
<td>1792 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1860 A</td>
<td>1977 A</td>
<td>1804 A</td>
<td>2136 A</td>
<td>1548 A</td>
<td>1614 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2080 A</td>
<td>1860 A</td>
<td>1760 A</td>
<td>1690 A</td>
<td>1432 A</td>
<td>1414 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1271 A</td>
<td>1473 A</td>
<td>1479 A</td>
<td>1040 A</td>
<td>918 A</td>
<td>959 A</td>
</tr>
<tr>
<td>23-24</td>
<td>739 A</td>
<td>1332 A</td>
<td>949 A</td>
<td>609 A</td>
<td>526 A</td>
<td>557 A</td>
</tr>
</tbody>
</table>

**Day Total:** 47321 A 46591 A 48755 A 51060 A 39173 A 36133 A 45717 A 46326 A

**AM Peak Hour:** 07-08 07-08 07-08 11-12 11-12 07-08 07-08

**AM Peak Traffic:** 3405 3495 3471 3314 2275 2072 3362 3524

**PM Peak Hour:** 16-17 16-17 16-17 15-16 15-16 16-17 16-17

**PM Peak Traffic:** 3300 3361 3361 3479 2722 2671 3257 3387
### District: 03  SAC  080  M  2.877  F

**Location Description**: WB OFF TO RTE 5

#### Traffic Station:
- **Location Type**: Ramp Connection
- **Lanes**:
- **Lane Code**:

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
<td>APR 11</td>
<td>APR 12</td>
<td>APR 13</td>
<td>APR 14</td>
<td>APR 15</td>
<td>APR 16</td>
</tr>
<tr>
<td>0-1</td>
<td>292 A</td>
<td>384 A</td>
<td>428 A</td>
<td>705 A</td>
<td>677 A</td>
<td>349 A</td>
<td>284 A</td>
<td>289 A</td>
</tr>
<tr>
<td>1-2</td>
<td>207 A</td>
<td>217 A</td>
<td>299 A</td>
<td>571 A</td>
<td>466 A</td>
<td>241 A</td>
<td>244 A</td>
<td>209 A</td>
</tr>
<tr>
<td>2-3</td>
<td>204 A</td>
<td>240 A</td>
<td>266 A</td>
<td>408 A</td>
<td>328 A</td>
<td>187 A</td>
<td>191 A</td>
<td>205 A</td>
</tr>
<tr>
<td>3-4</td>
<td>273 A</td>
<td>282 A</td>
<td>337 A</td>
<td>338 A</td>
<td>267 A</td>
<td>263 A</td>
<td>295 A</td>
<td>288 A</td>
</tr>
<tr>
<td>4-5</td>
<td>731 A</td>
<td>789 A</td>
<td>718 A</td>
<td>521 A</td>
<td>396 A</td>
<td>835 A</td>
<td>754 A</td>
<td>788 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1493 A</td>
<td>1498 A</td>
<td>1413 A</td>
<td>715 A</td>
<td>487 A</td>
<td>1624 A</td>
<td>1522 A</td>
<td>1540 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2848 A</td>
<td>2826 A</td>
<td>2672 A</td>
<td>954 A</td>
<td>686 A</td>
<td>2737 A</td>
<td>2786 A</td>
<td>2768 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3452 A</td>
<td>3461 A</td>
<td>3424 A</td>
<td>1301 A</td>
<td>917 A</td>
<td>3467 A</td>
<td>3359 A</td>
<td>3379 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3327 A</td>
<td>3131 A</td>
<td>3188 A</td>
<td>1735 A</td>
<td>1254 A</td>
<td>3096 A</td>
<td>3157 A</td>
<td>3114 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2522 A</td>
<td>2616 A</td>
<td>2616 A</td>
<td>1966 A</td>
<td>1546 A</td>
<td>2456 A</td>
<td>2534 A</td>
<td>2501 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2322 A</td>
<td>2269 A</td>
<td>2594 A</td>
<td>2131 A</td>
<td>2004 A</td>
<td>2292 A</td>
<td>2295 A</td>
<td>2264 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2505 A</td>
<td>2425 A</td>
<td>2804 A</td>
<td>2268 A</td>
<td>2152 A</td>
<td>2370 A</td>
<td>2342 A</td>
<td>2414 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2727 A</td>
<td>2680 A</td>
<td>3140 A</td>
<td>2509 A</td>
<td>2684 A</td>
<td>2609 A</td>
<td>2601 A</td>
<td>2592 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2800 A</td>
<td>2804 A</td>
<td>3260 A</td>
<td>2751 A</td>
<td>2722 A</td>
<td>2606 A</td>
<td>2771 A</td>
<td>2770 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2929 A</td>
<td>2984 A</td>
<td>3286 A</td>
<td>2571 A</td>
<td>2579 A</td>
<td>2762 A</td>
<td>2902 A</td>
<td>2945 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3246 A</td>
<td>3245 C</td>
<td>3569 A</td>
<td>2726 A</td>
<td>2660 A</td>
<td>3160 A</td>
<td>3226 A</td>
<td>3217 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3219 A</td>
<td>3441 A</td>
<td>3538 A</td>
<td>2643 A</td>
<td>2551 A</td>
<td>3206 A</td>
<td>3231 A</td>
<td>3294 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3088 A</td>
<td>3202 A</td>
<td>3311 A</td>
<td>2665 A</td>
<td>2431 A</td>
<td>2986 A</td>
<td>3078 A</td>
<td>3084 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2394 A</td>
<td>2683 A</td>
<td>3185 A</td>
<td>2613 A</td>
<td>2108 A</td>
<td>2493 A</td>
<td>2423 A</td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>2054 A</td>
<td>2161 A</td>
<td>2356 A</td>
<td>2109 A</td>
<td>1930 A</td>
<td>1786 A</td>
<td>1815 A</td>
<td>1882 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1788 A</td>
<td>1947 A</td>
<td>1988 A</td>
<td>1912 A</td>
<td>1724 A</td>
<td>1577 A</td>
<td>1673 A</td>
<td>1664 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1502 A</td>
<td>1692 A</td>
<td>2269 A</td>
<td>1982 A</td>
<td>1314 A</td>
<td>1769 A</td>
<td>1511 A</td>
<td>1550 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1085 A</td>
<td>1217 A</td>
<td>1669 A</td>
<td>1903 A</td>
<td>1033 A</td>
<td>1338 A</td>
<td>988 A</td>
<td>1070 A</td>
</tr>
<tr>
<td>23-24</td>
<td>639 A</td>
<td>1020 A</td>
<td>1077 A</td>
<td>1070 A</td>
<td>806 A</td>
<td>584 A</td>
<td>597 A</td>
<td>587 A</td>
</tr>
</tbody>
</table>

**Day Total**: 47647 A  49214 C  53407 A  41067 A  35722 A  46842 A  46649 A  46837 A

**AM Peak Hour**: 07-08  07-08  07-08  11-12  11-12  07-08  07-08  07-08

**AM Peak Traffic**: 3452  3461  3424  2268  2152  3467  3359  3379

**PM Peak Hour**: 15-16  16-17  15-16  13-14  13-14  16-17  16-17  16-17

**PM Peak Traffic**: 3246  3441  3569  2751  2722  3206  3231  3294
### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 17</td>
<td>APR 18</td>
<td>APR 19</td>
<td>APR 20</td>
<td>APR 21</td>
<td>APR 22</td>
<td>APR 23</td>
<td>APR 24</td>
</tr>
<tr>
<td>0-1</td>
<td>349 A</td>
<td>384 A</td>
<td>1129 A</td>
<td>684 A</td>
<td>356 A</td>
<td>285 A</td>
<td>307 A</td>
<td>370 A</td>
</tr>
<tr>
<td>1-2</td>
<td>222 A</td>
<td>248 A</td>
<td>584 A</td>
<td>399 A</td>
<td>212 A</td>
<td>208 A</td>
<td>214 A</td>
<td>208 A</td>
</tr>
<tr>
<td>2-3</td>
<td>231 A</td>
<td>261 A</td>
<td>407 A</td>
<td>350 A</td>
<td>169 A</td>
<td>204 A</td>
<td>223 A</td>
<td>211 A</td>
</tr>
<tr>
<td>3-4</td>
<td>277 A</td>
<td>295 A</td>
<td>325 A</td>
<td>286 A</td>
<td>254 A</td>
<td>307 A</td>
<td>294 A</td>
<td>286 A</td>
</tr>
<tr>
<td>4-5</td>
<td>750 A</td>
<td>744 A</td>
<td>508 A</td>
<td>421 A</td>
<td>888 A</td>
<td>747 A</td>
<td>802 A</td>
<td>756 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1553 A</td>
<td>1479 A</td>
<td>710 A</td>
<td>461 A</td>
<td>1378 A</td>
<td>1537 A</td>
<td>1485 A</td>
<td>1580 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2843 A</td>
<td>2725 A</td>
<td>958 A</td>
<td>632 A</td>
<td>2785 A</td>
<td>2824 A</td>
<td>2817 A</td>
<td>2945 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3464 A</td>
<td>3460 A</td>
<td>1315 A</td>
<td>896 A</td>
<td>3404 A</td>
<td>3544 A</td>
<td>3459 A</td>
<td>3515 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3281 A</td>
<td>3119 A</td>
<td>1748 A</td>
<td>1203 A</td>
<td>3232 A</td>
<td>3190 A</td>
<td>3089 A</td>
<td>3006 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2497 A</td>
<td>2522 A</td>
<td>1907 A</td>
<td>1465 A</td>
<td>2407 A</td>
<td>2348 A</td>
<td>2488 A</td>
<td>2684 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2348 A</td>
<td>2531 A</td>
<td>2263 A</td>
<td>2010 A</td>
<td>2323 A</td>
<td>2272 A</td>
<td>2248 A</td>
<td>2456 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2540 A</td>
<td>2775 A</td>
<td>2064 A</td>
<td>2109 A</td>
<td>2436 A</td>
<td>2462 A</td>
<td>2411 A</td>
<td>2328 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2816 A</td>
<td>3056 A</td>
<td>2726 A</td>
<td>2437 A</td>
<td>2704 A</td>
<td>2593 A</td>
<td>2741 A</td>
<td>2715 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2902 A</td>
<td>3308 A</td>
<td>2618 A</td>
<td>2631 A</td>
<td>2832 A</td>
<td>2747 A</td>
<td>2830 A</td>
<td>2843 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3041 A</td>
<td>3423 A</td>
<td>2579 A</td>
<td>2589 A</td>
<td>2881 A</td>
<td>2929 A</td>
<td>2825 A</td>
<td>2950 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3330 A</td>
<td>3486 A</td>
<td>2672 A</td>
<td>2646 A</td>
<td>3095 A</td>
<td>3294 A</td>
<td>3195 A</td>
<td>3320 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3390 A</td>
<td>3603 A</td>
<td>2686 A</td>
<td>2577 A</td>
<td>3262 A</td>
<td>3332 A</td>
<td>3305 A</td>
<td>3435 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3231 A</td>
<td>3311 A</td>
<td>2477 A</td>
<td>2449 A</td>
<td>3107 A</td>
<td>3106 A</td>
<td>2984 A</td>
<td>3169 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2639 A</td>
<td>3046 A</td>
<td>2218 A</td>
<td>2122 A</td>
<td>2387 A</td>
<td>2353 A</td>
<td>2391 A</td>
<td>2530 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2114 A</td>
<td>2453 A</td>
<td>1902 A</td>
<td>1947 A</td>
<td>1811 A</td>
<td>1785 A</td>
<td>1780 A</td>
<td>1938 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1860 A</td>
<td>2018 A</td>
<td>1772 A</td>
<td>1650 A</td>
<td>1555 A</td>
<td>1517 A</td>
<td>1595 A</td>
<td>1883 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1724 A</td>
<td>1877 A</td>
<td>1683 A</td>
<td>1385 A</td>
<td>1317 A</td>
<td>1327 A</td>
<td>1498 A</td>
<td>1573 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1126 A</td>
<td>1569 A</td>
<td>1546 A</td>
<td>956 A</td>
<td>888 A</td>
<td>973 A</td>
<td>1086 A</td>
<td>1139 A</td>
</tr>
<tr>
<td>23-24</td>
<td>668 A</td>
<td>1203 A</td>
<td>936 A</td>
<td>613 A</td>
<td>552 A</td>
<td>546 A</td>
<td>572 A</td>
<td>672 A</td>
</tr>
</tbody>
</table>

**Day Total**

- 49196 A
- 52896 A
- 39733 A
- 34918 A
- 46235 A
- 46430 A
- 46639 A
- 48512 A

**AM Peak Hour**

- 07-08
- 07-08
- 10-11
- 11-12
- 07-08
- 07-08
- 07-08
- 07-08

**AM Peak Traffic**

- 3464 A
- 3460 A
- 2263 A
- 2109 A
- 3404 A
- 3544 A
- 3459 A
- 3515 A

**PM Peak Hour**

- 16-17
- 16-17
- 12-13
- 15-16
- 16-17
- 16-17
- 16-17
- 16-17

**PM Peak Traffic**

- 3390 A
- 3603 A
- 2726 A
- 2646 A
- 3262 A
- 3332 A
- 3305 A
- 3435 A
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description
- **WB OFF TO RTE 5**

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 25</td>
<td>APR 26</td>
<td>APR 27</td>
<td>APR 28</td>
<td>APR 29</td>
<td>APR 30</td>
</tr>
<tr>
<td>0-1</td>
<td>334 A</td>
<td>695 A</td>
<td>639 A</td>
<td>337 A</td>
<td>323 A</td>
<td>335 A</td>
</tr>
<tr>
<td>1-2</td>
<td>257 A</td>
<td>461 A</td>
<td>407 A</td>
<td>234 A</td>
<td>244 A</td>
<td>199 A</td>
</tr>
<tr>
<td>2-3</td>
<td>224 A</td>
<td>412 A</td>
<td>338 A</td>
<td>173 A</td>
<td>203 A</td>
<td>186 A</td>
</tr>
<tr>
<td>3-4</td>
<td>338 A</td>
<td>334 A</td>
<td>271 A</td>
<td>258 A</td>
<td>267 A</td>
<td>280 A</td>
</tr>
<tr>
<td>4-5</td>
<td>716 A</td>
<td>473 A</td>
<td>410 A</td>
<td>839 A</td>
<td>802 A</td>
<td>772 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1495 A</td>
<td>713 A</td>
<td>506 A</td>
<td>1608 A</td>
<td>1541 A</td>
<td>1550 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2643 A</td>
<td>964 A</td>
<td>673 A</td>
<td>2755 A</td>
<td>2832 A</td>
<td>2779 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3422 A</td>
<td>1517 A</td>
<td>924 A</td>
<td>3293 A</td>
<td>3496 A</td>
<td>3490 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2973 A</td>
<td>1834 A</td>
<td>1320 A</td>
<td>3028 A</td>
<td>3203 A</td>
<td>3053 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2625 A</td>
<td>1989 A</td>
<td>1701 A</td>
<td>2537 A</td>
<td>2396 A</td>
<td>2616 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2572 A</td>
<td>2531 A</td>
<td>2173 A</td>
<td>2214 A</td>
<td>2222 A</td>
<td>2342 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2745 A</td>
<td>2622 A</td>
<td>2343 A</td>
<td>2451 A</td>
<td>2334 A</td>
<td>2418 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3000 A</td>
<td>2541 A</td>
<td>2589 A</td>
<td>2546 A</td>
<td>2637 A</td>
<td>2630 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3142 A</td>
<td>2813 A</td>
<td>2654 A</td>
<td>2642 A</td>
<td>2761 A</td>
<td>2644 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3326 A</td>
<td>2674 A</td>
<td>2631 A</td>
<td>2818 A</td>
<td>2801 A</td>
<td>2903 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3463 A</td>
<td>2662 A</td>
<td>2579 A</td>
<td>3046 A</td>
<td>3043 A</td>
<td>3207 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3397 A</td>
<td>2523 A</td>
<td>2487 A</td>
<td>3217 A</td>
<td>3313 A</td>
<td>3256 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3346 A</td>
<td>2257 A</td>
<td>2232 A</td>
<td>3017 A</td>
<td>3122 A</td>
<td>3041 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2665 A</td>
<td>2166 A</td>
<td>2086 A</td>
<td>2290 A</td>
<td>2459 A</td>
<td>2388 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2148 A</td>
<td>1937 A</td>
<td>1860 A</td>
<td>1725 A</td>
<td>1883 A</td>
<td>1901 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1962 A</td>
<td>1840 A</td>
<td>1672 A</td>
<td>1595 A</td>
<td>1656 A</td>
<td>1791 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1881 A</td>
<td>1676 A</td>
<td>1389 A</td>
<td>1297 A</td>
<td>1615 A</td>
<td>1533 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1474 A</td>
<td>1514 A</td>
<td>946 A</td>
<td>990 A</td>
<td>1101 A</td>
<td>1078 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1030 A</td>
<td>928 A</td>
<td>598 A</td>
<td>591 A</td>
<td>606 A</td>
<td>601 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 51178 A
- 40076 A
- 35428 A
- 45501 A
- 46860 A
- 46993 A

#### AM Peak Hour
- 07-08
- 11-12
- 11-12
- 07-08
- 07-08
- 07-08

#### AM Peak Traffic
- 3422
- 2622
- 2343
- 3293
- 3496
- 3490

#### PM Peak Hour
- 15-16
- 13-14
- 13-14
- 16-17
- 16-17
- 16-17

#### PM Peak Traffic
- 3463
- 2813
- 2654
- 3217
- 3313
- 3256
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.877</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**

WB OFF TO RTE 5

<table>
<thead>
<tr>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
</tr>
<tr>
<td>Lanes:</td>
</tr>
<tr>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>WEST</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>7-Day Total</td>
<td></td>
<td>Daily Average</td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>314750</td>
<td>44964</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>320225</td>
<td>45746</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>316464</td>
<td>45209</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>313764</td>
<td>44823</td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>WEST</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5-Day Total</td>
<td></td>
<td>Weekday Average</td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>239444</td>
<td>47889</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>243436</td>
<td>48687</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>241813</td>
<td>48363</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>238260</td>
<td>47652</td>
<td></td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg

03 SAC 080 M 2.877 F

#### Location Description
WB OFF TO RTE 5

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 01</td>
<td>MAY 02</td>
<td>MAY 03</td>
<td>MAY 04</td>
<td>MAY 05</td>
<td>MAY 06</td>
<td>MAY 07</td>
<td>MAY 08</td>
</tr>
<tr>
<td>0-1</td>
<td>390 A</td>
<td>396 A</td>
<td>673 A</td>
<td>680 A</td>
<td>371 A</td>
<td>366 A</td>
<td>352 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>232 A</td>
<td>368 A</td>
<td>563 A</td>
<td>475 A</td>
<td>228 A</td>
<td>237 A</td>
<td>190 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>223 A</td>
<td>292 A</td>
<td>391 A</td>
<td>339 A</td>
<td>197 A</td>
<td>203 A</td>
<td>187 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>294 A</td>
<td>356 A</td>
<td>311 A</td>
<td>282 A</td>
<td>271 A</td>
<td>320 A</td>
<td>309 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>744 A</td>
<td>721 A</td>
<td>548 A</td>
<td>442 A</td>
<td>845 A</td>
<td>764 A</td>
<td>779 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>1506 A</td>
<td>1431 A</td>
<td>691 A</td>
<td>471 A</td>
<td>1598 A</td>
<td>1652 A</td>
<td>1499 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>2801 A</td>
<td>2631 A</td>
<td>923 A</td>
<td>676 A</td>
<td>2723 A</td>
<td>2815 A</td>
<td>2744 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>3444 A</td>
<td>3342 A</td>
<td>1355 A</td>
<td>957 A</td>
<td>3364 A</td>
<td>3387 A</td>
<td>3495 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>3061 A</td>
<td>3078 A</td>
<td>1629 A</td>
<td>1286 A</td>
<td>3015 A</td>
<td>3197 A</td>
<td>3134 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>2379 A</td>
<td>2450 A</td>
<td>1953 A</td>
<td>1670 A</td>
<td>2482 A</td>
<td>2449 A</td>
<td>2416 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>2274 A</td>
<td>2320 A</td>
<td>2141 A</td>
<td>2088 A</td>
<td>2468 A</td>
<td>2248 A</td>
<td>2125 A</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>2435 A</td>
<td>2690 A</td>
<td>2305 A</td>
<td>2340 A</td>
<td>2551 A</td>
<td>2352 A</td>
<td>2432 A</td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>2683 A</td>
<td>3016 A</td>
<td>2448 A</td>
<td>2704 A</td>
<td>2622 A</td>
<td>2575 A</td>
<td>2630 C</td>
<td>2715 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2867 A</td>
<td>3052 A</td>
<td>2697 A</td>
<td>2689 A</td>
<td>2664 A</td>
<td>2684 A</td>
<td>2644 C</td>
<td>2799 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3081 A</td>
<td>3251 A</td>
<td>2644 A</td>
<td>2649 A</td>
<td>2822 A</td>
<td>2871 A</td>
<td>2903 C</td>
<td>3012 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3166 A</td>
<td>3516 A</td>
<td>2659 A</td>
<td>2745 A</td>
<td>3242 A</td>
<td>3269 A</td>
<td>3207 C</td>
<td>3346 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3321 A</td>
<td>3446 A</td>
<td>2704 A</td>
<td>2564 A</td>
<td>3317 A</td>
<td>3182 A</td>
<td>3256 C</td>
<td>3369 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3174 A</td>
<td>3228 A</td>
<td>2657 A</td>
<td>2439 A</td>
<td>3000 A</td>
<td>3114 A</td>
<td>3041 C</td>
<td>3171 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2602 A</td>
<td>2945 A</td>
<td>2474 A</td>
<td>2290 A</td>
<td>2312 A</td>
<td>2359 A</td>
<td>2388 C</td>
<td>2407 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2062 A</td>
<td>2224 A</td>
<td>1937 A</td>
<td>2018 A</td>
<td>1796 A</td>
<td>1922 A</td>
<td>1901 C</td>
<td>1898 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1881 A</td>
<td>1952 A</td>
<td>1826 A</td>
<td>1688 A</td>
<td>1563 A</td>
<td>1663 A</td>
<td>1791 C</td>
<td>1941 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1667 A</td>
<td>1945 A</td>
<td>1801 A</td>
<td>1370 A</td>
<td>1432 A</td>
<td>1556 A</td>
<td>1533 C</td>
<td>1731 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1225 A</td>
<td>1534 A</td>
<td>1504 A</td>
<td>1240 A</td>
<td>1010 A</td>
<td>1026 A</td>
<td>1078 C</td>
<td>1090 A</td>
</tr>
<tr>
<td>23-24</td>
<td>665 A</td>
<td>1049 A</td>
<td>1009 A</td>
<td>814 A</td>
<td>565 A</td>
<td>562 A</td>
<td>601 C</td>
<td>673 A</td>
</tr>
</tbody>
</table>

#### Day Total
- AM Peak Hour: 07-08, 07-08, 11-12, 11-12, 07-08, 07-08, 07-08
- AM Peak Traffic: 3444, 3342, 2305, 2340, 3364, 3387, 3495
- PM Peak Hour: 16-17, 15-16, 16-17, 15-16, 16-17, 16-17, 16-17
- PM Peak Traffic: 3321, 3516, 2704, 2745, 3317, 3269, 3256
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>369 A</td>
<td>691 A</td>
<td>629 A</td>
<td>350 A</td>
<td>297 A</td>
<td>366 A</td>
<td>341 A</td>
<td>445 A</td>
</tr>
<tr>
<td>1-2</td>
<td>272 A</td>
<td>529 A</td>
<td>433 A</td>
<td>243 A</td>
<td>228 A</td>
<td>209 A</td>
<td>218 A</td>
<td>268 A</td>
</tr>
<tr>
<td>2-3</td>
<td>266 A</td>
<td>463 A</td>
<td>359 A</td>
<td>198 A</td>
<td>215 A</td>
<td>188 A</td>
<td>208 A</td>
<td>302 A</td>
</tr>
<tr>
<td>3-4</td>
<td>325 A</td>
<td>320 A</td>
<td>265 A</td>
<td>309 A</td>
<td>300 A</td>
<td>284 A</td>
<td>299 A</td>
<td>337 A</td>
</tr>
<tr>
<td>4-5</td>
<td>764 A</td>
<td>533 A</td>
<td>390 A</td>
<td>878 A</td>
<td>792 A</td>
<td>793 A</td>
<td>761 A</td>
<td>769 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1487 A</td>
<td>704 A</td>
<td>420 A</td>
<td>1713 A</td>
<td>1623 A</td>
<td>1569 A</td>
<td>1602 A</td>
<td>1564 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2717 A</td>
<td>937 A</td>
<td>583 A</td>
<td>2775 A</td>
<td>2841 A</td>
<td>2815 A</td>
<td>2888 A</td>
<td>2718 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3264 A</td>
<td>1374 A</td>
<td>892 A</td>
<td>3399 A</td>
<td>3482 A</td>
<td>3307 A</td>
<td>3581 A</td>
<td>3237 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3114 A</td>
<td>1713 A</td>
<td>1244 A</td>
<td>3097 A</td>
<td>3198 A</td>
<td>3183 A</td>
<td>3225 A</td>
<td>3006 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2622 A</td>
<td>1910 A</td>
<td>1671 A</td>
<td>2472 A</td>
<td>2561 A</td>
<td>2479 A</td>
<td>2601 A</td>
<td>2549 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2532 A</td>
<td>2446 A</td>
<td>2102 A</td>
<td>2323 A</td>
<td>2217 A</td>
<td>2286 A</td>
<td>2407 A</td>
<td>2696 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2654 A</td>
<td>2428 A</td>
<td>2320 A</td>
<td>2447 A</td>
<td>2425 A</td>
<td>2386 A</td>
<td>2479 A</td>
<td>2801 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3054 A</td>
<td>2671 A</td>
<td>2611 A</td>
<td>2651 A</td>
<td>2569 A</td>
<td>2665 A</td>
<td>2788 A</td>
<td>2989 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3230 A</td>
<td>2661 A</td>
<td>2749 A</td>
<td>2732 A</td>
<td>2676 A</td>
<td>2695 A</td>
<td>2842 A</td>
<td>3219 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3245 A</td>
<td>2717 A</td>
<td>2622 A</td>
<td>2838 A</td>
<td>2903 A</td>
<td>2785 A</td>
<td>3021 A</td>
<td>3284 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3603 A</td>
<td>2703 A</td>
<td>2613 A</td>
<td>3148 A</td>
<td>3214 A</td>
<td>3105 A</td>
<td>3289 A</td>
<td>3510 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3492 A</td>
<td>2477 A</td>
<td>2492 A</td>
<td>3223 A</td>
<td>3281 A</td>
<td>3317 A</td>
<td>3310 A</td>
<td>3447 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3175 A</td>
<td>2498 A</td>
<td>2469 A</td>
<td>2963 A</td>
<td>3038 A</td>
<td>3073 A</td>
<td>3156 A</td>
<td>3288 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2856 A</td>
<td>2314 A</td>
<td>2309 A</td>
<td>2292 A</td>
<td>2317 A</td>
<td>2477 A</td>
<td>2891 A</td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>2255 A</td>
<td>1964 A</td>
<td>2012 A</td>
<td>1847 A</td>
<td>1851 A</td>
<td>1842 A</td>
<td>1878 A</td>
<td>2294 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2047 A</td>
<td>1852 A</td>
<td>1824 A</td>
<td>1540 A</td>
<td>1774 A</td>
<td>1616 A</td>
<td>1877 A</td>
<td>2031 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1965 A</td>
<td>1780 A</td>
<td>1508 A</td>
<td>1371 A</td>
<td>1556 A</td>
<td>1478 A</td>
<td>1712 A</td>
<td>2036 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1593 A</td>
<td>1439 A</td>
<td>1190 A</td>
<td>963 A</td>
<td>1075 A</td>
<td>1117 A</td>
<td>1235 A</td>
<td>1609 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1076 A</td>
<td>993 A</td>
<td>948 A</td>
<td>606 A</td>
<td>568 A</td>
<td>617 A</td>
<td>714 A</td>
<td>1060 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- 51977 A
- 40117 A
- 36655 A
- 46368 A
- 47001 A
- 46652 A
- 48909 A
- 52350 A

**AM Peak Hour**
- 07-08 10-11 11-12 07-08 07-08 07-08 07-08
- 3264 2446 2320 3399 3482 3307 3581

**PM Peak Hour**
- 15-16 14-15 13-14 16-17 16-17 16-17 15-16
- 3603 2717 2749 3223 3281 3317 3310
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.877</td>
<td>F</td>
</tr>
</tbody>
</table>

#### Location Description
WB OFF TO RTE 5

### Yearly Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>707 A</td>
<td>658 A</td>
<td>394 A</td>
<td>316 A</td>
<td>344 A</td>
<td>363 A</td>
<td>467 A</td>
<td>663 A</td>
</tr>
<tr>
<td>1-2</td>
<td>597 A</td>
<td>437 A</td>
<td>233 A</td>
<td>228 A</td>
<td>231 A</td>
<td>219 A</td>
<td>304 A</td>
<td>613 A</td>
</tr>
<tr>
<td>2-3</td>
<td>457 A</td>
<td>357 A</td>
<td>206 A</td>
<td>198 A</td>
<td>209 A</td>
<td>352 A</td>
<td>277 A</td>
<td>353 A</td>
</tr>
<tr>
<td>3-4</td>
<td>329 A</td>
<td>255 A</td>
<td>320 A</td>
<td>304 A</td>
<td>295 A</td>
<td>307 A</td>
<td>305 A</td>
<td>300 A</td>
</tr>
<tr>
<td>4-5</td>
<td>523 A</td>
<td>443 A</td>
<td>848 A</td>
<td>773 A</td>
<td>747 A</td>
<td>776 A</td>
<td>549 A</td>
<td>549 A</td>
</tr>
<tr>
<td>5-6</td>
<td>749 A</td>
<td>494 A</td>
<td>1672 A</td>
<td>1685 A</td>
<td>1542 A</td>
<td>1568 A</td>
<td>1423 A</td>
<td>692 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1113 A</td>
<td>731 A</td>
<td>2748 A</td>
<td>2732 A</td>
<td>2782 A</td>
<td>2702 A</td>
<td>2473 A</td>
<td>830 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1501 A</td>
<td>1008 A</td>
<td>3358 A</td>
<td>3430 A</td>
<td>3406 A</td>
<td>3328 A</td>
<td>3259 A</td>
<td>1231 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1747 A</td>
<td>1262 A</td>
<td>2933 A</td>
<td>3117 A</td>
<td>3188 A</td>
<td>3063 A</td>
<td>2812 A</td>
<td>1530 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2116 A</td>
<td>1731 A</td>
<td>2470 A</td>
<td>2335 A</td>
<td>2501 A</td>
<td>2458 A</td>
<td>2659 A</td>
<td>1804 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2251 A</td>
<td>2244 A</td>
<td>2341 A</td>
<td>2235 A</td>
<td>2305 A</td>
<td>2240 A</td>
<td>2663 A</td>
<td>2191 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2540 A</td>
<td>2417 A</td>
<td>2386 A</td>
<td>2275 A</td>
<td>2479 A</td>
<td>2508 A</td>
<td>2783 A</td>
<td>2588 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2671 A</td>
<td>2779 A</td>
<td>2612 A</td>
<td>2617 A</td>
<td>2655 A</td>
<td>2657 A</td>
<td>3122 A</td>
<td>2582 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2665 A</td>
<td>2649 A</td>
<td>2683 A</td>
<td>2727 A</td>
<td>2643 A</td>
<td>2853 A</td>
<td>3432 A</td>
<td>2647 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2572 A</td>
<td>2585 A</td>
<td>2876 A</td>
<td>2818 A</td>
<td>2839 A</td>
<td>2970 A</td>
<td>3385 A</td>
<td>2841 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2611 A</td>
<td>2483 A</td>
<td>3174 A</td>
<td>3285 A</td>
<td>3218 A</td>
<td>3304 A</td>
<td>3524 A</td>
<td>2468 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2601 A</td>
<td>2384 A</td>
<td>3219 A</td>
<td>3308 A</td>
<td>3282 A</td>
<td>3324 A</td>
<td>3380 A</td>
<td>2497 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2556 A</td>
<td>2323 A</td>
<td>3077 A</td>
<td>3077 A</td>
<td>3105 A</td>
<td>3212 A</td>
<td>3309 A</td>
<td>2320 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2437 A</td>
<td>2139 A</td>
<td>2353 A</td>
<td>2456 A</td>
<td>2421 A</td>
<td>2665 A</td>
<td>2782 A</td>
<td>2079 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1955 A</td>
<td>1972 A</td>
<td>1755 A</td>
<td>1937 A</td>
<td>1892 A</td>
<td>2117 A</td>
<td>2423 A</td>
<td>2046 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1847 A</td>
<td>1737 A</td>
<td>1538 A</td>
<td>1648 A</td>
<td>1721 A</td>
<td>1852 A</td>
<td>2272 A</td>
<td>1671 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2083 A</td>
<td>1499 A</td>
<td>1483 A</td>
<td>1575 A</td>
<td>1658 A</td>
<td>1738 A</td>
<td>1907 A</td>
<td>1626 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1579 A</td>
<td>1422 A</td>
<td>1060 A</td>
<td>1096 A</td>
<td>1191 A</td>
<td>1251 A</td>
<td>1634 A</td>
<td>1537 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1058 A</td>
<td>750 A</td>
<td>523 A</td>
<td>652 A</td>
<td>709 A</td>
<td>828 A</td>
<td>1042 A</td>
<td>955 A</td>
</tr>
</tbody>
</table>

#### Day Total
- AM Peak Hour: 11-12
- AM Peak Traffic: 2540
- PM Peak Hour: 12-13
- PM Peak Traffic: 2671

### Yearly Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>2540</td>
<td>12-13</td>
<td>2671</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>07-08</td>
<td>3358</td>
<td>16-17</td>
<td>3219</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3430</td>
<td>3324</td>
<td>3282</td>
<td>3524</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3406</td>
<td>3282</td>
<td>3324</td>
<td>3524</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3328</td>
<td>3282</td>
<td>3324</td>
<td>3524</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3259</td>
<td>3282</td>
<td>3324</td>
<td>3524</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3259</td>
<td>3282</td>
<td>3324</td>
<td>3524</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3259</td>
<td>3282</td>
<td>3324</td>
<td>3524</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.877</td>
<td>F</td>
<td>Location Type: Ramp Connection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

**Location Description**

**WB OFF TO RTE 5**

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>582 A</td>
<td>531 A</td>
<td>311 A</td>
<td>336 A</td>
<td>362 A</td>
<td>393 A</td>
<td>628 A</td>
</tr>
<tr>
<td>1-2</td>
<td>399 A</td>
<td>327 A</td>
<td>219 A</td>
<td>211 A</td>
<td>212 A</td>
<td>292 A</td>
<td>456 A</td>
</tr>
<tr>
<td>2-3</td>
<td>286 A</td>
<td>268 A</td>
<td>167 A</td>
<td>218 A</td>
<td>219 A</td>
<td>307 A</td>
<td>322 A</td>
</tr>
<tr>
<td>3-4</td>
<td>245 A</td>
<td>228 A</td>
<td>281 A</td>
<td>268 A</td>
<td>259 A</td>
<td>294 A</td>
<td>301 A</td>
</tr>
<tr>
<td>4-5</td>
<td>346 A</td>
<td>435 A</td>
<td>883 A</td>
<td>811 A</td>
<td>758 A</td>
<td>653 A</td>
<td>539 A</td>
</tr>
<tr>
<td>5-6</td>
<td>406 A</td>
<td>487 A</td>
<td>1663 A</td>
<td>1555 A</td>
<td>1584 A</td>
<td>1370 A</td>
<td>644 A</td>
</tr>
<tr>
<td>6-7</td>
<td>579 A</td>
<td>670 A</td>
<td>2685 A</td>
<td>2676 A</td>
<td>2685 A</td>
<td>1945 A</td>
<td>791 A</td>
</tr>
<tr>
<td>7-8</td>
<td>761 A</td>
<td>822 A</td>
<td>3251 A</td>
<td>3374 A</td>
<td>3215 A</td>
<td>2900 A</td>
<td>1149 A</td>
</tr>
<tr>
<td>8-9</td>
<td>986 A</td>
<td>1012 A</td>
<td>3048 A</td>
<td>2826 A</td>
<td>2875 A</td>
<td>2642 A</td>
<td>1406 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1432 A</td>
<td>1424 A</td>
<td>2456 A</td>
<td>2374 A</td>
<td>2395 A</td>
<td>2223 A</td>
<td>1505 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1793 A</td>
<td>1766 A</td>
<td>2346 A</td>
<td>2189 A</td>
<td>2264 A</td>
<td>2207 A</td>
<td>1798 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1911 A</td>
<td>2035 A</td>
<td>2430 A</td>
<td>2410 A</td>
<td>2357 A</td>
<td>2503 A</td>
<td>1842 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2351 A</td>
<td>2321 A</td>
<td>2689 A</td>
<td>2582 A</td>
<td>2655 A</td>
<td>2597 A</td>
<td>2076 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2398 A</td>
<td>2609 A</td>
<td>2697 A</td>
<td>2686 A</td>
<td>2818 A</td>
<td>2882 A</td>
<td>2180 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2468 A</td>
<td>2508 A</td>
<td>2874 A</td>
<td>2761 A</td>
<td>2942 A</td>
<td>2947 A</td>
<td>2070 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2379 A</td>
<td>2378 A</td>
<td>3185 A</td>
<td>3216 A</td>
<td>3176 A</td>
<td>3215 A</td>
<td>2026 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2280 A</td>
<td>2254 A</td>
<td>3218 A</td>
<td>3227 A</td>
<td>3274 A</td>
<td>3223 A</td>
<td>2068 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2151 A</td>
<td>2140 A</td>
<td>3025 A</td>
<td>3082 A</td>
<td>3159 A</td>
<td>2937 A</td>
<td>2008 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1957 A</td>
<td>1884 A</td>
<td>2346 A</td>
<td>2285 A</td>
<td>2461 A</td>
<td>2425 A</td>
<td>1752 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1681 A</td>
<td>1896 A</td>
<td>1832 A</td>
<td>1840 A</td>
<td>1878 A</td>
<td>2022 A</td>
<td>1623 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1548 A</td>
<td>1633 A</td>
<td>1555 A</td>
<td>1620 A</td>
<td>1674 A</td>
<td>1494 A</td>
<td>1507 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1444 A</td>
<td>1314 A</td>
<td>1379 A</td>
<td>1489 A</td>
<td>1530 A</td>
<td>1610 A</td>
<td>1379 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1216 A</td>
<td>1026 A</td>
<td>1013 A</td>
<td>1046 A</td>
<td>1102 A</td>
<td>1444 A</td>
<td>1225 A</td>
</tr>
<tr>
<td>23-24</td>
<td>758 A</td>
<td>620 A</td>
<td>570 A</td>
<td>565 A</td>
<td>662 A</td>
<td>890 A</td>
<td>872 A</td>
</tr>
</tbody>
</table>

#### Day Total

<p>| AM Peak Hour | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 |
| AM Peak Traffic | 1911 | 2035 | 3251 | 3374 | 3215 | 2900 | 1842 |
| PM Peak Hour | 14-15 | 13-14 | 16-17 | 16-17 | 16-17 | 16-17 | 13-14 |
| PM Peak Traffic | 2468 | 2609 | 3218 | 3274 | 3223 | 2180 |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.877</td>
<td>F</td>
</tr>
</tbody>
</table>

**Location Description**
WB OFF TO RTE 5

**Traffic Station:**
Location Type: Ramp Connection

**Lanes:**

**Lane Code:**

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>WEST</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>317679</td>
<td>45383</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>319478</td>
<td>45640</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>294253</td>
<td>42036</td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>WEST</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>240907</td>
<td>48181</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>241454</td>
<td>48291</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>223283</td>
<td>44657</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## District County Route Prefix Postmile Leg
03 SAC 080 M 2.877 F

### Location Description
WB OFF TO RTE 5

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>535 A</td>
<td>371 A</td>
<td>306 A</td>
<td>322 A</td>
<td>381 A</td>
<td>459 A</td>
<td>720 A</td>
<td>599 A</td>
</tr>
<tr>
<td>1-2</td>
<td>423 A</td>
<td>242 A</td>
<td>218 A</td>
<td>211 A</td>
<td>248 A</td>
<td>270 A</td>
<td>543 A</td>
<td>405 A</td>
</tr>
<tr>
<td>2-3</td>
<td>287 A</td>
<td>182 A</td>
<td>179 A</td>
<td>204 A</td>
<td>226 A</td>
<td>250 A</td>
<td>305 A</td>
<td>278 A</td>
</tr>
<tr>
<td>3-4</td>
<td>266 A</td>
<td>239 A</td>
<td>275 A</td>
<td>259 A</td>
<td>294 A</td>
<td>301 A</td>
<td>274 A</td>
<td>250 A</td>
</tr>
<tr>
<td>4-5</td>
<td>439 A</td>
<td>849 A</td>
<td>811 A</td>
<td>768 A</td>
<td>837 A</td>
<td>777 A</td>
<td>638 A</td>
<td>477 A</td>
</tr>
<tr>
<td>5-6</td>
<td>505 A</td>
<td>1591 A</td>
<td>1587 A</td>
<td>1594 A</td>
<td>1587 A</td>
<td>1498 A</td>
<td>753 A</td>
<td>515 A</td>
</tr>
<tr>
<td>6-7</td>
<td>628 A</td>
<td>2315 A</td>
<td>2395 A</td>
<td>2441 A</td>
<td>2427 A</td>
<td>2314 A</td>
<td>977 A</td>
<td>693 A</td>
</tr>
<tr>
<td>7-8</td>
<td>864 A</td>
<td>2595 A</td>
<td>2841 A</td>
<td>2931 A</td>
<td>3001 A</td>
<td>2982 A</td>
<td>1313 A</td>
<td>927 A</td>
</tr>
<tr>
<td>8-9</td>
<td>115 A</td>
<td>2161 A</td>
<td>2394 A</td>
<td>2540 A</td>
<td>2551 A</td>
<td>2526 A</td>
<td>1486 A</td>
<td>1187 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1353 A</td>
<td>1974 A</td>
<td>1960 A</td>
<td>2080 A</td>
<td>2190 A</td>
<td>2268 A</td>
<td>1874 A</td>
<td>1515 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1654 A</td>
<td>1929 A</td>
<td>1995 A</td>
<td>2009 A</td>
<td>2139 A</td>
<td>2163 A</td>
<td>1883 A</td>
<td>1891 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1811 A</td>
<td>1976 A</td>
<td>2077 A</td>
<td>2090 A</td>
<td>2264 A</td>
<td>2396 A</td>
<td>1923 A</td>
<td>1909 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2017 A</td>
<td>2180 A</td>
<td>2111 A</td>
<td>2286 A</td>
<td>2387 A</td>
<td>2486 A</td>
<td>2194 A</td>
<td>2440 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2244 A</td>
<td>2262 A</td>
<td>2294 A</td>
<td>2471 A</td>
<td>2481 A</td>
<td>2872 A</td>
<td>2204 A</td>
<td>2279 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2131 A</td>
<td>2312 A</td>
<td>2593 A</td>
<td>2701 A</td>
<td>2513 A</td>
<td>2956 A</td>
<td>2405 A</td>
<td>2278 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2145 A</td>
<td>2611 A</td>
<td>2673 A</td>
<td>2842 A</td>
<td>2884 A</td>
<td>3132 A</td>
<td>2258 A</td>
<td>2286 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2095 A</td>
<td>2656 A</td>
<td>2757 A</td>
<td>2912 A</td>
<td>2986 A</td>
<td>3096 A</td>
<td>2166 A</td>
<td>2282 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1973 A</td>
<td>2581 A</td>
<td>2751 A</td>
<td>2826 A</td>
<td>2847 A</td>
<td>2995 A</td>
<td>2197 A</td>
<td>2092 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1764 A</td>
<td>2069 A</td>
<td>2090 A</td>
<td>2242 A</td>
<td>2301 A</td>
<td>2585 A</td>
<td>2180 A</td>
<td>1916 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1687 A</td>
<td>1514 A</td>
<td>1718 A</td>
<td>1699 A</td>
<td>1715 A</td>
<td>1932 A</td>
<td>1740 A</td>
<td>1688 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1509 A</td>
<td>1470 A</td>
<td>1590 A</td>
<td>1556 A</td>
<td>1582 A</td>
<td>1690 A</td>
<td>1520 A</td>
<td>1477 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1683 A</td>
<td>1633 A</td>
<td>1613 A</td>
<td>1853 A</td>
<td>1534 A</td>
<td>1834 A</td>
<td>1600 A</td>
<td>1408 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1079 A</td>
<td>1085 A</td>
<td>1090 A</td>
<td>1388 A</td>
<td>1243 A</td>
<td>1484 A</td>
<td>1434 A</td>
<td>1052 A</td>
</tr>
<tr>
<td>23-24</td>
<td>574 A</td>
<td>644 A</td>
<td>631 A</td>
<td>680 A</td>
<td>756 A</td>
<td>1057 A</td>
<td>938 A</td>
<td>623 A</td>
</tr>
</tbody>
</table>

### Day Total
- AM Peak Hour
  - AM Peak Traffic
    - PM Peak Hour
      - PM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>30781 A</td>
<td>39441 A</td>
<td>40949 A</td>
<td>42905 A</td>
<td>43374 A</td>
<td>46323 A</td>
<td>35525 A</td>
<td>32467 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
</tr>
<tr>
<td>2008</td>
<td>1811</td>
<td>2595</td>
<td>2841</td>
<td>2931</td>
<td>3001</td>
<td>2982</td>
<td>1923</td>
<td>1909</td>
</tr>
<tr>
<td>2008</td>
<td>13-14</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>15-16</td>
<td>14-15</td>
<td>12-13</td>
</tr>
<tr>
<td>2008</td>
<td>2244</td>
<td>2656</td>
<td>2757</td>
<td>2912</td>
<td>2986</td>
<td>3132</td>
<td>2405</td>
<td>2440</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03  SAC  080  M  2.877  F

### Location Description
WB OFF TO RTE 5

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
</tr>
<tr>
<td>0-1</td>
<td>392 A</td>
<td>348 A</td>
<td>426 A</td>
<td>228 A</td>
</tr>
<tr>
<td>1-2</td>
<td>218 A</td>
<td>179 A</td>
<td>270 A</td>
<td>159 A</td>
</tr>
<tr>
<td>2-3</td>
<td>186 A</td>
<td>188 A</td>
<td>174 A</td>
<td>106 A</td>
</tr>
<tr>
<td>3-4</td>
<td>265 A</td>
<td>290 A</td>
<td>282 A</td>
<td>121 A</td>
</tr>
<tr>
<td>4-5</td>
<td>878 A</td>
<td>761 A</td>
<td>728 A</td>
<td>196 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1567 A</td>
<td>1640 A</td>
<td>1529 A</td>
<td>512 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2363 A</td>
<td>2553 A</td>
<td>2471 A</td>
<td>905 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2970 A</td>
<td>3236 A</td>
<td>3123 A</td>
<td>1175 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2595 A</td>
<td>2649 A</td>
<td>2689 A</td>
<td>1016 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2215 A</td>
<td>2136 A</td>
<td>2224 A</td>
<td>2190 C</td>
</tr>
<tr>
<td>10-11</td>
<td>2076 A</td>
<td>2139 A</td>
<td>2012 A</td>
<td>2139 C</td>
</tr>
<tr>
<td>11-12</td>
<td>2050 A</td>
<td>2160 A</td>
<td>2232 A</td>
<td>2264 C</td>
</tr>
<tr>
<td>12-13</td>
<td>2369 A</td>
<td>2377 A</td>
<td>2482 A</td>
<td>2387 C</td>
</tr>
<tr>
<td>13-14</td>
<td>2487 A</td>
<td>2533 A</td>
<td>2553 A</td>
<td>2481 C</td>
</tr>
<tr>
<td>14-15</td>
<td>2547 A</td>
<td>2642 A</td>
<td>2689 A</td>
<td>2513 C</td>
</tr>
<tr>
<td>15-16</td>
<td>2893 A</td>
<td>2834 A</td>
<td>2895 A</td>
<td>2884 C</td>
</tr>
<tr>
<td>16-17</td>
<td>2927 A</td>
<td>2913 A</td>
<td>3029 A</td>
<td>2986 C</td>
</tr>
<tr>
<td>17-18</td>
<td>2753 A</td>
<td>2812 A</td>
<td>2907 A</td>
<td>2847 C</td>
</tr>
<tr>
<td>18-19</td>
<td>2021 A</td>
<td>2095 A</td>
<td>2170 A</td>
<td>2301 C</td>
</tr>
<tr>
<td>19-20</td>
<td>1545 A</td>
<td>1820 A</td>
<td>1716 A</td>
<td>1715 C</td>
</tr>
<tr>
<td>20-21</td>
<td>1490 A</td>
<td>2041 A</td>
<td>1044 A</td>
<td>1582 C</td>
</tr>
<tr>
<td>21-22</td>
<td>1380 A</td>
<td>1876 A</td>
<td>982 A</td>
<td>1534 C</td>
</tr>
<tr>
<td>22-23</td>
<td>923 A</td>
<td>1320 A</td>
<td>689 A</td>
<td>1243 C</td>
</tr>
<tr>
<td>23-24</td>
<td>615 A</td>
<td>676 A</td>
<td>399 A</td>
<td>756 C</td>
</tr>
</tbody>
</table>

### Day Total
<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>2970</td>
<td>16-17</td>
<td>2927</td>
</tr>
<tr>
<td>07-08</td>
<td>3236</td>
<td>16-17</td>
<td>2913</td>
</tr>
<tr>
<td>07-08</td>
<td></td>
<td>16-17</td>
<td>3029</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2986</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
</tr>
</tbody>
</table>

**Traffic Station:**
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### 7-Day Periods
**WEST**
- **7-Day Total Daily Average**
  - 1st: 279298, 39900
  - 2nd
  - 3rd
  - 4th

### 5-Day Periods
**WEST**
- **5-Day Total Weekday Average**
  - 1st: 212992, 42598
  - 2nd
  - 3rd
  - 4th
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

**Direction of Count:**

<table>
<thead>
<tr>
<th>0-1</th>
<th>1-2</th>
<th>2-3</th>
<th>3-4</th>
<th>4-5</th>
<th>5-6</th>
<th>6-7</th>
<th>7-8</th>
<th>8-9</th>
<th>9-10</th>
<th>10-11</th>
<th>11-12</th>
<th>12-13</th>
<th>13-14</th>
<th>14-15</th>
<th>15-16</th>
<th>16-17</th>
<th>17-18</th>
<th>18-19</th>
<th>19-20</th>
<th>20-21</th>
<th>21-22</th>
<th>22-23</th>
<th>23-24</th>
</tr>
</thead>
<tbody>
<tr>
<td>456 A</td>
<td>418 A</td>
<td>222 A</td>
<td>214 A</td>
<td>223 A</td>
<td>218 A</td>
<td>251 A</td>
<td>452 A</td>
<td>341 A</td>
<td>304 A</td>
<td>139 A</td>
<td>116 A</td>
<td>138 A</td>
<td>177 A</td>
<td>197 A</td>
<td>361 A</td>
<td>278 A</td>
<td>266 A</td>
<td>128 A</td>
<td>145 A</td>
<td>148 A</td>
<td>166 A</td>
<td>160 A</td>
<td>277 A</td>
</tr>
<tr>
<td>279 A</td>
<td>164 A</td>
<td>838 A</td>
<td>900 A</td>
<td>833 A</td>
<td>850 A</td>
<td>804 A</td>
<td>277 A</td>
<td>517 A</td>
<td>351 A</td>
<td>1816 A</td>
<td>1830 A</td>
<td>1900 A</td>
<td>1878 A</td>
<td>1771 A</td>
<td>571 A</td>
<td>1166 A</td>
<td>738 A</td>
<td>2044 A</td>
<td>2068 A</td>
<td>2102 A</td>
<td>2055 A</td>
<td>2076 A</td>
<td>1186 A</td>
</tr>
<tr>
<td>1985 A</td>
<td>1701 A</td>
<td>2380 A</td>
<td>2397 A</td>
<td>2455 A</td>
<td>2401 A</td>
<td>2665 A</td>
<td>1898 A</td>
<td>1827 A</td>
<td>1687 A</td>
<td>2546 A</td>
<td>2542 A</td>
<td>2434 A</td>
<td>2698 A</td>
<td>2509 A</td>
<td>1744 A</td>
<td>1689 A</td>
<td>1665 A</td>
<td>2363 A</td>
<td>2336 A</td>
<td>2408 A</td>
<td>2496 A</td>
<td>2370 A</td>
<td>1676 A</td>
</tr>
</tbody>
</table>

### District County Route Prefix Postmile Leg

| 03 | SAC | 080 | M | 2.919 | N |

### Traffic Station:

<table>
<thead>
<tr>
<th>Location Type:</th>
<th>Ramp Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes:</td>
<td></td>
</tr>
<tr>
<td>Lane Code:</td>
<td></td>
</tr>
</tbody>
</table>

### District: East

#### Year

<table>
<thead>
<tr>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 01</td>
<td>MAR 02</td>
<td>MAR 03</td>
<td>MAR 04</td>
<td>MAR 05</td>
<td>MAR 06</td>
<td>MAR 07</td>
</tr>
</tbody>
</table>

#### Day Total

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>15-16</td>
<td>15-16</td>
</tr>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>16-17</td>
<td>16-17</td>
</tr>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>15-16</td>
<td>15-16</td>
</tr>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>16-17</td>
<td>16-17</td>
</tr>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>15-16</td>
<td>15-16</td>
</tr>
<tr>
<td>1696</td>
<td>1696</td>
<td>14-15</td>
<td>14-15</td>
</tr>
<tr>
<td>1945</td>
<td>1945</td>
<td>1945</td>
<td>1945</td>
</tr>
<tr>
<td>Year</td>
<td>Mon</td>
<td>Tue</td>
<td>Wed</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>231</td>
<td>253</td>
<td>265</td>
</tr>
<tr>
<td>1-2</td>
<td>135</td>
<td>129</td>
<td>138</td>
</tr>
<tr>
<td>2-3</td>
<td>120</td>
<td>146</td>
<td>152</td>
</tr>
<tr>
<td>3-4</td>
<td>187</td>
<td>167</td>
<td>155</td>
</tr>
<tr>
<td>4-5</td>
<td>358</td>
<td>373</td>
<td>321</td>
</tr>
<tr>
<td>5-6</td>
<td>776</td>
<td>847</td>
<td>852</td>
</tr>
<tr>
<td>6-7</td>
<td>1669</td>
<td>1768</td>
<td>1745</td>
</tr>
<tr>
<td>7-8</td>
<td>2295</td>
<td>2392</td>
<td>2301</td>
</tr>
<tr>
<td>8-9</td>
<td>2010</td>
<td>1979</td>
<td>2122</td>
</tr>
<tr>
<td>9-10</td>
<td>1545</td>
<td>1597</td>
<td>1623</td>
</tr>
<tr>
<td>10-11</td>
<td>1597</td>
<td>1606</td>
<td>1511</td>
</tr>
<tr>
<td>11-12</td>
<td>1771</td>
<td>1875</td>
<td>1768</td>
</tr>
<tr>
<td>12-13</td>
<td>1816</td>
<td>1869</td>
<td>1937</td>
</tr>
<tr>
<td>13-14</td>
<td>1882</td>
<td>1894</td>
<td>1935</td>
</tr>
<tr>
<td>14-15</td>
<td>2163</td>
<td>2119</td>
<td>2161</td>
</tr>
<tr>
<td>15-16</td>
<td>2395</td>
<td>2466</td>
<td>2527</td>
</tr>
<tr>
<td>16-17</td>
<td>2485</td>
<td>2624</td>
<td>2624</td>
</tr>
<tr>
<td>17-18</td>
<td>2471</td>
<td>2579</td>
<td>2431</td>
</tr>
<tr>
<td>18-19</td>
<td>1969</td>
<td>1873</td>
<td>1957</td>
</tr>
<tr>
<td>19-20</td>
<td>1324</td>
<td>1413</td>
<td>1436</td>
</tr>
<tr>
<td>20-21</td>
<td>1045</td>
<td>1122</td>
<td>1072</td>
</tr>
<tr>
<td>21-22</td>
<td>832</td>
<td>837</td>
<td>877</td>
</tr>
<tr>
<td>22-23</td>
<td>513</td>
<td>616</td>
<td>630</td>
</tr>
<tr>
<td>23-24</td>
<td>342</td>
<td>363</td>
<td>366</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>31931</th>
<th>32907</th>
<th>32906</th>
<th>33519</th>
<th>35866</th>
<th>26109</th>
<th>22285</th>
<th>31890</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>11-12</th>
<th>11-12</th>
<th>07-08</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>2295</th>
<th>2392</th>
<th>2301</th>
<th>2187</th>
<th>2256</th>
<th>1765</th>
<th>1586</th>
<th>2311</th>
</tr>
</thead>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>16-17</th>
<th>16-17</th>
<th>16-17</th>
<th>16-17</th>
<th>15-16</th>
<th>12-13</th>
<th>14-15</th>
<th>16-17</th>
</tr>
</thead>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>2485</th>
<th>2624</th>
<th>2624</th>
<th>2650</th>
<th>2501</th>
<th>1952</th>
<th>1749</th>
<th>2572</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year</td>
<td>Tue</td>
<td>Wed</td>
<td>Thu</td>
<td>Fri</td>
<td>Sat</td>
<td>Sun</td>
<td>Mon</td>
<td>Tue</td>
</tr>
<tr>
<td>------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
</tr>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>281 A</td>
<td>208 A</td>
<td>247 A</td>
<td>286 A</td>
<td>511 A</td>
<td>422 A</td>
<td>234 A</td>
<td>253 A</td>
</tr>
<tr>
<td>1-2</td>
<td>203 A</td>
<td>173 A</td>
<td>173 A</td>
<td>232 A</td>
<td>394 A</td>
<td>441 A</td>
<td>168 A</td>
<td>149 A</td>
</tr>
<tr>
<td>2-3</td>
<td>145 A</td>
<td>121 A</td>
<td>154 A</td>
<td>206 A</td>
<td>269 A</td>
<td>275 A</td>
<td>110 A</td>
<td>137 A</td>
</tr>
<tr>
<td>3-4</td>
<td>180 A</td>
<td>165 A</td>
<td>191 A</td>
<td>207 A</td>
<td>166 A</td>
<td>179 A</td>
<td>166 A</td>
<td>199 A</td>
</tr>
<tr>
<td>4-5</td>
<td>360 A</td>
<td>332 A</td>
<td>354 A</td>
<td>364 A</td>
<td>169 A</td>
<td>126 A</td>
<td>348 A</td>
<td>363 A</td>
</tr>
<tr>
<td>5-6</td>
<td>887 A</td>
<td>815 A</td>
<td>795 A</td>
<td>730 A</td>
<td>223 A</td>
<td>173 A</td>
<td>792 A</td>
<td>864 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1709 A</td>
<td>1725 A</td>
<td>1730 A</td>
<td>1645 A</td>
<td>500 A</td>
<td>272 A</td>
<td>1663 A</td>
<td>1750 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2403 A</td>
<td>2357 A</td>
<td>2317 A</td>
<td>2080 A</td>
<td>662 A</td>
<td>388 A</td>
<td>2179 A</td>
<td>2252 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1937 A</td>
<td>1985 A</td>
<td>1903 A</td>
<td>1881 A</td>
<td>1006 A</td>
<td>527 A</td>
<td>1954 A</td>
<td>2085 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1536 A</td>
<td>1570 A</td>
<td>1621 A</td>
<td>1660 A</td>
<td>1320 A</td>
<td>805 A</td>
<td>1609 A</td>
<td>1671 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1491 A</td>
<td>1552 A</td>
<td>1593 A</td>
<td>1701 A</td>
<td>1494 A</td>
<td>1213 A</td>
<td>1700 A</td>
<td>1644 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1816 A</td>
<td>1770 A</td>
<td>1901 A</td>
<td>2233 A</td>
<td>1654 A</td>
<td>1365 A</td>
<td>1916 A</td>
<td>1866 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1904 A</td>
<td>1944 A</td>
<td>2019 A</td>
<td>2350 A</td>
<td>1820 A</td>
<td>1603 A</td>
<td>2112 A</td>
<td>1959 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1916 A</td>
<td>1961 A</td>
<td>2049 A</td>
<td>2364 A</td>
<td>1920 A</td>
<td>1682 A</td>
<td>2066 A</td>
<td>2040 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2202 A</td>
<td>2133 A</td>
<td>2258 A</td>
<td>2446 A</td>
<td>1904 A</td>
<td>1615 A</td>
<td>2196 A</td>
<td>2193 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2391 A</td>
<td>2398 A</td>
<td>2562 A</td>
<td>2384 A</td>
<td>1912 A</td>
<td>1422 A</td>
<td>2462 A</td>
<td>2506 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2602 A</td>
<td>2528 A</td>
<td>2616 A</td>
<td>2396 A</td>
<td>1836 A</td>
<td>1419 A</td>
<td>2307 A</td>
<td>2621 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2502 A</td>
<td>2401 A</td>
<td>2256 A</td>
<td>2267 A</td>
<td>1623 A</td>
<td>1331 A</td>
<td>2355 A</td>
<td>2415 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2008 A</td>
<td>1923 A</td>
<td>2057 A</td>
<td>1838 A</td>
<td>1480 A</td>
<td>1328 A</td>
<td>1883 A</td>
<td>1963 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1351 A</td>
<td>1375 A</td>
<td>1471 A</td>
<td>1669 A</td>
<td>1356 A</td>
<td>1364 A</td>
<td>1439 A</td>
<td>1409 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1047 A</td>
<td>1118 A</td>
<td>1233 A</td>
<td>1369 A</td>
<td>1224 A</td>
<td>1272 A</td>
<td>1051 A</td>
<td>1141 A</td>
</tr>
<tr>
<td>21-22</td>
<td>876 A</td>
<td>911 A</td>
<td>983 A</td>
<td>1276 A</td>
<td>1000 A</td>
<td>997 A</td>
<td>843 A</td>
<td>862 A</td>
</tr>
<tr>
<td>22-23</td>
<td>592 A</td>
<td>641 A</td>
<td>752 A</td>
<td>1003 A</td>
<td>874 A</td>
<td>617 A</td>
<td>538 A</td>
<td>617 A</td>
</tr>
<tr>
<td>23-24</td>
<td>374 A</td>
<td>424 A</td>
<td>490 A</td>
<td>678 A</td>
<td>618 A</td>
<td>432 A</td>
<td>383 A</td>
<td>358 A</td>
</tr>
</tbody>
</table>

**Day Total**

|           | 32713 A | 32530 A | 33725 A | 35265 A | 25935 A | 21268 A | 32476 A | 33317 A |

**AM Peak Hour**

|           | 07-08   | 07-08   | 07-08   | 11-12   | 11-12   | 11-12   | 07-08   | 07-08   |

**AM Peak Traffic**

|           | 2403    | 2357    | 2317    | 2233    | 1654    | 1365    | 2179    | 2252    |

**PM Peak Hour**

|           | 16-17   | 16-17   | 16-17   | 14-15   | 13-14   | 13-14   | 15-16   | 16-17   |

**PM Peak Traffic**

|           | 2602    | 2528    | 2616    | 2446    | 1920    | 1682    | 2462    | 2621    |
### District County Route Prefix Postmile Leg
<table>
<thead>
<tr>
<th>03</th>
<th>SAC 080 M 2.919 N</th>
</tr>
</thead>
</table>

### Location Description
| EB ON FR NB 5 |

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>252 A</td>
<td>260 A</td>
<td>316 A</td>
<td>431 A</td>
<td>464 A</td>
<td>203 A</td>
</tr>
<tr>
<td>1-2</td>
<td>159 A</td>
<td>195 A</td>
<td>217 A</td>
<td>389 A</td>
<td>341 A</td>
<td>145 A</td>
</tr>
<tr>
<td>2-3</td>
<td>148 A</td>
<td>146 A</td>
<td>173 A</td>
<td>254 A</td>
<td>256 A</td>
<td>137 A</td>
</tr>
<tr>
<td>3-4</td>
<td>142 A</td>
<td>192 A</td>
<td>189 A</td>
<td>185 A</td>
<td>138 A</td>
<td>156 A</td>
</tr>
<tr>
<td>4-5</td>
<td>367 A</td>
<td>355 A</td>
<td>356 A</td>
<td>183 A</td>
<td>145 A</td>
<td>357 A</td>
</tr>
<tr>
<td>5-6</td>
<td>811 A</td>
<td>819 A</td>
<td>835 A</td>
<td>267 A</td>
<td>162 A</td>
<td>819 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1815 A</td>
<td>1757 A</td>
<td>1634 A</td>
<td>517 A</td>
<td>302 A</td>
<td>1595 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2259 A</td>
<td>2263 A</td>
<td>2234 A</td>
<td>768 A</td>
<td>446 A</td>
<td>2182 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2055 A</td>
<td>2032 A</td>
<td>1999 A</td>
<td>1080 A</td>
<td>621 A</td>
<td>1816 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1627 A</td>
<td>1606 A</td>
<td>1759 A</td>
<td>1214 A</td>
<td>1005 A</td>
<td>1528 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1585 A</td>
<td>1654 A</td>
<td>1742 A</td>
<td>1475 A</td>
<td>1326 A</td>
<td>1604 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1986 A</td>
<td>1931 A</td>
<td>2104 A</td>
<td>1697 A</td>
<td>1422 A</td>
<td>1703 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2046 A</td>
<td>2022 A</td>
<td>2238 A</td>
<td>1974 A</td>
<td>1677 A</td>
<td>1927 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1962 A</td>
<td>2039 A</td>
<td>1089 A</td>
<td>1927 A</td>
<td>1775 A</td>
<td>1894 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2468 A</td>
<td>2480 A</td>
<td>2428 A</td>
<td>1899 A</td>
<td>1718 A</td>
<td>2186 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2550 A</td>
<td>2404 A</td>
<td>2388 A</td>
<td>1793 A</td>
<td>1738 A</td>
<td>2172 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2427 A</td>
<td>2304 A</td>
<td>2275 A</td>
<td>1677 A</td>
<td>1573 A</td>
<td>2103 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2002 A</td>
<td>2026 A</td>
<td>2105 A</td>
<td>1531 A</td>
<td>1348 A</td>
<td>1703 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1400 A</td>
<td>1494 A</td>
<td>1697 A</td>
<td>1338 A</td>
<td>1195 A</td>
<td>1265 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1071 A</td>
<td>1209 A</td>
<td>1248 A</td>
<td>1140 A</td>
<td>1057 A</td>
<td>990 A</td>
</tr>
<tr>
<td>21-22</td>
<td>892 A</td>
<td>1048 A</td>
<td>1117 A</td>
<td>1015 A</td>
<td>819 A</td>
<td>785 A</td>
</tr>
<tr>
<td>22-23</td>
<td>674 A</td>
<td>728 A</td>
<td>929 A</td>
<td>843 A</td>
<td>540 A</td>
<td>511 A</td>
</tr>
<tr>
<td>23-24</td>
<td>427 A</td>
<td>408 A</td>
<td>635 A</td>
<td>692 A</td>
<td>411 A</td>
<td>378 A</td>
</tr>
</tbody>
</table>

### Day Total
- MAR 26: 33342 A
- MAR 27: 33623 A
- MAR 28: 33678 A
- MAR 29: 26284 A
- MAR 30: 22217 A
- MAR 31: 30141 A

### AM Peak Hour
- 07-08

### AM Peak Traffic
- 2259
- 2263
- 2234
- 1697
- 1422
- 2182

### PM Peak Hour
- 16-17
- 15-16

### PM Peak Traffic
- 2550
- 2480
- 2428
- 1995
- 1775
- 2186
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.919 N</td>
<td>EAST</td>
<td>EAST</td>
</tr>
<tr>
<td>Location Description</td>
<td>Traffic Station:</td>
<td>Location Type:</td>
<td>Ramp Connection</td>
<td>Lanes:</td>
<td>Lane Code:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>7-Day Total</th>
<th>5-Day Total</th>
<th>Daily Average</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>215666</td>
<td>219704</td>
<td>214343</td>
<td>213988</td>
<td>1st</td>
<td>167061</td>
<td>167129</td>
<td>30809</td>
<td>30620</td>
</tr>
<tr>
<td>2nd</td>
<td>219704</td>
<td>31386</td>
<td>30620</td>
<td>30570</td>
<td>2nd</td>
<td>167129</td>
<td>166123</td>
<td>31386</td>
<td>30620</td>
</tr>
<tr>
<td>3rd</td>
<td>214343</td>
<td>30620</td>
<td>30570</td>
<td></td>
<td>3rd</td>
<td>166123</td>
<td>166436</td>
<td>30620</td>
<td>30570</td>
</tr>
<tr>
<td>4th</td>
<td>213988</td>
<td></td>
<td></td>
<td></td>
<td>4th</td>
<td>166436</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.919 N

#### Location Description
EB ON FR NB 5

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 01</td>
<td>APR 02</td>
<td>APR 03</td>
<td>APR 04</td>
<td>APR 05</td>
<td>APR 06</td>
<td>APR 07</td>
<td>APR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>235 A</td>
<td>227 A</td>
<td>233 A</td>
<td>271 A</td>
<td>476 A</td>
<td>411 A</td>
<td>174 A</td>
<td>235 A</td>
</tr>
<tr>
<td>1-2</td>
<td>123 A</td>
<td>180 A</td>
<td>193 A</td>
<td>238 A</td>
<td>364 A</td>
<td>342 A</td>
<td>143 A</td>
<td>143 A</td>
</tr>
<tr>
<td>2-3</td>
<td>123 A</td>
<td>139 A</td>
<td>153 A</td>
<td>175 A</td>
<td>261 A</td>
<td>268 A</td>
<td>124 A</td>
<td>139 A</td>
</tr>
<tr>
<td>3-4</td>
<td>167 A</td>
<td>167 A</td>
<td>205 A</td>
<td>193 A</td>
<td>185 A</td>
<td>140 A</td>
<td>153 A</td>
<td>175 A</td>
</tr>
<tr>
<td>4-5</td>
<td>350 A</td>
<td>368 A</td>
<td>341 A</td>
<td>374 A</td>
<td>180 A</td>
<td>129 A</td>
<td>338 A</td>
<td>345 A</td>
</tr>
<tr>
<td>5-6</td>
<td>862 A</td>
<td>787 A</td>
<td>852 A</td>
<td>804 A</td>
<td>265 A</td>
<td>179 A</td>
<td>795 A</td>
<td>883 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1786 A</td>
<td>1778 A</td>
<td>1806 A</td>
<td>1710 A</td>
<td>537 A</td>
<td>295 A</td>
<td>1698 A</td>
<td>1795 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2320 A</td>
<td>2375 A</td>
<td>2273 A</td>
<td>2206 A</td>
<td>778 A</td>
<td>456 A</td>
<td>2222 A</td>
<td>2380 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2017 A</td>
<td>2040 A</td>
<td>2070 A</td>
<td>1945 A</td>
<td>1096 A</td>
<td>657 A</td>
<td>2029 A</td>
<td>2045 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1633 A</td>
<td>1604 A</td>
<td>1615 A</td>
<td>1704 A</td>
<td>1378 A</td>
<td>943 A</td>
<td>1562 A</td>
<td>1665 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1608 A</td>
<td>1586 A</td>
<td>1630 A</td>
<td>1633 A</td>
<td>1576 A</td>
<td>1286 A</td>
<td>1545 A</td>
<td>1559 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1872 A</td>
<td>1803 A</td>
<td>1908 A</td>
<td>2090 A</td>
<td>1789 A</td>
<td>1433 A</td>
<td>1897 A</td>
<td>1857 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1952 A</td>
<td>1884 A</td>
<td>2011 A</td>
<td>2262 A</td>
<td>1834 A</td>
<td>1642 A</td>
<td>1884 A</td>
<td>1934 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1887 A</td>
<td>1942 A</td>
<td>2044 A</td>
<td>2151 A</td>
<td>1757 A</td>
<td>1826 A</td>
<td>1960 A</td>
<td>1935 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2083 A</td>
<td>2081 A</td>
<td>2074 A</td>
<td>2423 A</td>
<td>1882 A</td>
<td>1756 A</td>
<td>2044 A</td>
<td>2156 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2399 A</td>
<td>2376 A</td>
<td>2533 A</td>
<td>2469 A</td>
<td>1917 A</td>
<td>1713 A</td>
<td>2486 A</td>
<td>2582 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2587 A</td>
<td>2581 A</td>
<td>2641 A</td>
<td>2478 A</td>
<td>1871 A</td>
<td>1850 A</td>
<td>2626 A</td>
<td>2690 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2510 A</td>
<td>2400 A</td>
<td>2489 A</td>
<td>2377 A</td>
<td>1774 A</td>
<td>1692 A</td>
<td>2432 A</td>
<td>2411 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2047 A</td>
<td>1870 A</td>
<td>2108 A</td>
<td>2194 A</td>
<td>1590 A</td>
<td>1389 A</td>
<td>1805 A</td>
<td>1983 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1450 A</td>
<td>1389 A</td>
<td>1496 A</td>
<td>1717 A</td>
<td>1333 A</td>
<td>1153 A</td>
<td>1293 A</td>
<td>1317 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1103 A</td>
<td>1170 A</td>
<td>1127 A</td>
<td>1330 A</td>
<td>1191 A</td>
<td>1072 A</td>
<td>1039 A</td>
<td>1064 A</td>
</tr>
<tr>
<td>21-22</td>
<td>837 A</td>
<td>840 A</td>
<td>984 A</td>
<td>1271 A</td>
<td>1084 A</td>
<td>837 A</td>
<td>876 A</td>
<td>843 A</td>
</tr>
<tr>
<td>22-23</td>
<td>613 A</td>
<td>608 A</td>
<td>628 A</td>
<td>883 A</td>
<td>835 A</td>
<td>569 A</td>
<td>546 A</td>
<td>564 A</td>
</tr>
<tr>
<td>23-24</td>
<td>427 A</td>
<td>387 A</td>
<td>400 A</td>
<td>662 A</td>
<td>586 A</td>
<td>378 A</td>
<td>326 A</td>
<td>355 A</td>
</tr>
</tbody>
</table>

### Day Total
- 32991 A
- 32582 A
- 33814 A
- 35560 A
- 26539 A
- 22416 A
- 31997 A
- 33055 A

### AM Peak Hour
- 07-08
- 07-08
- 07-08
- 07-08
- 11-12
- 11-12
- 07-08
- 07-08

### AM Peak Traffic
- 2320
- 2375
- 2273
- 2206
- 1789
- 1433
- 2222
- 2380

### PM Peak Hour
- 16-17
- 16-17
- 16-17
- 16-17
- 15-16
- 16-17
- 16-17
- 16-17

### PM Peak Traffic
- 2587
- 2581
- 2641
- 2478
- 1917
- 1850
- 2626
- 2690
### CALTRANS TRAFFIC VOLUMES
#### Detail All Vehicle Hourly Count Report

**District**  |  **County** |  **Route** |  **Prefix** |  **Postmile** |  **Leg** |  **Location Description**  
--- | --- | --- | --- | --- | --- | ---  
03 | SAC | 080 | M | 2.919 | N | EB ON FR NB 5  

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
<td>APR 11</td>
<td>APR 12</td>
<td>APR 13</td>
<td>APR 14</td>
<td>APR 15</td>
<td>APR 16</td>
</tr>
<tr>
<td>0-1</td>
<td>245 A</td>
<td>286 A</td>
<td>280 A</td>
<td>522 A</td>
<td>450 A</td>
<td>236 A</td>
<td>220 A</td>
<td>241 A</td>
</tr>
<tr>
<td>1-2</td>
<td>201 A</td>
<td>198 A</td>
<td>219 A</td>
<td>371 A</td>
<td>365 A</td>
<td>147 A</td>
<td>129 A</td>
<td>159 A</td>
</tr>
<tr>
<td>2-3</td>
<td>129 A</td>
<td>179 A</td>
<td>182 A</td>
<td>270 A</td>
<td>252 A</td>
<td>146 A</td>
<td>126 A</td>
<td>133 A</td>
</tr>
<tr>
<td>3-4</td>
<td>181 A</td>
<td>198 A</td>
<td>207 A</td>
<td>211 A</td>
<td>143 A</td>
<td>152 A</td>
<td>191 A</td>
<td>162 A</td>
</tr>
<tr>
<td>4-5</td>
<td>346 A</td>
<td>367 A</td>
<td>347 A</td>
<td>195 A</td>
<td>144 A</td>
<td>342 A</td>
<td>363 A</td>
<td>366 A</td>
</tr>
<tr>
<td>5-6</td>
<td>825 A</td>
<td>796 A</td>
<td>814 A</td>
<td>266 A</td>
<td>172 A</td>
<td>764 A</td>
<td>832 A</td>
<td>810 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1825 A</td>
<td>1801 A</td>
<td>1657 A</td>
<td>524 A</td>
<td>302 A</td>
<td>1779 A</td>
<td>1803 A</td>
<td>1789 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2379 A</td>
<td>2372 A</td>
<td>2206 A</td>
<td>789 A</td>
<td>472 A</td>
<td>2227 A</td>
<td>2316 A</td>
<td>2322 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2130 A</td>
<td>2086 A</td>
<td>1967 A</td>
<td>1113 A</td>
<td>678 A</td>
<td>1930 A</td>
<td>2048 A</td>
<td>1987 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1663 A</td>
<td>1624 A</td>
<td>1665 A</td>
<td>1333 A</td>
<td>1003 A</td>
<td>1543 A</td>
<td>1645 A</td>
<td>1757 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1556 A</td>
<td>1573 A</td>
<td>1795 A</td>
<td>1493 A</td>
<td>1344 A</td>
<td>1537 A</td>
<td>1605 A</td>
<td>1492 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1817 A</td>
<td>1921 A</td>
<td>2162 A</td>
<td>1732 A</td>
<td>1481 A</td>
<td>1784 A</td>
<td>1812 A</td>
<td>1692 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1921 A</td>
<td>1996 A</td>
<td>2188 A</td>
<td>1824 A</td>
<td>1597 A</td>
<td>1850 A</td>
<td>1977 A</td>
<td>1855 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1983 A</td>
<td>1897 A</td>
<td>2176 A</td>
<td>1843 A</td>
<td>1649 A</td>
<td>1834 A</td>
<td>1875 A</td>
<td>1935 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2125 A</td>
<td>2127 A</td>
<td>2261 A</td>
<td>1744 A</td>
<td>1702 A</td>
<td>1930 A</td>
<td>1948 A</td>
<td>2120 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2441 A</td>
<td>2435 A</td>
<td>2439 A</td>
<td>1796 A</td>
<td>1765 A</td>
<td>2394 A</td>
<td>2421 A</td>
<td>2429 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2400 A</td>
<td>2508 A</td>
<td>2408 A</td>
<td>1837 A</td>
<td>1833 A</td>
<td>2497 A</td>
<td>2572 A</td>
<td>2478 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2558 A</td>
<td>2481 A</td>
<td>2274 A</td>
<td>1738 A</td>
<td>1451 A</td>
<td>2320 A</td>
<td>2391 A</td>
<td>2421 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2019 A</td>
<td>2141 A</td>
<td>1976 A</td>
<td>1635 A</td>
<td>1336 A</td>
<td>1932 A</td>
<td>1769 A</td>
<td>1883 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1391 A</td>
<td>1508 A</td>
<td>1694 A</td>
<td>1432 A</td>
<td>1120 A</td>
<td>1241 A</td>
<td>1332 A</td>
<td>1393 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1143 A</td>
<td>1225 A</td>
<td>1422 A</td>
<td>1220 A</td>
<td>1079 A</td>
<td>1026 A</td>
<td>1162 A</td>
<td>1129 A</td>
</tr>
<tr>
<td>21-22</td>
<td>918 A</td>
<td>1009 A</td>
<td>1403 A</td>
<td>1076 A</td>
<td>802 A</td>
<td>921 A</td>
<td>1056 A</td>
<td>942 A</td>
</tr>
<tr>
<td>22-23</td>
<td>623 A</td>
<td>685 A</td>
<td>1347 A</td>
<td>1197 A</td>
<td>572 A</td>
<td>623 A</td>
<td>664 A</td>
<td>612 A</td>
</tr>
<tr>
<td>23-24</td>
<td>406 A</td>
<td>441 A</td>
<td>672 A</td>
<td>664 A</td>
<td>425 A</td>
<td>343 A</td>
<td>394 A</td>
<td>417 A</td>
</tr>
</tbody>
</table>

**Day Total** | 33225 A | 33854 A | 35761 A | 26825 A | 22137 A | 31498 A | 32651 A | 32524 A |

**AM Peak Hour**  
07-08 07-08 07-08 11-12 11-12 07-08 07-08 07-08  
**AM Peak Traffic**  
2379 2372 2206 1732 1481 2227 2316 2322  
**PM Peak Hour**  
17-18 16-17 15-16 13-14 16-17 16-17 16-17 16-17  
**PM Peak Traffic**  
2558 2508 2439 1843 1833 2497 2572 2478
### District: 03 SAC 080 M 2.919 N

#### Location Description
EB ON FR NB 5

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 17</td>
<td>APR 18</td>
<td>APR 19</td>
<td>APR 20</td>
<td>APR 21</td>
<td>APR 22</td>
<td>APR 23</td>
<td>APR 24</td>
</tr>
<tr>
<td>0-1</td>
<td>234 A</td>
<td>288 A</td>
<td>471 A</td>
<td>479 A</td>
<td>208 A</td>
<td>219 A</td>
<td>214 A</td>
<td>247 A</td>
</tr>
<tr>
<td>1-2</td>
<td>170 A</td>
<td>234 A</td>
<td>382 A</td>
<td>366 A</td>
<td>158 A</td>
<td>164 A</td>
<td>163 A</td>
<td>168 A</td>
</tr>
<tr>
<td>2-3</td>
<td>152 A</td>
<td>167 A</td>
<td>252 A</td>
<td>226 A</td>
<td>104 A</td>
<td>141 A</td>
<td>142 A</td>
<td>163 A</td>
</tr>
<tr>
<td>3-4</td>
<td>227 A</td>
<td>211 A</td>
<td>211 A</td>
<td>129 A</td>
<td>157 A</td>
<td>173 A</td>
<td>153 A</td>
<td>197 A</td>
</tr>
<tr>
<td>4-5</td>
<td>364 A</td>
<td>353 A</td>
<td>184 A</td>
<td>143 A</td>
<td>341 A</td>
<td>355 A</td>
<td>359 A</td>
<td>360 A</td>
</tr>
<tr>
<td>5-6</td>
<td>765 A</td>
<td>802 A</td>
<td>255 A</td>
<td>176 A</td>
<td>758 A</td>
<td>865 A</td>
<td>819 A</td>
<td>810 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1774 A</td>
<td>1717 A</td>
<td>548 A</td>
<td>323 A</td>
<td>1786 A</td>
<td>1821 A</td>
<td>1811 A</td>
<td>1716 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2329 A</td>
<td>2272 A</td>
<td>835 A</td>
<td>442 A</td>
<td>2295 A</td>
<td>2319 A</td>
<td>2281 A</td>
<td>2207 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1597 A</td>
<td>1621 A</td>
<td>1355 A</td>
<td>939 A</td>
<td>1638 A</td>
<td>1791 A</td>
<td>1600 A</td>
<td>1648 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1608 A</td>
<td>1635 A</td>
<td>1504 A</td>
<td>1259 A</td>
<td>1584 A</td>
<td>1492 A</td>
<td>1554 A</td>
<td>1585 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1817 A</td>
<td>1966 A</td>
<td>1768 A</td>
<td>1517 A</td>
<td>1749 A</td>
<td>1823 A</td>
<td>1907 A</td>
<td>1978 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1988 A</td>
<td>2256 A</td>
<td>1841 A</td>
<td>1648 A</td>
<td>1845 A</td>
<td>1951 A</td>
<td>1902 A</td>
<td>1927 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1868 A</td>
<td>2172 A</td>
<td>1754 A</td>
<td>1671 A</td>
<td>1877 A</td>
<td>1996 A</td>
<td>1894 A</td>
<td>1915 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2124 A</td>
<td>2349 A</td>
<td>1719 A</td>
<td>1630 A</td>
<td>1986 A</td>
<td>2100 A</td>
<td>2016 A</td>
<td>2140 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2336 A</td>
<td>2483 A</td>
<td>1946 A</td>
<td>1653 A</td>
<td>2399 A</td>
<td>2091 A</td>
<td>2503 A</td>
<td>2440 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2511 A</td>
<td>2442 A</td>
<td>1729 A</td>
<td>1589 A</td>
<td>2557 A</td>
<td>2521 A</td>
<td>2544 A</td>
<td>2499 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2323 A</td>
<td>2308 A</td>
<td>1617 A</td>
<td>1534 A</td>
<td>2436 A</td>
<td>2347 A</td>
<td>2447 A</td>
<td>2458 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1899 A</td>
<td>2007 A</td>
<td>1476 A</td>
<td>1393 A</td>
<td>1689 A</td>
<td>1791 A</td>
<td>1816 A</td>
<td>1913 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1410 A</td>
<td>1775 A</td>
<td>1337 A</td>
<td>1175 A</td>
<td>1220 A</td>
<td>1288 A</td>
<td>1291 A</td>
<td>1491 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1224 A</td>
<td>1495 A</td>
<td>1122 A</td>
<td>1059 A</td>
<td>895 A</td>
<td>995 A</td>
<td>1025 A</td>
<td>1224 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1114 A</td>
<td>1411 A</td>
<td>1018 A</td>
<td>791 A</td>
<td>744 A</td>
<td>753 A</td>
<td>869 A</td>
<td>980 A</td>
</tr>
<tr>
<td>22-23</td>
<td>808 A</td>
<td>1170 A</td>
<td>880 A</td>
<td>602 A</td>
<td>558 A</td>
<td>543 A</td>
<td>594 A</td>
<td>621 A</td>
</tr>
<tr>
<td>23-24</td>
<td>460 A</td>
<td>734 A</td>
<td>624 A</td>
<td>342 A</td>
<td>320 A</td>
<td>365 A</td>
<td>372 A</td>
<td>449 A</td>
</tr>
</tbody>
</table>

#### Day Total
- AM Peak Hour: 07-08
- AM Peak Traffic: 2329
- PM Peak Hour: 16-17
- PM Peak Traffic: 2511
### CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.919</td>
<td>N</td>
</tr>
</tbody>
</table>

#### Location Description:
- EB ON FR NB 5

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>287 A</td>
<td>522 A</td>
<td>485 A</td>
<td>227 A</td>
<td>224 A</td>
<td>220 A</td>
</tr>
<tr>
<td>1-2</td>
<td>238 A</td>
<td>383 A</td>
<td>364 A</td>
<td>143 A</td>
<td>155 A</td>
<td>174 A</td>
</tr>
<tr>
<td>2-3</td>
<td>166 A</td>
<td>252 A</td>
<td>297 A</td>
<td>120 A</td>
<td>143 A</td>
<td>150 A</td>
</tr>
<tr>
<td>3-4</td>
<td>206 A</td>
<td>169 A</td>
<td>142 A</td>
<td>151 A</td>
<td>186 A</td>
<td>176 A</td>
</tr>
<tr>
<td>4-5</td>
<td>387 A</td>
<td>203 A</td>
<td>134 A</td>
<td>383 A</td>
<td>354 A</td>
<td>400 A</td>
</tr>
<tr>
<td>5-6</td>
<td>830 A</td>
<td>279 A</td>
<td>192 A</td>
<td>825 A</td>
<td>826 A</td>
<td>851 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1747 A</td>
<td>596 A</td>
<td>320 A</td>
<td>1669 A</td>
<td>1805 A</td>
<td>1797 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2324 A</td>
<td>749 A</td>
<td>440 A</td>
<td>2262 A</td>
<td>2315 A</td>
<td>2282 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1958 A</td>
<td>1076 A</td>
<td>713 A</td>
<td>1868 A</td>
<td>1954 A</td>
<td>1860 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1675 A</td>
<td>1274 A</td>
<td>954 A</td>
<td>1533 A</td>
<td>1717 A</td>
<td>1608 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1790 A</td>
<td>1582 A</td>
<td>1334 A</td>
<td>1544 A</td>
<td>1536 A</td>
<td>1571 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2143 A</td>
<td>1718 A</td>
<td>1417 A</td>
<td>1728 A</td>
<td>1752 A</td>
<td>1812 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2123 A</td>
<td>1895 A</td>
<td>1563 A</td>
<td>1764 A</td>
<td>1931 A</td>
<td>1895 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2228 A</td>
<td>1793 A</td>
<td>1637 A</td>
<td>1773 A</td>
<td>1856 A</td>
<td>2009 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2393 A</td>
<td>1779 A</td>
<td>1625 A</td>
<td>2029 A</td>
<td>1987 A</td>
<td>2158 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2397 A</td>
<td>1774 A</td>
<td>1604 A</td>
<td>2331 A</td>
<td>2446 A</td>
<td>2228 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2430 A</td>
<td>1719 A</td>
<td>1601 A</td>
<td>2498 A</td>
<td>2581 A</td>
<td>2591 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2241 A</td>
<td>1637 A</td>
<td>1475 A</td>
<td>2232 A</td>
<td>2464 A</td>
<td>2458 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1927 A</td>
<td>1555 A</td>
<td>1269 A</td>
<td>1799 A</td>
<td>1905 A</td>
<td>1891 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1670 A</td>
<td>1353 A</td>
<td>1151 A</td>
<td>1152 A</td>
<td>1361 A</td>
<td>1416 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1431 A</td>
<td>1218 A</td>
<td>1176 A</td>
<td>1003 A</td>
<td>1039 A</td>
<td>1088 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1227 A</td>
<td>1061 A</td>
<td>902 A</td>
<td>928 A</td>
<td>946 A</td>
<td>940 A</td>
</tr>
<tr>
<td>22-23</td>
<td>973 A</td>
<td>837 A</td>
<td>600 A</td>
<td>563 A</td>
<td>614 A</td>
<td>642 A</td>
</tr>
<tr>
<td>23-24</td>
<td>741 A</td>
<td>714 A</td>
<td>367 A</td>
<td>341 A</td>
<td>375 A</td>
<td>383 A</td>
</tr>
</tbody>
</table>

| Day Total | 35532 A | 26138 A | 21762 A | 30866 A | 32472 A | 32600 A |

- **AM Peak Hour:** 07-08
- **AM Peak Traffic:** 2324
- **PM Peak Hour:** 16-17
- **PM Peak Traffic:** 2430
### 7-Day Periods
#### EAST

<table>
<thead>
<tr>
<th>7-Day Period</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>215899</td>
<td>30843</td>
</tr>
<tr>
<td>2nd</td>
<td>216355</td>
<td>30908</td>
</tr>
<tr>
<td>3rd</td>
<td>213172</td>
<td>30453</td>
</tr>
<tr>
<td>4th</td>
<td>211656</td>
<td>30237</td>
</tr>
</tbody>
</table>

### 5-Day Periods
#### EAST

<table>
<thead>
<tr>
<th>5-Day Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>166944</td>
<td>33389</td>
</tr>
<tr>
<td>2nd</td>
<td>167393</td>
<td>33479</td>
</tr>
<tr>
<td>3rd</td>
<td>165540</td>
<td>33108</td>
</tr>
<tr>
<td>4th</td>
<td>163756</td>
<td>32751</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 01</td>
<td>MAY 02</td>
<td>MAY 03</td>
<td>MAY 04</td>
<td>MAY 05</td>
<td>MAY 06</td>
<td>MAY 07</td>
<td>MAY 08</td>
</tr>
<tr>
<td>0-1</td>
<td>246 A</td>
<td>0 A</td>
<td>461 A</td>
<td>478 A</td>
<td>205 A</td>
<td>254 A</td>
<td>230 A</td>
<td>233 A</td>
</tr>
<tr>
<td>1-2</td>
<td>200 A</td>
<td>1 A</td>
<td>417 A</td>
<td>380 A</td>
<td>149 A</td>
<td>170 A</td>
<td>179 A</td>
<td>194 A</td>
</tr>
<tr>
<td>2-3</td>
<td>161 A</td>
<td>0 A</td>
<td>229 A</td>
<td>263 A</td>
<td>125 A</td>
<td>144 A</td>
<td>122 A</td>
<td>151 A</td>
</tr>
<tr>
<td>3-4</td>
<td>191 A</td>
<td>193 A</td>
<td>209 A</td>
<td>166 A</td>
<td>157 A</td>
<td>211 A</td>
<td>155 A</td>
<td>216 A</td>
</tr>
<tr>
<td>4-5</td>
<td>360 A</td>
<td>374 A</td>
<td>197 A</td>
<td>124 A</td>
<td>379 A</td>
<td>383 A</td>
<td>404 A</td>
<td>394 A</td>
</tr>
<tr>
<td>5-6</td>
<td>774 A</td>
<td>858 A</td>
<td>263 A</td>
<td>183 A</td>
<td>817 A</td>
<td>861 A</td>
<td>856 A</td>
<td>901 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1619 A</td>
<td>1677 A</td>
<td>560 A</td>
<td>352 A</td>
<td>1763 A</td>
<td>1796 A</td>
<td>1814 A</td>
<td>1676 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2038 A</td>
<td>2288 A</td>
<td>810 A</td>
<td>480 A</td>
<td>2281 A</td>
<td>2295 A</td>
<td>2292 A</td>
<td>2250 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1944 A</td>
<td>1967 A</td>
<td>1142 A</td>
<td>660 A</td>
<td>1993 A</td>
<td>2034 A</td>
<td>2081 A</td>
<td>1930 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1810 A</td>
<td>1713 A</td>
<td>1333 A</td>
<td>965 A</td>
<td>1523 A</td>
<td>1569 A</td>
<td>1592 A</td>
<td>1592 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1586 A</td>
<td>1704 A</td>
<td>1518 A</td>
<td>1404 A</td>
<td>1555 A</td>
<td>1503 A</td>
<td>1530 A</td>
<td>1598 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1820 A</td>
<td>2100 A</td>
<td>1703 A</td>
<td>1473 A</td>
<td>1671 A</td>
<td>1771 A</td>
<td>1771 A</td>
<td>1907 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2094 A</td>
<td>2116 A</td>
<td>1885 A</td>
<td>1684 A</td>
<td>1826 A</td>
<td>1851 A</td>
<td>1895 A</td>
<td>2009 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1917 A</td>
<td>2174 A</td>
<td>1845 A</td>
<td>1716 A</td>
<td>1821 A</td>
<td>1893 A</td>
<td>1805 A</td>
<td>1923 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2092 A</td>
<td>2431 A</td>
<td>1797 A</td>
<td>1591 A</td>
<td>2157 A</td>
<td>2087 A</td>
<td>2056 A</td>
<td>2117 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2446 A</td>
<td>2463 A</td>
<td>1721 A</td>
<td>1723 A</td>
<td>2352 A</td>
<td>2356 A</td>
<td>2338 A</td>
<td>2436 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2544 A</td>
<td>2476 A</td>
<td>1691 A</td>
<td>1873 A</td>
<td>2446 A</td>
<td>2554 A</td>
<td>2480 A</td>
<td>2619 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2408 A</td>
<td>2181 A</td>
<td>1596 A</td>
<td>1867 A</td>
<td>2305 A</td>
<td>2408 A</td>
<td>2427 A</td>
<td>2470 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1885 A</td>
<td>2074 A</td>
<td>1413 A</td>
<td>1560 A</td>
<td>1724 A</td>
<td>1797 A</td>
<td>1935 A</td>
<td>1954 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1390 A</td>
<td>1562 A</td>
<td>1343 A</td>
<td>1271 A</td>
<td>1276 A</td>
<td>1340 A</td>
<td>1323 A</td>
<td>1421 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1228 A</td>
<td>1397 A</td>
<td>1244 A</td>
<td>1098 A</td>
<td>1077 A</td>
<td>1046 A</td>
<td>1088 A</td>
<td>1227 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1152 A</td>
<td>1424 A</td>
<td>1252 A</td>
<td>892 A</td>
<td>916 A</td>
<td>870 A</td>
<td>853 A</td>
<td>1047 A</td>
</tr>
<tr>
<td>22-23</td>
<td>748 A</td>
<td>1129 A</td>
<td>1048 A</td>
<td>592 A</td>
<td>559 A</td>
<td>637 A</td>
<td>631 A</td>
<td>672 A</td>
</tr>
<tr>
<td>23-24</td>
<td>12 A</td>
<td>677 A</td>
<td>633 A</td>
<td>399 A</td>
<td>396 A</td>
<td>344 A</td>
<td>370 A</td>
<td>435 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 32665 A
- 34979 A
- 26310 A
- 23194 A
- 31473 A
- 32174 A
- 32227 A
- 33372 A

#### AM Peak Hour
- 07-08
- 07-08
- 07-08
- 07-08
- 07-08
- 07-08
- 07-08

#### AM Peak Traffic
- 2038
- 2288
- 1703
- 1473
- 2281
- 2295
- 2292
- 2250

#### PM Peak Hour
- 16-17
- 16-17
- 12-13
- 16-17
- 16-17
- 16-17
- 16-17

#### PM Peak Traffic
- 2544
- 2476
- 1885
- 1873
- 2446
- 2554
- 2480
- 2619
### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Location Description
EB ON FR NB 5

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 09</td>
<td>MAY 10</td>
<td>MAY 11</td>
<td>MAY 12</td>
<td>MAY 13</td>
<td>MAY 14</td>
<td>MAY 15</td>
<td>MAY 16</td>
</tr>
<tr>
<td>0-1</td>
<td>286 A</td>
<td>459 A</td>
<td>231 A</td>
<td>250 A</td>
<td>251 A</td>
<td>265 A</td>
<td>338 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>254 A</td>
<td>361 A</td>
<td>169 A</td>
<td>186 A</td>
<td>201 A</td>
<td>213 A</td>
<td>239 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>199 A</td>
<td>254 A</td>
<td>160 A</td>
<td>157 A</td>
<td>175 A</td>
<td>196 A</td>
<td>191 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>195 A</td>
<td>187 A</td>
<td>151 A</td>
<td>183 A</td>
<td>162 A</td>
<td>166 A</td>
<td>225 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>372 A</td>
<td>221 A</td>
<td>354 A</td>
<td>400 A</td>
<td>361 A</td>
<td>370 A</td>
<td>399 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>784 A</td>
<td>276 A</td>
<td>178 A</td>
<td>857 A</td>
<td>868 A</td>
<td>889 A</td>
<td>897 A</td>
<td>857 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1710 A</td>
<td>315 A</td>
<td>1725 A</td>
<td>1757 A</td>
<td>1805 A</td>
<td>1788 A</td>
<td>1747 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>447 A</td>
<td>539 A</td>
<td>357 A</td>
<td>246 A</td>
<td>208 A</td>
<td>191 A</td>
<td>184 A</td>
<td>171 A</td>
</tr>
<tr>
<td>8-9</td>
<td>275 A</td>
<td>361 A</td>
<td>262 A</td>
<td>1812 A</td>
<td>1725 A</td>
<td>1684 A</td>
<td>1654 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>106 A</td>
<td>1270 A</td>
<td>1603 A</td>
<td>1521 A</td>
<td>1573 A</td>
<td>1603 A</td>
<td>1654 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>594 A</td>
<td>1455 A</td>
<td>1816 A</td>
<td>1885 A</td>
<td>1843 A</td>
<td>1950 A</td>
<td>2089 A</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>249 A</td>
<td>1564 A</td>
<td>1850 A</td>
<td>1954 A</td>
<td>1956 A</td>
<td>1996 A</td>
<td>2308 A</td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>1005 A</td>
<td>1720 A</td>
<td>1755 A</td>
<td>1895 A</td>
<td>1857 A</td>
<td>2008 A</td>
<td>2255 A</td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>1087 A</td>
<td>1839 A</td>
<td>2105 A</td>
<td>2112 A</td>
<td>2075 A</td>
<td>2189 A</td>
<td>2387 A</td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>1828 A</td>
<td>1782 A</td>
<td>2425 A</td>
<td>2435 A</td>
<td>2443 A</td>
<td>2279 A</td>
<td>2229 A</td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>1782 A</td>
<td>1682 A</td>
<td>2425 A</td>
<td>2435 A</td>
<td>2443 A</td>
<td>2279 A</td>
<td>2229 A</td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>1721 A</td>
<td>1725 A</td>
<td>2593 A</td>
<td>2544 A</td>
<td>2425 A</td>
<td>2398 A</td>
<td>2398 A</td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td>1668 A</td>
<td>1578 A</td>
<td>2297 A</td>
<td>2476 A</td>
<td>2457 A</td>
<td>2285 A</td>
<td>2285 A</td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>1556 A</td>
<td>1585 A</td>
<td>1770 A</td>
<td>1982 A</td>
<td>1817 A</td>
<td>1917 A</td>
<td>2026 A</td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>1352 A</td>
<td>1336 A</td>
<td>1317 A</td>
<td>1246 A</td>
<td>1328 A</td>
<td>1410 A</td>
<td>1777 A</td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>1358 A</td>
<td>1350 A</td>
<td>1029 A</td>
<td>1079 A</td>
<td>1233 A</td>
<td>1228 A</td>
<td>1526 A</td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td>1143 A</td>
<td>933 A</td>
<td>827 A</td>
<td>925 A</td>
<td>911 A</td>
<td>1224 A</td>
<td>1353 A</td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>943 A</td>
<td>673 A</td>
<td>569 A</td>
<td>601 A</td>
<td>653 A</td>
<td>755 A</td>
<td>1408 A</td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td>726 A</td>
<td>437 A</td>
<td>362 A</td>
<td>367 A</td>
<td>387 A</td>
<td>509 A</td>
<td>724 A</td>
<td></td>
</tr>
</tbody>
</table>

### Day Total
- **35978 A**
- **26784 A**
- **23360 A**
- **31681 A**
- **32890 A**
- **32807 A**
- **33978 A**
- **36003 A**

### AM Peak Hour
- **07-08**
- **11-12**

### AM Peak Traffic
- **2248**
- **1795**
- **1564**
- **2345**
- **2326**
- **2257**
- **2271**
- **2089**

### PM Peak Hour
- **15-16**
- **12-13**
- **13-14**
- **16-17**

### PM Peak Traffic
- **2472**
- **1914**
- **1839**
- **2525**
- **2593**
- **2544**
- **2455**
- **2398**
<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>497 A</td>
<td>511 A</td>
<td>270 A</td>
<td>249 A</td>
<td>244 A</td>
<td>290 A</td>
<td>326 A</td>
<td>512 A</td>
</tr>
<tr>
<td>1-2</td>
<td>413 A</td>
<td>394 A</td>
<td>170 A</td>
<td>197 A</td>
<td>192 A</td>
<td>231 A</td>
<td>243 A</td>
<td>399 A</td>
</tr>
<tr>
<td>2-3</td>
<td>277 A</td>
<td>296 A</td>
<td>124 A</td>
<td>159 A</td>
<td>158 A</td>
<td>161 A</td>
<td>187 A</td>
<td>301 A</td>
</tr>
<tr>
<td>3-4</td>
<td>209 A</td>
<td>159 A</td>
<td>167 A</td>
<td>180 A</td>
<td>164 A</td>
<td>207 A</td>
<td>208 A</td>
<td>182 A</td>
</tr>
<tr>
<td>4-5</td>
<td>253 A</td>
<td>140 A</td>
<td>387 A</td>
<td>401 A</td>
<td>399 A</td>
<td>410 A</td>
<td>384 A</td>
<td>191 A</td>
</tr>
<tr>
<td>5-6</td>
<td>274 A</td>
<td>168 A</td>
<td>895 A</td>
<td>864 A</td>
<td>881 A</td>
<td>848 A</td>
<td>843 A</td>
<td>276 A</td>
</tr>
<tr>
<td>6-7</td>
<td>551 A</td>
<td>360 A</td>
<td>1772 A</td>
<td>1770 A</td>
<td>1788 A</td>
<td>1663 A</td>
<td>1638 A</td>
<td>486 A</td>
</tr>
<tr>
<td>7-8</td>
<td>841 A</td>
<td>447 A</td>
<td>2290 A</td>
<td>2231 A</td>
<td>2300 A</td>
<td>2281 A</td>
<td>2193 A</td>
<td>714 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1180 A</td>
<td>773 A</td>
<td>1907 A</td>
<td>2037 A</td>
<td>1921 A</td>
<td>1975 A</td>
<td>1930 A</td>
<td>990 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1363 A</td>
<td>992 A</td>
<td>1586 A</td>
<td>1622 A</td>
<td>1777 A</td>
<td>1637 A</td>
<td>1679 A</td>
<td>1206 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1617 A</td>
<td>1355 A</td>
<td>1571 A</td>
<td>1564 A</td>
<td>1617 A</td>
<td>1577 A</td>
<td>1805 A</td>
<td>1536 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1683 A</td>
<td>1437 A</td>
<td>1779 A</td>
<td>1833 A</td>
<td>1895 A</td>
<td>1877 A</td>
<td>2157 A</td>
<td>1701 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1942 A</td>
<td>1673 A</td>
<td>1830 A</td>
<td>1891 A</td>
<td>1874 A</td>
<td>2089 A</td>
<td>2300 A</td>
<td>1817 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1948 A</td>
<td>1730 A</td>
<td>1763 A</td>
<td>1846 A</td>
<td>1868 A</td>
<td>2011 A</td>
<td>2242 A</td>
<td>1749 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1806 A</td>
<td>1722 A</td>
<td>1999 A</td>
<td>2135 A</td>
<td>2260 A</td>
<td>2076 A</td>
<td>2211 A</td>
<td>1732 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1735 A</td>
<td>1832 A</td>
<td>2378 A</td>
<td>2482 A</td>
<td>2448 A</td>
<td>2472 A</td>
<td>2372 A</td>
<td>1652 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1686 A</td>
<td>1828 A</td>
<td>2585 A</td>
<td>2597 A</td>
<td>2497 A</td>
<td>2533 A</td>
<td>2179 A</td>
<td>1700 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1774 A</td>
<td>1647 A</td>
<td>2357 A</td>
<td>2458 A</td>
<td>2409 A</td>
<td>2280 A</td>
<td>2002 A</td>
<td>1551 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1507 A</td>
<td>1370 A</td>
<td>1721 A</td>
<td>1949 A</td>
<td>1900 A</td>
<td>2088 A</td>
<td>1932 A</td>
<td>1423 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1258 A</td>
<td>1156 A</td>
<td>1269 A</td>
<td>1304 A</td>
<td>1309 A</td>
<td>1439 A</td>
<td>1691 A</td>
<td>1211 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1251 A</td>
<td>1055 A</td>
<td>1096 A</td>
<td>1135 A</td>
<td>1149 A</td>
<td>1303 A</td>
<td>1416 A</td>
<td>1093 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1242 A</td>
<td>933 A</td>
<td>919 A</td>
<td>1158 A</td>
<td>1006 A</td>
<td>1168 A</td>
<td>1333 A</td>
<td>956 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1357 A</td>
<td>707 A</td>
<td>653 A</td>
<td>701 A</td>
<td>805 A</td>
<td>970 A</td>
<td>1135 A</td>
<td>903 A</td>
</tr>
<tr>
<td>23-24</td>
<td>792 A</td>
<td>412 A</td>
<td>384 A</td>
<td>424 A</td>
<td>487 A</td>
<td>482 A</td>
<td>906 A</td>
<td>800 A</td>
</tr>
</tbody>
</table>

**Day Total:**

27456 A  23097 A  31872 A  33187 A  33348 A  34068 A  35312 A  25081 A

**AM Peak Hour:**

11-12  07-08  07-08  07-08  07-08  07-08  11-12

**AM Peak Traffic:**

1683  1437  2290  2231  2300  2281  2193  1701

**PM Peak Hour:**

13-14  15-16  16-17  16-17  16-17  15-16  12-13

**PM Peak Traffic:**

1948  1832  2585  2597  2497  2533  2372  1817
## CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>395</td>
<td>358</td>
<td>266</td>
<td>249</td>
<td>253</td>
<td>220</td>
<td>134</td>
</tr>
<tr>
<td>1-2</td>
<td>375</td>
<td>254</td>
<td>128</td>
<td>173</td>
<td>183</td>
<td>193</td>
<td>135</td>
</tr>
<tr>
<td>2-3</td>
<td>239</td>
<td>145</td>
<td>136</td>
<td>136</td>
<td>178</td>
<td>152</td>
<td>73</td>
</tr>
<tr>
<td>3-4</td>
<td>144</td>
<td>115</td>
<td>171</td>
<td>188</td>
<td>157</td>
<td>144</td>
<td>42</td>
</tr>
<tr>
<td>4-5</td>
<td>111</td>
<td>124</td>
<td>381</td>
<td>366</td>
<td>401</td>
<td>275</td>
<td>37</td>
</tr>
<tr>
<td>5-6</td>
<td>159</td>
<td>201</td>
<td>898</td>
<td>866</td>
<td>827</td>
<td>560</td>
<td>47</td>
</tr>
<tr>
<td>6-7</td>
<td>295</td>
<td>368</td>
<td>1741</td>
<td>1743</td>
<td>1717</td>
<td>1233</td>
<td>103</td>
</tr>
<tr>
<td>7-8</td>
<td>438</td>
<td>361</td>
<td>2214</td>
<td>2324</td>
<td>2207</td>
<td>1649</td>
<td>145</td>
</tr>
<tr>
<td>8-9</td>
<td>597</td>
<td>565</td>
<td>1811</td>
<td>1779</td>
<td>1817</td>
<td>1418</td>
<td>196</td>
</tr>
<tr>
<td>9-10</td>
<td>865</td>
<td>752</td>
<td>1602</td>
<td>1623</td>
<td>1583</td>
<td>1313</td>
<td>251</td>
</tr>
<tr>
<td>10-11</td>
<td>1232</td>
<td>1000</td>
<td>1499</td>
<td>1536</td>
<td>1551</td>
<td>1356</td>
<td>328</td>
</tr>
<tr>
<td>11-12</td>
<td>1336</td>
<td>1382</td>
<td>1738</td>
<td>1647</td>
<td>1909</td>
<td>1777</td>
<td>360</td>
</tr>
<tr>
<td>12-13</td>
<td>1499</td>
<td>1535</td>
<td>1861</td>
<td>1835</td>
<td>1844</td>
<td>1757</td>
<td>383</td>
</tr>
<tr>
<td>13-14</td>
<td>1523</td>
<td>1544</td>
<td>1871</td>
<td>1930</td>
<td>2005</td>
<td>1745</td>
<td>485</td>
</tr>
<tr>
<td>14-15</td>
<td>1593</td>
<td>1580</td>
<td>2038</td>
<td>2086</td>
<td>2081</td>
<td>2016</td>
<td>477</td>
</tr>
<tr>
<td>15-16</td>
<td>1555</td>
<td>1628</td>
<td>2369</td>
<td>2342</td>
<td>2270</td>
<td>2073</td>
<td>421</td>
</tr>
<tr>
<td>16-17</td>
<td>1475</td>
<td>1665</td>
<td>2481</td>
<td>2572</td>
<td>2572</td>
<td>2145</td>
<td>401</td>
</tr>
<tr>
<td>17-18</td>
<td>1495</td>
<td>1426</td>
<td>2369</td>
<td>2347</td>
<td>2422</td>
<td>2031</td>
<td>397</td>
</tr>
<tr>
<td>18-19</td>
<td>1281</td>
<td>1272</td>
<td>1766</td>
<td>1789</td>
<td>1831</td>
<td>1651</td>
<td>395</td>
</tr>
<tr>
<td>19-20</td>
<td>1110</td>
<td>1135</td>
<td>1247</td>
<td>1353</td>
<td>1307</td>
<td>1168</td>
<td>358</td>
</tr>
<tr>
<td>20-21</td>
<td>1121</td>
<td>960</td>
<td>943</td>
<td>1040</td>
<td>1110</td>
<td>391</td>
<td>306</td>
</tr>
<tr>
<td>21-22</td>
<td>983</td>
<td>830</td>
<td>840</td>
<td>875</td>
<td>1005</td>
<td>325</td>
<td>251</td>
</tr>
<tr>
<td>22-23</td>
<td>825</td>
<td>590</td>
<td>547</td>
<td>627</td>
<td>701</td>
<td>275</td>
<td>278</td>
</tr>
<tr>
<td>23-24</td>
<td>600</td>
<td>347</td>
<td>425</td>
<td>430</td>
<td>477</td>
<td>203</td>
<td>201</td>
</tr>
</tbody>
</table>

### Day Total
- 21246
- 20137
- 31342
- 31856
- 32408
- 26070
- 6204

### AM Peak Hour
- 11-12

### AM Peak Traffic
- 1336

### PM Peak Hour
- 14-15

### PM Peak Traffic
- 1593

---

**District**
03

**County**
SAC

**Route**
080

**Prefix**
M

**Postmile**
2.919

**Leg**
N

**Location Type**: Ramp Connection

**Location Description**: EB ON FR NB 5

**Traffic Station**: East

---

**Location Description**

**Traffic Station**

**Location Type**: Ramp Connection

**Lanes**:

**Lane Code**:
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.919</td>
<td>N</td>
</tr>
</tbody>
</table>

**Location Description**

EB ON FR NB 5

### 5-Day Periods

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>Location Type: Ramp Connection</th>
<th>Lanes:</th>
<th>Lane Code:</th>
</tr>
</thead>
</table>

### 7-Day Total Daily Average

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>213022</td>
</tr>
<tr>
<td>2nd</td>
<td>216872</td>
</tr>
<tr>
<td>3rd</td>
<td>218941</td>
</tr>
<tr>
<td>4th</td>
<td>199042</td>
</tr>
</tbody>
</table>

### 5-Day Total Weekday Average

<table>
<thead>
<tr>
<th>5-Day Periods</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>30432</td>
</tr>
<tr>
<td>2nd</td>
<td>30982</td>
</tr>
<tr>
<td>3rd</td>
<td>31277</td>
</tr>
<tr>
<td>4th</td>
<td>28435</td>
</tr>
</tbody>
</table>

<p>| 1st           | 163518         |
| 2nd           | 166728         |
| 3rd           | 168388         |
| 4th           | 152715         |</p>
<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>121 A</td>
<td>75 A</td>
<td>66 A</td>
<td>72 A</td>
<td>99 A</td>
<td>126 A</td>
<td>166 A</td>
<td>149 A</td>
</tr>
<tr>
<td>1-2</td>
<td>124 A</td>
<td>37 A</td>
<td>41 A</td>
<td>60 A</td>
<td>58 A</td>
<td>99 A</td>
<td>180 A</td>
<td>148 A</td>
</tr>
<tr>
<td>2-3</td>
<td>97 A</td>
<td>46 A</td>
<td>45 A</td>
<td>50 A</td>
<td>59 A</td>
<td>90 A</td>
<td>86 A</td>
<td>119 A</td>
</tr>
<tr>
<td>3-4</td>
<td>52 A</td>
<td>36 A</td>
<td>38 A</td>
<td>45 A</td>
<td>51 A</td>
<td>62 A</td>
<td>50 A</td>
<td>51 A</td>
</tr>
<tr>
<td>4-5</td>
<td>32 A</td>
<td>47 A</td>
<td>53 A</td>
<td>64 A</td>
<td>66 A</td>
<td>68 A</td>
<td>45 A</td>
<td>37 A</td>
</tr>
<tr>
<td>5-6</td>
<td>39 A</td>
<td>121 A</td>
<td>168 A</td>
<td>172 A</td>
<td>184 A</td>
<td>160 A</td>
<td>68 A</td>
<td>41 A</td>
</tr>
<tr>
<td>6-7</td>
<td>70 A</td>
<td>283 A</td>
<td>328 A</td>
<td>342 A</td>
<td>360 A</td>
<td>362 A</td>
<td>145 A</td>
<td>83 A</td>
</tr>
<tr>
<td>7-8</td>
<td>97 A</td>
<td>348 A</td>
<td>420 A</td>
<td>463 A</td>
<td>481 A</td>
<td>468 A</td>
<td>202 A</td>
<td>129 A</td>
</tr>
<tr>
<td>8-9</td>
<td>135 A</td>
<td>370 A</td>
<td>421 A</td>
<td>429 A</td>
<td>457 A</td>
<td>440 A</td>
<td>269 A</td>
<td>180 A</td>
</tr>
<tr>
<td>9-10</td>
<td>239 A</td>
<td>368 A</td>
<td>383 A</td>
<td>435 A</td>
<td>441 A</td>
<td>484 A</td>
<td>332 A</td>
<td>270 A</td>
</tr>
<tr>
<td>10-11</td>
<td>318 A</td>
<td>429 A</td>
<td>458 A</td>
<td>450 A</td>
<td>468 A</td>
<td>556 A</td>
<td>460 A</td>
<td>381 A</td>
</tr>
<tr>
<td>11-12</td>
<td>350 A</td>
<td>571 A</td>
<td>576 A</td>
<td>658 A</td>
<td>670 A</td>
<td>772 A</td>
<td>470 A</td>
<td>383 A</td>
</tr>
<tr>
<td>12-13</td>
<td>428 A</td>
<td>645 A</td>
<td>612 A</td>
<td>635 A</td>
<td>705 A</td>
<td>765 A</td>
<td>453 A</td>
<td>496 A</td>
</tr>
<tr>
<td>13-14</td>
<td>427 A</td>
<td>542 A</td>
<td>613 A</td>
<td>633 A</td>
<td>663 A</td>
<td>752 A</td>
<td>514 A</td>
<td>514 A</td>
</tr>
<tr>
<td>14-15</td>
<td>484 A</td>
<td>679 A</td>
<td>737 A</td>
<td>792 A</td>
<td>831 A</td>
<td>841 A</td>
<td>451 A</td>
<td>471 A</td>
</tr>
<tr>
<td>15-16</td>
<td>437 A</td>
<td>827 A</td>
<td>954 A</td>
<td>994 A</td>
<td>983 A</td>
<td>1028 A</td>
<td>451 A</td>
<td>490 A</td>
</tr>
<tr>
<td>16-17</td>
<td>415 A</td>
<td>974 A</td>
<td>1213 A</td>
<td>1289 A</td>
<td>1272 A</td>
<td>1247 A</td>
<td>497 A</td>
<td>519 A</td>
</tr>
<tr>
<td>17-18</td>
<td>394 A</td>
<td>967 A</td>
<td>1196 A</td>
<td>1261 A</td>
<td>1211 A</td>
<td>1176 A</td>
<td>493 A</td>
<td>519 A</td>
</tr>
<tr>
<td>18-19</td>
<td>431 A</td>
<td>671 A</td>
<td>753 A</td>
<td>836 A</td>
<td>838 A</td>
<td>718 A</td>
<td>473 A</td>
<td>468 A</td>
</tr>
<tr>
<td>19-20</td>
<td>334 A</td>
<td>398 A</td>
<td>460 A</td>
<td>497 A</td>
<td>514 A</td>
<td>537 A</td>
<td>420 A</td>
<td>370 A</td>
</tr>
<tr>
<td>20-21</td>
<td>274 A</td>
<td>301 A</td>
<td>395 A</td>
<td>409 A</td>
<td>384 A</td>
<td>496 A</td>
<td>384 A</td>
<td>299 A</td>
</tr>
<tr>
<td>21-22</td>
<td>241 A</td>
<td>265 A</td>
<td>281 A</td>
<td>310 A</td>
<td>458 A</td>
<td>532 A</td>
<td>414 A</td>
<td>291 A</td>
</tr>
<tr>
<td>22-23</td>
<td>193 A</td>
<td>182 A</td>
<td>208 A</td>
<td>236 A</td>
<td>251 A</td>
<td>497 A</td>
<td>434 A</td>
<td>206 A</td>
</tr>
<tr>
<td>23-24</td>
<td>119 A</td>
<td>126 A</td>
<td>161 A</td>
<td>179 A</td>
<td>231 A</td>
<td>287 A</td>
<td>252 A</td>
<td>156 A</td>
</tr>
</tbody>
</table>

**Day Total**

5851 A | 9308 A | 10580 A | 11311 A | 11735 A | 12563 A | 7709 A | 6770 A

**AM Peak Hour**

11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12

**AM Peak Traffic**

350 | 571 | 576 | 658 | 670 | 772 | 470 | 383

**PM Peak Hour**

14-15 | 16-17 | 16-17 | 16-17 | 16-17 | 13-14 | 16-17

**PM Peak Traffic**

484 | 974 | 1213 | 1289 | 1272 | 1247 | 514 | 519
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description:
EB ON FR NB 5

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>88 A</td>
<td>184 A</td>
<td>237 A</td>
<td>233 A</td>
<td>299 A</td>
<td>468 A</td>
<td>350 A</td>
<td>206 A</td>
</tr>
<tr>
<td>1-2</td>
<td>48 A</td>
<td>123 A</td>
<td>158 A</td>
<td>191 A</td>
<td>287 A</td>
<td>333 A</td>
<td>286 A</td>
<td>142 A</td>
</tr>
<tr>
<td>2-3</td>
<td>61 A</td>
<td>135 A</td>
<td>128 A</td>
<td>143 A</td>
<td>189 A</td>
<td>237 A</td>
<td>261 A</td>
<td>106 A</td>
</tr>
<tr>
<td>3-4</td>
<td>99 A</td>
<td>145 A</td>
<td>134 A</td>
<td>179 A</td>
<td>199 A</td>
<td>169 A</td>
<td>129 A</td>
<td>156 A</td>
</tr>
<tr>
<td>4-5</td>
<td>224 A</td>
<td>342 A</td>
<td>350 A</td>
<td>339 A</td>
<td>357 A</td>
<td>156 A</td>
<td>110 A</td>
<td>321 A</td>
</tr>
<tr>
<td>5-6</td>
<td>636 A</td>
<td>795 A</td>
<td>864 A</td>
<td>822 A</td>
<td>828 A</td>
<td>217 A</td>
<td>149 A</td>
<td>734 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1251 A</td>
<td>1614 A</td>
<td>1566 A</td>
<td>1525 A</td>
<td>1498 A</td>
<td>313 A</td>
<td>226 A</td>
<td>1401 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1661 A</td>
<td>1901 A</td>
<td>1856 A</td>
<td>1898 A</td>
<td>1890 A</td>
<td>354 A</td>
<td>314 A</td>
<td>1746 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1341 A</td>
<td>1534 A</td>
<td>1659 A</td>
<td>1602 A</td>
<td>1686 A</td>
<td>426 A</td>
<td>497 A</td>
<td>1373 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1143 A</td>
<td>1397 A</td>
<td>1311 A</td>
<td>1334 A</td>
<td>1432 A</td>
<td>724 A</td>
<td>704 A</td>
<td>1162 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1208 A</td>
<td>1324 A</td>
<td>1366 A</td>
<td>1494 A</td>
<td>1527 A</td>
<td>858 A</td>
<td>1001 A</td>
<td>1246 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1413 A</td>
<td>1680 A</td>
<td>1566 A</td>
<td>1733 A</td>
<td>1827 A</td>
<td>1211 A</td>
<td>1162 A</td>
<td>1423 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1538 A</td>
<td>1578 A</td>
<td>1617 A</td>
<td>1732 A</td>
<td>1883 A</td>
<td>1380 A</td>
<td>1256 A</td>
<td>1381 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1506 A</td>
<td>1638 A</td>
<td>1692 A</td>
<td>1739 A</td>
<td>1917 A</td>
<td>1330 A</td>
<td>1329 A</td>
<td>1353 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1778 A</td>
<td>1871 A</td>
<td>1870 A</td>
<td>2001 A</td>
<td>2089 A</td>
<td>1374 A</td>
<td>1286 A</td>
<td>1650 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1860 A</td>
<td>2203 A</td>
<td>2116 A</td>
<td>2119 A</td>
<td>2157 A</td>
<td>1417 A</td>
<td>1312 A</td>
<td>1898 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2090 A</td>
<td>2376 A</td>
<td>2285 A</td>
<td>2384 A</td>
<td>2274 A</td>
<td>1362 A</td>
<td>1341 A</td>
<td>1997 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1973 A</td>
<td>2212 A</td>
<td>2183 A</td>
<td>2342 A</td>
<td>2120 A</td>
<td>1291 A</td>
<td>1184 A</td>
<td>1952 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1318 A</td>
<td>1540 A</td>
<td>1705 A</td>
<td>1628 A</td>
<td>1754 A</td>
<td>1196 A</td>
<td>1083 A</td>
<td>1444 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1035 A</td>
<td>1105 A</td>
<td>1164 A</td>
<td>1295 A</td>
<td>1432 A</td>
<td>1000 A</td>
<td>959 A</td>
<td>976 A</td>
</tr>
<tr>
<td>20-21</td>
<td>792 A</td>
<td>880 A</td>
<td>950 A</td>
<td>991 A</td>
<td>1168 A</td>
<td>982 A</td>
<td>858 A</td>
<td>873 A</td>
</tr>
<tr>
<td>21-22</td>
<td>657 A</td>
<td>806 A</td>
<td>831 A</td>
<td>929 A</td>
<td>1138 A</td>
<td>961 A</td>
<td>789 A</td>
<td>759 A</td>
</tr>
<tr>
<td>22-23</td>
<td>486 A</td>
<td>573 A</td>
<td>587 A</td>
<td>712 A</td>
<td>1107 A</td>
<td>563 A</td>
<td>576 A</td>
<td>577 A</td>
</tr>
<tr>
<td>23-24</td>
<td>355 A</td>
<td>362 A</td>
<td>410 A</td>
<td>538 A</td>
<td>597 A</td>
<td>620 A</td>
<td>364 A</td>
<td>354 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 24561 A
- 28318 A
- 28605 A
- 29903 A
- 31655 A
- 18942 A
- 17526 A
- 25230 A

#### AM Peak Hour
- 07-08
- 07-08
- 07-08
- 07-08
- 11-12
- 11-12
- 07-08

#### AM Peak Traffic
- 1661
- 1901
- 1856
- 1898
- 1890
- 1211
- 1162

#### PM Peak Hour
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17

#### PM Peak Traffic
- 2090
- 2236
- 2285
- 2384
- 2274
- 1417
- 1341

#### Location Details:
- **District:** 03
- **County:** SAC
- **Route:** 080
- **Prefix:** M
- **Postmile:** 2.919
- **Leg:** N

#### Street Information:
- **Prefix:** 03
- **Location:** SAC 080
- **Postmile:** 2.919
- **Leg:** N
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

#### Direction of Count:
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

#### Day Total
- 26860
- 26836
- 27832
- 29239
- 20679
- 18177
- 28054
- 29226

#### AM Peak Hour
- 07-08
- 11-12
- 07-08
- 11-12
- 07-08
- 07-08

#### AM Peak Traffic
- 1863
- 1931
- 1801
- 1797
- 1285
- 1161
- 1932
- 2079

#### PM Peak Hour
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17

#### PM Peak Traffic
- 2105
- 2210
- 2066
- 1992
- 1483
- 1348
- 2203
- 2316
### District 03
- **County**: SAC
- **Route**: 080
- **Prefix**: M
- **Postmile**: 2.919
- **Leg**: N

**Location Description**: EB ON FR NB 5

**Traffic Station**: Ramp Connection

**Lanes**: 

**Lane Code**: 

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>258 A</td>
<td>252 A</td>
<td>301 A</td>
<td>466 A</td>
<td>447 A</td>
<td>243 A</td>
</tr>
<tr>
<td>1-2</td>
<td>178 A</td>
<td>192 A</td>
<td>269 A</td>
<td>429 A</td>
<td>326 A</td>
<td>158 A</td>
</tr>
<tr>
<td>2-3</td>
<td>138 A</td>
<td>156 A</td>
<td>186 A</td>
<td>290 A</td>
<td>238 A</td>
<td>134 A</td>
</tr>
<tr>
<td>3-4</td>
<td>154 A</td>
<td>182 A</td>
<td>217 A</td>
<td>172 A</td>
<td>158 A</td>
<td>184 A</td>
</tr>
<tr>
<td>4-5</td>
<td>373 A</td>
<td>395 A</td>
<td>375 A</td>
<td>208 A</td>
<td>114 A</td>
<td>346 A</td>
</tr>
<tr>
<td>5-6</td>
<td>890 A</td>
<td>893 A</td>
<td>869 A</td>
<td>259 A</td>
<td>152 A</td>
<td>853 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1644 A</td>
<td>1620 A</td>
<td>1545 A</td>
<td>543 A</td>
<td>280 A</td>
<td>1633 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2039 A</td>
<td>1920 A</td>
<td>1935 A</td>
<td>710 A</td>
<td>389 A</td>
<td>1949 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1671 A</td>
<td>1674 A</td>
<td>1646 A</td>
<td>943 A</td>
<td>600 A</td>
<td>1672 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1488 A</td>
<td>1460 A</td>
<td>1539 A</td>
<td>1148 A</td>
<td>852 A</td>
<td>1401 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1529 A</td>
<td>1528 A</td>
<td>1647 A</td>
<td>1418 A</td>
<td>1197 A</td>
<td>1528 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1644 A</td>
<td>1827 A</td>
<td>1892 A</td>
<td>1542 A</td>
<td>1334 A</td>
<td>1698 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1753 A</td>
<td>1792 A</td>
<td>2090 A</td>
<td>1669 A</td>
<td>1465 A</td>
<td>1843 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1767 A</td>
<td>1784 A</td>
<td>2055 A</td>
<td>1742 A</td>
<td>1535 A</td>
<td>1871 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2063 A</td>
<td>2122 A</td>
<td>2222 A</td>
<td>1738 A</td>
<td>1532 A</td>
<td>2023 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2265 A</td>
<td>2186 A</td>
<td>2263 A</td>
<td>1602 A</td>
<td>1553 A</td>
<td>2259 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2281 A</td>
<td>2382 A</td>
<td>2339 A</td>
<td>1641 A</td>
<td>1437 A</td>
<td>2307 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2227 A</td>
<td>2267 A</td>
<td>2198 A</td>
<td>1537 A</td>
<td>1366 A</td>
<td>2206 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1722 A</td>
<td>1777 A</td>
<td>1771 A</td>
<td>1500 A</td>
<td>1270 A</td>
<td>1700 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1238 A</td>
<td>1290 A</td>
<td>1554 A</td>
<td>1257 A</td>
<td>1081 A</td>
<td>1214 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1047 A</td>
<td>1069 A</td>
<td>1318 A</td>
<td>1118 A</td>
<td>982 A</td>
<td>947 A</td>
</tr>
<tr>
<td>21-22</td>
<td>806 A</td>
<td>1029 A</td>
<td>1354 A</td>
<td>1078 A</td>
<td>861 A</td>
<td>962 A</td>
</tr>
<tr>
<td>22-23</td>
<td>623 A</td>
<td>887 A</td>
<td>1063 A</td>
<td>1285 A</td>
<td>631 A</td>
<td>591 A</td>
</tr>
<tr>
<td>23-24</td>
<td>393 A</td>
<td>554 A</td>
<td>714 A</td>
<td>642 A</td>
<td>422 A</td>
<td>389 A</td>
</tr>
</tbody>
</table>

**Day Total**: 30191 A 31238 A 33362 A 24937 A 20222 A 30111 A

**AM Peak Hour**: 07-08 07-08 07-08 11-12 11-12 07-08

**AM Peak Traffic**: 2039 1920 1935 1542 1334 1949

**PM Peak Hour**: 16-17 16-17 16-17 13-14 15-16 16-17

**PM Peak Traffic**: 2281 2382 2339 1742 1553 2307
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.919</td>
<td>N</td>
<td>Location Type:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ramp Connection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

#### Location Description
EB ON FR NB 5

#### Traffic Station:

#### EAST

<table>
<thead>
<tr>
<th>7-Day Period</th>
<th>Total</th>
<th>Daily Average</th>
<th>5-Day Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>69057</td>
<td>9865</td>
<td>1st</td>
<td>55497</td>
<td>11099</td>
</tr>
<tr>
<td>2nd</td>
<td>168754</td>
<td>24108</td>
<td>2nd</td>
<td>143042</td>
<td>28608</td>
</tr>
<tr>
<td>3rd</td>
<td>174202</td>
<td>24886</td>
<td>3rd</td>
<td>135997</td>
<td>27199</td>
</tr>
<tr>
<td>4th</td>
<td>195185</td>
<td>27884</td>
<td>4th</td>
<td>152071</td>
<td>30414</td>
</tr>
</tbody>
</table>

---

### 5-Day Periods

#### EAST

<table>
<thead>
<tr>
<th>5-Day Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>55497</td>
<td>11099</td>
</tr>
<tr>
<td>2nd</td>
<td>143042</td>
<td>28608</td>
</tr>
<tr>
<td>3rd</td>
<td>135997</td>
<td>27199</td>
</tr>
<tr>
<td>4th</td>
<td>152071</td>
<td>30414</td>
</tr>
<tr>
<td>Year</td>
<td>Tue</td>
<td>Wed</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
</tr>
<tr>
<td>0-1</td>
<td>256 A</td>
<td>265 A</td>
</tr>
<tr>
<td>1-2</td>
<td>164 A</td>
<td>180 A</td>
</tr>
<tr>
<td>2-3</td>
<td>154 A</td>
<td>146 A</td>
</tr>
<tr>
<td>3-4</td>
<td>183 A</td>
<td>172 A</td>
</tr>
<tr>
<td>4-5</td>
<td>366 A</td>
<td>396 A</td>
</tr>
<tr>
<td>5-6</td>
<td>905 A</td>
<td>883 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1621 A</td>
<td>1596 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2062 A</td>
<td>1968 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1744 A</td>
<td>1849 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1539 A</td>
<td>1481 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1508 A</td>
<td>1535 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1710 A</td>
<td>1787 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1812 A</td>
<td>1884 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1911 A</td>
<td>1880 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2054 A</td>
<td>2075 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2284 A</td>
<td>2310 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2424 A</td>
<td>2499 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2405 A</td>
<td>2348 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1766 A</td>
<td>1762 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1301 A</td>
<td>1355 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1006 A</td>
<td>1107 A</td>
</tr>
<tr>
<td>21-22</td>
<td>953 A</td>
<td>1093 A</td>
</tr>
<tr>
<td>22-23</td>
<td>719 A</td>
<td>797 A</td>
</tr>
<tr>
<td>23-24</td>
<td>432 A</td>
<td>467 A</td>
</tr>
</tbody>
</table>

**Day Total**: 31279 A 31835 A 34020 A 20402 A 20440 A 19200 A 28834 A 29303 A

**AM Peak Hour**: 07-08 07-08 11-12 11-12 11-12 11-12 07-08 07-08

**AM Peak Traffic**: 2062 1968 2041 1429 1298 1311 1896 1981

**PM Peak Hour**: 16-17 16-17 15-16 13-14 14-15 13-14 16-17 16-17

**PM Peak Traffic**: 2424 2499 2456 1449 1563 1596 2220 2329
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.919</td>
<td>N</td>
<td>2008</td>
<td>JUL 09</td>
<td>JUL 10</td>
<td>JUL 11</td>
<td>JUL 12</td>
<td>JUL 13</td>
<td>JUL 14</td>
<td>JUL 15</td>
<td>JUL 16</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0-1</td>
<td>247 A</td>
<td>203 A</td>
<td>215 A</td>
<td>331 A</td>
<td>403 A</td>
<td>211 A</td>
<td>207 A</td>
<td>231 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1-2</td>
<td>172 A</td>
<td>155 A</td>
<td>177 A</td>
<td>312 A</td>
<td>342 A</td>
<td>150 A</td>
<td>181 A</td>
<td>162 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2-3</td>
<td>149 A</td>
<td>134 A</td>
<td>137 A</td>
<td>252 A</td>
<td>302 A</td>
<td>116 A</td>
<td>138 A</td>
<td>143 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3-4</td>
<td>151 A</td>
<td>121 A</td>
<td>136 A</td>
<td>129 A</td>
<td>160 A</td>
<td>158 A</td>
<td>148 A</td>
<td>140 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4-5</td>
<td>348 A</td>
<td>331 A</td>
<td>252 A</td>
<td>134 A</td>
<td>111 A</td>
<td>340 A</td>
<td>391 A</td>
<td>365 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5-6</td>
<td>854 A</td>
<td>879 A</td>
<td>787 A</td>
<td>175 A</td>
<td>166 A</td>
<td>802 A</td>
<td>865 A</td>
<td>835 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6-7</td>
<td>1526 A</td>
<td>1470 A</td>
<td>1475 A</td>
<td>434 A</td>
<td>282 A</td>
<td>1479 A</td>
<td>1609 A</td>
<td>1600 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7-8</td>
<td>1882 A</td>
<td>1879 A</td>
<td>1773 A</td>
<td>692 A</td>
<td>345 A</td>
<td>1909 A</td>
<td>1905 A</td>
<td>1923 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8-9</td>
<td>1692 A</td>
<td>1672 A</td>
<td>1577 A</td>
<td>870 A</td>
<td>527 A</td>
<td>1617 A</td>
<td>1764 A</td>
<td>1688 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9-10</td>
<td>1438 A</td>
<td>1317 A</td>
<td>1457 A</td>
<td>1057 A</td>
<td>778 A</td>
<td>1326 A</td>
<td>1426 A</td>
<td>1442 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10-11</td>
<td>1370 A</td>
<td>1274 A</td>
<td>1626 A</td>
<td>1369 A</td>
<td>1108 A</td>
<td>1358 A</td>
<td>1363 A</td>
<td>1415 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11-12</td>
<td>1579 A</td>
<td>1680 A</td>
<td>1802 A</td>
<td>1447 A</td>
<td>1247 A</td>
<td>1488 A</td>
<td>1578 A</td>
<td>1498 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12-13</td>
<td>1583 A</td>
<td>1680 A</td>
<td>1833 A</td>
<td>1487 A</td>
<td>1338 A</td>
<td>1672 A</td>
<td>1639 A</td>
<td>1626 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13-14</td>
<td>1528 A</td>
<td>1629 A</td>
<td>1909 A</td>
<td>1432 A</td>
<td>1413 A</td>
<td>1613 A</td>
<td>1609 A</td>
<td>1619 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14-15</td>
<td>1832 A</td>
<td>1934 A</td>
<td>2104 A</td>
<td>1476 A</td>
<td>1413 A</td>
<td>1766 A</td>
<td>1862 A</td>
<td>1796 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15-16</td>
<td>1923 A</td>
<td>2049 A</td>
<td>2170 A</td>
<td>1446 A</td>
<td>1374 A</td>
<td>1952 A</td>
<td>1990 A</td>
<td>2059 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16-17</td>
<td>2157 A</td>
<td>2182 A</td>
<td>2169 A</td>
<td>1472 A</td>
<td>1283 A</td>
<td>2076 A</td>
<td>2145 A</td>
<td>2142 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17-18</td>
<td>2219 A</td>
<td>2229 A</td>
<td>2047 A</td>
<td>1428 A</td>
<td>1247 A</td>
<td>2016 A</td>
<td>2205 A</td>
<td>2012 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>18-19</td>
<td>1546 A</td>
<td>1672 A</td>
<td>1695 A</td>
<td>1269 A</td>
<td>1071 A</td>
<td>1524 A</td>
<td>1567 A</td>
<td>1672 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>19-20</td>
<td>1141 A</td>
<td>1211 A</td>
<td>1370 A</td>
<td>1118 A</td>
<td>931 A</td>
<td>1110 A</td>
<td>1194 A</td>
<td>1188 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20-21</td>
<td>898 A</td>
<td>981 A</td>
<td>1155 A</td>
<td>957 A</td>
<td>915 A</td>
<td>875 A</td>
<td>1024 A</td>
<td>966 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21-22</td>
<td>829 A</td>
<td>853 A</td>
<td>1191 A</td>
<td>956 A</td>
<td>828 A</td>
<td>766 A</td>
<td>825 A</td>
<td>846 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22-23</td>
<td>583 A</td>
<td>685 A</td>
<td>880 A</td>
<td>851 A</td>
<td>608 A</td>
<td>526 A</td>
<td>549 A</td>
<td>631 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>23-24</td>
<td>428 A</td>
<td>463 A</td>
<td>654 A</td>
<td>705 A</td>
<td>394 A</td>
<td>330 A</td>
<td>407 A</td>
<td>394 A</td>
</tr>
</tbody>
</table>

**Day Total**

|       | 28075 A | 28683 A | 30591 A | 21799 A | 18586 A | 27180 A | 28591 A | 28393 A |

**AM Peak Hour**

|       | 07-08 | 07-08 | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 |

**AM Peak Traffic**

|       | 1882 | 1879 | 1802 | 1447 | 1247 | 1909 | 1905 | 1923 |

**PM Peak Hour**

|       | 17-18 | 17-18 | 15-16 | 12-13 | 13-14 | 16-17 | 17-18 | 16-17 |

**PM Peak Traffic**

<p>|       | 2219 | 2229 | 2170 | 1487 | 1413 | 2076 | 2205 | 2142 |</p>
<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>289 A</td>
<td>258 A</td>
<td>192 A</td>
<td>187 A</td>
<td>86 A</td>
<td>83 A</td>
<td>96 A</td>
<td>102 A</td>
</tr>
<tr>
<td>1-2</td>
<td>203 A</td>
<td>235 A</td>
<td>216 A</td>
<td>190 A</td>
<td>60 A</td>
<td>65 A</td>
<td>99 A</td>
<td>90 A</td>
</tr>
<tr>
<td>2-3</td>
<td>157 A</td>
<td>180 A</td>
<td>134 A</td>
<td>139 A</td>
<td>39 A</td>
<td>53 A</td>
<td>49 A</td>
<td>69 A</td>
</tr>
<tr>
<td>3-4</td>
<td>155 A</td>
<td>175 A</td>
<td>55 A</td>
<td>40 A</td>
<td>40 A</td>
<td>32 A</td>
<td>46 A</td>
<td>45 A</td>
</tr>
<tr>
<td>4-5</td>
<td>327 A</td>
<td>276 A</td>
<td>80 A</td>
<td>36 A</td>
<td>83 A</td>
<td>95 A</td>
<td>86 A</td>
<td>101 A</td>
</tr>
<tr>
<td>5-6</td>
<td>851 A</td>
<td>689 A</td>
<td>81 A</td>
<td>47 A</td>
<td>205 A</td>
<td>209 A</td>
<td>213 A</td>
<td>193 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1566 A</td>
<td>1378 A</td>
<td>147 A</td>
<td>74 A</td>
<td>362 A</td>
<td>419 A</td>
<td>416 A</td>
<td>434 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2013 A</td>
<td>1658 A</td>
<td>208 A</td>
<td>110 A</td>
<td>465 A</td>
<td>527 A</td>
<td>578 A</td>
<td>545 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1627 A</td>
<td>1489 A</td>
<td>274 A</td>
<td>173 A</td>
<td>495 A</td>
<td>503 A</td>
<td>536 A</td>
<td>542 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1467 A</td>
<td>1336 A</td>
<td>377 A</td>
<td>312 A</td>
<td>483 A</td>
<td>515 A</td>
<td>572 A</td>
<td>536 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1399 A</td>
<td>1358 A</td>
<td>447 A</td>
<td>377 A</td>
<td>568 A</td>
<td>524 A</td>
<td>526 A</td>
<td>577 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1638 A</td>
<td>1596 A</td>
<td>510 A</td>
<td>486 A</td>
<td>674 A</td>
<td>695 A</td>
<td>742 A</td>
<td>755 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1696 A</td>
<td>1696 A</td>
<td>588 A</td>
<td>569 A</td>
<td>722 A</td>
<td>755 A</td>
<td>746 A</td>
<td>736 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1715 A</td>
<td>1780 A</td>
<td>571 A</td>
<td>502 A</td>
<td>739 A</td>
<td>722 A</td>
<td>731 A</td>
<td>732 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1976 A</td>
<td>1884 A</td>
<td>630 A</td>
<td>600 A</td>
<td>856 A</td>
<td>826 A</td>
<td>921 A</td>
<td>868 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2048 A</td>
<td>2034 A</td>
<td>591 A</td>
<td>552 A</td>
<td>928 A</td>
<td>982 A</td>
<td>970 A</td>
<td>1033 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2237 A</td>
<td>2064 A</td>
<td>569 A</td>
<td>525 A</td>
<td>1242 A</td>
<td>1337 A</td>
<td>1365 A</td>
<td>1368 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2302 A</td>
<td>1986 A</td>
<td>567 A</td>
<td>578 A</td>
<td>1287 A</td>
<td>1408 A</td>
<td>1394 A</td>
<td>1352 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1635 A</td>
<td>1593 A</td>
<td>488 A</td>
<td>493 A</td>
<td>825 A</td>
<td>922 A</td>
<td>909 A</td>
<td>925 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1285 A</td>
<td>1181 A</td>
<td>523 A</td>
<td>451 A</td>
<td>557 A</td>
<td>549 A</td>
<td>567 A</td>
<td>626 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1119 A</td>
<td>602 A</td>
<td>449 A</td>
<td>516 A</td>
<td>427 A</td>
<td>405 A</td>
<td>443 A</td>
<td>476 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1025 A</td>
<td>544 A</td>
<td>440 A</td>
<td>371 A</td>
<td>417 A</td>
<td>348 A</td>
<td>398 A</td>
<td>383 A</td>
</tr>
<tr>
<td>22-23</td>
<td>660 A</td>
<td>558 A</td>
<td>535 A</td>
<td>258 A</td>
<td>269 A</td>
<td>228 A</td>
<td>250 A</td>
<td>322 A</td>
</tr>
<tr>
<td>23-24</td>
<td>474 A</td>
<td>326 A</td>
<td>298 A</td>
<td>169 A</td>
<td>133 A</td>
<td>144 A</td>
<td>176 A</td>
<td>221 A</td>
</tr>
</tbody>
</table>

Day Total: 29864 A 26876 A 8970 A 7755 A 11962 A 12346 A 12829 A 13031 A

AM Peak Hour: 07-08 07-08 11-12 11-12 11-12 11-12 11-12 11-12
AM Peak Traffic: 2013 A 1658 A 510 A 486 A 674 A 695 A 742 A 755 A
PM Peak Hour: 17-18 16-17 14-15 14-15 17-18 17-18 17-18 16-17
PM Peak Traffic: 2302 A 2064 A 630 A 600 A 1287 A 1408 A 1394 A 1368 A
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.919 N

#### Location Description
EB ON FR NB 5

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th></th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>122 A</td>
<td>198 A</td>
<td>175 A</td>
<td>101 A</td>
<td>204 A</td>
<td>221 A</td>
<td>270 A</td>
</tr>
<tr>
<td>1-2</td>
<td>161 A</td>
<td>197 A</td>
<td>190 A</td>
<td>64 A</td>
<td>152 A</td>
<td>176 A</td>
<td>235 A</td>
</tr>
<tr>
<td>2-3</td>
<td>107 A</td>
<td>118 A</td>
<td>156 A</td>
<td>46 A</td>
<td>133 A</td>
<td>138 A</td>
<td>130 A</td>
</tr>
<tr>
<td>3-4</td>
<td>56 A</td>
<td>55 A</td>
<td>51 A</td>
<td>59 A</td>
<td>175 A</td>
<td>154 A</td>
<td>196 A</td>
</tr>
<tr>
<td>4-5</td>
<td>106 A</td>
<td>63 A</td>
<td>48 A</td>
<td>105 A</td>
<td>366 A</td>
<td>391 A</td>
<td>378 A</td>
</tr>
<tr>
<td>5-6</td>
<td>187 A</td>
<td>78 A</td>
<td>50 A</td>
<td>650 A</td>
<td>778 A</td>
<td>812 A</td>
<td>803 A</td>
</tr>
<tr>
<td>6-7</td>
<td>408 A</td>
<td>165 A</td>
<td>94 A</td>
<td>1327 A</td>
<td>1546 A</td>
<td>1547 A</td>
<td>1494 A</td>
</tr>
<tr>
<td>7-8</td>
<td>556 A</td>
<td>204 A</td>
<td>113 A</td>
<td>1807 A</td>
<td>1980 A</td>
<td>1989 A</td>
<td>1966 A</td>
</tr>
<tr>
<td>8-9</td>
<td>558 A</td>
<td>295 A</td>
<td>205 A</td>
<td>1495 A</td>
<td>1680 A</td>
<td>1786 A</td>
<td>1821 A</td>
</tr>
<tr>
<td>9-10</td>
<td>526 A</td>
<td>385 A</td>
<td>309 A</td>
<td>1293 A</td>
<td>1420 A</td>
<td>1479 A</td>
<td>1515 A</td>
</tr>
<tr>
<td>10-11</td>
<td>561 A</td>
<td>484 A</td>
<td>405 A</td>
<td>1292 A</td>
<td>1475 A</td>
<td>1470 A</td>
<td>1558 A</td>
</tr>
<tr>
<td>11-12</td>
<td>780 A</td>
<td>532 A</td>
<td>475 A</td>
<td>1556 A</td>
<td>1763 A</td>
<td>1781 A</td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>859 A</td>
<td>579 A</td>
<td>547 A</td>
<td>1732 A</td>
<td>1770 A</td>
<td>1747 A</td>
<td>1847 A</td>
</tr>
<tr>
<td>13-14</td>
<td>766 A</td>
<td>628 A</td>
<td>574 A</td>
<td>1704 A</td>
<td>1719 A</td>
<td>1742 A</td>
<td>1845 A</td>
</tr>
<tr>
<td>14-15</td>
<td>968 A</td>
<td>611 A</td>
<td>540 A</td>
<td>1946 A</td>
<td>1949 A</td>
<td>1964 A</td>
<td>2178 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1095 A</td>
<td>623 A</td>
<td>565 A</td>
<td>2098 A</td>
<td>2233 A</td>
<td>1961 A</td>
<td>2306 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1352 A</td>
<td>609 A</td>
<td>503 A</td>
<td>2174 A</td>
<td>2345 A</td>
<td>2317 A</td>
<td>2401 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1142 A</td>
<td>565 A</td>
<td>544 A</td>
<td>2241 A</td>
<td>2275 A</td>
<td>2345 A</td>
<td>2408 A</td>
</tr>
<tr>
<td>18-19</td>
<td>919 A</td>
<td>550 A</td>
<td>524 A</td>
<td>1643 A</td>
<td>1713 A</td>
<td>1729 A</td>
<td>1908 A</td>
</tr>
<tr>
<td>19-20</td>
<td>729 A</td>
<td>515 A</td>
<td>448 A</td>
<td>1144 A</td>
<td>1239 A</td>
<td>1274 A</td>
<td>1414 A</td>
</tr>
<tr>
<td>20-21</td>
<td>512 A</td>
<td>464 A</td>
<td>408 A</td>
<td>905 A</td>
<td>986 A</td>
<td>1083 A</td>
<td>1176 A</td>
</tr>
<tr>
<td>21-22</td>
<td>491 A</td>
<td>448 A</td>
<td>371 A</td>
<td>751 A</td>
<td>963 A</td>
<td>996 A</td>
<td>1162 A</td>
</tr>
<tr>
<td>22-23</td>
<td>393 A</td>
<td>361 A</td>
<td>269 A</td>
<td>517 A</td>
<td>583 A</td>
<td>784 A</td>
<td>893 A</td>
</tr>
<tr>
<td>23-24</td>
<td>287 A</td>
<td>266 A</td>
<td>176 A</td>
<td>358 A</td>
<td>360 A</td>
<td>398 A</td>
<td>476 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 13641 A
- 8993 A
- 7740 A
- 27008 A
- 29640 A
- 30266 A
- 32161 A

#### AM Peak Hour
- 11-12
- 11-12
- 11-12
- 07-08
- 07-08
- 07-08
- 07-08

#### AM Peak Traffic
- 780
- 532
- 475
- 1807
- 1980
- 1989
- 1966

#### PM Peak Hour
- 16-17
- 13-14
- 13-14
- 17-18
- 16-17
- 17-18
- 17-18

#### PM Peak Traffic
- 1352
- 628
- 574
- 2241
- 2345
- 2345
- 2408
### District | County | Route | Prefix | Postmile | Leg
---|---|---|---|---|---
03 | SAC | 080 | M | 2.919 | N

**Location Description**
- EB ON FR NB 5
- Traffic Station:
  - Location Type: Ramp Connection
  - Lanes:
  - Lane Code:

### 7-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>186010</td>
<td>26573</td>
</tr>
<tr>
<td>2nd</td>
<td>184217</td>
<td>26317</td>
</tr>
<tr>
<td>3rd</td>
<td>142411</td>
<td>20344</td>
</tr>
<tr>
<td>4th</td>
<td>95588</td>
<td>13655</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>146370</td>
<td>29274</td>
</tr>
<tr>
<td>2nd</td>
<td>143832</td>
<td>28766</td>
</tr>
<tr>
<td>3rd</td>
<td>125686</td>
<td>25137</td>
</tr>
<tr>
<td>4th</td>
<td>78855</td>
<td>15771</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 01</td>
<td>AUG 02</td>
<td>AUG 03</td>
<td>AUG 04</td>
<td>AUG 05</td>
<td>AUG 06</td>
<td>AUG 07</td>
<td>AUG 08</td>
</tr>
<tr>
<td>0-1</td>
<td>296 A</td>
<td>445 A</td>
<td>430 A</td>
<td>213 A</td>
<td>197 A</td>
<td>206 A</td>
<td>299 A</td>
<td>287 A</td>
</tr>
<tr>
<td>1-2</td>
<td>248 A</td>
<td>374 A</td>
<td>349 A</td>
<td>130 A</td>
<td>139 A</td>
<td>148 A</td>
<td>192 A</td>
<td>229 A</td>
</tr>
<tr>
<td>2-3</td>
<td>207 A</td>
<td>279 A</td>
<td>253 A</td>
<td>97 A</td>
<td>123 A</td>
<td>104 A</td>
<td>178 A</td>
<td>197 A</td>
</tr>
<tr>
<td>3-4</td>
<td>183 A</td>
<td>181 A</td>
<td>130 A</td>
<td>126 A</td>
<td>122 A</td>
<td>155 A</td>
<td>167 A</td>
<td>204 A</td>
</tr>
<tr>
<td>4-5</td>
<td>383 A</td>
<td>201 A</td>
<td>106 A</td>
<td>302 A</td>
<td>371 A</td>
<td>376 A</td>
<td>367 A</td>
<td>359 A</td>
</tr>
<tr>
<td>5-6</td>
<td>781 A</td>
<td>280 A</td>
<td>154 A</td>
<td>810 A</td>
<td>847 A</td>
<td>828 A</td>
<td>805 A</td>
<td>822 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1525 A</td>
<td>516 A</td>
<td>319 A</td>
<td>1500 A</td>
<td>1534 A</td>
<td>1596 A</td>
<td>1570 A</td>
<td>1499 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1935 A</td>
<td>708 A</td>
<td>463 A</td>
<td>2054 A</td>
<td>2086 A</td>
<td>2101 A</td>
<td>2021 A</td>
<td>1980 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1652 A</td>
<td>947 A</td>
<td>585 A</td>
<td>1646 A</td>
<td>1773 A</td>
<td>1803 A</td>
<td>1854 A</td>
<td>1727 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1545 A</td>
<td>1178 A</td>
<td>839 A</td>
<td>1500 A</td>
<td>1529 A</td>
<td>1464 A</td>
<td>1547 A</td>
<td>1614 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1626 A</td>
<td>1508 A</td>
<td>1176 A</td>
<td>1459 A</td>
<td>1490 A</td>
<td>1519 A</td>
<td>1577 A</td>
<td>1663 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2009 A</td>
<td>1657 A</td>
<td>1330 A</td>
<td>1688 A</td>
<td>1765 A</td>
<td>1818 A</td>
<td>1828 A</td>
<td>2025 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1988 A</td>
<td>1781 A</td>
<td>1589 A</td>
<td>1928 A</td>
<td>1799 A</td>
<td>1860 A</td>
<td>1946 A</td>
<td>2058 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2141 A</td>
<td>1711 A</td>
<td>1599 A</td>
<td>1809 A</td>
<td>1802 A</td>
<td>1819 A</td>
<td>1889 A</td>
<td>2165 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2323 A</td>
<td>1816 A</td>
<td>1639 A</td>
<td>1988 A</td>
<td>2053 A</td>
<td>2112 A</td>
<td>2128 A</td>
<td>2291 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2379 A</td>
<td>1642 A</td>
<td>1423 A</td>
<td>2155 A</td>
<td>2282 A</td>
<td>2310 A</td>
<td>2356 A</td>
<td>2282 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2376 A</td>
<td>1623 A</td>
<td>1385 A</td>
<td>2343 A</td>
<td>2409 A</td>
<td>2473 A</td>
<td>2367 A</td>
<td>2380 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2328 A</td>
<td>1390 A</td>
<td>1403 A</td>
<td>2337 A</td>
<td>2362 A</td>
<td>2396 A</td>
<td>1802 A</td>
<td>2244 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1883 A</td>
<td>1426 A</td>
<td>1378 A</td>
<td>1707 A</td>
<td>1787 A</td>
<td>1799 A</td>
<td>1770 A</td>
<td>1823 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1536 A</td>
<td>1244 A</td>
<td>1139 A</td>
<td>1189 A</td>
<td>1381 A</td>
<td>1387 A</td>
<td>1421 A</td>
<td>1458 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1352 A</td>
<td>1129 A</td>
<td>1184 A</td>
<td>1003 A</td>
<td>1038 A</td>
<td>1044 A</td>
<td>1217 A</td>
<td>1302 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1393 A</td>
<td>1084 A</td>
<td>940 A</td>
<td>888 A</td>
<td>964 A</td>
<td>959 A</td>
<td>986 A</td>
<td>1206 A</td>
</tr>
<tr>
<td>22-23</td>
<td>956 A</td>
<td>1038 A</td>
<td>658 A</td>
<td>680 A</td>
<td>712 A</td>
<td>687 A</td>
<td>739 A</td>
<td>959 A</td>
</tr>
<tr>
<td>23-24</td>
<td>668 A</td>
<td>854 A</td>
<td>412 A</td>
<td>365 A</td>
<td>438 A</td>
<td>444 A</td>
<td>439 A</td>
<td>714 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**
- 11-12

**AM Peak Traffic**
- 2009

**PM Peak Hour**
- 15-16

**PM Peak Traffic**
- 2379

### Location Description
- **EB ON FR NB 5**

### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### District 03
- **County:** SAC
- **Route:** 080
- **Prefix:** M
- **Postmile:** 2.919
- **Leg:** N
### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 09</td>
<td>AUG 10</td>
<td>AUG 11</td>
<td>AUG 12</td>
<td>AUG 13</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
</tr>
<tr>
<td>0-1</td>
<td>481 A</td>
<td>544 A</td>
<td>258 A</td>
<td>252 A</td>
<td>252 A</td>
<td>293 A</td>
<td>303 A</td>
<td>457 A</td>
</tr>
<tr>
<td>1-2</td>
<td>401 A</td>
<td>357 A</td>
<td>188 A</td>
<td>191 A</td>
<td>203 A</td>
<td>219 A</td>
<td>265 A</td>
<td>470 A</td>
</tr>
<tr>
<td>2-3</td>
<td>277 A</td>
<td>273 A</td>
<td>155 A</td>
<td>176 A</td>
<td>158 A</td>
<td>171 A</td>
<td>169 A</td>
<td>301 A</td>
</tr>
<tr>
<td>3-4</td>
<td>183 A</td>
<td>146 A</td>
<td>173 A</td>
<td>166 A</td>
<td>164 A</td>
<td>197 A</td>
<td>230 A</td>
<td>213 A</td>
</tr>
<tr>
<td>4-5</td>
<td>199 A</td>
<td>132 A</td>
<td>349 A</td>
<td>381 A</td>
<td>334 A</td>
<td>372 A</td>
<td>369 A</td>
<td>227 A</td>
</tr>
<tr>
<td>5-6</td>
<td>259 A</td>
<td>157 A</td>
<td>846 A</td>
<td>863 A</td>
<td>876 A</td>
<td>843 A</td>
<td>839 A</td>
<td>286 A</td>
</tr>
<tr>
<td>6-7</td>
<td>535 A</td>
<td>307 A</td>
<td>1557 A</td>
<td>1556 A</td>
<td>1605 A</td>
<td>1660 A</td>
<td>1533 A</td>
<td>483 A</td>
</tr>
<tr>
<td>7-8</td>
<td>692 A</td>
<td>378 A</td>
<td>2087 A</td>
<td>2174 A</td>
<td>2171 A</td>
<td>2147 A</td>
<td>2116 A</td>
<td>704 A</td>
</tr>
<tr>
<td>8-9</td>
<td>916 A</td>
<td>595 A</td>
<td>1750 A</td>
<td>1844 A</td>
<td>1829 A</td>
<td>1864 A</td>
<td>1745 A</td>
<td>901 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1167 A</td>
<td>861 A</td>
<td>1359 A</td>
<td>1466 A</td>
<td>1469 A</td>
<td>1499 A</td>
<td>1620 A</td>
<td>1238 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1411 A</td>
<td>1169 A</td>
<td>1486 A</td>
<td>1520 A</td>
<td>1536 A</td>
<td>1489 A</td>
<td>1714 A</td>
<td>1477 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1547 A</td>
<td>1396 A</td>
<td>1661 A</td>
<td>1731 A</td>
<td>1765 A</td>
<td>1750 A</td>
<td>2031 A</td>
<td>1589 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1692 A</td>
<td>1562 A</td>
<td>1818 A</td>
<td>1884 A</td>
<td>1839 A</td>
<td>1825 A</td>
<td>2101 A</td>
<td>1770 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1680 A</td>
<td>1630 A</td>
<td>1746 A</td>
<td>1824 A</td>
<td>1944 A</td>
<td>1808 A</td>
<td>2080 A</td>
<td>1738 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1712 A</td>
<td>1605 A</td>
<td>1987 A</td>
<td>2017 A</td>
<td>2111 A</td>
<td>1999 A</td>
<td>2313 A</td>
<td>1478 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1651 A</td>
<td>1600 A</td>
<td>2209 A</td>
<td>2232 A</td>
<td>2271 A</td>
<td>2271 A</td>
<td>2310 A</td>
<td>1681 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1464 A</td>
<td>1403 A</td>
<td>2348 A</td>
<td>2360 A</td>
<td>2400 A</td>
<td>2354 A</td>
<td>2367 A</td>
<td>1634 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1502 A</td>
<td>1375 A</td>
<td>2339 A</td>
<td>2388 A</td>
<td>2338 A</td>
<td>2324 A</td>
<td>2238 A</td>
<td>1604 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1358 A</td>
<td>1258 A</td>
<td>1783 A</td>
<td>1727 A</td>
<td>1857 A</td>
<td>1885 A</td>
<td>1895 A</td>
<td>1452 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1162 A</td>
<td>1036 A</td>
<td>1277 A</td>
<td>1308 A</td>
<td>1356 A</td>
<td>1428 A</td>
<td>1581 A</td>
<td>1279 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1142 A</td>
<td>1007 A</td>
<td>917 A</td>
<td>1055 A</td>
<td>1073 A</td>
<td>1143 A</td>
<td>1307 A</td>
<td>1201 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1016 A</td>
<td>881 A</td>
<td>822 A</td>
<td>985 A</td>
<td>971 A</td>
<td>1178 A</td>
<td>1221 A</td>
<td>1120 A</td>
</tr>
<tr>
<td>22-23</td>
<td>883 A</td>
<td>658 A</td>
<td>554 A</td>
<td>741 A</td>
<td>806 A</td>
<td>826 A</td>
<td>1217 A</td>
<td>1135 A</td>
</tr>
<tr>
<td>23-24</td>
<td>666 A</td>
<td>368 A</td>
<td>367 A</td>
<td>415 A</td>
<td>403 A</td>
<td>490 A</td>
<td>735 A</td>
<td>655 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>23996 A</th>
<th>20698 A</th>
<th>30036 A</th>
<th>31256 A</th>
<th>31731 A</th>
<th>32035 A</th>
<th>34299 A</th>
<th>25093 A</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>1547</td>
<td>1396</td>
<td>2087</td>
<td>2174</td>
<td>2171</td>
<td>2147</td>
<td>2116</td>
<td>1589</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>14-15</td>
<td>13-14</td>
<td>16-17</td>
<td>17-18</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>12-13</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>1712</td>
<td>1630</td>
<td>2348</td>
<td>2388</td>
<td>2400</td>
<td>2354</td>
<td>2367</td>
<td>1770</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Direction of Count:**

| 0-1 | 1-2 | 2-3 | 3-4 | 4-5 | 5-6 | 6-7 | 7-8 | 8-9 | 9-10 | 10-11 | 11-12 | 12-13 | 13-14 | 14-15 | 15-16 | 16-17 | 17-18 | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|     |     |     |     |     |     |     |     |     |     |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

#### Year: 2008

<table>
<thead>
<tr>
<th></th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Day Total:

<p>| | | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>468</td>
<td>227</td>
<td>219</td>
<td>276</td>
<td>269</td>
<td>296</td>
<td>422</td>
<td>426</td>
</tr>
<tr>
<td>1-2</td>
<td>377</td>
<td>170</td>
<td>170</td>
<td>199</td>
<td>227</td>
<td>260</td>
<td>376</td>
<td>329</td>
</tr>
<tr>
<td>2-3</td>
<td>288</td>
<td>120</td>
<td>161</td>
<td>162</td>
<td>143</td>
<td>199</td>
<td>255</td>
<td>298</td>
</tr>
<tr>
<td>3-4</td>
<td>138</td>
<td>163</td>
<td>183</td>
<td>164</td>
<td>158</td>
<td>185</td>
<td>173</td>
<td>165</td>
</tr>
<tr>
<td>4-5</td>
<td>111</td>
<td>348</td>
<td>398</td>
<td>394</td>
<td>389</td>
<td>375</td>
<td>189</td>
<td>136</td>
</tr>
<tr>
<td>5-6</td>
<td>137</td>
<td>899</td>
<td>863</td>
<td>843</td>
<td>844</td>
<td>858</td>
<td>273</td>
<td>160</td>
</tr>
<tr>
<td>6-7</td>
<td>278</td>
<td>1532</td>
<td>1673</td>
<td>1575</td>
<td>1564</td>
<td>1629</td>
<td>554</td>
<td>327</td>
</tr>
<tr>
<td>7-8</td>
<td>413</td>
<td>2158</td>
<td>2191</td>
<td>2193</td>
<td>2217</td>
<td>2205</td>
<td>755</td>
<td>416</td>
</tr>
<tr>
<td>8-9</td>
<td>627</td>
<td>1720</td>
<td>1886</td>
<td>1981</td>
<td>1888</td>
<td>1786</td>
<td>1102</td>
<td>630</td>
</tr>
<tr>
<td>9-10</td>
<td>888</td>
<td>1493</td>
<td>1520</td>
<td>1586</td>
<td>1526</td>
<td>1544</td>
<td>1257</td>
<td>933</td>
</tr>
<tr>
<td>10-11</td>
<td>1205</td>
<td>1424</td>
<td>1402</td>
<td>1350</td>
<td>1508</td>
<td>1638</td>
<td>1596</td>
<td>1290</td>
</tr>
<tr>
<td>11-12</td>
<td>1399</td>
<td>1740</td>
<td>1821</td>
<td>1798</td>
<td>1854</td>
<td>1921</td>
<td>1704</td>
<td>1483</td>
</tr>
<tr>
<td>12-13</td>
<td>1520</td>
<td>1816</td>
<td>1800</td>
<td>1643</td>
<td>1910</td>
<td>2154</td>
<td>1775</td>
<td>1610</td>
</tr>
<tr>
<td>13-14</td>
<td>1564</td>
<td>1841</td>
<td>1836</td>
<td>1855</td>
<td>1915</td>
<td>2122</td>
<td>1749</td>
<td>1760</td>
</tr>
<tr>
<td>14-15</td>
<td>1582</td>
<td>2057</td>
<td>2060</td>
<td>2072</td>
<td>2118</td>
<td>2404</td>
<td>1858</td>
<td>1583</td>
</tr>
<tr>
<td>15-16</td>
<td>1552</td>
<td>2196</td>
<td>2380</td>
<td>2188</td>
<td>2294</td>
<td>2365</td>
<td>1815</td>
<td>1591</td>
</tr>
<tr>
<td>16-17</td>
<td>1484</td>
<td>2252</td>
<td>2397</td>
<td>2227</td>
<td>2338</td>
<td>2425</td>
<td>1702</td>
<td>1476</td>
</tr>
<tr>
<td>17-18</td>
<td>1437</td>
<td>2205</td>
<td>2299</td>
<td>2376</td>
<td>2375</td>
<td>2284</td>
<td>1625</td>
<td>1452</td>
</tr>
<tr>
<td>18-19</td>
<td>1317</td>
<td>1785</td>
<td>1564</td>
<td>1888</td>
<td>1935</td>
<td>1962</td>
<td>1527</td>
<td>1279</td>
</tr>
<tr>
<td>19-20</td>
<td>1170</td>
<td>1280</td>
<td>1151</td>
<td>1241</td>
<td>1366</td>
<td>1501</td>
<td>1267</td>
<td>1194</td>
</tr>
<tr>
<td>20-21</td>
<td>1347</td>
<td>976</td>
<td>1039</td>
<td>993</td>
<td>1211</td>
<td>1339</td>
<td>1230</td>
<td>1096</td>
</tr>
<tr>
<td>21-22</td>
<td>916</td>
<td>963</td>
<td>927</td>
<td>853</td>
<td>1013</td>
<td>1184</td>
<td>1010</td>
<td>861</td>
</tr>
<tr>
<td>22-23</td>
<td>645</td>
<td>628</td>
<td>639</td>
<td>608</td>
<td>701</td>
<td>847</td>
<td>909</td>
<td>635</td>
</tr>
<tr>
<td>23-24</td>
<td>433</td>
<td>357</td>
<td>437</td>
<td>393</td>
<td>436</td>
<td>624</td>
<td>796</td>
<td>419</td>
</tr>
</tbody>
</table>

#### Day Total:

<table>
<thead>
<tr>
<th></th>
<th>21296</th>
<th>30350</th>
<th>31016</th>
<th>30858</th>
<th>32201</th>
<th>34107</th>
<th>25919</th>
<th>21549</th>
</tr>
</thead>
</table>

#### AM Peak Hour:

<table>
<thead>
<tr>
<th></th>
<th>11-12</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>11-12</th>
<th>11-12</th>
</tr>
</thead>
</table>

#### AM Peak Traffic:

<table>
<thead>
<tr>
<th></th>
<th>1399</th>
<th>2158</th>
<th>2191</th>
<th>2193</th>
<th>2217</th>
<th>2205</th>
<th>1704</th>
<th>1483</th>
</tr>
</thead>
</table>

#### PM Peak Hour:

<table>
<thead>
<tr>
<th></th>
<th>14-15</th>
<th>16-17</th>
<th>16-17</th>
<th>17-18</th>
<th>17-18</th>
<th>16-17</th>
<th>14-15</th>
<th>13-14</th>
</tr>
</thead>
</table>

#### PM Peak Traffic:

<table>
<thead>
<tr>
<th></th>
<th>1582</th>
<th>2252</th>
<th>2397</th>
<th>2376</th>
<th>2375</th>
<th>2425</th>
<th>1858</th>
<th>1760</th>
</tr>
</thead>
</table>
### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>253 A</td>
<td>211 A</td>
<td>244 A</td>
<td>260 A</td>
<td>327 A</td>
<td>508 A</td>
<td>431 A</td>
</tr>
<tr>
<td>1-2</td>
<td>199 A</td>
<td>177 A</td>
<td>177 A</td>
<td>169 A</td>
<td>263 A</td>
<td>422 A</td>
<td>383 A</td>
</tr>
<tr>
<td>2-3</td>
<td>133 A</td>
<td>148 A</td>
<td>146 A</td>
<td>139 A</td>
<td>199 A</td>
<td>326 A</td>
<td>260 A</td>
</tr>
<tr>
<td>3-4</td>
<td>186 A</td>
<td>183 A</td>
<td>159 A</td>
<td>207 A</td>
<td>215 A</td>
<td>214 A</td>
<td>146 A</td>
</tr>
<tr>
<td>4-5</td>
<td>388 A</td>
<td>391 A</td>
<td>407 A</td>
<td>412 A</td>
<td>368 A</td>
<td>219 A</td>
<td>133 A</td>
</tr>
<tr>
<td>5-6</td>
<td>829 A</td>
<td>895 A</td>
<td>911 A</td>
<td>846 A</td>
<td>768 A</td>
<td>291 A</td>
<td>145 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1641 A</td>
<td>1623 A</td>
<td>1641 A</td>
<td>1671 A</td>
<td>1557 A</td>
<td>508 A</td>
<td>326 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2203 A</td>
<td>2112 A</td>
<td>2210 A</td>
<td>2137 A</td>
<td>2126 A</td>
<td>712 A</td>
<td>420 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1820 A</td>
<td>1860 A</td>
<td>1896 A</td>
<td>1912 A</td>
<td>1805 A</td>
<td>1024 A</td>
<td>612 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1429 A</td>
<td>1486 A</td>
<td>1549 A</td>
<td>1622 A</td>
<td>1669 A</td>
<td>1227 A</td>
<td>917 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1415 A</td>
<td>1426 A</td>
<td>1495 A</td>
<td>1537 A</td>
<td>1760 A</td>
<td>1568 A</td>
<td>1248 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1776 A</td>
<td>1626 A</td>
<td>1780 A</td>
<td>1927 A</td>
<td>2177 A</td>
<td>1646 A</td>
<td>1464 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1853 A</td>
<td>1731 A</td>
<td>1825 A</td>
<td>1995 A</td>
<td>2256 A</td>
<td>1907 A</td>
<td>1559 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1858 A</td>
<td>1757 A</td>
<td>1868 A</td>
<td>1886 A</td>
<td>2215 A</td>
<td>1895 A</td>
<td>1623 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1971 A</td>
<td>2136 A</td>
<td>2140 A</td>
<td>2086 A</td>
<td>2393 A</td>
<td>1865 A</td>
<td>1708 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2294 A</td>
<td>2325 A</td>
<td>2273 A</td>
<td>2233 A</td>
<td>2371 A</td>
<td>1760 A</td>
<td>1684 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2397 A</td>
<td>2521 A</td>
<td>2393 A</td>
<td>2473 A</td>
<td>2339 A</td>
<td>1715 A</td>
<td>1696 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2233 A</td>
<td>2410 A</td>
<td>2332 A</td>
<td>1880 A</td>
<td>2156 A</td>
<td>1620 A</td>
<td>1520 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1773 A</td>
<td>1840 A</td>
<td>1806 A</td>
<td>1978 A</td>
<td>1784 A</td>
<td>1481 A</td>
<td>1423 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1201 A</td>
<td>1235 A</td>
<td>1227 A</td>
<td>1379 A</td>
<td>1570 A</td>
<td>1328 A</td>
<td>1165 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1005 A</td>
<td>1087 A</td>
<td>1080 A</td>
<td>1131 A</td>
<td>1399 A</td>
<td>1222 A</td>
<td>1306 A</td>
</tr>
<tr>
<td>21-22</td>
<td>812 A</td>
<td>806 A</td>
<td>869 A</td>
<td>898 A</td>
<td>1277 A</td>
<td>1217 A</td>
<td>1203 A</td>
</tr>
<tr>
<td>22-23</td>
<td>495 A</td>
<td>584 A</td>
<td>603 A</td>
<td>690 A</td>
<td>1350 A</td>
<td>1161 A</td>
<td>699 A</td>
</tr>
<tr>
<td>23-24</td>
<td>339 A</td>
<td>378 A</td>
<td>374 A</td>
<td>459 A</td>
<td>733 A</td>
<td>664 A</td>
<td>521 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- **AM Peak Hour:** 07-08 07-08 07-08 07-08 11-12 11-12 11-12
- **AM Peak Traffic:** 2203 2112 2210 2137 2177 1646 1464
- **PM Peak Hour:** 16-17 16-17 16-17 16-17 14-15 12-13 14-15
- **PM Peak Traffic:** 2397 2521 2393 2473 2393 1907 1708

---

**District:** 03  
**County:** SAC  
**Route:** 080  
**Prefix:** M  
**Postmile:** 2.919  
**Leg:** N  

**Traffic Station:**  
**Location Type:** Ramp Connection  
**Lanes:**  
**Lane Code:**
### Traffic Volumes

#### 7-Day Periods

**District**: 03  
**County**: SAC  
**Route**: 080  
**Prefix**: M  
**Postmile**: 2.919  
**Leg**: N

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Ramp Connection</th>
</tr>
</thead>
<tbody>
<tr>
<td>EB ON FR NB 5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 5-Day Periods

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EAST</strong></td>
<td><strong>EAST</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>203401</td>
<td>29057</td>
<td>1st</td>
</tr>
<tr>
<td>2nd</td>
<td>203240</td>
<td>29034</td>
<td>2nd</td>
</tr>
<tr>
<td>3rd</td>
<td>205113</td>
<td>29302</td>
<td>3rd</td>
</tr>
<tr>
<td>4th</td>
<td>206358</td>
<td>29480</td>
<td>4th</td>
</tr>
</tbody>
</table>


### District, County, Route, Prefix, Postmile, Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.919</td>
<td>N</td>
</tr>
</tbody>
</table>

### Location Description

**EB ON FR NB 5**

### Traffic Station:

- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep 01</td>
<td>235 A</td>
<td>293 A</td>
<td>433 A</td>
<td>503 A</td>
<td>241 A</td>
</tr>
<tr>
<td>Sep 02</td>
<td>194 A</td>
<td>255 A</td>
<td>364 A</td>
<td>372 A</td>
<td>156 A</td>
</tr>
<tr>
<td>Sep 03</td>
<td>148 A</td>
<td>169 A</td>
<td>249 A</td>
<td>338 A</td>
<td>114 A</td>
</tr>
<tr>
<td>Sep 04</td>
<td>181 A</td>
<td>200 A</td>
<td>142 A</td>
<td>167 A</td>
<td>177 A</td>
</tr>
<tr>
<td>Sep 05</td>
<td>412 A</td>
<td>396 A</td>
<td>153 A</td>
<td>102 A</td>
<td>359 A</td>
</tr>
<tr>
<td>Sep 06</td>
<td>856 A</td>
<td>405 A</td>
<td>412 A</td>
<td>396 A</td>
<td>153 A</td>
</tr>
<tr>
<td>Sep 07</td>
<td>891 A</td>
<td>901 A</td>
<td>263 A</td>
<td>165 A</td>
<td>812 A</td>
</tr>
<tr>
<td>Sep 08</td>
<td>1589 A</td>
<td>1637 A</td>
<td>1621 A</td>
<td>491 A</td>
<td>350 A</td>
</tr>
<tr>
<td>Year</td>
<td>Thu</td>
<td>Fri</td>
<td>Sat</td>
<td>Sun</td>
<td>Mon</td>
</tr>
<tr>
<td>2008</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>0-1</td>
<td>2130 A</td>
<td>2153 A</td>
<td>780 A</td>
<td>410 A</td>
<td>2229 A</td>
</tr>
<tr>
<td>1-2</td>
<td>1926 A</td>
<td>1886 A</td>
<td>975 A</td>
<td>625 A</td>
<td>1916 A</td>
</tr>
<tr>
<td>2-3</td>
<td>1662 A</td>
<td>1682 A</td>
<td>1202 A</td>
<td>899 A</td>
<td>1532 A</td>
</tr>
<tr>
<td>3-4</td>
<td>1495 A</td>
<td>1747 A</td>
<td>1410 A</td>
<td>1263 A</td>
<td>1431 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1746 A</td>
<td>2021 A</td>
<td>1609 A</td>
<td>1428 A</td>
<td>1567 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1842 A</td>
<td>2095 A</td>
<td>1812 A</td>
<td>1418 A</td>
<td>1680 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1732 A</td>
<td>1816 A</td>
<td>1678 A</td>
<td>1659 A</td>
<td>1685 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1508 A</td>
<td>1524 A</td>
<td>1876 A</td>
<td>1876 A</td>
<td>1876 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2304 A</td>
<td>2314 A</td>
<td>2393 A</td>
<td>2373 A</td>
<td>1438 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1674 A</td>
<td>2165 A</td>
<td>2130 A</td>
<td>780 A</td>
<td>410 A</td>
</tr>
</tbody>
</table>

### Day Total

- **AM Peak Hour:** 11:12
- **AM Peak Traffic:** 1274
- **PM Peak Hour:** 16:17
- **PM Peak Traffic:** 1711

- **AM Peak Hour:** 11:12
- **AM Peak Traffic:** 1274
- **PM Peak Hour:** 16:17
- **PM Peak Traffic:** 1711

- **Day Total:** 21199 A
- **2008:** 30826 A
- **31518 A:** 32077 A
- **34341 A:** 24469 A
- **20628 A:** 29489 A
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.919</td>
<td>N</td>
</tr>
</tbody>
</table>

**Location Description**: EB ON FR NB 5

**Traffic Station**:
- **Location Type**: Ramp Connection
- **Lanes**:
- **Lane Code**:

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>246</td>
<td>213</td>
<td>222</td>
<td>254</td>
<td>454</td>
<td>424</td>
<td>236</td>
<td>217</td>
</tr>
<tr>
<td>1-2</td>
<td>193</td>
<td>178</td>
<td>187</td>
<td>236</td>
<td>396</td>
<td>322</td>
<td>125</td>
<td>197</td>
</tr>
<tr>
<td>2-3</td>
<td>170</td>
<td>149</td>
<td>161</td>
<td>154</td>
<td>256</td>
<td>243</td>
<td>131</td>
<td>137</td>
</tr>
<tr>
<td>3-4</td>
<td>183</td>
<td>160</td>
<td>173</td>
<td>137</td>
<td>180</td>
<td>140</td>
<td>167</td>
<td>170</td>
</tr>
<tr>
<td>4-5</td>
<td>406</td>
<td>414</td>
<td>384</td>
<td>362</td>
<td>198</td>
<td>111</td>
<td>342</td>
<td>400</td>
</tr>
<tr>
<td>5-6</td>
<td>840</td>
<td>854</td>
<td>868</td>
<td>854</td>
<td>299</td>
<td>116</td>
<td>827</td>
<td>886</td>
</tr>
<tr>
<td>6-7</td>
<td>1690</td>
<td>1658</td>
<td>1642</td>
<td>1666</td>
<td>462</td>
<td>313</td>
<td>1653</td>
<td>1667</td>
</tr>
<tr>
<td>7-8</td>
<td>2172</td>
<td>2289</td>
<td>2234</td>
<td>2198</td>
<td>765</td>
<td>427</td>
<td>2185</td>
<td>2193</td>
</tr>
<tr>
<td>8-9</td>
<td>2009</td>
<td>1953</td>
<td>1922</td>
<td>1921</td>
<td>962</td>
<td>638</td>
<td>1924</td>
<td>1924</td>
</tr>
<tr>
<td>9-10</td>
<td>1544</td>
<td>1624</td>
<td>1560</td>
<td>1628</td>
<td>1215</td>
<td>953</td>
<td>1670</td>
<td>1591</td>
</tr>
<tr>
<td>10-11</td>
<td>1450</td>
<td>1509</td>
<td>1513</td>
<td>1734</td>
<td>1467</td>
<td>1227</td>
<td>1544</td>
<td>1521</td>
</tr>
<tr>
<td>11-12</td>
<td>1756</td>
<td>1798</td>
<td>1731</td>
<td>2012</td>
<td>1571</td>
<td>1287</td>
<td>1707</td>
<td>1738</td>
</tr>
<tr>
<td>12-13</td>
<td>1815</td>
<td>1777</td>
<td>1786</td>
<td>2091</td>
<td>1798</td>
<td>1478</td>
<td>1813</td>
<td>1882</td>
</tr>
<tr>
<td>13-14</td>
<td>1779</td>
<td>1768</td>
<td>1836</td>
<td>2135</td>
<td>1828</td>
<td>1618</td>
<td>1768</td>
<td>1826</td>
</tr>
<tr>
<td>14-15</td>
<td>2059</td>
<td>2050</td>
<td>2061</td>
<td>2350</td>
<td>1702</td>
<td>1630</td>
<td>1966</td>
<td>2091</td>
</tr>
<tr>
<td>15-16</td>
<td>2417</td>
<td>2238</td>
<td>2382</td>
<td>2427</td>
<td>1691</td>
<td>1597</td>
<td>2278</td>
<td>2437</td>
</tr>
<tr>
<td>16-17</td>
<td>2554</td>
<td>2443</td>
<td>2539</td>
<td>2472</td>
<td>1682</td>
<td>1371</td>
<td>2339</td>
<td>2435</td>
</tr>
<tr>
<td>17-18</td>
<td>2450</td>
<td>2394</td>
<td>2408</td>
<td>2265</td>
<td>1539</td>
<td>1276</td>
<td>2209</td>
<td>2393</td>
</tr>
<tr>
<td>18-19</td>
<td>1936</td>
<td>1814</td>
<td>1919</td>
<td>2026</td>
<td>1424</td>
<td>1290</td>
<td>1797</td>
<td>1950</td>
</tr>
<tr>
<td>19-20</td>
<td>1309</td>
<td>1352</td>
<td>1394</td>
<td>1666</td>
<td>1316</td>
<td>1126</td>
<td>1264</td>
<td>1242</td>
</tr>
<tr>
<td>20-21</td>
<td>1076</td>
<td>1048</td>
<td>1107</td>
<td>1300</td>
<td>1254</td>
<td>1039</td>
<td>929</td>
<td>1039</td>
</tr>
<tr>
<td>21-22</td>
<td>890</td>
<td>1035</td>
<td>885</td>
<td>1095</td>
<td>1026</td>
<td>811</td>
<td>862</td>
<td>831</td>
</tr>
<tr>
<td>22-23</td>
<td>735</td>
<td>783</td>
<td>707</td>
<td>1007</td>
<td>899</td>
<td>572</td>
<td>537</td>
<td>552</td>
</tr>
<tr>
<td>23-24</td>
<td>361</td>
<td>397</td>
<td>430</td>
<td>618</td>
<td>648</td>
<td>355</td>
<td>327</td>
<td>348</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>32040 A</th>
<th>31898 A</th>
<th>32051 A</th>
<th>34608 A</th>
<th>25032 A</th>
<th>20364 A</th>
<th>30600 A</th>
<th>31667 A</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td></td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>2172</td>
<td>2289</td>
<td>2234</td>
<td>2198</td>
<td>1571</td>
<td>1287</td>
<td>2185</td>
<td>2193</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>13-14</td>
<td>14-15</td>
<td>16-17</td>
<td>15-16</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>2554</td>
<td>2443</td>
<td>2539</td>
<td>2472</td>
<td>1828</td>
<td>1630</td>
<td>2339</td>
<td>2437</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES
**Detail All Vehicle Hourly Count Report**

**Direction of Count:**

- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Location Description:
**EB ON FR NB 5**

### District 03  County SAC  Route 080  Prefix M  Postmile 2.919  Leg N

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>237 A</td>
<td>215 A</td>
<td>289 A</td>
<td>490 A</td>
<td>367 A</td>
<td>219 A</td>
<td>204 A</td>
<td>181 A</td>
</tr>
<tr>
<td>1-2</td>
<td>162 A</td>
<td>182 A</td>
<td>241 A</td>
<td>392 A</td>
<td>301 A</td>
<td>138 A</td>
<td>169 A</td>
<td>118 A</td>
</tr>
<tr>
<td>2-3</td>
<td>148 A</td>
<td>151 A</td>
<td>190 A</td>
<td>258 A</td>
<td>216 A</td>
<td>120 A</td>
<td>139 A</td>
<td>119 A</td>
</tr>
<tr>
<td>3-4</td>
<td>161 A</td>
<td>153 A</td>
<td>188 A</td>
<td>194 A</td>
<td>123 A</td>
<td>173 A</td>
<td>165 A</td>
<td>117 A</td>
</tr>
<tr>
<td>4-5</td>
<td>370 A</td>
<td>384 A</td>
<td>386 A</td>
<td>382 A</td>
<td>103 A</td>
<td>349 A</td>
<td>383 A</td>
<td>331 A</td>
</tr>
<tr>
<td>5-6</td>
<td>823 A</td>
<td>825 A</td>
<td>826 A</td>
<td>276 A</td>
<td>126 A</td>
<td>808 A</td>
<td>835 A</td>
<td>826 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1585 A</td>
<td>1606 A</td>
<td>1653 A</td>
<td>517 A</td>
<td>239 A</td>
<td>1625 A</td>
<td>1333 A</td>
<td>1600 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2172 A</td>
<td>2194 A</td>
<td>2239 A</td>
<td>727 A</td>
<td>380 A</td>
<td>2204 A</td>
<td>2166 A</td>
<td>2215 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2039 A</td>
<td>2077 A</td>
<td>1938 A</td>
<td>898 A</td>
<td>640 A</td>
<td>1960 A</td>
<td>2063 A</td>
<td>2119 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1566 A</td>
<td>1572 A</td>
<td>1567 A</td>
<td>1200 A</td>
<td>922 A</td>
<td>1516 A</td>
<td>1483 A</td>
<td>1620 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1490 A</td>
<td>1569 A</td>
<td>1633 A</td>
<td>1514 A</td>
<td>1214 A</td>
<td>1520 A</td>
<td>1430 A</td>
<td>1590 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1813 A</td>
<td>1764 A</td>
<td>2035 A</td>
<td>1661 A</td>
<td>1331 A</td>
<td>1718 A</td>
<td>1764 A</td>
<td>1809 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1829 A</td>
<td>1873 A</td>
<td>2192 A</td>
<td>1784 A</td>
<td>1567 A</td>
<td>1869 A</td>
<td>1878 A</td>
<td>1770 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1815 A</td>
<td>1833 A</td>
<td>2010 A</td>
<td>1749 A</td>
<td>1519 A</td>
<td>1731 A</td>
<td>1828 A</td>
<td>1774 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2321 A</td>
<td>2426 A</td>
<td>2449 A</td>
<td>1740 A</td>
<td>1586 A</td>
<td>2351 A</td>
<td>2351 A</td>
<td>2333 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2505 A</td>
<td>2522 A</td>
<td>2497 A</td>
<td>1803 A</td>
<td>1661 A</td>
<td>2477 A</td>
<td>2504 A</td>
<td>2566 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2317 A</td>
<td>2246 A</td>
<td>2325 A</td>
<td>1751 A</td>
<td>1465 A</td>
<td>2237 A</td>
<td>2408 A</td>
<td>2384 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1365 A</td>
<td>1434 A</td>
<td>1664 A</td>
<td>1366 A</td>
<td>1100 A</td>
<td>1248 A</td>
<td>1321 A</td>
<td>1355 A</td>
</tr>
<tr>
<td>20-21</td>
<td>999 A</td>
<td>1120 A</td>
<td>1255 A</td>
<td>1137 A</td>
<td>994 A</td>
<td>924 A</td>
<td>1019 A</td>
<td>977 A</td>
</tr>
<tr>
<td>21-22</td>
<td>868 A</td>
<td>902 A</td>
<td>1113 A</td>
<td>1004 A</td>
<td>793 A</td>
<td>790 A</td>
<td>789 A</td>
<td>809 A</td>
</tr>
<tr>
<td>22-23</td>
<td>509 A</td>
<td>610 A</td>
<td>908 A</td>
<td>856 A</td>
<td>559 A</td>
<td>531 A</td>
<td>527 A</td>
<td>580 A</td>
</tr>
<tr>
<td>23-24</td>
<td>350 A</td>
<td>447 A</td>
<td>573 A</td>
<td>601 A</td>
<td>431 A</td>
<td>323 A</td>
<td>332 A</td>
<td>377 A</td>
</tr>
</tbody>
</table>

#### Day Total
- 31314 A
- 32211 A
- 34415 A
- 25515 A
- 20625 A
- 30567 A
- 31071 A
- 31562 A

#### AM Peak Hour
- 07-08
- 07-08
- 07-08
- 07-08
- 07-08

#### AM Peak Traffic
- 2172
- 2194
- 2239
- 1661
- 1331
- 2204
- 2166
- 2215

#### PM Peak Hour
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17
- 16-17

#### PM Peak Traffic
- 2505
- 2522
- 2497
- 1803
- 1661
- 2477
- 2504
- 2566
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

#### Traffic Station:
- **Location Type:** Ramp Connection
- **Lanes:**
- **Lane Code:**

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SE</td>
<td>193 A</td>
<td>292 A</td>
<td>439 A</td>
<td>433 A</td>
<td>221 A</td>
</tr>
<tr>
<td>0-1</td>
<td>SE</td>
<td>143 A</td>
<td>260 A</td>
<td>378 A</td>
<td>349 A</td>
<td>140 A</td>
</tr>
<tr>
<td>1-2</td>
<td>SE</td>
<td>106 A</td>
<td>190 A</td>
<td>247 A</td>
<td>291 A</td>
<td>107 A</td>
</tr>
<tr>
<td>2-3</td>
<td>SE</td>
<td>136 A</td>
<td>200 A</td>
<td>210 A</td>
<td>124 A</td>
<td>183 A</td>
</tr>
<tr>
<td>3-4</td>
<td>SE</td>
<td>272 A</td>
<td>353 A</td>
<td>191 A</td>
<td>117 A</td>
<td>352 A</td>
</tr>
<tr>
<td>4-5</td>
<td>SE</td>
<td>5-6</td>
<td>844 A</td>
<td>882 A</td>
<td>312 A</td>
<td>170 A</td>
</tr>
<tr>
<td>5-6</td>
<td>SE</td>
<td>1629 A</td>
<td>1648 A</td>
<td>547 A</td>
<td>305 A</td>
<td>1625 A</td>
</tr>
<tr>
<td>6-7</td>
<td>SE</td>
<td>2202 A</td>
<td>2176 A</td>
<td>774 A</td>
<td>395 A</td>
<td>2246 A</td>
</tr>
<tr>
<td>7-8</td>
<td>SE</td>
<td>2106 A</td>
<td>1987 A</td>
<td>1030 A</td>
<td>654 A</td>
<td>1958 A</td>
</tr>
<tr>
<td>8-9</td>
<td>SE</td>
<td>1601 A</td>
<td>1649 A</td>
<td>1297 A</td>
<td>879 A</td>
<td>1581 A</td>
</tr>
<tr>
<td>9-10</td>
<td>SE</td>
<td>1646 A</td>
<td>1725 A</td>
<td>1464 A</td>
<td>1232 A</td>
<td>1483 A</td>
</tr>
<tr>
<td>10-11</td>
<td>SE</td>
<td>1819 A</td>
<td>2094 A</td>
<td>1649 A</td>
<td>1371 A</td>
<td>1677 A</td>
</tr>
<tr>
<td>11-12</td>
<td>SE</td>
<td>1967 A</td>
<td>2174 A</td>
<td>1792 A</td>
<td>1594 A</td>
<td>1798 A</td>
</tr>
<tr>
<td>12-13</td>
<td>SE</td>
<td>1887 A</td>
<td>2054 A</td>
<td>1822 A</td>
<td>1613 A</td>
<td>1723 A</td>
</tr>
<tr>
<td>13-14</td>
<td>SE</td>
<td>2046 A</td>
<td>2393 A</td>
<td>1663 A</td>
<td>1597 A</td>
<td>1930 A</td>
</tr>
<tr>
<td>14-15</td>
<td>SE</td>
<td>2429 A</td>
<td>2514 A</td>
<td>1779 A</td>
<td>1516 A</td>
<td>2285 A</td>
</tr>
<tr>
<td>15-16</td>
<td>SE</td>
<td>2445 A</td>
<td>2348 A</td>
<td>1641 A</td>
<td>1495 A</td>
<td>2439 A</td>
</tr>
<tr>
<td>16-17</td>
<td>SE</td>
<td>2361 A</td>
<td>2156 A</td>
<td>1482 A</td>
<td>1425 A</td>
<td>2329 A</td>
</tr>
<tr>
<td>17-18</td>
<td>SE</td>
<td>1938 A</td>
<td>1923 A</td>
<td>1396 A</td>
<td>1191 A</td>
<td>1692 A</td>
</tr>
<tr>
<td>18-19</td>
<td>SE</td>
<td>1386 A</td>
<td>1709 A</td>
<td>1313 A</td>
<td>1183 A</td>
<td>1224 A</td>
</tr>
<tr>
<td>19-20</td>
<td>SE</td>
<td>1101 A</td>
<td>1254 A</td>
<td>1084 A</td>
<td>971 A</td>
<td>847 A</td>
</tr>
<tr>
<td>20-21</td>
<td>SE</td>
<td>861 A</td>
<td>1064 A</td>
<td>988 A</td>
<td>881 A</td>
<td>723 A</td>
</tr>
<tr>
<td>21-22</td>
<td>SE</td>
<td>662 A</td>
<td>917 A</td>
<td>1020 A</td>
<td>534 A</td>
<td>525 A</td>
</tr>
<tr>
<td>22-23</td>
<td>SE</td>
<td>416 A</td>
<td>628 A</td>
<td>714 A</td>
<td>356 A</td>
<td>319 A</td>
</tr>
<tr>
<td>23-24</td>
<td>SE</td>
<td>32196 A</td>
<td>34590 A</td>
<td>25232 A</td>
<td>20666 A</td>
<td>30199 A</td>
</tr>
</tbody>
</table>

#### Day Total
- **AM Peak Hour:** 07-08
- **AM Peak Traffic:** 2202
- **PM Peak Hour:** 16-17
- **PM Peak Traffic:** 2445

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SE</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
</tr>
<tr>
<td>0-1</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>1-2</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>2-3</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>3-4</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>4-5</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>5-6</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>6-7</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>7-8</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>8-9</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>9-10</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>10-11</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>11-12</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>12-13</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>13-14</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>14-15</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>15-16</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>16-17</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>17-18</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>18-19</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>19-20</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>20-21</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>21-22</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>22-23</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
<tr>
<td>23-24</td>
<td>SE</td>
<td>1614</td>
<td>1602</td>
<td>1609</td>
<td>1608</td>
<td>1620</td>
</tr>
</tbody>
</table>

#### Day Total
- **AM Peak Hour:** 07-08
- **AM Peak Traffic:** 2202
- **PM Peak Hour:** 16-17
- **PM Peak Traffic:** 2445
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.919</td>
<td>N</td>
<td>Location Type:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ramp Connection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code:</td>
</tr>
</tbody>
</table>

### 7-Day Periods

**EAST**

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>195058</td>
<td>27865</td>
</tr>
<tr>
<td>2nd</td>
<td>205482</td>
<td>29355</td>
</tr>
<tr>
<td>3rd</td>
<td>206347</td>
<td>29478</td>
</tr>
<tr>
<td>4th</td>
<td>205884</td>
<td>29412</td>
</tr>
</tbody>
</table>

### 5-Day Periods

**EAST**

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>149961</td>
<td>29992</td>
</tr>
<tr>
<td>2nd</td>
<td>160086</td>
<td>32017</td>
</tr>
<tr>
<td>3rd</td>
<td>160207</td>
<td>32041</td>
</tr>
<tr>
<td>4th</td>
<td>159986</td>
<td>31997</td>
</tr>
</tbody>
</table>
REPORT : OTM32520

REPORT TITLE : Detail All Vehicle Hourly Count

PARAMETERS :
FROM DATE : 03/01/2008
TO DATE   : 09/30/2008

Stations : Dist. 03
Traffic Stations :
980, 40, 39, 44

Other :
<table>
<thead>
<tr>
<th>Direction of Count: North</th>
</tr>
</thead>
</table>

### Traffic Station: 40
- Location Type: Trend Station
- Lanes: 5
- Lane Code: 8

### Location Description
- SACRAMENTO, JCT. RTE. 80

### District | County | Route | Prefix | Postmile | Leg |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

### Year | Mon  | Tue  | Wed  | Thu  | Fri  | Sat  | Sun  | Mon  |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>647 A</td>
<td>608 A</td>
<td>652 A</td>
<td>669 A</td>
<td>726 A</td>
<td>1044 A</td>
<td>1081 A</td>
<td>620 A</td>
</tr>
<tr>
<td>1-2</td>
<td>379 A</td>
<td>437 A</td>
<td>413 A</td>
<td>495 A</td>
<td>542 A</td>
<td>814 A</td>
<td>851 A</td>
<td>406 A</td>
</tr>
<tr>
<td>2-3</td>
<td>307 A</td>
<td>372 A</td>
<td>395 A</td>
<td>394 A</td>
<td>407 A</td>
<td>672 A</td>
<td>652 A</td>
<td>302 A</td>
</tr>
<tr>
<td>3-4</td>
<td>468 A</td>
<td>545 A</td>
<td>537 A</td>
<td>551 A</td>
<td>593 A</td>
<td>591 A</td>
<td>532 A</td>
<td>495 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1512 A</td>
<td>1490 A</td>
<td>1416 A</td>
<td>1490 A</td>
<td>1526 A</td>
<td>1144 A</td>
<td>897 A</td>
<td>1569 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2339 A</td>
<td>2159 A</td>
<td>2193 A</td>
<td>2238 A</td>
<td>2183 A</td>
<td>1378 A</td>
<td>906 A</td>
<td>2404 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3371 A</td>
<td>3407 A</td>
<td>3302 A</td>
<td>3362 A</td>
<td>3378 A</td>
<td>1462 A</td>
<td>1201 A</td>
<td>3378 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3982 A</td>
<td>3888 A</td>
<td>3924 A</td>
<td>3739 A</td>
<td>3835 A</td>
<td>2099 A</td>
<td>1510 A</td>
<td>3872 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3648 A</td>
<td>3838 A</td>
<td>3876 A</td>
<td>3868 A</td>
<td>3743 A</td>
<td>2767 A</td>
<td>1994 A</td>
<td>3719 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3421 A</td>
<td>3464 A</td>
<td>3469 A</td>
<td>3704 A</td>
<td>3641 A</td>
<td>3387 A</td>
<td>2701 A</td>
<td>3659 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3499 A</td>
<td>3619 A</td>
<td>3547 A</td>
<td>3760 A</td>
<td>4115 A</td>
<td>3790 A</td>
<td>3222 A</td>
<td>3729 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3828 A</td>
<td>3827 A</td>
<td>3898 A</td>
<td>4110 A</td>
<td>4486 A</td>
<td>4019 A</td>
<td>3444 A</td>
<td>4007 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4258 A</td>
<td>4100 A</td>
<td>4125 A</td>
<td>4386 A</td>
<td>4948 A</td>
<td>4442 A</td>
<td>3928 A</td>
<td>4117 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4189 A</td>
<td>4170 A</td>
<td>4275 A</td>
<td>4466 A</td>
<td>5151 A</td>
<td>4337 A</td>
<td>4009 A</td>
<td>4059 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4457 A</td>
<td>4569 A</td>
<td>4694 A</td>
<td>4824 A</td>
<td>5592 A</td>
<td>4404 A</td>
<td>4147 A</td>
<td>4430 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5803 A</td>
<td>6058 A</td>
<td>6123 A</td>
<td>6313 A</td>
<td>6601 A</td>
<td>4383 A</td>
<td>4329 A</td>
<td>5702 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7125 A</td>
<td>7075 A</td>
<td>7369 A</td>
<td>7587 A</td>
<td>7531 A</td>
<td>4666 A</td>
<td>4755 A</td>
<td>6978 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7901 A</td>
<td>7209 A</td>
<td>7660 A</td>
<td>7839 A</td>
<td>7690 A</td>
<td>4284 A</td>
<td>5327 A</td>
<td>6911 A</td>
</tr>
<tr>
<td>18-19</td>
<td>6079 A</td>
<td>4826 A</td>
<td>6145 A</td>
<td>6845 A</td>
<td>5471 A</td>
<td>3858 A</td>
<td>4080 A</td>
<td>4668 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3875 A</td>
<td>3497 A</td>
<td>4046 A</td>
<td>4194 A</td>
<td>4207 A</td>
<td>3511 A</td>
<td>3381 A</td>
<td>3633 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2967 A</td>
<td>2927 A</td>
<td>2869 A</td>
<td>3204 A</td>
<td>3455 A</td>
<td>2808 A</td>
<td>2837 A</td>
<td>2961 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2341 A</td>
<td>2532 A</td>
<td>2550 A</td>
<td>2771 A</td>
<td>3164 A</td>
<td>2615 A</td>
<td>2318 A</td>
<td>2333 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1823 A</td>
<td>1891 A</td>
<td>2075 A</td>
<td>2121 A</td>
<td>2683 A</td>
<td>2391 A</td>
<td>1786 A</td>
<td>1868 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1150 A</td>
<td>1042 A</td>
<td>1237 A</td>
<td>1264 A</td>
<td>1862 A</td>
<td>1642 A</td>
<td>1248 A</td>
<td>1253 A</td>
</tr>
</tbody>
</table>

### Day Total
- 79369 A 77550 A 80790 A 84194 A 87530 A 66508 A 61136 A 77073 A

### AM Peak Hour
- 07-08 07-08 07-08 11-12 11-12 11-12 11-12 11-12

### AM Peak Traffic
- 3982 3888 3924 4110 4486 4019 3444 4007

### PM Peak Hour
- 17-18 17-18 17-18 17-18 16-17 17-18 16-17 16-17

### PM Peak Traffic
- 7901 7209 7660 7839 7690 4666 5327 6978
### Traffic Station: 40

**Location Type:** Trend Station  
**Lanes:** 5  
**Lane Code:** 8

## Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>730 A</td>
<td>706 A</td>
<td>698 A</td>
<td>752 A</td>
<td>1181 A</td>
<td>1014 A</td>
<td>668 A</td>
<td>701 A</td>
</tr>
<tr>
<td>1-2</td>
<td>528 A</td>
<td>472 A</td>
<td>512 A</td>
<td>603 A</td>
<td>815 A</td>
<td>846 A</td>
<td>381 A</td>
<td>482 A</td>
</tr>
<tr>
<td>2-3</td>
<td>437 A</td>
<td>429 A</td>
<td>400 A</td>
<td>447 A</td>
<td>671 A</td>
<td>761 A</td>
<td>302 A</td>
<td>392 A</td>
</tr>
<tr>
<td>3-4</td>
<td>572 A</td>
<td>541 A</td>
<td>606 A</td>
<td>577 A</td>
<td>540 A</td>
<td>535 A</td>
<td>485 A</td>
<td>526 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1491 A</td>
<td>1386 A</td>
<td>1442 A</td>
<td>1377 A</td>
<td>1023 A</td>
<td>780 A</td>
<td>1601 A</td>
<td>1540 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2283 A</td>
<td>2171 A</td>
<td>2210 A</td>
<td>1978 A</td>
<td>1160 A</td>
<td>783 A</td>
<td>2460 A</td>
<td>2271 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3471 A</td>
<td>3454 A</td>
<td>3393 A</td>
<td>3211 A</td>
<td>1352 A</td>
<td>920 A</td>
<td>3559 A</td>
<td>3558 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4075 A</td>
<td>3835 A</td>
<td>3996 A</td>
<td>3799 A</td>
<td>1994 A</td>
<td>1329 A</td>
<td>3657 A</td>
<td>3869 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3787 A</td>
<td>3693 A</td>
<td>3854 A</td>
<td>3468 A</td>
<td>2589 A</td>
<td>1749 A</td>
<td>3717 A</td>
<td>3922 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3657 A</td>
<td>3637 A</td>
<td>3734 A</td>
<td>3800 A</td>
<td>3155 A</td>
<td>2530 A</td>
<td>3744 A</td>
<td>3659 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3655 A</td>
<td>3684 A</td>
<td>3774 A</td>
<td>4047 A</td>
<td>3746 A</td>
<td>3325 A</td>
<td>3993 A</td>
<td>3763 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3860 A</td>
<td>3926 A</td>
<td>4197 A</td>
<td>4564 A</td>
<td>3986 A</td>
<td>3716 A</td>
<td>4179 A</td>
<td>4130 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4044 A</td>
<td>4219 A</td>
<td>4514 A</td>
<td>4982 A</td>
<td>4121 A</td>
<td>4384 A</td>
<td>4428 A</td>
<td>4490 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4216 A</td>
<td>4320 A</td>
<td>4557 A</td>
<td>5291 A</td>
<td>4171 A</td>
<td>4124 A</td>
<td>4472 A</td>
<td>4264 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4657 A</td>
<td>4904 A</td>
<td>4843 A</td>
<td>5479 A</td>
<td>4367 A</td>
<td>4028 A</td>
<td>4771 A</td>
<td>4681 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6243 A</td>
<td>6007 A</td>
<td>6069 A</td>
<td>6532 A</td>
<td>4140 A</td>
<td>3916 A</td>
<td>5856 A</td>
<td>5770 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7213 A</td>
<td>7201 A</td>
<td>7176 A</td>
<td>7152 A</td>
<td>4147 A</td>
<td>3804 A</td>
<td>6870 A</td>
<td>7431 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7753 A</td>
<td>7733 A</td>
<td>7107 A</td>
<td>6868 A</td>
<td>4028 A</td>
<td>3817 A</td>
<td>7454 A</td>
<td>7483 A</td>
</tr>
<tr>
<td>18-19</td>
<td>7007 A</td>
<td>5464 A</td>
<td>5504 A</td>
<td>5009 A</td>
<td>3471 A</td>
<td>3980 A</td>
<td>5093 A</td>
<td>4874 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3772 A</td>
<td>3675 A</td>
<td>3842 A</td>
<td>4141 A</td>
<td>3232 A</td>
<td>4084 A</td>
<td>3699 A</td>
<td>3734 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2974 A</td>
<td>3052 A</td>
<td>3373 A</td>
<td>3447 A</td>
<td>2968 A</td>
<td>3594 A</td>
<td>3004 A</td>
<td>3005 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2469 A</td>
<td>2542 A</td>
<td>2912 A</td>
<td>3241 A</td>
<td>2751 A</td>
<td>2664 A</td>
<td>2547 A</td>
<td>2603 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1823 A</td>
<td>2038 A</td>
<td>2317 A</td>
<td>2780 A</td>
<td>2378 A</td>
<td>1953 A</td>
<td>1886 A</td>
<td>1873 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1186 A</td>
<td>1296 A</td>
<td>1498 A</td>
<td>1804 A</td>
<td>1579 A</td>
<td>1347 A</td>
<td>1250 A</td>
<td>1129 A</td>
</tr>
</tbody>
</table>

**Day Total**  
81903 A  80385 A  82528 A  85349 A  63565 A  59983 A  80076 A  80150 A

**AM Peak Hour**  
07-08  11-12  11-12  11-12  11-12  11-12  11-12  11-12

**AM Peak Traffic**  
4075  3926  4197  4564  3986  3716  4179  4130

**PM Peak Hour**  
17-18  17-18  16-17  16-17  14-15  12-13  17-18  17-18

**PM Peak Traffic**  
7753  7733  7176  7152  4367  4384  7454  7483
### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>694 A</td>
<td>724 A</td>
<td>780 A</td>
<td>1087 A</td>
<td>1210 A</td>
<td>714 A</td>
</tr>
<tr>
<td>1-2</td>
<td>509 A</td>
<td>479 A</td>
<td>541 A</td>
<td>878 A</td>
<td>881 A</td>
<td>444 A</td>
</tr>
<tr>
<td>2-3</td>
<td>410 A</td>
<td>407 A</td>
<td>472 A</td>
<td>668 A</td>
<td>672 A</td>
<td>335 A</td>
</tr>
<tr>
<td>3-4</td>
<td>526 A</td>
<td>554 A</td>
<td>574 A</td>
<td>593 A</td>
<td>529 A</td>
<td>484 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1422 A</td>
<td>1455 A</td>
<td>1491 A</td>
<td>1116 A</td>
<td>979 A</td>
<td>1620 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2234 A</td>
<td>2308 A</td>
<td>2178 A</td>
<td>1361 A</td>
<td>993 A</td>
<td>2272 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3407 A</td>
<td>3483 A</td>
<td>3396 A</td>
<td>1526 A</td>
<td>1199 A</td>
<td>3280 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3737 A</td>
<td>3757 A</td>
<td>3757 A</td>
<td>2254 A</td>
<td>1713 A</td>
<td>3737 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3660 A</td>
<td>3754 A</td>
<td>3603 A</td>
<td>2883 A</td>
<td>2182 A</td>
<td>3527 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3671 A</td>
<td>3678 A</td>
<td>3794 A</td>
<td>3494 A</td>
<td>2822 A</td>
<td>3411 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3876 A</td>
<td>3966 A</td>
<td>4144 A</td>
<td>3737 A</td>
<td>3404 A</td>
<td>3798 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4231 A</td>
<td>4175 A</td>
<td>4577 A</td>
<td>4204 A</td>
<td>3677 A</td>
<td>3836 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4427 A</td>
<td>4388 A</td>
<td>4896 A</td>
<td>4466 A</td>
<td>4244 A</td>
<td>4096 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4328 A</td>
<td>4688 A</td>
<td>3784 A</td>
<td>4200 A</td>
<td>4033 A</td>
<td>4116 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4757 A</td>
<td>5179 A</td>
<td>5685 A</td>
<td>4371 A</td>
<td>4260 A</td>
<td>4380 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6108 A</td>
<td>6384 A</td>
<td>6849 A</td>
<td>4615 A</td>
<td>4327 A</td>
<td>5641 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7330 A</td>
<td>7018 A</td>
<td>7294 A</td>
<td>4760 A</td>
<td>4499 A</td>
<td>6154 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7701 A</td>
<td>7679 A</td>
<td>7544 A</td>
<td>4228 A</td>
<td>4080 A</td>
<td>6358 A</td>
</tr>
<tr>
<td>18-19</td>
<td>6701 A</td>
<td>5876 A</td>
<td>6916 A</td>
<td>4153 A</td>
<td>3834 A</td>
<td>4481 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4043 A</td>
<td>3994 A</td>
<td>4775 A</td>
<td>3439 A</td>
<td>3382 A</td>
<td>3354 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3201 A</td>
<td>3307 A</td>
<td>3229 A</td>
<td>3067 A</td>
<td>3033 A</td>
<td>2858 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2795 A</td>
<td>2885 A</td>
<td>3079 A</td>
<td>2731 A</td>
<td>2372 A</td>
<td>2351 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2191 A</td>
<td>2254 A</td>
<td>2580 A</td>
<td>2525 A</td>
<td>1890 A</td>
<td>1767 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1245 A</td>
<td>1353 A</td>
<td>1802 A</td>
<td>1743 A</td>
<td>1271 A</td>
<td>1245 A</td>
</tr>
</tbody>
</table>

| Day Total | 83204 A | 83745 A | 87740 A | 68099 A | 61486 A | 74259 A |

<p>| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 4231 | 4175 | 4577 | 4204 | 3677 |
| PM Peak Hour | 17-18 | 17-18 | 17-18 | 16-17 | 16-17 |
| PM Peak Traffic | 7701 | 7679 | 7544 | 4760 | 4499 | 6358 |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 40
**Location Type:** Trend Station
**Lanes:** 5
**Lane Code:** 8

### 7-Day Periods
**NORTH**

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>537077</td>
<td>76725</td>
</tr>
<tr>
<td>2nd</td>
<td>530786</td>
<td>75827</td>
</tr>
<tr>
<td>3rd</td>
<td>544500</td>
<td>77786</td>
</tr>
</tbody>
</table>

### 5-Day Periods
**NORTH**

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>409433</td>
<td>81887</td>
</tr>
<tr>
<td>2nd</td>
<td>407238</td>
<td>81448</td>
</tr>
<tr>
<td>3rd</td>
<td>414915</td>
<td>82983</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 40
**Location Type:** Trend Station
**Lanes:** 5
**Lane Code:** 8

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 01</td>
<td>APR 02</td>
<td>APR 03</td>
<td>APR 04</td>
<td>APR 05</td>
<td>APR 06</td>
<td>APR 07</td>
<td>APR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>686 A</td>
<td>725 A</td>
<td>568 A</td>
<td>724 A</td>
<td>1096 A</td>
<td>1043 A</td>
<td>568 A</td>
<td>554 A</td>
</tr>
<tr>
<td>1-2</td>
<td>471 A</td>
<td>527 A</td>
<td>436 A</td>
<td>532 A</td>
<td>854 A</td>
<td>816 A</td>
<td>389 A</td>
<td>418 A</td>
</tr>
<tr>
<td>2-3</td>
<td>394 A</td>
<td>402 A</td>
<td>359 A</td>
<td>434 A</td>
<td>680 A</td>
<td>695 A</td>
<td>349 A</td>
<td>343 A</td>
</tr>
<tr>
<td>3-4</td>
<td>553 A</td>
<td>487 A</td>
<td>586 A</td>
<td>555 A</td>
<td>603 A</td>
<td>528 A</td>
<td>451 A</td>
<td>506 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1423 A</td>
<td>1400 A</td>
<td>1563 A</td>
<td>1583 A</td>
<td>1044 A</td>
<td>969 A</td>
<td>1638 A</td>
<td>1401 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2215 A</td>
<td>2104 A</td>
<td>2186 A</td>
<td>2053 A</td>
<td>1309 A</td>
<td>915 A</td>
<td>2373 A</td>
<td>2225 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3448 A</td>
<td>3294 A</td>
<td>3482 A</td>
<td>3337 A</td>
<td>1645 A</td>
<td>1367 A</td>
<td>3645 A</td>
<td>3531 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3905 A</td>
<td>3718 A</td>
<td>3860 A</td>
<td>3864 A</td>
<td>2301 A</td>
<td>1755 A</td>
<td>3936 A</td>
<td>3907 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3905 A</td>
<td>3683 A</td>
<td>3855 A</td>
<td>3703 A</td>
<td>2936 A</td>
<td>2113 A</td>
<td>3914 A</td>
<td>3892 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3595 A</td>
<td>3537 A</td>
<td>3445 A</td>
<td>3670 A</td>
<td>3337 A</td>
<td>2608 A</td>
<td>3477 A</td>
<td>3394 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3505 A</td>
<td>3564 A</td>
<td>3770 A</td>
<td>3922 A</td>
<td>3604 A</td>
<td>3113 A</td>
<td>3534 A</td>
<td>3638 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3893 A</td>
<td>3828 A</td>
<td>3982 A</td>
<td>4168 A</td>
<td>3791 A</td>
<td>3352 A</td>
<td>3934 A</td>
<td>3770 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4152 A</td>
<td>4203 A</td>
<td>4241 A</td>
<td>4640 A</td>
<td>3993 A</td>
<td>3781 A</td>
<td>4095 A</td>
<td>4032 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4207 A</td>
<td>4068 A</td>
<td>4330 A</td>
<td>4891 A</td>
<td>3917 A</td>
<td>4098 A</td>
<td>4101 A</td>
<td>3949 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4529 A</td>
<td>4420 A</td>
<td>4629 A</td>
<td>5378 A</td>
<td>4149 A</td>
<td>4241 A</td>
<td>4298 A</td>
<td>4557 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5932 A</td>
<td>5678 A</td>
<td>6217 A</td>
<td>6694 A</td>
<td>4371 A</td>
<td>4536 A</td>
<td>5774 A</td>
<td>5939 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7157 A</td>
<td>7208 A</td>
<td>7230 A</td>
<td>7413 A</td>
<td>4191 A</td>
<td>4950 A</td>
<td>6889 A</td>
<td>7226 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7576 A</td>
<td>7343 A</td>
<td>7667 A</td>
<td>7736 A</td>
<td>3944 A</td>
<td>5968 A</td>
<td>7390 A</td>
<td>7424 A</td>
</tr>
<tr>
<td>18-19</td>
<td>6706 A</td>
<td>4794 A</td>
<td>6385 A</td>
<td>6553 A</td>
<td>3611 A</td>
<td>4137 A</td>
<td>4781 A</td>
<td>4635 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3876 A</td>
<td>3518 A</td>
<td>4110 A</td>
<td>4981 A</td>
<td>3123 A</td>
<td>3230 A</td>
<td>3495 A</td>
<td>3475 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2871 A</td>
<td>3010 A</td>
<td>3145 A</td>
<td>3301 A</td>
<td>2815 A</td>
<td>2963 A</td>
<td>2771 A</td>
<td>2892 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2444 A</td>
<td>2455 A</td>
<td>2846 A</td>
<td>3047 A</td>
<td>2696 A</td>
<td>2415 A</td>
<td>2485 A</td>
<td>2356 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1839 A</td>
<td>1875 A</td>
<td>2091 A</td>
<td>2583 A</td>
<td>2236 A</td>
<td>1852 A</td>
<td>1843 A</td>
<td>1827 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1106 A</td>
<td>1134 A</td>
<td>1292 A</td>
<td>1870 A</td>
<td>1627 A</td>
<td>1133 A</td>
<td>1010 A</td>
<td>1041 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>80388 A</th>
<th>76975 A</th>
<th>82275 A</th>
<th>87632 A</th>
<th>63873 A</th>
<th>62578 A</th>
<th>77140 A</th>
<th>76986 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>07-08 A</th>
<th>11-12 A</th>
<th>11-12 A</th>
<th>11-12 A</th>
<th>11-12 A</th>
<th>07-08 A</th>
<th>07-08 A</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>3905 A</th>
<th>3828 A</th>
<th>3982 A</th>
<th>4168 A</th>
<th>3791 A</th>
<th>3352 A</th>
<th>3936 A</th>
<th>3907 A</th>
</tr>
</thead>
</table>

**PM Peak Hour**

|----------|---------|---------|---------|---------|---------|---------|---------|---------|

**PM Peak Traffic**

|          | 7576 A | 7343 A | 7667 A | 7736 A | 4371 A | 5968 A | 7390 A | 7424 A |
**CALTRANS TRAFFIC VOLUMES**

**Detail All Vehicle Hourly Count Report**

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
</tr>
<tr>
<td>0-1</td>
<td>593 A</td>
<td>663 A</td>
</tr>
<tr>
<td>1-2</td>
<td>433 A</td>
<td>504 A</td>
</tr>
<tr>
<td>2-3</td>
<td>352 A</td>
<td>403 A</td>
</tr>
<tr>
<td>3-4</td>
<td>537 A</td>
<td>565 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1445 A</td>
<td>1538 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2164 A</td>
<td>2163 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3473 A</td>
<td>3540 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3887 A</td>
<td>3983 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3976 A</td>
<td>3855 C</td>
</tr>
<tr>
<td>9-10</td>
<td>3590 A</td>
<td>3445 C</td>
</tr>
<tr>
<td>10-11</td>
<td>3427 A</td>
<td>3770 C</td>
</tr>
<tr>
<td>11-12</td>
<td>3731 A</td>
<td>3982 C</td>
</tr>
<tr>
<td>12-13</td>
<td>4185 A</td>
<td>4241 C</td>
</tr>
<tr>
<td>13-14</td>
<td>4157 A</td>
<td>4330 C</td>
</tr>
<tr>
<td>14-15</td>
<td>4521 A</td>
<td>4629 C</td>
</tr>
<tr>
<td>15-16</td>
<td>5808 A</td>
<td>6217 C</td>
</tr>
<tr>
<td>16-17</td>
<td>6657 A</td>
<td>7230 C</td>
</tr>
<tr>
<td>17-18</td>
<td>7395 A</td>
<td>7667 C</td>
</tr>
<tr>
<td>18-19</td>
<td>5150 A</td>
<td>6385 C</td>
</tr>
<tr>
<td>19-20</td>
<td>3792 A</td>
<td>4110 C</td>
</tr>
<tr>
<td>20-21</td>
<td>3114 A</td>
<td>3145 C</td>
</tr>
<tr>
<td>21-22</td>
<td>2718 A</td>
<td>2846 C</td>
</tr>
<tr>
<td>22-23</td>
<td>2070 A</td>
<td>2091 C</td>
</tr>
<tr>
<td>23-24</td>
<td>1274 A</td>
<td>1292 C</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>08-09</th>
<th>07-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Traffic</td>
<td>3976</td>
<td>3983</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>17-18</td>
<td>17-18</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>7395</td>
<td>7667</td>
</tr>
</tbody>
</table>

**Location Description:** SACRAMENTO, JCT. RTE. 80
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>A</td>
<td>26.722</td>
<td></td>
<td>SACRAMENTO, JCT. RTE. 80</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic Station: 40</th>
<th>Location Type: Trend Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes: 5</td>
<td></td>
</tr>
<tr>
<td>Lane Code: 8</td>
<td></td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### NORTH

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>530861</td>
<td>75837</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### NORTH

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>404410</td>
<td>80882</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 15</td>
<td>MAY 16</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
</tr>
<tr>
<td>0-1</td>
<td>814 A</td>
<td>1106 A</td>
<td>1180 A</td>
<td>691 A</td>
<td>628 A</td>
<td>691 A</td>
<td>691 A</td>
<td>680 A</td>
</tr>
<tr>
<td>1-2</td>
<td>658 A</td>
<td>891 A</td>
<td>894 A</td>
<td>390 A</td>
<td>461 A</td>
<td>516 A</td>
<td>529 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>479 A</td>
<td>751 A</td>
<td>726 A</td>
<td>329 A</td>
<td>373 A</td>
<td>369 A</td>
<td>489 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>636 A</td>
<td>623 A</td>
<td>571 A</td>
<td>527 A</td>
<td>587 A</td>
<td>534 A</td>
<td>607 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>1597 A</td>
<td>1117 A</td>
<td>972 A</td>
<td>1628 A</td>
<td>1525 A</td>
<td>1557 A</td>
<td>1582 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>2425 A</td>
<td>1284 A</td>
<td>940 A</td>
<td>2545 A</td>
<td>2423 A</td>
<td>2349 A</td>
<td>2444 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>3603 A</td>
<td>1820 A</td>
<td>1398 A</td>
<td>3755 A</td>
<td>3570 A</td>
<td>3595 A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>3433 A</td>
<td>2572 A</td>
<td>1974 A</td>
<td>4117 A</td>
<td>4029 A</td>
<td>3995 A</td>
<td>3932 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>3974 A</td>
<td>3071 A</td>
<td>2234 A</td>
<td>4003 A</td>
<td>4061 A</td>
<td>3815 A</td>
<td>3868 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>4068 A</td>
<td>3523 A</td>
<td>2846 A</td>
<td>3632 A</td>
<td>3702 A</td>
<td>3739 A</td>
<td>3877 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>3898 A</td>
<td>4107 A</td>
<td>3910 A</td>
<td>3434 A</td>
<td>3642 A</td>
<td>3559 A</td>
<td>3608 A</td>
<td>3598 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4088 A</td>
<td>4474 A</td>
<td>4009 A</td>
<td>3657 A</td>
<td>3977 A</td>
<td>3909 A</td>
<td>4169 A</td>
<td>4262 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4407 A</td>
<td>4884 A</td>
<td>4013 A</td>
<td>4060 A</td>
<td>4242 A</td>
<td>4050 A</td>
<td>4333 A</td>
<td>4473 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4596 A</td>
<td>4812 A</td>
<td>4085 A</td>
<td>4067 A</td>
<td>4358 A</td>
<td>4375 A</td>
<td>4318 A</td>
<td>4643 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4929 A</td>
<td>5562 A</td>
<td>4005 A</td>
<td>4215 A</td>
<td>4544 A</td>
<td>4545 A</td>
<td>4655 A</td>
<td>5004 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6016 A</td>
<td>6197 A</td>
<td>3957 A</td>
<td>4291 A</td>
<td>5619 A</td>
<td>5718 A</td>
<td>5830 A</td>
<td>5848 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7045 A</td>
<td>7218 A</td>
<td>4082 A</td>
<td>4275 A</td>
<td>6821 A</td>
<td>6971 A</td>
<td>6966 A</td>
<td>7298 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7512 A</td>
<td>7164 A</td>
<td>4342 A</td>
<td>4205 A</td>
<td>7216 A</td>
<td>7532 A</td>
<td>7494 A</td>
<td>7372 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5031 A</td>
<td>5033 A</td>
<td>4401 A</td>
<td>4196 A</td>
<td>4568 A</td>
<td>4596 A</td>
<td>4854 A</td>
<td>5277 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3608 A</td>
<td>3943 A</td>
<td>3046 A</td>
<td>3620 A</td>
<td>3296 A</td>
<td>3423 A</td>
<td>3592 A</td>
<td>3777 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3379 A</td>
<td>3454 A</td>
<td>2862 A</td>
<td>2989 A</td>
<td>2784 A</td>
<td>2891 A</td>
<td>3105 A</td>
<td>3487 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2974 A</td>
<td>3254 A</td>
<td>2946 A</td>
<td>2431 A</td>
<td>2596 A</td>
<td>2784 A</td>
<td>2943 A</td>
<td>3165 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2307 A</td>
<td>3021 A</td>
<td>2635 A</td>
<td>2129 A</td>
<td>2007 A</td>
<td>1979 A</td>
<td>2226 A</td>
<td>2458 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1277 A</td>
<td>1776 A</td>
<td>1816 A</td>
<td>1314 A</td>
<td>1185 A</td>
<td>1219 A</td>
<td>1389 A</td>
<td>1606 A</td>
</tr>
</tbody>
</table>

### Day Total

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 07-08 | 08-09 | 11-12 | 11-12 |
| AM Peak Traffic | 4088 | 4474 | 4009 | 3657 | 4117 | 4061 | 4169 | 4262 |
| PM Peak Hour | 17-18 | 16-17 | 18-19 | 15-16 | 17-18 | 17-18 | 17-18 | 17-18 |
| PM Peak Traffic | 7512 | 7218 | 4401 | 4291 | 7216 | 7532 | 7494 | 7372 |
### Traffic Station: 40

**Location Type:** Trend Station  
**Lanes:** 5  
**Lane Code:** 8

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 23</td>
<td>MAY 24</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
</tr>
<tr>
<td>0-1</td>
<td>914 A</td>
<td>1164 A</td>
<td>939 A</td>
<td>829 A</td>
<td>586 A</td>
<td>670 A</td>
<td>695 A</td>
<td>686 A</td>
</tr>
<tr>
<td>1-2</td>
<td>689 A</td>
<td>943 A</td>
<td>814 A</td>
<td>630 A</td>
<td>378 A</td>
<td>497 A</td>
<td>493 A</td>
<td>586 A</td>
</tr>
<tr>
<td>2-3</td>
<td>536 A</td>
<td>738 A</td>
<td>665 A</td>
<td>483 A</td>
<td>303 A</td>
<td>403 A</td>
<td>474 A</td>
<td>479 A</td>
</tr>
<tr>
<td>3-4</td>
<td>654 A</td>
<td>637 A</td>
<td>517 A</td>
<td>447 A</td>
<td>494 A</td>
<td>527 A</td>
<td>593 A</td>
<td>558 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1623 A</td>
<td>1137 A</td>
<td>804 A</td>
<td>942 A</td>
<td>1617 A</td>
<td>1494 A</td>
<td>1513 A</td>
<td>1409 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2279 A</td>
<td>1446 A</td>
<td>779 A</td>
<td>872 A</td>
<td>2579 A</td>
<td>2496 A</td>
<td>2351 A</td>
<td>2080 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3375 A</td>
<td>1784 A</td>
<td>1139 A</td>
<td>1221 A</td>
<td>3809 A</td>
<td>3462 A</td>
<td>3491 A</td>
<td>3065 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4059 A</td>
<td>3361 A</td>
<td>1499 A</td>
<td>1456 A</td>
<td>3984 A</td>
<td>4040 A</td>
<td>3922 A</td>
<td>3561 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3991 A</td>
<td>3987 A</td>
<td>1999 A</td>
<td>1877 A</td>
<td>3808 A</td>
<td>3841 A</td>
<td>3824 A</td>
<td>3313 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4082 A</td>
<td>3453 A</td>
<td>2321 A</td>
<td>2326 A</td>
<td>3713 A</td>
<td>3620 A</td>
<td>3626 A</td>
<td>3221 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4384 A</td>
<td>4870 A</td>
<td>2968 A</td>
<td>2782 A</td>
<td>3639 A</td>
<td>3654 A</td>
<td>3720 A</td>
<td>3517 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4888 A</td>
<td>4816 A</td>
<td>3251 A</td>
<td>3131 A</td>
<td>3937 A</td>
<td>4091 A</td>
<td>3933 A</td>
<td>3966 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5272 A</td>
<td>4291 A</td>
<td>3692 A</td>
<td>3448 A</td>
<td>4166 A</td>
<td>4160 A</td>
<td>4332 A</td>
<td>4432 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5846 A</td>
<td>4277 A</td>
<td>3685 A</td>
<td>3608 A</td>
<td>4160 A</td>
<td>4335 A</td>
<td>4448 A</td>
<td>4631 A</td>
</tr>
<tr>
<td>14-15</td>
<td>6555 A</td>
<td>4190 A</td>
<td>3766 A</td>
<td>3674 A</td>
<td>4435 A</td>
<td>4593 A</td>
<td>4729 A</td>
<td>5132 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6710 A</td>
<td>4151 A</td>
<td>3753 A</td>
<td>3724 A</td>
<td>5459 A</td>
<td>5743 A</td>
<td>5589 A</td>
<td>6107 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7546 A</td>
<td>4613 A</td>
<td>3679 A</td>
<td>3895 A</td>
<td>6895 A</td>
<td>7110 A</td>
<td>7235 A</td>
<td>6855 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7896 A</td>
<td>3781 A</td>
<td>3534 A</td>
<td>3622 A</td>
<td>7169 A</td>
<td>7190 A</td>
<td>7609 A</td>
<td>6849 A</td>
</tr>
<tr>
<td>18-19</td>
<td>6007 A</td>
<td>3359 A</td>
<td>3117 A</td>
<td>3296 A</td>
<td>4590 A</td>
<td>4590 A</td>
<td>4944 A</td>
<td>5035 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4320 A</td>
<td>2924 A</td>
<td>2851 A</td>
<td>3074 A</td>
<td>3228 A</td>
<td>3476 A</td>
<td>3557 A</td>
<td>3662 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3738 A</td>
<td>2544 A</td>
<td>2683 A</td>
<td>2629 A</td>
<td>2672 A</td>
<td>2880 A</td>
<td>3086 A</td>
<td>2222 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3402 A</td>
<td>2512 A</td>
<td>2334 A</td>
<td>2351 A</td>
<td>2446 A</td>
<td>2702 A</td>
<td>2833 A</td>
<td>2214 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2948 A</td>
<td>2355 A</td>
<td>2079 A</td>
<td>1771 A</td>
<td>1887 A</td>
<td>2149 A</td>
<td>2103 A</td>
<td>1962 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2200 A</td>
<td>1635 A</td>
<td>1387 A</td>
<td>1109 A</td>
<td>1284 A</td>
<td>1260 A</td>
<td>1315 A</td>
<td>1367 A</td>
</tr>
</tbody>
</table>

**Day Total**  
93914 A  
68968 A  
54255 A  
53187 A  
77238 A  
78983 A  
80415 A  
76909 A

**AM Peak Hour**  
11-12  
10-11  
11-12  
07-08  
11-12  
11-12  
11-12

**AM Peak Traffic**  
4888  
4870  
3251  
3131  
3984  
4091  
3933  
3966

**PM Peak Hour**  
17-18  
16-17  
14-15  
16-17  
17-18  
17-18  
16-17

**PM Peak Traffic**  
7896  
4613  
3766  
3885  
7169  
7190  
7609  
6855
### District 03  
**County:** SAC  
**Route:** 005  
**Prefix:**   
**Postmile:** 26.722  
**Leg:** A  
**Location Description:** SACRAMENTO, JCT. RTE. 80

#### Traffic Station: 40
- **Location Type:** Trend Station
- **Lanes:** 5
- **Lane Code:** 8

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 31</td>
<td>837 A</td>
<td>48491 A</td>
<td>3077</td>
<td>2753</td>
</tr>
<tr>
<td>0-1</td>
<td></td>
<td>724 A</td>
<td>1060</td>
<td>1100</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td></td>
<td>571 A</td>
<td>1334</td>
<td>1394</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td></td>
<td>500 A</td>
<td>1740</td>
<td>2030</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td></td>
<td>1060 A</td>
<td>2303</td>
<td>2753</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td></td>
<td>1100 A</td>
<td>2730</td>
<td>2933</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td></td>
<td>1334 A</td>
<td>2933</td>
<td>3055</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td></td>
<td>1740 A</td>
<td>3055</td>
<td>3045</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td></td>
<td>2030 A</td>
<td>3045</td>
<td>3011</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td></td>
<td>2303 A</td>
<td>3011</td>
<td>3077</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td></td>
<td>2753 A</td>
<td>3077</td>
<td>3001</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td></td>
<td>2730 A</td>
<td>3001</td>
<td>3018</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td></td>
<td>2933 A</td>
<td>3018</td>
<td>2704</td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td></td>
<td>3055 A</td>
<td>2704</td>
<td>2481</td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td></td>
<td>3045 A</td>
<td>2481</td>
<td>2199</td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td></td>
<td>3011 A</td>
<td>2199</td>
<td>2079</td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td></td>
<td>3077 A</td>
<td>2079</td>
<td>1838</td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td></td>
<td>3001 A</td>
<td>1838</td>
<td>16-17</td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td></td>
<td>3018 A</td>
<td>16-17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td></td>
<td>2704 A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td></td>
<td>2481 A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td></td>
<td>2199 A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td></td>
<td>2079 A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td></td>
<td>1838 A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td></td>
<td>1386 A</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Day Total:** 48491 A
### District  County  Route  Prefix  Postmile  Leg
03  SAC  005  26.722  A

**Location Description**
SACRAMENTO, JCT. RTE. 80

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
<td>Trend Station</td>
</tr>
<tr>
<td>Lanes:</td>
<td>5</td>
</tr>
<tr>
<td>Lane Code:</td>
<td>8</td>
</tr>
</tbody>
</table>

#### 7-Day Periods

<table>
<thead>
<tr>
<th>7-Day Period</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>538027</td>
<td>76861</td>
</tr>
<tr>
<td>2nd</td>
<td>506960</td>
<td>72423</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 5-Day Periods

<table>
<thead>
<tr>
<th>5-Day Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>408542</td>
<td>81708</td>
</tr>
<tr>
<td>2nd</td>
<td>383737</td>
<td>76747</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Traffic Station: 40

**Location Type:** Trend Station  
**Lanes:** 5  
**Lane Code:** 8

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td></td>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0-1</td>
<td>902 A</td>
<td>555 A</td>
<td>600 A</td>
<td>622 A</td>
<td>689 A</td>
<td>779 A</td>
<td>1017 A</td>
<td>935 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1-2</td>
<td>726 A</td>
<td>347 A</td>
<td>386 A</td>
<td>438 A</td>
<td>453 A</td>
<td>524 A</td>
<td>765 A</td>
<td>760 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2-3</td>
<td>576 A</td>
<td>305 A</td>
<td>351 A</td>
<td>360 A</td>
<td>403 A</td>
<td>441 A</td>
<td>644 A</td>
<td>634 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3-4</td>
<td>515 A</td>
<td>449 A</td>
<td>513 A</td>
<td>498 A</td>
<td>556 A</td>
<td>572 A</td>
<td>513 A</td>
<td>493 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4-5</td>
<td>860 A</td>
<td>1552 A</td>
<td>1364 A</td>
<td>1355 A</td>
<td>1442 A</td>
<td>1432 A</td>
<td>1128 A</td>
<td>915 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5-6</td>
<td>881 A</td>
<td>2230 A</td>
<td>2175 A</td>
<td>2102 A</td>
<td>2139 A</td>
<td>2084 A</td>
<td>1259 A</td>
<td>892 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6-7</td>
<td>1111 A</td>
<td>2737 A</td>
<td>2742 A</td>
<td>2872 A</td>
<td>2844 A</td>
<td>2726 A</td>
<td>1474 A</td>
<td>1096 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7-8</td>
<td>1422 A</td>
<td>2744 A</td>
<td>2873 A</td>
<td>3010 A</td>
<td>2922 A</td>
<td>2979 A</td>
<td>1985 A</td>
<td>1446 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8-9</td>
<td>1698 A</td>
<td>2720 A</td>
<td>2837 A</td>
<td>2886 A</td>
<td>2919 A</td>
<td>2876 A</td>
<td>2295 A</td>
<td>1787 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9-10</td>
<td>2006 A</td>
<td>2719 A</td>
<td>2762 A</td>
<td>2768 A</td>
<td>2911 A</td>
<td>3097 A</td>
<td>2730 A</td>
<td>2302 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10-11</td>
<td>2522 A</td>
<td>2703 A</td>
<td>2819 A</td>
<td>3136 A</td>
<td>2982 A</td>
<td>3219 A</td>
<td>3121 A</td>
<td>2804 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11-12</td>
<td>2757 A</td>
<td>2954 A</td>
<td>3192 A</td>
<td>3436 A</td>
<td>3248 A</td>
<td>3463 A</td>
<td>3283 A</td>
<td>2904 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12-13</td>
<td>3187 A</td>
<td>3204 A</td>
<td>2730 A</td>
<td>3274 A</td>
<td>3409 A</td>
<td>3572 A</td>
<td>3285 A</td>
<td>3304 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13-14</td>
<td>3455 A</td>
<td>3199 A</td>
<td>3099 A</td>
<td>3342 A</td>
<td>3553 A</td>
<td>3828 A</td>
<td>3314 A</td>
<td>3421 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14-15</td>
<td>3697 A</td>
<td>3418 A</td>
<td>3484 A</td>
<td>3652 A</td>
<td>3753 A</td>
<td>4001 A</td>
<td>3384 A</td>
<td>3252 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15-16</td>
<td>3564 A</td>
<td>3945 A</td>
<td>4102 A</td>
<td>4421 A</td>
<td>4499 A</td>
<td>4678 A</td>
<td>3202 A</td>
<td>3286 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16-17</td>
<td>3322 A</td>
<td>4645 A</td>
<td>4842 A</td>
<td>5119 A</td>
<td>5053 A</td>
<td>5272 A</td>
<td>3177 A</td>
<td>3366 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17-18</td>
<td>3137 A</td>
<td>4901 A</td>
<td>5222 A</td>
<td>5431 A</td>
<td>5297 A</td>
<td>5420 A</td>
<td>3074 A</td>
<td>3161 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>18-19</td>
<td>3090 A</td>
<td>4120 A</td>
<td>3971 A</td>
<td>4425 A</td>
<td>4472 A</td>
<td>4294 A</td>
<td>2934 A</td>
<td>2850 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>19-20</td>
<td>2659 A</td>
<td>2729 A</td>
<td>2712 A</td>
<td>2932 A</td>
<td>3283 A</td>
<td>3472 A</td>
<td>2396 A</td>
<td>2705 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20-21</td>
<td>2351 A</td>
<td>2297 A</td>
<td>2348 A</td>
<td>2585 A</td>
<td>2682 A</td>
<td>2864 A</td>
<td>2338 A</td>
<td>2428 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21-22</td>
<td>2074 A</td>
<td>2071 A</td>
<td>2219 A</td>
<td>2482 A</td>
<td>2492 A</td>
<td>2745 A</td>
<td>2310 A</td>
<td>2215 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22-23</td>
<td>1647 A</td>
<td>1578 A</td>
<td>1771 A</td>
<td>1844 A</td>
<td>1961 A</td>
<td>2473 A</td>
<td>2233 A</td>
<td>1706 A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>23-24</td>
<td>1077 A</td>
<td>1038 A</td>
<td>1137 A</td>
<td>1156 A</td>
<td>1280 A</td>
<td>1659 A</td>
<td>1502 A</td>
<td>1101 A</td>
</tr>
</tbody>
</table>

**Day Total**  
49236 A  
59160 A  
60251 A  
64146 A  
65242 A  
68470 A  
53363 A  
49763 A

**AM Peak Hour**  
11-12  
11-12  
11-12  
11-12  
11-12  
11-12  
11-12

**AM Peak Traffic**  
2757  
2954  
3192  
3436  
3240  
3463  
3283

**PM Peak Hour**  
14-15  
17-18  
17-18  
17-18  
17-18  
14-15  
13-14

**PM Peak Traffic**  
3697  
4901  
5222  
5431  
5297  
5420  
3384

**Location Description**  
SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 40  
**Location Type:** Trend Station  
**Lanes:** 5  
**Lane Code:** 8
### Traffic Station: 40

**Location Type:** Trend Station  
**Lanes:** 5  
**Lane Code:** 8

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>649 A</td>
<td>732 A</td>
<td>729 A</td>
<td>799 A</td>
<td>785 A</td>
<td>1188 A</td>
<td>1192 A</td>
<td>742 A</td>
</tr>
<tr>
<td>1-2</td>
<td>414 A</td>
<td>474 A</td>
<td>546 A</td>
<td>540 A</td>
<td>666 A</td>
<td>814 A</td>
<td>896 A</td>
<td>441 A</td>
</tr>
<tr>
<td>2-3</td>
<td>342 A</td>
<td>397 A</td>
<td>383 A</td>
<td>410 A</td>
<td>508 A</td>
<td>767 A</td>
<td>791 A</td>
<td>332 A</td>
</tr>
<tr>
<td>3-4</td>
<td>490 A</td>
<td>563 A</td>
<td>557 A</td>
<td>562 A</td>
<td>641 A</td>
<td>652 A</td>
<td>577 A</td>
<td>502 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1549 A</td>
<td>1494 A</td>
<td>1470 A</td>
<td>1498 A</td>
<td>1589 A</td>
<td>1161 A</td>
<td>1021 A</td>
<td>1706 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2515 A</td>
<td>2479 A</td>
<td>2410 A</td>
<td>2464 A</td>
<td>2372 A</td>
<td>1377 A</td>
<td>987 A</td>
<td>2688 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3351 A</td>
<td>3414 A</td>
<td>3319 A</td>
<td>3491 A</td>
<td>3355 A</td>
<td>1449 A</td>
<td>1157 A</td>
<td>3382 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3692 A</td>
<td>3835 A</td>
<td>3781 A</td>
<td>3783 A</td>
<td>3631 A</td>
<td>1975 A</td>
<td>1630 A</td>
<td>3704 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3323 A</td>
<td>3728 A</td>
<td>3484 A</td>
<td>3646 A</td>
<td>3549 A</td>
<td>2317 A</td>
<td>1993 A</td>
<td>3327 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2719 C</td>
<td>3446 A</td>
<td>3408 A</td>
<td>3701 A</td>
<td>3783 A</td>
<td>3296 A</td>
<td>2738 A</td>
<td>3345 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3450 A</td>
<td>3433 A</td>
<td>3337 A</td>
<td>3579 A</td>
<td>3918 A</td>
<td>3390 A</td>
<td>3122 A</td>
<td>3491 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3477 A</td>
<td>3680 A</td>
<td>3742 A</td>
<td>4073 A</td>
<td>4228 A</td>
<td>3796 A</td>
<td>3477 A</td>
<td>3854 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3877 A</td>
<td>3937 A</td>
<td>4015 A</td>
<td>4286 A</td>
<td>4814 A</td>
<td>3824 A</td>
<td>3815 A</td>
<td>4011 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3913 A</td>
<td>4005 A</td>
<td>4207 A</td>
<td>4413 A</td>
<td>4852 A</td>
<td>3840 A</td>
<td>3830 A</td>
<td>3980 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4300 A</td>
<td>4484 A</td>
<td>4507 A</td>
<td>4824 A</td>
<td>5204 A</td>
<td>3899 A</td>
<td>3807 A</td>
<td>4210 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5108 A</td>
<td>4738 A</td>
<td>5434 A</td>
<td>5733 A</td>
<td>5944 A</td>
<td>4055 A</td>
<td>3798 A</td>
<td>5320 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6359 A</td>
<td>5620 A</td>
<td>6658 A</td>
<td>6822 A</td>
<td>6692 A</td>
<td>3786 A</td>
<td>3542 A</td>
<td>6101 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6639 A</td>
<td>6285 A</td>
<td>6950 A</td>
<td>7252 A</td>
<td>6624 A</td>
<td>3774 A</td>
<td>3299 A</td>
<td>6559 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4253 A</td>
<td>4244 A</td>
<td>4590 A</td>
<td>4862 A</td>
<td>4805 A</td>
<td>3922 A</td>
<td>3388 A</td>
<td>4517 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3123 A</td>
<td>3281 A</td>
<td>3424 A</td>
<td>3568 A</td>
<td>3924 A</td>
<td>3130 A</td>
<td>3184 A</td>
<td>3196 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2791 A</td>
<td>3050 A</td>
<td>2840 A</td>
<td>3053 A</td>
<td>3334 A</td>
<td>2778 A</td>
<td>2901 A</td>
<td>2761 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2398 A</td>
<td>2830 A</td>
<td>2584 A</td>
<td>2633 A</td>
<td>2940 A</td>
<td>2907 A</td>
<td>2814 A</td>
<td>2456 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1857 A</td>
<td>2088 A</td>
<td>1961 A</td>
<td>2210 A</td>
<td>2743 A</td>
<td>1973 A</td>
<td>2186 A</td>
<td>2053 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1264 A</td>
<td>1357 A</td>
<td>1334 A</td>
<td>1457 A</td>
<td>1825 A</td>
<td>2173 A</td>
<td>1298 A</td>
<td>1197 A</td>
</tr>
</tbody>
</table>

**Day Total**  
71853 C  
73594 A  
75670 A  
79659 A  
82726 A  
62243 A  
57443 A  
73875 A

**AM Peak Hour**  
07-08  
07-08  
11-12  
11-12  
11-12  
11-12  
11-12  
11-12

**AM Peak Traffic**  
3692  
3835  
3781  
4073  
4228  
3796  
3477  
3854

**PM Peak Hour**  
17-18  
17-18  
17-18  
16-17  
15-16  
13-14  
17-18

**PM Peak Traffic**  
6639  
6285  
6950  
7252  
6692  
4055  
3830  
6559
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Direction of Count:**

<table>
<thead>
<tr>
<th>Direction of Count: North</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
</tr>
<tr>
<td>768 A</td>
</tr>
<tr>
<td>618 A</td>
</tr>
<tr>
<td>775 A</td>
</tr>
<tr>
<td>879 A</td>
</tr>
<tr>
<td>1249 A</td>
</tr>
<tr>
<td>1172 A</td>
</tr>
<tr>
<td>712 A</td>
</tr>
<tr>
<td>724 A</td>
</tr>
</tbody>
</table>

#### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>74825 A</td>
<td>76179 A</td>
<td>78255 A</td>
<td>82211 A</td>
<td>62251 A</td>
<td>56983 A</td>
<td>75169 A</td>
<td>75672 A</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>3822</td>
<td>3822</td>
<td>3961</td>
<td>4175</td>
<td>3740</td>
<td>3364</td>
<td>3898</td>
<td>3925</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>16-17</td>
<td>15-16</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>6990</td>
<td>6883</td>
<td>6892</td>
<td>6483</td>
<td>3929</td>
<td>3871</td>
<td>6762</td>
<td>6971</td>
</tr>
</tbody>
</table>

**Traffic Station:** 40

**Location Type:** Trend Station

**Lanes:** 5

**Lane Code:** 8
### District 03  SAC COUNTY 005  Location Description: SACRAMENTO, JCT. RTE. 80

<table>
<thead>
<tr>
<th>Direction of Count: North</th>
<th>Traffic Station: 40</th>
<th>Location Type: Trend Station</th>
<th>Lanes: 5</th>
<th>Lane Code: 8</th>
</tr>
</thead>
</table>

#### Year: 2008

<table>
<thead>
<tr>
<th>Week</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUN 25</td>
<td>726 A</td>
<td>766 A</td>
<td>841 A</td>
<td>1182 A</td>
<td>1135 A</td>
<td>729 A</td>
</tr>
<tr>
<td>JUN 26</td>
<td>464 A</td>
<td>520 A</td>
<td>684 A</td>
<td>940 A</td>
<td>928 A</td>
<td>434 A</td>
</tr>
<tr>
<td>JUN 27</td>
<td>414 A</td>
<td>442 A</td>
<td>539 A</td>
<td>745 A</td>
<td>735 A</td>
<td>349 A</td>
</tr>
<tr>
<td>JUN 28</td>
<td>529 A</td>
<td>618 A</td>
<td>622 A</td>
<td>586 A</td>
<td>548 A</td>
<td>498 A</td>
</tr>
<tr>
<td>JUN 29</td>
<td>1520 A</td>
<td>1525 A</td>
<td>1509 A</td>
<td>1191 A</td>
<td>927 A</td>
<td>1538 A</td>
</tr>
<tr>
<td>JUN 30</td>
<td>2351 A</td>
<td>2460 A</td>
<td>2344 A</td>
<td>1430 A</td>
<td>1029 A</td>
<td>2421 A</td>
</tr>
</tbody>
</table>

#### Day Total

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>3857</td>
<td>17-18</td>
<td>7143</td>
</tr>
<tr>
<td>11-12</td>
<td>4124</td>
<td>17-18</td>
<td>7088</td>
</tr>
<tr>
<td>11-12</td>
<td>3839</td>
<td>15-16</td>
<td>6976</td>
</tr>
<tr>
<td>11-12</td>
<td>3566</td>
<td>13-14</td>
<td>4025</td>
</tr>
<tr>
<td>11-12</td>
<td>3918</td>
<td>17-18</td>
<td>4291</td>
</tr>
<tr>
<td>11-12</td>
<td>3983</td>
<td>17-18</td>
<td>7032</td>
</tr>
</tbody>
</table>
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>LEG</th>
<th>Traffic Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td></td>
<td>40</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SACRAMENTO, JCT. RTE. 80</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Traffic Station: 40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type: Trend Station</td>
</tr>
<tr>
<td>Lanes: 5</td>
</tr>
<tr>
<td>Lane Code: 8</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>7-Day Periods NORTH</th>
<th>5-Day Periods NORTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st 419868</td>
<td>1st 317269</td>
</tr>
<tr>
<td>59981</td>
<td>63454</td>
</tr>
<tr>
<td>2nd 495508</td>
<td>2nd 383502</td>
</tr>
<tr>
<td>70787</td>
<td>76700</td>
</tr>
<tr>
<td>3rd 505039</td>
<td>3rd 385345</td>
</tr>
<tr>
<td>72148</td>
<td>77069</td>
</tr>
<tr>
<td>4th 510346</td>
<td>4th 389779</td>
</tr>
<tr>
<td>72907</td>
<td>77956</td>
</tr>
</tbody>
</table>
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

#### Traffic Station: 40
- **Location Type:** Trend Station
- **Lanes:** 5
- **Lane Code:** 8

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
<td>JUL 08</td>
</tr>
<tr>
<td>0-1</td>
<td>728 A</td>
<td>755 A</td>
<td>865 A</td>
<td>1238 A</td>
<td>1159 A</td>
<td>1020 A</td>
<td>743 A</td>
<td>759 A</td>
</tr>
<tr>
<td>1-2</td>
<td>494 A</td>
<td>520 A</td>
<td>620 A</td>
<td>852 A</td>
<td>635 A</td>
<td>843 A</td>
<td>490 A</td>
<td>474 A</td>
</tr>
<tr>
<td>2-3</td>
<td>378 A</td>
<td>429 A</td>
<td>502 A</td>
<td>758 A</td>
<td>487 A</td>
<td>696 A</td>
<td>362 A</td>
<td>390 A</td>
</tr>
<tr>
<td>3-4</td>
<td>608 A</td>
<td>603 A</td>
<td>638 A</td>
<td>685 A</td>
<td>466 A</td>
<td>504 A</td>
<td>517 A</td>
<td>560 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1447 A</td>
<td>1503 A</td>
<td>1563 A</td>
<td>1131 A</td>
<td>870 A</td>
<td>871 A</td>
<td>1569 A</td>
<td>1573 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2304 A</td>
<td>2306 A</td>
<td>2326 A</td>
<td>1196 A</td>
<td>1059 A</td>
<td>954 A</td>
<td>2558 A</td>
<td>2498 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3331 A</td>
<td>3223 A</td>
<td>3276 A</td>
<td>1551 A</td>
<td>1124 A</td>
<td>1153 A</td>
<td>3225 A</td>
<td>3318 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3844 A</td>
<td>3552 A</td>
<td>3589 A</td>
<td>1940 A</td>
<td>1602 A</td>
<td>1574 A</td>
<td>3823 A</td>
<td>3812 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3631 A</td>
<td>3689 A</td>
<td>3682 A</td>
<td>2306 A</td>
<td>1917 A</td>
<td>1848 A</td>
<td>3652 A</td>
<td>3924 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3529 A</td>
<td>3654 A</td>
<td>3739 A</td>
<td>2817 A</td>
<td>2540 A</td>
<td>2406 A</td>
<td>3419 A</td>
<td>3552 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3526 A</td>
<td>3689 A</td>
<td>3934 A</td>
<td>3247 A</td>
<td>2950 A</td>
<td>2934 A</td>
<td>3483 A</td>
<td>3597 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3842 A</td>
<td>3965 A</td>
<td>4276 A</td>
<td>3354 A</td>
<td>3226 A</td>
<td>3289 A</td>
<td>3839 A</td>
<td>3731 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4078 A</td>
<td>4221 A</td>
<td>5044 A</td>
<td>3351 A</td>
<td>3530 A</td>
<td>3740 A</td>
<td>4291 A</td>
<td>4013 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4187 A</td>
<td>4448 A</td>
<td>5047 A</td>
<td>3424 A</td>
<td>3370 A</td>
<td>3853 A</td>
<td>4177 A</td>
<td>4245 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4387 A</td>
<td>4590 A</td>
<td>5563 A</td>
<td>3312 A</td>
<td>3464 A</td>
<td>3827 A</td>
<td>4293 A</td>
<td>4425 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5382 A</td>
<td>5634 A</td>
<td>6212 A</td>
<td>3159 A</td>
<td>3332 A</td>
<td>3784 A</td>
<td>5149 A</td>
<td>5213 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6631 A</td>
<td>6720 A</td>
<td>6745 A</td>
<td>2852 A</td>
<td>3269 A</td>
<td>3634 A</td>
<td>6277 A</td>
<td>6289 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7165 A</td>
<td>7392 A</td>
<td>6823 A</td>
<td>2457 A</td>
<td>3163 A</td>
<td>3419 A</td>
<td>6873 A</td>
<td>6954 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5061 A</td>
<td>4955 A</td>
<td>5002 A</td>
<td>2265 A</td>
<td>3095 A</td>
<td>3218 A</td>
<td>4082 A</td>
<td>4861 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3606 A</td>
<td>3797 A</td>
<td>4240 A</td>
<td>2032 A</td>
<td>2556 A</td>
<td>3036 A</td>
<td>3363 A</td>
<td>3490 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3072 A</td>
<td>3198 A</td>
<td>3701 A</td>
<td>1801 A</td>
<td>2544 A</td>
<td>2673 A</td>
<td>2793 A</td>
<td>2832 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2763 A</td>
<td>2953 A</td>
<td>3341 A</td>
<td>1652 A</td>
<td>2580 A</td>
<td>2468 A</td>
<td>2523 A</td>
<td>2650 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2114 A</td>
<td>2410 A</td>
<td>3006 A</td>
<td>2598 A</td>
<td>2174 A</td>
<td>2164 A</td>
<td>1801 A</td>
<td>2034 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1267 A</td>
<td>1441 A</td>
<td>2280 A</td>
<td>2182 A</td>
<td>1633 A</td>
<td>1398 A</td>
<td>1241 A</td>
<td>1241 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 77375 A
- 79647 A
- 86014 A
- 52160 A
- 52745 A
- 55306 A
- 74543 A
- 76435 A

### AM Peak Hour
- 07-08
- 11-12
- 11-12
- 11-12
- 11-12
- 11-12
- 08-09

### AM Peak Traffic
- 3844
- 3965
- 4276
- 3354
- 3226
- 3289
- 3839
- 3924

### PM Peak Hour
- 17-18
- 17-18
- 17-18
- 13-14
- 12-13
- 13-14
- 17-18
- 17-18

### PM Peak Traffic
- 7165
- 7392
- 6823
- 3424
- 3530
- 3853
- 6873
- 6954

### District County Prefix Postmile Leg
- 03 SAC 005 26.722 A

### Location Description
- SACRAMENTO, JCT. RTE. 80
### District 03  
**County:** SAC  
**Prefix:** 005  
**Postmile:** 26.722  
**Leg:** A  

**Location Description:** SACRAMENTO, JCT. RTE. 80  

**Direction of Count:** North  

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 09</td>
<td>JUL 10</td>
<td>JUL 11</td>
<td>JUL 12</td>
<td>JUL 13</td>
<td>JUL 14</td>
<td>JUL 15</td>
<td>JUL 16</td>
</tr>
<tr>
<td>0-1</td>
<td>786 A</td>
<td>685 A</td>
<td>850 A</td>
<td>1063 A</td>
<td>1165 A</td>
<td>703 A</td>
<td>751 A</td>
<td>724 A</td>
</tr>
<tr>
<td>1-2</td>
<td>556 A</td>
<td>501 A</td>
<td>627 A</td>
<td>802 A</td>
<td>965 A</td>
<td>437 A</td>
<td>486 A</td>
<td>479 A</td>
</tr>
<tr>
<td>2-3</td>
<td>405 A</td>
<td>456 A</td>
<td>533 A</td>
<td>672 A</td>
<td>778 A</td>
<td>389 A</td>
<td>401 A</td>
<td>355 A</td>
</tr>
<tr>
<td>3-4</td>
<td>557 A</td>
<td>573 A</td>
<td>606 A</td>
<td>570 A</td>
<td>568 A</td>
<td>541 A</td>
<td>570 A</td>
<td>498 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1450 A</td>
<td>1535 A</td>
<td>1473 A</td>
<td>1126 A</td>
<td>944 A</td>
<td>1551 A</td>
<td>1557 A</td>
<td>1387 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2473 A</td>
<td>2499 A</td>
<td>2464 A</td>
<td>1333 A</td>
<td>1012 A</td>
<td>2577 A</td>
<td>2508 A</td>
<td>2512 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3286 A</td>
<td>3349 A</td>
<td>3342 A</td>
<td>1610 A</td>
<td>1211 A</td>
<td>3322 A</td>
<td>3338 A</td>
<td>3341 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3738 A</td>
<td>3739 A</td>
<td>3503 A</td>
<td>2262 A</td>
<td>1669 A</td>
<td>3951 A</td>
<td>3899 A</td>
<td>3792 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3579 A</td>
<td>3647 A</td>
<td>3580 A</td>
<td>2643 A</td>
<td>2028 A</td>
<td>3675 A</td>
<td>3851 A</td>
<td>3600 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3314 A</td>
<td>3469 A</td>
<td>3485 A</td>
<td>3165 A</td>
<td>2486 A</td>
<td>3322 A</td>
<td>3438 A</td>
<td>3327 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3689 C</td>
<td>3630 A</td>
<td>3783 A</td>
<td>3577 A</td>
<td>3261 A</td>
<td>3474 A</td>
<td>3536 A</td>
<td>3478 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3734 A</td>
<td>3880 A</td>
<td>4225 A</td>
<td>3744 A</td>
<td>3326 A</td>
<td>3839 A</td>
<td>3782 A</td>
<td>3777 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4081 A</td>
<td>4229 A</td>
<td>4654 A</td>
<td>3805 A</td>
<td>3887 A</td>
<td>4180 A</td>
<td>4026 A</td>
<td>4261 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4098 A</td>
<td>4272 A</td>
<td>4696 A</td>
<td>4059 A</td>
<td>3879 A</td>
<td>4278 A</td>
<td>4142 A</td>
<td>4155 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4365 A</td>
<td>4441 A</td>
<td>5019 A</td>
<td>3692 A</td>
<td>3691 A</td>
<td>4382 A</td>
<td>4383 A</td>
<td>4385 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5237 A</td>
<td>5672 A</td>
<td>5912 A</td>
<td>3728 A</td>
<td>3817 A</td>
<td>5265 A</td>
<td>5006 A</td>
<td>5610 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6652 A</td>
<td>6908 A</td>
<td>6460 A</td>
<td>3806 A</td>
<td>3829 A</td>
<td>6546 A</td>
<td>6198 A</td>
<td>6731 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7380 A</td>
<td>7501 A</td>
<td>6679 A</td>
<td>3791 A</td>
<td>3519 A</td>
<td>6716 A</td>
<td>7025 A</td>
<td>7317 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5761 A</td>
<td>4906 A</td>
<td>5047 A</td>
<td>3554 A</td>
<td>3329 A</td>
<td>4488 A</td>
<td>5008 A</td>
<td>5193 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3555 A</td>
<td>3439 A</td>
<td>3771 A</td>
<td>2977 A</td>
<td>3043 A</td>
<td>3193 A</td>
<td>3430 A</td>
<td>3391 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2912 A</td>
<td>2875 A</td>
<td>3007 A</td>
<td>2699 A</td>
<td>2698 A</td>
<td>2815 A</td>
<td>2786 A</td>
<td>3039 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2662 A</td>
<td>2682 A</td>
<td>2909 A</td>
<td>2787 A</td>
<td>2426 A</td>
<td>2479 A</td>
<td>2676 A</td>
<td>2779 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2223 A</td>
<td>2163 A</td>
<td>2678 A</td>
<td>2569 A</td>
<td>1994 A</td>
<td>1968 A</td>
<td>2014 A</td>
<td>2122 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1457 A</td>
<td>1382 A</td>
<td>1868 A</td>
<td>1743 A</td>
<td>1308 A</td>
<td>1251 A</td>
<td>1348 A</td>
<td>1275 A</td>
</tr>
</tbody>
</table>

**Day Total:** 77950 C  
**AM Peak Hour:** 07-08  
**AM Peak Traffic:** 3738  
**PM Peak Hour:** 17-18  
**PM Peak Traffic:** 7380
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 17</td>
<td>JUL 18</td>
<td>JUL 19</td>
<td>JUL 20</td>
<td>JUL 21</td>
<td>JUL 22</td>
<td>JUL 23</td>
<td>JUL 24</td>
</tr>
<tr>
<td>0-1</td>
<td>771 A</td>
<td>765 A</td>
<td>1038 A</td>
<td>966 A</td>
<td>602 A</td>
<td>644 A</td>
<td>643 A</td>
<td>742 A</td>
</tr>
<tr>
<td>1-2</td>
<td>541 A</td>
<td>633 A</td>
<td>862 A</td>
<td>785 A</td>
<td>453 A</td>
<td>428 A</td>
<td>542 A</td>
<td>514 A</td>
</tr>
<tr>
<td>2-3</td>
<td>425 A</td>
<td>495 A</td>
<td>670 A</td>
<td>692 A</td>
<td>325 A</td>
<td>360 A</td>
<td>375 A</td>
<td>386 A</td>
</tr>
<tr>
<td>3-4</td>
<td>527 A</td>
<td>651 A</td>
<td>549 A</td>
<td>501 A</td>
<td>493 A</td>
<td>493 A</td>
<td>538 A</td>
<td>569 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1553 A</td>
<td>1546 A</td>
<td>1087 A</td>
<td>951 A</td>
<td>1473 A</td>
<td>1417 A</td>
<td>1440 A</td>
<td>1478 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2453 A</td>
<td>2363 A</td>
<td>1296 A</td>
<td>1013 A</td>
<td>2385 A</td>
<td>2226 A</td>
<td>2204 A</td>
<td>2366 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3302 A</td>
<td>3126 A</td>
<td>1378 A</td>
<td>1091 A</td>
<td>2877 A</td>
<td>2848 A</td>
<td>2848 A</td>
<td>2877 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3676 A</td>
<td>3467 A</td>
<td>1953 A</td>
<td>1462 A</td>
<td>3124 A</td>
<td>2969 A</td>
<td>3261 A</td>
<td>3142 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3599 A</td>
<td>3463 A</td>
<td>2406 A</td>
<td>1807 A</td>
<td>2972 A</td>
<td>3018 A</td>
<td>3107 A</td>
<td>3097 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3583 A</td>
<td>3536 A</td>
<td>2678 A</td>
<td>2246 A</td>
<td>2788 A</td>
<td>3128 A</td>
<td>3119 A</td>
<td>3192 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3675 A</td>
<td>3638 A</td>
<td>3053 A</td>
<td>2764 A</td>
<td>3136 A</td>
<td>2961 A</td>
<td>3201 A</td>
<td>3250 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3780 A</td>
<td>3963 A</td>
<td>3270 A</td>
<td>3003 A</td>
<td>3187 A</td>
<td>3101 A</td>
<td>3431 A</td>
<td>3421 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4342 A</td>
<td>4492 A</td>
<td>3420 A</td>
<td>3367 A</td>
<td>3462 A</td>
<td>3509 A</td>
<td>3468 A</td>
<td>3621 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4371 A</td>
<td>5044 A</td>
<td>3370 A</td>
<td>3386 A</td>
<td>3374 A</td>
<td>3478 A</td>
<td>3600 A</td>
<td>3583 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4701 A</td>
<td>5139 A</td>
<td>3426 A</td>
<td>3416 A</td>
<td>3526 A</td>
<td>3556 A</td>
<td>3627 A</td>
<td>3609 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5615 A</td>
<td>6087 A</td>
<td>3429 A</td>
<td>3418 A</td>
<td>4050 A</td>
<td>4082 A</td>
<td>4200 A</td>
<td>4519 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6477 A</td>
<td>6792 A</td>
<td>3341 A</td>
<td>3369 A</td>
<td>4947 A</td>
<td>5304 A</td>
<td>5390 A</td>
<td>5487 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7624 A</td>
<td>6902 A</td>
<td>3258 A</td>
<td>3060 A</td>
<td>5568 A</td>
<td>5665 A</td>
<td>5669 A</td>
<td>5669 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5286 A</td>
<td>5240 A</td>
<td>2801 A</td>
<td>3129 A</td>
<td>4342 A</td>
<td>4322 A</td>
<td>4558 A</td>
<td>4603 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3745 A</td>
<td>3770 A</td>
<td>2711 A</td>
<td>2766 A</td>
<td>3087 A</td>
<td>3153 A</td>
<td>3226 A</td>
<td>3472 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3195 A</td>
<td>2869 A</td>
<td>2348 A</td>
<td>2501 A</td>
<td>2598 A</td>
<td>2553 A</td>
<td>2597 A</td>
<td>2987 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2816 A</td>
<td>2784 A</td>
<td>2443 A</td>
<td>2264 A</td>
<td>2316 A</td>
<td>2297 A</td>
<td>2478 A</td>
<td>2607 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2237 A</td>
<td>2535 A</td>
<td>2343 A</td>
<td>2139 A</td>
<td>1929 A</td>
<td>1776 A</td>
<td>1831 A</td>
<td>2109 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1386 A</td>
<td>1674 A</td>
<td>1495 A</td>
<td>1176 A</td>
<td>1047 A</td>
<td>1138 A</td>
<td>1186 A</td>
<td>1304 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- 79680 A
- 80974 A
- 54625 A
- 51272 A
- 64061 A
- 64446 A
- 66539 A
- 68604 A

**AM Peak Hour:**
- 11-12

**AM Peak Traffic:**
- 3780

**PM Peak Hour:**
- 17-18

**PM Peak Traffic:**
- 7624

**Location Description:**
SACRAMENTO, JCT. RTE. 80

**Traffic Station:**
- 40

**Location Type:**
- Trend Station

**Lanes:**
- 5

**Lane Code:**
- 8
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Traffic Station:** 40  
**Location Type:** Trend Station  
**Lanes:** 5  
**Lane Code:** 8

#### District  County Prefix Postmile Leg
03  SAC  005  26.722  A

#### Location Description
SACRAMENTO, JCT. RTE. 80

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 25</td>
<td>JUL 26</td>
<td>JUL 27</td>
<td>JUL 28</td>
<td>JUL 29</td>
<td>JUL 30</td>
<td>JUL 31</td>
</tr>
<tr>
<td>0-1</td>
<td>757 A</td>
<td>1041 A</td>
<td>1019 A</td>
<td>704 A</td>
<td>667 A</td>
<td>759 A</td>
<td>730 A</td>
</tr>
<tr>
<td>1-2</td>
<td>581 A</td>
<td>876 A</td>
<td>832 A</td>
<td>451 A</td>
<td>474 A</td>
<td>473 A</td>
<td>590 A</td>
</tr>
<tr>
<td>2-3</td>
<td>457 A</td>
<td>689 A</td>
<td>699 A</td>
<td>317 A</td>
<td>395 A</td>
<td>391 A</td>
<td>442 A</td>
</tr>
<tr>
<td>3-4</td>
<td>586 A</td>
<td>558 A</td>
<td>527 A</td>
<td>472 A</td>
<td>575 A</td>
<td>561 A</td>
<td>595 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1474 A</td>
<td>1120 A</td>
<td>923 A</td>
<td>1507 A</td>
<td>1518 A</td>
<td>1471 A</td>
<td>1557 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2114 A</td>
<td>1250 A</td>
<td>944 A</td>
<td>2541 A</td>
<td>2484 A</td>
<td>2466 A</td>
<td>2546 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2754 A</td>
<td>1763 A</td>
<td>1475 A</td>
<td>3218 A</td>
<td>3321 A</td>
<td>3300 A</td>
<td>3277 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3143 A</td>
<td>2041 A</td>
<td>1543 A</td>
<td>3623 A</td>
<td>3742 A</td>
<td>3690 A</td>
<td>3583 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3025 A</td>
<td>2543 A</td>
<td>1843 A</td>
<td>3427 A</td>
<td>3603 A</td>
<td>3671 A</td>
<td>3764 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3123 A</td>
<td>2939 A</td>
<td>2287 A</td>
<td>3425 A</td>
<td>3497 A</td>
<td>3456 A</td>
<td>3509 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3299 A</td>
<td>3229 A</td>
<td>2843 A</td>
<td>3626 A</td>
<td>3492 A</td>
<td>3618 A</td>
<td>3655 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3656 A</td>
<td>3295 A</td>
<td>3030 A</td>
<td>3800 A</td>
<td>3664 A</td>
<td>3831 A</td>
<td>3934 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3874 A</td>
<td>3442 A</td>
<td>3261 A</td>
<td>4087 A</td>
<td>3978 A</td>
<td>4109 A</td>
<td>4374 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3913 A</td>
<td>3436 A</td>
<td>3446 A</td>
<td>4015 A</td>
<td>4131 A</td>
<td>4160 A</td>
<td>4282 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4123 A</td>
<td>3315 A</td>
<td>3390 A</td>
<td>4372 A</td>
<td>4256 A</td>
<td>4478 A</td>
<td>4681 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4891 A</td>
<td>3317 A</td>
<td>3446 A</td>
<td>5165 A</td>
<td>5283 A</td>
<td>5559 A</td>
<td>5711 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5570 A</td>
<td>3507 A</td>
<td>3346 A</td>
<td>6443 A</td>
<td>6230 A</td>
<td>6826 A</td>
<td>6920 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5738 A</td>
<td>3453 A</td>
<td>3366 A</td>
<td>7001 A</td>
<td>7247 A</td>
<td>7294 A</td>
<td>7361 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4793 A</td>
<td>3384 A</td>
<td>3116 A</td>
<td>4402 A</td>
<td>4689 A</td>
<td>4867 A</td>
<td>5017 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3704 A</td>
<td>2770 A</td>
<td>2903 A</td>
<td>3217 A</td>
<td>3373 A</td>
<td>3520 A</td>
<td>3744 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3084 A</td>
<td>2340 A</td>
<td>2560 A</td>
<td>2850 A</td>
<td>2891 A</td>
<td>3100 A</td>
<td>3186 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2787 A</td>
<td>2580 A</td>
<td>2285 A</td>
<td>2527 A</td>
<td>2671 A</td>
<td>2771 A</td>
<td>2907 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2411 A</td>
<td>2184 A</td>
<td>1865 A</td>
<td>1888 A</td>
<td>2017 A</td>
<td>2231 A</td>
<td>2525 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1733 A</td>
<td>1674 A</td>
<td>1192 A</td>
<td>1204 A</td>
<td>1201 A</td>
<td>1417 A</td>
<td>1405 A</td>
</tr>
</tbody>
</table>

#### Day Total
71590 A  56746 A  52141 A  74282 A  75399 A  78019 A  80295 A

#### AM Peak Hour
11-12  11-12  11-12  11-12  07-08  11-12  11-12

#### AM Peak Traffic
3656  3295  3030  3800  3742  3831  3934

#### PM Peak Hour
17-18  16-17  13-14  17-18  17-18  17-18  17-18

#### PM Peak Traffic
5738  3507  3446  7001  7247  7294  7361
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

| Location Description | SACRAMENTO, JCT. RTE. 80 |

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
<td>Trend Station</td>
</tr>
<tr>
<td>Lanes:</td>
<td>5</td>
</tr>
<tr>
<td>Lane Code:</td>
<td>8</td>
</tr>
</tbody>
</table>

### 7-Day Periods
#### NORTH

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>477790</td>
</tr>
<tr>
<td>2nd</td>
<td>507941</td>
</tr>
<tr>
<td>3rd</td>
<td>484299</td>
</tr>
<tr>
<td>4th</td>
<td>454348</td>
</tr>
</tbody>
</table>

### 5-Day Periods
#### NORTH

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>369739</td>
</tr>
<tr>
<td>2nd</td>
<td>389331</td>
</tr>
<tr>
<td>3rd</td>
<td>378402</td>
</tr>
<tr>
<td>4th</td>
<td>345461</td>
</tr>
</tbody>
</table>

1st 2nd 3rd 4th
## CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 01</td>
<td>AUG 02</td>
<td>AUG 03</td>
<td>AUG 04</td>
<td>AUG 05</td>
<td>AUG 06</td>
<td>AUG 07</td>
<td>AUG 08</td>
</tr>
<tr>
<td>0-1</td>
<td>840 A</td>
<td>1138 A</td>
<td>1154 A</td>
<td>662 A</td>
<td>677 A</td>
<td>706 A</td>
<td>770 A</td>
<td>965 A</td>
</tr>
<tr>
<td>1-2</td>
<td>639 A</td>
<td>854 A</td>
<td>928 A</td>
<td>410 A</td>
<td>458 A</td>
<td>532 A</td>
<td>559 A</td>
<td>621 A</td>
</tr>
<tr>
<td>2-3</td>
<td>514 A</td>
<td>723 A</td>
<td>720 A</td>
<td>334 A</td>
<td>356 A</td>
<td>424 A</td>
<td>454 A</td>
<td>509 A</td>
</tr>
<tr>
<td>3-4</td>
<td>634 A</td>
<td>667 A</td>
<td>593 A</td>
<td>511 A</td>
<td>540 A</td>
<td>591 A</td>
<td>601 A</td>
<td>587 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1496 A</td>
<td>1157 A</td>
<td>1036 A</td>
<td>1560 A</td>
<td>1488 A</td>
<td>1499 A</td>
<td>1567 A</td>
<td>1548 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2405 A</td>
<td>1316 A</td>
<td>1308 A</td>
<td>2565 A</td>
<td>2445 A</td>
<td>2474 A</td>
<td>2561 A</td>
<td>2370 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3118 A</td>
<td>1522 A</td>
<td>1566 A</td>
<td>3330 A</td>
<td>3410 A</td>
<td>3316 A</td>
<td>3313 A</td>
<td>3276 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3700 A</td>
<td>2063 A</td>
<td>2058 A</td>
<td>3876 A</td>
<td>4019 A</td>
<td>3958 A</td>
<td>4002 A</td>
<td>3811 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3596 A</td>
<td>2722 A</td>
<td>2329 A</td>
<td>3390 A</td>
<td>3691 A</td>
<td>3640 A</td>
<td>3616 A</td>
<td>3782 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3779 A</td>
<td>3282 A</td>
<td>2811 A</td>
<td>3634 A</td>
<td>3575 A</td>
<td>3561 A</td>
<td>3552 A</td>
<td>3773 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3934 A</td>
<td>3642 A</td>
<td>3313 A</td>
<td>3486 A</td>
<td>3512 A</td>
<td>3524 A</td>
<td>3684 A</td>
<td>3900 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4412 A</td>
<td>3922 A</td>
<td>3519 A</td>
<td>3904 A</td>
<td>3851 A</td>
<td>3967 A</td>
<td>4090 A</td>
<td>4412 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4858 A</td>
<td>4258 A</td>
<td>3990 A</td>
<td>4187 A</td>
<td>4149 A</td>
<td>4216 A</td>
<td>4320 A</td>
<td>4811 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5042 A</td>
<td>4152 A</td>
<td>4161 A</td>
<td>4260 A</td>
<td>4314 A</td>
<td>4222 A</td>
<td>4446 A</td>
<td>4959 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5402 A</td>
<td>4123 A</td>
<td>4113 A</td>
<td>4473 A</td>
<td>4459 A</td>
<td>4642 A</td>
<td>4787 A</td>
<td>5382 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6204 A</td>
<td>4091 A</td>
<td>4098 A</td>
<td>5374 A</td>
<td>5716 A</td>
<td>5572 A</td>
<td>5788 A</td>
<td>6085 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6902 A</td>
<td>3997 A</td>
<td>3959 A</td>
<td>6502 A</td>
<td>7038 A</td>
<td>6787 A</td>
<td>6986 A</td>
<td>7292 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6876 A</td>
<td>3737 A</td>
<td>3622 A</td>
<td>7217 A</td>
<td>7364 A</td>
<td>7349 A</td>
<td>7349 A</td>
<td>7113 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5077 A</td>
<td>3348 A</td>
<td>3467 A</td>
<td>4785 A</td>
<td>4766 A</td>
<td>4842 A</td>
<td>5596 A</td>
<td>5205 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4191 A</td>
<td>3019 A</td>
<td>3159 A</td>
<td>3839 A</td>
<td>3504 A</td>
<td>3452 A</td>
<td>3981 A</td>
<td>3951 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3719 A</td>
<td>2719 A</td>
<td>3071 A</td>
<td>2829 A</td>
<td>3036 A</td>
<td>3116 A</td>
<td>3228 A</td>
<td>3366 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3386 A</td>
<td>2780 A</td>
<td>2754 A</td>
<td>2561 A</td>
<td>2661 A</td>
<td>2832 A</td>
<td>2868 A</td>
<td>3210 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2779 A</td>
<td>2458 A</td>
<td>2092 A</td>
<td>2059 A</td>
<td>2155 A</td>
<td>2068 A</td>
<td>2302 A</td>
<td>2854 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1852 A</td>
<td>1854 A</td>
<td>1203 A</td>
<td>1245 A</td>
<td>1287 A</td>
<td>1316 A</td>
<td>1514 A</td>
<td>2066 A</td>
</tr>
</tbody>
</table>

### Day Total
- 85355 A
- 63544 A
- 61024 A
- 76993 A
- 78471 A
- 78606 A
- 81934 A
- 85848 A

### AM Peak Hour
- 11-12

### AM Peak Traffic
- 4412

### PM Peak Hour
- 16-17

### PM Peak Traffic
- 6902
### AM Peak Hour

<table>
<thead>
<tr>
<th>Time</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### AM Peak Traffic

<table>
<thead>
<tr>
<th>Traffic Station</th>
<th>40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type</td>
<td>Trend Station</td>
</tr>
<tr>
<td>Lanes</td>
<td>5</td>
</tr>
<tr>
<td>Lane Code</td>
<td>8</td>
</tr>
</tbody>
</table>

### PM Peak Hour

<table>
<thead>
<tr>
<th>Time</th>
<th>12-13</th>
</tr>
</thead>
<tbody>
<tr>
<td>15-16</td>
<td></td>
</tr>
</tbody>
</table>

### PM Peak Traffic

<table>
<thead>
<tr>
<th>Traffic Station</th>
<th>40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type</td>
<td>Trend Station</td>
</tr>
<tr>
<td>Lanes</td>
<td>5</td>
</tr>
<tr>
<td>Lane Code</td>
<td>8</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>63799 A</td>
<td>59168 A</td>
<td>77081 A</td>
<td>78313 A</td>
<td>79462 A</td>
<td>81701 A</td>
<td>86706 A</td>
<td>66765 A</td>
</tr>
</tbody>
</table>

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>63799 A</td>
<td>59168 A</td>
<td>77081 A</td>
<td>78313 A</td>
<td>79462 A</td>
<td>81701 A</td>
<td>86706 A</td>
<td>66765 A</td>
</tr>
</tbody>
</table>

### Location Description

**SACRAMENTO, JCT. RTE. 80**

### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>005</th>
<th>26.722</th>
<th>A</th>
</tr>
</thead>
</table>

### Traffic Station: 40

- Location Type: Trend Station
- Lanes: 5
- Lane Code: 8

---

**CALTRANS TRAFFIC VOLUMES**

**Detail All Vehicle Hourly Count Report**

11/19/2008 09:31:15
### District 03

<table>
<thead>
<tr>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td>SACRAMENTO, JCT. RTE. 80</td>
</tr>
</tbody>
</table>

#### Traffic Station: 40
- **Location Type:** Trend Station
- **Lanes:** 5
- **Lane Code:** 8

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>0-1</td>
<td>1278 A</td>
<td>651 A</td>
<td>679 A</td>
<td>721 A</td>
<td>768 A</td>
<td>809 A</td>
<td>1104 A</td>
<td>1154 A</td>
</tr>
<tr>
<td>1-2</td>
<td>986 A</td>
<td>424 A</td>
<td>455 A</td>
<td>484 A</td>
<td>517 A</td>
<td>590 A</td>
<td>877 A</td>
<td>836 A</td>
</tr>
<tr>
<td>2-3</td>
<td>778 A</td>
<td>337 A</td>
<td>438 A</td>
<td>425 A</td>
<td>446 A</td>
<td>502 A</td>
<td>778 A</td>
<td>783 A</td>
</tr>
<tr>
<td>3-4</td>
<td>535 A</td>
<td>531 A</td>
<td>596 A</td>
<td>512 A</td>
<td>568 A</td>
<td>612 A</td>
<td>612 A</td>
<td>560 A</td>
</tr>
<tr>
<td>4-5</td>
<td>949 A</td>
<td>1587 A</td>
<td>1421 A</td>
<td>1473 A</td>
<td>1477 A</td>
<td>1451 A</td>
<td>1060 A</td>
<td>936 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1031 A</td>
<td>2615 A</td>
<td>2397 A</td>
<td>2450 A</td>
<td>2412 A</td>
<td>2364 A</td>
<td>1338 A</td>
<td>923 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1177 A</td>
<td>3275 A</td>
<td>3564 A</td>
<td>3486 A</td>
<td>3465 A</td>
<td>3343 A</td>
<td>1697 A</td>
<td>1145 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1804 A</td>
<td>4110 A</td>
<td>4129 A</td>
<td>4042 A</td>
<td>4186 A</td>
<td>3991 A</td>
<td>2111 A</td>
<td>1593 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2111 A</td>
<td>3782 A</td>
<td>3978 A</td>
<td>3822 A</td>
<td>3856 A</td>
<td>3746 A</td>
<td>2733 A</td>
<td>1896 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2557 A</td>
<td>3543 A</td>
<td>3463 A</td>
<td>3619 A</td>
<td>3670 A</td>
<td>3626 A</td>
<td>3158 A</td>
<td>2454 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3379 A</td>
<td>3627 A</td>
<td>3591 A</td>
<td>3486 A</td>
<td>3719 A</td>
<td>4040 A</td>
<td>3394 A</td>
<td>3187 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3466 A</td>
<td>3807 A</td>
<td>3714 A</td>
<td>4018 A</td>
<td>4001 A</td>
<td>4106 A</td>
<td>3700 A</td>
<td>3499 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4074 A</td>
<td>4081 A</td>
<td>4107 A</td>
<td>4061 A</td>
<td>4418 A</td>
<td>4830 A</td>
<td>3962 A</td>
<td>3787 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4036 A</td>
<td>4164 A</td>
<td>4239 A</td>
<td>4175 A</td>
<td>4340 A</td>
<td>4812 A</td>
<td>3865 A</td>
<td>3998 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4083 A</td>
<td>4473 A</td>
<td>4474 A</td>
<td>4585 A</td>
<td>4773 A</td>
<td>5430 A</td>
<td>3980 A</td>
<td>4052 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4127 A</td>
<td>5267 A</td>
<td>5649 A</td>
<td>5654 A</td>
<td>5857 A</td>
<td>6508 A</td>
<td>4081 A</td>
<td>4050 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4134 A</td>
<td>6751 A</td>
<td>6944 A</td>
<td>6716 A</td>
<td>6850 A</td>
<td>7056 A</td>
<td>3983 A</td>
<td>3992 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4052 A</td>
<td>6940 A</td>
<td>7085 A</td>
<td>7464 A</td>
<td>7611 A</td>
<td>7519 A</td>
<td>3720 A</td>
<td>3949 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3717 A</td>
<td>4972 A</td>
<td>4276 A</td>
<td>4890 A</td>
<td>5080 A</td>
<td>5202 A</td>
<td>3224 A</td>
<td>3545 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3404 A</td>
<td>3332 A</td>
<td>3572 A</td>
<td>3357 A</td>
<td>3784 A</td>
<td>3957 A</td>
<td>3144 A</td>
<td>3283 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3349 A</td>
<td>2893 A</td>
<td>3131 A</td>
<td>3261 A</td>
<td>3201 A</td>
<td>3501 A</td>
<td>2898 A</td>
<td>2899 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2591 A</td>
<td>2560 A</td>
<td>2739 A</td>
<td>2760 A</td>
<td>2877 A</td>
<td>3205 A</td>
<td>2791 A</td>
<td>2536 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2129 A</td>
<td>2062 A</td>
<td>2144 A</td>
<td>2076 A</td>
<td>2293 A</td>
<td>2644 A</td>
<td>2398 A</td>
<td>2053 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1264 A</td>
<td>1225 A</td>
<td>1312 A</td>
<td>1313 A</td>
<td>1489 A</td>
<td>1895 A</td>
<td>2102 A</td>
<td>1240 A</td>
</tr>
</tbody>
</table>

### Day Total
- **AM Peak Hour:** 11-12
- **AM Peak Traffic:** 3466
- **PM Peak Hour:** 16-17
- **PM Peak Traffic:** 4134
<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>672 A</td>
<td>644 A</td>
<td>715 A</td>
<td>704 A</td>
<td>938 A</td>
<td>1349 A</td>
<td>1190 A</td>
</tr>
<tr>
<td>1-2</td>
<td>444 A</td>
<td>456 A</td>
<td>461 A</td>
<td>533 A</td>
<td>646 A</td>
<td>895 A</td>
<td>813 A</td>
</tr>
<tr>
<td>2-3</td>
<td>375 A</td>
<td>390 A</td>
<td>367 A</td>
<td>420 A</td>
<td>536 A</td>
<td>797 A</td>
<td>805 A</td>
</tr>
<tr>
<td>3-4</td>
<td>533 A</td>
<td>506 A</td>
<td>531 A</td>
<td>566 A</td>
<td>647 A</td>
<td>672 A</td>
<td>475 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1571 A</td>
<td>1492 A</td>
<td>1462 A</td>
<td>1503 A</td>
<td>1496 A</td>
<td>1110 A</td>
<td>790 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2549 A</td>
<td>2368 A</td>
<td>2400 A</td>
<td>2429 A</td>
<td>2331 A</td>
<td>1452 A</td>
<td>769 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3486 A</td>
<td>3538 A</td>
<td>3543 A</td>
<td>3561 A</td>
<td>3332 A</td>
<td>1629 A</td>
<td>1044 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4018 A</td>
<td>3932 A</td>
<td>3979 A</td>
<td>3908 A</td>
<td>3977 A</td>
<td>2284 A</td>
<td>1423 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3638 A</td>
<td>3978 C</td>
<td>3826 A</td>
<td>3882 A</td>
<td>3936 A</td>
<td>2782 A</td>
<td>1914 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3390 A</td>
<td>3369 A</td>
<td>3484 A</td>
<td>3660 A</td>
<td>3765 A</td>
<td>3367 A</td>
<td>2262 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3554 A</td>
<td>3418 A</td>
<td>3566 A</td>
<td>3686 A</td>
<td>4079 A</td>
<td>3779 A</td>
<td>2969 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3814 A</td>
<td>3781 A</td>
<td>3964 A</td>
<td>3930 A</td>
<td>4535 A</td>
<td>3847 A</td>
<td>3235 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4076 A</td>
<td>3964 A</td>
<td>3988 A</td>
<td>4207 A</td>
<td>5100 A</td>
<td>3940 A</td>
<td>3558 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3957 A</td>
<td>4123 A</td>
<td>4250 A</td>
<td>4358 A</td>
<td>5346 A</td>
<td>3908 A</td>
<td>3795 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4200 A</td>
<td>4548 A</td>
<td>4402 A</td>
<td>4859 A</td>
<td>5567 A</td>
<td>3796 A</td>
<td>3773 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5296 A</td>
<td>5344 A</td>
<td>5322 A</td>
<td>5698 A</td>
<td>6636 A</td>
<td>3871 A</td>
<td>3850 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6548 A</td>
<td>6632 A</td>
<td>6915 A</td>
<td>6598 A</td>
<td>7194 A</td>
<td>3819 A</td>
<td>3658 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7087 A</td>
<td>7176 A</td>
<td>7294 A</td>
<td>4902 A</td>
<td>7326 A</td>
<td>3850 A</td>
<td>3489 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4511 A</td>
<td>4673 A</td>
<td>5112 A</td>
<td>6142 A</td>
<td>5335 A</td>
<td>4003 A</td>
<td>3336 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3326 A</td>
<td>3472 A</td>
<td>3622 A</td>
<td>3914 A</td>
<td>4593 A</td>
<td>3101 A</td>
<td>2981 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2763 A</td>
<td>3019 A</td>
<td>3014 A</td>
<td>3333 A</td>
<td>3634 A</td>
<td>2918 A</td>
<td>2849 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2482 A</td>
<td>2605 A</td>
<td>2791 A</td>
<td>2987 A</td>
<td>3596 A</td>
<td>2870 A</td>
<td>2649 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1898 A</td>
<td>1948 A</td>
<td>2132 A</td>
<td>2264 A</td>
<td>2970 A</td>
<td>2546 A</td>
<td>2262 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1207 A</td>
<td>1252 A</td>
<td>1289 A</td>
<td>1472 A</td>
<td>1994 A</td>
<td>1738 A</td>
<td>1655 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>4018</td>
<td>17-18</td>
<td>7087</td>
</tr>
<tr>
<td>08-09</td>
<td>3978</td>
<td>17-18</td>
<td>7176</td>
</tr>
<tr>
<td>11-12</td>
<td>3930</td>
<td>17-18</td>
<td>7294</td>
</tr>
<tr>
<td>11-12</td>
<td>4535</td>
<td>17-18</td>
<td>6598</td>
</tr>
<tr>
<td>11-12</td>
<td>3847</td>
<td>18-19</td>
<td>7326</td>
</tr>
<tr>
<td>11-12</td>
<td>3235</td>
<td>15-16</td>
<td>4003</td>
</tr>
</tbody>
</table>

Location Description

SACRAMENTO, JCT. RTE. 80
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td></td>
<td>525927</td>
<td>75132</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
<td>Trend Station</td>
</tr>
<tr>
<td>Lanes:</td>
<td>5</td>
</tr>
<tr>
<td>Lane Code:</td>
<td>8</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>401359</td>
<td>80272</td>
</tr>
<tr>
<td>402405</td>
<td>80481</td>
</tr>
<tr>
<td>402320</td>
<td>80464</td>
</tr>
<tr>
<td>395707</td>
<td>79141</td>
</tr>
</tbody>
</table>

### Location Description

SACRAMENTO, JCT. RTE. 80
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

#### Traffic Station: 40

- **Location Type:** Trend Station
- **Lanes:** 5
- **Lane Code:** 8

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
<td>SEP 03</td>
<td>SEP 04</td>
<td>SEP 05</td>
<td>SEP 06</td>
<td>SEP 07</td>
<td>SEP 08</td>
</tr>
<tr>
<td>0-1</td>
<td>988 A</td>
<td>618 A</td>
<td>665 A</td>
<td>686 A</td>
<td>715 A</td>
<td>1055 A</td>
<td>1128 A</td>
<td>612 A</td>
</tr>
<tr>
<td>1-2</td>
<td>696 A</td>
<td>405 A</td>
<td>433 A</td>
<td>468 A</td>
<td>581 A</td>
<td>821 A</td>
<td>866 A</td>
<td>326 A</td>
</tr>
<tr>
<td>2-3</td>
<td>556 A</td>
<td>320 A</td>
<td>371 A</td>
<td>354 A</td>
<td>440 A</td>
<td>693 A</td>
<td>680 A</td>
<td>284 A</td>
</tr>
<tr>
<td>3-4</td>
<td>577 A</td>
<td>488 A</td>
<td>525 A</td>
<td>565 A</td>
<td>558 A</td>
<td>597 A</td>
<td>507 A</td>
<td>497 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1093 A</td>
<td>1559 A</td>
<td>1470 A</td>
<td>1423 A</td>
<td>1471 A</td>
<td>1039 A</td>
<td>894 A</td>
<td>1568 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1158 A</td>
<td>2484 A</td>
<td>2376 A</td>
<td>2309 A</td>
<td>2269 A</td>
<td>1356 A</td>
<td>899 A</td>
<td>2416 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1142 A</td>
<td>3515 A</td>
<td>3385 A</td>
<td>3582 A</td>
<td>3327 A</td>
<td>1553 A</td>
<td>1207 A</td>
<td>3443 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1502 A</td>
<td>3803 A</td>
<td>3779 A</td>
<td>3784 A</td>
<td>3868 A</td>
<td>2127 A</td>
<td>1385 A</td>
<td>3849 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1817 A</td>
<td>3634 A</td>
<td>3789 A</td>
<td>3633 A</td>
<td>3685 A</td>
<td>3014 A</td>
<td>1929 A</td>
<td>3713 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2328 A</td>
<td>3673 A</td>
<td>3447 A</td>
<td>3643 A</td>
<td>3492 A</td>
<td>3725 A</td>
<td>2317 A</td>
<td>3493 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2707 A</td>
<td>3447 A</td>
<td>3457 A</td>
<td>3428 A</td>
<td>3651 A</td>
<td>3550 A</td>
<td>2825 A</td>
<td>3379 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3272 A</td>
<td>3505 A</td>
<td>3916 A</td>
<td>3850 A</td>
<td>4152 A</td>
<td>3718 A</td>
<td>3296 A</td>
<td>3626 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3418 A</td>
<td>4013 A</td>
<td>3904 A</td>
<td>4026 A</td>
<td>4432 A</td>
<td>4023 A</td>
<td>3604 A</td>
<td>3856 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3495 A</td>
<td>3943 A</td>
<td>4109 A</td>
<td>4149 A</td>
<td>4754 A</td>
<td>4414 A</td>
<td>3757 A</td>
<td>4060 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3795 A</td>
<td>4311 A</td>
<td>4296 A</td>
<td>4642 A</td>
<td>5260 A</td>
<td>4443 A</td>
<td>3799 A</td>
<td>4098 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3857 A</td>
<td>5322 A</td>
<td>5661 A</td>
<td>5623 A</td>
<td>6237 A</td>
<td>3981 A</td>
<td>3785 A</td>
<td>5149 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3955 A</td>
<td>6722 A</td>
<td>6173 A</td>
<td>6927 A</td>
<td>7366 A</td>
<td>3836 A</td>
<td>3946 A</td>
<td>6592 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3562 A</td>
<td>7238 A</td>
<td>7168 A</td>
<td>7434 A</td>
<td>7380 A</td>
<td>3724 A</td>
<td>4205 A</td>
<td>7208 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3040 A</td>
<td>4900 A</td>
<td>4995 A</td>
<td>4963 A</td>
<td>5157 A</td>
<td>3355 A</td>
<td>3335 A</td>
<td>4664 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3230 A</td>
<td>3515 A</td>
<td>3507 A</td>
<td>3583 A</td>
<td>4493 A</td>
<td>2943 A</td>
<td>3059 A</td>
<td>3315 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3018 A</td>
<td>2924 A</td>
<td>2972 A</td>
<td>3070 A</td>
<td>3783 A</td>
<td>2564 A</td>
<td>2802 A</td>
<td>2741 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2597 A</td>
<td>2484 A</td>
<td>2650 A</td>
<td>2759 A</td>
<td>3140 A</td>
<td>2586 A</td>
<td>2353 A</td>
<td>2439 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1944 A</td>
<td>1808 A</td>
<td>2004 A</td>
<td>2086 A</td>
<td>2457 A</td>
<td>2141 A</td>
<td>1865 A</td>
<td>1778 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1234 A</td>
<td>1215 A</td>
<td>1272 A</td>
<td>1202 A</td>
<td>1722 A</td>
<td>1586 A</td>
<td>1078 A</td>
<td>1229 A</td>
</tr>
</tbody>
</table>

**Day Total**

- 54981 A
- 75846 A
- 76324 A
- 78189 A
- 84390 A
- 62844 A
- 55521 A
- 74335 A

**AM Peak Hour**

- 11-12
- 07-08

**AM Peak Traffic**

- 3272 A
- 3803 A

**PM Peak Hour**

- 16-17
- 17-18

**PM Peak Traffic**

- 3955 A
- 7238 A

**Location Description**

SACRAMENTO, JCT. RTE. 80
### District | County | Route | Prefix | Postmile | Leg
---|---|---|---|---|---
03 | SAC | 005 | 26.722 | A

**Location Description**
SACRAMENTO, JCT. RTE. 80

### Traffic Station: 40
- **Location Type:** Trend Station
- **Lanes:** 5
- **Lane Code:** 8

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>686 A</td>
<td>668 A</td>
<td>687 A</td>
<td>677 A</td>
<td>1112 A</td>
<td>1017 A</td>
<td>565 A</td>
<td>639 A</td>
</tr>
<tr>
<td>1-2</td>
<td>461 A</td>
<td>382 A</td>
<td>440 A</td>
<td>555 A</td>
<td>812 A</td>
<td>874 A</td>
<td>354 A</td>
<td>421 A</td>
</tr>
<tr>
<td>2-3</td>
<td>402 A</td>
<td>351 A</td>
<td>481 A</td>
<td>463 A</td>
<td>712 A</td>
<td>780 A</td>
<td>359 A</td>
<td>379 A</td>
</tr>
<tr>
<td>3-4</td>
<td>528 A</td>
<td>506 A</td>
<td>539 A</td>
<td>562 A</td>
<td>617 A</td>
<td>544 A</td>
<td>516 A</td>
<td>583 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1464 A</td>
<td>1485 A</td>
<td>1515 A</td>
<td>1537 A</td>
<td>1044 A</td>
<td>857 A</td>
<td>1528 A</td>
<td>1511 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2382 A</td>
<td>2262 A</td>
<td>2360 A</td>
<td>2401 A</td>
<td>1327 A</td>
<td>934 A</td>
<td>2529 A</td>
<td>2318 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3486 A</td>
<td>3452 A</td>
<td>3545 A</td>
<td>3421 A</td>
<td>1672 A</td>
<td>1206 A</td>
<td>3657 A</td>
<td>3556 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3836 A</td>
<td>3914 A</td>
<td>3795 A</td>
<td>3995 A</td>
<td>2002 A</td>
<td>1477 A</td>
<td>3715 A</td>
<td>3940 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4011 A</td>
<td>3854 A</td>
<td>3893 A</td>
<td>3928 A</td>
<td>2719 A</td>
<td>1980 A</td>
<td>3669 A</td>
<td>3860 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3657 A</td>
<td>3583 A</td>
<td>3590 A</td>
<td>3910 A</td>
<td>3219 A</td>
<td>2684 A</td>
<td>3615 A</td>
<td>3762 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3471 A</td>
<td>3432 A</td>
<td>3581 A</td>
<td>3806 A</td>
<td>3900 A</td>
<td>3535 A</td>
<td>3510 A</td>
<td>3371 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3796 A</td>
<td>3916 C</td>
<td>3918 A</td>
<td>4134 A</td>
<td>3635 A</td>
<td>3327 A</td>
<td>3851 A</td>
<td>3656 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3935 A</td>
<td>3931 A</td>
<td>4161 A</td>
<td>4636 A</td>
<td>3893 A</td>
<td>3726 A</td>
<td>4013 A</td>
<td>3877 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3973 A</td>
<td>4212 A</td>
<td>4340 A</td>
<td>4899 A</td>
<td>3933 A</td>
<td>4278 A</td>
<td>4205 A</td>
<td>4169 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4282 A</td>
<td>4452 A</td>
<td>4673 A</td>
<td>5359 A</td>
<td>4347 A</td>
<td>4510 A</td>
<td>4259 A</td>
<td>4394 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5577 A</td>
<td>5487 A</td>
<td>6071 A</td>
<td>6301 A</td>
<td>4042 A</td>
<td>3922 A</td>
<td>5410 A</td>
<td>5708 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6893 A</td>
<td>6916 A</td>
<td>7196 A</td>
<td>7342 A</td>
<td>4175 A</td>
<td>3817 A</td>
<td>6635 A</td>
<td>6816 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7464 A</td>
<td>7352 A</td>
<td>7642 A</td>
<td>7630 A</td>
<td>3835 A</td>
<td>4077 A</td>
<td>7038 A</td>
<td>7324 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5424 A</td>
<td>4782 A</td>
<td>5793 A</td>
<td>5673 A</td>
<td>3745 A</td>
<td>4069 A</td>
<td>4733 A</td>
<td>4694 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3497 A</td>
<td>3508 A</td>
<td>3602 A</td>
<td>4060 A</td>
<td>2879 A</td>
<td>3394 A</td>
<td>3320 A</td>
<td>3442 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2988 A</td>
<td>3001 A</td>
<td>3197 A</td>
<td>3416 A</td>
<td>2840 A</td>
<td>2906 A</td>
<td>2678 A</td>
<td>2891 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2555 A</td>
<td>2888 A</td>
<td>2746 A</td>
<td>3048 A</td>
<td>2683 A</td>
<td>2305 A</td>
<td>2461 A</td>
<td>2543 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1752 A</td>
<td>2109 A</td>
<td>2088 A</td>
<td>2405 A</td>
<td>2217 A</td>
<td>1806 A</td>
<td>1774 A</td>
<td>1691 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1037 A</td>
<td>1136 A</td>
<td>1158 A</td>
<td>1734 A</td>
<td>1630 A</td>
<td>1062 A</td>
<td>1052 A</td>
<td>1049 A</td>
</tr>
</tbody>
</table>

### Day Total
- **AM Peak Hour:** 08-09
- **AM Peak Traffic:** 4011
- **PM Peak Hour:** 17-18
- **PM Peak Traffic:** 7464

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>77557 A</td>
<td>77579 C</td>
<td>81011 A</td>
<td>85892 A</td>
<td>62990 A</td>
<td>59087 A</td>
<td>75446 A</td>
<td>76594 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>08-09</td>
<td>4011</td>
<td>17-18</td>
<td>7464</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>11-12</td>
<td>17-18</td>
<td>17-18</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>10-11</td>
<td>4134</td>
<td>14-15</td>
<td>7352</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>3900</td>
<td>17-18</td>
<td>7642</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>10-11</td>
<td>3535</td>
<td>14-15</td>
<td>4347</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>3851</td>
<td>17-18</td>
<td>4510</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>10-11</td>
<td>3940</td>
<td>14-15</td>
<td>7038</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>7324</td>
<td>17-18</td>
<td>3732</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station: 40</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td>Location Type: Trend Station</td>
</tr>
</tbody>
</table>

**Location Description**: SACRAMENTO, JCT. RTE. 80

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>0-1</td>
<td>578 A</td>
<td>642 A</td>
<td>701 A</td>
<td>1083 A</td>
<td>1021 A</td>
<td>558 A</td>
<td>595 A</td>
</tr>
<tr>
<td></td>
<td>1-2</td>
<td>436 A</td>
<td>440 A</td>
<td>555 A</td>
<td>853 A</td>
<td>853 A</td>
<td>350 A</td>
<td>365 A</td>
</tr>
<tr>
<td></td>
<td>2-3</td>
<td>386 A</td>
<td>452 A</td>
<td>468 A</td>
<td>784 A</td>
<td>679 A</td>
<td>296 A</td>
<td>340 A</td>
</tr>
<tr>
<td></td>
<td>3-4</td>
<td>529 A</td>
<td>511 A</td>
<td>535 A</td>
<td>590 A</td>
<td>521 A</td>
<td>443 A</td>
<td>489 A</td>
</tr>
<tr>
<td></td>
<td>4-5</td>
<td>1484 A</td>
<td>1525 A</td>
<td>1540 A</td>
<td>1138 A</td>
<td>886 A</td>
<td>1576 A</td>
<td>1413 A</td>
</tr>
<tr>
<td></td>
<td>5-6</td>
<td>2243 A</td>
<td>2352 A</td>
<td>2273 A</td>
<td>1279 A</td>
<td>930 A</td>
<td>2537 A</td>
<td>2309 A</td>
</tr>
<tr>
<td></td>
<td>6-7</td>
<td>3545 A</td>
<td>3437 A</td>
<td>3523 A</td>
<td>1581 A</td>
<td>1099 A</td>
<td>3639 A</td>
<td>3615 A</td>
</tr>
<tr>
<td></td>
<td>7-8</td>
<td>3961 A</td>
<td>3783 A</td>
<td>3757 A</td>
<td>2034 A</td>
<td>1459 A</td>
<td>3785 A</td>
<td>3910 A</td>
</tr>
<tr>
<td></td>
<td>8-9</td>
<td>3834 A</td>
<td>3886 A</td>
<td>3751 A</td>
<td>2625 A</td>
<td>2003 A</td>
<td>3716 A</td>
<td>3931 A</td>
</tr>
<tr>
<td></td>
<td>9-10</td>
<td>3438 A</td>
<td>3591 A</td>
<td>3804 A</td>
<td>3080 A</td>
<td>2539 A</td>
<td>3401 A</td>
<td>3465 A</td>
</tr>
<tr>
<td></td>
<td>10-11</td>
<td>3355 A</td>
<td>3533 A</td>
<td>3851 A</td>
<td>3508 A</td>
<td>2969 A</td>
<td>3415 A</td>
<td>3346 A</td>
</tr>
<tr>
<td></td>
<td>11-12</td>
<td>3751 A</td>
<td>3846 A</td>
<td>4276 A</td>
<td>3782 A</td>
<td>3339 A</td>
<td>3698 A</td>
<td>3512 A</td>
</tr>
<tr>
<td></td>
<td>12-13</td>
<td>3940 A</td>
<td>4211 A</td>
<td>4645 A</td>
<td>3962 A</td>
<td>3519 A</td>
<td>4007 A</td>
<td>4040 A</td>
</tr>
<tr>
<td></td>
<td>13-14</td>
<td>4053 A</td>
<td>4389 A</td>
<td>4811 A</td>
<td>3774 A</td>
<td>3846 A</td>
<td>4076 A</td>
<td>4253 A</td>
</tr>
<tr>
<td></td>
<td>14-15</td>
<td>4332 A</td>
<td>4659 A</td>
<td>5203 A</td>
<td>3792 A</td>
<td>3887 A</td>
<td>4203 A</td>
<td>4230 A</td>
</tr>
<tr>
<td></td>
<td>15-16</td>
<td>5576 A</td>
<td>5826 A</td>
<td>6045 A</td>
<td>3996 A</td>
<td>3901 A</td>
<td>5418 A</td>
<td>5564 A</td>
</tr>
<tr>
<td></td>
<td>16-17</td>
<td>6801 A</td>
<td>7331 A</td>
<td>7266 A</td>
<td>4073 A</td>
<td>3986 A</td>
<td>6663 A</td>
<td>6952 A</td>
</tr>
<tr>
<td></td>
<td>17-18</td>
<td>7298 A</td>
<td>7880 A</td>
<td>7556 A</td>
<td>4042 A</td>
<td>4083 A</td>
<td>7157 A</td>
<td>7365 A</td>
</tr>
<tr>
<td></td>
<td>18-19</td>
<td>4845 A</td>
<td>5538 A</td>
<td>5516 A</td>
<td>3605 A</td>
<td>3583 A</td>
<td>4522 A</td>
<td>4705 A</td>
</tr>
<tr>
<td></td>
<td>19-20</td>
<td>3574 A</td>
<td>3641 A</td>
<td>4233 A</td>
<td>3163 A</td>
<td>3416 A</td>
<td>3291 A</td>
<td>3470 A</td>
</tr>
<tr>
<td></td>
<td>20-21</td>
<td>3068 A</td>
<td>3274 A</td>
<td>3474 A</td>
<td>2799 A</td>
<td>2963 A</td>
<td>2708 A</td>
<td>2934 A</td>
</tr>
<tr>
<td></td>
<td>21-22</td>
<td>2692 A</td>
<td>2757 A</td>
<td>3080 A</td>
<td>2774 A</td>
<td>2388 A</td>
<td>2319 A</td>
<td>2476 A</td>
</tr>
<tr>
<td></td>
<td>22-23</td>
<td>1818 A</td>
<td>2071 A</td>
<td>2549 A</td>
<td>2315 A</td>
<td>1832 A</td>
<td>1805 A</td>
<td>1678 A</td>
</tr>
<tr>
<td></td>
<td>23-24</td>
<td>1114 A</td>
<td>1237 A</td>
<td>1612 A</td>
<td>1632 A</td>
<td>1089 A</td>
<td>1047 A</td>
<td>986 A</td>
</tr>
</tbody>
</table>

| Day Total | 76651 A | 80812 A | 85024 A | 62264 A | 56791 A | 74630 A | 75943 A | 77845 A |

| AM Peak Hour | 07-08 | 08-09 | 11-12 | 11-12 | 11-12 | 07-08 | 08-09 | 08-09 |
| PM Peak Hour | 17-18 | 17-18 | 17-18 | 16-17 | 17-18 | 17-18 | 17-18 | 17-18 |

| AM Peak Traffic | 3961 | 3886 | 4276 | 3782 | 3339 | 3785 | 3931 | 3908 |
| PM Peak Traffic | 7298 | 7880 | 7556 | 4073 | 4083 | 7157 | 7365 | 7539 |
### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25 A</td>
<td>SEP 26 A</td>
<td>SEP 27 A</td>
<td>SEP 28 A</td>
<td>SEP 29 A</td>
<td>SEP 30 A</td>
</tr>
<tr>
<td>0-1</td>
<td>591 A</td>
<td>692 A</td>
<td>1104 A</td>
<td>1027 A</td>
<td>576 A</td>
<td>538 A</td>
</tr>
<tr>
<td>1-2</td>
<td>456 A</td>
<td>565 A</td>
<td>805 A</td>
<td>849 A</td>
<td>380 A</td>
<td>411 A</td>
</tr>
<tr>
<td>2-3</td>
<td>396 A</td>
<td>464 A</td>
<td>743 A</td>
<td>758 A</td>
<td>310 A</td>
<td>356 A</td>
</tr>
<tr>
<td>3-4</td>
<td>496 A</td>
<td>552 A</td>
<td>645 A</td>
<td>528 A</td>
<td>468 A</td>
<td>538 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1445 A</td>
<td>1518 A</td>
<td>1165 A</td>
<td>863 A</td>
<td>1525 A</td>
<td>1432 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2355 A</td>
<td>2169 A</td>
<td>1265 A</td>
<td>974 A</td>
<td>2393 A</td>
<td>2245 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3559 A</td>
<td>3412 A</td>
<td>1739 A</td>
<td>1161 A</td>
<td>3591 A</td>
<td>3471 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3858 A</td>
<td>3726 A</td>
<td>2048 A</td>
<td>1542 A</td>
<td>3864 A</td>
<td>3798 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3862 A</td>
<td>3807 A</td>
<td>2717 A</td>
<td>2003 A</td>
<td>3699 A</td>
<td>3682 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3590 A</td>
<td>3680 A</td>
<td>3141 A</td>
<td>2544 A</td>
<td>3399 A</td>
<td>3739 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3461 A</td>
<td>3757 A</td>
<td>3518 A</td>
<td>3083 A</td>
<td>3459 A</td>
<td>3384 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3880 A</td>
<td>4212 A</td>
<td>3759 A</td>
<td>3445 A</td>
<td>3588 A</td>
<td>3702 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4057 A</td>
<td>4690 A</td>
<td>3893 A</td>
<td>3850 A</td>
<td>3792 A</td>
<td>3995 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4374 A</td>
<td>4878 A</td>
<td>3733 A</td>
<td>3945 A</td>
<td>4066 A</td>
<td>4120 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4643 A</td>
<td>5389 A</td>
<td>3948 A</td>
<td>3853 A</td>
<td>4039 A</td>
<td>4364 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5879 A</td>
<td>6579 A</td>
<td>3945 A</td>
<td>3897 A</td>
<td>5487 A</td>
<td>5448 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7095 A</td>
<td>7302 A</td>
<td>4019 A</td>
<td>3890 A</td>
<td>6471 A</td>
<td>6837 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7522 A</td>
<td>7157 A</td>
<td>3821 A</td>
<td>4149 A</td>
<td>7224 A</td>
<td>7215 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5271 A</td>
<td>6778 A</td>
<td>3287 A</td>
<td>3829 A</td>
<td>4749 A</td>
<td>5011 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3727 A</td>
<td>6022 A</td>
<td>2991 A</td>
<td>3361 A</td>
<td>3356 A</td>
<td>3530 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3327 A</td>
<td>3570 A</td>
<td>2759 A</td>
<td>2941 A</td>
<td>2659 A</td>
<td>3002 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2773 A</td>
<td>3138 A</td>
<td>2507 A</td>
<td>2378 A</td>
<td>2409 A</td>
<td>2648 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2137 A</td>
<td>2617 A</td>
<td>2089 A</td>
<td>1803 A</td>
<td>1741 A</td>
<td>1804 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1246 A</td>
<td>1665 A</td>
<td>1616 A</td>
<td>1090 A</td>
<td>1050 A</td>
<td>1087 A</td>
</tr>
</tbody>
</table>

**Day Total**: 80000 A 88339 A 61257 A 57763 A 74295 A 76357 A

**AM Peak Hour**: 11-12 11-12 11-12 11-12 07-08 07-08

**AM Peak Traffic**: 3880 4212 3759 3445 3864 3798

**PM Peak Hour**: 17-18 16-17 16-17 17-18 17-18 17-18

**PM Peak Traffic**: 7522 7302 4019 4149 7224 7215
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>A</td>
<td></td>
<td>488095</td>
<td>69728</td>
</tr>
</tbody>
</table>

### Location Description

SACRAMENTO, JCT. RTE. 80

### Traffic Station: 40

- **Location Type:** Trend Station
- **Lanes:** 5
- **Lane Code:** 8

### 5-Day Periods

<table>
<thead>
<tr>
<th>5-Day Total Weekday Average</th>
<th>5-Day Total</th>
<th>Daily Average</th>
<th>5-Day Total Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>369730</td>
<td>73946</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>396374</td>
<td>79275</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>394527</td>
<td>78905</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>396757</td>
<td>79351</td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Traffic Station:** 39  
**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>1124 A</td>
<td>1123 A</td>
<td>572 A</td>
<td>586 A</td>
<td>597 A</td>
<td>600 A</td>
<td>648 A</td>
<td>1080 A</td>
</tr>
<tr>
<td>1-2</td>
<td>1031 A</td>
<td>892 A</td>
<td>372 A</td>
<td>395 A</td>
<td>450 A</td>
<td>515 A</td>
<td>601 A</td>
<td>971 A</td>
</tr>
<tr>
<td>2-3</td>
<td>680 A</td>
<td>679 A</td>
<td>322 A</td>
<td>378 A</td>
<td>372 A</td>
<td>409 A</td>
<td>435 A</td>
<td>682 A</td>
</tr>
<tr>
<td>3-4</td>
<td>582 A</td>
<td>477 A</td>
<td>519 A</td>
<td>575 A</td>
<td>544 A</td>
<td>549 A</td>
<td>607 A</td>
<td>542 A</td>
</tr>
<tr>
<td>4-5</td>
<td>877 A</td>
<td>698 A</td>
<td>1435 A</td>
<td>1352 A</td>
<td>1408 A</td>
<td>1416 A</td>
<td>1397 A</td>
<td>914 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1080 A</td>
<td>690 A</td>
<td>2516 A</td>
<td>2551 A</td>
<td>2439 A</td>
<td>2574 A</td>
<td>2423 A</td>
<td>1211 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1620 A</td>
<td>1213 A</td>
<td>4433 A</td>
<td>4469 A</td>
<td>4551 A</td>
<td>4527 A</td>
<td>4367 A</td>
<td>1810 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2505 A</td>
<td>1672 A</td>
<td>4906 A</td>
<td>4776 A</td>
<td>4973 A</td>
<td>5278 A</td>
<td>5087 A</td>
<td>2543 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3171 A</td>
<td>2286 A</td>
<td>4564 A</td>
<td>4622 A</td>
<td>4681 A</td>
<td>4638 A</td>
<td>4610 A</td>
<td>3195 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3674 A</td>
<td>2770 A</td>
<td>3695 A</td>
<td>4519 A</td>
<td>4258 A</td>
<td>4008 A</td>
<td>4307 A</td>
<td>3998 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4332 A</td>
<td>3646 A</td>
<td>4306 A</td>
<td>4075 A</td>
<td>4151 A</td>
<td>4272 A</td>
<td>4487 A</td>
<td>4243 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4789 A</td>
<td>3882 A</td>
<td>4575 A</td>
<td>4550 A</td>
<td>4633 A</td>
<td>4879 A</td>
<td>5283 A</td>
<td>4573 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4988 A</td>
<td>4364 A</td>
<td>4921 A</td>
<td>4848 A</td>
<td>4713 A</td>
<td>5131 A</td>
<td>5570 A</td>
<td>4628 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4961 A</td>
<td>4399 A</td>
<td>4718 A</td>
<td>4853 A</td>
<td>4820 A</td>
<td>5078 A</td>
<td>5466 A</td>
<td>4918 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5067 A</td>
<td>4495 A</td>
<td>5247 A</td>
<td>5500 A</td>
<td>5398 A</td>
<td>5701 A</td>
<td>6338 A</td>
<td>4957 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5071 A</td>
<td>4697 A</td>
<td>6528 A</td>
<td>6786 A</td>
<td>6732 A</td>
<td>6998 A</td>
<td>7404 A</td>
<td>5064 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4820 A</td>
<td>4993 A</td>
<td>7521 A</td>
<td>7587 A</td>
<td>7489 A</td>
<td>8050 A</td>
<td>7790 A</td>
<td>4946 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4595 A</td>
<td>5612 A</td>
<td>7130 A</td>
<td>7595 A</td>
<td>7445 A</td>
<td>7495 A</td>
<td>7617 A</td>
<td>4490 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4440 A</td>
<td>3914 A</td>
<td>4917 A</td>
<td>6934 A</td>
<td>5310 A</td>
<td>5245 A</td>
<td>6601 A</td>
<td>3965 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3549 A</td>
<td>3210 A</td>
<td>3452 A</td>
<td>4836 A</td>
<td>3779 A</td>
<td>3696 A</td>
<td>4735 A</td>
<td>3362 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2887 A</td>
<td>2786 A</td>
<td>2797 A</td>
<td>3062 A</td>
<td>3124 A</td>
<td>3115 A</td>
<td>3513 A</td>
<td>2991 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2621 A</td>
<td>2153 A</td>
<td>2222 A</td>
<td>2382 A</td>
<td>2485 A</td>
<td>2650 A</td>
<td>3301 A</td>
<td>2799 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2211 A</td>
<td>1547 A</td>
<td>1542 A</td>
<td>1675 A</td>
<td>1749 A</td>
<td>1909 A</td>
<td>2429 A</td>
<td>2283 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1606 A</td>
<td>952 A</td>
<td>1012 A</td>
<td>974 A</td>
<td>1051 A</td>
<td>1136 A</td>
<td>1623 A</td>
<td>1478 A</td>
</tr>
<tr>
<td><strong>Day Total</strong></td>
<td>72281 A</td>
<td>63150 A</td>
<td>84222 A</td>
<td>89430 A</td>
<td>87152 A</td>
<td>89869 A</td>
<td>96639 A</td>
<td>71643 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**  
11-12  
**AM Peak Traffic**  
4789  
**PM Peak Hour**  
15-16  
**PM Peak Traffic**  
5071
### Traffic Volumes

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>689 A</td>
<td>681 A</td>
<td>729 A</td>
<td>712 A</td>
<td>734 A</td>
<td>1203 A</td>
<td>1213 A</td>
<td>652 A</td>
</tr>
<tr>
<td>1-2</td>
<td>424 A</td>
<td>447 A</td>
<td>447 A</td>
<td>534 A</td>
<td>612 A</td>
<td>990 A</td>
<td>1005 A</td>
<td>444 A</td>
</tr>
<tr>
<td>2-3</td>
<td>340 A</td>
<td>406 A</td>
<td>417 A</td>
<td>435 A</td>
<td>476 A</td>
<td>769 A</td>
<td>817 A</td>
<td>367 A</td>
</tr>
<tr>
<td>3-4</td>
<td>526 A</td>
<td>553 A</td>
<td>526 A</td>
<td>578 A</td>
<td>597 A</td>
<td>556 A</td>
<td>526 A</td>
<td>512 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1342 A</td>
<td>1383 A</td>
<td>1256 A</td>
<td>1350 A</td>
<td>1422 A</td>
<td>901 A</td>
<td>757 A</td>
<td>1345 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2357 A</td>
<td>2319 A</td>
<td>2338 A</td>
<td>2379 A</td>
<td>2281 A</td>
<td>1173 A</td>
<td>784 A</td>
<td>2492 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4008 A</td>
<td>4109 A</td>
<td>4029 A</td>
<td>3987 A</td>
<td>4066 A</td>
<td>1532 A</td>
<td>1129 A</td>
<td>4032 A</td>
</tr>
</tbody>
</table>

#### AM Peak Hour
- 07-08
- AM Peak Traffic: 5069

#### PM Peak Hour
- 17-18
- PM Peak Traffic: 8026

---

**Location Description:** SACRAMENTO, JCT. RTE. 80

- Traffic Station: 39
- Location Type: FHWA
- Lanes: 6
- Lane Code: 8

**District** 03  | **County** SAC  | **Prefix** 005  | **Postmile** 26.722  | **Leg** B
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>786 A</td>
<td>692 A</td>
<td>726 A</td>
<td>818 A</td>
<td>1359 A</td>
<td>1160 A</td>
<td>729 A</td>
<td>761 A</td>
</tr>
<tr>
<td>1-2</td>
<td>583 A</td>
<td>490 A</td>
<td>529 A</td>
<td>695 A</td>
<td>1000 A</td>
<td>1039 A</td>
<td>465 A</td>
<td>500 A</td>
</tr>
<tr>
<td>2-3</td>
<td>459 A</td>
<td>431 A</td>
<td>438 A</td>
<td>525 A</td>
<td>762 A</td>
<td>869 A</td>
<td>316 A</td>
<td>430 A</td>
</tr>
<tr>
<td>3-4</td>
<td>591 A</td>
<td>549 A</td>
<td>640 A</td>
<td>625 A</td>
<td>555 A</td>
<td>574 A</td>
<td>520 A</td>
<td>567 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1311 A</td>
<td>1246 A</td>
<td>1273 A</td>
<td>1289 A</td>
<td>846 A</td>
<td>627 A</td>
<td>1387 A</td>
<td>1346 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2446 A</td>
<td>2268 A</td>
<td>2302 A</td>
<td>2074 A</td>
<td>998 A</td>
<td>669 A</td>
<td>2488 A</td>
<td>2380 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4102 A</td>
<td>4102 A</td>
<td>4028 A</td>
<td>3791 A</td>
<td>1435 A</td>
<td>928 A</td>
<td>4100 A</td>
<td>4185 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5300 A</td>
<td>5000 A</td>
<td>5056 A</td>
<td>4808 A</td>
<td>2019 A</td>
<td>1313 A</td>
<td>4745 A</td>
<td>4940 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4577 A</td>
<td>4544 A</td>
<td>4595 A</td>
<td>4280 A</td>
<td>2791 A</td>
<td>1765 A</td>
<td>4489 A</td>
<td>4871 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4107 A</td>
<td>4164 A</td>
<td>4222 A</td>
<td>4365 A</td>
<td>3463 A</td>
<td>2553 A</td>
<td>4248 A</td>
<td>4303 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4151 A</td>
<td>4177 A</td>
<td>4284 A</td>
<td>4630 A</td>
<td>4051 A</td>
<td>3569 A</td>
<td>4486 A</td>
<td>4353 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4642 A</td>
<td>4609 A</td>
<td>4834 A</td>
<td>5466 A</td>
<td>4460 A</td>
<td>3999 A</td>
<td>4923 A</td>
<td>4853 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4797 A</td>
<td>4963 A</td>
<td>5328 A</td>
<td>5911 A</td>
<td>4685 A</td>
<td>4640 A</td>
<td>5193 A</td>
<td>5163 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4953 A</td>
<td>5107 A</td>
<td>5270 A</td>
<td>6111 A</td>
<td>4855 A</td>
<td>4551 A</td>
<td>5253 A</td>
<td>5040 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5531 A</td>
<td>5640 A</td>
<td>5645 A</td>
<td>6335 A</td>
<td>4886 A</td>
<td>4445 A</td>
<td>5607 A</td>
<td>5571 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6853 A</td>
<td>6690 A</td>
<td>6864 A</td>
<td>6955 A</td>
<td>4744 A</td>
<td>4130 A</td>
<td>6708 A</td>
<td>6638 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7716 A</td>
<td>7599 A</td>
<td>7739 A</td>
<td>7400 A</td>
<td>4741 A</td>
<td>4069 A</td>
<td>7006 A</td>
<td>7857 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7938 A</td>
<td>7829 A</td>
<td>7041 A</td>
<td>7168 A</td>
<td>4391 A</td>
<td>4033 A</td>
<td>7663 A</td>
<td>7720 A</td>
</tr>
<tr>
<td>18-19</td>
<td>7099 A</td>
<td>5880 A</td>
<td>5907 A</td>
<td>5328 A</td>
<td>3883 A</td>
<td>4172 A</td>
<td>5523 A</td>
<td>5417 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4038 A</td>
<td>4000 A</td>
<td>4084 A</td>
<td>4478 A</td>
<td>3484 A</td>
<td>4172 A</td>
<td>3965 A</td>
<td>3992 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3100 A</td>
<td>3210 A</td>
<td>3549 A</td>
<td>3713 A</td>
<td>3160 A</td>
<td>3705 A</td>
<td>3150 A</td>
<td>3237 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2545 A</td>
<td>2713 A</td>
<td>3035 A</td>
<td>3473 A</td>
<td>2911 A</td>
<td>2765 A</td>
<td>2589 A</td>
<td>2683 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1851 A</td>
<td>2017 A</td>
<td>2373 A</td>
<td>2913 A</td>
<td>2496 A</td>
<td>1942 A</td>
<td>1838 A</td>
<td>1858 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1188 A</td>
<td>1340 A</td>
<td>1490 A</td>
<td>1910 A</td>
<td>1709 A</td>
<td>1336 A</td>
<td>1268 A</td>
<td>1169 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>5300</td>
<td>17-18</td>
<td>7938</td>
</tr>
<tr>
<td>07-08</td>
<td>5000</td>
<td>17-18</td>
<td>7829</td>
</tr>
<tr>
<td>11-12</td>
<td>5056</td>
<td>16-17</td>
<td>7739</td>
</tr>
<tr>
<td>11-12</td>
<td>5466</td>
<td>14-15</td>
<td>7400</td>
</tr>
<tr>
<td>11-12</td>
<td>4460</td>
<td>12-13</td>
<td>4886</td>
</tr>
<tr>
<td>11-12</td>
<td>3999</td>
<td>17-18</td>
<td>4640</td>
</tr>
<tr>
<td>11-12</td>
<td>4923</td>
<td>16-17</td>
<td>7663</td>
</tr>
<tr>
<td>07-08</td>
<td>4940</td>
<td></td>
<td>7857</td>
</tr>
</tbody>
</table>
**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>744 A</td>
<td>757 A</td>
<td>868 A</td>
<td>1182 A</td>
<td>1307 A</td>
<td>690 A</td>
</tr>
<tr>
<td>1-2</td>
<td>541 A</td>
<td>563 A</td>
<td>626 A</td>
<td>1057 A</td>
<td>1021 A</td>
<td>456 A</td>
</tr>
<tr>
<td>2-3</td>
<td>447 A</td>
<td>446 A</td>
<td>518 A</td>
<td>733 A</td>
<td>768 A</td>
<td>383 A</td>
</tr>
<tr>
<td>3-4</td>
<td>529 A</td>
<td>598 A</td>
<td>590 A</td>
<td>611 A</td>
<td>534 A</td>
<td>509 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1292 A</td>
<td>1319 A</td>
<td>1379 A</td>
<td>921 A</td>
<td>800 A</td>
<td>1401 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2349 A</td>
<td>2384 A</td>
<td>2349 A</td>
<td>1166 A</td>
<td>833 A</td>
<td>2356 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4198 A</td>
<td>4166 A</td>
<td>3980 A</td>
<td>1597 A</td>
<td>1136 A</td>
<td>3807 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4788 A</td>
<td>4952 A</td>
<td>4930 A</td>
<td>2337 A</td>
<td>1684 A</td>
<td>4790 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4667 A</td>
<td>4708 A</td>
<td>4564 A</td>
<td>3056 A</td>
<td>2162 A</td>
<td>4252 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4273 A</td>
<td>4224 A</td>
<td>4406 A</td>
<td>3663 A</td>
<td>2969 A</td>
<td>3936 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4436 A</td>
<td>4461 A</td>
<td>4712 A</td>
<td>4100 A</td>
<td>3787 A</td>
<td>4254 A</td>
</tr>
<tr>
<td>11-12</td>
<td>5046 A</td>
<td>4920 A</td>
<td>5464 A</td>
<td>4794 A</td>
<td>4082 A</td>
<td>4426 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5204 A</td>
<td>5170 A</td>
<td>5750 A</td>
<td>5152 A</td>
<td>4666 A</td>
<td>4831 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5092 A</td>
<td>5400 A</td>
<td>3292 A</td>
<td>4941 A</td>
<td>4550 A</td>
<td>4701 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5729 A</td>
<td>5969 A</td>
<td>5907 A</td>
<td>5175 A</td>
<td>4698 A</td>
<td>5053 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6839 A</td>
<td>7057 A</td>
<td>7117 A</td>
<td>5184 A</td>
<td>4720 A</td>
<td>6114 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7668 A</td>
<td>7184 A</td>
<td>7629 A</td>
<td>5182 A</td>
<td>4808 A</td>
<td>6524 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7848 A</td>
<td>7610 A</td>
<td>7550 A</td>
<td>4631 A</td>
<td>4361 A</td>
<td>6335 A</td>
</tr>
<tr>
<td>18-19</td>
<td>6930 A</td>
<td>6296 A</td>
<td>7159 A</td>
<td>4520 A</td>
<td>3927 A</td>
<td>4701 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4263 A</td>
<td>4206 A</td>
<td>4981 A</td>
<td>3743 A</td>
<td>3506 A</td>
<td>3597 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3280 A</td>
<td>3536 A</td>
<td>3550 A</td>
<td>3251 A</td>
<td>3105 A</td>
<td>2961 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2807 A</td>
<td>3069 A</td>
<td>3206 A</td>
<td>2894 A</td>
<td>2429 A</td>
<td>2348 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2211 A</td>
<td>2236 A</td>
<td>2728 A</td>
<td>2621 A</td>
<td>1825 A</td>
<td>1714 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1268 A</td>
<td>1326 A</td>
<td>1872 A</td>
<td>1935 A</td>
<td>1293 A</td>
<td>1266 A</td>
</tr>
</tbody>
</table>

**Day Total:** 92449 A  92557 A  95127 A  74446 A  64971 A  81405 A

**AM Peak Hour:** 11-12  07-08  11-12  11-12  11-12  07-08

**AM Peak Traffic:** 5046  4952  5464  4794  4082  4790

**PM Peak Hour:** 17-18  17-18  16-17  15-16  16-17  16-17

**PM Peak Traffic:** 7848  7610  7629  5184  4808  6524
### District 03  SAC  005  26.722  B

**Location Description**
SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 39  
**Location Type:** FHWA
**Lanes:** 6  
**Lane Code:** 8

### 7-Day Periods

<table>
<thead>
<tr>
<th>Leg</th>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td>83249</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>85715</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>83861</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>85157</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Leg</th>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td>89462</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>91128</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>90450</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>91725</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Traffic Station:** 39  
**Location Type:** FHWA

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 01</td>
<td>MAR 02</td>
<td>MAR 03</td>
<td>MAR 04</td>
<td>MAR 05</td>
<td>MAR 06</td>
<td>MAR 07</td>
<td>MAR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>1064 A</td>
<td>1035 A</td>
<td>712 A</td>
<td>673 A</td>
<td>628 A</td>
<td>683 A</td>
<td>688 A</td>
<td>1125 A</td>
</tr>
<tr>
<td>1-2</td>
<td>862 A</td>
<td>695 A</td>
<td>384 A</td>
<td>387 A</td>
<td>402 A</td>
<td>407 A</td>
<td>433 A</td>
<td>808 A</td>
</tr>
<tr>
<td>2-3</td>
<td>569 A</td>
<td>576 A</td>
<td>374 A</td>
<td>377 A</td>
<td>409 A</td>
<td>419 A</td>
<td>470 A</td>
<td>557 A</td>
</tr>
<tr>
<td>3-4</td>
<td>497 A</td>
<td>406 A</td>
<td>460 A</td>
<td>448 A</td>
<td>526 A</td>
<td>477 A</td>
<td>525 A</td>
<td>515 A</td>
</tr>
<tr>
<td>4-5</td>
<td>630 A</td>
<td>486 A</td>
<td>1031 A</td>
<td>983 A</td>
<td>997 A</td>
<td>1069 A</td>
<td>1002 A</td>
<td>616 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1116 A</td>
<td>739 A</td>
<td>2909 A</td>
<td>2968 A</td>
<td>2949 A</td>
<td>2980 A</td>
<td>2849 A</td>
<td>1187 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1716 A</td>
<td>1048 A</td>
<td>5881 A</td>
<td>6142 A</td>
<td>6038 A</td>
<td>6052 A</td>
<td>5633 A</td>
<td>1754 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2416 A</td>
<td>1529 A</td>
<td>7443 A</td>
<td>6742 A</td>
<td>7194 A</td>
<td>7663 A</td>
<td>7333 A</td>
<td>2620 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3304 A</td>
<td>2311 A</td>
<td>6316 A</td>
<td>6452 A</td>
<td>6580 A</td>
<td>6425 A</td>
<td>5990 A</td>
<td>3381 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3774 A</td>
<td>3107 A</td>
<td>4727 A</td>
<td>4809 A</td>
<td>5113 A</td>
<td>4764 A</td>
<td>4662 A</td>
<td>3761 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4208 A</td>
<td>3917 A</td>
<td>4133 A</td>
<td>4257 A</td>
<td>4366 A</td>
<td>4276 A</td>
<td>4489 A</td>
<td>4159 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4533 A</td>
<td>3912 A</td>
<td>4360 A</td>
<td>4166 A</td>
<td>4158 A</td>
<td>4488 A</td>
<td>4783 A</td>
<td>4460 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4645 A</td>
<td>4280 A</td>
<td>4855 A</td>
<td>5140 A</td>
<td>4797 A</td>
<td>4948 A</td>
<td>5281 A</td>
<td>4795 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4561 A</td>
<td>4293 A</td>
<td>4801 A</td>
<td>4983 A</td>
<td>4838 A</td>
<td>5125 A</td>
<td>5582 A</td>
<td>4541 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4274 A</td>
<td>4322 A</td>
<td>4922 A</td>
<td>4985 A</td>
<td>4992 A</td>
<td>5309 A</td>
<td>5590 A</td>
<td>4485 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4574 A</td>
<td>4443 A</td>
<td>5571 A</td>
<td>5456 A</td>
<td>5449 A</td>
<td>5598 A</td>
<td>5795 A</td>
<td>4558 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4593 A</td>
<td>4351 A</td>
<td>5301 A</td>
<td>5420 A</td>
<td>5393 A</td>
<td>5610 A</td>
<td>5682 A</td>
<td>4392 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4614 A</td>
<td>4050 A</td>
<td>4537 A</td>
<td>4698 A</td>
<td>4856 A</td>
<td>4861 A</td>
<td>5049 A</td>
<td>4568 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4152 A</td>
<td>4170 A</td>
<td>3745 A</td>
<td>3878 A</td>
<td>4101 A</td>
<td>4129 A</td>
<td>4666 A</td>
<td>4172 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3456 A</td>
<td>3590 A</td>
<td>2738 A</td>
<td>3129 A</td>
<td>3170 A</td>
<td>3343 A</td>
<td>3705 A</td>
<td>3401 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2890 A</td>
<td>4891 A</td>
<td>2575 A</td>
<td>2704 A</td>
<td>2817 A</td>
<td>3000 A</td>
<td>3339 A</td>
<td>3117 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3005 A</td>
<td>2624 A</td>
<td>1984 A</td>
<td>4224 A</td>
<td>2236 A</td>
<td>2287 A</td>
<td>4649 A</td>
<td>2847 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2711 A</td>
<td>1678 A</td>
<td>1486 A</td>
<td>2914 A</td>
<td>1613 A</td>
<td>1941 A</td>
<td>2788 A</td>
<td>2354 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1769 A</td>
<td>1318 A</td>
<td>1132 A</td>
<td>1237 A</td>
<td>1154 A</td>
<td>1247 A</td>
<td>1749 A</td>
<td>1554 A</td>
</tr>
</tbody>
</table>

**Day Total**  
69933 A 63771 A 82377 A 87172 A 84776 A 87101 A 92732 A 69727 A

**AM Peak Hour**  
11-12 10-11 07-08 07-08 07-08 07-08 07-08 11-12

**AM Peak Traffic**  
4533 3917 7443 6742 7194 7663 7333 4460

**PM Peak Hour**  

**PM Peak Traffic**  
4645 4891 5571 5456 5449 5610 5795 4795
<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>870 A</td>
<td>772 A</td>
<td>706 A</td>
<td>1059 A</td>
<td>928 A</td>
<td>1324 A</td>
<td>1175 A</td>
<td>996 A</td>
</tr>
<tr>
<td>1-2</td>
<td>447 A</td>
<td>437 A</td>
<td>436 A</td>
<td>436 A</td>
<td>509 A</td>
<td>860 A</td>
<td>758 A</td>
<td>460 A</td>
</tr>
<tr>
<td>2-3</td>
<td>384 A</td>
<td>400 A</td>
<td>405 A</td>
<td>506 A</td>
<td>546 A</td>
<td>685 A</td>
<td>649 A</td>
<td>373 A</td>
</tr>
<tr>
<td>3-4</td>
<td>448 A</td>
<td>435 A</td>
<td>437 A</td>
<td>463 A</td>
<td>489 A</td>
<td>518 A</td>
<td>438 A</td>
<td>410 A</td>
</tr>
<tr>
<td>4-5</td>
<td>929 A</td>
<td>928 A</td>
<td>941 A</td>
<td>975 A</td>
<td>893 A</td>
<td>582 A</td>
<td>461 A</td>
<td>969 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2650 A</td>
<td>2704 A</td>
<td>2651 A</td>
<td>2588 A</td>
<td>2580 A</td>
<td>1177 A</td>
<td>748 A</td>
<td>2672 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5305 A</td>
<td>5534 A</td>
<td>5477 A</td>
<td>5549 A</td>
<td>5122 A</td>
<td>1708 A</td>
<td>1287 A</td>
<td>5216 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7385 A</td>
<td>7559 A</td>
<td>7236 A</td>
<td>7510 A</td>
<td>7173 A</td>
<td>2245 A</td>
<td>1565 A</td>
<td>7070 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6561 A</td>
<td>6779 A</td>
<td>6829 A</td>
<td>6853 A</td>
<td>6368 A</td>
<td>3098 A</td>
<td>2167 A</td>
<td>4081 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4774 A</td>
<td>4987 A</td>
<td>4911 A</td>
<td>5194 A</td>
<td>4968 A</td>
<td>3803 A</td>
<td>3258 A</td>
<td>5064 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4367 A</td>
<td>4198 A</td>
<td>4425 A</td>
<td>4408 A</td>
<td>4737 A</td>
<td>4231 A</td>
<td>3991 A</td>
<td>4474 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4541 A</td>
<td>4462 A</td>
<td>4545 A</td>
<td>4572 A</td>
<td>4908 A</td>
<td>4529 A</td>
<td>4268 A</td>
<td>4535 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4878 A</td>
<td>4742 A</td>
<td>4777 A</td>
<td>5049 A</td>
<td>5461 A</td>
<td>4722 A</td>
<td>4432 A</td>
<td>4902 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5000 A</td>
<td>4718 A</td>
<td>4844 A</td>
<td>5096 A</td>
<td>5523 A</td>
<td>4776 A</td>
<td>4477 A</td>
<td>4884 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4886 A</td>
<td>4967 A</td>
<td>5128 A</td>
<td>5162 A</td>
<td>5879 A</td>
<td>4467 A</td>
<td>4217 A</td>
<td>4859 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5168 A</td>
<td>5398 A</td>
<td>5439 A</td>
<td>5575 A</td>
<td>6015 A</td>
<td>4475 A</td>
<td>4314 A</td>
<td>5216 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5236 A</td>
<td>5421 A</td>
<td>5680 A</td>
<td>5705 A</td>
<td>5864 A</td>
<td>4643 A</td>
<td>4265 A</td>
<td>5361 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4702 A</td>
<td>4829 A</td>
<td>4908 A</td>
<td>5090 A</td>
<td>5261 A</td>
<td>4707 A</td>
<td>4111 A</td>
<td>5052 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3848 A</td>
<td>4052 A</td>
<td>4229 A</td>
<td>4216 A</td>
<td>4815 A</td>
<td>4054 A</td>
<td>3776 A</td>
<td>4025 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3058 A</td>
<td>3043 A</td>
<td>3249 A</td>
<td>3423 A</td>
<td>4107 A</td>
<td>3408 A</td>
<td>3657 A</td>
<td>3051 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2629 A</td>
<td>2731 A</td>
<td>2685 A</td>
<td>3134 A</td>
<td>3430 A</td>
<td>2945 A</td>
<td>4641 A</td>
<td>2903 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2111 A</td>
<td>2318 A</td>
<td>2220 A</td>
<td>4566 A</td>
<td>3156 A</td>
<td>2802 A</td>
<td>2954 A</td>
<td>2363 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2112 A</td>
<td>1735 A</td>
<td>1874 A</td>
<td>2339 A</td>
<td>3081 A</td>
<td>2992 A</td>
<td>1923 A</td>
<td>1680 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2768 A</td>
<td>1210 A</td>
<td>2610 A</td>
<td>1563 A</td>
<td>2036 A</td>
<td>1833 A</td>
<td>1431 A</td>
<td>1315 A</td>
</tr>
</tbody>
</table>

**Day Total**

| AM Peak Hour | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 |
| AM Peak Traffic | 7385 | 7559 | 7236 | 7510 | 7173 | 4529 | 4268 |
| PM Peak Hour | 16-17 | 16-17 | 16-17 | 16-17 | 15-16 | 13-14 | 20-21 |
| PM Peak Traffic | 5236 | 5421 | 5680 | 5705 | 6015 | 4776 | 4641 |
CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

Location Description
SACRAMENTO, JCT. RTE. 80

Traffic Station: 39
Location Type: FHWA
Lanes: 6
Lane Code: 8

Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>859 A</td>
<td>852 A</td>
<td>868 A</td>
<td>1087 A</td>
<td>1352 A</td>
<td>1167 A</td>
<td>881 A</td>
<td>827 A</td>
</tr>
<tr>
<td>1-2</td>
<td>455 A</td>
<td>496 A</td>
<td>447 A</td>
<td>555 A</td>
<td>937 A</td>
<td>739 A</td>
<td>412 A</td>
<td>437 A</td>
</tr>
<tr>
<td>2-3</td>
<td>427 A</td>
<td>495 A</td>
<td>517 A</td>
<td>566 A</td>
<td>721 A</td>
<td>627 A</td>
<td>385 A</td>
<td>416 A</td>
</tr>
<tr>
<td>3-4</td>
<td>450 A</td>
<td>508 A</td>
<td>526 A</td>
<td>515 A</td>
<td>566 A</td>
<td>454 A</td>
<td>406 A</td>
<td>475 A</td>
</tr>
<tr>
<td>4-5</td>
<td>971 A</td>
<td>930 A</td>
<td>957 A</td>
<td>917 A</td>
<td>565 A</td>
<td>420 A</td>
<td>986 A</td>
<td>956 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2670 A</td>
<td>2617 A</td>
<td>2525 A</td>
<td>2418 A</td>
<td>1066 A</td>
<td>706 A</td>
<td>2726 A</td>
<td>2724 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5427 A</td>
<td>5454 A</td>
<td>5411 A</td>
<td>4855 A</td>
<td>1555 A</td>
<td>927 A</td>
<td>5435 A</td>
<td>5668 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7254 A</td>
<td>7248 A</td>
<td>7342 A</td>
<td>6645 A</td>
<td>2079 A</td>
<td>1325 A</td>
<td>6438 A</td>
<td>7471 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6421 A</td>
<td>6402 A</td>
<td>6439 A</td>
<td>5839 A</td>
<td>2843 A</td>
<td>2028 A</td>
<td>6448 A</td>
<td>6561 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4722 A</td>
<td>4805 A</td>
<td>4822 A</td>
<td>4993 A</td>
<td>3736 A</td>
<td>2948 A</td>
<td>4886 A</td>
<td>4879 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4209 A</td>
<td>4618 A</td>
<td>4448 A</td>
<td>4592 A</td>
<td>4200 A</td>
<td>4095 A</td>
<td>4719 A</td>
<td>4560 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4498 A</td>
<td>4741 A</td>
<td>4581 A</td>
<td>5157 A</td>
<td>4456 A</td>
<td>4214 A</td>
<td>5046 A</td>
<td>4723 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5086 A</td>
<td>5106 A</td>
<td>5138 A</td>
<td>5646 A</td>
<td>4751 A</td>
<td>4394 A</td>
<td>5507 A</td>
<td>5155 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4860 A</td>
<td>5125 A</td>
<td>5365 A</td>
<td>5622 A</td>
<td>4819 A</td>
<td>4522 A</td>
<td>5434 A</td>
<td>5120 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4985 A</td>
<td>5080 A</td>
<td>5215 A</td>
<td>5901 A</td>
<td>4594 A</td>
<td>4290 A</td>
<td>5393 A</td>
<td>5319 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5384 A</td>
<td>5463 A</td>
<td>5660 A</td>
<td>5794 A</td>
<td>4427 A</td>
<td>4074 A</td>
<td>5288 A</td>
<td>5206 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5525 A</td>
<td>5745 A</td>
<td>5692 A</td>
<td>5663 A</td>
<td>4359 A</td>
<td>4125 A</td>
<td>5392 A</td>
<td>5467 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4878 A</td>
<td>5001 A</td>
<td>5194 A</td>
<td>5143 A</td>
<td>4436 A</td>
<td>4171 A</td>
<td>4831 A</td>
<td>5020 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3995 A</td>
<td>4182 A</td>
<td>4539 A</td>
<td>4865 A</td>
<td>4164 A</td>
<td>4285 A</td>
<td>4085 A</td>
<td>4168 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3125 A</td>
<td>3420 A</td>
<td>3701 A</td>
<td>4109 A</td>
<td>3678 A</td>
<td>4433 A</td>
<td>3326 A</td>
<td>3297 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2918 A</td>
<td>3233 A</td>
<td>3250 A</td>
<td>3471 A</td>
<td>3287 A</td>
<td>3909 A</td>
<td>2929 A</td>
<td>2838 A</td>
</tr>
<tr>
<td>21-22</td>
<td>4183 A</td>
<td>2772 A</td>
<td>2637 A</td>
<td>3055 A</td>
<td>2866 A</td>
<td>2857 A</td>
<td>2413 A</td>
<td>2400 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2873 A</td>
<td>1820 A</td>
<td>2075 A</td>
<td>2595 A</td>
<td>2575 A</td>
<td>1999 A</td>
<td>1781 A</td>
<td>1714 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1354 A</td>
<td>1454 A</td>
<td>1733 A</td>
<td>2121 A</td>
<td>1777 A</td>
<td>1597 A</td>
<td>1342 A</td>
<td>1265 A</td>
</tr>
</tbody>
</table>

Day Total: 87529 A | 87567 A | 89082 A | 92124 A | 69809 A | 64306 A | 86489 A | 86666 A

AM Peak Hour: 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 08-09 | 07-08
AM Peak Traffic: 7254 | 7248 | 7342 | 6645 | 4456 | 4214 | 6448 | 7471
PM Peak Hour: 16-17 | 16-17 | 16-17 | 14-15 | 13-14 | 13-14 | 12-13 | 16-17
PM Peak Traffic: 5525 | 5745 | 5692 | 5901 | 4819 | 4522 | 5507 | 5467
Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>792 A</td>
<td>872 A</td>
<td>1020 A</td>
<td>1414 A</td>
<td>1246 A</td>
<td>867 A</td>
</tr>
<tr>
<td>1-2</td>
<td>501 A</td>
<td>482 A</td>
<td>521 A</td>
<td>883 A</td>
<td>726 A</td>
<td>517 A</td>
</tr>
<tr>
<td>2-3</td>
<td>447 A</td>
<td>416 A</td>
<td>496 A</td>
<td>611 A</td>
<td>642 A</td>
<td>366 A</td>
</tr>
<tr>
<td>3-4</td>
<td>463 A</td>
<td>492 A</td>
<td>489 A</td>
<td>532 A</td>
<td>408 A</td>
<td>441 A</td>
</tr>
<tr>
<td>4-5</td>
<td>906 A</td>
<td>945 A</td>
<td>902 A</td>
<td>603 A</td>
<td>429 A</td>
<td>851 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2655 A</td>
<td>2662 A</td>
<td>2579 A</td>
<td>1094 A</td>
<td>733 A</td>
<td>2489 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5677 A</td>
<td>5602 A</td>
<td>5141 A</td>
<td>1588 A</td>
<td>1164 A</td>
<td>4452 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7528 A</td>
<td>7709 A</td>
<td>6967 A</td>
<td>2230 A</td>
<td>1575 A</td>
<td>5879 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6521 A</td>
<td>6292 A</td>
<td>6057 A</td>
<td>3140 A</td>
<td>2275 A</td>
<td>5127 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4952 A</td>
<td>4852 A</td>
<td>4841 A</td>
<td>3671 A</td>
<td>3079 A</td>
<td>4329 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4466 A</td>
<td>4442 A</td>
<td>4633 A</td>
<td>4262 A</td>
<td>3985 A</td>
<td>4265 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4817 A</td>
<td>4723 A</td>
<td>5138 A</td>
<td>4420 A</td>
<td>4126 A</td>
<td>4294 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5224 A</td>
<td>5174 A</td>
<td>5474 A</td>
<td>4766 A</td>
<td>4463 A</td>
<td>4619 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5105 A</td>
<td>5105 A</td>
<td>5471 A</td>
<td>4670 A</td>
<td>4739 A</td>
<td>5087 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5362 A</td>
<td>5373 A</td>
<td>5726 A</td>
<td>4606 A</td>
<td>4888 A</td>
<td>5175 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5417 A</td>
<td>5581 A</td>
<td>5714 A</td>
<td>4671 A</td>
<td>4675 A</td>
<td>5160 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5565 A</td>
<td>5885 A</td>
<td>5847 A</td>
<td>4446 A</td>
<td>4455 A</td>
<td>5121 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5006 A</td>
<td>5312 A</td>
<td>5086 A</td>
<td>4443 A</td>
<td>4312 A</td>
<td>4711 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4169 A</td>
<td>4495 A</td>
<td>4653 A</td>
<td>4116 A</td>
<td>4044 A</td>
<td>3966 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3358 A</td>
<td>3593 A</td>
<td>4080 A</td>
<td>3503 A</td>
<td>3488 A</td>
<td>3278 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3104 A</td>
<td>3566 A</td>
<td>3273 A</td>
<td>2992 A</td>
<td>3018 A</td>
<td>2691 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2976 A</td>
<td>2706 A</td>
<td>4752 A</td>
<td>2825 A</td>
<td>2542 A</td>
<td>2237 A</td>
</tr>
<tr>
<td>22-23</td>
<td>3538 A</td>
<td>2051 A</td>
<td>2947 A</td>
<td>3064 A</td>
<td>1939 A</td>
<td>1741 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1444 A</td>
<td>1557 A</td>
<td>1845 A</td>
<td>1937 A</td>
<td>1419 A</td>
<td>1229 A</td>
</tr>
<tr>
<td>Day Total</td>
<td>89993 A</td>
<td>89887 A</td>
<td>93652 A</td>
<td>70487 A</td>
<td>64370 A</td>
<td>78888 A</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>7528</td>
<td>7709</td>
<td>6967</td>
<td>4420</td>
<td>4126</td>
<td>5879</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>12-13</td>
<td>14-15</td>
<td>14-15</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>5565</td>
<td>5885</td>
<td>5847</td>
<td>4766</td>
<td>4888</td>
<td>5175</td>
</tr>
</tbody>
</table>
### Location Description
SACRAMENTO, JCT. RTE. 80

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

- **Traffic Station:** 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

#### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH</td>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-Day Total</td>
<td>567862</td>
<td>581249</td>
<td>573005</td>
<td>581480</td>
</tr>
<tr>
<td>Daily Average</td>
<td>81123</td>
<td>83036</td>
<td>81858</td>
<td>83069</td>
</tr>
</tbody>
</table>

#### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH</td>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-Day Total</td>
<td>434158</td>
<td>440938</td>
<td>438233</td>
<td>446687</td>
</tr>
<tr>
<td>Weekday Average</td>
<td>86832</td>
<td>88188</td>
<td>87647</td>
<td>89337</td>
</tr>
</tbody>
</table>
### Traffic Station: 39

<table>
<thead>
<tr>
<th>Location Type:</th>
<th>FHWA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes:</td>
<td>6</td>
</tr>
<tr>
<td>Lane Code:</td>
<td>8</td>
</tr>
</tbody>
</table>

#### Traffic Station Details:

- **Location Description:** SACRAMENTO, JCT. RTE. 80
- **Suffix:** B
- **Prefix:** 03
- **County:** SAC
- **Route:** 005
- **Postmile:** 26.722
- **District:** 03

#### Traffic Counts:

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>675 A</td>
<td>749 A</td>
<td>676 A</td>
<td>835 A</td>
<td>1253 A</td>
<td>1126 A</td>
<td>561 A</td>
<td>624 A</td>
</tr>
<tr>
<td>1-2</td>
<td>466 A</td>
<td>535 A</td>
<td>539 A</td>
<td>681 A</td>
<td>1028 A</td>
<td>993 A</td>
<td>417 A</td>
<td>444 A</td>
</tr>
<tr>
<td>2-3</td>
<td>403 A</td>
<td>413 A</td>
<td>438 A</td>
<td>523 A</td>
<td>775 A</td>
<td>773 A</td>
<td>362 A</td>
<td>385 A</td>
</tr>
<tr>
<td>3-4</td>
<td>560 A</td>
<td>526 A</td>
<td>623 A</td>
<td>616 A</td>
<td>584 A</td>
<td>496 A</td>
<td>467 A</td>
<td>525 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1294 A</td>
<td>1293 A</td>
<td>1396 A</td>
<td>1400 A</td>
<td>899 A</td>
<td>776 A</td>
<td>1459 A</td>
<td>1295 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2397 A</td>
<td>2241 A</td>
<td>2366 A</td>
<td>2237 A</td>
<td>1202 A</td>
<td>765 A</td>
<td>2425 A</td>
<td>2390 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4134 A</td>
<td>4040 A</td>
<td>4202 A</td>
<td>4063 A</td>
<td>1699 A</td>
<td>1243 A</td>
<td>4213 A</td>
<td>4221 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5098 A</td>
<td>4929 A</td>
<td>4940 A</td>
<td>4912 A</td>
<td>2385 A</td>
<td>1655 A</td>
<td>4954 A</td>
<td>5074 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4869 A</td>
<td>4649 A</td>
<td>4744 A</td>
<td>4579 A</td>
<td>3170 A</td>
<td>2153 A</td>
<td>4653 A</td>
<td>4788 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4227 A</td>
<td>4140 A</td>
<td>4158 A</td>
<td>4265 A</td>
<td>3743 A</td>
<td>2808 A</td>
<td>4014 A</td>
<td>4101 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4123 A</td>
<td>4164 A</td>
<td>4324 A</td>
<td>4426 A</td>
<td>4183 A</td>
<td>3513 A</td>
<td>4082 A</td>
<td>4183 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4641 A</td>
<td>4549 A</td>
<td>4784 A</td>
<td>5118 A</td>
<td>4446 A</td>
<td>3838 A</td>
<td>4660 A</td>
<td>4527 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4930 A</td>
<td>4895 A</td>
<td>5042 A</td>
<td>5567 A</td>
<td>4582 A</td>
<td>4309 A</td>
<td>4823 A</td>
<td>4885 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4844 A</td>
<td>4872 A</td>
<td>5128 A</td>
<td>5577 A</td>
<td>4480 A</td>
<td>4644 A</td>
<td>4847 A</td>
<td>4743 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5390 A</td>
<td>5244 A</td>
<td>5284 A</td>
<td>6226 A</td>
<td>4809 A</td>
<td>4664 A</td>
<td>4986 A</td>
<td>5449 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6559 A</td>
<td>6489 A</td>
<td>6991 A</td>
<td>7164 A</td>
<td>4938 A</td>
<td>4902 A</td>
<td>6576 A</td>
<td>6837 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7634 A</td>
<td>7763 A</td>
<td>7794 A</td>
<td>7786 A</td>
<td>4846 A</td>
<td>5486 A</td>
<td>7554 A</td>
<td>7839 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7864 A</td>
<td>7651 A</td>
<td>7884 A</td>
<td>7657 A</td>
<td>4489 A</td>
<td>6050 A</td>
<td>7633 A</td>
<td>7655 A</td>
</tr>
<tr>
<td>18-19</td>
<td>7000 A</td>
<td>5150 A</td>
<td>6708 A</td>
<td>6976 A</td>
<td>4061 A</td>
<td>4122 A</td>
<td>5112 A</td>
<td>5234 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4170 A</td>
<td>3766 A</td>
<td>4345 A</td>
<td>5244 A</td>
<td>3462 A</td>
<td>3347 A</td>
<td>3650 A</td>
<td>3762 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3073 A</td>
<td>3230 A</td>
<td>3227 A</td>
<td>3568 A</td>
<td>3090 A</td>
<td>2982 A</td>
<td>3061 A</td>
<td>3061 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2480 A</td>
<td>2566 A</td>
<td>2892 A</td>
<td>3386 A</td>
<td>2889 A</td>
<td>2366 A</td>
<td>2597 A</td>
<td>2486 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1852 A</td>
<td>1916 A</td>
<td>2044 A</td>
<td>2639 A</td>
<td>2340 A</td>
<td>1813 A</td>
<td>1817 A</td>
<td>1805 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1176 A</td>
<td>1200 A</td>
<td>1268 A</td>
<td>1938 A</td>
<td>1701 A</td>
<td>1128 A</td>
<td>1040 A</td>
<td>1078 A</td>
</tr>
</tbody>
</table>

#### Day Total:

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>5098</td>
<td>17-18</td>
<td>7864</td>
</tr>
<tr>
<td>07-08</td>
<td>4929</td>
<td>16-17</td>
<td>7763</td>
</tr>
<tr>
<td></td>
<td>4940</td>
<td>16-17</td>
<td>7884</td>
</tr>
<tr>
<td></td>
<td>5118</td>
<td>15-16</td>
<td>7786</td>
</tr>
<tr>
<td></td>
<td>4446</td>
<td>17-18</td>
<td>4938</td>
</tr>
<tr>
<td></td>
<td>3838</td>
<td>17-18</td>
<td>6050</td>
</tr>
<tr>
<td></td>
<td>4954</td>
<td>16-17</td>
<td>7633</td>
</tr>
<tr>
<td></td>
<td>5074</td>
<td></td>
<td>7839</td>
</tr>
</tbody>
</table>
## Direction of Count: North

### District 03
- **County:** SAC
- **Prefix:** 005
- **Postmile:** 26.722
- **Leg:** B

### Traffic Station: 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
<td>APR 11</td>
<td>APR 12</td>
<td>APR 13</td>
<td>APR 14</td>
<td>APR 15</td>
<td>APR 16</td>
</tr>
<tr>
<td>0-1</td>
<td>662 A</td>
<td>727 A</td>
<td>809 A</td>
<td>1324 A</td>
<td>1230 A</td>
<td>652 A</td>
<td>640 A</td>
<td>717 A</td>
</tr>
<tr>
<td>1-2</td>
<td>521 A</td>
<td>559 A</td>
<td>602 A</td>
<td>1015 A</td>
<td>1004 A</td>
<td>480 A</td>
<td>421 A</td>
<td>467 A</td>
</tr>
<tr>
<td>2-3</td>
<td>399 A</td>
<td>474 A</td>
<td>511 A</td>
<td>794 A</td>
<td>766 A</td>
<td>441 A</td>
<td>394 A</td>
<td>405 A</td>
</tr>
<tr>
<td>3-4</td>
<td>552 A</td>
<td>601 A</td>
<td>659 A</td>
<td>660 A</td>
<td>515 A</td>
<td>497 A</td>
<td>569 A</td>
<td>531 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1357 A</td>
<td>1380 A</td>
<td>1413 A</td>
<td>928 A</td>
<td>748 A</td>
<td>1440 A</td>
<td>1342 A</td>
<td>1364 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2315 A</td>
<td>2311 A</td>
<td>2287 A</td>
<td>1102 A</td>
<td>730 A</td>
<td>2346 A</td>
<td>2458 A</td>
<td>2400 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4221 A</td>
<td>4193 A</td>
<td>3989 A</td>
<td>1658 A</td>
<td>1112 A</td>
<td>4273 A</td>
<td>4269 A</td>
<td>4230 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5089 A</td>
<td>5153 A</td>
<td>4978 A</td>
<td>2417 A</td>
<td>1625 A</td>
<td>5052 A</td>
<td>5146 A</td>
<td>5006 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4862 A</td>
<td>4744 C</td>
<td>4594 A</td>
<td>3063 A</td>
<td>2146 A</td>
<td>4626 A</td>
<td>4861 A</td>
<td>4628 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4134 A</td>
<td>4172 A</td>
<td>4384 A</td>
<td>3617 A</td>
<td>2853 A</td>
<td>4004 A</td>
<td>4153 A</td>
<td>4481 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4010 A</td>
<td>4170 A</td>
<td>4590 A</td>
<td>4075 A</td>
<td>3830 A</td>
<td>4129 A</td>
<td>4250 A</td>
<td>4040 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4527 A</td>
<td>4802 A</td>
<td>5325 A</td>
<td>4545 A</td>
<td>4063 A</td>
<td>4569 A</td>
<td>4610 A</td>
<td>4343 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4837 A</td>
<td>5008 A</td>
<td>5574 A</td>
<td>4760 A</td>
<td>4443 A</td>
<td>4800 A</td>
<td>4848 A</td>
<td>4784 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4966 A</td>
<td>5017 A</td>
<td>5803 A</td>
<td>4883 A</td>
<td>4561 A</td>
<td>4667 A</td>
<td>4854 A</td>
<td>4990 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5352 A</td>
<td>5418 A</td>
<td>6161 A</td>
<td>4592 A</td>
<td>4646 A</td>
<td>4947 A</td>
<td>5205 A</td>
<td>5383 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6504 A</td>
<td>6832 A</td>
<td>6849 A</td>
<td>4706 A</td>
<td>4967 A</td>
<td>6625 A</td>
<td>6583 A</td>
<td>6615 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7111 A</td>
<td>7667 A</td>
<td>7527 A</td>
<td>5051 A</td>
<td>5091 A</td>
<td>7534 A</td>
<td>7724 A</td>
<td>7442 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7792 A</td>
<td>7813 A</td>
<td>7545 A</td>
<td>4902 A</td>
<td>4368 A</td>
<td>7857 A</td>
<td>7677 A</td>
<td>7658 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5640 A</td>
<td>6500 A</td>
<td>6902 A</td>
<td>5324 A</td>
<td>3835 A</td>
<td>6870 A</td>
<td>5115 A</td>
<td>5137 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3963 A</td>
<td>5064 A</td>
<td>5060 A</td>
<td>3845 A</td>
<td>3386 A</td>
<td>3890 A</td>
<td>3771 A</td>
<td>3944 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3318 A</td>
<td>3599 A</td>
<td>3762 A</td>
<td>3235 A</td>
<td>3061 A</td>
<td>3033 A</td>
<td>3338 A</td>
<td>3342 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2801 A</td>
<td>2953 A</td>
<td>3653 A</td>
<td>3018 A</td>
<td>2483 A</td>
<td>2816 A</td>
<td>2984 A</td>
<td>2805 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2018 A</td>
<td>2198 A</td>
<td>3388 A</td>
<td>3040 A</td>
<td>1931 A</td>
<td>1941 A</td>
<td>2047 A</td>
<td>2078 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1322 A</td>
<td>1292 A</td>
<td>1891 A</td>
<td>1814 A</td>
<td>1228 A</td>
<td>1101 A</td>
<td>1164 A</td>
<td>1258 A</td>
</tr>
</tbody>
</table>

### AM Peak Hour
- **Day Total:** 88273 A
- **AM Peak Traffic:** 5089

### PM Peak Hour
- **Day Total:** 92647 C
- **PM Peak Traffic:** 7792
### CALTRANS TRAFFIC VOLUMES
#### Detail All Vehicle Hourly Count Report

**Traffic Station:** 39  
**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 17</td>
<td>APR 18</td>
<td>APR 19</td>
<td>APR 20</td>
<td>APR 21</td>
<td>APR 22</td>
<td>APR 23</td>
<td>APR 24</td>
</tr>
<tr>
<td>0-1</td>
<td>706 A</td>
<td>886 A</td>
<td>1345 A</td>
<td>1210 A</td>
<td>587 A</td>
<td>610 A</td>
<td>639 A</td>
<td>684 A</td>
</tr>
<tr>
<td>1-2</td>
<td>505 A</td>
<td>660 A</td>
<td>1075 A</td>
<td>1062 A</td>
<td>387 A</td>
<td>468 A</td>
<td>442 A</td>
<td>475 A</td>
</tr>
<tr>
<td>2-3</td>
<td>459 A</td>
<td>499 A</td>
<td>772 A</td>
<td>704 A</td>
<td>344 A</td>
<td>395 A</td>
<td>403 A</td>
<td>414 A</td>
</tr>
<tr>
<td>3-4</td>
<td>614 A</td>
<td>644 A</td>
<td>652 A</td>
<td>506 A</td>
<td>508 A</td>
<td>578 A</td>
<td>538 A</td>
<td>600 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1407 A</td>
<td>1402 A</td>
<td>896 A</td>
<td>764 A</td>
<td>1450 A</td>
<td>1366 A</td>
<td>1355 A</td>
<td>1412 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2366 A</td>
<td>2354 A</td>
<td>1124 A</td>
<td>711 A</td>
<td>2340 A</td>
<td>2403 A</td>
<td>2313 A</td>
<td>2376 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4293 A</td>
<td>4115 A</td>
<td>1747 A</td>
<td>1159 A</td>
<td>4341 A</td>
<td>4274 A</td>
<td>4269 A</td>
<td>4296 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5140 A</td>
<td>5125 A</td>
<td>2486 A</td>
<td>1545 A</td>
<td>5201 A</td>
<td>5105 A</td>
<td>5007 A</td>
<td>4932 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4961 A</td>
<td>4874 A</td>
<td>3036 A</td>
<td>2073 A</td>
<td>4680 A</td>
<td>4714 A</td>
<td>4748 A</td>
<td>4829 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4279 A</td>
<td>4325 A</td>
<td>3704 A</td>
<td>2804 A</td>
<td>4177 A</td>
<td>4391 A</td>
<td>4038 A</td>
<td>4394 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4261 A</td>
<td>4342 A</td>
<td>4175 A</td>
<td>3660 A</td>
<td>4263 A</td>
<td>4046 A</td>
<td>4046 A</td>
<td>4340 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4757 A</td>
<td>5169 A</td>
<td>4591 A</td>
<td>3863 A</td>
<td>4557 A</td>
<td>4652 A</td>
<td>4630 A</td>
<td>5076 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5196 A</td>
<td>5854 A</td>
<td>4785 A</td>
<td>4535 A</td>
<td>4769 A</td>
<td>4914 A</td>
<td>5026 A</td>
<td>5170 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5058 A</td>
<td>5700 A</td>
<td>4551 A</td>
<td>4479 A</td>
<td>4806 A</td>
<td>4891 A</td>
<td>4880 A</td>
<td>5130 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5586 A</td>
<td>6286 A</td>
<td>4517 A</td>
<td>4433 A</td>
<td>5096 A</td>
<td>5342 A</td>
<td>5393 A</td>
<td>5648 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6681 A</td>
<td>7145 A</td>
<td>4838 A</td>
<td>4587 A</td>
<td>6560 A</td>
<td>6048 A</td>
<td>6784 A</td>
<td>6844 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7657 A</td>
<td>7711 A</td>
<td>4676 A</td>
<td>4561 A</td>
<td>7683 A</td>
<td>7562 A</td>
<td>7615 A</td>
<td>7695 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7630 A</td>
<td>7686 A</td>
<td>4345 A</td>
<td>4287 A</td>
<td>7488 A</td>
<td>7560 A</td>
<td>7620 A</td>
<td>7730 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5566 A</td>
<td>6800 A</td>
<td>3916 A</td>
<td>4002 A</td>
<td>4896 A</td>
<td>5134 A</td>
<td>5117 A</td>
<td>5496 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4083 A</td>
<td>5314 A</td>
<td>3399 A</td>
<td>3426 A</td>
<td>3602 A</td>
<td>3692 A</td>
<td>3818 A</td>
<td>4053 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3452 A</td>
<td>3888 A</td>
<td>2946 A</td>
<td>3010 A</td>
<td>2790 A</td>
<td>2985 A</td>
<td>3097 A</td>
<td>3519 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3117 A</td>
<td>3667 A</td>
<td>2766 A</td>
<td>2324 A</td>
<td>2271 A</td>
<td>2368 A</td>
<td>2722 A</td>
<td>2937 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2454 A</td>
<td>3159 A</td>
<td>2465 A</td>
<td>1871 A</td>
<td>1824 A</td>
<td>1772 A</td>
<td>1871 A</td>
<td>2112 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1379 A</td>
<td>2067 A</td>
<td>1741 A</td>
<td>1089 A</td>
<td>1110 A</td>
<td>1018 A</td>
<td>1141 A</td>
<td>1290 A</td>
</tr>
<tr>
<td><strong>Day Total</strong></td>
<td>91607 A</td>
<td>99672 A</td>
<td>70548 A</td>
<td>62665 A</td>
<td>85730 A</td>
<td>86288 A</td>
<td>87512 A</td>
<td>91452 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**  
07-08  

**AM Peak Traffic**  
5140 5169 4591 3863 5201 5105 5007 5076

**PM Peak Hour**  
16-17  

**PM Peak Traffic**  
7657 7711 4838 4587 7683 7562 7620 7730
**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg** | **Traffic Station:** | **Location Type:** | **Lanes:** | **Lane Code:**
---|---|---|---|---|---|---|---|---|---
03 | SAC | 005 | | 26.722 | B | 39 | FHWA | 6 | 8

**Location Description**
SACRAMENTO, JCT. RTE. 80

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 25</td>
<td>APR 26</td>
<td>APR 27</td>
<td>APR 28</td>
<td>APR 29</td>
<td>APR 30</td>
</tr>
<tr>
<td>0-1</td>
<td>751 A</td>
<td>1304 A</td>
<td>1294 A</td>
<td>634 A</td>
<td>650 A</td>
<td>618 A</td>
</tr>
<tr>
<td>1-2</td>
<td>680 A</td>
<td>1038 A</td>
<td>1059 A</td>
<td>443 A</td>
<td>484 A</td>
<td>461 A</td>
</tr>
<tr>
<td>2-3</td>
<td>503 A</td>
<td>812 A</td>
<td>875 A</td>
<td>329 A</td>
<td>414 A</td>
<td>411 A</td>
</tr>
<tr>
<td>3-4</td>
<td>634 A</td>
<td>610 A</td>
<td>508 A</td>
<td>531 A</td>
<td>574 A</td>
<td>571 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1482 A</td>
<td>1022 A</td>
<td>790 A</td>
<td>1495 A</td>
<td>1382 A</td>
<td>1400 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2380 A</td>
<td>1140 A</td>
<td>791 A</td>
<td>2519 A</td>
<td>2398 A</td>
<td>2344 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4153 A</td>
<td>1729 A</td>
<td>1186 A</td>
<td>4192 A</td>
<td>4378 A</td>
<td>4265 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5165 A</td>
<td>2433 A</td>
<td>1582 A</td>
<td>5112 A</td>
<td>5060 A</td>
<td>4988 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4770 A</td>
<td>3179 A</td>
<td>2298 A</td>
<td>4474 A</td>
<td>4637 A</td>
<td>4476 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4375 A</td>
<td>3718 A</td>
<td>2962 A</td>
<td>4060 A</td>
<td>4369 A</td>
<td>4299 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4649 A</td>
<td>4448 A</td>
<td>3708 A</td>
<td>4202 A</td>
<td>4140 A</td>
<td>4189 A</td>
</tr>
<tr>
<td>11-12</td>
<td>5239 A</td>
<td>4786 A</td>
<td>4067 A</td>
<td>4475 A</td>
<td>4532 A</td>
<td>4639 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5585 A</td>
<td>4845 A</td>
<td>4338 A</td>
<td>4709 A</td>
<td>4669 A</td>
<td>4785 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5685 A</td>
<td>4677 A</td>
<td>4472 A</td>
<td>4567 A</td>
<td>4778 A</td>
<td>5006 A</td>
</tr>
<tr>
<td>14-15</td>
<td>6165 A</td>
<td>4693 A</td>
<td>4577 A</td>
<td>5163 A</td>
<td>5197 A</td>
<td>5384 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6770 A</td>
<td>4728 A</td>
<td>4525 A</td>
<td>6532 A</td>
<td>6653 A</td>
<td>6399 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7558 A</td>
<td>4582 A</td>
<td>4597 A</td>
<td>7465 A</td>
<td>7605 A</td>
<td>7552 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7372 A</td>
<td>4215 A</td>
<td>4168 A</td>
<td>7112 A</td>
<td>7632 A</td>
<td>7670 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5468 A</td>
<td>3924 A</td>
<td>3825 A</td>
<td>5076 A</td>
<td>5133 A</td>
<td>5283 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4479 A</td>
<td>3430 A</td>
<td>3431 A</td>
<td>3553 A</td>
<td>3762 A</td>
<td>3911 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3773 A</td>
<td>3242 A</td>
<td>3082 A</td>
<td>2988 A</td>
<td>3184 A</td>
<td>3280 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3234 A</td>
<td>2932 A</td>
<td>2513 A</td>
<td>2644 A</td>
<td>2664 A</td>
<td>2809 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2768 A</td>
<td>2461 A</td>
<td>1814 A</td>
<td>1768 A</td>
<td>1889 A</td>
<td>1948 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2035 A</td>
<td>1879 A</td>
<td>1147 A</td>
<td>1118 A</td>
<td>1127 A</td>
<td>1154 A</td>
</tr>
</tbody>
</table>

**Day Total**: 95673 A 71827 A 63609 A 85161 A 87311 A 87842 A

**AM Peak Hour**: 11-12 11-12 07-08 07-08 07-08

**AM Peak Traffic**: 5239 A 4786 A 4067 A 5112 A 5060 A 4988 A

**PM Peak Hour**: 16-17 12-13 16-17 16-17 17-18 17-18

**PM Peak Traffic**: 7558 A 4845 A 4597 A 7465 A 7632 A 7670 A
### 7-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>588952</td>
<td>84136</td>
<td>1st</td>
<td>451893</td>
<td>90379</td>
</tr>
<tr>
<td>2nd</td>
<td>594147</td>
<td>84878</td>
<td>2nd</td>
<td>455157</td>
<td>91031</td>
</tr>
<tr>
<td>3rd</td>
<td>586693</td>
<td>83813</td>
<td>3rd</td>
<td>453480</td>
<td>90696</td>
</tr>
<tr>
<td>4th</td>
<td>581522</td>
<td>83075</td>
<td>4th</td>
<td>446086</td>
<td>89217</td>
</tr>
</tbody>
</table>

### Location Description

SACRAMENTO, JCT. RTE. 80

### Traffic Station Details

| Traffic Station: | 39 |
| Location Type:   | FHWA |
| Lanes:           | 6 |
| Lane Code:       | 8 |
**CALTRANS TRAFFIC VOLUMES**

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 80

**Direction of Count: South**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>881</td>
<td>751</td>
<td>777</td>
<td>896</td>
<td>1302</td>
<td>1159</td>
<td>801</td>
<td>613</td>
</tr>
<tr>
<td>1-2</td>
<td>453</td>
<td>470</td>
<td>455</td>
<td>535</td>
<td>861</td>
<td>701</td>
<td>416</td>
<td>399</td>
</tr>
<tr>
<td>2-3</td>
<td>500</td>
<td>451</td>
<td>464</td>
<td>544</td>
<td>609</td>
<td>593</td>
<td>399</td>
<td>375</td>
</tr>
<tr>
<td>3-4</td>
<td>443</td>
<td>457</td>
<td>489</td>
<td>470</td>
<td>518</td>
<td>463</td>
<td>396</td>
<td>450</td>
</tr>
<tr>
<td>4-5</td>
<td>914</td>
<td>901</td>
<td>958</td>
<td>951</td>
<td>604</td>
<td>435</td>
<td>926</td>
<td>923</td>
</tr>
<tr>
<td>5-6</td>
<td>2749</td>
<td>2642</td>
<td>2694</td>
<td>2565</td>
<td>1078</td>
<td>689</td>
<td>2728</td>
<td>2725</td>
</tr>
<tr>
<td>6-7</td>
<td>5575</td>
<td>5453</td>
<td>5468</td>
<td>5213</td>
<td>1661</td>
<td>1037</td>
<td>5510</td>
<td>5633</td>
</tr>
<tr>
<td>7-8</td>
<td>7602</td>
<td>7569</td>
<td>7649</td>
<td>7122</td>
<td>2334</td>
<td>1472</td>
<td>7602</td>
<td>7696</td>
</tr>
<tr>
<td>8-9</td>
<td>6345</td>
<td>6462</td>
<td>6668</td>
<td>6101</td>
<td>3013</td>
<td>2190</td>
<td>5888</td>
<td>6793</td>
</tr>
<tr>
<td>9-10</td>
<td>4800</td>
<td>4828</td>
<td>4626</td>
<td>4723</td>
<td>3641</td>
<td>3026</td>
<td>4947</td>
<td>4847</td>
</tr>
<tr>
<td>10-11</td>
<td>4299</td>
<td>4129</td>
<td>4284</td>
<td>4473</td>
<td>4110</td>
<td>3870</td>
<td>4120</td>
<td>4338</td>
</tr>
<tr>
<td>11-12</td>
<td>4478</td>
<td>4425</td>
<td>4557</td>
<td>4683</td>
<td>4247</td>
<td>4249</td>
<td>4401</td>
<td>4367</td>
</tr>
<tr>
<td>12-13</td>
<td>4840</td>
<td>4852</td>
<td>4920</td>
<td>5347</td>
<td>4451</td>
<td>4222</td>
<td>4800</td>
<td>4934</td>
</tr>
<tr>
<td>13-14</td>
<td>4998</td>
<td>4820</td>
<td>4837</td>
<td>5487</td>
<td>4583</td>
<td>4472</td>
<td>4934</td>
<td>4857</td>
</tr>
<tr>
<td>14-15</td>
<td>5037</td>
<td>4902</td>
<td>5146</td>
<td>5538</td>
<td>4456</td>
<td>4417</td>
<td>4916</td>
<td>5003</td>
</tr>
<tr>
<td>15-16</td>
<td>5089</td>
<td>4891</td>
<td>5417</td>
<td>5684</td>
<td>4332</td>
<td>4468</td>
<td>5198</td>
<td>5194</td>
</tr>
<tr>
<td>16-17</td>
<td>5191</td>
<td>5392</td>
<td>5534</td>
<td>5735</td>
<td>4174</td>
<td>4554</td>
<td>5331</td>
<td>5403</td>
</tr>
<tr>
<td>17-18</td>
<td>4793</td>
<td>4823</td>
<td>4913</td>
<td>5201</td>
<td>4321</td>
<td>4290</td>
<td>4822</td>
<td>5059</td>
</tr>
<tr>
<td>18-19</td>
<td>4025</td>
<td>4150</td>
<td>4198</td>
<td>4768</td>
<td>3805</td>
<td>4082</td>
<td>3966</td>
<td>3921</td>
</tr>
<tr>
<td>19-20</td>
<td>3143</td>
<td>3180</td>
<td>3343</td>
<td>3989</td>
<td>3470</td>
<td>3470</td>
<td>2949</td>
<td>2994</td>
</tr>
<tr>
<td>20-21</td>
<td>2797</td>
<td>2979</td>
<td>3202</td>
<td>3404</td>
<td>3106</td>
<td>5462</td>
<td>2641</td>
<td>2764</td>
</tr>
<tr>
<td>21-22</td>
<td>3844</td>
<td>2411</td>
<td>4429</td>
<td>3194</td>
<td>3031</td>
<td>3334</td>
<td>2366</td>
<td>2163</td>
</tr>
<tr>
<td>22-23</td>
<td>2674</td>
<td>1677</td>
<td>2379</td>
<td>2852</td>
<td>2624</td>
<td>2031</td>
<td>1591</td>
<td>1604</td>
</tr>
<tr>
<td>23-24</td>
<td>1252</td>
<td>1363</td>
<td>1521</td>
<td>3661</td>
<td>1729</td>
<td>1550</td>
<td>1349</td>
<td>1224</td>
</tr>
</tbody>
</table>

**Day Total**
86722 A 83978 A 88928 A 93136 A 68150 A 66232 A 82997 A 84279 A

**Traffic Station:** 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8
### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>627 A</td>
<td>833 A</td>
<td>918 A</td>
<td>1149 A</td>
<td>1259 A</td>
<td>774 A</td>
<td>623 A</td>
<td>602 A</td>
</tr>
<tr>
<td>1-2</td>
<td>433 A</td>
<td>426 A</td>
<td>570 A</td>
<td>861 A</td>
<td>768 A</td>
<td>460 A</td>
<td>448 A</td>
<td>428 A</td>
</tr>
<tr>
<td>2-3</td>
<td>394 A</td>
<td>463 A</td>
<td>449 A</td>
<td>609 A</td>
<td>597 A</td>
<td>382 A</td>
<td>346 A</td>
<td>378 A</td>
</tr>
<tr>
<td>3-4</td>
<td>445 A</td>
<td>462 A</td>
<td>511 A</td>
<td>540 A</td>
<td>451 A</td>
<td>452 A</td>
<td>438 A</td>
<td>470 A</td>
</tr>
<tr>
<td>4-5</td>
<td>883 A</td>
<td>904 A</td>
<td>904 A</td>
<td>628 A</td>
<td>483 A</td>
<td>967 A</td>
<td>915 A</td>
<td>882 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2605 A</td>
<td>2739 A</td>
<td>2573 A</td>
<td>1081 A</td>
<td>720 A</td>
<td>2784 A</td>
<td>2745 A</td>
<td>2635 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5615 A</td>
<td>5522 A</td>
<td>5316 A</td>
<td>1772 A</td>
<td>1153 A</td>
<td>5441 A</td>
<td>5643 A</td>
<td>5513 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7488 A</td>
<td>7334 A</td>
<td>7281 A</td>
<td>2472 A</td>
<td>1672 A</td>
<td>7570 A</td>
<td>7523 A</td>
<td>7551 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6970 A</td>
<td>6379 A</td>
<td>3217 A</td>
<td>2277 A</td>
<td>6515 A</td>
<td>6768 A</td>
<td>6758 A</td>
<td>6758 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4778 A</td>
<td>4941 A</td>
<td>4862 A</td>
<td>3662 A</td>
<td>3080 A</td>
<td>4746 A</td>
<td>4962 A</td>
<td>4878 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4250 A</td>
<td>4236 A</td>
<td>4628 A</td>
<td>4010 A</td>
<td>3917 A</td>
<td>4359 A</td>
<td>4424 A</td>
<td>4149 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4600 A</td>
<td>4411 A</td>
<td>4895 A</td>
<td>4187 A</td>
<td>4250 A</td>
<td>4546 A</td>
<td>4400 A</td>
<td>4471 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4938 A</td>
<td>5005 A</td>
<td>5472 A</td>
<td>4525 A</td>
<td>4673 A</td>
<td>4639 A</td>
<td>4895 A</td>
<td>4807 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4860 A</td>
<td>4977 A</td>
<td>5521 A</td>
<td>4515 A</td>
<td>4615 A</td>
<td>4653 A</td>
<td>4812 A</td>
<td>4778 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5069 A</td>
<td>5258 A</td>
<td>5511 A</td>
<td>4273 A</td>
<td>4455 A</td>
<td>4725 A</td>
<td>5166 A</td>
<td>5037 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5239 A</td>
<td>5659 A</td>
<td>5739 A</td>
<td>4295 A</td>
<td>4310 A</td>
<td>5292 A</td>
<td>5335 A</td>
<td>5363 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5315 A</td>
<td>5491 A</td>
<td>5855 A</td>
<td>4264 A</td>
<td>4365 A</td>
<td>5359 A</td>
<td>5184 A</td>
<td>5368 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4877 A</td>
<td>5138 A</td>
<td>5326 A</td>
<td>4499 A</td>
<td>4071 A</td>
<td>4875 A</td>
<td>4875 A</td>
<td>5038 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4073 A</td>
<td>4211 A</td>
<td>4948 A</td>
<td>4062 A</td>
<td>3842 A</td>
<td>4031 A</td>
<td>4280 A</td>
<td>4180 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3344 A</td>
<td>3456 A</td>
<td>4143 A</td>
<td>3507 A</td>
<td>3562 A</td>
<td>3061 A</td>
<td>3160 A</td>
<td>3218 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3190 A</td>
<td>3222 A</td>
<td>3658 A</td>
<td>3319 A</td>
<td>3315 A</td>
<td>2791 A</td>
<td>2867 A</td>
<td>3004 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2534 A</td>
<td>2761 A</td>
<td>4978 A</td>
<td>4413 A</td>
<td>2587 A</td>
<td>3882 A</td>
<td>2376 A</td>
<td>2405 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1819 A</td>
<td>2552 A</td>
<td>2809 A</td>
<td>3484 A</td>
<td>2232 A</td>
<td>3029 A</td>
<td>1811 A</td>
<td>1830 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1257 A</td>
<td>3060 A</td>
<td>2224 A</td>
<td>1912 A</td>
<td>2124 A</td>
<td>1358 A</td>
<td>1341 A</td>
<td>1234 A</td>
</tr>
</tbody>
</table>

**Day Total**

| AM Peak Hour | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 |
| AM Peak Traffic | 7488 | 7334 | 7281 | 4187 | 4250 | 7570 | 7523 | 7551 |
| PM Peak Hour | 16-17 | 15-16 | 16-17 | 12-13 | 12-13 | 16-17 | 15-16 | 16-17 |
| PM Peak Traffic | 5315 | 5659 | 5855 | 4525 | 4673 | 5359 | 5335 | 5368 |
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Direction of Count:** South

**Traffic Station:** 39  
**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

### Location Description

**SACRAMENTO, JCT. RTE. 80**

### District  County  Route  Prefix  Postmile  Leg
03  SAC  005  26.722  B

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 17</td>
<td>APR 18</td>
<td>APR 19</td>
<td>APR 20</td>
<td>APR 21</td>
<td>APR 22</td>
<td>APR 23</td>
<td>APR 24</td>
</tr>
<tr>
<td>0-1</td>
<td>737 A</td>
<td>846 A</td>
<td>2710 A</td>
<td>1112 A</td>
<td>842 A</td>
<td>631 A</td>
<td>632 A</td>
<td>769 A</td>
</tr>
<tr>
<td>1-2</td>
<td>426 A</td>
<td>513 A</td>
<td>1003 A</td>
<td>640 A</td>
<td>407 A</td>
<td>414 A</td>
<td>448 A</td>
<td>422 A</td>
</tr>
<tr>
<td>2-3</td>
<td>456 A</td>
<td>486 A</td>
<td>721 A</td>
<td>589 A</td>
<td>364 A</td>
<td>359 A</td>
<td>428 A</td>
<td>424 A</td>
</tr>
<tr>
<td>3-4</td>
<td>446 A</td>
<td>512 A</td>
<td>575 A</td>
<td>434 A</td>
<td>419 A</td>
<td>441 A</td>
<td>447 A</td>
<td>449 A</td>
</tr>
<tr>
<td>4-5</td>
<td>914 A</td>
<td>943 A</td>
<td>615 A</td>
<td>476 A</td>
<td>959 A</td>
<td>892 A</td>
<td>959 A</td>
<td>958 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2752 A</td>
<td>2634 A</td>
<td>1089 A</td>
<td>674 A</td>
<td>2715 A</td>
<td>2706 A</td>
<td>2655 A</td>
<td>2658 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5695 A</td>
<td>5255 A</td>
<td>1599 A</td>
<td>1005 A</td>
<td>5526 A</td>
<td>5681 A</td>
<td>5629 A</td>
<td>5905 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7345 A</td>
<td>7285 A</td>
<td>2416 A</td>
<td>1553 A</td>
<td>7425 A</td>
<td>7851 A</td>
<td>7730 A</td>
<td>7333 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6717 A</td>
<td>6348 A</td>
<td>3310 A</td>
<td>2258 A</td>
<td>6571 A</td>
<td>6587 A</td>
<td>6496 A</td>
<td>6572 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4914 A</td>
<td>4993 A</td>
<td>3616 A</td>
<td>2906 A</td>
<td>4807 A</td>
<td>4872 A</td>
<td>4877 A</td>
<td>5055 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4354 A</td>
<td>4574 A</td>
<td>4282 A</td>
<td>3925 A</td>
<td>4445 A</td>
<td>4283 A</td>
<td>4160 A</td>
<td>4394 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4561 A</td>
<td>4900 A</td>
<td>4150 A</td>
<td>4096 A</td>
<td>4612 A</td>
<td>4329 A</td>
<td>4386 A</td>
<td>4379 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5025 A</td>
<td>5226 A</td>
<td>4735 A</td>
<td>4526 A</td>
<td>4725 A</td>
<td>4821 A</td>
<td>4801 A</td>
<td>4986 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5151 A</td>
<td>5588 A</td>
<td>4550 A</td>
<td>4607 A</td>
<td>4796 A</td>
<td>4824 A</td>
<td>4907 A</td>
<td>4983 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5282 A</td>
<td>5784 A</td>
<td>4483 A</td>
<td>4446 A</td>
<td>5124 A</td>
<td>5105 A</td>
<td>5001 A</td>
<td>5315 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5518 A</td>
<td>5809 A</td>
<td>4324 A</td>
<td>4378 A</td>
<td>5340 A</td>
<td>5253 A</td>
<td>5277 A</td>
<td>5469 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5598 A</td>
<td>5997 A</td>
<td>4267 A</td>
<td>4545 A</td>
<td>5227 A</td>
<td>5298 A</td>
<td>5408 A</td>
<td>5727 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5235 A</td>
<td>5299 A</td>
<td>4251 A</td>
<td>4402 A</td>
<td>4888 A</td>
<td>5065 A</td>
<td>4718 A</td>
<td>5140 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4562 A</td>
<td>5300 A</td>
<td>3954 A</td>
<td>4024 A</td>
<td>3999 A</td>
<td>3955 A</td>
<td>4080 A</td>
<td>4420 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3402 A</td>
<td>4320 A</td>
<td>3316 A</td>
<td>3537 A</td>
<td>3073 A</td>
<td>3021 A</td>
<td>3137 A</td>
<td>3430 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3306 A</td>
<td>3595 A</td>
<td>3065 A</td>
<td>3183 A</td>
<td>2716 A</td>
<td>2665 A</td>
<td>2927 A</td>
<td>3194 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2777 A</td>
<td>3051 A</td>
<td>2786 A</td>
<td>2641 A</td>
<td>2187 A</td>
<td>2195 A</td>
<td>2296 A</td>
<td>2640 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2142 A</td>
<td>2779 A</td>
<td>2510 A</td>
<td>1936 A</td>
<td>1548 A</td>
<td>1720 A</td>
<td>1841 A</td>
<td>1943 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1513 A</td>
<td>2510 A</td>
<td>1791 A</td>
<td>1611 A</td>
<td>1272 A</td>
<td>1138 A</td>
<td>1218 A</td>
<td>1574 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>88828 A</td>
<td>94547 A</td>
<td>70118 A</td>
<td>63504 A</td>
<td>83987 A</td>
<td>84106 A</td>
<td>84458 A</td>
<td>88139 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**  
07-08

**AM Peak Traffic**  
7345  
7285  
4282  
4096  
7425  
7851  
7730  
7333

**PM Peak Hour**  
16-17

**PM Peak Traffic**  
5598  
5997  
4735  
4607  
5340  
5298  
5408  
5727
## District Traffic Volumes

### Traffic Station: 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

### Location Description
- SACRAMENTO, JCT. RTE. 80

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 25</td>
<td>APR 26</td>
<td>APR 27</td>
<td>APR 28</td>
<td>APR 29</td>
<td>APR 30</td>
</tr>
<tr>
<td>0-1</td>
<td>795 A</td>
<td>1148 A</td>
<td>1094 A</td>
<td>723 A</td>
<td>683 A</td>
<td>664 A</td>
</tr>
<tr>
<td>1-2</td>
<td>468 A</td>
<td>765 A</td>
<td>734 A</td>
<td>437 A</td>
<td>452 A</td>
<td>402 A</td>
</tr>
<tr>
<td>2-3</td>
<td>468 A</td>
<td>656 A</td>
<td>590 A</td>
<td>343 A</td>
<td>360 A</td>
<td>378 A</td>
</tr>
<tr>
<td>3-4</td>
<td>529 A</td>
<td>501 A</td>
<td>421 A</td>
<td>432 A</td>
<td>420 A</td>
<td>432 A</td>
</tr>
<tr>
<td>4-5</td>
<td>937 A</td>
<td>607 A</td>
<td>462 A</td>
<td>972 A</td>
<td>942 A</td>
<td>929 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2668 A</td>
<td>1135 A</td>
<td>699 A</td>
<td>2784 A</td>
<td>2732 A</td>
<td>2755 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5180 A</td>
<td>1648 A</td>
<td>1089 A</td>
<td>5432 A</td>
<td>5645 A</td>
<td>5609 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7386 A</td>
<td>2524 A</td>
<td>1568 A</td>
<td>7473 A</td>
<td>7517 A</td>
<td>7466 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6090 A</td>
<td>3334 A</td>
<td>2305 A</td>
<td>6176 A</td>
<td>6813 A</td>
<td>6429 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4957 A</td>
<td>3630 A</td>
<td>3163 A</td>
<td>4829 A</td>
<td>4673 A</td>
<td>4937 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4723 A</td>
<td>4264 A</td>
<td>3894 A</td>
<td>4373 A</td>
<td>4203 A</td>
<td>4292 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4786 A</td>
<td>4267 A</td>
<td>4276 A</td>
<td>4470 A</td>
<td>4335 A</td>
<td>4504 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5299 A</td>
<td>4492 A</td>
<td>4511 A</td>
<td>4537 A</td>
<td>4855 A</td>
<td>4803 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5304 A</td>
<td>4632 A</td>
<td>4727 A</td>
<td>4709 A</td>
<td>4798 A</td>
<td>4705 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5616 A</td>
<td>4566 A</td>
<td>4575 A</td>
<td>4954 A</td>
<td>4885 A</td>
<td>5050 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5804 A</td>
<td>4301 A</td>
<td>4452 A</td>
<td>5016 A</td>
<td>5186 A</td>
<td>5335 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5647 A</td>
<td>4289 A</td>
<td>4405 A</td>
<td>5269 A</td>
<td>5482 A</td>
<td>5362 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5224 A</td>
<td>4227 A</td>
<td>4206 A</td>
<td>4628 A</td>
<td>5046 A</td>
<td>4749 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4756 A</td>
<td>3875 A</td>
<td>3858 A</td>
<td>4003 A</td>
<td>4153 A</td>
<td>4136 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3775 A</td>
<td>3389 A</td>
<td>3571 A</td>
<td>2793 A</td>
<td>3064 A</td>
<td>3148 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3620 A</td>
<td>3175 A</td>
<td>3140 A</td>
<td>2843 A</td>
<td>2943 A</td>
<td>3143 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2994 A</td>
<td>3021 A</td>
<td>2691 A</td>
<td>2092 A</td>
<td>2395 A</td>
<td>2456 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2541 A</td>
<td>2623 A</td>
<td>2038 A</td>
<td>1694 A</td>
<td>1726 A</td>
<td>1903 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2076 A</td>
<td>1705 A</td>
<td>1530 A</td>
<td>1313 A</td>
<td>1397 A</td>
<td>1379 A</td>
</tr>
</tbody>
</table>

### Day Total
- 91643 A
- 68774 A
- 63999 A
- 82295 A
- 84705 A
- 84962 A

### AM Peak Hour
- 07-08
- 11-12
- 11-12
- 07-08
- 07-08
- 07-08

### AM Peak Traffic
- 7386 A
- 4267 A
- 4276 A
- 7473 A
- 7517 A
- 7466 A

### PM Peak Hour
- 15-16
- 13-14
- 13-14
- 16-17
- 16-17
- 16-17

### PM Peak Traffic
- 5804 A
- 4632 A
- 4727 A
- 5269 A
- 5482 A
- 5362 A
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
<td>39</td>
</tr>
<tr>
<td>Location Description</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>SACRAMENTO, JCT. RTE. 80</td>
</tr>
</tbody>
</table>

| Traffic Station: | 39 |
| Location Type:  | FHWA |
| Lanes:          | 6 |
| Lane Code:      | 8 |

### 7-Day Periods

<table>
<thead>
<tr>
<th>SOUTH</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>577290</td>
<td>82470</td>
</tr>
<tr>
<td>2nd</td>
<td>568859</td>
<td>81266</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>SOUTH</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>441256</td>
<td>88251</td>
</tr>
<tr>
<td>2nd</td>
<td>435237</td>
<td>87047</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Traffic Station: 39
Location Type: FHWA
Lanes: 6
Lane Code: 8

Direction of Count: North

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

Location Description
SACRAMENTO, JCT. RTE. 80

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 01</td>
<td>MAY 02</td>
<td>MAY 03</td>
<td>MAY 04</td>
<td>MAY 05</td>
<td>MAY 06</td>
<td>MAY 07</td>
<td>MAY 08</td>
</tr>
<tr>
<td>0-1</td>
<td>693 A</td>
<td>835 A</td>
<td>1257 A</td>
<td>1250 A</td>
<td>617 A</td>
<td>775 A</td>
<td>670 A</td>
<td>674 A</td>
</tr>
<tr>
<td>1-2</td>
<td>542 A</td>
<td>631 A</td>
<td>1114 A</td>
<td>1053 A</td>
<td>434 A</td>
<td>513 A</td>
<td>513 A</td>
<td>558 A</td>
</tr>
<tr>
<td>2-3</td>
<td>454 A</td>
<td>536 A</td>
<td>710 A</td>
<td>771 A</td>
<td>364 A</td>
<td>433 A</td>
<td>386 A</td>
<td>445 A</td>
</tr>
<tr>
<td>3-4</td>
<td>624 A</td>
<td>631 A</td>
<td>633 A</td>
<td>534 A</td>
<td>510 A</td>
<td>616 A</td>
<td>560 A</td>
<td>632 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1365 A</td>
<td>1403 A</td>
<td>957 A</td>
<td>732 A</td>
<td>1433 A</td>
<td>1396 A</td>
<td>1424 A</td>
<td>1425 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2325 A</td>
<td>2366 A</td>
<td>1170 A</td>
<td>800 A</td>
<td>2408 A</td>
<td>2433 A</td>
<td>2393 A</td>
<td>2507 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3989 A</td>
<td>4056 A</td>
<td>1757 A</td>
<td>1152 A</td>
<td>4398 A</td>
<td>4367 A</td>
<td>4321 A</td>
<td>4122 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4497 A</td>
<td>4924 A</td>
<td>2441 A</td>
<td>1572 A</td>
<td>5056 A</td>
<td>4995 A</td>
<td>4932 A</td>
<td>4961 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4414 A</td>
<td>4622 A</td>
<td>3129 A</td>
<td>2147 A</td>
<td>4744 A</td>
<td>5014 A</td>
<td>4811 A</td>
<td>4716 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4800 A</td>
<td>4256 A</td>
<td>3565 A</td>
<td>2855 A</td>
<td>4043 A</td>
<td>4095 A</td>
<td>4056 A</td>
<td>4167 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4279 A</td>
<td>4485 A</td>
<td>4105 A</td>
<td>3671 A</td>
<td>4068 A</td>
<td>4035 A</td>
<td>4086 A</td>
<td>4217 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4810 A</td>
<td>5187 A</td>
<td>4515 A</td>
<td>3919 A</td>
<td>4483 A</td>
<td>4569 A</td>
<td>4442 A</td>
<td>4817 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5186 A</td>
<td>5470 A</td>
<td>4772 A</td>
<td>4509 A</td>
<td>4693 A</td>
<td>4677 A</td>
<td>4824 A</td>
<td>5187 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5101 A</td>
<td>5467 A</td>
<td>4703 A</td>
<td>4511 A</td>
<td>4694 A</td>
<td>4770 A</td>
<td>4727 A</td>
<td>5093 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5354 A</td>
<td>6388 A</td>
<td>4683 A</td>
<td>4428 A</td>
<td>5346 A</td>
<td>5292 A</td>
<td>5297 A</td>
<td>5537 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6783 A</td>
<td>7046 A</td>
<td>4603 A</td>
<td>4694 A</td>
<td>6415 A</td>
<td>6494 A</td>
<td>6604 A</td>
<td>6669 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7706 A</td>
<td>7487 A</td>
<td>4600 A</td>
<td>4985 A</td>
<td>7377 A</td>
<td>7552 A</td>
<td>7532 A</td>
<td>7630 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7680 A</td>
<td>6796 A</td>
<td>4244 A</td>
<td>4762 A</td>
<td>7195 A</td>
<td>7430 A</td>
<td>7624 A</td>
<td>7726 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5251 A</td>
<td>6243 A</td>
<td>3734 A</td>
<td>4532 A</td>
<td>4818 A</td>
<td>4973 A</td>
<td>5270 A</td>
<td>5392 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3817 A</td>
<td>4281 A</td>
<td>3376 A</td>
<td>4512 A</td>
<td>3750 A</td>
<td>3751 A</td>
<td>3846 A</td>
<td>3930 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3540 A</td>
<td>3720 A</td>
<td>3289 A</td>
<td>3218 A</td>
<td>3067 A</td>
<td>3150 A</td>
<td>3280 A</td>
<td>3475 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3295 A</td>
<td>3567 A</td>
<td>3338 A</td>
<td>2485 A</td>
<td>2613 A</td>
<td>2696 A</td>
<td>2659 A</td>
<td>3009 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2314 A</td>
<td>2962 A</td>
<td>2813 A</td>
<td>1914 A</td>
<td>1877 A</td>
<td>1937 A</td>
<td>1989 A</td>
<td>2138 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1207 A</td>
<td>1887 A</td>
<td>1823 A</td>
<td>1171 A</td>
<td>1183 A</td>
<td>1090 A</td>
<td>1154 A</td>
<td>1302 A</td>
</tr>
</tbody>
</table>

Day Total
90026 A | 95246 A | 71331 A | 66177 A | 85586 A | 87053 A | 87400 A | 90329 A

AM Peak Hour
11-12 | 11-12 | 11-12 | 11-12 | 07-08 | 08-09 | 07-08 | 07-08
AM Peak Traffic
4810 | 5187 | 4515 | 3919 | 5056 | 5014 | 4932 | 4961
PM Peak Hour
16-17 | 16-17 | 12-13 | 16-17 | 16-17 | 16-17 | 17-18 | 17-18
PM Peak Traffic
7706 | 7487 | 4772 | 4985 | 7377 | 7552 | 7624 | 7726
<table>
<thead>
<tr>
<th>Direction of Count: North</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 09</td>
<td>MAY 10</td>
<td>MAY 11</td>
<td>MAY 12</td>
<td>MAY 13</td>
<td>MAY 14</td>
<td>MAY 15</td>
<td>MAY 16</td>
</tr>
<tr>
<td>0-1</td>
<td>812 A</td>
<td>1236 A</td>
<td>1233 A</td>
<td>679 A</td>
<td>676 A</td>
<td>728 A</td>
<td>740 A</td>
<td>910 A</td>
</tr>
<tr>
<td>1-2</td>
<td>713 A</td>
<td>1067 A</td>
<td>979 A</td>
<td>431 A</td>
<td>473 A</td>
<td>554 A</td>
<td>567 A</td>
<td>722 A</td>
</tr>
<tr>
<td>2-3</td>
<td>529 A</td>
<td>760 A</td>
<td>722 A</td>
<td>332 A</td>
<td>476 A</td>
<td>433 A</td>
<td>495 A</td>
<td>542 A</td>
</tr>
<tr>
<td>3-4</td>
<td>631 A</td>
<td>613 A</td>
<td>530 A</td>
<td>498 A</td>
<td>602 A</td>
<td>603 A</td>
<td>599 A</td>
<td>677 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1420 A</td>
<td>1001 A</td>
<td>744 A</td>
<td>1444 A</td>
<td>1418 A</td>
<td>1302 A</td>
<td>1448 A</td>
<td>1496 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2273 A</td>
<td>1136 A</td>
<td>712 A</td>
<td>2685 A</td>
<td>2533 A</td>
<td>2582 A</td>
<td>2643 A</td>
<td>2580 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4131 A</td>
<td>1679 A</td>
<td>1106 A</td>
<td>4149 A</td>
<td>4307 A</td>
<td>4268 A</td>
<td>4434 A</td>
<td>4213 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4889 A</td>
<td>2327 A</td>
<td>1453 A</td>
<td>5210 A</td>
<td>5191 A</td>
<td>4901 A</td>
<td>5074 A</td>
<td>3861 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4762 A</td>
<td>3143 A</td>
<td>2182 A</td>
<td>4689 A</td>
<td>4778 A</td>
<td>4567 A</td>
<td>4710 A</td>
<td>4566 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4336 A</td>
<td>3731 A</td>
<td>2901 A</td>
<td>4134 A</td>
<td>4311 A</td>
<td>4439 A</td>
<td>4167 C</td>
<td>4776 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4398 A</td>
<td>4346 A</td>
<td>3973 A</td>
<td>4251 A</td>
<td>4114 A</td>
<td>4111 A</td>
<td>4371 A</td>
<td>4553 A</td>
</tr>
<tr>
<td>11-12</td>
<td>5247 A</td>
<td>4696 A</td>
<td>4125 A</td>
<td>4636 A</td>
<td>4656 A</td>
<td>4666 A</td>
<td>4923 A</td>
<td>5294 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5677 A</td>
<td>4930 A</td>
<td>4596 A</td>
<td>4975 A</td>
<td>4947 A</td>
<td>4877 A</td>
<td>5148 A</td>
<td>5741 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5739 A</td>
<td>4820 A</td>
<td>4752 A</td>
<td>4714 A</td>
<td>4909 A</td>
<td>4854 A</td>
<td>5324 A</td>
<td>5672 A</td>
</tr>
<tr>
<td>14-15</td>
<td>6312 A</td>
<td>4702 A</td>
<td>4638 A</td>
<td>5309 A</td>
<td>5454 A</td>
<td>5421 A</td>
<td>5707 A</td>
<td>6309 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6993 A</td>
<td>4616 A</td>
<td>4611 A</td>
<td>6482 A</td>
<td>6598 A</td>
<td>6672 A</td>
<td>6644 A</td>
<td>6577 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7432 A</td>
<td>4403 A</td>
<td>4579 A</td>
<td>7505 A</td>
<td>7511 A</td>
<td>7638 A</td>
<td>7591 A</td>
<td>7397 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7688 A</td>
<td>4291 A</td>
<td>4549 A</td>
<td>7172 A</td>
<td>7629 A</td>
<td>7536 A</td>
<td>7550 A</td>
<td>7332 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5565 A</td>
<td>3906 A</td>
<td>5005 A</td>
<td>4857 A</td>
<td>5185 A</td>
<td>5093 A</td>
<td>5358 A</td>
<td>5373 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4490 A</td>
<td>3391 A</td>
<td>4013 A</td>
<td>3706 A</td>
<td>3688 A</td>
<td>3797 A</td>
<td>3908 A</td>
<td>4390 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3892 A</td>
<td>3301 A</td>
<td>3399 A</td>
<td>3078 A</td>
<td>3066 A</td>
<td>3393 A</td>
<td>3548 A</td>
<td>3935 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3485 A</td>
<td>3174 A</td>
<td>2659 A</td>
<td>2430 A</td>
<td>2699 A</td>
<td>2661 A</td>
<td>3245 A</td>
<td>3538 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2866 A</td>
<td>2637 A</td>
<td>2082 A</td>
<td>1847 A</td>
<td>1930 A</td>
<td>2060 A</td>
<td>2284 A</td>
<td>3503 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1852 A</td>
<td>1936 A</td>
<td>1429 A</td>
<td>1123 A</td>
<td>1131 A</td>
<td>1115 A</td>
<td>1352 A</td>
<td>1883 A</td>
</tr>
</tbody>
</table>

| Day Total | 96132 A | 71842 A | 66972 A | 86336 A | 88282 A | 88271 A | 91830 C | 95840 A |

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 |
| AM Peak Traffic | 5247 | 4696 | 4125 | 5210 | 5191 | 4901 | 5074 | 5294 |
| PM Peak Hour | 17-18 | 12-13 | 18-19 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17 |
| PM Peak Traffic | 7688 | 4930 | 5005 | 7505 | 7629 | 7638 | 7591 | 7397 |
**CALTRANS TRAFFIC VOLUMES**

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Lanes:</th>
<th>Lane Code:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
<td>39</td>
<td>FHWA</td>
<td>6</td>
<td>8</td>
</tr>
</tbody>
</table>

**Location Description**

SACRAMENTO, JCT. RTE. 80

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>1244 A</td>
<td>1302 A</td>
<td>738 A</td>
<td>665 A</td>
<td>775 A</td>
<td>954 A</td>
<td>1316 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>1094 A</td>
<td>1068 A</td>
<td>456 A</td>
<td>533 A</td>
<td>629 A</td>
<td>767 A</td>
<td>1142 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>811 A</td>
<td>803 A</td>
<td>366 A</td>
<td>425 A</td>
<td>500 A</td>
<td>568 A</td>
<td>819 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>636 A</td>
<td>576 A</td>
<td>557 A</td>
<td>602 A</td>
<td>645 A</td>
<td>704 A</td>
<td>639 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>1023 A</td>
<td>779 A</td>
<td>1505 A</td>
<td>1482 A</td>
<td>1527 A</td>
<td>1511 A</td>
<td>1001 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>1123 A</td>
<td>797 A</td>
<td>2674 A</td>
<td>2544 A</td>
<td>2582 A</td>
<td>2462 A</td>
<td>1261 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>1806 A</td>
<td>1302 A</td>
<td>4317 A</td>
<td>4328 A</td>
<td>4223 A</td>
<td>4006 A</td>
<td>1818 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>2633 A</td>
<td>1808 A</td>
<td>5189 A</td>
<td>5004 A</td>
<td>4998 A</td>
<td>5043 A</td>
<td>3329 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>3388 A</td>
<td>2381 A</td>
<td>4585 A</td>
<td>4786 A</td>
<td>4618 A</td>
<td>4724 A</td>
<td>3827 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>3816 A</td>
<td>3010 A</td>
<td>4113 A</td>
<td>4217 A</td>
<td>4419 A</td>
<td>4551 A</td>
<td>3631 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>4414 A</td>
<td>3790 A</td>
<td>4103 A</td>
<td>4098 A</td>
<td>4201 A</td>
<td>4942 A</td>
<td>5240 A</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>4459 A</td>
<td>4060 A</td>
<td>4609 A</td>
<td>4637 A</td>
<td>4960 A</td>
<td>5608 A</td>
<td>5052 A</td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>4726 A</td>
<td>4479 A</td>
<td>4845 A</td>
<td>4770 A</td>
<td>4985 A</td>
<td>5264 A</td>
<td>4834 A</td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>4805 A</td>
<td>4473 A</td>
<td>4785 A</td>
<td>4865 A</td>
<td>4919 A</td>
<td>5272 A</td>
<td>4775 A</td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>4554 A</td>
<td>4640 A</td>
<td>5183 A</td>
<td>5408 A</td>
<td>5667 A</td>
<td>5662 A</td>
<td>4654 A</td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>4503 A</td>
<td>4848 A</td>
<td>6377 A</td>
<td>6530 A</td>
<td>6629 A</td>
<td>6754 A</td>
<td>4568 A</td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>4541 A</td>
<td>4823 A</td>
<td>7453 A</td>
<td>7553 A</td>
<td>7464 A</td>
<td>7687 A</td>
<td>4941 A</td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td>4807 A</td>
<td>4529 A</td>
<td>7395 A</td>
<td>7707 A</td>
<td>7585 A</td>
<td>7220 A</td>
<td>4082 A</td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>4692 A</td>
<td>4272 A</td>
<td>4852 A</td>
<td>4987 A</td>
<td>5221 A</td>
<td>5787 A</td>
<td>3699 A</td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>3265 A</td>
<td>3623 A</td>
<td>3551 A</td>
<td>3664 A</td>
<td>3966 A</td>
<td>4685 A</td>
<td>3168 A</td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>3223 A</td>
<td>2989 A</td>
<td>3001 A</td>
<td>3102 A</td>
<td>3338 A</td>
<td>3748 A</td>
<td>2834 A</td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td>3263 A</td>
<td>2556 A</td>
<td>2707 A</td>
<td>3057 A</td>
<td>2989 A</td>
<td>3346 A</td>
<td>2667 A</td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>3173 A</td>
<td>2078 A</td>
<td>1937 A</td>
<td>1999 A</td>
<td>2373 A</td>
<td>2636 A</td>
<td>2458 A</td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td>2036 A</td>
<td>1258 A</td>
<td>1195 A</td>
<td>1219 A</td>
<td>1369 A</td>
<td>1545 A</td>
<td>1907 A</td>
<td></td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>74035 A</th>
<th>66244 A</th>
<th>86493 A</th>
<th>88202 A</th>
<th>90122 A</th>
<th>92974 A</th>
<th>100777 A</th>
<th>73662 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>11-12</th>
<th>11-12</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>11-12</th>
<th>10-11</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>10-11</td>
</tr>
</tbody>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>4459</th>
<th>4060</th>
<th>5189</th>
<th>5004</th>
<th>4986</th>
<th>4998</th>
<th>5608</th>
<th>5240</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>4459</td>
<td>4060</td>
<td>5189</td>
<td>5004</td>
<td>4986</td>
<td>4998</td>
<td>5608</td>
<td>5240</td>
</tr>
</tbody>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>17-18</th>
<th>15-16</th>
<th>16-17</th>
<th>17-18</th>
<th>17-18</th>
<th>17-18</th>
<th>17-18</th>
<th>16-17</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>17-18</td>
<td>15-16</td>
<td>16-17</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>17-18</td>
<td>16-17</td>
</tr>
</tbody>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>4807</th>
<th>4848</th>
<th>7453</th>
<th>7707</th>
<th>7585</th>
<th>7697</th>
<th>7529</th>
<th>4941</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>4807</td>
<td>4848</td>
<td>7453</td>
<td>7707</td>
<td>7585</td>
<td>7697</td>
<td>7529</td>
<td>4941</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station: 39</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td>Location Type: FHWA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes: 6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code: 8</td>
</tr>
</tbody>
</table>

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>1048 A</td>
<td>916 A</td>
<td>675 A</td>
<td>701 A</td>
<td>717 A</td>
<td>679 A</td>
<td>460 A</td>
</tr>
<tr>
<td>1-2</td>
<td>999 A</td>
<td>725 A</td>
<td>379 A</td>
<td>547 A</td>
<td>505 A</td>
<td>631 A</td>
<td>512 A</td>
</tr>
<tr>
<td>2-3</td>
<td>716 A</td>
<td>506 A</td>
<td>363 A</td>
<td>417 A</td>
<td>507 A</td>
<td>453 A</td>
<td>309 A</td>
</tr>
<tr>
<td>3-4</td>
<td>520 A</td>
<td>443 A</td>
<td>520 A</td>
<td>594 A</td>
<td>588 A</td>
<td>500 A</td>
<td>186 A</td>
</tr>
<tr>
<td>4-5</td>
<td>654 A</td>
<td>753 A</td>
<td>1473 A</td>
<td>1378 A</td>
<td>1444 A</td>
<td>1224 A</td>
<td>292 A</td>
</tr>
<tr>
<td>5-6</td>
<td>712 A</td>
<td>810 A</td>
<td>2658 A</td>
<td>2615 A</td>
<td>2529 A</td>
<td>1879 A</td>
<td>342 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1100 A</td>
<td>1246 A</td>
<td>4328 A</td>
<td>4167 A</td>
<td>4119 A</td>
<td>3256 A</td>
<td>462 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1539 A</td>
<td>1421 A</td>
<td>5025 A</td>
<td>5100 A</td>
<td>4910 A</td>
<td>3878 A</td>
<td>635 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2075 A</td>
<td>1873 A</td>
<td>4331 A</td>
<td>4402 A</td>
<td>4445 A</td>
<td>3507 A</td>
<td>795 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2538 A</td>
<td>2393 A</td>
<td>4165 A</td>
<td>4133 A</td>
<td>4124 A</td>
<td>3469 A</td>
<td>890 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3316 A</td>
<td>2998 A</td>
<td>4025 A</td>
<td>4200 A</td>
<td>4225 A</td>
<td>3744 A</td>
<td>1155 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3674 A</td>
<td>3563 A</td>
<td>4579 A</td>
<td>4652 A</td>
<td>4722 A</td>
<td>4416 A</td>
<td>1276 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4081 A</td>
<td>3965 A</td>
<td>4757 A</td>
<td>4763 A</td>
<td>4883 A</td>
<td>4815 A</td>
<td>1379 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4039 A</td>
<td>3978 A</td>
<td>4729 A</td>
<td>4937 A</td>
<td>5096 A</td>
<td>4879 A</td>
<td>1500 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4221 A</td>
<td>4161 A</td>
<td>5168 A</td>
<td>5372 A</td>
<td>5449 A</td>
<td>5464 A</td>
<td>1515 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4145 A</td>
<td>4239 A</td>
<td>6205 A</td>
<td>6434 A</td>
<td>6298 A</td>
<td>6199 A</td>
<td>1506 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4058 A</td>
<td>4340 A</td>
<td>7367 A</td>
<td>7625 A</td>
<td>7588 A</td>
<td>6923 A</td>
<td>1469 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3864 A</td>
<td>3866 A</td>
<td>7288 A</td>
<td>7296 A</td>
<td>7608 A</td>
<td>6635 A</td>
<td>1455 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3381 A</td>
<td>3573 A</td>
<td>4845 A</td>
<td>4840 A</td>
<td>5163 A</td>
<td>4966 A</td>
<td>1319 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3122 A</td>
<td>3211 A</td>
<td>3419 A</td>
<td>3720 A</td>
<td>3670 A</td>
<td>3386 A</td>
<td>1184 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2976 A</td>
<td>2775 A</td>
<td>2758 A</td>
<td>3065 A</td>
<td>3239 A</td>
<td>1241 A</td>
<td>1099 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2550 A</td>
<td>2411 A</td>
<td>2499 A</td>
<td>2706 A</td>
<td>2885 A</td>
<td>1062 A</td>
<td>980 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2216 A</td>
<td>1742 A</td>
<td>1911 A</td>
<td>2152 A</td>
<td>2094 A</td>
<td>965 A</td>
<td>901 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1578 A</td>
<td>1080 A</td>
<td>1294 A</td>
<td>1253 A</td>
<td>1321 A</td>
<td>700 A</td>
<td>691 A</td>
</tr>
</tbody>
</table>

#### Day Total

- AM Peak Hour: 11-12
- AM Peak Traffic: 3674
- PM Peak Hour: 14-15
- PM Peak Traffic: 4221
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>7-Day Total</th>
<th>Daily Average</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td></td>
<td>B</td>
<td>582819</td>
<td>83260</td>
<td>445311</td>
<td>89062</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>588164</td>
<td>84023</td>
<td>449350</td>
<td>89870</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>592766</td>
<td>84681</td>
<td>452487</td>
<td>90497</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>555353</td>
<td>79336</td>
<td>422569</td>
<td>84514</td>
</tr>
</tbody>
</table>

Location Description: SACRAMENTO, JCT. RTE. 80

Traffic Station: 39
Location Type: FHWA
Lanes: 6
Lane Code: 8
### District: 03  County: SAC  Prefix: 005  Postmile: 26.722  Leg: B

**Location Description:** SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 39  **Location Type:** FHWA  **Lanes:** 6  **Lane Code:** 8

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>702 A</td>
<td>735 A</td>
<td>1081 A</td>
<td>1214 A</td>
<td>763 A</td>
<td>781 A</td>
<td>730 A</td>
<td>723 A</td>
</tr>
<tr>
<td>1-2</td>
<td>428 A</td>
<td>593 A</td>
<td>886 A</td>
<td>799 A</td>
<td>469 A</td>
<td>442 A</td>
<td>382 A</td>
<td>435 A</td>
</tr>
<tr>
<td>2-3</td>
<td>445 A</td>
<td>545 A</td>
<td>663 A</td>
<td>629 A</td>
<td>368 A</td>
<td>390 A</td>
<td>402 A</td>
<td>449 A</td>
</tr>
<tr>
<td>3-4</td>
<td>476 A</td>
<td>545 A</td>
<td>447 A</td>
<td>410 A</td>
<td>417 A</td>
<td>474 A</td>
<td>491 A</td>
<td>496 A</td>
</tr>
<tr>
<td>4-5</td>
<td>980 A</td>
<td>902 A</td>
<td>621 A</td>
<td>446 A</td>
<td>997 A</td>
<td>926 A</td>
<td>923 A</td>
<td>989 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2724 A</td>
<td>2727 A</td>
<td>1111 A</td>
<td>731 A</td>
<td>2830 A</td>
<td>2863 A</td>
<td>2754 A</td>
<td>2725 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5543 A</td>
<td>5155 A</td>
<td>1779 A</td>
<td>1120 A</td>
<td>5431 A</td>
<td>5585 A</td>
<td>5483 A</td>
<td>5541 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7534 A</td>
<td>7121 A</td>
<td>2507 A</td>
<td>1660 A</td>
<td>7491 A</td>
<td>7560 A</td>
<td>7557 A</td>
<td>7639 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6202 A</td>
<td>6081 A</td>
<td>3177 A</td>
<td>2425 A</td>
<td>6219 A</td>
<td>6526 A</td>
<td>6545 A</td>
<td>6530 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4655 A</td>
<td>4606 A</td>
<td>3684 A</td>
<td>3209 A</td>
<td>4835 A</td>
<td>4809 A</td>
<td>4688 A</td>
<td>4890 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4171 A</td>
<td>4391 A</td>
<td>4074 A</td>
<td>4101 A</td>
<td>4453 A</td>
<td>4328 A</td>
<td>4177 A</td>
<td>4274 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4512 A</td>
<td>4754 A</td>
<td>4234 A</td>
<td>4471 A</td>
<td>4563 A</td>
<td>4231 A</td>
<td>4316 A</td>
<td>4366 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4890 A</td>
<td>5117 A</td>
<td>4479 A</td>
<td>4817 A</td>
<td>4800 A</td>
<td>4656 A</td>
<td>4719 A</td>
<td>4911 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5008 A</td>
<td>5413 A</td>
<td>4467 A</td>
<td>4809 A</td>
<td>4697 A</td>
<td>4822 A</td>
<td>4685 A</td>
<td>4965 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5195 A</td>
<td>5411 A</td>
<td>4468 A</td>
<td>4563 A</td>
<td>4907 A</td>
<td>4973 A</td>
<td>4959 A</td>
<td>5157 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5376 A</td>
<td>5900 A</td>
<td>4253 A</td>
<td>4620 A</td>
<td>5292 A</td>
<td>5343 A</td>
<td>5345 A</td>
<td>5467 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5469 A</td>
<td>5722 A</td>
<td>4390 A</td>
<td>4447 A</td>
<td>5262 A</td>
<td>5203 A</td>
<td>5366 A</td>
<td>5561 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5014 A</td>
<td>5075 A</td>
<td>4461 A</td>
<td>4332 A</td>
<td>4671 A</td>
<td>4735 A</td>
<td>4864 A</td>
<td>5031 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4404 A</td>
<td>4979 A</td>
<td>4121 A</td>
<td>4134 A</td>
<td>3871 A</td>
<td>4065 A</td>
<td>4059 A</td>
<td>4259 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3321 A</td>
<td>4012 A</td>
<td>3212 A</td>
<td>3497 A</td>
<td>2935 A</td>
<td>3049 A</td>
<td>3193 A</td>
<td>3253 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3279 A</td>
<td>3483 A</td>
<td>3146 A</td>
<td>3216 A</td>
<td>2889 A</td>
<td>2876 A</td>
<td>3005 A</td>
<td>3336 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2763 A</td>
<td>3650 A</td>
<td>3011 A</td>
<td>2585 A</td>
<td>2364 A</td>
<td>2408 A</td>
<td>2506 A</td>
<td>2779 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2093 A</td>
<td>2667 A</td>
<td>2623 A</td>
<td>2933 A</td>
<td>1742 A</td>
<td>1791 A</td>
<td>1963 A</td>
<td>2149 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1387 A</td>
<td>2008 A</td>
<td>1818 A</td>
<td>1972 A</td>
<td>1183 A</td>
<td>1146 A</td>
<td>1284 A</td>
<td>1524 A</td>
</tr>
</tbody>
</table>

**Day Total:** 86571 A  91592 A  68713 A  67140 A  83449 A  83982 A  84396 A  87449 A

- **AM Peak Hour:** 07-08  07-08  11-12  11-12  07-08  07-08  07-08  07-08
- **AM Peak Traffic:** 7534  7121  4234  4471  7491  7560  7557  7639
- **PM Peak Hour:** 16-17  15-16  12-13  12-13  15-16  15-16  16-17  16-17
- **PM Peak Traffic:** 5469  5900  4479  4817  5292  5343  5366  5561
<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 09</td>
<td>MAY 10</td>
<td>MAY 11</td>
<td>MAY 12</td>
<td>MAY 13</td>
<td>MAY 14</td>
<td>MAY 15</td>
<td>MAY 16</td>
</tr>
<tr>
<td>0-1</td>
<td>787 A</td>
<td>1161 A</td>
<td>1078 A</td>
<td>845 A</td>
<td>693 A</td>
<td>726 A</td>
<td>641 A</td>
<td>818 A</td>
</tr>
<tr>
<td>1-2</td>
<td>512 A</td>
<td>794 A</td>
<td>668 A</td>
<td>476 A</td>
<td>419 A</td>
<td>447 A</td>
<td>475 A</td>
<td>496 A</td>
</tr>
<tr>
<td>2-3</td>
<td>459 A</td>
<td>686 A</td>
<td>613 A</td>
<td>408 A</td>
<td>459 A</td>
<td>405 A</td>
<td>428 A</td>
<td>540 A</td>
</tr>
<tr>
<td>3-4</td>
<td>519 A</td>
<td>512 A</td>
<td>402 A</td>
<td>450 A</td>
<td>461 A</td>
<td>438 A</td>
<td>456 A</td>
<td>519 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1000 A</td>
<td>653 A</td>
<td>414 A</td>
<td>964 A</td>
<td>967 A</td>
<td>994 A</td>
<td>988 A</td>
<td>991 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2729 A</td>
<td>1167 A</td>
<td>716 A</td>
<td>2875 A</td>
<td>2774 A</td>
<td>2760 A</td>
<td>2762 A</td>
<td>2728 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5125 A</td>
<td>1854 A</td>
<td>1043 A</td>
<td>5463 A</td>
<td>5625 A</td>
<td>5580 A</td>
<td>5672 A</td>
<td>5207 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7103 A</td>
<td>2507 A</td>
<td>1467 A</td>
<td>7393 A</td>
<td>7414 A</td>
<td>7495 A</td>
<td>7549 A</td>
<td>6534 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6022 A</td>
<td>3159 A</td>
<td>2272 A</td>
<td>6442 A</td>
<td>6679 A</td>
<td>6593 A</td>
<td>6628 A</td>
<td>6240 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4943 A</td>
<td>3641 A</td>
<td>3155 A</td>
<td>4724 A</td>
<td>4836 A</td>
<td>4881 A</td>
<td>4851 A</td>
<td>4901 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4466 A</td>
<td>4479 A</td>
<td>4044 A</td>
<td>4405 A</td>
<td>4249 A</td>
<td>4304 A</td>
<td>4428 A</td>
<td>4901 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4851 A</td>
<td>4288 A</td>
<td>4306 A</td>
<td>4252 A</td>
<td>4474 A</td>
<td>4425 A</td>
<td>4486 A</td>
<td>4938 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5122 A</td>
<td>4804 A</td>
<td>4819 A</td>
<td>4987 A</td>
<td>4755 A</td>
<td>4707 A</td>
<td>5142 A</td>
<td>5081 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5516 A</td>
<td>4658 A</td>
<td>4743 A</td>
<td>4814 A</td>
<td>4739 A</td>
<td>4749 A</td>
<td>5239 A</td>
<td>5517 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5687 A</td>
<td>4430 A</td>
<td>4477 A</td>
<td>5068 A</td>
<td>5102 A</td>
<td>5015 A</td>
<td>5345 A</td>
<td>5468 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5799 A</td>
<td>4352 A</td>
<td>4439 A</td>
<td>5413 A</td>
<td>5398 A</td>
<td>5382 A</td>
<td>5432 A</td>
<td>5836 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5813 A</td>
<td>4335 A</td>
<td>4447 A</td>
<td>5400 A</td>
<td>5227 A</td>
<td>5332 A</td>
<td>5479 A</td>
<td>5666 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5299 A</td>
<td>4160 A</td>
<td>4423 A</td>
<td>4721 A</td>
<td>4794 A</td>
<td>4827 A</td>
<td>5224 A</td>
<td>5328 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5120 A</td>
<td>4142 A</td>
<td>4292 A</td>
<td>3727 A</td>
<td>3950 A</td>
<td>4234 A</td>
<td>4265 A</td>
<td>4951 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3889 A</td>
<td>3391 A</td>
<td>3854 A</td>
<td>2916 A</td>
<td>3036 A</td>
<td>3110 A</td>
<td>3279 A</td>
<td>4018 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3518 A</td>
<td>3197 A</td>
<td>3375 A</td>
<td>2934 A</td>
<td>2895 A</td>
<td>2812 A</td>
<td>3370 A</td>
<td>3656 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3239 A</td>
<td>2934 A</td>
<td>2995 A</td>
<td>2253 A</td>
<td>2474 A</td>
<td>2422 A</td>
<td>2928 A</td>
<td>3135 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2754 A</td>
<td>2586 A</td>
<td>2698 A</td>
<td>1729 A</td>
<td>1810 A</td>
<td>1933 A</td>
<td>2269 A</td>
<td>2757 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2097 A</td>
<td>1766 A</td>
<td>2322 A</td>
<td>1362 A</td>
<td>1225 A</td>
<td>1440 A</td>
<td>1572 A</td>
<td>2184 A</td>
</tr>
</tbody>
</table>

Day Total     92369 A 69656 A 67062 A 84021 A 84455 A 85011 A 84057 P 92360 A

AM Peak Hour 07-08 10-11 11-12 07-08 07-08 07-08 07-08 07-08
AM Peak Traffic 7103 4479 4306 7393 7414 7495 7549 6534
PM Peak Hour 16-17 12-13 12-13 15-16 15-16 15-16 16-17 15-16
PM Peak Traffic 5813 4804 4819 5413 5398 5382 5479 5836
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

#### Traffic Station: 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
</tr>
</tbody>
</table>

**Location Description:** SACRAMENTO, JCT. RTE. 80

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>1174 A</td>
<td>1148 A</td>
<td>815 A</td>
<td>712 A</td>
<td>770 A</td>
<td>779 A</td>
<td>1073 A</td>
<td>1299 A</td>
</tr>
<tr>
<td>1-2</td>
<td>888 A</td>
<td>786 A</td>
<td>487 A</td>
<td>427 A</td>
<td>433 A</td>
<td>502 A</td>
<td>641 A</td>
<td>889 A</td>
</tr>
<tr>
<td>2-3</td>
<td>730 A</td>
<td>607 A</td>
<td>373 A</td>
<td>408 A</td>
<td>424 A</td>
<td>576 A</td>
<td>541 A</td>
<td>720 A</td>
</tr>
<tr>
<td>3-4</td>
<td>549 A</td>
<td>429 A</td>
<td>484 A</td>
<td>433 A</td>
<td>478 A</td>
<td>496 A</td>
<td>531 A</td>
<td>518 A</td>
</tr>
<tr>
<td>4-5</td>
<td>665 A</td>
<td>503 A</td>
<td>1045 A</td>
<td>1022 A</td>
<td>988 A</td>
<td>1068 A</td>
<td>1010 A</td>
<td>670 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1179 A</td>
<td>744 A</td>
<td>2875 A</td>
<td>2890 A</td>
<td>2743 A</td>
<td>2807 A</td>
<td>2638 A</td>
<td>1090 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1897 A</td>
<td>1106 A</td>
<td>5448 A</td>
<td>5526 A</td>
<td>5485 A</td>
<td>5415 A</td>
<td>4896 A</td>
<td>1570 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2539 A</td>
<td>1635 A</td>
<td>7348 A</td>
<td>7659 A</td>
<td>7524 A</td>
<td>7434 A</td>
<td>6921 A</td>
<td>2042 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3303 A</td>
<td>2420 A</td>
<td>6112 A</td>
<td>6317 A</td>
<td>6552 A</td>
<td>6409 A</td>
<td>5856 A</td>
<td>2694 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3855 A</td>
<td>3417 A</td>
<td>4664 A</td>
<td>4568 A</td>
<td>4939 A</td>
<td>4827 A</td>
<td>4948 A</td>
<td>3457 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4165 A</td>
<td>4176 A</td>
<td>4392 A</td>
<td>4254 A</td>
<td>4322 A</td>
<td>4213 A</td>
<td>4705 A</td>
<td>4287 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4546 A</td>
<td>4546 A</td>
<td>4422 A</td>
<td>4364 A</td>
<td>4546 A</td>
<td>4519 A</td>
<td>4963 A</td>
<td>5104 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4678 A</td>
<td>4943 A</td>
<td>4858 A</td>
<td>4712 A</td>
<td>4889 A</td>
<td>4919 A</td>
<td>5337 A</td>
<td>4580 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4690 A</td>
<td>4783 A</td>
<td>4714 A</td>
<td>4884 A</td>
<td>4720 A</td>
<td>5177 A</td>
<td>5926 A</td>
<td>5056 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4479 A</td>
<td>4535 A</td>
<td>5108 A</td>
<td>4890 A</td>
<td>5112 A</td>
<td>5332 A</td>
<td>5557 A</td>
<td>5422 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4212 A</td>
<td>4170 A</td>
<td>5308 A</td>
<td>5432 A</td>
<td>5492 A</td>
<td>5524 A</td>
<td>5781 A</td>
<td>4185 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4122 A</td>
<td>4167 A</td>
<td>5403 A</td>
<td>5472 A</td>
<td>5453 A</td>
<td>5565 A</td>
<td>5401 A</td>
<td>4371 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4316 A</td>
<td>4012 A</td>
<td>4754 A</td>
<td>4960 A</td>
<td>5045 A</td>
<td>5357 A</td>
<td>5769 A</td>
<td>4007 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4189 A</td>
<td>3898 A</td>
<td>4023 A</td>
<td>4347 A</td>
<td>4284 A</td>
<td>4651 A</td>
<td>4901 A</td>
<td>3620 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3342 A</td>
<td>3494 A</td>
<td>3022 A</td>
<td>3245 A</td>
<td>3305 A</td>
<td>3471 A</td>
<td>4206 A</td>
<td>3947 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3112 A</td>
<td>3231 A</td>
<td>2661 A</td>
<td>2893 A</td>
<td>3059 A</td>
<td>3248 A</td>
<td>4647 A</td>
<td>2926 A</td>
</tr>
<tr>
<td>21-22</td>
<td>4248 A</td>
<td>2829 A</td>
<td>2346 A</td>
<td>2428 A</td>
<td>2723 A</td>
<td>3034 A</td>
<td>3270 A</td>
<td>2744 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2771 A</td>
<td>2987 A</td>
<td>1941 A</td>
<td>1930 A</td>
<td>2085 A</td>
<td>2331 A</td>
<td>2928 A</td>
<td>2681 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1932 A</td>
<td>1872 A</td>
<td>1307 A</td>
<td>1364 A</td>
<td>1552 A</td>
<td>1643 A</td>
<td>2050 A</td>
<td>1810 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 71581 A
- 66438 A
- 83910 A
- 85137 A
- 86923 A
- 89287 A
- 94496 A
- 69689 A

**AM Peak Hour**
- 11-12
- 07-08

**AM Peak Traffic**
- 4546
- 7348
- 7659
- 7524
- 7434
- 6921
- 5104

**PM Peak Hour**
- 13-14
- 16-17

**PM Peak Traffic**
- 4690
- 5403
- 5472
- 5492
- 5555
- 5926
- 5422
### CALTRANS TRAFFIC VOLUMES
**Detail All Vehicle Hourly Count Report**

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>1024 A</td>
<td>943 A</td>
<td>709 A</td>
<td>768 A</td>
<td>704 A</td>
<td>793 A</td>
<td>1107 A</td>
</tr>
<tr>
<td>1-2</td>
<td>679 A</td>
<td>622 A</td>
<td>454 A</td>
<td>437 A</td>
<td>434 A</td>
<td>577 A</td>
<td>714 A</td>
</tr>
<tr>
<td>2-3</td>
<td>525 A</td>
<td>491 A</td>
<td>320 A</td>
<td>443 A</td>
<td>392 A</td>
<td>539 A</td>
<td>585 A</td>
</tr>
<tr>
<td>3-4</td>
<td>367 A</td>
<td>363 A</td>
<td>434 A</td>
<td>473 A</td>
<td>428 A</td>
<td>497 A</td>
<td>428 A</td>
</tr>
<tr>
<td>4-5</td>
<td>426 A</td>
<td>523 A</td>
<td>1052 A</td>
<td>959 A</td>
<td>1025 A</td>
<td>953 A</td>
<td>566 A</td>
</tr>
<tr>
<td>5-6</td>
<td>732 A</td>
<td>870 A</td>
<td>2982 A</td>
<td>2829 A</td>
<td>2865 A</td>
<td>2571 A</td>
<td>1016 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1027 A</td>
<td>1197 A</td>
<td>5362 A</td>
<td>5421 A</td>
<td>5246 A</td>
<td>4375 A</td>
<td>1329 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1481 A</td>
<td>1450 A</td>
<td>7282 A</td>
<td>7410 A</td>
<td>6291 A</td>
<td>6310 A</td>
<td>2006 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1922 A</td>
<td>1791 A</td>
<td>6308 A</td>
<td>6135 A</td>
<td>6318 A</td>
<td>5493 A</td>
<td>2509 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2793 A</td>
<td>2642 A</td>
<td>4691 A</td>
<td>4686 A</td>
<td>4643 A</td>
<td>4209 A</td>
<td>2771 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3536 A</td>
<td>3436 A</td>
<td>4413 A</td>
<td>4260 A</td>
<td>4264 A</td>
<td>4073 A</td>
<td>3225 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3718 A</td>
<td>4120 A</td>
<td>4545 A</td>
<td>4431 A</td>
<td>4462 A</td>
<td>4502 A</td>
<td>3302 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4306 A</td>
<td>4566 A</td>
<td>5041 A</td>
<td>4891 A</td>
<td>4988 A</td>
<td>4561 A</td>
<td>3566 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4372 A</td>
<td>4958 A</td>
<td>4780 A</td>
<td>4740 A</td>
<td>5069 A</td>
<td>4970 A</td>
<td>3471 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4064 A</td>
<td>4952 A</td>
<td>5122 A</td>
<td>5096 A</td>
<td>5044 A</td>
<td>5158 A</td>
<td>3360 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4067 A</td>
<td>4447 A</td>
<td>5218 A</td>
<td>5438 A</td>
<td>5399 A</td>
<td>5369 A</td>
<td>3222 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3955 A</td>
<td>4086 A</td>
<td>5208 A</td>
<td>5291 A</td>
<td>5247 A</td>
<td>5122 A</td>
<td>3144 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3935 A</td>
<td>3966 A</td>
<td>4738 A</td>
<td>4940 A</td>
<td>5177 A</td>
<td>4694 A</td>
<td>3130 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3581 A</td>
<td>3787 A</td>
<td>4015 A</td>
<td>4150 A</td>
<td>4262 A</td>
<td>4159 A</td>
<td>2916 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3326 A</td>
<td>3649 A</td>
<td>2977 A</td>
<td>3069 A</td>
<td>3296 A</td>
<td>3521 A</td>
<td>2604 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2917 A</td>
<td>2967 A</td>
<td>2677 A</td>
<td>2848 A</td>
<td>3009 A</td>
<td>2586 A</td>
<td>2470 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2804 A</td>
<td>2619 A</td>
<td>2355 A</td>
<td>2494 A</td>
<td>2643 A</td>
<td>2864 A</td>
<td>2274 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2146 A</td>
<td>2039 A</td>
<td>1955 A</td>
<td>1912 A</td>
<td>2120 A</td>
<td>2389 A</td>
<td>2057 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1657 A</td>
<td>1522 A</td>
<td>1273 A</td>
<td>1357 A</td>
<td>1580 A</td>
<td>1600 A</td>
<td>1497 A</td>
</tr>
</tbody>
</table>

**Day Total**: 59360 A 62006 A 83911 A 84478 A 84906 A 81885 A 53269 A

**AM Peak Hour**: 11-12 11-12 07-08 07-08 08-09 07-08 11-12

**AM Peak Traffic**: 3718 4120 7282 7410 6318 6310 3302

**PM Peak Hour**: 13-14 13-14 15-16 15-16 15-16 15-16 12-13

**PM Peak Traffic**: 4372 4958 5218 5438 5399 5369 3566
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 80

- **Traffic Station:** 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTH</strong></td>
<td>575636</td>
<td>538846</td>
<td>437617</td>
<td>409797</td>
</tr>
<tr>
<td><strong>Daily Average</strong></td>
<td>82234</td>
<td>76978</td>
<td>87523</td>
<td>81959</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTH</strong></td>
<td>437617</td>
<td>409797</td>
<td>87523</td>
<td>81959</td>
</tr>
<tr>
<td><strong>Weekday Average</strong></td>
<td>82234</td>
<td>76978</td>
<td>87523</td>
<td>81959</td>
</tr>
<tr>
<td>Year</td>
<td>Sun</td>
<td>Mon</td>
<td>Tue</td>
<td>Wed</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>433 A</td>
<td>260 A</td>
<td>262 A</td>
<td>290 A</td>
</tr>
<tr>
<td>2-3</td>
<td>468 A</td>
<td>145 A</td>
<td>162 A</td>
<td>201 A</td>
</tr>
<tr>
<td>3-4</td>
<td>364 A</td>
<td>157 A</td>
<td>160 A</td>
<td>172 A</td>
</tr>
<tr>
<td>4-5</td>
<td>242 A</td>
<td>151 A</td>
<td>152 A</td>
<td>175 A</td>
</tr>
<tr>
<td>5-6</td>
<td>238 A</td>
<td>400 A</td>
<td>353 A</td>
<td>394 A</td>
</tr>
<tr>
<td>6-7</td>
<td>251 A</td>
<td>642 A</td>
<td>687 A</td>
<td>658 A</td>
</tr>
<tr>
<td>7-8</td>
<td>342 A</td>
<td>966 A</td>
<td>1114 A</td>
<td>1186 A</td>
</tr>
<tr>
<td>8-9</td>
<td>476 A</td>
<td>1215 A</td>
<td>1360 A</td>
<td>1469 A</td>
</tr>
<tr>
<td>9-10</td>
<td>631 A</td>
<td>1191 A</td>
<td>1318 A</td>
<td>1357 A</td>
</tr>
<tr>
<td>10-11</td>
<td>831 A</td>
<td>1157 A</td>
<td>1223 A</td>
<td>1292 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1112 A</td>
<td>1262 A</td>
<td>1376 A</td>
<td>1473 A</td>
</tr>
<tr>
<td>12-13</td>
<td>1214 A</td>
<td>1568 A</td>
<td>1735 A</td>
<td>2007 A</td>
</tr>
<tr>
<td>13-14</td>
<td>1480 A</td>
<td>1743 A</td>
<td>1748 A</td>
<td>1800 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1579 A</td>
<td>1636 A</td>
<td>1827 A</td>
<td>1850 A</td>
</tr>
<tr>
<td>15-16</td>
<td>1834 A</td>
<td>1990 A</td>
<td>2117 A</td>
<td>2323 A</td>
</tr>
<tr>
<td>16-17</td>
<td>1741 A</td>
<td>2404 A</td>
<td>2841 A</td>
<td>3058 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1560 A</td>
<td>3010 A</td>
<td>3565 A</td>
<td>3822 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1506 A</td>
<td>3303 A</td>
<td>3792 A</td>
<td>4175 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1504 A</td>
<td>2436 A</td>
<td>2437 A</td>
<td>2785 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1202 A</td>
<td>1372 A</td>
<td>1478 A</td>
<td>1675 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1083 A</td>
<td>1165 A</td>
<td>1317 A</td>
<td>1431 A</td>
</tr>
<tr>
<td>22-23</td>
<td>870 A</td>
<td>984 A</td>
<td>1139 A</td>
<td>1230 A</td>
</tr>
<tr>
<td>23-24</td>
<td>718 A</td>
<td>693 A</td>
<td>843 A</td>
<td>917 A</td>
</tr>
</tbody>
</table>

Day Total

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 1214 | 1568 | 1735 | 2007 | 1834 | 2100 | 1649 | 1425 |
| PM Peak Hour | 14-15 | 17-18 | 17-18 | 17-18 | 16-17 | 16-17 | 13-14 | 13-14 |
| PM Peak Traffic | 1834 | 3303 | 3792 | 4175 | 3911 | 3904 | 1725 | 1730 |
### Traffic Station: 39

**Location Description**
SACRAMENTO, JCT. RTE. 80

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>347 A</td>
<td>652 A</td>
<td>692 A</td>
<td>876 A</td>
<td>871 A</td>
<td>1212 A</td>
<td>1093 A</td>
<td>682 A</td>
</tr>
<tr>
<td>1-2</td>
<td>190 A</td>
<td>443 A</td>
<td>507 A</td>
<td>610 A</td>
<td>786 A</td>
<td>932 A</td>
<td>975 A</td>
<td>433 A</td>
</tr>
<tr>
<td>2-3</td>
<td>252 A</td>
<td>417 A</td>
<td>422 A</td>
<td>475 A</td>
<td>551 A</td>
<td>828 A</td>
<td>861 A</td>
<td>331 A</td>
</tr>
<tr>
<td>3-4</td>
<td>354 A</td>
<td>538 A</td>
<td>535 A</td>
<td>625 A</td>
<td>687 A</td>
<td>632 A</td>
<td>513 A</td>
<td>535 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1076 A</td>
<td>1346 A</td>
<td>1358 A</td>
<td>1378 A</td>
<td>1476 A</td>
<td>916 A</td>
<td>810 A</td>
<td>1432 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2151 A</td>
<td>2427 A</td>
<td>2480 A</td>
<td>2516 A</td>
<td>2486 A</td>
<td>1095 A</td>
<td>799 A</td>
<td>2571 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3372 A</td>
<td>3938 A</td>
<td>3834 A</td>
<td>3925 A</td>
<td>3763 A</td>
<td>1176 A</td>
<td>995 A</td>
<td>3705 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3906 A</td>
<td>4502 A</td>
<td>4417 A</td>
<td>4443 A</td>
<td>4397 A</td>
<td>1495 A</td>
<td>1384 A</td>
<td>4169 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3390 A</td>
<td>4041 A</td>
<td>4070 A</td>
<td>4090 A</td>
<td>3985 A</td>
<td>1686 A</td>
<td>1829 A</td>
<td>3596 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1157 C</td>
<td>3724 A</td>
<td>3631 A</td>
<td>3852 A</td>
<td>4053 A</td>
<td>2806 A</td>
<td>2517 A</td>
<td>3438 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3466 A</td>
<td>3720 A</td>
<td>3704 A</td>
<td>3958 A</td>
<td>4213 A</td>
<td>2981 A</td>
<td>3059 A</td>
<td>3596 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3799 A</td>
<td>4281 A</td>
<td>4134 A</td>
<td>4619 A</td>
<td>4728 A</td>
<td>3728 A</td>
<td>3506 A</td>
<td>4057 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4169 A</td>
<td>4396 A</td>
<td>4399 A</td>
<td>4574 A</td>
<td>5174 A</td>
<td>3769 A</td>
<td>3747 A</td>
<td>4034 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4116 A</td>
<td>4328 A</td>
<td>4635 A</td>
<td>4824 A</td>
<td>5198 A</td>
<td>3844 A</td>
<td>3869 A</td>
<td>4077 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4684 A</td>
<td>4994 A</td>
<td>5101 A</td>
<td>5379 A</td>
<td>5707 A</td>
<td>4004 A</td>
<td>3781 A</td>
<td>4639 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5372 A</td>
<td>5484 A</td>
<td>5971 A</td>
<td>6139 A</td>
<td>6461 A</td>
<td>4094 A</td>
<td>3800 A</td>
<td>5618 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6452 A</td>
<td>6620 A</td>
<td>7031 A</td>
<td>7255 A</td>
<td>7128 A</td>
<td>3960 A</td>
<td>3618 A</td>
<td>6375 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6398 A</td>
<td>6449 A</td>
<td>7025 A</td>
<td>7324 A</td>
<td>6673 A</td>
<td>3874 A</td>
<td>3280 A</td>
<td>6327 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4127 A</td>
<td>4332 A</td>
<td>4837 A</td>
<td>4907 A</td>
<td>4955 A</td>
<td>3871 A</td>
<td>3341 A</td>
<td>4470 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3158 A</td>
<td>3253 A</td>
<td>3468 A</td>
<td>3660 A</td>
<td>4108 A</td>
<td>3062 A</td>
<td>3069 A</td>
<td>3078 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2604 A</td>
<td>2645 A</td>
<td>3342 A</td>
<td>3033 A</td>
<td>3371 A</td>
<td>2814 A</td>
<td>2636 A</td>
<td>2721 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2210 A</td>
<td>2509 A</td>
<td>3044 A</td>
<td>2783 A</td>
<td>3051 A</td>
<td>2894 A</td>
<td>2606 A</td>
<td>2370 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1717 A</td>
<td>1770 A</td>
<td>2206 A</td>
<td>2292 A</td>
<td>2895 A</td>
<td>1608 A</td>
<td>1860 A</td>
<td>1919 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1179 A</td>
<td>1213 A</td>
<td>1478 A</td>
<td>1458 A</td>
<td>1781 A</td>
<td>2236 A</td>
<td>1189 A</td>
<td>1103 A</td>
</tr>
</tbody>
</table>

**Day Total**
69646 C 78022 A 82321 A 84995 A 88498 A 59517 A 55137 A 75276 A

<p>| AM Peak Hour | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 11-12 | 11-12 | 07-08 |
| AM Peak Traffic | 3906 | 4502 | 4417 | 4619 | 4728 | 3728 | 3506 | 4169 |
| PM Peak Hour | 16-17 | 16-17 | 16-17 | 17-18 | 16-17 | 15-16 | 13-14 | 16-17 |
| PM Peak Traffic | 6452 | 6620 | 7031 | 7324 | 7128 | 4094 | 3869 | 6375 |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station: 39</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td>Location Type: FHWA</td>
</tr>
<tr>
<td>Location Description: SACRAMENTO, JCT. RTE. 80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>702 A</td>
<td>687 A</td>
<td>742 A</td>
<td>808 A</td>
<td>1255 A</td>
<td>1282 A</td>
<td>710 A</td>
<td>736 A</td>
</tr>
<tr>
<td>1-2</td>
<td>475 A</td>
<td>529 A</td>
<td>543 A</td>
<td>667 A</td>
<td>1067 A</td>
<td>1030 A</td>
<td>474 A</td>
<td>485 A</td>
</tr>
<tr>
<td>2-3</td>
<td>389 A</td>
<td>408 A</td>
<td>484 A</td>
<td>547 A</td>
<td>733 A</td>
<td>760 A</td>
<td>402 A</td>
<td>447 A</td>
</tr>
<tr>
<td>3-4</td>
<td>563 A</td>
<td>576 A</td>
<td>605 A</td>
<td>671 A</td>
<td>613 A</td>
<td>564 A</td>
<td>522 A</td>
<td>643 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1408 A</td>
<td>1373 A</td>
<td>1451 A</td>
<td>1372 A</td>
<td>1010 A</td>
<td>837 A</td>
<td>1425 A</td>
<td>1481 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2475 A</td>
<td>2451 A</td>
<td>2474 A</td>
<td>2417 A</td>
<td>1215 A</td>
<td>884 A</td>
<td>2653 A</td>
<td>2656 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3885 A</td>
<td>3802 A</td>
<td>3979 A</td>
<td>3679 A</td>
<td>1674 A</td>
<td>1137 A</td>
<td>3846 A</td>
<td>3956 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4433 A</td>
<td>4337 A</td>
<td>4438 A</td>
<td>4282 A</td>
<td>2238 A</td>
<td>1513 A</td>
<td>4490 A</td>
<td>4795 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3845 A</td>
<td>3949 A</td>
<td>3996 A</td>
<td>4028 A</td>
<td>2836 A</td>
<td>2015 A</td>
<td>4013 A</td>
<td>4106 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3707 A</td>
<td>3565 A</td>
<td>3786 A</td>
<td>3960 A</td>
<td>3265 A</td>
<td>2618 A</td>
<td>3651 A</td>
<td>4017 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3612 A</td>
<td>3695 A</td>
<td>3767 A</td>
<td>3987 A</td>
<td>3733 A</td>
<td>3335 A</td>
<td>3863 A</td>
<td>3792 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4092 A</td>
<td>4189 A</td>
<td>4257 A</td>
<td>4658 A</td>
<td>3845 A</td>
<td>3461 A</td>
<td>4176 A</td>
<td>4276 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4217 A</td>
<td>4376 A</td>
<td>4567 A</td>
<td>4956 A</td>
<td>4156 A</td>
<td>3800 A</td>
<td>4685 A</td>
<td>4651 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4340 A</td>
<td>4283 A</td>
<td>4545 A</td>
<td>5039 A</td>
<td>4034 A</td>
<td>3788 A</td>
<td>4443 A</td>
<td>4575 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4862 A</td>
<td>4692 A</td>
<td>5058 A</td>
<td>5531 A</td>
<td>3952 A</td>
<td>3907 A</td>
<td>4814 A</td>
<td>4013 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5469 A</td>
<td>5567 A</td>
<td>5876 A</td>
<td>6059 A</td>
<td>3892 A</td>
<td>3868 A</td>
<td>5836 A</td>
<td>6162 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6727 A</td>
<td>7036 A</td>
<td>6566 A</td>
<td>6550 A</td>
<td>3883 A</td>
<td>3776 A</td>
<td>6850 A</td>
<td>7153 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6588 A</td>
<td>6616 A</td>
<td>6597 A</td>
<td>6287 A</td>
<td>3877 A</td>
<td>3692 A</td>
<td>6764 A</td>
<td>6979 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4342 A</td>
<td>4682 A</td>
<td>4548 A</td>
<td>4886 A</td>
<td>3432 A</td>
<td>3403 A</td>
<td>4395 A</td>
<td>4732 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3184 A</td>
<td>3402 A</td>
<td>3330 A</td>
<td>3751 A</td>
<td>2873 A</td>
<td>2875 A</td>
<td>3321 A</td>
<td>3471 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2686 A</td>
<td>2967 A</td>
<td>3016 A</td>
<td>3193 A</td>
<td>2651 A</td>
<td>2777 A</td>
<td>2817 A</td>
<td>2963 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2581 A</td>
<td>2821 A</td>
<td>2872 A</td>
<td>3390 A</td>
<td>2621 A</td>
<td>2266 A</td>
<td>2343 A</td>
<td>2573 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2116 A</td>
<td>1909 A</td>
<td>2335 A</td>
<td>2891 A</td>
<td>2322 A</td>
<td>1854 A</td>
<td>1751 A</td>
<td>1868 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1171 A</td>
<td>1239 A</td>
<td>1310 A</td>
<td>1883 A</td>
<td>1626 A</td>
<td>1165 A</td>
<td>1064 A</td>
<td>1134 A</td>
</tr>
</tbody>
</table>

| Day Total | 77869 A | 79151 A | 81142 A | 85492 A | 62803 A | 56607 A | 79308 A | 81664 A |
| AM Peak Hour | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 |
| AM Peak Traffic | 4433 | 4337 | 4438 | 4658 | 3845 | 3461 | 4490 | 4795 |
| PM Peak Hour | 16-17 | 16-17 | 17-18 | 16-17 | 12-13 | 14-15 | 16-17 | 16-17 |
| PM Peak Traffic | 6727 | 7036 | 6597 | 6550 | 4156 | 3907 | 6850 | 7153 |
**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>715 A</td>
<td>749 A</td>
<td>851 A</td>
<td>1230 A</td>
<td>1203 A</td>
<td>737 A</td>
</tr>
<tr>
<td>1-2</td>
<td>508 A</td>
<td>562 A</td>
<td>777 A</td>
<td>1145 A</td>
<td>1028 A</td>
<td>455 A</td>
</tr>
<tr>
<td>2-3</td>
<td>417 A</td>
<td>501 A</td>
<td>574 A</td>
<td>824 A</td>
<td>749 A</td>
<td>383 A</td>
</tr>
<tr>
<td>3-4</td>
<td>569 A</td>
<td>642 A</td>
<td>696 A</td>
<td>588 A</td>
<td>545 A</td>
<td>562 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1434 A</td>
<td>1486 A</td>
<td>1451 A</td>
<td>1045 A</td>
<td>765 A</td>
<td>1424 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2552 A</td>
<td>2604 A</td>
<td>2449 A</td>
<td>1214 A</td>
<td>827 A</td>
<td>2540 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3981 A</td>
<td>3886 A</td>
<td>3895 A</td>
<td>1743 A</td>
<td>1097 A</td>
<td>3916 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4531 A</td>
<td>4621 A</td>
<td>4465 A</td>
<td>2234 A</td>
<td>1555 A</td>
<td>4508 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4093 A</td>
<td>4146 A</td>
<td>4104 A</td>
<td>2963 A</td>
<td>2020 A</td>
<td>3948 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3930 A</td>
<td>3808 A</td>
<td>4045 A</td>
<td>3476 A</td>
<td>2742 A</td>
<td>3762 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4022 A</td>
<td>4178 A</td>
<td>4326 A</td>
<td>3966 A</td>
<td>3486 A</td>
<td>4045 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4329 A</td>
<td>4602 A</td>
<td>4733 A</td>
<td>4250 A</td>
<td>3791 A</td>
<td>4425 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4615 A</td>
<td>5010 A</td>
<td>5388 A</td>
<td>4357 A</td>
<td>4179 A</td>
<td>4755 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4585 A</td>
<td>4769 A</td>
<td>5459 A</td>
<td>4349 A</td>
<td>4500 A</td>
<td>4702 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5306 A</td>
<td>5457 A</td>
<td>5862 A</td>
<td>4429 A</td>
<td>4238 A</td>
<td>5178 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6270 A</td>
<td>6366 A</td>
<td>6595 A</td>
<td>4382 A</td>
<td>4322 A</td>
<td>6027 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6971 A</td>
<td>7236 A</td>
<td>7207 A</td>
<td>4357 A</td>
<td>4131 A</td>
<td>6872 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7110 A</td>
<td>7047 A</td>
<td>6966 A</td>
<td>4010 A</td>
<td>3848 A</td>
<td>6984 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4740 A</td>
<td>4775 A</td>
<td>4864 A</td>
<td>4160 A</td>
<td>3491 A</td>
<td>4844 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3619 A</td>
<td>3654 A</td>
<td>4071 A</td>
<td>3271 A</td>
<td>3146 A</td>
<td>3472 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3123 A</td>
<td>3115 A</td>
<td>3532 A</td>
<td>3024 A</td>
<td>2824 A</td>
<td>2868 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2708 A</td>
<td>2989 A</td>
<td>3533 A</td>
<td>2983 A</td>
<td>2454 A</td>
<td>2722 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1923 A</td>
<td>2374 A</td>
<td>2755 A</td>
<td>3018 A</td>
<td>1894 A</td>
<td>1852 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1221 A</td>
<td>1375 A</td>
<td>1904 A</td>
<td>1812 A</td>
<td>1153 A</td>
<td>1207 A</td>
</tr>
</tbody>
</table>

**Day Total**: 83272 A, 85952 A, 90502 A, 68830 A, 59988 A, 82188 A

**AM Peak Hour**: 07-08, 11-12, 11-12, 11-12, 07-08

**AM Peak Traffic**: 4531, 4621, 4733, 4250, 3791, 4508

**PM Peak Hour**: 17-18, 16-17, 14-15, 13-14, 17-18

**PM Peak Traffic**: 7110, 7236, 7207, 4429, 4500, 6984
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station</th>
<th>Location Type</th>
<th>Lanes</th>
<th>Lane Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
<td>39</td>
<td>FHWA</td>
<td>6</td>
<td>8</td>
</tr>
</tbody>
</table>

| Location Description | SACRAMENTO, JCT. RTE. 80 |

### 5-Day Periods

<table>
<thead>
<tr>
<th>Route Direction</th>
<th>7-Day Total</th>
<th>Daily Average</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td>1st</td>
<td>226382</td>
<td>32340</td>
<td>177583</td>
</tr>
<tr>
<td></td>
<td>2nd</td>
<td>487241</td>
<td>69606</td>
<td>403482</td>
</tr>
<tr>
<td></td>
<td>3rd</td>
<td>516870</td>
<td>73839</td>
<td>398930</td>
</tr>
<tr>
<td></td>
<td>4th</td>
<td>546135</td>
<td>78019</td>
<td>420698</td>
</tr>
</tbody>
</table>
**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg** |
--- | --- | --- | --- | --- | --- |
03 | SAC | 005 | 26.722 | B | **Traffic Station:** 39  
**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>896 A</td>
<td>806 A</td>
<td>647 A</td>
<td>717 A</td>
<td>761 A</td>
<td>937 A</td>
<td>1281 A</td>
<td>1038 A</td>
</tr>
<tr>
<td>1-2</td>
<td>664 A</td>
<td>421 A</td>
<td>383 A</td>
<td>416 A</td>
<td>506 A</td>
<td>603 A</td>
<td>803 A</td>
<td>684 A</td>
</tr>
<tr>
<td>2-3</td>
<td>499 A</td>
<td>334 A</td>
<td>330 A</td>
<td>395 A</td>
<td>477 A</td>
<td>471 A</td>
<td>642 A</td>
<td>510 A</td>
</tr>
<tr>
<td>3-4</td>
<td>343 A</td>
<td>392 A</td>
<td>433 A</td>
<td>434 A</td>
<td>473 A</td>
<td>465 A</td>
<td>443 A</td>
<td>383 A</td>
</tr>
<tr>
<td>4-5</td>
<td>468 A</td>
<td>951 A</td>
<td>918 A</td>
<td>953 A</td>
<td>967 A</td>
<td>945 A</td>
<td>595 A</td>
<td>421 A</td>
</tr>
<tr>
<td>5-6</td>
<td>620 A</td>
<td>2609 A</td>
<td>2678 A</td>
<td>2587 A</td>
<td>2636 A</td>
<td>2577 A</td>
<td>1054 A</td>
<td>753 A</td>
</tr>
<tr>
<td>6-7</td>
<td>943 A</td>
<td>4554 A</td>
<td>4706 A</td>
<td>4758 A</td>
<td>4698 A</td>
<td>4436 A</td>
<td>1602 A</td>
<td>1087 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1360 A</td>
<td>5365 A</td>
<td>5953 A</td>
<td>6240 A</td>
<td>6238 A</td>
<td>5941 A</td>
<td>2150 A</td>
<td>1503 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1869 A</td>
<td>4291 A</td>
<td>4772 A</td>
<td>4959 A</td>
<td>5225 A</td>
<td>5155 A</td>
<td>2718 A</td>
<td>1992 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2490 A</td>
<td>3468 A</td>
<td>3602 A</td>
<td>3848 A</td>
<td>3842 A</td>
<td>4041 A</td>
<td>3159 A</td>
<td>2516 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3022 A</td>
<td>3347 A</td>
<td>3317 A</td>
<td>3323 A</td>
<td>3603 A</td>
<td>3701 A</td>
<td>3319 A</td>
<td>3247 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3352 A</td>
<td>3243 A</td>
<td>3453 A</td>
<td>3522 A</td>
<td>3787 A</td>
<td>4058 A</td>
<td>3487 A</td>
<td>3563 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3387 A</td>
<td>3821 A</td>
<td>3676 A</td>
<td>3916 A</td>
<td>4049 A</td>
<td>4325 A</td>
<td>3701 A</td>
<td>3857 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3585 A</td>
<td>3680 A</td>
<td>3831 A</td>
<td>4064 A</td>
<td>4030 A</td>
<td>4532 A</td>
<td>3691 A</td>
<td>3713 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3411 A</td>
<td>3723 A</td>
<td>4357 A</td>
<td>4721 A</td>
<td>4191 A</td>
<td>4570 A</td>
<td>3736 A</td>
<td>3832 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3367 A</td>
<td>4046 A</td>
<td>4253 A</td>
<td>4433 A</td>
<td>4521 A</td>
<td>4757 A</td>
<td>3602 A</td>
<td>3699 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3254 A</td>
<td>3770 A</td>
<td>4152 A</td>
<td>4309 A</td>
<td>4420 A</td>
<td>4623 A</td>
<td>3362 A</td>
<td>3716 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3163 A</td>
<td>3762 A</td>
<td>4452 A</td>
<td>4413 A</td>
<td>4088 A</td>
<td>4243 A</td>
<td>3548 A</td>
<td>3590 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3009 A</td>
<td>3078 A</td>
<td>3291 A</td>
<td>3549 A</td>
<td>3520 A</td>
<td>4017 A</td>
<td>3573 A</td>
<td>3208 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2557 A</td>
<td>2359 A</td>
<td>2541 A</td>
<td>2638 A</td>
<td>2737 A</td>
<td>3050 A</td>
<td>2736 A</td>
<td>2823 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2777 A</td>
<td>2338 A</td>
<td>2709 A</td>
<td>2402 A</td>
<td>2481 A</td>
<td>2942 A</td>
<td>2407 A</td>
<td>2396 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3398 A</td>
<td>2655 A</td>
<td>2628 A</td>
<td>3146 A</td>
<td>2556 A</td>
<td>3267 A</td>
<td>2565 A</td>
<td>2535 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1869 A</td>
<td>1713 A</td>
<td>1756 A</td>
<td>2432 A</td>
<td>2028 A</td>
<td>2363 A</td>
<td>2194 A</td>
<td>1947 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1445 A</td>
<td>1222 A</td>
<td>1195 A</td>
<td>1416 A</td>
<td>1421 A</td>
<td>1805 A</td>
<td>1680 A</td>
<td>1303 A</td>
</tr>
</tbody>
</table>

**Day Total** | 51748 A | 65948 A | 70033 A | 73591 A | 73255 A | 77824 A | 58222 A | 54316 A

**AM Peak Hour** | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 |
**AM Peak Traffic** | 3352 | 5365 | 5953 | 6240 | 6238 | 5941 | 3487 | 3563 |
**PM Peak Traffic** | 3585 | 4046 | 4452 | 4721 | 4521 | 4757 | 3736 | 3857
### District 03

**County:** SAC

**Prefix:** 005

**Postmile:** 26.722

**Leg:** B

**Location Description:** SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 39

**Location Type:** FHWA

**Lanes:** 6

**Lane Code:** 8

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>855 A</td>
<td>769 A</td>
<td>765 A</td>
<td>857 A</td>
<td>730 A</td>
<td>644 A</td>
<td>497 A</td>
<td>422 A</td>
</tr>
<tr>
<td>1-2</td>
<td>479 A</td>
<td>462 A</td>
<td>480 A</td>
<td>537 A</td>
<td>469 A</td>
<td>370 A</td>
<td>304 A</td>
<td>215 A</td>
</tr>
<tr>
<td>2-3</td>
<td>411 A</td>
<td>376 A</td>
<td>407 A</td>
<td>428 A</td>
<td>434 A</td>
<td>353 A</td>
<td>280 A</td>
<td>166 A</td>
</tr>
<tr>
<td>3-4</td>
<td>420 A</td>
<td>421 A</td>
<td>510 A</td>
<td>436 A</td>
<td>423 A</td>
<td>215 A</td>
<td>189 A</td>
<td>175 A</td>
</tr>
<tr>
<td>4-5</td>
<td>955 A</td>
<td>952 A</td>
<td>1008 A</td>
<td>959 A</td>
<td>989 A</td>
<td>243 A</td>
<td>212 A</td>
<td>360 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2628 A</td>
<td>2824 A</td>
<td>2778 A</td>
<td>2793 A</td>
<td>2288 A</td>
<td>441 A</td>
<td>330 A</td>
<td>1136 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4643 A</td>
<td>5073 A</td>
<td>5022 A</td>
<td>5063 A</td>
<td>4180 A</td>
<td>609 A</td>
<td>454 A</td>
<td>2235 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6381 A</td>
<td>6898 A</td>
<td>6876 A</td>
<td>6960 A</td>
<td>5700 A</td>
<td>969 A</td>
<td>641 A</td>
<td>3090 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5244 A</td>
<td>5667 A</td>
<td>5750 A</td>
<td>5863 A</td>
<td>4885 A</td>
<td>1147 A</td>
<td>851 A</td>
<td>2512 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3807 A</td>
<td>3861 A</td>
<td>3787 A</td>
<td>3962 A</td>
<td>3618 A</td>
<td>1538 A</td>
<td>1652 A</td>
<td>1706 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3880 A</td>
<td>4016 A</td>
<td>4032 A</td>
<td>4020 A</td>
<td>4022 A</td>
<td>1700 A</td>
<td>1680 A</td>
<td>1796 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4306 A</td>
<td>4457 A</td>
<td>4535 A</td>
<td>4723 A</td>
<td>4236 A</td>
<td>2209 A</td>
<td>1826 A</td>
<td>2028 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4292 A</td>
<td>4318 A</td>
<td>4403 A</td>
<td>4837 A</td>
<td>4442 A</td>
<td>1786 A</td>
<td>1747 A</td>
<td>1909 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4391 A</td>
<td>4688 A</td>
<td>4821 A</td>
<td>4785 A</td>
<td>4528 A</td>
<td>1792 A</td>
<td>1661 A</td>
<td>1922 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4786 A</td>
<td>4701 A</td>
<td>4850 A</td>
<td>5215 A</td>
<td>4639 A</td>
<td>1748 A</td>
<td>1540 A</td>
<td>2008 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4786 A</td>
<td>4701 A</td>
<td>4850 A</td>
<td>5215 A</td>
<td>4639 A</td>
<td>1748 A</td>
<td>1540 A</td>
<td>2008 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4554 A</td>
<td>4682 A</td>
<td>4898 A</td>
<td>5085 A</td>
<td>4642 A</td>
<td>1658 A</td>
<td>1566 A</td>
<td>2166 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4294 A</td>
<td>4482 A</td>
<td>4577 A</td>
<td>4696 A</td>
<td>4223 A</td>
<td>1704 A</td>
<td>1578 A</td>
<td>2427 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3310 A</td>
<td>3559 A</td>
<td>3859 A</td>
<td>3830 A</td>
<td>3832 A</td>
<td>1801 A</td>
<td>1468 A</td>
<td>1650 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2667 A</td>
<td>2732 A</td>
<td>2933 A</td>
<td>3180 A</td>
<td>2880 A</td>
<td>1505 A</td>
<td>1378 A</td>
<td>1341 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2569 A</td>
<td>2597 A</td>
<td>2654 A</td>
<td>2835 A</td>
<td>1686 A</td>
<td>1315 A</td>
<td>1269 A</td>
<td>1202 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2260 A</td>
<td>2425 A</td>
<td>2506 A</td>
<td>2650 A</td>
<td>1450 A</td>
<td>1680 A</td>
<td>1287 A</td>
<td>1137 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1594 A</td>
<td>1818 A</td>
<td>2037 A</td>
<td>2009 A</td>
<td>1391 A</td>
<td>1280 A</td>
<td>968 A</td>
<td>857 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1275 A</td>
<td>1187 A</td>
<td>1266 A</td>
<td>1416 A</td>
<td>996 A</td>
<td>838 A</td>
<td>705 A</td>
<td>508 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th></th>
<th>70001 P</th>
<th>77208 A</th>
<th>79026 A</th>
<th>81543 A</th>
<th>70563 A</th>
<th>28891 A</th>
<th>25358 A</th>
<th>34832 A</th>
</tr>
</thead>
</table>

### AM Peak Hour

<table>
<thead>
<tr>
<th></th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>11-12</th>
<th>11-12</th>
<th>07-08</th>
</tr>
</thead>
</table>

### AM Peak Traffic

<table>
<thead>
<tr>
<th></th>
<th>6381</th>
<th>6898</th>
<th>6876</th>
<th>6960</th>
<th>5700</th>
<th>1700</th>
<th>1680</th>
<th>3090</th>
</tr>
</thead>
</table>

### PM Peak Hour

<table>
<thead>
<tr>
<th></th>
<th>15-16</th>
<th>15-16</th>
<th>16-17</th>
<th>15-16</th>
<th>16-17</th>
<th>12-13</th>
<th>12-13</th>
<th>17-18</th>
</tr>
</thead>
</table>

### PM Peak Traffic

|        | 4786    | 4701    | 4898    | 5215    | 4642    | 2209    | 1826    | 2427    |
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 80

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>331 A</td>
<td>22 A</td>
<td>365 A</td>
<td>409 A</td>
<td>637 A</td>
<td>774 A</td>
<td>775 A</td>
<td>714 A</td>
</tr>
<tr>
<td>1-2</td>
<td>246 A</td>
<td>19 A</td>
<td>210 A</td>
<td>260 A</td>
<td>441 A</td>
<td>432 A</td>
<td>393 A</td>
<td>428 A</td>
</tr>
<tr>
<td>2-3</td>
<td>170 A</td>
<td>142 A</td>
<td>167 A</td>
<td>227 A</td>
<td>366 A</td>
<td>344 A</td>
<td>321 A</td>
<td>379 A</td>
</tr>
<tr>
<td>3-4</td>
<td>159 A</td>
<td>169 A</td>
<td>175 A</td>
<td>203 A</td>
<td>203 A</td>
<td>240 A</td>
<td>435 A</td>
<td>441 A</td>
</tr>
<tr>
<td>4-5</td>
<td>360 A</td>
<td>373 A</td>
<td>347 A</td>
<td>365 A</td>
<td>285 A</td>
<td>283 A</td>
<td>783 A</td>
<td>969 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1183 A</td>
<td>1227 A</td>
<td>1201 A</td>
<td>1125 A</td>
<td>520 A</td>
<td>439 A</td>
<td>2589 A</td>
<td>2749 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2481 A</td>
<td>2479 A</td>
<td>2378 A</td>
<td>2176 A</td>
<td>682 A</td>
<td>557 A</td>
<td>4503 A</td>
<td>4947 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3561 A</td>
<td>2886 A</td>
<td>3147 A</td>
<td>2903 A</td>
<td>999 A</td>
<td>802 A</td>
<td>5918 A</td>
<td>6576 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2728 A</td>
<td>2645 A</td>
<td>2579 A</td>
<td>2622 A</td>
<td>1272 A</td>
<td>1174 A</td>
<td>5027 A</td>
<td>5481 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1953 A</td>
<td>2098 A</td>
<td>1988 A</td>
<td>1989 A</td>
<td>1483 A</td>
<td>1646 A</td>
<td>4017 A</td>
<td>4208 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1749 A</td>
<td>1660 A</td>
<td>1718 A</td>
<td>1816 A</td>
<td>1792 A</td>
<td>2096 A</td>
<td>3678 A</td>
<td>3771 A</td>
</tr>
<tr>
<td>11-12</td>
<td>1798 A</td>
<td>1830 A</td>
<td>1946 A</td>
<td>2107 A</td>
<td>1828 A</td>
<td>2588 A</td>
<td>3889 A</td>
<td>3973 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2069 A</td>
<td>2086 A</td>
<td>2119 A</td>
<td>2215 A</td>
<td>1884 A</td>
<td>2922 A</td>
<td>4268 A</td>
<td>4549 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2041 A</td>
<td>2012 A</td>
<td>2020 A</td>
<td>2309 A</td>
<td>1832 A</td>
<td>3273 A</td>
<td>4391 A</td>
<td>4657 A</td>
</tr>
<tr>
<td>14-15</td>
<td>1956 A</td>
<td>1913 A</td>
<td>2070 A</td>
<td>2167 A</td>
<td>1800 A</td>
<td>3110 A</td>
<td>4403 A</td>
<td>4472 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2125 A</td>
<td>2256 A</td>
<td>2467 A</td>
<td>2415 A</td>
<td>1755 A</td>
<td>3144 A</td>
<td>4643 A</td>
<td>4918 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2594 A</td>
<td>2347 A</td>
<td>2736 A</td>
<td>2203 A</td>
<td>1664 A</td>
<td>2984 A</td>
<td>4702 A</td>
<td>4786 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2537 A</td>
<td>2117 A</td>
<td>2252 A</td>
<td>2344 A</td>
<td>1680 A</td>
<td>2951 A</td>
<td>4302 A</td>
<td>4578 A</td>
</tr>
<tr>
<td>18-19</td>
<td>1711 A</td>
<td>1873 A</td>
<td>1900 A</td>
<td>2149 A</td>
<td>1692 A</td>
<td>2829 A</td>
<td>3438 A</td>
<td>3537 A</td>
</tr>
<tr>
<td>19-20</td>
<td>1280 A</td>
<td>1406 A</td>
<td>1449 A</td>
<td>1854 A</td>
<td>1432 A</td>
<td>2651 A</td>
<td>2767 A</td>
<td>3013 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1188 A</td>
<td>1322 A</td>
<td>1368 A</td>
<td>1548 A</td>
<td>1548 A</td>
<td>2863 A</td>
<td>2502 A</td>
<td>2569 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1072 A</td>
<td>1321 A</td>
<td>1224 A</td>
<td>1633 A</td>
<td>1157 A</td>
<td>2327 A</td>
<td>2180 A</td>
<td>2336 A</td>
</tr>
<tr>
<td>22-23</td>
<td>789 A</td>
<td>1001 A</td>
<td>1081 A</td>
<td>1249 A</td>
<td>1477 A</td>
<td>1623 A</td>
<td>1746 A</td>
<td>1771 A</td>
</tr>
<tr>
<td>23-24</td>
<td>412 A</td>
<td>596 A</td>
<td>786 A</td>
<td>989 A</td>
<td>1108 A</td>
<td>1184 A</td>
<td>1354 A</td>
<td>1306 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>3561</td>
<td>16-17</td>
<td>2594</td>
</tr>
<tr>
<td>07-08</td>
<td>2886</td>
<td>16-17</td>
<td>2347</td>
</tr>
<tr>
<td>07-08</td>
<td>3147</td>
<td>16-17</td>
<td>2736</td>
</tr>
<tr>
<td>07-08</td>
<td>2903</td>
<td>15-16</td>
<td>2415</td>
</tr>
<tr>
<td>11-12</td>
<td>1828</td>
<td>13-14</td>
<td>1884</td>
</tr>
<tr>
<td>11-12</td>
<td>2588</td>
<td>16-17</td>
<td>3273</td>
</tr>
<tr>
<td>11-12</td>
<td>5918</td>
<td>15-16</td>
<td>4702</td>
</tr>
<tr>
<td>07-08</td>
<td>6576</td>
<td>15-16</td>
<td>4918</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 005 26.722 B

**Location Description:** SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 39
**Location Type:** FHWA
**Lanes:** 6
**Lane Code:** 8

## Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>730 A</td>
<td>810 A</td>
<td>789 A</td>
<td>1244 A</td>
<td>1152 A</td>
<td>803 A</td>
</tr>
<tr>
<td>1-2</td>
<td>509 A</td>
<td>572 A</td>
<td>697 A</td>
<td>910 A</td>
<td>822 A</td>
<td>457 A</td>
</tr>
<tr>
<td>2-3</td>
<td>402 A</td>
<td>434 A</td>
<td>506 A</td>
<td>703 A</td>
<td>638 A</td>
<td>391 A</td>
</tr>
<tr>
<td>3-4</td>
<td>426 A</td>
<td>478 A</td>
<td>486 A</td>
<td>496 A</td>
<td>419 A</td>
<td>493 A</td>
</tr>
<tr>
<td>4-5</td>
<td>955 A</td>
<td>973 A</td>
<td>973 A</td>
<td>613 A</td>
<td>465 A</td>
<td>1028 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2780 A</td>
<td>2695 A</td>
<td>2686 A</td>
<td>1150 A</td>
<td>745 A</td>
<td>2871 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4960 A</td>
<td>4927 A</td>
<td>4515 A</td>
<td>1606 A</td>
<td>1075 A</td>
<td>4791 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6613 A</td>
<td>6684 A</td>
<td>6234 A</td>
<td>2193 A</td>
<td>1424 A</td>
<td>6641 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5558 A</td>
<td>5583 A</td>
<td>5349 A</td>
<td>2819 A</td>
<td>2110 A</td>
<td>5425 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4210 A</td>
<td>4293 A</td>
<td>4477 A</td>
<td>3246 A</td>
<td>2769 A</td>
<td>4407 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3946 A</td>
<td>3993 A</td>
<td>4149 A</td>
<td>3746 A</td>
<td>3420 A</td>
<td>3963 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4129 A</td>
<td>4157 A</td>
<td>4408 A</td>
<td>3815 A</td>
<td>4012 A</td>
<td>4188 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4541 A</td>
<td>4682 A</td>
<td>4952 A</td>
<td>4250 A</td>
<td>4159 A</td>
<td>4524 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4428 A</td>
<td>4719 A</td>
<td>5037 A</td>
<td>4242 A</td>
<td>4143 A</td>
<td>4811 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4731 A</td>
<td>4893 A</td>
<td>5152 A</td>
<td>4056 A</td>
<td>4029 A</td>
<td>4888 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4876 A</td>
<td>5075 A</td>
<td>5397 A</td>
<td>3973 A</td>
<td>3929 A</td>
<td>4952 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4816 A</td>
<td>5251 A</td>
<td>5138 A</td>
<td>3882 A</td>
<td>4240 A</td>
<td>4978 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4528 A</td>
<td>5004 A</td>
<td>4949 A</td>
<td>3931 A</td>
<td>3873 A</td>
<td>4695 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4264 A</td>
<td>4171 A</td>
<td>4576 A</td>
<td>3794 A</td>
<td>3557 A</td>
<td>3903 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3106 A</td>
<td>3192 A</td>
<td>3642 A</td>
<td>3105 A</td>
<td>3283 A</td>
<td>2852 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3009 A</td>
<td>2819 A</td>
<td>3277 A</td>
<td>2925 A</td>
<td>2983 A</td>
<td>2646 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2446 A</td>
<td>2764 A</td>
<td>2946 A</td>
<td>3503 A</td>
<td>2564 A</td>
<td>2338 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1891 A</td>
<td>2157 A</td>
<td>2495 A</td>
<td>2640 A</td>
<td>1910 A</td>
<td>1825 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1266 A</td>
<td>1499 A</td>
<td>1884 A</td>
<td>2010 A</td>
<td>1631 A</td>
<td>1347 A</td>
</tr>
</tbody>
</table>

**Day Total:** 79120 A 81825 A 84714 A 64852 A 59352 A 79217 A

**AM Peak Hour:** 07-08 07-08 11-12 11-12 07-08

**AM Peak Traffic:** 6613 6684 6234 3815 4012 6641

**PM Peak Hour:** 15-16 16-17 15-16 12-13 16-17 16-17

**PM Peak Traffic:** 4876 5251 5397 4250 4240 4978
### Traffic Station: 39

<table>
<thead>
<tr>
<th>Location Type:</th>
<th>FHWA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes:</td>
<td>6</td>
</tr>
<tr>
<td>Lane Code:</td>
<td>8</td>
</tr>
</tbody>
</table>

### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>005</th>
<th>26.722</th>
<th>B</th>
</tr>
</thead>
</table>

**Location Description**

SACRAMENTO, JCT. RTE. 80

### 7-Day Periods

#### SOUTH

<table>
<thead>
<tr>
<th>Day</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>397421</td>
<td>56774</td>
</tr>
<tr>
<td>2nd</td>
<td>295056</td>
<td>42151</td>
</tr>
<tr>
<td>3rd</td>
<td>526208</td>
<td>75173</td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### SOUTH

<table>
<thead>
<tr>
<th>Day</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>343172</td>
<td>68634</td>
</tr>
<tr>
<td>2nd</td>
<td>222287</td>
<td>44457</td>
</tr>
<tr>
<td>3rd</td>
<td>402004</td>
<td>80401</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## District, County, Prefix, Postmile, Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
</tr>
</tbody>
</table>

### Location Description

SACRAMENTO, JCT. RTE. 80

### Traffic Station: 39

- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

---

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
<td>JUL 08</td>
</tr>
<tr>
<td>0-1</td>
<td>716 A</td>
<td>755 A</td>
<td>833 A</td>
<td>1274 A</td>
<td>1228 A</td>
<td>1099 A</td>
<td>744 A</td>
<td>752 A</td>
</tr>
<tr>
<td>1-2</td>
<td>497 A</td>
<td>583 A</td>
<td>690 A</td>
<td>1050 A</td>
<td>812 A</td>
<td>978 A</td>
<td>513 A</td>
<td>513 A</td>
</tr>
<tr>
<td>2-3</td>
<td>439 A</td>
<td>452 A</td>
<td>531 A</td>
<td>840 A</td>
<td>530 A</td>
<td>761 A</td>
<td>367 A</td>
<td>426 A</td>
</tr>
<tr>
<td>3-4</td>
<td>664 A</td>
<td>642 A</td>
<td>694 A</td>
<td>707 A</td>
<td>439 A</td>
<td>485 A</td>
<td>562 A</td>
<td>590 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1408 A</td>
<td>1483 A</td>
<td>1503 A</td>
<td>1021 A</td>
<td>728 A</td>
<td>718 A</td>
<td>1463 A</td>
<td>1457 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2506 A</td>
<td>2516 A</td>
<td>2409 A</td>
<td>1106 A</td>
<td>880 A</td>
<td>800 A</td>
<td>2552 A</td>
<td>2619 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3976 A</td>
<td>3854 A</td>
<td>3883 A</td>
<td>1573 A</td>
<td>1141 A</td>
<td>1064 A</td>
<td>3598 A</td>
<td>3963 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4719 A</td>
<td>4479 A</td>
<td>4497 A</td>
<td>1789 A</td>
<td>1556 A</td>
<td>1479 A</td>
<td>4531 A</td>
<td>4561 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4253 A</td>
<td>4375 A</td>
<td>4196 A</td>
<td>2339 A</td>
<td>1967 A</td>
<td>1817 A</td>
<td>4037 A</td>
<td>4456 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3905 A</td>
<td>3988 A</td>
<td>4163 A</td>
<td>2966 A</td>
<td>2617 A</td>
<td>2515 A</td>
<td>3752 A</td>
<td>3980 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4010 A</td>
<td>4187 A</td>
<td>4444 A</td>
<td>3444 A</td>
<td>3101 A</td>
<td>3245 A</td>
<td>3861 A</td>
<td>3926 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4466 A</td>
<td>4628 A</td>
<td>5015 A</td>
<td>3738 A</td>
<td>3519 A</td>
<td>3621 A</td>
<td>4379 A</td>
<td>4296 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4715 A</td>
<td>4872 A</td>
<td>5720 A</td>
<td>3630 A</td>
<td>3922 A</td>
<td>3967 A</td>
<td>4794 A</td>
<td>4490 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4786 A</td>
<td>4852 A</td>
<td>5596 A</td>
<td>3732 A</td>
<td>3801 A</td>
<td>4195 A</td>
<td>4529 A</td>
<td>4556 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5187 A</td>
<td>5388 A</td>
<td>6100 A</td>
<td>3681 A</td>
<td>3836 A</td>
<td>3966 A</td>
<td>4942 A</td>
<td>4973 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6115 A</td>
<td>6281 A</td>
<td>6951 A</td>
<td>3376 A</td>
<td>3723 A</td>
<td>3912 A</td>
<td>5741 A</td>
<td>5850 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7218 A</td>
<td>7345 A</td>
<td>7285 A</td>
<td>3227 A</td>
<td>3609 A</td>
<td>3733 A</td>
<td>6704 A</td>
<td>7031 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7430 A</td>
<td>7340 A</td>
<td>6796 A</td>
<td>2688 A</td>
<td>3492 A</td>
<td>3403 A</td>
<td>6916 A</td>
<td>7067 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5191 A</td>
<td>5048 A</td>
<td>5067 A</td>
<td>2513 A</td>
<td>3205 A</td>
<td>3311 A</td>
<td>4344 A</td>
<td>4780 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3645 A</td>
<td>3877 A</td>
<td>4347 A</td>
<td>2252 A</td>
<td>2769 A</td>
<td>2998 A</td>
<td>3546 A</td>
<td>3480 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3125 A</td>
<td>3252 A</td>
<td>3731 A</td>
<td>2050 A</td>
<td>2831 A</td>
<td>2779 A</td>
<td>2805 A</td>
<td>2868 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2828 A</td>
<td>3022 A</td>
<td>3485 A</td>
<td>1898 A</td>
<td>2630 A</td>
<td>2408 A</td>
<td>2561 A</td>
<td>2634 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2066 A</td>
<td>2346 A</td>
<td>3185 A</td>
<td>2955 A</td>
<td>2378 A</td>
<td>2115 A</td>
<td>1919 A</td>
<td>1968 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1241 A</td>
<td>1379 A</td>
<td>2474 A</td>
<td>2316 A</td>
<td>1616 A</td>
<td>1358 A</td>
<td>1212 A</td>
<td>1208 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th></th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year</td>
<td>07-08</td>
<td>4719</td>
<td>17-18</td>
<td>7430</td>
</tr>
<tr>
<td></td>
<td>11-12</td>
<td>4628</td>
<td>16-17</td>
<td>7345</td>
</tr>
<tr>
<td></td>
<td>11-12</td>
<td>5015</td>
<td>16-17</td>
<td>7285</td>
</tr>
<tr>
<td></td>
<td>11-12</td>
<td>3738</td>
<td>13-14</td>
<td>3732</td>
</tr>
<tr>
<td></td>
<td>11-12</td>
<td>3519</td>
<td>13-14</td>
<td>3922</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>3621</td>
<td>13-14</td>
<td>4195</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>4531</td>
<td>17-18</td>
<td>6916</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4561</td>
<td>17-18</td>
<td>7067</td>
</tr>
</tbody>
</table>
### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 09</td>
<td>JUL 10</td>
<td>JUL 11</td>
<td>JUL 12</td>
<td>JUL 13</td>
<td>JUL 14</td>
<td>JUL 15</td>
<td>JUL 16</td>
</tr>
<tr>
<td>0-1</td>
<td>727 A</td>
<td>599 A</td>
<td>675 A</td>
<td>928 A</td>
<td>1182 A</td>
<td>668 A</td>
<td>697 A</td>
<td>707 A</td>
</tr>
<tr>
<td>1-2</td>
<td>570 A</td>
<td>444 A</td>
<td>572 A</td>
<td>851 A</td>
<td>1106 A</td>
<td>436 A</td>
<td>513 A</td>
<td>501 A</td>
</tr>
<tr>
<td>2-3</td>
<td>449 A</td>
<td>390 A</td>
<td>468 A</td>
<td>659 A</td>
<td>867 A</td>
<td>404 A</td>
<td>451 A</td>
<td>420 A</td>
</tr>
<tr>
<td>3-4</td>
<td>560 A</td>
<td>470 A</td>
<td>472 A</td>
<td>475 A</td>
<td>553 A</td>
<td>568 A</td>
<td>604 A</td>
<td>571 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1368 A</td>
<td>1263 A</td>
<td>1097 A</td>
<td>748 A</td>
<td>761 A</td>
<td>1386 A</td>
<td>1488 A</td>
<td>1419 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2612 A</td>
<td>2649 A</td>
<td>2455 A</td>
<td>855 A</td>
<td>840 A</td>
<td>2561 A</td>
<td>2625 A</td>
<td>2570 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3810 A</td>
<td>3792 A</td>
<td>3739 A</td>
<td>1479 A</td>
<td>1154 A</td>
<td>3747 A</td>
<td>3916 A</td>
<td>3911 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4509 A</td>
<td>4526 A</td>
<td>4194 A</td>
<td>2226 A</td>
<td>1536 A</td>
<td>4602 A</td>
<td>4539 A</td>
<td>4519 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4154 A</td>
<td>4196 A</td>
<td>3990 A</td>
<td>2819 A</td>
<td>1964 A</td>
<td>3971 A</td>
<td>4380 A</td>
<td>4213 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3686 A</td>
<td>3802 A</td>
<td>3860 A</td>
<td>3315 A</td>
<td>2553 A</td>
<td>3585 A</td>
<td>3821 A</td>
<td>3781 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4187 C</td>
<td>3811 A</td>
<td>4243 A</td>
<td>3914 A</td>
<td>3376 A</td>
<td>3703 A</td>
<td>3849 A</td>
<td>3861 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4277 A</td>
<td>4494 A</td>
<td>4784 A</td>
<td>4002 A</td>
<td>3600 A</td>
<td>4198 A</td>
<td>4308 A</td>
<td>4182 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4449 A</td>
<td>4572 A</td>
<td>5048 A</td>
<td>4134 A</td>
<td>3948 A</td>
<td>4552 A</td>
<td>4412 A</td>
<td>4586 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4440 A</td>
<td>4596 A</td>
<td>5175 A</td>
<td>4346 A</td>
<td>4068 A</td>
<td>4560 A</td>
<td>4544 A</td>
<td>4498 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4916 A</td>
<td>5081 A</td>
<td>5539 A</td>
<td>4062 A</td>
<td>3889 A</td>
<td>4807 A</td>
<td>4977 A</td>
<td>4952 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5710 A</td>
<td>6092 A</td>
<td>6236 A</td>
<td>4004 A</td>
<td>3909 A</td>
<td>5597 A</td>
<td>5714 A</td>
<td>6038 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6807 A</td>
<td>6948 A</td>
<td>6707 A</td>
<td>4084 A</td>
<td>3841 A</td>
<td>6460 A</td>
<td>6683 A</td>
<td>7014 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7375 A</td>
<td>7388 A</td>
<td>6483 A</td>
<td>4024 A</td>
<td>3515 A</td>
<td>6628 A</td>
<td>6876 A</td>
<td>7033 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5282 A</td>
<td>4883 A</td>
<td>4941 A</td>
<td>3685 A</td>
<td>3253 A</td>
<td>4382 A</td>
<td>4699 A</td>
<td>5022 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3521 A</td>
<td>3419 A</td>
<td>3822 A</td>
<td>3104 A</td>
<td>2910 A</td>
<td>3279 A</td>
<td>3463 A</td>
<td>3497 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2854 A</td>
<td>2957 A</td>
<td>3206 A</td>
<td>2757 A</td>
<td>2719 A</td>
<td>2773 A</td>
<td>2954 A</td>
<td>3033 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2572 A</td>
<td>2577 A</td>
<td>3150 A</td>
<td>2870 A</td>
<td>2350 A</td>
<td>2382 A</td>
<td>2578 A</td>
<td>2645 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2095 A</td>
<td>2109 A</td>
<td>2668 A</td>
<td>2585 A</td>
<td>1869 A</td>
<td>1778 A</td>
<td>1864 A</td>
<td>1993 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1297 A</td>
<td>1295 A</td>
<td>1889 A</td>
<td>1860 A</td>
<td>1199 A</td>
<td>1163 A</td>
<td>1295 A</td>
<td>1235 A</td>
</tr>
</tbody>
</table>

### Day Total
82227 C 82353 A 85413 A 63786 A 56962 A 78190 A 81250 A 82201 A

- **AM Peak Hour**: 07-08 07-08 11-12 11-12 11-12 07-08 07-08 07-08
- **AM Peak Traffic**: 4509 4526 4784 4002 3600 4602 4539 4519
- **PM Peak Hour**: 17-18 17-18 16-17 13-14 13-14 17-18 17-18 17-18
- **PM Peak Traffic**: 7375 7388 6707 4346 4068 6628 6876 7033
### Traffic Station: 39

**Location Description:** SACRAMENTO, JCT. RTE. 80

**Direction of Count:** North

#### Year 2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>778 A</td>
<td>753 A</td>
<td>579 A</td>
<td>530 A</td>
<td>300 A</td>
<td>296 A</td>
<td>316 A</td>
<td>347 A</td>
</tr>
<tr>
<td>1-2</td>
<td>618 A</td>
<td>685 A</td>
<td>668 A</td>
<td>624 A</td>
<td>217 A</td>
<td>185 A</td>
<td>284 A</td>
<td>295 A</td>
</tr>
<tr>
<td>2-3</td>
<td>459 A</td>
<td>529 A</td>
<td>432 A</td>
<td>457 A</td>
<td>149 A</td>
<td>165 A</td>
<td>176 A</td>
<td>203 A</td>
</tr>
<tr>
<td>3-4</td>
<td>587 A</td>
<td>604 A</td>
<td>256 A</td>
<td>224 A</td>
<td>180 A</td>
<td>188 A</td>
<td>186 A</td>
<td>240 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1485 A</td>
<td>1357 A</td>
<td>449 A</td>
<td>336 A</td>
<td>489 A</td>
<td>491 A</td>
<td>525 A</td>
<td>557 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2611 A</td>
<td>2240 A</td>
<td>507 A</td>
<td>347 A</td>
<td>820 A</td>
<td>792 A</td>
<td>817 A</td>
<td>891 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3860 A</td>
<td>3450 A</td>
<td>568 A</td>
<td>435 A</td>
<td>1234 A</td>
<td>1311 A</td>
<td>1413 A</td>
<td>1358 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4654 A</td>
<td>3969 A</td>
<td>857 A</td>
<td>553 A</td>
<td>1493 A</td>
<td>1634 A</td>
<td>1792 A</td>
<td>1775 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4195 A</td>
<td>3845 A</td>
<td>1050 A</td>
<td>799 A</td>
<td>1436 A</td>
<td>1581 A</td>
<td>1717 A</td>
<td>1710 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3954 A</td>
<td>3624 A</td>
<td>1242 A</td>
<td>1112 A</td>
<td>1435 A</td>
<td>1600 A</td>
<td>1694 A</td>
<td>1799 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3998 A</td>
<td>3775 A</td>
<td>1445 A</td>
<td>1379 A</td>
<td>1663 A</td>
<td>1607 A</td>
<td>1772 A</td>
<td>1803 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4294 A</td>
<td>4237 A</td>
<td>1641 A</td>
<td>1614 A</td>
<td>1880 A</td>
<td>1900 A</td>
<td>2052 A</td>
<td>2168 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4670 A</td>
<td>4691 A</td>
<td>1839 A</td>
<td>1752 A</td>
<td>2055 A</td>
<td>2094 A</td>
<td>2049 A</td>
<td>2117 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4754 A</td>
<td>5158 A</td>
<td>1745 A</td>
<td>1754 A</td>
<td>2062 A</td>
<td>2075 A</td>
<td>2183 A</td>
<td>2250 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5295 A</td>
<td>5368 A</td>
<td>1895 A</td>
<td>1843 A</td>
<td>2279 A</td>
<td>2331 A</td>
<td>2529 A</td>
<td>2467 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5916 A</td>
<td>6137 A</td>
<td>1934 A</td>
<td>1765 A</td>
<td>2809 A</td>
<td>2938 A</td>
<td>3127 A</td>
<td>3306 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7088 A</td>
<td>6723 A</td>
<td>1878 A</td>
<td>1798 A</td>
<td>3831 A</td>
<td>4273 A</td>
<td>4301 A</td>
<td>4420 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7563 A</td>
<td>6596 A</td>
<td>1824 A</td>
<td>1716 A</td>
<td>4294 A</td>
<td>4557 A</td>
<td>4605 A</td>
<td>4414 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5119 A</td>
<td>4916 A</td>
<td>1618 A</td>
<td>1660 A</td>
<td>2754 A</td>
<td>2828 A</td>
<td>3023 A</td>
<td>3027 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3709 A</td>
<td>3550 A</td>
<td>1513 A</td>
<td>1489 A</td>
<td>1726 A</td>
<td>1765 A</td>
<td>1896 A</td>
<td>1986 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3297 A</td>
<td>1722 A</td>
<td>1326 A</td>
<td>1510 A</td>
<td>1429 A</td>
<td>1451 A</td>
<td>1484 A</td>
<td>1660 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2832 A</td>
<td>1629 A</td>
<td>1422 A</td>
<td>1173 A</td>
<td>1327 A</td>
<td>1227 A</td>
<td>1330 A</td>
<td>1442 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2041 A</td>
<td>1578 A</td>
<td>1417 A</td>
<td>1109 A</td>
<td>934 A</td>
<td>898 A</td>
<td>950 A</td>
<td>1105 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1334 A</td>
<td>999 A</td>
<td>896 A</td>
<td>600 A</td>
<td>477 A</td>
<td>531 A</td>
<td>634 A</td>
<td>699 A</td>
</tr>
</tbody>
</table>

#### Day Total

| Day Total | 85111 A | 78135 A | 29001 A | 26579 A | 37273 A | 38718 A | 40855 A | 42039 A |

| AM Peak Hour | 07-08 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 4654 | 4237 | 1641 | 1614 | 1880 | 1900 | 2052 | 2168 |
| PM Peak Hour | 17-18 | 16-17 | 15-16 | 14-15 | 17-18 | 17-18 | 17-18 | 16-17 |
| PM Peak Traffic | 7563 | 6723 | 1934 | 1843 | 4294 | 4557 | 4605 | 4420 |
### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 25</td>
<td>JUL 26</td>
<td>JUL 27</td>
<td>JUL 28</td>
<td>JUL 29</td>
<td>JUL 30</td>
<td>JUL 31</td>
</tr>
<tr>
<td>0-1</td>
<td>406 A</td>
<td>606 A</td>
<td>628 A</td>
<td>369 A</td>
<td>609 A</td>
<td>732 A</td>
<td>775 A</td>
</tr>
<tr>
<td>1-2</td>
<td>409 A</td>
<td>620 A</td>
<td>694 A</td>
<td>218 A</td>
<td>466 A</td>
<td>502 A</td>
<td>665 A</td>
</tr>
<tr>
<td>2-3</td>
<td>298 A</td>
<td>427 A</td>
<td>433 A</td>
<td>152 A</td>
<td>424 A</td>
<td>417 A</td>
<td>440 A</td>
</tr>
<tr>
<td>3-4</td>
<td>280 A</td>
<td>255 A</td>
<td>295 A</td>
<td>234 A</td>
<td>599 A</td>
<td>590 A</td>
<td>663 A</td>
</tr>
<tr>
<td>4-5</td>
<td>586 A</td>
<td>411 A</td>
<td>358 A</td>
<td>587 A</td>
<td>1449 A</td>
<td>1508 A</td>
<td>1544 A</td>
</tr>
<tr>
<td>5-6</td>
<td>856 A</td>
<td>448 A</td>
<td>342 A</td>
<td>2229 A</td>
<td>2527 A</td>
<td>2517 A</td>
<td>2568 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1359 A</td>
<td>702 A</td>
<td>530 A</td>
<td>3495 A</td>
<td>3886 A</td>
<td>3938 A</td>
<td>3770 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1702 A</td>
<td>829 A</td>
<td>631 A</td>
<td>4228 A</td>
<td>4540 A</td>
<td>4562 A</td>
<td>4405 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1756 A</td>
<td>1131 A</td>
<td>883 A</td>
<td>3739 A</td>
<td>4155 A</td>
<td>4341 A</td>
<td>4409 A</td>
</tr>
<tr>
<td>9-10</td>
<td>1598 A</td>
<td>1394 A</td>
<td>1113 A</td>
<td>3534 A</td>
<td>3825 A</td>
<td>3869 A</td>
<td>3981 A</td>
</tr>
<tr>
<td>10-11</td>
<td>1776 A</td>
<td>1570 A</td>
<td>1407 A</td>
<td>3768 A</td>
<td>3898 A</td>
<td>4014 A</td>
<td>4168 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2149 A</td>
<td>1758 A</td>
<td>1616 A</td>
<td>4159 A</td>
<td>4167 A</td>
<td>4547 A</td>
<td>4589 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2403 A</td>
<td>1885 A</td>
<td>1743 A</td>
<td>4472 A</td>
<td>4521 A</td>
<td>4558 A</td>
<td>4962 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2501 A</td>
<td>1924 A</td>
<td>1891 A</td>
<td>4439 A</td>
<td>4567 A</td>
<td>4709 A</td>
<td>4956 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2797 A</td>
<td>1972 A</td>
<td>1830 A</td>
<td>4934 A</td>
<td>4979 A</td>
<td>5212 A</td>
<td>5568 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3486 A</td>
<td>1923 A</td>
<td>1882 A</td>
<td>5745 A</td>
<td>6011 A</td>
<td>6105 A</td>
<td>6316 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4313 A</td>
<td>2019 A</td>
<td>1684 A</td>
<td>6853 A</td>
<td>6861 A</td>
<td>7282 A</td>
<td>7441 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4189 A</td>
<td>1962 A</td>
<td>1889 A</td>
<td>6986 A</td>
<td>7232 A</td>
<td>7551 A</td>
<td>7520 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3098 A</td>
<td>1839 A</td>
<td>1745 A</td>
<td>4486 A</td>
<td>4802 A</td>
<td>4856 A</td>
<td>5089 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2175 A</td>
<td>1640 A</td>
<td>1585 A</td>
<td>3297 A</td>
<td>3468 A</td>
<td>3609 A</td>
<td>3795 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1694 A</td>
<td>1382 A</td>
<td>1398 A</td>
<td>2813 A</td>
<td>2933 A</td>
<td>3201 A</td>
<td>3376 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1638 A</td>
<td>1501 A</td>
<td>1166 A</td>
<td>2358 A</td>
<td>2673 A</td>
<td>2892 A</td>
<td>3037 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1396 A</td>
<td>1213 A</td>
<td>990 A</td>
<td>1767 A</td>
<td>1927 A</td>
<td>2251 A</td>
<td>2510 A</td>
</tr>
<tr>
<td>23-24</td>
<td>909 A</td>
<td>853 A</td>
<td>657 A</td>
<td>1132 A</td>
<td>1139 A</td>
<td>1263 A</td>
<td>1357 A</td>
</tr>
</tbody>
</table>

**Day Total** | 43774 A | 30264 A | 27390 A | 75994 A | 81658 A | 85026 A | 87904 A |

**AM Peak Hour** | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 11-12 |

**AM Peak Traffic** | 2149 | 1758 | 1616 | 4228 | 4540 | 4562 | 4589 |

**PM Peak Hour** | 16-17 | 16-17 | 13-14 | 17-18 | 17-18 | 17-18 | 17-18 |

**PM Peak Traffic** | 4313 | 2019 | 1891 | 6986 | 7232 | 7551 | 7520 |
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station</th>
<th>Location Type</th>
<th>Lanes</th>
<th>Lane Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>03</td>
<td>SAC 005</td>
<td>26.722</td>
<td>39</td>
<td>FHWA</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>SACRAMENTO, JCT. RTE. 80</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 7-Day Periods

<table>
<thead>
<tr>
<th>Date</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>515239</td>
<td>73606</td>
</tr>
<tr>
<td>2nd</td>
<td>531375</td>
<td>75911</td>
</tr>
<tr>
<td>3rd</td>
<td>419550</td>
<td>59936</td>
</tr>
<tr>
<td>4th</td>
<td>299034</td>
<td>42719</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>Date</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>402182</td>
<td>80436</td>
</tr>
<tr>
<td>2nd</td>
<td>410627</td>
<td>82125</td>
</tr>
<tr>
<td>3rd</td>
<td>363970</td>
<td>72794</td>
</tr>
<tr>
<td>4th</td>
<td>241380</td>
<td>48276</td>
</tr>
</tbody>
</table>
# CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Traffic Station:** 39  
**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>813 A</td>
<td>815 A</td>
<td>791 A</td>
<td>1075 A</td>
<td>1126 A</td>
<td>1150 A</td>
<td>867 A</td>
<td>639 A</td>
</tr>
<tr>
<td>1-2</td>
<td>422 A</td>
<td>480 A</td>
<td>542 A</td>
<td>674 A</td>
<td>738 A</td>
<td>709 A</td>
<td>553 A</td>
<td>419 A</td>
</tr>
<tr>
<td>2-3</td>
<td>383 A</td>
<td>461 A</td>
<td>498 A</td>
<td>601 A</td>
<td>511 A</td>
<td>609 A</td>
<td>398 A</td>
<td>246 A</td>
</tr>
<tr>
<td>3-4</td>
<td>418 A</td>
<td>431 A</td>
<td>503 A</td>
<td>526 A</td>
<td>383 A</td>
<td>439 A</td>
<td>443 A</td>
<td>272 A</td>
</tr>
<tr>
<td>4-5</td>
<td>955 A</td>
<td>1006 A</td>
<td>957 A</td>
<td>628 A</td>
<td>461 A</td>
<td>484 A</td>
<td>995 A</td>
<td>652 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2758 A</td>
<td>2789 A</td>
<td>2762 A</td>
<td>1028 A</td>
<td>829 A</td>
<td>743 A</td>
<td>2816 A</td>
<td>1990 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4988 A</td>
<td>4956 A</td>
<td>4673 A</td>
<td>1255 A</td>
<td>1065 A</td>
<td>1040 A</td>
<td>4575 A</td>
<td>3815 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6751 A</td>
<td>6713 A</td>
<td>6293 A</td>
<td>1593 A</td>
<td>1503 A</td>
<td>1492 A</td>
<td>6381 A</td>
<td>5439 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5595 A</td>
<td>5590 A</td>
<td>5438 A</td>
<td>1971 A</td>
<td>1954 A</td>
<td>2055 A</td>
<td>5449 A</td>
<td>4436 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4213 A</td>
<td>4257 A</td>
<td>4314 A</td>
<td>2479 A</td>
<td>2460 A</td>
<td>2753 A</td>
<td>4296 A</td>
<td>3318 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3947 A</td>
<td>4050 A</td>
<td>4189 A</td>
<td>3089 A</td>
<td>3112 A</td>
<td>3639 A</td>
<td>4023 A</td>
<td>2973 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4340 A</td>
<td>4082 A</td>
<td>4504 A</td>
<td>3203 A</td>
<td>3474 A</td>
<td>4123 A</td>
<td>4309 A</td>
<td>3161 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4721 A</td>
<td>4645 A</td>
<td>4978 A</td>
<td>3533 A</td>
<td>3915 A</td>
<td>4496 A</td>
<td>4776 A</td>
<td>3562 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4776 A</td>
<td>4809 A</td>
<td>5036 A</td>
<td>3595 A</td>
<td>3901 A</td>
<td>4927 A</td>
<td>4819 A</td>
<td>3661 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4725 A</td>
<td>4800 A</td>
<td>5311 A</td>
<td>3348 A</td>
<td>3815 A</td>
<td>4751 A</td>
<td>4744 A</td>
<td>3750 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4907 A</td>
<td>5094 A</td>
<td>5293 A</td>
<td>3288 A</td>
<td>3597 A</td>
<td>4734 A</td>
<td>5079 A</td>
<td>3839 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5161 A</td>
<td>5073 A</td>
<td>5075 A</td>
<td>2950 A</td>
<td>3529 A</td>
<td>4441 A</td>
<td>4942 A</td>
<td>3867 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4634 A</td>
<td>4874 A</td>
<td>4822 A</td>
<td>2637 A</td>
<td>3300 A</td>
<td>4208 A</td>
<td>4490 A</td>
<td>3783 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3820 A</td>
<td>3996 A</td>
<td>4479 A</td>
<td>2345 A</td>
<td>3330 A</td>
<td>3951 A</td>
<td>3422 A</td>
<td>3096 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2945 A</td>
<td>3290 A</td>
<td>3525 A</td>
<td>2205 A</td>
<td>2726 A</td>
<td>3517 A</td>
<td>3022 A</td>
<td>2184 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2859 A</td>
<td>2834 A</td>
<td>3319 A</td>
<td>2258 A</td>
<td>2614 A</td>
<td>3088 A</td>
<td>2689 A</td>
<td>1569 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3069 A</td>
<td>2610 A</td>
<td>2960 A</td>
<td>2013 A</td>
<td>2573 A</td>
<td>2702 A</td>
<td>2162 A</td>
<td>1629 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1910 A</td>
<td>2035 A</td>
<td>2515 A</td>
<td>2413 A</td>
<td>2489 A</td>
<td>2102 A</td>
<td>1569 A</td>
<td>1018 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1320 A</td>
<td>1495 A</td>
<td>1800 A</td>
<td>2113 A</td>
<td>1847 A</td>
<td>1794 A</td>
<td>1230 A</td>
<td>716 A</td>
</tr>
</tbody>
</table>

**Day Total**  
80430 A  
81185 A  
84577 A  
50820 A  
55252 A  
63947 A  
78049 A  
60034 A

### AM Peak Hour  
07-08  
07-08  
07-08  
11-12  
11-12  
11-12  
07-08  
07-08

### AM Peak Traffic  
6751  
6713  
6293  
3203  
3474  
4123  
6381  
5439

### PM Peak Hour  
16-17  
15-16  
14-15  
13-14  
13-14  
13-14  
15-16  
16-17

### PM Peak Traffic  
5161  
5094  
5311  
3595  
3915  
4927  
5079  
3867
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

#### Traffic Station: 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

#### Location Description
- **SACRAMENTO, JCT. RTE. 80**

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>377</td>
<td>460</td>
<td>424</td>
<td>573</td>
<td>631</td>
<td>491</td>
<td>483</td>
<td>334</td>
</tr>
<tr>
<td>1-2</td>
<td>240</td>
<td>249</td>
<td>312</td>
<td>431</td>
<td>403</td>
<td>248</td>
<td>214</td>
<td>222</td>
</tr>
<tr>
<td>2-3</td>
<td>194</td>
<td>199</td>
<td>301</td>
<td>379</td>
<td>338</td>
<td>212</td>
<td>214</td>
<td>11</td>
</tr>
<tr>
<td>3-4</td>
<td>187</td>
<td>182</td>
<td>241</td>
<td>222</td>
<td>223</td>
<td>209</td>
<td>173</td>
<td>6</td>
</tr>
<tr>
<td>4-5</td>
<td>462</td>
<td>445</td>
<td>386</td>
<td>250</td>
<td>217</td>
<td>407</td>
<td>423</td>
<td>176</td>
</tr>
<tr>
<td>5-6</td>
<td>1298</td>
<td>1258</td>
<td>1209</td>
<td>529</td>
<td>380</td>
<td>1270</td>
<td>1352</td>
<td>1264</td>
</tr>
<tr>
<td>6-7</td>
<td>2536</td>
<td>2451</td>
<td>2241</td>
<td>761</td>
<td>525</td>
<td>2345</td>
<td>2581</td>
<td>2472</td>
</tr>
<tr>
<td>7-8</td>
<td>3799</td>
<td>3546</td>
<td>3233</td>
<td>955</td>
<td>658</td>
<td>3690</td>
<td>3967</td>
<td>3827</td>
</tr>
<tr>
<td>8-9</td>
<td>2984</td>
<td>2786</td>
<td>2659</td>
<td>1322</td>
<td>951</td>
<td>2946</td>
<td>3096</td>
<td>3041</td>
</tr>
<tr>
<td>9-10</td>
<td>2166</td>
<td>2108</td>
<td>2156</td>
<td>1562</td>
<td>1309</td>
<td>2044</td>
<td>2142</td>
<td>2039</td>
</tr>
<tr>
<td>10-11</td>
<td>1912</td>
<td>1911</td>
<td>1795</td>
<td>1699</td>
<td>1834</td>
<td>1860</td>
<td>1860</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>1960</td>
<td>2026</td>
<td>2218</td>
<td>1932</td>
<td>1790</td>
<td>2058</td>
<td>2050</td>
<td>2087</td>
</tr>
<tr>
<td>12-13</td>
<td>2276</td>
<td>2259</td>
<td>2319</td>
<td>1938</td>
<td>1981</td>
<td>2295</td>
<td>2450</td>
<td>2281</td>
</tr>
<tr>
<td>13-14</td>
<td>2258</td>
<td>2195</td>
<td>2303</td>
<td>1939</td>
<td>1893</td>
<td>2150</td>
<td>2217</td>
<td>2150</td>
</tr>
<tr>
<td>14-15</td>
<td>2108</td>
<td>2083</td>
<td>2629</td>
<td>1854</td>
<td>1937</td>
<td>2247</td>
<td>2194</td>
<td>2124</td>
</tr>
<tr>
<td>15-16</td>
<td>2292</td>
<td>2330</td>
<td>3175</td>
<td>1905</td>
<td>1865</td>
<td>2337</td>
<td>2325</td>
<td>2337</td>
</tr>
<tr>
<td>16-17</td>
<td>2470</td>
<td>2528</td>
<td>2870</td>
<td>1818</td>
<td>1785</td>
<td>2346</td>
<td>2547</td>
<td>2540</td>
</tr>
<tr>
<td>17-18</td>
<td>2222</td>
<td>2346</td>
<td>2487</td>
<td>1944</td>
<td>1763</td>
<td>2131</td>
<td>2504</td>
<td>2241</td>
</tr>
<tr>
<td>19-20</td>
<td>1556</td>
<td>1637</td>
<td>1892</td>
<td>1689</td>
<td>1484</td>
<td>1440</td>
<td>1581</td>
<td>1620</td>
</tr>
<tr>
<td>20-21</td>
<td>1405</td>
<td>1874</td>
<td>1592</td>
<td>1524</td>
<td>1356</td>
<td>1472</td>
<td>1486</td>
<td>1448</td>
</tr>
<tr>
<td>21-22</td>
<td>1183</td>
<td>1350</td>
<td>1465</td>
<td>1782</td>
<td>1218</td>
<td>1194</td>
<td>1197</td>
<td>1307</td>
</tr>
<tr>
<td>22-23</td>
<td>1516</td>
<td>1082</td>
<td>1320</td>
<td>1412</td>
<td>987</td>
<td>914</td>
<td>1029</td>
<td>911</td>
</tr>
<tr>
<td>23-24</td>
<td>800</td>
<td>655</td>
<td>1074</td>
<td>903</td>
<td>702</td>
<td>699</td>
<td>671</td>
<td>812</td>
</tr>
</tbody>
</table>

### Day Total
- **38255** P
- **39998** A
- **42765** A
- **31377** A
- **27698** A
- **38752** A
- **40661** A
- **39118** A

#### AM Peak Hour
- **07-08**
- **07-08**
- **07-08**
- **07-08**
- **07-08**
- **07-08**
- **07-08**

#### AM Peak Traffic
- **3799**
- **3546**
- **3233**
- **1932**
- **1790**
- **3690**
- **3967**
- **3827**

#### PM Peak Hour
- **16-17**
- **16-17**
- **15-16**
- **18-19**
- **12-13**
- **16-17**
- **16-17**
- **16-17**

#### PM Peak Traffic
- **2470**
- **2528**
- **3175**
- **1958**
- **1981**
- **2346**
- **2547**
- **2540**
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
</tr>
</tbody>
</table>

**Location Description**

SACRAMENTO, JCT. RTE. 80

---

**Direction of Count: South**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>487 A</td>
<td>858 A</td>
<td>1058 A</td>
<td>977 A</td>
<td>730 A</td>
<td>630 A</td>
<td>711 A</td>
<td>748 A</td>
</tr>
<tr>
<td>1-2</td>
<td>233 A</td>
<td>464 A</td>
<td>796 A</td>
<td>695 A</td>
<td>447 A</td>
<td>414 A</td>
<td>468 A</td>
<td>519 A</td>
</tr>
<tr>
<td>2-3</td>
<td>216 A</td>
<td>601 A</td>
<td>693 A</td>
<td>577 A</td>
<td>374 A</td>
<td>366 A</td>
<td>463 A</td>
<td>430 A</td>
</tr>
<tr>
<td>3-4</td>
<td>244 A</td>
<td>520 A</td>
<td>455 A</td>
<td>360 A</td>
<td>439 A</td>
<td>405 A</td>
<td>462 A</td>
<td>498 A</td>
</tr>
<tr>
<td>4-5</td>
<td>538 A</td>
<td>973 A</td>
<td>556 A</td>
<td>394 A</td>
<td>1001 A</td>
<td>1023 A</td>
<td>965 A</td>
<td>1010 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1528 A</td>
<td>2495 A</td>
<td>1088 A</td>
<td>736 A</td>
<td>2659 A</td>
<td>2662 A</td>
<td>2741 A</td>
<td>2817 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2799 A</td>
<td>4245 A</td>
<td>1575 A</td>
<td>996 A</td>
<td>4442 A</td>
<td>4738 A</td>
<td>4631 A</td>
<td>4700 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3961 A</td>
<td>5846 A</td>
<td>1940 A</td>
<td>1329 A</td>
<td>6267 A</td>
<td>6557 A</td>
<td>6611 A</td>
<td>6657 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3401 A</td>
<td>5100 A</td>
<td>2540 A</td>
<td>1987 A</td>
<td>5183 A</td>
<td>5545 A</td>
<td>5297 A</td>
<td>5391 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2517 A</td>
<td>4005 A</td>
<td>3026 A</td>
<td>2565 A</td>
<td>4020 A</td>
<td>4081 A</td>
<td>3921 A</td>
<td>4054 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2217 A</td>
<td>3904 A</td>
<td>3559 A</td>
<td>3282 A</td>
<td>3721 A</td>
<td>3625 A</td>
<td>3705 A</td>
<td>3745 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2392 A</td>
<td>4255 A</td>
<td>3733 A</td>
<td>3582 A</td>
<td>3851 A</td>
<td>3887 A</td>
<td>4001 A</td>
<td>3950 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3104 A</td>
<td>4721 A</td>
<td>3829 A</td>
<td>3721 A</td>
<td>4301 A</td>
<td>4160 A</td>
<td>4272 A</td>
<td>4321 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3620 A</td>
<td>4942 A</td>
<td>3927 A</td>
<td>4088 A</td>
<td>4329 A</td>
<td>4418 A</td>
<td>4344 A</td>
<td>4799 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4234 A</td>
<td>5020 A</td>
<td>3863 A</td>
<td>3862 A</td>
<td>4325 A</td>
<td>4265 A</td>
<td>4373 A</td>
<td>4843 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4285 A</td>
<td>5058 A</td>
<td>3624 A</td>
<td>3847 A</td>
<td>4344 A</td>
<td>4610 A</td>
<td>4584 A</td>
<td>4685 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4587 A</td>
<td>5084 A</td>
<td>3654 A</td>
<td>3918 A</td>
<td>4654 A</td>
<td>4835 A</td>
<td>4777 A</td>
<td>4803 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4158 A</td>
<td>4751 A</td>
<td>3484 A</td>
<td>3937 A</td>
<td>4345 A</td>
<td>4486 A</td>
<td>4677 A</td>
<td>4578 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3662 A</td>
<td>4592 A</td>
<td>3691 A</td>
<td>3606 A</td>
<td>3565 A</td>
<td>3658 A</td>
<td>3691 A</td>
<td>3745 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3038 A</td>
<td>3430 A</td>
<td>2888 A</td>
<td>3183 A</td>
<td>2775 A</td>
<td>2948 A</td>
<td>2976 A</td>
<td>3072 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2742 A</td>
<td>3105 A</td>
<td>2536 A</td>
<td>2864 A</td>
<td>2672 A</td>
<td>2643 A</td>
<td>2550 A</td>
<td>2756 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2457 A</td>
<td>3429 A</td>
<td>2590 A</td>
<td>2500 A</td>
<td>2169 A</td>
<td>2227 A</td>
<td>2327 A</td>
<td>2605 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2016 A</td>
<td>2541 A</td>
<td>2353 A</td>
<td>1897 A</td>
<td>1693 A</td>
<td>1841 A</td>
<td>1731 A</td>
<td>1939 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2065 A</td>
<td>1866 A</td>
<td>1774 A</td>
<td>1584 A</td>
<td>1348 A</td>
<td>1132 A</td>
<td>1191 A</td>
<td>1414 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>60501 A</td>
<td>81805 A</td>
<td>59232 A</td>
<td>56487 A</td>
<td>73654 A</td>
<td>75156 A</td>
<td>75469 A</td>
<td>78079 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
</tr>
</tbody>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3961 A</td>
<td>5846 A</td>
<td>3733 A</td>
<td>3582 A</td>
<td>6267 A</td>
<td>6557 A</td>
<td>6611 A</td>
<td>6657 A</td>
</tr>
</tbody>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>16-17</td>
<td>16-17</td>
<td>13-14</td>
<td>13-14</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>14-15</td>
</tr>
</tbody>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>4587 A</td>
<td>5084 A</td>
<td>3927 A</td>
<td>4088 A</td>
<td>4654 A</td>
<td>4835 A</td>
<td>4777 A</td>
<td>4843 A</td>
</tr>
</tbody>
</table>
**Direction of Count: South**

**Traffic Station:** 39  
**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 25</td>
<td>JUL 26</td>
<td>JUL 27</td>
<td>JUL 28</td>
<td>JUL 29</td>
<td>JUL 30</td>
<td>JUL 31</td>
</tr>
<tr>
<td>0-1</td>
<td>837 A</td>
<td>1400 A</td>
<td>1081 A</td>
<td>818 A</td>
<td>756 A</td>
<td>675 A</td>
<td>764 A</td>
</tr>
<tr>
<td>1-2</td>
<td>578 A</td>
<td>751 A</td>
<td>734 A</td>
<td>423 A</td>
<td>518 A</td>
<td>538 A</td>
<td>410 A</td>
</tr>
<tr>
<td>2-3</td>
<td>530 A</td>
<td>646 A</td>
<td>547 A</td>
<td>437 A</td>
<td>365 A</td>
<td>382 A</td>
<td>504 A</td>
</tr>
<tr>
<td>3-4</td>
<td>542 A</td>
<td>473 A</td>
<td>361 A</td>
<td>458 A</td>
<td>442 A</td>
<td>431 A</td>
<td>482 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1044 A</td>
<td>622 A</td>
<td>412 A</td>
<td>1028 A</td>
<td>972 A</td>
<td>1030 A</td>
<td>1042 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2630 A</td>
<td>1158 A</td>
<td>712 A</td>
<td>2935 A</td>
<td>2867 A</td>
<td>2850 A</td>
<td>2736 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4365 A</td>
<td>1567 A</td>
<td>1033 A</td>
<td>4627 A</td>
<td>4943 A</td>
<td>5004 A</td>
<td>4977 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6227 A</td>
<td>2087 A</td>
<td>1422 A</td>
<td>6667 A</td>
<td>7001 A</td>
<td>7062 A</td>
<td>6780 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5194 A</td>
<td>2772 A</td>
<td>1949 A</td>
<td>5604 A</td>
<td>5650 A</td>
<td>5562 A</td>
<td>5800 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4054 A</td>
<td>3208 A</td>
<td>2742 A</td>
<td>4200 A</td>
<td>4383 A</td>
<td>4278 A</td>
<td>4508 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3949 A</td>
<td>3631 A</td>
<td>3338 A</td>
<td>4151 A</td>
<td>3944 A</td>
<td>4249 A</td>
<td>4192 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4145 A</td>
<td>3874 A</td>
<td>3818 A</td>
<td>4200 A</td>
<td>4268 A</td>
<td>4229 A</td>
<td>4513 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4575 A</td>
<td>4103 A</td>
<td>3815 A</td>
<td>4551 A</td>
<td>4641 A</td>
<td>4785 A</td>
<td>4739 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4738 A</td>
<td>4140 A</td>
<td>4166 A</td>
<td>4755 A</td>
<td>4771 A</td>
<td>4629 A</td>
<td>4933 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4774 A</td>
<td>3960 A</td>
<td>3990 A</td>
<td>4853 A</td>
<td>4769 A</td>
<td>4768 A</td>
<td>5022 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4766 A</td>
<td>3664 A</td>
<td>4008 A</td>
<td>4873 A</td>
<td>4993 A</td>
<td>5164 A</td>
<td>5362 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4849 A</td>
<td>3645 A</td>
<td>3898 A</td>
<td>4969 A</td>
<td>5226 A</td>
<td>5271 A</td>
<td>5355 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4439 A</td>
<td>3425 A</td>
<td>3824 A</td>
<td>4536 A</td>
<td>4762 A</td>
<td>4805 A</td>
<td>5103 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3797 A</td>
<td>3297 A</td>
<td>3592 A</td>
<td>3615 A</td>
<td>3876 A</td>
<td>4403 A</td>
<td>4504 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3443 A</td>
<td>2959 A</td>
<td>2970 A</td>
<td>2947 A</td>
<td>2817 A</td>
<td>3099 A</td>
<td>3382 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3084 A</td>
<td>2688 A</td>
<td>2826 A</td>
<td>2607 A</td>
<td>2808 A</td>
<td>2952 A</td>
<td>3082 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2735 A</td>
<td>3229 A</td>
<td>2356 A</td>
<td>2435 A</td>
<td>2408 A</td>
<td>2575 A</td>
<td>2808 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2470 A</td>
<td>2565 A</td>
<td>1970 A</td>
<td>1790 A</td>
<td>1894 A</td>
<td>1999 A</td>
<td>2045 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2206 A</td>
<td>1826 A</td>
<td>1426 A</td>
<td>1193 A</td>
<td>1179 A</td>
<td>1351 A</td>
<td>1565 A</td>
</tr>
</tbody>
</table>

**Day Total**  
79971 A | 61690 A | 56990 A | 78672 A | 80253 A | 82091 A | 84608 A

**AM Peak Hour**  
07-08 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08

**AM Peak Traffic**  
6227 | 3874 | 3818 | 6667 | 7001 | 7062 | 6780

**PM Peak Hour**  
16-17 | 13-14 | 13-14 | 16-17 | 16-17 | 16-17 | 15-16

**PM Peak Traffic**  
4849 | 4140 | 4166 | 4969 | 5226 | 5271 | 5362
### 7-Day Periods

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

SACRAMENTO, JCT. RTE. 80

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>260369</td>
</tr>
<tr>
<td>2nd</td>
<td>482304</td>
</tr>
<tr>
<td>3rd</td>
<td>517746</td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>5-Day Periods</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>201294</td>
</tr>
<tr>
<td>2nd</td>
<td>366585</td>
</tr>
<tr>
<td>3rd</td>
<td>399066</td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

- **Traffic Station:** 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**09:31:15**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 39  
**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 01</td>
<td>AUG 02</td>
<td>AUG 03</td>
<td>AUG 04</td>
<td>AUG 05</td>
<td>AUG 06</td>
<td>AUG 07</td>
<td>AUG 08</td>
</tr>
<tr>
<td>0-1</td>
<td>832 A</td>
<td>1179 A</td>
<td>1172 A</td>
<td>549 A</td>
<td>547 A</td>
<td>539 A</td>
<td>758 A</td>
<td>903 A</td>
</tr>
<tr>
<td>1-2</td>
<td>722 A</td>
<td>1022 A</td>
<td>1060 A</td>
<td>346 A</td>
<td>372 A</td>
<td>461 A</td>
<td>614 A</td>
<td>687 A</td>
</tr>
<tr>
<td>2-3</td>
<td>566 A</td>
<td>840 A</td>
<td>749 A</td>
<td>296 A</td>
<td>325 A</td>
<td>355 A</td>
<td>493 A</td>
<td>549 A</td>
</tr>
<tr>
<td>3-4</td>
<td>663 A</td>
<td>643 A</td>
<td>549 A</td>
<td>409 A</td>
<td>416 A</td>
<td>589 A</td>
<td>630 A</td>
<td>658 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1461 A</td>
<td>1010 A</td>
<td>813 A</td>
<td>1330 A</td>
<td>1422 A</td>
<td>1490 A</td>
<td>1497 A</td>
<td>1509 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2463 A</td>
<td>1157 A</td>
<td>1040 A</td>
<td>2531 A</td>
<td>2645 A</td>
<td>2581 A</td>
<td>2560 A</td>
<td>2523 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3774 A</td>
<td>1598 A</td>
<td>1369 A</td>
<td>3836 A</td>
<td>3990 A</td>
<td>3956 A</td>
<td>3945 A</td>
<td>3835 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4519 A</td>
<td>2159 A</td>
<td>1895 A</td>
<td>4685 A</td>
<td>4873 A</td>
<td>4843 A</td>
<td>4719 A</td>
<td>4704 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4118 A</td>
<td>2876 A</td>
<td>2223 A</td>
<td>3880 A</td>
<td>4258 A</td>
<td>4345 A</td>
<td>4332 A</td>
<td>4244 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4151 A</td>
<td>3506 A</td>
<td>2890 A</td>
<td>3968 A</td>
<td>4029 A</td>
<td>3963 A</td>
<td>4059 A</td>
<td>4310 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4415 A</td>
<td>4139 A</td>
<td>3536 A</td>
<td>3991 A</td>
<td>3987 A</td>
<td>4069 A</td>
<td>4174 A</td>
<td>4370 A</td>
</tr>
<tr>
<td>11-12</td>
<td>5169 A</td>
<td>4420 A</td>
<td>3831 A</td>
<td>4471 A</td>
<td>4492 A</td>
<td>4669 A</td>
<td>4794 A</td>
<td>5164 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5418 A</td>
<td>4670 A</td>
<td>4290 A</td>
<td>4809 A</td>
<td>4684 A</td>
<td>4813 A</td>
<td>4975 A</td>
<td>5467 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5627 A</td>
<td>4601 A</td>
<td>4458 A</td>
<td>4745 A</td>
<td>4801 A</td>
<td>4796 A</td>
<td>4983 A</td>
<td>5634 A</td>
</tr>
<tr>
<td>14-15</td>
<td>6197 A</td>
<td>4647 A</td>
<td>4406 A</td>
<td>5213 A</td>
<td>5269 A</td>
<td>5542 A</td>
<td>5604 A</td>
<td>6118 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6776 A</td>
<td>4406 A</td>
<td>4109 A</td>
<td>5983 A</td>
<td>6428 A</td>
<td>6238 A</td>
<td>6521 A</td>
<td>6578 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7409 A</td>
<td>4337 A</td>
<td>4032 A</td>
<td>7040 A</td>
<td>7498 A</td>
<td>7375 A</td>
<td>7475 A</td>
<td>7731 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6991 A</td>
<td>3910 A</td>
<td>3804 A</td>
<td>7293 A</td>
<td>7453 A</td>
<td>7533 A</td>
<td>7373 A</td>
<td>7143 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5249 A</td>
<td>3645 A</td>
<td>3620 A</td>
<td>4933 A</td>
<td>4922 A</td>
<td>4995 A</td>
<td>5201 A</td>
<td>5239 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4290 A</td>
<td>3289 A</td>
<td>3297 A</td>
<td>3730 A</td>
<td>3716 A</td>
<td>3667 A</td>
<td>3977 A</td>
<td>4122 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3748 A</td>
<td>2920 A</td>
<td>3324 A</td>
<td>2942 A</td>
<td>3109 A</td>
<td>3144 A</td>
<td>3343 A</td>
<td>3669 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3625 A</td>
<td>2920 A</td>
<td>2569 A</td>
<td>2598 A</td>
<td>2725 A</td>
<td>2800 A</td>
<td>2851 A</td>
<td>3278 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2800 A</td>
<td>2643 A</td>
<td>1997 A</td>
<td>1997 A</td>
<td>2103 A</td>
<td>2021 A</td>
<td>2212 A</td>
<td>2724 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1837 A</td>
<td>2092 A</td>
<td>1123 A</td>
<td>1119 A</td>
<td>1264 A</td>
<td>1306 A</td>
<td>1443 A</td>
<td>2058 A</td>
</tr>
</tbody>
</table>

**Day Total**

| 92820 A | 68629 A | 62156 A | 82694 A | 85328 A | 86090 A | 88533 A | 93217 A |

**AM Peak Hour**

| 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 |

**AM Peak Traffic**

| 5169 | 4420 | 3831 | 4685 | 4873 | 4843 | 4794 | 5164 |

**PM Peak Hour**

| 16-17 | 12-13 | 13-14 | 17-18 | 16-17 | 16-17 | 16-17 | 16-17 |

**PM Peak Traffic**

| 7409 | 4670 | 4458 | 7293 | 7498 | 7533 | 7475 | 7731 |
### District, County, Prefix, Postmile, Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
</tr>
</tbody>
</table>

### Location Description

SACRAMENTO, JCT. RTE. 80

### Traffic Station: 39

- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

### Direction of Count: North

#### Year 2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 09</td>
<td>AUG 10</td>
<td>AUG 11</td>
<td>AUG 12</td>
<td>AUG 13</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
</tr>
<tr>
<td>0-1</td>
<td>1259 A</td>
<td>1323 A</td>
<td>720 A</td>
<td>737 A</td>
<td>709 A</td>
<td>812 A</td>
<td>860 A</td>
<td>1211 A</td>
</tr>
<tr>
<td>1-2</td>
<td>1030 A</td>
<td>1047 A</td>
<td>504 A</td>
<td>515 A</td>
<td>573 A</td>
<td>571 A</td>
<td>706 A</td>
<td>1144 A</td>
</tr>
<tr>
<td>2-3</td>
<td>746 A</td>
<td>795 A</td>
<td>422 A</td>
<td>468 A</td>
<td>448 A</td>
<td>488 A</td>
<td>566 A</td>
<td>812 A</td>
</tr>
<tr>
<td>3-4</td>
<td>657 A</td>
<td>562 A</td>
<td>567 A</td>
<td>592 A</td>
<td>573 A</td>
<td>646 A</td>
<td>674 A</td>
<td>692 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1011 A</td>
<td>787 A</td>
<td>1521 A</td>
<td>1474 A</td>
<td>1439 A</td>
<td>1546 A</td>
<td>1503 A</td>
<td>1042 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1179 A</td>
<td>815 A</td>
<td>2655 A</td>
<td>2647 A</td>
<td>2589 A</td>
<td>2537 A</td>
<td>2590 A</td>
<td>1205 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1630 A</td>
<td>1140 A</td>
<td>3937 A</td>
<td>4061 A</td>
<td>3960 A</td>
<td>4135 A</td>
<td>3851 A</td>
<td>1688 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2195 A</td>
<td>1590 A</td>
<td>4879 A</td>
<td>5039 A</td>
<td>4946 A</td>
<td>5057 A</td>
<td>4987 A</td>
<td>2372 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2786 A</td>
<td>2116 A</td>
<td>4245 A</td>
<td>4400 A</td>
<td>4443 A</td>
<td>4480 A</td>
<td>4277 A</td>
<td>2911 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3448 A</td>
<td>2729 A</td>
<td>3743 A</td>
<td>3787 A</td>
<td>3906 A</td>
<td>4059 C</td>
<td>4211 A</td>
<td>3731 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3968 A</td>
<td>3498 A</td>
<td>4122 A</td>
<td>4020 A</td>
<td>4128 A</td>
<td>4177 A</td>
<td>4560 A</td>
<td>4419 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4387 A</td>
<td>3814 A</td>
<td>4515 A</td>
<td>4434 A</td>
<td>4473 A</td>
<td>4710 A</td>
<td>5297 A</td>
<td>4513 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4725 A</td>
<td>4228 A</td>
<td>4679 A</td>
<td>4902 A</td>
<td>4775 A</td>
<td>4941 A</td>
<td>5548 A</td>
<td>4692 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4460 A</td>
<td>4267 A</td>
<td>4657 A</td>
<td>4859 A</td>
<td>4925 A</td>
<td>4813 A</td>
<td>5602 A</td>
<td>4577 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4564 A</td>
<td>4349 A</td>
<td>5255 A</td>
<td>5299 A</td>
<td>5539 A</td>
<td>5522 A</td>
<td>6151 A</td>
<td>3982 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4469 A</td>
<td>4431 A</td>
<td>6165 A</td>
<td>6297 A</td>
<td>6301 A</td>
<td>6349 A</td>
<td>6931 A</td>
<td>4544 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4240 A</td>
<td>4171 A</td>
<td>7029 A</td>
<td>7414 A</td>
<td>7595 A</td>
<td>7508 A</td>
<td>7544 A</td>
<td>4361 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4121 A</td>
<td>3954 A</td>
<td>7339 A</td>
<td>7354 A</td>
<td>7302 A</td>
<td>7419 A</td>
<td>7159 A</td>
<td>4187 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3808 A</td>
<td>3735 A</td>
<td>4772 A</td>
<td>4816 A</td>
<td>5169 A</td>
<td>5104 A</td>
<td>5270 A</td>
<td>4146 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3141 A</td>
<td>3100 A</td>
<td>3484 A</td>
<td>3606 A</td>
<td>3797 A</td>
<td>3913 A</td>
<td>4296 A</td>
<td>3661 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3031 A</td>
<td>2933 A</td>
<td>2826 A</td>
<td>3138 A</td>
<td>3215 A</td>
<td>3301 A</td>
<td>3650 A</td>
<td>3269 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2946 A</td>
<td>2551 A</td>
<td>2495 A</td>
<td>2836 A</td>
<td>2760 A</td>
<td>3081 A</td>
<td>3433 A</td>
<td>3153 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2556 A</td>
<td>1940 A</td>
<td>1821 A</td>
<td>2098 A</td>
<td>2338 A</td>
<td>2187 A</td>
<td>3194 A</td>
<td>3058 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1734 A</td>
<td>1075 A</td>
<td>1189 A</td>
<td>1248 A</td>
<td>1244 A</td>
<td>1391 A</td>
<td>2001 A</td>
<td>1792 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>12-13</td>
</tr>
<tr>
<td>11-12</td>
<td>16-17</td>
</tr>
<tr>
<td>4387 A</td>
<td>4725 A</td>
</tr>
</tbody>
</table>

### Traffic Volumes

<table>
<thead>
<tr>
<th>Direction of Count</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>1259 A</td>
<td>4387 A</td>
</tr>
<tr>
<td>1-2</td>
<td>1030 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>2-3</td>
<td>746 A</td>
<td>4387 A</td>
</tr>
<tr>
<td>3-4</td>
<td>657 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1011 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1179 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1630 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2195 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2786 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3448 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3968 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4387 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4725 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4460 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4564 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4469 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4240 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4121 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3808 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3141 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3031 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2946 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2556 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1734 A</td>
<td>4725 A</td>
</tr>
</tbody>
</table>

### Year 2008 Totals

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>68091 A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AM Peak Traffic</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>4387 A</td>
<td>4725 A</td>
</tr>
<tr>
<td>4879 A</td>
<td>7339 A</td>
</tr>
<tr>
<td>5039 A</td>
<td>7414 A</td>
</tr>
<tr>
<td>4946 A</td>
<td>7595 A</td>
</tr>
<tr>
<td>5057 A</td>
<td>7508 A</td>
</tr>
<tr>
<td>5297 A</td>
<td>7544 A</td>
</tr>
<tr>
<td>4513 A</td>
<td>4692 A</td>
</tr>
</tbody>
</table>
### Traffic Station: 39

**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
</tr>
</tbody>
</table>

**Location Description:** SACRAMENTO, JCT. RTE. 80  

**Direction of Count:** North

### Yearly Traffic Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>0-1</td>
<td>1305 A</td>
<td>633 A</td>
<td>656 A</td>
<td>716 A</td>
<td>778 A</td>
<td>844 A</td>
<td>1143 A</td>
<td>1246 A</td>
</tr>
<tr>
<td>1-2</td>
<td>1022 A</td>
<td>472 A</td>
<td>481 A</td>
<td>548 A</td>
<td>593 A</td>
<td>720 A</td>
<td>1043 A</td>
<td>999 A</td>
</tr>
<tr>
<td>2-3</td>
<td>812 A</td>
<td>365 A</td>
<td>459 A</td>
<td>474 A</td>
<td>466 A</td>
<td>535 A</td>
<td>812 A</td>
<td>841 A</td>
</tr>
<tr>
<td>3-4</td>
<td>532 A</td>
<td>585 A</td>
<td>647 A</td>
<td>547 A</td>
<td>597 A</td>
<td>643 A</td>
<td>636 A</td>
<td>559 A</td>
</tr>
<tr>
<td>4-5</td>
<td>751 A</td>
<td>1510 A</td>
<td>1474 A</td>
<td>1480 A</td>
<td>1493 A</td>
<td>1487 A</td>
<td>979 A</td>
<td>804 A</td>
</tr>
<tr>
<td>5-6</td>
<td>823 A</td>
<td>2759 A</td>
<td>2637 A</td>
<td>2665 A</td>
<td>2596 A</td>
<td>2596 A</td>
<td>1221 A</td>
<td>735 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1179 A</td>
<td>4049 A</td>
<td>4198 A</td>
<td>4148 A</td>
<td>4026 A</td>
<td>4061 A</td>
<td>1811 A</td>
<td>1181 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1691 A</td>
<td>5074 A</td>
<td>5119 A</td>
<td>5018 A</td>
<td>5196 A</td>
<td>5060 A</td>
<td>2331 A</td>
<td>1611 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2163 A</td>
<td>4219 A</td>
<td>4683 A</td>
<td>4668 A</td>
<td>4534 A</td>
<td>4310 A</td>
<td>3019 A</td>
<td>2031 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2706 A</td>
<td>3894 A</td>
<td>3945 A</td>
<td>4041 A</td>
<td>4052 A</td>
<td>4029 A</td>
<td>3431 A</td>
<td>2733 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3638 A</td>
<td>4009 A</td>
<td>3961 A</td>
<td>3862 A</td>
<td>4169 A</td>
<td>4503 A</td>
<td>3992 A</td>
<td>3496 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3858 A</td>
<td>4430 A</td>
<td>4565 A</td>
<td>4675 A</td>
<td>4834 A</td>
<td>4874 A</td>
<td>4269 A</td>
<td>3982 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4291 A</td>
<td>4650 A</td>
<td>4733 A</td>
<td>4499 A</td>
<td>5038 A</td>
<td>5619 A</td>
<td>4466 A</td>
<td>4313 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4391 A</td>
<td>4773 A</td>
<td>4803 A</td>
<td>4855 A</td>
<td>5028 A</td>
<td>5531 A</td>
<td>4471 A</td>
<td>4496 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4389 A</td>
<td>5215 A</td>
<td>5310 A</td>
<td>5408 A</td>
<td>5585 A</td>
<td>6234 A</td>
<td>4546 A</td>
<td>4309 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4448 A</td>
<td>6002 A</td>
<td>6470 A</td>
<td>6176 A</td>
<td>6435 A</td>
<td>6971 A</td>
<td>4600 A</td>
<td>4386 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4310 A</td>
<td>7169 A</td>
<td>7462 A</td>
<td>7018 A</td>
<td>7283 A</td>
<td>7583 A</td>
<td>4455 A</td>
<td>4176 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4093 A</td>
<td>7039 A</td>
<td>6989 A</td>
<td>7622 A</td>
<td>7668 A</td>
<td>7284 A</td>
<td>4101 A</td>
<td>4075 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3778 A</td>
<td>4977 A</td>
<td>4087 A</td>
<td>5063 A</td>
<td>5236 A</td>
<td>5440 A</td>
<td>3649 A</td>
<td>3691 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3432 A</td>
<td>3551 A</td>
<td>3462 A</td>
<td>3497 A</td>
<td>3871 A</td>
<td>4208 A</td>
<td>3355 A</td>
<td>3326 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3612 A</td>
<td>2909 A</td>
<td>3133 A</td>
<td>3267 A</td>
<td>3417 A</td>
<td>3750 A</td>
<td>3207 A</td>
<td>2997 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2641 A</td>
<td>2780 A</td>
<td>2823 A</td>
<td>2727 A</td>
<td>2923 A</td>
<td>3351 A</td>
<td>2829 A</td>
<td>2491 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2022 A</td>
<td>1937 A</td>
<td>2085 A</td>
<td>2007 A</td>
<td>2271 A</td>
<td>2634 A</td>
<td>2667 A</td>
<td>1994 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1202 A</td>
<td>1158 A</td>
<td>1286 A</td>
<td>1253 A</td>
<td>1357 A</td>
<td>1893 A</td>
<td>2215 A</td>
<td>1186 A</td>
</tr>
</tbody>
</table>

**Day Total:** 63089 A 84159 A 85468 A 86234 A 89484 A 94160 A 69248 A 61658 A

**AM Peak Hour:** 11-12 07-08 07-08 07-08 07-08 11-12 11-12

**AM Peak Traffic:** 3858 5074 5119 5018 5196 5060 4269 3982

**PM Peak Hour:** 15-16 16-17 16-17 17-18 17-18 16-17 15-16 13-14

**PM Peak Traffic:** 4448 7169 7462 7622 7668 7583 4600 4496
<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>714 A</td>
<td>632 A</td>
<td>704 A</td>
<td>730 A</td>
<td>958 A</td>
<td>1395 A</td>
<td>1265 A</td>
</tr>
<tr>
<td>1-2</td>
<td>492 A</td>
<td>512 A</td>
<td>494 A</td>
<td>549 A</td>
<td>770 A</td>
<td>1107 A</td>
<td>1009 A</td>
</tr>
<tr>
<td>2-3</td>
<td>400 A</td>
<td>425 A</td>
<td>397 A</td>
<td>427 A</td>
<td>584 A</td>
<td>892 A</td>
<td>803 A</td>
</tr>
<tr>
<td>3-4</td>
<td>602 A</td>
<td>578 A</td>
<td>581 A</td>
<td>635 A</td>
<td>709 A</td>
<td>709 A</td>
<td>499 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1537 A</td>
<td>1482 A</td>
<td>1514 A</td>
<td>1566 A</td>
<td>1542 A</td>
<td>1060 A</td>
<td>724 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2718 A</td>
<td>2651 A</td>
<td>2654 A</td>
<td>2651 A</td>
<td>2520 A</td>
<td>1280 A</td>
<td>666 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4027 A</td>
<td>4139 A</td>
<td>4198 A</td>
<td>4258 A</td>
<td>3933 A</td>
<td>1675 A</td>
<td>1088 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5151 A</td>
<td>4993 A</td>
<td>4956 A</td>
<td>4820 A</td>
<td>4963 A</td>
<td>2316 A</td>
<td>1464 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4284 A</td>
<td>4401 A</td>
<td>4472 A</td>
<td>4608 A</td>
<td>4565 A</td>
<td>3065 A</td>
<td>2015 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3723 A</td>
<td>3821 A</td>
<td>4016 A</td>
<td>4134 A</td>
<td>4230 A</td>
<td>3642 A</td>
<td>2589 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3893 A</td>
<td>3892 A</td>
<td>4008 A</td>
<td>4126 A</td>
<td>4707 A</td>
<td>4263 A</td>
<td>3389 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4489 A</td>
<td>4317 A</td>
<td>4679 A</td>
<td>4802 A</td>
<td>5505 A</td>
<td>4316 A</td>
<td>3748 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4531 A</td>
<td>4517 A</td>
<td>4630 A</td>
<td>5023 A</td>
<td>5863 A</td>
<td>4729 A</td>
<td>4069 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4658 A</td>
<td>4658 A</td>
<td>4889 A</td>
<td>4957 A</td>
<td>5843 A</td>
<td>4627 A</td>
<td>4282 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5051 A</td>
<td>5465 A</td>
<td>5276 A</td>
<td>5520 A</td>
<td>6474 A</td>
<td>4531 A</td>
<td>4337 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5989 A</td>
<td>6186 A</td>
<td>6178 A</td>
<td>6397 A</td>
<td>6953 A</td>
<td>4449 A</td>
<td>4418 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7175 A</td>
<td>7249 A</td>
<td>7502 A</td>
<td>6969 A</td>
<td>7565 A</td>
<td>4376 A</td>
<td>4211 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7071 A</td>
<td>7362 A</td>
<td>7329 A</td>
<td>5184 A</td>
<td>7093 A</td>
<td>4258 A</td>
<td>3940 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4755 A</td>
<td>4895 A</td>
<td>4943 A</td>
<td>5972 A</td>
<td>5394 A</td>
<td>4284 A</td>
<td>3700 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3389 A</td>
<td>3573 A</td>
<td>3616 A</td>
<td>3922 A</td>
<td>4678 A</td>
<td>3361 A</td>
<td>3209 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2825 A</td>
<td>3179 A</td>
<td>3126 A</td>
<td>3393 A</td>
<td>3898 A</td>
<td>3182 A</td>
<td>3285 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2460 A</td>
<td>2485 A</td>
<td>2765 A</td>
<td>2923 A</td>
<td>3707 A</td>
<td>3228 A</td>
<td>2902 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1725 A</td>
<td>1904 A</td>
<td>2008 A</td>
<td>2172 A</td>
<td>3375 A</td>
<td>2848 A</td>
<td>2257 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1102 A</td>
<td>1181 A</td>
<td>1210 A</td>
<td>1403 A</td>
<td>2059 A</td>
<td>1757 A</td>
<td>1583 A</td>
</tr>
</tbody>
</table>

**Day Total:** 82761 A 84497 A 86145 A 87141 A 97888 A 71350 A 61452 A

**AM Peak Hour:** 07-08 07-08 07-08 11-12 11-12 11-12

**AM Peak Traffic:** 5151 4993 4956 4820 5505 4316 3748

**PM Peak Hour:** 16-17 17-18 16-17 16-17 16-17 12-13 15-16

**PM Peak Traffic:** 7175 7362 7502 6969 7565 4729 4418
### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

### Location Description
SACRAMENTO, JCT. RTE. 80

### Traffic Station
- **Traffic Station:** 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

### 7-Day Periods
#### NORTH
<table>
<thead>
<tr>
<th>7-Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>566250</td>
<td>80893</td>
</tr>
<tr>
<td>2nd</td>
<td>567734</td>
<td>81105</td>
</tr>
<tr>
<td>3rd</td>
<td>574457</td>
<td>82065</td>
</tr>
<tr>
<td>4th</td>
<td>565610</td>
<td>80801</td>
</tr>
</tbody>
</table>

### 5-Day Periods
#### NORTH
<table>
<thead>
<tr>
<th>5-Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>435465</td>
<td>87093</td>
</tr>
<tr>
<td>2nd</td>
<td>438693</td>
<td>87739</td>
</tr>
<tr>
<td>3rd</td>
<td>440206</td>
<td>88041</td>
</tr>
<tr>
<td>4th</td>
<td>434704</td>
<td>86941</td>
</tr>
</tbody>
</table>
### Traffic Station: 39

**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

### Direction of Count: South

**District**  
**County**  
**Prefix**  
**Postmile**  
**Leg**  
03  
SAC  
005  
26.722  
B

**Location Description:** SACRAMENTO, JCT. RTE. 80

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 01</td>
<td>AUG 02</td>
<td>AUG 03</td>
<td>AUG 04</td>
<td>AUG 05</td>
<td>AUG 06</td>
<td>AUG 07</td>
<td>AUG 08</td>
</tr>
<tr>
<td>0-1</td>
<td>936 A</td>
<td>1293 A</td>
<td>1167 A</td>
<td>779 A</td>
<td>720 A</td>
<td>765 A</td>
<td>800 A</td>
<td>971 A</td>
</tr>
<tr>
<td>1-2</td>
<td>570 A</td>
<td>763 A</td>
<td>754 A</td>
<td>442 A</td>
<td>461 A</td>
<td>441 A</td>
<td>488 A</td>
<td>711 A</td>
</tr>
<tr>
<td>2-3</td>
<td>544 A</td>
<td>687 A</td>
<td>653 A</td>
<td>381 A</td>
<td>395 A</td>
<td>533 A</td>
<td>487 A</td>
<td>528 A</td>
</tr>
<tr>
<td>3-4</td>
<td>531 A</td>
<td>510 A</td>
<td>468 A</td>
<td>511 A</td>
<td>433 A</td>
<td>459 A</td>
<td>508 A</td>
<td>533 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1087 A</td>
<td>648 A</td>
<td>504 A</td>
<td>1053 A</td>
<td>1033 A</td>
<td>1059 A</td>
<td>1020 A</td>
<td>1011 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2740 A</td>
<td>1190 A</td>
<td>761 A</td>
<td>2856 A</td>
<td>2833 A</td>
<td>2745 A</td>
<td>2742 A</td>
<td>2618 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4671 A</td>
<td>1674 A</td>
<td>1103 A</td>
<td>4654 A</td>
<td>4940 A</td>
<td>4869 A</td>
<td>4997 A</td>
<td>4525 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6327 A</td>
<td>2102 A</td>
<td>1523 A</td>
<td>6679 A</td>
<td>6971 A</td>
<td>6745 A</td>
<td>6838 A</td>
<td>6420 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5582 A</td>
<td>2921 A</td>
<td>2306 A</td>
<td>5803 A</td>
<td>5772 A</td>
<td>5962 A</td>
<td>5805 A</td>
<td>5550 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4469 A</td>
<td>3400 A</td>
<td>3022 A</td>
<td>4434 A</td>
<td>4471 A</td>
<td>4378 A</td>
<td>4493 A</td>
<td>4486 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4477 A</td>
<td>4026 A</td>
<td>3985 A</td>
<td>4180 A</td>
<td>4042 A</td>
<td>4419 A</td>
<td>4348 A</td>
<td>4466 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4831 A</td>
<td>4212 A</td>
<td>4094 A</td>
<td>4421 A</td>
<td>4333 A</td>
<td>4512 A</td>
<td>4464 A</td>
<td>4798 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5040 A</td>
<td>4353 A</td>
<td>4338 A</td>
<td>4746 A</td>
<td>4648 A</td>
<td>4685 A</td>
<td>4989 A</td>
<td>5084 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5318 A</td>
<td>4532 A</td>
<td>4572 A</td>
<td>4976 A</td>
<td>4920 A</td>
<td>4699 A</td>
<td>4966 A</td>
<td>5415 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5624 A</td>
<td>4081 A</td>
<td>4565 A</td>
<td>5001 A</td>
<td>4934 A</td>
<td>5095 A</td>
<td>5122 A</td>
<td>5444 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5511 A</td>
<td>4204 A</td>
<td>4501 A</td>
<td>5100 A</td>
<td>5119 A</td>
<td>5382 A</td>
<td>5223 A</td>
<td>5562 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5493 A</td>
<td>3922 A</td>
<td>4451 A</td>
<td>5035 A</td>
<td>5255 A</td>
<td>5349 A</td>
<td>5495 A</td>
<td>5721 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4958 A</td>
<td>3853 A</td>
<td>4336 A</td>
<td>4806 A</td>
<td>5087 A</td>
<td>4918 A</td>
<td>5166 A</td>
<td>5166 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4936 A</td>
<td>3972 A</td>
<td>3877 A</td>
<td>4081 A</td>
<td>4238 A</td>
<td>4030 A</td>
<td>4349 A</td>
<td>4693 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3954 A</td>
<td>3242 A</td>
<td>3196 A</td>
<td>3020 A</td>
<td>3110 A</td>
<td>3268 A</td>
<td>3428 A</td>
<td>3701 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3323 A</td>
<td>2910 A</td>
<td>3079 A</td>
<td>2725 A</td>
<td>2865 A</td>
<td>2928 A</td>
<td>3164 A</td>
<td>3428 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3021 A</td>
<td>2838 A</td>
<td>2782 A</td>
<td>2493 A</td>
<td>2402 A</td>
<td>2580 A</td>
<td>2667 A</td>
<td>2842 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2488 A</td>
<td>2603 A</td>
<td>2178 A</td>
<td>2500 A</td>
<td>1851 A</td>
<td>1996 A</td>
<td>2258 A</td>
<td>2464 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1895 A</td>
<td>1903 A</td>
<td>1554 A</td>
<td>1484 A</td>
<td>1597 A</td>
<td>1372 A</td>
<td>1530 A</td>
<td>2089 A</td>
</tr>
</tbody>
</table>

**Day Total**  
88326 A  
65839 A  
63769 A  
82160 A  
82430 A  
83189 A  
85347 A  
88226 A

**AM Peak Hour**  
07-08  
11-12  
11-12  
07-08  
07-08  
07-08  
07-08  
07-08

**AM Peak Traffic**  
6327  
4212  
4094  
6679  
6971  
6745  
6838  
6420

**PM Peak Hour**  
14-15  
13-14  
13-14  
15-16  
16-17  
15-16  
16-17  
16-17

**PM Peak Traffic**  
5624  
4532  
4572  
5100  
5255  
5382  
5495  
5721
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

**Traffic Station:** 39  
**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

---

<table>
<thead>
<tr>
<th>Direction of Count: South</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 09</td>
<td>AUG 10</td>
<td>AUG 11</td>
<td>AUG 12</td>
<td>AUG 13</td>
<td>AUG 14</td>
<td>AUG 15</td>
<td>AUG 16</td>
</tr>
<tr>
<td>0-1</td>
<td>1351 A</td>
<td>1153 A</td>
<td>849 A</td>
<td>884 A</td>
<td>717 A</td>
<td>869 A</td>
<td>966 A</td>
<td>1239 A</td>
</tr>
<tr>
<td>1-2</td>
<td>764 A</td>
<td>712 A</td>
<td>468 A</td>
<td>483 A</td>
<td>449 A</td>
<td>459 A</td>
<td>587 A</td>
<td>702 A</td>
</tr>
<tr>
<td>2-3</td>
<td>605 A</td>
<td>666 A</td>
<td>416 A</td>
<td>415 A</td>
<td>456 A</td>
<td>491 A</td>
<td>515 A</td>
<td>639 A</td>
</tr>
<tr>
<td>3-4</td>
<td>546 A</td>
<td>424 A</td>
<td>522 A</td>
<td>475 A</td>
<td>480 A</td>
<td>509 A</td>
<td>565 A</td>
<td>547 A</td>
</tr>
<tr>
<td>4-5</td>
<td>696 A</td>
<td>483 A</td>
<td>1056 A</td>
<td>1008 A</td>
<td>1052 A</td>
<td>1061 A</td>
<td>1038 A</td>
<td>645 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1244 A</td>
<td>808 A</td>
<td>2888 A</td>
<td>2880 A</td>
<td>2847 A</td>
<td>2792 A</td>
<td>2729 A</td>
<td>1123 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1663 A</td>
<td>1190 A</td>
<td>4781 A</td>
<td>5051 A</td>
<td>4967 A</td>
<td>4909 A</td>
<td>4629 A</td>
<td>1636 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2185 A</td>
<td>1620 A</td>
<td>6625 A</td>
<td>7094 A</td>
<td>7001 A</td>
<td>7074 A</td>
<td>6524 A</td>
<td>2160 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2776 A</td>
<td>2214 A</td>
<td>5850 A</td>
<td>5931 A</td>
<td>5971 A</td>
<td>6077 A</td>
<td>5887 A</td>
<td>3000 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3409 A</td>
<td>3111 A</td>
<td>4593 A</td>
<td>4522 A</td>
<td>4585 A</td>
<td>4731 A</td>
<td>3582 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>4125 A</td>
<td>3860 A</td>
<td>4290 A</td>
<td>4118 A</td>
<td>4184 A</td>
<td>4321 A</td>
<td>4441 A</td>
<td>4123 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4446 A</td>
<td>4429 A</td>
<td>4525 A</td>
<td>4452 A</td>
<td>4461 A</td>
<td>4431 A</td>
<td>4733 A</td>
<td>4387 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4593 A</td>
<td>4568 A</td>
<td>4832 A</td>
<td>4803 A</td>
<td>4788 A</td>
<td>4826 A</td>
<td>5185 A</td>
<td>4627 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4730 A</td>
<td>4684 A</td>
<td>4868 A</td>
<td>5011 A</td>
<td>4801 A</td>
<td>4949 A</td>
<td>5218 A</td>
<td>4661 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4411 A</td>
<td>4496 A</td>
<td>5027 A</td>
<td>5132 A</td>
<td>4866 A</td>
<td>5109 A</td>
<td>5468 A</td>
<td>4256 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4220 A</td>
<td>4490 A</td>
<td>5246 A</td>
<td>5198 A</td>
<td>5216 A</td>
<td>5325 A</td>
<td>5740 A</td>
<td>4357 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4070 A</td>
<td>4523 A</td>
<td>5343 A</td>
<td>5466 A</td>
<td>5468 A</td>
<td>5701 A</td>
<td>5763 A</td>
<td>4235 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4154 A</td>
<td>4370 A</td>
<td>4994 A</td>
<td>5222 A</td>
<td>5170 A</td>
<td>5317 A</td>
<td>5449 A</td>
<td>4146 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3903 A</td>
<td>4132 A</td>
<td>3849 A</td>
<td>4129 A</td>
<td>4190 A</td>
<td>4409 A</td>
<td>5177 A</td>
<td>4085 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3461 A</td>
<td>3490 A</td>
<td>2973 A</td>
<td>3052 A</td>
<td>3263 A</td>
<td>3291 A</td>
<td>3908 A</td>
<td>3622 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3137 A</td>
<td>3096 A</td>
<td>2829 A</td>
<td>2690 A</td>
<td>2972 A</td>
<td>3102 A</td>
<td>3430 A</td>
<td>3002 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2724 A</td>
<td>2671 A</td>
<td>2359 A</td>
<td>2391 A</td>
<td>2597 A</td>
<td>2689 A</td>
<td>3138 A</td>
<td>3223 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2610 A</td>
<td>1957 A</td>
<td>1818 A</td>
<td>2004 A</td>
<td>2032 A</td>
<td>1988 A</td>
<td>2542 A</td>
<td>2874 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2151 A</td>
<td>1523 A</td>
<td>1399 A</td>
<td>1337 A</td>
<td>1493 A</td>
<td>1542 A</td>
<td>2004 A</td>
<td>2635 A</td>
</tr>
</tbody>
</table>

**Day Total:** 67974 A 64670 A 82491 A 83748 A 84026 A 81241 A 90367 A 69506 A

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4446</td>
<td>13-14</td>
<td>4730</td>
</tr>
<tr>
<td>67974 A</td>
<td>11-12</td>
<td>4429</td>
<td>13-14</td>
<td>4684</td>
</tr>
<tr>
<td>64670 A</td>
<td>07-08</td>
<td>7094</td>
<td>16-17</td>
<td>5434</td>
</tr>
<tr>
<td>82491 A</td>
<td>07-08</td>
<td>7001</td>
<td>16-17</td>
<td>5466</td>
</tr>
<tr>
<td>83748 A</td>
<td>07-08</td>
<td>7074</td>
<td>16-17</td>
<td>5701</td>
</tr>
<tr>
<td>84026 A</td>
<td>07-08</td>
<td>6524</td>
<td>16-17</td>
<td>5763</td>
</tr>
<tr>
<td>81241 A</td>
<td>11-12</td>
<td>4387</td>
<td>13-14</td>
<td>4661</td>
</tr>
<tr>
<td>90367 A</td>
<td>69506 A</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

#### AM Peak Hour
- **Traffic Station:** 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>0-1</td>
<td>1418 A</td>
<td>747 A</td>
<td>729 A</td>
<td>715 A</td>
<td>798 A</td>
<td>835 A</td>
<td>1112 A</td>
<td>1219 A</td>
</tr>
<tr>
<td>1-2</td>
<td>850 A</td>
<td>433 A</td>
<td>414 A</td>
<td>428 A</td>
<td>429 A</td>
<td>556 A</td>
<td>713 A</td>
<td>761 A</td>
</tr>
<tr>
<td>2-3</td>
<td>629 A</td>
<td>376 A</td>
<td>421 A</td>
<td>416 A</td>
<td>421 A</td>
<td>544 A</td>
<td>602 A</td>
<td>635 A</td>
</tr>
<tr>
<td>3-4</td>
<td>429 A</td>
<td>432 A</td>
<td>472 A</td>
<td>441 A</td>
<td>512 A</td>
<td>520 A</td>
<td>541 A</td>
<td>443 A</td>
</tr>
<tr>
<td>4-5</td>
<td>478 A</td>
<td>1038 A</td>
<td>1047 A</td>
<td>946 A</td>
<td>1008 A</td>
<td>1016 A</td>
<td>630 A</td>
<td>480 A</td>
</tr>
<tr>
<td>5-6</td>
<td>747 A</td>
<td>2866 A</td>
<td>2851 A</td>
<td>2813 A</td>
<td>2758 A</td>
<td>2668 A</td>
<td>1178 A</td>
<td>785 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1090 A</td>
<td>4562 A</td>
<td>5040 A</td>
<td>5029 A</td>
<td>5047 A</td>
<td>4811 A</td>
<td>1709 A</td>
<td>1112 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1586 A</td>
<td>6602 A</td>
<td>7325 A</td>
<td>7289 A</td>
<td>7092 A</td>
<td>6777 A</td>
<td>2271 A</td>
<td>1636 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2201 A</td>
<td>6180 A</td>
<td>6179 A</td>
<td>6187 A</td>
<td>6414 A</td>
<td>6156 A</td>
<td>3153 A</td>
<td>2167 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2937 A</td>
<td>4540 A</td>
<td>4563 A</td>
<td>4713 A</td>
<td>5083 A</td>
<td>4628 A</td>
<td>3832 A</td>
<td>3022 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3837 A</td>
<td>4169 A</td>
<td>4083 A</td>
<td>4225 A</td>
<td>4316 A</td>
<td>4451 A</td>
<td>4226 A</td>
<td>3878 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4139 A</td>
<td>4372 A</td>
<td>4457 A</td>
<td>4475 A</td>
<td>4502 A</td>
<td>4829 A</td>
<td>4423 A</td>
<td>4131 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4460 A</td>
<td>4820 A</td>
<td>4846 A</td>
<td>4736 A</td>
<td>4870 A</td>
<td>5026 A</td>
<td>4602 A</td>
<td>4513 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4497 A</td>
<td>4906 A</td>
<td>4960 A</td>
<td>4726 A</td>
<td>4973 A</td>
<td>5452 A</td>
<td>4717 A</td>
<td>4517 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4525 A</td>
<td>4951 A</td>
<td>5025 A</td>
<td>5014 A</td>
<td>4945 A</td>
<td>5434 A</td>
<td>4622 A</td>
<td>4609 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4530 A</td>
<td>5271 A</td>
<td>5254 A</td>
<td>5324 A</td>
<td>5519 A</td>
<td>5829 A</td>
<td>4338 A</td>
<td>4370 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4003 A</td>
<td>5556 A</td>
<td>5485 A</td>
<td>5650 A</td>
<td>5833 A</td>
<td>5833 A</td>
<td>4151 A</td>
<td>4213 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5005 A</td>
<td>4948 A</td>
<td>5306 A</td>
<td>5209 A</td>
<td>5250 A</td>
<td>5470 A</td>
<td>3966 A</td>
<td>4289 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4418 A</td>
<td>4264 A</td>
<td>4290 A</td>
<td>4192 A</td>
<td>4283 A</td>
<td>4756 A</td>
<td>3781 A</td>
<td>3950 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3722 A</td>
<td>3183 A</td>
<td>3089 A</td>
<td>3171 A</td>
<td>3441 A</td>
<td>3961 A</td>
<td>3389 A</td>
<td>3433 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3097 A</td>
<td>2756 A</td>
<td>2899 A</td>
<td>2841 A</td>
<td>3176 A</td>
<td>3383 A</td>
<td>3085 A</td>
<td>3249 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2728 A</td>
<td>2288 A</td>
<td>2345 A</td>
<td>2458 A</td>
<td>2757 A</td>
<td>2934 A</td>
<td>2917 A</td>
<td>2616 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2198 A</td>
<td>1773 A</td>
<td>1906 A</td>
<td>1988 A</td>
<td>2156 A</td>
<td>2635 A</td>
<td>2365 A</td>
<td>2078 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1627 A</td>
<td>1286 A</td>
<td>1275 A</td>
<td>1291 A</td>
<td>1526 A</td>
<td>1933 A</td>
<td>1882 A</td>
<td>1523 A</td>
</tr>
</tbody>
</table>

### Day Total
- **AM Peak Hour:** 11-12
- **AM Peak Traffic:** 4139
- **PM Peak Hour:** 17-18
- **PM Peak Traffic:** 5005

#### Location Description
- **SACRAMENTO, JCT. RTE. 80**

#### Traffic Station Information
- **Traffic Station:** 39
- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

#### Route
- **District:** 03
- **County:** SAC
- **Prefix:** 005
- **Postmile:** 26.722
- **Leg:** B

#### Additional Information
- **Year:** 2008
- **Prefix:** SAC 005
- **Location Description:** SACRAMENTO, JCT. RTE. 80
### Direction of Count: South

#### Year - Day Total - AM Peak Hour - AM Peak Traffic - PM Peak Hour - PM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>697 A</td>
<td>702 A</td>
<td>754 A</td>
<td>647 A</td>
<td>832 A</td>
<td>1100 A</td>
<td>1092 A</td>
</tr>
<tr>
<td>1-2</td>
<td>454 A</td>
<td>382 A</td>
<td>437 A</td>
<td>457 A</td>
<td>597 A</td>
<td>802 A</td>
<td>750 A</td>
</tr>
<tr>
<td>2-3</td>
<td>361 A</td>
<td>376 A</td>
<td>413 A</td>
<td>417 A</td>
<td>487 A</td>
<td>688 A</td>
<td>620 A</td>
</tr>
<tr>
<td>3-4</td>
<td>499 A</td>
<td>439 A</td>
<td>439 A</td>
<td>477 A</td>
<td>543 A</td>
<td>573 A</td>
<td>431 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1031 A</td>
<td>066 A</td>
<td>088 A</td>
<td>1066 A</td>
<td>0988 A</td>
<td>655 A</td>
<td>459 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2934 A</td>
<td>2898 A</td>
<td>2961 A</td>
<td>2863 A</td>
<td>2605 A</td>
<td>1143 A</td>
<td>727 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4941 A</td>
<td>5226 A</td>
<td>5149 A</td>
<td>5207 A</td>
<td>4632 A</td>
<td>1585 A</td>
<td>1035 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6938 A</td>
<td>6952 A</td>
<td>7045 A</td>
<td>6586 A</td>
<td>6696 A</td>
<td>2100 A</td>
<td>1441 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5918 A</td>
<td>6439 A</td>
<td>5373 A</td>
<td>6330 A</td>
<td>5891 A</td>
<td>2914 A</td>
<td>1983 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4711 A</td>
<td>4557 A</td>
<td>4606 A</td>
<td>4678 A</td>
<td>4554 A</td>
<td>3639 A</td>
<td>2933 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4127 A</td>
<td>4046 A</td>
<td>4119 A</td>
<td>4144 A</td>
<td>4529 A</td>
<td>4190 A</td>
<td>3874 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4462 A</td>
<td>4219 A</td>
<td>4325 A</td>
<td>4393 A</td>
<td>4848 A</td>
<td>4384 A</td>
<td>4096 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4605 A</td>
<td>4529 A</td>
<td>4762 A</td>
<td>4802 A</td>
<td>5141 A</td>
<td>4460 A</td>
<td>4228 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4646 A</td>
<td>4677 A</td>
<td>4764 A</td>
<td>4819 A</td>
<td>5591 A</td>
<td>4547 A</td>
<td>4448 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4810 A</td>
<td>4754 A</td>
<td>4649 A</td>
<td>5031 A</td>
<td>5552 A</td>
<td>4217 A</td>
<td>4346 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5190 A</td>
<td>5207 A</td>
<td>5372 A</td>
<td>5471 A</td>
<td>5768 A</td>
<td>4016 A</td>
<td>4295 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5214 A</td>
<td>5385 A</td>
<td>5473 A</td>
<td>4818 A</td>
<td>5755 A</td>
<td>3961 A</td>
<td>4024 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4856 A</td>
<td>4709 A</td>
<td>5084 A</td>
<td>4771 A</td>
<td>5199 A</td>
<td>3987 A</td>
<td>4317 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3711 A</td>
<td>4228 A</td>
<td>4250 A</td>
<td>4504 A</td>
<td>5047 A</td>
<td>3801 A</td>
<td>3684 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2837 A</td>
<td>3006 A</td>
<td>3095 A</td>
<td>3344 A</td>
<td>3947 A</td>
<td>3253 A</td>
<td>3177 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2859 A</td>
<td>2783 A</td>
<td>2870 A</td>
<td>3361 A</td>
<td>3601 A</td>
<td>2903 A</td>
<td>3037 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2164 A</td>
<td>2326 A</td>
<td>2269 A</td>
<td>2477 A</td>
<td>3006 A</td>
<td>3664 A</td>
<td>2605 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1693 A</td>
<td>1839 A</td>
<td>1927 A</td>
<td>2158 A</td>
<td>2642 A</td>
<td>2605 A</td>
<td>2089 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1299 A</td>
<td>1241 A</td>
<td>1333 A</td>
<td>1397 A</td>
<td>1795 A</td>
<td>1736 A</td>
<td>1563 A</td>
</tr>
</tbody>
</table>

**Day Total:**
- 80957 A
- 81876 A
- 82457 A
- 84218 A
- 90246 A
- 66923 A
- 61254 A

**AM Peak Hour:**
- 07-08

**AM Peak Traffic:**
- 6938
- 6952
- 7045
- 6586
- 6696
- 4384
- 4096

**PM Peak Hour:**
- 16-17

**PM Peak Traffic:**
- 5214
### Traffic Station: 39

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

SACRAMENTO, JCT. RTE. 80

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Lanes:</th>
<th>Lane Code:</th>
</tr>
</thead>
<tbody>
<tr>
<td>39</td>
<td>FHWA</td>
<td>6</td>
<td>8</td>
</tr>
</tbody>
</table>

#### 7-Day Periods

<table>
<thead>
<tr>
<th>Period</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>562990</td>
<td>80427</td>
</tr>
<tr>
<td>2nd</td>
<td>551779</td>
<td>78826</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 5-Day Periods

<table>
<thead>
<tr>
<th>Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>428333</td>
<td>85667</td>
</tr>
<tr>
<td>2nd</td>
<td>419945</td>
<td>83989</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Mon</td>
<td>Tue</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
</tr>
<tr>
<td>0-1</td>
<td>1016 A</td>
<td>611 A</td>
</tr>
<tr>
<td>1-2</td>
<td>767 A</td>
<td>417 A</td>
</tr>
<tr>
<td>2-3</td>
<td>609 A</td>
<td>353 A</td>
</tr>
<tr>
<td>3-4</td>
<td>580 A</td>
<td>566 A</td>
</tr>
<tr>
<td>4-5</td>
<td>879 A</td>
<td>1498 A</td>
</tr>
<tr>
<td>5-6</td>
<td>916 A</td>
<td>2677 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1181 A</td>
<td>4095 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1465 A</td>
<td>4762 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1850 A</td>
<td>4316 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2387 A</td>
<td>4190 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3080 A</td>
<td>3982 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3580 A</td>
<td>4387 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3892 A</td>
<td>4582 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3989 A</td>
<td>4437 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4224 A</td>
<td>5165 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4256 A</td>
<td>6182 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4426 A</td>
<td>7440 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3822 A</td>
<td>7030 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3786 A</td>
<td>5083 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3818 A</td>
<td>3559 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3285 A</td>
<td>3011 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2510 A</td>
<td>2451 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1901 A</td>
<td>1724 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1134 A</td>
<td>1157 A</td>
</tr>
</tbody>
</table>

Day Total: 59353 A 83675 A 84959 A 86681 A 93501 A 67686 A 58543 A 81282 A

AM Peak Hour: 11-12 07-08 07-08 07-08 11-12 11-12 11-12 07-08
AM Peak Traffic: 3580 4762 4830 4674 4982 4322 3786 4855
PM Peak Hour: 16-17 16-17 17-18 16-17 16-17 13-14 17-18 17-18
PM Peak Traffic: 4426 7440 7288 7557 7633 4892 4256 7200
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>683 A</td>
<td>653 A</td>
<td>641 A</td>
<td>682 A</td>
<td>1154 A</td>
<td>994 A</td>
<td>591 A</td>
<td>642 A</td>
</tr>
<tr>
<td>1-2</td>
<td>494 A</td>
<td>464 A</td>
<td>531 A</td>
<td>603 A</td>
<td>1067 A</td>
<td>938 A</td>
<td>368 A</td>
<td>478 A</td>
</tr>
<tr>
<td>2-3</td>
<td>450 A</td>
<td>403 A</td>
<td>503 A</td>
<td>407 A</td>
<td>750 A</td>
<td>700 A</td>
<td>391 A</td>
<td>439 A</td>
</tr>
<tr>
<td>3-4</td>
<td>628 A</td>
<td>570 A</td>
<td>621 A</td>
<td>476 A</td>
<td>626 A</td>
<td>466 A</td>
<td>580 A</td>
<td>643 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1534 A</td>
<td>1464 A</td>
<td>1464 A</td>
<td>1479 A</td>
<td>911 A</td>
<td>606 A</td>
<td>1493 A</td>
<td>1540 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2607 A</td>
<td>2547 A</td>
<td>2678 A</td>
<td>2609 A</td>
<td>1237 A</td>
<td>623 A</td>
<td>2731 A</td>
<td>2649 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4162 A</td>
<td>4151 A</td>
<td>4138 A</td>
<td>4135 A</td>
<td>1656 A</td>
<td>1191 A</td>
<td>4147 A</td>
<td>4163 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4803 A</td>
<td>5004 A</td>
<td>4921 A</td>
<td>4903 A</td>
<td>2187 A</td>
<td>1517 A</td>
<td>4678 A</td>
<td>4936 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4750 A</td>
<td>4638 A</td>
<td>4540 A</td>
<td>4662 A</td>
<td>2939 A</td>
<td>2066 A</td>
<td>4304 A</td>
<td>4523 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4094 A</td>
<td>4106 A</td>
<td>4033 A</td>
<td>4315 A</td>
<td>3516 A</td>
<td>2967 A</td>
<td>4105 A</td>
<td>4060 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3869 A</td>
<td>3910 A</td>
<td>4097 A</td>
<td>4412 A</td>
<td>4189 A</td>
<td>3695 A</td>
<td>3909 A</td>
<td>3874 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4499 A</td>
<td>4568 C</td>
<td>4556 A</td>
<td>5053 A</td>
<td>4084 A</td>
<td>3630 A</td>
<td>4429 A</td>
<td>4380 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4547 A</td>
<td>4620 A</td>
<td>4665 A</td>
<td>5244 A</td>
<td>4470 A</td>
<td>4130 A</td>
<td>4538 A</td>
<td>4655 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4551 A</td>
<td>4732 A</td>
<td>4862 A</td>
<td>5728 A</td>
<td>4607 A</td>
<td>4691 A</td>
<td>4675 A</td>
<td>4754 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5190 A</td>
<td>5209 A</td>
<td>5459 A</td>
<td>6192 A</td>
<td>4698 A</td>
<td>4775 A</td>
<td>4957 A</td>
<td>5365 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6531 A</td>
<td>6308 A</td>
<td>6704 A</td>
<td>6905 A</td>
<td>4543 A</td>
<td>4253 A</td>
<td>6174 A</td>
<td>6462 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7657 A</td>
<td>7526 A</td>
<td>7696 A</td>
<td>7779 A</td>
<td>4533 A</td>
<td>3830 A</td>
<td>7182 A</td>
<td>7271 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7697 A</td>
<td>7355 A</td>
<td>7714 A</td>
<td>7527 A</td>
<td>4184 A</td>
<td>4140 A</td>
<td>6994 A</td>
<td>7516 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5447 A</td>
<td>5006 A</td>
<td>5581 A</td>
<td>5732 A</td>
<td>3866 A</td>
<td>3914 A</td>
<td>4753 A</td>
<td>5024 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3645 A</td>
<td>3640 A</td>
<td>3844 A</td>
<td>4386 A</td>
<td>3231 A</td>
<td>3419 A</td>
<td>3466 A</td>
<td>3577 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3179 A</td>
<td>3179 A</td>
<td>3223 A</td>
<td>3495 A</td>
<td>3178 A</td>
<td>2854 A</td>
<td>2762 A</td>
<td>2996 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2551 A</td>
<td>2939 A</td>
<td>2666 A</td>
<td>3069 A</td>
<td>2803 A</td>
<td>2257 A</td>
<td>2499 A</td>
<td>2506 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1829 A</td>
<td>2158 A</td>
<td>2064 A</td>
<td>2547 A</td>
<td>2391 A</td>
<td>1756 A</td>
<td>1653 A</td>
<td>1682 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1034 A</td>
<td>1148 A</td>
<td>1153 A</td>
<td>1726 A</td>
<td>1674 A</td>
<td>989 A</td>
<td>1013 A</td>
<td>978 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>86431 A</td>
<td>86298 C</td>
<td>88354 A</td>
<td>94066 A</td>
<td>68494 A</td>
<td>60401 A</td>
<td>82392 A</td>
<td>85113 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>10-11</td>
<td>10-11</td>
<td>07-08</td>
</tr>
<tr>
<td>1-2</td>
<td>4803</td>
<td>5004</td>
<td>4921</td>
<td>5053</td>
<td>4189</td>
<td>3695</td>
</tr>
<tr>
<td>2-3</td>
<td>17-18</td>
<td>16-17</td>
<td>17-18</td>
<td>16-17</td>
<td>14-15</td>
<td>14-15</td>
</tr>
<tr>
<td>3-4</td>
<td>7697</td>
<td>7526</td>
<td>7714</td>
<td>7779</td>
<td>4698</td>
<td>4775</td>
</tr>
<tr>
<td>4-5</td>
<td>1034</td>
<td>1148</td>
<td>1153</td>
<td>1726</td>
<td>1674</td>
<td>989</td>
</tr>
</tbody>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>10-11</td>
<td>10-11</td>
<td>07-08</td>
</tr>
<tr>
<td>1-2</td>
<td>4803</td>
<td>5004</td>
<td>4921</td>
<td>5053</td>
<td>4189</td>
<td>3695</td>
</tr>
<tr>
<td>2-3</td>
<td>17-18</td>
<td>16-17</td>
<td>17-18</td>
<td>16-17</td>
<td>14-15</td>
<td>14-15</td>
</tr>
<tr>
<td>3-4</td>
<td>7697</td>
<td>7526</td>
<td>7714</td>
<td>7779</td>
<td>4698</td>
<td>4775</td>
</tr>
<tr>
<td>4-5</td>
<td>1034</td>
<td>1148</td>
<td>1153</td>
<td>1726</td>
<td>1674</td>
<td>989</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
</tr>
</tbody>
</table>

**Location Description**

SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 39

- **Location Type:** FHWA
- **Lanes:** 6
- **Lane Code:** 8

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>629 A</td>
<td>646 A</td>
<td>752 A</td>
<td>1199 A</td>
<td>970 A</td>
<td>596 A</td>
<td>591 A</td>
<td>497 A</td>
</tr>
<tr>
<td>1-2</td>
<td>451 A</td>
<td>470 A</td>
<td>614 A</td>
<td>1084 A</td>
<td>900 A</td>
<td>362 A</td>
<td>442 A</td>
<td>340 A</td>
</tr>
<tr>
<td>2-3</td>
<td>436 A</td>
<td>450 A</td>
<td>505 A</td>
<td>756 A</td>
<td>621 A</td>
<td>316 A</td>
<td>374 A</td>
<td>331 A</td>
</tr>
<tr>
<td>3-4</td>
<td>585 A</td>
<td>554 A</td>
<td>612 A</td>
<td>621 A</td>
<td>434 A</td>
<td>537 A</td>
<td>584 A</td>
<td>416 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1472 A</td>
<td>1497 A</td>
<td>1491 A</td>
<td>969 A</td>
<td>653 A</td>
<td>1562 A</td>
<td>1449 A</td>
<td>1240 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2563 A</td>
<td>2593 A</td>
<td>2502 A</td>
<td>1208 A</td>
<td>625 A</td>
<td>2719 A</td>
<td>2558 A</td>
<td>2560 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4100 A</td>
<td>3999 A</td>
<td>4119 A</td>
<td>1647 A</td>
<td>924 A</td>
<td>4184 A</td>
<td>3961 A</td>
<td>4166 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4842 A</td>
<td>4936 A</td>
<td>4885 A</td>
<td>2206 A</td>
<td>1433 A</td>
<td>4906 A</td>
<td>4984 A</td>
<td>4920 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4694 A</td>
<td>4734 A</td>
<td>4466 A</td>
<td>2851 A</td>
<td>2142 A</td>
<td>4411 A</td>
<td>4693 A</td>
<td>4818 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3879 A</td>
<td>4037 A</td>
<td>4212 A</td>
<td>3239 A</td>
<td>2671 A</td>
<td>3881 A</td>
<td>3913 A</td>
<td>4043 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4006 A</td>
<td>4105 A</td>
<td>4401 A</td>
<td>4098 A</td>
<td>3404 A</td>
<td>3998 A</td>
<td>3837 A</td>
<td>4017 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4546 A</td>
<td>4561 A</td>
<td>5151 A</td>
<td>4350 A</td>
<td>3709 A</td>
<td>4386 A</td>
<td>4406 A</td>
<td>4460 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4557 A</td>
<td>4846 A</td>
<td>5385 A</td>
<td>4513 A</td>
<td>4021 A</td>
<td>4624 A</td>
<td>4727 A</td>
<td>4536 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4677 A</td>
<td>5000 A</td>
<td>5396 A</td>
<td>4396 A</td>
<td>4127 A</td>
<td>4533 A</td>
<td>4674 A</td>
<td>4714 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5135 A</td>
<td>5452 A</td>
<td>6082 A</td>
<td>4553 A</td>
<td>4301 A</td>
<td>5024 A</td>
<td>5124 A</td>
<td>5115 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6338 A</td>
<td>6750 A</td>
<td>6988 A</td>
<td>4489 A</td>
<td>4260 A</td>
<td>6274 A</td>
<td>6437 A</td>
<td>6387 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7591 A</td>
<td>7894 A</td>
<td>7643 A</td>
<td>4643 A</td>
<td>4421 A</td>
<td>7354 A</td>
<td>7756 A</td>
<td>7751 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7338 A</td>
<td>7630 A</td>
<td>7473 A</td>
<td>4493 A</td>
<td>4145 A</td>
<td>7153 A</td>
<td>7401 A</td>
<td>7496 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4969 A</td>
<td>5575 A</td>
<td>5587 A</td>
<td>4016 A</td>
<td>3810 A</td>
<td>4700 A</td>
<td>5011 A</td>
<td>5591 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3770 A</td>
<td>3665 A</td>
<td>4504 A</td>
<td>3526 A</td>
<td>3369 A</td>
<td>3378 A</td>
<td>3681 A</td>
<td>3797 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3045 A</td>
<td>3130 A</td>
<td>3442 A</td>
<td>2987 A</td>
<td>2949 A</td>
<td>2731 A</td>
<td>2891 A</td>
<td>3042 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2577 A</td>
<td>2617 A</td>
<td>3144 A</td>
<td>2819 A</td>
<td>2345 A</td>
<td>2232 A</td>
<td>2461 A</td>
<td>2577 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1543 A</td>
<td>1874 A</td>
<td>2545 A</td>
<td>2381 A</td>
<td>1750 A</td>
<td>1686 A</td>
<td>1572 A</td>
<td>1794 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1014 A</td>
<td>1136 A</td>
<td>1596 A</td>
<td>1669 A</td>
<td>1059 A</td>
<td>954 A</td>
<td>900 A</td>
<td>1093 A</td>
</tr>
</tbody>
</table>

**Day Total**

| 84757 A | 88151 A | 93495 A | 68713 A | 59043 A | 82587 A | 84477 A | 85701 A |

**AM Peak Hour**

| 07-08 | 07-08 | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 |

**AM Peak Traffic**

| 4842 A | 4936 A | 5151 A | 4350 A | 3709 A | 4906 A | 4984 A | 4920 A |

**PM Peak Hour**

| 16-17 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17 | 16-17 |

**PM Peak Traffic**

<p>| 7591 A | 7894 A | 7643 A | 4643 A | 4421 A | 7354 A | 7756 A | 7751 A |</p>
<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>493 A</td>
<td>738 A</td>
<td>1157 A</td>
<td>1162 A</td>
<td>580 A</td>
<td>550 A</td>
</tr>
<tr>
<td>1-2</td>
<td>432 A</td>
<td>650 A</td>
<td>1005 A</td>
<td>1006 A</td>
<td>404 A</td>
<td>465 A</td>
</tr>
<tr>
<td>2-3</td>
<td>338 A</td>
<td>512 A</td>
<td>750 A</td>
<td>775 A</td>
<td>334 A</td>
<td>400 A</td>
</tr>
<tr>
<td>3-4</td>
<td>435 A</td>
<td>626 A</td>
<td>653 A</td>
<td>521 A</td>
<td>549 A</td>
<td>569 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1139 A</td>
<td>1487 A</td>
<td>1016 A</td>
<td>764 A</td>
<td>1484 A</td>
<td>1408 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2567 A</td>
<td>2515 A</td>
<td>1236 A</td>
<td>817 A</td>
<td>2634 A</td>
<td>2583 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4236 A</td>
<td>4112 A</td>
<td>1767 A</td>
<td>1161 A</td>
<td>4115 A</td>
<td>4030 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4859 A</td>
<td>4698 A</td>
<td>2238 A</td>
<td>1543 A</td>
<td>4994 A</td>
<td>4865 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4736 A</td>
<td>4538 A</td>
<td>3000 A</td>
<td>2174 A</td>
<td>4386 A</td>
<td>4388 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4025 A</td>
<td>4194 A</td>
<td>3432 A</td>
<td>2783 A</td>
<td>3924 A</td>
<td>4436 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4110 A</td>
<td>4424 A</td>
<td>4068 A</td>
<td>3466 A</td>
<td>3904 A</td>
<td>3895 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4594 A</td>
<td>5072 A</td>
<td>4273 A</td>
<td>3794 A</td>
<td>4247 A</td>
<td>4571 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4719 A</td>
<td>5480 A</td>
<td>4490 A</td>
<td>4272 A</td>
<td>4482 A</td>
<td>4550 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4865 A</td>
<td>5457 A</td>
<td>4499 A</td>
<td>4271 A</td>
<td>4449 A</td>
<td>4702 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5340 A</td>
<td>6304 A</td>
<td>4453 A</td>
<td>4264 A</td>
<td>4835 A</td>
<td>5202 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6747 A</td>
<td>7121 A</td>
<td>4545 A</td>
<td>4159 A</td>
<td>6389 A</td>
<td>6485 A</td>
</tr>
<tr>
<td>16-17</td>
<td>7696 A</td>
<td>7698 A</td>
<td>4409 A</td>
<td>4231 A</td>
<td>7274 A</td>
<td>7595 A</td>
</tr>
<tr>
<td>17-18</td>
<td>7554 A</td>
<td>6879 A</td>
<td>4025 A</td>
<td>4182 A</td>
<td>7153 A</td>
<td>7536 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5220 A</td>
<td>6698 A</td>
<td>3582 A</td>
<td>3645 A</td>
<td>4748 A</td>
<td>5059 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3849 A</td>
<td>5610 A</td>
<td>3211 A</td>
<td>3323 A</td>
<td>3416 A</td>
<td>3634 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3283 A</td>
<td>3475 A</td>
<td>2956 A</td>
<td>2869 A</td>
<td>2673 A</td>
<td>3067 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2696 A</td>
<td>3169 A</td>
<td>2576 A</td>
<td>2325 A</td>
<td>2333 A</td>
<td>2493 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1975 A</td>
<td>2604 A</td>
<td>2424 A</td>
<td>1620 A</td>
<td>1613 A</td>
<td>1688 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1197 A</td>
<td>1629 A</td>
<td>1749 A</td>
<td>986 A</td>
<td>933 A</td>
<td>1093 A</td>
</tr>
</tbody>
</table>

**Day Total**

|            | 87105 A | 95690 A | 67514 A | 60113 A | 81853 A | 85264 A |

**AM Peak Hour**

|            | 07-08   | 11-12   | 11-12   | 11-12   | 07-08   | 07-08   |

**AM Peak Traffic**

|            | 4859    | 5072    | 4273    | 3794    | 4994    | 4865    |

**PM Peak Hour**

|            | 16-17   | 16-17   | 15-16   | 12-13   | 16-17   | 16-17   |

**PM Peak Traffic**

<p>|            | 7696    | 7698    | 4545    | 4272    | 7274    | 7595    |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station</th>
<th>Location Type</th>
<th>Lanes</th>
<th>Lane Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
<td>39</td>
<td>FHWA</td>
<td>6</td>
<td>8</td>
</tr>
</tbody>
</table>

Location Description
SACRAMENTO, JCT. RTE. 80

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH</td>
<td>NORTH</td>
</tr>
<tr>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td>534398</td>
<td>408169</td>
</tr>
<tr>
<td>76343</td>
<td>81634</td>
</tr>
<tr>
<td>2nd</td>
<td>2nd</td>
</tr>
<tr>
<td>565326</td>
<td>436431</td>
</tr>
<tr>
<td>80761</td>
<td>87286</td>
</tr>
<tr>
<td>3rd</td>
<td>3rd</td>
</tr>
<tr>
<td>561664</td>
<td>433908</td>
</tr>
<tr>
<td>80238</td>
<td>86782</td>
</tr>
<tr>
<td>4th</td>
<td>4th</td>
</tr>
<tr>
<td>563187</td>
<td>435560</td>
</tr>
<tr>
<td>80455</td>
<td>87112</td>
</tr>
</tbody>
</table>
District  County  Route  Prefix  Postmile  Leg
03  SAC  005  26.722  B

Location Description
SACRAMENTO, JCT. RTE. 80

Traffic Station:  39
Location Type:  FHWA
Lanes:  6
Lane Code:  8

Direction of Count:  South

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
<td>SEP 03</td>
<td>SEP 04</td>
<td>SEP 05</td>
<td>SEP 06</td>
<td>SEP 07</td>
<td>SEP 08</td>
</tr>
<tr>
<td>0-1</td>
<td>953 A</td>
<td>706 A</td>
<td>670 A</td>
<td>648 A</td>
<td>712 A</td>
<td>1018 A</td>
<td>1146 A</td>
<td>683 A</td>
</tr>
<tr>
<td>1-2</td>
<td>660 A</td>
<td>455 A</td>
<td>460 A</td>
<td>411 A</td>
<td>464 A</td>
<td>709 A</td>
<td>738 A</td>
<td>379 A</td>
</tr>
<tr>
<td>2-3</td>
<td>507 A</td>
<td>356 A</td>
<td>459 A</td>
<td>409 A</td>
<td>441 A</td>
<td>659 A</td>
<td>576 A</td>
<td>328 A</td>
</tr>
<tr>
<td>3-4</td>
<td>465 A</td>
<td>469 A</td>
<td>436 A</td>
<td>486 A</td>
<td>501 A</td>
<td>483 A</td>
<td>436 A</td>
<td>450 A</td>
</tr>
<tr>
<td>4-5</td>
<td>555 A</td>
<td>1014 A</td>
<td>966 A</td>
<td>1035 A</td>
<td>955 A</td>
<td>629 A</td>
<td>495 A</td>
<td>970 A</td>
</tr>
<tr>
<td>5-6</td>
<td>880 A</td>
<td>3014 A</td>
<td>2882 A</td>
<td>2794 A</td>
<td>2691 A</td>
<td>1114 A</td>
<td>777 A</td>
<td>2760 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1058 A</td>
<td>5368 A</td>
<td>5221 A</td>
<td>5421 A</td>
<td>4949 A</td>
<td>1613 A</td>
<td>1091 A</td>
<td>5267 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1418 A</td>
<td>7270 A</td>
<td>7289 A</td>
<td>7276 A</td>
<td>6993 A</td>
<td>2286 A</td>
<td>1614 A</td>
<td>7204 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1867 A</td>
<td>5988 A</td>
<td>6431 A</td>
<td>6185 A</td>
<td>6044 A</td>
<td>3230 A</td>
<td>2107 A</td>
<td>6169 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2742 A</td>
<td>5231 A</td>
<td>4701 A</td>
<td>4729 A</td>
<td>4630 A</td>
<td>3604 A</td>
<td>3007 A</td>
<td>4738 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3752 A</td>
<td>4400 A</td>
<td>4135 A</td>
<td>4042 A</td>
<td>4111 A</td>
<td>3934 A</td>
<td>3635 A</td>
<td>4079 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4489 A</td>
<td>4412 A</td>
<td>4275 A</td>
<td>4208 A</td>
<td>4554 A</td>
<td>4168 A</td>
<td>3761 A</td>
<td>4125 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5080 A</td>
<td>4842 A</td>
<td>4624 A</td>
<td>4697 A</td>
<td>5033 A</td>
<td>4807 A</td>
<td>4076 A</td>
<td>4641 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5088 A</td>
<td>4774 A</td>
<td>4645 A</td>
<td>4746 A</td>
<td>5061 A</td>
<td>4376 A</td>
<td>4170 A</td>
<td>4687 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5167 A</td>
<td>4909 A</td>
<td>4867 A</td>
<td>5018 A</td>
<td>5179 A</td>
<td>4192 A</td>
<td>3944 A</td>
<td>4748 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4605 A</td>
<td>5418 A</td>
<td>5127 A</td>
<td>5373 A</td>
<td>5777 A</td>
<td>4141 A</td>
<td>3988 A</td>
<td>5190 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4433 A</td>
<td>5349 A</td>
<td>5295 A</td>
<td>5424 A</td>
<td>5757 A</td>
<td>4207 A</td>
<td>3877 A</td>
<td>5014 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4025 A</td>
<td>4799 A</td>
<td>5021 A</td>
<td>5108 A</td>
<td>5164 A</td>
<td>4538 A</td>
<td>3892 A</td>
<td>4582 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4113 A</td>
<td>3912 A</td>
<td>4260 A</td>
<td>4344 A</td>
<td>4868 A</td>
<td>3700 A</td>
<td>3728 A</td>
<td>3715 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3795 A</td>
<td>2804 A</td>
<td>2981 A</td>
<td>3271 A</td>
<td>3739 A</td>
<td>3331 A</td>
<td>3375 A</td>
<td>2873 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3563 A</td>
<td>2880 A</td>
<td>2666 A</td>
<td>3041 A</td>
<td>3422 A</td>
<td>2949 A</td>
<td>3622 A</td>
<td>2570 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2958 A</td>
<td>2190 A</td>
<td>2371 A</td>
<td>2449 A</td>
<td>2890 A</td>
<td>2796 A</td>
<td>2588 A</td>
<td>2001 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2051 A</td>
<td>1745 A</td>
<td>1732 A</td>
<td>2003 A</td>
<td>2570 A</td>
<td>2345 A</td>
<td>1823 A</td>
<td>1700 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1444 A</td>
<td>1173 A</td>
<td>1157 A</td>
<td>1248 A</td>
<td>2710 A</td>
<td>1533 A</td>
<td>1399 A</td>
<td>1239 A</td>
</tr>
</tbody>
</table>

Day Total  65668 A  83478 A  82671 A  84366 A  89215 A  66362 A  59865 A  80112 A

AM Peak Hour   11-12  07-08  07-08  07-08  07-08  11-12  11-12  07-08
AM Peak Traffic  4489  7270  7289  7276  6993  4168  3761  7204
PM Peak Hour    14-15  15-16  16-17  16-17  15-16  12-13  13-14  15-16
PM Peak Traffic  5167  5418  5295  5424  5777  4807  4170  5190
### Traffic Volumes

#### Detail All Vehicle Hourly Count Report

**District:** 03  
**County:** SAC  
**Prefix:** 005  
**Postmile:** 26.722  
**Leg:** B

**Location Description:** SACRAMENTO, JCT. RTE. 80

**Traffic Station:** 39  
**Location Type:** FHWA  
**Lanes:** 6  
**Lane Code:** 8

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>652</td>
<td>A</td>
<td>617</td>
<td>A</td>
<td>660</td>
<td>A</td>
<td>715</td>
<td>A</td>
<td>1120</td>
</tr>
<tr>
<td>390</td>
<td>A</td>
<td>415</td>
<td>A</td>
<td>415</td>
<td>A</td>
<td>493</td>
<td>A</td>
<td>674</td>
</tr>
<tr>
<td>372</td>
<td>A</td>
<td>362</td>
<td>A</td>
<td>381</td>
<td>A</td>
<td>460</td>
<td>A</td>
<td>599</td>
</tr>
<tr>
<td>436</td>
<td>A</td>
<td>445</td>
<td>A</td>
<td>489</td>
<td>A</td>
<td>500</td>
<td>A</td>
<td>466</td>
</tr>
<tr>
<td>952</td>
<td>A</td>
<td>979</td>
<td>A</td>
<td>1000</td>
<td>A</td>
<td>935</td>
<td>A</td>
<td>606</td>
</tr>
<tr>
<td>2742</td>
<td>A</td>
<td>2806</td>
<td>A</td>
<td>2757</td>
<td>A</td>
<td>2664</td>
<td>A</td>
<td>1114</td>
</tr>
<tr>
<td>5452</td>
<td>A</td>
<td>5292</td>
<td>A</td>
<td>5393</td>
<td>A</td>
<td>4997</td>
<td>A</td>
<td>1682</td>
</tr>
<tr>
<td>7248</td>
<td>A</td>
<td>7394</td>
<td>A</td>
<td>7332</td>
<td>A</td>
<td>7126</td>
<td>A</td>
<td>2287</td>
</tr>
<tr>
<td>6471</td>
<td>A</td>
<td>6374</td>
<td>A</td>
<td>6496</td>
<td>A</td>
<td>6083</td>
<td>A</td>
<td>3160</td>
</tr>
<tr>
<td>4669</td>
<td>A</td>
<td>4717</td>
<td>A</td>
<td>4637</td>
<td>A</td>
<td>4668</td>
<td>A</td>
<td>3603</td>
</tr>
<tr>
<td>4106</td>
<td>A</td>
<td>4042</td>
<td>A</td>
<td>4112</td>
<td>A</td>
<td>4314</td>
<td>A</td>
<td>4026</td>
</tr>
<tr>
<td>4289</td>
<td>A</td>
<td>4181</td>
<td>A</td>
<td>4740</td>
<td>A</td>
<td>4168</td>
<td>A</td>
<td>3878</td>
</tr>
<tr>
<td>4667</td>
<td>A</td>
<td>4679</td>
<td>A</td>
<td>4786</td>
<td>A</td>
<td>4994</td>
<td>A</td>
<td>4516</td>
</tr>
<tr>
<td>4591</td>
<td>A</td>
<td>4502</td>
<td>A</td>
<td>4761</td>
<td>A</td>
<td>5520</td>
<td>A</td>
<td>4742</td>
</tr>
<tr>
<td>4783</td>
<td>A</td>
<td>4906</td>
<td>A</td>
<td>5013</td>
<td>A</td>
<td>5631</td>
<td>A</td>
<td>4184</td>
</tr>
<tr>
<td>5068</td>
<td>A</td>
<td>5183</td>
<td>A</td>
<td>5460</td>
<td>A</td>
<td>5811</td>
<td>A</td>
<td>4306</td>
</tr>
<tr>
<td>5404</td>
<td>A</td>
<td>5609</td>
<td>A</td>
<td>5600</td>
<td>A</td>
<td>6014</td>
<td>A</td>
<td>4065</td>
</tr>
<tr>
<td>5010</td>
<td>A</td>
<td>4940</td>
<td>A</td>
<td>5046</td>
<td>A</td>
<td>5170</td>
<td>A</td>
<td>4337</td>
</tr>
<tr>
<td>4437</td>
<td>A</td>
<td>4488</td>
<td>A</td>
<td>4439</td>
<td>A</td>
<td>4946</td>
<td>A</td>
<td>3710</td>
</tr>
<tr>
<td>3149</td>
<td>A</td>
<td>3125</td>
<td>A</td>
<td>3166</td>
<td>A</td>
<td>3906</td>
<td>A</td>
<td>3265</td>
</tr>
<tr>
<td>2798</td>
<td>A</td>
<td>2903</td>
<td>A</td>
<td>3050</td>
<td>A</td>
<td>3324</td>
<td>A</td>
<td>2899</td>
</tr>
<tr>
<td>3084</td>
<td>A</td>
<td>2289</td>
<td>A</td>
<td>3259</td>
<td>A</td>
<td>3406</td>
<td>A</td>
<td>3453</td>
</tr>
<tr>
<td>1679</td>
<td>A</td>
<td>1892</td>
<td>A</td>
<td>2057</td>
<td>A</td>
<td>2638</td>
<td>A</td>
<td>2469</td>
</tr>
<tr>
<td>1083</td>
<td>A</td>
<td>1128</td>
<td>A</td>
<td>1359</td>
<td>A</td>
<td>1736</td>
<td>A</td>
<td>1552</td>
</tr>
</tbody>
</table>

**Day Total:** 83532 A  
**PM Peak Hour:** 07-08  
**PM Peak Traffic:** 5404

---

**AM Peak Hour:** 07-08  
**AM Peak Traffic:** 7248

---

**PM Peak Hour:** 16-17  
**PM Peak Traffic:** 5609
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Direction of Count: South</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>07-08</td>
<td>7103</td>
<td>16-17</td>
<td>5417</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>7250</td>
<td>16-17</td>
<td>5749</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>07-08</td>
<td>16-17</td>
<td>07-08</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>07-08</td>
<td>16-17</td>
<td>07-08</td>
</tr>
<tr>
<td></td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
</tr>
<tr>
<td></td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
</tr>
<tr>
<td></td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
</tr>
<tr>
<td></td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
</tr>
<tr>
<td></td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
</tr>
</tbody>
</table>

#### Traffic Station: 39

- **Location Type**: FHWA
- **Lanes**: 6
- **Lane Code**: 8

#### District County Prefix Postmile Leg

| 03 | SAC | 005 | 26.722 B |

#### Location Description

SACRAMENTO, JCT. RTE. 80

#### Year | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed

<table>
<thead>
<tr>
<th>2008</th>
<th>SEP 17</th>
<th>SEP 18</th>
<th>SEP 19</th>
<th>SEP 20</th>
<th>SEP 21</th>
<th>SEP 22</th>
<th>SEP 23</th>
<th>SEP 24</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>584 A</td>
<td>642 A</td>
<td>692 A</td>
<td>1033 A</td>
<td>971 A</td>
<td>661 A</td>
<td>602 A</td>
<td>599 A</td>
</tr>
<tr>
<td>1-2</td>
<td>377 A</td>
<td>395 A</td>
<td>532 A</td>
<td>633 A</td>
<td>746 A</td>
<td>360 A</td>
<td>355 A</td>
<td>412 A</td>
</tr>
<tr>
<td>2-3</td>
<td>396 A</td>
<td>396 A</td>
<td>476 A</td>
<td>617 A</td>
<td>540 A</td>
<td>309 A</td>
<td>310 A</td>
<td>349 A</td>
</tr>
<tr>
<td>3-4</td>
<td>413 A</td>
<td>459 A</td>
<td>462 A</td>
<td>488 A</td>
<td>388 A</td>
<td>392 A</td>
<td>424 A</td>
<td>425 A</td>
</tr>
<tr>
<td>4-5</td>
<td>902 A</td>
<td>949 A</td>
<td>952 A</td>
<td>610 A</td>
<td>431 A</td>
<td>934 A</td>
<td>891 A</td>
<td>940 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2729 A</td>
<td>2753 A</td>
<td>2567 A</td>
<td>1237 A</td>
<td>754 A</td>
<td>2801 A</td>
<td>2735 A</td>
<td>2735 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5514 A</td>
<td>5525 A</td>
<td>4957 A</td>
<td>1741 A</td>
<td>1082 A</td>
<td>5123 A</td>
<td>5430 A</td>
<td>5338 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7103 A</td>
<td>7250 A</td>
<td>7083 A</td>
<td>2346 A</td>
<td>1561 A</td>
<td>7191 A</td>
<td>7392 A</td>
<td>7100 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6316 A</td>
<td>6167 A</td>
<td>5929 A</td>
<td>3352 A</td>
<td>2242 A</td>
<td>6043 A</td>
<td>5870 A</td>
<td>6242 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4621 A</td>
<td>4550 A</td>
<td>4646 A</td>
<td>3556 A</td>
<td>2897 A</td>
<td>4731 A</td>
<td>5039 A</td>
<td>4652 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4055 A</td>
<td>4110 A</td>
<td>4228 A</td>
<td>3929 A</td>
<td>3646 A</td>
<td>4063 A</td>
<td>4089 A</td>
<td>4132 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4293 A</td>
<td>4221 A</td>
<td>4738 A</td>
<td>4360 A</td>
<td>4019 A</td>
<td>4169 A</td>
<td>4221 A</td>
<td>4298 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4613 A</td>
<td>4881 A</td>
<td>5203 A</td>
<td>4465 A</td>
<td>4343 A</td>
<td>4603 A</td>
<td>4564 A</td>
<td>4766 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4622 A</td>
<td>4830 A</td>
<td>5428 A</td>
<td>4615 A</td>
<td>4349 A</td>
<td>4593 A</td>
<td>4734 A</td>
<td>4729 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4774 A</td>
<td>4934 A</td>
<td>5308 A</td>
<td>4426 A</td>
<td>4333 A</td>
<td>4898 A</td>
<td>4779 A</td>
<td>4903 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5301 A</td>
<td>5496 A</td>
<td>5847 A</td>
<td>4232 A</td>
<td>4332 A</td>
<td>5167 A</td>
<td>5246 A</td>
<td>5258 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5417 A</td>
<td>5749 A</td>
<td>5922 A</td>
<td>4247 A</td>
<td>4262 A</td>
<td>5347 A</td>
<td>5345 A</td>
<td>5523 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4911 A</td>
<td>5151 A</td>
<td>5155 A</td>
<td>3991 A</td>
<td>4143 A</td>
<td>4714 A</td>
<td>5004 A</td>
<td>4946 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4123 A</td>
<td>4361 A</td>
<td>4962 A</td>
<td>3780 A</td>
<td>4046 A</td>
<td>3775 A</td>
<td>4013 A</td>
<td>4314 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3109 A</td>
<td>3337 A</td>
<td>3752 A</td>
<td>3398 A</td>
<td>3381 A</td>
<td>2809 A</td>
<td>3070 A</td>
<td>3021 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2727 A</td>
<td>3852 A</td>
<td>3360 A</td>
<td>2862 A</td>
<td>2896 A</td>
<td>2583 A</td>
<td>2719 A</td>
<td>2829 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2328 A</td>
<td>2754 A</td>
<td>2895 A</td>
<td>2852 A</td>
<td>2371 A</td>
<td>2109 A</td>
<td>2134 A</td>
<td>3042 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1691 A</td>
<td>1996 A</td>
<td>2556 A</td>
<td>2316 A</td>
<td>1972 A</td>
<td>1626 A</td>
<td>1669 A</td>
<td>1764 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1084 A</td>
<td>1381 A</td>
<td>1854 A</td>
<td>1789 A</td>
<td>1356 A</td>
<td>1153 A</td>
<td>931 A</td>
<td>1180 A</td>
</tr>
</tbody>
</table>

#### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>82003 A</td>
<td>86139 A</td>
<td>89504 A</td>
<td>66875 A</td>
<td>61061 A</td>
<td>80154 A</td>
<td>81566 A</td>
<td>83497 A</td>
</tr>
</tbody>
</table>

**Traffic Station: 39**

- **Location Type**: FHWA
- **Lanes**: 6
- **Lane Code**: 8

#### District County Prefix Postmile Leg

| 03 | SAC | 005 | 26.722 B |

#### Location Description

SACRAMENTO, JCT. RTE. 80
<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>623 A</td>
<td>747 A</td>
<td>1509 A</td>
<td>964 A</td>
<td>641 A</td>
<td>588 A</td>
</tr>
<tr>
<td>1-2</td>
<td>416 A</td>
<td>456 A</td>
<td>802 A</td>
<td>753 A</td>
<td>396 A</td>
<td>341 A</td>
</tr>
<tr>
<td>2-3</td>
<td>378 A</td>
<td>425 A</td>
<td>618 A</td>
<td>588 A</td>
<td>374 A</td>
<td>344 A</td>
</tr>
<tr>
<td>3-4</td>
<td>460 A</td>
<td>473 A</td>
<td>507 A</td>
<td>425 A</td>
<td>464 A</td>
<td>449 A</td>
</tr>
<tr>
<td>4-5</td>
<td>936 A</td>
<td>939 A</td>
<td>631 A</td>
<td>447 A</td>
<td>1003 A</td>
<td>951 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2759 A</td>
<td>2593 A</td>
<td>1123 A</td>
<td>784 A</td>
<td>2792 A</td>
<td>2724 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5400 A</td>
<td>4906 A</td>
<td>1724 A</td>
<td>1034 A</td>
<td>5163 A</td>
<td>5441 A</td>
</tr>
<tr>
<td>7-8</td>
<td>7180 A</td>
<td>7046 A</td>
<td>2259 A</td>
<td>1586 A</td>
<td>7187 A</td>
<td>7322 A</td>
</tr>
<tr>
<td>8-9</td>
<td>6280 A</td>
<td>5947 A</td>
<td>3248 A</td>
<td>2384 A</td>
<td>6347 A</td>
<td>6471 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4631 A</td>
<td>4613 A</td>
<td>3664 A</td>
<td>3227 A</td>
<td>4608 A</td>
<td>4618 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4110 A</td>
<td>4395 A</td>
<td>4182 A</td>
<td>3680 A</td>
<td>4148 A</td>
<td>4186 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4394 A</td>
<td>4808 A</td>
<td>4465 A</td>
<td>3870 A</td>
<td>4105 A</td>
<td>4260 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4833 A</td>
<td>5112 A</td>
<td>4588 A</td>
<td>4246 A</td>
<td>4518 A</td>
<td>4626 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4700 A</td>
<td>5277 A</td>
<td>4403 A</td>
<td>4274 A</td>
<td>4643 A</td>
<td>4784 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5186 A</td>
<td>5462 A</td>
<td>3996 A</td>
<td>4356 A</td>
<td>4647 A</td>
<td>4905 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5561 A</td>
<td>5902 A</td>
<td>4132 A</td>
<td>4315 A</td>
<td>5291 A</td>
<td>5261 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5623 A</td>
<td>5716 A</td>
<td>4051 A</td>
<td>4153 A</td>
<td>5281 A</td>
<td>5467 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5260 A</td>
<td>5197 A</td>
<td>3992 A</td>
<td>4021 A</td>
<td>4690 A</td>
<td>4880 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4334 A</td>
<td>4663 A</td>
<td>3868 A</td>
<td>4109 A</td>
<td>3746 A</td>
<td>4248 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3360 A</td>
<td>3869 A</td>
<td>3233 A</td>
<td>3710 A</td>
<td>2821 A</td>
<td>3157 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3007 A</td>
<td>3440 A</td>
<td>2776 A</td>
<td>2957 A</td>
<td>2454 A</td>
<td>2726 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2518 A</td>
<td>2855 A</td>
<td>2750 A</td>
<td>2332 A</td>
<td>2179 A</td>
<td>2261 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1878 A</td>
<td>4394 A</td>
<td>2221 A</td>
<td>1873 A</td>
<td>1452 A</td>
<td>1554 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1321 A</td>
<td>2372 A</td>
<td>1514 A</td>
<td>1439 A</td>
<td>1194 A</td>
<td>1194 A</td>
</tr>
</tbody>
</table>

Day Total  85148 A  91607 A  66256 A  61527 A  80144 A  82758 A

AM Peak Hour  07-08  07-08  11-12  11-12  07-08  07-08
AM Peak Traffic  7180  7046  4465  3870  7187  7322
PM Peak Hour  16-17  15-16  12-13  14-15  15-16  16-17
PM Peak Traffic  5623  5902  4588  4356  5291  5467
### District County Route Prefix Postmile Leg
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>26.722</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

### Location Description
SACRAMENTO, JCT. RTE. 80

### Traffic Station
- Traffic Station: 39
- Location Type: FHWA
- Lanes: 6
- Lane Code: 8

### 7-Day Periods
#### SOUTH
<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>550877</td>
</tr>
<tr>
<td>2nd</td>
<td>548796</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods
#### SOUTH
<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>421400</td>
</tr>
<tr>
<td>2nd</td>
<td>420860</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>
## Traffic for North District

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 01 A</td>
<td>MAR 02 A</td>
<td>MAR 03 A</td>
<td>MAR 04 A</td>
<td>MAR 05 A</td>
<td>MAR 06 A</td>
<td>MAR 07 A</td>
<td>MAR 08 A</td>
</tr>
<tr>
<td>0-1</td>
<td>878 A</td>
<td>872 A</td>
<td>503 A</td>
<td>542 A</td>
<td>549 A</td>
<td>540 A</td>
<td>533 A</td>
<td>826 A</td>
</tr>
<tr>
<td>1-2</td>
<td>764 A</td>
<td>669 A</td>
<td>264 A</td>
<td>344 A</td>
<td>355 A</td>
<td>403 A</td>
<td>484 A</td>
<td>707 A</td>
</tr>
<tr>
<td>2-3</td>
<td>514 A</td>
<td>568 A</td>
<td>253 A</td>
<td>304 A</td>
<td>321 A</td>
<td>334 A</td>
<td>375 A</td>
<td>588 A</td>
</tr>
<tr>
<td>3-4</td>
<td>533 A</td>
<td>443 A</td>
<td>426 A</td>
<td>509 A</td>
<td>498 A</td>
<td>483 A</td>
<td>542 A</td>
<td>486 A</td>
</tr>
<tr>
<td>4-5</td>
<td>921 A</td>
<td>799 A</td>
<td>1479 A</td>
<td>1306 A</td>
<td>1385 A</td>
<td>1469 A</td>
<td>1408 A</td>
<td>1014 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1084 A</td>
<td>728 A</td>
<td>2078 A</td>
<td>2011 A</td>
<td>2018 A</td>
<td>2097 A</td>
<td>1985 A</td>
<td>1228 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1453 A</td>
<td>1171 A</td>
<td>3035 A</td>
<td>2993 A</td>
<td>2927 A</td>
<td>3042 A</td>
<td>2906 A</td>
<td>1595 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2088 A</td>
<td>1530 A</td>
<td>3259 A</td>
<td>3239 A</td>
<td>3290 A</td>
<td>3413 A</td>
<td>3323 A</td>
<td>2146 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2617 A</td>
<td>1985 A</td>
<td>3243 A</td>
<td>3208 A</td>
<td>3170 A</td>
<td>3360 A</td>
<td>3320 A</td>
<td>2523 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3104 A</td>
<td>2228 A</td>
<td>2896 A</td>
<td>3491 A</td>
<td>3169 A</td>
<td>3144 A</td>
<td>3220 A</td>
<td>3042 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3333 A</td>
<td>2949 A</td>
<td>3113 A</td>
<td>3044 A</td>
<td>3155 A</td>
<td>3272 A</td>
<td>3391 A</td>
<td>3261 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3612 A</td>
<td>3163 A</td>
<td>3399 A</td>
<td>3294 A</td>
<td>3370 A</td>
<td>3486 A</td>
<td>3866 A</td>
<td>3545 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3708 A</td>
<td>3449 A</td>
<td>3675 A</td>
<td>3655 A</td>
<td>3556 A</td>
<td>3792 A</td>
<td>4217 A</td>
<td>3574 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3510 A</td>
<td>3380 A</td>
<td>3462 A</td>
<td>3454 A</td>
<td>3446 A</td>
<td>3678 A</td>
<td>3961 A</td>
<td>3545 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3615 A</td>
<td>3626 A</td>
<td>3800 A</td>
<td>4003 A</td>
<td>3933 A</td>
<td>4318 A</td>
<td>4821 A</td>
<td>3650 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3677 A</td>
<td>3633 A</td>
<td>5020 A</td>
<td>5153 A</td>
<td>5187 A</td>
<td>5522 A</td>
<td>5882 A</td>
<td>3780 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3778 A</td>
<td>3840 A</td>
<td>5965 A</td>
<td>6075 A</td>
<td>6073 A</td>
<td>6553 A</td>
<td>6408 A</td>
<td>3869 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3527 A</td>
<td>3795 A</td>
<td>5880 A</td>
<td>5918 A</td>
<td>6117 A</td>
<td>6315 A</td>
<td>6304 A</td>
<td>3392 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3350 A</td>
<td>3318 A</td>
<td>4033 A</td>
<td>4790 A</td>
<td>4374 A</td>
<td>4335 A</td>
<td>5300 A</td>
<td>3063 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2727 A</td>
<td>2987 A</td>
<td>2754 A</td>
<td>3577 A</td>
<td>3109 A</td>
<td>3141 A</td>
<td>3784 A</td>
<td>2661 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2408 A</td>
<td>2725 A</td>
<td>2362 A</td>
<td>2500 A</td>
<td>2611 A</td>
<td>2522 A</td>
<td>2916 A</td>
<td>2350 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2186 A</td>
<td>1903 A</td>
<td>1956 A</td>
<td>2278 A</td>
<td>2075 A</td>
<td>2329 A</td>
<td>2820 A</td>
<td>2265 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1879 A</td>
<td>1468 A</td>
<td>1448 A</td>
<td>1658 A</td>
<td>1577 A</td>
<td>1672 A</td>
<td>2080 A</td>
<td>1927 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1302 A</td>
<td>881 A</td>
<td>934 A</td>
<td>872 A</td>
<td>996 A</td>
<td>989 A</td>
<td>1383 A</td>
<td>1223 A</td>
</tr>
</tbody>
</table>

**Day Total**

|       | 56568 A | 52110 A | 65237 A | 68218 A | 67261 A | 70209 A | 75249 A | 56260 A |

**AM Peak Hour**

|       | 11-12   | 11-12   | 11-12   | 09-10   | 11-12   | 11-12   | 11-12   | 11-12   |

**AM Peak Traffic**

|       | 3612    | 3163    | 3399    | 3491    | 3370    | 3486    | 3866    | 3545    |

**PM Peak Hour**

|       | 16-17   | 16-17   | 16-17   | 16-17   | 17-18   | 16-17   | 16-17   | 16-17   |

**PM Peak Traffic**

|       | 3778    | 3840    | 5965    | 6075    | 6117    | 6553    | 6408    | 3869    |
### Daily Traffic Volumes

**Traffic Station:** 44  
**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8  
**Location Description:** SACRAMENTO, DEL PASO ROAD  
**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>MON</th>
<th>TUE</th>
<th>WED</th>
<th>THU</th>
<th>FRI</th>
<th>SAT</th>
<th>SUN</th>
<th>MON</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>578 A</td>
<td>536 A</td>
<td>584 A</td>
<td>629 A</td>
<td>638 A</td>
<td>925 A</td>
<td>936 A</td>
<td>547 A</td>
</tr>
<tr>
<td>1-2</td>
<td>333 A</td>
<td>389 A</td>
<td>367 A</td>
<td>439 A</td>
<td>474 A</td>
<td>694 A</td>
<td>705 A</td>
<td>372 A</td>
</tr>
<tr>
<td>2-3</td>
<td>284 A</td>
<td>343 A</td>
<td>367 A</td>
<td>359 A</td>
<td>352 A</td>
<td>565 A</td>
<td>566 A</td>
<td>267 A</td>
</tr>
<tr>
<td>3-4</td>
<td>456 A</td>
<td>520 A</td>
<td>503 A</td>
<td>524 A</td>
<td>565 A</td>
<td>543 A</td>
<td>457 A</td>
<td>461 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1440 A</td>
<td>1424 A</td>
<td>1336 A</td>
<td>1429 A</td>
<td>1458 A</td>
<td>1088 A</td>
<td>874 A</td>
<td>1514 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2131 A</td>
<td>1975 A</td>
<td>1986 A</td>
<td>2052 A</td>
<td>1996 A</td>
<td>1339 A</td>
<td>872 A</td>
<td>2213 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2879 A</td>
<td>2844 A</td>
<td>2811 A</td>
<td>2849 A</td>
<td>2832 A</td>
<td>1359 A</td>
<td>1130 A</td>
<td>2876 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3417 A</td>
<td>3324 A</td>
<td>3334 A</td>
<td>3211 A</td>
<td>3303 A</td>
<td>1948 A</td>
<td>1432 A</td>
<td>3338 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3181 A</td>
<td>3313 A</td>
<td>3299 A</td>
<td>3335 A</td>
<td>3233 A</td>
<td>2400 A</td>
<td>1848 A</td>
<td>3221 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3048 A</td>
<td>3123 A</td>
<td>3109 A</td>
<td>3310 A</td>
<td>3218 A</td>
<td>2957 A</td>
<td>2486 A</td>
<td>3238 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3165 A</td>
<td>3194 A</td>
<td>3209 A</td>
<td>3387 A</td>
<td>3708 A</td>
<td>3377 A</td>
<td>2940 A</td>
<td>3412 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3340 A</td>
<td>3418 A</td>
<td>3494 A</td>
<td>3615 A</td>
<td>3919 A</td>
<td>3548 A</td>
<td>3131 A</td>
<td>3534 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3767 A</td>
<td>3605 A</td>
<td>3646 A</td>
<td>3892 A</td>
<td>4279 A</td>
<td>3821 A</td>
<td>3516 A</td>
<td>3688 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3472 A</td>
<td>3472 A</td>
<td>3530 A</td>
<td>3777 A</td>
<td>4225 A</td>
<td>3759 A</td>
<td>3566 A</td>
<td>3406 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3912 A</td>
<td>3935 A</td>
<td>4086 A</td>
<td>4235 A</td>
<td>4848 A</td>
<td>3694 A</td>
<td>3633 A</td>
<td>3869 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5057 A</td>
<td>5288 A</td>
<td>5327 A</td>
<td>5478 A</td>
<td>5841 A</td>
<td>3934 A</td>
<td>3737 A</td>
<td>5062 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6010 A</td>
<td>6147 A</td>
<td>6307 A</td>
<td>6489 A</td>
<td>6537 A</td>
<td>4107 A</td>
<td>4063 A</td>
<td>6016 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6293 A</td>
<td>6157 A</td>
<td>6309 A</td>
<td>6401 A</td>
<td>6512 A</td>
<td>3693 A</td>
<td>3883 A</td>
<td>5861 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4428 A</td>
<td>4191 A</td>
<td>4542 A</td>
<td>5051 A</td>
<td>4815 A</td>
<td>3221 A</td>
<td>3473 A</td>
<td>4071 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2967 A</td>
<td>3032 A</td>
<td>3186 A</td>
<td>3455 A</td>
<td>3639 A</td>
<td>2943 A</td>
<td>3027 A</td>
<td>3136 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2492 A</td>
<td>2539 A</td>
<td>2471 A</td>
<td>2805 A</td>
<td>3064 A</td>
<td>2441 A</td>
<td>2720 A</td>
<td>2625 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2014 A</td>
<td>2196 A</td>
<td>2205 A</td>
<td>2605 A</td>
<td>2834 A</td>
<td>2289 A</td>
<td>2067 A</td>
<td>2049 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1647 A</td>
<td>1683 A</td>
<td>1822 A</td>
<td>1905 A</td>
<td>2435 A</td>
<td>2135 A</td>
<td>1575 A</td>
<td>1655 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1189 A</td>
<td>942 A</td>
<td>1358 A</td>
<td>1149 A</td>
<td>1696 A</td>
<td>1442 A</td>
<td>1133 A</td>
<td>1142 A</td>
</tr>
</tbody>
</table>

**Day Total:** 67500 A  
**AM Peak Hour:** 07-08 11-12 11-12 11-12 11-12 11-12 11-12  
**AM Peak Traffic:** 3417 3418 3494 3615 3919 3548 3131 3534  
**PM Peak Hour:** 17-18 17-18 17-18 16-17 16-17 16-17 16-17  
**PM Peak Traffic:** 6293 6157 6309 6489 6537 4107 4063 6016
<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Direction of Count: North**

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>3560</td>
<td>17-18</td>
<td>6289</td>
</tr>
<tr>
<td>11-12</td>
<td>3192</td>
<td>18-19</td>
<td>6370</td>
</tr>
<tr>
<td>11-12</td>
<td>3089</td>
<td>19-20</td>
<td>6370</td>
</tr>
<tr>
<td>11-12</td>
<td>3089</td>
<td>20-21</td>
<td>6206</td>
</tr>
<tr>
<td>11-12</td>
<td>3089</td>
<td>21-22</td>
<td>6291</td>
</tr>
<tr>
<td>11-12</td>
<td>3089</td>
<td>22-23</td>
<td>6291</td>
</tr>
<tr>
<td>11-12</td>
<td>3089</td>
<td>23-24</td>
<td>6291</td>
</tr>
</tbody>
</table>

**Traffic Station:** 44

**Location Type:** FHWA

**Lanes:** 5

**Lane Code:** 8

**Location Description:** SACRAMENTO, DEL PASO ROAD

**District**

<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>005</th>
</tr>
</thead>
</table>

**County**

<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>005</th>
</tr>
</thead>
</table>

**Prefix**

<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>005</th>
</tr>
</thead>
</table>

**Postmile**

<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>005</th>
</tr>
</thead>
</table>

**Leg**

<table>
<thead>
<tr>
<th>03</th>
<th>SAC</th>
<th>005</th>
</tr>
</thead>
</table>

**Location Description**

SACRAMENTO, DEL PASO ROAD
### District County Route Prefix Postmile Leg

| 03 | SAC | 005 | 29.022 | B |

### Location Description

SACRAMENTO, DEL PASO ROAD

### Direction of Count: North

#### Year

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>617 A</td>
<td>656 A</td>
<td>721 A</td>
<td>967 A</td>
<td>1066 A</td>
<td>618 A</td>
</tr>
<tr>
<td>1-2</td>
<td>446 A</td>
<td>426 A</td>
<td>476 A</td>
<td>739 A</td>
<td>743 A</td>
<td>395 A</td>
</tr>
<tr>
<td>2-3</td>
<td>367 A</td>
<td>378 A</td>
<td>435 A</td>
<td>567 A</td>
<td>576 A</td>
<td>306 A</td>
</tr>
<tr>
<td>3-4</td>
<td>500 A</td>
<td>515 A</td>
<td>545 A</td>
<td>526 A</td>
<td>474 A</td>
<td>453 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1361 A</td>
<td>1396 A</td>
<td>1432 A</td>
<td>1063 A</td>
<td>950 A</td>
<td>1564 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2032 A</td>
<td>2115 A</td>
<td>1987 A</td>
<td>1318 A</td>
<td>962 A</td>
<td>2080 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2904 A</td>
<td>2957 A</td>
<td>2912 A</td>
<td>1451 A</td>
<td>1149 A</td>
<td>2834 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3241 A</td>
<td>3246 A</td>
<td>3213 A</td>
<td>2031 A</td>
<td>1633 A</td>
<td>3241 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3196 A</td>
<td>3247 A</td>
<td>3174 A</td>
<td>2556 A</td>
<td>2061 A</td>
<td>3066 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3256 A</td>
<td>3256 A</td>
<td>3384 A</td>
<td>3130 A</td>
<td>2599 A</td>
<td>3064 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3473 A</td>
<td>3572 A</td>
<td>3708 A</td>
<td>3379 A</td>
<td>3128 A</td>
<td>3397 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3704 A</td>
<td>3681 A</td>
<td>4120 A</td>
<td>3786 A</td>
<td>3375 A</td>
<td>3423 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3855 A</td>
<td>3863 A</td>
<td>4251 A</td>
<td>4001 A</td>
<td>3889 A</td>
<td>3622 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3708 A</td>
<td>3927 A</td>
<td>3290 A</td>
<td>3725 A</td>
<td>3681 A</td>
<td>3476 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4191 A</td>
<td>4302 A</td>
<td>5081 A</td>
<td>3930 A</td>
<td>3821 A</td>
<td>3829 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5360 A</td>
<td>5661 A</td>
<td>5950 A</td>
<td>4095 A</td>
<td>3931 A</td>
<td>5059 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6317 A</td>
<td>6087 A</td>
<td>6367 A</td>
<td>4244 A</td>
<td>4102 A</td>
<td>5332 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6335 A</td>
<td>6381 A</td>
<td>6335 A</td>
<td>3657 A</td>
<td>3685 A</td>
<td>5413 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4933 A</td>
<td>4974 A</td>
<td>5248 A</td>
<td>3410 A</td>
<td>3430 A</td>
<td>3939 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3362 A</td>
<td>3543 A</td>
<td>3983 A</td>
<td>2969 A</td>
<td>3041 A</td>
<td>2939 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2799 A</td>
<td>2986 A</td>
<td>2870 A</td>
<td>2677 A</td>
<td>2702 A</td>
<td>2482 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2426 A</td>
<td>2522 A</td>
<td>2867 A</td>
<td>2414 A</td>
<td>2137 A</td>
<td>2073 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2087 A</td>
<td>2006 A</td>
<td>2294 A</td>
<td>2298 A</td>
<td>1682 A</td>
<td>1548 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1141 A</td>
<td>1215 A</td>
<td>1656 A</td>
<td>1535 A</td>
<td>1154 A</td>
<td>1132 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>71611 A</td>
<td>72912 A</td>
<td>76299 A</td>
<td>60468 A</td>
<td>55971 A</td>
<td>65285 A</td>
</tr>
</tbody>
</table>

#### AM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
<td>11-12</td>
</tr>
</tbody>
</table>

#### AM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3704</td>
<td>3681</td>
<td>4120</td>
<td>3786</td>
<td>3375</td>
<td>3423</td>
</tr>
</tbody>
</table>

#### PM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>17-18</td>
<td>17-18</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>17-18</td>
</tr>
</tbody>
</table>

#### PM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>6335</td>
<td>6381</td>
<td>6367</td>
<td>4244</td>
<td>4102</td>
<td>5413</td>
</tr>
</tbody>
</table>
### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>North</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7-Day Total</td>
<td>Daily Average</td>
</tr>
<tr>
<td>1st</td>
<td>454852</td>
<td>64979</td>
</tr>
<tr>
<td>2nd</td>
<td>467562</td>
<td>66795</td>
</tr>
<tr>
<td>3rd</td>
<td>466569</td>
<td>66653</td>
</tr>
<tr>
<td>4th</td>
<td>476732</td>
<td>68105</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>North</th>
<th>7-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5-Day Total</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>346174</td>
<td>69235</td>
</tr>
<tr>
<td>2nd</td>
<td>353080</td>
<td>70616</td>
</tr>
<tr>
<td>3rd</td>
<td>355771</td>
<td>71154</td>
</tr>
<tr>
<td>4th</td>
<td>361640</td>
<td>72328</td>
</tr>
</tbody>
</table>
### Traffic Station: 44

**Location Description:** SACRAMENTO, DEL PASO ROAD

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>864</td>
<td>835</td>
<td>767</td>
<td>687</td>
<td>642</td>
<td>659</td>
<td>680</td>
<td>936</td>
</tr>
<tr>
<td>1-2</td>
<td>617</td>
<td>541</td>
<td>353</td>
<td>341</td>
<td>335</td>
<td>329</td>
<td>369</td>
<td>533</td>
</tr>
<tr>
<td>2-3</td>
<td>450</td>
<td>471</td>
<td>330</td>
<td>362</td>
<td>372</td>
<td>394</td>
<td>419</td>
<td>476</td>
</tr>
<tr>
<td>3-4</td>
<td>386</td>
<td>370</td>
<td>381</td>
<td>399</td>
<td>403</td>
<td>387</td>
<td>428</td>
<td>379</td>
</tr>
<tr>
<td>4-5</td>
<td>564</td>
<td>514</td>
<td>1001</td>
<td>932</td>
<td>897</td>
<td>955</td>
<td>909</td>
<td>581</td>
</tr>
<tr>
<td>5-6</td>
<td>1027</td>
<td>756</td>
<td>2627</td>
<td>2553</td>
<td>2540</td>
<td>2592</td>
<td>2406</td>
<td>1064</td>
</tr>
<tr>
<td>6-7</td>
<td>1556</td>
<td>946</td>
<td>4985</td>
<td>5130</td>
<td>4996</td>
<td>5037</td>
<td>4733</td>
<td>1603</td>
</tr>
<tr>
<td>7-8</td>
<td>2105</td>
<td>1297</td>
<td>5955</td>
<td>5960</td>
<td>5767</td>
<td>6007</td>
<td>5754</td>
<td>2268</td>
</tr>
<tr>
<td>8-9</td>
<td>2781</td>
<td>1964</td>
<td>4960</td>
<td>4533</td>
<td>5048</td>
<td>5030</td>
<td>4800</td>
<td>2982</td>
</tr>
<tr>
<td>9-10</td>
<td>3369</td>
<td>2768</td>
<td>3919</td>
<td>3873</td>
<td>3779</td>
<td>3687</td>
<td>3829</td>
<td>3365</td>
</tr>
<tr>
<td>10-11</td>
<td>3736</td>
<td>3392</td>
<td>3447</td>
<td>3448</td>
<td>3472</td>
<td>3447</td>
<td>3651</td>
<td>3646</td>
</tr>
<tr>
<td>11-12</td>
<td>3829</td>
<td>3401</td>
<td>3456</td>
<td>3347</td>
<td>3190</td>
<td>3591</td>
<td>3633</td>
<td>3736</td>
</tr>
<tr>
<td>12-13</td>
<td>3924</td>
<td>3687</td>
<td>3722</td>
<td>3837</td>
<td>3559</td>
<td>3709</td>
<td>4145</td>
<td>3933</td>
</tr>
<tr>
<td>13-14</td>
<td>3770</td>
<td>3682</td>
<td>3803</td>
<td>3834</td>
<td>3739</td>
<td>4081</td>
<td>4415</td>
<td>3686</td>
</tr>
<tr>
<td>14-15</td>
<td>3420</td>
<td>3605</td>
<td>3512</td>
<td>3515</td>
<td>3709</td>
<td>3915</td>
<td>4256</td>
<td>3623</td>
</tr>
<tr>
<td>15-16</td>
<td>3427</td>
<td>3595</td>
<td>3814</td>
<td>3954</td>
<td>3865</td>
<td>4099</td>
<td>4158</td>
<td>3352</td>
</tr>
<tr>
<td>16-17</td>
<td>3555</td>
<td>3718</td>
<td>3751</td>
<td>3788</td>
<td>3780</td>
<td>3965</td>
<td>4303</td>
<td>3408</td>
</tr>
<tr>
<td>17-18</td>
<td>3401</td>
<td>3654</td>
<td>3260</td>
<td>3557</td>
<td>3683</td>
<td>3632</td>
<td>3985</td>
<td>3652</td>
</tr>
<tr>
<td>18-19</td>
<td>3318</td>
<td>3564</td>
<td>2954</td>
<td>3303</td>
<td>3269</td>
<td>3440</td>
<td>3815</td>
<td>3172</td>
</tr>
<tr>
<td>19-20</td>
<td>2753</td>
<td>3022</td>
<td>2228</td>
<td>2566</td>
<td>2712</td>
<td>2942</td>
<td>3284</td>
<td>2503</td>
</tr>
<tr>
<td>20-21</td>
<td>2281</td>
<td>3380</td>
<td>2058</td>
<td>1980</td>
<td>2162</td>
<td>2333</td>
<td>2692</td>
<td>2286</td>
</tr>
<tr>
<td>21-22</td>
<td>2182</td>
<td>2392</td>
<td>1698</td>
<td>2395</td>
<td>1830</td>
<td>1922</td>
<td>3030</td>
<td>2151</td>
</tr>
<tr>
<td>22-23</td>
<td>1896</td>
<td>1686</td>
<td>1350</td>
<td>2045</td>
<td>1424</td>
<td>1841</td>
<td>2134</td>
<td>1850</td>
</tr>
<tr>
<td>23-24</td>
<td>1474</td>
<td>1443</td>
<td>1185</td>
<td>1133</td>
<td>1158</td>
<td>1204</td>
<td>1470</td>
<td>1221</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>3829</td>
<td>16-17</td>
<td>3924</td>
</tr>
<tr>
<td>07-08</td>
<td>3401</td>
<td>15-16</td>
<td>3718</td>
</tr>
<tr>
<td>07-08</td>
<td>5955</td>
<td>15-16</td>
<td>3814</td>
</tr>
<tr>
<td>07-08</td>
<td>5960</td>
<td>15-16</td>
<td>3954</td>
</tr>
<tr>
<td>07-08</td>
<td>5767</td>
<td>15-16</td>
<td>3865</td>
</tr>
<tr>
<td>07-08</td>
<td>6007</td>
<td>15-16</td>
<td>4099</td>
</tr>
<tr>
<td>07-08</td>
<td>5754</td>
<td>15-16</td>
<td>4415</td>
</tr>
<tr>
<td>07-08</td>
<td>3736</td>
<td>15-16</td>
<td>3933</td>
</tr>
</tbody>
</table>

**Traffic Volumes Report**

**Detail All Vehicle Hourly Count Report**

**Page# 108**

**CALTRANS TRAFFIC VOLUMES**

**09:31:15**

**District County Prefix Postmile Leg**

| 03 SAC 005 29.022 B |

**Location Description**

**South**

**Traffic Station:** 44

**Location Type:** FHWA

**Lanes:** 5

**Lane Code:** 8
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

**Traffic Station:** 44  
**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8

#### Location Description
**SACRAMENTO, DEL PASO ROAD**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>MAR 10</td>
<td>MAR 11</td>
<td>MAR 12</td>
<td>MAR 13</td>
<td>MAR 14</td>
<td>MAR 15</td>
<td>MAR 16</td>
<td>MAR 17</td>
</tr>
<tr>
<td>0-1</td>
<td>885 A</td>
<td>648 A</td>
<td>638 A</td>
<td>843 A</td>
<td>896 A</td>
<td>1170 A</td>
<td>1025 A</td>
<td>1063 A</td>
</tr>
<tr>
<td>1-2</td>
<td>406 A</td>
<td>363 A</td>
<td>340 A</td>
<td>377 A</td>
<td>421 A</td>
<td>650 A</td>
<td>580 A</td>
<td>394 A</td>
</tr>
<tr>
<td>2-3</td>
<td>324 A</td>
<td>328 A</td>
<td>361 A</td>
<td>422 A</td>
<td>469 A</td>
<td>493 A</td>
<td>482 A</td>
<td>324 A</td>
</tr>
<tr>
<td>3-4</td>
<td>394 A</td>
<td>391 A</td>
<td>370 A</td>
<td>441 A</td>
<td>394 A</td>
<td>374 A</td>
<td>335 A</td>
<td>380 A</td>
</tr>
<tr>
<td>4-5</td>
<td>929 A</td>
<td>904 A</td>
<td>905 A</td>
<td>956 A</td>
<td>869 A</td>
<td>588 A</td>
<td>453 A</td>
<td>966 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2586 A</td>
<td>2535 A</td>
<td>2467 A</td>
<td>2452 A</td>
<td>2382 A</td>
<td>1084 A</td>
<td>790 A</td>
<td>2647 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4680 A</td>
<td>4872 A</td>
<td>4768 A</td>
<td>4832 A</td>
<td>4491 A</td>
<td>1587 A</td>
<td>1050 A</td>
<td>4733 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5808 A</td>
<td>5860 A</td>
<td>5968 A</td>
<td>5958 A</td>
<td>5653 A</td>
<td>2076 A</td>
<td>1355 A</td>
<td>5566 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5180 A</td>
<td>5147 A</td>
<td>5159 A</td>
<td>5241 A</td>
<td>5054 A</td>
<td>2899 A</td>
<td>1868 A</td>
<td>4805 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3970 A</td>
<td>3977 A</td>
<td>3941 A</td>
<td>4043 A</td>
<td>3883 A</td>
<td>3316 A</td>
<td>2912 A</td>
<td>3729 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3767 A</td>
<td>3527 A</td>
<td>3574 A</td>
<td>3611 A</td>
<td>3725 A</td>
<td>3789 A</td>
<td>3575 A</td>
<td>3665 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3737 A</td>
<td>3728 A</td>
<td>3679 A</td>
<td>3753 A</td>
<td>3975 A</td>
<td>3982 A</td>
<td>3759 A</td>
<td>3768 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3735 A</td>
<td>3633 A</td>
<td>3661 A</td>
<td>3784 A</td>
<td>4278 A</td>
<td>4043 A</td>
<td>3728 A</td>
<td>3776 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3901 A</td>
<td>3537 A</td>
<td>3602 A</td>
<td>3963 A</td>
<td>4182 A</td>
<td>4022 A</td>
<td>3912 A</td>
<td>3783 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3563 A</td>
<td>3709 A</td>
<td>3798 A</td>
<td>3933 A</td>
<td>4633 A</td>
<td>3579 A</td>
<td>3507 A</td>
<td>3697 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3757 A</td>
<td>3872 A</td>
<td>3857 A</td>
<td>4219 A</td>
<td>4430 A</td>
<td>3539 A</td>
<td>3555 A</td>
<td>3835 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3728 A</td>
<td>3822 A</td>
<td>4024 A</td>
<td>4236 A</td>
<td>4509 A</td>
<td>3624 A</td>
<td>3714 A</td>
<td>3780 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3489 A</td>
<td>3306 A</td>
<td>3645 A</td>
<td>3784 A</td>
<td>4051 A</td>
<td>3764 A</td>
<td>3524 A</td>
<td>3612 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3048 A</td>
<td>3174 A</td>
<td>3306 A</td>
<td>3490 A</td>
<td>3899 A</td>
<td>3179 A</td>
<td>3124 A</td>
<td>3030 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2503 A</td>
<td>2441 A</td>
<td>2676 A</td>
<td>2991 A</td>
<td>3424 A</td>
<td>2781 A</td>
<td>3145 A</td>
<td>2448 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2184 A</td>
<td>2150 A</td>
<td>2214 A</td>
<td>2576 A</td>
<td>2757 A</td>
<td>2437 A</td>
<td>3413 A</td>
<td>2374 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1635 A</td>
<td>1760 A</td>
<td>1950 A</td>
<td>2925 A</td>
<td>2500 A</td>
<td>2243 A</td>
<td>2602 A</td>
<td>1974 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1585 A</td>
<td>1563 A</td>
<td>1653 A</td>
<td>1975 A</td>
<td>2416 A</td>
<td>2071 A</td>
<td>1789 A</td>
<td>1514 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1827 A</td>
<td>1191 A</td>
<td>1906 A</td>
<td>1550 A</td>
<td>1843 A</td>
<td>1496 A</td>
<td>1463 A</td>
<td>1245 A</td>
</tr>
</tbody>
</table>

#### Day Total
<p>| | | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
</tr>
<tr>
<td>AM</td>
<td>5808 A</td>
<td>5860 A</td>
<td>5968 A</td>
<td>5958 A</td>
<td>5653 A</td>
<td>3982 A</td>
<td>3759 A</td>
<td>5566 A</td>
</tr>
<tr>
<td>PM</td>
<td>13-14</td>
<td>15-16</td>
<td>16-17</td>
<td>16-17</td>
<td>14-15</td>
<td>12-13</td>
<td>13-14</td>
<td>15-16</td>
</tr>
<tr>
<td>PM</td>
<td>3901 A</td>
<td>3872 A</td>
<td>4024 A</td>
<td>4236 A</td>
<td>4633 A</td>
<td>4043 A</td>
<td>3912 A</td>
<td>3835 A</td>
</tr>
</tbody>
</table>

**Prefix**

<table>
<thead>
<tr>
<th>Year</th>
<th>Year</th>
<th>Year</th>
<th>Year</th>
<th>Year</th>
<th>Year</th>
<th>Year</th>
<th>Year</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td></td>
</tr>
<tr>
<td>5808 A</td>
<td>5860 A</td>
<td>5968 A</td>
<td>5958 A</td>
<td>5653 A</td>
<td>3982 A</td>
<td>3759 A</td>
<td>5566 A</td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>15-16</td>
<td>16-17</td>
<td>16-17</td>
<td>14-15</td>
<td>12-13</td>
<td>13-14</td>
<td>15-16</td>
<td></td>
</tr>
<tr>
<td>3901 A</td>
<td>3872 A</td>
<td>4024 A</td>
<td>4236 A</td>
<td>4633 A</td>
<td>4043 A</td>
<td>3912 A</td>
<td>3835 A</td>
<td></td>
</tr>
</tbody>
</table>
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
</tr>
</tbody>
</table>

### Location Description

SACRAMENTO, DEL PASO ROAD

### Traffic Station: 44

| Location Type: | FHWA |
| Lanes:         | 5    |
| Lane Code:     | 8    |

### Direction of Count: South

#### Year: 2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>875</td>
<td>855</td>
<td>858</td>
<td>1058</td>
<td>1162</td>
<td>946</td>
<td>908</td>
<td>854</td>
</tr>
<tr>
<td>1-2</td>
<td>371</td>
<td>446</td>
<td>364</td>
<td>491</td>
<td>618</td>
<td>555</td>
<td>335</td>
<td>405</td>
</tr>
<tr>
<td>2-3</td>
<td>355</td>
<td>468</td>
<td>489</td>
<td>516</td>
<td>588</td>
<td>518</td>
<td>372</td>
<td>380</td>
</tr>
<tr>
<td>3-4</td>
<td>418</td>
<td>405</td>
<td>430</td>
<td>433</td>
<td>417</td>
<td>326</td>
<td>378</td>
<td>420</td>
</tr>
<tr>
<td>4-5</td>
<td>983</td>
<td>907</td>
<td>918</td>
<td>903</td>
<td>553</td>
<td>387</td>
<td>998</td>
<td>905</td>
</tr>
<tr>
<td>5-6</td>
<td>2624</td>
<td>2528</td>
<td>2394</td>
<td>2288</td>
<td>982</td>
<td>762</td>
<td>2623</td>
<td>2580</td>
</tr>
<tr>
<td>6-7</td>
<td>4761</td>
<td>4727</td>
<td>4694</td>
<td>4265</td>
<td>1479</td>
<td>872</td>
<td>4799</td>
<td>5030</td>
</tr>
<tr>
<td>7-8</td>
<td>5886</td>
<td>5718</td>
<td>5769</td>
<td>5149</td>
<td>1877</td>
<td>1210</td>
<td>5585</td>
<td>5822</td>
</tr>
<tr>
<td>8-9</td>
<td>5015</td>
<td>5165</td>
<td>5027</td>
<td>4562</td>
<td>2675</td>
<td>1765</td>
<td>4874</td>
<td>5158</td>
</tr>
<tr>
<td>9-10</td>
<td>3910</td>
<td>3894</td>
<td>3888</td>
<td>4069</td>
<td>3452</td>
<td>2696</td>
<td>4169</td>
<td>3937</td>
</tr>
<tr>
<td>10-11</td>
<td>3530</td>
<td>3591</td>
<td>3698</td>
<td>3841</td>
<td>3862</td>
<td>3568</td>
<td>3952</td>
<td>3818</td>
</tr>
<tr>
<td>11-12</td>
<td>3665</td>
<td>3827</td>
<td>3777</td>
<td>4223</td>
<td>3849</td>
<td>3732</td>
<td>4212</td>
<td>3803</td>
</tr>
<tr>
<td>12-13</td>
<td>3917</td>
<td>3732</td>
<td>3923</td>
<td>4374</td>
<td>4064</td>
<td>3864</td>
<td>4295</td>
<td>3958</td>
</tr>
<tr>
<td>13-14</td>
<td>3744</td>
<td>3881</td>
<td>4177</td>
<td>4325</td>
<td>4084</td>
<td>3891</td>
<td>4183</td>
<td>3958</td>
</tr>
<tr>
<td>14-15</td>
<td>3744</td>
<td>3902</td>
<td>4026</td>
<td>4450</td>
<td>3688</td>
<td>3611</td>
<td>4099</td>
<td>4035</td>
</tr>
<tr>
<td>15-16</td>
<td>4004</td>
<td>4088</td>
<td>4261</td>
<td>4462</td>
<td>3680</td>
<td>3596</td>
<td>4029</td>
<td>3809</td>
</tr>
<tr>
<td>16-17</td>
<td>4047</td>
<td>4102</td>
<td>4161</td>
<td>4298</td>
<td>3495</td>
<td>3770</td>
<td>3869</td>
<td>3797</td>
</tr>
<tr>
<td>17-18</td>
<td>3596</td>
<td>3599</td>
<td>3916</td>
<td>3985</td>
<td>3795</td>
<td>3810</td>
<td>3547</td>
<td>3758</td>
</tr>
<tr>
<td>18-19</td>
<td>3299</td>
<td>3352</td>
<td>3695</td>
<td>4022</td>
<td>3443</td>
<td>3985</td>
<td>3305</td>
<td>3217</td>
</tr>
<tr>
<td>19-20</td>
<td>2486</td>
<td>2788</td>
<td>3108</td>
<td>3407</td>
<td>3046</td>
<td>4183</td>
<td>2803</td>
<td>2665</td>
</tr>
<tr>
<td>20-21</td>
<td>2305</td>
<td>2437</td>
<td>2804</td>
<td>2922</td>
<td>2916</td>
<td>3908</td>
<td>2410</td>
<td>2305</td>
</tr>
<tr>
<td>21-22</td>
<td>2661</td>
<td>2224</td>
<td>2161</td>
<td>2511</td>
<td>2274</td>
<td>2730</td>
<td>2071</td>
<td>1948</td>
</tr>
<tr>
<td>22-23</td>
<td>2072</td>
<td>1582</td>
<td>1879</td>
<td>2137</td>
<td>2188</td>
<td>2006</td>
<td>1646</td>
<td>1535</td>
</tr>
<tr>
<td>23-24</td>
<td>1165</td>
<td>1451</td>
<td>1748</td>
<td>2004</td>
<td>1468</td>
<td>1763</td>
<td>1388</td>
<td>1219</td>
</tr>
</tbody>
</table>

#### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>69433</td>
<td>69669</td>
<td>72165</td>
<td>74695</td>
<td>59655</td>
<td>58454</td>
<td>70850</td>
<td>69136</td>
</tr>
</tbody>
</table>

### AM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>07-08</td>
<td>5886</td>
</tr>
</tbody>
</table>

### PM Peak Hour

<table>
<thead>
<tr>
<th>Year</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>16-17</td>
<td>4047</td>
</tr>
</tbody>
</table>
### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td></td>
<td>762 A</td>
<td>855 A</td>
<td>1025 A</td>
<td>1273 A</td>
<td>1033 A</td>
<td>922 A</td>
</tr>
<tr>
<td>1-2</td>
<td>468 A</td>
<td>426 A</td>
<td>483 A</td>
<td>571 A</td>
<td>573 A</td>
<td>507 A</td>
</tr>
<tr>
<td>2-3</td>
<td>438 A</td>
<td>398 A</td>
<td>415 A</td>
<td>486 A</td>
<td>465 A</td>
<td>332 A</td>
</tr>
<tr>
<td>3-4</td>
<td>376 A</td>
<td>421 A</td>
<td>445 A</td>
<td>423 A</td>
<td>303 A</td>
<td>418 A</td>
</tr>
<tr>
<td>4-5</td>
<td>904 A</td>
<td>904 A</td>
<td>877 A</td>
<td>593 A</td>
<td>433 A</td>
<td>926 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2502 A</td>
<td>2466 A</td>
<td>2372 A</td>
<td>1039 A</td>
<td>789 A</td>
<td>2524 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4855 A</td>
<td>4787 A</td>
<td>4446 A</td>
<td>1469 A</td>
<td>1061 A</td>
<td>4267 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6036 A</td>
<td>5940 A</td>
<td>5548 A</td>
<td>2088 A</td>
<td>1409 A</td>
<td>5096 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4976 A</td>
<td>4869 A</td>
<td>4763 A</td>
<td>2911 A</td>
<td>2029 A</td>
<td>4361 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3957 A</td>
<td>3986 A</td>
<td>3831 A</td>
<td>3367 A</td>
<td>2827 A</td>
<td>3615 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3720 A</td>
<td>3761 A</td>
<td>3856 A</td>
<td>3948 A</td>
<td>3568 A</td>
<td>3573 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3877 A</td>
<td>3857 A</td>
<td>4028 A</td>
<td>3900 A</td>
<td>3692 A</td>
<td>3628 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3897 A</td>
<td>3998 A</td>
<td>4255 A</td>
<td>4012 A</td>
<td>3970 A</td>
<td>3693 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3963 A</td>
<td>3871 A</td>
<td>4250 A</td>
<td>3821 A</td>
<td>3846 A</td>
<td>3909 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4004 A</td>
<td>4099 A</td>
<td>4495 A</td>
<td>3731 A</td>
<td>4014 A</td>
<td>3951 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3945 A</td>
<td>4148 A</td>
<td>4269 A</td>
<td>3552 A</td>
<td>3782 A</td>
<td>3870 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4047 A</td>
<td>4057 A</td>
<td>4315 A</td>
<td>3565 A</td>
<td>3664 A</td>
<td>3733 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3672 A</td>
<td>3976 A</td>
<td>3945 A</td>
<td>3614 A</td>
<td>3655 A</td>
<td>3478 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3414 A</td>
<td>3570 A</td>
<td>3740 A</td>
<td>3366 A</td>
<td>3407 A</td>
<td>3103 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2792 A</td>
<td>3030 A</td>
<td>3354 A</td>
<td>2795 A</td>
<td>3118 A</td>
<td>2842 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2438 A</td>
<td>2639 A</td>
<td>2706 A</td>
<td>2473 A</td>
<td>2771 A</td>
<td>2169 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2250 A</td>
<td>2224 A</td>
<td>3160 A</td>
<td>2268 A</td>
<td>2336 A</td>
<td>1882 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2345 A</td>
<td>1882 A</td>
<td>2217 A</td>
<td>2180 A</td>
<td>1813 A</td>
<td>1513 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1376 A</td>
<td>1543 A</td>
<td>1531 A</td>
<td>1461 A</td>
<td>1476 A</td>
<td>1237 A</td>
</tr>
</tbody>
</table>

| Day Total | 71014 A | 71707 A | 74326 A | 58906 A | 56034 A | 65549 A |

<p>| AM Peak Hour | 07-08 | 07-08 | 07-08 | 10-11 | 11-12 | 07-08  |
| AM Peak Traffic | 6036 | 5940 | 5548 | 3948 | 3692 | 5096  |
| PM Peak Hour | 16-17 | 15-16 | 14-15 | 12-13 | 14-15 | 14-15  |
| PM Peak Traffic | 4047 | 4148 | 4495 | 4012 | 4014 | 3951  |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
<td>SACRAMENTO, DEL PASO ROAD</td>
</tr>
</tbody>
</table>

| Traffic Station: 44 | Location Type: FHWA | Lanes: 5 | Lane Code: 8 |

### 7-Day Periods

<table>
<thead>
<tr>
<th>SOUTH</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>453183</td>
<td>64740</td>
</tr>
<tr>
<td>2nd</td>
<td>465202</td>
<td>66457</td>
</tr>
<tr>
<td>3rd</td>
<td>468385</td>
<td>66912</td>
</tr>
<tr>
<td>4th</td>
<td>474393</td>
<td>67770</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th>SOUTH</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>341815</td>
<td>68363</td>
</tr>
<tr>
<td>2nd</td>
<td>350010</td>
<td>70002</td>
</tr>
<tr>
<td>3rd</td>
<td>353070</td>
<td>70614</td>
</tr>
<tr>
<td>4th</td>
<td>357033</td>
<td>71407</td>
</tr>
</tbody>
</table>
### Traffic Volume Report

**Direction of Count: North**

#### Year 2008

<table>
<thead>
<tr>
<th>Day</th>
<th>APR 01</th>
<th>APR 02</th>
<th>APR 03</th>
<th>APR 04</th>
<th>APR 05</th>
<th>APR 06</th>
<th>APR 07</th>
<th>APR 08</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td></td>
<td></td>
<td></td>
<td>632 A</td>
<td></td>
<td></td>
<td></td>
<td>489 A</td>
</tr>
<tr>
<td>1-2</td>
<td>433 A</td>
<td>479 A</td>
<td>405 A</td>
<td>471 A</td>
<td>717 A</td>
<td>832 A</td>
<td>349 A</td>
<td>363 A</td>
</tr>
<tr>
<td>2-3</td>
<td>354 A</td>
<td>364 A</td>
<td>334 A</td>
<td>371 A</td>
<td>602 A</td>
<td>703 A</td>
<td>314 A</td>
<td>308 A</td>
</tr>
<tr>
<td>3-4</td>
<td>518 A</td>
<td>457 A</td>
<td>558 A</td>
<td>527 A</td>
<td>546 A</td>
<td>515 A</td>
<td>414 A</td>
<td>487 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1379 A</td>
<td>1334 A</td>
<td>1502 A</td>
<td>1509 A</td>
<td>1004 A</td>
<td>938 A</td>
<td>1590 A</td>
<td>1357 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2006 A</td>
<td>1899 A</td>
<td>1990 A</td>
<td>1874 A</td>
<td>1255 A</td>
<td>885 A</td>
<td>2160 A</td>
<td>2017 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2951 A</td>
<td>2793 A</td>
<td>2976 A</td>
<td>2812 A</td>
<td>1540 A</td>
<td>1305 A</td>
<td>3130 A</td>
<td>2994 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3352 A</td>
<td>3180 A</td>
<td>3320 A</td>
<td>3366 A</td>
<td>2015 A</td>
<td>1680 A</td>
<td>3371 A</td>
<td>3398 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3381 A</td>
<td>3153 A</td>
<td>3299 A</td>
<td>3147 A</td>
<td>2531 A</td>
<td>1979 A</td>
<td>3365 A</td>
<td>3329 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3185 A</td>
<td>3162 A</td>
<td>3038 A</td>
<td>3250 A</td>
<td>3044 A</td>
<td>2393 A</td>
<td>3099 A</td>
<td>3040 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3168 A</td>
<td>3187 A</td>
<td>3397 A</td>
<td>3506 A</td>
<td>3247 A</td>
<td>2824 A</td>
<td>3174 A</td>
<td>3274 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3362 A</td>
<td>3379 A</td>
<td>3521 A</td>
<td>3666 A</td>
<td>3404 A</td>
<td>3040 A</td>
<td>3461 A</td>
<td>3302 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3541 A</td>
<td>3627 A</td>
<td>3718 A</td>
<td>4026 A</td>
<td>3608 A</td>
<td>3381 A</td>
<td>3645 A</td>
<td>3595 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3571 A</td>
<td>3405 A</td>
<td>3595 A</td>
<td>4179 A</td>
<td>3451 A</td>
<td>3660 A</td>
<td>3422 A</td>
<td>3311 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3957 A</td>
<td>3949 A</td>
<td>4105 A</td>
<td>4664 A</td>
<td>3657 A</td>
<td>3791 A</td>
<td>3736 A</td>
<td>3998 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5202 A</td>
<td>5068 A</td>
<td>5430 A</td>
<td>5906 A</td>
<td>3819 A</td>
<td>3849 A</td>
<td>5059 A</td>
<td>5266 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6026 A</td>
<td>6259 A</td>
<td>6206 A</td>
<td>6318 A</td>
<td>3733 A</td>
<td>3939 A</td>
<td>5975 A</td>
<td>6281 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6160 A</td>
<td>6153 A</td>
<td>6323 A</td>
<td>6355 A</td>
<td>3505 A</td>
<td>4023 A</td>
<td>6206 A</td>
<td>6263 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4914 A</td>
<td>4121 A</td>
<td>4736 A</td>
<td>4916 A</td>
<td>3192 A</td>
<td>3414 A</td>
<td>4072 A</td>
<td>3991 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3138 A</td>
<td>3057 A</td>
<td>3287 A</td>
<td>3725 A</td>
<td>2708 A</td>
<td>2881 A</td>
<td>3009 A</td>
<td>2984 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2502 A</td>
<td>2690 A</td>
<td>2724 A</td>
<td>2859 A</td>
<td>2446 A</td>
<td>2912 A</td>
<td>2438 A</td>
<td>2530 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2317 A</td>
<td>2111 A</td>
<td>2668 A</td>
<td>2712 A</td>
<td>2359 A</td>
<td>2160 A</td>
<td>2142 A</td>
<td>2013 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1649 A</td>
<td>1673 A</td>
<td>1854 A</td>
<td>2292 A</td>
<td>1952 A</td>
<td>1641 A</td>
<td>1638 A</td>
<td>1602 A</td>
</tr>
<tr>
<td>23-24</td>
<td>981 A</td>
<td>1038 A</td>
<td>1111 A</td>
<td>1784 A</td>
<td>1441 A</td>
<td>1014 A</td>
<td>919 A</td>
<td>910 A</td>
</tr>
</tbody>
</table>

**Day Total**

|      | 68679 A | 67196 A | 70620 A | 74875 A | 56757 A | 54825 A | 67197 A | 67102 A |

**Peak Hours:**

- **AM Peak Hour:** 08-09
- **AM Peak Traffic:** 3381
- **PM Peak Hour:** 17-18
- **PM Peak Traffic:** 6160

**Location Description:** SACRAMENTO, DEL PASO ROAD
### District County Route Prefix Postmile Leg
<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, DEL PASO ROAD

---

**Direction of Count: North**

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
</tr>
<tr>
<td>0-1</td>
<td>513 A</td>
<td>601 A</td>
</tr>
<tr>
<td>1-2</td>
<td>380 A</td>
<td>442 A</td>
</tr>
<tr>
<td>2-3</td>
<td>326 A</td>
<td>366 A</td>
</tr>
<tr>
<td>3-4</td>
<td>501 A</td>
<td>522 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1404 A</td>
<td>1490 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1941 A</td>
<td>1946 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2977 A</td>
<td>3043 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3321 A</td>
<td>3420 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3445 A</td>
<td>3299 C</td>
</tr>
<tr>
<td>9-10</td>
<td>3153 A</td>
<td>3038 C</td>
</tr>
<tr>
<td>10-11</td>
<td>3104 A</td>
<td>3397 C</td>
</tr>
<tr>
<td>11-12</td>
<td>3242 A</td>
<td>3521 C</td>
</tr>
<tr>
<td>12-13</td>
<td>3659 A</td>
<td>3718 C</td>
</tr>
<tr>
<td>13-14</td>
<td>3503 A</td>
<td>3595 C</td>
</tr>
<tr>
<td>14-15</td>
<td>3954 A</td>
<td>4105 C</td>
</tr>
<tr>
<td>15-16</td>
<td>5144 A</td>
<td>5430 C</td>
</tr>
<tr>
<td>16-17</td>
<td>5776 A</td>
<td>6206 C</td>
</tr>
<tr>
<td>17-18</td>
<td>6343 A</td>
<td>6323 C</td>
</tr>
<tr>
<td>18-19</td>
<td>4386 A</td>
<td>4736 C</td>
</tr>
<tr>
<td>19-20</td>
<td>3286 A</td>
<td>3287 C</td>
</tr>
<tr>
<td>20-21</td>
<td>2681 A</td>
<td>2724 C</td>
</tr>
<tr>
<td>21-22</td>
<td>2343 A</td>
<td>2668 C</td>
</tr>
<tr>
<td>22-23</td>
<td>1820 A</td>
<td>1854 C</td>
</tr>
<tr>
<td>23-24</td>
<td>1122 A</td>
<td>1111 C</td>
</tr>
</tbody>
</table>

**Day Total**
68324 A 70842 C

**AM Peak Hour**
08-09 11-12
**AM Peak Traffic**
3445 3521

**PM Peak Hour**
17-18 17-18
**PM Peak Traffic**
6343 6323
### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

### Location Description

SACRAMENTO, DEL PASO ROAD

### Traffic Station: 44
- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

### 7-Day Periods

#### NORTH

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>460149</td>
<td>65736</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### NORTH

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>348567</td>
<td>69713</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
| 03 | SAC | 005 | 29.022 | B |

**Location Description**
SACRAMENTO, DEL PASO ROAD

**Traffic Station:** 44  
**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>943 A</td>
<td>747 A</td>
<td>745 A</td>
<td>778 A</td>
<td>1125 A</td>
<td>1016 A</td>
<td>834 A</td>
<td>526 A</td>
</tr>
<tr>
<td>1-2</td>
<td>469 A</td>
<td>404 A</td>
<td>383 A</td>
<td>392 A</td>
<td>575 A</td>
<td>599 A</td>
<td>370 A</td>
<td>352 A</td>
</tr>
<tr>
<td>2-3</td>
<td>474 A</td>
<td>439 A</td>
<td>433 A</td>
<td>419 A</td>
<td>456 A</td>
<td>523 A</td>
<td>406 A</td>
<td>319 A</td>
</tr>
<tr>
<td>3-4</td>
<td>400 A</td>
<td>430 A</td>
<td>431 A</td>
<td>403 A</td>
<td>420 A</td>
<td>376 A</td>
<td>393 A</td>
<td>403 A</td>
</tr>
<tr>
<td>4-5</td>
<td>920 A</td>
<td>901 A</td>
<td>947 A</td>
<td>929 A</td>
<td>570 A</td>
<td>413 A</td>
<td>971 A</td>
<td>938 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2595 A</td>
<td>2405 A</td>
<td>2459 A</td>
<td>2287 A</td>
<td>1014 A</td>
<td>722 A</td>
<td>2628 A</td>
<td>2517 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4910 A</td>
<td>4795 A</td>
<td>4690 A</td>
<td>4491 A</td>
<td>1499 A</td>
<td>938 A</td>
<td>4903 A</td>
<td>4923 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5992 A</td>
<td>6032 A</td>
<td>5958 A</td>
<td>5612 A</td>
<td>2119 A</td>
<td>1332 A</td>
<td>6158 A</td>
<td>6111 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5005 A</td>
<td>4958 A</td>
<td>5170 A</td>
<td>4724 A</td>
<td>2860 A</td>
<td>1941 A</td>
<td>5267 A</td>
<td>5096 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3845 A</td>
<td>3760 A</td>
<td>3772 A</td>
<td>3658 A</td>
<td>3320 A</td>
<td>2828 A</td>
<td>3908 A</td>
<td>3866 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3469 A</td>
<td>3316 A</td>
<td>3409 A</td>
<td>3627 A</td>
<td>3766 A</td>
<td>3337 A</td>
<td>3550 A</td>
<td>3522 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3554 A</td>
<td>3572 A</td>
<td>3720 A</td>
<td>3661 A</td>
<td>3721 A</td>
<td>3778 A</td>
<td>3647 A</td>
<td>3651 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3674 A</td>
<td>3665 A</td>
<td>3794 A</td>
<td>3901 A</td>
<td>3666 A</td>
<td>3724 A</td>
<td>3783 A</td>
<td>3855 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3777 A</td>
<td>3694 A</td>
<td>3755 A</td>
<td>4278 A</td>
<td>3690 A</td>
<td>3692 A</td>
<td>3840 A</td>
<td>3739 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3742 A</td>
<td>3695 A</td>
<td>3803 A</td>
<td>4184 A</td>
<td>3471 A</td>
<td>3812 A</td>
<td>3684 A</td>
<td>3693 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3637 A</td>
<td>3772 A</td>
<td>3977 A</td>
<td>4233 A</td>
<td>3347 A</td>
<td>3735 A</td>
<td>3691 A</td>
<td>3896 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3773 A</td>
<td>3844 A</td>
<td>3984 A</td>
<td>4377 A</td>
<td>3271 A</td>
<td>3980 A</td>
<td>3873 A</td>
<td>3678 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3413 A</td>
<td>3486 A</td>
<td>3617 A</td>
<td>3981 A</td>
<td>3390 A</td>
<td>3781 A</td>
<td>3421 A</td>
<td>3602 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3408 A</td>
<td>3190 A</td>
<td>3494 A</td>
<td>4024 A</td>
<td>2987 A</td>
<td>3474 A</td>
<td>3137 A</td>
<td>3016 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2562 A</td>
<td>2546 A</td>
<td>2774 A</td>
<td>3307 A</td>
<td>2654 A</td>
<td>3101 A</td>
<td>2382 A</td>
<td>2395 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2111 A</td>
<td>2404 A</td>
<td>2575 A</td>
<td>2834 A</td>
<td>2560 A</td>
<td>3704 A</td>
<td>2200 A</td>
<td>2207 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2472 A</td>
<td>1864 A</td>
<td>2912 A</td>
<td>2501 A</td>
<td>2405 A</td>
<td>2617 A</td>
<td>1941 A</td>
<td>1696 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1844 A</td>
<td>1351 A</td>
<td>1913 A</td>
<td>2205 A</td>
<td>2078 A</td>
<td>1899 A</td>
<td>1410 A</td>
<td>1347 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1107 A</td>
<td>1378 A</td>
<td>1451 A</td>
<td>2333 A</td>
<td>1444 A</td>
<td>1665 A</td>
<td>1412 A</td>
<td>1162 A</td>
</tr>
</tbody>
</table>

**Day Total**  
68096 A | 66648 A | 70166 A | 73139 A | 56408 A | 56987 A | 67809 A | 66510 A

**AM Peak Hour**  
07-08 | 07-08 | 07-08 | 07-08 | 10-11 | 11-12 | 07-08 | 07-08

**AM Peak Traffic**  
5992 A | 6032 A | 5958 A | 5612 A | 3766 A | 3778 A | 6158 A | 6111 A

**PM Peak Hour**  
13-14 | 16-17 | 16-17 | 16-17 | 13-14 | 16-17 | 16-17 | 15-16

**PM Peak Traffic**  
3777 A | 3844 A | 3984 A | 4377 A | 3690 A | 3980 A | 3873 A | 3896 A
### Traffic Station: 44

**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
</tr>
<tr>
<td>0-1</td>
<td>542 A</td>
<td>772 A</td>
</tr>
<tr>
<td>1-2</td>
<td>354 A</td>
<td>398 A</td>
</tr>
<tr>
<td>2-3</td>
<td>353 A</td>
<td>383 A</td>
</tr>
<tr>
<td>3-4</td>
<td>375 A</td>
<td>390 A</td>
</tr>
<tr>
<td>4-5</td>
<td>870 A</td>
<td>912 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2406 A</td>
<td>2543 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4793 A</td>
<td>4870 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6043 A</td>
<td>6107 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5221 A</td>
<td>3740 C</td>
</tr>
<tr>
<td>9-10</td>
<td>3811 A</td>
<td>2645 C</td>
</tr>
<tr>
<td>10-11</td>
<td>3446 A</td>
<td>2435 C</td>
</tr>
<tr>
<td>11-12</td>
<td>3610 A</td>
<td>2649 C</td>
</tr>
<tr>
<td>12-13</td>
<td>3770 A</td>
<td>2648 C</td>
</tr>
<tr>
<td>13-14</td>
<td>3644 A</td>
<td>2625 C</td>
</tr>
<tr>
<td>14-15</td>
<td>3760 A</td>
<td>2755 C</td>
</tr>
<tr>
<td>15-16</td>
<td>3795 A</td>
<td>2930 C</td>
</tr>
<tr>
<td>16-17</td>
<td>3784 A</td>
<td>2843 C</td>
</tr>
<tr>
<td>17-18</td>
<td>3465 A</td>
<td>2485 C</td>
</tr>
<tr>
<td>18-19</td>
<td>3136 A</td>
<td>2461 C</td>
</tr>
<tr>
<td>19-20</td>
<td>2663 A</td>
<td>1945 C</td>
</tr>
<tr>
<td>20-21</td>
<td>2663 A</td>
<td>3331 C</td>
</tr>
<tr>
<td>21-22</td>
<td>2085 A</td>
<td>3966 C</td>
</tr>
<tr>
<td>22-23</td>
<td>1562 A</td>
<td>2484 C</td>
</tr>
<tr>
<td>23-24</td>
<td>1205 A</td>
<td>1836 C</td>
</tr>
</tbody>
</table>

**Day Total**  
**AM Peak Hour**  07-08  07-08  
**AM Peak Traffic**  6043  6107  
**PM Peak Hour**  15-16  21-22  
**PM Peak Traffic**  3795  3966
### District County Route Prefix Postmile Leg
03 SAC 005 29.022 B

**Location Description**
SACRAMENTO, DEL PASO ROAD

**Traffic Station:** 44  
**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8

<table>
<thead>
<tr>
<th>District Periods</th>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTH</strong></td>
<td>7-Day Total</td>
<td>5-Day Total</td>
</tr>
<tr>
<td></td>
<td>Daily Average</td>
<td>Weekday Average</td>
</tr>
<tr>
<td>1st</td>
<td>459253</td>
<td>345858</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>65608</td>
<td>69172</td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Traffic Volumes**

CALTRANS TRAFFIC VOLUMES  
Detail All Vehicle Hourly Count Report  
11/19/2008  09:31:15
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**

SACRAMENTO, DEL PASO ROAD

**Traffic Station:** 44

**Location Type:** FHWA

**Lanes:** 5

**Lane Code:** 8

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 15</td>
<td>MAY 16</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
</tr>
<tr>
<td>0-1</td>
<td>718 A</td>
<td>966 A</td>
<td>999 A</td>
<td>601 A</td>
<td>580 A</td>
<td>596 A</td>
<td>613 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>557 A</td>
<td>770 A</td>
<td>759 A</td>
<td>347 A</td>
<td>406 A</td>
<td>464 A</td>
<td>449 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>442 A</td>
<td>638 A</td>
<td>617 A</td>
<td>310 A</td>
<td>334 A</td>
<td>331 A</td>
<td>446 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>610 A</td>
<td>571 A</td>
<td>515 A</td>
<td>518 A</td>
<td>562 A</td>
<td>519 A</td>
<td>580 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>1549 A</td>
<td>1092 A</td>
<td>935 A</td>
<td>1624 A</td>
<td>1513 A</td>
<td>1530 A</td>
<td>1576 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>2270 A</td>
<td>1233 A</td>
<td>917 A</td>
<td>2391 A</td>
<td>2283 A</td>
<td>2242 A</td>
<td>2313 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>3125 A</td>
<td>1729 A</td>
<td>1361 A</td>
<td>3260 A</td>
<td>3146 A</td>
<td>3059 A</td>
<td>3068 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>3061 A</td>
<td>2420 A</td>
<td>1848 A</td>
<td>3571 A</td>
<td>3512 A</td>
<td>3456 A</td>
<td>3414 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>3480 A</td>
<td>2884 A</td>
<td>2105 A</td>
<td>3482 A</td>
<td>3503 A</td>
<td>3338 A</td>
<td>3350 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>3630 A</td>
<td>3260 A</td>
<td>2665 A</td>
<td>3247 A</td>
<td>3266 A</td>
<td>3343 A</td>
<td>3456 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>3747 A</td>
<td>3561 A</td>
<td>3159 A</td>
<td>3294 A</td>
<td>3253 A</td>
<td>3295 A</td>
<td>3325 A</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>3609 A</td>
<td>4022 A</td>
<td>3668 A</td>
<td>3399 A</td>
<td>3568 A</td>
<td>3428 A</td>
<td>3739 A</td>
<td>3836 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3927 A</td>
<td>4364 A</td>
<td>3660 A</td>
<td>3698 A</td>
<td>3814 A</td>
<td>3581 A</td>
<td>3815 A</td>
<td>3941 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3876 A</td>
<td>4250 A</td>
<td>3671 A</td>
<td>3653 A</td>
<td>3715 A</td>
<td>3713 A</td>
<td>3699 A</td>
<td>4001 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4390 A</td>
<td>4832 A</td>
<td>3559 A</td>
<td>3782 A</td>
<td>4021 A</td>
<td>4086 A</td>
<td>4129 A</td>
<td>4482 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5383 A</td>
<td>5528 A</td>
<td>3565 A</td>
<td>3830 A</td>
<td>4983 A</td>
<td>5096 A</td>
<td>5200 A</td>
<td>5294 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6121 A</td>
<td>6337 A</td>
<td>3516 A</td>
<td>3750 A</td>
<td>5919 A</td>
<td>5995 A</td>
<td>6086 A</td>
<td>6385 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6366 A</td>
<td>6215 A</td>
<td>3560 A</td>
<td>3473 A</td>
<td>6065 A</td>
<td>6250 A</td>
<td>6321 A</td>
<td>6275 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4315 A</td>
<td>4445 A</td>
<td>3225 A</td>
<td>3347 A</td>
<td>3958 A</td>
<td>3973 A</td>
<td>4180 A</td>
<td>4559 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3129 A</td>
<td>3511 A</td>
<td>2555 A</td>
<td>2870 A</td>
<td>2851 A</td>
<td>2927 A</td>
<td>3097 A</td>
<td>3311 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2982 A</td>
<td>3068 A</td>
<td>2520 A</td>
<td>2583 A</td>
<td>2475 A</td>
<td>2517 A</td>
<td>2707 A</td>
<td>3081 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2577 A</td>
<td>2882 A</td>
<td>2619 A</td>
<td>2168 A</td>
<td>2258 A</td>
<td>2429 A</td>
<td>2531 A</td>
<td>2804 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2049 A</td>
<td>2645 A</td>
<td>2310 A</td>
<td>1967 A</td>
<td>1815 A</td>
<td>1725 A</td>
<td>1995 A</td>
<td>2148 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1111 A</td>
<td>1549 A</td>
<td>1534 A</td>
<td>1167 A</td>
<td>1029 A</td>
<td>1066 A</td>
<td>1221 A</td>
<td>1403 A</td>
</tr>
</tbody>
</table>

| Day Total | 49835 P | 76837 A | 59086 A | 55567 A | 69116 A | 69144 A | 70893 A | 74110 A |

**AM Peak Hour**

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 11-12 | 11-12 |
| AM Peak Traffic | 3609 | 4022 | 3668 | 3399 | 3571 | 3512 | 3739 | 3836 |

**PM Peak Hour**

| PM Peak Hour | 17-18 | 16-17 | 13-14 | 15-16 | 17-18 | 17-18 | 17-18 | 16-17 |
| PM Peak Traffic | 6366 | 6337 | 3671 | 3830 | 6065 | 6250 | 6321 | 6385 |
### District Traffic Volumes

**Traffic Station:** 44  
**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8  
**Direction of Count:** North

#### Location Description

SACRAMENTO, DEL PASO ROAD

#### Yearly Traffic Counts

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>788 A</td>
<td>1021 A</td>
<td>809 A</td>
<td>691 A</td>
<td>517 A</td>
<td>588 A</td>
<td>618 A</td>
<td>608 A</td>
</tr>
<tr>
<td>1-2</td>
<td>592 A</td>
<td>808 A</td>
<td>703 A</td>
<td>527 A</td>
<td>325 A</td>
<td>439 A</td>
<td>437 A</td>
<td>507 A</td>
</tr>
<tr>
<td>2-3</td>
<td>483 A</td>
<td>618 A</td>
<td>534 A</td>
<td>411 A</td>
<td>279 A</td>
<td>376 A</td>
<td>417 A</td>
<td>414 A</td>
</tr>
<tr>
<td>3-4</td>
<td>636 A</td>
<td>598 A</td>
<td>458 A</td>
<td>419 A</td>
<td>490 A</td>
<td>506 A</td>
<td>560 A</td>
<td>532 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1602 A</td>
<td>1110 A</td>
<td>787 A</td>
<td>924 A</td>
<td>1611 A</td>
<td>1483 A</td>
<td>1508 A</td>
<td>1401 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2154 A</td>
<td>1414 A</td>
<td>755 A</td>
<td>847 A</td>
<td>2415 A</td>
<td>2348 A</td>
<td>2229 A</td>
<td>1918 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2919 A</td>
<td>1698 A</td>
<td>1121 A</td>
<td>1192 A</td>
<td>3301 A</td>
<td>2942 A</td>
<td>2968 A</td>
<td>2572 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3516 A</td>
<td>2306 A</td>
<td>1413 A</td>
<td>1372 A</td>
<td>3486 A</td>
<td>3540 A</td>
<td>3307 A</td>
<td>2966 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3464 A</td>
<td>3038 A</td>
<td>1904 A</td>
<td>1797 A</td>
<td>3300 A</td>
<td>3343 A</td>
<td>3308 A</td>
<td>2889 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3637 A</td>
<td>3112 A</td>
<td>2142 A</td>
<td>2192 A</td>
<td>3288 A</td>
<td>3206 A</td>
<td>3241 A</td>
<td>2853 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3900 A</td>
<td>3591 A</td>
<td>2720 A</td>
<td>2622 A</td>
<td>3307 A</td>
<td>3297 A</td>
<td>3329 A</td>
<td>3133 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4135 A</td>
<td>3975 A</td>
<td>3043 A</td>
<td>2946 A</td>
<td>3459 A</td>
<td>3603 A</td>
<td>3561 A</td>
<td>3532 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4695 A</td>
<td>3841 A</td>
<td>3362 A</td>
<td>3187 A</td>
<td>3627 A</td>
<td>3644 A</td>
<td>3872 A</td>
<td>3848 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4922 A</td>
<td>3679 A</td>
<td>3384 A</td>
<td>3330 A</td>
<td>3576 A</td>
<td>3677 A</td>
<td>3754 A</td>
<td>4036 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5020 A</td>
<td>3643 A</td>
<td>3402 A</td>
<td>3333 A</td>
<td>3989 A</td>
<td>4108 A</td>
<td>4205 A</td>
<td>4652 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5818 A</td>
<td>3606 A</td>
<td>3411 A</td>
<td>3397 A</td>
<td>4833 A</td>
<td>5148 A</td>
<td>5023 A</td>
<td>5458 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6552 A</td>
<td>3588 A</td>
<td>3296 A</td>
<td>3545 A</td>
<td>6055 A</td>
<td>6225 A</td>
<td>6288 A</td>
<td>5972 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6209 A</td>
<td>3242 A</td>
<td>3131 A</td>
<td>3247 A</td>
<td>6017 A</td>
<td>6184 A</td>
<td>6443 A</td>
<td>5825 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5050 A</td>
<td>3017 A</td>
<td>2729 A</td>
<td>2981 A</td>
<td>3918 A</td>
<td>3878 A</td>
<td>4234 A</td>
<td>4181 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3845 A</td>
<td>2641 A</td>
<td>2567 A</td>
<td>2782 A</td>
<td>2776 A</td>
<td>2993 A</td>
<td>3068 A</td>
<td>3201 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3441 A</td>
<td>2270 A</td>
<td>2391 A</td>
<td>2290 A</td>
<td>2362 A</td>
<td>2491 A</td>
<td>2710 A</td>
<td>1981 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3048 A</td>
<td>2214 A</td>
<td>2032 A</td>
<td>2108 A</td>
<td>2143 A</td>
<td>2346 A</td>
<td>2469 A</td>
<td>2001 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2649 A</td>
<td>2077 A</td>
<td>1858 A</td>
<td>1602 A</td>
<td>1696 A</td>
<td>1902 A</td>
<td>1869 A</td>
<td>1778 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1938 A</td>
<td>1395 A</td>
<td>1202 A</td>
<td>957 A</td>
<td>1093 A</td>
<td>1080 A</td>
<td>1140 A</td>
<td>1199 A</td>
</tr>
</tbody>
</table>

### Day Total

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 11-12 | 07-08 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 4135 | 3975 | 3043 | 2946 | 3486 | 3603 | 3561 | 3532 |
| PM Peak Hour | 16-17 | 12-13 | 15-16 | 16-17 | 16-17 | 16-17 | 17-18 | 16-17 |
| PM Peak Traffic | 6552 | 3841 | 3411 | 3545 | 6055 | 6225 | 6443 | 5972 |

**Day Total:**

| 81006 A | 58502 A | 49154 A | 48699 A | 67863 A | 69347 A | 70558 A | 67457 A |
### District County Route Prefix Postmile Leg
03 SAC 005 29.022 B

#### Location Description
SACRAMENTO, DEL PASO ROAD

#### Traffic Station: 44
- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>739 A</td>
</tr>
<tr>
<td>1-2</td>
<td>617 A</td>
</tr>
<tr>
<td>2-3</td>
<td>463 A</td>
</tr>
<tr>
<td>3-4</td>
<td>481 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1026 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1075 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1297 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1634 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1963 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2131 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2514 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2541 A</td>
</tr>
<tr>
<td>12-13</td>
<td>2724 A</td>
</tr>
<tr>
<td>13-14</td>
<td>2754 A</td>
</tr>
<tr>
<td>14-15</td>
<td>2743 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2691 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2764 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2677 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2413 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2242 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1944 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1865 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1642 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1208 A</td>
</tr>
</tbody>
</table>

#### Day Total
44148 A

#### AM Peak Hour
11-12 2541

#### PM Peak Hour
16-17 2764
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, DEL PASO ROAD

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>44</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
<td>FHWA</td>
</tr>
<tr>
<td>Lanes:</td>
<td>5</td>
</tr>
<tr>
<td>Lane Code:</td>
<td>8</td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### NORTH

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>474753</td>
<td>67822</td>
</tr>
<tr>
<td>2nd</td>
<td>445129</td>
<td>63590</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### NORTH

<table>
<thead>
<tr>
<th>Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>360100</td>
<td>72020</td>
</tr>
<tr>
<td>2nd</td>
<td>337473</td>
<td>67495</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

- **Date:** 11/19/2008
- **Time:** 09:31:15
- **Page:** 123

#### District County Route Prefix Postmile Leg
03 SAC 005 29.022 B

#### Location Description
SACRAMENTO, DEL PASO ROAD

#### Traffic Station: 44
- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 15</td>
<td>MAY 16</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
</tr>
<tr>
<td>0-1</td>
<td>687 A</td>
<td>874 A</td>
<td>959 A</td>
<td>775 A</td>
<td>636 A</td>
<td>811 A</td>
<td>743 A</td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>435 A</td>
<td>554 A</td>
<td>624 A</td>
<td>404 A</td>
<td>373 A</td>
<td>400 A</td>
<td>446 A</td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>447 A</td>
<td>573 A</td>
<td>514 A</td>
<td>316 A</td>
<td>360 A</td>
<td>400 A</td>
<td>417 A</td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>437 A</td>
<td>426 A</td>
<td>382 A</td>
<td>441 A</td>
<td>386 A</td>
<td>421 A</td>
<td>463 A</td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>994 A</td>
<td>626 A</td>
<td>505 A</td>
<td>1098 A</td>
<td>1067 A</td>
<td>998 A</td>
<td>1052 A</td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>2539 A</td>
<td>1123 A</td>
<td>783 A</td>
<td>2730 A</td>
<td>2729 A</td>
<td>2648 A</td>
<td>2735 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>4547 A</td>
<td>1703 A</td>
<td>1021 A</td>
<td>4762 A</td>
<td>4909 A</td>
<td>4758 A</td>
<td>4837 A</td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>5620 A</td>
<td>2241 A</td>
<td>1463 A</td>
<td>6021 A</td>
<td>6133 A</td>
<td>6021 A</td>
<td>5993 A</td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>4843 A</td>
<td>2976 A</td>
<td>2163 A</td>
<td>5075 A</td>
<td>4920 A</td>
<td>5067 A</td>
<td>5002 A</td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>3840 A</td>
<td>3482 A</td>
<td>3018 A</td>
<td>3900 A</td>
<td>3798 A</td>
<td>3978 A</td>
<td>4024 A</td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>3786 A</td>
<td>3780 A</td>
<td>3575 A</td>
<td>3599 A</td>
<td>3554 A</td>
<td>3590 A</td>
<td>3445 A</td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>3694 A</td>
<td>3980 A</td>
<td>3935 A</td>
<td>3947 A</td>
<td>3838 A</td>
<td>3670 A</td>
<td>3761 A</td>
<td>3765 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3937 A</td>
<td>4041 A</td>
<td>3993 A</td>
<td>4118 A</td>
<td>3877 A</td>
<td>3635 A</td>
<td>3758 A</td>
<td>3854 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4142 A</td>
<td>4276 A</td>
<td>4044 A</td>
<td>4229 A</td>
<td>3769 A</td>
<td>3848 A</td>
<td>3708 A</td>
<td>4236 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4092 A</td>
<td>4279 A</td>
<td>3734 A</td>
<td>3901 A</td>
<td>4055 A</td>
<td>3838 A</td>
<td>4039 A</td>
<td>4183 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4137 A</td>
<td>4411 A</td>
<td>3320 A</td>
<td>3514 A</td>
<td>4155 A</td>
<td>4131 A</td>
<td>4215 A</td>
<td>4210 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3934 A</td>
<td>4236 A</td>
<td>3251 A</td>
<td>3664 A</td>
<td>3770 A</td>
<td>3960 A</td>
<td>3956 A</td>
<td>4107 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3787 A</td>
<td>4054 A</td>
<td>3399 A</td>
<td>3659 A</td>
<td>3538 A</td>
<td>3606 A</td>
<td>3790 A</td>
<td>3993 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3405 A</td>
<td>4013 A</td>
<td>3400 A</td>
<td>3578 A</td>
<td>3122 A</td>
<td>3554 A</td>
<td>3494 A</td>
<td>3734 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2815 A</td>
<td>3394 A</td>
<td>2620 A</td>
<td>3047 A</td>
<td>2532 A</td>
<td>2576 A</td>
<td>2707 A</td>
<td>2743 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2802 A</td>
<td>2984 A</td>
<td>2475 A</td>
<td>2864 A</td>
<td>2112 A</td>
<td>2373 A</td>
<td>2569 A</td>
<td>2602 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2418 A</td>
<td>2448 A</td>
<td>2833 A</td>
<td>2472 A</td>
<td>1961 A</td>
<td>1979 A</td>
<td>2299 A</td>
<td>2618 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2007 A</td>
<td>2320 A</td>
<td>2169 A</td>
<td>2322 A</td>
<td>1877 A</td>
<td>1802 A</td>
<td>1894 A</td>
<td>2117 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1581 A</td>
<td>2033 A</td>
<td>1546 A</td>
<td>1962 A</td>
<td>1443 A</td>
<td>1330 A</td>
<td>1491 A</td>
<td>1630 A</td>
</tr>
</tbody>
</table>

#### Day Total
- AM Peak Hour: 11-12 07-08 11-12 11-12 07-08 07-08 07-08 07-08
- AM Peak Traffic: 3694 5620 3935 3947 6021 6133 6021 5993
- PM Peak Traffic: 4142 4411 4044 4229 4155 4131 4215 4236
### Traffic Station: 44

**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8

---

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 23</td>
<td>MAY 24</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
</tr>
<tr>
<td>0-1</td>
<td>1040 A</td>
<td>1173 A</td>
<td>766 A</td>
<td>737 A</td>
<td>659 A</td>
<td>711 A</td>
<td>658 A</td>
<td>683 A</td>
</tr>
<tr>
<td>1-2</td>
<td>574 A</td>
<td>587 A</td>
<td>549 A</td>
<td>481 A</td>
<td>410 A</td>
<td>381 A</td>
<td>401 A</td>
<td>522 A</td>
</tr>
<tr>
<td>2-3</td>
<td>480 A</td>
<td>605 A</td>
<td>437 A</td>
<td>394 A</td>
<td>298 A</td>
<td>412 A</td>
<td>356 A</td>
<td>441 A</td>
</tr>
<tr>
<td>3-4</td>
<td>470 A</td>
<td>462 A</td>
<td>308 A</td>
<td>290 A</td>
<td>435 A</td>
<td>461 A</td>
<td>390 A</td>
<td>442 A</td>
</tr>
<tr>
<td>4-5</td>
<td>971 A</td>
<td>576 A</td>
<td>429 A</td>
<td>493 A</td>
<td>1151 A</td>
<td>977 A</td>
<td>1070 A</td>
<td>968 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2489 A</td>
<td>1067 A</td>
<td>745 A</td>
<td>856 A</td>
<td>2943 A</td>
<td>2635 A</td>
<td>2738 A</td>
<td>2474 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4297 A</td>
<td>1464 A</td>
<td>953 A</td>
<td>1106 A</td>
<td>4852 A</td>
<td>4817 A</td>
<td>4668 A</td>
<td>4322 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5524 A</td>
<td>1943 A</td>
<td>1251 A</td>
<td>1252 A</td>
<td>6022 A</td>
<td>6048 A</td>
<td>5891 A</td>
<td>5248 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4804 A</td>
<td>2570 A</td>
<td>1713 A</td>
<td>1656 A</td>
<td>5109 A</td>
<td>4900 A</td>
<td>4572 A</td>
<td>4444 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4009 A</td>
<td>3198 A</td>
<td>2437 A</td>
<td>2381 A</td>
<td>3893 A</td>
<td>3963 A</td>
<td>3869 A</td>
<td>3525 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3907 A</td>
<td>3846 A</td>
<td>3223 A</td>
<td>3176 A</td>
<td>3773 A</td>
<td>3525 A</td>
<td>3618 A</td>
<td>3520 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3993 A</td>
<td>3999 A</td>
<td>3429 A</td>
<td>3931 A</td>
<td>3878 A</td>
<td>3684 A</td>
<td>3696 A</td>
<td>3684 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4198 A</td>
<td>3962 A</td>
<td>3658 A</td>
<td>4169 A</td>
<td>4071 A</td>
<td>3870 A</td>
<td>3898 A</td>
<td>3786 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4603 A</td>
<td>4060 A</td>
<td>3640 A</td>
<td>4419 A</td>
<td>3827 A</td>
<td>3688 A</td>
<td>4053 A</td>
<td>4100 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4447 A</td>
<td>4013 A</td>
<td>3326 A</td>
<td>4315 A</td>
<td>4046 A</td>
<td>4052 A</td>
<td>3844 A</td>
<td>4086 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4439 A</td>
<td>3487 A</td>
<td>3384 A</td>
<td>3867 A</td>
<td>3973 A</td>
<td>4145 A</td>
<td>4084 A</td>
<td>4356 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4024 A</td>
<td>3568 A</td>
<td>3244 A</td>
<td>3654 A</td>
<td>3768 A</td>
<td>3823 A</td>
<td>3802 A</td>
<td>3850 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4574 A</td>
<td>3238 A</td>
<td>3460 A</td>
<td>3679 A</td>
<td>3454 A</td>
<td>3637 A</td>
<td>3832 A</td>
<td>3853 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4071 A</td>
<td>3033 A</td>
<td>3018 A</td>
<td>3591 A</td>
<td>3169 A</td>
<td>3318 A</td>
<td>3429 A</td>
<td>3612 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3465 A</td>
<td>2716 A</td>
<td>3013 A</td>
<td>3346 A</td>
<td>2423 A</td>
<td>2592 A</td>
<td>2811 A</td>
<td>3114 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3238 A</td>
<td>2418 A</td>
<td>2673 A</td>
<td>2779 A</td>
<td>2135 A</td>
<td>2196 A</td>
<td>2480 A</td>
<td>2404 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2938 A</td>
<td>2253 A</td>
<td>2615 A</td>
<td>2590 A</td>
<td>1992 A</td>
<td>2134 A</td>
<td>2319 A</td>
<td>2397 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2501 A</td>
<td>2091 A</td>
<td>1829 A</td>
<td>2006 A</td>
<td>1869 A</td>
<td>1817 A</td>
<td>1988 A</td>
<td>2139 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1855 A</td>
<td>1524 A</td>
<td>1511 A</td>
<td>1567 A</td>
<td>1226 A</td>
<td>1351 A</td>
<td>1580 A</td>
<td>1541 A</td>
</tr>
</tbody>
</table>

#### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>76911 A</td>
<td>57853 A</td>
<td>51611 A</td>
<td>56735 A</td>
<td>69376 A</td>
<td>69137 A</td>
<td>70047 A</td>
<td>69511 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**  
07-08  
11-12  
11-12  
11-12  
07-08  
07-08  
07-08  
07-08  

**AM Peak Traffic**  
5524  
3999  
3429  
3931  
6022  
6048  
5891  
5248  

**PM Peak Hour**  
13-14  
13-14  
12-13  
13-14  
12-13  
15-16  
15-16  
15-16  

**PM Peak Traffic**  
4603  
4060  
3658  
4419  
4071  
4145  
4084  
4356  

---

**Location Description**  
SACRAMENTO, DEL PASO ROAD

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

---

**Traffic Station:** 44
### District County Route Prefix Postmile Leg
| 03 | SAC 005 | 29.022 | B |

**Location Description**: SACRAMENTO, DEL PASO ROAD

**Traffic Station**: 44
- **Location Type**: FHWA
- **Lanes**: 5
- **Lane Code**: 8

**Direction of Count**: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Year</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 31</td>
<td>0-1</td>
<td>974 A</td>
</tr>
<tr>
<td>1-2</td>
<td>565 A</td>
<td>2-3</td>
<td>504 A</td>
</tr>
<tr>
<td>3-4</td>
<td>361 A</td>
<td>4-5</td>
<td>614 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1074 A</td>
<td>6-7</td>
<td>1457 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1990 A</td>
<td>8-9</td>
<td>2559 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2874 A</td>
<td>10-11</td>
<td>3317 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3371 A</td>
<td>12-13</td>
<td>3545 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3299 A</td>
<td>14-15</td>
<td>3242 A</td>
</tr>
<tr>
<td>15-16</td>
<td>2959 A</td>
<td>16-17</td>
<td>2782 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2828 A</td>
<td>18-19</td>
<td>2813 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2503 A</td>
<td>20-21</td>
<td>2289 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2214 A</td>
<td>22-23</td>
<td>1995 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1426 A</td>
<td><strong>Day Total</strong>: 51555 A</td>
<td></td>
</tr>
</tbody>
</table>

**AM Peak Hour**: 11-12
**AM Peak Traffic**: 3371
**PM Peak Hour**: 12-13
**PM Peak Traffic**: 3545
### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>474064</td>
<td>67723</td>
</tr>
<tr>
<td>2nd</td>
<td>451670</td>
<td>64524</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>356703</td>
<td>71341</td>
</tr>
<tr>
<td>2nd</td>
<td>342206</td>
<td>68441</td>
</tr>
</tbody>
</table>

#### Location Details

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SACRAMENTO, DEL PASO ROAD</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic Station: 44</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type: FHWA</td>
</tr>
<tr>
<td>Lanes: 5</td>
</tr>
<tr>
<td>Lane Code: 8</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES
**Detail All Vehicle Hourly Count Report**

**Direction of Count:**
- 0-1
- 1-2
- 2-3
- 3-4
- 4-5
- 5-6
- 6-7
- 7-8
- 8-9
- 9-10
- 10-11
- 11-12
- 12-13
- 13-14
- 14-15
- 15-16
- 16-17
- 17-18
- 18-19
- 19-20
- 20-21
- 21-22
- 22-23
- 23-24

**Day Total**
- AM Peak Hour: 11-12
- AM Peak Traffic: 2507
- PM Peak Hour: 15-16
- PM Peak Traffic: 2966

**Traffic Station:** 44
- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

---

**Location Description:** SACRAMENTO, DEL PASO ROAD

**Traffic Station:** 44
- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

---

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>783</td>
<td>488</td>
<td>538</td>
<td>550</td>
<td>613</td>
<td>685</td>
<td>886</td>
<td>808</td>
</tr>
<tr>
<td>1-2</td>
<td>615</td>
<td>308</td>
<td>346</td>
<td>385</td>
<td>401</td>
<td>456</td>
<td>651</td>
<td>651</td>
</tr>
<tr>
<td>2-3</td>
<td>471</td>
<td>273</td>
<td>332</td>
<td>322</td>
<td>372</td>
<td>384</td>
<td>563</td>
<td>510</td>
</tr>
<tr>
<td>3-4</td>
<td>465</td>
<td>441</td>
<td>490</td>
<td>490</td>
<td>530</td>
<td>563</td>
<td>485</td>
<td>453</td>
</tr>
<tr>
<td>4-5</td>
<td>846</td>
<td>1542</td>
<td>1374</td>
<td>1329</td>
<td>1425</td>
<td>1426</td>
<td>1118</td>
<td>940</td>
</tr>
<tr>
<td>5-6</td>
<td>858</td>
<td>2051</td>
<td>2020</td>
<td>1972</td>
<td>2037</td>
<td>1949</td>
<td>1239</td>
<td>862</td>
</tr>
<tr>
<td>6-7</td>
<td>1064</td>
<td>2439</td>
<td>2374</td>
<td>2501</td>
<td>2450</td>
<td>2353</td>
<td>1409</td>
<td>1048</td>
</tr>
<tr>
<td>7-8</td>
<td>1384</td>
<td>2481</td>
<td>2594</td>
<td>2741</td>
<td>2602</td>
<td>2686</td>
<td>1863</td>
<td>1399</td>
</tr>
<tr>
<td>8-9</td>
<td>1624</td>
<td>2422</td>
<td>2481</td>
<td>2547</td>
<td>2636</td>
<td>2592</td>
<td>2182</td>
<td>1681</td>
</tr>
<tr>
<td>9-10</td>
<td>1884</td>
<td>2454</td>
<td>2438</td>
<td>2489</td>
<td>2615</td>
<td>2826</td>
<td>2548</td>
<td>2182</td>
</tr>
<tr>
<td>10-11</td>
<td>2314</td>
<td>2453</td>
<td>2461</td>
<td>2626</td>
<td>2741</td>
<td>2939</td>
<td>2882</td>
<td>2599</td>
</tr>
<tr>
<td>11-12</td>
<td>2507</td>
<td>2648</td>
<td>2660</td>
<td>2791</td>
<td>2982</td>
<td>3159</td>
<td>3026</td>
<td>2705</td>
</tr>
<tr>
<td>12-13</td>
<td>2798</td>
<td>2858</td>
<td>2392</td>
<td>2867</td>
<td>3116</td>
<td>3256</td>
<td>3034</td>
<td>3052</td>
</tr>
<tr>
<td>13-14</td>
<td>2949</td>
<td>2726</td>
<td>2696</td>
<td>2815</td>
<td>3170</td>
<td>3371</td>
<td>3028</td>
<td>3117</td>
</tr>
<tr>
<td>14-15</td>
<td>2846</td>
<td>2937</td>
<td>3014</td>
<td>3061</td>
<td>3428</td>
<td>3716</td>
<td>3011</td>
<td>2958</td>
</tr>
<tr>
<td>15-16</td>
<td>2966</td>
<td>3494</td>
<td>3721</td>
<td>3899</td>
<td>4144</td>
<td>4308</td>
<td>2935</td>
<td>3012</td>
</tr>
<tr>
<td>16-17</td>
<td>2903</td>
<td>4097</td>
<td>4299</td>
<td>4504</td>
<td>4504</td>
<td>4794</td>
<td>2879</td>
<td>3060</td>
</tr>
<tr>
<td>17-18</td>
<td>2767</td>
<td>4185</td>
<td>4425</td>
<td>4522</td>
<td>4672</td>
<td>4790</td>
<td>2736</td>
<td>2865</td>
</tr>
<tr>
<td>18-19</td>
<td>2740</td>
<td>3453</td>
<td>3330</td>
<td>3473</td>
<td>3871</td>
<td>3679</td>
<td>2609</td>
<td>2644</td>
</tr>
<tr>
<td>19-20</td>
<td>2382</td>
<td>2339</td>
<td>2353</td>
<td>2476</td>
<td>2944</td>
<td>3050</td>
<td>2127</td>
<td>2453</td>
</tr>
<tr>
<td>20-21</td>
<td>2149</td>
<td>2023</td>
<td>2118</td>
<td>2367</td>
<td>2433</td>
<td>2599</td>
<td>2077</td>
<td>2176</td>
</tr>
<tr>
<td>21-22</td>
<td>1917</td>
<td>1824</td>
<td>1959</td>
<td>2186</td>
<td>2174</td>
<td>2476</td>
<td>2068</td>
<td>1953</td>
</tr>
<tr>
<td>22-23</td>
<td>1475</td>
<td>1411</td>
<td>1579</td>
<td>1654</td>
<td>1744</td>
<td>2198</td>
<td>1956</td>
<td>1505</td>
</tr>
<tr>
<td>23-24</td>
<td>959</td>
<td>912</td>
<td>995</td>
<td>1011</td>
<td>1116</td>
<td>1403</td>
<td>1272</td>
<td>991</td>
</tr>
</tbody>
</table>

**Day Total**
- AM Peak Hour: 11-12
- AM Peak Traffic: 2507
- PM Peak Hour: 15-16
- PM Peak Traffic: 2966

---

**District**
- 03

**County**
- SAC

**Prefix**
- 005

**Postmile**
- 29.022

**Leg**
- B

**Location Description**
- SACRAMENTO, DEL PASO ROAD
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

### Traffic Station: 44

- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

### Location Description

**SACRAMENTO, DEL PASO ROAD**

### Direction of Count: North

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>589 A</td>
<td>634 A</td>
<td>619 A</td>
<td>694 A</td>
<td>684 A</td>
<td>1018 A</td>
<td>1030 A</td>
<td>645 A</td>
</tr>
<tr>
<td>1-2</td>
<td>360 A</td>
<td>405 A</td>
<td>465 A</td>
<td>443 A</td>
<td>588 A</td>
<td>698 A</td>
<td>770 A</td>
<td>382 A</td>
</tr>
<tr>
<td>2-3</td>
<td>316 A</td>
<td>367 A</td>
<td>348 A</td>
<td>370 A</td>
<td>453 A</td>
<td>652 A</td>
<td>671 A</td>
<td>306 A</td>
</tr>
<tr>
<td>3-4</td>
<td>470 A</td>
<td>548 A</td>
<td>546 A</td>
<td>563 A</td>
<td>584 A</td>
<td>615 A</td>
<td>524 A</td>
<td>488 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1566 A</td>
<td>1499 A</td>
<td>1455 A</td>
<td>1539 A</td>
<td>1576 A</td>
<td>1146 A</td>
<td>997 A</td>
<td>1704 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2353 A</td>
<td>2321 A</td>
<td>2307 A</td>
<td>2347 A</td>
<td>2230 A</td>
<td>1347 A</td>
<td>995 A</td>
<td>2532 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2899 A</td>
<td>2925 A</td>
<td>2806 A</td>
<td>3003 A</td>
<td>2879 A</td>
<td>1384 A</td>
<td>1112 A</td>
<td>2956 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3241 A</td>
<td>3425 A</td>
<td>3313 A</td>
<td>3340 A</td>
<td>3208 A</td>
<td>1871 A</td>
<td>1595 A</td>
<td>3235 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2932 C</td>
<td>3270 A</td>
<td>3083 A</td>
<td>3215 A</td>
<td>3067 A</td>
<td>2155 A</td>
<td>1889 A</td>
<td>2937 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2454 C</td>
<td>3079 A</td>
<td>3024 A</td>
<td>3324 A</td>
<td>3437 A</td>
<td>3062 A</td>
<td>2527 A</td>
<td>3019 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3131 A</td>
<td>3109 A</td>
<td>3003 A</td>
<td>3164 A</td>
<td>3509 A</td>
<td>3131 A</td>
<td>2868 A</td>
<td>3188 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3111 A</td>
<td>3271 A</td>
<td>3346 A</td>
<td>3586 A</td>
<td>3804 A</td>
<td>3515 A</td>
<td>3271 A</td>
<td>3482 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3463 A</td>
<td>3511 A</td>
<td>3582 A</td>
<td>3817 A</td>
<td>4311 A</td>
<td>3442 A</td>
<td>3499 A</td>
<td>3560 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3348 A</td>
<td>3417 A</td>
<td>3588 A</td>
<td>3814 A</td>
<td>4267 A</td>
<td>3452 A</td>
<td>3472 A</td>
<td>3404 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3829 A</td>
<td>4005 A</td>
<td>4036 A</td>
<td>4353 A</td>
<td>4649 A</td>
<td>3484 A</td>
<td>3501 A</td>
<td>3769 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4630 A</td>
<td>4294 A</td>
<td>4863 A</td>
<td>5231 A</td>
<td>5405 A</td>
<td>3618 A</td>
<td>3447 A</td>
<td>4787 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5584 A</td>
<td>4542 A</td>
<td>5863 A</td>
<td>5677 A</td>
<td>5842 A</td>
<td>3304 A</td>
<td>3233 A</td>
<td>5383 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5657 A</td>
<td>5027 A</td>
<td>5913 A</td>
<td>6192 A</td>
<td>5777 A</td>
<td>3184 A</td>
<td>2922 A</td>
<td>5587 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3747 A</td>
<td>3639 A</td>
<td>3961 A</td>
<td>4195 A</td>
<td>4230 A</td>
<td>2983 A</td>
<td>3063 A</td>
<td>3880 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2712 A</td>
<td>2789 A</td>
<td>2995 A</td>
<td>3211 A</td>
<td>3406 A</td>
<td>2647 A</td>
<td>2863 A</td>
<td>2774 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2454 A</td>
<td>2445 A</td>
<td>2602 A</td>
<td>2762 A</td>
<td>2952 A</td>
<td>2476 A</td>
<td>2564 A</td>
<td>2431 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2112 A</td>
<td>2255 A</td>
<td>2280 A</td>
<td>2378 A</td>
<td>2592 A</td>
<td>2621 A</td>
<td>2447 A</td>
<td>2160 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1658 A</td>
<td>1697 A</td>
<td>1743 A</td>
<td>1986 A</td>
<td>2409 A</td>
<td>1714 A</td>
<td>1865 A</td>
<td>1801 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1113 A</td>
<td>1100 A</td>
<td>1193 A</td>
<td>1281 A</td>
<td>1603 A</td>
<td>1931 A</td>
<td>1146 A</td>
<td>1034 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>63729 C</td>
<td>62214 A</td>
<td>66934 A</td>
<td>70485 A</td>
<td>73462 A</td>
<td>55450 A</td>
<td>52271 A</td>
<td>65444 A</td>
</tr>
</tbody>
</table>

### AM Peak Hour

- **AM Peak Hour:** 07-08
- **AM Peak Traffic:** 3241

### PM Peak Hour

- **PM Peak Hour:** 17-18
- **PM Peak Traffic:** 5657
### Traffic Station: 44

#### Location Description

**SACRAMENTO, DEL PASO ROAD**

#### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>688 A</td>
<td>553 A</td>
<td>690 A</td>
<td>778 A</td>
<td>1073 A</td>
<td>1032 A</td>
<td>647 A</td>
<td>654 A</td>
</tr>
<tr>
<td>1-2</td>
<td>446 A</td>
<td>396 A</td>
<td>469 A</td>
<td>507 A</td>
<td>770 A</td>
<td>755 A</td>
<td>412 A</td>
<td>414 A</td>
</tr>
<tr>
<td>2-3</td>
<td>349 A</td>
<td>338 A</td>
<td>403 A</td>
<td>460 A</td>
<td>620 A</td>
<td>605 A</td>
<td>337 A</td>
<td>369 A</td>
</tr>
<tr>
<td>3-4</td>
<td>528 A</td>
<td>533 A</td>
<td>548 A</td>
<td>592 A</td>
<td>555 A</td>
<td>519 A</td>
<td>497 A</td>
<td>602 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1606 A</td>
<td>1474 A</td>
<td>1636 A</td>
<td>1555 A</td>
<td>1189 A</td>
<td>1068 A</td>
<td>1640 A</td>
<td>1575 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2325 A</td>
<td>2303 A</td>
<td>2260 A</td>
<td>2215 A</td>
<td>1412 A</td>
<td>1046 A</td>
<td>2553 A</td>
<td>2396 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2871 A</td>
<td>2913 A</td>
<td>2963 A</td>
<td>2774 A</td>
<td>1630 A</td>
<td>1214 A</td>
<td>2942 A</td>
<td>2888 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3359 A</td>
<td>3286 A</td>
<td>3329 A</td>
<td>3293 A</td>
<td>2253 A</td>
<td>1624 A</td>
<td>3362 A</td>
<td>3517 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3028 A</td>
<td>3089 A</td>
<td>3165 A</td>
<td>3306 A</td>
<td>2680 A</td>
<td>2021 A</td>
<td>3103 A</td>
<td>3165 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3159 A</td>
<td>2988 A</td>
<td>3181 A</td>
<td>3402 A</td>
<td>3064 A</td>
<td>2450 A</td>
<td>3030 A</td>
<td>3148 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3131 A</td>
<td>3186 A</td>
<td>3326 A</td>
<td>3406 A</td>
<td>3413 A</td>
<td>2874 A</td>
<td>3339 A</td>
<td>3212 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3280 A</td>
<td>3392 A</td>
<td>3563 A</td>
<td>3787 A</td>
<td>3402 A</td>
<td>3129 A</td>
<td>3511 A</td>
<td>3361 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3454 A</td>
<td>3646 A</td>
<td>3700 A</td>
<td>4160 A</td>
<td>3577 A</td>
<td>3376 A</td>
<td>3725 A</td>
<td>3599 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3423 A</td>
<td>3428 A</td>
<td>3628 A</td>
<td>4050 A</td>
<td>3480 A</td>
<td>3426 A</td>
<td>3519 A</td>
<td>3451 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4015 A</td>
<td>3874 A</td>
<td>4126 A</td>
<td>4720 A</td>
<td>3487 A</td>
<td>3354 A</td>
<td>3742 A</td>
<td>3478 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4585 A</td>
<td>4700 A</td>
<td>5154 A</td>
<td>5502 A</td>
<td>3375 A</td>
<td>3401 A</td>
<td>4733 A</td>
<td>5002 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5905 A</td>
<td>5955 A</td>
<td>5946 A</td>
<td>5688 A</td>
<td>3497 A</td>
<td>3335 A</td>
<td>5741 A</td>
<td>5913 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5959 A</td>
<td>5867 A</td>
<td>5899 A</td>
<td>5563 A</td>
<td>3507 A</td>
<td>3027 A</td>
<td>5766 A</td>
<td>5950 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3632 A</td>
<td>3935 A</td>
<td>3853 A</td>
<td>3934 A</td>
<td>3042 A</td>
<td>3004 A</td>
<td>3927 A</td>
<td>3849 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2651 A</td>
<td>2909 A</td>
<td>3074 A</td>
<td>3202 A</td>
<td>2371 A</td>
<td>2745 A</td>
<td>2792 A</td>
<td>2935 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2436 A</td>
<td>2629 A</td>
<td>2722 A</td>
<td>2859 A</td>
<td>2331 A</td>
<td>2532 A</td>
<td>2503 A</td>
<td>2511 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2310 A</td>
<td>2452 A</td>
<td>2517 A</td>
<td>2880 A</td>
<td>2262 A</td>
<td>2141 A</td>
<td>2079 A</td>
<td>2274 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1934 A</td>
<td>1799 A</td>
<td>2112 A</td>
<td>2494 A</td>
<td>2162 A</td>
<td>1772 A</td>
<td>1711 A</td>
<td>1765 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1049 A</td>
<td>1159 A</td>
<td>1214 A</td>
<td>1596 A</td>
<td>1465 A</td>
<td>1060 A</td>
<td>994 A</td>
<td>1004 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>66123 A</th>
<th>66804 A</th>
<th>69478 A</th>
<th>72723 A</th>
<th>56617 A</th>
<th>51510 A</th>
<th>66605 A</th>
<th>67032 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>07-08</th>
<th>11-12</th>
<th>11-12</th>
<th>11-12</th>
<th>10-11</th>
<th>11-12</th>
<th>11-12</th>
<th>07-08</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th></th>
<th>3359</th>
<th>3392</th>
<th>3563</th>
<th>3787</th>
<th>3413</th>
<th>3129</th>
<th>3511</th>
<th>3517</th>
</tr>
</thead>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th></th>
<th>17-18</th>
<th>16-17</th>
<th>16-17</th>
<th>16-17</th>
<th>12-13</th>
<th>13-14</th>
<th>17-18</th>
<th>17-18</th>
</tr>
</thead>
</table>

**PM Peak Traffic**

|        | 5959    | 5955    | 5946    | 5688    | 3577    | 3426    | 5766    | 5950    |
### District 03  SAC 005  29.022  B

**Location Description**: SACRAMENTO, DEL PASO ROAD

**Traffic Station**: 44  
**Location Type**: FHWA  
**Lanes**: 5  
**Lane Code**: 8

**Direction of Count**: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
<tr>
<td>0-1</td>
<td>627 A</td>
<td>664 A</td>
<td>745 A</td>
<td>1029 A</td>
<td>1001 A</td>
<td>639 A</td>
</tr>
<tr>
<td>1-2</td>
<td>415 A</td>
<td>463 A</td>
<td>575 A</td>
<td>814 A</td>
<td>771 A</td>
<td>373 A</td>
</tr>
<tr>
<td>2-3</td>
<td>354 A</td>
<td>408 A</td>
<td>480 A</td>
<td>632 A</td>
<td>613 A</td>
<td>306 A</td>
</tr>
<tr>
<td>3-4</td>
<td>525 A</td>
<td>594 A</td>
<td>614 A</td>
<td>547 A</td>
<td>497 A</td>
<td>495 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1546 A</td>
<td>1549 A</td>
<td>1497 A</td>
<td>1194 A</td>
<td>920 A</td>
<td>1563 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2225 A</td>
<td>2361 A</td>
<td>2225 A</td>
<td>1399 A</td>
<td>1003 A</td>
<td>2302 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2923 A</td>
<td>2849 A</td>
<td>2875 A</td>
<td>1558 A</td>
<td>1148 A</td>
<td>2832 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3342 A</td>
<td>3389 A</td>
<td>3249 A</td>
<td>2111 A</td>
<td>1572 A</td>
<td>3221 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3082 A</td>
<td>3162 A</td>
<td>3129 A</td>
<td>2614 A</td>
<td>1889 A</td>
<td>2991 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3138 A</td>
<td>3144 A</td>
<td>3273 A</td>
<td>3121 A</td>
<td>2591 A</td>
<td>3048 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3166 A</td>
<td>3394 A</td>
<td>3436 A</td>
<td>3352 A</td>
<td>2991 A</td>
<td>3274 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3315 A</td>
<td>3435 A</td>
<td>3746 A</td>
<td>3509 A</td>
<td>3237 A</td>
<td>3523 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3686 A</td>
<td>3991 A</td>
<td>4245 A</td>
<td>3483 A</td>
<td>3683 A</td>
<td>3631 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3501 A</td>
<td>3716 A</td>
<td>4309 A</td>
<td>3477 A</td>
<td>3642 A</td>
<td>3504 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4047 A</td>
<td>4142 A</td>
<td>4673 A</td>
<td>3454 A</td>
<td>3592 A</td>
<td>3913 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5097 A</td>
<td>5064 A</td>
<td>5600 A</td>
<td>3665 A</td>
<td>3630 A</td>
<td>4774 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5812 A</td>
<td>6047 A</td>
<td>6034 A</td>
<td>3475 A</td>
<td>3560 A</td>
<td>5585 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6078 A</td>
<td>6048 A</td>
<td>5996 A</td>
<td>3210 A</td>
<td>3276 A</td>
<td>6017 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3926 A</td>
<td>4069 A</td>
<td>4057 A</td>
<td>3088 A</td>
<td>3041 A</td>
<td>4014 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2973 A</td>
<td>3092 A</td>
<td>3414 A</td>
<td>2592 A</td>
<td>2725 A</td>
<td>2893 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2718 A</td>
<td>2769 A</td>
<td>3022 A</td>
<td>2428 A</td>
<td>2566 A</td>
<td>2487 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2478 A</td>
<td>2468 A</td>
<td>2815 A</td>
<td>2573 A</td>
<td>2185 A</td>
<td>2297 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1742 A</td>
<td>2027 A</td>
<td>2205 A</td>
<td>2282 A</td>
<td>1723 A</td>
<td>1745 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1050 A</td>
<td>1128 A</td>
<td>1619 A</td>
<td>1510 A</td>
<td>1047 A</td>
<td>1116 A</td>
</tr>
</tbody>
</table>

**Day Total**: 67766 A  69973 A  73833 A  57117 A  52903 A  66543 A

**AM Peak Hour**: 07-08  11-12  11-12  11-12  11-12  11-12  
**AM Peak Traffic**: 3342  3435  3746  3509  3237  3523  
**PM Peak Hour**: 17-18  17-18  16-17  15-16  12-13  17-18  
**PM Peak Traffic**: 6078  6048  6034  3665  3683  6017
### District 03
**County:** SAC  
**Route:** 005  
**Prefix:** 29.022  
**Postmile:** B

### Location Description
SACRAMENTO, DEL PASO ROAD

### Traffic Station: 44
- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

### 7-Day Periods
<table>
<thead>
<tr>
<th></th>
<th>North 7-Day Total</th>
<th>Daily Average</th>
<th>North 5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>373450</td>
<td>53350</td>
<td>281200</td>
<td>56240</td>
</tr>
<tr>
<td>2nd</td>
<td>437898</td>
<td>62557</td>
<td>336824</td>
<td>67365</td>
</tr>
<tr>
<td>3rd</td>
<td>449460</td>
<td>64209</td>
<td>340572</td>
<td>68114</td>
</tr>
<tr>
<td>4th</td>
<td>453836</td>
<td>64834</td>
<td>345209</td>
<td>69042</td>
</tr>
</tbody>
</table>

### 5-Day Periods
<table>
<thead>
<tr>
<th></th>
<th>North 5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>281200</td>
<td>56240</td>
</tr>
<tr>
<td>2nd</td>
<td>336824</td>
<td>67365</td>
</tr>
<tr>
<td>3rd</td>
<td>340572</td>
<td>68114</td>
</tr>
<tr>
<td>4th</td>
<td>345209</td>
<td>69042</td>
</tr>
</tbody>
</table>
### Detail All Vehicle Hourly Count Report

#### Location Description
SACRAMENTO, DEL PASO ROAD

**Traffic Station:** 44  
**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>848</td>
<td>788</td>
<td>702</td>
<td>828</td>
<td>857</td>
<td>983</td>
<td>1167</td>
<td>973</td>
</tr>
<tr>
<td>1-2</td>
<td>605</td>
<td>404</td>
<td>360</td>
<td>407</td>
<td>497</td>
<td>636</td>
<td>575</td>
<td>580</td>
</tr>
<tr>
<td>2-3</td>
<td>471</td>
<td>336</td>
<td>342</td>
<td>405</td>
<td>450</td>
<td>423</td>
<td>612</td>
<td>458</td>
</tr>
<tr>
<td>3-4</td>
<td>307</td>
<td>416</td>
<td>430</td>
<td>442</td>
<td>466</td>
<td>435</td>
<td>364</td>
<td>322</td>
</tr>
<tr>
<td>4-5</td>
<td>524</td>
<td>1104</td>
<td>1018</td>
<td>1027</td>
<td>1038</td>
<td>989</td>
<td>679</td>
<td>480</td>
</tr>
<tr>
<td>5-6</td>
<td>735</td>
<td>2806</td>
<td>2745</td>
<td>2654</td>
<td>2609</td>
<td>2596</td>
<td>1150</td>
<td>848</td>
</tr>
<tr>
<td>6-7</td>
<td>1012</td>
<td>4500</td>
<td>4527</td>
<td>4424</td>
<td>4520</td>
<td>4213</td>
<td>1584</td>
<td>1069</td>
</tr>
<tr>
<td>7-8</td>
<td>1351</td>
<td>4951</td>
<td>5297</td>
<td>5543</td>
<td>5341</td>
<td>5058</td>
<td>2138</td>
<td>1399</td>
</tr>
<tr>
<td>8-9</td>
<td>1917</td>
<td>4092</td>
<td>4304</td>
<td>4316</td>
<td>4584</td>
<td>4483</td>
<td>2783</td>
<td>1899</td>
</tr>
<tr>
<td>9-10</td>
<td>2564</td>
<td>3304</td>
<td>3306</td>
<td>3516</td>
<td>3402</td>
<td>3708</td>
<td>3151</td>
<td>2530</td>
</tr>
<tr>
<td>10-11</td>
<td>3118</td>
<td>3175</td>
<td>3081</td>
<td>3241</td>
<td>3320</td>
<td>3444</td>
<td>3397</td>
<td>3155</td>
</tr>
<tr>
<td>11-12</td>
<td>3345</td>
<td>3214</td>
<td>3329</td>
<td>3340</td>
<td>3550</td>
<td>3717</td>
<td>3575</td>
<td>3561</td>
</tr>
<tr>
<td>12-13</td>
<td>3492</td>
<td>3576</td>
<td>3286</td>
<td>3516</td>
<td>3618</td>
<td>3822</td>
<td>3674</td>
<td>3667</td>
</tr>
<tr>
<td>13-14</td>
<td>3487</td>
<td>3447</td>
<td>3560</td>
<td>3469</td>
<td>3650</td>
<td>4010</td>
<td>3492</td>
<td>3628</td>
</tr>
<tr>
<td>14-15</td>
<td>3502</td>
<td>3358</td>
<td>3674</td>
<td>3823</td>
<td>3761</td>
<td>4130</td>
<td>3398</td>
<td>3684</td>
</tr>
<tr>
<td>15-16</td>
<td>3210</td>
<td>3518</td>
<td>3606</td>
<td>3736</td>
<td>3860</td>
<td>4088</td>
<td>3266</td>
<td>3491</td>
</tr>
<tr>
<td>16-17</td>
<td>3130</td>
<td>3153</td>
<td>3342</td>
<td>3476</td>
<td>3600</td>
<td>3851</td>
<td>2988</td>
<td>3545</td>
</tr>
<tr>
<td>17-18</td>
<td>3167</td>
<td>2952</td>
<td>3342</td>
<td>3419</td>
<td>3459</td>
<td>3649</td>
<td>3100</td>
<td>3407</td>
</tr>
<tr>
<td>18-19</td>
<td>3133</td>
<td>2818</td>
<td>2926</td>
<td>3098</td>
<td>3245</td>
<td>3569</td>
<td>3090</td>
<td>3062</td>
</tr>
<tr>
<td>19-20</td>
<td>2454</td>
<td>2149</td>
<td>2201</td>
<td>2296</td>
<td>2646</td>
<td>2788</td>
<td>2402</td>
<td>2903</td>
</tr>
<tr>
<td>20-21</td>
<td>2508</td>
<td>2077</td>
<td>2206</td>
<td>1935</td>
<td>2155</td>
<td>2701</td>
<td>2187</td>
<td>2541</td>
</tr>
<tr>
<td>21-22</td>
<td>2939</td>
<td>2100</td>
<td>2101</td>
<td>2296</td>
<td>2427</td>
<td>2754</td>
<td>2406</td>
<td>2714</td>
</tr>
<tr>
<td>22-23</td>
<td>1941</td>
<td>1573</td>
<td>1664</td>
<td>2182</td>
<td>1997</td>
<td>2192</td>
<td>2117</td>
<td>1939</td>
</tr>
<tr>
<td>23-24</td>
<td>1683</td>
<td>1330</td>
<td>1240</td>
<td>1387</td>
<td>1422</td>
<td>1651</td>
<td>1565</td>
<td>1427</td>
</tr>
</tbody>
</table>

**Day Total**  
51443 A  61141 A  62589 A  64776 A  66474 A  69890 A  54860 A  53282 A

#### AM Peak Hour
<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>11-12</td>
<td>07-08</td>
<td>14-15</td>
<td>3502</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>07-08</td>
<td>15-16</td>
<td>3576</td>
</tr>
<tr>
<td></td>
<td>07-08</td>
<td>07-08</td>
<td>14-15</td>
<td>3674</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3541</td>
<td>14-15</td>
<td>3823</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15-16</td>
<td>14-15</td>
<td>3860</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15-16</td>
<td>14-15</td>
<td>4130</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14-15</td>
<td>14-15</td>
<td>3674</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12-13</td>
<td>14-15</td>
<td>3684</td>
</tr>
</tbody>
</table>
**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>959 A</td>
<td>812 A</td>
<td>713 A</td>
<td>879 A</td>
<td>907 A</td>
<td>1096 A</td>
<td>816 A</td>
<td>890 A</td>
</tr>
<tr>
<td>1-2</td>
<td>532 A</td>
<td>507 A</td>
<td>422 A</td>
<td>500 A</td>
<td>526 A</td>
<td>535 A</td>
<td>524 A</td>
<td>426 A</td>
</tr>
<tr>
<td>2-3</td>
<td>424 A</td>
<td>322 A</td>
<td>421 A</td>
<td>435 A</td>
<td>480 A</td>
<td>456 A</td>
<td>471 A</td>
<td>434 A</td>
</tr>
<tr>
<td>3-4</td>
<td>445 A</td>
<td>415 A</td>
<td>527 A</td>
<td>411 A</td>
<td>434 A</td>
<td>348 A</td>
<td>321 A</td>
<td>551 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1044 A</td>
<td>987 A</td>
<td>1055 A</td>
<td>983 A</td>
<td>992 A</td>
<td>583 A</td>
<td>463 A</td>
<td>1036 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2807 A</td>
<td>2818 A</td>
<td>2698 A</td>
<td>2777 A</td>
<td>2509 A</td>
<td>1029 A</td>
<td>866 A</td>
<td>2711 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4397 A</td>
<td>4722 A</td>
<td>4571 A</td>
<td>4545 A</td>
<td>4152 A</td>
<td>1328 A</td>
<td>885 A</td>
<td>3911 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5494 A</td>
<td>5721 A</td>
<td>5689 A</td>
<td>5802 A</td>
<td>5110 A</td>
<td>1959 A</td>
<td>1235 A</td>
<td>4280 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4482 A</td>
<td>4709 A</td>
<td>4790 A</td>
<td>4905 A</td>
<td>4409 A</td>
<td>2350 A</td>
<td>1750 A</td>
<td>3691 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2336 C</td>
<td>3670 A</td>
<td>3610 A</td>
<td>3786 A</td>
<td>3716 A</td>
<td>2753 A</td>
<td>2408 A</td>
<td>3345 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3541 A</td>
<td>3343 A</td>
<td>3237 A</td>
<td>3409 A</td>
<td>3559 A</td>
<td>3048 A</td>
<td>3097 A</td>
<td>3013 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3512 A</td>
<td>3527 A</td>
<td>3479 A</td>
<td>3592 A</td>
<td>3972 A</td>
<td>3305 A</td>
<td>3383 A</td>
<td>3407 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3579 A</td>
<td>3756 A</td>
<td>3738 A</td>
<td>3930 A</td>
<td>3924 A</td>
<td>3376 A</td>
<td>3520 A</td>
<td>3320 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3699 A</td>
<td>3544 A</td>
<td>3475 A</td>
<td>4022 A</td>
<td>4136 A</td>
<td>3284 A</td>
<td>3433 A</td>
<td>3309 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3754 A</td>
<td>3943 A</td>
<td>4021 A</td>
<td>3962 A</td>
<td>4164 A</td>
<td>3268 A</td>
<td>3193 A</td>
<td>3328 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3760 A</td>
<td>3695 A</td>
<td>3774 A</td>
<td>4283 A</td>
<td>4121 A</td>
<td>3110 A</td>
<td>3116 A</td>
<td>3372 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3401 A</td>
<td>3556 A</td>
<td>3712 A</td>
<td>3895 A</td>
<td>3895 A</td>
<td>2834 A</td>
<td>3095 A</td>
<td>3143 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3359 A</td>
<td>3445 A</td>
<td>3486 A</td>
<td>3654 A</td>
<td>3769 A</td>
<td>2763 A</td>
<td>3052 A</td>
<td>2871 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2825 A</td>
<td>2947 A</td>
<td>3283 A</td>
<td>3425 A</td>
<td>3616 A</td>
<td>2911 A</td>
<td>2984 A</td>
<td>2648 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2392 A</td>
<td>2303 A</td>
<td>2539 A</td>
<td>2849 A</td>
<td>3024 A</td>
<td>2465 A</td>
<td>2843 A</td>
<td>2486 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2213 A</td>
<td>2091 A</td>
<td>2256 A</td>
<td>2473 A</td>
<td>2481 A</td>
<td>2118 A</td>
<td>2961 A</td>
<td>1976 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2093 A</td>
<td>2069 A</td>
<td>2134 A</td>
<td>2556 A</td>
<td>2311 A</td>
<td>2503 A</td>
<td>2764 A</td>
<td>1897 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1545 A</td>
<td>1660 A</td>
<td>1855 A</td>
<td>1606 A</td>
<td>2180 A</td>
<td>1983 A</td>
<td>1932 A</td>
<td>1564 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1308 A</td>
<td>1159 A</td>
<td>1217 A</td>
<td>1403 A</td>
<td>1673 A</td>
<td>1345 A</td>
<td>1454 A</td>
<td>1120 A</td>
</tr>
</tbody>
</table>

**Day Total** 63901 C 65721 A 66702 A 70082 A 70060 A 50750 A 50566 A 58729 A

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>5494</td>
<td>15-16</td>
<td>3760</td>
</tr>
<tr>
<td>07-08</td>
<td>5721</td>
<td>14-15</td>
<td>3943</td>
</tr>
<tr>
<td>07-08</td>
<td>5689</td>
<td>14-15</td>
<td>4021</td>
</tr>
<tr>
<td>07-08</td>
<td>5802</td>
<td>14-15</td>
<td>4283</td>
</tr>
<tr>
<td>11-12</td>
<td>5110</td>
<td>12-13</td>
<td>4164</td>
</tr>
<tr>
<td>11-12</td>
<td>3305</td>
<td>12-13</td>
<td>3376</td>
</tr>
<tr>
<td>07-08</td>
<td>3383</td>
<td>12-13</td>
<td>3520</td>
</tr>
<tr>
<td>07-08</td>
<td>4280</td>
<td>15-16</td>
<td>3372</td>
</tr>
<tr>
<td>Year</td>
<td>Tue</td>
<td>Wed</td>
<td>Thu</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
</tr>
<tr>
<td>0-1</td>
<td>717 A</td>
<td>752 A</td>
<td>793 A</td>
</tr>
<tr>
<td>1-2</td>
<td>528 A</td>
<td>361 A</td>
<td>484 A</td>
</tr>
<tr>
<td>2-3</td>
<td>376 A</td>
<td>378 A</td>
<td>436 A</td>
</tr>
<tr>
<td>3-4</td>
<td>368 A</td>
<td>367 A</td>
<td>392 A</td>
</tr>
<tr>
<td>4-5</td>
<td>978 A</td>
<td>924 A</td>
<td>930 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2515 A</td>
<td>2478 A</td>
<td>2438 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4006 A</td>
<td>3884 A</td>
<td>3895 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4386 A</td>
<td>4390 A</td>
<td>4229 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3695 A</td>
<td>3738 A</td>
<td>3717 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3169 A</td>
<td>3213 A</td>
<td>3178 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3003 A</td>
<td>2871 A</td>
<td>3030 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3197 A</td>
<td>3161 A</td>
<td>3213 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3193 A</td>
<td>3239 A</td>
<td>3309 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3306 A</td>
<td>3242 A</td>
<td>3296 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3345 A</td>
<td>3224 A</td>
<td>3407 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3359 A</td>
<td>3157 A</td>
<td>3359 A</td>
</tr>
<tr>
<td>16-17</td>
<td>2988 A</td>
<td>2925 A</td>
<td>2973 A</td>
</tr>
<tr>
<td>17-18</td>
<td>2772 A</td>
<td>2813 A</td>
<td>3133 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2609 A</td>
<td>2991 A</td>
<td>3000 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2191 A</td>
<td>2290 A</td>
<td>2366 A</td>
</tr>
<tr>
<td>20-21</td>
<td>1927 A</td>
<td>2164 A</td>
<td>2359 A</td>
</tr>
<tr>
<td>21-22</td>
<td>1959 A</td>
<td>2154 A</td>
<td>2251 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1513 A</td>
<td>1797 A</td>
<td>1891 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1260 A</td>
<td>1200 A</td>
<td>1578 A</td>
</tr>
</tbody>
</table>

| Day Total | 57360 A | 57713 A | 59657 A | 62994 A | 51011 A | 52550 A | 65721 A | 65880 A |

| AM Peak Hour | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 |
| AM Peak Traffic | 4386 | 4390 | 4229 | 4048 | 3287 | 3463 | 5160 | 5466 |
| PM Peak Hour | 15-16 | 13-14 | 14-15 | 13-14 | 12-13 | 13-14 | 13-14 | 13-14 |
| PM Peak Traffic | 3359 | 3242 | 3407 | 3755 | 3476 | 3664 | 3808 | 3937 |
### Director of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>717 A</td>
<td>793 A</td>
<td>746 A</td>
<td>1080 A</td>
<td>820 A</td>
<td>813 A</td>
</tr>
<tr>
<td>1-2</td>
<td>460 A</td>
<td>584 A</td>
<td>643 A</td>
<td>691 A</td>
<td>595 A</td>
<td>431 A</td>
</tr>
<tr>
<td>2-3</td>
<td>390 A</td>
<td>444 A</td>
<td>470 A</td>
<td>609 A</td>
<td>503 A</td>
<td>363 A</td>
</tr>
<tr>
<td>3-4</td>
<td>410 A</td>
<td>451 A</td>
<td>477 A</td>
<td>443 A</td>
<td>346 A</td>
<td>485 A</td>
</tr>
<tr>
<td>4-5</td>
<td>998 A</td>
<td>1020 A</td>
<td>937 A</td>
<td>630 A</td>
<td>506 A</td>
<td>1090 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2671 A</td>
<td>2596 A</td>
<td>2523 A</td>
<td>1130 A</td>
<td>820 A</td>
<td>2926 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4474 A</td>
<td>4410 A</td>
<td>4065 A</td>
<td>1566 A</td>
<td>1045 A</td>
<td>4417 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5492 A</td>
<td>5510 A</td>
<td>5056 A</td>
<td>2117 A</td>
<td>1326 A</td>
<td>5535 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4669 A</td>
<td>4738 A</td>
<td>4416 A</td>
<td>2692 A</td>
<td>1931 A</td>
<td>4546 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3606 A</td>
<td>3692 A</td>
<td>3712 A</td>
<td>3120 A</td>
<td>2615 A</td>
<td>3750 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3327 A</td>
<td>3522 A</td>
<td>3620 A</td>
<td>3593 A</td>
<td>3259 A</td>
<td>3554 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3496 A</td>
<td>3678 A</td>
<td>3833 A</td>
<td>3607 A</td>
<td>3694 A</td>
<td>3648 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3677 A</td>
<td>3797 A</td>
<td>3979 A</td>
<td>3802 A</td>
<td>3619 A</td>
<td>3665 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3681 A</td>
<td>3979 A</td>
<td>4183 A</td>
<td>3722 A</td>
<td>3763 A</td>
<td>4017 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3737 A</td>
<td>4087 A</td>
<td>4260 A</td>
<td>3511 A</td>
<td>3686 A</td>
<td>3757 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3875 A</td>
<td>3972 A</td>
<td>4203 A</td>
<td>3409 A</td>
<td>3464 A</td>
<td>3702 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3558 A</td>
<td>4017 A</td>
<td>3915 A</td>
<td>3173 A</td>
<td>3701 A</td>
<td>3659 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3368 A</td>
<td>3772 A</td>
<td>3914 A</td>
<td>3055 A</td>
<td>3512 A</td>
<td>3564 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3389 A</td>
<td>3416 A</td>
<td>3755 A</td>
<td>3100 A</td>
<td>3396 A</td>
<td>3106 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2563 A</td>
<td>2745 A</td>
<td>3100 A</td>
<td>2600 A</td>
<td>3082 A</td>
<td>2460 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2510 A</td>
<td>2279 A</td>
<td>2752 A</td>
<td>2401 A</td>
<td>2810 A</td>
<td>2217 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2159 A</td>
<td>2543 A</td>
<td>2569 A</td>
<td>2527 A</td>
<td>2504 A</td>
<td>2049 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1830 A</td>
<td>2010 A</td>
<td>2088 A</td>
<td>2047 A</td>
<td>1873 A</td>
<td>1629 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1170 A</td>
<td>1474 A</td>
<td>1657 A</td>
<td>1659 A</td>
<td>1693 A</td>
<td>1421 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th></th>
<th>66227 A</th>
<th>69529 A</th>
<th>70873 A</th>
<th>56284 A</th>
<th>54563 A</th>
<th>66804 A</th>
</tr>
</thead>
</table>

**AM Peak Hour**

|        | 07-08   | 07-08   | 07-08   | 11-12   | 11-12   | 07-08   |

**AM Peak Traffic**

|        | 5492    | 5510    | 5056    | 3607    | 3694    | 5535    |

**PM Peak Hour**

|        | 15-16   | 14-15   | 14-15   | 12-13   | 13-14   | 13-14   |

**PM Peak Traffic**

<p>|        | 3875    | 4087    | 4260    | 3802    | 3763    | 4017    |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, DEL PASO ROAD

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>44</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
<td>FHWA</td>
</tr>
<tr>
<td>Lanes:</td>
<td>5</td>
</tr>
<tr>
<td>Lane Code:</td>
<td>8</td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### SOUTH

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>431173</td>
</tr>
<tr>
<td>2nd</td>
<td>440498</td>
</tr>
<tr>
<td>3rd</td>
<td>398030</td>
</tr>
<tr>
<td>4th</td>
<td>447064</td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### SOUTH

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>324870</td>
</tr>
<tr>
<td>2nd</td>
<td>336466</td>
</tr>
<tr>
<td>3rd</td>
<td>296453</td>
</tr>
<tr>
<td>4th</td>
<td>338230</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
</tr>
<tr>
<td>0-1</td>
<td>636 A</td>
<td>652 A</td>
<td>763 A</td>
<td>1061 A</td>
<td>923 A</td>
<td>888 A</td>
<td>656 A</td>
</tr>
<tr>
<td>1-2</td>
<td>429 A</td>
<td>469 A</td>
<td>547 A</td>
<td>758 A</td>
<td>525 A</td>
<td>705 A</td>
<td>433 A</td>
</tr>
<tr>
<td>2-3</td>
<td>349 A</td>
<td>379 A</td>
<td>457 A</td>
<td>642 A</td>
<td>415 A</td>
<td>591 A</td>
<td>322 A</td>
</tr>
<tr>
<td>3-4</td>
<td>596 A</td>
<td>596 A</td>
<td>610 A</td>
<td>639 A</td>
<td>435 A</td>
<td>452 A</td>
<td>514 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1459 A</td>
<td>1536 A</td>
<td>1577 A</td>
<td>1191 A</td>
<td>859 A</td>
<td>849 A</td>
<td>1613 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2198 A</td>
<td>2187 A</td>
<td>2198 A</td>
<td>1156 A</td>
<td>1031 A</td>
<td>947 A</td>
<td>2431 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2885 A</td>
<td>2762 A</td>
<td>2843 A</td>
<td>1468 A</td>
<td>1071 A</td>
<td>1127 A</td>
<td>2870 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3374 A</td>
<td>3137 A</td>
<td>3180 A</td>
<td>1871 A</td>
<td>1545 A</td>
<td>1528 A</td>
<td>3380 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3197 A</td>
<td>3234 A</td>
<td>3222 A</td>
<td>2230 A</td>
<td>1865 A</td>
<td>1740 A</td>
<td>3197 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3112 A</td>
<td>3260 A</td>
<td>3350 A</td>
<td>2669 A</td>
<td>2371 A</td>
<td>2294 A</td>
<td>3066 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3246 A</td>
<td>3362 A</td>
<td>3623 A</td>
<td>3088 A</td>
<td>2704 A</td>
<td>2745 A</td>
<td>3156 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3437 A</td>
<td>3550 A</td>
<td>3900 A</td>
<td>3133 A</td>
<td>3006 A</td>
<td>3082 A</td>
<td>3450 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3652 A</td>
<td>3752 A</td>
<td>4522 A</td>
<td>3125 A</td>
<td>3177 A</td>
<td>3456 A</td>
<td>3810 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3547 A</td>
<td>3821 A</td>
<td>4383 A</td>
<td>3071 A</td>
<td>3030 A</td>
<td>3492 A</td>
<td>3532 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3980 A</td>
<td>4216 A</td>
<td>4989 A</td>
<td>3013 A</td>
<td>3073 A</td>
<td>3437 A</td>
<td>3830 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4850 A</td>
<td>5023 A</td>
<td>5653 A</td>
<td>2772 A</td>
<td>2998 A</td>
<td>3428 A</td>
<td>4665 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5806 A</td>
<td>5931 A</td>
<td>6057 A</td>
<td>2556 A</td>
<td>2964 A</td>
<td>3279 A</td>
<td>5447 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6041 A</td>
<td>6329 A</td>
<td>6028 A</td>
<td>2180 A</td>
<td>2856 A</td>
<td>3074 A</td>
<td>6017 C</td>
</tr>
<tr>
<td>18-19</td>
<td>4077 A</td>
<td>4252 A</td>
<td>4404 A</td>
<td>1972 A</td>
<td>2731 A</td>
<td>2893 A</td>
<td>4014 C</td>
</tr>
<tr>
<td>19-20</td>
<td>3052 A</td>
<td>3302 A</td>
<td>3854 A</td>
<td>1757 A</td>
<td>2199 A</td>
<td>2732 A</td>
<td>2893 C</td>
</tr>
<tr>
<td>20-21</td>
<td>2714 A</td>
<td>2805 A</td>
<td>3401 A</td>
<td>1577 A</td>
<td>2306 A</td>
<td>2452 A</td>
<td>2487 C</td>
</tr>
<tr>
<td>21-22</td>
<td>2419 A</td>
<td>2596 A</td>
<td>3020 A</td>
<td>1389 A</td>
<td>2221 A</td>
<td>2218 A</td>
<td>2297 C</td>
</tr>
<tr>
<td>22-23</td>
<td>1850 A</td>
<td>2140 A</td>
<td>2661 A</td>
<td>2202 A</td>
<td>1893 A</td>
<td>1899 A</td>
<td>1745 C</td>
</tr>
<tr>
<td>23-24</td>
<td>1083 A</td>
<td>1220 A</td>
<td>1979 A</td>
<td>1814 A</td>
<td>1364 A</td>
<td>1215 A</td>
<td>1116 C</td>
</tr>
</tbody>
</table>

| Day Total | 67989 A | 70511 A | 77221 A | 47264 A | 47562 A | 50523 A | 66941 C |

**AM Peak Hour**: 11-12
**AM Peak Traffic**: 3437
**PM Peak Hour**: 17-18
**PM Peak Traffic**: 6041
### 7-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>428011</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
<tr>
<td>5th</td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

**NORTH**

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>329926</td>
</tr>
<tr>
<td>2nd</td>
<td>65985</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

---

### Location Description

SACRAMENTO, DEL PASO ROAD

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Traffic Station:** 44

**Location Type:** FHWA

**Lanes:** 5

**Lane Code:** 8
## Traffic Volumes

**Traffic Station:** 44  
**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8

### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
</tr>
<tr>
<td>0-1</td>
<td>781 A</td>
<td>768 A</td>
<td>686 A</td>
<td>959 A</td>
<td>878 A</td>
<td>978 A</td>
<td>858 A</td>
</tr>
<tr>
<td>1-2</td>
<td>385 A</td>
<td>444 A</td>
<td>528 A</td>
<td>537 A</td>
<td>483 A</td>
<td>577 A</td>
<td>613 A</td>
</tr>
<tr>
<td>2-3</td>
<td>356 A</td>
<td>426 A</td>
<td>498 A</td>
<td>500 A</td>
<td>368 A</td>
<td>516 A</td>
<td>402 A</td>
</tr>
<tr>
<td>3-4</td>
<td>384 A</td>
<td>406 A</td>
<td>442 A</td>
<td>421 A</td>
<td>322 A</td>
<td>350 A</td>
<td>444 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1029 A</td>
<td>1039 A</td>
<td>984 A</td>
<td>600 A</td>
<td>452 A</td>
<td>508 A</td>
<td>1078 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2735 A</td>
<td>2621 A</td>
<td>2602 A</td>
<td>996 A</td>
<td>859 A</td>
<td>783 A</td>
<td>2903 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4456 A</td>
<td>4360 A</td>
<td>4186 A</td>
<td>1170 A</td>
<td>1059 A</td>
<td>982 A</td>
<td>4227 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5555 A</td>
<td>5457 A</td>
<td>5070 A</td>
<td>1471 A</td>
<td>1462 A</td>
<td>1436 A</td>
<td>5437 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4629 A</td>
<td>4632 A</td>
<td>4483 A</td>
<td>1874 A</td>
<td>1882 A</td>
<td>1896 A</td>
<td>4669 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3690 A</td>
<td>3590 A</td>
<td>3582 A</td>
<td>2330 A</td>
<td>2400 A</td>
<td>2628 A</td>
<td>3791 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3352 A</td>
<td>3461 A</td>
<td>3512 A</td>
<td>3032 A</td>
<td>2975 A</td>
<td>3368 A</td>
<td>3707 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3825 A</td>
<td>3425 A</td>
<td>3888 A</td>
<td>2868 A</td>
<td>3106 A</td>
<td>3904 A</td>
<td>3693 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3836 A</td>
<td>3781 A</td>
<td>4020 A</td>
<td>3168 A</td>
<td>3527 A</td>
<td>4129 A</td>
<td>4017 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3812 A</td>
<td>3897 A</td>
<td>4141 A</td>
<td>3159 A</td>
<td>3430 A</td>
<td>4329 A</td>
<td>4108 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3868 A</td>
<td>3761 A</td>
<td>4115 A</td>
<td>2814 A</td>
<td>3258 A</td>
<td>3798 A</td>
<td>3884 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3719 A</td>
<td>3871 A</td>
<td>4066 A</td>
<td>2701 A</td>
<td>3067 A</td>
<td>4129 A</td>
<td>4094 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3583 A</td>
<td>3695 A</td>
<td>3731 A</td>
<td>2416 A</td>
<td>2780 A</td>
<td>3994 A</td>
<td>3760 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3426 A</td>
<td>3594 A</td>
<td>3701 A</td>
<td>2229 A</td>
<td>2840 A</td>
<td>3835 A</td>
<td>3848 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3117 A</td>
<td>3315 A</td>
<td>3579 A</td>
<td>1870 A</td>
<td>2788 A</td>
<td>3848 A</td>
<td>3848 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2347 A</td>
<td>2830 A</td>
<td>3028 A</td>
<td>1873 A</td>
<td>2328 A</td>
<td>3257 A</td>
<td>3257 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2237 A</td>
<td>2311 A</td>
<td>2837 A</td>
<td>1843 A</td>
<td>2178 A</td>
<td>2930 A</td>
<td>2930 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2379 A</td>
<td>2241 A</td>
<td>2539 A</td>
<td>1698 A</td>
<td>2315 A</td>
<td>2677 A</td>
<td>2677 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1605 A</td>
<td>1871 A</td>
<td>2207 A</td>
<td>1971 A</td>
<td>2197 A</td>
<td>2098 A</td>
<td>2098 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1256 A</td>
<td>1492 A</td>
<td>1626 A</td>
<td>1712 A</td>
<td>1640 A</td>
<td>1958 A</td>
<td>1958 A</td>
</tr>
</tbody>
</table>

**Day Total**  
66362 A  67288 A  70051 A  44212 A  48594 A  58908 A  51685 P

**AM Peak Hour**  
07-08  07-08  07-08  10-11  11-12  11-12  07-08

**AM Peak Traffic**  
5555  5457  5070  3032  3106  3904  5437

**PM Peak Hour**  
14-15  13-14  13-14  12-13  12-13  13-14  13-14

**PM Peak Traffic**  
3868  3897  4141  3168  3527  4329  4108
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, DEL PASO ROAD

<table>
<thead>
<tr>
<th>Traffic Station: 44</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type: FHWA</td>
</tr>
<tr>
<td>Lanes: 5</td>
</tr>
<tr>
<td>Lane Code: 8</td>
</tr>
</tbody>
</table>

### 5-Day Periods

**SOUTH**

<table>
<thead>
<tr>
<th>5-Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>324870</td>
<td>64974</td>
</tr>
<tr>
<td>2nd</td>
<td>336466</td>
<td>67293</td>
</tr>
<tr>
<td>3rd</td>
<td>296453</td>
<td>59291</td>
</tr>
<tr>
<td>4th</td>
<td>338230</td>
<td>67646</td>
</tr>
<tr>
<td>Year</td>
<td>Thu</td>
<td>Fri</td>
</tr>
<tr>
<td>--------</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day Total</td>
<td>52901 P</td>
<td>77323 A</td>
</tr>
</tbody>
</table>

**Direction of Count: North**

**AM Peak Hour**

| 11-12 | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 11-12 | 07-08 |

**AM Peak Traffic**

| 3645 | 4052 | 3686 | 3220 | 3664 | 3648 | 3616 | 3706 |

**PM Peak Hour**

| 17-18 | 17-18 | 12-13 | 15-16 | 17-18 | 16-17 | 17-18 | 17-18 |

**PM Peak Traffic**

| 6339 | 6275 | 3914 | 3750 | 6012 | 6124 | 6463 | 6500 |
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Traffic Station:** 44

**Location Description:** SACRAMENTO, DEL PASO ROAD

**Direction of Count:** North

**Lanes:** 5

**Lane Code:** 8

### District | County | Prefix | Postmile | Leg
---|---|---|---|---
03 | SAC | 005 | 29.022 | B

### Location Description

SACRAMENTO, DEL PASO ROAD

### Traffic Station: 44

**Location Type:** FHWA

### Year | Fri | Sat | Sun | Mon | Tue | Wed | Thu | Fri
---|---|---|---|---|---|---|---|---
2008 | AUG 22 | AUG 23 | AUG 24 | AUG 25 | AUG 26 | AUG 27 | AUG 28 | AUG 29
0-1 | 686 A | 941 A | 993 A | 570 A | 568 A | 599 A | 616 A | 815 A
1-2 | 529 A | 735 A | 706 A | 377 A | 404 A | 394 A | 457 A | 569 A
2-3 | 436 A | 649 A | 622 A | 337 A | 336 A | 362 A | 451 A |
3-4 | 608 A | 565 A | 513 A | 538 A | 541 A | 546 A | 565 A | 642 A
4-5 | 1524 A | 1089 A | 969 A | 1642 A | 1518 A | 1519 A | 1606 A | 1555 A
5-6 | 2262 A | 1343 A | 870 A | 2489 A | 2294 A | 2322 A | 2322 A | 2205 A
6-7 | 2972 A | 1657 A | 1146 A | 3027 A | 3061 A | 3078 A | 3079 A | 2890 A
7-8 | 3511 A | 2060 A | 1522 A | 3594 A | 3469 A | 3462 A | 3459 A | 3508 A
8-9 | 3135 A | 2563 A | 1776 A | 3142 A | 3329 A | 3210 A | 3343 A | 3453 A
9-10 | 3271 A | 2916 A | 2297 A | 3047 A | 2947 A | 3110 A | 3240 A | 3365 A
10-11 | 3691 A | 3125 A | 2914 A | 3207 A | 3084 A | 3157 A | 3344 A | 3751 A
11-12 | 3709 A | 3386 A | 3219 A | 3426 A | 3368 A | 3475 A | 3484 A | 4095 A
12-13 | 4275 A | 3613 A | 3513 A | 3582 A | 3450 A | 3548 A | 3712 A | 4491 A
13-14 | 4210 A | 3547 A | 3622 A | 3414 A | 3491 A | 3597 A | 3814 A | 4628 A
14-15 | 4918 A | 3587 A | 3649 A | 3853 A | 4064 A | 3981 A | 4315 A | 5077 A
15-16 | 5827 A | 3659 A | 3708 A | 4722 A | 4796 A | 4834 A | 5160 A | 5977 A
16-17 | 6384 A | 3569 A | 3590 A | 5766 A | 5833 A | 6117 A | 4388 A | 6458 A
17-18 | 6452 A | 3250 A | 3547 A | 6002 A | 6120 A | 6255 A | 4245 A | 6339 A
18-19 | 4555 A | 2898 A | 3236 A | 3787 A | 3905 A | 4276 A | 5165 A | 4693 A
19-20 | 3504 A | 2735 A | 2946 A | 2851 A | 2960 A | 3101 A | 3396 A | 4046 A
20-21 | 3073 A | 2528 A | 2531 A | 2406 A | 2631 A | 2567 A | 2902 A | 3272 A
21-22 | 2812 A | 2433 A | 2218 A | 2164 A | 2193 A | 2453 A | 2598 A | 3202 A
22-23 | 2304 A | 2146 A | 1745 A | 1656 A | 1700 A | 1846 A | 1942 A | 2638 A
23-24 | 1558 A | 1734 A | 1045 A | 999 A | 1052 A | 1069 A | 1269 A | 1680 A

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>11-12</td>
<td>17-18</td>
<td>17-18</td>
</tr>
<tr>
<td>3709 A</td>
<td>3386 A</td>
<td>3219 A</td>
<td>3594 A</td>
</tr>
<tr>
<td>3594 A</td>
<td>3469 A</td>
<td>15-16</td>
<td>17-18</td>
</tr>
<tr>
<td>6452 A</td>
<td>3659 A</td>
<td>3708 A</td>
<td>6002 A</td>
</tr>
</tbody>
</table>
### Direction of Count: North

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>1145 A</td>
<td>1006 A</td>
</tr>
<tr>
<td>1-2</td>
<td>780 A</td>
<td>701 A</td>
</tr>
<tr>
<td>2-3</td>
<td>666 A</td>
<td>650 A</td>
</tr>
<tr>
<td>3-4</td>
<td>633 A</td>
<td>434 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1133 A</td>
<td>813 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1410 A</td>
<td>739 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1593 A</td>
<td>1028 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2196 A</td>
<td>1406 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2676 A</td>
<td>1817 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3193 A</td>
<td>2133 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3488 A</td>
<td>2740 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3496 A</td>
<td>2987 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3599 A</td>
<td>3212 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3481 A</td>
<td>3410 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3412 A</td>
<td>3366 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3427 A</td>
<td>3452 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3363 A</td>
<td>3320 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3302 A</td>
<td>3123 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3027 A</td>
<td>2956 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2609 A</td>
<td>2681 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2582 A</td>
<td>2490 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2581 A</td>
<td>2336 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2211 A</td>
<td>1973 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1406 A</td>
<td>1399 A</td>
</tr>
</tbody>
</table>

**Day Total**  57409 A  50172 A

**AM Peak Hour**  11-12  11-12
**AM Peak Traffic**  3496  2987
**PM Peak Hour**  12-13  15-16
**PM Peak Traffic**  3599  3452

### 7-Day Periods

- **NORTH**

<table>
<thead>
<tr>
<th>Year</th>
<th>7-Day Periods</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1st</td>
<td>472151</td>
<td>67450</td>
</tr>
<tr>
<td></td>
<td>2nd</td>
<td>457178</td>
<td>65311</td>
</tr>
<tr>
<td></td>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4th</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Location Description

- **SACRAMENTO, DEL PASO ROAD**

### Traffic Station: 44

- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

---

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

- **Location Description:** SACRAMENTO, DEL PASO ROAD

- **Traffic Station:** 44

- **Prefix:** 03

- **County:** SAC

- **Route:** 005

- **Postmile:** 29.022

- **Leg:** B
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

| Location Description | SACRAMENTO, DEL PASO ROAD |

| Traffic Station:          | 44          |
| Location Type:            | FHWA        |
| Lanes:                    | 5           |
| Lane Code:                | 8           |

5-Day Periods
NORTH

<table>
<thead>
<tr>
<th>5-Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>356822</td>
<td>71364</td>
</tr>
<tr>
<td>2nd</td>
<td>347553</td>
<td>69511</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Thu</td>
<td>Fri</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>AUG 14</td>
<td>AUG 15</td>
</tr>
<tr>
<td>0-1</td>
<td>911 A</td>
<td>1004 A</td>
</tr>
<tr>
<td>1-2</td>
<td>522 A</td>
<td>517 A</td>
</tr>
<tr>
<td>2-3</td>
<td>477 A</td>
<td>530 A</td>
</tr>
<tr>
<td>3-4</td>
<td>495 A</td>
<td>531 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1014 A</td>
<td>643 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2590 A</td>
<td>1178 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4119 A</td>
<td>1577 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5340 A</td>
<td>1991 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4719 A</td>
<td>2862 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3931 A</td>
<td>3336 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3746 A</td>
<td>3832 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3810 A</td>
<td>3952 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3903 A</td>
<td>4033 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4178 A</td>
<td>4271 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3976 A</td>
<td>4476 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4252 A</td>
<td>4557 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4175 A</td>
<td>4387 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3817 A</td>
<td>4140 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3556 A</td>
<td>4141 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2771 A</td>
<td>3305 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2564 A</td>
<td>2803 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2473 A</td>
<td>2663 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1794 A</td>
<td>2289 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1501 A</td>
<td>1886 A</td>
</tr>
</tbody>
</table>

Day Total: 46516 P 75040 A 60427 A 59050 A 69702 A 69703 A 69016 A 71791 A

AM Peak Hour: 11-12 07-08 11-12 11-12 07-08 07-08 07-08 07-08
AM Peak Traffic: 3810 5340 3952 3850 5681 5974 6030 5943
PM Peak Hour: 15-16 15-16 12-13 17-18 15-16 13-14 16-17 15-16
PM Peak Traffic: 4252 4557 4033 4196 4126 4115 4163 4251
### Traffic Station: 44

**Location Description:** SACRAMENTO, DEL PASO ROAD

**District:** 03  
**County:** SAC  
**Prefix:** 005  
**Postmile:** 29.022  
**Leg:** B

**Direction of Count:** South

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
</tr>
<tr>
<td>0-1</td>
<td>725 A</td>
<td>952 A</td>
<td>979 A</td>
<td>680 A</td>
<td>683 A</td>
<td>707 A</td>
<td>570 A</td>
<td>733 A</td>
</tr>
<tr>
<td>1-2</td>
<td>413 A</td>
<td>570 A</td>
<td>506 A</td>
<td>427 A</td>
<td>350 A</td>
<td>358 A</td>
<td>455 A</td>
<td>520 A</td>
</tr>
<tr>
<td>2-3</td>
<td>475 A</td>
<td>470 A</td>
<td>478 A</td>
<td>296 A</td>
<td>320 A</td>
<td>381 A</td>
<td>385 A</td>
<td>405 A</td>
</tr>
<tr>
<td>3-4</td>
<td>474 A</td>
<td>437 A</td>
<td>341 A</td>
<td>488 A</td>
<td>422 A</td>
<td>426 A</td>
<td>437 A</td>
<td>464 A</td>
</tr>
<tr>
<td>4-5</td>
<td>990 A</td>
<td>589 A</td>
<td>482 A</td>
<td>1040 A</td>
<td>993 A</td>
<td>1010 A</td>
<td>1050 A</td>
<td>950 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2542 A</td>
<td>1121 A</td>
<td>820 A</td>
<td>2837 A</td>
<td>2743 A</td>
<td>2763 A</td>
<td>2703 A</td>
<td>2425 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4237 A</td>
<td>1617 A</td>
<td>1060 A</td>
<td>4564 A</td>
<td>4588 A</td>
<td>4494 A</td>
<td>4615 A</td>
<td>4101 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5634 A</td>
<td>2065 A</td>
<td>1433 A</td>
<td>5954 A</td>
<td>5791 A</td>
<td>5909 A</td>
<td>5922 A</td>
<td>5391 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5094 A</td>
<td>2938 A</td>
<td>1933 A</td>
<td>5129 A</td>
<td>5132 A</td>
<td>4839 A</td>
<td>4551 A</td>
<td>4804 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3847 A</td>
<td>3494 A</td>
<td>2683 A</td>
<td>3901 A</td>
<td>3872 A</td>
<td>3833 A</td>
<td>3868 A</td>
<td>3746 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3720 A</td>
<td>3789 A</td>
<td>3454 A</td>
<td>3570 A</td>
<td>3335 A</td>
<td>3378 A</td>
<td>3542 A</td>
<td>3809 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4018 A</td>
<td>3913 A</td>
<td>3883 A</td>
<td>3881 A</td>
<td>3609 A</td>
<td>3567 A</td>
<td>3583 A</td>
<td>4145 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4038 A</td>
<td>3953 A</td>
<td>4082 A</td>
<td>3686 A</td>
<td>3607 A</td>
<td>3698 A</td>
<td>3692 A</td>
<td>3985 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4351 A</td>
<td>3888 A</td>
<td>3978 A</td>
<td>3684 A</td>
<td>3791 A</td>
<td>3832 A</td>
<td>3802 A</td>
<td>4494 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4196 A</td>
<td>3850 A</td>
<td>4016 A</td>
<td>3871 A</td>
<td>3712 A</td>
<td>3731 A</td>
<td>4032 A</td>
<td>4257 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4480 A</td>
<td>3500 A</td>
<td>3775 A</td>
<td>3971 A</td>
<td>3966 A</td>
<td>4031 A</td>
<td>4136 A</td>
<td>4316 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4530 A</td>
<td>3239 A</td>
<td>3619 A</td>
<td>3780 A</td>
<td>3932 A</td>
<td>3856 A</td>
<td>3100 A</td>
<td>4298 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4059 A</td>
<td>3191 A</td>
<td>3816 A</td>
<td>3641 A</td>
<td>3223 A</td>
<td>3783 A</td>
<td>3512 A</td>
<td>3897 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3909 A</td>
<td>3045 A</td>
<td>3591 A</td>
<td>2944 A</td>
<td>3493 A</td>
<td>3443 A</td>
<td>3766 A</td>
<td>4075 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3421 A</td>
<td>2681 A</td>
<td>3030 A</td>
<td>2418 A</td>
<td>2557 A</td>
<td>2636 A</td>
<td>2733 A</td>
<td>3370 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2915 A</td>
<td>2632 A</td>
<td>2991 A</td>
<td>2417 A</td>
<td>2302 A</td>
<td>2470 A</td>
<td>2959 A</td>
<td>3103 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2403 A</td>
<td>2301 A</td>
<td>2405 A</td>
<td>1832 A</td>
<td>1778 A</td>
<td>1886 A</td>
<td>2002 A</td>
<td>2599 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2355 A</td>
<td>1959 A</td>
<td>2086 A</td>
<td>1554 A</td>
<td>1660 A</td>
<td>1829 A</td>
<td>2014 A</td>
<td>2300 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1735 A</td>
<td>1526 A</td>
<td>1543 A</td>
<td>1366 A</td>
<td>1209 A</td>
<td>1291 A</td>
<td>1376 A</td>
<td>1627 A</td>
</tr>
</tbody>
</table>

**Day Total:** 74561 A  57720 A  56984 A  67931 A  67068 A  68151 A  68905 A  73814 A

**AM Peak Hour:** 07-08  07-08  07-08  07-08  07-08  07-08  07-08  07-08

**AM Peak Traffic:** 5634  3913  3883  5954  5791  5909  5922  5391

**PM Peak Hour:** 16-17  12-13  12-13  15-16  15-16  15-16  15-16  13-14

**PM Peak Traffic:** 4530  3953  4082  3971  3966  4031  4136  4494
### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>937 A</td>
<td>827 A</td>
</tr>
<tr>
<td>1-2</td>
<td>604 A</td>
<td>550 A</td>
</tr>
<tr>
<td>2-3</td>
<td>565 A</td>
<td>466 A</td>
</tr>
<tr>
<td>3-4</td>
<td>424 A</td>
<td>349 A</td>
</tr>
<tr>
<td>4-5</td>
<td>638 A</td>
<td>425 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1107 A</td>
<td>725 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1545 A</td>
<td>934 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1906 A</td>
<td>1300 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2707 A</td>
<td>1763 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3363 A</td>
<td>2612 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3854 A</td>
<td>3387 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3943 A</td>
<td>3602 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3762 A</td>
<td>3540 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3688 A</td>
<td>3560 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3385 A</td>
<td>3527 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3182 A</td>
<td>3436 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3107 A</td>
<td>3168 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3040 A</td>
<td>3412 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2942 A</td>
<td>3135 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2549 A</td>
<td>2641 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2227 A</td>
<td>2649 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2494 A</td>
<td>2335 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1944 A</td>
<td>1834 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1369 A</td>
<td>1403 A</td>
</tr>
</tbody>
</table>

**Day Total**

| AM Peak Hour | 11-12 | 11-12 |
| AM Peak Traffic | 3943 | 3602 |
| PM Peak Hour | 12-13 | 13-14 |
| PM Peak Traffic | 3762 | 3560 |
## Traffic Station: 44

### Location Description
SACRAMENTO, DEL PASO ROAD

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td></td>
<td>B</td>
</tr>
</tbody>
</table>

### Traffic Details
- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

### 5-Day Periods

#### SOUTH

<table>
<thead>
<tr>
<th></th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>355252</td>
<td>71050</td>
</tr>
<tr>
<td>2nd</td>
<td>346616</td>
<td>69323</td>
</tr>
<tr>
<td>3rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Mon</td>
<td>Tue</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
</tr>
<tr>
<td>0-1</td>
<td>856 A</td>
<td>516 A</td>
</tr>
<tr>
<td>1-2</td>
<td>564 A</td>
<td>332 A</td>
</tr>
<tr>
<td>2-3</td>
<td>452 A</td>
<td>294 A</td>
</tr>
<tr>
<td>3-4</td>
<td>551 A</td>
<td>497 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1114 A</td>
<td>1642 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1107 A</td>
<td>2413 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1111 A</td>
<td>3102 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1459 A</td>
<td>3342 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1777 A</td>
<td>3125 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2217 A</td>
<td>3251 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2563 A</td>
<td>3134 A</td>
</tr>
<tr>
<td>11-12</td>
<td>2984 A</td>
<td>3165 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3177 A</td>
<td>3524 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3179 A</td>
<td>3333 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3517 A</td>
<td>3824 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3450 A</td>
<td>4790 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3549 A</td>
<td>5885 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3176 A</td>
<td>6171 A</td>
</tr>
<tr>
<td>18-19</td>
<td>2747 A</td>
<td>4131 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2952 A</td>
<td>2944 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2656 A</td>
<td>2529 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2283 A</td>
<td>2153 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1693 A</td>
<td>1562 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1038 A</td>
<td>996 A</td>
</tr>
</tbody>
</table>

**Day Total**

| Traffic Volume | 50172 A | 66655 A | 65335 A | 68716 A | 73590 A | 54494 A | 49155 A | 65168 A |

**AM Peak Hour**

| 11-12 | 07-08 | 11-12 | 11-12 | 11-12 | 11-12 | 07-08 |

**AM Peak Traffic**

| 2984 | 3342 | 3510 | 3405 | 3733 | 3365 | 2997 | 3393 |

**PM Peak Hour**

| 16-17 | 17-18 | 17-18 | 16-17 | 12-13 | 16-17 | 17-18 |

**PM Peak Traffic**

| 3549 | 6171 | 5877 | 6234 | 6442 | 3526 | 3434 | 6080 |
### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>622 A</td>
<td>569 A</td>
<td>579 A</td>
<td>577 A</td>
<td>913 A</td>
<td>827 A</td>
<td>481 A</td>
<td>544 A</td>
</tr>
<tr>
<td>1-2</td>
<td>380 A</td>
<td>334 A</td>
<td>392 A</td>
<td>462 A</td>
<td>704 A</td>
<td>727 A</td>
<td>294 A</td>
<td>356 A</td>
</tr>
<tr>
<td>2-3</td>
<td>367 A</td>
<td>310 A</td>
<td>428 A</td>
<td>406 A</td>
<td>605 A</td>
<td>634 A</td>
<td>323 A</td>
<td>371 A</td>
</tr>
<tr>
<td>3-4</td>
<td>550 A</td>
<td>509 A</td>
<td>541 A</td>
<td>544 A</td>
<td>551 A</td>
<td>473 A</td>
<td>525 A</td>
<td>589 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1512 A</td>
<td>1550 A</td>
<td>1575 A</td>
<td>1597 A</td>
<td>1061 A</td>
<td>868 A</td>
<td>1633 A</td>
<td>1571 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2308 A</td>
<td>2197 A</td>
<td>2304 A</td>
<td>2298 A</td>
<td>1343 A</td>
<td>907 A</td>
<td>2415 A</td>
<td>2250 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3063 A</td>
<td>3022 A</td>
<td>3099 A</td>
<td>3014 A</td>
<td>1627 A</td>
<td>1209 A</td>
<td>3208 A</td>
<td>3148 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3438 A</td>
<td>3400 A</td>
<td>3359 A</td>
<td>3424 A</td>
<td>1947 A</td>
<td>1424 A</td>
<td>3242 A</td>
<td>3512 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3455 A</td>
<td>3378 A</td>
<td>3321 A</td>
<td>3477 A</td>
<td>2574 A</td>
<td>1879 A</td>
<td>3255 A</td>
<td>3365 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3211 A</td>
<td>3172 A</td>
<td>3090 A</td>
<td>3387 A</td>
<td>2869 A</td>
<td>2331 A</td>
<td>3226 A</td>
<td>3319 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3138 A</td>
<td>3013 A</td>
<td>3249 A</td>
<td>3277 A</td>
<td>3209 A</td>
<td>2839 A</td>
<td>3156 A</td>
<td>2961 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3371 A</td>
<td>3510 C</td>
<td>3546 A</td>
<td>3695 A</td>
<td>3307 A</td>
<td>3309 A</td>
<td>3395 A</td>
<td>3397 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3386 A</td>
<td>3446 A</td>
<td>3651 A</td>
<td>4058 A</td>
<td>3474 A</td>
<td>3378 A</td>
<td>3537 A</td>
<td>3376 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3385 A</td>
<td>3541 A</td>
<td>3680 A</td>
<td>4303 A</td>
<td>3311 A</td>
<td>3498 A</td>
<td>3517 A</td>
<td>3517 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3791 A</td>
<td>3934 A</td>
<td>4235 A</td>
<td>4802 A</td>
<td>3465 A</td>
<td>3610 A</td>
<td>3845 A</td>
<td>3975 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4996 A</td>
<td>5022 A</td>
<td>5452 A</td>
<td>5673 A</td>
<td>3611 A</td>
<td>3413 A</td>
<td>4891 A</td>
<td>5086 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6033 A</td>
<td>6089 A</td>
<td>6328 A</td>
<td>6496 A</td>
<td>3707 A</td>
<td>3470 A</td>
<td>5819 A</td>
<td>6022 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6175 A</td>
<td>6261 A</td>
<td>6292 A</td>
<td>6420 A</td>
<td>3379 A</td>
<td>3707 A</td>
<td>5984 A</td>
<td>6231 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4078 A</td>
<td>4006 A</td>
<td>4314 A</td>
<td>4527 A</td>
<td>2797 A</td>
<td>3304 A</td>
<td>3937 A</td>
<td>3900 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2842 A</td>
<td>3017 A</td>
<td>3005 A</td>
<td>3525 A</td>
<td>2500 A</td>
<td>2986 A</td>
<td>2816 A</td>
<td>2926 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2572 A</td>
<td>2590 A</td>
<td>2826 A</td>
<td>2947 A</td>
<td>2427 A</td>
<td>2481 A</td>
<td>2298 A</td>
<td>2500 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2184 A</td>
<td>2455 A</td>
<td>2432 A</td>
<td>2775 A</td>
<td>2434 A</td>
<td>2080 A</td>
<td>2096 A</td>
<td>2118 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1422 A</td>
<td>1767 A</td>
<td>1745 A</td>
<td>2076 A</td>
<td>1891 A</td>
<td>1560 A</td>
<td>1516 A</td>
<td>1420 A</td>
</tr>
<tr>
<td>23-24</td>
<td>878 A</td>
<td>925 A</td>
<td>967 A</td>
<td>1418 A</td>
<td>1333 A</td>
<td>876 A</td>
<td>892 A</td>
<td>833 A</td>
</tr>
</tbody>
</table>

### Day Total

| AM Peak Hour | 08-09 | 11-12 | 11-12 | 11-12 | 11-12 | 11-12 | 07-08 |
| AM Peak Traffic | 3455 | 3510 | 3546 | 3695 | 3307 | 3039 | 3387 | 3512 |
| PM Peak Hour | 17-18 | 17-18 | 16-17 | 16-17 | 16-17 | 13-14 | 17-18 | 17-18 |
| PM Peak Traffic | 6175 | 6261 | 6328 | 6496 | 3707 | 3721 | 5984 | 6231 |
### Traffic Station: 44
- **Location Type:** FHWA
- **Lanes:** 5
- **Lane Code:** 8

#### Location Description
SACRAMENTO, DEL PASO ROAD

**Direction of Count:** North

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>519 A</td>
<td>555 A</td>
<td>582 A</td>
<td>919 A</td>
<td>845 A</td>
<td>484 A</td>
<td>529 A</td>
<td>523 A</td>
</tr>
<tr>
<td>1-2</td>
<td>354 A</td>
<td>398 A</td>
<td>487 A</td>
<td>736 A</td>
<td>720 A</td>
<td>311 A</td>
<td>320 A</td>
<td>369 A</td>
</tr>
<tr>
<td>2-3</td>
<td>372 A</td>
<td>421 A</td>
<td>397 A</td>
<td>663 A</td>
<td>547 A</td>
<td>255 A</td>
<td>323 A</td>
<td>344 A</td>
</tr>
<tr>
<td>3-4</td>
<td>539 A</td>
<td>542 A</td>
<td>554 A</td>
<td>546 A</td>
<td>460 A</td>
<td>472 A</td>
<td>521 A</td>
<td>478 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1573 A</td>
<td>1621 A</td>
<td>1622 A</td>
<td>1144 A</td>
<td>913 A</td>
<td>1721 A</td>
<td>1478 A</td>
<td>1562 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2198 A</td>
<td>2263 A</td>
<td>2181 A</td>
<td>1271 A</td>
<td>887 A</td>
<td>2464 A</td>
<td>2235 A</td>
<td>2250 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3117 A</td>
<td>3014 A</td>
<td>3091 A</td>
<td>1553 A</td>
<td>1135 A</td>
<td>3207 A</td>
<td>3156 A</td>
<td>3137 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3461 A</td>
<td>3343 A</td>
<td>3330 A</td>
<td>1937 A</td>
<td>1397 A</td>
<td>3341 A</td>
<td>3427 A</td>
<td>3440 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3272 A</td>
<td>3370 A</td>
<td>3238 A</td>
<td>2563 A</td>
<td>1914 A</td>
<td>3186 A</td>
<td>3319 A</td>
<td>3345 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3006 A</td>
<td>3167 A</td>
<td>3415 A</td>
<td>2822 A</td>
<td>2371 A</td>
<td>3008 A</td>
<td>3111 A</td>
<td>3097 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3112 A</td>
<td>3183 A</td>
<td>3551 A</td>
<td>3239 A</td>
<td>2747 A</td>
<td>3087 A</td>
<td>3021 A</td>
<td>3179 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3360 A</td>
<td>3477 A</td>
<td>3859 A</td>
<td>3468 A</td>
<td>3107 A</td>
<td>3322 A</td>
<td>3223 A</td>
<td>3252 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3419 A</td>
<td>3674 A</td>
<td>4155 A</td>
<td>3556 A</td>
<td>3181 A</td>
<td>3498 A</td>
<td>3607 A</td>
<td>3466 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3439 A</td>
<td>3767 A</td>
<td>4152 A</td>
<td>3357 A</td>
<td>3441 A</td>
<td>3423 A</td>
<td>3589 A</td>
<td>3555 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3885 A</td>
<td>4165 A</td>
<td>4648 A</td>
<td>3391 A</td>
<td>3501 A</td>
<td>3747 A</td>
<td>3816 A</td>
<td>3912 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5010 A</td>
<td>5179 A</td>
<td>5640 A</td>
<td>3548 A</td>
<td>3493 A</td>
<td>4872 A</td>
<td>5030 A</td>
<td>4904 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6005 A</td>
<td>6467 A</td>
<td>6365 A</td>
<td>3595 A</td>
<td>3600 A</td>
<td>5894 A</td>
<td>6155 A</td>
<td>6083 A</td>
</tr>
<tr>
<td>17-18</td>
<td>6276 A</td>
<td>6337 A</td>
<td>6589 A</td>
<td>3562 A</td>
<td>3624 A</td>
<td>6082 A</td>
<td>6207 A</td>
<td>6273 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3953 A</td>
<td>4417 A</td>
<td>4750 A</td>
<td>3138 A</td>
<td>3177 A</td>
<td>3769 A</td>
<td>3869 A</td>
<td>4102 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2963 A</td>
<td>3125 A</td>
<td>3689 A</td>
<td>2767 A</td>
<td>3011 A</td>
<td>2774 A</td>
<td>2941 A</td>
<td>3002 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2644 A</td>
<td>2898 A</td>
<td>3033 A</td>
<td>2480 A</td>
<td>2590 A</td>
<td>2333 A</td>
<td>2458 A</td>
<td>2517 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2310 A</td>
<td>2386 A</td>
<td>2673 A</td>
<td>2364 A</td>
<td>2089 A</td>
<td>2017 A</td>
<td>2156 A</td>
<td>2347 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1516 A</td>
<td>1783 A</td>
<td>2192 A</td>
<td>2029 A</td>
<td>1618 A</td>
<td>1526 A</td>
<td>1386 A</td>
<td>1632 A</td>
</tr>
<tr>
<td>23-24</td>
<td>946 A</td>
<td>996 A</td>
<td>1374 A</td>
<td>1345 A</td>
<td>867 A</td>
<td>852 A</td>
<td>806 A</td>
<td>960 A</td>
</tr>
</tbody>
</table>

#### Day Total
- AM Peak Hour: 07-08
- AM Peak Traffic: 3461
- PM Peak Hour: 17-18
- PM Peak Traffic: 6276
### Traffic Station: 44

**Location Type:** FHWA  
**Lanes:** 5  
**Lane Code:** 8

### Direction of Count: North

#### Year: 2008

<table>
<thead>
<tr>
<th>Day</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEP 25</td>
<td>515 A</td>
<td>553 A</td>
<td>892 A</td>
<td>844 A</td>
<td>507 A</td>
<td>469 A</td>
</tr>
<tr>
<td>SEP 26</td>
<td>399 A</td>
<td>490 A</td>
<td>700 A</td>
<td>688 A</td>
<td>317 A</td>
<td>369 A</td>
</tr>
<tr>
<td>SEP 27</td>
<td>343 A</td>
<td>397 A</td>
<td>612 A</td>
<td>599 A</td>
<td>295 A</td>
<td>306 A</td>
</tr>
<tr>
<td>SEP 28</td>
<td>477 A</td>
<td>542 A</td>
<td>589 A</td>
<td>496 A</td>
<td>486 A</td>
<td>544 A</td>
</tr>
<tr>
<td>SEP 29</td>
<td>1546 A</td>
<td>1597 A</td>
<td>1181 A</td>
<td>882 A</td>
<td>1663 A</td>
<td>1528 A</td>
</tr>
<tr>
<td>SEP 30</td>
<td>2329 A</td>
<td>2101 A</td>
<td>1269 A</td>
<td>932 A</td>
<td>2310 A</td>
<td>2124 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3115 A</td>
<td>2982 A</td>
<td>1722 A</td>
<td>1180 A</td>
<td>3130 A</td>
<td>3083 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3456 A</td>
<td>3286 A</td>
<td>1975 A</td>
<td>1494 A</td>
<td>3463 A</td>
<td>3401 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3338 A</td>
<td>3282 A</td>
<td>2548 A</td>
<td>1952 A</td>
<td>3185 A</td>
<td>3105 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3149 A</td>
<td>3307 A</td>
<td>2917 A</td>
<td>2387 A</td>
<td>3014 A</td>
<td>3301 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3163 A</td>
<td>3364 A</td>
<td>3202 A</td>
<td>2912 A</td>
<td>3079 A</td>
<td>3040 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3480 A</td>
<td>3761 A</td>
<td>3369 A</td>
<td>3162 A</td>
<td>3215 A</td>
<td>3312 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3598 A</td>
<td>4235 A</td>
<td>3465 A</td>
<td>3536 A</td>
<td>3399 A</td>
<td>3435 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3744 A</td>
<td>4246 A</td>
<td>3426 A</td>
<td>3557 A</td>
<td>3340 A</td>
<td>3502 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4178 A</td>
<td>4864 A</td>
<td>3500 A</td>
<td>3470 A</td>
<td>3659 A</td>
<td>3837 A</td>
</tr>
<tr>
<td>20-21</td>
<td>5286 A</td>
<td>5860 A</td>
<td>3551 A</td>
<td>3560 A</td>
<td>4911 A</td>
<td>4955 A</td>
</tr>
<tr>
<td>21-22</td>
<td>6337 A</td>
<td>6330 A</td>
<td>3560 A</td>
<td>3571 A</td>
<td>5769 A</td>
<td>5906 A</td>
</tr>
<tr>
<td>22-23</td>
<td>6501 A</td>
<td>5474 A</td>
<td>3363 A</td>
<td>3767 A</td>
<td>5986 A</td>
<td>6180 A</td>
</tr>
<tr>
<td>23-24</td>
<td>4347 A</td>
<td>5594 A</td>
<td>2829 A</td>
<td>3413 A</td>
<td>3899 A</td>
<td>4059 A</td>
</tr>
<tr>
<td>24-25</td>
<td>3190 A</td>
<td>4262 A</td>
<td>2565 A</td>
<td>2996 A</td>
<td>2839 A</td>
<td>2996 A</td>
</tr>
<tr>
<td>07-08</td>
<td>2831 A</td>
<td>3012 A</td>
<td>2403 A</td>
<td>2557 A</td>
<td>2334 A</td>
<td>2624 A</td>
</tr>
<tr>
<td>07-08</td>
<td>2360 A</td>
<td>2758 A</td>
<td>2182 A</td>
<td>2043 A</td>
<td>2009 A</td>
<td>2213 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1859 A</td>
<td>2440 A</td>
<td>1824 A</td>
<td>1577 A</td>
<td>1464 A</td>
<td>1517 A</td>
</tr>
<tr>
<td>17-18</td>
<td>1018 A</td>
<td>1385 A</td>
<td>1287 A</td>
<td>870 A</td>
<td>847 A</td>
<td>910 A</td>
</tr>
</tbody>
</table>

**Day Total:** 70559 A  
**7-Day Total:** 428117  
**Daily Average:** 61160

#### AM Peak Hour

<table>
<thead>
<tr>
<th>Time</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>07-08</td>
<td>3480</td>
<td>16-17</td>
<td>6501</td>
</tr>
</tbody>
</table>

---

**District:** 03  
**County:** SAC  
**Route:** 005  
**Prefix:** 29.022  
**Postmile:** B  
**Location Description:** SACRAMENTO, DEL PASO ROAD
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station</th>
<th>Location Type</th>
<th>Lanes</th>
<th>Lane Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
<td>44</td>
<td>FHWA</td>
<td>5</td>
<td>8</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, DEL PASO ROAD

### 5-Day Periods
**NORTH**

<table>
<thead>
<tr>
<th>5-Day Period</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>324468</td>
<td>64894</td>
</tr>
<tr>
<td>2nd</td>
<td>345930</td>
<td>69186</td>
</tr>
<tr>
<td>3rd</td>
<td>346799</td>
<td>69360</td>
</tr>
<tr>
<td>4th</td>
<td>346738</td>
<td>69348</td>
</tr>
<tr>
<td>Year</td>
<td>Mon</td>
<td>Tue</td>
</tr>
<tr>
<td>------</td>
<td>-----------</td>
<td>-----------</td>
</tr>
<tr>
<td>2008</td>
<td>SEP 01</td>
<td>SEP 02</td>
</tr>
<tr>
<td>0-1</td>
<td>766 A</td>
<td>678 A</td>
</tr>
<tr>
<td>1-2</td>
<td>462 A</td>
<td>423 A</td>
</tr>
<tr>
<td>2-3</td>
<td>410 A</td>
<td>346 A</td>
</tr>
<tr>
<td>3-4</td>
<td>360 A</td>
<td>443 A</td>
</tr>
<tr>
<td>4-5</td>
<td>513 A</td>
<td>1093 A</td>
</tr>
<tr>
<td>5-6</td>
<td>903 A</td>
<td>2929 A</td>
</tr>
<tr>
<td>6-7</td>
<td>984 A</td>
<td>4756 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1314 A</td>
<td>6078 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1708 A</td>
<td>4694 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2476 A</td>
<td>4437 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3321 A</td>
<td>3777 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3994 A</td>
<td>3665 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4303 A</td>
<td>3831 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4460 A</td>
<td>3803 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4121 A</td>
<td>3771 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3703 A</td>
<td>3999 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3728 A</td>
<td>3753 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3751 A</td>
<td>3465 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3862 A</td>
<td>3207 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3330 A</td>
<td>2349 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3341 A</td>
<td>2285 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2673 A</td>
<td>1869 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1984 A</td>
<td>1643 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1512 A</td>
<td>1146 A</td>
</tr>
</tbody>
</table>

Day Total 57979 A 68440 A 66741 A 68465 A 71353 A 55243 A 52901 A 66034 A

AM Peak Hour 11-12 07-08 07-08 07-08 07-08 10-11 11-12 07-08
AM Peak Traffic 3994 6078 5926 5836 5734 3609 3483 6117
PM Peak Traffic 4460 3999 3786 4085 4495 3885 3598 3987
<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>586 A</td>
<td>550 A</td>
<td>638 A</td>
<td>664 A</td>
<td>845 A</td>
<td>780 A</td>
<td>640 A</td>
<td>613 A</td>
</tr>
<tr>
<td>1-2</td>
<td>329 A</td>
<td>320 A</td>
<td>331 A</td>
<td>382 A</td>
<td>501 A</td>
<td>502 A</td>
<td>299 A</td>
<td>311 A</td>
</tr>
<tr>
<td>2-3</td>
<td>322 A</td>
<td>326 A</td>
<td>348 A</td>
<td>357 A</td>
<td>464 A</td>
<td>457 A</td>
<td>282 A</td>
<td>291 A</td>
</tr>
<tr>
<td>3-4</td>
<td>376 A</td>
<td>387 A</td>
<td>423 A</td>
<td>448 A</td>
<td>358 A</td>
<td>345 A</td>
<td>403 A</td>
<td>376 A</td>
</tr>
<tr>
<td>4-5</td>
<td>971 A</td>
<td>1012 A</td>
<td>1014 A</td>
<td>941 A</td>
<td>597 A</td>
<td>413 A</td>
<td>1051 A</td>
<td>966 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2606 A</td>
<td>2668 A</td>
<td>2618 A</td>
<td>2493 A</td>
<td>1064 A</td>
<td>769 A</td>
<td>2752 A</td>
<td>2722 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4677 A</td>
<td>4507 A</td>
<td>4634 A</td>
<td>4306 A</td>
<td>1568 A</td>
<td>1085 A</td>
<td>4664 A</td>
<td>4750 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5830 A</td>
<td>5992 A</td>
<td>6003 A</td>
<td>5748 A</td>
<td>2041 A</td>
<td>1461 A</td>
<td>6168 A</td>
<td>5857 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5249 A</td>
<td>5073 A</td>
<td>5137 A</td>
<td>5004 A</td>
<td>2939 A</td>
<td>1933 A</td>
<td>5070 A</td>
<td>4926 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3943 A</td>
<td>3822 A</td>
<td>3800 A</td>
<td>3785 A</td>
<td>3247 A</td>
<td>2632 A</td>
<td>3850 A</td>
<td>3696 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3389 A</td>
<td>3406 A</td>
<td>3364 A</td>
<td>3671 A</td>
<td>3739 A</td>
<td>3406 A</td>
<td>3533 A</td>
<td>3483 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3578 A</td>
<td>4647 C</td>
<td>3497 A</td>
<td>3844 A</td>
<td>3647 A</td>
<td>3387 A</td>
<td>3532 A</td>
<td>3599 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3587 A</td>
<td>3655 A</td>
<td>3711 A</td>
<td>3974 A</td>
<td>3831 A</td>
<td>3849 A</td>
<td>3884 A</td>
<td>3659 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3570 A</td>
<td>3521 A</td>
<td>3793 A</td>
<td>4363 A</td>
<td>3846 A</td>
<td>3983 A</td>
<td>3765 A</td>
<td>3619 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3630 A</td>
<td>3782 A</td>
<td>3883 A</td>
<td>4390 A</td>
<td>3319 A</td>
<td>3724 A</td>
<td>3820 A</td>
<td>3677 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3842 A</td>
<td>4033 A</td>
<td>4071 A</td>
<td>4348 A</td>
<td>3566 A</td>
<td>3709 A</td>
<td>3993 A</td>
<td>4075 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3755 A</td>
<td>4004 A</td>
<td>4084 A</td>
<td>4439 A</td>
<td>3202 A</td>
<td>3453 A</td>
<td>3631 A</td>
<td>3822 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3496 A</td>
<td>3484 A</td>
<td>3658 A</td>
<td>3942 A</td>
<td>3342 A</td>
<td>3813 A</td>
<td>3474 A</td>
<td>3524 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3421 A</td>
<td>3554 A</td>
<td>3779 A</td>
<td>4139 A</td>
<td>2994 A</td>
<td>3764 A</td>
<td>3356 A</td>
<td>3452 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2515 A</td>
<td>2472 A</td>
<td>2636 A</td>
<td>2395 A</td>
<td>2654 A</td>
<td>3132 A</td>
<td>2307 A</td>
<td>2468 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2124 A</td>
<td>2372 A</td>
<td>2445 A</td>
<td>2722 A</td>
<td>2254 A</td>
<td>2783 A</td>
<td>2065 A</td>
<td>2086 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2117 A</td>
<td>2053 A</td>
<td>2470 A</td>
<td>2477 A</td>
<td>2444 A</td>
<td>2601 A</td>
<td>1935 A</td>
<td>1799 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1424 A</td>
<td>1702 A</td>
<td>1788 A</td>
<td>2194 A</td>
<td>1919 A</td>
<td>1836 A</td>
<td>1523 A</td>
<td>1504 A</td>
</tr>
<tr>
<td>23-24</td>
<td>974 A</td>
<td>1052 A</td>
<td>1386 A</td>
<td>1503 A</td>
<td>1188 A</td>
<td>1447 A</td>
<td>1129 A</td>
<td>972 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>10-11</th>
<th>10-11</th>
<th>07-08</th>
<th>07-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Traffic</td>
<td>5830</td>
<td>5992</td>
<td>6003</td>
<td>5748</td>
<td>3739</td>
<td>3406</td>
<td>6168</td>
<td>5857</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>15-16</td>
<td>15-16</td>
<td>16-17</td>
<td>16-17</td>
<td>13-14</td>
<td>13-14</td>
<td>15-16</td>
<td>15-16</td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>3842</td>
<td>4033</td>
<td>4084</td>
<td>4439</td>
<td>3846</td>
<td>3983</td>
<td>3993</td>
<td>4075</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
<td>B</td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, DEL PASO ROAD

**Traffic Station:** 44

**Location Type:** FHWA

**Lanes:** 5

**Lane Code:** 8

#### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed Sep 17</th>
<th>Thu Sep 18</th>
<th>Fri Sep 19</th>
<th>Sat Sep 20</th>
<th>Sun Sep 21</th>
<th>Mon Sep 22</th>
<th>Tue Sep 23</th>
<th>Wed Sep 24</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1192 A</td>
<td>794 A</td>
<td>2791 A</td>
<td>2571 A</td>
<td>2620 A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>511 A</td>
<td>642 A</td>
<td>594 A</td>
<td>795 A</td>
<td>739 A</td>
<td>618 A</td>
<td>605 A</td>
<td>558 A</td>
</tr>
<tr>
<td>1-2</td>
<td>338 A</td>
<td>363 A</td>
<td>367 A</td>
<td>474 A</td>
<td>513 A</td>
<td>324 A</td>
<td>286 A</td>
<td>331 A</td>
</tr>
<tr>
<td>2-3</td>
<td>356 A</td>
<td>372 A</td>
<td>386 A</td>
<td>517 A</td>
<td>424 A</td>
<td>274 A</td>
<td>255 A</td>
<td>316 A</td>
</tr>
<tr>
<td>3-4</td>
<td>365 A</td>
<td>417 A</td>
<td>418 A</td>
<td>402 A</td>
<td>332 A</td>
<td>375 A</td>
<td>377 A</td>
<td>399 A</td>
</tr>
<tr>
<td>4-5</td>
<td>939 A</td>
<td>992 A</td>
<td>929 A</td>
<td>601 A</td>
<td>457 A</td>
<td>1027 A</td>
<td>955 A</td>
<td>979 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2562 A</td>
<td>2561 A</td>
<td>2417 A</td>
<td>1192 A</td>
<td>794 A</td>
<td>2791 A</td>
<td>2571 A</td>
<td>2620 A</td>
</tr>
<tr>
<td>6-7</td>
<td>4771 A</td>
<td>4762 A</td>
<td>4295 A</td>
<td>1672 A</td>
<td>1010 A</td>
<td>4586 A</td>
<td>4657 A</td>
<td>4601 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5871 A</td>
<td>5917 A</td>
<td>5672 A</td>
<td>2028 A</td>
<td>1356 A</td>
<td>5839 A</td>
<td>5933 A</td>
<td>5920 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5029 A</td>
<td>4866 A</td>
<td>4758 A</td>
<td>2997 A</td>
<td>2012 A</td>
<td>5027 A</td>
<td>3995 A</td>
<td>4852 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3778 A</td>
<td>3718 A</td>
<td>3815 A</td>
<td>3239 A</td>
<td>2710 A</td>
<td>3949 A</td>
<td>4195 A</td>
<td>3772 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3298 A</td>
<td>3387 A</td>
<td>3540 A</td>
<td>3607 A</td>
<td>3266 A</td>
<td>3331 A</td>
<td>3393 A</td>
<td>3435 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3571 A</td>
<td>3455 A</td>
<td>3860 A</td>
<td>3815 A</td>
<td>3648 A</td>
<td>3528 A</td>
<td>3415 A</td>
<td>3474 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3489 A</td>
<td>3733 A</td>
<td>4000 A</td>
<td>3826 A</td>
<td>3782 A</td>
<td>3597 A</td>
<td>3530 A</td>
<td>3656 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3580 A</td>
<td>3769 A</td>
<td>4195 A</td>
<td>3743 A</td>
<td>3718 A</td>
<td>3684 A</td>
<td>3710 A</td>
<td>3710 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3672 A</td>
<td>3717 A</td>
<td>4167 A</td>
<td>3546 A</td>
<td>3767 A</td>
<td>3703 A</td>
<td>3668 A</td>
<td>3767 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3993 A</td>
<td>4174 A</td>
<td>4491 A</td>
<td>3294 A</td>
<td>3806 A</td>
<td>3970 A</td>
<td>3993 A</td>
<td>4056 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3823 A</td>
<td>4188 A</td>
<td>4533 A</td>
<td>3410 A</td>
<td>3673 A</td>
<td>3783 A</td>
<td>3669 A</td>
<td>3889 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3585 A</td>
<td>3800 A</td>
<td>3895 A</td>
<td>3236 A</td>
<td>3606 A</td>
<td>3396 A</td>
<td>3595 A</td>
<td>3519 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3437 A</td>
<td>3673 A</td>
<td>4271 A</td>
<td>3189 A</td>
<td>3730 A</td>
<td>3055 A</td>
<td>3354 A</td>
<td>3714 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2565 A</td>
<td>2760 A</td>
<td>3142 A</td>
<td>2729 A</td>
<td>3138 A</td>
<td>2410 A</td>
<td>2537 A</td>
<td>2492 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2137 A</td>
<td>2844 A</td>
<td>2924 A</td>
<td>2301 A</td>
<td>2725 A</td>
<td>2073 A</td>
<td>2160 A</td>
<td>2208 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2063 A</td>
<td>2424 A</td>
<td>2529 A</td>
<td>2398 A</td>
<td>2361 A</td>
<td>1807 A</td>
<td>1817 A</td>
<td>2189 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1623 A</td>
<td>1825 A</td>
<td>2332 A</td>
<td>1855 A</td>
<td>2076 A</td>
<td>1512 A</td>
<td>1437 A</td>
<td>1604 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1086 A</td>
<td>1338 A</td>
<td>1626 A</td>
<td>1513 A</td>
<td>1465 A</td>
<td>1228 A</td>
<td>920 A</td>
<td>1156 A</td>
</tr>
</tbody>
</table>

**Day Total**
66442 A, 69697 A, 72976 A, 56379 A, 55108 A, 65913 A, 64961 A, 67217 A

**AM Peak Hour**
07-08, 07-08, 07-08, 11-12, 11-12, 07-08, 07-08, 07-08

**AM Peak Traffic**
5871, 5917, 5672, 3815, 3640, 5839, 5933, 5920

**PM Peak Hour**
15-16, 16-17, 15-16, 12-13, 15-16, 15-16, 15-16, 15-16

**PM Peak Traffic**
3993, 4188, 4491, 3826, 3806, 3970, 3993, 4056
### Direction of Count: South

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>594</td>
<td>732</td>
<td>1460</td>
<td>748</td>
<td>679</td>
<td>535</td>
</tr>
<tr>
<td>1-2</td>
<td>354</td>
<td>380</td>
<td>565</td>
<td>498</td>
<td>363</td>
<td>301</td>
</tr>
<tr>
<td>2-3</td>
<td>319</td>
<td>370</td>
<td>464</td>
<td>410</td>
<td>337</td>
<td>281</td>
</tr>
<tr>
<td>3-4</td>
<td>392</td>
<td>438</td>
<td>413</td>
<td>360</td>
<td>431</td>
<td>415</td>
</tr>
<tr>
<td>4-5</td>
<td>990</td>
<td>949</td>
<td>660</td>
<td>425</td>
<td>1055</td>
<td>982</td>
</tr>
<tr>
<td>5-6</td>
<td>2556</td>
<td>2405</td>
<td>1096</td>
<td>833</td>
<td>2805</td>
<td>2576</td>
</tr>
<tr>
<td>6-7</td>
<td>4683</td>
<td>4262</td>
<td>1611</td>
<td>1018</td>
<td>4542</td>
<td>4750</td>
</tr>
<tr>
<td>7-8</td>
<td>5893</td>
<td>5691</td>
<td>2078</td>
<td>1396</td>
<td>5750</td>
<td>5803</td>
</tr>
<tr>
<td>8-9</td>
<td>5001</td>
<td>4805</td>
<td>2883</td>
<td>2018</td>
<td>5147</td>
<td>5100</td>
</tr>
<tr>
<td>9-10</td>
<td>3774</td>
<td>3681</td>
<td>3348</td>
<td>2902</td>
<td>3839</td>
<td>3707</td>
</tr>
<tr>
<td>10-11</td>
<td>3452</td>
<td>3615</td>
<td>3754</td>
<td>3418</td>
<td>3468</td>
<td>3476</td>
</tr>
<tr>
<td>11-12</td>
<td>3581</td>
<td>3821</td>
<td>3937</td>
<td>3501</td>
<td>3514</td>
<td>3526</td>
</tr>
<tr>
<td>12-13</td>
<td>3792</td>
<td>4123</td>
<td>4000</td>
<td>3739</td>
<td>3587</td>
<td>3488</td>
</tr>
<tr>
<td>13-14</td>
<td>3796</td>
<td>4183</td>
<td>3649</td>
<td>3717</td>
<td>3763</td>
<td>3582</td>
</tr>
<tr>
<td>14-15</td>
<td>4034</td>
<td>4318</td>
<td>3210</td>
<td>3718</td>
<td>3586</td>
<td>3715</td>
</tr>
<tr>
<td>15-16</td>
<td>4175</td>
<td>4617</td>
<td>3318</td>
<td>3706</td>
<td>3997</td>
<td>4040</td>
</tr>
<tr>
<td>16-17</td>
<td>4197</td>
<td>4307</td>
<td>3280</td>
<td>3599</td>
<td>3719</td>
<td>3937</td>
</tr>
<tr>
<td>17-18</td>
<td>3904</td>
<td>3965</td>
<td>3256</td>
<td>3606</td>
<td>3386</td>
<td>3485</td>
</tr>
<tr>
<td>18-19</td>
<td>3629</td>
<td>4175</td>
<td>3190</td>
<td>3869</td>
<td>3122</td>
<td>3378</td>
</tr>
<tr>
<td>19-20</td>
<td>2890</td>
<td>3516</td>
<td>2605</td>
<td>3459</td>
<td>2428</td>
<td>2607</td>
</tr>
<tr>
<td>20-21</td>
<td>2540</td>
<td>2891</td>
<td>2251</td>
<td>2848</td>
<td>1955</td>
<td>1985</td>
</tr>
<tr>
<td>21-22</td>
<td>2197</td>
<td>2435</td>
<td>2357</td>
<td>2418</td>
<td>1855</td>
<td>1915</td>
</tr>
<tr>
<td>22-23</td>
<td>1654</td>
<td>2853</td>
<td>1727</td>
<td>2027</td>
<td>1308</td>
<td>1385</td>
</tr>
<tr>
<td>23-24</td>
<td>1353</td>
<td>2272</td>
<td>1122</td>
<td>1568</td>
<td>1290</td>
<td>1161</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>5893</td>
<td>16-17</td>
<td>4197</td>
</tr>
<tr>
<td>07-08</td>
<td>5691</td>
<td>15-16</td>
<td>4617</td>
</tr>
<tr>
<td>11-12</td>
<td>3937</td>
<td>12-13</td>
<td>4000</td>
</tr>
<tr>
<td>11-12</td>
<td>3501</td>
<td>18-19</td>
<td>3869</td>
</tr>
<tr>
<td>07-08</td>
<td>5750</td>
<td>15-16</td>
<td>3997</td>
</tr>
<tr>
<td>07-08</td>
<td>5803</td>
<td>15-16</td>
<td>4040</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>005</td>
<td>29.022</td>
</tr>
</tbody>
</table>

Location Description
SACRAMENTO, DEL PASO ROAD

5-Day Periods

<table>
<thead>
<tr>
<th>SOUTH</th>
<th>5-Day Total Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>332978</td>
</tr>
<tr>
<td>2nd</td>
<td>343679</td>
</tr>
<tr>
<td>3rd</td>
<td>342488</td>
</tr>
<tr>
<td>4th</td>
<td>342645</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES
**Detail All Vehicle Hourly Count Report**

**Traffic Station:** 980  
**Location Type:** FHWA  
**Lanes:** 4  
**Lane Code:** 8

**District** | **County** | **Route** | **Prefix** | **Postmile** | **Leg**
--- | --- | --- | --- | --- | ---
03 | SAC | 080 | M | 2.554 | A

**Location Description**  
SACRAMENTO, JCT. RTE. 5

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2008</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>MAR 01</td>
<td>1189 A</td>
<td>1038 A</td>
<td>664 A</td>
<td>732 A</td>
<td>664 A</td>
<td>746 A</td>
<td>767 A</td>
</tr>
<tr>
<td>1-2</td>
<td>MAR 02</td>
<td>825 A</td>
<td>674 A</td>
<td>391 A</td>
<td>402 A</td>
<td>415 A</td>
<td>487 A</td>
<td>524 A</td>
</tr>
<tr>
<td>2-3</td>
<td>MAR 03</td>
<td>607 A</td>
<td>570 A</td>
<td>297 A</td>
<td>358 A</td>
<td>399 A</td>
<td>417 A</td>
<td>431 A</td>
</tr>
<tr>
<td>3-4</td>
<td>MAR 04</td>
<td>455 A</td>
<td>357 A</td>
<td>354 A</td>
<td>402 A</td>
<td>387 A</td>
<td>436 A</td>
<td>425 A</td>
</tr>
<tr>
<td>4-5</td>
<td>MAR 05</td>
<td>434 A</td>
<td>337 A</td>
<td>698 A</td>
<td>693 A</td>
<td>655 A</td>
<td>700 A</td>
<td>730 A</td>
</tr>
<tr>
<td>5-6</td>
<td>MAR 06</td>
<td>763 A</td>
<td>461 A</td>
<td>1656 A</td>
<td>1772 A</td>
<td>1643 A</td>
<td>1688 A</td>
<td>1611 A</td>
</tr>
<tr>
<td>6-7</td>
<td>MAR 07</td>
<td>1788 A</td>
<td>1029 A</td>
<td>3634 A</td>
<td>3643 A</td>
<td>3696 A</td>
<td>3722 A</td>
<td>3613 A</td>
</tr>
<tr>
<td>7-8</td>
<td>MAR 08</td>
<td>3150 A</td>
<td>1686 A</td>
<td>5182 A</td>
<td>5163 A</td>
<td>5188 A</td>
<td>5393 A</td>
<td>5335 A</td>
</tr>
<tr>
<td>8-9</td>
<td>MAR 09</td>
<td>3551 A</td>
<td>2068 A</td>
<td>4525 A</td>
<td>4576 A</td>
<td>4693 A</td>
<td>4654 A</td>
<td>4780 A</td>
</tr>
<tr>
<td>9-10</td>
<td>MAR 10</td>
<td>4089 A</td>
<td>2916 A</td>
<td>3590 A</td>
<td>3890 A</td>
<td>3928 A</td>
<td>3688 A</td>
<td>4196 A</td>
</tr>
<tr>
<td>10-11</td>
<td>MAR 11</td>
<td>4598 A</td>
<td>3537 A</td>
<td>3888 A</td>
<td>3671 A</td>
<td>3741 A</td>
<td>3882 A</td>
<td>4335 A</td>
</tr>
<tr>
<td>11-12</td>
<td>MAR 12</td>
<td>4864 A</td>
<td>3700 A</td>
<td>4156 A</td>
<td>4105 A</td>
<td>4057 A</td>
<td>4394 A</td>
<td>5083 A</td>
</tr>
<tr>
<td>12-13</td>
<td>MAR 13</td>
<td>5064 A</td>
<td>4320 A</td>
<td>4500 A</td>
<td>4518 A</td>
<td>4440 A</td>
<td>4813 A</td>
<td>5365 A</td>
</tr>
<tr>
<td>13-14</td>
<td>MAR 14</td>
<td>4934 A</td>
<td>4406 A</td>
<td>4456 A</td>
<td>4525 A</td>
<td>4406 A</td>
<td>4669 A</td>
<td>5629 A</td>
</tr>
<tr>
<td>14-15</td>
<td>MAR 15</td>
<td>5034 A</td>
<td>4363 A</td>
<td>4985 A</td>
<td>5121 A</td>
<td>5156 A</td>
<td>5302 A</td>
<td>6220 A</td>
</tr>
<tr>
<td>15-16</td>
<td>MAR 16</td>
<td>5172 A</td>
<td>4335 A</td>
<td>5647 A</td>
<td>5755 A</td>
<td>5843 A</td>
<td>6013 A</td>
<td>5803 A</td>
</tr>
<tr>
<td>16-17</td>
<td>MAR 17</td>
<td>4804 A</td>
<td>4371 A</td>
<td>5862 A</td>
<td>5817 A</td>
<td>5862 A</td>
<td>5825 A</td>
<td>5380 A</td>
</tr>
<tr>
<td>17-18</td>
<td>MAR 18</td>
<td>4469 A</td>
<td>4343 A</td>
<td>5220 A</td>
<td>5319 A</td>
<td>5386 A</td>
<td>5455 A</td>
<td>5327 A</td>
</tr>
<tr>
<td>18-19</td>
<td>MAR 19</td>
<td>4184 A</td>
<td>3739 A</td>
<td>4140 A</td>
<td>4607 A</td>
<td>4605 A</td>
<td>4729 A</td>
<td>5215 A</td>
</tr>
<tr>
<td>19-20</td>
<td>MAR 20</td>
<td>3618 A</td>
<td>3219 A</td>
<td>3085 A</td>
<td>3383 A</td>
<td>3393 A</td>
<td>3604 A</td>
<td>4761 A</td>
</tr>
<tr>
<td>20-21</td>
<td>MAR 21</td>
<td>2904 A</td>
<td>3140 A</td>
<td>2440 A</td>
<td>2475 A</td>
<td>2738 A</td>
<td>3101 A</td>
<td>4101 A</td>
</tr>
<tr>
<td>21-22</td>
<td>MAR 22</td>
<td>2565 A</td>
<td>2399 A</td>
<td>2012 A</td>
<td>2304 A</td>
<td>2177 A</td>
<td>2537 A</td>
<td>4367 A</td>
</tr>
<tr>
<td>22-23</td>
<td>MAR 23</td>
<td>2092 A</td>
<td>1627 A</td>
<td>1449 A</td>
<td>1730 A</td>
<td>1596 A</td>
<td>1947 A</td>
<td>2817 A</td>
</tr>
<tr>
<td>23-24</td>
<td>MAR 24</td>
<td>1626 A</td>
<td>1148 A</td>
<td>1085 A</td>
<td>1147 A</td>
<td>1145 A</td>
<td>1320 A</td>
<td>1933 A</td>
</tr>
</tbody>
</table>

**Day Total**
- **72279 A**
- **59783 A**
- **73916 A**
- **76108 A**
- **76001 A**
- **79522 A**
- **88748 A**
- **72265 A**

**AM Peak Hour**
- 11-12
- 07-08

**AM Peak Traffic**
- 4864 A
- 3700 A
- 5182 A
- 5163 A
- 5188 A
- 5393 A
- 5335 A
- 4796 A

**PM Peak Hour**
- 15-16
- 13-14
- 16-17
- 15-16

**PM Peak Traffic**
- 5172 A
- 4406 A
- 5862 A
- 5817 A
- 5843 A
- 6013 A
- 6220 A
- 4978 A
### District 03
- County: SAC
- Route: 080
- Prefix: M
- Postmile: 2.554
- Leg: A

#### Location Description
- SACRAMENTO, JCT. RTE. 5

#### Traffic Station: 980
- Location Type: FHWA
- Lanes: 4
- Lane Code: 8

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>4958</td>
<td>5133</td>
<td>5142</td>
<td>4998</td>
<td>4971</td>
<td>2308</td>
<td>1493</td>
<td>4933</td>
</tr>
<tr>
<td>1-2</td>
<td>4408</td>
<td>4534</td>
<td>4704</td>
<td>4662</td>
<td>4503</td>
<td>1309</td>
<td>1786</td>
<td>4272</td>
</tr>
<tr>
<td>2-3</td>
<td>3582</td>
<td>3562</td>
<td>3736</td>
<td>3760</td>
<td>3831</td>
<td>3628</td>
<td>2622</td>
<td>3625</td>
</tr>
<tr>
<td>3-4</td>
<td>3746</td>
<td>3724</td>
<td>3588</td>
<td>3704</td>
<td>4169</td>
<td>4204</td>
<td>3412</td>
<td>3679</td>
</tr>
<tr>
<td>4-5</td>
<td>4214</td>
<td>4314</td>
<td>4126</td>
<td>4302</td>
<td>4973</td>
<td>4622</td>
<td>4025</td>
<td>4191</td>
</tr>
<tr>
<td>5-6</td>
<td>5021</td>
<td>5096</td>
<td>5221</td>
<td>5292</td>
<td>6288</td>
<td>4858</td>
<td>4331</td>
<td>4881</td>
</tr>
<tr>
<td>6-7</td>
<td>5798</td>
<td>5929</td>
<td>5982</td>
<td>6100</td>
<td>5765</td>
<td>4650</td>
<td>4046</td>
<td>5641</td>
</tr>
<tr>
<td>7-8</td>
<td>5764</td>
<td>5708</td>
<td>5795</td>
<td>5824</td>
<td>5302</td>
<td>4685</td>
<td>4509</td>
<td>5887</td>
</tr>
<tr>
<td>8-9</td>
<td>5515</td>
<td>5344</td>
<td>5366</td>
<td>5370</td>
<td>5291</td>
<td>4574</td>
<td>4668</td>
<td>5068</td>
</tr>
<tr>
<td>9-10</td>
<td>4458</td>
<td>4420</td>
<td>4485</td>
<td>4775</td>
<td>5167</td>
<td>4126</td>
<td>3682</td>
<td>4126</td>
</tr>
<tr>
<td>10-11</td>
<td>3254</td>
<td>3395</td>
<td>3472</td>
<td>3696</td>
<td>4503</td>
<td>3475</td>
<td>3318</td>
<td>3384</td>
</tr>
<tr>
<td>11-12</td>
<td>2658</td>
<td>2705</td>
<td>2781</td>
<td>3298</td>
<td>4368</td>
<td>3018</td>
<td>3200</td>
<td>2793</td>
</tr>
<tr>
<td>12-13</td>
<td>2101</td>
<td>2104</td>
<td>2272</td>
<td>2989</td>
<td>3953</td>
<td>2580</td>
<td>2561</td>
<td>2230</td>
</tr>
<tr>
<td>13-14</td>
<td>1590</td>
<td>1727</td>
<td>1717</td>
<td>2136</td>
<td>2925</td>
<td>2317</td>
<td>1838</td>
<td>1603</td>
</tr>
<tr>
<td>14-15</td>
<td>1418</td>
<td>1220</td>
<td>1597</td>
<td>1446</td>
<td>1933</td>
<td>1747</td>
<td>1221</td>
<td>1303</td>
</tr>
</tbody>
</table>

#### Day Total
- 74859 A
- 75435 A
- 76657 A
- 79677 A
- 87285 A
- 69748 A
- 60063 A
- 74180 A

### Miscellaneous
- AM Peak Hour: 07-08
- AM Peak Traffic: 4958
- PM Peak Hour: 15-16
- PM Peak Traffic: 5798
# CALTRANS TRAFFIC VOLUMES
## Detail All Vehicle Hourly Count Report

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>867 A</td>
<td>754 A</td>
<td>864 A</td>
<td>958 A</td>
<td>1316 A</td>
<td>1128 A</td>
<td>802 A</td>
<td>802 A</td>
</tr>
<tr>
<td>1-2</td>
<td>530 A</td>
<td>542 A</td>
<td>512 A</td>
<td>652 A</td>
<td>827 A</td>
<td>879 A</td>
<td>432 A</td>
<td>460 A</td>
</tr>
<tr>
<td>2-3</td>
<td>367 A</td>
<td>394 A</td>
<td>445 A</td>
<td>524 A</td>
<td>641 A</td>
<td>603 A</td>
<td>310 A</td>
<td>347 A</td>
</tr>
<tr>
<td>3-4</td>
<td>463 A</td>
<td>396 A</td>
<td>444 A</td>
<td>455 A</td>
<td>440 A</td>
<td>358 A</td>
<td>351 A</td>
<td>451 A</td>
</tr>
<tr>
<td>4-5</td>
<td>757 A</td>
<td>659 A</td>
<td>711 A</td>
<td>747 A</td>
<td>433 A</td>
<td>324 A</td>
<td>702 A</td>
<td>718 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1732 A</td>
<td>1607 A</td>
<td>1577 A</td>
<td>1499 A</td>
<td>673 A</td>
<td>478 A</td>
<td>1633 A</td>
<td>1731 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3375 A</td>
<td>3472 A</td>
<td>3422 A</td>
<td>3350 A</td>
<td>1509 A</td>
<td>810 A</td>
<td>3400 A</td>
<td>3508 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5132 A</td>
<td>4970 A</td>
<td>4968 A</td>
<td>4664 A</td>
<td>2363 A</td>
<td>1237 A</td>
<td>4776 A</td>
<td>5000 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4280 A</td>
<td>4436 A</td>
<td>4382 A</td>
<td>4280 A</td>
<td>3132 A</td>
<td>1659 A</td>
<td>4514 A</td>
<td>4641 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3571 A</td>
<td>3632 A</td>
<td>3672 A</td>
<td>4052 A</td>
<td>3897 A</td>
<td>2541 A</td>
<td>3901 A</td>
<td>3674 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3540 A</td>
<td>3918 A</td>
<td>3805 A</td>
<td>4393 A</td>
<td>4646 A</td>
<td>3652 A</td>
<td>4206 A</td>
<td>4012 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4226 A</td>
<td>4488 A</td>
<td>4493 A</td>
<td>5378 A</td>
<td>4865 A</td>
<td>4041 A</td>
<td>4921 A</td>
<td>4765 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4479 A</td>
<td>4773 A</td>
<td>4704 A</td>
<td>5930 A</td>
<td>5064 A</td>
<td>4586 A</td>
<td>5136 A</td>
<td>4803 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4448 A</td>
<td>4828 A</td>
<td>4938 A</td>
<td>5900 A</td>
<td>5187 A</td>
<td>4551 A</td>
<td>5110 A</td>
<td>4893 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5160 A</td>
<td>5253 A</td>
<td>5540 A</td>
<td>6150 A</td>
<td>5079 A</td>
<td>4293 A</td>
<td>5592 A</td>
<td>5313 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5911 A</td>
<td>5883 A</td>
<td>6145 A</td>
<td>5713 A</td>
<td>5036 A</td>
<td>3962 A</td>
<td>5881 A</td>
<td>6075 A</td>
</tr>
<tr>
<td>16-17</td>
<td>6022 A</td>
<td>5584 A</td>
<td>5830 A</td>
<td>5622 A</td>
<td>4436 A</td>
<td>4049 A</td>
<td>5242 A</td>
<td>5701 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5584 A</td>
<td>5453 A</td>
<td>5339 A</td>
<td>5435 A</td>
<td>4251 A</td>
<td>4098 A</td>
<td>5284 A</td>
<td>5373 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4776 A</td>
<td>4620 A</td>
<td>4948 A</td>
<td>4953 A</td>
<td>4115 A</td>
<td>4049 A</td>
<td>4462 A</td>
<td>4534 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3354 A</td>
<td>3451 A</td>
<td>4033 A</td>
<td>4842 A</td>
<td>4022 A</td>
<td>4094 A</td>
<td>3527 A</td>
<td>3466 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2801 A</td>
<td>3082 A</td>
<td>3852 A</td>
<td>4438 A</td>
<td>3619 A</td>
<td>3930 A</td>
<td>2917 A</td>
<td>2989 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2507 A</td>
<td>2463 A</td>
<td>3009 A</td>
<td>3918 A</td>
<td>2748 A</td>
<td>3379 A</td>
<td>2267 A</td>
<td>2301 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1852 A</td>
<td>1816 A</td>
<td>2300 A</td>
<td>2844 A</td>
<td>2488 A</td>
<td>2163 A</td>
<td>1635 A</td>
<td>1789 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1178 A</td>
<td>1351 A</td>
<td>1534 A</td>
<td>2122 A</td>
<td>1710 A</td>
<td>1475 A</td>
<td>1208 A</td>
<td>1169 A</td>
</tr>
</tbody>
</table>

### Day Total

- AM Peak Hour: 07-08
- AM Peak Traffic: 5132
- PM Peak Hour: 16-17
- PM Peak Traffic: 6022

### Location Description

- District: 03
- County: SAC
- Route: 080
- Prefix: M
- Postmile: 2.554
- Leg: A
- Traffic Station: 980
- Location Type: FHWA
- Lanes: 4
- Lane Code: 8

**Location Description:** SACRAMENTO, JCT. RTE. 5
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>747 A</td>
<td>865 A</td>
<td>1006 A</td>
<td>1286 A</td>
<td>1167 A</td>
<td>707 A</td>
</tr>
<tr>
<td>1-2</td>
<td>485 A</td>
<td>538 A</td>
<td>569 A</td>
<td>855 A</td>
<td>751 A</td>
<td>430 A</td>
</tr>
<tr>
<td>2-3</td>
<td>420 A</td>
<td>400 A</td>
<td>447 A</td>
<td>593 A</td>
<td>538 A</td>
<td>339 A</td>
</tr>
<tr>
<td>3-4</td>
<td>345 A</td>
<td>450 A</td>
<td>441 A</td>
<td>461 A</td>
<td>324 A</td>
<td>335 A</td>
</tr>
<tr>
<td>4-5</td>
<td>704 A</td>
<td>733 A</td>
<td>700 A</td>
<td>474 A</td>
<td>370 A</td>
<td>690 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1606 A</td>
<td>1624 A</td>
<td>1614 A</td>
<td>731 A</td>
<td>476 A</td>
<td>1631 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3532 A</td>
<td>3545 A</td>
<td>3366 A</td>
<td>1564 A</td>
<td>938 A</td>
<td>3301 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4967 A</td>
<td>5059 A</td>
<td>4937 A</td>
<td>2589 A</td>
<td>1536 A</td>
<td>4932 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4615 A</td>
<td>4640 A</td>
<td>4610 A</td>
<td>3287 A</td>
<td>1851 A</td>
<td>4262 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3758 A</td>
<td>3916 A</td>
<td>4124 A</td>
<td>3630 A</td>
<td>2756 A</td>
<td>3597 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3878 A</td>
<td>4076 A</td>
<td>4503 A</td>
<td>4524 A</td>
<td>3610 A</td>
<td>3880 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4559 A</td>
<td>4754 A</td>
<td>5402 A</td>
<td>4794 A</td>
<td>3934 A</td>
<td>4183 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4823 A</td>
<td>5012 A</td>
<td>5573 A</td>
<td>5190 A</td>
<td>4482 A</td>
<td>4636 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4798 A</td>
<td>4964 A</td>
<td>4577 A</td>
<td>5045 A</td>
<td>4498 A</td>
<td>4522 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5306 A</td>
<td>5580 A</td>
<td>5791 A</td>
<td>5130 A</td>
<td>4433 A</td>
<td>5047 A</td>
</tr>
<tr>
<td>15-16</td>
<td>6037 A</td>
<td>5999 A</td>
<td>5666 A</td>
<td>4911 A</td>
<td>4402 A</td>
<td>5627 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5888 A</td>
<td>5601 A</td>
<td>5158 A</td>
<td>4603 A</td>
<td>4475 A</td>
<td>5456 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5670 A</td>
<td>5145 A</td>
<td>5162 A</td>
<td>4410 A</td>
<td>4319 A</td>
<td>5103 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4733 A</td>
<td>4750 A</td>
<td>5369 A</td>
<td>4006 A</td>
<td>3769 A</td>
<td>4091 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3563 A</td>
<td>4083 A</td>
<td>4591 A</td>
<td>3499 A</td>
<td>3393 A</td>
<td>3262 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2986 A</td>
<td>3377 A</td>
<td>3802 A</td>
<td>3055 A</td>
<td>2878 A</td>
<td>2652 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2524 A</td>
<td>2871 A</td>
<td>3752 A</td>
<td>2747 A</td>
<td>2384 A</td>
<td>2141 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2221 A</td>
<td>2049 A</td>
<td>2740 A</td>
<td>2332 A</td>
<td>1739 A</td>
<td>1608 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1320 A</td>
<td>1417 A</td>
<td>1876 A</td>
<td>1704 A</td>
<td>1255 A</td>
<td>1131 A</td>
</tr>
</tbody>
</table>

| Day Total | 79485 A | 81448 A | 85776 A | 71420 A | 60278 A | 73563 A |

<p>| AM Peak Hour | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 |
| AM Peak Traffic | 4967 | 5059 | 5402 | 4794 | 4932 |
| PM Peak Hour | 15-16 | 15-16 | 14-15 | 12-13 | 15-16 |
| PM Peak Traffic | 6037 | 5999 | 5791 | 5190 | 4498 | 5627 |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 5

**Traffic Station:** 980

**Location Type:** FHWA

**Lanes:** 4

**Lane Code:** 8

### 5-Day Periods

**EAST**

<table>
<thead>
<tr>
<th>5-Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>394295</td>
<td>78859</td>
</tr>
<tr>
<td>2nd</td>
<td>393913</td>
<td>78783</td>
</tr>
<tr>
<td>3rd</td>
<td>399203</td>
<td>79841</td>
</tr>
<tr>
<td>4th</td>
<td>403433</td>
<td>80687</td>
</tr>
</tbody>
</table>
### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station: 980</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
<td>SAT</td>
</tr>
<tr>
<td>Location Description</td>
<td>SACRAMENTO, JCT. RTE. 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>1054 A</td>
<td>995 A</td>
<td>495 A</td>
<td>479 A</td>
<td>518 A</td>
<td>551 A</td>
<td>586 A</td>
<td>1004 A</td>
</tr>
<tr>
<td>1-2</td>
<td>851 A</td>
<td>727 A</td>
<td>427 A</td>
<td>354 A</td>
<td>408 A</td>
<td>427 A</td>
<td>424 A</td>
<td>844 A</td>
</tr>
<tr>
<td>2-3</td>
<td>533 A</td>
<td>585 A</td>
<td>395 A</td>
<td>370 A</td>
<td>400 A</td>
<td>419 A</td>
<td>457 A</td>
<td>530 A</td>
</tr>
<tr>
<td>3-4</td>
<td>527 A</td>
<td>435 A</td>
<td>693 A</td>
<td>552 A</td>
<td>653 A</td>
<td>616 A</td>
<td>644 A</td>
<td>544 A</td>
</tr>
<tr>
<td>4-5</td>
<td>739 A</td>
<td>551 A</td>
<td>1701 A</td>
<td>1471 A</td>
<td>1514 A</td>
<td>1512 A</td>
<td>1367 A</td>
<td>801 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1207 A</td>
<td>682 A</td>
<td>3258 A</td>
<td>3121 A</td>
<td>3061 A</td>
<td>3111 A</td>
<td>2909 A</td>
<td>1198 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1722 A</td>
<td>1067 A</td>
<td>5370 A</td>
<td>5368 A</td>
<td>5289 A</td>
<td>5374 A</td>
<td>5089 A</td>
<td>1840 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2377 A</td>
<td>1416 A</td>
<td>6132 A</td>
<td>6130 A</td>
<td>6147 A</td>
<td>6178 A</td>
<td>6013 A</td>
<td>2517 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3142 A</td>
<td>2139 A</td>
<td>5424 A</td>
<td>5445 A</td>
<td>5434 A</td>
<td>5589 A</td>
<td>5203 A</td>
<td>3220 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3786 A</td>
<td>3073 A</td>
<td>4430 A</td>
<td>4477 A</td>
<td>4668 A</td>
<td>4341 A</td>
<td>4346 A</td>
<td>3742 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4307 A</td>
<td>4009 A</td>
<td>3990 A</td>
<td>3917 A</td>
<td>4082 A</td>
<td>3956 A</td>
<td>4193 A</td>
<td>4276 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4512 A</td>
<td>4503 A</td>
<td>4117 A</td>
<td>3898 A</td>
<td>3961 A</td>
<td>4141 A</td>
<td>4569 A</td>
<td>4559 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4710 A</td>
<td>5110 A</td>
<td>4551 A</td>
<td>4606 A</td>
<td>4362 A</td>
<td>4587 A</td>
<td>5200 A</td>
<td>4861 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4737 A</td>
<td>5222 A</td>
<td>4675 A</td>
<td>4771 A</td>
<td>4440 A</td>
<td>4745 A</td>
<td>5258 A</td>
<td>4665 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4715 A</td>
<td>5427 A</td>
<td>4866 A</td>
<td>4815 A</td>
<td>4757 A</td>
<td>5123 A</td>
<td>5614 A</td>
<td>4896 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5052 A</td>
<td>5524 A</td>
<td>5600 A</td>
<td>5087 A</td>
<td>5189 A</td>
<td>5363 A</td>
<td>5843 A</td>
<td>5039 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5052 A</td>
<td>5087 A</td>
<td>5364 A</td>
<td>5350 A</td>
<td>5371 A</td>
<td>5662 A</td>
<td>5882 A</td>
<td>4965 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5029 A</td>
<td>4633 A</td>
<td>5028 A</td>
<td>4975 A</td>
<td>5058 A</td>
<td>5155 A</td>
<td>5398 A</td>
<td>4846 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4816 A</td>
<td>4847 A</td>
<td>3945 A</td>
<td>4133 A</td>
<td>3912 A</td>
<td>4057 A</td>
<td>4835 A</td>
<td>4726 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3917 A</td>
<td>5123 A</td>
<td>2998 A</td>
<td>2962 A</td>
<td>3098 A</td>
<td>3126 A</td>
<td>3727 A</td>
<td>3726 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3018 A</td>
<td>4172 A</td>
<td>2456 A</td>
<td>2456 A</td>
<td>2626 A</td>
<td>2597 A</td>
<td>3090 A</td>
<td>3215 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2878 A</td>
<td>2659 A</td>
<td>2138 A</td>
<td>2691 A</td>
<td>2315 A</td>
<td>2422 A</td>
<td>3200 A</td>
<td>3074 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2463 A</td>
<td>1652 A</td>
<td>1481 A</td>
<td>2328 A</td>
<td>1557 A</td>
<td>1679 A</td>
<td>2472 A</td>
<td>2494 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1669 A</td>
<td>950 A</td>
<td>902 A</td>
<td>985 A</td>
<td>921 A</td>
<td>988 A</td>
<td>1636 A</td>
<td>1578 A</td>
</tr>
</tbody>
</table>

#### Day Total
|     | 72813 A | 70588 A | 80436 A | 80741 A | 79741 A | 81719 A | 87955 A | 73160 A |

- **AM Peak Hour**: 11-12
- **AM Peak Traffic**: 4512
- **PM Peak Hour**: 15-16
- **PM Peak Traffic**: 5052
### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>629 A</td>
<td>614 A</td>
<td>536 A</td>
<td>654 A</td>
<td>598 A</td>
<td>1000 A</td>
<td>1057 A</td>
<td>610 A</td>
</tr>
<tr>
<td>1-2</td>
<td>425 A</td>
<td>417 A</td>
<td>388 A</td>
<td>415 A</td>
<td>447 A</td>
<td>786 A</td>
<td>709 A</td>
<td>420 A</td>
</tr>
<tr>
<td>2-3</td>
<td>439 A</td>
<td>392 A</td>
<td>417 A</td>
<td>436 A</td>
<td>485 A</td>
<td>607 A</td>
<td>572 A</td>
<td>434 A</td>
</tr>
<tr>
<td>3-4</td>
<td>661 A</td>
<td>607 A</td>
<td>607 A</td>
<td>614 A</td>
<td>642 A</td>
<td>520 A</td>
<td>451 A</td>
<td>635 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1692 A</td>
<td>1514 A</td>
<td>1438 A</td>
<td>1462 A</td>
<td>1371 A</td>
<td>827 A</td>
<td>602 A</td>
<td>1741 A</td>
</tr>
<tr>
<td>5-6</td>
<td>3319 A</td>
<td>3055 A</td>
<td>3019 A</td>
<td>2975 A</td>
<td>2837 A</td>
<td>1259 A</td>
<td>810 A</td>
<td>3220 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5148 A</td>
<td>5194 A</td>
<td>5205 A</td>
<td>5170 A</td>
<td>4882 A</td>
<td>1651 A</td>
<td>1266 A</td>
<td>5056 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6014 A</td>
<td>6169 A</td>
<td>6236 A</td>
<td>6073 A</td>
<td>5882 A</td>
<td>2127 A</td>
<td>1529 A</td>
<td>5855 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5337 A</td>
<td>5627 A</td>
<td>5499 A</td>
<td>5606 A</td>
<td>5148 A</td>
<td>2887 A</td>
<td>1979 A</td>
<td>5287 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4132 A</td>
<td>4314 A</td>
<td>4267 A</td>
<td>4681 A</td>
<td>4341 A</td>
<td>3660 A</td>
<td>2974 A</td>
<td>4286 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3980 A</td>
<td>3931 A</td>
<td>3950 A</td>
<td>3935 A</td>
<td>4400 A</td>
<td>4033 A</td>
<td>3781 A</td>
<td>4221 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4160 A</td>
<td>3923 A</td>
<td>3988 A</td>
<td>4246 A</td>
<td>4624 A</td>
<td>4245 A</td>
<td>4232 A</td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>4649 A</td>
<td>4440 A</td>
<td>4420 A</td>
<td>4693 A</td>
<td>5001 A</td>
<td>4608 A</td>
<td>5006 A</td>
<td>4563 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4704 A</td>
<td>4519 A</td>
<td>4791 A</td>
<td>4830 A</td>
<td>5508 A</td>
<td>4870 A</td>
<td>5166 A</td>
<td>4704 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4792 A</td>
<td>4840 A</td>
<td>4946 A</td>
<td>4880 A</td>
<td>5415 A</td>
<td>4721 A</td>
<td>5238 A</td>
<td>4683 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5123 A</td>
<td>5146 A</td>
<td>5327 A</td>
<td>5290 A</td>
<td>5792 A</td>
<td>4776 A</td>
<td>5227 A</td>
<td>5144 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5555 A</td>
<td>5313 A</td>
<td>5502 A</td>
<td>5582 A</td>
<td>5843 A</td>
<td>4718 A</td>
<td>5227 A</td>
<td>5372 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5133 A</td>
<td>4997 A</td>
<td>5149 A</td>
<td>5048 A</td>
<td>5303 A</td>
<td>4614 A</td>
<td>5093 A</td>
<td>5281 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3940 A</td>
<td>3741 A</td>
<td>4052 A</td>
<td>4169 A</td>
<td>4562 A</td>
<td>4194 A</td>
<td>4765 A</td>
<td>3941 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3043 A</td>
<td>2975 A</td>
<td>3071 A</td>
<td>3142 A</td>
<td>3808 A</td>
<td>3505 A</td>
<td>3943 A</td>
<td>3026 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2539 A</td>
<td>2623 A</td>
<td>2451 A</td>
<td>2776 A</td>
<td>3119 A</td>
<td>2870 A</td>
<td>3710 A</td>
<td>2614 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2248 A</td>
<td>2323 A</td>
<td>2133 A</td>
<td>3006 A</td>
<td>2808 A</td>
<td>2646 A</td>
<td>2717 A</td>
<td>2224 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1698 A</td>
<td>1627 A</td>
<td>1557 A</td>
<td>1917 A</td>
<td>2646 A</td>
<td>3038 A</td>
<td>1808 A</td>
<td>1583 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1593 A</td>
<td>943 A</td>
<td>1089 A</td>
<td>1098 A</td>
<td>1620 A</td>
<td>1632 A</td>
<td>1016 A</td>
<td>1021 A</td>
</tr>
</tbody>
</table>

| Day Total | 80953 A | 79244 A | 80038 A | 82698 A | 87082 A | 69794 A | 68891 A | 80153 A |

<p>| AM Peak Hour | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 |
| AM Peak Traffic | 6014 A | 6169 A | 6236 A | 6073 A | 5882 A | 4245 A | 5855 A |
| PM Peak Hour | 16-17 | 16-17 | 16-17 | 16-17 | 13-14 | 14-15 | 16-17 |
| PM Peak Traffic | 5555 A | 5313 A | 5502 A | 5582 A | 5843 A | 4870 A | 5372 A |</p>
<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 18</td>
<td>MAR 19</td>
<td>MAR 20</td>
<td>MAR 21</td>
<td>MAR 22</td>
<td>MAR 23</td>
<td>MAR 24</td>
<td>MAR 25</td>
</tr>
<tr>
<td>0-1</td>
<td>571 A</td>
<td>635 A</td>
<td>656 A</td>
<td>717 A</td>
<td>1015 A</td>
<td>1029 A</td>
<td>587 A</td>
<td>536 A</td>
</tr>
<tr>
<td>1-2</td>
<td>449 A</td>
<td>430 A</td>
<td>432 A</td>
<td>496 A</td>
<td>848 A</td>
<td>692 A</td>
<td>454 A</td>
<td>428 A</td>
</tr>
<tr>
<td>2-3</td>
<td>455 A</td>
<td>425 A</td>
<td>470 A</td>
<td>448 A</td>
<td>571 A</td>
<td>521 A</td>
<td>397 A</td>
<td>420 A</td>
</tr>
<tr>
<td>3-4</td>
<td>605 A</td>
<td>614 A</td>
<td>648 A</td>
<td>633 A</td>
<td>501 A</td>
<td>476 A</td>
<td>672 A</td>
<td>607 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1528 A</td>
<td>1461 A</td>
<td>1462 A</td>
<td>1340 A</td>
<td>725 A</td>
<td>557 A</td>
<td>1801 A</td>
<td>1631 A</td>
</tr>
<tr>
<td>5-6</td>
<td>3103 A</td>
<td>3027 A</td>
<td>2970 A</td>
<td>2632 A</td>
<td>1041 A</td>
<td>679 A</td>
<td>3273 A</td>
<td>3153 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5140 A</td>
<td>5230 A</td>
<td>5146 A</td>
<td>4684 A</td>
<td>1485 A</td>
<td>825 A</td>
<td>5083 A</td>
<td>5296 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5697 A</td>
<td>6088 A</td>
<td>6164 A</td>
<td>5711 A</td>
<td>2063 A</td>
<td>1286 A</td>
<td>5913 A</td>
<td>5993 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5479 A</td>
<td>5164 A</td>
<td>5248 A</td>
<td>4765 A</td>
<td>2683 A</td>
<td>2031 A</td>
<td>5073 A</td>
<td>5349 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4271 A</td>
<td>4340 A</td>
<td>4422 A</td>
<td>4517 A</td>
<td>3783 A</td>
<td>3084 A</td>
<td>4559 A</td>
<td>4478 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3934 A</td>
<td>4298 A</td>
<td>4152 A</td>
<td>4388 A</td>
<td>4369 A</td>
<td>4155 A</td>
<td>4610 A</td>
<td>4261 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4123 A</td>
<td>4382 A</td>
<td>4310 A</td>
<td>4967 A</td>
<td>4611 A</td>
<td>4644 A</td>
<td>4886 A</td>
<td>4460 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4544 A</td>
<td>4827 A</td>
<td>4779 A</td>
<td>5366 A</td>
<td>4798 A</td>
<td>5016 A</td>
<td>5363 A</td>
<td>5050 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4667 A</td>
<td>4802 A</td>
<td>5044 A</td>
<td>5652 A</td>
<td>4738 A</td>
<td>5197 A</td>
<td>5195 A</td>
<td>4853 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4806 A</td>
<td>5036 A</td>
<td>5013 A</td>
<td>5788 A</td>
<td>5047 A</td>
<td>4971 A</td>
<td>5259 A</td>
<td>5194 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5279 A</td>
<td>5212 A</td>
<td>5431 A</td>
<td>5723 A</td>
<td>4823 A</td>
<td>4727 A</td>
<td>5215 A</td>
<td>5256 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5379 A</td>
<td>5404 A</td>
<td>5532 A</td>
<td>5576 A</td>
<td>4878 A</td>
<td>4750 A</td>
<td>5725 A</td>
<td>5658 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5136 A</td>
<td>5200 A</td>
<td>5296 A</td>
<td>5269 A</td>
<td>4695 A</td>
<td>4864 A</td>
<td>5336 A</td>
<td>5407 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4075 A</td>
<td>3959 A</td>
<td>4181 A</td>
<td>4377 A</td>
<td>4323 A</td>
<td>4786 A</td>
<td>4106 A</td>
<td>4136 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3013 A</td>
<td>3116 A</td>
<td>3333 A</td>
<td>4067 A</td>
<td>3843 A</td>
<td>4676 A</td>
<td>3417 A</td>
<td>3336 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2564 A</td>
<td>2693 A</td>
<td>2835 A</td>
<td>3163 A</td>
<td>3215 A</td>
<td>4182 A</td>
<td>2788 A</td>
<td>2777 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2854 A</td>
<td>2204 A</td>
<td>2508 A</td>
<td>2855 A</td>
<td>2899 A</td>
<td>3005 A</td>
<td>2325 A</td>
<td>2393 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2144 A</td>
<td>1731 A</td>
<td>1837 A</td>
<td>2316 A</td>
<td>2342 A</td>
<td>1889 A</td>
<td>1642 A</td>
<td>1622 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1111 A</td>
<td>1138 A</td>
<td>1202 A</td>
<td>1607 A</td>
<td>1534 A</td>
<td>1128 A</td>
<td>977 A</td>
<td>988 A</td>
</tr>
</tbody>
</table>

| Day Total | 80927 A | 81416 A | 83071 A | 87057 A | 70830 A | 69166 A | 84656 A | 83282 A |

<p>| AM Peak Hour | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 |
| AM Peak Traffic | 5697 | 6088 | 6164 | 5711 | 4611 | 4644 | 5913 | 5993 |
| PM Peak Hour | 16-17 | 16-17 | 14-15 | 14-15 | 13-14 | 16-17 | 16-17 | 16-17 |
| PM Peak Traffic | 5379 | 5404 | 5532 | 5788 | 5047 | 5197 | 5725 | 5658 |</p>
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAR 26</td>
<td>MAR 27</td>
<td>MAR 28</td>
<td>MAR 29</td>
<td>MAR 30</td>
<td>MAR 31</td>
</tr>
<tr>
<td>0-1</td>
<td>606 A</td>
<td>626 A</td>
<td>674 A</td>
<td>1056 A</td>
<td>1110 A</td>
<td>650 A</td>
</tr>
<tr>
<td>1-2</td>
<td>395 A</td>
<td>424 A</td>
<td>479 A</td>
<td>851 A</td>
<td>719 A</td>
<td>433 A</td>
</tr>
<tr>
<td>2-3</td>
<td>436 A</td>
<td>428 A</td>
<td>491 A</td>
<td>545 A</td>
<td>580 A</td>
<td>426 A</td>
</tr>
<tr>
<td>3-4</td>
<td>607 A</td>
<td>635 A</td>
<td>616 A</td>
<td>506 A</td>
<td>435 A</td>
<td>641 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1439 A</td>
<td>1419 A</td>
<td>1366 A</td>
<td>815 A</td>
<td>625 A</td>
<td>1726 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2992 A</td>
<td>3053 A</td>
<td>2811 A</td>
<td>1190 A</td>
<td>788 A</td>
<td>3093 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5138 A</td>
<td>5131 A</td>
<td>4779 A</td>
<td>1617 A</td>
<td>1075 A</td>
<td>4803 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6287 A</td>
<td>6209 A</td>
<td>5753 A</td>
<td>2225 A</td>
<td>1451 A</td>
<td>5425 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5240 A</td>
<td>5130 A</td>
<td>4755 A</td>
<td>3047 A</td>
<td>2107 A</td>
<td>4703 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4440 A</td>
<td>4330 A</td>
<td>4352 A</td>
<td>3587 A</td>
<td>3192 A</td>
<td>4223 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4127 A</td>
<td>4213 A</td>
<td>4509 A</td>
<td>4279 A</td>
<td>3888 A</td>
<td>4198 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4447 A</td>
<td>4517 A</td>
<td>4928 A</td>
<td>4507 A</td>
<td>4309 A</td>
<td>4248 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4940 A</td>
<td>4909 A</td>
<td>5510 A</td>
<td>4823 A</td>
<td>5389 A</td>
<td>4590 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4947 A</td>
<td>5142 A</td>
<td>5518 A</td>
<td>4924 A</td>
<td>5721 A</td>
<td>4902 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5034 A</td>
<td>5249 A</td>
<td>5626 A</td>
<td>4979 A</td>
<td>5866 A</td>
<td>4950 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5468 A</td>
<td>5645 A</td>
<td>6078 A</td>
<td>5211 A</td>
<td>5609 A</td>
<td>5311 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5643 A</td>
<td>5893 A</td>
<td>5771 A</td>
<td>5020 A</td>
<td>5617 A</td>
<td>5308 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5325 A</td>
<td>5434 A</td>
<td>5414 A</td>
<td>4827 A</td>
<td>5127 A</td>
<td>5143 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4319 A</td>
<td>4466 A</td>
<td>4860 A</td>
<td>4293 A</td>
<td>4746 A</td>
<td>4033 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3363 A</td>
<td>3433 A</td>
<td>4130 A</td>
<td>3671 A</td>
<td>3965 A</td>
<td>3196 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2927 A</td>
<td>3111 A</td>
<td>3060 A</td>
<td>3107 A</td>
<td>3330 A</td>
<td>2584 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2561 A</td>
<td>2651 A</td>
<td>3199 A</td>
<td>3012 A</td>
<td>2649 A</td>
<td>2220 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2268 A</td>
<td>1889 A</td>
<td>2392 A</td>
<td>2613 A</td>
<td>1769 A</td>
<td>1563 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1092 A</td>
<td>1109 A</td>
<td>1599 A</td>
<td>1835 A</td>
<td>1049 A</td>
<td>969 A</td>
</tr>
</tbody>
</table>

**Day Total**: 84041 A 85046 A 88670 A 72540 A 71116 A 79338 A

**AM Peak Hour**: 07-08 07-08 07-08 11-12 11-12 07-08

**AM Peak Traffic**: 6287 6209 5753 4507 4309 5425

**PM Peak Hour**: 16-17 16-17 15-16 15-16 14-15 15-16

**PM Peak Traffic**: 5643 5893 6078 5211 5866 5311
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 5

**Traffic Station:** 980
**Location Type:** FHWA
**Lanes:** 4
**Lane Code:** 8

### 5-Day Periods

**WEST**

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>410592</td>
</tr>
<tr>
<td>2nd</td>
<td>410015</td>
</tr>
<tr>
<td>3rd</td>
<td>412624</td>
</tr>
<tr>
<td>4th</td>
<td>425695</td>
</tr>
</tbody>
</table>
## District 03
- **County**: SAC
- **Prefix**: 080
- **Postmile**: 2.554
- **Leg**: A

### Traffic Station: 980
- **Location Type**: FHWA
- **Lanes**: 4
- **Lane Code**: 8

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 01</td>
<td>APR 02</td>
<td>APR 03</td>
<td>APR 04</td>
<td>APR 05</td>
<td>APR 06</td>
<td>APR 07</td>
<td>APR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>781 A</td>
<td>774 A</td>
<td>876 A</td>
<td>780 A</td>
<td>1301 A</td>
<td>1088 A</td>
<td>637 A</td>
<td>737 A</td>
</tr>
<tr>
<td>1-2</td>
<td>467 A</td>
<td>536 A</td>
<td>630 A</td>
<td>584 A</td>
<td>842 A</td>
<td>729 A</td>
<td>403 A</td>
<td>436 A</td>
</tr>
<tr>
<td>2-3</td>
<td>413 A</td>
<td>421 A</td>
<td>457 A</td>
<td>467 A</td>
<td>631 A</td>
<td>574 A</td>
<td>342 A</td>
<td>360 A</td>
</tr>
<tr>
<td>3-4</td>
<td>408 A</td>
<td>399 A</td>
<td>482 A</td>
<td>456 A</td>
<td>478 A</td>
<td>329 A</td>
<td>352 A</td>
<td>434 A</td>
</tr>
<tr>
<td>4-5</td>
<td>713 A</td>
<td>713 A</td>
<td>705 A</td>
<td>752 A</td>
<td>479 A</td>
<td>323 A</td>
<td>642 A</td>
<td>714 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1753 A</td>
<td>1592 A</td>
<td>1663 A</td>
<td>1622 A</td>
<td>731 A</td>
<td>1649 A</td>
<td>1667 A</td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>3521 A</td>
<td>3424 A</td>
<td>3567 A</td>
<td>3387 A</td>
<td>1509 A</td>
<td>898 A</td>
<td>3350 A</td>
<td>3599 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5056 A</td>
<td>5056 A</td>
<td>5033 A</td>
<td>4917 A</td>
<td>2522 A</td>
<td>1586 A</td>
<td>5044 A</td>
<td>5297 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4552 A</td>
<td>4552 A</td>
<td>4626 A</td>
<td>4516 A</td>
<td>3159 A</td>
<td>1872 A</td>
<td>4657 A</td>
<td>4560 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3665 A</td>
<td>3589 A</td>
<td>3857 A</td>
<td>3847 A</td>
<td>3821 A</td>
<td>2636 A</td>
<td>3626 A</td>
<td>3680 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3669 A</td>
<td>3663 A</td>
<td>3803 A</td>
<td>4062 A</td>
<td>4471 A</td>
<td>3393 A</td>
<td>3745 A</td>
<td>3647 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4286 A</td>
<td>4243 A</td>
<td>4468 A</td>
<td>4912 A</td>
<td>4818 A</td>
<td>3822 A</td>
<td>4318 A</td>
<td>4119 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4369 A</td>
<td>4387 A</td>
<td>4719 A</td>
<td>5266 A</td>
<td>4818 A</td>
<td>4401 A</td>
<td>4375 A</td>
<td>4440 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4353 A</td>
<td>4411 A</td>
<td>4704 A</td>
<td>5448 A</td>
<td>4657 A</td>
<td>4411 A</td>
<td>4519 A</td>
<td>4563 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5122 A</td>
<td>5122 A</td>
<td>4984 A</td>
<td>6062 A</td>
<td>4813 A</td>
<td>4998 A</td>
<td>4981 A</td>
<td>5101 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5762 A</td>
<td>5688 A</td>
<td>6113 A</td>
<td>5781 A</td>
<td>4838 A</td>
<td>5764 A</td>
<td>5950 A</td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>6016 A</td>
<td>5969 A</td>
<td>5946 A</td>
<td>5406 A</td>
<td>4625 A</td>
<td>4530 A</td>
<td>5903 A</td>
<td>5822 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5517 A</td>
<td>5430 A</td>
<td>5558 A</td>
<td>5595 A</td>
<td>4437 A</td>
<td>4577 A</td>
<td>5305 A</td>
<td>5315 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4658 A</td>
<td>4420 A</td>
<td>4888 A</td>
<td>5328 A</td>
<td>4102 A</td>
<td>3900 A</td>
<td>4363 A</td>
<td>4502 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3449 A</td>
<td>3446 A</td>
<td>3725 A</td>
<td>4538 A</td>
<td>3597 A</td>
<td>3314 A</td>
<td>3201 A</td>
<td>3237 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2766 A</td>
<td>2975 A</td>
<td>3101 A</td>
<td>3912 A</td>
<td>3106 A</td>
<td>3341 A</td>
<td>2721 A</td>
<td>2670 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2471 A</td>
<td>2306 A</td>
<td>2856 A</td>
<td>3736 A</td>
<td>2871 A</td>
<td>2435 A</td>
<td>2252 A</td>
<td>2074 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1891 A</td>
<td>1767 A</td>
<td>1918 A</td>
<td>2691 A</td>
<td>2332 A</td>
<td>1727 A</td>
<td>1534 A</td>
<td>1579 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1344 A</td>
<td>1292 A</td>
<td>1389 A</td>
<td>2223 A</td>
<td>1617 A</td>
<td>1286 A</td>
<td>1121 A</td>
<td>1129 A</td>
</tr>
</tbody>
</table>

### Day Total
- **Total**: 77002 A  76266 A  79798 A  86290 A  70575 A  60617 A  74804 A  75632 A

| AM Peak Hour | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 |
| AM Peak Traffic | 5056 | 5056 | 5033 | 4917 | 4818 | 3822 | 5044 | 5297 |
| PM Peak Hour | 16-17 | 16-17 | 15-16 | 14-15 | 15-16 | 17-18 | 16-17 | 15-16 |
| PM Peak Traffic | 6016 | 5969 | 6113 | 6062 | 4838 | 4577 | 5903 | 5950 |
**CALTRANS TRAFFIC VOLUMES**

**Detail All Vehicle Hourly Count Report**

**District** | **County** | **Prefix** | **Postmile** | **Leg**
--- | --- | --- | --- | ---
03 | SAC | 080 | M | 2.554

**Location Description**
SACRAMENTO, JCT. RTE. 5

**Traffic Station:** 980

**Location Type:** FHWA

**Lanes:** 4

**Lane Code:** 8

**Direction of Count:** East

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
<td>APR 11</td>
<td>APR 12</td>
<td>APR 13</td>
<td>APR 14</td>
<td>APR 15</td>
<td>APR 16</td>
</tr>
<tr>
<td>0-1</td>
<td>755 A</td>
<td>820 A</td>
<td>838 A</td>
<td>1360 A</td>
<td>1201 A</td>
<td>691 A</td>
<td>675 A</td>
<td>743 A</td>
</tr>
<tr>
<td>1-2</td>
<td>521 A</td>
<td>547 A</td>
<td>605 A</td>
<td>878 A</td>
<td>829 A</td>
<td>400 A</td>
<td>430 A</td>
<td>454 A</td>
</tr>
<tr>
<td>2-3</td>
<td>369 A</td>
<td>442 A</td>
<td>455 A</td>
<td>636 A</td>
<td>593 A</td>
<td>335 A</td>
<td>327 A</td>
<td>374 A</td>
</tr>
<tr>
<td>3-4</td>
<td>430 A</td>
<td>435 A</td>
<td>472 A</td>
<td>459 A</td>
<td>330 A</td>
<td>332 A</td>
<td>457 A</td>
<td>374 A</td>
</tr>
<tr>
<td>4-5</td>
<td>684 A</td>
<td>744 A</td>
<td>730 A</td>
<td>490 A</td>
<td>341 A</td>
<td>678 A</td>
<td>708 A</td>
<td>742 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1620 A</td>
<td>1645 A</td>
<td>1635 A</td>
<td>724 A</td>
<td>437 A</td>
<td>1610 A</td>
<td>1696 A</td>
<td>1617 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3598 A</td>
<td>3550 A</td>
<td>3422 A</td>
<td>1424 A</td>
<td>847 A</td>
<td>3536 A</td>
<td>3554 A</td>
<td>3560 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5189 A</td>
<td>5300 A</td>
<td>4984 A</td>
<td>2523 A</td>
<td>1431 A</td>
<td>5047 A</td>
<td>5201 A</td>
<td>5182 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4649 A</td>
<td>4754 A</td>
<td>4615 A</td>
<td>3232 A</td>
<td>1828 A</td>
<td>4428 A</td>
<td>4665 A</td>
<td>4721 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3843 A</td>
<td>3811 A</td>
<td>3898 A</td>
<td>3761 A</td>
<td>2756 A</td>
<td>3680 A</td>
<td>3710 A</td>
<td>3899 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3649 A</td>
<td>3782 A</td>
<td>4317 A</td>
<td>4297 A</td>
<td>3513 A</td>
<td>3716 A</td>
<td>3751 A</td>
<td>3700 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4132 A</td>
<td>4543 A</td>
<td>5119 A</td>
<td>4764 A</td>
<td>3965 A</td>
<td>4335 A</td>
<td>4155 A</td>
<td>4073 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4453 A</td>
<td>4691 A</td>
<td>5307 A</td>
<td>4919 A</td>
<td>4183 A</td>
<td>4526 A</td>
<td>4508 A</td>
<td>4452 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4592 A</td>
<td>4697 A</td>
<td>5563 A</td>
<td>4767 A</td>
<td>4275 A</td>
<td>4372 A</td>
<td>4413 A</td>
<td>4504 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5090 A</td>
<td>5287 A</td>
<td>5902 A</td>
<td>4730 A</td>
<td>4275 A</td>
<td>4818 A</td>
<td>4968 A</td>
<td>5087 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5851 A</td>
<td>6113 C</td>
<td>5942 A</td>
<td>4703 A</td>
<td>4528 A</td>
<td>5790 A</td>
<td>5885 A</td>
<td>5851 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5700 A</td>
<td>5748 A</td>
<td>5653 A</td>
<td>4512 A</td>
<td>4689 A</td>
<td>5788 A</td>
<td>5979 A</td>
<td>5927 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5473 A</td>
<td>5504 A</td>
<td>5233 A</td>
<td>4491 A</td>
<td>3982 A</td>
<td>5314 A</td>
<td>5337 A</td>
<td>5546 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4464 A</td>
<td>4972 A</td>
<td>5106 A</td>
<td>4155 A</td>
<td>3876 A</td>
<td>4398 A</td>
<td>4363 A</td>
<td>4429 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3414 A</td>
<td>3872 A</td>
<td>4492 A</td>
<td>3621 A</td>
<td>3373 A</td>
<td>3135 A</td>
<td>3524 A</td>
<td>3426 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2987 A</td>
<td>3214 A</td>
<td>4035 A</td>
<td>3220 A</td>
<td>3217 A</td>
<td>2652 A</td>
<td>3058 A</td>
<td>2834 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2334 A</td>
<td>2613 A</td>
<td>3858 A</td>
<td>3103 A</td>
<td>2435 A</td>
<td>2467 A</td>
<td>2450 A</td>
<td>2424 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1785 A</td>
<td>2096 A</td>
<td>3475 A</td>
<td>2740 A</td>
<td>1882 A</td>
<td>1756 A</td>
<td>1880 A</td>
<td>1753 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1260 A</td>
<td>1715 A</td>
<td>2030 A</td>
<td>1843 A</td>
<td>1456 A</td>
<td>1174 A</td>
<td>1382 A</td>
<td>1301 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>5189</td>
<td>15-16</td>
<td>5851</td>
</tr>
<tr>
<td>07-08</td>
<td>5300</td>
<td>15-16</td>
<td>6113</td>
</tr>
<tr>
<td>11-12</td>
<td>5119</td>
<td>15-16</td>
<td>5942</td>
</tr>
<tr>
<td>11-12</td>
<td>4764</td>
<td>15-16</td>
<td>4919</td>
</tr>
<tr>
<td>07-08</td>
<td>3965</td>
<td>16-17</td>
<td>4689</td>
</tr>
<tr>
<td>07-08</td>
<td>5047</td>
<td>16-17</td>
<td>5790</td>
</tr>
<tr>
<td>07-08</td>
<td>5201</td>
<td>16-17</td>
<td>5979</td>
</tr>
<tr>
<td>5182</td>
<td></td>
<td></td>
<td>5927</td>
</tr>
</tbody>
</table>
Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 17</td>
<td>APR 18</td>
<td>APR 19</td>
<td>APR 20</td>
<td>APR 21</td>
<td>APR 22</td>
<td>APR 23</td>
<td>APR 24</td>
</tr>
<tr>
<td>0-1</td>
<td>778 A</td>
<td>872 A</td>
<td>1338 A</td>
<td>1140 A</td>
<td>688 A</td>
<td>691 A</td>
<td>672 A</td>
<td>817 A</td>
</tr>
<tr>
<td>1-2</td>
<td>529 A</td>
<td>610 A</td>
<td>893 A</td>
<td>767 A</td>
<td>446 A</td>
<td>461 A</td>
<td>456 A</td>
<td>510 A</td>
</tr>
<tr>
<td>2-3</td>
<td>393 A</td>
<td>421 A</td>
<td>618 A</td>
<td>552 A</td>
<td>275 A</td>
<td>380 A</td>
<td>375 A</td>
<td>406 A</td>
</tr>
<tr>
<td>3-4</td>
<td>479 A</td>
<td>469 A</td>
<td>495 A</td>
<td>328 A</td>
<td>352 A</td>
<td>422 A</td>
<td>377 A</td>
<td>446 A</td>
</tr>
<tr>
<td>4-5</td>
<td>730 A</td>
<td>729 A</td>
<td>466 A</td>
<td>343 A</td>
<td>670 A</td>
<td>718 A</td>
<td>700 A</td>
<td>719 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1568 A</td>
<td>1617 A</td>
<td>716 A</td>
<td>474 A</td>
<td>1444 A</td>
<td>1697 A</td>
<td>1621 A</td>
<td>1624 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3565 A</td>
<td>3454 A</td>
<td>1340 A</td>
<td>783 A</td>
<td>3479 A</td>
<td>3583 A</td>
<td>3521 A</td>
<td>3477 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5236 A</td>
<td>5126 A</td>
<td>2270 A</td>
<td>1216 A</td>
<td>5105 A</td>
<td>5246 A</td>
<td>5145 A</td>
<td>5109 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4792 A</td>
<td>4515 A</td>
<td>3123 A</td>
<td>1786 A</td>
<td>4549 A</td>
<td>4577 A</td>
<td>4561 A</td>
<td>4910 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3714 A</td>
<td>3881 A</td>
<td>3733 A</td>
<td>2578 A</td>
<td>3604 A</td>
<td>3845 A</td>
<td>3707 A</td>
<td>3860 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3838 A</td>
<td>4060 A</td>
<td>4191 A</td>
<td>3366 A</td>
<td>3769 A</td>
<td>3553 A</td>
<td>3766 A</td>
<td>3802 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4411 A</td>
<td>4922 A</td>
<td>4644 A</td>
<td>4004 A</td>
<td>4231 A</td>
<td>4162 A</td>
<td>4202 A</td>
<td>4445 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4770 A</td>
<td>5488 A</td>
<td>4934 A</td>
<td>4476 A</td>
<td>4391 A</td>
<td>4473 A</td>
<td>4482 A</td>
<td>4704 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4628 A</td>
<td>5577 A</td>
<td>4681 A</td>
<td>4356 A</td>
<td>4375 A</td>
<td>4566 A</td>
<td>4517 A</td>
<td>4629 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5348 A</td>
<td>5780 A</td>
<td>4734 A</td>
<td>4455 A</td>
<td>5229 A</td>
<td>5129 A</td>
<td>5008 A</td>
<td>5446 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5982 A</td>
<td>5820 A</td>
<td>4881 A</td>
<td>4385 A</td>
<td>5818 A</td>
<td>5542 A</td>
<td>6075 A</td>
<td>6057 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5963 A</td>
<td>5517 A</td>
<td>4642 A</td>
<td>4409 A</td>
<td>5907 A</td>
<td>5391 A</td>
<td>6016 A</td>
<td>5663 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5479 A</td>
<td>5481 A</td>
<td>4646 A</td>
<td>4349 A</td>
<td>5442 A</td>
<td>5289 A</td>
<td>5438 A</td>
<td>5544 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4685 A</td>
<td>5135 A</td>
<td>4219 A</td>
<td>3967 A</td>
<td>4069 A</td>
<td>4253 A</td>
<td>4334 A</td>
<td>4851 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3604 A</td>
<td>4892 A</td>
<td>3696 A</td>
<td>3328 A</td>
<td>2985 A</td>
<td>3161 A</td>
<td>3287 A</td>
<td>3811 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3277 A</td>
<td>4410 A</td>
<td>3128 A</td>
<td>2993 A</td>
<td>2501 A</td>
<td>2586 A</td>
<td>2838 A</td>
<td>3275 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2759 A</td>
<td>3845 A</td>
<td>2721 A</td>
<td>2479 A</td>
<td>2041 A</td>
<td>2001 A</td>
<td>2217 A</td>
<td>2703 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2176 A</td>
<td>2906 A</td>
<td>2400 A</td>
<td>1836 A</td>
<td>1653 A</td>
<td>1619 A</td>
<td>1715 A</td>
<td>1921 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1451 A</td>
<td>2006 A</td>
<td>1764 A</td>
<td>1295 A</td>
<td>1144 A</td>
<td>1095 A</td>
<td>1170 A</td>
<td>1479 A</td>
</tr>
</tbody>
</table>

Day Total | 80160 A | 87533 A | 70273 A | 59665 A | 74167 A | 74440 A | 76200 A | 80208 A |

AM Peak Hour | 07-08 | 07-08 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 |
AM Peak Traffic | 5236 | 5126 | 4644 | 4004 | 5105 | 5246 | 5145 | 5109 |
PM Peak Hour | 15-16 | 15-16 | 12-13 | 12-13 | 16-17 | 15-16 | 15-16 | 15-16 |
PM Peak Traffic | 5987 | 5820 | 4934 | 4476 | 5907 | 5542 | 6075 | 6057 |
### Traffic Volume Report

**Location Description:** SACRAMENTO, JCT. RTE. 5

**Traffic Station:** 980

**Location Type:** FHWA

**Lanes:** 4

**Lane Code:** 8

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>833</td>
<td>1307</td>
<td>1196</td>
<td>681</td>
<td>723</td>
<td>747</td>
</tr>
<tr>
<td>1-2</td>
<td>604</td>
<td>854</td>
<td>846</td>
<td>422</td>
<td>455</td>
<td>493</td>
</tr>
<tr>
<td>2-3</td>
<td>440</td>
<td>615</td>
<td>602</td>
<td>318</td>
<td>394</td>
<td>374</td>
</tr>
<tr>
<td>3-4</td>
<td>470</td>
<td>429</td>
<td>330</td>
<td>313</td>
<td>443</td>
<td>405</td>
</tr>
<tr>
<td>4-5</td>
<td>784</td>
<td>481</td>
<td>349</td>
<td>718</td>
<td>728</td>
<td>771</td>
</tr>
<tr>
<td>5-6</td>
<td>1648</td>
<td>757</td>
<td>485</td>
<td>1655</td>
<td>1697</td>
<td>1669</td>
</tr>
<tr>
<td>6-7</td>
<td>3504</td>
<td>1446</td>
<td>882</td>
<td>3431</td>
<td>3561</td>
<td>3571</td>
</tr>
<tr>
<td>7-8</td>
<td>5142</td>
<td>2323</td>
<td>1339</td>
<td>5059</td>
<td>5216</td>
<td>5138</td>
</tr>
<tr>
<td>8-9</td>
<td>4585</td>
<td>3099</td>
<td>1914</td>
<td>4441</td>
<td>4647</td>
<td>4425</td>
</tr>
<tr>
<td>9-10</td>
<td>3991</td>
<td>3750</td>
<td>2718</td>
<td>3616</td>
<td>3654</td>
<td>3627</td>
</tr>
<tr>
<td>10-11</td>
<td>4350</td>
<td>4305</td>
<td>3519</td>
<td>3728</td>
<td>3694</td>
<td>3706</td>
</tr>
<tr>
<td>11-12</td>
<td>5230</td>
<td>4500</td>
<td>3865</td>
<td>4238</td>
<td>4147</td>
<td>4194</td>
</tr>
<tr>
<td>12-13</td>
<td>5267</td>
<td>5102</td>
<td>4313</td>
<td>4324</td>
<td>4470</td>
<td>4380</td>
</tr>
<tr>
<td>13-14</td>
<td>5447</td>
<td>4716</td>
<td>4491</td>
<td>4312</td>
<td>4366</td>
<td>4537</td>
</tr>
<tr>
<td>14-15</td>
<td>6052</td>
<td>4757</td>
<td>4334</td>
<td>4986</td>
<td>4982</td>
<td>5070</td>
</tr>
<tr>
<td>15-16</td>
<td>5975</td>
<td>4605</td>
<td>4329</td>
<td>5672</td>
<td>5756</td>
<td>5792</td>
</tr>
<tr>
<td>16-17</td>
<td>5581</td>
<td>4578</td>
<td>4245</td>
<td>5715</td>
<td>5984</td>
<td>5843</td>
</tr>
<tr>
<td>17-18</td>
<td>5355</td>
<td>4406</td>
<td>4230</td>
<td>5105</td>
<td>5514</td>
<td>5575</td>
</tr>
<tr>
<td>18-19</td>
<td>4835</td>
<td>4006</td>
<td>3765</td>
<td>4170</td>
<td>4504</td>
<td>4389</td>
</tr>
<tr>
<td>19-20</td>
<td>4352</td>
<td>3428</td>
<td>3345</td>
<td>3102</td>
<td>3393</td>
<td>3521</td>
</tr>
<tr>
<td>20-21</td>
<td>3950</td>
<td>3153</td>
<td>3351</td>
<td>2650</td>
<td>2704</td>
<td>2900</td>
</tr>
<tr>
<td>21-22</td>
<td>3502</td>
<td>2863</td>
<td>2691</td>
<td>2296</td>
<td>2294</td>
<td>2435</td>
</tr>
<tr>
<td>22-23</td>
<td>2706</td>
<td>2365</td>
<td>1887</td>
<td>1586</td>
<td>1665</td>
<td>1775</td>
</tr>
<tr>
<td>23-24</td>
<td>2129</td>
<td>1865</td>
<td>1311</td>
<td>1186</td>
<td>1312</td>
<td>1201</td>
</tr>
</tbody>
</table>

**Day Total:** 86732 A  69710 A  60337 A  73724 A  76303 A  76538 A

**AM Peak Hour:** 11-12  11-12  11-12  07-08  07-08  07-08

**AM Peak Traffic:** 5230  4500  3865  5059  5216  5138

**PM Peak Hour:** 14-15  12-13  13-14  16-17  16-17  16-17

**PM Peak Traffic:** 6052  5102  4491  5715  5984  5843

**7-Day Periods**

**EAST**

**7-Day Total Daily Average**

<table>
<thead>
<tr>
<th>Week</th>
<th>Total</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>525352</td>
<td>75050</td>
</tr>
<tr>
<td>2nd</td>
<td>527627</td>
<td>75375</td>
</tr>
<tr>
<td>3rd</td>
<td>525847</td>
<td>75121</td>
</tr>
<tr>
<td>4th</td>
<td>521351</td>
<td>74479</td>
</tr>
</tbody>
</table>

**Traffic Volumes**

**District County Route Prefix Postmile Leg**

| 03  | SAC | 080 | M  | 2.554 | A |

**Traffic Volumes**

**CALTRANS TRAFFIC VOLUMES**

**Detail All Vehicle Hourly Count Report**

**Page#172**

**11/19/2008 09:31:15**
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
</tr>
</tbody>
</table>

Location Description
SACRAMENTO, JCT. RTE. 5

Traffic Station: 980
Location Type: FHWA
Lanes: 4
Lane Code: 8

5-Day Periods
EAST

<table>
<thead>
<tr>
<th>5-Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>394160</td>
<td>78832</td>
</tr>
<tr>
<td>2nd</td>
<td>396033</td>
<td>79207</td>
</tr>
<tr>
<td>3rd</td>
<td>395909</td>
<td>79182</td>
</tr>
<tr>
<td>4th</td>
<td>391304</td>
<td>78261</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
</tr>
<tr>
<td>---------</td>
<td>--------</td>
<td>-------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>APR 01</td>
<td>APR 02</td>
<td>APR 03</td>
<td>APR 04</td>
<td>APR 05</td>
<td>APR 06</td>
<td>APR 07</td>
<td>APR 08</td>
</tr>
<tr>
<td>0-1</td>
<td>611 A</td>
<td>573 A</td>
<td>572 A</td>
<td>689 A</td>
<td>1057 A</td>
<td>1008 A</td>
<td>592 A</td>
<td>563 A</td>
</tr>
<tr>
<td>1-2</td>
<td>381 A</td>
<td>386 A</td>
<td>481 A</td>
<td>476 A</td>
<td>758 A</td>
<td>674 A</td>
<td>436 A</td>
<td>403 A</td>
</tr>
<tr>
<td>2-3</td>
<td>433 A</td>
<td>431 A</td>
<td>475 A</td>
<td>472 A</td>
<td>545 A</td>
<td>519 A</td>
<td>436 A</td>
<td>429 A</td>
</tr>
<tr>
<td>3-4</td>
<td>578 A</td>
<td>575 A</td>
<td>644 A</td>
<td>646 A</td>
<td>566 A</td>
<td>495 A</td>
<td>664 A</td>
<td>607 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1526 A</td>
<td>1420 A</td>
<td>1480 A</td>
<td>1413 A</td>
<td>764 A</td>
<td>650 A</td>
<td>1716 A</td>
<td>1546 A</td>
</tr>
<tr>
<td>5-6</td>
<td>3161 A</td>
<td>2990 A</td>
<td>3022 A</td>
<td>2787 A</td>
<td>1158 A</td>
<td>787 A</td>
<td>3279 A</td>
<td>3162 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5333 A</td>
<td>5239 A</td>
<td>5350 A</td>
<td>5066 A</td>
<td>1823 A</td>
<td>1149 A</td>
<td>5228 A</td>
<td>5349 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6168 A</td>
<td>6239 A</td>
<td>6155 A</td>
<td>6011 A</td>
<td>2356 A</td>
<td>1537 A</td>
<td>6128 A</td>
<td>6330 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5049 A</td>
<td>5328 A</td>
<td>5598 A</td>
<td>5173 A</td>
<td>2986 A</td>
<td>2052 A</td>
<td>5547 A</td>
<td>5577 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4364 A</td>
<td>4337 A</td>
<td>3745 A</td>
<td>4394 A</td>
<td>3703 A</td>
<td>2919 A</td>
<td>4429 A</td>
<td>4294 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3871 A</td>
<td>3948 A</td>
<td>4248 A</td>
<td>4285 A</td>
<td>4198 A</td>
<td>3781 A</td>
<td>3917 A</td>
<td>3815 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4186 A</td>
<td>4103 A</td>
<td>4124 A</td>
<td>4481 A</td>
<td>4300 A</td>
<td>3960 A</td>
<td>4133 A</td>
<td>4091 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4477 A</td>
<td>4412 A</td>
<td>4565 A</td>
<td>4999 A</td>
<td>4560 A</td>
<td>4568 A</td>
<td>4471 A</td>
<td>4348 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4736 A</td>
<td>4459 A</td>
<td>4614 A</td>
<td>5300 A</td>
<td>4612 A</td>
<td>5123 A</td>
<td>4509 A</td>
<td>4562 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4807 A</td>
<td>4562 A</td>
<td>4964 A</td>
<td>5518 A</td>
<td>4749 A</td>
<td>5219 A</td>
<td>4712 A</td>
<td>4727 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5222 A</td>
<td>4582 A</td>
<td>5247 A</td>
<td>5768 A</td>
<td>4985 A</td>
<td>5177 A</td>
<td>5207 A</td>
<td>5054 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5452 A</td>
<td>5565 A</td>
<td>5488 A</td>
<td>5619 A</td>
<td>4717 A</td>
<td>5286 A</td>
<td>5295 A</td>
<td>5457 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5044 A</td>
<td>5049 A</td>
<td>5080 A</td>
<td>5447 A</td>
<td>4805 A</td>
<td>5092 A</td>
<td>5010 A</td>
<td>5036 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3930 A</td>
<td>4016 A</td>
<td>4040 A</td>
<td>4588 A</td>
<td>4223 A</td>
<td>4742 A</td>
<td>3736 A</td>
<td>3682 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3079 A</td>
<td>3119 A</td>
<td>3068 A</td>
<td>3812 A</td>
<td>3567 A</td>
<td>3820 A</td>
<td>2928 A</td>
<td>2866 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2634 A</td>
<td>2774 A</td>
<td>2992 A</td>
<td>3176 A</td>
<td>3147 A</td>
<td>3827 A</td>
<td>2531 A</td>
<td>2601 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2708 A</td>
<td>2432 A</td>
<td>3146 A</td>
<td>2932 A</td>
<td>3063 A</td>
<td>3076 A</td>
<td>2350 A</td>
<td>2311 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2053 A</td>
<td>1751 A</td>
<td>1974 A</td>
<td>2340 A</td>
<td>2403 A</td>
<td>1842 A</td>
<td>1570 A</td>
<td>1596 A</td>
</tr>
<tr>
<td>23-24</td>
<td>977 A</td>
<td>1001 A</td>
<td>1138 A</td>
<td>2148 A</td>
<td>2403 A</td>
<td>1510 A</td>
<td>1029 A</td>
<td>854 A</td>
</tr>
</tbody>
</table>

### Day Total

<p>| | | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>11-12</td>
<td>11-12</td>
<td>07-08</td>
<td>07-08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>07-08</td>
<td>6168</td>
<td>6239</td>
<td>6155</td>
<td>6011</td>
<td>4300</td>
<td>3960</td>
<td>6128</td>
<td>6330</td>
</tr>
<tr>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>15-16</td>
<td>15-16</td>
<td>16-17</td>
<td>16-17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>5452</td>
<td>5565</td>
<td>5488</td>
<td>5768</td>
<td>4985</td>
<td>5286</td>
<td>5295</td>
<td>5457</td>
</tr>
</tbody>
</table>
### Traffic Volumes Detail All Vehicle Hourly Count Report

**Location Description:** SACRAMENTO, JCT. RTE. 5

**Traffic Station:** 980

**Location Type:** FHWA

**Lanes:** 4

**Lane Code:** 8

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 09</td>
<td>APR 10</td>
<td>APR 11</td>
<td>APR 12</td>
<td>APR 13</td>
<td>APR 14</td>
<td>APR 15</td>
<td>APR 16</td>
</tr>
<tr>
<td>0-1</td>
<td>544 A</td>
<td>638 A</td>
<td>701 A</td>
<td>1071 A</td>
<td>1078 A</td>
<td>633 A</td>
<td>505 A</td>
<td>523 A</td>
</tr>
<tr>
<td>1-2</td>
<td>384 A</td>
<td>393 A</td>
<td>525 A</td>
<td>876 A</td>
<td>720 A</td>
<td>446 A</td>
<td>421 A</td>
<td>415 A</td>
</tr>
<tr>
<td>2-3</td>
<td>413 A</td>
<td>435 A</td>
<td>462 A</td>
<td>638 A</td>
<td>525 A</td>
<td>404 A</td>
<td>399 A</td>
<td>394 A</td>
</tr>
<tr>
<td>3-4</td>
<td>561 A</td>
<td>637 A</td>
<td>672 A</td>
<td>539 A</td>
<td>433 A</td>
<td>678 A</td>
<td>583 A</td>
<td>605 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1487 A</td>
<td>1523 A</td>
<td>1374 A</td>
<td>856 A</td>
<td>618 A</td>
<td>1764 A</td>
<td>1530 A</td>
<td>1555 A</td>
</tr>
<tr>
<td>5-6</td>
<td>3018 A</td>
<td>3005 A</td>
<td>2824 A</td>
<td>1209 A</td>
<td>787 A</td>
<td>3340 A</td>
<td>3108 A</td>
<td>3111 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5337 A</td>
<td>5330 A</td>
<td>4969 A</td>
<td>1739 A</td>
<td>1090 A</td>
<td>5293 A</td>
<td>5365 A</td>
<td>5241 A</td>
</tr>
<tr>
<td>7-8</td>
<td>6226 A</td>
<td>6218 A</td>
<td>6074 A</td>
<td>2405 A</td>
<td>1485 A</td>
<td>6277 A</td>
<td>6155 A</td>
<td>6168 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5714 A</td>
<td>5553 A</td>
<td>5372 A</td>
<td>3390 A</td>
<td>2103 A</td>
<td>5364 A</td>
<td>5611 A</td>
<td>5519 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4360 A</td>
<td>4575 A</td>
<td>4494 A</td>
<td>3859 A</td>
<td>3029 A</td>
<td>4380 A</td>
<td>4419 A</td>
<td>4406 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3989 A</td>
<td>3904 A</td>
<td>4411 A</td>
<td>4321 A</td>
<td>3898 A</td>
<td>4051 A</td>
<td>3981 A</td>
<td>3916 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4080 A</td>
<td>4128 A</td>
<td>4719 A</td>
<td>4389 A</td>
<td>4166 A</td>
<td>4024 A</td>
<td>4032 A</td>
<td>4104 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4505 A</td>
<td>4546 A</td>
<td>5254 A</td>
<td>4502 A</td>
<td>5089 A</td>
<td>4436 A</td>
<td>4403 A</td>
<td>4380 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4541 A</td>
<td>4693 A</td>
<td>5436 A</td>
<td>4759 A</td>
<td>5136 A</td>
<td>4450 A</td>
<td>4506 A</td>
<td>4537 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4678 A</td>
<td>4912 A</td>
<td>5559 A</td>
<td>4560 A</td>
<td>5029 A</td>
<td>4663 A</td>
<td>4722 A</td>
<td>4789 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5219 A</td>
<td>5247 C</td>
<td>5923 A</td>
<td>4721 A</td>
<td>5168 A</td>
<td>5197 A</td>
<td>5137 A</td>
<td>5275 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5293 A</td>
<td>5629 A</td>
<td>5903 A</td>
<td>4577 A</td>
<td>4818 A</td>
<td>5280 A</td>
<td>5330 A</td>
<td>5431 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5150 A</td>
<td>5235 A</td>
<td>5524 A</td>
<td>4621 A</td>
<td>4732 A</td>
<td>4901 A</td>
<td>5084 A</td>
<td>5020 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3905 A</td>
<td>4151 A</td>
<td>4975 A</td>
<td>4394 A</td>
<td>4078 A</td>
<td>3962 A</td>
<td>3968 A</td>
<td>3887 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3317 A</td>
<td>3431 A</td>
<td>3886 A</td>
<td>3569 A</td>
<td>3640 A</td>
<td>2911 A</td>
<td>3116 A</td>
<td>2987 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2842 A</td>
<td>3042 A</td>
<td>3288 A</td>
<td>3220 A</td>
<td>3412 A</td>
<td>2568 A</td>
<td>2921 A</td>
<td>2712 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2385 A</td>
<td>2662 A</td>
<td>3451 A</td>
<td>3271 A</td>
<td>2635 A</td>
<td>2697 A</td>
<td>2623 A</td>
<td>2406 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1772 A</td>
<td>1945 A</td>
<td>2490 A</td>
<td>2979 A</td>
<td>1865 A</td>
<td>2037 A</td>
<td>1769 A</td>
<td>1688 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1037 A</td>
<td>1567 A</td>
<td>1607 A</td>
<td>1694 A</td>
<td>1391 A</td>
<td>963 A</td>
<td>1079 A</td>
<td>939 A</td>
</tr>
</tbody>
</table>

**Day Total:** 80757 A 83399 C 89893 A 72159 A 66925 A 80719 A 80767 A 80008 A

**AM Peak Hour:** 07-08 07-08 07-08 11-12 11-12 07-08 07-08 07-08

**AM Peak Traffic:** 6226 6218 6074 4389 4166 6277 6155 6168

**PM Peak Hour:** 16-17 16-17 15-16 13-14 15-16 16-17 16-17 16-17

**PM Peak Traffic:** 5293 5629 5923 4759 5168 5280 5330 5431

**District:** 03  **County:** SAC  **Route:** 080  **Prefix:** M  **Postmile:** 2.554  **Leg:** A
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.554 A

#### Location Description
SACRAMENTO, JCT. RTE. 5

#### Traffic Station: 980
- Location Type: FHWA
- Lanes: 4
- Lane Code: 8

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 17</td>
<td>APR 18</td>
<td>APR 19</td>
<td>APR 20</td>
<td>APR 21</td>
<td>APR 22</td>
<td>APR 23</td>
<td>APR 24</td>
</tr>
<tr>
<td>0-1</td>
<td>598 A</td>
<td>615 A</td>
<td>1899 A</td>
<td>1076 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>399 A</td>
<td>460 A</td>
<td>881 A</td>
<td>678 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>466 A</td>
<td>483 A</td>
<td>619 A</td>
<td>563 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>613 A</td>
<td>611 A</td>
<td>544 A</td>
<td>475 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>1449 A</td>
<td>1431 A</td>
<td>798 A</td>
<td>623 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>3097 A</td>
<td>2919 A</td>
<td>1193 A</td>
<td>785 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>5376 A</td>
<td>5026 A</td>
<td>1761 A</td>
<td>1070 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>6241 A</td>
<td>6196 A</td>
<td>2497 A</td>
<td>1473 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>5660 A</td>
<td>5368 A</td>
<td>3340 A</td>
<td>2141 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>4305 A</td>
<td>4347 A</td>
<td>3936 A</td>
<td>2930 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>4018 A</td>
<td>4361 A</td>
<td>4540 A</td>
<td>3719 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>4248 A</td>
<td>4720 A</td>
<td>3926 A</td>
<td>4122 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>4658 A</td>
<td>5200 A</td>
<td>4819 A</td>
<td>4696 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>4791 A</td>
<td>5516 A</td>
<td>4631 A</td>
<td>5026 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>5029 A</td>
<td>5628 A</td>
<td>4698 A</td>
<td>5006 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>5376 A</td>
<td>5842 A</td>
<td>4572 A</td>
<td>5076 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>5527 A</td>
<td>5989 A</td>
<td>4684 A</td>
<td>4898 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td>5231 A</td>
<td>5493 A</td>
<td>4314 A</td>
<td>4671 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>4170 A</td>
<td>4798 A</td>
<td>3847 A</td>
<td>4034 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>3317 A</td>
<td>3977 A</td>
<td>3291 A</td>
<td>3685 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>3008 A</td>
<td>3299 A</td>
<td>3063 A</td>
<td>3107 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td>2663 A</td>
<td>2899 A</td>
<td>2831 A</td>
<td>2668 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>1815 A</td>
<td>2321 A</td>
<td>2463 A</td>
<td>1720 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td>1092 A</td>
<td>1783 A</td>
<td>1490 A</td>
<td>1067 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Day Total**: 83147 A 89282 A 70637 A 65309 A

**AM Peak Hour**: 07-08 07-08 10-11 11-12 - - -
**AM Peak Traffic**: 6241 6196 4540 4122

**PM Peak Hour**: 16-17 16-17 12-13 15-16 - - -
**PM Peak Traffic**: 5527 5989 4819 5076
### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>APR 25</td>
<td>APR 26</td>
<td>APR 27</td>
<td>APR 28</td>
<td>APR 29</td>
<td>APR 30</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Week</th>
<th>Day Total</th>
<th>7-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>WEST</td>
</tr>
<tr>
<td></td>
<td>1st</td>
<td>548386</td>
</tr>
<tr>
<td></td>
<td>2nd</td>
<td>553158</td>
</tr>
<tr>
<td></td>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

**Day Total**
- AM Peak Hour
- AM Peak Traffic
- PM Peak Hour
- PM Peak Traffic
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
</tr>
</tbody>
</table>

Location Description
SACRAMENTO, JCT. RTE. 5

Traffic Station: 980
Location Type: FHWA
Lanes: 4
Lane Code: 8

5-Day Periods
WEST
5-Day Total Weekday Average

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>409499</td>
<td>414074</td>
<td>81900</td>
<td>82815</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.554 A

#### Location Description
SACRAMENTO, JCT. RTE. 5

### Traffic Station: 980
- **Location Type:** FHWA
- **Lanes:** 4
- **Lane Code:** 8

## Direction of Count: East

### Year | Thu | Fri | Sat | Sun | Mon | Tue | Wed | Thu
---|---|---|---|---|---|---|---|---
2008 | MAY 01 | MAY 02 | MAY 03 | MAY 04 | MAY 05 | MAY 06 | MAY 07 | MAY 08
0-1 | 736 A | 564 A | 1246 A | 1135 A | 680 A | 768 A | 732 A | 732 A
1-2 | 533 A | 420 A | 931 A | 841 A | 450 A | 477 A | 491 A | 491 A
2-3 | 452 A | 354 A | 606 A | 642 A | 320 A | 355 A | 368 A | 368 A
3-4 | 420 A | 425 A | 435 A | 381 A | 349 A | 463 A | 404 A | 404 A
4-5 | 744 A | 745 A | 495 A | 332 A | 748 A | 765 A | 762 A | 762 A
5-6 | 1633 A | 1707 A | 799 A | 479 A | 1655 A | 1762 A | 1690 A | 1690 A
6-7 | 3366 A | 3432 A | 1405 A | 881 A | 3435 A | 3586 A | 3586 A | 3586 A
7-8 | 4939 A | 4971 A | 2269 A | 1403 A | 5142 A | 5177 A | 5140 A | 5140 A
8-9 | 4578 A | 4476 A | 3133 A | 1828 A | 4605 A | 4599 A | 4626 A | 4626 A
9-10 | 3901 A | 3910 A | 3730 A | 2693 A | 3616 A | 3624 A | 3684 A | 3684 A
10-11 | 3738 A | 4161 A | 4274 A | 3566 A | 3827 A | 3681 A | 3766 A | 3766 A
11-12 | 4312 A | 4965 A | 4586 A | 3985 A | 4225 A | 4128 A | 4246 A | 4246 A
12-13 | 4700 A | 5108 A | 4873 A | 4423 A | 4386 A | 4377 A | 4380 C | 4571 A
13-14 | 4690 A | 5372 A | 4779 A | 4367 A | 4479 A | 4448 A | 4537 C | 4671 A
14-15 | 5240 A | 6094 A | 4738 A | 4218 A | 5172 A | 5078 A | 5070 C | 5244 A
15-16 | 5985 A | 5678 A | 4482 A | 4245 A | 5805 A | 5750 A | 5792 C | 5965 A
16-17 | 5941 A | 5459 A | 4560 A | 4766 A | 5774 A | 5934 A | 5843 C | 5505 A
17-18 | 5448 A | 5311 A | 4262 A | 4635 A | 5251 A | 5498 A | 5575 C | 5479 A
18-19 | 4590 A | 5061 A | 3731 A | 4128 A | 4188 A | 4354 A | 4389 C | 4590 A
19-20 | 3553 A | 4262 A | 3403 A | 3390 A | 3049 A | 3182 A | 3521 C | 3597 A
20-21 | 3152 A | 3808 A | 3190 A | 3096 A | 2751 A | 2758 A | 2900 C | 3216 A
21-22 | 2898 A | 3689 A | 3175 A | 2535 A | 2273 A | 2293 A | 2435 C | 2683 A
22-23 | 2118 A | 2817 A | 2648 A | 1892 A | 1586 A | 1782 A | 1775 C | 2081 A
23-24 | 1025 A | 1860 A | 1757 A | 1319 A | 1234 A | 1158 A | 1201 C | 1481 A

#### Day Total
- **AM Peak Hour:**
  - 07-08
- **AM Peak Traffic:**
  - 4939
- **PM Peak Hour:**
  - 15-16
- **PM Peak Traffic:**
  - 5985

---

**Note:** All values are in vehicle counts per hour.
## CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

#### District: 03  County: SAC  Prefix: 080  Postmile: 2.554  Leg: A

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station: 980</th>
</tr>
</thead>
<tbody>
<tr>
<td>SACRAMENTO, JCT. RTE. 5</td>
<td>Location Type: FHWA</td>
</tr>
<tr>
<td>Lanes: 4</td>
<td>Lane Code: 8</td>
</tr>
</tbody>
</table>

| Direction of Count: East |

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 09</td>
<td>MAY 10</td>
<td>MAY 11</td>
<td>MAY 12</td>
<td>MAY 13</td>
<td>MAY 14</td>
<td>MAY 15</td>
<td>MAY 16</td>
</tr>
<tr>
<td>0-1</td>
<td>836 A</td>
<td>1269 A</td>
<td>1235 A</td>
<td>751 A</td>
<td>714 A</td>
<td>768 A</td>
<td>784 A</td>
<td>912 A</td>
</tr>
<tr>
<td>1-2</td>
<td>625 A</td>
<td>871 A</td>
<td>819 A</td>
<td>439 A</td>
<td>506 A</td>
<td>522 A</td>
<td>565 A</td>
<td>617 A</td>
</tr>
<tr>
<td>2-3</td>
<td>466 A</td>
<td>631 A</td>
<td>591 A</td>
<td>300 A</td>
<td>431 A</td>
<td>430 A</td>
<td>469 A</td>
<td>479 A</td>
</tr>
<tr>
<td>3-4</td>
<td>449 A</td>
<td>455 A</td>
<td>371 A</td>
<td>324 A</td>
<td>409 A</td>
<td>407 A</td>
<td>395 A</td>
<td>508 A</td>
</tr>
<tr>
<td>4-5</td>
<td>757 A</td>
<td>492 A</td>
<td>323 A</td>
<td>702 A</td>
<td>776 A</td>
<td>716 A</td>
<td>761 A</td>
<td>773 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1635 A</td>
<td>726 A</td>
<td>470 A</td>
<td>1776 A</td>
<td>1808 A</td>
<td>1816 A</td>
<td>1805 A</td>
<td>1805 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3437 A</td>
<td>1426 A</td>
<td>730 A</td>
<td>3520 A</td>
<td>3526 A</td>
<td>3550 A</td>
<td>3554 A</td>
<td>3472 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4903 A</td>
<td>2124 A</td>
<td>1116 A</td>
<td>5117 A</td>
<td>5151 A</td>
<td>5143 A</td>
<td>5160 A</td>
<td>4505 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4588 A</td>
<td>3019 A</td>
<td>1817 A</td>
<td>4420 A</td>
<td>4617 A</td>
<td>4519 A</td>
<td>4636 A</td>
<td>4694 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3871 A</td>
<td>3601 A</td>
<td>2711 A</td>
<td>3679 A</td>
<td>3845 A</td>
<td>3753 A</td>
<td>3741 A</td>
<td>4088 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4041 A</td>
<td>4536 A</td>
<td>3793 A</td>
<td>3903 A</td>
<td>3650 A</td>
<td>3744 A</td>
<td>3878 A</td>
<td>3875 A</td>
</tr>
<tr>
<td>11-12</td>
<td>5003 A</td>
<td>4956 A</td>
<td>4211 A</td>
<td>4218 A</td>
<td>4299 A</td>
<td>4256 A</td>
<td>4442 A</td>
<td>5040 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5254 A</td>
<td>5122 A</td>
<td>4762 A</td>
<td>4589 A</td>
<td>4418 A</td>
<td>4443 A</td>
<td>4717 A</td>
<td>5370 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5511 A</td>
<td>4918 A</td>
<td>4671 A</td>
<td>4439 A</td>
<td>4467 A</td>
<td>4459 A</td>
<td>4793 A</td>
<td>5487 A</td>
</tr>
<tr>
<td>14-15</td>
<td>6164 A</td>
<td>4703 A</td>
<td>4458 A</td>
<td>5062 A</td>
<td>5079 A</td>
<td>4997 A</td>
<td>5353 A</td>
<td>5979 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5903 A</td>
<td>4742 A</td>
<td>4560 A</td>
<td>5838 A</td>
<td>5825 A</td>
<td>5924 A</td>
<td>6024 A</td>
<td>5838 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5531 A</td>
<td>4576 A</td>
<td>4610 A</td>
<td>5790 A</td>
<td>5936 A</td>
<td>5809 A</td>
<td>5455 A</td>
<td>5569 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5543 A</td>
<td>4352 A</td>
<td>4385 A</td>
<td>4858 A</td>
<td>4572 A</td>
<td>5361 A</td>
<td>5305 A</td>
<td>5415 A</td>
</tr>
<tr>
<td>18-19</td>
<td>5140 A</td>
<td>4112 A</td>
<td>4321 A</td>
<td>4231 A</td>
<td>4551 A</td>
<td>4301 A</td>
<td>4571 A</td>
<td>5102 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4474 A</td>
<td>3589 A</td>
<td>4062 A</td>
<td>3084 A</td>
<td>3194 A</td>
<td>3387 A</td>
<td>3590 A</td>
<td>4716 A</td>
</tr>
<tr>
<td>20-21</td>
<td>4152 A</td>
<td>3473 A</td>
<td>3558 A</td>
<td>2617 A</td>
<td>2655 A</td>
<td>2923 A</td>
<td>3088 A</td>
<td>3873 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3465 A</td>
<td>3120 A</td>
<td>3153 A</td>
<td>2097 A</td>
<td>2351 A</td>
<td>2400 A</td>
<td>2969 A</td>
<td>3465 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2891 A</td>
<td>2650 A</td>
<td>2316 A</td>
<td>1613 A</td>
<td>1728 A</td>
<td>1834 A</td>
<td>2051 A</td>
<td>3278 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2265 A</td>
<td>2061 A</td>
<td>1457 A</td>
<td>1264 A</td>
<td>1299 A</td>
<td>1310 A</td>
<td>1573 A</td>
<td>2048 A</td>
</tr>
</tbody>
</table>

| Day Total | 86904 A | 71524 A | 64500 A | 74631 A | 76707 A | 76772 A | 79679 A | 86908 A |

| AM Peak Hour | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 |
| AM Peak Traffic | 5003 | 4956 | 4211 | 5117 | 5151 | 5143 | 5160 | 5040 |
| PM Peak Traffic | 6164 | 5122 | 4762 | 5838 | 5936 | 5924 | 6024 | 5979 |
### District: 03  
### County: SAC  
### Route Prefix: 080  
### Postmile: M 2.554

**Location Description:** SACRAMENTO, JCT. RTE. 5

**Traffic Station:** 980  
**Type:** FHWA  
**Lanes:** 4  
**Lane Code:** 8

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>1286 A</td>
<td>1259 A</td>
<td>801 A</td>
<td>740 A</td>
<td>831 A</td>
<td>825 A</td>
<td>1008 A</td>
<td>1358 A</td>
</tr>
<tr>
<td>1-2</td>
<td>911 A</td>
<td>887 A</td>
<td>447 A</td>
<td>529 A</td>
<td>548 A</td>
<td>594 A</td>
<td>714 A</td>
<td>871 A</td>
</tr>
<tr>
<td>2-3</td>
<td>665 A</td>
<td>627 A</td>
<td>323 A</td>
<td>413 A</td>
<td>452 A</td>
<td>444 A</td>
<td>502 A</td>
<td>685 A</td>
</tr>
<tr>
<td>3-4</td>
<td>475 A</td>
<td>375 A</td>
<td>371 A</td>
<td>426 A</td>
<td>395 A</td>
<td>470 A</td>
<td>501 A</td>
<td>449 A</td>
</tr>
<tr>
<td>4-5</td>
<td>531 A</td>
<td>373 A</td>
<td>768 A</td>
<td>809 A</td>
<td>819 A</td>
<td>787 A</td>
<td>804 A</td>
<td>486 A</td>
</tr>
<tr>
<td>5-6</td>
<td>798 A</td>
<td>525 A</td>
<td>1852 A</td>
<td>1823 A</td>
<td>1821 A</td>
<td>1850 A</td>
<td>1730 A</td>
<td>832 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1465 A</td>
<td>877 A</td>
<td>3563 A</td>
<td>3526 A</td>
<td>3554 A</td>
<td>3442 A</td>
<td>3379 A</td>
<td>1438 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2276 A</td>
<td>1293 A</td>
<td>5121 A</td>
<td>5132 A</td>
<td>5086 A</td>
<td>5056 A</td>
<td>4823 A</td>
<td>2177 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3214 A</td>
<td>1990 A</td>
<td>4440 A</td>
<td>4435 A</td>
<td>4420 A</td>
<td>4428 A</td>
<td>4469 A</td>
<td>3067 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3816 A</td>
<td>2661 A</td>
<td>3696 A</td>
<td>3709 A</td>
<td>3814 A</td>
<td>3834 A</td>
<td>4039 A</td>
<td>3801 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4314 A</td>
<td>3419 A</td>
<td>3781 A</td>
<td>3718 A</td>
<td>3804 A</td>
<td>3755 A</td>
<td>4498 A</td>
<td>4552 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4655 A</td>
<td>3956 A</td>
<td>4300 A</td>
<td>4201 A</td>
<td>4410 A</td>
<td>4415 A</td>
<td>5345 A</td>
<td>4932 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5008 A</td>
<td>4344 A</td>
<td>4610 A</td>
<td>4417 A</td>
<td>4433 A</td>
<td>4800 A</td>
<td>5933 A</td>
<td>5106 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4926 A</td>
<td>4670 A</td>
<td>4427 A</td>
<td>4397 A</td>
<td>4330 A</td>
<td>4909 A</td>
<td>5923 A</td>
<td>4839 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4688 A</td>
<td>4419 A</td>
<td>5142 A</td>
<td>5182 A</td>
<td>5406 A</td>
<td>5396 A</td>
<td>5711 A</td>
<td>4984 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4517 A</td>
<td>4525 A</td>
<td>5830 A</td>
<td>6001 A</td>
<td>5987 A</td>
<td>5858 A</td>
<td>5473 A</td>
<td>4851 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4391 A</td>
<td>4517 A</td>
<td>5820 A</td>
<td>5804 A</td>
<td>5807 A</td>
<td>5559 A</td>
<td>5291 A</td>
<td>4760 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4346 A</td>
<td>4402 A</td>
<td>5375 A</td>
<td>5349 A</td>
<td>5411 A</td>
<td>5267 A</td>
<td>5334 A</td>
<td>4357 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3913 A</td>
<td>3985 A</td>
<td>4132 A</td>
<td>4572 A</td>
<td>4578 A</td>
<td>4924 A</td>
<td>5090 A</td>
<td>3787 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3280 A</td>
<td>3379 A</td>
<td>3049 A</td>
<td>3269 A</td>
<td>3273 A</td>
<td>3841 A</td>
<td>4881 A</td>
<td>3276 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3164 A</td>
<td>3326 A</td>
<td>2678 A</td>
<td>2834 A</td>
<td>2986 A</td>
<td>3402 A</td>
<td>4646 A</td>
<td>2979 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3206 A</td>
<td>2699 A</td>
<td>2258 A</td>
<td>2523 A</td>
<td>2492 A</td>
<td>3169 A</td>
<td>4204 A</td>
<td>2663 A</td>
</tr>
<tr>
<td>22-23</td>
<td>3086 A</td>
<td>2119 A</td>
<td>1784 A</td>
<td>1856 A</td>
<td>2078 A</td>
<td>2457 A</td>
<td>3121 A</td>
<td>2458 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2048 A</td>
<td>1431 A</td>
<td>1307 A</td>
<td>1302 A</td>
<td>1431 A</td>
<td>1476 A</td>
<td>2372 A</td>
<td>1956 A</td>
</tr>
</tbody>
</table>

**Day Total**  
70979 A 62058 A 75875 A 76967 A 78166 A 80958 A 89791 A 70664 A

**AM Peak Hour**  
11-12 11-12 07-08 07-08 07-08 07-08 11-12 11-12

**AM Peak Traffic**  
4655 3956 5121 5132 5086 5056 5345 4932

**PM Peak Hour**  

**PM Peak Traffic**  
5008 4670 5830 6001 5987 5858 5933 5106
### CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station: 980</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Location Description</td>
<td>SACRAMENTO, JCT. RTE. 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Direction of Count: East**

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>1047 A</td>
<td>973 A</td>
<td>674 A</td>
<td>762 A</td>
<td>884 A</td>
<td>787 A</td>
<td>1028 A</td>
</tr>
<tr>
<td>1-2</td>
<td>781 A</td>
<td>578 A</td>
<td>350 A</td>
<td>518 A</td>
<td>589 A</td>
<td>574 A</td>
<td>742 A</td>
</tr>
<tr>
<td>2-3</td>
<td>544 A</td>
<td>389 A</td>
<td>301 A</td>
<td>401 A</td>
<td>433 A</td>
<td>467 A</td>
<td>517 A</td>
</tr>
<tr>
<td>3-4</td>
<td>335 A</td>
<td>289 A</td>
<td>368 A</td>
<td>444 A</td>
<td>410 A</td>
<td>462 A</td>
<td>366 A</td>
</tr>
<tr>
<td>4-5</td>
<td>324 A</td>
<td>326 A</td>
<td>768 A</td>
<td>761 A</td>
<td>815 A</td>
<td>707 A</td>
<td>415 A</td>
</tr>
<tr>
<td>5-6</td>
<td>473 A</td>
<td>552 A</td>
<td>1860 A</td>
<td>1743 A</td>
<td>1806 A</td>
<td>1581 A</td>
<td>655 A</td>
</tr>
<tr>
<td>6-7</td>
<td>831 A</td>
<td>841 A</td>
<td>3537 A</td>
<td>3508 A</td>
<td>3430 A</td>
<td>3092 A</td>
<td>1142 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1199 A</td>
<td>1051 A</td>
<td>4896 A</td>
<td>5009 A</td>
<td>5024 A</td>
<td>4381 A</td>
<td>1648 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1681 A</td>
<td>1470 A</td>
<td>4308 A</td>
<td>4256 A</td>
<td>4366 A</td>
<td>3975 A</td>
<td>2341 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2449 A</td>
<td>2068 A</td>
<td>3740 A</td>
<td>3736 A</td>
<td>3691 A</td>
<td>3605 A</td>
<td>2755 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3371 A</td>
<td>2694 A</td>
<td>3759 A</td>
<td>3755 A</td>
<td>3717 A</td>
<td>3805 A</td>
<td>3187 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3942 A</td>
<td>3658 A</td>
<td>4245 A</td>
<td>4042 A</td>
<td>4342 A</td>
<td>4687 A</td>
<td>3526 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4167 A</td>
<td>4091 A</td>
<td>4553 A</td>
<td>4461 A</td>
<td>4580 A</td>
<td>4927 A</td>
<td>3803 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4217 A</td>
<td>4241 A</td>
<td>4474 A</td>
<td>4551 A</td>
<td>4815 A</td>
<td>5150 A</td>
<td>3734 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4151 A</td>
<td>4365 A</td>
<td>5004 A</td>
<td>5144 A</td>
<td>5241 A</td>
<td>5866 A</td>
<td>3880 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4014 A</td>
<td>4301 A</td>
<td>5832 A</td>
<td>5860 A</td>
<td>5912 A</td>
<td>5774 A</td>
<td>3488 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3825 A</td>
<td>4106 A</td>
<td>5797 A</td>
<td>5894 A</td>
<td>5641 A</td>
<td>5413 A</td>
<td>3432 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3962 A</td>
<td>3786 A</td>
<td>5443 A</td>
<td>5318 A</td>
<td>5446 A</td>
<td>5340 A</td>
<td>3266 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3532 A</td>
<td>3432 A</td>
<td>4250 A</td>
<td>4377 A</td>
<td>4634 A</td>
<td>4911 A</td>
<td>3272 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3144 A</td>
<td>3026 A</td>
<td>3139 A</td>
<td>3337 A</td>
<td>3495 A</td>
<td>4187 A</td>
<td>2815 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2935 A</td>
<td>2708 A</td>
<td>2530 A</td>
<td>2722 A</td>
<td>2990 A</td>
<td>3025 A</td>
<td>2462 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2818 A</td>
<td>2379 A</td>
<td>2193 A</td>
<td>2338 A</td>
<td>2711 A</td>
<td>2683 A</td>
<td>2255 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2082 A</td>
<td>1793 A</td>
<td>1698 A</td>
<td>1775 A</td>
<td>2028 A</td>
<td>2148 A</td>
<td>2071 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1613 A</td>
<td>1276 A</td>
<td>1227 A</td>
<td>1337 A</td>
<td>1488 A</td>
<td>1543 A</td>
<td>1515 A</td>
</tr>
</tbody>
</table>

**Day Total** | 57437 A | 54393 A | 74946 A | 76049 A | 78488 A | 79090 A | 54315 A |

**AM Peak Hour** | 11-12 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 |

**AM Peak Traffic** | 3942 | 3658 | 4896 | 5009 | 5024 | 4687 | 3526 |

**PM Peak Hour** | 13-14 | 15-16 | 15-16 | 15-16 | 14-15 | 14-15 |

**PM Peak Traffic** | 4217 | 4365 | 5832 | 5894 | 5912 | 5866 | 3880 |
### District County Route Prefix Postmile Leg

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
</tr>
</tbody>
</table>

### Location Description
SACRAMENTO, JCT. RTE. 5

#### Traffic Station: 980
- Location Type: FHWA
- Lanes: 4
- Lane Code: 8

#### 7-Day Periods

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>5-Day Periods</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST</td>
<td>EAST</td>
</tr>
<tr>
<td><strong>7-Day Total</strong></td>
<td><strong>5-Day Total</strong></td>
</tr>
<tr>
<td><strong>Daily Average</strong></td>
<td><strong>Weekday Average</strong></td>
</tr>
<tr>
<td><strong>Daily Average</strong></td>
<td><strong>Daily Average</strong></td>
</tr>
<tr>
<td>1st</td>
<td>530717</td>
</tr>
<tr>
<td>2nd</td>
<td>531911</td>
</tr>
<tr>
<td>3rd</td>
<td>501768</td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

**Traffic Station:** 980  
**Location Type:** FHWA  
**Lanes:** 4  
**Lane Code:** 8

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
</tr>
</tbody>
</table>

**Location Description:** SACRAMENTO, JCT. RTE. 5

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>MAY 01</td>
<td>MAY 02</td>
<td>MAY 03</td>
<td>MAY 04</td>
<td>MAY 05</td>
<td>MAY 06</td>
<td>MAY 07</td>
<td>MAY 08</td>
</tr>
<tr>
<td>0-1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Day Total

- AM Peak Hour  
  - AM Peak Traffic  
- PM Peak Hour  
  - PM Peak Traffic

45712

5438

15-16
## CALTRANS TRAFFIC VOLUMES

### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 09</td>
<td>MAY 10</td>
<td>MAY 11</td>
<td>MAY 12</td>
<td>MAY 13</td>
<td>MAY 14</td>
<td>MAY 15</td>
<td>MAY 16</td>
</tr>
<tr>
<td>0-1</td>
<td>622 A</td>
<td>1036 A</td>
<td>1014 A</td>
<td>627 A</td>
<td>527 A</td>
<td>612 A</td>
<td>592 A</td>
<td>713 A</td>
</tr>
<tr>
<td>1-2</td>
<td>478 A</td>
<td>807 A</td>
<td>710 A</td>
<td>441 A</td>
<td>425 A</td>
<td>397 A</td>
<td>427 A</td>
<td>476 A</td>
</tr>
<tr>
<td>2-3</td>
<td>495 A</td>
<td>692 A</td>
<td>569 A</td>
<td>440 A</td>
<td>427 A</td>
<td>412 A</td>
<td>420 A</td>
<td>537 A</td>
</tr>
<tr>
<td>3-4</td>
<td>653 A</td>
<td>535 A</td>
<td>421 A</td>
<td>716 A</td>
<td>621 A</td>
<td>606 A</td>
<td>622 A</td>
<td>670 A</td>
</tr>
<tr>
<td>4-5</td>
<td>1430 A</td>
<td>850 A</td>
<td>580 A</td>
<td>1839 A</td>
<td>1602 A</td>
<td>1532 A</td>
<td>1505 A</td>
<td>1506 A</td>
</tr>
<tr>
<td>5-6</td>
<td>2936 A</td>
<td>1213 A</td>
<td>721 A</td>
<td>3509 A</td>
<td>3339 A</td>
<td>3188 A</td>
<td>3222 A</td>
<td>3086 A</td>
</tr>
<tr>
<td>6-7</td>
<td>5096 A</td>
<td>1713 A</td>
<td>975 A</td>
<td>5452 A</td>
<td>5499 A</td>
<td>5396 A</td>
<td>5421 A</td>
<td>5087 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5944 A</td>
<td>2485 A</td>
<td>1491 A</td>
<td>6182 A</td>
<td>6222 A</td>
<td>6050 A</td>
<td>6340 A</td>
<td>5891 A</td>
</tr>
<tr>
<td>8-9</td>
<td>5354 A</td>
<td>3408 A</td>
<td>2286 A</td>
<td>5414 A</td>
<td>5661 A</td>
<td>5554 A</td>
<td>5653 A</td>
<td>5279 A</td>
</tr>
<tr>
<td>9-10</td>
<td>4554 A</td>
<td>3833 A</td>
<td>3449 A</td>
<td>4406 A</td>
<td>4409 A</td>
<td>4265 A</td>
<td>4415 A</td>
<td>4423 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4315 A</td>
<td>4944 A</td>
<td>4169 A</td>
<td>4167 A</td>
<td>3841 A</td>
<td>3960 A</td>
<td>4099 A</td>
<td>4710 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4530 A</td>
<td>4667 A</td>
<td>4538 A</td>
<td>4222 A</td>
<td>4025 A</td>
<td>4035 A</td>
<td>4125 A</td>
<td>4738 A</td>
</tr>
<tr>
<td>12-13</td>
<td>5155 A</td>
<td>4936 A</td>
<td>4913 A</td>
<td>4537 A</td>
<td>4360 A</td>
<td>4477 A</td>
<td>4667 A</td>
<td>5153 A</td>
</tr>
<tr>
<td>13-14</td>
<td>5474 A</td>
<td>4809 A</td>
<td>5103 A</td>
<td>4572 A</td>
<td>4427 A</td>
<td>4461 A</td>
<td>4663 A</td>
<td>5422 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5432 A</td>
<td>4848 A</td>
<td>4995 A</td>
<td>4746 A</td>
<td>4806 A</td>
<td>4664 A</td>
<td>4908 A</td>
<td>5579 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5944 A</td>
<td>4831 A</td>
<td>4908 A</td>
<td>5089 A</td>
<td>5176 A</td>
<td>5013 A</td>
<td>5302 A</td>
<td>5897 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5868 A</td>
<td>4464 A</td>
<td>4775 A</td>
<td>5260 A</td>
<td>5300 A</td>
<td>5320 A</td>
<td>5368 A</td>
<td>5749 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5379 A</td>
<td>4396 A</td>
<td>4625 A</td>
<td>4813 A</td>
<td>5025 A</td>
<td>5030 A</td>
<td>5100 A</td>
<td>5354 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4838 A</td>
<td>4059 A</td>
<td>4392 A</td>
<td>3697 A</td>
<td>3687 A</td>
<td>3941 A</td>
<td>3965 A</td>
<td>4583 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3935 A</td>
<td>3410 A</td>
<td>4010 A</td>
<td>2998 A</td>
<td>2976 A</td>
<td>2917 A</td>
<td>3098 A</td>
<td>3745 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3347 A</td>
<td>3207 A</td>
<td>3673 A</td>
<td>2531 A</td>
<td>2827 A</td>
<td>2659 A</td>
<td>2921 A</td>
<td>3339 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3153 A</td>
<td>2985 A</td>
<td>2902 A</td>
<td>2269 A</td>
<td>2468 A</td>
<td>2385 A</td>
<td>2640 A</td>
<td>3229 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2461 A</td>
<td>2411 A</td>
<td>2240 A</td>
<td>1619 A</td>
<td>1725 A</td>
<td>1795 A</td>
<td>1981 A</td>
<td>2469 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1651 A</td>
<td>1632 A</td>
<td>1648 A</td>
<td>1016 A</td>
<td>954 A</td>
<td>967 A</td>
<td>1146 A</td>
<td>1669 A</td>
</tr>
</tbody>
</table>

### Day Total

<p>| | | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>89044 A</td>
<td>72171 A</td>
<td>69107 A</td>
<td>80562 A</td>
<td>80329 A</td>
<td>79636 A</td>
<td>82600 A</td>
<td>89304 A</td>
</tr>
</tbody>
</table>

### AM Peak Hour

<p>| | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
</tr>
</tbody>
</table>

### AM Peak Traffic

|        | 5944   | 4944   | 4538   | 6182   | 6222   | 6050   |
|        | 6340   | 5891   | 5891   | 5891   | 5891   | 5891   |

### PM Peak Hour

|        | 15-16  | 13-14  | 16-17  | 16-17  | 16-17  | 16-17  |
|        |        |        |        |        |        |        |

### PM Peak Traffic

|        | 5944   | 4936   | 5103   | 5260   | 5300   | 5320   |
|        | 5368   | 5897   | 5897   | 5897   | 5897   | 5897   |

### Location Description

SACRAMENTO, JCT. RTE. 5
<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 17</td>
<td>MAY 18</td>
<td>MAY 19</td>
<td>MAY 20</td>
<td>MAY 21</td>
<td>MAY 22</td>
<td>MAY 23</td>
<td>MAY 24</td>
</tr>
<tr>
<td>0-1</td>
<td>1097 A</td>
<td>1073 A</td>
<td>670 A</td>
<td>586 A</td>
<td>574 A</td>
<td>595 A</td>
<td>793 A</td>
<td>1033 A</td>
</tr>
<tr>
<td>1-2</td>
<td>882 A</td>
<td>692 A</td>
<td>440 A</td>
<td>413 A</td>
<td>405 A</td>
<td>418 A</td>
<td>540 A</td>
<td>915 A</td>
</tr>
<tr>
<td>2-3</td>
<td>667 A</td>
<td>606 A</td>
<td>410 A</td>
<td>420 A</td>
<td>416 A</td>
<td>655 A</td>
<td>539 A</td>
<td>566 A</td>
</tr>
<tr>
<td>3-4</td>
<td>550 A</td>
<td>464 A</td>
<td>758 A</td>
<td>623 A</td>
<td>620 A</td>
<td>652 A</td>
<td>638 A</td>
<td>503 A</td>
</tr>
<tr>
<td>4-5</td>
<td>873 A</td>
<td>688 A</td>
<td>1802 A</td>
<td>1609 A</td>
<td>1513 A</td>
<td>1489 A</td>
<td>1411 A</td>
<td>820 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1316 A</td>
<td>888 A</td>
<td>3547 A</td>
<td>3395 A</td>
<td>3194 A</td>
<td>3183 A</td>
<td>2759 A</td>
<td>1154 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2012 A</td>
<td>1240 A</td>
<td>5364 A</td>
<td>5345 A</td>
<td>5409 A</td>
<td>5132 A</td>
<td>4704 A</td>
<td>1491 A</td>
</tr>
</tbody>
</table>

Direction of Count: West

Day Total: 72073 A 66722 A 80468 A 80267 A 80302 A 82734 A 88374 A 68172 A

AM Peak Hour: 11-12 11-12 07-08 07-08 07-08 07-08 07-08 11-12
AM Peak Traffic: 4646 4438 6117 6264 5982 5956 5801 4882
PM Peak Hour: 13-14 13-14 16-17 16-17 16-17 16-17 15-16 14-15
PM Peak Traffic: 4726 4967 5153 5336 5342 5526 5999 4993
### Detailed All Vehicle Hourly Count Report

#### Traffic Station: 980

<table>
<thead>
<tr>
<th>Location Description</th>
<th>SACRAMENTO, JCT. RTE. 5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>District</strong></td>
<td>03</td>
</tr>
<tr>
<td><strong>County</strong></td>
<td>SAC</td>
</tr>
<tr>
<td><strong>Prefix</strong></td>
<td>080</td>
</tr>
<tr>
<td><strong>Postmile</strong></td>
<td>M 2.554</td>
</tr>
<tr>
<td><strong>Leg</strong></td>
<td>A</td>
</tr>
<tr>
<td><strong>Traffic Station</strong></td>
<td>980</td>
</tr>
<tr>
<td><strong>Location Type</strong></td>
<td>FHWA</td>
</tr>
<tr>
<td><strong>Lanes</strong></td>
<td>4</td>
</tr>
<tr>
<td><strong>Lane Code</strong></td>
<td>8</td>
</tr>
</tbody>
</table>

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MAY 25</td>
<td>MAY 26</td>
<td>MAY 27</td>
<td>MAY 28</td>
<td>MAY 29</td>
<td>MAY 30</td>
<td>MAY 31</td>
</tr>
<tr>
<td>0-1</td>
<td>968 A</td>
<td>892 A</td>
<td>588 A</td>
<td>610 A</td>
<td>592 A</td>
<td>680 A</td>
<td>1077 A</td>
</tr>
<tr>
<td>1-2</td>
<td>661 A</td>
<td>632 A</td>
<td>418 A</td>
<td>421 A</td>
<td>402 A</td>
<td>514 A</td>
<td>785 A</td>
</tr>
<tr>
<td>2-3</td>
<td>510 A</td>
<td>502 A</td>
<td>410 A</td>
<td>426 A</td>
<td>468 A</td>
<td>591 A</td>
<td>582 A</td>
</tr>
<tr>
<td>3-4</td>
<td>415 A</td>
<td>413 A</td>
<td>694 A</td>
<td>607 A</td>
<td>625 A</td>
<td>619 A</td>
<td>530 A</td>
</tr>
<tr>
<td>4-5</td>
<td>564 A</td>
<td>718 A</td>
<td>1904 A</td>
<td>1565 A</td>
<td>1470 A</td>
<td>1231 A</td>
<td>863 A</td>
</tr>
<tr>
<td>5-6</td>
<td>712 A</td>
<td>895 A</td>
<td>3627 A</td>
<td>3250 A</td>
<td>3230 A</td>
<td>2375 A</td>
<td>1161 A</td>
</tr>
<tr>
<td>6-7</td>
<td>981 A</td>
<td>1148 A</td>
<td>5450 A</td>
<td>5196 A</td>
<td>5221 A</td>
<td>4127 A</td>
<td>1568 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1318 A</td>
<td>1436 A</td>
<td>6071 A</td>
<td>6229 A</td>
<td>6092 A</td>
<td>5500 A</td>
<td>2259 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1857 A</td>
<td>1945 A</td>
<td>5583 A</td>
<td>5099 A</td>
<td>5377 A</td>
<td>4714 A</td>
<td>2920 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2858 A</td>
<td>2848 A</td>
<td>4480 A</td>
<td>4178 A</td>
<td>4276 A</td>
<td>4101 A</td>
<td>3374 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3733 A</td>
<td>3849 A</td>
<td>4199 A</td>
<td>3885 A</td>
<td>3944 A</td>
<td>3999 A</td>
<td>3743 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3809 A</td>
<td>4612 A</td>
<td>4318 A</td>
<td>4114 A</td>
<td>4065 A</td>
<td>4406 A</td>
<td>3881 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4420 A</td>
<td>5085 A</td>
<td>4758 A</td>
<td>4462 A</td>
<td>4511 A</td>
<td>4823 A</td>
<td>4119 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4504 A</td>
<td>5526 A</td>
<td>4653 A</td>
<td>4526 A</td>
<td>4738 A</td>
<td>5148 A</td>
<td>4260 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4576 A</td>
<td>5390 A</td>
<td>4864 A</td>
<td>4668 A</td>
<td>4903 A</td>
<td>5093 A</td>
<td>4073 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4545 A</td>
<td>5017 A</td>
<td>5157 A</td>
<td>5198 A</td>
<td>5144 A</td>
<td>5639 A</td>
<td>4173 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4374 A</td>
<td>4445 A</td>
<td>5295 A</td>
<td>5333 A</td>
<td>5446 A</td>
<td>5443 A</td>
<td>4124 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4097 A</td>
<td>4186 A</td>
<td>4927 A</td>
<td>5075 A</td>
<td>5081 A</td>
<td>4978 A</td>
<td>3834 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3663 A</td>
<td>3416 A</td>
<td>3812 A</td>
<td>3660 A</td>
<td>3969 A</td>
<td>4123 A</td>
<td>3369 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3275 A</td>
<td>4030 A</td>
<td>2978 A</td>
<td>2945 A</td>
<td>3013 A</td>
<td>3532 A</td>
<td>3079 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3037 A</td>
<td>3606 A</td>
<td>2569 A</td>
<td>2651 A</td>
<td>2669 A</td>
<td>2810 A</td>
<td>2822 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2692 A</td>
<td>2641 A</td>
<td>2245 A</td>
<td>2382 A</td>
<td>2476 A</td>
<td>2923 A</td>
<td>2665 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2146 A</td>
<td>1955 A</td>
<td>1645 A</td>
<td>1717 A</td>
<td>1852 A</td>
<td>2467 A</td>
<td>2299 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1366 A</td>
<td>1118 A</td>
<td>919 A</td>
<td>929 A</td>
<td>1115 A</td>
<td>1512 A</td>
<td>1607 A</td>
</tr>
</tbody>
</table>

**Day Total**

<p>| AM Peak Hour | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 |
| AM Peak Traffic | 3809 | 4612 | 6071 | 6229 | 6092 | 5500 |
| PM Peak Hour | 14-15 | 16-17 | 16-17 | 15-16 | 13-14 |
| PM Peak Traffic | 4576 | 5526 | 5295 | 5333 | 5446 | 5639 | 4260 |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 5

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>980</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
<td>FHWA</td>
</tr>
<tr>
<td>Lanes:</td>
<td>4</td>
</tr>
<tr>
<td>Lane Code:</td>
<td>8</td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### WEST

<table>
<thead>
<tr>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>553449</td>
</tr>
<tr>
<td>2nd</td>
<td>551870</td>
</tr>
<tr>
<td>3rd</td>
<td>525301</td>
</tr>
<tr>
<td>4th</td>
<td>75043</td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### WEST

<table>
<thead>
<tr>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>412171</td>
</tr>
<tr>
<td>2nd</td>
<td>413075</td>
</tr>
<tr>
<td>3rd</td>
<td>396048</td>
</tr>
<tr>
<td>4th</td>
<td>79210</td>
</tr>
</tbody>
</table>
### District 03

#### Location Description

SACRAMENTO, JCT. RTE. 5

### Traffic Station: 980

- **Location Type:** FHWA
- **Lanes:** 4
- **Lane Code:** 8

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>935 A</td>
<td>694 A</td>
<td>736 A</td>
<td>811 A</td>
<td>787 A</td>
<td>898 A</td>
<td>1174 A</td>
<td>1042 A</td>
</tr>
<tr>
<td>1-2</td>
<td>688 A</td>
<td>370 A</td>
<td>411 A</td>
<td>483 A</td>
<td>461 A</td>
<td>584 A</td>
<td>712 A</td>
<td>644 A</td>
</tr>
<tr>
<td>2-3</td>
<td>467 A</td>
<td>286 A</td>
<td>354 A</td>
<td>353 A</td>
<td>435 A</td>
<td>430 A</td>
<td>542 A</td>
<td>502 A</td>
</tr>
<tr>
<td>3-4</td>
<td>291 A</td>
<td>264 A</td>
<td>395 A</td>
<td>382 A</td>
<td>411 A</td>
<td>426 A</td>
<td>374 A</td>
<td>303 A</td>
</tr>
<tr>
<td>4-5</td>
<td>330 A</td>
<td>566 A</td>
<td>645 A</td>
<td>645 A</td>
<td>669 A</td>
<td>685 A</td>
<td>454 A</td>
<td>327 A</td>
</tr>
<tr>
<td>5-6</td>
<td>428 A</td>
<td>1443 A</td>
<td>1490 A</td>
<td>1486 A</td>
<td>1448 A</td>
<td>1454 A</td>
<td>703 A</td>
<td>475 A</td>
</tr>
<tr>
<td>6-7</td>
<td>689 A</td>
<td>2679 A</td>
<td>2671 A</td>
<td>2647 A</td>
<td>2661 A</td>
<td>2618 A</td>
<td>1233 A</td>
<td>813 A</td>
</tr>
<tr>
<td>7-8</td>
<td>985 A</td>
<td>3696 A</td>
<td>3713 A</td>
<td>3908 A</td>
<td>3773 A</td>
<td>3709 A</td>
<td>2009 A</td>
<td>1171 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1442 A</td>
<td>3341 A</td>
<td>3392 A</td>
<td>3388 A</td>
<td>3521 A</td>
<td>3505 A</td>
<td>2466 A</td>
<td>1613 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2052 A</td>
<td>2805 A</td>
<td>2841 A</td>
<td>3005 A</td>
<td>2965 A</td>
<td>3182 A</td>
<td>3011 A</td>
<td>2267 A</td>
</tr>
<tr>
<td>10-11</td>
<td>2728 A</td>
<td>2995 A</td>
<td>3041 A</td>
<td>3175 A</td>
<td>3053 A</td>
<td>3598 A</td>
<td>3633 A</td>
<td>2833 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3047 A</td>
<td>3371 A</td>
<td>3562 A</td>
<td>3732 A</td>
<td>3674 A</td>
<td>4352 A</td>
<td>4037 A</td>
<td>3297 A</td>
</tr>
<tr>
<td>12-13</td>
<td>3531 A</td>
<td>3856 A</td>
<td>3616 A</td>
<td>3879 A</td>
<td>4049 A</td>
<td>4635 A</td>
<td>4012 A</td>
<td>3703 A</td>
</tr>
<tr>
<td>13-14</td>
<td>3574 A</td>
<td>3841 A</td>
<td>3809 A</td>
<td>3718 A</td>
<td>4060 A</td>
<td>4640 A</td>
<td>3915 A</td>
<td>3620 A</td>
</tr>
<tr>
<td>14-15</td>
<td>3687 A</td>
<td>4245 A</td>
<td>4467 A</td>
<td>4356 A</td>
<td>4616 A</td>
<td>4667 A</td>
<td>3832 A</td>
<td>3559 A</td>
</tr>
<tr>
<td>15-16</td>
<td>3461 A</td>
<td>4535 A</td>
<td>4648 A</td>
<td>4794 A</td>
<td>4874 A</td>
<td>4871 A</td>
<td>3750 A</td>
<td>3360 A</td>
</tr>
<tr>
<td>16-17</td>
<td>3341 A</td>
<td>4420 A</td>
<td>4739 A</td>
<td>4968 A</td>
<td>5077 A</td>
<td>4945 A</td>
<td>3551 A</td>
<td>3518 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3290 A</td>
<td>4228 A</td>
<td>4504 A</td>
<td>4628 A</td>
<td>4659 A</td>
<td>4641 A</td>
<td>3386 A</td>
<td>3364 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3289 A</td>
<td>3752 A</td>
<td>3884 A</td>
<td>4117 A</td>
<td>3922 A</td>
<td>4144 A</td>
<td>3179 A</td>
<td>3183 A</td>
</tr>
<tr>
<td>19-20</td>
<td>2686 A</td>
<td>2591 A</td>
<td>2668 A</td>
<td>2972 A</td>
<td>3210 A</td>
<td>3559 A</td>
<td>2701 A</td>
<td>2785 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2417 A</td>
<td>2106 A</td>
<td>2339 A</td>
<td>2435 A</td>
<td>2499 A</td>
<td>3375 A</td>
<td>2538 A</td>
<td>2536 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2287 A</td>
<td>1814 A</td>
<td>1907 A</td>
<td>2051 A</td>
<td>2485 A</td>
<td>3090 A</td>
<td>2495 A</td>
<td>2335 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1676 A</td>
<td>1442 A</td>
<td>1597 A</td>
<td>1784 A</td>
<td>1865 A</td>
<td>2591 A</td>
<td>2402 A</td>
<td>1791 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1195 A</td>
<td>1140 A</td>
<td>1163 A</td>
<td>1221 A</td>
<td>1391 A</td>
<td>1742 A</td>
<td>1641 A</td>
<td>1311 A</td>
</tr>
</tbody>
</table>

**Day Total**

48516 A | 60480 A | 62592 A | 64938 A | 66565 A | 72341 A | 57750 A | 50352 A

**AM Peak Hour**

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>11-12</th>
<th>07-08</th>
<th>07-08</th>
<th>07-08</th>
<th>11-12</th>
<th>11-12</th>
<th>11-12</th>
</tr>
</thead>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th>AM Peak Traffic</th>
<th>3047</th>
<th>3696</th>
<th>3713</th>
<th>3908</th>
<th>3773</th>
<th>4352</th>
<th>4037</th>
</tr>
</thead>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>PM Peak Hour</th>
<th>14-15</th>
<th>15-16</th>
<th>16-17</th>
<th>16-17</th>
<th>16-17</th>
<th>12-13</th>
<th>12-13</th>
</tr>
</thead>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th>PM Peak Traffic</th>
<th>3687</th>
<th>4535</th>
<th>4739</th>
<th>4968</th>
<th>5077</th>
<th>4945</th>
<th>4012</th>
</tr>
</thead>
</table>

### District County Prefix Postmile Leg

| 03 | SAC | 080 | M | 2.554 | A |

**Location Description**

SACRAMENTO, JCT. RTE. 5
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 5

**Traffic Station:** 980
- **Location Type:** FHWA
- **Lanes:** 4
- **Lane Code:** 8

**Direction of Count:** East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>795 A</td>
<td>782 A</td>
<td>869 A</td>
<td>886 A</td>
<td>1003 A</td>
<td>1542 A</td>
<td>1189 A</td>
<td>840 A</td>
</tr>
<tr>
<td>1-2</td>
<td>562 A</td>
<td>472 A</td>
<td>504 A</td>
<td>608 A</td>
<td>734 A</td>
<td>874 A</td>
<td>827 A</td>
<td>476 A</td>
</tr>
<tr>
<td>2-3</td>
<td>382 A</td>
<td>376 A</td>
<td>373 A</td>
<td>430 A</td>
<td>501 A</td>
<td>611 A</td>
<td>635 A</td>
<td>353 A</td>
</tr>
<tr>
<td>3-4</td>
<td>328 A</td>
<td>416 A</td>
<td>395 A</td>
<td>442 A</td>
<td>525 A</td>
<td>461 A</td>
<td>360 A</td>
<td>396 A</td>
</tr>
<tr>
<td>4-5</td>
<td>688 A</td>
<td>779 A</td>
<td>757 A</td>
<td>764 A</td>
<td>898 A</td>
<td>558 A</td>
<td>379 A</td>
<td>777 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1665 A</td>
<td>1773 A</td>
<td>1798 A</td>
<td>1781 A</td>
<td>1865 A</td>
<td>826 A</td>
<td>626 A</td>
<td>1858 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3090 A</td>
<td>3389 A</td>
<td>3326 A</td>
<td>3379 A</td>
<td>3333 A</td>
<td>1295 A</td>
<td>793 A</td>
<td>3265 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4549 A</td>
<td>4675 A</td>
<td>4646 A</td>
<td>4684 A</td>
<td>4528 A</td>
<td>1878 A</td>
<td>1161 A</td>
<td>4480 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3833 A</td>
<td>4180 A</td>
<td>4175 A</td>
<td>4115 A</td>
<td>4279 A</td>
<td>2601 A</td>
<td>1768 A</td>
<td>4039 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3450 A</td>
<td>3853 A</td>
<td>3400 A</td>
<td>2965 C</td>
<td>3756 A</td>
<td>3266 A</td>
<td>2595 A</td>
<td>3524 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3532 A</td>
<td>3573 A</td>
<td>3477 A</td>
<td>3755 A</td>
<td>4294 A</td>
<td>3925 A</td>
<td>3521 A</td>
<td>3656 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4078 A</td>
<td>4168 A</td>
<td>4116 A</td>
<td>4382 A</td>
<td>5033 A</td>
<td>4416 A</td>
<td>4125 A</td>
<td>4323 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4347 A</td>
<td>4348 A</td>
<td>4351 A</td>
<td>4686 A</td>
<td>5433 A</td>
<td>4766 A</td>
<td>4393 A</td>
<td>4509 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4272 A</td>
<td>4337 A</td>
<td>4285 A</td>
<td>4596 A</td>
<td>5468 A</td>
<td>4701 A</td>
<td>4563 A</td>
<td>4382 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4918 A</td>
<td>5113 A</td>
<td>4966 A</td>
<td>5219 A</td>
<td>5729 A</td>
<td>4778 A</td>
<td>4364 A</td>
<td>5037 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5430 A</td>
<td>5711 A</td>
<td>5679 A</td>
<td>5753 A</td>
<td>4825 A</td>
<td>4695 A</td>
<td>4369 A</td>
<td>5317 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4808 A</td>
<td>5487 A</td>
<td>5772 A</td>
<td>5579 A</td>
<td>4786 A</td>
<td>4471 A</td>
<td>4260 A</td>
<td>5306 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5089 A</td>
<td>5432 A</td>
<td>5295 A</td>
<td>5104 A</td>
<td>5227 A</td>
<td>4151 A</td>
<td>4088 A</td>
<td>5137 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3894 A</td>
<td>4130 A</td>
<td>4405 A</td>
<td>4546 A</td>
<td>4834 A</td>
<td>3985 A</td>
<td>3877 A</td>
<td>4280 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3009 A</td>
<td>3193 A</td>
<td>3288 A</td>
<td>3722 A</td>
<td>4504 A</td>
<td>3469 A</td>
<td>3451 A</td>
<td>3151 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2525 A</td>
<td>2656 A</td>
<td>2815 A</td>
<td>3001 A</td>
<td>3984 A</td>
<td>3217 A</td>
<td>3395 A</td>
<td>2781 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2199 A</td>
<td>2412 A</td>
<td>2461 A</td>
<td>2788 A</td>
<td>3720 A</td>
<td>3272 A</td>
<td>3218 A</td>
<td>2353 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1714 A</td>
<td>1851 A</td>
<td>1935 A</td>
<td>2037 A</td>
<td>3181 A</td>
<td>2514 A</td>
<td>2369 A</td>
<td>1896 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1283 A</td>
<td>1321 A</td>
<td>1434 A</td>
<td>1612 A</td>
<td>2165 A</td>
<td>2134 A</td>
<td>1586 A</td>
<td>1352 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 70440 A
- 74157 A
- 74522 A
- 76834 C
- 84605 A
- 68406 A
- 61912 A
- 73488 A

**AM Peak Hour**
- 07-08
- 07-08
- 07-08
- 07-08
- 11-12
- 11-12
- 11-12
- 07-08

**AM Peak Traffic**
- 4549
- 4675
- 4646
- 4684
- 5033
- 4416
- 4125
- 4480

**PM Peak Hour**
- 15-16
- 15-16
- 16-17
- 15-16
- 14-15
- 14-15
- 13-14
- 15-16

**PM Peak Traffic**
- 5430
- 5711
- 5772
- 5753
- 5729
- 4778
- 4563
- 5317
### Traffic Volumes - Details

#### Location Description
- **SACRAMENTO, JCT. RTE. 5**

#### District, County, Route, Prefix, Postmile, Leg
- **03** SAC 080 M 2.554 A

#### Traffic Station: 980
- **Location Type:** FHWA
- **Lanes:** 4
- **Lane Code:** 8

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
<tr>
<td>0-1</td>
<td>853 A</td>
<td>1044 A</td>
<td>930 A</td>
<td>1073 A</td>
<td>1504 A</td>
<td>1392 A</td>
<td>919 A</td>
<td>744 A</td>
</tr>
<tr>
<td>1-2</td>
<td>533 A</td>
<td>640 A</td>
<td>581 A</td>
<td>697 A</td>
<td>914 A</td>
<td>859 A</td>
<td>520 A</td>
<td>513 A</td>
</tr>
<tr>
<td>2-3</td>
<td>392 A</td>
<td>467 A</td>
<td>488 A</td>
<td>496 A</td>
<td>703 A</td>
<td>548 A</td>
<td>303 A</td>
<td>397 A</td>
</tr>
<tr>
<td>3-4</td>
<td>431 A</td>
<td>424 A</td>
<td>448 A</td>
<td>475 A</td>
<td>490 A</td>
<td>381 A</td>
<td>410 A</td>
<td>447 A</td>
</tr>
<tr>
<td>4-5</td>
<td>807 A</td>
<td>807 A</td>
<td>831 A</td>
<td>766 A</td>
<td>522 A</td>
<td>370 A</td>
<td>698 A</td>
<td>810 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1896 A</td>
<td>1866 A</td>
<td>1858 A</td>
<td>1846 A</td>
<td>908 A</td>
<td>570 A</td>
<td>1800 A</td>
<td>1878 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3480 A</td>
<td>3421 A</td>
<td>3390 A</td>
<td>3348 A</td>
<td>1510 A</td>
<td>840 A</td>
<td>3198 A</td>
<td>3356 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4663 A</td>
<td>4679 A</td>
<td>4630 A</td>
<td>4571 A</td>
<td>2248 A</td>
<td>1325 A</td>
<td>4627 A</td>
<td>4705 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4155 A</td>
<td>4289 A</td>
<td>4209 A</td>
<td>4281 A</td>
<td>3080 A</td>
<td>1775 A</td>
<td>4130 A</td>
<td>4028 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3601 A</td>
<td>3520 A</td>
<td>3804 A</td>
<td>3976 A</td>
<td>3583 A</td>
<td>2592 A</td>
<td>3609 A</td>
<td>3513 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3622 A</td>
<td>3645 A</td>
<td>3811 A</td>
<td>4312 A</td>
<td>4178 A</td>
<td>3426 A</td>
<td>3574 A</td>
<td>3613 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4339 A</td>
<td>4267 A</td>
<td>4434 A</td>
<td>5050 A</td>
<td>4467 A</td>
<td>3831 A</td>
<td>4234 A</td>
<td>4194 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4477 A</td>
<td>4516 A</td>
<td>4779 A</td>
<td>5431 A</td>
<td>4803 A</td>
<td>4229 A</td>
<td>4575 A</td>
<td>4573 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4491 A</td>
<td>4454 A</td>
<td>4808 A</td>
<td>5536 A</td>
<td>4622 A</td>
<td>4120 A</td>
<td>4372 A</td>
<td>4369 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5050 A</td>
<td>4887 A</td>
<td>5427 A</td>
<td>5466 A</td>
<td>4300 A</td>
<td>4079 A</td>
<td>5042 A</td>
<td>4578 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5686 A</td>
<td>3270 A</td>
<td>5469 A</td>
<td>5303 A</td>
<td>4343 A</td>
<td>4064 A</td>
<td>5418 A</td>
<td>5621 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5484 A</td>
<td>5138 A</td>
<td>5196 A</td>
<td>5173 A</td>
<td>4133 A</td>
<td>4044 A</td>
<td>5588 A</td>
<td>5630 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5075 A</td>
<td>4825 A</td>
<td>5139 A</td>
<td>4819 A</td>
<td>3836 A</td>
<td>4008 A</td>
<td>4459 A</td>
<td>5210 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4219 A</td>
<td>4581 A</td>
<td>4532 A</td>
<td>4424 A</td>
<td>3702 A</td>
<td>3772 A</td>
<td>3832 A</td>
<td>4164 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3116 A</td>
<td>3422 A</td>
<td>3557 A</td>
<td>4486 A</td>
<td>3231 A</td>
<td>3312 A</td>
<td>3124 A</td>
<td>3228 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2653 A</td>
<td>2881 A</td>
<td>3274 A</td>
<td>4210 A</td>
<td>2934 A</td>
<td>3177 A</td>
<td>2612 A</td>
<td>2706 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2513 A</td>
<td>2748 A</td>
<td>2963 A</td>
<td>4302 A</td>
<td>2761 A</td>
<td>2792 A</td>
<td>2247 A</td>
<td>2348 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2105 A</td>
<td>2092 A</td>
<td>2451 A</td>
<td>3063 A</td>
<td>2655 A</td>
<td>2252 A</td>
<td>1611 A</td>
<td>1801 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1495 A</td>
<td>1415 A</td>
<td>1635 A</td>
<td>2148 A</td>
<td>1969 A</td>
<td>1479 A</td>
<td>1305 A</td>
<td>1322 A</td>
</tr>
</tbody>
</table>

**Day Total**
- 75136 A 73298 A 78644 A 85252 A 67396 A 59237 A 72207 A 73748 A

#### AM Peak Hour
- **07-08** 07-08 07-08 11-12 11-12 11-12 07-08 07-08

#### AM Peak Traffic
- 4663 4679 4630 5050 4467 3831 4627 4705

#### PM Peak Hour
- 15-16 16-17 15-16 13-14 12-13 12-13 16-17 16-17

#### PM Peak Traffic
- 5686 5138 5469 5536 4803 4229 5588 5630
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/19/2008</td>
<td>09:31:15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Direction of Count: East**

### Day Total

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>07-08</td>
<td>4622</td>
<td>15-16</td>
<td>5862</td>
</tr>
<tr>
<td>2008</td>
<td>07-08</td>
<td>4550</td>
<td>16-17</td>
<td>5886</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4985</td>
<td>14-15</td>
<td>5793</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>12-13</td>
<td>4951</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>13-14</td>
<td>4537</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>14-15</td>
<td>4357</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>15-16</td>
<td>4261</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>16-17</td>
<td>4261</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>17-18</td>
<td>4261</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>18-19</td>
<td>4261</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>19-20</td>
<td>4261</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>20-21</td>
<td>4261</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>21-22</td>
<td>4261</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>22-23</td>
<td>4261</td>
</tr>
<tr>
<td>2008</td>
<td>11-12</td>
<td>4568</td>
<td>23-24</td>
<td>4261</td>
</tr>
</tbody>
</table>

**Traffic Station:** 980

**Location Type:** FHWA

**Lanes:** 4

**Lane Code:** 8
### District 03
**County:** SAC  
**Route:** 080  
**Prefix:** M  
**Postmile:** 2.554  
**Leg:** A

**Location Description:** SACRAMENTO, JCT. RTE. 5

<table>
<thead>
<tr>
<th>Traffic Station:</th>
<th>980</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type:</td>
<td>FHWA</td>
</tr>
<tr>
<td>Lanes:</td>
<td>4</td>
</tr>
<tr>
<td>Lane Code:</td>
<td>8</td>
</tr>
</tbody>
</table>

#### 7-Day Periods

<table>
<thead>
<tr>
<th>EAST</th>
<th>7-Day Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>433182</td>
<td>61883</td>
</tr>
<tr>
<td>2nd</td>
<td>499316</td>
<td>71331</td>
</tr>
<tr>
<td>3rd</td>
<td>515126</td>
<td>73589</td>
</tr>
<tr>
<td>4th</td>
<td>514070</td>
<td>73439</td>
</tr>
</tbody>
</table>

#### 5-Day Periods

<table>
<thead>
<tr>
<th>EAST</th>
<th>5-Day Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>326916</td>
<td>65383</td>
</tr>
<tr>
<td>2nd</td>
<td>380558</td>
<td>76112</td>
</tr>
<tr>
<td>3rd</td>
<td>385818</td>
<td>77164</td>
</tr>
<tr>
<td>4th</td>
<td>385409</td>
<td>77082</td>
</tr>
</tbody>
</table>
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Traffic Station:** 980  
**Location Type:** FHWA  
**Lanes:** 4  
**Lane Code:** 8

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554 A</td>
</tr>
</tbody>
</table>

**Location Description:** SACRAMENTO, JCT. RTE. 5

<table>
<thead>
<tr>
<th>Direction of Count: West</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 01</td>
<td>JUN 02</td>
<td>JUN 03</td>
<td>JUN 04</td>
<td>JUN 05</td>
<td>JUN 06</td>
<td>JUN 07</td>
<td>JUN 08</td>
</tr>
<tr>
<td>0-1</td>
<td>957 A</td>
<td>709 A</td>
<td>599 A</td>
<td>593 A</td>
<td>664 A</td>
<td>772 A</td>
<td>1108 A</td>
<td>1037 A</td>
</tr>
<tr>
<td>1-2</td>
<td>721 A</td>
<td>463 A</td>
<td>416 A</td>
<td>426 A</td>
<td>458 A</td>
<td>510 A</td>
<td>854 A</td>
<td>720 A</td>
</tr>
<tr>
<td>2-3</td>
<td>518 A</td>
<td>457 A</td>
<td>440 A</td>
<td>444 A</td>
<td>476 A</td>
<td>510 A</td>
<td>522 A</td>
<td>551 A</td>
</tr>
<tr>
<td>3-4</td>
<td>457 A</td>
<td>711 A</td>
<td>668 A</td>
<td>586 A</td>
<td>655 A</td>
<td>657 A</td>
<td>495 A</td>
<td>444 A</td>
</tr>
<tr>
<td>4-5</td>
<td>696 A</td>
<td>1817 A</td>
<td>1661 A</td>
<td>1522 A</td>
<td>1560 A</td>
<td>1486 A</td>
<td>959 A</td>
<td>709 A</td>
</tr>
<tr>
<td>5-6</td>
<td>821 A</td>
<td>3587 A</td>
<td>3379 A</td>
<td>3329 A</td>
<td>3302 A</td>
<td>3009 A</td>
<td>1278 A</td>
<td>864 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1082 A</td>
<td>5147 A</td>
<td>5096 A</td>
<td>5080 A</td>
<td>4959 A</td>
<td>4726 A</td>
<td>1841 A</td>
<td>1183 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1443 A</td>
<td>5384 A</td>
<td>5712 A</td>
<td>5695 A</td>
<td>5877 A</td>
<td>5669 A</td>
<td>2556 A</td>
<td>1577 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2022 A</td>
<td>4477 A</td>
<td>4734 A</td>
<td>4890 A</td>
<td>4769 A</td>
<td>4582 A</td>
<td>3023 A</td>
<td>2189 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2903 A</td>
<td>3953 A</td>
<td>3877 A</td>
<td>4032 A</td>
<td>4081 A</td>
<td>4123 A</td>
<td>3712 A</td>
<td>3122 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3441 A</td>
<td>3799 A</td>
<td>3736 A</td>
<td>3748 A</td>
<td>3940 A</td>
<td>4013 A</td>
<td>3910 A</td>
<td>3903 A</td>
</tr>
<tr>
<td>11-12</td>
<td>3795 A</td>
<td>3815 A</td>
<td>3822 A</td>
<td>3896 A</td>
<td>4072 A</td>
<td>4420 A</td>
<td>3994 A</td>
<td>4281 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4171 A</td>
<td>4217 A</td>
<td>4062 A</td>
<td>4086 A</td>
<td>4374 A</td>
<td>4744 A</td>
<td>4271 A</td>
<td>4926 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4510 A</td>
<td>4301 A</td>
<td>4268 A</td>
<td>4421 A</td>
<td>4425 A</td>
<td>5209 A</td>
<td>4373 A</td>
<td>4849 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4517 A</td>
<td>4376 A</td>
<td>4606 A</td>
<td>4723 A</td>
<td>4568 A</td>
<td>5423 A</td>
<td>4547 A</td>
<td>4894 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4539 A</td>
<td>4781 A</td>
<td>4719 A</td>
<td>5060 A</td>
<td>5001 A</td>
<td>5575 A</td>
<td>4253 A</td>
<td>4693 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4321 A</td>
<td>4706 A</td>
<td>4849 A</td>
<td>5011 A</td>
<td>5096 A</td>
<td>5377 A</td>
<td>4234 A</td>
<td>4718 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4052 A</td>
<td>4652 A</td>
<td>4811 A</td>
<td>4886 A</td>
<td>4928 A</td>
<td>5170 A</td>
<td>4131 A</td>
<td>4315 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3563 A</td>
<td>3612 A</td>
<td>3507 A</td>
<td>3731 A</td>
<td>3767 A</td>
<td>4368 A</td>
<td>3827 A</td>
<td>3792 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3410 A</td>
<td>2670 A</td>
<td>2908 A</td>
<td>2936 A</td>
<td>2960 A</td>
<td>3403 A</td>
<td>3304 A</td>
<td>3434 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3125 A</td>
<td>2576 A</td>
<td>2719 A</td>
<td>2611 A</td>
<td>2696 A</td>
<td>2962 A</td>
<td>2944 A</td>
<td>3034 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3342 A</td>
<td>2745 A</td>
<td>2648 A</td>
<td>3037 A</td>
<td>2632 A</td>
<td>3050 A</td>
<td>2947 A</td>
<td>2773 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2086 A</td>
<td>1818 A</td>
<td>1842 A</td>
<td>2220 A</td>
<td>2118 A</td>
<td>2453 A</td>
<td>2533 A</td>
<td>1982 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1114 A</td>
<td>1104 A</td>
<td>1085 A</td>
<td>1148 A</td>
<td>1272 A</td>
<td>1679 A</td>
<td>1659 A</td>
<td>1160 A</td>
</tr>
</tbody>
</table>

**Day Total:**

- AM Peak Hour: 11-12  
- AM Peak Traffic: 3795  
- PM Peak Hour: 15-16  
- PM Peak Traffic: 4539

### Traffic Station: 980  
**Location Type:** FHWA  
**Lanes:** 4  
**Lane Code:** 8
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.554 A

### Location Description
SACRAMENTO, JCT. RTE. 5

#### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 09</td>
<td>JUN 10</td>
<td>JUN 11</td>
<td>JUN 12</td>
<td>JUN 13</td>
<td>JUN 14</td>
<td>JUN 15</td>
<td>JUN 16</td>
</tr>
<tr>
<td>0-1</td>
<td>683 A</td>
<td>595 A</td>
<td>720 A</td>
<td>533 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2</td>
<td>446 A</td>
<td>389 A</td>
<td>487 A</td>
<td>364 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>457 A</td>
<td>417 A</td>
<td>391 A</td>
<td>361 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-4</td>
<td>681 A</td>
<td>666 A</td>
<td>619 A</td>
<td>476 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-5</td>
<td>1799 A</td>
<td>1562 A</td>
<td>1502 A</td>
<td>933 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>3517 A</td>
<td>3395 A</td>
<td>3221 A</td>
<td>2104 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-7</td>
<td>5096 A</td>
<td>5172 A</td>
<td>4947 A</td>
<td>3441 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-8</td>
<td>5706 A</td>
<td>6089 A</td>
<td>5875 A</td>
<td>3851 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-9</td>
<td>4824 A</td>
<td>4816 A</td>
<td>4894 A</td>
<td>3202 A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>4178 A</td>
<td>4035 A</td>
<td>4084 A</td>
<td>4081 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-11</td>
<td>3875 A</td>
<td>3911 A</td>
<td>3779 A</td>
<td>3940 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-12</td>
<td>3918 A</td>
<td>3901 A</td>
<td>3979 A</td>
<td>4072 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-13</td>
<td>4340 A</td>
<td>4189 A</td>
<td>4453 A</td>
<td>4374 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>4479 A</td>
<td>4420 A</td>
<td>4483 A</td>
<td>4425 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-15</td>
<td>4603 A</td>
<td>4575 A</td>
<td>4687 A</td>
<td>4568 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>4875 A</td>
<td>4849 A</td>
<td>4927 A</td>
<td>5001 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>4943 A</td>
<td>5098 A</td>
<td>5157 A</td>
<td>5096 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-18</td>
<td>4670 A</td>
<td>4784 A</td>
<td>4930 A</td>
<td>4928 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>3444 A</td>
<td>3470 A</td>
<td>3676 A</td>
<td>3767 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>2782 A</td>
<td>3107 A</td>
<td>2949 A</td>
<td>2960 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>2534 A</td>
<td>3176 A</td>
<td>2092 A</td>
<td>2696 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-22</td>
<td>2330 A</td>
<td>2915 A</td>
<td>1981 A</td>
<td>2632 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>1609 A</td>
<td>2119 A</td>
<td>1473 A</td>
<td>2118 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23-24</td>
<td>1064 A</td>
<td>1136 A</td>
<td>816 A</td>
<td>1272 C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Day Total
76853 A  78786 A  76122 A  71195 C

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>07-08</td>
<td>07-08</td>
<td>09-10</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>AM Peak Traffic</td>
<td>5706</td>
<td>6089</td>
<td>5875</td>
<td>4081</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PM Peak Hour</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>16-17</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>PM Peak Traffic</td>
<td>4943</td>
<td>5098</td>
<td>5157</td>
<td>5096</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Location Information

- **Traffic Station:** 980
- **Location Type:** FHWA
- **Lanes:** 4
- **Lane Code:** 8
- **District:** 03
- **County:** SAC
- **Route:** 080
- **Prefix:** M
- **Postmile:** 2.554
- **Leg:** A
- **Location Description:** SACRAMENTO, JCT. RTE. 5

### Direction of Count: West

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 17</td>
<td>JUN 18</td>
<td>JUN 19</td>
<td>JUN 20</td>
<td>JUN 21</td>
<td>JUN 22</td>
<td>JUN 23</td>
<td>JUN 24</td>
</tr>
</tbody>
</table>

### Traffic Volumes

**AM Peak Hour**

**AM Peak Traffic**

**PM Peak Hour**

**PM Peak Traffic**

**Day Total**
**Direction of Count: West**

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUN 25</td>
<td>JUN 26</td>
<td>JUN 27</td>
<td>JUN 28</td>
<td>JUN 29</td>
<td>JUN 30</td>
</tr>
</tbody>
</table>

| 0-1  |     |     |     |     |     |     |
| 1-2  |     |     |     |     |     |     |
| 2-3  |     |     |     |     |     |     |
| 3-4  |     |     |     |     |     |     |
| 4-5  |     |     |     |     |     |     |
| 5-6  |     |     |     |     |     |     |
| 6-7  |     |     |     |     |     |     |
| 7-8  |     |     |     |     |     |     |
| 8-9  |     |     |     |     |     |     |
| 9-10 |     |     |     |     |     |     |
| 10-11|     |     |     |     |     |     |
| 11-12|     |     |     |     |     |     |
| 12-13|     |     |     |     |     |     |
| 13-14|     |     |     |     |     |     |
| 14-15|     |     |     |     |     |     |
| 15-16|     |     |     |     |     |     |
| 16-17|     |     |     |     |     |     |
| 17-18|     |     |     |     |     |     |
| 18-19|     |     |     |     |     |     |
| 19-20|     |     |     |     |     |     |
| 20-21|     |     |     |     |     |     |
| 21-22|     |     |     |     |     |     |
| 22-23|     |     |     |     |     |     |
| 23-24|     |     |     |     |     |     |

**Day Total**

- AM Peak Hour
- PM Peak Hour
- AM Peak Traffic
- PM Peak Traffic
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Lanes:</th>
<th>Lane Code:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
<td>980</td>
<td>FHWA</td>
<td>4</td>
<td>8</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 5

### 7-Day Periods

#### WEST

<table>
<thead>
<tr>
<th>7-Day Periods</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>521573</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### WEST

<table>
<thead>
<tr>
<th>5-Day Periods</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>392692</td>
</tr>
<tr>
<td>2nd</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td></td>
</tr>
</tbody>
</table>
### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 01</td>
<td>JUL 02</td>
<td>JUL 03</td>
<td>JUL 04</td>
<td>JUL 05</td>
<td>JUL 06</td>
<td>JUL 07</td>
<td>JUL 08</td>
</tr>
<tr>
<td>0-1</td>
<td>835 A</td>
<td>880 A</td>
<td>973 A</td>
<td>1744 A</td>
<td>1291 A</td>
<td>1144 A</td>
<td>854 A</td>
<td>828 A</td>
</tr>
<tr>
<td>1-2</td>
<td>538 A</td>
<td>534 A</td>
<td>650 A</td>
<td>947 A</td>
<td>824 A</td>
<td>799 A</td>
<td>533 A</td>
<td>667 A</td>
</tr>
<tr>
<td>2-3</td>
<td>446 A</td>
<td>446 A</td>
<td>498 A</td>
<td>669 A</td>
<td>495 A</td>
<td>595 A</td>
<td>355 A</td>
<td>437 A</td>
</tr>
<tr>
<td>3-4</td>
<td>417 A</td>
<td>425 A</td>
<td>483 A</td>
<td>477 A</td>
<td>331 A</td>
<td>329 A</td>
<td>391 A</td>
<td>445 A</td>
</tr>
<tr>
<td>4-5</td>
<td>794 A</td>
<td>798 A</td>
<td>840 A</td>
<td>514 A</td>
<td>349 A</td>
<td>374 A</td>
<td>715 A</td>
<td>826 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1914 A</td>
<td>1791 A</td>
<td>1745 A</td>
<td>736 A</td>
<td>540 A</td>
<td>450 A</td>
<td>1782 A</td>
<td>1935 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3369 A</td>
<td>3298 A</td>
<td>3280 A</td>
<td>1320 A</td>
<td>928 A</td>
<td>719 A</td>
<td>3174 A</td>
<td>3350 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4663 A</td>
<td>4521 A</td>
<td>4473 A</td>
<td>1960 A</td>
<td>1500 A</td>
<td>1150 A</td>
<td>4357 A</td>
<td>4663 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4087 A</td>
<td>4202 A</td>
<td>4134 A</td>
<td>2692 A</td>
<td>1953 A</td>
<td>1557 A</td>
<td>3899 A</td>
<td>4271 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3619 A</td>
<td>3670 A</td>
<td>4197 A</td>
<td>3360 A</td>
<td>2536 A</td>
<td>2244 A</td>
<td>3560 A</td>
<td>3684 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3847 A</td>
<td>4018 A</td>
<td>4524 A</td>
<td>4194 A</td>
<td>3407 A</td>
<td>3073 A</td>
<td>3729 A</td>
<td>3783 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4446 A</td>
<td>4632 A</td>
<td>5514 A</td>
<td>4445 A</td>
<td>3885 A</td>
<td>3757 A</td>
<td>4177 A</td>
<td>4168 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4634 A</td>
<td>4942 A</td>
<td>5791 A</td>
<td>4522 A</td>
<td>4382 A</td>
<td>4179 A</td>
<td>4691 A</td>
<td>4490 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4682 A</td>
<td>5071 A</td>
<td>5788 A</td>
<td>4587 A</td>
<td>4193 A</td>
<td>4303 A</td>
<td>4497 A</td>
<td>4478 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5249 A</td>
<td>5505 A</td>
<td>5632 A</td>
<td>4356 A</td>
<td>4241 A</td>
<td>4018 A</td>
<td>4985 A</td>
<td>4916 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5699 A</td>
<td>5897 A</td>
<td>5311 A</td>
<td>4026 A</td>
<td>3953 A</td>
<td>4157 A</td>
<td>5386 A</td>
<td>4974 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5846 A</td>
<td>5549 A</td>
<td>5045 A</td>
<td>3341 A</td>
<td>3573 A</td>
<td>3783 A</td>
<td>5369 A</td>
<td>5340 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5364 A</td>
<td>5175 A</td>
<td>5086 A</td>
<td>2980 A</td>
<td>3426 A</td>
<td>3610 A</td>
<td>5254 A</td>
<td>5248 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4446 A</td>
<td>4664 A</td>
<td>4963 A</td>
<td>2476 A</td>
<td>3260 A</td>
<td>3539 A</td>
<td>3833 A</td>
<td>4593 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3341 A</td>
<td>4020 A</td>
<td>4465 A</td>
<td>2383 A</td>
<td>2852 A</td>
<td>3031 A</td>
<td>3110 A</td>
<td>3546 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2857 A</td>
<td>3427 A</td>
<td>4352 A</td>
<td>2179 A</td>
<td>2606 A</td>
<td>2886 A</td>
<td>2800 A</td>
<td>2768 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2684 A</td>
<td>3242 A</td>
<td>4270 A</td>
<td>1911 A</td>
<td>2637 A</td>
<td>2459 A</td>
<td>2295 A</td>
<td>2482 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1948 A</td>
<td>2462 A</td>
<td>4079 A</td>
<td>2305 A</td>
<td>2457 A</td>
<td>2028 A</td>
<td>1929 A</td>
<td>2031 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1437 A</td>
<td>1714 A</td>
<td>3648 A</td>
<td>2103 A</td>
<td>1837 A</td>
<td>1462 A</td>
<td>1302 A</td>
<td>1366 A</td>
</tr>
</tbody>
</table>

**Day Total**

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>77162 A</td>
<td>80883 A</td>
<td>89741 A</td>
<td>60227 A</td>
<td>57456 A</td>
<td>55646 A</td>
<td>72977 A</td>
<td>75289 A</td>
</tr>
</tbody>
</table>

**AM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>07-08</th>
<th>11-12</th>
<th>11-12</th>
<th>11-12</th>
<th>11-12</th>
<th>07-08</th>
<th>07-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>4663</td>
<td>4632</td>
<td>5514</td>
<td>4445</td>
<td>3885</td>
<td>3757</td>
<td>4357</td>
</tr>
</tbody>
</table>

**PM Peak Hour**

<table>
<thead>
<tr>
<th>Year</th>
<th>16-17</th>
<th>15-16</th>
<th>12-13</th>
<th>12-13</th>
<th>12-13</th>
<th>15-16</th>
<th>16-17</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>5846</td>
<td>5897</td>
<td>5791</td>
<td>4587</td>
<td>4382</td>
<td>4303</td>
<td>5386</td>
</tr>
</tbody>
</table>

**AM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>07-08</th>
<th>11-12</th>
<th>11-12</th>
<th>11-12</th>
<th>11-12</th>
<th>07-08</th>
<th>07-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>4663</td>
<td>4632</td>
<td>5514</td>
<td>4445</td>
<td>3885</td>
<td>3757</td>
<td>4357</td>
</tr>
</tbody>
</table>

**PM Peak Traffic**

<table>
<thead>
<tr>
<th>Year</th>
<th>16-17</th>
<th>15-16</th>
<th>12-13</th>
<th>12-13</th>
<th>12-13</th>
<th>15-16</th>
<th>16-17</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>5846</td>
<td>5897</td>
<td>5791</td>
<td>4587</td>
<td>4382</td>
<td>4303</td>
<td>5386</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
<td>Prefix</td>
<td>Postmile</td>
<td>Leg</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------</td>
<td>-----</td>
<td></td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Location Description:** SACRAMENTO, JCT. RTE. 5

<table>
<thead>
<tr>
<th>Direction of Count: East</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>884</td>
<td>886</td>
<td>886</td>
<td>1276</td>
<td>1596</td>
<td>999</td>
<td>861</td>
<td>794</td>
</tr>
<tr>
<td>1-2</td>
<td>642</td>
<td>618</td>
<td>684</td>
<td>860</td>
<td>840</td>
<td>504</td>
<td>561</td>
<td>575</td>
</tr>
<tr>
<td>2-3</td>
<td>455</td>
<td>504</td>
<td>565</td>
<td>714</td>
<td>686</td>
<td>388</td>
<td>418</td>
<td>456</td>
</tr>
<tr>
<td>3-4</td>
<td>443</td>
<td>444</td>
<td>473</td>
<td>487</td>
<td>374</td>
<td>424</td>
<td>462</td>
<td>475</td>
</tr>
<tr>
<td>4-5</td>
<td>829</td>
<td>893</td>
<td>859</td>
<td>510</td>
<td>366</td>
<td>803</td>
<td>881</td>
<td>909</td>
</tr>
<tr>
<td>5-6</td>
<td>1989</td>
<td>2022</td>
<td>1950</td>
<td>822</td>
<td>548</td>
<td>1946</td>
<td>2019</td>
<td>1917</td>
</tr>
<tr>
<td>6-7</td>
<td>3285</td>
<td>3261</td>
<td>3276</td>
<td>1456</td>
<td>816</td>
<td>3315</td>
<td>3442</td>
<td>3421</td>
</tr>
<tr>
<td>7-8</td>
<td>4694</td>
<td>4726</td>
<td>4398</td>
<td>2138</td>
<td>1207</td>
<td>4699</td>
<td>4648</td>
<td>4669</td>
</tr>
<tr>
<td>8-9</td>
<td>4326</td>
<td>4199</td>
<td>4079</td>
<td>2742</td>
<td>1719</td>
<td>4167</td>
<td>4404</td>
<td>4257</td>
</tr>
<tr>
<td>9-10</td>
<td>3705</td>
<td>3673</td>
<td>3811</td>
<td>3423</td>
<td>2554</td>
<td>3645</td>
<td>3648</td>
<td>3665</td>
</tr>
<tr>
<td>10-11</td>
<td>3761</td>
<td>3746</td>
<td>4324</td>
<td>4203</td>
<td>3372</td>
<td>3978</td>
<td>3779</td>
<td>3774</td>
</tr>
<tr>
<td>11-12</td>
<td>4344</td>
<td>4539</td>
<td>5102</td>
<td>4538</td>
<td>3939</td>
<td>4317</td>
<td>4320</td>
<td>4272</td>
</tr>
<tr>
<td>12-13</td>
<td>4468</td>
<td>4737</td>
<td>5619</td>
<td>4799</td>
<td>4429</td>
<td>4570</td>
<td>4546</td>
<td>4529</td>
</tr>
<tr>
<td>13-14</td>
<td>4525</td>
<td>4763</td>
<td>5690</td>
<td>4632</td>
<td>4558</td>
<td>4617</td>
<td>4537</td>
<td>4630</td>
</tr>
<tr>
<td>14-15</td>
<td>5289</td>
<td>5577</td>
<td>5697</td>
<td>4515</td>
<td>4411</td>
<td>5164</td>
<td>5230</td>
<td>5164</td>
</tr>
<tr>
<td>15-16</td>
<td>5897</td>
<td>5814</td>
<td>5184</td>
<td>4444</td>
<td>4352</td>
<td>4654</td>
<td>5180</td>
<td>5773</td>
</tr>
<tr>
<td>16-17</td>
<td>5520</td>
<td>5526</td>
<td>5028</td>
<td>4259</td>
<td>4246</td>
<td>5413</td>
<td>4316</td>
<td>4802</td>
</tr>
<tr>
<td>17-18</td>
<td>5441</td>
<td>5254</td>
<td>4994</td>
<td>4094</td>
<td>4085</td>
<td>5134</td>
<td>4807</td>
<td>5074</td>
</tr>
<tr>
<td>18-19</td>
<td>4249</td>
<td>4720</td>
<td>5076</td>
<td>3322</td>
<td>3790</td>
<td>4194</td>
<td>4298</td>
<td>4614</td>
</tr>
<tr>
<td>19-20</td>
<td>3329</td>
<td>3629</td>
<td>4451</td>
<td>3878</td>
<td>3437</td>
<td>3216</td>
<td>3309</td>
<td>3501</td>
</tr>
<tr>
<td>20-21</td>
<td>2769</td>
<td>3296</td>
<td>3968</td>
<td>3115</td>
<td>3143</td>
<td>2742</td>
<td>2944</td>
<td>2986</td>
</tr>
<tr>
<td>21-22</td>
<td>2552</td>
<td>2738</td>
<td>3556</td>
<td>3049</td>
<td>2763</td>
<td>2313</td>
<td>2482</td>
<td>2652</td>
</tr>
<tr>
<td>22-23</td>
<td>2312</td>
<td>2300</td>
<td>2751</td>
<td>2822</td>
<td>2102</td>
<td>1810</td>
<td>1935</td>
<td>1975</td>
</tr>
<tr>
<td>23-24</td>
<td>1601</td>
<td>1533</td>
<td>2023</td>
<td>1744</td>
<td>1457</td>
<td>1303</td>
<td>1416</td>
<td>1328</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day Total</th>
<th>77309 C</th>
<th>79398 A</th>
<th>84444 A</th>
<th>67842 A</th>
<th>60790 A</th>
<th>74315 A</th>
<th>74443 A</th>
<th>76212 A</th>
</tr>
</thead>
</table>

| AM Peak Hour | 07-08 | 11-12 | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 |
| AM Peak Traffic | 4694 | 5102 | 4538 | 4699 | 4648 | 4669 |
| PM Peak Hour | 15-16 | 14-15 | 12-13 | 13-14 | 16-17 | 14-15 | 15-16 |
| PM Peak Traffic | 5897 | 5697 | 4799 | 5413 | 5230 | 5773 |
### CALTRANS TRAFFIC VOLUMES

**Detail All Vehicle Hourly Count Report**

**Traffic Station:** 980  
**Location Type:** FHWA  
**Lanes:** 4  
**Lane Code:** 8

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 17</td>
<td>JUL 18</td>
<td>JUL 19</td>
<td>JUL 20</td>
<td>JUL 21</td>
<td>JUL 22</td>
<td>JUL 23</td>
<td>JUL 24</td>
</tr>
<tr>
<td>0-1</td>
<td>937 A</td>
<td>888 A</td>
<td>1093 A</td>
<td>1037 A</td>
<td>663 A</td>
<td>624 A</td>
<td>691 A</td>
<td>751 A</td>
</tr>
<tr>
<td>1-2</td>
<td>632 A</td>
<td>701 A</td>
<td>889 A</td>
<td>704 A</td>
<td>395 A</td>
<td>500 A</td>
<td>522 A</td>
<td>553 A</td>
</tr>
<tr>
<td>2-3</td>
<td>470 A</td>
<td>540 A</td>
<td>605 A</td>
<td>535 A</td>
<td>284 A</td>
<td>382 A</td>
<td>409 A</td>
<td>402 A</td>
</tr>
<tr>
<td>3-4</td>
<td>435 A</td>
<td>482 A</td>
<td>431 A</td>
<td>282 A</td>
<td>358 A</td>
<td>386 A</td>
<td>354 A</td>
<td>370 A</td>
</tr>
<tr>
<td>4-5</td>
<td>782 A</td>
<td>778 A</td>
<td>453 A</td>
<td>302 A</td>
<td>638 A</td>
<td>692 A</td>
<td>685 A</td>
<td>675 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1944 A</td>
<td>1684 A</td>
<td>754 A</td>
<td>449 A</td>
<td>1527 A</td>
<td>1529 A</td>
<td>1541 A</td>
<td>1527 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3335 A</td>
<td>3062 A</td>
<td>1176 A</td>
<td>650 A</td>
<td>2647 A</td>
<td>2613 A</td>
<td>2582 A</td>
<td>2609 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4792 A</td>
<td>4173 A</td>
<td>1754 A</td>
<td>957 A</td>
<td>3532 A</td>
<td>3703 A</td>
<td>3657 A</td>
<td>3565 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4249 A</td>
<td>3937 A</td>
<td>2434 A</td>
<td>1532 A</td>
<td>3350 A</td>
<td>3264 A</td>
<td>3275 A</td>
<td>3095 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3783 A</td>
<td>3678 A</td>
<td>2998 A</td>
<td>2187 A</td>
<td>2924 A</td>
<td>3036 A</td>
<td>3156 A</td>
<td>3016 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3902 A</td>
<td>4039 A</td>
<td>3664 A</td>
<td>2932 A</td>
<td>3306 A</td>
<td>3157 A</td>
<td>3441 A</td>
<td>3290 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4482 A</td>
<td>4864 A</td>
<td>3951 A</td>
<td>3343 A</td>
<td>3881 A</td>
<td>3871 A</td>
<td>3837 A</td>
<td>3490 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4756 A</td>
<td>5381 A</td>
<td>4169 A</td>
<td>3801 A</td>
<td>4045 A</td>
<td>4095 A</td>
<td>4093 A</td>
<td>3999 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4850 A</td>
<td>5492 A</td>
<td>4275 A</td>
<td>3914 A</td>
<td>4127 A</td>
<td>4011 A</td>
<td>4049 A</td>
<td>4442 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5460 A</td>
<td>5438 A</td>
<td>4112 A</td>
<td>3904 A</td>
<td>4486 A</td>
<td>4272 A</td>
<td>4466 A</td>
<td>4626 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5577 A</td>
<td>5632 A</td>
<td>4067 A</td>
<td>3702 A</td>
<td>4578 A</td>
<td>4619 A</td>
<td>4575 A</td>
<td>4624 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5157 A</td>
<td>5399 A</td>
<td>3571 A</td>
<td>3645 A</td>
<td>4477 A</td>
<td>4823 A</td>
<td>4753 A</td>
<td>5004 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5344 A</td>
<td>5309 A</td>
<td>3532 A</td>
<td>3604 A</td>
<td>4506 A</td>
<td>4761 A</td>
<td>4738 A</td>
<td>4836 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4390 A</td>
<td>4883 A</td>
<td>3232 A</td>
<td>3391 A</td>
<td>3736 A</td>
<td>4051 A</td>
<td>4048 A</td>
<td>4174 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3727 A</td>
<td>4198 A</td>
<td>3003 A</td>
<td>2876 A</td>
<td>2859 A</td>
<td>2888 A</td>
<td>3095 A</td>
<td>3503 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3384 A</td>
<td>3727 A</td>
<td>2762 A</td>
<td>3053 A</td>
<td>2469 A</td>
<td>2477 A</td>
<td>2573 A</td>
<td>2953 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2976 A</td>
<td>3474 A</td>
<td>2694 A</td>
<td>2528 A</td>
<td>2187 A</td>
<td>2114 A</td>
<td>2301 A</td>
<td>2599 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2299 A</td>
<td>2929 A</td>
<td>2557 A</td>
<td>1868 A</td>
<td>1732 A</td>
<td>1644 A</td>
<td>1632 A</td>
<td>2000 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1672 A</td>
<td>1803 A</td>
<td>1653 A</td>
<td>1358 A</td>
<td>1161 A</td>
<td>1096 A</td>
<td>1209 A</td>
<td>1378 A</td>
</tr>
</tbody>
</table>

**Day Total**  
79335 A 82491 A 59829 A 52554 A 63868 A 64604 A 65682 A 67481 A

**AM Peak Hour**  
07-08  
11-12  
11-12  
11-12  
11-12  
11-12  
07-08  

**AM Peak Traffic**  
4792  
4864  
3951  
3343  
3881  
3871  
3837  
3565  

**PM Peak Hour**  
15-16  
15-16  
13-14  
13-14  
15-16  
16-17  
16-17  
16-17  

**PM Peak Traffic**  
5577  
5632  
4275  
3914  
4578  
4823  
4753  
5004  

---

**District** 03  
**County** SAC  
**Route** 080  
**Prefix** M  
**Postmile** 2.554  
**Leg** A  

**Location Description**  
SACRAMENTO, JCT. RTE. 5
### CALTRANS TRAFFIC VOLUMES

#### Detail All Vehicle Hourly Count Report

**Traffic Station:** 980  
**Location Type:** FHWA  
**Lanes:** 4  
**Lane Code:** 8

#### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>JUL 25</td>
<td>JUL 26</td>
<td>JUL 27</td>
<td>JUL 28</td>
<td>JUL 29</td>
<td>JUL 30</td>
<td>JUL 31</td>
</tr>
<tr>
<td>0-1</td>
<td>784 A</td>
<td>1285 A</td>
<td>1116 A</td>
<td>765 A</td>
<td>732 A</td>
<td>733 A</td>
<td>834 A</td>
</tr>
<tr>
<td>1-2</td>
<td>645 A</td>
<td>861 A</td>
<td>765 A</td>
<td>501 A</td>
<td>525 A</td>
<td>609 A</td>
<td>579 A</td>
</tr>
<tr>
<td>2-3</td>
<td>519 A</td>
<td>594 A</td>
<td>566 A</td>
<td>365 A</td>
<td>418 A</td>
<td>433 A</td>
<td>409 A</td>
</tr>
<tr>
<td>3-4</td>
<td>402 A</td>
<td>360 A</td>
<td>329 A</td>
<td>351 A</td>
<td>434 A</td>
<td>398 A</td>
<td>486 A</td>
</tr>
<tr>
<td>4-5</td>
<td>654 A</td>
<td>414 A</td>
<td>297 A</td>
<td>665 A</td>
<td>775 A</td>
<td>805 A</td>
<td>859 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1439 A</td>
<td>751 A</td>
<td>449 A</td>
<td>1736 A</td>
<td>1794 A</td>
<td>1776 A</td>
<td>1815 A</td>
</tr>
<tr>
<td>6-7</td>
<td>2615 A</td>
<td>1175 A</td>
<td>724 A</td>
<td>3063 A</td>
<td>3255 A</td>
<td>3227 A</td>
<td>3158 A</td>
</tr>
<tr>
<td>7-8</td>
<td>3493 A</td>
<td>1818 A</td>
<td>1034 A</td>
<td>4449 A</td>
<td>4499 A</td>
<td>4563 A</td>
<td>4471 A</td>
</tr>
<tr>
<td>8-9</td>
<td>3291 A</td>
<td>2510 A</td>
<td>1557 A</td>
<td>3990 A</td>
<td>4123 A</td>
<td>4030 A</td>
<td>4158 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3159 A</td>
<td>3093 A</td>
<td>2230 A</td>
<td>3495 A</td>
<td>3550 A</td>
<td>3272 A</td>
<td>3653 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3588 A</td>
<td>3741 A</td>
<td>2867 A</td>
<td>3604 A</td>
<td>3738 A</td>
<td>3905 A</td>
<td>3880 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4353 A</td>
<td>4018 A</td>
<td>3547 A</td>
<td>4438 A</td>
<td>4122 A</td>
<td>4421 A</td>
<td>4660 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4567 A</td>
<td>4247 A</td>
<td>3802 A</td>
<td>4639 A</td>
<td>4472 A</td>
<td>4510 A</td>
<td>4907 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4543 A</td>
<td>4488 A</td>
<td>3878 A</td>
<td>4581 A</td>
<td>4489 A</td>
<td>4528 A</td>
<td>4856 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4915 A</td>
<td>4037 A</td>
<td>3931 A</td>
<td>5234 A</td>
<td>5144 A</td>
<td>5095 A</td>
<td>5459 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4854 A</td>
<td>3960 A</td>
<td>3732 A</td>
<td>5620 A</td>
<td>5787 A</td>
<td>4006 A</td>
<td>5953 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4972 A</td>
<td>3569 A</td>
<td>3606 A</td>
<td>5578 A</td>
<td>5599 A</td>
<td>4985 A</td>
<td>5570 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4565 A</td>
<td>3691 A</td>
<td>3562 A</td>
<td>5382 A</td>
<td>5329 A</td>
<td>5007 A</td>
<td>5327 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4137 A</td>
<td>3611 A</td>
<td>3493 A</td>
<td>4085 A</td>
<td>4385 A</td>
<td>4603 A</td>
<td>4843 A</td>
</tr>
<tr>
<td>19-20</td>
<td>4175 A</td>
<td>3015 A</td>
<td>3210 A</td>
<td>3146 A</td>
<td>3288 A</td>
<td>3409 A</td>
<td>4036 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3700 A</td>
<td>2746 A</td>
<td>3012 A</td>
<td>2729 A</td>
<td>2801 A</td>
<td>2994 A</td>
<td>3337 A</td>
</tr>
<tr>
<td>21-22</td>
<td>3237 A</td>
<td>2707 A</td>
<td>2716 A</td>
<td>2384 A</td>
<td>2499 A</td>
<td>2702 A</td>
<td>3219 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2584 A</td>
<td>2312 A</td>
<td>1971 A</td>
<td>1760 A</td>
<td>1869 A</td>
<td>2109 A</td>
<td>2393 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1922 A</td>
<td>1858 A</td>
<td>1328 A</td>
<td>1222 A</td>
<td>1222 A</td>
<td>1341 A</td>
<td>1611 A</td>
</tr>
</tbody>
</table>

**Day Total:**  
73113 A | 60861 A | 53722 A | 73782 A | 74849 A | 73461 A | 80473 A

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>AM Peak Traffic</th>
<th>PM Peak Hour</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-12</td>
<td>4353</td>
<td>16-17</td>
<td>4972</td>
</tr>
<tr>
<td>07-08</td>
<td>4018</td>
<td>13-14</td>
<td>4488</td>
</tr>
<tr>
<td>07-08</td>
<td>3547</td>
<td>14-15</td>
<td>3931</td>
</tr>
<tr>
<td>07-08</td>
<td>4449</td>
<td>15-16</td>
<td>5620</td>
</tr>
<tr>
<td>4499</td>
<td>4449</td>
<td>14-15</td>
<td>5787</td>
</tr>
<tr>
<td>4563</td>
<td>4563</td>
<td>15-16</td>
<td>5095</td>
</tr>
<tr>
<td>4660</td>
<td>4660</td>
<td>15-16</td>
<td>5953</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 5

<table>
<thead>
<tr>
<th>Traffic Station: 980</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Type: FHWA</td>
</tr>
<tr>
<td>Lanes: 4</td>
</tr>
<tr>
<td>Lane Code: 8</td>
</tr>
</tbody>
</table>

### 7-Day Periods

#### EAST

<table>
<thead>
<tr>
<th>7-Day</th>
<th>Total</th>
<th>Daily Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>494092</td>
<td>70585</td>
</tr>
<tr>
<td>2nd</td>
<td>519387</td>
<td>74198</td>
</tr>
<tr>
<td>3rd</td>
<td>488732</td>
<td>69819</td>
</tr>
<tr>
<td>4th</td>
<td>459245</td>
<td>65606</td>
</tr>
</tbody>
</table>

### 5-Day Periods

#### EAST

<table>
<thead>
<tr>
<th>5-Day</th>
<th>Total</th>
<th>Weekday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>380990</td>
<td>76198</td>
</tr>
<tr>
<td>2nd</td>
<td>390755</td>
<td>78151</td>
</tr>
<tr>
<td>3rd</td>
<td>376349</td>
<td>75270</td>
</tr>
<tr>
<td>4th</td>
<td>344662</td>
<td>68932</td>
</tr>
<tr>
<td>District</td>
<td>County</td>
<td>Route</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 5

**Traffic Station:** 980
**Location Type:** FHWA
**Lanes:** 4
**Lane Code:** 8

**Direction of Count:** East

<table>
<thead>
<tr>
<th>Year</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-1</td>
<td>AUG 01</td>
<td>940 A</td>
<td>1311 A</td>
<td>1242 A</td>
<td>767 A</td>
<td>806 A</td>
<td>835 A</td>
<td>892 A</td>
</tr>
<tr>
<td>1-2</td>
<td>AUG 02</td>
<td>675 A</td>
<td>886 A</td>
<td>851 A</td>
<td>476 A</td>
<td>503 A</td>
<td>572 A</td>
<td>586 A</td>
</tr>
<tr>
<td>2-3</td>
<td>AUG 03</td>
<td>537 A</td>
<td>681 A</td>
<td>611 A</td>
<td>363 A</td>
<td>402 A</td>
<td>431 A</td>
<td>492 A</td>
</tr>
<tr>
<td>3-4</td>
<td>AUG 04</td>
<td>477 A</td>
<td>484 A</td>
<td>368 A</td>
<td>365 A</td>
<td>432 A</td>
<td>416 A</td>
<td>426 A</td>
</tr>
<tr>
<td>4-5</td>
<td>AUG 05</td>
<td>849 A</td>
<td>481 A</td>
<td>339 A</td>
<td>762 A</td>
<td>795 A</td>
<td>779 A</td>
<td>800 A</td>
</tr>
<tr>
<td>5-6</td>
<td>AUG 06</td>
<td>1788 A</td>
<td>809 A</td>
<td>532 A</td>
<td>1815 A</td>
<td>1907 A</td>
<td>1849 A</td>
<td>1848 A</td>
</tr>
<tr>
<td>6-7</td>
<td>AUG 07</td>
<td>3193 A</td>
<td>1368 A</td>
<td>918 A</td>
<td>3192 A</td>
<td>3238 A</td>
<td>3291 A</td>
<td>3234 A</td>
</tr>
<tr>
<td>7-8</td>
<td>AUG 08</td>
<td>4445 A</td>
<td>2076 A</td>
<td>1321 A</td>
<td>4610 A</td>
<td>4641 A</td>
<td>4685 A</td>
<td>4563 A</td>
</tr>
<tr>
<td>8-9</td>
<td></td>
<td>3934 A</td>
<td>2780 A</td>
<td>1684 A</td>
<td>4012 A</td>
<td>4159 A</td>
<td>4265 A</td>
<td>4241 A</td>
</tr>
<tr>
<td>9-10</td>
<td></td>
<td>3885 A</td>
<td>3631 A</td>
<td>2613 A</td>
<td>3638 A</td>
<td>3714 A</td>
<td>3737 A</td>
<td>3821 A</td>
</tr>
<tr>
<td>10-11</td>
<td></td>
<td>4365 A</td>
<td>4407 A</td>
<td>3522 A</td>
<td>3455 A</td>
<td>3722 A</td>
<td>3961 A</td>
<td>4093 A</td>
</tr>
<tr>
<td>11-12</td>
<td></td>
<td>5336 A</td>
<td>4882 A</td>
<td>4117 A</td>
<td>4592 A</td>
<td>4449 A</td>
<td>4575 A</td>
<td>4708 A</td>
</tr>
<tr>
<td>12-13</td>
<td></td>
<td>5646 A</td>
<td>5113 A</td>
<td>4643 A</td>
<td>5063 A</td>
<td>4588 A</td>
<td>4674 A</td>
<td>5108 A</td>
</tr>
<tr>
<td>13-14</td>
<td></td>
<td>5581 A</td>
<td>4978 A</td>
<td>4794 A</td>
<td>4710 A</td>
<td>4689 A</td>
<td>4690 A</td>
<td>5153 A</td>
</tr>
<tr>
<td>14-15</td>
<td></td>
<td>6046 A</td>
<td>5171 A</td>
<td>4921 A</td>
<td>5373 A</td>
<td>5208 A</td>
<td>5416 A</td>
<td>5598 A</td>
</tr>
<tr>
<td>15-16</td>
<td></td>
<td>5602 A</td>
<td>4672 A</td>
<td>4376 A</td>
<td>5605 A</td>
<td>5654 A</td>
<td>5922 A</td>
<td>5885 A</td>
</tr>
<tr>
<td>16-17</td>
<td></td>
<td>5250 A</td>
<td>4314 A</td>
<td>4293 A</td>
<td>5688 A</td>
<td>5662 A</td>
<td>5808 A</td>
<td>5233 A</td>
</tr>
<tr>
<td>17-18</td>
<td></td>
<td>5372 A</td>
<td>3964 A</td>
<td>4136 A</td>
<td>5406 A</td>
<td>5420 A</td>
<td>5369 A</td>
<td>3550 A</td>
</tr>
<tr>
<td>18-19</td>
<td></td>
<td>5145 A</td>
<td>3872 A</td>
<td>3883 A</td>
<td>4211 A</td>
<td>4420 A</td>
<td>4721 A</td>
<td>3944 A</td>
</tr>
<tr>
<td>19-20</td>
<td></td>
<td>3856 A</td>
<td>3321 A</td>
<td>3390 A</td>
<td>3167 A</td>
<td>3525 A</td>
<td>3636 A</td>
<td>4112 A</td>
</tr>
<tr>
<td>20-21</td>
<td></td>
<td>4355 A</td>
<td>3250 A</td>
<td>3369 A</td>
<td>2762 A</td>
<td>2968 A</td>
<td>3041 A</td>
<td>3555 A</td>
</tr>
<tr>
<td>21-22</td>
<td></td>
<td>3964 A</td>
<td>3040 A</td>
<td>2903 A</td>
<td>2372 A</td>
<td>2624 A</td>
<td>2772 A</td>
<td>2863 A</td>
</tr>
<tr>
<td>22-23</td>
<td></td>
<td>2951 A</td>
<td>2713 A</td>
<td>2203 A</td>
<td>2009 A</td>
<td>2004 A</td>
<td>2066 A</td>
<td>2314 A</td>
</tr>
<tr>
<td>23-24</td>
<td></td>
<td>1990 A</td>
<td>2226 A</td>
<td>1466 A</td>
<td>1361 A</td>
<td>1501 A</td>
<td>1392 A</td>
<td>1488 A</td>
</tr>
</tbody>
</table>

**Day Total**
86182 A  70430 A  62495 A  75774 A  77031 A  78903 A  78507 A  86659 A

**AM Peak Hour**
11-12  11-12  11-12  07-08  07-08  07-08  11-12  11-12
**AM Peak Traffic**
5336  4882  4117  4610  4641  4685  4708  5412
**PM Peak Hour**
**PM Peak Traffic**
6046  5171  4921  5688  5662  5922  5885  5823
<table>
<thead>
<tr>
<th>Year</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 09 A</td>
<td>AUG 10 A</td>
<td>AUG 11 A</td>
<td>AUG 12 A</td>
<td>AUG 13 A</td>
<td>AUG 14 A</td>
<td>AUG 15 A</td>
<td>AUG 16 A</td>
</tr>
<tr>
<td>0-1</td>
<td>1605 A</td>
<td>1353 A</td>
<td>837 A</td>
<td>912 A</td>
<td>915 A</td>
<td>980 A</td>
<td>903 A</td>
<td>1301 A</td>
</tr>
<tr>
<td>1-2</td>
<td>947 A</td>
<td>889 A</td>
<td>493 A</td>
<td>566 A</td>
<td>577 A</td>
<td>560 A</td>
<td>651 A</td>
<td>976 A</td>
</tr>
<tr>
<td>2-3</td>
<td>655 A</td>
<td>627 A</td>
<td>365 A</td>
<td>453 A</td>
<td>449 A</td>
<td>417 A</td>
<td>470 A</td>
<td>663 A</td>
</tr>
<tr>
<td>3-4</td>
<td>497 A</td>
<td>371 A</td>
<td>398 A</td>
<td>417 A</td>
<td>406 A</td>
<td>443 A</td>
<td>553 A</td>
<td>540 A</td>
</tr>
<tr>
<td>4-5</td>
<td>502 A</td>
<td>357 A</td>
<td>742 A</td>
<td>823 A</td>
<td>736 A</td>
<td>799 A</td>
<td>759 A</td>
<td>538 A</td>
</tr>
<tr>
<td>5-6</td>
<td>814 A</td>
<td>494 A</td>
<td>1793 A</td>
<td>1888 A</td>
<td>1867 A</td>
<td>1789 A</td>
<td>1849 A</td>
<td>858 A</td>
</tr>
<tr>
<td>6-7</td>
<td>1418 A</td>
<td>859 A</td>
<td>3302 A</td>
<td>3290 A</td>
<td>3229 A</td>
<td>3363 A</td>
<td>3156 A</td>
<td>1359 A</td>
</tr>
<tr>
<td>7-8</td>
<td>2092 A</td>
<td>1152 A</td>
<td>4625 A</td>
<td>4815 A</td>
<td>4835 A</td>
<td>4877 A</td>
<td>4673 A</td>
<td>2170 A</td>
</tr>
<tr>
<td>8-9</td>
<td>2836 A</td>
<td>1741 A</td>
<td>4170 A</td>
<td>4258 A</td>
<td>4297 A</td>
<td>4338 A</td>
<td>4156 A</td>
<td>2825 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3767 A</td>
<td>2486 A</td>
<td>3571 A</td>
<td>3620 A</td>
<td>3608 A</td>
<td>3663 A</td>
<td>3808 A</td>
<td>3729 A</td>
</tr>
<tr>
<td>10-11</td>
<td>4332 A</td>
<td>3450 A</td>
<td>3899 A</td>
<td>3647 A</td>
<td>3841 A</td>
<td>3866 A</td>
<td>4474 A</td>
<td>4359 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4684 A</td>
<td>4166 A</td>
<td>4403 A</td>
<td>4307 A</td>
<td>4397 A</td>
<td>4575 A</td>
<td>5265 A</td>
<td>4846 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4997 A</td>
<td>4673 A</td>
<td>4777 A</td>
<td>4613 A</td>
<td>4664 A</td>
<td>4828 A</td>
<td>5756 A</td>
<td>5081 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4945 A</td>
<td>4747 A</td>
<td>4654 A</td>
<td>4637 A</td>
<td>4888 A</td>
<td>5153 C</td>
<td>5687 A</td>
<td>4962 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4876 A</td>
<td>4608 A</td>
<td>5300 A</td>
<td>5210 A</td>
<td>5438 A</td>
<td>5409 A</td>
<td>5796 A</td>
<td>4698 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4378 A</td>
<td>4541 A</td>
<td>5681 A</td>
<td>5799 A</td>
<td>5900 A</td>
<td>5770 A</td>
<td>5488 A</td>
<td>4582 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4100 A</td>
<td>4359 A</td>
<td>5672 A</td>
<td>5307 A</td>
<td>5653 A</td>
<td>5369 A</td>
<td>5121 A</td>
<td>4389 A</td>
</tr>
<tr>
<td>17-18</td>
<td>3937 A</td>
<td>4196 A</td>
<td>5268 A</td>
<td>5412 A</td>
<td>5290 A</td>
<td>5290 A</td>
<td>5191 A</td>
<td>4292 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4102 A</td>
<td>3921 A</td>
<td>4516 A</td>
<td>4346 A</td>
<td>4570 A</td>
<td>4714 A</td>
<td>5089 A</td>
<td>3917 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3558 A</td>
<td>3375 A</td>
<td>3346 A</td>
<td>3361 A</td>
<td>3472 A</td>
<td>3833 A</td>
<td>4595 A</td>
<td>3576 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3079 A</td>
<td>3402 A</td>
<td>2635 A</td>
<td>2864 A</td>
<td>2942 A</td>
<td>3356 A</td>
<td>4084 A</td>
<td>3234 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2893 A</td>
<td>2827 A</td>
<td>2332 A</td>
<td>2527 A</td>
<td>2704 A</td>
<td>3174 A</td>
<td>3900 A</td>
<td>3032 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2610 A</td>
<td>2169 A</td>
<td>1794 A</td>
<td>1980 A</td>
<td>2169 A</td>
<td>2236 A</td>
<td>3300 A</td>
<td>2905 A</td>
</tr>
<tr>
<td>23-24</td>
<td>2024 A</td>
<td>1439 A</td>
<td>1282 A</td>
<td>1315 A</td>
<td>1464 A</td>
<td>1530 A</td>
<td>2098 A</td>
<td>1659 A</td>
</tr>
</tbody>
</table>

Day Total | 69648 A | 62202 A | 75855 A | 76367 A | 78311 A | 80352 C | 86822 A | 70491 A |

AM Peak Hour | 11-12 | 11-12 | 07-08 | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 |
AM Peak Traffic | 4684 | 4166 | 4625 | 4815 | 4835 | 4977 | 5265 | 4846 |
PM Peak Traffic | 4997 | 4747 | 5681 | 5799 | 5900 | 5770 | 5796 | 5081 |
### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 17</td>
<td>AUG 18</td>
<td>AUG 19</td>
<td>AUG 20</td>
<td>AUG 21</td>
<td>AUG 22</td>
<td>AUG 23</td>
<td>AUG 24</td>
</tr>
<tr>
<td>0-1</td>
<td>1373 A</td>
<td>724 A</td>
<td>725 A</td>
<td>808 A</td>
<td>863 A</td>
<td>880 A</td>
<td>1194 A</td>
<td>1183 A</td>
</tr>
<tr>
<td>1-2</td>
<td>1321 A</td>
<td>489 A</td>
<td>518 A</td>
<td>499 A</td>
<td>595 A</td>
<td>635 A</td>
<td>933 A</td>
<td>751 A</td>
</tr>
<tr>
<td>2-3</td>
<td>627 A</td>
<td>345 A</td>
<td>409 A</td>
<td>395 A</td>
<td>413 A</td>
<td>492 A</td>
<td>628 A</td>
<td>611 A</td>
</tr>
<tr>
<td>3-4</td>
<td>322 A</td>
<td>384 A</td>
<td>443 A</td>
<td>402 A</td>
<td>424 A</td>
<td>474 A</td>
<td>449 A</td>
<td>349 A</td>
</tr>
<tr>
<td>4-5</td>
<td>339 A</td>
<td>728 A</td>
<td>810 A</td>
<td>757 A</td>
<td>784 A</td>
<td>789 A</td>
<td>468 A</td>
<td>349 A</td>
</tr>
<tr>
<td>5-6</td>
<td>447 A</td>
<td>1932 A</td>
<td>1894 A</td>
<td>1794 A</td>
<td>1816 A</td>
<td>1786 A</td>
<td>833 A</td>
<td>463 A</td>
</tr>
<tr>
<td>6-7</td>
<td>820 A</td>
<td>3222 A</td>
<td>3327 A</td>
<td>3192 A</td>
<td>3281 A</td>
<td>3327 A</td>
<td>1495 A</td>
<td>818 A</td>
</tr>
<tr>
<td>7-8</td>
<td>1216 A</td>
<td>4822 A</td>
<td>4854 A</td>
<td>4869 A</td>
<td>4916 A</td>
<td>4872 A</td>
<td>2165 A</td>
<td>1174 A</td>
</tr>
<tr>
<td>8-9</td>
<td>1788 A</td>
<td>4100 A</td>
<td>4329 A</td>
<td>4412 A</td>
<td>4427 A</td>
<td>4230 A</td>
<td>3072 A</td>
<td>1765 A</td>
</tr>
<tr>
<td>9-10</td>
<td>2549 A</td>
<td>3669 A</td>
<td>3565 A</td>
<td>3717 A</td>
<td>3723 A</td>
<td>3867 A</td>
<td>3702 A</td>
<td>2637 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3434 A</td>
<td>3672 A</td>
<td>3629 A</td>
<td>3625 A</td>
<td>3785 A</td>
<td>4262 A</td>
<td>4578 A</td>
<td>3474 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4080 A</td>
<td>4313 A</td>
<td>4333 A</td>
<td>4263 A</td>
<td>4423 A</td>
<td>5107 A</td>
<td>4885 A</td>
<td>4124 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4493 A</td>
<td>4630 A</td>
<td>4422 A</td>
<td>4407 A</td>
<td>4826 A</td>
<td>5429 A</td>
<td>4999 A</td>
<td>4477 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4572 A</td>
<td>4599 A</td>
<td>4626 A</td>
<td>4581 A</td>
<td>4898 A</td>
<td>5603 A</td>
<td>4806 A</td>
<td>4673 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4546 A</td>
<td>5251 A</td>
<td>5332 A</td>
<td>5190 A</td>
<td>5381 A</td>
<td>5606 A</td>
<td>4860 A</td>
<td>4621 A</td>
</tr>
<tr>
<td>15-16</td>
<td>4510 A</td>
<td>5760 A</td>
<td>5803 A</td>
<td>5650 A</td>
<td>5751 A</td>
<td>5337 A</td>
<td>4705 A</td>
<td>4403 A</td>
</tr>
<tr>
<td>16-17</td>
<td>4187 A</td>
<td>5525 A</td>
<td>5667 A</td>
<td>5467 A</td>
<td>5333 A</td>
<td>5322 A</td>
<td>4329 A</td>
<td>4437 A</td>
</tr>
<tr>
<td>17-18</td>
<td>4189 A</td>
<td>5206 A</td>
<td>5282 A</td>
<td>5535 A</td>
<td>5308 A</td>
<td>5189 A</td>
<td>4380 A</td>
<td>4120 A</td>
</tr>
<tr>
<td>18-19</td>
<td>3966 A</td>
<td>4442 A</td>
<td>4374 A</td>
<td>4574 A</td>
<td>4599 A</td>
<td>5031 A</td>
<td>4025 A</td>
<td>4041 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3672 A</td>
<td>3306 A</td>
<td>3315 A</td>
<td>3289 A</td>
<td>3861 A</td>
<td>4229 A</td>
<td>3491 A</td>
<td>3711 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3727 A</td>
<td>2653 A</td>
<td>2858 A</td>
<td>2871 A</td>
<td>3389 A</td>
<td>4064 A</td>
<td>3340 A</td>
<td>3507 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2775 A</td>
<td>2369 A</td>
<td>2428 A</td>
<td>2380 A</td>
<td>2857 A</td>
<td>3532 A</td>
<td>2929 A</td>
<td>2895 A</td>
</tr>
<tr>
<td>22-23</td>
<td>2068 A</td>
<td>1806 A</td>
<td>1874 A</td>
<td>1890 A</td>
<td>2134 A</td>
<td>2694 A</td>
<td>2705 A</td>
<td>2320 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1459 A</td>
<td>1195 A</td>
<td>1318 A</td>
<td>1310 A</td>
<td>1453 A</td>
<td>1912 A</td>
<td>2062 A</td>
<td>1589 A</td>
</tr>
</tbody>
</table>

**Day Total**: 62492 A

- **AM Peak Hour**: 11-12
  - 07-08
  - 07-08
  - 07-08
  - 11-12
  - 11-12
  - 11-12
  - 4080
  - 4822
  - 4854
  - 4869
  - 4916
  - 5107
  - 4885
  - 4124
- **PM Peak Hour**: 13-14
  - 15-16
  - 15-16
  - 15-16
  - 14-15
  - 12-13
  - 13-14
  - 4572
  - 5760
  - 5803
  - 5650
  - 5751
  - 5606
  - 4999
  - 4673

**Traffic Station**: 980

- **Location Type**: FHWA
- **Lanes**: 4
- **Lane Code**: 8
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station: 980</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
<td>Location Type: FHWA</td>
</tr>
<tr>
<td>Location Description</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lanes: 4</td>
</tr>
<tr>
<td>SACRAMENTO, JCT. RTE. 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lane Code: 8</td>
</tr>
</tbody>
</table>

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>AUG 25</td>
<td>AUG 26</td>
<td>AUG 27</td>
<td>AUG 28</td>
<td>AUG 29</td>
<td>AUG 30</td>
<td>AUG 31</td>
</tr>
<tr>
<td>0-1</td>
<td>860 A</td>
<td>748 A</td>
<td>776 A</td>
<td>850 A</td>
<td>908 A</td>
<td>1439 A</td>
<td>1146 A</td>
</tr>
<tr>
<td>1-2</td>
<td>558 A</td>
<td>500 A</td>
<td>540 A</td>
<td>561 A</td>
<td>725 A</td>
<td>1009 A</td>
<td>816 A</td>
</tr>
<tr>
<td>2-3</td>
<td>384 A</td>
<td>415 A</td>
<td>410 A</td>
<td>417 A</td>
<td>487 A</td>
<td>693 A</td>
<td>570 A</td>
</tr>
<tr>
<td>3-4</td>
<td>427 A</td>
<td>453 A</td>
<td>430 A</td>
<td>473 A</td>
<td>502 A</td>
<td>537 A</td>
<td>360 A</td>
</tr>
<tr>
<td>4-5</td>
<td>808 A</td>
<td>839 A</td>
<td>825 A</td>
<td>849 A</td>
<td>825 A</td>
<td>553 A</td>
<td>351 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1845 A</td>
<td>1882 A</td>
<td>1847 A</td>
<td>1839 A</td>
<td>1713 A</td>
<td>845 A</td>
<td>454 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3458 A</td>
<td>3370 A</td>
<td>3365 A</td>
<td>3492 A</td>
<td>3331 A</td>
<td>1504 A</td>
<td>857 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5017 A</td>
<td>4581 A</td>
<td>4997 A</td>
<td>5096 A</td>
<td>4797 A</td>
<td>2310 A</td>
<td>1226 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4317 A</td>
<td>4438 A</td>
<td>4463 A</td>
<td>4420 A</td>
<td>4333 A</td>
<td>3243 A</td>
<td>1848 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3626 A</td>
<td>3569 A</td>
<td>3777 A</td>
<td>3972 A</td>
<td>4035 A</td>
<td>4260 A</td>
<td>2711 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3764 A</td>
<td>3709 A</td>
<td>3759 A</td>
<td>3972 A</td>
<td>4608 A</td>
<td>4906 A</td>
<td>3551 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4508 A</td>
<td>4165 A</td>
<td>4339 A</td>
<td>4673 A</td>
<td>5575 A</td>
<td>4909 A</td>
<td>4032 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4669 A</td>
<td>4430 A</td>
<td>4525 A</td>
<td>4967 A</td>
<td>5924 A</td>
<td>5126 A</td>
<td>4149 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4712 A</td>
<td>4492 A</td>
<td>4616 A</td>
<td>4935 A</td>
<td>5876 A</td>
<td>4992 A</td>
<td>4338 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5127 A</td>
<td>5242 A</td>
<td>5332 A</td>
<td>5469 A</td>
<td>5763 A</td>
<td>5017 A</td>
<td>4465 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5770 A</td>
<td>5718 A</td>
<td>5679 A</td>
<td>5598 A</td>
<td>5474 A</td>
<td>4679 A</td>
<td>4357 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5647 A</td>
<td>5642 A</td>
<td>5735 A</td>
<td>5651 A</td>
<td>5142 A</td>
<td>4595 A</td>
<td>4125 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5258 A</td>
<td>5174 A</td>
<td>4837 A</td>
<td>5250 A</td>
<td>5099 A</td>
<td>4381 A</td>
<td>3891 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4310 A</td>
<td>4466 A</td>
<td>4310 A</td>
<td>4878 A</td>
<td>5084 A</td>
<td>4263 A</td>
<td>3705 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3128 A</td>
<td>3206 A</td>
<td>3230 A</td>
<td>3722 A</td>
<td>4546 A</td>
<td>3514 A</td>
<td>3117 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2782 A</td>
<td>2872 A</td>
<td>3003 A</td>
<td>3401 A</td>
<td>4531 A</td>
<td>3449 A</td>
<td>3402 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2176 A</td>
<td>2207 A</td>
<td>2457 A</td>
<td>2746 A</td>
<td>4408 A</td>
<td>3231 A</td>
<td>3066 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1593 A</td>
<td>1800 A</td>
<td>1926 A</td>
<td>2343 A</td>
<td>3762 A</td>
<td>2783 A</td>
<td>2151 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1176 A</td>
<td>1218 A</td>
<td>1270 A</td>
<td>1538 A</td>
<td>2250 A</td>
<td>1946 A</td>
<td>1618 A</td>
</tr>
</tbody>
</table>

**Day Total** | 75920 A | 75136 A | 76448 A | 81112 A | 89698 A | 74184 A | 60306 A |

<p>| AM Peak Hour | 07-08 | 07-08 | 07-08 | 11-12 | 11-12 | 11-12 |
| AM Peak Traffic | 5017 | 4581 | 4997 | 5096 | 5575 | 4909 |
| PM Peak Hour | 15-16 | 15-16 | 16-17 | 16-17 | 12-13 | 12-13 |
| PM Peak Traffic | 5770 | 5718 | 5735 | 5651 | 5924 | 5126 |</p>
<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>Postmile</th>
<th>Leg</th>
<th>Traffic Station:</th>
<th>Location Type:</th>
<th>Lanes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>SAC</td>
<td>080</td>
<td>M</td>
<td>2.554</td>
<td>A</td>
<td>980</td>
<td>FHWA</td>
<td>4</td>
</tr>
</tbody>
</table>

**Location Description**
SACRAMENTO, JCT. RTE. 5

### 7-Day Periods
<p>| | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>529322</td>
<td>75617</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>529394</td>
<td>75628</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>526187</td>
<td>75170</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>526810</td>
<td>75259</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5-Day Periods
<p>| | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>396397</td>
<td>79279</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>397544</td>
<td>79509</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>393216</td>
<td>78643</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>393285</td>
<td>78657</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### District 03
#### County SAC
#### Prefix 080
#### Postmile 2.554
#### Leg A

**Location Description:** SACRAMENTO, JCT. RTE. 5

**Traffic Station:** 980
- **Location Type:** FHWA
- **Lanes:** 4
- **Lane Code:** 8

### Traffic Volumes

#### AM Peak Hour
- **0-1:** 990 A 669 A 753 A 772 A 830 A 1207 A 1240 A 713 A
- **1-2:** 659 A 387 A 516 A 537 A 616 A 899 A 856 A 417 A
- **2-3:** 519 A 299 A 395 A 404 A 429 A 700 A 662 A 292 A
- **3-4:** 332 A 372 A 434 A 413 A 470 A 458 A 377 A 394 A
- **4-5:** 338 A 770 A 860 A 845 A 832 A 513 A 310 A 779 A
- **5-6:** 546 A 1864 A 1818 A 1859 A 1803 A 759 A 478 A 1822 A
- **6-7:** 817 A 3326 A 3333 A 3356 A 3389 A 1310 A 831 A 3405 A
- **7-8:** 1118 A 4943 A 4981 A 4963 A 4831 A 2199 A 1112 A 5010 A
- **8-9:** 1453 A 4237 A 4511 A 4469 A 4337 A 2992 A 1652 A 4402 A
- **9-10:** 2122 A 3858 A 3865 A 3829 A 3821 A 3478 A 2430 A 3633 A
- **10-11:** 2785 A 3742 A 3490 A 3691 A 4258 A 4126 A 3283 A 3669 A
- **11-12:** 3643 A 4171 A 4234 A 4292 A 4949 A 4490 A 3769 A 4043 A
- **12-13:** 4062 A 4349 A 4387 A 4550 A 5167 A 4913 A 3995 A 4204 A
- **13-14:** 3711 A 4373 A 4370 A 4539 A 5367 A 4396 A 4189 A 4235 A
- **14-15:** 4387 A 4914 A 5095 A 5326 A 5909 A 4530 A 4030 A 4733 A
- **15-16:** 4545 A 5718 A 5636 A 5853 A 5668 A 4313 A 3764 A 5511 A
- **16-17:** 4175 A 5584 A 5659 A 5708 A 5241 A 4176 A 4303 A 5509 A
- **17-18:** 3623 A 5044 A 5290 A 5205 A 4921 A 4168 A 4020 A 5142 A
- **18-19:** 3538 A 4360 A 4271 A 4490 A 4959 A 3662 A 3661 A 3993 A
- **19-20:** 3564 A 3076 A 3180 A 3371 A 4479 A 3368 A 3312 A 3014 A
- **20-21:** 3264 A 2748 A 2770 A 3017 A 3783 A 3024 A 3245 A 2462 A
- **21-22:** 2523 A 2095 A 2424 A 2699 A 3299 A 2751 A 2539 A 1947 A
- **22-23:** 1901 A 1734 A 1813 A 2120 A 2581 A 2499 A 1894 A 1593 A
- **23-24:** 1294 A 1180 A 1280 A 1291 A 1938 A 1863 A 1276 A 1350 A

#### PM Peak Hour
- **07-08:** 07-08 07-08 07-08 11-12 11-12 11-12 11-12 07-08
- **15-16:** 15-16 15-16 16-17 15-16 14-15 12-13 16-17 15-16
- **23-24:** 4545 5718 5659 5853 5909 4913 4303 5511
### CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 09</td>
<td>SEP 10</td>
<td>SEP 11</td>
<td>SEP 12</td>
<td>SEP 13</td>
<td>SEP 14</td>
<td>SEP 15</td>
<td>SEP 16</td>
</tr>
<tr>
<td>0-1</td>
<td>974 A</td>
<td>687 A</td>
<td>724 A</td>
<td>839 A</td>
<td>1142 A</td>
<td>1113 A</td>
<td>699 A</td>
<td>670 A</td>
</tr>
<tr>
<td>1-2</td>
<td>509 A</td>
<td>464 A</td>
<td>492 A</td>
<td>602 A</td>
<td>876 A</td>
<td>814 A</td>
<td>374 A</td>
<td>485 A</td>
</tr>
<tr>
<td>2-3</td>
<td>419 A</td>
<td>389 A</td>
<td>415 A</td>
<td>456 A</td>
<td>623 A</td>
<td>628 A</td>
<td>319 A</td>
<td>346 A</td>
</tr>
<tr>
<td>3-4</td>
<td>416 A</td>
<td>423 A</td>
<td>450 A</td>
<td>456 A</td>
<td>472 A</td>
<td>381 A</td>
<td>349 A</td>
<td>420 A</td>
</tr>
<tr>
<td>4-5</td>
<td>861 A</td>
<td>845 A</td>
<td>817 A</td>
<td>840 A</td>
<td>489 A</td>
<td>353 A</td>
<td>719 A</td>
<td>819 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1795 A</td>
<td>1801 A</td>
<td>1863 A</td>
<td>1853 A</td>
<td>826 A</td>
<td>452 A</td>
<td>1794 A</td>
<td>1869 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3401 A</td>
<td>3330 A</td>
<td>3407 A</td>
<td>3395 A</td>
<td>1427 A</td>
<td>891 A</td>
<td>3409 A</td>
<td>3418 A</td>
</tr>
<tr>
<td>7-8</td>
<td>5041 A</td>
<td>5114 A</td>
<td>5139 A</td>
<td>4920 A</td>
<td>2224 A</td>
<td>1177 A</td>
<td>4964 A</td>
<td>4836 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4579 A</td>
<td>4505 A</td>
<td>4494 A</td>
<td>4292 A</td>
<td>2913 A</td>
<td>1714 A</td>
<td>4557 A</td>
<td>4436 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3668 A</td>
<td>3707 A</td>
<td>3620 A</td>
<td>3845 A</td>
<td>3539 A</td>
<td>2572 A</td>
<td>3900 A</td>
<td>3701 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3537 A</td>
<td>3647 A</td>
<td>3751 A</td>
<td>4170 A</td>
<td>4180 A</td>
<td>3299 A</td>
<td>3783 A</td>
<td>3568 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4074 A</td>
<td>4255 A</td>
<td>4253 A</td>
<td>4830 A</td>
<td>4524 A</td>
<td>3723 A</td>
<td>4086 A</td>
<td>4179 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4313 A</td>
<td>4323 A</td>
<td>4536 A</td>
<td>5488 A</td>
<td>4744 A</td>
<td>4155 A</td>
<td>4581 A</td>
<td>4406 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4397 A</td>
<td>4398 A</td>
<td>4585 A</td>
<td>5417 A</td>
<td>4676 A</td>
<td>4316 A</td>
<td>4333 A</td>
<td>4365 A</td>
</tr>
<tr>
<td>14-15</td>
<td>4970 A</td>
<td>5095 C</td>
<td>5229 A</td>
<td>5861 A</td>
<td>4463 A</td>
<td>4318 A</td>
<td>4932 A</td>
<td>5025 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5881 A</td>
<td>5703 A</td>
<td>5843 A</td>
<td>5737 A</td>
<td>4362 A</td>
<td>4247 A</td>
<td>5612 A</td>
<td>5756 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5829 A</td>
<td>5778 A</td>
<td>5547 A</td>
<td>5315 A</td>
<td>4298 A</td>
<td>3916 A</td>
<td>5541 A</td>
<td>5694 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5436 A</td>
<td>5378 A</td>
<td>5317 A</td>
<td>4935 A</td>
<td>4177 A</td>
<td>3978 A</td>
<td>5150 A</td>
<td>5315 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4517 A</td>
<td>4549 A</td>
<td>4773 A</td>
<td>5181 A</td>
<td>3772 A</td>
<td>3799 A</td>
<td>4238 A</td>
<td>4580 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3166 A</td>
<td>3359 A</td>
<td>3498 A</td>
<td>4689 A</td>
<td>3434 A</td>
<td>3430 A</td>
<td>3072 A</td>
<td>3258 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2766 A</td>
<td>2816 A</td>
<td>3201 A</td>
<td>3961 A</td>
<td>3080 A</td>
<td>3064 A</td>
<td>2474 A</td>
<td>2664 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2331 A</td>
<td>2548 A</td>
<td>2741 A</td>
<td>3344 A</td>
<td>2802 A</td>
<td>2485 A</td>
<td>2096 A</td>
<td>2104 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1865 A</td>
<td>2034 A</td>
<td>1958 A</td>
<td>2777 A</td>
<td>2374 A</td>
<td>1737 A</td>
<td>1570 A</td>
<td>1631 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1050 A</td>
<td>1159 A</td>
<td>1387 A</td>
<td>1751 A</td>
<td>1655 A</td>
<td>1246 A</td>
<td>1108 A</td>
<td>1025 A</td>
</tr>
</tbody>
</table>

### Day Total
- AM Peak Hour: 07-08
- AM Peak Traffic: 5041
- PM Peak Hour: 15-16
- PM Peak Traffic: 5881

### District
- 03 SACRAMENTO

### County
- 080

### Prefix
- M

### Postmile
- 2.554

### Leg
- A

### Traffic Station:
- 980

### Location Type:
- FHWA

### Lanes:
- 4

### Lane Code:
- 8

### Location Description:
- SACRAMENTO, JCT. RTE. 5
<table>
<thead>
<tr>
<th>Year</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 17</td>
<td>SEP 18</td>
<td>SEP 19</td>
<td>SEP 20</td>
<td>SEP 21</td>
<td>SEP 22</td>
<td>SEP 23</td>
<td>SEP 24</td>
</tr>
<tr>
<td>0-1</td>
<td>671 A</td>
<td>739 A</td>
<td>845 A</td>
<td>1192 A</td>
<td>1031 A</td>
<td>660 A</td>
<td>692 A</td>
<td>724 A</td>
</tr>
<tr>
<td>1-2</td>
<td>465 A</td>
<td>510 A</td>
<td>641 A</td>
<td>816 A</td>
<td>730 A</td>
<td>390 A</td>
<td>447 A</td>
<td>417 A</td>
</tr>
<tr>
<td>2-3</td>
<td>365 A</td>
<td>405 A</td>
<td>475 A</td>
<td>601 A</td>
<td>545 A</td>
<td>287 A</td>
<td>367 A</td>
<td>406 A</td>
</tr>
<tr>
<td>3-4</td>
<td>361 A</td>
<td>420 A</td>
<td>476 A</td>
<td>465 A</td>
<td>327 A</td>
<td>366 A</td>
<td>380 A</td>
<td>390 A</td>
</tr>
<tr>
<td>4-5</td>
<td>803 A</td>
<td>787 A</td>
<td>819 A</td>
<td>471 A</td>
<td>348 A</td>
<td>739 A</td>
<td>828 A</td>
<td>832 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1799 A</td>
<td>1776 A</td>
<td>1732 A</td>
<td>808 A</td>
<td>489 A</td>
<td>1824 A</td>
<td>1774 A</td>
<td>1840 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3257 A</td>
<td>3337 A</td>
<td>3365 A</td>
<td>1348 A</td>
<td>828 A</td>
<td>3333 A</td>
<td>2843 A</td>
<td>3332 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4919 A</td>
<td>4973 A</td>
<td>4852 A</td>
<td>2080 A</td>
<td>1145 A</td>
<td>4925 A</td>
<td>4852 A</td>
<td>5011 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4653 A</td>
<td>4532 A</td>
<td>4536 A</td>
<td>2777 A</td>
<td>1757 A</td>
<td>4501 A</td>
<td>4455 A</td>
<td>4653 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3664 A</td>
<td>3585 A</td>
<td>3827 A</td>
<td>3574 A</td>
<td>2522 A</td>
<td>3573 A</td>
<td>3496 A</td>
<td>3577 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3587 A</td>
<td>3699 A</td>
<td>4157 A</td>
<td>4236 A</td>
<td>3310 A</td>
<td>3698 A</td>
<td>3582 A</td>
<td>3620 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4227 A</td>
<td>4207 A</td>
<td>5091 A</td>
<td>4632 A</td>
<td>3703 A</td>
<td>4252 A</td>
<td>4089 A</td>
<td>4157 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4302 A</td>
<td>4568 A</td>
<td>5334 A</td>
<td>4878 A</td>
<td>4265 A</td>
<td>4409 A</td>
<td>4378 A</td>
<td>4311 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4394 A</td>
<td>4521 A</td>
<td>5450 A</td>
<td>4742 A</td>
<td>4157 A</td>
<td>4266 A</td>
<td>4363 A</td>
<td>4489 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5016 A</td>
<td>5241 A</td>
<td>5872 A</td>
<td>4612 A</td>
<td>4240 A</td>
<td>4844 A</td>
<td>4957 A</td>
<td>4945 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5728 A</td>
<td>6008 A</td>
<td>5891 A</td>
<td>4297 A</td>
<td>4239 A</td>
<td>5624 A</td>
<td>5738 A</td>
<td>5751 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5802 A</td>
<td>5844 A</td>
<td>5396 A</td>
<td>4596 A</td>
<td>4358 A</td>
<td>5605 A</td>
<td>5762 A</td>
<td>5823 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5415 A</td>
<td>5299 A</td>
<td>5300 A</td>
<td>4502 A</td>
<td>4264 A</td>
<td>5217 A</td>
<td>5373 A</td>
<td>5302 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4511 A</td>
<td>4775 A</td>
<td>5254 A</td>
<td>4321 A</td>
<td>3982 A</td>
<td>4223 A</td>
<td>4583 A</td>
<td>4682 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3289 A</td>
<td>3738 A</td>
<td>4442 A</td>
<td>3655 A</td>
<td>3516 A</td>
<td>3076 A</td>
<td>3289 A</td>
<td>3300 A</td>
</tr>
<tr>
<td>20-21</td>
<td>2629 A</td>
<td>3258 A</td>
<td>4121 A</td>
<td>3075 A</td>
<td>3099 A</td>
<td>2482 A</td>
<td>2667 A</td>
<td>2676 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2425 A</td>
<td>2607 A</td>
<td>3445 A</td>
<td>2719 A</td>
<td>2474 A</td>
<td>2010 A</td>
<td>2036 A</td>
<td>2321 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1660 A</td>
<td>1886 A</td>
<td>2753 A</td>
<td>2264 A</td>
<td>1884 A</td>
<td>1517 A</td>
<td>1558 A</td>
<td>1679 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1147 A</td>
<td>1426 A</td>
<td>1784 A</td>
<td>1655 A</td>
<td>1261 A</td>
<td>1137 A</td>
<td>1071 A</td>
<td>1191 A</td>
</tr>
</tbody>
</table>

Day Total: 75089 A  78141 A  85858 A  68316 A  58474 A  72958 A  73580 A  75429 A

AM Peak Hour: 07-08  07-08  11-12  11-12  11-12  07-08  07-08  07-08
AM Peak Traffic: 4919  4973  5091  4632  3703  4925  4852  5011
PM Peak Hour: 16-17  15-16  15-16  12-13  16-17  15-16  16-17  16-17
PM Peak Traffic: 5802  6008  5891  4878  4358  5624  5762  5823
## CALTRANS TRAFFIC VOLUMES
### Detail All Vehicle Hourly Count Report

**Traffic Station:** 980

**Location Type:** FHWA

**Lanes:** 4

**Lane Code:** 8

### District County Route Prefix Postmile Leg
03 SAC 080 M 2.554 A

### Location Description
SACRAMENTO, JCT. RTE. 5

### Direction of Count: East

<table>
<thead>
<tr>
<th>Year</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>SEP 25</td>
<td>SEP 26</td>
<td>SEP 27</td>
<td>SEP 28</td>
<td>SEP 29</td>
<td>SEP 30</td>
</tr>
<tr>
<td>0-1</td>
<td>720 A</td>
<td>859 A</td>
<td>1358 A</td>
<td>1074 A</td>
<td>688 A</td>
<td>657 A</td>
</tr>
<tr>
<td>1-2</td>
<td>511 A</td>
<td>594 A</td>
<td>844 A</td>
<td>768 A</td>
<td>415 A</td>
<td>426 A</td>
</tr>
<tr>
<td>2-3</td>
<td>377 A</td>
<td>471 A</td>
<td>587 A</td>
<td>598 A</td>
<td>280 A</td>
<td>377 A</td>
</tr>
<tr>
<td>3-4</td>
<td>454 A</td>
<td>476 A</td>
<td>481 A</td>
<td>349 A</td>
<td>403 A</td>
<td>428 A</td>
</tr>
<tr>
<td>4-5</td>
<td>803 A</td>
<td>757 A</td>
<td>521 A</td>
<td>322 A</td>
<td>765 A</td>
<td>763 A</td>
</tr>
<tr>
<td>5-6</td>
<td>1832 A</td>
<td>1866 A</td>
<td>832 A</td>
<td>503 A</td>
<td>1779 A</td>
<td>1866 A</td>
</tr>
<tr>
<td>6-7</td>
<td>3348 A</td>
<td>3338 A</td>
<td>1451 A</td>
<td>795 A</td>
<td>3304 A</td>
<td>3351 A</td>
</tr>
<tr>
<td>7-8</td>
<td>4936 A</td>
<td>4854 A</td>
<td>2307 A</td>
<td>1136 A</td>
<td>4939 A</td>
<td>4984 A</td>
</tr>
<tr>
<td>8-9</td>
<td>4706 A</td>
<td>4563 A</td>
<td>2965 A</td>
<td>1715 A</td>
<td>4439 A</td>
<td>4452 A</td>
</tr>
<tr>
<td>9-10</td>
<td>3672 A</td>
<td>3836 A</td>
<td>3765 A</td>
<td>2479 A</td>
<td>3640 A</td>
<td>3705 A</td>
</tr>
<tr>
<td>10-11</td>
<td>3753 A</td>
<td>4460 A</td>
<td>4200 A</td>
<td>3347 A</td>
<td>3535 A</td>
<td>3582 A</td>
</tr>
<tr>
<td>11-12</td>
<td>4510 A</td>
<td>5136 A</td>
<td>4664 A</td>
<td>3710 A</td>
<td>4096 A</td>
<td>4239 A</td>
</tr>
<tr>
<td>12-13</td>
<td>4863 A</td>
<td>5586 A</td>
<td>4839 A</td>
<td>4298 A</td>
<td>4505 A</td>
<td>4243 A</td>
</tr>
<tr>
<td>13-14</td>
<td>4648 A</td>
<td>5608 A</td>
<td>4622 A</td>
<td>4266 A</td>
<td>4328 A</td>
<td>4255 A</td>
</tr>
<tr>
<td>14-15</td>
<td>5326 A</td>
<td>5927 A</td>
<td>4499 A</td>
<td>4194 A</td>
<td>4885 A</td>
<td>4969 A</td>
</tr>
<tr>
<td>15-16</td>
<td>5961 A</td>
<td>5649 A</td>
<td>4525 A</td>
<td>4305 A</td>
<td>5611 A</td>
<td>5847 A</td>
</tr>
<tr>
<td>16-17</td>
<td>5754 A</td>
<td>5211 A</td>
<td>4330 A</td>
<td>4296 A</td>
<td>5572 A</td>
<td>5923 A</td>
</tr>
<tr>
<td>17-18</td>
<td>5428 A</td>
<td>5172 A</td>
<td>4022 A</td>
<td>4210 A</td>
<td>5354 A</td>
<td>5409 A</td>
</tr>
<tr>
<td>18-19</td>
<td>4899 A</td>
<td>4926 A</td>
<td>3815 A</td>
<td>3959 A</td>
<td>4173 A</td>
<td>4471 A</td>
</tr>
<tr>
<td>19-20</td>
<td>3827 A</td>
<td>4819 A</td>
<td>3383 A</td>
<td>3668 A</td>
<td>3155 A</td>
<td>3303 A</td>
</tr>
<tr>
<td>20-21</td>
<td>3070 A</td>
<td>4167 A</td>
<td>2967 A</td>
<td>3365 A</td>
<td>2346 A</td>
<td>2548 A</td>
</tr>
<tr>
<td>21-22</td>
<td>2523 A</td>
<td>3323 A</td>
<td>2819 A</td>
<td>2722 A</td>
<td>1924 A</td>
<td>2124 A</td>
</tr>
<tr>
<td>22-23</td>
<td>1867 A</td>
<td>3042 A</td>
<td>2564 A</td>
<td>1884 A</td>
<td>1470 A</td>
<td>1578 A</td>
</tr>
<tr>
<td>23-24</td>
<td>1369 A</td>
<td>1996 A</td>
<td>1816 A</td>
<td>1183 A</td>
<td>1093 A</td>
<td>1162 A</td>
</tr>
</tbody>
</table>

### Day Total

<table>
<thead>
<tr>
<th>Day</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>Mon</th>
<th>Tue</th>
</tr>
</thead>
<tbody>
<tr>
<td>79157 A</td>
<td>86636 A</td>
<td>68176 A</td>
<td>59146 A</td>
<td>72699 A</td>
<td>74662 A</td>
<td></td>
</tr>
</tbody>
</table>

### AM Peak Hour

<table>
<thead>
<tr>
<th>Time</th>
<th>Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>07-08</td>
<td>11-12</td>
</tr>
<tr>
<td>07-08</td>
<td>11-12</td>
</tr>
<tr>
<td>07-08</td>
<td>11-12</td>
</tr>
</tbody>
</table>

### AM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>AM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>4936</td>
</tr>
<tr>
<td>2008</td>
<td>5136</td>
</tr>
<tr>
<td>2008</td>
<td>4664</td>
</tr>
<tr>
<td>2008</td>
<td>3710</td>
</tr>
<tr>
<td>2008</td>
<td>4939</td>
</tr>
<tr>
<td>2008</td>
<td>4984</td>
</tr>
</tbody>
</table>

### PM Peak Hour

<table>
<thead>
<tr>
<th>Time</th>
<th>Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>15-16</td>
<td>12-13</td>
</tr>
<tr>
<td>15-16</td>
<td>12-13</td>
</tr>
<tr>
<td>15-16</td>
<td>12-13</td>
</tr>
</tbody>
</table>

### PM Peak Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>PM Peak Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>5961</td>
</tr>
<tr>
<td>2008</td>
<td>5927</td>
</tr>
<tr>
<td>2008</td>
<td>4839</td>
</tr>
<tr>
<td>2008</td>
<td>4305</td>
</tr>
<tr>
<td>2008</td>
<td>5611</td>
</tr>
<tr>
<td>2008</td>
<td>5923</td>
</tr>
</tbody>
</table>
### District County Route Prefix Postmile Leg
03 SAC 080 M 2.554 A

<table>
<thead>
<tr>
<th>Location Description</th>
<th>Traffic Station: 980</th>
</tr>
</thead>
<tbody>
<tr>
<td>SACRAMENTO, JCT. RTE. 5</td>
<td>Location Type: FHWA</td>
</tr>
<tr>
<td></td>
<td>Lanes: 4</td>
</tr>
<tr>
<td></td>
<td>Lane Code: 8</td>
</tr>
</tbody>
</table>

### 7-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-Day Total</td>
<td>490585</td>
<td>512248</td>
<td>514108</td>
<td>515082</td>
</tr>
<tr>
<td>Daily Average</td>
<td>70084</td>
<td>73178</td>
<td>73444</td>
<td>73583</td>
</tr>
</tbody>
</table>

### 5-Day Periods

<table>
<thead>
<tr>
<th></th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-Day Total</td>
<td>366563</td>
<td>387368</td>
<td>387318</td>
<td>387760</td>
</tr>
<tr>
<td>Weekday Average</td>
<td>73313</td>
<td>77474</td>
<td>77464</td>
<td>77552</td>
</tr>
</tbody>
</table>
Natomas Crossing

Technical Appendix

22 December 2008

Intersection Geometry Sketches
E COMMERCE WAY

SNOWY EAGLEY BLVD.

(DOES NOT EXIST YET)

ARCO ARENA
WEST ENTRANCE
Natomas Crossing

Technical Appendix

22 December 2008

Intersection Analysis
Natomas Crossing
Existing Conditions
AM Peak Hour

Scenario Report

Scenario: Existing AM
Command: Existing AM
Volume: Existing AM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration
### Natomas Crossing
#### Existing Conditions
##### AM Peak Hour

Impact Analysis Report
Level Of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Base Del/ V/ LOS Veh</th>
<th>Base Del/ V/ LOS Veh</th>
<th>Future Del/ V/ LOS Veh</th>
<th>Change in</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1 El Centro Road and Arena Boule</td>
<td>B 15.8 0.364</td>
<td>B 15.8 0.364</td>
<td>+ 0.000 D/V B 15.8</td>
<td></td>
</tr>
<tr>
<td># 2 Duckhorn Drive and Arena Boule</td>
<td>C 21.0 0.599</td>
<td>C 21.0 0.599</td>
<td>+ 0.000 D/V C 21.0</td>
<td></td>
</tr>
<tr>
<td># 3 Arena Boulevard and I-5 Southb</td>
<td>A 6.3 0.173</td>
<td>A 6.3 0.173</td>
<td>+ 0.000 D/V A 6.3</td>
<td></td>
</tr>
<tr>
<td># 4 Arena Boulevard and I-5 Northb</td>
<td>B 11.0 0.300</td>
<td>B 11.0 0.300</td>
<td>+ 0.000 D/V B 11.0</td>
<td></td>
</tr>
<tr>
<td># 5 East Commerce Way and Del Paso</td>
<td>D 40.5 0.885</td>
<td>D 40.5 0.885</td>
<td>+ 0.000 D/V D 40.5</td>
<td></td>
</tr>
<tr>
<td># 9 East Commerce Way and Arco Are</td>
<td>A 2.9 0.111</td>
<td>A 2.9 0.111</td>
<td>+ 0.000 D/V A 2.9</td>
<td></td>
</tr>
<tr>
<td># 12 East Commerce Way and Arena Bo</td>
<td>B 17.5 0.467</td>
<td>B 17.5 0.467</td>
<td>+ 0.000 D/V B 17.5</td>
<td></td>
</tr>
<tr>
<td># 14 E. Commerce Way and Amelia Ear</td>
<td>A 0.6 0.029</td>
<td>A 0.6 0.029</td>
<td>+ 0.000 D/V A 0.6</td>
<td></td>
</tr>
<tr>
<td># 23 Duckhorn Drive and San Juan Ro</td>
<td>B 13.2 0.285</td>
<td>B 13.2 0.285</td>
<td>+ 0.000 D/V B 13.2</td>
<td></td>
</tr>
<tr>
<td># 24 Truxel Road and Arena Boulevar</td>
<td>B 16.8 0.387</td>
<td>B 16.8 0.387</td>
<td>+ 0.000 D/V B 16.8</td>
<td></td>
</tr>
<tr>
<td># 25 Truxel Road and Natomas Crossi</td>
<td>B 17.2 0.358</td>
<td>B 17.2 0.358</td>
<td>+ 0.000 D/V B 17.2</td>
<td></td>
</tr>
</tbody>
</table>
Natomas Crossing
Existing Conditions
AM Peak Hour

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

Intersection #1 El Centro Road and Arena Boulevard

| Cycle (sec): | 0 | Critical Vol./Cap.(X): | 0.364 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 15.8 |
| Optimal Cycle: | 60 | Level Of Service: | B |

Street Name: El Centro Road Arena Boulevard
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 14 157 79 169 381 3 2 61 23 91 40 82
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 157 79 169 381 3 2 61 23 91 40 82
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 157 79 169 381 3 2 61 23 91 40 82
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 157 79 169 381 3 2 61 23 91 40 82
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 14 157 79 169 381 3 2 61 23 91 40 82

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 1.00 0.85 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1615 1805 1900 1615 1805 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.05 0.09 0.20 0.00 0.00 0.03 0.01 0.05 0.02 0.05
Crit Moves: **** **** **** ****
Green/Cycle: 0.02 0.20 0.20 0.38 0.55 0.55 0.00 0.09 0.09 0.14 0.22 0.22
Volume/Cap: 0.36 0.22 0.25 0.25 0.36 0.00 0.23 0.36 0.16 0.36 0.09 0.23
Delay/Veh: 34.7 20.4 20.8 13.1 7.8 6.0 42.7 27.1 25.8 24.3 18.6 19.4
User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 34.7 20.4 20.8 13.1 7.8 6.0 42.7 27.1 25.8 24.3 18.6 19.4
LOS by Move: C C C B A A A C C B B
HCM2k95thQ: 1 3 3 5 8 0 1 3 1 4 1 3

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Existing Conditions
AM Peak Hour

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

Intersection #2 Duckhorn Drive and Arena Boulevard

Cycle (sec): 0  Critical Vol./Cap.(X): 0.599
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 21.0
Optimal Cycle: 60  Level Of Service: C

Street Name: Duckhorn Drive  Arena Boulevard
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 2 0 0 1 0 1 0 2 0 1 2 0 2 0 1

Volume Module:
Base Vol: 12 31 382 193 66 26 20 454 16 216 162 103
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 31 382 193 66 26 20 454 16 216 162 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 12 31 382 193 66 26 20 454 16 216 162 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 12 31 382 193 66 26 20 454 16 216 162 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 12 31 382 193 66 26 20 454 16 216 162 103

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.85 0.92 0.96 0.95 0.95 0.85 0.92 0.95 0.85 0.85
Lanes: 1.00 1.00 1.00 0.72 0.28 1.00 2.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 1805 1900 1615 3502 1306 514 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.02 0.24 0.06 0.05 0.05 0.01 0.13 0.01 0.06 0.04 0.06
Crit Moves: **** **** 0.06 0.05 0.01 0.13 0.01 0.06 0.04 0.06
Green/Cycle: 0.06 0.39 0.39 0.09 0.43 0.43 0.05 0.21 0.21 0.10 0.27 0.27
Volume/Cap: 0.12 0.04 0.60 0.60 0.12 0.12 0.24 0.60 0.05 0.60 0.17 0.24
Delay/Veh: 27.4 11.2 16.0 29.3 10.3 10.3 29.1 22.7 19.0 28.5 17.0 17.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.4 11.2 16.0 29.3 10.3 10.3 29.1 22.7 19.0 28.5 17.0 17.5
LOS by Move: C B B C B C B C B B
HCM2k95thQ: 1 1 12 6 2 2 1 10 1 6 3 3

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

### AM Peak Hour

**Level Of Service Computation Report**

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #3 Arena Boulevard and I-5 Southbound Ramps**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.173</td>
<td>6 (Y+R=4.0 sec)</td>
<td>6.3</td>
<td>60</td>
<td>A</td>
</tr>
</tbody>
</table>

**Street Name:** I-5 Southbound Ramps  
**Approach:** North Bound  
**Movement:** L - T - R  
**Control:** Permitted  
**Rights:** Include  
**Min. Green:** 0  
**Lanes:** 0 0 0 0 0 2 0 0 0 1 0 0 0 0 0 0

<table>
<thead>
<tr>
<th>Volume Module:</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Vol:</td>
<td>0 0 0 0 102 0 59 0 408 633 0 402 717</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Growth Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>0 0 0 0 102 0 59 0 408 633 0 402 717</td>
<td></td>
<td></td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>0 0 0 0 102 0 59 0 408 0 0 402 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>0 0 0 0 102 0 59 0 408 0 0 402 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Volume:</td>
<td>0 0 0 0 102 0 59 0 408 0 0 402 0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturation Flow Module:</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sat/Lane:</td>
<td>1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adjustment:</td>
<td>1.00 1.00 1.00 0.63 1.00 0.85 1.00 0.95 1.00 0.91 1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes:</td>
<td>0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>0 0 0 0 2403 0 1615 0 3610 1900 0 5187 1900</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity Analysis Module:</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vol/Sat:</td>
<td>0.00 0.00 0.00 0.04 0.00 0.04 0.00 0.11 0.00 0.00 0.08 0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crit Moves:</td>
<td>****</td>
<td>****</td>
<td></td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td>0.00 0.00 0.00 0.25 0.00 0.25 0.00 0.65 0.00 0.00 0.65 0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.00 0.00 0.00 0.17 0.00 0.15 0.00 0.17 0.00 0.00 0.12 0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>0.0 0.0 0.0 18.0 0.0 17.9 0.0 4.1 0.0 0.0 3.9 0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>User DelAdj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AdjDel/Veh:</td>
<td>0.0 0.0 0.0 18.0 0.0 17.9 0.0 4.1 0.0 0.0 3.9 0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>A A A B A B A A A A A A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HCM2k95thQ:</td>
<td>0 0 0 2 0 2 0 3 0 0 2 0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Arena Boulevard and I-5 Northbound Ramps

| Cycle (sec): | 0 | Critical Vol./Cap.(X): | 0.300 |
| Loss Time (sec): | 6 (Y+R=4.0 sec) | Average Delay (sec/veh): | 11.0 |
| Optimal Cycle: | 60 | Level Of Service: | B |

Street Name: I-5 Northbound Ramps
Approach: North Bound South Bound East Bound West Bound

<table>
<thead>
<tr>
<th>Movement:</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Ignore</td>
<td>Ignore</td>
<td></td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Volume Module:

| Base Vol: | 239 | 0 | 417 | 0 | 0 | 0 | 446 | 88 | 0 | 843 | 45 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 0 | 417 | 0 | 0 | 0 | 446 | 88 | 0 | 843 | 45 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| PHF Volume: | 239 | 0 | 417 | 0 | 0 | 0 | 446 | 0 | 0 | 843 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 0 | 417 | 0 | 0 | 0 | 446 | 0 | 0 | 843 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| FinalVolume: | 239 | 0 | 417 | 0 | 0 | 0 | 446 | 0 | 0 | 843 | 0 |

Saturation Flow Module:

| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.60 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.91 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 4.00 | 1.00 |
| Final Sat.: | 2267 | 0 | 2842 | 0 | 0 | 0 | 3610 | 1900 | 0 | 6916 | 1900 |

Capacity Analysis Module:

| Vol/Sat: | 0.11 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.12 | 0.00 |
| Crit Moves: | **** | **** |
| Green/Cycle: | 0.49 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.41 | 0.00 |
| Volume/Cap: | 0.22 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 | 0.30 | 0.00 |
| Delay/Veh: | 8.9 | 0.0 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 11.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.9 | 0.0 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 11.9 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | B | A | B | A | B |
| HCM2k95thQ: | 3 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 |

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

AM Peak Hour

Natomas Crossing

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 East Commerce Way and Del Paso Road

Cycle (sec): 0

Critical Vol./Cap. (X): 0.885

Loss Time (sec): 12 (Y+R=4.0 sec)

Average Delay (sec/veh): 40.5

Optimal Cycle: 106

Level Of Service: D

Street Name: East Commerce Way

Del Paso Road

Approach:

- North Bound
- South Bound
- East Bound
- West Bound

Movement:

- L - T - R
- L - T - R
- L - T - R
- L - T - R

Control:

- Protected
- Protected
- Protected
- Protected

Rights:

- Include
- Include
- Include
- Include

Min. Green:

- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

Lanes:

- 2
- 0
- 3
- 0
- 1
- 2
- 0
- 1
- 0
- 1
- 2
- 0
- 3
- 0
- 1

Volume Module:

- Base Vol: 67 106 96 95 285 736 324 881 78 162 1127 41
- Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- Initial Bse: 67 106 96 95 285 736 324 881 78 162 1127 41
- User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- PHF Volume: 67 106 96 95 285 736 324 881 78 162 1127 41
- Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
- Reduced Vol: 67 106 96 95 285 736 324 881 78 162 1127 41
- PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- Final Volume: 67 106 96 95 285 736 324 881 78 162 1127 41

Saturation Flow Module:

- Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- Adjustment: 0.92 0.91 0.85 0.92 1.00 0.85 0.92 0.91 0.85 0.92 0.91 0.85
- Lanes: 2.00 3.00 1.00 2.00 1.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00
- Final Sat.: 3502 5187 1615 3502 1900 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:

- Vol/Sat: 0.02 0.02 0.06 0.03 0.15 0.46 0.09 0.17 0.05 0.05 0.22 0.03
- Crit Moves: ****
- Green/Cycle: 0.02 0.37 0.37 0.17 0.52 0.52 0.10 0.28 0.28 0.07 0.25 0.25
- Volume/Cap: 0.88 0.06 0.16 0.16 0.29 0.88 0.88 0.62 0.18 0.62 0.88 0.10
- Delay/Veh: 117.4 21.6 22.6 37.8 14.8 34.1 68.5 34.4 29.4 51.9 46.3 31.1
- User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- AdjDel/Veh: 117.4 21.6 22.6 37.8 14.8 34.1 68.5 34.4 29.4 51.9 46.3 31.1
- LOS by Move: F C C D B C E C D D C
- HCM2k95thQ: 6 2 4 3 10 41 16 18 4 7 28 2

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
# Natomas Crossing
## Existing Conditions
### AM Peak Hour

<table>
<thead>
<tr>
<th>Intersection #9 East Commerce Way and Arco Arena Main Entrance - Road B3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cycle (sec):</strong> 0</td>
</tr>
<tr>
<td><strong>Loss Time (sec):</strong> 9 (Y+R=4.0 sec)</td>
</tr>
<tr>
<td><strong>Optimal Cycle:</strong> 60</td>
</tr>
</tbody>
</table>

### Street Name:
- **East Commerce Way**
- **Arco Arena Main Entrance - Road B**

### Approach:
- **North Bound**
- **South Bound**
- **East Bound**
- **West Bound**

### Movement:
- L  -  T  -  R
- L  -  T  -  R
- L  -  T  -  R
- L  -  T  -  R

### Control:
- Protected
- Protected
- Protected
- Protected

### Rights:
- Include
- Include
- Include
- Include

### Min. Green:
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

### Lanes:
- 1 0 3 0 1
- 2 0 3 0 0
- 0 0 0 0 0
- 3 0 0 0 2

### Volume Module:
- **Base Vol:** 5 211 3 1 447 0 0 0 0 29 0 2
- **Growth Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Initial Bse:** 5 211 3 1 447 0 0 0 0 29 0 2
- **User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Volume:** 5 211 3 1 447 0 0 0 0 29 0 2
- **Reduct Vol:** 0 0 0 0 0 0 0 0 0 0 0 0
- **Reduced Vol:** 5 211 3 1 447 0 0 0 0 29 0 2
- **PCE Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **MLF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Final Volume:** 5 211 3 1 447 0 0 0 0 29 0 2

### Saturation Flow Module:
- **Sat/Lane:** 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- **Adjustment:** 0.95 0.91 0.85 0.92 0.91 1.00 1.00 1.00 1.00 0.92 1.00 0.75
- **Lanes:** 1.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 2.00
- **Final Sat.:** 1805 5187 1615 3502 5187 0 0 0 0 5253 0 2842

### Capacity Analysis Module:
- **Vol/Sat:** 0.00 0.04 0.00 0.00 0.09 0.00 0.00 0.00 0.00 0.01 0.00 0.00
- **Crit Moves:** **** **** ****
- **Green/Cycle:** 0.02 0.79 0.79 0.01 0.78 0.00 0.00 0.00 0.00 0.05 0.00 0.05
- **Volume/Cap:** 0.11 0.05 0.00 0.05 0.11 0.00 0.00 0.00 0.00 0.11 0.00 0.01
- **Delay/Veh:** 29.7 1.3 1.3 30.8 1.7 0.0 0.0 0.0 0.0 27.4 0.0 27.2
- **User Del/Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **AdjDel/Veh:** 29.7 1.3 1.3 30.8 1.7 0.0 0.0 0.0 0.0 27.4 0.0 27.2
- **LOS by Move:** C A A C A A A A A C A C
- **HCM2k95thQ:** 0 1 0 2 0 0 0 0 1 0 0

**Note:** Queue reported is the number of cars per lane.
Existing AM  
Mon Dec 8, 2008 09:06:30  

Natomas Crossing  
Existing Conditions  
AM Peak Hour  

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)  
*****************************************************************************  
Intersection #12 East Commerce Way and Arena Boulevard  
*****************************************************************************  
Cycle (sec): 0  
Critical Vol./Cap.(X): 0.467  
Loss Time (sec): 12 (Y+R=4.0 sec)  
Average Delay (sec/veh): 17.5  
Optimal Cycle: 60  
Level Of Service: B  
*****************************************************************************  
Street Name: East Commerce Way  
Arena Boulevard  
Approach: North Bound  
South Bound  
East Bound  
West Bound  
Movement: L - T - R  
L - T - R  
L - T - R  
L - T - R  
Control: Protected  
Protected  
Protected  
Protected  
Rights: Include  
Include  
Include  
Include  
Min. Green: 0  
0  
0  
0  
Lanes: 2  
0  
3  
0  
1  
2  
0  
2  
0  
1  
2  
0  
3  
0  
1  
Volume Module:  
Base Vol: 36  
3  
1  
130  
0  
353  
154  
664  
5  
0  
524  
66  
Growth Adj: 1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
Initial Bse: 36  
3  
1  
130  
0  
353  
154  
664  
5  
0  
524  
66  
User Adj: 1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
PHF Adj: 1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
PHF Volume: 36  
3  
1  
130  
0  
353  
154  
664  
5  
0  
524  
66  
Reduced Vol: 0  
0  
0  
0  
0  
0  
0  
0  
0  
0  
0  
Reduced Vol: 36  
3  
1  
130  
0  
353  
154  
664  
5  
0  
524  
66  
PCE Adj: 1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
MLF Adj: 1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
1.00  
FinalVolume: 36  
3  
1  
130  
0  
353  
154  
664  
5  
0  
524  
66  
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.91 0.85 0.92 0.95 0.85 0.92 0.91 0.85 0.97 0.91 0.85  
Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
Final Sat.: 3502 5187 1615 3502 3610 1615 3502 5187 1615 3686 5187 1615  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.00 0.04 0.00 0.22 0.04 0.13 0.00 0.00 0.10 0.04  
Crit Moves: **** **** **** ****  
Green/Cycle: 0.02 0.01 0.01 0.48 0.00 0.47 0.09 0.31 0.31 0.00 0.22 0.22  
Volume/Cap: 0.47 0.07 0.08 0.08 0.00 0.47 0.47 0.41 0.01 0.00 0.47 0.19  
Delay/Veh: 33.4 30.3 32.1 8.4 0.0 11.3 26.8 16.5 14.3 0.0 20.8 19.5  
User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 33.4 30.3 32.1 8.4 0.0 11.3 26.8 16.5 14.3 0.0 20.8 19.5  
LOS by Move: C C C A A B C B A C B  
HCM2k95thQ: 2 0 0 1 0 10 4 8 0 0 7 2  
*****************************************************************************  
Note: Queue reported is the number of cars per lane.  
*****************************************************************************  

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 E. Commerce Way and Amelia Earhart Ave. - Road C3

Cycle (sec): 0
Loss Time (sec): 9 (Y+R=4.0 sec)
Optimal Cycle: 60

Street Name: E. Commerce Way
Amelia Earhart Ave. - Road C3
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 3 0 1 1 0 1 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lanes: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.85
Lanes: 1.00 3.00 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.: 1900 5187 1900 1805 1900 0 0 0 0 1900 0 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.02
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.85
Volume/Cap: 0.00 0.00 0.00 xxxxx 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.03
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.7
LOS by Move: A A A A A A A A A A A
HCM2k95thQ: 0 0 0 3 0 0 0 0 0 0 0 0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Natomas Crossing
### Existing Conditions
#### AM Peak Hour

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

**Intersection #23 Duckhorn Drive and San Juan Road**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Critical Vol./Cap. (X):</td>
<td>0.285</td>
</tr>
<tr>
<td>Loss Time (sec):</td>
<td>9 (Y+R=4.0 sec)</td>
</tr>
<tr>
<td>Average Delay (sec/veh):</td>
<td>13.2</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
</tr>
<tr>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

**Street Name:**
- **Duckhorn Drive**
- **San Juan Road**

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L - T - R
- L - T - R
- L - T - R
- L - T - R

**Control:**
- Permitted
- Permitted
- Protected
- Protected

**Rights:**
- Include
- Include
- Include
- Include

**Min. Green:**
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

**Lanes:**
- 0 1 0 1 1 1 0 1 0 1 1 1

**Volume Module:**

| Base Vol: | 16 23 79 165 6 25 123 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 16 23 79 165 6 25 123 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 16 23 79 165 6 25 123 |
| Reduct Vol: | 0 0 0 0 0 0 0 |
| Reduced Vol: | 16 23 79 165 6 25 123 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| FinalVolume: | 16 23 79 165 6 25 123 |

**Saturation Flow Module:**

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.94 0.94 0.85 0.85 0.95 1.00 0.95 1.00 0.95 1.00 0.95 0.85 |
| Lanes: | 0.41 0.59 1.00 1.00 1.00 1.00 |
| Final Sat.: | 730 1050 1615 1398 1900 1615 1805 1838 54 1805 1900 1615 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.02 0.02 0.05 0.12 0.00 0.02 0.01 0.11 0.11 0.01 0.06 0.07 |
| Crit Moves: | **** **** **** |
| Green/Cycle: | 0.41 0.41 0.41 0.41 0.41 0.41 0.41 0.41 0.41 0.41 0.41 0.41 |
| Volume/Cap: | 0.05 0.05 0.12 0.29 0.01 0.04 0.19 0.29 0.29 0.29 0.18 0.19 |
| Delay/Veh: | 10.6 10.6 10.9 12.0 10.3 10.5 27.2 12.9 12.9 29.3 12.9 13.0 |
| User Del Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Adj Del/Veh: | 10.6 10.6 10.9 12.0 10.3 10.5 27.2 12.9 12.9 29.3 12.9 13.0 |
| LOS by Move: | B B B B B C B C B B |
| HCM2k95thQ: | 1 1 2 5 0 1 1 6 6 2 3 3 |

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Existing AM conditions

### Mon Dec 8, 2008 09:06:30

#### Natomas Crossing

**Existing Conditions**

#### AM Peak Hour

**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #24 Truxel Road and Arena Boulevard**

Cycle (sec): 0  
Critical Vol./Cap. (X): 0.387

Loss Time (sec): 12 (Y+R=4.0 sec)  
Average Delay (sec/veh): 16.8

Optimal Cycle: 60  
Level Of Service: B

**Street Name:** Truxel Road  
**Arena Boulevard**

**Approach:**

<table>
<thead>
<tr>
<th>Movement</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes</td>
<td>2 0 4 0 1</td>
<td>2 0 4 0 1</td>
<td>2 0 3 0 1</td>
<td>2 0 3 0 1</td>
</tr>
</tbody>
</table>

**Volume Module:**

| Base Vol:   | 114 427 97 123 754 254 145 523 162 66 167 28 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse:| 114 427 97 123 754 254 145 523 162 66 167 28 |
| User Adj:   | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj:    | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 114 427 97 123 754 254 145 523 162 66 167 28 |
| Reduct Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol:| 114 427 97 123 754 254 145 523 162 66 167 28 |
| PCE Adj:    | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj:    | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume| 114 427 97 123 754 254 145 523 162 66 167 28 |

**Saturation Flow Module:**

| Sat/Lane:  | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment:| 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 |
| Lanes:     | 2.00 4.00 1.00 2.00 4.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 |
| Final Sat.:| 3502 6916 1615 3502 6916 1615 3502 5187 1615 3502 5187 1615 |

**Capacity Analysis Module:**

| Vol/Sat:  | 0.03 0.06 0.06 0.04 0.11 0.16 0.04 0.10 0.10 0.02 0.03 0.02 |
| Crit Moves:| **** **** **** **** |
| Green/Cycle:| 0.08 0.31 0.31 0.18 0.41 0.41 0.17 0.26 0.26 0.05 0.14 0.14 |
| Volume/Cap:| 0.39 0.20 0.19 0.20 0.27 0.39 0.24 0.39 0.38 0.39 0.24 0.13 |
| Delay/Veh: | 26.9 15.1 15.3 21.2 11.9 12.9 21.6 18.4 18.8 29.1 23.4 23.1 |
| User DelAdj:| 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh:| 26.9 15.1 15.3 21.2 11.9 12.9 21.6 18.4 18.8 29.1 23.4 23.1 |
| LOS by Move: | C B B C B C B C C C C C |
| HCM2k95thQ: | 3 3 3 2 5 7 3 6 6 2 3 1 |

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

**Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO**
### Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Truxel Road and Natomas Crossing Drive

**Cycle (sec):** 0  
**Critical Vol./Cap.(X):** 0.358

**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 17.2

**Optimal Cycle:** 60  
**Level Of Service:** B

**Street Name:** Truxel Road  
Natomas Crossing Drive

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L  -  T  -  R
- L  -  T  -  R
- L  -  T  -  R
- L  -  T  -  R

**Control:**
- Protected
- Protected
- Protected
- Protected

**Rights:**
- Include
- Include
- Include
- Include

**Min. Green:**
- 0  0  0  0  0  0  0  0  0  0  0  0

**Lanes:**
- 2  0  4  0  1  0  4  0  1  0  1  0

---

### Volume Module:

<table>
<thead>
<tr>
<th>Base Vol</th>
<th>Growth Adj</th>
<th>Initial Bse</th>
<th>User Adj</th>
<th>PHF Adj</th>
<th>PHF Volume</th>
<th>Reduct Vol</th>
<th>Reduced Vol</th>
<th>PCE Adj</th>
<th>MLF Adj</th>
<th>FinalVolume</th>
</tr>
</thead>
<tbody>
<tr>
<td>96  493</td>
<td>1.00 1.00</td>
<td>96  493 96</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>96  493 96</td>
<td>0  0 0  0  0  0  0  0  0  0</td>
<td>96  493 96</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>96  493 96</td>
</tr>
</tbody>
</table>

---

### Saturation Flow Module:

<table>
<thead>
<tr>
<th>Sat./Lane</th>
<th>Adjustment</th>
<th>Lanes</th>
<th>Final Sat.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900 1900</td>
<td>0.92 0.91</td>
<td>2.00 4.00</td>
<td>3502 6916 6916 1615 1805 1805 1805 3119 1805 175 1471</td>
</tr>
</tbody>
</table>

---

### Capacity Analysis Module:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.03 0.07</td>
<td>**** ****</td>
<td>0.08 0.30</td>
<td>0.36 0.24</td>
<td>27.1 15.9</td>
<td>1.00 1.00 1.00</td>
<td>27.1 15.9</td>
<td>C B B B B C C C</td>
<td>3 4 3 2 7 3 5 3 3 3 3</td>
</tr>
</tbody>
</table>

---

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

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Existing Conditions
PM Peak Hour

Scenario Report

Scenario: Existing PM
Command: Existing PM
Volume: Existing PM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration
### Impact Analysis Report

#### Level Of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Base LOS Del/ Veh C</th>
<th>Base LOS Del/ Veh C</th>
<th>Change in</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1 El Centro Road and Arena Boule</td>
<td>B 15.9 0.272</td>
<td>B 15.9 0.272</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 2 Duckhorn Drive and Arena Boule</td>
<td>B 19.6 0.540</td>
<td>B 19.6 0.540</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 3 Arena Boulevard and I-5 Southb</td>
<td>A 6.3 0.279</td>
<td>A 6.3 0.279</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 4 Arena Boulevard and I-5 Northb</td>
<td>B 11.7 0.437</td>
<td>B 11.7 0.437</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 5 East Commerce Way and Del Paso</td>
<td>C 20.7 0.736</td>
<td>C 20.7 0.736</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 9 East Commerce Way and Arco Are</td>
<td>A 1.6 0.074</td>
<td>A 1.6 0.074</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 12 East Commerce Way and Arena Bo</td>
<td>B 12.6 0.376</td>
<td>B 12.6 0.376</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 14 E. Commerce Way and Amelia Ear</td>
<td>A 0.5 0.015</td>
<td>A 0.5 0.015</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 23 Duckhorn Drive and San Juan Ro</td>
<td>B 14.3 0.280</td>
<td>B 14.3 0.280</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 24 Truxel Road and Arena Boulevar</td>
<td>B 18.6 0.458</td>
<td>B 18.6 0.458</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 25 Truxel Road and Natomas Crossi</td>
<td>B 16.7 0.417</td>
<td>B 16.7 0.417</td>
<td>+ 0.000 D/V</td>
</tr>
</tbody>
</table>
## Existing PM

**Natomas Crossing**

*Existing Conditions*

**PM Peak Hour**

---

### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #1 El Centro Road and Arena Boulevard**

- **Cycle (sec):** 0
- **Critical Vol./Cap. (X):** 0.272
- **Loss Time (sec):** 12 (Y+R=4.0 sec)
- **Average Delay (sec/veh):** 15.9
- **Optimal Cycle:** 60
- **Level Of Service:** B

**Street Name:** El Centro Road  
**Approach:** North Bound  
**Movement:** L - T - R

<table>
<thead>
<tr>
<th>Control</th>
<th>Rights</th>
<th>Min. Green</th>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protected</td>
<td>Include</td>
<td>0 0 0 0</td>
<td>1 0 2 0</td>
</tr>
</tbody>
</table>

**Volume Module:**

- **Base Vol:** 19 342 128 66 122 1 4 31 6 97 52 136
- **Growth Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Initial Bse:** 19 342 128 66 122 1 4 31 6 97 52 136
- **User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Volume:** 19 342 128 66 122 1 4 31 6 97 52 136
- **Reduced Vol:** 19 342 128 66 122 1 4 31 6 97 52 136
- **PCE Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **MLF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Final Volume:** 19 342 128 66 122 1 4 31 6 97 52 136

**Saturation Flow Module:**

- **Sat/Lane:** 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- **Adjustment:** 0.95 0.95 0.85 0.95 1.00 0.85 0.95 1.00 0.85 0.95 1.00 0.85
- **Lanes:** 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Final Sat.:** 1805 3610 1615 1805 1900 1615 1805 1900 1615 1805 1900 1615

**Capacity Analysis Module:**

- **Vol/Sat:** 0.01 0.09 0.08 0.04 0.06 0.00 0.00 0.02 0.00 0.05 0.03 0.08
- **Crit Moves:** **** **** **** ****
- **Green/Cycle:** 0.07 0.35 0.35 0.13 0.41 0.41 0.01 0.07 0.07 0.24 0.31 0.31
- **Volume/Cap:** 0.15 0.27 0.23 0.27 0.15 0.00 0.27 0.22 0.05 0.22 0.09 0.27
- **Delay/Veh:** 26.9 14.2 14.1 23.9 11.1 10.3 39.4 26.9 26.0 18.4 14.8 15.9
- **User DelAdj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **AdjDel/Veh:** 26.9 14.2 14.1 23.9 11.1 10.3 39.4 26.9 26.0 18.4 14.8 15.9
- **LOS by Move:** C B B C B D C C B B
- **HCM295thQ:** 1 5 4 3 3 0 1 2 0 3 1 4

---

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Existing Conditions
PM Peak Hour

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

Intersection #2 Duckhorn Drive and Arena Boulevard

Cycle (sec): 0  Critical Vol./Cap. (X): 0.540
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 19.6
Optimal Cycle: 60  Level Of Service: B

Street Name: Duckhorn Drive  Arena Boulevard
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L - T - R  L - T - R  L - T - R  L - T - R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 2 0 0 1 0 1 0 2 0 1 2 0 2 0 1

Volume Module:
Base Vol: 20 30 242 163 76 23 53 328 27 506 391 176
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 30 242 163 76 23 53 328 27 506 391 176
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 30 242 163 76 23 53 328 27 506 391 176
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 30 242 163 76 23 53 328 27 506 391 176
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 20 30 242 163 76 23 53 328 27 506 391 176

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1805 1805 1805 1805 1805 1805 1805 1805 1805 1805 1805

Capacity Analysis Module:
Vol/Sat: 0.01 0.02 0.15 0.05 0.05 0.05 0.03 0.09 0.02 0.14 0.11 0.11
Crit/Cycles: 0.06 0.28 0.28 0.09 0.30 0.30 0.09 0.17 0.17 0.27 0.34 0.34
Volume/Cap: 0.18 0.06 0.54 0.54 0.18 0.18 0.32 0.54 0.10 0.54 0.32 0.32
Delay/Veh: 27.5 28.2 25.6 25.6 26.2 25.3 26.1 19.4 14.6 14.8
User DeL/Adj: 27.5 28.2 25.6 26.2 25.3 26.1 19.4 14.6 14.8
AdjDel/Veh: 27.5 28.2 25.6 25.6 26.2 25.3 26.1 19.4 14.6 14.8
LOS by Move: C B B C B C C B B B

Note: Queue reported is the number of cars per lane.
## Level Of Service Computation Report

### 2000 HCM Operations Method (Base Volume Alternative)

**Intersection #3 Arena Boulevard and I-5 Southbound Ramps**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.279</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>6 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>6.3</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>A</td>
</tr>
</tbody>
</table>

**Street Name:** I-5 Southbound Ramps  Arena Boulevard

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L - T - R
- L - T - R
- L - T - R
- L - T - R

**Control:**
- Permitted
- Permitted
- Permitted
- Permitted

**Rights:**
- Include
- Include
- Ignore
- Ignore

**Min. Green:**
0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:**
0 0 0 0 0 2 0 0 1 0 0 3 0 1

### Volume Module:

| Base Vol: | 0 0 0 138 0 108 0 477 273 0 954 397 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 0 0 0 138 0 108 0 477 273 0 954 397 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| PHF Volume: | 0 0 0 138 0 108 0 477 0 0 954 0 |
| Reduct Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: | 0 0 0 138 0 108 0 477 0 0 954 0 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| Final Volume: | 0 0 0 138 0 108 0 477 0 0 954 0 |

### Saturation Flow Module:

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 1.00 1.00 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00 |
| Lanes: | 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00 |
| Final Sat.: | 0 0 0 2330 0 1615 0 3610 1900 0 5187 1900 |

### Capacity Analysis Module:

| Vol/Sat: | 0.00 0.00 0.00 0.06 0.00 0.07 0.00 0.13 0.00 0.00 0.18 0.00 |
| Crit Moves: | ***** | ***** |
| Green/Cycle: | 0.00 0.00 0.00 0.24 0.00 0.24 0.00 0.06 0.00 0.00 0.66 0.00 |
| Volume/Cap: | 0.00 0.00 0.00 0.25 0.00 0.28 0.00 0.20 0.00 0.00 0.28 0.00 |
| Delay/Veh: | 0.0 0.0 18.7 0.0 19.0 0.0 4.0 0.0 0.0 4.3 0.0 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 0.0 0.0 18.7 0.0 19.0 0.0 4.0 0.0 0.0 4.3 0.0 |
| LOS by Move: | A A A B A B A A A A |
| HCM2k95thQ: | 0 0 0 3 0 4 0 4 0 0 6 0 |

**Note:** Queue reported is the number of cars per lane.
# Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #4 Arena Boulevard and I-5 Northbound Ramps**

**Cycle (sec):** 0  
**Critical Vol./Cap.(X):** 0.437

**Loss Time (sec):** 6 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 11.7

**Optimal Cycle:** 60  
**Level Of Service:** B

**Street Name:** I-5 Northbound Ramps  
**Arena Boulevard**

<table>
<thead>
<tr>
<th>Movement</th>
<th>Control</th>
<th>Rights</th>
<th>Min. Green</th>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Permitted</td>
<td>Include</td>
<td>Ignore</td>
<td>2 0 0 0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Volume Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Vol: 576 0 649 0 0 0 0 498 117 0 765 129</td>
</tr>
<tr>
<td>Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.98 1.00 0.91 1.00</td>
</tr>
<tr>
<td>Initial Bse: 576 0 649 0 0 0 0 498 117 0 765 129</td>
</tr>
<tr>
<td>User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.98 1.00 0.91 1.00</td>
</tr>
<tr>
<td>PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.98 1.00 0.91 1.00</td>
</tr>
<tr>
<td>PHF Volume: 576 0 649 0 0 0 0 498 0 0 765 0</td>
</tr>
<tr>
<td>Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0</td>
</tr>
<tr>
<td>Reduced Vol: 576 0 649 0 0 0 0 498 0 0 765 0</td>
</tr>
<tr>
<td>PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>Final Volume: 576 0 649 0 0 0 0 498 0 0 765 0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturation Flow Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900</td>
</tr>
<tr>
<td>Adjustment: 0.59 1.00 0.75 1.00 1.00 1.00 0.95 1.00 0.91 1.00</td>
</tr>
<tr>
<td>Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 2.00 1.00 0.00 4.00 1.00</td>
</tr>
<tr>
<td>Final Sat.: 2252 0 2842 0 0 0 0 3610 1900 0 6916 1900</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity Analysis Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vol/Sat: 0.26 0.00 0.23 0.00 0.00 0.00 0.14 0.00 0.00 0.11 0.00</td>
</tr>
<tr>
<td>Crit Moves: **** ****</td>
</tr>
<tr>
<td>Green/Cycle: 0.58 0.00 0.58 0.00 0.00 0.00 0.00 0.32 0.00 0.00 0.32 0.00</td>
</tr>
<tr>
<td>Volume/Cap: 0.44 0.00 0.39 0.00 0.00 0.00 0.00 0.44 0.00 0.00 0.35 0.00</td>
</tr>
<tr>
<td>Delay/Veh: 7.2 0.0 6.9 0.0 0.0 0.0 0.0 16.6 0.0 0.0 15.9 0.0</td>
</tr>
<tr>
<td>User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>AdjDel/Veh: 7.2 0.0 6.9 0.0 0.0 0.0 0.0 16.6 0.0 0.0 15.9 0.0</td>
</tr>
<tr>
<td>LOS by Move: A A A A A A A A B A B A</td>
</tr>
<tr>
<td>HCM2k95thQ: 7 0 8 0 0 0 8 0 0 6 0</td>
</tr>
</tbody>
</table>

---

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Existing Conditions
PM Peak Hour

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

Intersection #5 East Commerce Way and Del Paso Road

Cycle (sec): 0
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: 60

Critical Vol./Cap.(X): 0.736
Average Delay (sec/veh): 20.7
Level Of Service: C

Street Name: East Commerce Way Del Paso Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 1 0 1 2 0 3 0 1

Volume Module:
Base Vol: 196 318 162 76 116 105 921 1412 204 325 1064 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 196 318 162 76 116 105 921 1412 204 325 1064 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 196 318 162 76 116 105 921 1412 204 325 1064 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 196 318 162 76 116 105 921 1412 204 325 1064 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 196 318 162 76 116 105 921 1412 204 325 1064 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 0.85 0.92 1.00 0.85 0.92 0.91 0.85 0.92 0.91 0.85
Lanes: 2.00 3.00 1.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat: 3502 5187 1615 3502 1900 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.06 0.10 0.02 0.06 0.07 0.26 0.27 0.13 0.09 0.21 0.05
Crit Moves: **** **** **** ****
Green/Cycle: 0.08 0.14 0.14 0.03 0.09 0.09 0.36 0.47 0.47 0.16 0.28 0.28
Volume/Cap: 0.74 0.45 0.74 0.74 0.69 0.74 0.74 0.57 0.27 0.57 0.74 0.19
Delay/Veh: 37.4 24.4 37.8 53.9 38.2 44.8 19.2 11.7 9.7 24.7 21.7 16.7
User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.4 24.4 37.8 53.9 38.2 44.8 19.2 11.7 9.7 24.7 21.7 16.7
LOS by Move: D C D D D B B A C C B
HCM2k95thQ: 7 5 9 4 7 7 17 14 5 8 16 3

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

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Existing Conditions - PM Peak Hour

#### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #9 East Commerce Way and Arco Arena Main Entrance - Road B3**

**Cycle (sec):** 0  
**Critical Vol./Cap.(X):** 0.074

**Loss Time (sec):** 9 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 1.6

**Optimal Cycle:** 60  
**Level Of Service:** A

**Street Name:** East Commerce Way  
**Arco Arena Main Entrance - Road B**

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L  -  T  -  R
- L  -  T  -  R
- L  -  T  -  R
- L  -  T  -  R

**Control:**
- Protected
- Include
- Protected

**Rights:**
- Include
- Include
- Include
- Include

**Min. Green:**
- 0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:**
- 1 0 3 0 1 2 0 3 0 0 0 0 0 0 0 3 0 0 0 2

---

**Volume Module:**

| Base Vol: | 9 324 | 16 | 2 252 | 0 | 0 | 0 | 0 | 13 | 0 | 2 |
| Growth Adj: | 1.00 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 9 324 | 16 | 2 252 | 0 | 0 | 0 | 0 | 13 | 0 | 2 |
| User Adj: | 1.00 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 9 324 | 16 | 2 252 | 0 | 0 | 0 | 0 | 13 | 0 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 324 | 16 | 2 252 | 0 | 0 | 0 | 0 | 13 | 0 | 2 |
| PCE Adj: | 1.00 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 9 324 | 16 | 2 252 | 0 | 0 | 0 | 0 | 13 | 0 | 2 |

---

**Saturation Flow Module:**

| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 3.00 | 0.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 3502 | 5187 | 0 | 0 | 0 | 5253 | 0 |

---

**Capacity Analysis Module:**

| Vol/Sat: | 0.00 | 0.06 | 0.01 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.08 | 0.84 | 0.84 | 0.01 | 0.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.06 | 0.07 | 0.01 | 0.07 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | xxxx | 0.00 | xxxx |
| Delay/Veh: | 25.8 | 0.8 | 30.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.8 | 0.8 | 30.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | C | A | A | A | A | A | A | A | A | A | A |
| HCM2k95thQ: | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 |

**Note:** Queue reported is the number of cars per lane.
Natomas Crossing  
Existing Conditions  
PM Peak Hour  

---

### Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

---

#### Intersection #12 East Commerce Way and Arena Boulevard

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Critical Vol./Cap. (X):</td>
<td>0.376</td>
</tr>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
</tr>
<tr>
<td>Average Delay (sec/veh):</td>
<td>12.6</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
</tr>
<tr>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

---

**Street Name:**  
East Commerce Way  
Arena Boulevard

**Approach:**  
North Bound  
South Bound  
East Bound  
West Bound

<table>
<thead>
<tr>
<th>Movement:</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0  0  0  0  0  0  0  0  0  0  0  0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes:</td>
<td>2  0  3  0  1</td>
<td>2  0  2  0  1</td>
<td>2  0  3  0  1</td>
<td>2  0  3  0  1</td>
</tr>
</tbody>
</table>

---

**Volume Module:**

| Base Vol: | 12  1  7  138  0  140  226  900  7  0  758  122 |
| Growth Adj: | 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00 |
| Initial Bse: | 12  1  7  138  0  140  226  900  7  0  758  122 |
| User Adj: | 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00 |
| PHF Adj: | 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00 |
| PHF Volume: | 12  1  7  138  0  140  226  900  7  0  758  122 |
| Reduct Vol: | 0  0  0  0  0  0  0  0  0  0  0  0 |
| Reduced Vol: | 12  1  7  138  0  140  226  900  7  0  758  122 |
| PCE Adj: | 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00 |
| MLF Adj: | 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00 |
| Final Volume: | 12  1  7  138  0  140  226  900  7  0  758  122 |

---

**Saturation Flow Module:**

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 0.91 0.85 0.92 0.95 0.85 0.92 0.91 0.85 0.97 0.91 0.85 |
| Lanes: | 2.00 3.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 |
| Final Sat.: | 3502 5187 1615 3502 3610 1615 3502 5187 1615 3686 5187 1615 |

---

**Capacity Analysis Module:**

| Vol/Sat: | 0.00 0.00 0.00 0.04 0.00 0.09 0.06 0.17 0.00 0.00 0.15 0.08 |
| Crit Moves: | **** | **** | **** | **** |
| Green/Cycle: | 0.01 0.02 0.02 0.22 0.00 0.23 0.17 0.56 0.56 0.00 0.39 0.39 |
| Volume/Cap: | 0.38 0.01 0.18 0.18 0.00 0.38 0.38 0.31 0.01 0.00 0.38 0.19 |
| Delay/Veh: | 36.8 28.6 31.0 19.3 0.0 20.1 22.4 7.1 5.8 0.0 13.2 12.3 |
| User Delay Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Adj Delay Veh: | 36.8 28.6 31.0 19.3 0.0 20.1 22.4 7.1 5.8 0.0 13.2 12.3 |
| LOS by Move: | D C C B A C C A A A B B |
| HCM2k95thQ: | 1 0 1 2 0 5 7 0 0 8 3 |

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Level Of Service Computation Report

### 2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 E. Commerce Way and Amelia Earhart Ave. - Road C3

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>9 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>0.5</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>A</td>
</tr>
</tbody>
</table>

### Street Name:
E. Commerce Way - Amelia Earhart Ave. - Road C3

### Approach:
- North Bound
- South Bound
- East Bound
- West Bound

### Movement:
- L  -  T  -  R

### Control:
- Protected
- Include

### Rights:
- Include

### Min. Green:

<table>
<thead>
<tr>
<th>Movement</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>L  -  T  -  R</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
</tr>
</tbody>
</table>

### Lanes:

<table>
<thead>
<tr>
<th>Movement</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>L  -  T  -  R</td>
<td>1 0 3 0 1</td>
<td>1 0 1 0 0</td>
<td>0 0 0 0 0</td>
<td>1 0 0 0 1</td>
</tr>
</tbody>
</table>

### Volume Module:

| Base Vol: | 0 0 0 0 7 0 0 0 0 0 0 0 0 0 0 0 20 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 0 0 0 0 7 0 0 0 0 0 0 0 0 0 0 0 20 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 0 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 20 |
| Reduct Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: | 0 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 20 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume: | 0 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 20 |

### Saturation Flow Module:

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 1.00 0.91 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.85 |
| Lanes: | 1.00 3.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00 |
| Final Sat.: | 1900 5187 1900 1805 1900 0 0 0 0 1900 0 1615 |

### Capacity Analysis Module:

| Vol/Sat: | 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 |
| Crit Moves: | **** | **** |
| Green/Cycle: | 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.85 |
| Volume/Cap: | 0.00 0.00 0.00 xxxxx 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 |
| Delay/Veh: | 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 0.7 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 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 0.7 |
| LOS by Move: | A A A A A A A A A A |
| HCM2k95thQ: | 0 0 0 0 3 0 0 0 0 0 0 0 0 0 |

Note: Queue reported is the number of cars per lane.
### Intersection #23 Duckhorn Drive and San Juan Road

**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

#### Cycle (sec): 0

**Critical Vol./Cap. (X):** 0.280

**Loss Time (sec):** 9 (Y+R=4.0 sec) **Average Delay (sec/veh):** 14.3

**Optimal Cycle:** 60 **Level Of Service:** B

<table>
<thead>
<tr>
<th>Street Name</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Duckhorn Drive</strong></td>
<td><strong>San Juan Road</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Movement</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Control:</strong></td>
<td>Permitted</td>
<td>Permitted</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td><strong>Rights:</strong></td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td><strong>Min. Green:</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Lanes:</strong></td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Volume Module:

**Base Vol:** 3 20 35 129 25 42 172 17 84 206 153

**Growth Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**Initial Bse:** 3 20 35 129 25 42 172 17 84 206 153

**User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**PHF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**PHF Volume:** 3 20 35 129 25 42 172 17 84 206 153

**Reduct Vol:** 0 0 0 0 0 0 0 0 0 0 0

**Reduced Vol:** 3 20 35 129 25 42 172 17 84 206 153

**PCE Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**MLF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**Final Volume:** 3 20 35 129 25 42 172 17 84 206 153

#### Saturation Flow Module:

<table>
<thead>
<tr>
<th>Sat/Lane</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Adjustment:</strong></td>
<td>0.98</td>
<td>0.98</td>
<td>0.85</td>
<td>0.85</td>
<td>0.95</td>
<td>0.99</td>
<td>0.99</td>
<td>0.95</td>
<td>1.00</td>
</tr>
<tr>
<td><strong>Lanes:</strong></td>
<td>0.13</td>
<td>0.87</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.91</td>
<td>0.91</td>
</tr>
<tr>
<td><strong>Final Sat.:</strong></td>
<td>244 1626</td>
<td>1423 1900</td>
<td>1615 1805</td>
<td>1707 169 1805</td>
<td>1900 1615</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Capacity Analysis Module:

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.01</th>
<th>0.01</th>
<th>0.02</th>
<th>0.09</th>
<th>0.01</th>
<th>0.01</th>
<th>0.02</th>
<th>0.10</th>
<th>0.10</th>
<th>0.05</th>
<th>0.11</th>
<th>0.09</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Crit Moves:</strong></td>
<td>****</td>
<td>****</td>
<td>****</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Green/Cycle:</strong></td>
<td>0.32</td>
<td>0.32</td>
<td>0.32</td>
<td>0.32</td>
<td>0.32</td>
<td>0.32</td>
<td>0.09</td>
<td>0.36</td>
<td>0.36</td>
<td>0.17</td>
<td>0.43</td>
<td>0.43</td>
</tr>
<tr>
<td><strong>Volume/Cap:</strong></td>
<td>0.04</td>
<td>0.04</td>
<td>0.07</td>
<td>0.28</td>
<td>0.04</td>
<td>0.04</td>
<td>0.25</td>
<td>0.28</td>
<td>0.28</td>
<td>0.28</td>
<td>0.25</td>
<td>0.22</td>
</tr>
<tr>
<td><strong>Delay/Veh:</strong></td>
<td>13.9 13.9</td>
<td>14.1 15.4</td>
<td>13.9 14.0</td>
<td>26.1 13.9</td>
<td>13.9 22.4</td>
<td>11.0 10.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>User Del Adj:</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td></td>
</tr>
<tr>
<td><strong>Adj Del/Veh:</strong></td>
<td>13.9 13.9</td>
<td>14.1 15.4</td>
<td>13.9 14.0</td>
<td>26.1 13.9</td>
<td>13.9 22.4</td>
<td>11.0 10.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LOS by Move:</strong></td>
<td>B B B B B B C B C B B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>HCM2k95thQ:</strong></td>
<td>1 1 1 4 1 1 2 5 3 5 4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Queue reported is the number of cars per lane.
## Natomas Crossing

### Existing Conditions

**Intersection #24 Truxel Road and Arena Boulevard**

**Cycle (sec):** 0  
**Critical Vol./Cap.(X):** 0.458  
**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 18.6  
**Optimal Cycle:** 60  
**Level Of Service:** B

**Street Name:** Truxel Road  
**Approach:** North Bound  
**Movement:** L - T - R  
**Control:** Protected  
**Rights:** Include  
**Min. Green:** 0  
**Lanes:** 2  
**Volume Module:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>224 897</td>
<td>1.00 1.00</td>
<td>224 897 72</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>224 897 72</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>224 897 72</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>Adjustment:</th>
<th>Lanes:</th>
<th>Final Sat.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900 1900</td>
<td>0.92 0.91 0.92 0.91</td>
<td>2.00 4.00</td>
<td>3502 6916</td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

|----------|-------------|--------------|-------------|------------|-------------|-------------|-------------|-------------|

**Note:** Queue reported is the number of cars per lane.
Natomas Crossing
Existing Conditions
PM Peak Hour

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Truxel Road and Natomas Crossing Drive

Cycle (sec): 0
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: 60

Street Name: Truxel Road  Natomas Crossing Drive
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L - T - R    L - T - R    L - T - R    L - T - R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 4 0 1 1 0 4 0 1 1 0 0 1 0

Volume Module:
Base Vol: 280 1058 120 69 900 126 64 13 257 74 15 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 280 1058 120 69 900 126 64 13 257 74 15 55
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 280 1058 120 69 900 126 64 13 257 74 15 55
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 280 1058 120 69 900 126 64 13 257 74 15 55
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 280 1058 120 69 900 126 64 13 257 74 15 55

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 0.85 0.95 0.91 0.85 0.95 0.86 0.86 0.95 0.88 0.88
Lanes: 2.00 4.00 4.00 1.00 4.00 1.00 0.10 1.90 1.00 0.21 0.79
Final Sat.: 3502 6916 6916 1615 1805 3100 1805 359 1317

Capacity Analysis Module:
Vol/Sat: 0.08 0.15 0.07 0.04 0.13 \( \leq 0.08 \) 0.04 0.08 0.08 0.04 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.19 0.40 0.40 0.10 0.31 0.31 0.14 0.20 0.20 0.10 0.16 0.16
Volume/Cap: 0.42 0.38 0.18 0.38 0.42 0.25 0.26 0.42 0.42 0.42 0.26 0.26
Delay/Veh: 21.7 12.7 11.7 26.6 16.5 15.7 23.8 21.4 21.4 27.0 22.6 22.6
User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adj Del/Veh: 21.7 12.7 11.7 26.6 16.5 15.7 23.8 21.4 21.4 27.0 22.6 22.6
LOS by Move: C B B C B C C C C
HCM2k95thQ: 6 8 3 3 8 4 3 5 4 3 3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
<table>
<thead>
<tr>
<th>Scenario</th>
<th>Existing Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Command</td>
<td>Existing Saturday</td>
</tr>
<tr>
<td>Volume</td>
<td>Existing Saturday</td>
</tr>
<tr>
<td>Geometry</td>
<td>Existing</td>
</tr>
<tr>
<td>Impact Fee</td>
<td>Default Impact Fee</td>
</tr>
<tr>
<td>Trip Generation</td>
<td>Default Trip Generation</td>
</tr>
<tr>
<td>Trip Distribution</td>
<td>Default Trip Distribution</td>
</tr>
<tr>
<td>Paths</td>
<td>Default Path</td>
</tr>
<tr>
<td>Routes</td>
<td>Default Route</td>
</tr>
<tr>
<td>Configuration</td>
<td>Default Configuration</td>
</tr>
<tr>
<td>Intersection</td>
<td>Base LOS Veh</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td># 1 El Centro Road and Arena Boule</td>
<td>B 17.0 0.163</td>
</tr>
<tr>
<td># 2 Duckhorn Drive and Arena Boule</td>
<td>B 19.3 0.446</td>
</tr>
<tr>
<td># 3 Arena Boulevard and I-5 Southb</td>
<td>A 7.1 0.178</td>
</tr>
<tr>
<td># 4 Arena Boulevard and I-5 Northb</td>
<td>B 10.9 0.238</td>
</tr>
<tr>
<td># 5 East Commerce Way and Del Paso</td>
<td>C 21.3 0.645</td>
</tr>
<tr>
<td># 9 East Commerce Way and Arco Are</td>
<td>A 1.0 0.047</td>
</tr>
<tr>
<td># 12 East Commerce Way and Arena Bo</td>
<td>B 14.2 0.227</td>
</tr>
<tr>
<td># 14 E. Commerce Way and Amelia Ear</td>
<td>A 9.7 0.040</td>
</tr>
<tr>
<td># 23 Duckhorn Drive and San Juan Ro</td>
<td>B 13.4 0.175</td>
</tr>
<tr>
<td># 24 Truxel Road and Arena Boulevar</td>
<td>B 17.0 0.397</td>
</tr>
<tr>
<td># 25 Truxel Road and Natomas Crossi</td>
<td>B 17.3 0.423</td>
</tr>
</tbody>
</table>
### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

### Intersection #1 El Centro Road and Arena Boulevard

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.163</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>17.0</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

#### Street Name:
- El Centro Road
- Arena Boulevard

#### Approach
- **North Bound**: L - T - R
- **South Bound**: L - T - R
- **East Bound**: L - T - R
- **West Bound**: L - T - R

#### Control
- **Protected**
- **Protected**
- **Protected**
- **Protected**

#### Rights
- **Include**
- **Include**
- **Include**
- **Include**

#### Min. Green
- | Lanes |
  - | 1 | 0 | 2 | 0 | 1 |

#### Lanes
- | Lanes |
  - | North Bound |
  - | South Bound |
  - | East Bound |
  - | West Bound |
  - | 1 | 0 | 1 | 0 | 1 |

#### Volume Module

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>6</th>
<th>80</th>
<th>61</th>
<th>74</th>
<th>8</th>
<th>2</th>
<th>37</th>
<th>5</th>
<th>67</th>
<th>34</th>
<th>59</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>6</td>
<td>80</td>
<td>61</td>
<td>65</td>
<td>74</td>
<td>8</td>
<td>2</td>
<td>37</td>
<td>5</td>
<td>67</td>
<td>34</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>6</td>
<td>80</td>
<td>61</td>
<td>65</td>
<td>74</td>
<td>8</td>
<td>2</td>
<td>37</td>
<td>5</td>
<td>67</td>
<td>34</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>6</td>
<td>80</td>
<td>61</td>
<td>65</td>
<td>74</td>
<td>8</td>
<td>2</td>
<td>37</td>
<td>5</td>
<td>67</td>
<td>34</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>6</td>
<td>80</td>
<td>61</td>
<td>65</td>
<td>74</td>
<td>8</td>
<td>2</td>
<td>37</td>
<td>5</td>
<td>67</td>
<td>34</td>
</tr>
</tbody>
</table>

#### Saturation Flow Module

<table>
<thead>
<tr>
<th>Sat./Lane:</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment:</td>
<td>0.95</td>
<td>0.95</td>
<td>0.85</td>
<td>0.95</td>
<td>1.00</td>
<td>0.85</td>
<td>0.95</td>
<td>1.00</td>
<td>0.85</td>
<td>0.95</td>
<td>1.00</td>
<td>0.85</td>
</tr>
<tr>
<td>Lanes:</td>
<td>1.00</td>
<td>2.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>1805</td>
<td>3610</td>
<td>1615</td>
<td>1805</td>
<td>1900</td>
<td>1615</td>
<td>1805</td>
<td>1900</td>
<td>1615</td>
<td>1805</td>
<td>1900</td>
<td>1615</td>
</tr>
</tbody>
</table>

#### Capacity Analysis Module

<table>
<thead>
<tr>
<th>Vol./Sat:</th>
<th>0.00</th>
<th>0.02</th>
<th>0.04</th>
<th>0.04</th>
<th>0.04</th>
<th>0.00</th>
<th>0.00</th>
<th>0.02</th>
<th>0.00</th>
<th>0.04</th>
<th>0.02</th>
<th>0.04</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves:</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td>0.04</td>
<td>0.23</td>
<td>0.23</td>
<td>0.22</td>
<td>0.42</td>
<td>0.42</td>
<td>0.01</td>
<td>0.12</td>
<td>0.12</td>
<td>0.23</td>
<td>0.34</td>
<td>0.34</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.09</td>
<td>0.10</td>
<td>0.16</td>
<td>0.16</td>
<td>0.09</td>
<td>0.01</td>
<td>0.11</td>
<td>0.16</td>
<td>0.03</td>
<td>0.16</td>
<td>0.05</td>
<td>0.11</td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>28.6</td>
<td>18.2</td>
<td>18.6</td>
<td>19.1</td>
<td>10.7</td>
<td>10.2</td>
<td>32.0</td>
<td>24.1</td>
<td>23.4</td>
<td>18.8</td>
<td>13.5</td>
<td>13.8</td>
</tr>
<tr>
<td>User Del Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Adj Del Veh:</td>
<td>28.6</td>
<td>18.2</td>
<td>18.6</td>
<td>19.1</td>
<td>10.7</td>
<td>10.2</td>
<td>32.0</td>
<td>24.1</td>
<td>23.4</td>
<td>18.8</td>
<td>13.5</td>
<td>13.8</td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>C</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>C</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>B</td>
<td>B</td>
</tr>
</tbody>
</table>

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
# Natomas Crossing
## Existing Conditions
### Saturday Peak Hour

**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #2 Duckhorn Drive and Arena Boulevard**

- **Cycle (sec):** 0
- **Critical Vol./Cap.(X):** 0.446
- **Loss Time (sec):** 12 (Y+R=4.0 sec)
- **Average Delay (sec/veh):** 19.3
- **Optimal Cycle:** 60
- **Level Of Service:** B

### Street Name: Duckhorn Drive  Arena Boulevard

<table>
<thead>
<tr>
<th>Movement</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes</td>
<td>1 0 1 0</td>
<td>2 0 1 0</td>
<td>1 0 2 0</td>
<td>1 0 2 0</td>
</tr>
</tbody>
</table>

### Volume Module:

- **Base Vol:** 20 29 258 99 34 11 22 266 25 333 199 106
- **Growth Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Initial Bse:** 20 29 258 99 34 11 22 266 25 333 199 106
- **User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Volume:** 20 29 258 99 34 11 22 266 25 333 199 106
- **Reduced Vol:** 0 0 0 0 0 0 0 0 0 0 0 0
- **Final Volume:** 20 29 258 99 34 11 22 266 25 333 199 106

### Saturation Flow Module:

- **Sat/Lane:** 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- **Adjustment:** 0.95 1.00 0.85 0.92 0.96 0.96 0.95 0.95 0.85 0.92 0.95 0.85
- **Lanes:** 1.00 1.00 2.00 0.76 0.24 1.00 2.00 1.00 2.00 2.00 1.00
- **Final Sat.:** 1805 1900 1615 3502 1382 447 1805 3610 1615 3502 3610 1615

### Capacity Analysis Module:

- **Vol/Sat:** 0.01 0.02 0.16 0.03 0.02 0.02 0.01 0.07 0.02 0.10 0.06 0.07
- **Crit Moves:** **** **** **** ****
- **Green/Cycle:** 0.13 0.36 0.36 0.06 0.29 0.29 0.06 0.17 0.17 0.21 0.32 0.32
- **Volume/Cap:** 0.08 0.04 0.45 0.45 0.08 0.08 0.21 0.45 0.09 0.45 0.17 0.21
- **Delay/Veh:** 23.1 12.6 15.3 28.5 15.5 15.5 27.8 23.1 21.4 20.9 14.8 15.1
- **User Del Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Adj Del/Veh:** 23.1 12.6 15.3 28.5 15.5 15.5 27.8 23.1 21.4 20.9 14.8 15.1
- **LOS by Move:** C B B C B C C C B B B
- **HCM2k95thQ:** 1 1 8 3 1 1 6 1 7 3 3

---

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Existing Saturday          Mon Dec 8, 2008 09:07:12                  Page 5-1

Natomas Crossing
Existing Conditions
Saturday Peak Hour

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

Intersection #3 Arena Boulevard and I-5 Southbound Ramps

| Cycle (sec): | 0 | Critical Vol./Cap.(X): | 0.178 |
| Loss Time (sec): | 6 (Y+R=4.0 sec) | Average Delay (sec/veh): | 7.1 |
| Optimal Cycle: | 60 | Level Of Service: | A |

Street Name:       I-5 Southbound Ramps                Arena Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R

| Control: | Permitted | Permitted | Permitted | Permitted |
| Rights: | Include | Ignore | Ignore | Ignore |
| Min. Green: | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 |
| Lanes: | 0 0 0 0 | 2 0 0 1 | 0 0 2 0 1 | 0 0 3 0 1 |

Volume Module:

| Base Vol: | 0 0 0 0 69 0 90 0 327 304 0 540 230 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 0 0 0 0 69 0 90 0 327 304 0 540 230 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 0 0 0 69 0 90 0 327 0 0 540 0 |
| Reduct Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: | 0 0 0 69 0 90 0 327 0 0 540 0 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| FinalVolume: | 0 0 0 0 69 0 90 0 327 0 0 540 0 |

Saturation Flow Module:

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 1.00 1.00 1.00 0.68 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00 |
| Lanes: | 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00 |
| Final Sat.: | 0 0 0 2591 0 1615 0 3610 1900 0 5187 1900 |

Capacity Analysis Module:

| Vol/Sat: | 0.00 0.00 0.00 0.03 0.00 0.06 0.00 0.09 0.00 0.00 0.10 0.00 |
| Crit Moves: | **** | **** |
| Green/Cycle: | 0.00 0.00 0.00 0.31 0.00 0.31 0.00 0.59 0.00 0.00 0.59 0.00 |
| Volume/Cap: | 0.00 0.00 0.00 0.08 0.00 0.18 0.00 0.15 0.00 0.00 0.18 0.00 |
| Delay/Veh: | 0.0 0.0 0.0 14.6 0.0 15.1 0.0 5.7 0.0 0.0 5.8 0.0 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 0.0 0.0 0.0 14.6 0.0 15.1 0.0 5.7 0.0 0.0 5.8 0.0 |
| LOS by Move: | A A A B A B A A A A A |
| HCM2k95thQ: | 0 0 0 1 3 3 0 3 0 0 4 0 |

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #4 Arena Boulevard and I-5 Northbound Ramps**

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.238

**Loss Time (sec):** 6 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 10.9

**Optimal Cycle:** 60  
**Level Of Service:** B

**Street Name:** I-5 Northbound Ramps  
**Approach:** North Bound  
**Movement:** L - T - R

<table>
<thead>
<tr>
<th>Control</th>
<th>Permitted</th>
<th>Permitted</th>
<th>Permitted</th>
<th>Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Ignore</td>
<td>Ignore</td>
</tr>
<tr>
<td>Min. Green</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes</td>
<td>2 0 0 0 2 0 0 0 0 0 2 0 1 0 0 4 0 1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Volume Module:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>289</td>
<td>1.00 1.00</td>
<td>289 74</td>
<td>1.00 1.00</td>
<td>289 0</td>
<td>289 0</td>
<td>289 0</td>
<td>289 0</td>
<td>289 0</td>
<td>289 0</td>
<td>289 0</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat./Lane</th>
<th>Adjustment</th>
<th>Lanes</th>
<th>Final Sat.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900 1900</td>
<td>0.59 1.00</td>
<td>2.00 0.00</td>
<td>2256 0.00</td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.13 0.00</td>
<td>****</td>
<td>0.54 0.00</td>
<td>0.24 0.15</td>
<td>7.4 0.0</td>
<td>1.00 1.00</td>
<td>7.4 0.0</td>
<td>A A A A A A B A B A</td>
<td>3 0 3 0 0 0 4 0 0 4 0</td>
</tr>
</tbody>
</table>

Note: Queue reported is the number of cars per lane.
### Level Of Service Computation Report

#### 2000 HCM Operations Method (Base Volume Alternative)

**Intersection #5 East Commerce Way and Del Paso Road**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.645</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>21.3</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>C</td>
</tr>
</tbody>
</table>

**Street Name:**
- East Commerce Way
- Del Paso Road

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

<table>
<thead>
<tr>
<th>Movement</th>
<th>L</th>
<th>T</th>
<th>R</th>
<th>L</th>
<th>T</th>
<th>R</th>
<th>L</th>
<th>T</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Min. Green</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Lanes</td>
<td>2</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>190</th>
<th>146</th>
<th>151</th>
<th>67</th>
<th>120</th>
<th>294</th>
<th>422</th>
<th>581</th>
<th>163</th>
<th>255</th>
<th>826</th>
<th>82</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>190</td>
<td>146</td>
<td>151</td>
<td>67</td>
<td>120</td>
<td>294</td>
<td>422</td>
<td>581</td>
<td>163</td>
<td>255</td>
<td>826</td>
<td>82</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>190</td>
<td>146</td>
<td>151</td>
<td>67</td>
<td>120</td>
<td>294</td>
<td>422</td>
<td>581</td>
<td>163</td>
<td>255</td>
<td>826</td>
<td>82</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>190</td>
<td>146</td>
<td>151</td>
<td>67</td>
<td>120</td>
<td>294</td>
<td>422</td>
<td>581</td>
<td>163</td>
<td>255</td>
<td>826</td>
<td>82</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Final Volume:</td>
<td>190</td>
<td>146</td>
<td>151</td>
<td>67</td>
<td>120</td>
<td>294</td>
<td>422</td>
<td>581</td>
<td>163</td>
<td>255</td>
<td>826</td>
<td>82</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment:</td>
<td>0.92</td>
<td>0.91</td>
<td>0.85</td>
<td>0.92</td>
<td>1.00</td>
<td>0.85</td>
<td>0.92</td>
<td>0.91</td>
<td>0.85</td>
<td>0.92</td>
<td>0.91</td>
<td>0.85</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2.00</td>
<td>3.00</td>
<td>1.00</td>
<td>2.00</td>
<td>1.00</td>
<td>1.00</td>
<td>2.00</td>
<td>3.00</td>
<td>1.00</td>
<td>2.00</td>
<td>3.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>3502</td>
<td>5187</td>
<td>1615</td>
<td>3502</td>
<td>1900</td>
<td>1615</td>
<td>3502</td>
<td>5187</td>
<td>1615</td>
<td>3502</td>
<td>5187</td>
<td>1615</td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.05</th>
<th>0.03</th>
<th>0.09</th>
<th>0.02</th>
<th>0.06</th>
<th>0.18</th>
<th>0.12</th>
<th>0.11</th>
<th>0.10</th>
<th>0.07</th>
<th>0.16</th>
<th>0.05</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves: ****</td>
<td></td>
<td>****</td>
<td>*****</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td>0.08</td>
<td>0.30</td>
<td>0.30</td>
<td>0.06</td>
<td>0.28</td>
<td>0.28</td>
<td>0.19</td>
<td>0.26</td>
<td>0.26</td>
<td>0.17</td>
<td>0.25</td>
<td>0.25</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.65</td>
<td>0.09</td>
<td>0.31</td>
<td>0.31</td>
<td>0.22</td>
<td>0.65</td>
<td>0.65</td>
<td>0.43</td>
<td>0.38</td>
<td>0.43</td>
<td>0.65</td>
<td>0.21</td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>31.5</td>
<td>15.0</td>
<td>16.4</td>
<td>27.7</td>
<td>16.7</td>
<td>22.1</td>
<td>24.8</td>
<td>18.6</td>
<td>18.7</td>
<td>22.7</td>
<td>21.4</td>
<td>18.2</td>
</tr>
<tr>
<td>User Del Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Adj Del/Veh:</td>
<td>31.5</td>
<td>15.0</td>
<td>16.4</td>
<td>27.7</td>
<td>16.7</td>
<td>22.1</td>
<td>24.8</td>
<td>18.6</td>
<td>18.7</td>
<td>22.7</td>
<td>21.4</td>
<td>18.2</td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>C</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>B</td>
<td>C</td>
<td>B</td>
<td>C</td>
<td>B</td>
<td>C</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>HCM2k95thQ:</td>
<td>6</td>
<td>2</td>
<td>5</td>
<td>2</td>
<td>4</td>
<td>12</td>
<td>10</td>
<td>7</td>
<td>6</td>
<td>5</td>
<td>12</td>
<td>3</td>
</tr>
</tbody>
</table>

Note: Queue reported is the number of cars per lane.
Existing Saturday          Mon Dec 8, 2008 09:07:12                  Page 8-1
--------------------------------------------------------------------------------
Natomas Crossing
Existing Conditions
Saturday Peak Hour
--------------------------------------------------------------------------------
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #9 East Commerce Way and Arco Arena Main Entrance - Road B3
********************************************************************************
Cycle (sec):           0                Critical Vol./Cap.(X):         0.047
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):         1.0
Optimal Cycle:        60                Level Of Service:                  A
********************************************************************************
Street Name:        East Commerce Way         Arco Arena Main Entrance - Road B
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0  0     0     0    0     0    0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  2
---------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  183    13     3  206     0     0    0     0    12    0     2
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  183    13     3  206     0     0    0     0    12    0     2
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   0  183    13     3  206     0     0    0     0    12    0     2
Reduct Vol:     0    0     0     0    0     0     0    0     0    0     0    0
Reduced Vol:    0  183    13     3  206     0     0    0     0    12    0     2
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  0  183    13     3  206     0     0    0     0    12    0     2
---------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.91  0.85  0.92 1.00  0.91  0.92 0.91  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  2.00
Final Sat.:  1900 5187  1615  3502 5187     0     0    0     0  5253    0  2842
---------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.04  0.01  0.00 0.04  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Moves:  ****          ****          ****          ****
Green/Cycle: 0.00 0.83  0.83  0.02 0.85  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.04  0.01  0.04 0.05  0.00  0.00 0.00  0.00  xxxxx 0.00  xxxxx
Delay/Veh:  0.0  0.9  0.9  29.1 0.7  0.0  0.0 0.0  0.0  0.0 0.0  0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  0.0  0.9  0.9  29.1 0.7  0.0  0.0 0.0  0.0  0.0 0.0  0.0
LOS by Move: A A A C A A A A A A A
HCM2k95thQ:  0  1  0  0  1  0  0 0  0  2 0  1
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Natomas Crossing

#### Existing Conditions

**Saturday Peak Hour**

---

**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #12 East Commerce Way and Arena Boulevard**

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.227  
**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 14.2  
**Optimal Cycle:** 60  
**Level Of Service:** B

**Street Name:** East Commerce Way  
**Approach:** North Bound, South Bound, East Bound, West Bound

**Movement:** L - T - R, L - T - R, L - T - R, L - T - R

**Control:** Protected, Protected, Protected, Protected

**Rights:** Include, Include, Include, Include

**Min. Green:** 0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:** 2 0 3 0 1 2 0 2 0 1 0 0 0 0 0

---

**Volume Module:**

<table>
<thead>
<tr>
<th>Lane</th>
<th>Vol</th>
<th>Growth Adj</th>
<th>Initial Base</th>
<th>User Adj</th>
<th>PHF Adj</th>
<th>PHF Volume</th>
<th>Reduced Vol</th>
<th>PCE Adj</th>
<th>MLF Adj</th>
<th>Final Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>19</td>
<td>11</td>
<td>5</td>
<td>93</td>
<td>2</td>
<td>120</td>
<td>88</td>
<td>436</td>
<td>14</td>
<td>7 400 102</td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>11</td>
<td>5</td>
<td>93</td>
<td>2</td>
<td>120</td>
<td>88</td>
<td>436</td>
<td>14</td>
<td>7 400 102</td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>11</td>
<td>5</td>
<td>93</td>
<td>2</td>
<td>120</td>
<td>88</td>
<td>436</td>
<td>14</td>
<td>7 400 102</td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>11</td>
<td>5</td>
<td>93</td>
<td>2</td>
<td>120</td>
<td>88</td>
<td>436</td>
<td>14</td>
<td>7 400 102</td>
</tr>
</tbody>
</table>

---

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Lane</th>
<th>Sat/Lane</th>
<th>Adjustment</th>
<th>Lines</th>
<th>Final Sat.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900</td>
<td>0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85</td>
<td>2.00 3.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00</td>
<td>3502 5187 1615 3502 3610 1615 3502 5187 1615 3502 5187 1615</td>
</tr>
</tbody>
</table>

---

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat</th>
<th>Crit Moves</th>
<th>Green/Cycle</th>
<th>Volume/Cap</th>
<th>Delay/Veh</th>
<th>User DelAdj</th>
<th>AdjDel/Veh</th>
<th>LOS by Move</th>
<th>HCM2k95thQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.01</td>
<td>0.00</td>
<td>0.00</td>
<td>0.03</td>
<td>0.00</td>
<td>0.07</td>
<td>0.03</td>
<td>0.08</td>
<td>0.01</td>
</tr>
</tbody>
</table>

---

**Note:** Queue reported is the number of cars per lane.
Natomas Crossing
Existing Conditions
Saturday Peak Hour

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

Intersection #14 E. Commerce Way and Amelia Earhart Ave. - Road C3

Cycle (sec): 0
Critical Vol./Cap.(X): 0.04
Loss Time (sec): 9 (Y+R=4.0 sec)
Average Delay (sec/veh): 9.7
Optimal Cycle: 60
Level Of Service: A

Street Name: E. Commerce Way
Amelia Earhart Ave. - Road C3

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

Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 3 0 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 23 0 0 0 0 0 0 0 0 0 23 0 0 0 0 0 0 0 0 0 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 35
Reduced Vol: 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
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 35

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.85
Lanes: 1.00 3.00 1.00 1.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 1900 5187 1900 1805 1900 0 0 0 0 1900 0 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.02
Crit Moves: ****  ****
Green/Cycle: 0.00 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.54
Volume/Cap: 0.00 0.00 0.00 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.04
Delay/Veh: 0.0 0.0 0.0 14.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 6.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 14.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 6.6
LOS by Move: A A A B A A A A A A A
HCM2k95thQ: 0 0 0 1 0 0 0 0 0 0 0 1

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Existing Conditions
Saturday Peak Hour

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

Intersection #23 Duckhorn Drive and San Juan Road

Cycle (sec): 0
Critical Vol./Cap.(X): 0.175
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 60
Level Of Service: B

Street Name: Duckhorn Drive                San Juan Road
Approach:     North Bound                  South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control:       Permitted       Permitted       Protected       Protected
Rights:          Include         Include         Include         Include
Min. Green:       0        0        0        0        0        0        0        0
Lanes:        0  1  0  0  1    1  0  1  0  1    1  0  0  1  0    1  0  1  0  1

Volume Module:
Base Vol: 6 16 29 99 10 21 17 102 8 37 133 87
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 16 29 99 10 21 17 102 8 37 133 87
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 16 29 99 10 21 17 102 8 37 133 87
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 6 16 29 99 10 21 17 102 8 37 133 87

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.97 0.97 0.85 0.75 1.00 0.85 0.95 0.99 0.99 0.95 1.00 0.85
Lanes: 0.27 0.73 1.00 1.00 1.00 1.00 1.00 1.00 0.93 0.07 1.00 1.00
Final Sat.: 502 1338 1615 1425 1900 1615 1805 1742 137 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.02 0.07 0.01 0.01 0.01 0.06 0.06 0.02 0.07 0.05
Crit Moves: **** **** ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.05 0.34 0.34 0.12 0.40 0.40
Volume/Cap: 0.03 0.03 0.05 0.17 0.01 0.03 0.18 0.17 0.17 0.17 0.18 0.14
Delay/Veh: 11.0 11.0 11.1 11.8 11.0 11.0 28.0 14.2 14.2 24.3 11.8 11.6
User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adj Del/Veh: 11.0 11.0 11.1 11.8 11.0 11.0 28.0 14.2 14.2 24.3 11.8 11.6
LOS by Move: B B B B B B B B B B B
HCM2k95thQ: 1 1 1 3 0 1 1 3 3 2 3 2

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Existing Conditions
Saturday Peak Hour

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

Intersection #24 Truxel Road and Arena Boulevard

Cycle (sec): 0
Critical Vol./Cap.(X): 0.397
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 17.0
Optimal Cycle: 60
Level Of Service: B

Street Name:
Truxel Road
Arena Boulevard

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

Control:
Protected

Rights:
Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes:
2 0 4 0 1 2 0 4 0 1 2 0 3 0 1 2 0 3 0 1

Volume Module:

Base Vol: 193 756 41 56 801 140 131 156 217 43 147 54
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 193 756 41 56 801 140 131 156 217 43 147 54
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 193 756 41 56 801 140 131 156 217 43 147 54
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 193 756 41 56 801 140 131 156 217 43 147 54

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 193 756 41 56 801 140 131 156 217 43 147 54

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85
Lanes: 2.00 4.00 2.00 4.00 2.00 4.00 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 3502 6916 1615 3502 6916 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.11 0.03 0.02 0.12 0.09 0.04 0.03 0.13 0.01 0.03 0.03
Crit Moves: **** **** **** ****
Green/Cycle: 0.14 0.38 0.38 0.05 0.29 0.29 0.20 0.34 0.34 0.03 0.17 0.17
Volume/Cap: 0.40 0.29 0.07 0.29 0.40 0.30 0.19 0.09 0.40 0.40 0.16 0.19
Delay/Veh: 24.1 13.2 12.0 28.1 17.1 16.8 20.3 13.6 15.6 30.9 21.1 21.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.1 13.2 12.0 28.1 17.1 16.8 20.3 13.6 15.6 30.9 21.1 21.5
LOS by Move: C B B C B C B C C C
HCM2k95thQ: 4 6 1 2 7 5 2 2 7 2 2 2

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Existing Conditions
Saturday Peak Hour

**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Truxel Road and Natomas Crossing Drive

**Cycle (sec):**
0

**Critical Vol./Cap. (X):**
0.423

**Loss Time (sec):**
12 (Y+R=4.0 sec)

**Average Delay (sec/veh):**
17.3

**Optimal Cycle:**
60

**Level Of Service:**
B

**Street Name:**
Truxel Road
Natomas Crossing Drive

**Approach:**
North Bound
South Bound
East Bound
West Bound

<table>
<thead>
<tr>
<th>Movement</th>
<th>Control</th>
<th>Rights</th>
<th>Min. Green</th>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>L - T - R</td>
<td>Protected</td>
<td>Include</td>
<td>0 0 0 0</td>
<td>2 0 0 0</td>
</tr>
<tr>
<td>L - T - R</td>
<td>Protected</td>
<td>Include</td>
<td>0 0 0 0</td>
<td>1 0 0 0</td>
</tr>
<tr>
<td>L - T - R</td>
<td>Protected</td>
<td>Include</td>
<td>0 0 0 0</td>
<td>1 0 0 0</td>
</tr>
<tr>
<td>L - T - R</td>
<td>Protected</td>
<td>Include</td>
<td>0 0 0 0</td>
<td>1 0 0 0</td>
</tr>
</tbody>
</table>

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol</th>
<th>Growth Adj</th>
<th>Initial Bse</th>
<th>User Adj</th>
<th>PHF Adj</th>
<th>PHF Volume</th>
<th>Reduct Vol</th>
<th>Reduced Vol</th>
<th>PCE Adj</th>
<th>MLF Adj</th>
<th>Final Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>247 876</td>
<td>1.00 1.00</td>
<td>247 876 85</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>247 876 85</td>
<td>0 0 0 0 0 0</td>
<td>247 876 85</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>247 876 85</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane</th>
<th>Adjustment</th>
<th>Lanes</th>
<th>Final Sat.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900 1900 1900 1900 1900 1900 1900</td>
<td>2.00 4.00 1.00 4.00 1.00 1.00 0.11</td>
<td>3502 6916 1615 1805 6916 1615 1805 186 3078 1805 482 1215</td>
<td></td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat</th>
<th>Crit Moves</th>
<th>Green/Cycle</th>
<th>Volume/Cap</th>
<th>Delay/Veh</th>
<th>User DelAdj</th>
<th>AdjDel/Veh</th>
<th>LOS by Move</th>
<th>HCM2k95thQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.07 0.13 0.05 0.04 0.13 0.05 0.03 0.09 0.09</td>
<td>****</td>
<td>0.17 0.37 0.37 0.11 0.31 0.31 0.12 0.20 0.20</td>
<td>0.12 0.20</td>
<td>22.9 13.7 12.7 25.8 16.5 15.0 24.7 21.3 21.3</td>
<td>25.9 20.3 20.3</td>
<td>22.9 13.7 12.7 25.8 16.5 15.0 24.7 21.3 21.3</td>
<td>C B B C B C C C C</td>
<td></td>
</tr>
</tbody>
</table>

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Baseline Conditions
AM Peak Hour

Scenario Report

Scenario: Baseline AM
Command: Baseline AM
Volume: Baseline AM
Geometry: Baseline Without Development
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration
### Impact Analysis Report
#### Level Of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Base Del/ V/ LOS Veh</th>
<th>Future Del/ V/ LOS Veh</th>
<th>Change in Del/ V/</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1 El Centro Road and Arena Boule</td>
<td>B 19.0 0.622</td>
<td>B 19.0 0.622</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 2 Duckhorn Drive and Arena Boule</td>
<td>C 22.1 0.741</td>
<td>C 22.1 0.741</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 3 Arena Boulevard and I-5 Southb</td>
<td>A 7.3 0.275</td>
<td>A 7.3 0.275</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 4 Arena Boulevard and I-5 Northb</td>
<td>B 12.0 0.485</td>
<td>B 12.0 0.485</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 5 East Commerce Way and Del Paso</td>
<td>F 85.6 1.093</td>
<td>F 85.6 1.093</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 9 East Commerce Way and Arco Are</td>
<td>A 2.6 0.130</td>
<td>A 2.6 0.130</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 12 East Commerce Way and Arena Bo</td>
<td>C 20.6 0.661</td>
<td>C 20.6 0.661</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 14 E. Commerce Way and Amelia Ear</td>
<td>A 9.7 0.071</td>
<td>A 9.7 0.071</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 17 E. Commerce Way and Natomas Cr</td>
<td>A 9.1 0.133</td>
<td>A 9.1 0.133</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 23 Duckhorn Drive and San Juan Ro</td>
<td>B 14.6 0.501</td>
<td>B 14.6 0.501</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 24 Truxel Road and Arena Boulevar</td>
<td>B 19.0 0.634</td>
<td>B 19.0 0.634</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 25 Truxel Road and Natomas Crossi</td>
<td>B 17.1 0.366</td>
<td>B 17.1 0.366</td>
<td>0.000 D/V</td>
</tr>
</tbody>
</table>
Natomas Crossing
Baseline Conditions
AM Peak Hour

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

Intersection #1 El Centro Road and Arena Boulevard

| Cycle (sec): | 0 | Critical Vol./Cap.(X): | 0.622 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 19.0 |
| Optimal Cycle: | 60 | Level Of Service: | B |

Street Name: El Centro Road
Street Name: Arena Boulevard

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0
Lanes: 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 84 220 88 224 312 3 2 472 209 70 336 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 84 220 88 224 312 3 2 472 209 70 336 155
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 84 220 88 224 312 3 2 472 209 70 336 155
Reduced Vol: 84 220 88 224 312 3 2 472 209 70 336 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 84 220 88 224 312 3 2 472 209 70 336 155

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 1.00 0.85 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1615 1805 1900 1615 1805 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.06 0.05 0.12 0.16 0.00 0.00 0.25 0.13 0.04 0.18 0.10
Crit Moves: **** **** **** ****
Green/Cycle: 0.07 0.11 0.11 0.23 0.26 0.26 0.00 0.40 0.40 0.06 0.46 0.46
Volume/Cap: 0.62 0.55 0.49 0.55 0.62 0.01 0.39 0.62 0.32 0.62 0.39 0.21
Delay/Veh: 35.6 26.8 27.1 22.0 21.9 16.3 71.5 16.0 12.7 37.8 11.0 9.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 35.6 26.8 27.1 22.0 21.9 16.3 71.5 16.0 12.7 37.8 11.0 9.9
LOS by Move: D C C C C B E B B D B A
HCM2k95thQ: 5 6 5 9 12 0 1 15 6 5 8 4

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Conditions
AM Peak Hour

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

Intersection #2 Duckhorn Drive and Arena Boulevard

Cycle (sec): 0
Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 60
Level Of Service: C

Street Name: Duckhorn Drive Arena Boulevard
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 2 0 0 1 1 0 2 0 1 2 0 2 0 1

Volume Module:
Base Vol: 99 36 390 161 86 50 40 841 83 254 398 262
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 99 36 390 161 86 50 40 841 83 254 398 262
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 99 36 390 161 86 50 40 841 83 254 398 262
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 99 36 390 161 86 50 40 841 83 254 398 262
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 99 36 390 161 86 50 40 841 83 254 398 262

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.85 0.92 0.95 0.95 0.95 0.95 0.95 0.92 0.95 0.85
Lanes: 1.00 1.00 1.00 0.63 0.37 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.: 1805 1900 1615 3502 1135 660 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.02 0.24 0.05 0.08 0.08 0.02 0.23 0.05 0.07 0.11 0.16
Crit Moves: **** **** **** ****
Green/Cycle: 0.16 0.33 0.33 0.06 0.22 0.22 0.05 0.31 0.31 0.10 0.36 0.36
Volume/Cap: 0.34 0.06 0.74 0.74 0.34 0.34 0.25 0.74 0.16 0.74 0.30 0.45
Delay/Veh: 22.9 13.9 23.6 40.4 20.0 20.0 31.3 21.0 15.0 34.7 13.8 15.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.9 13.9 23.6 40.4 20.0 20.0 31.3 21.0 15.0 34.7 13.8 15.1
LOS by Move: C B C D B B C C B C B B
HCM2k95thQ: 4 1 16 6 5 5 3 17 2 8 6 8

Note: Queue reported is the number of cars per lane.
## Natomas Crossing
### Baseline Conditions
#### AM Peak Hour

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

**Intersection #3 Arena Boulevard and I-5 Southbound Ramps**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.275</td>
<td>6 (Y+R=4.0 sec)</td>
<td>7.3</td>
<td>60</td>
<td>A</td>
</tr>
</tbody>
</table>

**Street Name:** I-5 Southbound Ramps
**Approach:** North Bound, South Bound, East Bound, West Bound

<table>
<thead>
<tr>
<th>Movement: L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control: Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
</tr>
<tr>
<td>Rights: Include</td>
<td>Include</td>
<td>Ignore</td>
<td>Ignore</td>
</tr>
<tr>
<td>Min. Green: 0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes: 0 0 0 0</td>
<td>1 2 0 0</td>
<td>1 0 0 0</td>
<td>1 0 0 0</td>
</tr>
</tbody>
</table>

**Volume Module:**

| Base Vol: 0 0 0 183 0 92 0 606 797 0 801 1100 |
| Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: 0 0 0 183 0 92 0 606 797 0 801 1100 |
| User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: 0 0 0 183 0 92 0 606 0 0 801 0 |
| Reduct Vol: 0 0 0 183 0 92 0 606 0 0 801 0 |
| Reduced Vol: 0 0 0 183 0 92 0 606 0 0 801 0 |
| PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume: 0 0 0 183 0 92 0 606 0 0 801 0 |

**Saturation Flow Module:**

| Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00 |
| Final Sat.: 0 0 0 183 0 92 0 606 0 0 801 0 |

**Capacity Analysis Module:**

| Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.06 0.00 0.17 0.00 0.00 0.15 0.00 |
| Crit Moves: **** **** |
| Green/Cycle: 0.00 0.00 0.00 0.29 0.00 0.29 0.00 0.61 0.00 0.00 0.61 0.00 |
| Volume/Cap: 0.00 0.00 0.00 0.27 0.00 0.27 0.00 0.27 0.00 0.00 0.25 0.00 |
| Delay/Veh: 0.00 0.00 0.00 0.00 16.7 0.00 16.3 0.0 5.5 0.0 5.4 0.0 |
| User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: 0.00 0.00 0.00 0.00 16.7 0.00 16.3 0.0 5.5 0.0 5.4 0.0 |
| LOS by Move: A A A A B A B A A A A A |
| HCM2k95thQ: 0 0 0 3 0 3 0 6 0 0 5 0 |

---

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Baseline AM  Wed Dec 17, 2008 15:06:46  Page 6-1

Natomas Crossing
Baseline Conditions
AM Peak Hour

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

Intersection #4 Arena Boulevard and I-5 Northbound Ramps

Cycle (sec): 0  Critical Vol./Cap.(X): 0.485
Loss Time (sec): 6 (Y+R=4.0 sec)  Average Delay (sec/veh): 12.0
Optimal Cycle: 60  Level Of Service: B

Street Name: I-5 Northbound Ramps  Arena Boulevard
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L  -  T  -  R  L  -  T  -  R  L  -  T  -  R  L  -  T  -  R

Control: Permitted  Permitted  Permitted  Permitted
Rights: Include  Include  Ignore  Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 2 0 0 0 0 0 0 2 0 1 0 0 4 0 1

Volume Module:
Base Vol: 529 0 618 0 0 0 0 734 79 0 1335 69
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 529 0 618 0 0 0 0 734 79 0 1335 69
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 529 0 618 0 0 0 0 734 0 0 1335 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 529 0 618 0 0 0 0 734 0 0 1335 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Final Volume: 529 0 618 0 0 0 0 734 0 0 1335 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.60 1.00 0.75 1.00 1.00 1.00 0.95 1.00 0.91 1.00
Lanes: 2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 4.00 1.00
Final Sat.: 2267 0 2842 0 0 0 0 3610 1900 0 6916 1900

Capacity Analysis Module:
Vol/Sat: 0.23 0.00 0.22 0.00 0.00 0.00 0.00 0.20 0.00 0.00 0.19 0.00
Crit Moves: ****
Green/Cycle: 0.48 0.00 0.48 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.42 0.00
Volume/Cap: 0.49 0.00 0.45 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.46 0.00
Delay/Veh: 10.9 0.0 10.6 0.0 0.0 0.0 0.0 13.0 0.0 0.0 12.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
AdjDel/Veh: 10.9 0.0 10.6 0.0 0.0 0.0 0.0 13.0 0.0 0.0 12.7 0.0
LOS by Move: B A B A A A B A A B A
HCM2k95thQ: 8 0 9 0 0 0 0 11 0 0 10 0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Conditions
AM Peak Hour

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

Intersection #5 East Commerce Way and Del Paso Road

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>1.093</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>85.6</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>180</td>
<td>Level Of Service:</td>
<td>F</td>
</tr>
</tbody>
</table>

Street Name: East Commerce Way Del Paso Road

Approach: North Bound South Bound East Bound West Bound

<table>
<thead>
<tr>
<th>Movement:</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0  0  0  0  0</td>
<td>0  0  0  0  0</td>
<td>0  0  0  0  0</td>
<td>0  0  0  0  0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2  0  3  0  1</td>
<td>2  0  3  0  1</td>
<td>3  0  3  0  1</td>
<td>2  0  3  0  1</td>
</tr>
</tbody>
</table>

Volume Module:

| Base Vol: 83 204 122 271 419 894 879 986 105 129 1217 445 |
| Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: 83 204 122 271 419 894 879 986 105 129 1217 445 |
| User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: 83 204 122 271 419 894 879 986 105 129 1217 445 |
| Reduct Vol: 0  0  0  0  0  0  0  0  0  0  0  0 |
| Reduced Vol: 83 204 122 271 419 894 879 986 105 129 1217 445 |
| PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| FinalVolume: 83 204 122 271 419 894 879 986 105 129 1217 445 |

Saturation Flow Module:

| Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 |
| Lanes: 2.00 3.00 2.00 3.00 1.00 3.00 3.00 1.00 2.00 3.00 1.00 |
| Final Sat.: 3502 5187 1615 3502 5187 1615 5253 5187 1615 3502 5187 1615 |

Capacity Analysis Module:

| Vol/Sat: 0.02 0.04 0.08 0.08 0.08 0.55 0.17 0.19 0.07 0.04 0.23 0.28 |
| Crit Moves: **** **** **** **** |
| Green/Cycle: 0.02 0.26 0.26 0.27 0.51 0.51 0.15 0.34 0.34 0.07 0.25 0.25 |
| Volume/Cap: 1.09 0.15 0.29 0.29 0.16 1.09 1.09 0.56 0.19 0.56 0.93 1.09 |
| Delay/Veh: 219.0 51.2 53.6 52.5 23.9 104.3 136.4 48.9 42.2 84.6 77.7 139.4 |
| User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: 219.0 51.2 53.6 52.5 23.9 104.3 136.4 48.9 42.2 84.6 77.7 139.4 |
| LOS by Move: F D D D C F D D F E F |
| HCM2k95thQ: 9 6 10 11 8 93 38 28 8 9 45 52 |

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Natomas Crossing
### Baseline Conditions
#### AM Peak Hour

<table>
<thead>
<tr>
<th>Level Of Service Computation Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 HCM Operations Method (Base Volume Alternative)</td>
</tr>
</tbody>
</table>

**Intersection #9 East Commerce Way and Arco Arena Main Entrance - Road B3**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.130</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>9 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>2.6</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>A</td>
</tr>
</tbody>
</table>

**Street Name:** East Commerce Way Arco Arena Main Entrance - Road B

<table>
<thead>
<tr>
<th>Approach</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes</td>
<td>1 0 3 0 1 2 0 3 0 0 0 0 0 0 0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Volume Module:**
- Base Vol: 5 309 3 1 531 0 0 0 0 29 0 2
- Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- Initial Bse: 5 309 3 1 531 0 0 0 0 29 0 2
- User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- PHE Volume: 5 309 3 1 531 0 0 0 0 29 0 2
- Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
- Reduced Vol: 5 309 3 1 531 0 0 0 0 29 0 2
- PHE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- FinalVolume: 5 309 3 1 531 0 0 0 0 29 0 2

**Saturation Flow Module:**
- Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- Adjustment: 0.95 0.91 0.85 0.92 0.91 1.00 1.00 1.00 1.00 0.92 1.00 0.75
- Lanes: 1.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 2.00
- Final Sat.: 1805 5187 1615 3502 5187 0 0 0 0 5253 0 2842

**Capacity Analysis Module:**
- Vol/Sat: 0.00 0.06 0.00 0.00 0.10 0.00 0.00 0.00 0.00 0.01 0.00 0.00
- Crit Moves: **** **** ****
- Green/Cycle: 0.02 0.80 0.80 0.00 0.79 0.00 0.00 0.00 0.00 0.04 0.00 0.04
- Volume/Cap: 0.13 0.07 0.00 0.07 0.13 0.00 0.00 0.00 0.00 0.13 0.00 0.02
- Delay/Veh: 30.4 1.2 1.2 32.1 1.5 0.0 0.0 0.0 0.0 27.9 0.0 27.6
- User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- Adj Del/Veh: 30.4 1.2 1.2 32.1 1.5 0.0 0.0 0.0 0.0 27.9 0.0 27.6
- LOS by Move: C A A C A A A A C A C
- HCM2k95thQ: 0 1 0 0 2 0 0 0 0 1 0 0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Conditions
AM Peak Hour

LEVEL OF SERVICE COMPUTATION REPORT
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 East Commerce Way and Arena Boulevard

Cycle (sec): 0
Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 20.6
Optimal Cycle: 60
Level Of Service: C

Street Name: East Commerce Way Arena Boulevard
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0
Lanes: 2 0 3 0

Volume Module:
Base Vol: 123 22 43 122 7 439 191 1071 50 17 867 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 123 22 43 122 7 439 191 1071 50 17 867 108
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 123 22 43 122 7 439 191 1071 50 17 867 108
Reduced Vol: 123 22 43 122 7 439 191 1071 50 17 867 108

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 0.85 0.92 0.95 0.85 0.92 0.91 0.85 0.92 0.91 0.85
Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 3502 5187 1615 3502 3610 1615 3502 5187 1615 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.03 0.03 0.00 0.27 0.05 0.21 0.03 0.00 0.17 0.07
Crt Moves: **** **** **** ****
Green/Cycle: 0.05 0.20 0.20 0.26 0.41 0.41 0.08 0.33 0.33 0.01 0.25 0.25
Volume/Cap: 0.66 0.02 0.13 0.13 0.00 0.66 0.66 0.63 0.09 0.63 0.66 0.26
Delay/Veh: 36.4 19.2 19.9 16.9 10.4 16.8 32.3 17.9 14.1 69.0 21.4 18.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 36.4 19.2 19.9 16.9 10.4 16.8 32.3 17.9 14.1 69.0 21.4 18.3
LOS by Move: D B B B B B C B B E C B
HCM2k95thQ: 5 0 2 2 0 15 6 14 1 2 13 4

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Baseline Conditions
AM Peak Hour

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

Intersection #14 E. Commerce Way and Amelia Earhart Ave. - Road C3

Cycle (sec): 0 Critical Vol./Cap.(X): 0.071
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 60 Level Of Service: A

Street Name: E. Commerce Way Amelia Earhart Ave. - Road C3
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 3 0 1 1 0 1 0 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 0 147 3 5 68 0 0 0 0 2 0 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 147 3 5 68 0 0 0 0 2 0 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 147 3 5 68 0 0 0 0 2 0 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 147 3 5 68 0 0 0 0 2 0 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 147 3 5 68 0 0 0 0 2 0 40

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.85 0.95 1.00 1.00 1.00 1.00 1.00 0.95 1.00 0.85
Lanes: 1.00 3.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 1900 5187 1615 1805 1900 0 0 0 0 1805 0 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.00 0.00 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.02
Crit Moves: **** ****
Green/Cycle: 0.04 0.46 0.46 0.04 0.50 0.00 0.00 0.00 0.00 0.35 0.00 0.35
Volume/Cap: 0.00 0.06 0.00 0.00 0.06 0.07 0.00 0.00 0.00 0.00 0.00 0.07
Delay/Veh: 0.0 9.1 8.8 27.8 7.7 0.0 0.0 0.0 0.0 12.8 0.0 13.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 9.1 8.8 27.8 7.7 0.0 0.0 0.0 0.0 12.8 0.0 13.1
LOS by Move: A A A C A A A A B A B
HCM2k95thQ: 0 1 0 0 1 0 0 0 0 0 0 1

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Level Of Service Computation Report

### 2000 HCM Operations Method (Base Volume Alternative)

### Intersection #17 E. Commerce Way and Natomas Crossing Drive

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.133  
**Loss Time (sec):** 9 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 9.1  
**Optimal Cycle:** 60  
**Level Of Service:** A

### Street Name:
- E. Commerce Way  
- Natomas Crossing Drive

### Approach:
- North Bound  
- South Bound  
- East Bound  
- West Bound

### Movement:
- L - T - R  
- L - T - R  
- L - T - R  
- L - T - R

### Control:
- Protected  
- Protected  
- Protected  
- Protected

### Rights:
- Include  
- Include  
- Include  
- Include

### Min. Green:
- 0 0 0 0 0 0 0 0 0 0 0 0

### Lanes:
- 1 0 2 0 1 2 0 1 0 0 0 0

### Volume Module:

<table>
<thead>
<tr>
<th>Base Vol</th>
<th>Growth Adj</th>
<th>Initial Bse</th>
<th>User Adj</th>
<th>PHF Volume</th>
<th>Reduct Vol</th>
<th>Reduced Vol</th>
<th>PCE Adj</th>
<th>FinalVolume</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 0 0 0 70 0 0 0 0 0 0 0</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
</tr>
</tbody>
</table>

### Saturation Flow Module:

<table>
<thead>
<tr>
<th>Sat/Lane</th>
<th>Adjustment</th>
<th>Lanes</th>
<th>Final Sat.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900</td>
<td>1.00 0.95 1.00 0.92 1.00 1.00 0.97 1.00 0.85</td>
<td>1.00 2.00 1.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00</td>
<td>1900 3610 1900 3502 1900 0 0 0 0 3686 0 1615</td>
</tr>
</tbody>
</table>

### Capacity Analysis Module:

<table>
<thead>
<tr>
<th>Vol/Sat</th>
<th>Crit Moves</th>
<th>Green/Cycle</th>
<th>Volume/Cap</th>
<th>Delay/Veh</th>
<th>User DelAdj</th>
<th>AdjDel/Veh</th>
<th>LOS by Move</th>
<th>HCM2k95thQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00 0.00 0.00 0.02 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.09</td>
<td>****</td>
<td>0.00 0.00 0.00 0.15 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.70</td>
<td>0.00 0.00 0.00 0.13 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.13</td>
<td>0.0 0.0 0.0 22.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>0.0 0.0 0.0 22.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0</td>
<td>A A A C A A A A A A</td>
<td>0 0 0 1 0 0 0 0 0 0 0 0 0 0 2</td>
</tr>
</tbody>
</table>

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing  
Baseline Conditions  
AM Peak Hour

---

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

---

#### Intersection #23 Duckhorn Drive and San Juan Road

| Cycle (sec): | 0 | Critical Vol./Cap. (X): | 0.501 |
| Loss Time (sec): | 9 (Y+R=4.0 sec) | Average Delay (sec/veh): | 14.6 |
| Optimal Cycle: | 60 | Level Of Service: | B |

---

### Street Name:  
- Duckhorn Drive  
- San Juan Road

<table>
<thead>
<tr>
<th>Approach:</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement:</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control:</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

---

### Volume Module:

| Base Vol: | 106 112 210 262 75 58 36 207 30 113 67 234 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 106 112 210 262 75 58 36 207 30 113 67 234 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 106 112 210 262 75 58 36 207 30 113 67 234 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 112 210 262 75 58 36 207 30 113 67 234 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume: | 106 112 210 262 75 58 36 207 30 113 67 234 |

### Saturation Flow Module:

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.83 0.83 0.85 0.59 1.00 0.85 0.95 0.98 0.98 |
| Lanes: | 0.49 0.51 1.00 1.00 1.00 1.00 0.87 0.13 1.00 1.00 |
| Final Sat.: | 766 809 1615 1112 1900 1615 1805 1628 236 1805 1900 |

### Capacity Analysis Module:

| Vol/Sat: | 0.14 0.14 0.13 0.24 0.04 0.04 0.02 0.13 0.13 0.06 0.04 0.14 |
| Crit Moves: | **** **** **** |
| Green/Cycle: | 0.47 0.47 0.47 0.47 0.47 0.47 0.05 0.25 0.25 0.13 0.33 0.33 |
| Volume/Cap: | 0.29 0.29 0.28 0.50 0.08 0.08 0.43 0.50 0.50 0.50 0.11 0.43 |
| Delay/Veh: | 10.0 10.0 9.9 11.7 8.8 8.8 31.5 20.0 20.0 26.3 13.9 16.2 |
| User Del Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Adj Del/Veh: | 10.0 10.0 9.9 11.7 8.8 8.8 31.5 20.0 20.0 26.3 13.9 16.2 |
| LOS by Move: | A A A A C B C B B |
| HCM2k95thQ: | 5 5 5 8 2 1 3 9 9 5 2 8 |

---

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

---

 Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Natomas Crossing
### Baseline Conditions
#### AM Peak Hour

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #24 Truxel Road and Arena Boulevard**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.634</td>
<td>12 (Y+R=4.0 sec)</td>
<td>19.0</td>
<td>60</td>
<td>B</td>
</tr>
</tbody>
</table>

**Street Name:** Truxel Road, Arena Boulevard

<table>
<thead>
<tr>
<th>Approach</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes</td>
<td>2 0 4 0 1</td>
<td>2 0 4 0 1</td>
<td>2 0 3 0 1</td>
<td>2 0 3 0 1</td>
</tr>
</tbody>
</table>

**Volume Module:**

| Base Vol: | 153 448 129 235 634 409 135 936 269 104 252 124 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 153 448 129 235 634 409 135 936 269 104 252 124 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 153 448 129 235 634 409 135 936 269 104 252 124 |
| Reduced Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: | 153 448 129 235 634 409 135 936 269 104 252 124 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume: | 153 448 129 235 634 409 135 936 269 104 252 124 |

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 |
| Lanes: | 2.00 4.00 1.00 2.00 4.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 |
| Final Sat.: | 3502 6916 1615 3502 6916 1615 3502 5187 1615 3502 5187 1615 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.04 0.06 0.08 0.07 0.09 0.25 0.04 0.18 0.17 0.03 0.05 0.08 |
| Crit Moves: | **** *** **** *** |
| Green/Cycle: | 0.07 0.25 0.25 0.21 0.40 0.40 0.11 0.28 0.28 0.05 0.22 0.22 |
| Volume/Cap: | 0.63 0.25 0.31 0.31 0.23 0.63 0.35 0.63 0.59 0.63 0.22 0.35 |
| Delay/Veh: | 32.6 17.9 18.6 20.1 12.0 16.6 25.2 19.6 20.4 36.0 19.2 20.3 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 32.6 17.9 18.6 20.1 12.0 16.6 25.2 19.6 20.4 36.0 19.2 20.3 |
| LOS by Move: | C B B C B C B C D B C |
| HCM2k95thQ: | 5 4 4 4 4 14 3 13 10 4 3 5 |

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Level of Service Computation Report
### 2000 HCM Operations Method (Base Volume Alternative)

**Intersection #25 Truxel Road and Natomas Crossing Drive**

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.366  
**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 17.1  
**Optimal Cycle:** 60  
**Level Of Service:** B

### Street Name:
- **Truxel Road**
- **Natomas Crossing Drive**

### Approach:
- **North Bound**
- **South Bound**
- **East Bound**
- **West Bound**

### Movement:
- **L - T - R**
- **L - T - R**
- **L - T - R**
- **L - T - R**

### Control:
- **Protected**
- **Protected**
- **Protected**
- **Protected**

### Rights:
- **Include**
- **Include**
- **Include**
- **Include**

### Min. Green:
- **0 0 0 0 0 0 0 0 0 0 0 0**

### Lanes:
- **2 0 4 0 1 1 0 4 0 1 1 0 0 1 0**

### Volume Module:

<table>
<thead>
<tr>
<th>Base Vol</th>
<th>Growth Adj</th>
<th>Initial Bse</th>
<th>User Adj</th>
<th>PHF Adj</th>
<th>PHF Volume</th>
<th>Reduct Vol</th>
<th>Reduced Vol</th>
<th>PCE Adj</th>
<th>MLF Adj</th>
<th>Final Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>107 575</td>
<td>1.00 1.00</td>
<td>107 575</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>107 575</td>
<td>107 575</td>
<td>107 575</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>107 575</td>
</tr>
</tbody>
</table>

### Saturation Flow Module:

<table>
<thead>
<tr>
<th>Sat/Lane</th>
<th>Adjustment</th>
<th>Lanes</th>
<th>Final Sat.</th>
<th>Final Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900 1900</td>
<td>0.92 0.91 0.85 0.95 0.91 0.85 0.95 0.86 0.86 0.95 0.87 0.87</td>
<td>2.00 4.00 1.00 4.00 1.00 1.00 0.08 1.92 1.00 0.11 0.08 0.89</td>
<td>3502 6916 1615 1805 6916 1615 1805 132 3121 1805 175 1471</td>
<td>107 575 107 575 107 575 107 575</td>
</tr>
</tbody>
</table>

### Capacity Analysis Module:

<table>
<thead>
<tr>
<th>Vol/Sat</th>
<th>Crit Moves</th>
<th>Green/Cycle</th>
<th>Volume/Cap</th>
<th>Delay/Veh</th>
<th>User DelAdj</th>
<th>AdjDel/Veh</th>
<th>LOS by Move</th>
<th>HCM2k95thQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.03 0.08 0.07 0.03 0.12 0.07 0.05 0.10 0.10 0.04 0.04 0.04</td>
<td>****</td>
<td>0.08 0.32 0.32 0.10 0.33 0.33 0.22 0.27 0.27 0.11 0.16 0.16</td>
<td>0.37 0.26 0.21 0.26 0.37 0.20 0.24 0.37 0.37 0.37 0.24 0.24</td>
<td>26.8 15.3 15.2 25.8 15.3 14.5 19.6 18.1 18.1 25.6 22.3 22.3</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>26.8 15.3 15.2 25.8 15.3 14.5 19.6 18.1 18.1 25.6 22.3 22.3</td>
<td>C B B C B B B B C C C</td>
<td>3 5 3 2 7 3 3 6 6 4 3 3</td>
</tr>
</tbody>
</table>

**Note:** Queue reported is the number of cars per lane.
Natomas Crossing
Baseline Conditions
PM Peak Hour

Scenario Report

Scenario: Baseline PM
Command: Baseline PM
Volume: Baseline PM
Geometry: Baseline Without Development
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration
Natomas Crossing  
Baseline Conditions  
PM Peak Hour

Impact Analysis Report  
Level Of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Base LOS Veh</th>
<th>Base V/C</th>
<th>Future LOS Veh</th>
<th>Future V/C</th>
<th>Change in</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1 El Centro Road and Arena Boule</td>
<td>B 18.7</td>
<td>0.581</td>
<td>B 18.7</td>
<td>0.581</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 2 Duckhorn Drive and Arena Boule</td>
<td>C 27.4</td>
<td>0.802</td>
<td>C 27.4</td>
<td>0.802</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 3 Arena Boulevard and I-5 Southb</td>
<td>A 6.1</td>
<td>0.402</td>
<td>A 6.1</td>
<td>0.402</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 4 Arena Boulevard and I-5 Northb</td>
<td>B 13.7</td>
<td>0.667</td>
<td>B 13.7</td>
<td>0.667</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 5 East Commerce Way and Del Paso</td>
<td>F 83.0</td>
<td>1.042</td>
<td>F 83.0</td>
<td>1.042</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 9 East Commerce Way and Arco Are</td>
<td>A 1.7</td>
<td>0.082</td>
<td>A 1.7</td>
<td>0.082</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 12 East Commerce Way and Arena Bo</td>
<td>B 13.2</td>
<td>0.439</td>
<td>B 13.2</td>
<td>0.439</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 14 E. Commerce Way and Amelia Ear</td>
<td>A 6.0</td>
<td>0.099</td>
<td>A 6.0</td>
<td>0.099</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 17 E. Commerce Way and Natomas Cr</td>
<td>B 10.5</td>
<td>0.095</td>
<td>B 10.5</td>
<td>0.095</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 23 Duckhorn Drive and San Juan Ro</td>
<td>B 16.5</td>
<td>0.547</td>
<td>B 16.5</td>
<td>0.547</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 24 Truxel Road and Arena Boule</td>
<td>C 20.4</td>
<td>0.602</td>
<td>C 20.4</td>
<td>0.602</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 25 Truxel Road and Natomas Crossi</td>
<td>B 16.2</td>
<td>0.435</td>
<td>B 16.2</td>
<td>0.435</td>
<td>0.000 D/V</td>
</tr>
</tbody>
</table>
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 El Centro Road and Arena Boulevard

Cycle (sec): 0
Critical Vol./Cap.(X): 0.581
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 18.7
Optimal Cycle: 60
Level Of Service: B

Street Name: El Centro Road
Approach: North Bound
Movement: L - T - R
Control: Protected
Min. Green: 0
Lanes: 1

Volume Module:
Base Vol: 183 339 141 131 167
Growth Adj: 1.00 1.00 1.00 1.00 1.00
Initial Bse: 183 339 141 131 167
User Adj: 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00
PHF Volume: 183 339 141 131 167
Reduced Vol: 183 339 141 131 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00
Final Volume: 183 339 141 131 167

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 0.95 0.95 0.85 0.95 1.00
Lanes: 1.00 2.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1615 1805 1900

Capacity Analysis Module:
Vol/Sat: 0.10 0.09 0.07 0.09 0.00
Crit Moves: **** **** **** ****
Green/Cycle: 0.17 0.18 0.14 0.15 0.15
Volume/Cap: 0.58 0.51 0.51 0.58 0.00
Delay/Veh: 25.5 22.7 23.1 25.6 26.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.5 22.7 23.1 25.6 26.7
LOS by Move: C C C C F B B C B A
HCM2k95thQ: 8 7 6 8 0 1 11 3 5 15 5

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Conditions
PM Peak Hour

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

**Intersection #2 Duckhorn Drive and Arena Boulevard**

| Cycle (sec): | 0 | Critical Vol./Cap.(X): | 0.802 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 27.4 |
| Optimal Cycle: | 66 | Level Of Service: | C |

Street Name: Duckhorn Drive | Arena Boulevard
Approach: L - T - R | L - T - R | L - T - R | L - T - R
Movement: North Bound | South Bound | East Bound | West Bound

| Control: | Protected | Protected | Protected | Protected |
| Rights: | Include | Include | Include | Include |
| Min. Green: | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 0 |

**Volume Module:**

| Base Vol: | 83 | 44 | 370 | 323 | 88 | 32 | 70 | 627 | 115 | 565 | 847 | 166 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 83 | 44 | 370 | 323 | 88 | 32 | 70 | 627 | 115 | 565 | 847 | 166 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 83 | 44 | 370 | 323 | 88 | 32 | 70 | 627 | 115 | 565 | 847 | 166 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 44 | 370 | 323 | 88 | 32 | 70 | 627 | 115 | 565 | 847 | 166 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 83 | 44 | 370 | 323 | 88 | 32 | 70 | 627 | 115 | 565 | 847 | 166 |

**Saturation Flow Module:**

| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 0.96 | 0.96 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 |
| Lanes: | 1.00 | 1.00 | 2.00 | 0.73 | 0.27 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 1338 | 486 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.05 | 0.02 | 0.23 | 0.09 | 0.07 | 0.07 | 0.04 | 0.17 | 0.07 | 0.16 | 0.23 | 0.10 |
| Crit Moves: | **** | **** | 0.09 | 0.07 | 0.07 | 0.04 | 0.17 | 0.07 | 0.16 | 0.23 | 0.10 |
| Green/Cycle: | 0.16 | 0.29 | 0.29 | 0.11 | 0.24 | 0.24 | 0.06 | 0.22 | 0.22 | 0.20 | 0.36 | 0.36 |
| Volume/Cap: | 0.28 | 0.08 | 0.80 | 0.80 | 0.28 | 0.28 | 0.65 | 0.80 | 0.33 | 0.83 | 0.46 | 0.29 |
| Delay/Veh: | 24.6 | 17.3 | 31.6 | 39.5 | 21.0 | 21.0 | 44.1 | 30.5 | 22.4 | 31.7 | 19.0 | 15.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.6 | 17.3 | 31.6 | 39.5 | 21.0 | 21.0 | 44.1 | 30.5 | 22.4 | 31.7 | 19.0 | 15.4 |
| LOS by Move: | C | B | C | D | C | D | C | D | C | C | B | B |
| HCM2k95thQ: | 4 | 1 | 18 | 11 | 4 | 4 | 5 | 17 | 5 | 15 | 16 | 5 |

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

 Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

---

**Intersection #3 Arena Boulevard and I-5 Southbound Ramps**

<table>
<thead>
<tr>
<th>Cycle (sec): 0</th>
<th>Critical Vol./Cap.(X): 0.402</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec): 6 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh): 6.1</td>
</tr>
<tr>
<td>Optimal Cycle: 60</td>
<td>Level Of Service: A</td>
</tr>
</tbody>
</table>

---

**Street Name:** I-5 Southbound Ramps

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L  -  T  -  R
- L  -  T  -  R
- L  -  T  -  R
- L  -  T  -  R

**Control:**
- Permitted
- Include
- Ignore

**Rights:**
- Include
- Ignore

**Min. Green:**
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

**Lanes:**
- 0 0 0 0
- 2 0 0 1
- 0 0 0 0
- 3 0 1

---

**Volume Module:**

| Base Vol: 0 0 0 195 0 123 0 660 678 0 1444 500 |
| Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: 0 0 0 195 0 123 0 660 678 0 1444 500 |
| User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PPH Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PPH Volume: 0 0 0 195 0 123 0 660 0 1444 0 |
| Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: 0 0 0 195 0 123 0 660 0 1444 0 |
| PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| FinalVolume: 0 0 0 195 0 123 0 660 0 1444 0 |

---

**Saturation Flow Module:**

| Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: 1.00 1.00 1.00 0.62 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00 |
| Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00 |
| Final Sat.: 0 0 0 2348 0 1615 0 3610 1900 0 5187 1900 |

---

**Capacity Analysis Module:**

| Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.08 0.00 0.18 0.00 0.00 0.28 0.00 |
| Crit Moves: ****  ****
| Green/Cycle: 0.00 0.00 0.00 0.21 0.00 0.21 0.00 0.69 0.00 0.00 0.69 0.00 |
| Volume/Cap: 0.00 0.00 0.00 0.40 0.00 0.37 0.00 0.26 0.00 0.00 0.40 0.00 |
| Delay/Veh: 0.0 0.0 0.0 21.1 0.0 21.1 0.0 3.5 0.0 0.0 4.0 0.0 |
| User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: 0.0 0.0 0.0 21.1 0.0 21.1 0.0 3.5 0.0 0.0 4.0 0.0 |
| LOS by Move: A A A C A C A A A A A |
| HCM2k95thQ: 0 0 0 4 0 5 0 5 0 0 9 0 |

---

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #4 Arena Boulevard and I-5 Northbound Ramps**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.667</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>6 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>13.7</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

**Street Name:** I-5 Northbound Ramps, Arena Boulevard

**Approach:** North Bound, South Bound, East Bound, West Bound

<table>
<thead>
<tr>
<th>Movement</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Ignore</td>
<td>Ignore</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0 0 0 0 0 0 0 0</td>
<td>0 0 0 0 0 0 0 0 0 0 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes:</td>
<td>2 0 0 2 0 0 0 0 0 0 4 0 1</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Volume Module:**

| Base Vol: | 903 0 592 0 0 0 0 718 137 0 1031 129 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 903 0 592 0 0 0 0 718 137 0 1031 129 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 903 0 592 0 0 0 0 718 0 0 1031 0 |
| Reduct Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: | 903 0 592 0 0 0 0 718 0 0 1031 0 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume: | 903 0 592 0 0 0 0 718 0 0 1031 0 |

**Saturation Flow Module:**

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.59 1.00 0.75 1.00 1.00 1.00 0.95 1.00 1.00 0.91 1.00 1.00 |
| Lanes: | 2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 4.00 1.00 |
| Final Sat.: | 2248 0 2842 0 0 0 0 3610 1900 0 6916 1900 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.40 0.00 0.21 0.00 0.00 0.00 0.20 0.00 0.00 0.15 0.00 |
| Crit Moves: | **** | **** |
| Green/Cycle: | 0.60 0.00 0.60 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.30 0.00 |
| Volume/Cap: | 0.67 0.00 0.35 0.00 0.00 0.00 0.00 0.67 0.00 0.00 0.50 0.00 |
| Delay/Veh: | 9.2 0.0 6.1 0.0 0.0 0.0 0.0 20.1 0.0 0.0 17.6 0.0 |
| User Del Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 9.2 0.0 6.1 0.0 0.0 0.0 0.0 20.1 0.0 0.0 17.6 0.0 |
| LOS by Move: | A A A A A A C A A B A |
| HCM2k95thQ: | 13 0 7 0 0 0 0 14 0 0 10 0 |

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

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Conditions
PM Peak Hour

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

Intersection #5 East Commerce Way and Del Paso Road

Cycle (sec): 0  Critical Vol./Cap.(X): 1.042
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 83.0
Optimal Cycle: 180  Level Of Service: F

Street Name: East Commerce Way  Del Paso Road
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L - T - R  L - T - R  L - T - R  L - T - R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1

Volume Module:
Base Vol: 200 249 120 513 217 649 1413 1517 197 324 1270 308
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 200 249 120 513 217 649 1413 1517 197 324 1270 308
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 200 249 120 513 217 649 1413 1517 197 324 1270 308
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 200 249 120 513 217 649 1413 1517 197 324 1270 308
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 200 249 120 513 217 649 1413 1517 197 324 1270 308

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 3.00 3.00 1.00 2.00 3.00 1.00
Final Sat: 3502 5187 1615 3502 5187 1615 5253 5187 1615 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.05 0.07 0.15 0.04 0.40 0.27 0.29 0.12 0.09 0.24 0.19
Crit Moves: ****  ****  ****  ****  ****
Green/Cycle: 0.05 0.15 0.15 0.29 0.39 0.39 0.26 0.37 0.37 0.12 0.23 0.23
Volume/Cap: 1.04 0.32 0.50 0.50 0.11 1.04 1.04 0.78 0.33 0.78 1.04 0.81
Delay/Veh: 161.6 68.8 72.2 53.2 35.5 102.9 103.0 51.9 40.4 86.3 106 77.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 161.6 68.8 72.2 53.2 35.5 102.9 103.0 51.9 40.4 86.3 106 77.6
LOS by Move: F E E D D F F D D F F E
HCM2k95thQ: 17 9 12 22 5 67 53 45 14 19 51 31

Note: Queue reported is the number of cars per lane.
### Natomas Crossing
#### Baseline Conditions

**Level Of Service Computation Report**

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #9 East Commerce Way and Arco Arena Main Entrance - Road B3**

**Cycle (sec):** 0  
**Critical Vol./Cap.(X):** 0.082

**Loss Time (sec):** 9 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 1.7

**Optimal Cycle:** 60  
**Level Of Service:** A

**Street Name:** East Commerce Way  
**Approach:** North Bound  
**Movement:** L  -  T  -  R  
**Control:** Protected  
**Rights:** Include  
**Min. Green:** 0  
**Lanes:** 1  0  3  0  1

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol</th>
<th>Growth Adj</th>
<th>Initial Bse</th>
<th>User Adj</th>
<th>P HF Volume</th>
<th>Reduced Vol</th>
<th>PCE Adj</th>
<th>MLF Adj</th>
<th>Final Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 206</td>
<td>1.00 1.00</td>
<td>9 206</td>
<td>1.00 1.00</td>
<td>9 206</td>
<td>9 206</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>9 206</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane</th>
<th>Adjustment</th>
<th>Lanes</th>
<th>Final Sat.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900</td>
<td>0.95 0.91</td>
<td>1.00 3.00</td>
<td>1805 5187</td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat</th>
<th>Crit Moves</th>
<th>Green/Cycle</th>
<th>Volume/Cap</th>
<th>Delay/Veh</th>
<th>User DeLAdj</th>
<th>AdjDel/Veh</th>
<th>LOS by Move</th>
<th>HCM2k95thQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00 0.04 0.01</td>
<td>****</td>
<td>0.06 0.84 0.84</td>
<td>0.08 0.05 0.01</td>
<td>26.9 0.8 0.8 29.8 1.4</td>
<td>1.00 1.00 1.00 1.00 1.00</td>
<td>0 1 0 0 1 0 0 0 0 0 2 0 1</td>
<td>0 1 0 0 1 0 0 0 0 0 2 0 1</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Queue reported is the number of cars per lane.
**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 East Commerce Way and Arena Boulevard

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.439</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>Average Delay (sec/veh):</td>
<td>13.2</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

**Street Name:** East Commerce Way, Arena Boulevard

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L - T - R
- L - T - R
- L - T - R
- L - T - R

**Control:**
- Protected
- Protected
- Protected
- Protected

**Rights:**
- Include
- Include
- Include
- Include

**Min. Green:**
- 0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:**
- 2 0 3 0 1
- 2 0 2 0 1
- 2 0 3 0 1
- 2 0 3 0 1

**Volume Module:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>44</td>
<td>8</td>
<td>32</td>
<td>166</td>
<td>15</td>
<td>181</td>
<td>98</td>
<td>1112</td>
<td>86</td>
<td>43</td>
<td>951</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>Adjustment:</th>
<th>Lanes:</th>
<th>Final Sat.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900</td>
<td>1900</td>
<td>2.00</td>
<td>3502 5187</td>
</tr>
<tr>
<td>1900</td>
<td>0.92</td>
<td>3.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
<tr>
<td>1900</td>
<td>0.85</td>
<td>2.00</td>
<td>1615</td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.01</td>
<td>0.00</td>
<td>0.02</td>
<td>0.05</td>
<td>0.00</td>
<td>0.11</td>
<td>0.03</td>
<td>0.21</td>
<td>0.05</td>
</tr>
<tr>
<td>0.00</td>
<td>0.01</td>
<td>0.00</td>
<td>0.02</td>
<td>0.05</td>
<td>0.00</td>
<td>0.18</td>
<td>0.08</td>
<td>0.01</td>
</tr>
<tr>
<td>0.03</td>
<td>0.08</td>
<td>0.08</td>
<td>0.20</td>
<td>0.26</td>
<td>0.26</td>
<td>0.07</td>
<td>0.49</td>
<td>0.49</td>
</tr>
<tr>
<td>0.02</td>
<td>0.02</td>
<td>0.24</td>
<td>0.24</td>
<td>0.02</td>
<td>0.44</td>
<td>0.41</td>
<td>0.44</td>
<td>0.44</td>
</tr>
<tr>
<td>0.44</td>
<td>0.02</td>
<td>0.24</td>
<td>0.24</td>
<td>0.02</td>
<td>0.44</td>
<td>0.41</td>
<td>0.44</td>
<td>0.44</td>
</tr>
<tr>
<td>0.25</td>
<td>0.26</td>
<td>0.20</td>
<td>0.15</td>
<td>0.79</td>
<td>0.10</td>
<td>8.4</td>
<td>31.8</td>
<td>11.3</td>
</tr>
<tr>
<td>26.6</td>
<td>20.3</td>
<td>16.7</td>
<td>19.5</td>
<td>19.7</td>
<td>10.1</td>
<td>8.4</td>
<td>31.8</td>
<td>11.3</td>
</tr>
<tr>
<td>31.7</td>
<td>25.2</td>
<td>26.6</td>
<td>20.3</td>
<td>16.7</td>
<td>19.5</td>
<td>27.9</td>
<td>10.1</td>
<td>8.4</td>
</tr>
<tr>
<td>100</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
</tbody>
</table>

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 E. Commerce Way and Amelia Earhart Ave. - Road C3

Cycle (sec): 0 Critical Vol./Cap.(X): 0.099
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
Optimal Cycle: 60 Level Of Service: A

Street Name: E. Commerce Way Amelia Earhart Ave. - Road C3
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-
-
-
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 3 0 1 1 0 1 0 0 0 0 1 0 0 0 1
-
-
-
Volume Module:
Base Vol: 0 64 2 7 137 0 0 0 0 2 0 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 64 2 7 137 0 0 0 0 2 0 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 64 2 7 137 0 0 0 0 2 0 20
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 64 2 7 137 0 0 0 0 2 0 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 64 2 7 137 0 0 0 0 2 0 20
-
-
-
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.85 0.95 1.00 1.00 1.00 1.00 0.95 1.00 0.85 0.95
Lanes: 1.00 3.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 1900 1805 1805 1805 1900 0 0 0 0 1805 0 1805
-
-
-
Capacity Analysis Module:
Vol/Sat: 0.00 0.01 0.00 0.00 0.07 0.00 0.00 0.00 0.00 0.00 0.00 0.01
Crit Moves: ****
****
****
****
****
****
****
****
****
****
****
****
****
Green/Cycle: 0.00 0.55 0.55 0.17 0.73 0.00 0.00 0.00 0.00 0.12 0.00 0.12
Volume/Cap: 0.00 0.02 0.02 0.00 0.10 0.00 0.00 0.00 0.00 0.00 0.01 0.00
Delay/Veh: 0.0 6.1 6.0 20.6 2.5 0.0 0.0 0.0 0.0 23.0 0.0 23.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 6.1 6.0 20.6 2.5 0.0 0.0 0.0 0.0 23.0 0.0 23.5
LOS by Move: A A A A A A A A A A A
HCM2k95thQ: 0 0 0 2 0 0 0 0 0 0 0 1

Note: Queue reported is the number of cars per lane.
# Natomas Crossing Baseline Conditions

## PM Peak Hour

### Level Of Service Computation Report

#### 2000 HCM Operations Method (Base Volume Alternative)

**Intersection #17 E. Commerce Way and Natomas Crossing Drive**

- **Cycle (sec):** 0
- **Critical Vol./Cap. (X):** 0.095
- **Loss Time (sec):** 9 (Y+R=4.0 sec)
- **Average Delay (sec/veh):** 10.5
- **Optimal Cycle:** 60
- **Level Of Service:** B

**Street Name:**
- E. Commerce Way
- Natomas Crossing Drive

**Approach:**
- North Bound: L - T - R
- South Bound: L - T - R
- East Bound: L - T - R
- West Bound: L - T - R

**Movement:**
- L - T - R

**Control:**
- Protected
- Include

**Rights:**
- Include

**Min. Green:**
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

**Lanes:**
- 1
- 0
- 2
- 0
- 1
- 2
- 0
- 1
- 0
- 0
- 0
- 0

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>139</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>66</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>139</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>66</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>139</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>66</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>139</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>66</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Final Volume:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>139</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>66</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 0.92 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 1900 | 3610 | 1900 | 3502 | 1900 | 0 | 0 | 0 | 3686 | 0 | 1615 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
| Crit Moves: | **** | **** |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.43 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 |
| Delay/Veh: | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.2 |
| LOS by Move: | A | A | A | B | A | A | A | A | A | A | A | B |
| HCM2k95thQ: | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

**Note:** Queue reported is the number of cars per lane.
Natomas Crossing  
Baseline Conditions  
PM Peak Hour

### Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #23 Duckhorn Drive and San Juan Road**

**Cycle (sec):** 0  
**Critical Vol./Cap.(X):** 0.547

**Loss Time (sec):** 9 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 16.5

**Optimal Cycle:** 60  
**Level Of Service:** B

#### Street Name:
- **Duckhorn Drive**  
- **San Juan Road**

#### Approach:
- **North Bound:** L - T - R  
- **South Bound:** L - T - R  
- **East Bound:** L - T - R  
- **West Bound:** L - T - R

#### Control:
- Lanes: 0 1 0 0 1 1 0 1 0 1 1 0 0 1 1 0 1 0 1 1

#### Rights:
- Include

#### Min. Green:
- 0 0 0 0 0 0 0 0 0 0 0 0

#### Lanes:
- 0 1 0 0 1 1 0 1 0 1 1 0 0 1 1 0 1 0 1

#### Volume Module:
- **Base Vol:** 27 125 119 228 123 40 53 167 81 250 221 187
- **Growth Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Initial Bse:** 27 125 119 228 123 40 53 167 81 250 221 187
- **User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Volume:** 27 125 119 228 123 40 53 167 81 250 221 187
- **Reduced Vol:** 27 125 119 228 123 40 53 167 81 250 221 187
- **PCE Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **MLF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Final Volume:** 27 125 119 228 123 40 53 167 81 250 221 187

#### Saturation Flow Module:
- **Sat/Lane:** 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- **Adjustment:** 0.95 0.95 0.85 0.64 1.00 0.85 0.95 0.95 0.95 1.00 0.85
- **Lanes:** 0.18 0.82 1.00 1.00 1.00 1.00 0.67 0.33 1.00 1.00 1.00
- **Final Sat.:** 319 1478 1615 1207 1900 1615 1805 1217 590 1805 1900 1615

#### Capacity Analysis Module:
- **Vol/Sat:** 0.08 0.08 0.07 0.19 0.06 0.02 0.03 0.14 0.14 0.14 0.12 0.12
- **Cri Moves:** **** **** ****
- **Green/Cycle:** 0.35 0.35 0.35 0.35 0.35 0.35 0.10 0.25 0.25 0.25 0.40 0.40
- **Volume/Cap:** 0.24 0.24 0.21 0.55 0.19 0.07 0.29 0.55 0.55 0.55 0.29 0.29
- **Delay/Veh:** 14.2 14.2 14.1 17.4 13.9 13.2 25.8 20.9 20.9 20.8 12.3 12.4
- **User DelAdj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **AdjDel/Veh:** 14.2 14.2 14.1 17.4 13.9 13.2 25.8 20.9 20.9 20.8 12.3 12.4
- **LOS by Move:** B B B B B C C C C B B
- **HCM2k95thQ:** 4 4 3 8 3 1 3 9 9 9 6 5

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

**Baseline Conditions**

**PM Peak Hour**

---

#### Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #24 Truxel Road and Arena Boulevard**

---

**Cycle (sec):** 0  
**Critical Vol./Cap.(X):** 0.602  
**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 20.4  
**Optimal Cycle:** 60  
**Level Of Service:** C

---

**Street Name:** Truxel Road  
**Approach:** North Bound  
**Movement:** L - T - R

---

**Control:** Protected  
**Rights:** Include  
**Min. Green:** 0

---

**Volume Module:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>286 944</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>305 488</td>
<td>315 141</td>
<td>141 697</td>
<td>141 697</td>
<td>141 697</td>
<td>286 944</td>
</tr>
</tbody>
</table>

---

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>Adjustment:</th>
<th>Lanes:</th>
<th>Final Sat.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900 1900</td>
<td>0.92 0.91</td>
<td>2.00</td>
<td>3502 5187</td>
</tr>
<tr>
<td>1900 1900</td>
<td>0.92 0.91</td>
<td>4.00</td>
<td>6916 1615</td>
</tr>
<tr>
<td>1900 1900</td>
<td>0.92 0.91</td>
<td>1.00</td>
<td>3502 5187</td>
</tr>
</tbody>
</table>

---

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.08 0.14</td>
<td>****</td>
<td>0.14 0.22</td>
<td>0.66 0.25</td>
<td>26.6 21.6</td>
<td>1.00 1.00</td>
<td>26.6 21.6</td>
<td>C C B C C</td>
</tr>
</tbody>
</table>

---

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Conditions
PM Peak Hour

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

Intersection #25 Truxel Road and Natomas Crossing Drive

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.435</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>16.2</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

Street Name: Truxel Road, Natomas Crossing Drive
Approach: North Bound, South Bound, East Bound, West Bound

<table>
<thead>
<tr>
<th>Movement:</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2 0 4 0</td>
<td>1 0 4 0</td>
<td>1 0 0 1</td>
<td>1 0 0 1</td>
</tr>
</tbody>
</table>

Volume Module:
| Base Vol:  | 276 1191 | 120 | 69 992 | 133 | 59 13 | 263 | 74 15 | 55 |
| Growth Adj: | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 |
| Initial Bse: | 276 1191 | 120 | 69 992 | 133 | 59 13 | 263 | 74 15 | 55 |
| User Adj:   | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 |
| PHF Adj:    | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 |
| PHF Volume: | 276 1191 | 120 | 69 992 | 133 | 59 13 | 263 | 74 15 | 55 |
| Reduct Vol: | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 |
| Reduced Vol: | 276 1191 | 120 | 69 992 | 133 | 59 13 | 263 | 74 15 | 55 |
| PCE Adj:    | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 |
| MLF Adj:    | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 |
| Final Volume: | 276 1191 | 120 | 69 992 | 133 | 59 13 | 263 | 74 15 | 55 |

Saturation Flow Module:
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.86 | 0.86 | 0.95 | 0.88 | 0.88 |
| Lanes: | 2.00 | 4.00 | 1.00 | 4.00 | 1.00 | 0.09 | 1.91 | 1.00 | 0.21 | 0.79 | | |
| Final Sat.: | 3502 | 6916 | 1615 | 1805 | 6916 | 1615 | 1805 | 153 | 3103 | 1805 | 359 | 1317 |

Capacity Analysis Module:
| Vol/Sat: | 0.08 | 0.17 | 0.07 | 0.04 | 0.14 | 0.08 | 0.03 | 0.08 | 0.08 | 0.04 | 0.04 | 0.04 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.18 | 0.42 | 0.42 | 0.09 | 0.33 | 0.33 | 0.13 | 0.19 | 0.19 | 0.09 | 0.16 | 0.16 |
| Volume/Cap: | 0.44 | 0.41 | 0.18 | 0.41 | 0.44 | 0.25 | 0.26 | 0.44 | 0.44 | 0.44 | 0.26 | 0.26 |
| Delay/Veh: | 22.3 | 12.4 | 11.1 | 27.3 | 15.9 | 14.9 | 24.2 | 21.7 | 21.7 | 27.4 | 22.5 | 22.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.3 | 12.4 | 11.1 | 27.3 | 15.9 | 14.9 | 24.2 | 21.7 | 21.7 | 27.4 | 22.5 | 22.5 |
| LOS by Move: | C | B | B | C | B | C | C | C | C | C | C | C |
| HCM2k95thQ: | 6 9 | 3 4 | 9 4 | 3 6 | 6 4 | 3 3 | | | | | |

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Baseline (Without Development) Conditions
Saturday Peak Hour

Scenario Report

Scenario: Baseline Saturday

Command: Baseline Saturday
Volume: Baseline Saturday
Geometry: Baseline Without Development
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration
### Natomas Crossing
Baseline (Without Development) Conditions
Saturday Peak Hour

Impact Analysis Report
Level Of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Base LOS Veh</th>
<th>Base Del/ V/</th>
<th>Future LOS Veh</th>
<th>Future Del/ V/</th>
<th>Change in Del/ V/</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1 El Centro Road and Arena Boulevard</td>
<td>B 15.6</td>
<td>0.440</td>
<td>B 15.6</td>
<td>0.440</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 2 Duckhorn Drive and Arena Boulevard</td>
<td>B 19.5</td>
<td>0.608</td>
<td>B 19.5</td>
<td>0.608</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 3 Arena Boulevard and I-5 Southbound</td>
<td>A 5.8</td>
<td>0.278</td>
<td>A 5.8</td>
<td>0.278</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 4 Arena Boulevard and I-5 Northbound</td>
<td>B 12.1</td>
<td>0.448</td>
<td>B 12.1</td>
<td>0.448</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 5 East Commerce Way and Del Paso</td>
<td>E 74.0</td>
<td>0.960</td>
<td>E 74.0</td>
<td>0.960</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 9 East Commerce Way and Arco Arena</td>
<td>A 1.6</td>
<td>0.055</td>
<td>A 1.6</td>
<td>0.055</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 12 East Commerce Way and Arena Boulevard</td>
<td>B 14.6</td>
<td>0.279</td>
<td>B 14.6</td>
<td>0.279</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 14 East Commerce Way and Amelia Ear</td>
<td>B 11.9</td>
<td>0.076</td>
<td>B 11.9</td>
<td>0.076</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 17 East Commerce Way and Natomas Crossing</td>
<td>B 11.1</td>
<td>0.085</td>
<td>B 11.1</td>
<td>0.085</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 23 Duckhorn Drive and San Juan Road</td>
<td>B 14.8</td>
<td>0.313</td>
<td>B 14.8</td>
<td>0.313</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 24 Truxel Road and Arena Boulevard</td>
<td>B 18.7</td>
<td>0.458</td>
<td>B 18.7</td>
<td>0.458</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 25 Truxel Road and Natomas Crossing</td>
<td>B 17.1</td>
<td>0.425</td>
<td>B 17.1</td>
<td>0.425</td>
<td>+ 0.000 D/V</td>
</tr>
</tbody>
</table>
Natomas Crossing  
Baseline (Without Development) Conditions  
Saturday Peak Hour

2000 HCM Operations Method (Base Volume Alternative)  

Intersection #1 El Centro Road and Arena Boulevard

| Cycle (sec): 0 | Critical Vol./Cap.(X): 0.440 |
| Loss Time (sec): 12 (Y+R=4.0 sec) | Average Delay (sec/veh): 15.6 |
| Optimal Cycle: 60 | Level Of Service: B |

<table>
<thead>
<tr>
<th>Street Name: El Centro Road</th>
<th>Arena Boulevard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach: North Bound</td>
<td>South Bound</td>
</tr>
<tr>
<td>Movement: L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control: Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights: Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green: 0</td>
<td>0</td>
</tr>
<tr>
<td>Lanes: 1</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Volume Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Vol: 90</td>
</tr>
<tr>
<td>Growth Adj: 1.00</td>
</tr>
<tr>
<td>Initial Bse: 90</td>
</tr>
<tr>
<td>User Adj: 1.00</td>
</tr>
<tr>
<td>PHF Adj: 1.00</td>
</tr>
<tr>
<td>PHF Volume: 90</td>
</tr>
<tr>
<td>Reuct Vol: 0</td>
</tr>
<tr>
<td>Reduced Vol: 90</td>
</tr>
<tr>
<td>PCE Adj: 1.00</td>
</tr>
<tr>
<td>MLF Adj: 1.00</td>
</tr>
<tr>
<td>FinalVolume: 90</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturation Flow Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sat/Lane: 1900</td>
</tr>
<tr>
<td>Adjustment: 0.95</td>
</tr>
<tr>
<td>Lanes: 1.00</td>
</tr>
<tr>
<td>Final Sat.: 1805</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity Analysis Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vol/Sat: 0.05</td>
</tr>
<tr>
<td>Crit Moves: ****</td>
</tr>
<tr>
<td>Green/Cycle: 0.11</td>
</tr>
<tr>
<td>Volume/Cap: 0.44</td>
</tr>
<tr>
<td>Delay/Veh: 26.3</td>
</tr>
<tr>
<td>User Del Adj: 1.00</td>
</tr>
<tr>
<td>AdjDel/Veh: 26.3</td>
</tr>
<tr>
<td>LOS by Move: C</td>
</tr>
<tr>
<td>HCM2k95thQ: 4</td>
</tr>
</tbody>
</table>

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Baseline (Without Development) Conditions
Saturday Peak Hour

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

Intersection #2 Duckhorn Drive and Arena Boulevard

Cycle (sec): 0
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: 60

Critical Vol./Cap.(X): 0.608
Average Delay (sec/veh): 19.5
Level Of Service: B

Cycle (sec): 0
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: 60

Critical Vol./Cap.(X): 0.608
Average Delay (sec/veh): 19.5
Level Of Service: B

Street Name: Duckhorn Drive Arena Boulevard
Approach: North Bound South Bound East Bound West Bound
Movement: L  -  T  -  R  L  -  T  -  R  L  -  T  -  R  L  -  T  -  R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 2 0 0 1 0 1 0 2 0 1 0 2 0 1

Volume Module:
Base Vol: 77 26 321 85 35 23 35 560 85 378 495 213
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 77 26 321 85 35 23 35 560 85 378 495 213
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 77 26 321 85 35 23 35 560 85 378 495 213
Reduced Vol: 77 26 321 85 35 23 35 560 85 378 495 213
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 77 26 321 85 35 23 35 560 85 378 495 213

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.85 0.92 0.94 0.94 0.95 0.95 0.85 0.92 0.95 0.85
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1900 1615 3502 1078 708 1805 3610 1615 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.20 0.20 0.02 0.03 0.03 0.02 0.16 0.05 0.11 0.14 0.13
Crit Moves: **** **** **** ****
Green/Cycle: 0.21 0.33 0.33 0.04 0.16 0.16 0.05 0.26 0.26 0.18 0.38 0.38
Volume/Cap: 0.20 0.04 0.61 0.61 0.20 0.20 0.36 0.61 0.21 0.61 0.36 0.35
Delay/Veh: 19.9 13.8 19.0 35.8 22.3 22.3 29.7 20.9 17.8 24.5 13.6 13.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 19.9 13.8 19.0 35.8 22.3 22.3 29.7 20.9 17.8 24.5 13.6 13.7
LOS by Move: B B B D C C C B C B B
HCM2k95thQ: 3 1 12 4 2 2 11 3 9 7 6

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Baseline Saturday          Thu Dec 18, 2008 09:33:15                 Page 5-1
Natomas Crossing
Baseline (Without Development) Conditions
Saturday Peak Hour
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #3 Arena Boulevard and I-5 Southbound Ramps
Cycle (sec):           0                Critical Vol./Cap.(X):         0.278
Loss Time (sec):       6 (Y+R=4.0 sec)  Average Delay (sec/veh):         5.8
Optimal Cycle:        60                Level Of Service:                  A
Street Name:       I-5 Southbound Ramps                Arena Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    2  0  0  0  1    0  0  2  0  1    0  0  3  0  1
Volume Module:
Base Vol:       0    0     0   116    0    98     0  457   518     0  981   274
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   116    0    98     0  457   518     0  981   274
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   116    0    98     0  457     0     0  981     0
Reduced Vol:    0    0     0   116    0    98     0  457     0     0  981     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0   116    0    98     0  457     0     0  981     0
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00  1.00 0.62 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes:       0.00 0.00  0.00 2.00 0.00 1.00 2.00 1.00 0.00 2.00 1.00 1.00
Final Sat.:     0    0     0  2341    0  1615     0 3610  1900     0 5187  1900
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.05 0.00 0.06 0.00 0.13 0.00 0.00 0.19 0.00
Crit Moves:  ****          ****
Green/Cycle:  0.00 0.00  0.00 0.22 0.00 0.22 0.00 0.68 0.00 0.00 0.68 0.00
Volume/Cap:  0.00 0.00  0.00 0.23 0.00 0.28 0.00 0.19 0.00 0.00 0.28 0.00
Delay/Veh:   0.0  0.0   19.5  0.0  19.9  0.0  3.5  0.0  0.0  3.8  0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0   19.5  0.0  19.9  0.0  3.5  0.0  0.0  3.8  0.0
LOS by Move: A  A  A  B  A  B  A  A  A  A  A  A
HCM2k95thQ:  0  0  0  2  0  4  0  3  0  0  6  0
Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing  
Baseline (Without Development) Conditions  
Saturday Peak Hour

### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #4 Arena Boulevard and I-5 Northbound Ramps**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.448</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>6 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>12.1</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

**Street Name:** I-5 Northbound Ramps  
**Approach:** North Bound  
**Movement:** L - T - R  
**Control:** Permitted  
**Rights:** Include  
**Min. Green:** 0  
**Lanes:** 2  
**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>606</th>
<th>319</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>482</th>
<th>81</th>
<th>0</th>
<th>649</th>
<th>71</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Bse:</td>
<td>606</td>
<td>319</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>482</td>
<td>81</td>
<td>0</td>
<td>649</td>
<td>71</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>606</td>
<td>319</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>482</td>
<td>0</td>
<td>0</td>
<td>649</td>
<td>0</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>606</td>
<td>319</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>482</td>
<td>0</td>
<td>0</td>
<td>649</td>
<td>0</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>606</td>
<td>319</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>482</td>
<td>0</td>
<td>0</td>
<td>649</td>
<td>0</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment:</td>
<td>0.59</td>
<td>1.00</td>
<td>0.75</td>
<td>1.00</td>
<td>1.00</td>
<td>0.95</td>
<td>1.00</td>
<td>0.91</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2.00</td>
<td>0.00</td>
<td>2.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>2.00</td>
<td>1.00</td>
<td>0.00</td>
<td>4.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>2248</td>
<td>0</td>
<td>2842</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3610</td>
<td>1900</td>
<td>0</td>
<td>6916</td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.27</th>
<th>0.00</th>
<th>0.11</th>
<th>0.00</th>
<th>0.00</th>
<th>0.00</th>
<th>0.13</th>
<th>0.00</th>
<th>0.00</th>
<th>0.09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves:</td>
<td>****</td>
<td>****</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td>0.60</td>
<td>0.00</td>
<td>0.60</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.30</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.45</td>
<td>0.00</td>
<td>0.19</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.45</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>6.7</td>
<td>0.0</td>
<td>5.4</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>17.4</td>
<td>0.0</td>
<td>0.164</td>
</tr>
<tr>
<td>User DeLAdj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>AdjDel/Veh:</td>
<td>6.7</td>
<td>0.0</td>
<td>5.4</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>17.4</td>
<td>0.0</td>
<td>0.164</td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>B</td>
<td>A</td>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>HCM2k95thQ:</td>
<td>7</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>6</td>
</tr>
</tbody>
</table>

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

**Baseline (Without Development) Conditions**

**Saturday Peak Hour**

---

#### Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #5 East Commerce Way and Del Paso Road**

---

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.960  
**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 74.0  
**Optimal Cycle:** 180  
**Level Of Service:** E

**Street Name:** East Commerce Way  
**Del Paso Road**

**Approach:**  
- **North Bound**  
- **South Bound**  
- **East Bound**  
- **West Bound**

**Movement:**  
- L - T - R  
- L - T - R  
- L - T - R  
- L - T - R

**Control:** Protected  
**Rights:** Include  
**Min. Green:** 0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:**  
- 2 0 3 0 1  
- 2 0 3 0 1  
- 3 0 3 0 1  
- 2 0 3 0 1

---

#### Volume Module:

**Base Vol:** 212 219 149 337 194 746 855 707 180 239 1006 340  
**Growth Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
**Initial Bse:** 212 219 149 337 194 746 855 707 180 239 1006 340  
**User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
**PHF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
**PHF Volume:** 212 219 149 337 194 746 855 707 180 239 1006 340  
**Reduced Vol:** 0 0 0 0 0 0 0 0 0 0 0 0  
**Reduced Vol:** 212 219 149 337 194 746 855 707 180 239 1006 340  
**PCE Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
**MLF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
**Final Volume:** 212 219 149 337 194 746 855 707 180 239 1006 340

---

#### Saturation Flow Module:

**Sat/Lane:** 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
**Adjustment:** 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85  
**Lanes:** 2.00 3.00 1.00 2.00 3.00 1.00 3.00 3.00 1.00 2.00 3.00 1.00  
**Final Sat.:** 3502 5187 1615 3502 5187 1615 5253 5187 1615 3502 5187 1615

---

#### Capacity Analysis Module:

**Vol/Sat:** 0.06 0.04 0.09 0.10 0.04 0.46 0.16 0.14 0.11 0.07 0.19 0.21  
**Crit Moves:** ****  
**Green/Cycle:** 0.06 0.27 0.27 0.28 0.48 0.48 0.17 0.26 0.26 0.13 0.22 0.22  
**Volume/Cap:** 0.96 0.16 0.35 0.35 0.08 0.96 0.96 0.53 0.43 0.53 0.88 0.96  
**Delay/Veh:** 133.1 50.6 53.8 52.1 25.2 67.8 95.0 57.6 56.3 74.3 76.5 106.6  
**User DelAdj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
**AdjDel/Veh:** 133.1 50.6 53.8 52.1 25.2 67.8 95.0 57.6 56.3 74.3 76.5 106.6  
**LOS by Move:** F D D D C E F E E E F  
**HCM2k95thQ:** 17 7 13 14 4 68 34 22 15 13 37 38

---

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Baseline Saturday
Thu Dec 18, 2008 09:33:15
Page 8-1

Natomas Crossing
Baseline (Without Development) Conditions
Saturday Peak Hour

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

Intersection #9 East Commerce Way and Arco Arena Main Entrance - Road B3

| Cycle (sec): | 0 | Critical Vol./Cap.(X): | 0.055 |
| Loss Time (sec): | 9 (Y+R=4.0 sec) | Average Delay (sec/veh): | 1.6 |
| Optimal Cycle: | 60 | Level Of Service: | A |

Street Name: East Commerce Way Arco Arena Main Entrance - Road B
Approach: L - T - R L - T - R L - T - R L - T - R
Movement: L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 3 0 1 2 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 229 13 12 244 0 0 0 0 12 0 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 229 13 12 244 0 0 0 0 12 0 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 229 13 12 244 0 0 0 0 12 0 11
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 229 13 12 244 0 0 0 0 12 0 11
FinalVolume: 0 229 13 12 244 0 0 0 0 12 0 11

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.85 0.92 0.91 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 1.00 3.00 1.00 2.00 3.00 0.0 0.0 3.00 0.0 3.00 0.0
Final Sat.: 1900 5187 1615 3502 5187 0 0 0 0 5253 0 2842

Capacity Analysis Module:
Vol/Sat: 0.00 0.04 0.01 0.00 0.05 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.00 0.79 0.79 0.06 0.85 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.06 0.01 0.06 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 1.4 1.4 26.6 0.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 1.4 1.4 26.6 0.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A
HCM2k95thQ: 0 1 0 0 1 0 0 0 2 0 3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Natomas Crossing
#### Baseline (Without Development) Conditions
##### Saturday Peak Hour

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #12 East Commerce Way and Arena Boulevard**

| Cycle (sec): | 0 | Critical Vol./Cap. (X): | 0.279 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 14.6 |
| Optimal Cycle: | 60 | Level Of Service: | B |

| Street Name: | East Commerce Way | Arena Boulevard |
| Movement: | North Bound | South Bound | East Bound | West Bound |
| Control: | Protected | Protected | Protected | Protected |
| Rights: | Include | Include | Include | Include |
| Min. Green: | 0 | 0 | 0 | 0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 |

#### Volume Module:

| Base Vol: | 57 | 24 | 31 | 117 | 13 | 123 | 96 | 636 | 65 | 25 | 537 | 127 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 24 | 31 | 117 | 13 | 123 | 96 | 636 | 65 | 25 | 537 | 127 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 57 | 24 | 31 | 117 | 13 | 123 | 96 | 636 | 65 | 25 | 537 | 127 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 24 | 31 | 117 | 13 | 123 | 96 | 636 | 65 | 25 | 537 | 127 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 57 | 24 | 31 | 117 | 13 | 123 | 96 | 636 | 65 | 25 | 537 | 127 |

#### Saturation Flow Module:

| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 3610 | 1615 | 3502 | 5187 | 1615 |

#### Capacity Analysis Module:

| Vol/Sat: | 0.02 | 0.00 | 0.02 | 0.03 | 0.00 | 0.08 | 0.03 | 0.12 | 0.04 | 0.01 | 0.10 | 0.08 |
| Green/Cycle: | 0.06 | 0.12 | 0.12 | 0.21 | 0.27 | 0.27 | 0.10 | 0.44 | 0.44 | 0.03 | 0.37 | 0.37 |
| Volume/Cap: | 0.28 | 0.04 | 0.16 | 0.16 | 0.01 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Delay/Veh: | 27.8 | 23.3 | 24.0 | 19.5 | 15.9 | 17.5 | 25.5 | 10.7 | 9.7 | 30.3 | 13.3 | 13.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.8 | 23.3 | 24.0 | 19.5 | 15.9 | 17.5 | 25.5 | 10.7 | 9.7 | 30.3 | 13.3 | 13.1 |
| LOS by Move: | C | C | C | B | B | B | C | B | A | C | B | B |
| HCM2k95thQ: | 2 | 0 | 1 | 2 | 0 | 4 | 2 | 6 | 2 | 1 | 5 | 4 |

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.076</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>9 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>11.9</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

**Street Name:** E. Commerce Way and Amelia Earhart Ave. - Road C3

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L - T - R
- L - T - R
- L - T - R
- L - T - R

**Control:**
- Protected
- Protected
- Protected
- Protected

**Rights:**
- Include
- Include
- Include
- Include

**Min. Green:**
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

**Lanes:**
- 1
- 0
- 3
- 0
- 1
- 1
- 0
- 1
- 0
- 0
- 0
- 0
- 0
- 0
- 1

**Volume Module:***

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>0</th>
<th>77</th>
<th>2</th>
<th>23</th>
<th>81</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>2</th>
<th>0</th>
<th>35</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>0</td>
<td>77</td>
<td>2</td>
<td>23</td>
<td>81</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>35</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>0</td>
<td>77</td>
<td>2</td>
<td>23</td>
<td>81</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>35</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>0</td>
<td>77</td>
<td>2</td>
<td>23</td>
<td>81</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>35</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>0</td>
<td>77</td>
<td>2</td>
<td>23</td>
<td>81</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>35</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment:</td>
<td>1.00</td>
<td>0.91</td>
<td>0.85</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.95</td>
<td>1.00</td>
<td>0.85</td>
<td>1.00</td>
</tr>
<tr>
<td>Lanes:</td>
<td>1.00</td>
<td>3.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>1.00</td>
<td>0.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>1900</td>
<td>5187</td>
<td>1615</td>
<td>1805</td>
<td>1900</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1805</td>
<td>0</td>
<td>1615</td>
<td></td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.00</th>
<th>0.01</th>
<th>0.00</th>
<th>0.01</th>
<th>0.04</th>
<th>0.00</th>
<th>0.00</th>
<th>0.00</th>
<th>0.00</th>
<th>0.00</th>
<th>0.00</th>
<th>0.02</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves:</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td>0.00</td>
<td>0.30</td>
<td>0.30</td>
<td>0.26</td>
<td>0.56</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.29</td>
<td>0.00</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.00</td>
<td>0.05</td>
<td>0.00</td>
<td>0.05</td>
<td>0.08</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>0.0</td>
<td>14.8</td>
<td>14.6</td>
<td>16.7</td>
<td>6.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>15.3</td>
<td>0.0</td>
</tr>
<tr>
<td>User DelAdj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>AdjDel/Veh:</td>
<td>0.0</td>
<td>14.8</td>
<td>14.6</td>
<td>16.7</td>
<td>6.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>15.3</td>
<td>0.0</td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>A</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>B</td>
<td>A</td>
<td>B</td>
<td>A</td>
</tr>
<tr>
<td>HCM2k95thQ:</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

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

Thu Dec 18, 2008 09:33:16

---

**Natomas Crossing**

Baseline (Without Development) Conditions

Saturday Peak Hour

---

**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #17 E. Commerce Way and Natomas Crossing Drive**

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.085

**Loss Time (sec):** 9 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 11.1

**Optimal Cycle:** 60  
**Level Of Service:** B

**Street Name:** E. Commerce Way  
Natomas Crossing Drive

**Approach:** North Bound  
South Bound  
East Bound  
West Bound

**Movement:** L  -  T  -  R  
L  -  T  -  R  
L  -  T  -  R  
L  -  T  -  R

---

**Control:** Protected  
Protected  
Protected  
Protected

**Rights:** Include  
Include  
Include  
Include

**Min. Green:** 0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:** 1 0 2 0 1 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0

---

**Volume Module:**

**Base Vol:** 0 0 0 83 0 0 0 0 0 0 0 78

**Growth Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**Initial Bse:** 0 0 0 83 0 0 0 0 0 0 0 78

**User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**PHF Volume:** 0 0 0 83 0 0 0 0 0 0 0 78

**Reduct Vol:** 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

**PHF Volume:** 0 0 0 83 0 0 0 0 0 0 0 78

**PCE Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**MLF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**Final Volume:** 0 0 0 83 0 0 0 0 0 0 0 78

---

**Saturation Flow Module:**

**Sat/Lane:** 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

**Adjustment:** 1.00 0.95 1.00 0.92 1.00 1.00 1.00 1.00 1.00 0.97 1.00 0.85

**Lanes:** 1.00 2.00 1.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 1.00

**Final Sat:** 1900 3610 1900 3502 1900 0 0 0 3686 0 1615

---

**Capacity Analysis Module:**

**Vol/Sat:** 0.00 0.00 0.00 0.02 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.05

**Crit Moves:**

**Green/Cycle:** 0.00 0.00 0.00 0.28 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.05

**Delay/Veh:** 0.0 0.0 0.0 16.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 5.9

**User DelAdj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**AdjDel/Veh:** 0.0 0.0 0.0 16.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 5.9

**LOS by Move:** A A A A A A A A A A A A

**HCM2k95thQ:** 0 0 0 1 0 0 0 0 0 0 0 1

---

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Baseline Saturday          Thu Dec 18, 2008 09:33:16                Page 12-1

Natomas Crossing
Baseline (Without Development) Conditions
Saturday Peak Hour

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

Intersection #23 Duckhorn Drive and San Juan Road

Cycle (sec): 0  Critical Vol./Cap.(X): 0.313
Loss Time (sec): 9 (Y+R=4.0 sec)  Average Delay (sec/veh): 14.8
Optimal Cycle: 60  Level Of Service: B

Street Name: Duckhorn Drive                    San Juan Road
Approach: North Bound      South Bound       East Bound       West Bound
Movement: L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control: Permitted        Permitted       Protected        Protected
Rights: Include          Include          Include          Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 0 0 0 0 0

Volume Module:
Base Vol:  39   91   140   134   86    31    26  100    41   149  129   137
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39   91   140   134   86    31    26  100    41   149  129   137
User Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39   91   140   134   86    31    26  100    41   149  129   137
Reduced Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39   91   140   134   86    31    26  100    41   149  129   137
PCE Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:   39   91   140   134   86    31    26  100    41   149  129   137

Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.91 0.91  0.85  0.67 1.00  0.85  0.95 0.96  0.96  0.95 1.00  0.85
Lanes:  0.30 0.70  1.00  1.00 1.00  1.00  1.00 0.71  0.29  1.00 1.00  1.00
Final Sat.:   519 1212  1615  1265 1900  1615  1805 1288   528  1805 1900  1615

Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.09 0.11 0.05  0.02  0.01 0.08  0.08  0.08 0.07  0.08
Crit Moves:  ****  ****  ****  ****
Green/Cycle:  0.34 0.34  0.34 0.34 0.34  0.34  0.07 0.25  0.25  0.26 0.44  0.44
Volume/Cap:  0.22 0.22  0.26 0.31 0.13  0.06  0.19 0.31  0.31  0.31 0.16  0.19
Delay/Veh:  14.4 14.4  14.6 15.1 13.9  13.4  26.8 18.8  18.8  18.1 10.3  10.5
User DelAdj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  14.4 14.4  14.6 15.1 13.9  13.4  26.8 18.8  18.8  18.1 10.3  10.5
LOS by Move:    B   B   B   B   B   B   B   B   B   B
HCM2k95thQ:    4  4  4  4  2  1  1  5  5  5  3  3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Baseline Saturday  Thu Dec 18, 2008 09:33:16  Page 13-1

Natomas Crossing
Baseline (Without Development) Conditions
Saturday Peak Hour

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

Intersection #24 Truxel Road and Arena Boulevard

| Cycle (sec): | 0 | Critical Vol./Cap.(X): | 0.458 |
| Loss Time (sec): | 12 (Y+R=4.0 sec) | Average Delay (sec/veh): | 18.7 |
| Optimal Cycle: | 60 | Level Of Service: | B |

Street Name:  Truxel Road                     Arena Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  4  0  1    2  0  4  0  1    2  0  3  0  1    2  0  3  0  1

Volume Module:
Base Vol:     206  776    42   211  808   156   131  326   236    45  246   247
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  206  776    42   211  808   156   131  326   236    45  246   247
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   206  776    42   211  808   156   131  326   236    45  246   247
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  206  776    42   211  808   156   131  326   236    45  246   247
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  206  776    42   211  808   156   131  326   236    45  246   247

Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.91  0.85  0.92 0.91  0.85  0.92 0.91  0.85  0.92 0.91  0.85
Lanes:       2.00 4.00  1.00  2.00 4.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3502 6916  1615  3502 6916  1615  3502 5187  1615  3502 5187  1615

Capacity Analysis Module:
Vol/Sat:     0.06 0.11  0.03  0.06 0.12  0.10  0.04 0.06  0.15  0.01 0.05  0.15
Crit Moves:  ****        ****        ****        ****
Green/Cycle:  0.13 0.25  0.25  0.13 0.26  0.26  0.08 0.38  0.38  0.03 0.33  0.33
Volume/Cap:   0.46 0.45  0.10  0.45 0.46  0.38  0.46 0.16  0.38  0.38 0.14  0.46
Delay/Veh:    24.9 19.2  17.4  24.6 19.0  19.0  27.4 12.2  13.8  30.4 14.0  16.3
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   24.9 19.2  17.4  24.6 19.0  19.0  27.4 12.2  13.8  30.4 14.0  16.3
LOS by Move:    C    B     B     C    B     B     C    B     B    C    B     B
HCM2k95thQ:  5 8 1 5 8 6 4 3 7 2 3 8

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Baseline (Without Development) Conditions
Saturday Peak Hour

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

Intersection #25 Truxel Road and Natomas Crossing Drive

Cycle (sec): 0  Critical Vol./Cap.(X): 0.425
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 17.1
Optimal Cycle: 60  Level Of Service: B

Street Name: Truxel Road  Natomas Crossing Drive
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L - T - R  L - T - R  L - T - R  L - T - R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 4 0 1 1 0 4 0 1 1 0 0 1 1 0 0 0

Volume Module:
Base Vol: 245 908 85 67 940 75 51 16 260 90 23 58
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 245 908 85 67 940 75 51 16 260 90 23 58
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 245 908 85 67 940 75 51 16 260 90 23 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 908 85 67 940 75 51 16 260 90 23 58
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 245 908 85 67 940 75 51 16 260 90 23 58

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 0.85 0.95 0.91 0.85 0.95 0.86 0.86 0.95 0.89 0.89
Lanes: 2.00 4.00 4.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 3502 6916 1615 1805 6916 1615 1805 189 3075 1805 482 1215

Capacity Analysis Module:
Vol/Sat: 0.07 0.13 0.05 0.04 0.14 0.05 0.03 0.08 0.08 0.05 0.05 0.05
Crit Moves: ****  ****  ****  ****
Green/Cycle: 0.16 0.38 0.38 0.11 0.32 0.32 0.12 0.20 0.20 0.12 0.20 0.20
Volume/Cap: 0.43 0.35 0.14 0.35 0.43 0.15 0.24 0.43 0.43 0.24 0.24
Delay/Veh: 23.0 13.5 12.4 26.0 16.2 14.7 24.6 21.5 21.5 26.0 20.6 20.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.0 13.5 12.4 26.0 16.2 14.7 24.6 21.5 21.5 26.0 20.6 20.6
LOS by Move: C B B C B C C C C C C
HCM2k95thQ: 5 7 2 3 8 2 6 6 4 3 3

Note: Queue reported is the number of cars per lane.
<table>
<thead>
<tr>
<th>Scenario Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario:</td>
</tr>
<tr>
<td>Command:</td>
</tr>
<tr>
<td>Volume:</td>
</tr>
<tr>
<td>Geometry:</td>
</tr>
<tr>
<td>Impact Fee:</td>
</tr>
<tr>
<td>Trip Generation:</td>
</tr>
<tr>
<td>Trip Distribution:</td>
</tr>
<tr>
<td>Paths:</td>
</tr>
<tr>
<td>Routes:</td>
</tr>
<tr>
<td>Configuration:</td>
</tr>
</tbody>
</table>
### Impact Analysis Report

#### Level Of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Base LOS Veh</th>
<th>Base V C</th>
<th>Future LOS Veh</th>
<th>Future V C</th>
<th>Change in Veh</th>
<th>Change in V C</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1 El Centro Road and Arena Boulevard</td>
<td>B 19.6 0.640</td>
<td>B 19.6 0.640</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 2 Duckhorn Drive and Arena Boulevard</td>
<td>C 21.2 0.717</td>
<td>C 21.2 0.717</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 3 Arena Boulevard and I-5 Southb</td>
<td>A 9.4 0.362</td>
<td>A 9.4 0.362</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 4 Arena Boulevard and I-5 Northb</td>
<td>B 14.6 0.737</td>
<td>B 14.6 0.737</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 5 East Commerce Way and Del Paso</td>
<td>F 87.6 1.089</td>
<td>F 87.6 1.089</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 7 E. Commerce Way and Road B5</td>
<td>B 10.9 0.000</td>
<td>B 10.9 0.000</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 8 E. Commerce Way and Road B4</td>
<td>B 10.8 0.000</td>
<td>B 10.8 0.000</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 9 East Commerce Way and Arco Are</td>
<td>B 16.9 0.513</td>
<td>B 16.9 0.513</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 10 E. Commerce Way and Road B2</td>
<td>B 10.5 0.000</td>
<td>B 10.5 0.000</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 11 E. Commerce Way and Road B1</td>
<td>B 10.3 0.000</td>
<td>B 10.3 0.000</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 12 East Commerce Way and Arena Bo</td>
<td>C 29.6 0.819</td>
<td>C 29.6 0.819</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 13 E. Commerce Way and Road C4</td>
<td>B 10.2 0.000</td>
<td>B 10.2 0.000</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 14 E. Commerce Way and Amelia Ear</td>
<td>B 11.4 0.287</td>
<td>B 11.4 0.287</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 15 E. Commerce Way and Road C2</td>
<td>A 6.1 0.214</td>
<td>A 6.1 0.214</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 16 E. Commerce Way and Road C1</td>
<td>A 9.6 0.000</td>
<td>A 9.6 0.000</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 17 E. Commerce Way and Natomas Cr</td>
<td>A 8.6 0.267</td>
<td>A 8.6 0.267</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 18 E. Commerce Way and Road D3</td>
<td>B 10.2 0.000</td>
<td>B 10.2 0.000</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 19 East Commerce Way and Road D2</td>
<td>B 10.9 0.386</td>
<td>B 10.9 0.386</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 20 E. Commerce Way and Road D1</td>
<td>A 9.5 0.000</td>
<td>A 9.5 0.000</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 21 E. Commerce Way and San Juan R</td>
<td>B 12.7 0.687</td>
<td>B 12.7 0.687</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 23 Duckhorn Drive and San Juan Ro</td>
<td>B 16.2 0.465</td>
<td>B 16.2 0.465</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 24 Truxel Road and Arena Boulevar</td>
<td>C 20.4 0.651</td>
<td>C 20.4 0.651</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
<tr>
<td># 25 Truxel Road and Natomas Crossi</td>
<td>B 17.2 0.340</td>
<td>B 17.2 0.340</td>
<td>+ 0.000 D/V</td>
<td>+ 0.000 D/V</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Natomas Crossing

#### Baseline Plus Existing Zoning

##### AM Peak Hour

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Base Del/ V/ LOS Veh</th>
<th>Future Del/ V/ LOS Veh</th>
<th>Change in</th>
</tr>
</thead>
</table>

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Plus Existing Zoning
AM Peak Hour

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

Intersection #1 El Centro Road and Arena Boulevard

Cycle (sec): 0  Critical Vol./Cap.(X): 0.640
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 19.6
Optimal Cycle: 60  Level Of Service: B

Street Name: El Centro Road  Arena Boulevard
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L - T - R  L - T - R  L - T - R  L - T - R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 91 213 95 235 313 3 2 489 210 71 325 133
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 91 213 95 235 313 3 2 489 210 71 325 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 91 213 95 235 313 3 2 489 210 71 325 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 91 213 95 235 313 3 2 489 210 71 325 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 91 213 95 235 313 3 2 489 210 71 325 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 1.00 0.85 0.95 1.00 0.95 1.00 0.85 0.95
Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1615 1805 1900 1615 1805 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.06 0.06 0.13 0.16 0.00 0.00 0.26 0.13 0.04 0.17 0.08
Crit Moves: **** **** **** ****
Green/Cycle: 0.08 0.10 0.12 0.23 0.26 0.26 0.00 0.40 0.40 0.06 0.46 0.46
Volume/Cap: 0.64 0.56 0.56 0.56 0.64 0.01 0.37 0.64 0.32 0.64 0.37 0.18
Delay/Veh: 36.2 27.5 29.8 22.1 22.7 16.6 16.1 16.3 12.6 39.4 10.8 9.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adjdel/Veh: 36.2 27.5 29.8 22.1 22.7 16.6 16.1 16.3 12.6 39.4 10.8 9.6
LOS by Move: D C C C B E B B D B A
HCM2k95thQ: 6 6 5 9 12 0 1 16 6 5 8 3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Plus Existing Zoning
AM Peak Hour

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

Intersection #2 Duckhorn Drive and Arena Boulevard

Cycle (sec): 0  Critical Vol./Cap.(X): 0.717
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 21.2
Optimal Cycle: 60  Level Of Service: C

Street Name: Duckhorn Drive  Arena Boulevard
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L  T  R  L  T  R  L  T  R  L  T  R
------------|---------------||---------------||---------------||---------------|
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 2 0 0 1 0 1 0 2 0 1 0 2 0 1 0 2 0 1

Volume Module:
Base Vol: 65  6  337  219  61  51  39  903  58  184  398  227
Growth Adj: 1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse: 65  6  337  219  61  51  39  903  58  184  398  227
User Adj: 1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj: 1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume: 65  6  337  219  61  51  39  903  58  184  398  227
Reduced Vol: 65  6  337  219  61  51  39  903  58  184  398  227
PCE Adj: 1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj: 1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Volume: 65  6  337  219  61  51  39  903  58  184  398  227

Saturation Flow Module:
Sat/Lane: 1900 1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment: 0.95 1.00  0.85  0.95  1.00  0.85  0.95  0.85  0.95  0.85  0.95
Lanes: 1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Sat.: 1805 1900  1615  3502  964  806  1805 3610  1615  3502 3610  1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.00  0.21  0.06  0.06  0.06  0.02  0.25  0.04  0.05  0.11  0.14
Crit Moves: **** **** 0.05 0.11  0.14
Green/Cycle: 0.14 0.29  0.29  0.29  0.24  0.24  0.06  0.35  0.35  0.35  0.35
Volume/Cap: 0.26 0.21  0.26  0.21  0.26  0.26  0.38  0.72  0.72  0.72  0.72
Delay/Veh: 23.7 15.1  24.3  24.3  18.8  18.8  18.8  18.8  18.8  18.8  18.8
User DelAdj: 1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh: 23.7 15.1  24.3  24.3  18.8  18.8  29.7  29.7  19.0  19.0  19.0
HCM2k95thQ: 3 0 14  7 4  4  2 17  2  7  6  7

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

**Baseline Plus Existing Zoning**

**AM Peak Hour**

---

#### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #3 Arena Boulevard and I-5 Southbound Ramps**

| Cycle (sec): | 0 | Critical Vol./Cap. (X): | 0.362 |
| Loss Time (sec): | 6 (Y+R=4.0 sec) | Average Delay (sec/veh): | 9.4 |
| Optimal Cycle: | 60 | Level Of Service: | A |

**Street Name:** I-5 Southbound Ramps

**Approach:** North Bound

**Movement:** L - T - R

- **Control:** Permitted
- **Rights:** Include
- **Min. Green:** 0
- **Lanes:** 0 0 0 0

**Volume Module:**

| Base Vol: | 0 0 314 0 56 | 0 679 791 | 0 733 1044 |
| Growth Adj: | 1.00 1.00 1.00 1.00 | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 0 0 314 0 56 | 0 679 791 | 0 733 1044 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| PHF Volume: | 0 0 314 0 56 | 0 679 791 | 0 733 0 |
| Reduct Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: | 0 0 314 0 56 | 0 679 791 | 0 733 0 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| Final Volume: | 0 0 314 0 56 | 0 679 791 | 0 733 0 |

**Saturation Flow Module:**

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 1.00 1.00 1.00 0.60 1.00 0.85 1.00 0.95 1.00 0.91 1.00 1.00 |
| Lanes: | 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00 |
| Final Sat.: | 0 0 2282 0 1615 0 3610 1900 0 5187 1900 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.00 0.00 0.00 0.14 0.00 0.03 0.00 0.19 0.00 0.00 0.14 0.00 |
| Crit Moves: | **** |
| Green/Cycle: | 0.00 0.00 0.00 0.38 0.00 0.38 0.00 0.52 0.00 0.00 0.52 0.00 |
| Volume/Cap: | 0.00 0.00 0.00 0.36 0.00 0.09 0.00 0.36 0.00 0.00 0.27 0.00 |
| Delay/Veh: | 0.0 0.0 13.6 0.0 12.0 0.0 8.6 0.0 0.0 8.1 0.0 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 0.0 0.0 13.6 0.0 12.0 0.0 8.6 0.0 0.0 8.1 0.0 |
| LOS by Move: | A A A B A B A A A A A |
| HCM2k95thQ: | 0 0 0 5 0 1 0 8 0 0 6 0 |

**Note:** Queue reported is the number of cars per lane.
### Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #4 Arena Boulevard and I-5 Northbound Ramps**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.737</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>6 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>14.6</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

**Street Name:** I-5 Northbound Ramps

**Approach:** North Bound  South Bound  East Bound  West Bound

<table>
<thead>
<tr>
<th>Movement:</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Ignore</td>
<td>Ignore</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2 0 0 2</td>
<td>0 0 0 0</td>
<td>0 0 2 0</td>
<td>1 0 4 0</td>
</tr>
</tbody>
</table>

**Volume Module:**

| Base Vol: | 430 | 0 1122 | 0 0 0 | 0 971 | 47 | 0 1311 | 162 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 430 | 0 1122 | 0 0 0 | 0 971 | 47 | 0 1311 | 162 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 430 | 0 1122 | 0 0 0 | 0 971 | 0 | 0 1311 | 0 |
| Reuct Vol: | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 |
| Reduced Vol: | 430 | 0 1122 | 0 0 0 | 0 971 | 0 | 0 1311 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 430 | 0 1122 | 0 0 0 | 0 971 | 0 | 0 1311 | 0 |

**Saturation Flow Module:**

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 0.00 | 1.00 | 0.95 | 1.00 | 0.91 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 4.00 | 1.00 |
| Final Sat: | 2256 | 0 2842 | 0 0 0 | 0 3610 | 1900 | 0 6916 | 1900 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.19 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.19 | 0.00 |
| Crit Moves: | **** | **** | | | | | | | | | | |
| Green/Cycle: | 0.54 | 0.00 | 0.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.36 | 0.00 |
| Volume/Cap: | 0.36 | 0.00 | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.52 | 0.00 |
| Delay/Veh: | 8.2 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18.8 | 0.0 | 0.0 | 15.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.2 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18.8 | 0.0 | 0.0 | 15.1 | 0.0 |
| LOS by Move: | A | A | B | A | A | A | B | A | A | B | A | |
| HCM2k95thQ: | 5 | 0 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 11 | 0 | |

Note: Queue reported is the number of cars per lane.
## Natomas Crossing
### Baseline Plus Existing Zoning
#### AM Peak Hour

---

**Level Of Service Computation Report**

*2000 HCM Operations Method (Base Volume Alternative)*

**Intersection #5 East Commerce Way and Del Paso Road**

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 1.089

**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 87.6

**Optimal Cycle:** 180  
**Level Of Service:** F

---

<table>
<thead>
<tr>
<th>Street Name:</th>
<th>East Commerce Way</th>
<th>Del Paso Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach:</td>
<td>North Bound</td>
<td>South Bound</td>
</tr>
<tr>
<td>Movement:</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control:</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0 0 0 0 0</td>
<td>0 0 0 0 0 0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2 0 3 0 1</td>
<td>2 0 3 0 1</td>
</tr>
</tbody>
</table>

---

**Volume Module:**

| Base Vol: | 82 260 119 245 525 926 864 1016 217 299 1204 412 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 82 260 119 245 525 926 864 1016 217 299 1204 412 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 82 260 119 245 525 926 864 1016 217 299 1204 412 |
| Reduct Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: | 82 260 119 245 525 926 864 1016 217 299 1204 412 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume: | 82 260 119 245 525 926 864 1016 217 299 1204 412 |

---

**Saturation Flow Module:**

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 |
| Lanes: | 2.00 3.00 1.00 2.00 3.00 1.00 3.00 3.00 1.00 2.00 3.00 1.00 |
| Final Sat.: | 3502 5187 1615 3502 5187 1615 5253 5187 1615 3502 5187 1615 |

---

**Capacity Analysis Module:**

| Vol/Sat: | 0.02 0.05 0.07 0.07 0.10 0.57 0.16 0.20 0.13 0.09 0.23 0.26 |
| Crit Moves: | **** **** **** **** |
| Green/Cycle: | 0.02 0.28 0.28 0.27 0.53 0.53 0.15 0.27 0.27 0.12 0.23 0.23 |
| Volume/Cap: | 1.09 0.18 0.26 0.26 0.19 1.09 1.09 0.73 0.50 0.73 0.99 1.09 |
| Delay/Veh: | 218.2 49.0 50.5 52.2 22.5 100.6 135.3 61.9 56.6 83.3 92.3 141.2 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 218.2 49.0 50.5 52.2 22.5 100.6 135.3 61.9 56.6 83.3 92.3 141.2 |
| LOS by Move: | F D D D C F F E F F F |
| HCM2k95thQ: | 9 8 10 10 95 38 33 19 18 47 49 |

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 E. Commerce Way and Road B5

Average Delay (sec/veh): 0.1  Worst Case Level Of Service: B[ 10.9]

Street Name:         E. Commerce Way                       Road B5
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  3  0  0    0  0  2  1  0    0  0  0  0  1    0  0  0  0  0
Volume Module:
Base Vol:       0  449     0     0 1034    75     0    0    10     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  449     0     0 1034    75     0    0    10     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  449     0     0 1034    75     0    0    10     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  449     0     0 1034    75     0    0    10     0    0     0

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx 6.9 xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx 3.3 xxxx xxxx xxxx

Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   382  xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   622  xxxx xxxx xxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   622  xxxx xxxx xxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.02  xxxx xxxx  xxxx

Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.0  xxxx xxxx xxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx 10.9  xxxx xxxx xxxx
LOS by Move: *      *      *      *      *      *      *      B      *      *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx
Shared LOS:  *      *      *      *      *      *      *      *      *      *
ApproachDel:   xxxxx   xxxxx   10.9    xxxxx
ApproachLOS:    *      *      B      *

Note: Queue reported is the number of cars per lane.
Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 E. Commerce Way and Road B4

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.8]

Street Name: E. Commerce Way Road B4
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 3 0 0 0 2 1 0 0 0 0 1 0 0 0 0

Volume Module:
Base Vol: 0 449 0 0 969 75 0 0 20 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 449 0 0 969 75 0 0 20 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 449 0 0 969 75 0 0 20 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 449 0 0 969 75 0 0 20 0 0 0

Critical Gap Module:
Critical Gp: 6.9 3.3
FollowUpTim: 6.9 3.3

Capacity Module:
Cnflct Vol: 361 642 642 0.03
Potent Cap.: 642 642 642 0.03
Move Cap.: 642 642 642 0.03
Volume/Cap: 642 642 642 0.03

Level Of Service Module:
2Way95thQ: 10.8
Control Del: 10.8
LOS by Move: B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: B
Approach Del: Approach Del:
Approach LOS: B

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Baseline Plus Existing Zoning
AM Peak Hour

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

Intersection #9 East Commerce Way and Arco Arena Main Entrance - Road B3

Cycle (sec): 0  Critical Vol./Cap.(X): 0.513
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 16.9
Optimal Cycle: 60  Level Of Service: B

Street Name: East Commerce Way  Arco Arena Main Entrance - Road B
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L  -  T  -  R  L  -  T  -  R  L  -  T  -  R  L  -  T  -  R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 2 1 0 1 0 1 0 1 2 0 1 0 2

Volume Module:
Base Vol: 767 325 3 15 715 120 47 0 38 30 1 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 767 325 3 15 715 120 47 0 38 30 1 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 767 325 3 15 715 120 47 0 38 30 1 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 767 325 3 15 715 120 47 0 38 30 1 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 767 325 3 15 715 120 47 0 38 30 1 5

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 0.85 0.92 0.89 0.89 0.94 1.00 0.85 0.92 1.00 0.75
Lanes: 2.00 3.00 1.00 2.00 2.57 0.43 1.00 1.00 1.00 2.00 1.00 2.00
Final Sat.: 3502 5187 1615 3502 4344 729 1805 1900 1615 3502 1900 2842

Capacity Analysis Module:
Vol/Sat: 0.22 0.06 0.00 0.00 0.16 0.16 0.03 0.00 0.02 0.01 0.00 0.00
Crit Moves: ****  ****  ****  ****
Green/Cycle: 0.34 0.70 0.70 0.05 0.32 0.32 0.05 0.00 0.04 0.01 0.00 0.00
Volume/Cap: 0.51 0.09 0.00 0.09 0.51 0.51 0.51 0.00 0.62 0.62 0.51 1.71
Delay/Veh: 12.9 2.9 2.7 27.5 16.8 16.8 32.6 0.0 46.2 51.5 172 898.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.9 2.9 2.7 27.5 16.8 16.8 32.6 0.0 46.2 51.5 172 898.8
LOS by Move: B A A C B B C A D D F F
HCM2k95thQ: 11 2 0 0 10 10 3 0 4 2 1 1

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 E. Commerce Way and Road B2

Average Delay (sec/veh): 0.2
Worst Case Level Of Service: B [10.5]

Street Name: E. Commerce Way Road B2
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 3 0 0 0 0 2 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 1160 0 0 810 83 0 0 35 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1160 0 0 810 83 0 0 35 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1160 0 0 810 83 0 0 35 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 1160 0 0 810 83 0 0 35 0 0 0

Critical Gap Module:
Critical Gp: xxxxx xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx xxxxx xxxxx
FollowUpTim: xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflict Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 312 xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 690 xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 690 xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.05 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.5 xxxxx xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxx xxxxx xxxxx 10.5 xxxxx xxxxx xxxxx
ApproachLOS: * * B *

Note: Queue reported is the number of cars per lane.
# Level Of Service Computation Report

## 2000 HCM Unsignalized Method (Base Volume Alternative)

### Intersection #11 E. Commerce Way and Road B1

Average Delay (sec/veh): 0.2  Worst Case Level Of Service: B[ 10.3]

### Street Name:
- **E. Commerce Way**
- **Road B1**

### Approach:
- **North Bound**
- **South Bound**
- **East Bound**
- **West Bound**

### Movement:
- **L - T - R**
- **L - T - R**
- **L - T - R**
- **L - T - R**

### Control:
- **Uncontrolled**
- **Uncontrolled**
- **Stop Sign**
- **Stop Sign**

### Rights:
- **Include**
- **Include**
- **Include**
- **Include**

### Lanes:
- **0 0 3 0 0**
- **0 0 2 1 0**
- **0 0 0 0 1**
- **0 0 0 0 0**

### Volume Module:

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>0</th>
<th>1160</th>
<th>0</th>
<th>0</th>
<th>803</th>
<th>41</th>
<th>0</th>
<th>0</th>
<th>35</th>
<th>0</th>
<th>0</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>0</td>
<td>1160</td>
<td>0</td>
<td>0</td>
<td>803</td>
<td>41</td>
<td>0</td>
<td>0</td>
<td>35</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>0</td>
<td>1160</td>
<td>0</td>
<td>0</td>
<td>803</td>
<td>41</td>
<td>0</td>
<td>0</td>
<td>35</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>0</td>
<td>1160</td>
<td>0</td>
<td>0</td>
<td>803</td>
<td>41</td>
<td>0</td>
<td>0</td>
<td>35</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

### Critical Gap Module:

| Critical Gp: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 6.9 | xxxxx | xxxxx | xxxxx |
| Critical Gp: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.3 | xxxxx | xxxxx | xxxxx |

### Capacity Module:

| Cnfnct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 288 | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 715 | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 715 | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.05 | xxxxx | xxxxx |

### Level Of Service Module:

| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 10.3 | xxxxx | xxxxx |
| Control Del: | * | * | * | * | * | * | B | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| Shared Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared Queue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * |
| Approach Del: | xxxxx | xxxxx | 10.3 | xxxxx |
| Approach LOS: | * | * | B | * |

Note: Queue reported is the number of cars per lane.
**Level Of Service Computation Report**

**2000 HCM Operations Method (Base Volume Alternative)**

Intersection #12 East Commerce Way and Arena Boulevard

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.819</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>29.6</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>72</td>
<td>Level Of Service:</td>
<td>C</td>
</tr>
</tbody>
</table>

**Street Name:**

- East Commerce Way
- Arena Boulevard

**Approach:**

- North Bound
  - L - T - R
- South Bound
  - L - T - R
- East Bound
  - L - T - R
- West Bound
  - L - T - R

**Control:**

- Protected

**Rights:**

- Include

**Min. Green:**

- 0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:**

- 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>334 221 122 159 195 382 578 772 278 359 782 300</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>334 221 122 159 195 382 578 772 278 359 782 300</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>334 221 122 159 195 382 578 772 278 359 782 300</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>334 221 122 159 195 382 578 772 278 359 782 300</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>334 221 122 159 195 382 578 772 278 359 782 300</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>1900 1900 1900 1900 1900 1900 1900 1900 1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment:</td>
<td>0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2.00 3.00 2.00 3.00 2.00 3.00 2.00 3.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>3502 5187 1615 3502 5187 1615 3502 5187 1615</td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.10 0.04 0.08 0.05 0.04 0.24 0.17 0.15 0.17 0.10 0.15 0.19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves:</td>
<td>**** **** **** **** **** **** **** **** **** **** **** ****</td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td>0.12 0.25 0.25 0.15 0.29 0.29 0.20 0.27 0.27 0.16 0.23 0.23</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.82 0.17 0.30 0.30 0.13 0.82 0.82 0.55 0.64 0.64 0.66 0.82</td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>43.4 21.0 22.1 27.4 19.0 34.8 35.0 23.1 26.5 30.8 26.8 40.0</td>
</tr>
<tr>
<td>User DelAdj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>AdjDel/Veh:</td>
<td>43.4 21.0 22.1 27.4 19.0 34.8 35.0 23.1 26.5 30.8 26.8 40.0</td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>D C C C B C D C C C D</td>
</tr>
<tr>
<td>HCM2k95thQ:</td>
<td>12 3 5 4 2 19 17 12 13 10 13 17</td>
</tr>
</tbody>
</table>

**Note:** Queue reported is the number of cars per lane.
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 E. Commerce Way and Road C4

Average Delay (sec/veh): 0.0   Worst Case Level Of Service: B[10.2]

Street Name:         E. Commerce Way                       Road C4
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  3  0  0    0  0  2  1  0    0  0  0  0  1    0  0  0  0  0

Volume Module:
Base Vol:       0  637     0     0  672   155     0    0     7     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  637     0     0  672   155     0    0     7     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  637     0     0  672   155     0    0     7     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  637     0     0  672   155     0    0     7     0    0     0

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxx 6.9 xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 3.3 xxxx xxxx xxxx

Capacity Module:
Cnflict Vol: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 302 xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 701 xxxx xxxx xxxx
Move Cap.:   xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 701 xxxx xxxx xxxx
Volume/Cap:  xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.01 xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx xxxx xxxx xxxx xxxx xxxx 10.2 xxxx xxxx xxxx
Control Del:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx
LOS by Move: * * * * * * * B * * *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
SharedQueue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shared LOS:   * * * * * * * * * * * * *
ApproachDel: xxxxxxxx xxxxxxxx 10.2 xxxxxxxx
ApproachLOS:   * * B *

Note: Queue reported is the number of cars per lane.
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 E. Commerce Way and Amelia Earhart Ave. - Road C3

<table>
<thead>
<tr>
<th>Cycle (sec): 0</th>
<th>Critical Vol./Cap.(X): 0.287</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec): 12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh): 11.4</td>
</tr>
<tr>
<td>Optimal Cycle: 60</td>
<td>Level Of Service: B</td>
</tr>
</tbody>
</table>

Street Name: E. Commerce Way - Amelia Earhart Ave. - Road C3

<table>
<thead>
<tr>
<th>Approach: North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement: L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control: Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights: Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green: 0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Lanes: 1</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
</tbody>
</table>

Volume Module:

<table>
<thead>
<tr>
<th>Base Vol: 37 560</th>
<th>34 5602</th>
<th>77 77</th>
<th>1 13</th>
<th>74 16</th>
<th>40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Initial Bse: 37 560</td>
<td>34 5602</td>
<td>77 77</td>
<td>1 13</td>
<td>74 16</td>
<td>40</td>
</tr>
<tr>
<td>User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHF Volume: 37 560</td>
<td>34 5602</td>
<td>77 77</td>
<td>1 13</td>
<td>74 16</td>
<td>40</td>
</tr>
<tr>
<td>Reduct Vol: 0 0</td>
<td>0 0</td>
<td>0 0</td>
<td>0 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduced Vol: 37 560</td>
<td>34 5602</td>
<td>77 77</td>
<td>1 13</td>
<td>74 16</td>
<td>40</td>
</tr>
<tr>
<td>PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Volume: 37 560</td>
<td>34 5602</td>
<td>77 77</td>
<td>1 13</td>
<td>74 16</td>
<td>40</td>
</tr>
</tbody>
</table>

Saturation Flow Module:

| Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: 0.95 0.91 0.85 0.95 0.89 0.89 0.95 0.86 0.86 0.95 0.89 0.89 |
| Lanes: 1.00 3.00 1.00 1.00 2.66 0.34 1.00 0.07 0.93 1.00 0.29 0.71 |
| Final Sat.: 1805 5187 1615 1805 4521 578 1805 117 1519 1805 485 1212 |

Capacity Analysis Module:

| Vol/Sat: 0.02 0.11 0.02 0.00 0.13 0.13 0.04 0.01 0.01 0.04 0.03 0.03 |
| Crit Moves: **** | **** | **** |
| Green/Cycle: 0.07 0.52 0.52 0.01 0.46 0.46 0.15 0.05 0.05 0.22 0.12 0.12 |
| Volume/Cap: 0.29 0.21 0.04 0.21 0.29 0.29 0.29 0.19 0.19 0.19 0.29 0.29 |
| Delay/Veh: 27.6 7.7 7.0 33.5 10.0 10.0 23.3 28.8 28.8 19.3 25.1 25.1 |
| User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: 27.6 7.7 7.0 33.5 10.0 10.0 23.3 28.8 28.8 19.3 25.1 25.1 |
| LOS by Move: C A A C A A C C B C C |
| HCM2k95thQ: 2 4 1 1 6 6 3 1 1 3 3 3 |

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #15 E. Commerce Way and Road C2**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.214</td>
<td>9 (Y+R=4.0 sec)</td>
<td>6.1</td>
<td>60</td>
<td>A</td>
</tr>
</tbody>
</table>

**Streets:**
- E. Commerce Way
- Road C2

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L  -  T  -  R

**Control:**
- Protected

**Rights:**
- Include

**Min. Green:**
- 0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:**
- 1 0 3 0 0 0 3 0 1 0 0 0

**Volume Module:**
- **Base Vol:** 56 580 0 0 638 51 51 0 5 0 0 0
- **Initial Bse:** 56 580 0 0 638 51 51 0 5 0 0 0
- **User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Volume:** 56 580 0 0 638 51 51 0 5 0 0 0
- **Reduced Vol:** 0 0 0 0 0 0 0 0 0 0 0 0
- **PCE Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **MLF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Final Volume:** 56 580 0 0 638 51 51 0 5 0 0 0

**Saturation Flow Module:**
- **Sat/Lane:** 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- **Adjustment:** 0.95 0.91 1.00 1.00 0.91 0.85 0.95 1.00 0.85 1.00 1.00 1.00
- **Lanes:** 1.00 3.00 0.00 0.00 3.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
- **Final Sat.:** 1805 5187 0 0 5187 1615 1805 0 1615 0 0 0

**Capacity Analysis Module:**
- **Vol/Sat:** 0.03 0.11 0.00 0.00 0.12 0.03 0.03 0.00 0.00 0.00 0.00 0.00
- **Critical Moves:** **** **** ****
- **Green/Cycle:** 0.14 0.72 0.00 0.00 0.00 0.57 0.57 0.13 0.00 0.00 0.00 0.00
- **Volume/Cap:** 0.21 0.16 0.00 0.00 0.00 0.21 0.06 0.21 0.00 0.02 0.00 0.00
- **Delay/Veh:** 23.1 2.7 0.0 0.0 6.3 5.7 23.7 0.0 22.7 0.0 0.0 0.0
- **User DelAdj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **AdjDel/Veh:** 23.1 2.7 0.0 0.0 6.3 5.7 23.7 0.0 22.7 0.0 0.0 0.0
- **LOS by Move:** C A A A A A C A C A A
- **HCM2k95thQ:** 2 3 0 0 4 1 2 0 0 0 0 0

**Note:** Queue reported is the number of cars per lane.
## Level Of Service Computation Report

### 2000 HCM Unsignalized Method (Base Volume Alternative)

**Intersection #16 E. Commerce Way and Road C1**

**Intersection #16 E. Commerce Way and Road C1**

**Average Delay (sec/veh):** 0.1  
**Worst Case Level Of Service:** A [ 9.6]

**Street Name:** E. Commerce Way  
**Approach:** North Bound  
**Movement:** L  -  T  -  R  
**Control:** Uncontrolled  
**Right:** Include  
**Lanes:** 0  0  3  0  0

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>L - T - R</td>
<td>0 636     1.00</td>
<td>0 619 1.00</td>
<td>0 619 1.00</td>
<td>0 619 1.00</td>
<td>0 619 1.00</td>
<td>0 619 1.00</td>
<td>0 619 1.00</td>
<td>0 619 1.00</td>
</tr>
<tr>
<td>L - T - R</td>
<td>0 619 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
</tr>
<tr>
<td>L - T - R</td>
<td>0 619 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
<td>0 636 1.00</td>
</tr>
</tbody>
</table>

**Critical Gap Module:**
- **Critical Gp:** 6.9
- **FollowUpTim:** 3.3

**Capacity Module:**
- **Conflict Vol:** 219
- **Potent Cap.:** 792
- **Move Cap.:** 792
- **Volume/Cap:** 0.01

**Level Of Service Module:**
- **2Way95thQ:** 9.6
- **Control Del:** 9.6
- **Approach Del:** 9.6
- **Approach LOS:** A

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

**Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO**
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 E. Commerce Way and Natomas Crossing Drive

Cycle (sec): 0
Critical Vol./Cap. (X): 0.267
Loss Time (sec): 9 (Y+R=4.0 sec)
Average Delay (sec/veh): 8.6
Optimal Cycle: 60
Level Of Service: A

Street Name: E. Commerce Way and Natomas Crossing Drive
Approach: North Bound and South Bound, East Bound and West Bound
Control: Protected, Protected, Protected, Protected
Rights: Include, Include, Include, Include
Min. Green: 0, 0, 0, 0, 0, 0, 0, 0
Lanes: 1, 0, 2, 0, 1, 2, 0, 2, 0, 2, 0, 0

Volume Module:
Base Vol: 0 526 17 45 582 0 0 0 0 37 0 110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 526 17 45 582 0 0 0 0 37 0 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 526 17 45 582 0 0 0 0 37 0 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 526 17 45 582 0 0 0 0 37 0 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 526 17 45 582 0 0 0 0 37 0 110

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.85
Lanes: 1.00 2.00 1.00 2.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.: 1900 3610 1615 3502 3610 0 0 0 0 3502 0 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.01 0.01 0.16 0.00 0.00 0.00 0.00 0.00 0.01 0.00 0.07
Critt Moves: ****
Green/Cycle: 0.00 0.55 0.55 0.05 0.59 0.00 0.00 0.00 0.00 0.00 0.26 0.00 0.26
Volume/Cap: 0.00 0.27 0.02 0.27 0.27 0.00 0.00 0.00 0.00 0.00 0.04 0.00 0.27
Delay/Veh: 0.0 7.3 6.2 28.4 5.9 0.0 0.0 0.0 0.0 0.0 16.8 0.0 18.2
User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adj Del/Veh: 0.0 7.3 6.2 28.4 5.9 0.0 0.0 0.0 0.0 0.0 16.8 0.0 18.2
LOS by Move: A A A A A A A A A A A A
HCM2k95thQ: 0 6 0 1 6 0 0 0 0 1 0 4

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

**Baseline Plus Existing Zoning**

**AM Peak Hour**

---

#### Level Of Service Computation Report

**2000 HCM Unsignalized Method (Base Volume Alternative)**

**Intersection #18 E. Commerce Way and Road D3**

**Average Delay (sec/veh):** 0.1  
**Worst Case Level Of Service:** B [10.2]

**Street Name:** E. Commerce Way  
**Road:** D3

**Approach:**

<table>
<thead>
<tr>
<th>Movement</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control</td>
<td>Uncontrolled</td>
<td>Uncontrolled</td>
<td>Stop Sign</td>
<td>Stop Sign</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Lanes</td>
<td>0 2 0 0 0 0</td>
<td>0 1 1 0 0 0</td>
<td>0 0 0 0 1 0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Volume Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Vol:</td>
</tr>
<tr>
<td>Growth Adj:</td>
</tr>
<tr>
<td>Initial Bse:</td>
</tr>
<tr>
<td>User Adj:</td>
</tr>
<tr>
<td>PHF Adj:</td>
</tr>
<tr>
<td>PHF Volume:</td>
</tr>
<tr>
<td>Reduct Vol:</td>
</tr>
<tr>
<td>FinalVolume:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Critical Gap Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Critical Gp: xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx xxxxx xxxxx</td>
</tr>
<tr>
<td>FollowUpTim: xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cnflict Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 310 xxxxx xxxxx xxxxx</td>
</tr>
<tr>
<td>Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 692 xxxxx xxxxx xxxxx</td>
</tr>
<tr>
<td>Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 692 xxxxx xxxxx xxxxx</td>
</tr>
<tr>
<td>Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx xxxxx</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Level Of Service Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx</td>
</tr>
<tr>
<td>Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.2 xxxxx xxxxx xxxxx</td>
</tr>
<tr>
<td>LOS by Move: * * * * * * * * B * * *</td>
</tr>
<tr>
<td>Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT</td>
</tr>
<tr>
<td>Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx</td>
</tr>
<tr>
<td>Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx</td>
</tr>
<tr>
<td>Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx</td>
</tr>
<tr>
<td>Shared LOS: * * * * * * * * * * * *</td>
</tr>
<tr>
<td>Approach Del: xxxxx xxxxx 10.2 xxxxx xxxxx</td>
</tr>
<tr>
<td>Approach LOS: * * * * * * * * * * * *</td>
</tr>
</tbody>
</table>

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Plus Existing Zoning
AM Peak Hour

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

Intersection #19 East Commerce Way and Road D2

Cycle (sec): 0
Loss Time (sec): 9 (Y+R=4.0 sec)
Optimal Cycle: 60

Critical Vol./Cap.(X): 0.386
Average Delay (sec/veh): 10.9
Level Of Service: B

Street Name: E. Commerce Way Road D2
Approach: North Bound South Bound East Bound West Bound
Movement: L  -  T  -  R  L  -  T  -  R  L  -  T  -  R  L  -  T  -  R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 1 0 0 0
Lanes: 1 0 2 0 0 0 2 0 1 0 0 0

Volume Module:
Base Vol: 343 488 0 0 388 148 55 0 15 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 343 488 0 0 388 148 55 0 15 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 343 488 0 0 388 148 55 0 15 0 0 0
Reduced Vol: 343 488 0 0 388 148 55 0 15 0 0 0
Reduced Vol: 343 488 0 0 388 148 55 0 15 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 343 488 0 0 388 148 55 0 15 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.95 0.85 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 3610 1615 1805 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.19 0.14 0.00 0.00 0.11 0.09 0.03 0.00 0.01 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.49 0.77 0.00 0.00 0.28 0.28 0.08 0.00 0.08 0.00 0.00 0.00
Volume/Cap: 0.39 0.18 0.00 0.00 0.39 0.33 0.39 0.00 0.12 0.00 0.00 0.00
Delay/Veh: 9.8 18.0 0.0 0.0 17.7 17.6 28.0 0.0 26.1 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.8 18.0 0.0 0.0 17.7 17.6 28.0 0.0 26.1 0.0 0.0 0.0
LOS by Move: A A A A B C A C A A
HCM2k95thQ: 8 3 0 0 7 5 3 0 1 0 0 0

Note: Queue reported is the number of cars per lane.
# Natomas Crossing
Baseline Plus Existing Zoning
AM Peak Hour

**Level Of Service Computation Report**

---

### 2000 HCM Unsignalized Method (Base Volume Alternative)

**Intersection #20 E. Commerce Way and Road D1**

<table>
<thead>
<tr>
<th>Average Delay (sec/veh):</th>
<th>0.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Worst Case Level Of Service:</td>
<td>A</td>
</tr>
</tbody>
</table>

**Street Name:** E. Commerce Way | Road D1

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

<table>
<thead>
<tr>
<th>Movement</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control</td>
<td>Uncontrolled</td>
<td>Uncontrolled</td>
<td>Stop Sign</td>
<td>Stop Sign</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Lanes</td>
<td>0 0 2 0 0 0 0 1 1 0</td>
<td>0 0 0 0 0 0 1</td>
<td>0 0 0 0 0 0 0</td>
<td></td>
</tr>
</tbody>
</table>

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>0 832</th>
<th>0 343</th>
<th>59 0 0 9 0 0 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>0 832</td>
<td>0 343</td>
<td>59 0 0 9 0 0 0</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>0 832</td>
<td>0 343</td>
<td>59 0 0 9 0 0 0</td>
</tr>
<tr>
<td>Reuct Vol:</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>0 832</td>
<td>0 343</td>
<td>59 0 0 9 0 0 0</td>
</tr>
</tbody>
</table>

**Capacity Module:**

<table>
<thead>
<tr>
<th>Cnflct Vol:</th>
<th>xxxx</th>
<th>xxxx</th>
<th>xxxx</th>
<th>xxxx</th>
<th>xxxx</th>
<th>xxxx</th>
<th>xxxx</th>
<th>xxxx</th>
<th>201</th>
<th>xxxx</th>
<th>xxxx</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potent Cap.:</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>813</td>
<td>xxxx</td>
<td>xxxx</td>
</tr>
<tr>
<td>Move Cap.:</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>813</td>
<td>xxxx</td>
<td>xxxx</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>xxxx</td>
<td>0.01</td>
<td>xxxx</td>
<td>xxxx</td>
</tr>
</tbody>
</table>

**Level Of Service Module:**

| 2Way95thQ: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.0 | xxxx | xxxx |
|------------|------|------|------|------|------|------|------|------|-----|-----|------|
| Control Del: | * | * | * | * | | * | * | * | * | * | * |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| Shared Cap.: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |
| SharedQueue: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |
| Shrd ConDel: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | xxxxxx | 9.5 | xxxxxx |
| ApproachLOS: | * | * | A | * |

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 E. Commerce Way and San Juan Road

Cycle (sec): 0  Critical Vol./Cap.(X): 0.687
Loss Time (sec): 9 (Y+R=4.0 sec)  Average Delay (sec/veh): 12.7
Optimal Cycle: 60  Level Of Service: B

Street Name: E. Commerce Way  San Juan Road
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L - T - R  L - T - R  L - T - R  L - T - R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0  0  0  0  0  0  0  0  0  0  0  0
Lanes: 0  0  0  0  2  0  0  1  1  0  2  0  0  0  0  2  0  1

Volume Module:
Base Vol: 0  0  0  273  0  78  140  314  0  0  455  692
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 0  0  0  273  0  78  140  314  0  0  455  692
User Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume: 0  0  0  273  0  78  140  314  0  0  455  692
Reduct Vol: 0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol: 0  0  0  273  0  78  140  314  0  0  455  692
PCE Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume: 0  0  0  273  0  78  140  314  0  0  455  692

Saturation Flow Module:
Sat/Lane: 1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment: 1.00 1.00  1.00  0.92 1.00  0.85  0.95 0.95  1.00  1.00 0.95  0.85
Lanes: 0.00 0.00  0.00  2.00 0.00  1.00  1.00 2.00  0.00  0.00 2.00  1.00
Final Sat.: 0  0  0  3502  0  1615  1805 3610  0  0 3610  1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00  0.00  0.08 0.00  0.05  0.08 0.09  0.00  0.00 0.13  0.43
Crit Moves: ****  ****  ****  ****
Green/Cycle: 0.00 0.00  0.00  0.11 0.00  0.11  0.11 0.74  0.00  0.00 0.62  0.62
Volume/Cap: 0.00 0.00  0.00  0.69 0.00  0.43  0.69 0.12  0.00  0.00 0.20  0.69
Delay/Veh: 0.0  0.0  0.0  30.6 0.0  26.4  35.0 2.3  0.0  0.0 4.9  9.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 0.0  0.0  0.0  30.6 0.0  26.4  35.0 2.3  0.0  0.0 4.9  9.4
LOS by Move: A A A C A C D A A A A
HCM2k95thQ: 0  0  0  8  0  4  8  2  0  0 4  18

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Level Of Service Computation Report

### 2000 HCM Operations Method (Base Volume Alternative)

### Intersection #23 Duckhorn Drive and San Juan Road

- **Cycle (sec):** 0
- **Critical Vol./Cap.(X):** 0.465
- **Loss Time (sec):** 9 (Y+R=4.0 sec)
- **Average Delay (sec/veh):** 16.2
- **Optimal Cycle:** 60
- **Level Of Service:** B

### Street Name:
- **Duckhorn Drive**
- **San Juan Road**

### Approach:
- **North Bound**
- **South Bound**
- **East Bound**
- **West Bound**

### Movement:
- **L - T - R**

### Control:
- **Permitted**
- **Protected**

### Rights:
- **Include**

### Min. Green:
- 0 0 0 0

### Lanes:
- 0 1 0 0 1

### Volume Module:
- **Base Vol:**
  - 100 70 265 185 31 51 42 246 16 166 74 144
- **Growth Adj:**
  - 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Initial Bse:**
  - 100 70 265 185 31 51 42 246 16 166 74 144
- **User Adj:**
  - 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Adj:**
  - 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Volume:**
  - 100 70 265 185 31 51 42 246 16 166 74 144
- **Reduced Vol:**
  - 100 70 265 185 31 51 42 246 16 166 74 144
- **PCE Adj:**
  - 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **MLF Adj:**
  - 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Final Volume:**
  - 100 70 265 185 31 51 42 246 16 166 74 144

### Saturation Flow Module:
- **Sat/Lane:**
  - 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- **Adjustment:**
  - 0.82 0.82 0.85 0.85 0.85 0.95 0.95 0.95 0.95 1.00 0.85
- **Lanes:**
  - 0.59 0.41 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Final Sat.:**
  - 914 640 1615 1615 1615 1805 1768 115 1805 1900 1805

### Capacity Analysis Module:
- **Vol/Sat:**
  - 0.11 0.11 0.16 0.16 0.02 0.03 0.02 0.14 0.14 0.09 0.04 0.09
- **Crit Moves:**
  - **** **** ***
- **Green/Cycle:**
  - 0.35 0.35 0.35 0.35 0.35 0.10 0.30 0.30 0.20 0.39 0.39
- **Volume/Cap:**
  - 0.31 0.31 0.46 0.45 0.05 0.09 0.23 0.46 0.46 0.46 0.10 0.23
- **Delay/Veh:**
  - 14.4 14.4 15.6 15.7 12.8 13.0 25.3 17.7 17.7 22.2 11.5 12.3
- **User DelAdj:**
  - 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **AdjDel/Veh:**
  - 14.4 14.4 15.6 15.7 12.8 13.0 25.3 17.7 17.7 22.2 11.5 12.3
- **LOS by Move:**
  - B B B B B B C B C B
- **HCM2k95thQ:**
  - 5 5 8 6 1 1 2 9 9 7 2 4

---

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

 traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
**Baseline Plus Existing Zoning**

**AM Peak Hour**

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

**Intersection #24 Truxel Road and Arena Boulevard**

**Cycle (sec):** 0  
**Critical Vol./Cap.(X):** 0.651

**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 20.4

**Optimal Cycle:** 60  
**Level Of Service:** C

**Street Name:** Truxel Road  
**Approach:** North Bound

<table>
<thead>
<tr>
<th>Movement</th>
<th>Control</th>
<th>Rights</th>
<th>Min. Green</th>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Protected</td>
<td>Include</td>
<td></td>
<td>2 0 4 0 1</td>
</tr>
</tbody>
</table>

**Volume Module:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>319 403 150 242 601 420 166 733 215 100 481 110</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>319 403 150 242 601 420 166 733 215 100 481 110</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>319 403 150 242 601 420 166 733 215 100 481 110</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>Adjustment:</th>
<th>Lanes:</th>
<th>Final Sat.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900</td>
<td>0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85</td>
<td>2.00 4.00 1.00 2.00 4.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00</td>
<td>3502 6916 1615 3502 6916 1615 3502 5187 1615 3502 5187 1615</td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.09 0.06 0.09 0.07 0.09 0.26 0.05 0.14 0.13 0.03 0.09 0.07</td>
<td>****</td>
<td>0.14 0.31 0.31 0.23 0.40 0.40 0.09 0.22 0.22 0.04 0.17 0.17</td>
<td>0.65 0.19 0.30 0.30 0.22 0.65 0.54 0.65 0.61 0.65 0.54 0.39</td>
<td>27.5 15.2 16.1 19.3 11.9 17.0 28.1 22.8 24.4 37.8 23.3 23.0</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>27.5 15.2 16.1 19.3 11.9 17.0 28.1 22.8 24.4 37.8 23.3 23.0</td>
<td>C B B B B C C D C C</td>
<td>8 3 5 4 4 14 5 11 9 4 8 5</td>
</tr>
</tbody>
</table>

**Note:** Queue reported is the number of cars per lane.
Natomas Crossing
Baseline Plus Existing Zoning
AM Peak Hour

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

Intersection #25 Truxel Road and Natomas Crossing Drive

Cycle (sec): 0  Critical Vol./Cap.(X): 0.340
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 17.2
Optimal Cycle: 60  Level Of Service: B

Street Name: Truxel Road  Natomas Crossing Drive
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L  -  T  -  R  L  -  T  -  R  L  -  T  -  R  L  -  T  -  R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0  0  0  0  0  0  0  0  0  0  0  0
Lanes: 2  0  4  0  4  0  1  1  0  1  0  1

Volume Module:
Base Vol: 99 718  110  47  746  113  96  13  293  76  7  59
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse: 99 718  110  47  746  113  96  13  293  76  7  59
User Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume: 99 718  110  47  746  113  96  13  293  76  7  59
Reduct Vol: 0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol: 99 718  110  47  746  113  96  13  293  76  7  59
PCE Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume: 99 718  110  47  746  113  96  13  293  76  7  59

Saturation Flow Module:
Sat/Lane: 1900 1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment: 0.92  0.91  0.85  0.95  0.91  0.85  0.95  0.86  0.86  0.95  0.87  0.87
Lanes: 2  0  0  1  0  1  0  1  0  1  0  1
Final Sat.: 3502 6916  1615  1805  6916  1615  1805  138  3115  1805  175  1471

Capacity Analysis Module:
Vol/Sat: 0.03  0.10  0.07  0.03  0.11  0.07  0.05  0.09  0.09  0.04  0.04  0.04
Crit Moves: ****  ****  ****  ****  ****  ****  ****  ****  ****  ****  ****  ****
Green/Cycle: 0.08  0.32  0.32  0.08  0.32  0.32  0.23  0.28  0.28  0.12  0.17  0.17
Volume/Cap: 0.34  0.32  0.21  0.32  0.34  0.22  0.23  0.34  0.34  0.34  0.23  0.23
Delay/Veh: 26.7  15.6  15.1  27.4  15.8  15.3  19.2  17.6  17.6  25.0  21.9  21.9
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh: 26.7  15.6  15.1  27.4  15.8  15.3  19.2  17.6  17.6  25.0  21.9  21.9
LOS by Move: C  B  B  C  B  B  B  C  C  C
HCM2k95thQ: 3  6  3  2  6  3  3  5  3  3  3

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

Scenario: Baseline Plus Existing Zoning PM

Command: Baseline Plus Existing Zoning PM
Volume: Baseline Plus Existing Zoning PM
Geometry: Baseline With Development
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration
## Impact Analysis Report

### Level Of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Base LOS Veh</th>
<th>Base C</th>
<th>Future LOS Veh</th>
<th>Future C</th>
<th>Change in Del/ V/</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1 El Centro Road and Arena Boule</td>
<td>B 19.0</td>
<td>0.595</td>
<td>B 19.0</td>
<td>0.595</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 2 Duckhorn Drive and Arena Boule</td>
<td>C 24.1</td>
<td>0.763</td>
<td>C 24.1</td>
<td>0.763</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 3 Arena Boulevard and I-5 Southb</td>
<td>A 7.7</td>
<td>0.472</td>
<td>A 7.7</td>
<td>0.472</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 4 Arena Boulevard and I-5 Northb</td>
<td>B 14.9</td>
<td>0.713</td>
<td>B 14.9</td>
<td>0.713</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 5 East Commerce Way and Del Paso</td>
<td>F 87.2</td>
<td>1.060</td>
<td>F 87.2</td>
<td>1.060</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 7 E. Commerce Way and Road B5</td>
<td>A 9.7</td>
<td>0.000</td>
<td>A 9.7</td>
<td>0.000</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 8 E. Commerce Way and Road B4</td>
<td>B 11.0</td>
<td>0.000</td>
<td>B 11.0</td>
<td>0.000</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 9 East Commerce Way and Arco Are</td>
<td>B 18.4</td>
<td>0.572</td>
<td>B 18.4</td>
<td>0.572</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 10 E. Commerce Way and Road B2</td>
<td>B 12.5</td>
<td>0.000</td>
<td>B 12.5</td>
<td>0.000</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 11 E. Commerce Way and Road B1</td>
<td>B 13.3</td>
<td>0.000</td>
<td>B 13.3</td>
<td>0.000</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 12 East Commerce Way and Arena Bo</td>
<td>D 51.3</td>
<td>0.910</td>
<td>D 51.3</td>
<td>0.910</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 13 E. Commerce Way and Road C4</td>
<td>B 10.2</td>
<td>0.000</td>
<td>B 10.2</td>
<td>0.000</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 14 E. Commerce Way and Amelia Ear</td>
<td>B 17.4</td>
<td>0.568</td>
<td>B 17.4</td>
<td>0.568</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 15 E. Commerce Way and Road C2</td>
<td>B 13.2</td>
<td>0.396</td>
<td>B 13.2</td>
<td>0.396</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 16 E. Commerce Way and Road C1</td>
<td>B 11.0</td>
<td>0.000</td>
<td>B 11.0</td>
<td>0.000</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 17 E. Commerce Way and Natomas Cr</td>
<td>A 6.0</td>
<td>0.295</td>
<td>A 6.0</td>
<td>0.295</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 18 E. Commerce Way and Road D3</td>
<td>B 11.2</td>
<td>0.000</td>
<td>B 11.2</td>
<td>0.000</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 19 East Commerce Way and Road D2</td>
<td>B 12.8</td>
<td>0.485</td>
<td>B 12.8</td>
<td>0.485</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 20 E. Commerce Way and Road D1</td>
<td>B 12.0</td>
<td>0.000</td>
<td>B 12.0</td>
<td>0.000</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 21 E. Commerce Way and San Juan R</td>
<td>B 14.2</td>
<td>0.538</td>
<td>B 14.2</td>
<td>0.538</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 23 Duckhorn Drive and San Juan Ro</td>
<td>B 15.9</td>
<td>0.481</td>
<td>B 15.9</td>
<td>0.481</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 24 Truxel Road and Arena Boulevard</td>
<td>C 20.5</td>
<td>0.681</td>
<td>C 20.5</td>
<td>0.681</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td># 25 Truxel Road and Natomas Crossing</td>
<td>B 15.7</td>
<td>0.460</td>
<td>B 15.7</td>
<td>0.460</td>
<td>+ 0.000 D/V</td>
</tr>
<tr>
<td>Intersection</td>
<td>Base Del/ V/</td>
<td>Future Del/ V/</td>
<td>Change in LOS Veh C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
<td>---------------</td>
<td>---------------------</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Natomas Crossing
Baseline Plus Existing Zoning
PM Peak Hour

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 El Centro Road and Arena Boulevard

Cycle (sec): 0  Critical Vol./Cap. (X): 0.595
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 19.0
Optimal Cycle: 60  Level Of Service: B

Street Name: El Centro Road  Arena Boulevard
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L - T - R  L - T - R  L - T - R  L - T - R
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 184 345 138 146 172 1 4 363 90 106 534 228
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 184 345 138 146 172 1 4 363 90 106 534 228
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 184 345 138 146 172 1 4 363 90 106 534 228
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 345 138 146 172 1 4 363 90 106 534 228
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 184 345 138 146 172 1 4 363 90 106 534 228

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 1.00 0.85 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1805 3610 1615 1805 1900 1615 1805 1900 1615 1805 1900 1615
Final Sat.: 1805 3610 1615 1805 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.09 0.08 0.09 0.00 0.00 0.19 0.06 0.06 0.28 0.14
Crit Moves: **** **** **** ****
Green/Cycle: 0.17 0.18 0.18 0.15 0.15 0.15 0.00 0.36 0.36 0.11 0.47 0.47
Volume/Cap: 0.59 0.55 0.49 0.55 0.59 0.00 0.59 0.52 0.15 0.52 0.59 0.30
Delay/Veh: 26.1 23.6 23.6 26.0 27.0 21.6 125.5 15.7 13.0 27.6 12.7 9.9
User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 26.1 23.6 23.6 26.0 27.0 21.6 125.5 15.7 13.0 27.6 12.7 9.9
LOS by Move: C C C C C F B B C B A
HCM2k95thQ: 8 8 6 7 8 0 1 11 2 5 15 6

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Level Of Service Computation Report

### 2000 HCM Operations Method (Base Volume Alternative)

**Intersection #2 Duckhorn Drive and Arena Boulevard**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.763</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>24.1</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>C</td>
</tr>
</tbody>
</table>

### Street Name:

- **Duckhorn Drive**
- **Arena Boulevard**

### Approach:

- **North Bound**
- **South Bound**
- **East Bound**
- **West Bound**

### Movement:

- L - T - R
- L - T - R
- L - T - R
- L - T - R

### Control:

- Protected
- Protected
- Protected
- Protected

### Rights:

- Include
- Include
- Include
- Include

### Min. Green:

- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

### Lanes:

- 1 0 1 0
- 1 0 1 2
- 0 0 0 1
- 2 0 2 0

### Volume Module:

| Base Vol: | 51 17 311 339 60 31 64 677 89 467 935 203 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 51 17 311 339 60 31 64 677 89 467 935 203 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 51 17 311 339 60 31 64 677 89 467 935 203 |
| Reduced Vol: | 51 17 311 339 60 31 64 677 89 467 935 203 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume: | 51 17 311 339 60 31 64 677 89 467 935 203 |

### Saturation Flow Module:

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.95 1.00 0.92 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 |
| Lanes: | 1.00 1.00 2.00 0.66 0.85 0.95 1.00 2.00 1.00 2.00 1.00 1.00 |
| Final Sat.: | 1805 1900 1615 3502 1189 614 1805 3610 1615 3502 3610 1615 |

### Capacity Analysis Module:

| Vol/Sat: | 0.03 0.01 0.19 0.10 0.05 0.05 0.04 0.19 0.06 0.13 0.26 0.13 |
| Crit Moves: | **** **** **** **** |
| Green/Cycle: | 0.14 0.25 0.25 0.13 0.24 0.24 0.05 0.25 0.25 0.17 0.37 0.37 |
| Volume/Cap: | 0.21 0.04 0.76 0.76 0.21 0.21 0.70 0.76 0.22 0.76 0.70 0.34 |
| Delay/Veh: | 23.5 16.9 29.0 33.0 18.3 18.3 49.4 25.0 18.3 29.2 17.7 14.0 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 23.5 16.9 29.0 33.0 18.3 18.3 49.4 25.0 18.3 29.2 17.7 14.0 |
| LOS by Move: | C B C C B B D C B C B B |
| HCM2k95thQ: | 2 1 14 10 3 3 5 15 3 12 17 6 |

---

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #3 Arena Boulevard and I-5 Southbound Ramps**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.472</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>6 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>7.7</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>A</td>
</tr>
</tbody>
</table>

**Street Name:** I-5 Southbound Ramps, Arena Boulevard

**Approach:** North Bound, South Bound, East Bound, West Bound

<table>
<thead>
<tr>
<th>Movement</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Ignore</td>
<td>Ignore</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>0 0 0 0</td>
<td>2 0 0 1</td>
<td>0 2 0 1</td>
<td>0 3 0 1</td>
</tr>
</tbody>
</table>

**Volume Module:**

| Base Vol: | 0 0 0 0 | 302 0 69 | 0 693 651 | 0 1525 1159 |
| Growth Adj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 |
| Initial Bse: | 0 0 0 0 | 302 0 69 | 0 693 651 | 0 1525 1159 |
| User Adj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 0.00 1.00 0.00 |
| PHF Adj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 0.00 1.00 0.00 |
| PHF Volume: | 0 0 0 0 | 302 0 69 | 0 693 0 | 0 1525 0 |
| Reduct Vol: | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 |
| Reduced Vol: | 0 0 0 0 | 302 0 69 | 0 693 0 | 0 1525 0 |
| PCE Adj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 0.00 1.00 0.00 |
| MLF Adj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 0.00 1.00 0.00 |
| Final Volume: | 0 0 0 0 | 302 0 69 | 0 693 0 | 0 1525 0 |

**Saturation Flow Module:**

| Sat/Lane: | 1900 1900 1900 | 1900 1900 1900 | 1900 1900 1900 | 1900 1900 1900 |
| Adjustment: | 1.00 1.00 1.00 | 0.61 1.00 0.85 | 1.00 0.95 1.00 | 1.00 0.91 1.00 |
| Lanes: | 0.00 0.00 0.00 | 2.00 0.00 1.00 | 0.00 2.00 1.00 | 0.00 3.00 1.00 |
| Final Sat.: | 0 0 0 | 2311 0 1615 | 0 3610 1900 | 0 5187 1900 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.00 0.00 0.00 | 0.13 0.00 0.04 | 0.00 0.19 0.00 | 0.00 0.29 0.00 |
| Crit Moves: | *** | *** | *** | *** |
| Green/Cycle: | 0.00 0.00 0.00 | 0.28 0.00 0.28 | 0.00 0.62 0.00 | 0.00 0.62 0.00 |
| Volume/Cap: | 0.00 0.00 0.00 | 0.47 0.00 0.15 | 0.00 0.31 0.00 | 0.00 0.47 0.00 |
| Delay/Veh: | 0.0 0.0 0.0 | 18.6 0.0 16.5 | 0.0 5.4 0.0 | 0.0 6.1 0.0 |
| User DelAdj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 0.00 1.00 1.00 |
| AdjDel/Veh: | 0.0 0.0 0.0 | 18.6 0.0 16.5 | 0.0 5.4 0.0 | 0.0 6.1 0.0 |
| LOS by Move: | A A A B A B A A A A | A A A A A A A A |
| HCM2k95thQ: | 0 0 0 0 | 6 0 2 0 | 7 0 0 0 | 11 0 0 0 |

**Note:** Queue reported is the number of cars per lane.
Natomas Crossing
Baseline Plus Existing Zoning
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
************************************************************************************
Intersection #4 Arena Boulevard and I-5 Northbound Ramps
************************************************************************************
Cycle (sec): 0  Critical Vol./Cap.(X): 0.713
Loss Time (sec): 6 (Y+R=4.0 sec)  Average Delay (sec/veh): 14.9
Optimal Cycle: 60  Level Of Service: B

Street Name: I-5 Northbound Ramps  Arena Boulevard
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L  -  T  -  R  L  -  T  -  R  L  -  T  -  R  L  -  T  -  R
----------|---------------||---------------||---------------||---------------|
Control: Permitted  Permitted  Permitted  Permitted
Rights: Include  Include  Ignore  Ignore
Min. Green: 0  0  0  0  0  0  0  0  0  0  0  0
Lanes: 2  0  0  0  2  0  0  0  0  0  0  0  2  0  1  0  0  4  0  1
----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 854  0  653  0  0  0  0  878  117  0  1819  252
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse: 854  0  653  0  0  0  0  878  117  0  1819  252
User Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume: 854  0  653  0  0  0  0  878  0  0  1819  0
Reduced Vol: 854  0  653  0  0  0  0  878  0  0  1819  0
PCE Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  0.00  0.00  0.00
MLF Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  0.00  0.00  0.00
FinalVolume: 854  0  653  0  0  0  0  878  0  0  1819  0
----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment: 0.59  1.00  0.75  1.00  1.00  1.00  1.00  0.95  1.00  0.91  1.00  1.00
Lanes: 2.00  0.00  2.00  0.00  0.00  0.00  0.00  2.00  1.00  0.00  4.00  1.00
Final Sat.: 2256  0  2842  0  0  0  0  3610  1900  0  6916  1900
----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.38  0.00  0.23  0.00  0.00  0.00  0.00  0.24  0.00  0.00  0.26  0.00
Crit Moves: ****
Green/Cycle: 0.53  0.00  0.53  0.00  0.00  0.00  0.00  0.37  0.00  0.00  0.37  0.00
Volume/Cap: 0.71  0.00  0.43  0.00  0.00  0.00  0.00  0.66  0.00  0.00  0.71  0.00
Delay/Veh: 12.7  0.0  8.8  0.0  0.0  0.0  0.0  17.0  0.0  0.0  17.2  0.0
User DeLAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDeL/Veh: 12.7  0.0  8.8  0.0  0.0  0.0  0.0  17.0  0.0  0.0  17.2  0.0
LOS by Move: B  A  A  A  A  A  B  A  A  B  A  A
HCM2k95thQ: 15  0  9  0  0  0  0  15  0  0  17  0
************************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************************

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Plus Existing Zoning
PM Peak Hour

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

Intersection #5 East Commerce Way and Del Paso Road

Cycle (sec): 0  Critical Vol./Cap.(X): 1.060
Loss Time (sec): 12 (Y+R=4.0 sec)  Average Delay (sec/veh): 87.2
Optimal Cycle: 180  Level Of Service: F

Street Name: East Commerce Way  Del Paso Road
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L - T - R  L - T - R  L - T - R  L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected  Protected  Protected  Protected
Rights: Include  Include  Include  Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
lanes: 2 0 3 0 1 2 0 3 0 1 3 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 358 386 292 461 320 621 1373 1545 223 368 1252 257
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 358 386 292 461 320 621 1373 1545 223 368 1252 257
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 358 386 292 461 320 621 1373 1545 223 368 1252 257
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 358 386 292 461 320 621 1373 1545 223 368 1252 257
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 358 386 292 461 320 621 1373 1545 223 368 1252 257

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 3.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 3502 5187 1615 3502 5187 1615 5253 5187 1615 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.10 0.07 0.18 0.13 0.06 0.38 0.26 0.30 0.14 0.11 0.24 0.16
Crit Moves: ****
Green/Cycle: 0.10 0.27 0.18 0.19 0.36 0.36 0.25 0.35 0.35 0.12 0.23 0.23
Volume/Cap: 1.06 0.28 0.68 0.68 0.17 1.06 1.06 0.85 0.39 0.85 1.06 0.70
Delay/Veh: 147.1 52.5 63.7 70.2 39.0 111.5 110.5 58.1 44.5 91.9 113 69.7
User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adj Del/Veh: 147.1 52.5 63.7 70.2 39.0 111.5 110.5 58.1 44.5 91.9 113 69.7
HCM2k95thQ: 26 12 26 23 8 66 53 49 17 22 52 25

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
# Level Of Service Computation Report

## 2000 HCM Unsignalized Method (Base Volume Alternative)

**Intersection #7 E. Commerce Way and Road B5**

**Average Delay (sec/veh):** 0.3  
**Worst Case Level Of Service: A[ 9.7]**

**Street Name:** E. Commerce Way  
**Approach:** North Bound  
**Movement:** L - T - R  
**Control:** Uncontrolled  
**Rights:** Include  
**Lanes:** 0 3 0 0 0 0 2 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

### Volume Module:

- **Base Vol:**
  - 0 816 0 0 591 8 0 0 40 0 0 0
- **Growth Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Initial Bse:** 0 816 0 0 591 8 0 0 40 0 0 0
- **User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Volume:** 0 816 0 0 591 8 0 0 40 0 0 0
- **Reduct Vol:** 0 0 0 0 0 0 0 0 0 0 0 0
- **Final Volume:** 0 816 0 0 591 8 0 0 40 0 0 0

### Critical Gap Module:

- **Critical Gp:** xxxxx xxxxx xxxxx 6.9
- **FollowUpTim:** xxxxx xxxxx xxxxx 3.3

### Capacity Module:

- **Cnflict Vol:** xxxxx xxxxx xxxxx 201
- **Potent Cap.:** xxxxx xxxxx xxxxx 813
- **Move Cap.:** xxxxx xxxxx xxxxx 813
- **Volume/Cap:** xxxxx xxxxx xxxxx 0.05

### Level Of Service Module:

- **2Way95thQ:** xxxxx xxxxx xxxxx 0.2
- **Control Del:** xxxxx xxxxx xxxxx 9.7
- **LOS by Move:** * * * * A * * *
- **Movement:** LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
- **Shared Queue:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
- **Shrd ConDel:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
- **Shared LOS:** * * * * * * * * * * * *
- **Approach Del:** xxxxx xxxxx 9.7
- **Approach LOS:** * * A

**Note:** Queue reported is the number of cars per lane.
Baseline Plus Existing Zoning

PM Peak Hour

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

Intersection #8 E. Commerce Way and Road B4

Average Delay (sec/veh): 1.3  Worst Case Level Of Service: B[ 11.0]

Street Name: E. Commerce Way Road B4
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 3 0 0 0 0 2 1 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 816 0 816 0 623 8 0 0 202 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 816 0 0 623 8 0 0 202 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 816 0 0 623 8 0 0 202 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 816 0 0 623 8 0 0 202 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx xxxxx xxxxx
FollowUpTim: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 212 xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 800 xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 800 xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.25 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.0 xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.0 xxxxx xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * *
ApproachDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
ApproachLOS: * * B *

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

### Intersection #9 East Commerce Way and Arco Arena Main Entrance - Road B3

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.572</td>
<td>12 (Y+R=4.0 sec)</td>
<td>18.4</td>
<td>60</td>
<td>B</td>
</tr>
</tbody>
</table>

### Street Name:  East Commerce Way | Arco Arena Main Entrance - Road B

### Approach:  North Bound | South Bound | East Bound | West Bound

<table>
<thead>
<tr>
<th>Movement:</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
<th>L - T - R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2 0 3 0</td>
<td>1 2 0 1</td>
<td>0 1 0 1</td>
<td>0 1 0 2</td>
</tr>
</tbody>
</table>

### Volume Module:

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>312 309</th>
<th>16</th>
<th>7 742</th>
<th>40</th>
<th>379</th>
<th>1</th>
<th>177</th>
<th>18</th>
<th>1</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00 1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>312 309</td>
<td>16</td>
<td>7 742</td>
<td>40</td>
<td>379</td>
<td>1</td>
<td>177</td>
<td>18</td>
<td>1</td>
<td>18</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00 1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00 1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>312 309</td>
<td>16</td>
<td>7 742</td>
<td>40</td>
<td>379</td>
<td>1</td>
<td>177</td>
<td>18</td>
<td>1</td>
<td>18</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td></td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>312 309</td>
<td>16</td>
<td>7 742</td>
<td>40</td>
<td>379</td>
<td>1</td>
<td>177</td>
<td>18</td>
<td>1</td>
<td>18</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00 1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00 1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>312 309</td>
<td>16</td>
<td>7 742</td>
<td>40</td>
<td>379</td>
<td>1</td>
<td>177</td>
<td>18</td>
<td>1</td>
<td>18</td>
</tr>
</tbody>
</table>

### Saturation Flow Module:

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>1900 1900</th>
<th>1900 1900</th>
<th>1900 1900</th>
<th>1900 1900</th>
<th>1900 1900</th>
<th>1900 1900</th>
<th>1900 1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment:</td>
<td>0.92 0.91</td>
<td>0.85 0.92</td>
<td>0.90 0.92</td>
<td>0.85 0.92</td>
<td>0.95 1.00</td>
<td>0.85 0.92</td>
<td>0.92 1.00</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2.00 3.00</td>
<td>1.00 2.00</td>
<td>2.85 0.15</td>
<td>1.00 1.00</td>
<td>1.00 2.00</td>
<td>1.00 2.00</td>
<td>1.00 2.00</td>
</tr>
</tbody>
</table>

### Capacity Analysis Module:

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.09 0.06</th>
<th>0.01 0.00</th>
<th>0.15 0.15</th>
<th>0.15 0.21</th>
<th>0.00 0.00</th>
<th>0.11 0.01</th>
<th>0.00 0.01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves:</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td>0.16 0.41</td>
<td>0.41 0.27</td>
<td>0.01 0.27</td>
<td>0.27 0.37</td>
<td>0.36 0.36</td>
<td>0.36 0.02</td>
<td>0.01 0.01</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.57 0.15</td>
<td>0.02 0.15</td>
<td>0.57 0.57</td>
<td>0.57 0.57</td>
<td>0.57 0.57</td>
<td>0.57 0.57</td>
<td>0.57 0.57</td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>24.9 11.2</td>
<td>10.6 30.6</td>
<td>19.7 19.7</td>
<td>19.7 16.4</td>
<td>12.2 14.0</td>
<td>32.0 30.3</td>
<td>52.4</td>
</tr>
<tr>
<td>User DelAdj:</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
<td>1.00 1.00</td>
</tr>
<tr>
<td>AdjDel/Veh:</td>
<td>24.9 11.2</td>
<td>10.6 30.6</td>
<td>19.7 19.7</td>
<td>19.7 16.4</td>
<td>12.2 14.0</td>
<td>32.0 30.3</td>
<td>52.4</td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>C B B C B B B B C C D</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HCM2k95thQ:</td>
<td>7 3 0 0</td>
<td>11 11 12</td>
<td>0 5 1 0</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Queue reported is the number of cars per lane.
### Level Of Service Computation Report

#### 2000 HCM Unsignalized Method (Base Volume Alternative)

**Intersection #10 E. Commerce Way and Road B2**

**Average Delay (sec/veh):** 1.3  
**Worst Case Level Of Service:** B [12.5]

**Street Name:** E. Commerce Way  
**Road:** Road B2

<table>
<thead>
<tr>
<th>Approach</th>
<th>Movement</th>
<th>Control</th>
<th>Rights</th>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Bound</td>
<td>L - T - R</td>
<td>Uncontrolled</td>
<td>Include</td>
<td>0 3 0 0</td>
</tr>
<tr>
<td>South Bound</td>
<td>L - T - R</td>
<td>Uncontrolled</td>
<td>Include</td>
<td>0 0 2 1 0</td>
</tr>
<tr>
<td>East Bound</td>
<td>L - T - R</td>
<td>Stop Sign</td>
<td>Include</td>
<td>0 0 0 0 1</td>
</tr>
<tr>
<td>West Bound</td>
<td>L - T - R</td>
<td>Stop Sign</td>
<td>Include</td>
<td>0 0 0 0 0</td>
</tr>
</tbody>
</table>

#### Volume Module:

- **Base Vol:** 0 724 0 0 926 36 0 0 196 0 0 0
- **Growth Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **Initial Bse:** 0 724 0 0 926 36 0 0 196 0 0 0
- **User Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Adj:** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
- **PHF Volume:** 0 724 0 0 926 36 0 0 196 0 0 0
- **Reduct Vol:** 0 0 0 0 0 0 0 0 0 0 0 0
- **FinalVolume:** 0 724 0 0 926 36 0 0 196 0 0 0

#### Critical Gap Module:

- **Critical Gp:** xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx xxxxx xxxxx
- **FollowUpTim:** xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx

#### Capacity Module:

- **Cnflict Vol:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 327 xxxxx xxxxx xxxxx
- **Potent Cap.:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 675 xxxxx xxxxx xxxxx
- **Move Cap.:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 675 xxxxx xxxxx xxxxx
- **Volume/Cap:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.29 xxxxx xxxxx xxxxx

#### Level Of Service Module:

- **2Way95thQ:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.2 xxxxx xxxxx xxxxx
- **Control Del:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 12.5 xxxxx xxxxx xxxxx
- **LOS by Move:** * * * * * * * * * B * * *
- **Movement:** LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
- **Shared Queue:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
- **SharedConDel:** xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
- **Shared LOS:** * * * * * * * * * * * * *
- **Approach Del:** xxxxx xxxxx xxxxx 12.5 xxxxx xxxxx
- **Approach LOS:** * * B *

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 E. Commerce Way and Road B1

Average Delay (sec/veh): 1.3  Worst Case Level Of Service: B [13.3]

Street Name: E. Commerce Way                    Road B1
Approach: North Bound     South Bound     East Bound     West Bound
Movement: L - T - R    L - T - R    L - T - R    L - T - R
Control: Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights: Include          Include          Include          Include
Lanes: 0 0 3 0 0    0 0 2 1 0    0 0 0 0 1    0 0 0 0 0

Volume Module:
Base Vol: 0 724     0     0 1103    18     0    0   196     0    0     0
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 0 724     0     0 1103    18     0    0   196     0    0     0
User Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume: 0 724     0     0 1103    18     0    0   196     0    0     0
Reduct Vol: 0 0 0    0 0 0 0    0 0 0 0    0 0 0 0
FinalVolume: 0 724     0     0 1103    18     0    0   196     0    0     0

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx 377  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx 627  xxxx xxxx xxxxx
Move Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx 627  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx 0.31  xxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx 1.3  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxxx 13.3  xxxx xxxx xxxxx
LOS by Move: * * * * * * * * * * B * * *
Movement: LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx 627  xxxx xxxx xxxxx
Shared Queue:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx 627  xxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:  * * * * * * * * * * * *
Approach Del:  xxxx   xxxx     13.3  xxxx
Approach LOS:  * * B *

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

### Intersection #12 East Commerce Way and Arena Boulevard

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.910</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>51.3</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>132</td>
<td>Level Of Service:</td>
<td>D</td>
</tr>
</tbody>
</table>

**Street Name:**
- East Commerce Way
- Arena Boulevard

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L - T - R
- L - T - R
- L - T - R
- L - T - R

**Control:**
- Protected
- Protected
- Protected
- Protected

**Rights:**
- Include
- Include
- Include
- Include

**Min. Green:**
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

**Lanes:**
- 2
- 0
- 3
- 0
- 1
- 2
- 0
- 3
- 0
- 1
- 2
- 0
- 3
- 0
- 1

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>700</th>
<th>245</th>
<th>440</th>
<th>384</th>
<th>547</th>
<th>199</th>
<th>869</th>
<th>378</th>
<th>190</th>
<th>841</th>
<th>192</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>700</td>
<td>245</td>
<td>440</td>
<td>384</td>
<td>547</td>
<td>199</td>
<td>869</td>
<td>378</td>
<td>190</td>
<td>841</td>
<td>192</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>700</td>
<td>245</td>
<td>440</td>
<td>384</td>
<td>547</td>
<td>199</td>
<td>869</td>
<td>378</td>
<td>190</td>
<td>841</td>
<td>192</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>700</td>
<td>245</td>
<td>440</td>
<td>384</td>
<td>547</td>
<td>199</td>
<td>869</td>
<td>378</td>
<td>190</td>
<td>841</td>
<td>192</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>700</td>
<td>245</td>
<td>440</td>
<td>384</td>
<td>547</td>
<td>199</td>
<td>869</td>
<td>378</td>
<td>190</td>
<td>841</td>
<td>192</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.85 |
| Lanes: | 2.00 | 3.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.20 | 0.05 | 0.27 | 0.11 | 0.07 | 0.34 | 0.06 | 0.17 | 0.23 | 0.05 | 0.16 | 0.12 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Delay/Veh: | 65.0 | 23.2 | 32.4 | 53.5 | 28.0 | 57.2 | 65.9 | 44.9 | 71.1 | 99.9 | 47.8 | 45.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.0 | 23.2 | 32.4 | 53.5 | 28.0 | 57.2 | 65.9 | 44.9 | 71.1 | 99.9 | 47.8 | 45.0 |
| LOS by Move: | E | C | C | D | C | E | E | D | E | F | D | D |

**HCM2k95thQ:**

| 31 | 4 | 26 | 16 | 7 | 41 | 10 | 22 | 32 | 12 | 22 | 14 |

**Note:** Queue reported is the number of cars per lane.
Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 E. Commerce Way and Road C4

Average Delay (sec/veh): 0.0
Worst Case Level Of Service: B [10.2]

Street Name: E. Commerce Way Road C4

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 0 0 3 0 0 0 0 2 1 0 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 1366 0 0 888 30 0 0 1 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1366 0 0 888 30 0 0 1 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1366 0 0 888 30 0 0 1 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 1366 0 0 888 30 0 0 1 0 0 0 0

Critical Gap Module:
Critical Gp: xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx xxxxx xxxxx
FollowUpTim: xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflict Vol: xxxxx xxxxx xxxxx xxxxx 311 xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx xxxxx 691 xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx xxxxx 691 xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx 10.2 xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx 10.2 xxxxx xxxxx xxxxx

LOS by Move: * * * * * * * * * * * * B * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * *

Approach Del: xxxxx xxxxx 10.2 xxxxx
Approach LOS: * * B

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #14 E. Commerce Way and Amelia Earhart Ave. - Road C3**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.568</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>17.4</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

**Street Name:** E. Commerce Way, Amelia Earhart Ave. - Road C3

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L - T - R
- L - T - R
- L - T - R
- L - T - R

**Control:**
- Protected
- Protected
- Protected
- Protected

**Rights:**
- Include
- Include
- Include
- Include

**Min. Green:**
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

**Lanes:**
- 1 0 3 0 1 1 0 2 1 0 0 0 0 0 0
- 1 0 0 1 0 1 0 0 1 0

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>26 905</th>
<th>62</th>
<th>7 874</th>
<th>15</th>
<th>460</th>
<th>27</th>
<th>1</th>
<th>44</th>
<th>1</th>
<th>20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>26 905</td>
<td>62</td>
<td>7 874</td>
<td>15</td>
<td>460</td>
<td>27</td>
<td>1</td>
<td>44</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>26 905</td>
<td>62</td>
<td>7 874</td>
<td>15</td>
<td>460</td>
<td>27</td>
<td>1</td>
<td>44</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>26 905</td>
<td>62</td>
<td>7 874</td>
<td>15</td>
<td>460</td>
<td>27</td>
<td>1</td>
<td>44</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Final Volume:</td>
<td>26 905</td>
<td>62</td>
<td>7 874</td>
<td>15</td>
<td>460</td>
<td>27</td>
<td>1</td>
<td>44</td>
<td>1</td>
<td>20</td>
</tr>
</tbody>
</table>

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment:</td>
<td>0.95</td>
<td>0.95</td>
<td>0.95</td>
<td>0.95</td>
<td>0.95</td>
<td>0.95</td>
<td>0.95</td>
<td>0.95</td>
<td>0.95</td>
<td>0.95</td>
</tr>
<tr>
<td>Lanes:</td>
<td>1.00</td>
<td>3.00</td>
<td>1.00</td>
<td>1.00</td>
<td>2.95</td>
<td>0.05</td>
<td>1.00</td>
<td>0.96</td>
<td>0.04</td>
<td>1.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>1805 5187</td>
<td>1615</td>
<td>1805</td>
<td>5084</td>
<td>87</td>
<td>1805</td>
<td>1823</td>
<td>68</td>
<td>1805</td>
<td>78</td>
</tr>
</tbody>
</table>

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.01</th>
<th>0.17</th>
<th>0.04</th>
<th>0.00</th>
<th>0.17</th>
<th>0.17</th>
<th>0.25</th>
<th>0.01</th>
<th>0.01</th>
<th>0.02</th>
<th>0.01</th>
<th>0.01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves:</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td>0.03</td>
<td>0.32</td>
<td>0.32</td>
<td>0.01</td>
<td>0.30</td>
<td>0.30</td>
<td>0.45</td>
<td>0.18</td>
<td>0.18</td>
<td>0.29</td>
<td>0.02</td>
<td>0.02</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.57</td>
<td>0.54</td>
<td>0.12</td>
<td>0.54</td>
<td>0.57</td>
<td>0.57</td>
<td>0.57</td>
<td>0.08</td>
<td>0.08</td>
<td>0.08</td>
<td>0.57</td>
<td>0.57</td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>44.6</td>
<td>17.1</td>
<td>14.5</td>
<td>69.9</td>
<td>18.1</td>
<td>18.1</td>
<td>13.2</td>
<td>20.7</td>
<td>20.7</td>
<td>15.4</td>
<td>48.1</td>
<td>48.1</td>
</tr>
<tr>
<td>User DelAdj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>AdjDel/Veh:</td>
<td>44.6</td>
<td>17.1</td>
<td>14.5</td>
<td>69.9</td>
<td>18.1</td>
<td>18.1</td>
<td>13.2</td>
<td>20.7</td>
<td>20.7</td>
<td>15.4</td>
<td>48.1</td>
<td>48.1</td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>D</td>
<td>B</td>
<td>B</td>
<td>E</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>B</td>
<td>D</td>
<td>D</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Plus Existing Zoning
PM Peak Hour

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

Intersection #15 E. Commerce Way and Road C2

Cycle (sec): 0
Loss Time (sec): 9 (Y+R=4.0 sec)
Optimal Cycle: 60

Street Name: E. Commerce Way Road C2
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 3 0 0 0 0 3 0 1 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 40 688 0 0 752 167 306 0 59 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 688 0 0 752 167 306 0 59 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 688 0 0 752 167 306 0 59 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 688 0 0 752 167 306 0 59 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 40 688 0 0 752 167 306 0 59 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 1.00 0.91 0.85 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 0.00 3.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 5187 0 0 5187 1615 1805 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.02 0.13 0.00 0.00 0.14 0.10 0.17 0.00 0.04 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.06 0.42 0.00 0.00 0.37 0.37 0.43 0.00 0.43 0.00 0.00 0.00
Volume/Cap: 0.40 0.31 0.00 0.00 0.40 0.28 0.40 0.00 0.09 0.00 0.00 0.00
Delay/Veh: 29.9 11.6 0.0 0.0 14.2 13.7 12.2 0.0 10.2 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 29.9 11.6 0.0 0.0 14.2 13.7 12.2 0.0 10.2 0.0 0.0 0.0

Note: Queue reported is the number of cars per lane.
## Level Of Service Computation Report

**2000 HCM Unsignalized Method (Base Volume Alternative)**

### Intersection #16 E. Commerce Way and Road C1

**Average Delay (sec/veh):** 0.8  
**Worst Case Level Of Service:** B [11.0]

### Street Name: E. Commerce Way and Road C1

### Approach: North Bound, South Bound, East Bound, West Bound

<table>
<thead>
<tr>
<th>Movement</th>
<th>Control</th>
<th>Rights</th>
<th>Lanes</th>
<th>Volume Module</th>
<th>Critical Gap Module</th>
<th>Capacity Module</th>
<th>Level Of Service Module</th>
</tr>
</thead>
<tbody>
<tr>
<td>L - T - R</td>
<td>Uncontrolled</td>
<td>Include</td>
<td>0 0 3 0 0</td>
<td>Base Vol: 0 728 0 0 728 83 0 0 118 0 0 0</td>
<td>Critical Gp:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.9 xxxx xxxx xxxx</td>
<td>Ctrl Vol: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 284 xxxx xxxx xxxx</td>
<td>2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.6 xxxx xxxx xxxx</td>
</tr>
<tr>
<td>L - T - R</td>
<td>Stop Sign</td>
<td>Include</td>
<td>0 0 2 1 0</td>
<td>Initial Bse: 0 728 0 0 728 83 0 0 118 0 0 0</td>
<td>FollowUpTim:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.3 xxxx xxxx xxxx</td>
<td>Potent Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 719 xxxx xxxx xxxx</td>
<td>Move Cap.:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 719 xxxx xxxx xxxx</td>
</tr>
<tr>
<td>L - T - R</td>
<td>Stop Sign</td>
<td>Include</td>
<td>0 0 0 1 0</td>
<td>User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>Move Cap.:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
<td>Move Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 719 xxxx xxxx xxxx</td>
<td>Move Cap.:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 719 xxxx xxxx xxxx</td>
</tr>
<tr>
<td>L - T - R</td>
<td>Stop Sign</td>
<td>Include</td>
<td>0 0 0 0 0</td>
<td>PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td>Shared Queue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
<td>Move Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 719 xxxx xxxx xxxx</td>
<td>Move Cap.:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 719 xxxx xxxx xxxx</td>
</tr>
<tr>
<td>L - T - R</td>
<td>Stop Sign</td>
<td>Include</td>
<td>0 0 0 0 0</td>
<td>PHF Volume: 0 728 0 0 728 83 0 0 118 0 0 0</td>
<td>Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
<td>Shared Queue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
<td>Shared Queue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
</tr>
<tr>
<td>L - T - R</td>
<td>Stop Sign</td>
<td>Include</td>
<td>0 0 0 0 0</td>
<td>Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0</td>
<td>Shared LOS: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
<td>Shared Queue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
<td>Shared Queue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
</tr>
<tr>
<td>L - T - R</td>
<td>Stop Sign</td>
<td>Include</td>
<td>0 0 0 0 0</td>
<td>FinalVolume: 0 728 0 0 728 83 0 0 118 0 0 0</td>
<td>ApproachDel:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
<td>Shared Queue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
<td>Shared Queue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx</td>
</tr>
</tbody>
</table>

**Note:** Queue reported is the number of cars per lane.
Baseline Plus Existing Zoni

Wed Dec 17, 2008 15:03:07

Page 18-1

Natomas Crossing
Baseline Plus Existing Zoning
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 E. Commerce Way and Natomas Crossing Drive

Cycle (sec): 0
Critical Vol./Cap. (X): 0.295
Loss Time (sec): 9 (Y+R=4.0 sec)
Average Delay (sec/veh): 6.0
Optimal Cycle: 60
Level Of Service: A

Street Name: E. Commerce Way
Natomas Crossing Drive

Approach: North Bound      South Bound       East Bound       West Bound

Movement: L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R

Control: Protected        Protected        Protected        Protected
Rights: Include          Include          Include          Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 2 0 0 0 0 2 0 0 0 1

Volume Module:
Base Vol: 0 684 28 118 728 0 0 0 0 22 0 44
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 684 28 118 728 0 0 0 0 22 0 44
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 684 28 118 728 0 0 0 0 22 0 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 684 28 118 728 0 0 0 0 22 0 44
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 684 28 118 728 0 0 0 0 22 0 44

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.85
Lanes: 1.00 2.00 1.00 2.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.: 1900 3610 1615 3502 3610 0 0 0 0 3502 0 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.19 0.02 0.03 0.20 0.00 0.00 0.00 0.00 0.01 0.00 0.03
Crit Moves: **** **** **** ****
Green/Cycle: 0.00 0.64 0.64 0.11 0.76 0.00 0.00 0.00 0.00 0.09 0.00 0.09
Volume/Cap: 0.00 0.29 0.03 0.29 0.27 0.00 0.00 0.00 0.00 0.07 0.00 0.29
Delay/Veh: 0.0 4.8 3.9 24.8 2.3 0.0 0.0 0.0 0.0 25.0 0.0 26.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 4.8 3.9 24.8 2.3 0.0 0.0 0.0 0.0 25.0 0.0 26.5
LOS by Move: A A A C A A A A A C A C
HCM2k95thQ: 0 6 0 3 5 0 0 0 0 1 0 2

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Level Of Service Computation Report

**2000 HCM Unsignalized Method (Base Volume Alternative)**

**Intersection #18 E. Commerce Way and Road D3**

**Average Delay (sec/veh):** 0.3

**Worst Case Level Of Service:** B[1.12]

---

**Intersection Name:** E. Commerce Way and Road D3

**Approach:**
- North Bound
- South Bound
- East Bound
- West Bound

**Movement:**
- L - T - R
- L - T - R

**Control:**
- Uncontrolled
- Stop Sign

**Rights:**
- Include
- Include

**Lanes:**
- 0 0 2 0 0
- 0 0 1 1 0
- 0 0 0 0 1
- 0 0 0 0 0

---

**Volume Module:**

**Base Vol:**
- 0 712 0 727 24 0 0 46 0 0 0

**Growth Adj:**
- 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**Initial Bse:**
- 0 712 0 727 24 0 0 46 0 0 0

**User Adj:**
- 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**PHF Volume:**
- 0 712 0 727 24 0 0 46 0 0 0

**Reduct Vol:**
- 0 0 0 0 0 0 0 0 0 0 0 0

**Final Volume:**
- 0 712 0 727 24 0 0 46 0 0 0

---

**Critical Gap Module:**

**Critical Gp:**
- xxxxx xxxxx xxxxx xxxxx

**FollowUpTim:**
- xxxxx xxxxx xxxxx xxxxx

---

**Capacity Module:**

**Conflict Vol:**
- xxxxx xxxxx xxxxx xxxxx

**Potent Cap.:**
- xxxxx xxxxx xxxxx xxxxx

**Move Cap.:**
- xxxxx xxxxx xxxxx xxxxx

**Volume/Cap:**
- xxxxx xxxxx xxxxx xxxxx

---

**Level Of Service Module:**

**2Way95thQ:**
- xxxxx xxxxx xxxxx xxxxx

**Control Del:**
- xxxxx xxxxx xxxxx xxxxx

**ApproachDel:**
- xxxxx xxxxx xxxxx

**Approach LOS:**
- * * * * *

---

**Note:** Queue reported is the number of cars per lane.
# Level Of Service Computation Report

## 2000 HCM Operations Method (Base Volume Alternative)

### Intersection #19 East Commerce Way and Road D2

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.485</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>9 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>12.8</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Name:</th>
<th>E. Commerce Way</th>
<th>Road D2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach:</td>
<td>North Bound</td>
<td>South Bound</td>
</tr>
<tr>
<td>Movement:</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control:</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

## Volume Module:

| Base Vol: | 36 | 371 | 0 | 0 | 733 | 40 | 341 | 0 | 116 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 371 | 0 | 0 | 733 | 40 | 341 | 0 | 116 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 36 | 371 | 0 | 0 | 733 | 40 | 341 | 0 | 116 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 371 | 0 | 0 | 733 | 40 | 341 | 0 | 116 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 36 | 371 | 0 | 0 | 733 | 40 | 341 | 0 | 116 | 0 | 0 | 0 |

## Saturation Flow Module:

| Sat./Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 3610 | 1615 | 1805 | 0 | 1615 |

## Capacity Analysis Module:

| Vol./Sat: | 0.02 | 0.10 | 0.00 | 0.00 | 0.20 | 0.02 | 0.19 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | **** | **** |
| Green/Cycle: | 0.04 | 0.46 | 0.00 | 0.00 | 0.42 | 0.42 | 0.39 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.48 | 0.22 | 0.00 | 0.00 | 0.48 | 0.06 | 0.48 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 33.1 | 9.8 | 0.0 | 0.0 | 13.0 | 10.4 | 14.3 | 0.0 | 12.2 | 0.0 | 0.0 | 0.0 |
| User Del Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Del/Veh: | 33.1 | 9.8 | 0.0 | 0.0 | 13.0 | 10.4 | 14.3 | 0.0 | 12.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | A | B | B | B | A | A |

Note: Queue reported is the number of cars per lane.
### Level Of Service Computation Report

**2000 HCM Unsignalized Method (Base Volume Alternative)**

**Intersection #20 E. Commerce Way and Road D1**

Average Delay (sec/veh): 0.6  
Worst Case Level Of Service: B[ 12.0]

**Street Name:** E. Commerce Way  
**Road Name:** Road D1

<table>
<thead>
<tr>
<th>Approach</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control</td>
<td>Uncontrolled</td>
<td>Uncontrolled</td>
<td>Stop Sign</td>
<td>Stop Sign</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Lanes</td>
<td>0 2 0 0</td>
<td>0 0 1 1</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
</tbody>
</table>

#### Volume Module:

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>408</th>
<th>833</th>
<th>0</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>408</td>
<td>833</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>408</td>
<td>833</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>408</td>
<td>833</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Critical Gap Module:

| Critical Gp: | 6.9 |
| FollowUpTim: | 3.3 |

#### Capacity Module:

| Cnflict Vol: | 425 |
| Potent Cap.: | 584 |
| Move Cap.: | 584 |
| Volume/Cap: | 0.12 |

#### Level Of Service Module:

| 2Way95thQ: | 0.4 |
| Control Del: | 12.0 |
| LOS by Move: | * | * | * | * | * | * | B | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| Shared Cap.: | 425 |
| Shared Queue: | 584 |
| Shrd ConDel: | 0.12 |
| Shared LOS: | * | * | * | * | * | * | * | * | * |
| Approach Del: | 12.0 |
| Approach LOS: | * | * | B | * |

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

---

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #21 E. Commerce Way and San Juan Road**

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.538

**Loss Time (sec):** 9 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 14.2

**Optimal Cycle:** 60  
**Level Of Service:** B

**Street Name:** E. Commerce Way  
**San Juan Road**

<table>
<thead>
<tr>
<th>Approach</th>
<th>Movement</th>
<th>Control</th>
<th>Rights</th>
<th>Min. Green</th>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Bound</td>
<td>L - T - R</td>
<td>Protected</td>
<td>Include</td>
<td>0 0 0 0 0 0</td>
<td>2 0 0 0 1</td>
</tr>
<tr>
<td>South Bound</td>
<td>L - T - R</td>
<td>Protected</td>
<td>Include</td>
<td>0 0 0 0 0 0</td>
<td>1 0 2 0 0</td>
</tr>
<tr>
<td>East Bound</td>
<td>L - T - R</td>
<td>Protected</td>
<td>Include</td>
<td>0 0 0 0 0 0</td>
<td>0 0 2 0 1</td>
</tr>
<tr>
<td>West Bound</td>
<td>L - T - R</td>
<td>Protected</td>
<td>Include</td>
<td>0 0 0 0 0 0</td>
<td>0 0 2 0 1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Volume Module:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Vol:</td>
<td>0 0 0 737 0 166 87 347 0 0 362 321</td>
</tr>
<tr>
<td>Growth Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>0 0 0 737 0 166 87 347 0 0 362 321</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>0 0 0 737 0 166 87 347 0 0 362 321</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>0 0 0 737 0 166 87 347 0 0 362 321</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>0 0 0 737 0 166 87 347 0 0 362 321</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturation Flow Module:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sat/Lane:</td>
<td>1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900</td>
</tr>
<tr>
<td>Adjustment:</td>
<td>1.00 1.00 1.00 0.92 1.00 0.85 0.95 0.95 1.00 0.95 0.85 0.95</td>
</tr>
<tr>
<td>Lanes:</td>
<td>0.00 0.00 0.00 2.00 0.00 1.00 1.00 2.00 0.00 0.00 2.00 1.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>0 0 0 3502 0 1615 1805 3610 0 0 3610 1615</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity Analysis Module:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vol/Sat:</td>
<td>0.00 0.00 0.00 0.21 0.00 0.10 0.05 0.10 0.00 0.00 0.10 0.20</td>
</tr>
</tbody>
</table>
| Crit Moves:               | **** **** ****
| Green/Cycle:              | 0.00 0.00 0.00 0.39 0.00 0.39 0.09 0.46 0.00 0.00 0.37 0.37|
| Volume/Cap:               | 0.00 0.00 0.00 0.54 0.00 0.26 0.54 0.21 0.00 0.00 0.27 0.54|
| Delay/Veh:                | 0.0 0.0 0.0 14.5 0.0 12.6 29.7 9.8 0.0 0.0 13.4 15.9|
| User DelAdj:              | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00|
| AdjDel/Veh:               | 0.0 0.0 0.0 14.5 0.0 12.6 29.7 9.8 0.0 0.0 13.4 15.9|
| LOS by Move:              | A A A A B A B C A A A B B|
| HCM2k95thQ:              | 0 0 0 12 0 5 5 4 0 0 5 10|

---

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Plus Existing Zoning
PM Peak Hour

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

Intersection #23 Duckhorn Drive and San Juan Road

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.481</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>9 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>15.9</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Name:</th>
<th>Duckhorn Drive</th>
<th>San Juan Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach:</td>
<td>North Bound</td>
<td>South Bound</td>
</tr>
<tr>
<td>Movement:</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control:</td>
<td>Permitted</td>
<td>Permitted</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>0 1 0 1</td>
<td>1 0 1 0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Volume Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Vol:</td>
</tr>
<tr>
<td>Growth Adj:</td>
</tr>
<tr>
<td>Initial Bse:</td>
</tr>
<tr>
<td>User Adj:</td>
</tr>
<tr>
<td>PHF Adj:</td>
</tr>
<tr>
<td>PHF Volume:</td>
</tr>
<tr>
<td>Reduct Vol:</td>
</tr>
<tr>
<td>Reduced Vol:</td>
</tr>
<tr>
<td>PCE Adj:</td>
</tr>
<tr>
<td>MLF Adj:</td>
</tr>
<tr>
<td>FinalVolume:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturation Flow Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sat/Lane:</td>
</tr>
<tr>
<td>Adjustment:</td>
</tr>
<tr>
<td>Lanes:</td>
</tr>
<tr>
<td>Final Sat.:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity Analysis Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vol/Sat:</td>
</tr>
</tbody>
</table>
| Crit Moves: | **** **** **** |****
| Green/Cycle: | 0.22 0.22 0.22 0.22 0.22 0.10 0.28 0.28 0.35 0.53 0.53 |
| Volume/Cap: | 0.28 0.28 0.48 0.46 0.18 0.09 0.25 0.48 0.48 0.48 0.25 0.18 |
| Delay/Veh: | 19.9 19.9 21.4 21.5 19.2 18.7 25.9 18.8 18.8 15.8 7.7 7.3 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 19.9 19.9 21.4 21.5 19.2 18.7 25.9 18.8 18.8 15.8 7.7 7.3 |
| LOS by Move: | B B C C B B C B B A A |
| HCM2k95thQ: | 4 4 7 6 3 1 2 8 8 10 5 3 |

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

**Baseline Plus Existing Zoning**

**PM Peak Hour**

---

### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #24 Truxel Road and Arena Boulevard**

---

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>Critical Vol./Cap.(X):</th>
<th>0.681</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>(Y+R=4.0 sec)</td>
<td></td>
</tr>
<tr>
<td>Average Delay (sec/veh):</td>
<td></td>
<td>20.5</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>60</td>
<td></td>
</tr>
</tbody>
</table>

**Level Of Service:** C

---

**Street Name:**

- **Truxel Road**
- **Arena Boulevard**

**Approach:**

- **North Bound**
- **South Bound**
- **East Bound**
- **West Bound**

**Movement:**

- L - T - R
- L - T - R
- L - T - R
- L - T - R

**Control:**

- Protected
- Protected
- Protected
- Protected

**Rights:**

- Include
- Include
- Include
- Include

**Min. Green:**

- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0
- 0

**Lanes:**

- 2 4 0 1
- 2 0 4 0
- 1 2 0 3
- 0 1 2 0

---

### Volume Module:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>306 883</td>
<td>1.00</td>
<td>306 883</td>
<td>1.00</td>
<td>1.00</td>
<td>306 883</td>
<td>0</td>
<td>1.00</td>
<td>1.00</td>
<td>306 883</td>
</tr>
</tbody>
</table>

**Adjustment:**

- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00

**Final Sat.:**

- 3502
- 6916
- 1615
- 3502
- 6916
- 1615
- 3502
- 5187
- 1615
- 3502
- 5187
- 1615

---

### Capacity Analysis Module:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.09 0.13 0.06</td>
<td>0.05 0.10</td>
<td>0.11</td>
<td>0.08 0.14</td>
<td>0.29</td>
<td>0.05 0.14</td>
<td>0.20</td>
<td>C C C C C C C B B C B B</td>
<td>8 10 4 6 9 7 7 6 7 11</td>
</tr>
</tbody>
</table>

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Plus Existing Zoning
PM Peak Hour

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

Intersection #25 Truxel Road and Natomas Crossing Drive

Cycle (sec): 0 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 60 Level Of Service: B

Street Name: Truxel Road                  Natomas Crossing Drive
Approach: North Bound      South Bound       East Bound       West Bound
Movement: L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control: Protected        Protected        Protected        Protected
Rights: Include          Include          Include          Include
Min. Green: 0  0  0  0  0  0  0  0  0  0  0  0
Lanes: 2  0  4  0  1    1  0  4  0  1    1  0  0  1  1    1  0  0  1  0

Volume Module:
Base Vol:  256 1155   120    69 1170   128    60   13   264    74   15    55
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  256 1155   120    69 1170   128    60   13   264    74   15    55
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   256 1155   120    69 1170   128    60   13   264    74   15    55
Reduced Vol:  256 1155   120    69 1170   128    60   13   264    74   15    55
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume: 256 1155   120    69 1170   128    60   13   264    74   15    55

Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.91  0.85  0.95 0.91  0.85  0.95 0.86  0.86  0.95 0.88  0.88
Lanes:       2.00 4.00  1.00  1.00 4.00  1.00  1.00 0.09  1.91  1.00 0.21  0.79
Final Sat.:  3502 6916  1615  1805 6916  1615  1805  153  3104  1805  359  1317

Capacity Analysis Module:
Vol/Sat:  0.07 0.17  0.04 0.17  0.08 0.03 0.09 0.09  0.09 0.04 0.04  0.04
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.16 0.43  0.43 0.10 0.37 0.37 0.12 0.18  0.18 0.09 0.15  0.15
Volume/Cap:  0.46 0.39  0.17 0.39 0.46 0.22 0.27 0.46  0.46 0.46 0.27  0.27
Delay/Veh:  23.5 11.9  10.7 26.8 14.6 13.2 24.6 22.4  22.4 28.0 23.1  23.1
User DelAdj: 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  23.5 11.9  10.7 26.8 14.6 13.2 24.6 22.4  22.4 28.0 23.1  23.1
Loss by Move:    C    B     B     C    B     B     C    C     C     C    C     C
HCM2k95thQ:  6 8 3 3 10 4 3 6 4 3 3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Scenario Report

**Scenario:** Baseline Plus Existing Zoning Saturday  
**Command:** Baseline Plus Existing Zoning Saturday  
**Volume:** Baseline Plus Existing Zoning Saturday  
**Geometry:** Baseline With Development  
**Impact Fee:** Default Impact Fee  
**Trip Generation:** Default Trip Generation  
**Trip Distribution:** Default Trip Distribution  
**Paths:** Default Path  
**Routes:** Default Route  
**Configuration:** Default Configuration
## Impact Analysis Report

### Level Of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Base</th>
<th>Future</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1 El Centro Road and Arena Boule</td>
<td>B 15.5 0.447</td>
<td>B 15.5 0.447</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 2 Duckhorn Drive and Arena Boule</td>
<td>B 18.9 0.577</td>
<td>B 18.9 0.577</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 3 Arena Boulevard and I-5 Southb</td>
<td>A 7.1 0.307</td>
<td>A 7.1 0.307</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 4 Arena Boulevard and I-5 Northb</td>
<td>B 11.9 0.468</td>
<td>B 11.9 0.468</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 5 East Commerce Way and Del Paso</td>
<td>E 71.4 0.934</td>
<td>E 71.4 0.934</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 7 E. Commerce Way and Road B5</td>
<td>A 9.3 0.000</td>
<td>A 9.3 0.000</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 8 E. Commerce Way and Road B4</td>
<td>A 9.3 0.000</td>
<td>A 9.3 0.000</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 9 East Commerce Way and Arco Are</td>
<td>C 21.3 0.312</td>
<td>C 21.3 0.312</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 10 E. Commerce Way and Road B2</td>
<td>A 9.9 0.000</td>
<td>A 9.9 0.000</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 11 E. Commerce Way and Road B1</td>
<td>B 10.0 0.000</td>
<td>B 10.0 0.000</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 12 East Commerce Way and Arena Bo</td>
<td>C 20.4 0.625</td>
<td>C 20.4 0.625</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 13 E. Commerce Way and Road C4</td>
<td>A 9.6 0.000</td>
<td>A 9.6 0.000</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 14 E. Commerce Way and Amelia Ear</td>
<td>B 15.2 0.353</td>
<td>B 15.2 0.353</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 15 E. Commerce Way and Road C2</td>
<td>A 9.5 0.296</td>
<td>A 9.5 0.296</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 16 E. Commerce Way and Road C1</td>
<td>A 9.8 0.000</td>
<td>A 9.8 0.000</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 17 E. Commerce Way and Natomas Cr</td>
<td>A 8.4 0.168</td>
<td>A 8.4 0.168</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 18 E. Commerce Way and Road D3</td>
<td>A 9.6 0.000</td>
<td>A 9.6 0.000</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 19 East Commerce Way and Road D2</td>
<td>A 4.9 0.162</td>
<td>A 4.9 0.162</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 20 E. Commerce Way and Road D1</td>
<td>A 9.6 0.000</td>
<td>A 9.6 0.000</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 21 E. Commerce Way and San Juan R</td>
<td>B 12.4 0.361</td>
<td>B 12.4 0.361</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 23 Duckhorn Drive and San Juan Ro</td>
<td>B 15.2 0.356</td>
<td>B 15.2 0.356</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 24 Truxel Road and Arena Boulevar</td>
<td>B 18.6 0.445</td>
<td>B 18.6 0.445</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td># 25 Truxel Road and Natomas Crossi</td>
<td>B 17.3 0.418</td>
<td>B 17.3 0.418</td>
<td>0.000 D/V</td>
</tr>
<tr>
<td>Intersection</td>
<td>Base Del/ V/ LOS Veh</td>
<td>Future Del/ V/ LOS Veh</td>
<td>Change in</td>
</tr>
<tr>
<td>----------------</td>
<td>----------------------</td>
<td>------------------------</td>
<td>-----------</td>
</tr>
</tbody>
</table>

Natomas Crossing
Baseline Plus Existing Zoning Scenario
Saturday Peak Hour

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing  
Baseline Plus Existing Zoning Scenario  
Saturday Peak Hour

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

Intersection #1 El Centro Road and Arena Boulevard

<table>
<thead>
<tr>
<th>Cycle (sec)</th>
<th>Critical Vol./Cap.(X)</th>
<th>Loss Time (sec)</th>
<th>Average Delay (sec/veh)</th>
<th>Optimal Cycle</th>
<th>Level Of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.447</td>
<td>12 (Y+R=4.0 sec)</td>
<td>15.5</td>
<td>60</td>
<td>B</td>
</tr>
</tbody>
</table>

Street Name:  
El Centro Road  
Arena Boulevard

Approach:  
North Bound  
South Bound  
East Bound  
West Bound

Movement:  
L  -  T  -  R  
L  -  T  -  R  
L  -  T  -  R  
L  -  T  -  R

Control:  
Protected  
Protected  
Protected  
Protected

Rights:  
Include  
Include  
Include  
Include

Min. Green:  
0  
0  
0  
0

Lanes:  
1  
0  
2  
0  
1

Volume Module:

| Base Vol: | 91 124 72 80 117 8 2 391 85 72 381 70 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 91 124 72 80 117 8 2 391 85 72 381 70 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 91 124 72 80 117 8 2 391 85 72 381 70 |
| Reduct Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: | 91 124 72 80 117 8 2 391 85 72 381 70 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume: | 91 124 72 80 117 8 2 391 85 72 381 70 |

Saturation Flow Module:

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.95 0.95 0.85 0.95 1.00 0.85 0.95 1.00 0.85 0.95 1.00 0.85 |
| Lanes: | 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Sat.: | 1805 3610 1615 1805 1900 1615 1805 1900 1615 1805 1900 1615 |

Capacity Analysis Module:

| Vol/Sat: | 0.05 0.03 0.04 0.04 0.06 0.00 0.00 0.21 0.05 0.04 0.20 0.04 |
| Crit Moves: | ****  | ****  | ****  | ****  |
| Green/Cycle: | 0.11 0.13 0.13 0.12 0.14 0.14 0.00 0.46 0.46 0.09 0.55 0.55 |
| Volume/Cap: | 0.45 0.27 0.35 0.35 0.45 0.04 0.37 0.45 0.11 0.45 0.37 0.08 |
| Delay/Veh: | 26.4 24.1 25.1 25.0 25.0 22.5 67.1 11.4 9.3 27.9 7.9 6.5 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 26.4 24.1 25.1 25.0 25.0 22.5 67.1 11.4 9.3 27.9 7.9 6.5 |
| LOS by Move: | C C C C C E B A C A A |
| HCM2k95thQ: | 4 3 3 4 5 0 1 10 2 4 8 1 |

Note: Queue reported is the number of cars per lane.
Natomas Crossing  
Baseline Plus Existing Zoning Scenario  
Saturday Peak Hour

---

**Baseline Plus Existing Zoning Scenario**

---

**Level Of Service Computation Report**

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #2 Duckhorn Drive and Arena Boulevard**

---

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.577  
**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 18.9  
**Optimal Cycle:** 60  
**Level Of Service:** B

---

**Street Name:** Duckhorn Drive  
**Approach:** North Bound  
**Movement:** L - T - R  
**Rights:** Include  
**Min. Green:** 0  
**Lanes:** 1  
**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol.</th>
<th>49</th>
<th>9</th>
<th>277</th>
<th>109</th>
<th>18</th>
<th>22</th>
<th>40</th>
<th>593</th>
<th>60</th>
<th>331</th>
<th>522</th>
<th>223</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj.</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse.</td>
<td>49</td>
<td>9</td>
<td>277</td>
<td>109</td>
<td>18</td>
<td>22</td>
<td>40</td>
<td>593</td>
<td>60</td>
<td>331</td>
<td>522</td>
<td>223</td>
</tr>
<tr>
<td>User Adj.</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj.</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume</td>
<td>49</td>
<td>9</td>
<td>277</td>
<td>109</td>
<td>18</td>
<td>22</td>
<td>40</td>
<td>593</td>
<td>60</td>
<td>331</td>
<td>522</td>
<td>223</td>
</tr>
<tr>
<td>Reduced Vol.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PCE Adj.</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>MLF Adj.</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Final Volume</td>
<td>49</td>
<td>9</td>
<td>277</td>
<td>109</td>
<td>18</td>
<td>22</td>
<td>40</td>
<td>593</td>
<td>60</td>
<td>331</td>
<td>522</td>
<td>223</td>
</tr>
</tbody>
</table>

---

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
<th>1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment:</td>
<td>0.95</td>
<td>1.00</td>
<td>0.85</td>
<td>0.92</td>
<td>0.92</td>
<td>0.92</td>
<td>0.95</td>
<td>0.95</td>
<td>0.85</td>
<td>0.92</td>
<td>0.95</td>
<td>0.85</td>
</tr>
<tr>
<td>Lanes:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>2.00</td>
<td>0.45</td>
<td>0.55</td>
<td>1.00</td>
<td>2.00</td>
<td>1.00</td>
<td>2.00</td>
<td>2.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>1805</td>
<td>1900</td>
<td>1615</td>
<td>3502</td>
<td>785</td>
<td>959</td>
<td>1805</td>
<td>3610</td>
<td>1615</td>
<td>3502</td>
<td>3610</td>
<td>1615</td>
</tr>
</tbody>
</table>

---

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.03</th>
<th>0.00</th>
<th>0.17</th>
<th>0.03</th>
<th>0.02</th>
<th>0.02</th>
<th>0.02</th>
<th>0.16</th>
<th>0.04</th>
<th>0.09</th>
<th>0.14</th>
<th>0.14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves:</td>
<td>0.19</td>
<td>0.30</td>
<td>0.30</td>
<td>0.30</td>
<td>0.05</td>
<td>0.16</td>
<td>0.16</td>
<td>0.06</td>
<td>0.28</td>
<td>0.28</td>
<td>0.16</td>
<td>0.39</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.14</td>
<td>0.02</td>
<td>0.58</td>
<td>0.58</td>
<td>0.14</td>
<td>0.14</td>
<td>0.37</td>
<td>0.58</td>
<td>0.13</td>
<td>0.58</td>
<td>0.37</td>
<td>0.35</td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>20.4</td>
<td>14.9</td>
<td>19.6</td>
<td>32.1</td>
<td>21.9</td>
<td>21.9</td>
<td>29.3</td>
<td>19.2</td>
<td>16.1</td>
<td>24.6</td>
<td>13.3</td>
<td>13.3</td>
</tr>
<tr>
<td>User Del/Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>AdjDel/Veh:</td>
<td>20.4</td>
<td>14.9</td>
<td>19.6</td>
<td>32.1</td>
<td>21.9</td>
<td>21.9</td>
<td>29.3</td>
<td>19.2</td>
<td>16.1</td>
<td>24.6</td>
<td>13.3</td>
<td>13.3</td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>C</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>B</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>HCM2k95thQ:</td>
<td>2</td>
<td>0</td>
<td>10</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>11</td>
<td>2</td>
<td>8</td>
<td>8</td>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>

---

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Natomas Crossing
#### Baseline Plus Existing Zoning Scenario
##### Saturday Peak Hour

**Level Of Service Computation Report**

**2000 HCM Operations Method (Base Volume Alternative)**

---

**Intersection #3 Arena Boulevard and I-5 Southbound Ramps**

---

| Cycle (sec): 0 | Critical Vol./Cap.(X): 0.307 |
| Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 7.1 |
| Optimal Cycle: 60 | Level Of Service: A |

---

| Street Name: | I-5 Southbound Ramps | Arena Boulevard |
| Approach: | North Bound | South Bound | East Bound | West Bound |
| Movement: | L - T - R | L - T - R | L - T - R | L - T - R |
| Control: | Permitted | Permitted | Permitted | Permitted |
| Rights: | Include | Include | Ignore | Ignore |
| Min. Green: | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 |
| Lanes: | 0 0 0 0 | 2 0 0 1 | 0 2 0 1 | 0 3 0 1 |

---

| Volume Module: |
| Base Vol: | 0 0 0 0 | 196 0 77 | 0 491 496 | 0 991 479 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 0 0 0 0 | 196 0 77 | 0 491 496 | 0 991 479 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| PHF Volume: | 0 0 0 0 | 196 0 77 | 0 491 496 | 0 991 479 |
| Reduct Vol: | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 |
| Reduced Vol: | 0 0 0 0 | 196 0 77 | 0 491 496 | 0 991 479 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 |
| FinalVolume: | 0 0 0 0 | 196 0 77 | 0 491 496 | 0 991 479 |

---

| Saturation Flow Module: |
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 1.00 1.00 1.00 0.61 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00 |
| Lanes: | 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00 |
| Final Sat.: | 0 0 0 2311 0 1615 0 3610 1900 0 5187 1900 |

---

| Capacity Analysis Module: |
| Vol/Sat: | 0.00 0.00 0.00 0.08 0.00 0.05 0.00 0.14 0.00 0.00 0.19 0.00 |
| Crit Moves: | **** | **** |
| Green/Cycle: | 0.00 0.00 0.00 0.28 0.00 0.28 0.00 0.62 0.00 0.00 0.62 0.00 |
| Volume/Cap: | 0.00 0.00 0.00 0.31 0.00 0.17 0.00 0.22 0.00 0.00 0.31 0.00 |
| Delay/Veh: | 0.0 0.0 0.0 17.4 0.0 16.7 0.0 5.0 0.0 0.0 5.3 0.0 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 0.0 0.0 0.0 17.4 0.0 16.7 0.0 5.0 0.0 0.0 5.3 0.0 |
| LOS by Move: | A A A B A B A A A A A |
| HCM2k95thQ: | 0 0 0 4 0 2 0 4 0 0 7 0 |

---

**Note:** Queue reported is the number of cars per lane.
### Natomas Crossing

**Baseline Plus Existing Zoning Scenario**

**Saturday Peak Hour**

---

**Level Of Service Computation Report**

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #4 Arena Boulevard and I-5 Northbound Ramps**

*Cycle (sec): 0*  
*Critical Vol./Cap.(X): 0.468*

*Loss Time (sec): 6 (Y+R=4.0 sec)*  
*Average Delay (sec/veh): 11.9*

*Optimal Cycle: 60*  
*Level Of Service: B*

---

**Street Name:**  
I-5 Northbound Ramps  
Arena Boulevard

**Approach:**  
North Bound  
South Bound  
East Bound  
West Bound

<table>
<thead>
<tr>
<th>Movement</th>
<th>L</th>
<th>T</th>
<th>R</th>
<th>L</th>
<th>T</th>
<th>R</th>
<th>L</th>
<th>T</th>
<th>R</th>
<th>L</th>
<th>T</th>
<th>R</th>
<th>L</th>
<th>T</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Ignore</td>
<td>Ignore</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes:</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

---

**Volume Module:**

| Base Vol: | 572 | 0 | 653 | 0 | 0 | 0 | 0 | 606 | 70 | 0 | 898 | 127 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 572 | 0 | 653 | 0 | 0 | 0 | 0 | 606 | 70 | 0 | 898 | 127 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 572 | 0 | 653 | 0 | 0 | 0 | 0 | 606 | 0 | 0 | 898 | 0 |
| Reuct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 572 | 0 | 653 | 0 | 0 | 0 | 0 | 606 | 0 | 0 | 898 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 572 | 0 | 653 | 0 | 0 | 0 | 0 | 606 | 0 | 0 | 898 | 0 |

---

**Saturation Flow Module:**

| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 0.95 | 1.00 | 0.91 | 1.00 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 4.00 | 1.00 |
| Final Sat.: | 2256 | 0 | 2842 | 0 | 0 | 0 | 0 | 3610 | 1900 | 0 | 6916 | 1900 |

---

**Capacity Analysis Module:**

| Vol/Sat: | 0.25 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.13 | 0.00 |
| Crit Moves: | **** | **** |
| Green/Cycle: | 0.54 | 0.00 | 0.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.36 | 0.00 |
| Volume/Cap: | 0.47 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 | 0.36 | 0.00 |
| Delay/Veh: | 8.7 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | 14.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.7 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | 14.3 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | B | A | A | B | A |
| HCM2k95thQ: | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 7 | 0 |

---

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

---

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Natomas Crossing
Baseline Plus Existing Zoning Scenario
Saturday Peak Hour

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

Intersection #5 East Commerce Way and Del Paso Road

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>0</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.934</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>12 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh):</td>
<td>71.4</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>175</td>
<td>Level Of Service:</td>
<td>E</td>
</tr>
</tbody>
</table>

Street Name: East Commerce Way Del Paso Road

Approach: North Bound South Bound East Bound West Bound

<table>
<thead>
<tr>
<th>Movement:</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes:</td>
<td>2 0 3 0 1 2 0 3 0 1 3 0 3 0 1 2 0 3 0 1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Volume Module:

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>272 302 196 310 289 717 830 679 219 286 987 313</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>272 302 196 310 289 717 830 679 219 286 987 313</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>272 302 196 310 289 717 830 679 219 286 987 313</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
</tr>
<tr>
<td>Reduced Vol:</td>
<td>272 302 196 310 289 717 830 679 219 286 987 313</td>
</tr>
<tr>
<td>PCE Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>MLF Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>Final Volume:</td>
<td>272 302 196 310 289 717 830 679 219 286 987 313</td>
</tr>
</tbody>
</table>

Saturation Flow Module:

<table>
<thead>
<tr>
<th>Sat/Lane:</th>
<th>1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment:</td>
<td>0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85 0.92 0.91 0.85</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2.00 3.00 1.00 2.00 3.00 1.00 3.00 3.00 1.00 2.00 3.00 1.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>3502 5187 1615 3502 5187 1615 5253 5187 1615 3502 5187 1615</td>
</tr>
</tbody>
</table>

Capacity Analysis Module:

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.08 0.06 0.12 0.09 0.06 0.44 0.16 0.13 0.14 0.08 0.19 0.19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves:</td>
<td>**** **** **** ****</td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td>0.08 0.32 0.32 0.24 0.48 0.48 0.17 0.23 0.23 0.14 0.20 0.20</td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td>0.93 0.18 0.38 0.38 0.12 0.93 0.93 0.56 0.58 0.58 0.93 0.95</td>
</tr>
<tr>
<td>Delay/Veh:</td>
<td>115.3 42.6 46.1 56.4 25.5 61.7 88.2 59.9 61.9 72.2 83.0 105.6</td>
</tr>
<tr>
<td>User DelAdj:</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>AdjDel/Veh:</td>
<td>115.3 42.6 46.1 56.4 25.5 61.7 88.2 59.9 61.9 72.2 83.0 105.6</td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>F D D E C E F E E F F</td>
</tr>
<tr>
<td>HCM2k95thQ:</td>
<td>19 8 15 14 6 62 32 22 20 15 38 34</td>
</tr>
</tbody>
</table>

Note: Queue reported is the number of cars per lane.
Baseline Plus Existing Zoning Scenario
Saturday Peak Hour

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

Intersection #7 E. Commerce Way and Road B5

Average Delay (sec/veh): 0.1       Worst Case Level Of Service: A[ 9.3]

Street Name:          E. Commerce Way          Road B5
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  3  0  0    0  0  2  1  0    0  0  0  0  1    0  0  0  0  0

Volume Module:
Base Vol:       0  552     0     0  509     7     0    0     8     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  552     0     0  509     7     0    0     8     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  552     0     0  509     7     0    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  552     0     0  509     7     0    0     8     0    0     0

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxx xxxx 6.9 xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxx xxxx 3.3 xxxx xxxx xxxx

Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx xxxx 173 xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx xxxx 847 xxxx xxxx xxxx
Move Cap.:   xxxx xxxx xxxxx xxxx xxxx xxxx xxxx xxxx 847 xxxx xxxx xxxx
Volume/Cap:  xxxx xxxx xxxxx xxxx xxxx xxxx xxxx xxxx 0.01 xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx
Control Del:xxxxx xxxx xxxxx xxxx xxxx xxxx xxxx xxxx 9.3 xxxx xxxx xxxx
LOS by Move: * * * * * * * * * A * * *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
SharedQueue:xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx
Shared LOS:    * * * * * * * * * * * *
ApproachDel:    xxxxx        xxxxx           9.3       xxxxx
ApproachLOS:        *         * A *

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

#### Baseline Plus Existing Zoning Scenario

#### Saturday Peak Hour

---

#### Level Of Service Computation Report

**2000 HCM Unsignalized Method (Base Volume Alternative)**

**Intersection #8 E. Commerce Way and Road B4**

**Average Delay (sec/veh): 0.1**  
Worst Case Level Of Service: A[ 9.3]

---

**Street Name:** E. Commerce Way  
**Road:** B4  
**Approach:** North Bound  
**South Bound**  
**East Bound**  
**West Bound**

---

**Movement:**

<table>
<thead>
<tr>
<th>Movement</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control</td>
<td>Uncontrolled</td>
<td>Uncontrolled</td>
<td>Stop Sign</td>
<td>Stop Sign</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Lanes</td>
<td>0  0  3  0</td>
<td>0  0  2  1</td>
<td>0  0  0  1</td>
<td>0  0  0  0</td>
</tr>
</tbody>
</table>

---

**Volume Module:**

| Base Vol: | 0  552 | 0  509 | 7  0  0  15 | 0  0  0  0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0  552 | 0  509 | 7  0  0  15 | 0  0  0  0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0  552 | 0  509 | 7  0  0  15 | 0  0  0  0 |
| Reuct Vol: | 0  0  0  0  0  0  0  0  0  0  0  0 |
| FinalVolume: | 0  552 | 0  509 | 7  0  0  15 | 0  0  0  0 |

---

**Critical Gap Module:**

| Critical Gap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 6.9 | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.3 | xxxxx | xxxxx |

---

**Capacity Module:**

| Cnflict Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 173 | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | 847 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.02 | xxxxx | xxxxx |

---

**Level Of Service Module:**

| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.1 | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 9.3 | xxxxx | xxxxx |
| LOS by Move: | *  *  *  *  *  *  *  *  *  *  A  *  *  *  *  *  *  *  *  *  *  * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| SharedCap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| SharedQueue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared LOS: | *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  * |
| ApproachDel: | xxxxx | xxxxx | 9.3 | xxxxx |
| ApproachLOS: | *  *  A  * |

---

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

---

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Natomas Crossing

### Baseline Plus Existing Zoning Scenario

#### Saturday Peak Hour

#### Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

---

**Intersection #9 East Commerce Way and Arco Arena Main Entrance – Road B**

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.312

**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 21.3

**Optimal Cycle:** 60  
**Level Of Service:** C

---

**Street Name: East Commerce Way**

**Approach:**
- **North Bound:** L - T - R
- **South Bound:** L - T - R
- **East Bound:** L - T - R
- **West Bound:** L - T - R

**Control:** Include  
**Rights:** Include  
**Min. Green:** 0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:**
- **North Bound:** 2 0 3 0 1
- **South Bound:** 2 0 2 1 0
- **East Bound:** 1 0 1 0 1
- **West Bound:** 2 0 1 0 2

---

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol.</th>
<th>318 343 13 10 420 49 120 0 65 15 10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj.</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>Initial Bse.</td>
<td>318 343 13 10 420 49 120 0 65 15 10</td>
</tr>
<tr>
<td>User Adj.</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Adj.</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Volume</td>
<td>318 343 13 10 420 49 120 0 65 15 10</td>
</tr>
<tr>
<td>Reduct Vol.</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
</tr>
<tr>
<td>Reduced Vol.</td>
<td>318 343 13 10 420 49 120 0 65 15 10</td>
</tr>
<tr>
<td>PCE Adj.</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>MLF Adj.</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>Final Volume</td>
<td>318 343 13 10 420 49 120 0 65 15 10</td>
</tr>
</tbody>
</table>

---

**Saturation Flow Module:**

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 0.91 0.92 0.90 0.90 0.95 1.00 0.85 0.92 1.00 0.75 |
| Lanes: | 2.00 3.00 3.00 1.00 2.00 1.90 2.00 2.00 1.00 1.00 1.00 |
| Final Sat.: | 3502 5187 1615 3502 4571 533 1805 1900 1615 3502 1900 2842 |

---

**Capacity Analysis Module:**

| Vol/Sat: | 0.09 0.07 0.01 0.00 0.09 0.09 0.07 0.00 0.04 0.00 0.00 0.00 |
| Crit Moves: | **** | **** | **** | **** |
| Green/Cycle: | 0.29 0.56 0.56 0.02 0.29 0.29 0.21 0.00 0.19 0.02 0.00 0.00 |
| Volume/Cap: | 0.31 0.12 0.01 0.12 0.31 0.31 0.31 0.00 0.21 0.21 0.31 2.09 |
| Delay/Veh: | 16.8 6.2 5.8 29.3 16.6 16.6 20.4 0.0 20.6 30.3 78.4 916.6 |
| User Del Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Adj Del/Veh: | 16.8 6.2 5.8 29.3 16.6 16.6 20.4 0.0 20.6 30.3 78.4 916.6 |
| LOS by Move: | B A A C B B C A C C E F |
| HCM2k95thQ: | 5 2 0 0 5 5 5 4 0 2 1 2 |

---

**Note:** Queue reported is the number of cars per lane.
### Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

**Intersection #10 E. Commerce Way and Road B2**

**Average Delay (sec/veh):** 0.7  
**Worst Case Level Of Service: A[ 9.9]**

---

### Street Name: E. Commerce Way  
**Approach:** North Bound  
**Movement:** L - T - R  
**Control:** Uncontrolled  
**Rights:** Include  
**Lanes:** 0 0 3 0 0

<table>
<thead>
<tr>
<th>Volume Module:</th>
<th>Base Vol:</th>
<th>0 742</th>
<th>0</th>
<th>491</th>
<th>5</th>
<th>0</th>
<th>0</th>
<th>99</th>
<th>0</th>
<th>0</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Growth Adj:</td>
<td>1.00 1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>Initial Bse:</td>
<td>0 742</td>
<td>0</td>
<td>491</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>99</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>User Adj:</td>
<td>1.00 1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>PHF Adj:</td>
<td>1.00 1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>PHF Volume:</td>
<td>0 742</td>
<td>0</td>
<td>491</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>99</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Reduct Vol:</td>
<td>0 0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FinalVolume:</td>
<td>0 742</td>
<td>0</td>
<td>491</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>99</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
---

### Critical Gap Module:

| Critical Gp: | 6.9 xxxxx xxxx xxxxx |
| FollowUpTim: | 3.3 xxxxx xxxx xxxxx |
---

### Capacity Module:

| Cnflict Vol: | 186 xxxx xxxx xxxx |
| Potent Cap.: | 831 xxxx xxxx xxxx |
| Move Cap.: | 831 xxxx xxxx xxxx |
| Volume/Cap: | 0.12 xxxx xxxx xxxx |
---

### Level Of Service Module:

| 2Way95thQ: | 9.9 xxxx xxxx xxxx |
| Control Del: | 9.9 xxxx xxxx xxxx |
| LOS by Move: | A | A | A | A | A |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| SharedCap.: | 9.9 xxxxx xxxx xxxx |
| SharedQueue: | 9.9 xxxxx xxxx xxxx |
| Shrd ConDel: | 9.9 xxxxx xxxx xxxx |
| Shared LOS: | A | A | A | A | A |

---

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

---

Trafficix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
## Level Of Service Computation Report

**2000 HCM Unsignalized Method (Base Volume Alternative)**

### Intersection #11 E. Commerce Way and Road B1

**Average Delay (sec/veh):** 0.7  
**Worst Case Level Of Service:** B[ 10.0]

<table>
<thead>
<tr>
<th>Street Name:</th>
<th>E. Commerce Way</th>
<th>Road B1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach:</td>
<td>North Bound</td>
<td>South Bound</td>
</tr>
<tr>
<td>Movement:</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control:</td>
<td>Uncontrolled</td>
<td>Uncontrolled</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Lanes:</td>
<td>0 0 3 0 0</td>
<td>0 0 2 1 0</td>
</tr>
</tbody>
</table>

### Volume Module:

<table>
<thead>
<tr>
<th></th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Vol:</td>
<td>0 742 0 0 0</td>
<td>0 568 0 0 23</td>
<td>0 0 99 0 0</td>
<td>0 0 0 0 0</td>
</tr>
<tr>
<td>Growth Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>0 742 0 0 0</td>
<td>0 568 0 0 23</td>
<td>0 0 99 0 0</td>
<td>0 0 0 0 0</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00 1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00</td>
<td>1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>0 742 0 0 0</td>
<td>0 568 0 0 23</td>
<td>0 0 99 0 0</td>
<td>0 0 0 0 0</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0 0 0 0 0</td>
<td>0 0 0 0 0</td>
<td>0 0 0 0 0</td>
<td>0 0 0 0 0</td>
</tr>
<tr>
<td>Final Volume:</td>
<td>0 742 0 0 0</td>
<td>0 568 0 0 23</td>
<td>0 0 99 0 0</td>
<td>0 0 0 0 0</td>
</tr>
</tbody>
</table>

### Critical Gap Module:

| Critical Gp:| xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx xxxxx xxxxx |
| FollowUpTim:| xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx |

### Capacity Module:

| Cnflct Vol:| xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 201 xxxxx xxxxx xxxxx |
| Potent Cap.:| xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 813 xxxxx xxxxx xxxxx |
| Move Cap.: | xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 813 xxxxx xxxxx xxxxx |
| Volume/Cap:| xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.12 xxxxx xxxxx xxxxx |

### Level Of Service Module:

| 2Way95thQ:| xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx |
| Control Del:| xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.0 xxxxx xxxxx xxxxx |
| LOS by Move:| * * * * * * * * * B * * * |
| Movement:| LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT |
| Shared Cap.:| xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx |
| SharedQueue:| xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx |
| Shrd ConDel:| xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx |
| Shared LOS:| * * * * * * * * * * |
| Approach Del:| xxxxx xxxxx xxxxx 10.0 xxxxx xxxxx |
| Approach LOS:| * * * * * * B |

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

**Baseline Plus Existing Zoning Scenario**

**Saturday Peak Hour**

---

**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #12 East Commerce Way and Arena Boulevard**

**Cycle (sec):** 0  **Critical Vol./Cap.(X):** 0.625

**Loss Time (sec):** 12 (Y+R=4.0 sec)  **Average Delay (sec/veh):** 20.4

**Optimal Cycle:** 60  **Level Of Service:** C

---

**Street Name:**

<table>
<thead>
<tr>
<th>Name</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Commerce Way</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arena Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Control:**

<table>
<thead>
<tr>
<th></th>
<th>Protected</th>
<th>Protected</th>
<th>Protected</th>
<th>Protected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
</tbody>
</table>

---

**Volume Module:**

<table>
<thead>
<tr>
<th>Approach</th>
<th>Base Vol</th>
<th>Growth Adj</th>
<th>Initial Bse</th>
<th>User Adj</th>
<th>PHF Adj</th>
<th>PHF Volume</th>
<th>Reduct Vol</th>
<th>Reduced Vol</th>
<th>PCE Adj</th>
<th>MLF Adj</th>
<th>Final Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>L - T - R</td>
<td>285 213</td>
<td>1.00</td>
<td>285 213</td>
<td>1.00</td>
<td>285 213</td>
<td>1.00</td>
<td>285 213</td>
<td>1.00</td>
<td>285 213</td>
<td>1.00</td>
<td>285 213</td>
</tr>
<tr>
<td>L - T - R</td>
<td>147</td>
<td>1.00</td>
<td>193</td>
<td>1.00</td>
<td>147</td>
<td>1.00</td>
<td>147</td>
<td>1.00</td>
<td>147</td>
<td>1.00</td>
<td>147</td>
</tr>
<tr>
<td>L - T - R</td>
<td>0</td>
<td>1.00</td>
<td>0</td>
<td>1.00</td>
<td>0</td>
<td>1.00</td>
<td>0</td>
<td>1.00</td>
<td>0</td>
<td>1.00</td>
<td>0</td>
</tr>
<tr>
<td>L - T - R</td>
<td>190</td>
<td>1.00</td>
<td>190</td>
<td>1.00</td>
<td>190</td>
<td>1.00</td>
<td>190</td>
<td>1.00</td>
<td>190</td>
<td>1.00</td>
<td>190</td>
</tr>
</tbody>
</table>

---

**Saturation Flow Module:**

<table>
<thead>
<tr>
<th>Sat/Lane</th>
<th>1900 1900</th>
<th>1900 1900</th>
<th>1900 1900</th>
<th>1900 1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment</td>
<td>0.92 0.91</td>
<td>0.85 0.92</td>
<td>0.91 0.85</td>
<td>0.92 0.91</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2.00 3.00</td>
<td>2.00 3.00</td>
<td>2.00 3.00</td>
<td>2.00 3.00</td>
</tr>
<tr>
<td>Final Sat.:</td>
<td>3502 5187</td>
<td>3502 5187</td>
<td>3502 5187</td>
<td>3502 5187</td>
</tr>
</tbody>
</table>

---

**Capacity Analysis Module:**

<table>
<thead>
<tr>
<th>Vol/Sat:</th>
<th>0.08 0.04</th>
<th>0.09 0.06</th>
<th>0.04 0.15</th>
<th>0.08 0.10</th>
<th>0.22 0.04</th>
<th>0.10 0.11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crit Moves:</td>
<td><strong>0.13 0.23</strong></td>
<td><strong>0.23 0.14</strong></td>
<td><strong>0.24 0.24</strong></td>
<td><strong>0.19 0.36</strong></td>
<td><strong>0.36 0.07</strong></td>
<td><strong>0.24 0.24</strong></td>
</tr>
<tr>
<td>Green/Cycle:</td>
<td><strong>0.62 0.18</strong></td>
<td><strong>0.39 0.39</strong></td>
<td><strong>0.15 0.62</strong></td>
<td><strong>0.44 0.29</strong></td>
<td><strong>0.62 0.62</strong></td>
<td><strong>0.40 0.44</strong></td>
</tr>
<tr>
<td>Volume/Cap:</td>
<td><strong>27.4 18.5</strong></td>
<td><strong>20.2 24.0</strong></td>
<td><strong>18.0 23.5</strong></td>
<td><strong>21.9 13.9</strong></td>
<td><strong>18.1 32.0</strong></td>
<td><strong>19.5 20.3</strong></td>
</tr>
<tr>
<td>User DelAdj:</td>
<td><strong>1.00 1.00</strong></td>
<td><strong>1.00 1.00</strong></td>
<td><strong>1.00 1.00</strong></td>
<td><strong>1.00 1.00</strong></td>
<td><strong>1.00 1.00</strong></td>
<td><strong>1.00 1.00</strong></td>
</tr>
<tr>
<td>AdjDel/Veh:</td>
<td><strong>27.4 18.5</strong></td>
<td><strong>20.2 24.0</strong></td>
<td><strong>18.0 23.5</strong></td>
<td><strong>21.9 13.9</strong></td>
<td><strong>18.1 32.0</strong></td>
<td><strong>19.5 20.3</strong></td>
</tr>
<tr>
<td>LOS by Move:</td>
<td>C B C C B C B C B C B C</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HCM2k95thQ:</td>
<td>8 3 5 4 2 10 6 6 13 5 6 6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
### Level Of Service Computation Report

**2000 HCM Unsignalized Method (Base Volume Alternative)**

**Intersection #13 E. Commerce Way and Road C4**

**Average Delay (sec/veh):** 0.0  
**Worst Case Level Of Service:** A [9.6]

**Street Name:** E. Commerce Way  
**Road:** Road C4

<table>
<thead>
<tr>
<th>Approach</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Lanes</td>
<td>0 0 3 0 0</td>
<td>0 0 2 1 0</td>
<td>0 0 0 0 1</td>
<td>0 0 0 0 0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Control</th>
<th>Uncontrolled</th>
<th>Uncontrolled</th>
<th>Stop Sign</th>
<th>Stop Sign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
</tbody>
</table>

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol:</th>
<th>0 610</th>
<th>0 668</th>
<th>14</th>
<th>0</th>
<th>0</th>
<th>3</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td></td>
</tr>
<tr>
<td>Initial Bse:</td>
<td>0 610</td>
<td>0</td>
<td>668</td>
<td>14</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>User Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td></td>
</tr>
<tr>
<td>PHF Adj:</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td></td>
</tr>
<tr>
<td>PHF Volume:</td>
<td>0 610</td>
<td>0</td>
<td>668</td>
<td>14</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduct Vol:</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FinalVolume:</td>
<td>0 610</td>
<td>0</td>
<td>668</td>
<td>14</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Critical Gap Module:**

| Critical Gp: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 6.9 | xxxxx | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.3 | xxxxx | xxxxx | xxxxx |

**Capacity Module:**

| Cnflct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 230 | xxxxx | xxxxx | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 779 | xxxxx | xxxxx | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 779 | xxxxx | xxxxx | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.00 | xxxxx | xxxxx | xxxxx | xxxxx |

**Level Of Service Module:**

| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 9.6 | xxxxx | xxxxx | xxxxx | xxxxx |
| Control Del: | * * * * * * * * * * A |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| Shared Queue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * * * * * * * * * * A |

**Approach Del:** xxxxx  
**Approach LOS:** A

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
# Natomas Crossing

## Baseline Plus Existing Zoning Scenario

### Saturday Peak Hour

#### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #14 E. Commerce Way and Amelia Earhart Ave. - Road C3**

<table>
<thead>
<tr>
<th>Cycle (sec):</th>
<th>Critical Vol./Cap. (X):</th>
<th>0.353</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec):</td>
<td>Average Delay (sec/veh):</td>
<td>15.2</td>
</tr>
<tr>
<td>Optimal Cycle:</td>
<td>Level Of Service:</td>
<td>B</td>
</tr>
</tbody>
</table>

**Street Name:**

- E. Commerce Way
- Amelia Earhart Ave. - Road C3

**Approach:**

<table>
<thead>
<tr>
<th>Movement</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>L - T - R</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
</tbody>
</table>

**Min. Green:**

| Lanes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Volume Module:**

| Base Vol: | 31 | 405 | 34 | 23 | 664 | 7 | 205 | 15 | 6 | 47 | 1 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 31 | 405 | 34 | 23 | 664 | 7 | 205 | 15 | 6 | 47 | 1 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 31 | 405 | 34 | 23 | 664 | 7 | 205 | 15 | 6 | 47 | 1 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 31 | 405 | 34 | 23 | 664 | 7 | 205 | 15 | 6 | 47 | 1 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 31 | 405 | 34 | 23 | 664 | 7 | 205 | 15 | 6 | 47 | 1 | 35 |

**Saturation Flow Module:**

| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.96 | 0.96 | 0.95 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.97 | 0.03 | 1.00 | 0.71 | 0.29 | 1.00 | 0.03 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5128 | 54 | 1805 | 1299 | 520 | 1805 | 45 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.02 | 0.08 | 0.02 | 0.01 | 0.13 | 0.13 | 0.11 | 0.01 | 0.01 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | **** | **** | **** |
| Green/Cycle: | 0.05 | 0.36 | 0.36 | 0.06 | 0.37 | 0.37 | 0.32 | 0.12 | 0.12 | 0.27 | 0.06 | 0.06 |
| Volume/Cap: | 0.35 | 0.22 | 0.06 | 0.22 | 0.35 | 0.35 | 0.35 | 0.10 | 0.10 | 0.10 | 0.35 | 0.35 |
| Delay/Veh: | 30.1 | 13.5 | 12.7 | 28.0 | 13.9 | 13.9 | 15.9 | 23.8 | 23.8 | 16.7 | 29.0 | 29.0 |
| User Del Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.1 | 13.5 | 12.7 | 28.0 | 13.9 | 13.9 | 15.9 | 23.8 | 23.8 | 16.7 | 29.0 | 29.0 |
| LOS by Move: | C | B | B | C | B | B | C | B | C | C |
| HCM2k95thQ: | 2 | 4 | 1 | 1 | 7 | 7 | 6 | 1 | 1 | 2 | 2 |

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 E. Commerce Way and Road C2

Cycle (sec): 0
Critical Vol./Cap. (X): 0.296
Loss Time (sec): 9 (Y+R=4.0 sec)
Average Delay (sec/veh): 9.5
Optimal Cycle: 60
Level Of Service: A

Street Name: E. Commerce Way Road C2
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 3 0 0 0 0 3 0 1 1 0 0 0 0

Volume Module:

Base Vol: 47 333 0 0 475 243 136 0 37 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 333 0 0 475 243 136 0 37 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 333 0 0 475 243 136 0 37 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 333 0 0 475 243 136 0 37 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 47 333 0 0 475 243 136 0 37 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 1.00 0.91 0.85 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 0.00 3.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 5187 0 0 5187 1615 1805 0 1615 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.03 0.06 0.00 0.00 0.09 0.15 0.08 0.00 0.02 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.09 0.60 0.00 0.00 0.00 0.51 0.51 0.25 0.00 0.25 0.00 0.00
Volume/Cap: 0.30 0.11 0.00 0.00 0.00 0.18 0.30 0.00 0.09 0.00 0.00 0.00
Delay/Veh: 26.7 5.3 0.0 0.0 8.0 8.8 18.4 0.0 17.2 0.0 0.0 0.0
User Del Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adj Del/Veh: 26.7 5.3 0.0 0.0 8.0 8.8 18.4 0.0 17.2 0.0 0.0 0.0
LOS by Move: C A A A A A B A A A A
HCM2k95thQ: 2 2 0 0 4 6 5 0 1 0 0 0

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

**Baseline Plus Existing Zoning Scenario**

**Saturday Peak Hour**

---

**Level Of Service Computation Report**

2000 HCM Unsignalized Method (Base Volume Alternative)

---

**Intersection #16 E. Commerce Way and Road C1**

---

**Average Delay (sec/veh): 0.7**  
**Worst Case Level Of Service: A[ 9.8]**

---

**Street Name:** E. Commerce Way  
**Road C1**

<table>
<thead>
<tr>
<th>Approach</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
<tr>
<td>Control</td>
<td>Uncontrolled</td>
<td>Uncontrolled</td>
<td>Stop Sign</td>
<td>Stop Sign</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Lanes</td>
<td>0 0 3 0 0</td>
<td>0 0 2 1 0</td>
<td>0 0 0 0 1</td>
<td>0 0 0 0 0</td>
</tr>
</tbody>
</table>

---

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol</th>
<th>0 380</th>
<th>0</th>
<th>0</th>
<th>391</th>
<th>121</th>
<th>0</th>
<th>0</th>
<th>73</th>
<th>0</th>
<th>0</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth Adj.</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Initial Bse.</td>
<td>0 380</td>
<td>0</td>
<td>0</td>
<td>391</td>
<td>121</td>
<td>0</td>
<td>0</td>
<td>73</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>User Adj.</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Adj.</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>PHF Volume</td>
<td>0 380</td>
<td>0</td>
<td>0</td>
<td>391</td>
<td>121</td>
<td>0</td>
<td>0</td>
<td>73</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduce Vol.</td>
<td>0 0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Final Volume</td>
<td>0 380</td>
<td>0</td>
<td>0</td>
<td>391</td>
<td>121</td>
<td>0</td>
<td>0</td>
<td>73</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

---

**Critical Gap Module:**

<table>
<thead>
<tr>
<th>Critical Gp</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>6.9</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
</tr>
</thead>
<tbody>
<tr>
<td>FollowUpTim</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>3.3</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
</tr>
</tbody>
</table>

---

**Capacity Module:**

<table>
<thead>
<tr>
<th>Cnflct Vol</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>191</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potent Cap.</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>825</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
</tr>
<tr>
<td>Move Cap.</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>825</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
</tr>
<tr>
<td>Volume/Cap.</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>0.09</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
</tr>
</tbody>
</table>

---

**Level Of Service Module:**

<table>
<thead>
<tr>
<th>2Way95thQ</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>0.3</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
<th>xxxxx</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control Del.</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>9.8</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
</tr>
<tr>
<td>LOS by Move</td>
<td>* * * * * * * * A * * * * * * * *</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Movement</td>
<td>LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Cap.</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
</tr>
<tr>
<td>SharedQueue</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
</tr>
<tr>
<td>Shrd ConDel</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
</tr>
<tr>
<td>Shared LOS</td>
<td>* * * * * * * * * * * * * * * * * A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approach Del.</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>9.8</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
<td>xxxxx</td>
</tr>
</tbody>
</table>

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

---
<table>
<thead>
<tr>
<th>Intersection #17 E. Commerce Way and Natomas Crossing Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cycle (sec):</strong> 0            <strong>Critical Vol./Cap. (X):</strong> 0.168</td>
</tr>
<tr>
<td><strong>Loss Time (sec):</strong> 9 (Y+R=4.0 sec) <strong>Average Delay (sec/veh):</strong> 8.4</td>
</tr>
<tr>
<td><strong>Optimal Cycle:</strong> 60            <strong>Level Of Service:</strong> A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Name:</th>
<th>E. Commerce Way</th>
<th>Natomas Crossing Drive</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Approach:</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement:</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Control:</th>
<th>Protected</th>
<th>Protected</th>
<th>Protected</th>
<th>Protected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>1 0 2 0</td>
<td>2 0 2 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Volume Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Base Vol:</strong></td>
</tr>
<tr>
<td><strong>Growth Adj:</strong></td>
</tr>
<tr>
<td><strong>Initial Bse:</strong></td>
</tr>
<tr>
<td><strong>User Adj:</strong></td>
</tr>
<tr>
<td><strong>PHF Adj:</strong></td>
</tr>
<tr>
<td><strong>PHF Volume:</strong></td>
</tr>
<tr>
<td><strong>Reduct Vol:</strong></td>
</tr>
<tr>
<td><strong>Reduced Vol:</strong></td>
</tr>
<tr>
<td><strong>PCE Adj:</strong></td>
</tr>
<tr>
<td><strong>MLF Adj:</strong></td>
</tr>
<tr>
<td><strong>FinalVolume:</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturation Flow Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sat/Lane:</strong></td>
</tr>
<tr>
<td><strong>Adjustment:</strong></td>
</tr>
<tr>
<td><strong>Lanes:</strong></td>
</tr>
<tr>
<td><strong>Final Sat.:</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity Analysis Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vol/Sat:</strong></td>
</tr>
<tr>
<td><strong>Crit Moves:</strong></td>
</tr>
<tr>
<td><strong>Green/Cycle:</strong></td>
</tr>
<tr>
<td><strong>Volume/Cap:</strong></td>
</tr>
<tr>
<td><strong>Delay/Veh:</strong></td>
</tr>
<tr>
<td><strong>User DelAdj:</strong></td>
</tr>
<tr>
<td><strong>AdjDel/Veh:</strong></td>
</tr>
<tr>
<td><strong>LOS by Move:</strong></td>
</tr>
<tr>
<td><strong>HCM2k95thQ:</strong></td>
</tr>
</tbody>
</table>

**Note:** Queue reported is the number of cars per lane.
### Natomas Crossing

**Baseline Plus Existing Zoning Scenario**

**Saturday Peak Hour**

---

#### Level Of Service Computation Report

**2000 HCM Unsignalized Method (Base Volume Alternative)**

**Intersection #18 E. Commerce Way and Road D3**

- **Average Delay (sec/veh):** 0.1
- **Worst Case Level Of Service:** A [9.6]

**Street Name:**

- **E. Commerce Way**
- **Road D3**

**Approach:**

- **North Bound**
- **South Bound**
- **East Bound**
- **West Bound**

**Movement:**

- **L - T - R**
- **L - T - R**
- **L - T - R**
- **L - T - R**

**Control:**

- **Uncontrolled**
- **Stop Sign**

**Rights:**

- **Include**
- **Include**

**Lanes:**

<table>
<thead>
<tr>
<th></th>
<th>North</th>
<th>South</th>
<th>East</th>
<th>West</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 0 2</td>
<td>0 0 1</td>
<td>1 0</td>
<td>0 0 0</td>
</tr>
</tbody>
</table>

**Volume Module:**

- **Base Vol:**
- **Growth Adj:**
- **Initial Bse:**
- **User Adj:**
- **PHF Adj:**
- **PHF Volume:**
- **Reduct Vol:**
- **FinalVolume:**

|       | 0 339 | 0 411 | 14 9 0 0 0 |

**Critical Gap Module:**

- **Critical Gp:**
- **FollowUpTim:**

|       | 6.9 | 3.3 |

**Capacity Module:**

- **Cnflict Vol:**
- **Potent Cap.:**
- **Move Cap.:**
- **Volume/Cap:**

|       | 213 | 799 | 799 |

**Level Of Service Module:**

- **2Way95thQ:**
- **Control Del:**
- **LOS by Move:**

|       | 0.0 | 9.6 |

**Movement:**

- **LT - LTR - RT**
- **LT - LTR - RT**
- **LT - LTR - RT**
- **LT - LTR - RT**

**Shared Cap.:**

**SharedQueue:**

**Shrd ConDel:**

**Shared LOS:**

**Approach Del:**

**Approach LOS:**

**Note:** Queue reported is the number of cars per lane.
### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

#### Intersection #19 East Commerce Way and Road D2

<table>
<thead>
<tr>
<th>Cycle (sec): 0</th>
<th>Critical Vol./Cap.(X): 0.162</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss Time (sec): 9 (Y+R=4.0 sec)</td>
<td>Average Delay (sec/veh): 4.9</td>
</tr>
<tr>
<td>Optimal Cycle: 60</td>
<td>Level Of Service: A</td>
</tr>
</tbody>
</table>

#### Street Name: E. Commerce Way Road D2

<table>
<thead>
<tr>
<th>Approach:</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement:</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
<td>L - T - R</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Control:</th>
<th>Protected</th>
<th>Protected</th>
<th>Protected</th>
<th>Protected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes:</td>
<td>1 2 0 0 0 2 0 1 1 0 0 1 0 0 0 0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Volume Module:

| Base Vol: | 29 317 0 0 395 24 22 0 22 0 0 0 |
| Growth Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Initial Bse: | 29 317 0 0 395 24 22 0 22 0 0 0 |
| User Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| PHF Volume: | 29 317 0 0 395 24 22 0 22 0 0 0 |
| Reduct Vol: | 0 0 0 0 0 0 0 0 0 0 0 0 |
| Reduced Vol: | 29 317 0 0 395 24 22 0 22 0 0 0 |
| PCE Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| MLF Adj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Volume: | 29 317 0 0 395 24 22 0 22 0 0 0 |

#### Saturation Flow Module:

| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.95 0.95 1.00 1.00 0.95 0.85 0.95 1.00 0.85 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| Lanes: | 1.00 2.00 0.00 0.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 |
| Final Sat.: | 1805 3610 0 3610 1615 1805 0 1615 0 1615 0 1800 |

#### Capacity Analysis Module:

| Vol/Sat: | 0.02 0.09 0.00 0.00 0.11 0.01 0.01 0.00 0.01 0.00 0.00 0.00 0.00 0.00 0.00 0.00 |
| Crit Moves: | **** **** **** |
| Green/Cycle: | 0.10 0.77 0.00 0.00 0.68 0.68 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.00 |
| Volume/Cap: | 0.16 0.11 0.00 0.00 0.16 0.02 0.16 0.00 0.18 0.00 0.00 0.00 0.00 0.00 0.00 0.00 |
| Delay/Veh: | 25.2 1.7 0.0 0.0 3.6 3.2 26.5 0.0 26.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 25.2 1.7 0.0 0.0 3.6 3.2 26.5 0.0 26.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 |
| LOS by Move: | C A A A A C A C A A A |
| HCM2k95thQ: | 1 2 0 0 3 0 1 0 1 0 0 0 0 0 0 0 0 0 |

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
Baseline Plus Existing Zoning Scenario
Saturday Peak Hour

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

Intersection #20 E. Commerce Way and Road D1

Average Delay (sec/veh): 0.2  Worst Case Level Of Service: A [9.6]

Street Name: E. Commerce Way  Road D1
Approach: North Bound  South Bound  East Bound  West Bound
Movement: L - T - R  L - T - R  L - T - R  L - T - R

Control: Uncontrolled  Uncontrolled  Stop Sign  Stop Sign
Rights: Include  Include  Include  Include
Lanes: 0 0 2 0 0 0 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 346 0 0 407 10 0 0 13 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 346 0 0 407 10 0 0 13 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 346 0 0 407 10 0 0 13 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 346 0 0 407 10 0 0 13 0 0 0

Critical Gap Module:
Critical Gp: 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9
FollowUpTim: 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3

Capacity Module:
Potent Cap.: 804 804 804 804 804 804 804 804 804 804 804 804
Move Cap.: 804 804 804 804 804 804 804 804 804 804 804 804
Volume/Cap: 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02

Level Of Service Module:
2Way95thQ: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Control Del: 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6
LOS by Move:

Note: Queue reported is the number of cars per lane.
**Level Of Service Computation Report**

2000 HCM Operations Method (Base Volume Alternative)

**Intersection #21 E. Commerce Way and San Juan Road**

- **Cycle (sec):** 0
- **Critical Vol./Cap.(X):** 0.361
- **Loss Time (sec):** 9 (Y+R=4.0 sec)
- **Average Delay (sec/veh):** 12.4
- **Optimal Cycle:** 60
- **Level Of Service:** B

**Street Name:** E. Commerce Way                    San Juan Road

**Approach:** North Bound      South Bound       East Bound       West Bound

<table>
<thead>
<tr>
<th>Movement</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
<th>L  -  T  -  R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes</td>
<td>0 0 0 0 0</td>
<td>2 0 0 0 1</td>
<td>1 0 2 0 0</td>
<td>0 0 2 0 1</td>
</tr>
</tbody>
</table>

**Volume Module:**

- **Base Vol:** 0, 0, 0, 343, 0, 77, 75, 274, 0, 0, 319, 270
- **Growth Adj:** 1.00, 1.00, 1.00, 0.92, 1.00, 0.85, 0.95, 0.85, 0.95, 0.85
- **Initial Bse:** 0, 0, 0, 343, 0, 77, 75, 274, 0, 0, 319, 270
- **User Adj:** 1.00, 1.00, 1.00, 1.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00
- **PHF Adj:** 1.00, 1.00, 1.00, 1.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00
- **PHF Volume:** 0, 0, 0, 343, 0, 77, 75, 274, 0, 0, 319, 270
- **Reduced Vol:** 0, 0, 0, 343, 0, 77, 75, 274, 0, 0, 319, 270
- **PCE Adj:** 1.00, 1.00, 1.00, 1.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00
- **MLF Adj:** 1.00, 1.00, 1.00, 1.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00
- **Final Volume:** 0, 0, 0, 343, 0, 77, 75, 274, 0, 0, 319, 270

**Saturation Flow Module:**

- **Sat/Lane:** 1900, 1900, 1900, 1900, 1900, 1900, 1900, 1900, 1900, 1900, 1900
- **Adjustment:** 1.00, 0.92, 1.00, 0.85, 0.95, 0.95, 1.00, 0.95, 0.95, 0.95, 0.95
- **Lanes:** 0.00, 2.00, 0.00, 1.00, 0.00, 2.00, 0.00, 2.00, 1.00, 1.00, 1.00
- **Final Sat.:** 0, 0, 3502, 0, 1615, 1805, 3610, 0, 0, 3610, 1615

**Capacity Analysis Module:**

- **Vol/Sat:** 0.00, 0.00, 0.00, 0.10, 0.00, 0.05, 0.04, 0.08, 0.00, 0.00, 0.09, 0.17
- **Crit Moves:** ****
- **Green/Cycle:** 0.00, 0.00, 0.00, 0.27, 0.00, 0.27, 0.12, 0.58, 0.00, 0.00, 0.46, 0.46
- **Volume/Cap:** 0.00, 0.00, 0.00, 0.36, 0.00, 0.18, 0.36, 0.13, 0.00, 0.00, 0.19, 0.36
- **Delay/Veh:** 0.0, 0.0, 0.0, 17.9, 0.0, 16.9, 25.6, 5.8, 0.0, 0.0, 9.5, 10.7
- **User DelAdj:** 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00
- **AdjDel/Veh:** 0.0, 0.0, 0.0, 17.9, 0.0, 16.9, 25.6, 5.8, 0.0, 0.0, 9.5, 10.7
- **LOS by Move:** A A A B A B C A A A A B
- **HCM2k95thQ:** 0 0 0 6 0 2 3 3 0 0 4 7

Note: Queue reported is the number of cars per lane.
Natomas Crossing
Baseline Plus Existing Zoning Scenario
Saturday Peak Hour

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

Intersection #23 Duckhorn Drive and San Juan Road

Cycle (sec): 0
Loss Time (sec): 9 (Y+R=4.0 sec)
Optimal Cycle: 60

Critical Vol./Cap.(X): 0.356
Average Delay (sec/veh): 15.2
Level Of Service: B

Street Name: Duckhorn Drive                    San Juan Road
Approach: North Bound      South Bound       East Bound       West Bound
Movement: L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control: Permitted        Permitted       Protected        Protected
Rights: Include          Include          Include          Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1

Volume Module:
Base Vol: 37 52 187 77 46 31 23 106 39 193 141 91
Growth Adj: 1 1 1 1 1 1 1 1 1 1 1 1
Initial Bse: 37 52 187 77 46 31 23 106 39 193 141 91
User Adj: 1 1 1 1 1 1 1 1 1 1 1 1
PHF Adj: 1 1 1 1 1 1 1 1 1 1 1 1

PHF Volume: 37 52 187 77 46 31 23 106 39 193 141 91
Reduced Vol: 37 52 187 77 46 31 23 106 39 193 141 91
PCE Adj: 1 1 1 1 1 1 1 1 1 1 1 1
MLF Adj: 1 1 1 1 1 1 1 1 1 1 1 1
Final Volume: 37 52 187 77 46 31 23 106 39 193 141 91

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.85 0.85 0.85 0.89 0.95 0.96 0.96 0.95 1.00 0.85
Lanes: 0.42 0.58 1.00 1.00 1.00 0.73 0.27 1.00 1.00 1.00
Final Sat.: 706 992 1615 1326 1900 1615 1805 1333 491 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.05 0.12 0.06 0.02 0.02 0.01 0.08 0.08 0.11 0.07 0.06
Crit Moves: **** **** ****
Green/Cycle: 0.33 0.33 0.33 0.33 0.33 0.33 0.08 0.22 0.22 0.30 0.45 0.45
Volume/Cap: 0.16 0.16 0.36 0.18 0.07 0.06 0.17 0.36 0.36 0.36 0.17 0.13
Delay/Veh: 14.5 14.5 15.8 14.7 14.0 14.0 26.5 20.2 20.2 16.8 9.8
User De1Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.5 14.5 14.7 14.7 14.0 14.0 26.5 20.2 20.2 16.8 9.8

LOS by Move: B B B B B C C C B A A
HCM2k95thQ: 3 3 6 2 1 1 5 5 6 3 2

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

Baseline Plus Existing Zoning Scenario

Saturday Peak Hour

---

### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

-------------

**Intersection #24 Truxel Road and Arena Boulevard**

-------------

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.445

**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 18.6

**Optimal Cycle:** 60  
**Level Of Service:** B

-------------

**Street Name:** Truxel Road  
**Approach:** North Bound South Bound East Bound West Bound

**Movement:** L - T - R L - T - R L - T - R L - T - R

**Control:** Protected Protected Protected Protected

**Rights:** Include Include Include Include

**Min. Green:** 0 0 0 0 0 0 0 0 0 0 0 0

**Lanes:** 2 0 4 0 1 2 0 4 0 1 2 0 3 0 1

**Volume Module:**

<table>
<thead>
<tr>
<th>Base Vol</th>
<th>Growth Adj</th>
<th>Initial Bse</th>
<th>User Adj</th>
<th>PHF Adj</th>
<th>PHF Volume</th>
<th>Reuct Vol</th>
<th>Reduced Vol</th>
<th>PCE Adj</th>
<th>MLF Adj</th>
<th>FinalVolume</th>
</tr>
</thead>
</table>

**Saturation Flow Module:**

| Sat/Lane | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
|----------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Adjustment | 0.92 0.92 0.85 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 | 0.92 0.92 0.85 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 |
| Lanes: | 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 |
| Final Sat.: | 3502 6916 1615 3502 6916 1615 3502 5187 1615 3502 5187 1615 |

**Capacity Analysis Module:**

| Vol/Sat: | 0.06 0.11 0.03 0.06 0.11 0.11 0.04 0.07 0.16 0.01 0.06 0.14 | 0.06 0.11 0.03 0.06 0.11 0.11 0.04 0.07 0.16 0.01 0.06 0.14 |
|----------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Crit Moves: | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.13 0.24 0.24 | 0.13 0.25 0.25 | 0.10 0.39 0.39 | 0.03 0.33 0.33 |
| Volume/Cap: | 0.45 0.44 0.11 | 0.44 0.45 0.45 | 0.45 0.17 0.40 | 0.40 0.20 0.45 |
| Delay/Veh: | 24.9 19.4 17.7 | 24.7 19.2 19.9 | 26.4 11.9 13.5 | 30.8 14.6 16.6 |
| User DelAdj: | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 |
| AdjDel/Veh: | 24.9 19.4 17.7 | 24.7 19.2 19.9 | 26.4 11.9 13.5 | 30.8 14.6 16.6 |
| LOS by Move: | C B B C B B C B B C B B |
| HCM2k95thQ: | 5 7 1 5 7 7 4 3 7 2 3 8 |

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

---

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO
# Natomas Crossing
## Baseline Plus Existing Zoning Scenario
### Saturday Peak Hour

#### Level Of Service Computation Report

**2000 HCM Operations Method (Base Volume Alternative)**

**Intersection #25 Truxel Road and Natomas Crossing Drive**

**Cycle (sec):** 0  
**Critical Vol./Cap. (X):** 0.418  
**Loss Time (sec):** 12 (Y+R=4.0 sec)  
**Average Delay (sec/veh):** 17.3  
**Optimal Cycle:** 60  
**Level Of Service:** B

<table>
<thead>
<tr>
<th>Street Name:</th>
<th>North Bound</th>
<th>South Bound</th>
<th>East Bound</th>
<th>West Bound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control:</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
<td>Protected</td>
</tr>
<tr>
<td>Rights:</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
<td>Include</td>
</tr>
<tr>
<td>Min. Green:</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>Lanes:</td>
<td>2 0 4 0 1</td>
<td>1 0 4 0 1</td>
<td>1 0 0 1 1</td>
<td>1 0 0 1 0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Volume Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Vol: 245 863 85 67 907 78 54 16 256 90 23 58</td>
</tr>
<tr>
<td>Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>Initial Bse: 245 863 85 67 907 78 54 16 256 90 23 58</td>
</tr>
<tr>
<td>User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
</tr>
<tr>
<td>PHF Volume: 245 863 85 67 907 78 54 16 256 90 23 58</td>
</tr>
<tr>
<td>Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0</td>
</tr>
<tr>
<td>Final Volume: 245 863 85 67 907 78 54 16 256 90 23 58</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturation Flow Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900</td>
</tr>
<tr>
<td>Adjustment: 0.92 0.91 0.85 0.95 0.91 0.85 0.95 0.86 0.86 0.95 0.89 0.89</td>
</tr>
<tr>
<td>Lanes: 2.00 4.00 1.00 1.00 4.00 1.00 1.00 1.00 1.00 1.00 0.12 1.88</td>
</tr>
<tr>
<td>Final Sat.: 3502 6916 1615 1805 6916 1615 1805 192 3072 1805 482 1215</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity Analysis Module:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vol/Sat: 0.07 0.12 0.05 0.04 0.13 0.05 0.03 0.08 0.08 0.05 0.05 0.05</td>
</tr>
</tbody>
</table>
| Crit Moves: ****  
| Green/Cycle: 0.17 0.37 0.37 0.11 0.31 0.31 0.12 0.20 0.20 0.12 0.20 0.20 |
| Volume/Cap: 0.42 0.34 0.14 0.34 0.42 0.15 0.24 0.42 0.42 0.42 0.24 0.24 |
| Delay/Veh: 22.8 13.6 12.6 25.7 16.4 15.0 24.4 21.4 21.4 25.8 20.8 20.8 |
| User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: 22.8 13.6 12.6 25.7 16.4 15.0 24.4 21.4 21.4 25.8 20.8 20.8 |
| LOS by Move: C B B C B C C C C C C |
| HCM2k95thQ: 5 7 2 3 8 2 5 4 3 3 |

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

---

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO