Project Site Plan

Source: Google Earth Pro, 2007 and MBA GIS Data, 2009.

Exhibit 2
Local Vicinity Map
Aerial Base

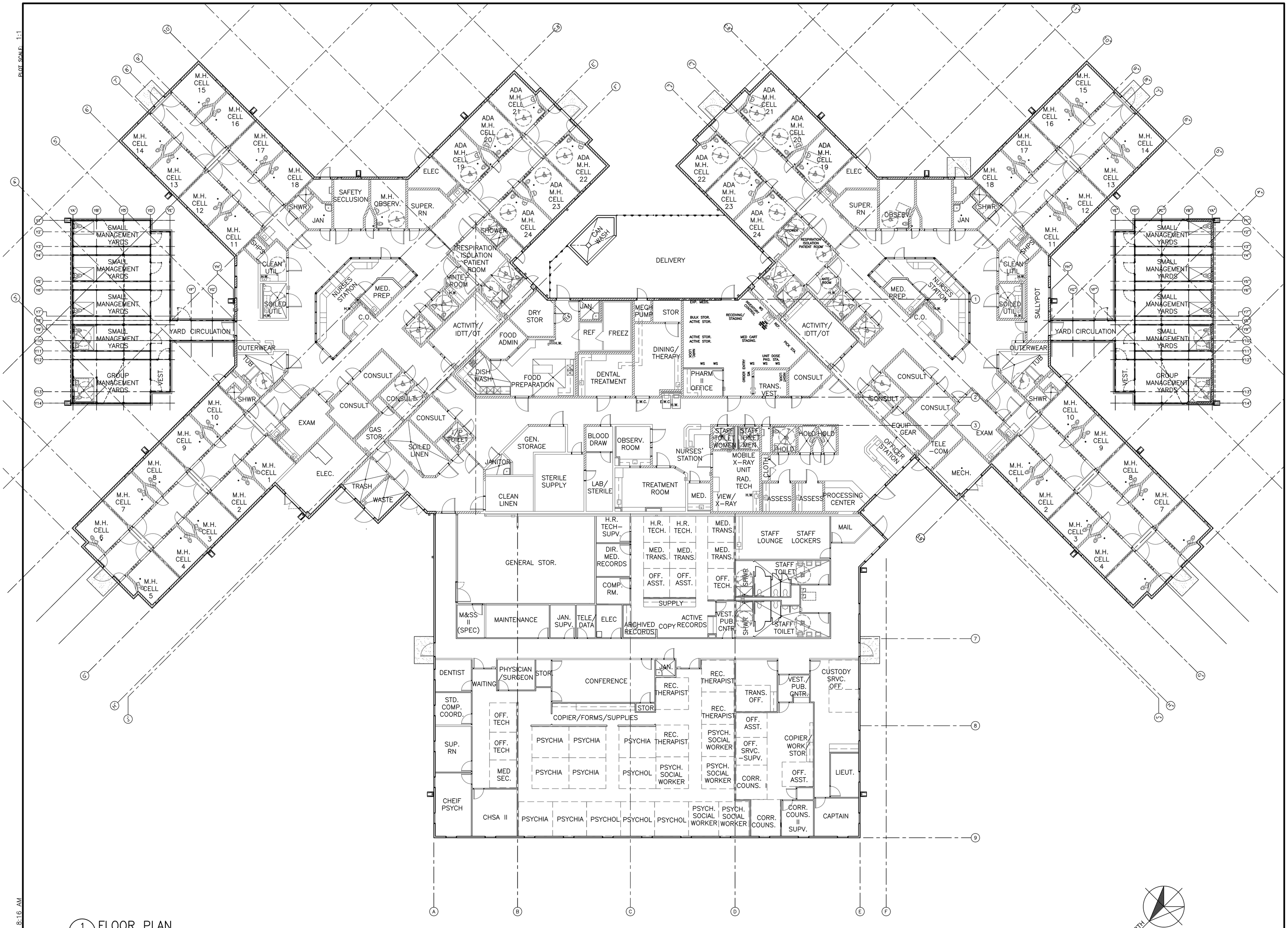
NORTH

1,000 500 0 1,000 Feet

Michael Brandman Associates

11540005 • 05/2009 | 2_local_aerial.mxd

CALIFORNIA DEPARTMENT OF CORRECTIONS AND REHABILITATION
50-BED MENTAL HEALTH CRISIS BEDS (MHCB) FACILITY
INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION



1 FLOOR PLAN

3/32" = 1'-0"

PLOT SCALE: 1:1

LAST REVISION: 6/25/2008 8:16 AM

KITCHELL
Capital Expenditure Managers
2750 Gateway Oaks Drive
Suite 300
Sacramento, CA 95833
(916) 648-9700

CALIFORNIA MEN'S COLONY
50 MENTAL HEALTH CRISIS BEDS

CALIFORNIA DEPARTMENT OF CORRECTIONS AND REHABILITATION

CMC 50 MHCB

NOT FOR CONSTRUCTION

BUILDING:

SHEET TITLE:

FLOOR PLAN

SCALE:

REVISIONS

NO.	DATE	NO.	DATE

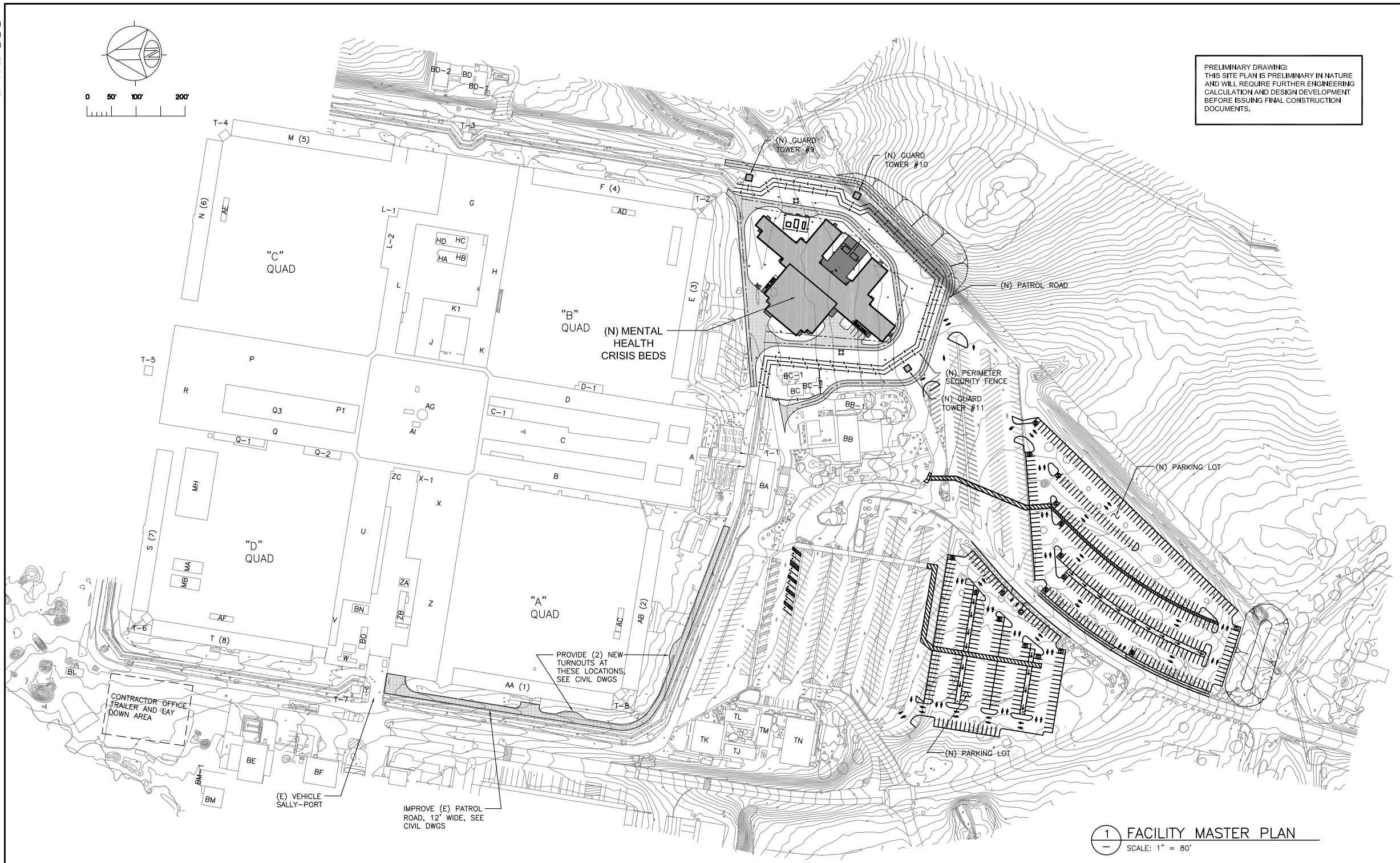
JOB NO. 3270S5

DATE 5-15-08

SHEET A1

A1 FLOOR PLAN.DWG

PLOT SCALE: 1"=1'



PRELIMINARY DRAWING:
THIS SITE PLAN IS PRELIMINARY IN NATURE AND WILL REQUIRE FURTHER ENGINEERING CALCULATION AND DESIGN DEVELOPMENT BEFORE ISSUING FINAL CONSTRUCTION DOCUMENTS.

1 FACILITY MASTER PLAN
SCALE: 1" = 80'

BUILDING LEGEND

A	ADMINISTRATION
AA(1)	HOUSING UNIT 1 / "A" QUAD
AB(2)	HOUSING UNIT 2 / "A" QUAD
AC	REC. SHACK / "A" QUAD MINI-CANTEEN
AD	REC. SHACK / "B" QUAD MINI-CANTEEN / BARBER
AE	REC. SHACK / "C" QUAD MINI-CANTEEN
AF	REC. SHACK / "D" QUAD MINI-CANTEEN / BARBER
AG	TOWER; CENTRAL PLAZA
AH	PLAZA LOOP
AI	LESS LETHAL WEAPONS STORAGE
B	EDUCATIONAL CLASSROOMS & DINING ROOM / "A" QUAD OFFICES
BA	GATEHOUSE; ENTRANCE
BB	EMPLOYEE ACTIVITIES
BB-1	PERSONNEL ANNEX
BC	ARMORY
BC-1	RADIO ROOM
BC-2	ARMORY STORAGE
BD	ELECTRICAL SUBSTATION
BD-1	ELECTRICAL GENERATOR BUILDING
BD-2	ELECTRICAL SWITCHGEAR BUILDING
BE	BOILER HOUSE
BE-1	BOILER HOUSE CHEMICAL STORAGE
BF	FIREHOUSE
BL	VALVE HOUSE
BM	WELDING OFFICE / TELEPHONE
BM-1	STEAM REPAIR SHOP
BN	SPRAY BOOTH
BO	CART WASH STATION
C	HOSPITAL / ADMINISTRATIVE SEGREGATION
C-1	PLAZA WATCH OFFICE
D	LIBRARY / DINING ROOM / "B" QUAD OFFICES
D-1	PSYCHIATRIC UNIT OFFICES / "B" QUAD
E(3)	HOUSING UNIT 3 / "B" QUAD
F(4)	HOUSING UNIT 4 / "B" QUAD
G	AUDITORIUM & GYMNASIUM
H	VOCATIONAL SHOE REPAIR / EDUCATIONAL CLASSROOMS
J	CATHOLIC CHAPEL
K	PROTESTANT CHAPEL
K-1	INTERFAITH CHAPEL
L	CLOTHING DISTRIBUTION & "C" QUAD OFFICES / DINING ROOM
L-1	PSYCHIATRIC UNIT OFFICES / "C" QUAD
L-2	PSYCHIATRIC UNIT & DISPENSARY / "C" QUAD
M(5)	HOUSING UNIT 5 / "C" QUAD
MH	MENTAL HEALTH SERVICES
N(6)	HOUSING UNIT 6 / "C" QUAD
P	P.I.A.; SHOE FACTORY, T-SHIRT FACTORY, KNITTING MILL
P-1	P.I.A.; GUARD STATION
Q	OCCUPATIONAL THERAPY & DINING ROOM / "D" QUAD PSYCH OFFICES
Q-1	PSYCHIATRIC UNIT OFFICES / "D" QUAD
Q-2	PSYCHIATRIC UNIT OFFICES / "D" QUAD
Q-3	P.I.A. MAINTENANCE
R	P.I.A.; PRINT PLANT
S(7)	HOUSING UNIT 7 / "D" QUAD
T(8)	HOUSING UNIT 8 / "D" QUAD
T-1 - T-8	GUN TOWERS #1 THRU #8
U	P.I.A.; LAUNDRY
V	MAINTENANCE; PAINT SHOP
W	MAINTENANCE; ANNEX
X	MAIN KITCHEN, BAKERY & INMATE CANTEEN
X-1	KITCHEN STORAGE
Y	GUARD STATION & SALLY PORT
Z	VOCATIONAL CLASSROOMS & MAINTENANCE SHOPS
ZA	MAINTENANCE; GUARD STATION
ZB	MAINTENANCE; FLAMMABLE STORAGE / SHOPS
ZC	MAINTENANCE CORRIDOR GUARD STATION

TRAILER INDEX

H-A/B	EDUCATION ANNEX
H-C/D	EDUCATION ANNEX
MA	PSYCHIATRIC SERVICES / "D" QUAD OFFICES
MB	PSYCHIATRIC SERVICES / "D" QUAD OFFICES
T-J	PROCUREMENT
T-K	PERSONNEL
T-L	EMPLOYEE RELATIONS
T-M	DELEGATED TESTING
T-N	BUSINESS SERVICES

LAST REVISION: - - -

NLA
nacht & lewis
ARCHITECTS
600 Q Street
Suite 100
Sacramento, CA 95811
(916) 329-4000

CALIFORNIA STATE FIRE MARSHAL APPROVED

Approval of this plan does not authorize or approve any omission or deviation from applicable regulations. Final approval is subject to field inspection. One set of approved plans shall be available on the project site at all times.

Reviewed by:_____

KITCHELL
Capital Expenditure Managers
9838 Old Placerville Rd. Ste. A
Sacramento, Ca 95827
(916) 442-6996

CALIFORNIA MEN'S COLONY MENTAL HEALTH CRISIS BEDS

SAN LUIS OBISPO, CA

CALIFORNIA DEPARTMENT OF CORRECTIONS AND REHABILITATION

SCHEMATIC DESIGN

SHEET TITLE:
FACILITY MASTER PLAN

SCALE: 1" = 80'

REVISIONS

NO.	DATE	NO.	DATE

JOB NO. Y902.00
DATE 9/2/09
SHEET A0.1

DESTROY AFTER USE

A11.DWG

Project Description

PROJECT DESCRIPTION AND BACKGROUND

1.1 - Introduction

The proposed project consists of the construction of a 50-bed MHCB facility to be licensed as a CTC for short-term inpatient care for inmates in mental health crisis. The two-story building would feature approximately 45,000 square feet of space for housing, treatment, and support and administrative services. Infrastructure improvements associated with the project would include installing additional recreation yards, establishing connections to existing utilities, and extending the existing secure perimeter to include the new facility. In addition, an existing staff parking lot that currently lies in the proposed location of the MHCB facility would be removed, and additional parking would be built adjacent to existing lots to replace the lost parking and to provide parking for the new facility. For the purposes of CEQA analysis, it will be assumed that the project may directly and indirectly result in an increase of as many as 200 additional staff and 50 additional inmates.

1.2 - Project Location

CMC is located in western San Luis Obispo County, California, approximately 1 mile north of the City of San Luis Obispo's northern boundary. The institution is located in a rural setting along State Route 1 (SR-1), and is situated immediately to the northeast of the intersection of SR-1 and Colony Drive, which provide the regional and local access to the CMC. The CMC facility is approximately 356 acres and includes both an East Facility and West Facility each of which has medical facilities, operations and maintenance buildings, and recreational yard areas. The proposed project site is located within the CMC East Facility, in an area south of B Quad and east of the pedestrian sally port (Exhibit 2-3). This area is currently outside of the existing secure perimeter, but the perimeter would be expanded as part of the proposed project to include the proposed MHCB facility.

1.3 - Need for the Proposed Project

The U.S. District Court for the Eastern District of California, in the case known as *Coleman v. Schwarzenegger* (*Coleman* litigation) (Case No. 2:90-cv-00520-LKK-JFM), found CDCR to be in violation of the Eighth Amendment to the United States Constitution. The court determined that CDCR was not providing adequate mental health care to inmates, and has subsequently ordered CDCR to provide constitutionally adequate mental health care. This includes, but is not limited to, having licensed facilities that provide 24-hour care for stabilization and treatment of inmates with a mental health diagnosis. CDCR inmates/patients presently receive mental health treatment via CDCR's Mental Health Services Delivery System (MHSDS). One important component of the MHSDS is the ability to provide mental health crisis care that is short-term

(usually ten days or less), in which patients can be observed, monitored, and treated in a 24-hour licensed inpatient treatment setting. CDCR typically provides services for this level of care using Mental Health Crisis Beds (MHCBs) located in facilities licensed as Correctional Treatment Centers (CTCs). CMC presently has no such licensed mental health facility.

In March of 2006, the *Coleman* court ordered CDCR to file a plan for providing MHCBs for all seriously mentally ill male and female inmates within 24 hours of clinical diagnosis that such mental health care is required. In response, CDCR submitted the *Supplementary Mental Health Bed Plan* in August of 2007, which was subsequently approved by the *Coleman* court in October 2007. Among other requirements, the court ordered that CDCR "...shall forthwith reopen the locked observation unit at the CMC as a thirty-six (36) bed Mental Health Crisis Bed facility on a temporary emergency basis." In addition, the court ordered that CDCR subsequently activated the locked observation unit at CMC as a temporary emergency MHCB facility, referring to it as the "Outpatient Housing Unit" (OHU). The OHU continues to be used in this capacity until such time that CDCR can mitigate the shortage of mental health beds.

The physical constraints of CMC's OHU prohibits licensing the space as a permanent MHCB facility, even if extensive and cost-prohibitive modifications were undertaken. CDCR is therefore planning to construct a new CTC facility at CMC in order to provide a permanent solution to the need for a licensed MHCB facility. The proposed facility would be designed and constructed to meet all applicable CTC, Title 22, Title 24, and LEED certification (as required by executive Order S-20-04, which commits California to reduce electricity usage from State buildings) for 24-hour licensed care (including safety, space, and sanitary needs).

The urgency of the proposed MHCB project was recently highlighted on April 2, 2009, when Judge Lawrence Karlton, U.S. District Court, Eastern District, California, issued an order based on Special Master Matthew A. Lopes, Jr.'s report and recommendations for CDCR to complete all court-ordered construction projects posthaste. The order specifically requires CDCR to complete a 50-bed Mental Health Crisis Beds unit at CMC, and to submit monthly status reports and a detailed activation schedule. Pursuant to the order, CDCR has selected the architect and engineering firm, and has begun preparing CEQA documentation. Per the court order, CDCR will report monthly to the Special Master on the status of implementing this project.

The proposed project is to be funded through Assembly Bill 900 (AB 900), the Public Safety and Offender Rehabilitation Services Act of 2007. AB 900 authorizes CDCR (pursuant to Government Code 15819.40) to design, construct, or renovate prison housing units to add prison beds to relieve the current overcrowding at CDCR institutions, and to renovate existing facilities and construct new facilities to provide support services and programming space, as well as medical, dental, and mental health care facilities at existing institutions. AB 900 authorizes the

State Public Works Board to issue revenue bonds to finance this and other mental health, dental, and medical projects covered under AB 900.

1.4 - Project Objective

The proposed project's primary objective is to comply with the orders of the Coleman court by constructing a facility will mitigate the systemic shortage of mental health beds and provide a permanent solution to the need for a licensed CTC mental health facility.

1.5 - Description of Proposed Facilities

The proposed 50-bed MHCB building would be similar in many regards to the 50-bed MHCB building recently completed at the California Medical Facility (CMF), Vacaville; however, the proposed project would be two stories high instead of one. The facility would feature approximately 45,000 square feet of space for housing, treatment, and support and administrative services. Infrastructure improvements associated with the project would include installing additional recreation yards, establishing connections to existing utilities, and extending the existing secure perimeter to include the new facility. In addition, an existing staff parking lot that currently lies in the proposed location of the MHCB facility would be removed, and additional parking would be built adjacent to existing parking lots and to provide parking for the new facility.

Housing, treatment, and support space would be built to CDCR design standards and would provide 50 single-occupancy cells. New outdoor recreation facilities associated with the proposed MHCB facility would total 3,500 square feet in area, and include eight small management yards and two group yards. The southeast portion of the existing secure perimeter (including electrified fencing) would be "bumped out" to include the new facility; this would include the removal of a small portion of the existing perimeter and the addition of approximately 1,100 linear feet of new perimeter fencing configured to include the new facility. Three guard towers would be added as part of the extension of the secure perimeter. Existing vehicle access roads would be reconfigured and lengthened to parallel the new portion of the perimeter. Utility connections would be installed to the existing sanitary sewer system, existing storm drainage system, existing natural gas, and existing 4,160V transformer substation.

1.5.1 - Site Demolition and Improvement

A large staff parking lot that currently occupies most of the proposed MHCB site would have to be removed, which would involve the demolition and removal of approximately 150,000 square feet of existing asphalt. The proposed location for the construction of the replacement parking consists of two undeveloped areas immediately south of the existing parking lots, on both the east and west sides of Colony Drive (Exhibit 2-3). The two new parking lots would total

approximately 235,000 square feet, including 199,000 of new asphalt parking, and as many as 505 new parking spaces.

The proposed MHCB building site is located south of B Quad in the area of the existing parking lot. The construction site is relatively flat and slopes generally to the southwest. In general, slopes specified in the proposed project's grading plan will require drainage to be directed away from the building and sloped toward a new drainage basin located adjacent and south of the new proposed parking lot. The new basin will be approximately 20' by 50' and have 87,000 gallons of storage capacity. In addition, an existing drainage channel east of the parking lot area would be widened by 20 feet along 350 feet.

Construction would require the removal of approximately 150,000 square feet of existing asphalt parking area. Furthermore, site excavation would extend an average of 45 feet from the existing asphalt area into the adjacent hillside to the southeast. Where the hillside excavation ends, a 3:1 slope would be cut from the new grade to the existing grade. Preliminary investigations indicate that approximately 30,000 cubic yards of soils with rock formations would be removed to level the site.

1.5.2 - Lighting

Site lighting may be provided in the new parking lot and enclosed security area I compliance with CDCR Design Criteria Guidelines (DCG) Photometric calculation would be provided in design stage to insure DCG requirements are followed. The following types and amounts of luminaries are estimated for planning purposes. The new building would be located on an existing parking lot. Approximately ten light poles would be taken down in this parking lot with removal of the parking lot, but would be replaced with approximately twelve new light poles in the replacement lots. These would be 30-foot high poles with dual-head 250-watt high-pressure sodium lamps. The new security perimeter fence will have 30-foot light poles evenly spaced no further than 80 feet on centers, with 400-watt high-pressure sodium lamps. This would require approximately 14 new light poles. Lighting in the open area within the new portion of the secure perimeter may be provided via two new 100-foot high poles. Each of these would contain six 1,000-watt high-pressure sodium lamps. Power for site lighting would come from the new building service. Generator standby power would be provided to the lighting of the secure perimeter. Normal power would be provided for the parking lot lighting.

1.5.3 - Perimeter Security

The proposed project will be adjacent to B Quad within the expanded secure perimeter of CMC. Extending the secure perimeter fence would require the removal of approximately 500 feet of existing fencing (including lethal electrified fence), and the addition of approximately 1,100 feet of new fencing (including lethal electrified fence). The perimeter patrol road would be extended in association with the new portion of fenceline.

1.5.4 - Utilities and Infrastructure

All required water and wastewater utilities are located in the general area of the proposed project site. The proposed project will have separate service lines connecting to an existing six-inch domestic water line and a six-inch domestic water line, each located approximately 100 feet from the proposed new building. The proposed project would increase current potable water and wastewater demands by an estimated 1 percent.

New transformers would be installed for power distribution to the new MHSB via overhead lines. A new 120 HP generator will provide emergency power when necessary. The existing natural gas distribution system is approximately 200 feet away from the site and would be modified for the on-site distribution. The existing telephone and data distribution system, located approximately 300 feet from the project site, will be modified to include the new MHCB building.

1.5.5 - Faculty Staffing

The proposed facility would operate 24 hours a day, year-round, with three 8-hour shifts (watches). The facility would require correctional officers, mental health and medical staff, administrative staff, and other support staff. For the purpose of CEQA analysis, it is estimated that the project may directly and indirectly result in an increase of as many as 200 additional staff. This would potentially increase the total number of staff at CMC from the existing total of approximately 2,135 to a projected future total of as many as 2,355. Table 1 provides a breakdown of present and proposed employees by shift.

The estimated addition of as many as 200 staff is intended to capture any possible increases resulting directly from the activation of the proposed MHCB facility, as well as any possible increases resulting indirectly when the existing OHU facility is re-purposed. Because the ultimate use of the existing OHU is not known at the present time, it is not possible to precisely predict possible future increases in either inmates or staffing. It is probable, however, that the number of new staff resulting directly and indirectly from activation of the MHCB would prove to be less than 200 staff.

Table 1: CMC Current and Projected Future Prison Employment Level

Shift	Number of Employees at Existing Facility	Projected Employees for Proposed 50-bed Facility	Total Projected Future Employees (Existing plus Proposed Project)
First watch 10:00 p.m. to 6:00 a.m.	187	37	224
Second watch 6:00 a.m. to 2:00 p.m.	837	102	939
Third watch	555	36	591

Shift	Number of Employees at Existing Facility	Projected Employees for Proposed 50-bed Facility	Total Projected Future Employees (Existing plus Proposed Project)
2:00 p.m. to 10:00 p.m.			
Other Staff 7:00 a.m. to 4:00 p.m.	556	20	576
Other Staff 8:00 a.m. to 5:00 p.m.	—	5	5
Total All watches	2,135	200	2,335
Source: CDCR, 2009.			

Project Trip Generation

CDCR - San Luis Obispo California Men's Colony TIA

Exhibit B: Current and Proposed CMC Staffing

UPDATED RESULTS -

Revised 9/2009 to reflect updated staffing projections.

Shift	Number of Employees at Existing Facility	Projected Employees for Proposed Project	Total Projected Future Employees
First Watch 10:00 p.m. to 6:00 a.m	187	37	224
Second Watch 6:00 a.m. to 2:00 p.m	837	102	939
Third Watch 2:00 p.m. to 10:00 p.m	555	36	591
Other Staff A 7:00 a.m. to 4:00 p.m	556	20	576
Other Staff B 8:00 a.m. to 5:00 p.m	0	5	5
Total - All Watches	**2,135**	**200**	**2,335**

	Time																							
	AM												PM											
Shift	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**
First Watch																								
Second Watch																								
Third Watch																								
Other Staff A																								
Other Staff B																								

Notes:
1. Existing Peak Hours: AM = 7:00 a.m. to 8:00 a.m.; PM = 4:00 p.m. to 5:00 p.m.
2. Source of Employment Data - CDCR 2009

CDCR - San Luis Obispo California Men's Colony TIA

UPDATED RESULTS -

Revised 9/2009 to reflect updated staffing projections.

Exhibit E: Project Trip Generation

Existing Employment

Total Current Employees	2,135
Scheduled During AM Peak [3]	1,393
Scheduled During PM Peak [3]	1,111
Starting/Ending Shift During AM Peak [4]	556
Starting/Ending Shift During PM Peak [4]	556

Existing CMC Trip Generation Rates

Existing Trip Generation Rates (Trips/Employee)	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Employees (2,135)	0.80	0.81	1.61	0.19	0.01	0.20	0.01	0.14	0.15
Employees Scheduled During Analysis Period	0.80	0.81	1.61	0.28	0.03	0.31	0.02	0.26	0.28
Employees Starting/Ending Shift During Analysis Period	0.80	0.81	1.61	0.71	0.06	0.77	0.04	0.52	0.56
Existing Distribution	**50% IN**	**50% OUT**		**93% IN**	**7% OUT**		**6% IN**	**94% OUT**	

Projected Employees for Proposed Project

Total Employees	200	(All Staff)
Scheduled During AM Peak [3]	127	(Second Watch, Other Staff A, Other Staff B)
Scheduled During PM Peak [3]	61	(Third Watch, Other Staff A, Other Staff B)
Starting/Ending Shift During AM Peak [4]	25	(Other Staff A, Other Staff B)
Starting/Ending Shift During PM Peak [4]	25	(Other Staff A, Other Staff B)

Proposed Project Trip Generation

Independent Variable	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Employees	160	162	322	37	3	40	2	27	29
Employees Scheduled During Analysis Period	160	162	322	36	3	39	1	16	17
Employees Starting/Ending Shift During Analysis Period	160	162	322	18	1	19	1	13	14

Notes:

1. Existing Peak Hours: AM = 7:00 a.m. to 8:00 a.m.; PM = 4:00 p.m. to 5:00 p.m.
2. Source of Employment Data - CDCR 2009
3. Employees were considered to be "scheduled" during each peak hour if their shift was either in progress, started or ended within 30 minutes of the designated peak hour.
4. Employees were considered to be "Starting/Ending" their shift during each peak hour if their shift was scheduled to start or end within 30 minutes of the designated peak hour.
5. Inbound and Outbound trip generation distributions are based on existing traffic volumes.

Kimley-Horn
and Associates, Inc.

Memorandum

2000 Crow Canyon Place
Suite 410
San Ramon, California
94583

To: Mr. James Kilmer (*via email*)
California Department of Transportation (Caltrans)

From: Peter Reinhofer
Luke Schwartz, EIT
Kimley-Horn and Associates, Inc.

Date: June 23, 2009

Subject: CDCR California Men's Colony Project
Trip Generation Rates and Project Trip Distribution

The purpose of this memo is to present the trip generation rates for the existing California Men's Colony (CMC) facility for approval by Caltrans, the County and City of San Luis Obispo. In addition, the trip distribution for the proposed expansion project, which includes a new 50-bed Mental Health Crisis Facility, is presented for review.

The Institute of Transportation Engineers' (ITE), *Trip Generation, 8th Edition*, contains limited information on trip generation rates for detention facilities. Trip rates are provided under ITE Land Use Category 571 (Prison); however, these rates are derived from only two data points. Furthermore, the two data points are from surveyed prisons with 30 to 350 employees. The California Men's Colony currently has 2,135 employees and is anticipated to add an additional 188 employees in conjunction with the proposed expansion project. For these reasons, a site specific trip generation rate will be derived for the AM and PM peak hour for the existing California Men's Colony and compared to the ITE rate for similar facilities.

Observed Trip Generation Methodology

Twenty-four hour traffic counts were collected for three consecutive weekdays, from June 16 to June 18, 2009. The counts were collected along Colony Drive east of State Route (SR) 1, the entrance to the existing facility, in order to capture only the CMC's traffic.

Exhibit A shows the distribution of the weekday driveway traffic over a 24-hour period. The main activity occurs between 4:00 AM to 11:00 PM with noticeable peaks in the morning, afternoon and evening, correlating to the employee shift changes. Intersections and roadway analyses are generally completed for the peak hour of the adjacent streets in order to assess the greatest impact to the roadway network. The

TEL 925 543 0840
FAX 925 543 0839

typical weekday peak hour of the adjacent streets is 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM.

As seen in **Exhibit A**, the counts are fairly consistent for each weekday surveyed. The AM and PM peak hour trip generation rates were derived using the average of the peak hour counts from the Tuesday, Wednesday, and Thursday daily traffic counts.

Trip generation rates are based on an independent variable used to calculate existing trip generation and estimate future trip generation. The independent variable could include square footage, number of employees, or number of beds/inmates. For this analysis, the number of employees was used to represent the independent variable, which is also consistent with the independent variable used in the ITE *Trip Generation, 8th Edition*.

The CMC facility operates 24 hours per day, year-round, with three 8-hour shifts. The proposed project would result in approximately 188 new employees and would increase CMC's staffing from the existing total of 2,135 to a projected future total of 2,323. The current and proposed staffing by shift is presented in **Exhibit B**.

The trip generation is based on the average of the three days of collected traffic counts. The AM and PM peak hour trips were extracted from the 24-hour counts and the trip generation rates were determined based on the number of employees. As shown in **Exhibit B**, the CMC shifts are scheduled to start and end at various intervals throughout the day. For this reason, the trip generation rates for the existing facility were calculated using the following three employee-based independent variables:

1. Total Employees
2. Employees Scheduled During Peak Hour – Employees were considered to be "Scheduled" during each peak hour if their shift was either in progress, started or ended within 30 minutes of the designated peak hour.
3. Employees Starting/Ending Shift within Peak Hour – Employees were considered to be "Starting/Ending" their shift during each peak hour if their shift was scheduled to start or end within 30 minutes of the designated peak hour.

The trip generation for the existing CMC facility is presented in **Exhibit C**.

ITE Trip Generation

ITE's *Trip Generation, 8th Edition* contains a prison land use (ITE Code 571), which is based on two studies. The rates from ITE for the prison land use are shown in **Exhibit D**. For comparison, the observed trip generation rates for the existing facility using Total Employees as the independent variable are lower than the ITE rates. This is likely attributable to the staggered employee work schedule for the facility.

Project Trip Generation

The expansion of the CMC facility includes the addition of 188 employees. The trip generation for the expansion was determined utilizing the trip generation rates developed specifically for this facility. **Exhibit E** shows the Daily, AM and PM peak hour trips for the proposed expansion of the CMC.

As shown in **Exhibit E**, the proposed project is anticipated to generate more trips using the trip generation rates with "Total Employees" as the independent variable. For the purposes of providing a conservative assessment of the transportation-related impacts associated with the proposed project, this trip generation estimate will be used in the subsequent traffic impact analysis.

Trip Distribution

Project distribution was developed based on existing peak hour turning movement count information collected at the intersection of SR 1 and Colony Drive on Tuesday, June 16, 2009, and the general orientation of population sources to the site. **Exhibit F** shows the traffic distribution assumed for this traffic study. Using these distribution percentages, the project traffic will be assigned to the adjacent roadway network.

If you have any questions or comments, please do not hesitate to contact me at (925) 543-0840.

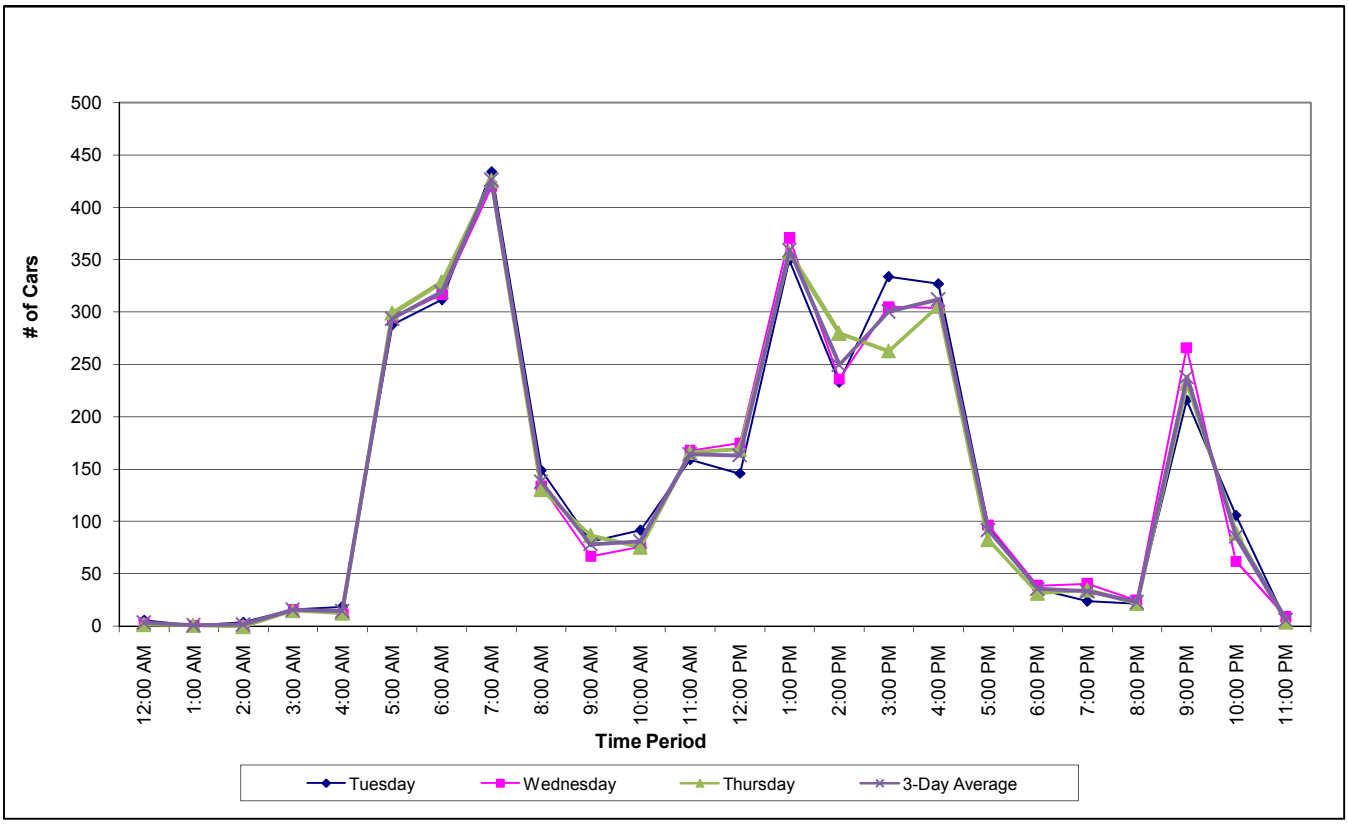
Cc: Cheryl Journey, County of San Luis Obispo
Warren Hoag, County of San Luis Obispo
Glen Marshall, County of San Luis Obispo
Jake Hudson, City of San Luis Obispo
Trevor Macenski, Michael Brandman Associates

Attachments

Exhibit A – 24-hour Bi-Directional Weekday Traffic Counts
Exhibit B – Current and Proposed CMC Staffing
Exhibit C – Existing CMC Trip Generation
Exhibit D – Observed and ITE Trip Generation Comparison
Exhibit E – Project Trip Generation
Exhibit F – Project Trip Distribution

CDCR - San Luis Obispo California Men's Colony TIA

Exhibit A: 24-hour Bi-Directional Weekday Traffic Counts



CDCR - San Luis Obispo California Men's Colony TIA

Exhibit B: Current and Proposed CMC Staffing

Shift	Number of Employees at Existing Facility	Projected Employees for Proposed Project	Total Projected Future Employees
First Watch 10:00 p.m. to 6:00 a.m	187	25	212
Second Watch 6:00 a.m. to 2:00 p.m	837	102	939
Third Watch 2:00 p.m. to 10:00 p.m	555	36	591
Other Staff A 7:00 a.m. to 4:00 p.m	556	20	576
Other Staff B 8:00 a.m. to 5:00 p.m	0	5	5
Total - All Watches	**2,135**	**188**	**2,323**

	Time																							
	AM												PM											
Shift	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**
First Watch																								
Second Watch																								
Third Watch																								
Other Staff A																								
Other Staff B																								

Notes:
1. Existing Peak Hours: AM = 7:00 a.m. to 8:00 a.m.; PM = 4:00 p.m. to 5:00 p.m.
2. Source of Employment Data - CDCR 2009

CDCR - San Luis Obispo California Men's Colony TIA

Exhibit C: Existing Trip Generation

Existing California Men's Colony Traffic Volumes

Date	Daily			AM Peak Hour			PM Peak Hour		
	EB-In	WB-Out	Total	EB-In	WB-Out	Total	EB-In	WB-Out	Total
Tuesday 6/16/09	1,717	1,739	3,456	403	31	434	21	306	327
Wednesday 6/17/09	1,717	1,723	3,440	393	27	420	21	283	304
Thursday 6/18/09	1,703	1,714	3,417	390	36	426	18	288	306
3-Day Average Volumes	**1,712**	**1,725**	**3,438**	**395**	**31**	**427**	**20**	**292**	**312**
Existing Distribution	**50% IN**	**50% OUT**		**93% IN**	**7% OUT**		**6% IN**	**94% OUT**	

Existing Employment

Total Employees	2,135	(All Staff)
Scheduled During AM Peak [3]	1,393	(Second Watch, Other Staff A, Other Staff B)
Scheduled During PM Peak [3]	1,111	(Third Watch, Other Staff A, Other Staff B)
Starting/Ending Shift During AM Peak [4]	556	(Other Staff A, Other Staff B)
Starting/Ending Shift During PM Peak [4]	556	(Other Staff A, Other Staff B)

CMC Trip Generation Rates

Existing Trip Generation Rates (Trips/Employee)	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Employees	0.80	0.81	1.61	0.19	0.01	0.20	0.01	0.14	0.15
Employees Schduled During Analysis Period	0.80	0.81	1.61	0.28	0.03	0.31	0.02	0.26	0.28
Employees Starting/Ending Shift During Analysis Period	0.80	0.81	1.61	0.71	0.06	0.77	0.04	0.52	0.56

Notes:

1. Existing Peak Hours: AM = 7:00 a.m. to 8:00 a.m.; PM = 4:00 p.m. to 5:00 p.m.
2. Source of Employment Data - CDCR 2009
3. Employees were considered to be "scheduled" during each peak hour if their shift was either in progress, started or ended within 30 minutes of the designated peak hour.
4. Employees were considered to be "Starting/Ending" their shift during each peak hour if their shift was scheduled to start or end within 30 minutes of the designated peak hour.
5. Inbound and Outbound trip generation distributions are based on existing traffic volumes.

CDCR - San Luis Obispo California Men's Colony TIA

Exhibit D: Observed and ITE Trip Generation Comparison

CMC Trip Generation Rates

Source	Independent Variable	Daily			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Observed Rates	Total Employees	0.80	0.81	1.61	0.19	0.01	0.20	0.01	0.14	0.15
ITE Rates	Total Employees	N/A	N/A	N/A	0.28	0.14	0.42	0.06	0.17	0.23

Notes:

1. Existing Peak Hours: AM = 7:00 a.m. to 8:00 a.m.; PM = 4:00 p.m. to 5:00 p.m.
2. Source of Employment Data - CDCR 2009
4. Source of ITE Rates: ITE's *Trip Generation, 8th Edition* , Land Use Code 571 (Prison)
5. Observed Inbound and Outbound trip generation distributions are based on existing traffic volumes.

CDCR - San Luis Obispo California Men's Colony TIA

Exhibit E: Project Trip Generation

Existing Employment

Total Current Employees	2,135
Scheduled During AM Peak [3]	1,393
Scheduled During PM Peak [3]	1,111
Starting/Ending Shift During AM Peak [4]	556
Starting/Ending Shift During PM Peak [4]	556

Existing CMC Trip Generation Rates

Existing Trip Generation Rates (Trips/Employee)	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Employees (2,135)	0.80	0.81	1.61	0.19	0.01	0.20	0.01	0.14	0.15
Employees Scheduled During Analysis Period	0.80	0.81	1.61	0.28	0.03	0.31	0.02	0.26	0.28
Employees Starting/Ending Shift During Analysis Period	0.80	0.81	1.61	0.71	0.06	0.77	0.04	0.52	0.56
Existing Distribution	**50% IN**	**50% OUT**		**93% IN**	**7% OUT**		**6% IN**	**94% OUT**	

Projected Employees for Proposed Project

Total Employees	188	(All Staff)
Scheduled During AM Peak [3]	127	(Second Watch, Other Staff A, Other Staff B)
Scheduled During PM Peak [3]	61	(Third Watch, Other Staff A, Other Staff B)
Starting/Ending Shift During AM Peak [4]	25	(Other Staff A, Other Staff B)
Starting/Ending Shift During PM Peak [4]	25	(Other Staff A, Other Staff B)

Proposed Project Trip Generation

Independent Variable	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Employees	151	152	303	35	3	38	2	26	28
Employees Scheduled During Analysis Period	151	152	303	36	3	39	1	16	17
Employees Starting/Ending Shift During Analysis Period	151	152	303	18	1	19	1	13	14

Notes:

1. Existing Peak Hours: AM = 7:00 a.m. to 8:00 a.m.; PM = 4:00 p.m. to 5:00 p.m.
2. Source of Employment Data - CDCR 2009
3. Employees were considered to be "scheduled" during each peak hour if their shift was either in progress, started or ended within 30 minutes of the designated peak hour.
4. Employees were considered to be "Starting/Ending" their shift during each peak hour if their shift was scheduled to start or end within 30 minutes of the designated peak hour.
5. Inbound and Outbound trip generation distributions are based on existing traffic volumes.

CDCR - San Luis Obispo California Men's Colony TIA

Exhibit F: Project Trip Distribution

Origin/Destination	Percentage
SR-1 North / Morro Bay	20%
SR-1 South / San Luis Obispo	80%
Highland Dr East (Cal Poly)	5%
Highland Dr West (Neighborhood)	10%
SR-1 South of Highland	65%
Total	**100%**

Existing Parking Occupancy
&
Project Parking Generation

CDCR California Men's Colony TIA - Project Parking Generation

UPDATED RESULTS -

Revised 9/2009 to reflect updated staffing projections.

Exhibit B: Project Parking Generation

Survey Date & Time: Friday, June 19, 2009 (1:30pm - 2:30pm)

CMC Parking Location	Existing Conditions		Project Conditions	
	Parking Supply	Parking Occupancy	Parking Supply	Parking Occupancy
Lot East A				
General Staff/Visitor Parking	290	256	479	256
20-minute Parking	14	10	14	10
Handicap Parking	13	6	13	6
Subtotal Lot East A	*317*	*272*	*506*	*272*
Lot East B				
All Day Parking	404	304	502	352
Handicap Parking	3	2	3	2
Subtotal Lot East B	*407*	*306*	*505*	*354*
Total	**724**	**578**	**1,011**	**626**

Note: CMC Lot East A also contained a separate parking area for facility vans/trucks. These spaces were not used for general visitor/staff parking, so they were not included in the existing parking supply.

It is assumed that the proposed project will require the removal and relocation of most of Lot East B. Current site plans indicate that a portion of Lot East B (approximately 189 parking spaces) will remain. The replacement parking lot adjacent to the existing Lot East B will include 316 new parking spaces. In addition, 189 new spaces will be added to Lot East A. This results in future total of 1,068 parking spaces (not including the facility van parking in Lot East A).

Existing Peak Occupancy	**578 spaces**
Existing Employees Scheduled During Peak	**1,948 employees**
Existing Parking Demand	**0.297 spaces/employee**
Projected Employees for Project Scheduled During Peak	**163 employees**
Parking Demand Added During Peak	**48 spaces**
Total Projected Parking Demand	**626 spaces**
Projected Parking Occupancy	**62%**

Kimley-Horn
and Associates, Inc.

Memorandum

2000 Crow Canyon Place
Suite 410
San Ramon, California
94583

Date: June 30, 2009

Subject: CDCR California Men's Colony Project
Project Parking Generation

The purpose of this memo is to document the assumptions and methodology used to estimate the parking generation for the proposed expansion project at the California Men's Colony (CMC) East Facility near San Luis Obispo, California. Existing parking conditions are presented and compared to conditions with the addition of the proposed project, which includes the addition of a 50-bed Mental Health Crisis Facility.

The Institute of Transportation Engineers' (ITE), *Parking Generation, 3rd Edition*, contains parking generation rates for a variety of land use types and is one of the most commonly used sources for estimating parking demand for new developments. However, *Parking Generation* contains no information on trip generation rates for detention facilities. For this reason, the parking demand for the proposed project will be estimated by deriving a site specific parking generation rate for the peak parking conditions at the existing California Men's Colony.

Existing Parking Conditions

There are currently two surface parking lots at the CMC East facility. The western parking lot (Lot A) includes 317 spaces for visitors and CMC staff. Lot A has access driveways on Colony Drive and Los Angeles Avenue. The eastern parking lot (Lot B), which will be partially relocated with the construction of the project, has access driveways on Colony Drive and contains 407 parking spaces for CMC staff only. To assess the existing parking conditions at the CMC East facility, parking surveys were conducted on Friday, June 19, 2009 from 1:30 p.m. to 2:30 p.m. CMC staff identified Friday between 1:00 p.m. and 3:00 p.m. as the period with the highest combined employee and visitor parking demand. **Table 1** summarizes the existing parking occupancy and supply.

As shown in **Table 1**, the parking lots at the CMC East facility are currently 80 percent occupied during the peak demand period.

TEL 925 543 0840
FAX 925 543 0839

Table 1: Existing CMC East Facility Parking Occupancy

Parking Location	Parking Supply (spaces)	Occupied Spaces
Lot East A		
General Staff / Visitor Parking	290	256
20-Minute Parking	14	10
Handicap Parking	13	6
Subtotal Lot East A *% Occupancy*	*317*	*272* *86%*
Lot East B		
General Staff Parking	404	304
Handicap Parking	3	2
Subtotal Lot East B *% Occupancy*	*407*	*306* *75%*
Total **% Occupancy**	**724**	**578** **80%**

Project Parking Generation

The CMC currently has 2,135 employees and is anticipated to add an additional 188 employees in conjunction with the proposed expansion project. For this reason, the parking demand generation rate for the proposed project will be derived using scheduled employees as an independent variable. **Table 2** and

Table 3 show the CMC staffing and shift scheduling, respectively.

Table 2: CMC Current and Projected Future Prison Employment Level

Shift	Number of Employees at Existing Facility	Projected Employees for Proposed 50-Bed	Total Projected Employees (Existing + Project)
First watch - 10:00 p.m. to 6:00 a.m.	187	25	212
Second watch - 6:00 a.m. to 2:00 p.m.	837	102	939
Third watch - 2:00 p.m. to 10:00 p.m.	555	36	591
Other Staff A - 7:00 a.m. to 4:00 p.m.	556	20	576
Other Staff B - 8:00 a.m. to 5:00 p.m.	_	5	5
Total – All watches	2,135	188	2,322

Source: CDCR 2009.

Table 3: CMC Current and Projected Employee Shift Scheduling

	Time																							
	AM												PM											
Shift	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**
First Watch																								
Second Watch																								
Third Watch																								
Other Staff A																								
Other Staff B																								

According on the staffing information provided, there are currently 1,948 employees scheduled during the peak parking period (1:30 p.m. to 2:30 p.m.). Furthermore, the proposed project will add 163 employees during this period. By comparing the existing CMC East Facility peak parking demand to the number of employees scheduling during the peak period, a parking demand generation rate of 0.297 parking spaces per employee can be derived. The rate of 0.297 is calculated as follows:

Existing Peak Parking Demand (per Table 1): 578 spaces
Existing # of Employees Scheduled During Peak: 1,498 employees
Peak Parking Generation Rate = 578 / 1,498 = **0.297 parking spaces per emp.**

Projected Employees Added During Peak: 163 employees
Project Parking Demand = 0.297 x 163 = **48 spaces**

Using this rate, the proposed project can be expected to generate the demand for approximately 48 additional parking spaces.

Existing Plus Project Parking Conditions

Current site plans indicate that the proposed project will be located at the existing Lot East B parking lot at the CMC East Facility. The project will require the removal of approximately 300 parking spaces from the Lot East B parking supply. The 300 parking spaces that will be eliminated for the construction of the new facility will be partially replaced with a new 230-space parking lot constructed south of the existing lot. In addition, 17 new parking spaces will be striped parallel to the perimeter fence extension. The proposed project will reduce the parking supply in Lot East B from 407 to 337, resulting in a net decrease of approximately 70 parking spaces. In order to evaluate the parking conditions at CMC East with the addition of the project, the projected demand of 48 spaces was added to the existing demand from the occupancy surveys. **Table 4** compares the available parking supply to the estimated parking demand with the proposed project.

As shown in **Table 4**, staff parking demand is projected to fully utilize the supply in Lot East B (337 spaces), requiring the remaining demand (18 vehicles) to park in the staff/visitor Lot East A. With the additional parking demand created by the project, added to the existing peak Friday staff and visitor demand, the CMC parking facilities

will be 96 percent occupied with a surplus of 28 parking spaces. Therefore, the proposed elimination of parking, combined with the proposed new parking, will accommodate the expansion of the CMC

Table 4: CMC East Facility Parking Occupancy With Proposed Project

Parking Location	Parking Supply	Projected Parking Demand	(Deficit) or Surplus
Lot East A			
General Staff / Visitor Parking	290	274	16
20-Minute Parking	14	10	4
Handicap Parking	13	6	7
Subtotal Lot East A *% Occupancy*	*317*	*290* *91%*	*27*
Lot East B			
General Staff Parking	334	334	-
Handicap Parking	3	2	1
Subtotal Lot East B *% Occupancy*	*337*	*336* *100%*	*1*
Total **% Occupancy**	**654**	**626** **96%**	**28**

Further details regarding the existing CMC parking occupancy and the project parking generation are included as attachments.

Attachments
Exhibit A – Existing Peak Parking Occupancy
Exhibit B – Project Parking Generation Calculations

CDCR California Men's Colony TIA

Exhibit A: Existing Parking Occupancy

Survey Date & Time: Friday, June 19, 2009 (1:30pm - 2:30pm)

Existing Parking Occupancy

CMC Parking Location	Parking Supply	Parking Occupancy
Lot East A		
General Staff/Visitor Parking	290	256
20-minute Parking	14	10
Handicap Parking	13	6
Subtotal Lot East A	*317*	*272*
Lot East B		
All Day Parking	404	304
Handicap Parking	3	2
Subtotal Lot East B	*407*	*306*
Total	**724**	**578**

Note: CMC Lot East A also contained approximately 24 spaces for facility vans. These spaces were not included in the existing parking supply.

CMC East Peak Occupany 80%

CDCR California Men's Colony TIA - Project Parking Generation

Exhibit B: Project Parking Generation

Survey Date & Time: Friday, June 19, 2009 (1:30pm - 2:30pm)

CMC Parking Location	Existing Conditions		Project Conditions	
	Parking Supply	Parking Occupancy	Parking Supply	Parking Occupancy
Lot East A				
General Staff/Visitor Parking	290	256	290	274
20-minute Parking	14	10	14	10
Handicap Parking	13	6	13	6
Subtotal Lot East A	*317*	*272*	*317*	*290*
Lot East B				
All Day Parking	404	304	334	334
Handicap Parking	3	2	3	2
Subtotal Lot East B	*407*	*306*	*337*	*336*
Total	**724**	**578**	**654**	**626**

Note: CMC Lot East A also contained approximately 24 spaces for facility vans. These spaces were not included in the existing parking supply.

It is assumed that the proposed project will require the removal and relocation of most of Lot East B. Current site plans indicate that a portion of Lot East B (approximately 107 parking spaces) will remain, while the replacement parking lot will include 230 parking spaces. This results in a net decrease of 70 spaces.

Existing Peak Occupancy	**578**	**spaces**
Existing Employees Scheduled During Peak	**1,948**	**employees**
Existing Parking Demand	**0.297**	**spaces/employee**
Projected Employees for Project Scheduled During Peak	**163**	**employees**
	48	
Total Projected Parking Demand	**626**	**spaces**
Projected Parking Occupancy	**96%**	

Traffic Counts

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For: Peter W. Reinhofer
Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place, Suite 410
San Ramon, CA 94583
(925) 242-5331 T

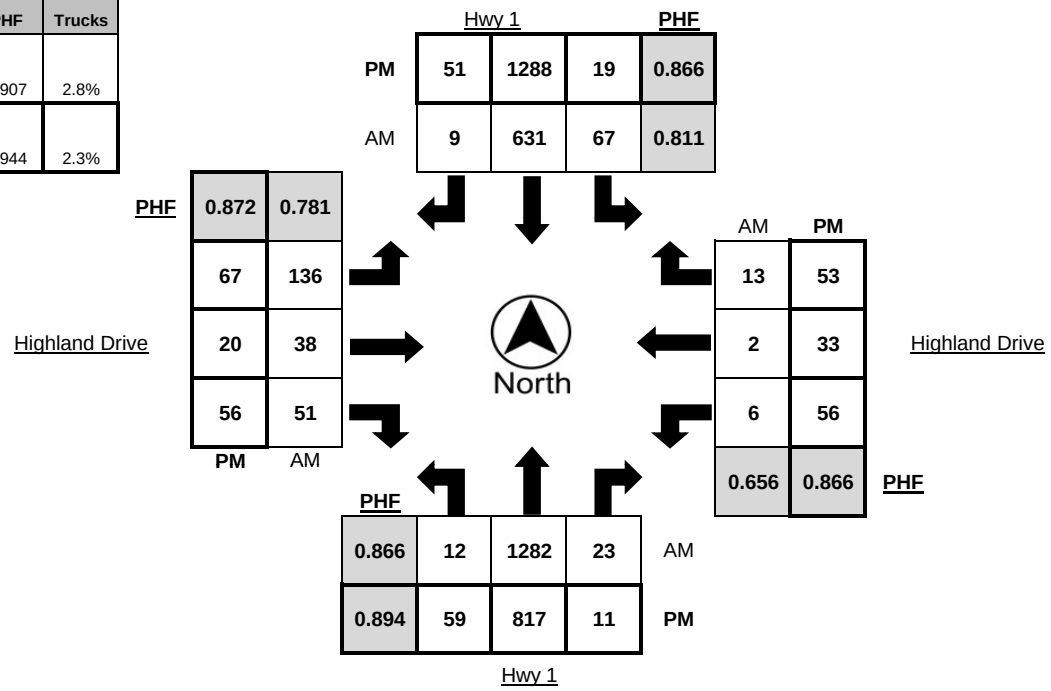
LOCATION Hwy 1 (N Santa Rosa Street) @ Highland Drive
LATITUDE 35°17'54.21"N
COUNTY San Luis Obispo
LONGITUDE 120°40'25.76"W
COLLECTION DATE 6/16/2009
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	297	6	7	13	105	0	8	29	8	10	0	0	0	2	0
7:15 AM - 7:30 AM	3	372	5	9	12	155	3	0	35	10	6	0	2	0	5	0
7:30 AM - 7:45 AM	6	291	8	8	19	179	3	7	32	9	14	1	1	1	2	0
7:45 AM - 8:00 AM	2	322	4	11	23	192	3	9	40	11	21	2	3	1	4	1
8:00 AM - 8:15 AM	8	194	6	13	15	165	3	11	18	10	12	1	5	1	0	1
8:15 AM - 8:30 AM	3	181	8	7	12	191	3	8	28	10	17	0	1	0	2	0
8:30 AM - 8:45 AM	7	153	7	11	6	199	8	8	7	10	14	0	6	0	1	0
8:45 AM - 9:00 AM	3	108	3	8	8	173	4	5	2	5	15	2	3	2	8	0
TOTAL	**33**	**1918**	**47**	**74**	**108**	**1359**	**27**	**56**	**191**	**73**	**109**	**6**	**21**	**5**	**24**	**2**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	15	193	2	4	4	376	12	9	10	6	11	1	17	10	14	2
4:15 PM - 4:30 PM	16	208	3	6	11	334	16	8	25	5	9	0	11	4	6	0
4:30 PM - 4:45 PM	10	188	4	5	1	322	16	7	14	4	18	0	11	10	19	1
4:45 PM - 5:00 PM	18	228	2	8	3	256	7	5	18	5	18	0	17	9	14	1
5:00 PM - 5:15 PM	11	246	3	4	4	278	5	4	24	3	14	1	17	8	18	1
5:15 PM - 5:30 PM	24	279	0	4	5	248	9	4	26	4	11	0	14	9	11	0
5:30 PM - 5:45 PM	18	206	3	5	1	213	6	3	21	3	15	0	5	8	10	1
5:45 PM - 6:00 PM	13	129	3	0	1	116	7	4	13	4	13	0	12	3	5	1
TOTAL	**125**	**1677**	**20**	**36**	**30**	**2143**	**78**	**44**	**151**	**34**	**109**	**2**	**104**	**61**	**97**	**7**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	12	1282	23	35	67	631	9	24	136	38	51	3	6	2	13	1
4:00 PM - 5:00 PM	59	817	11	23	19	1288	51	29	67	20	56	1	56	33	53	4

	PHF	Trucks
AM	0.907	2.8%
PM	0.944	2.3%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

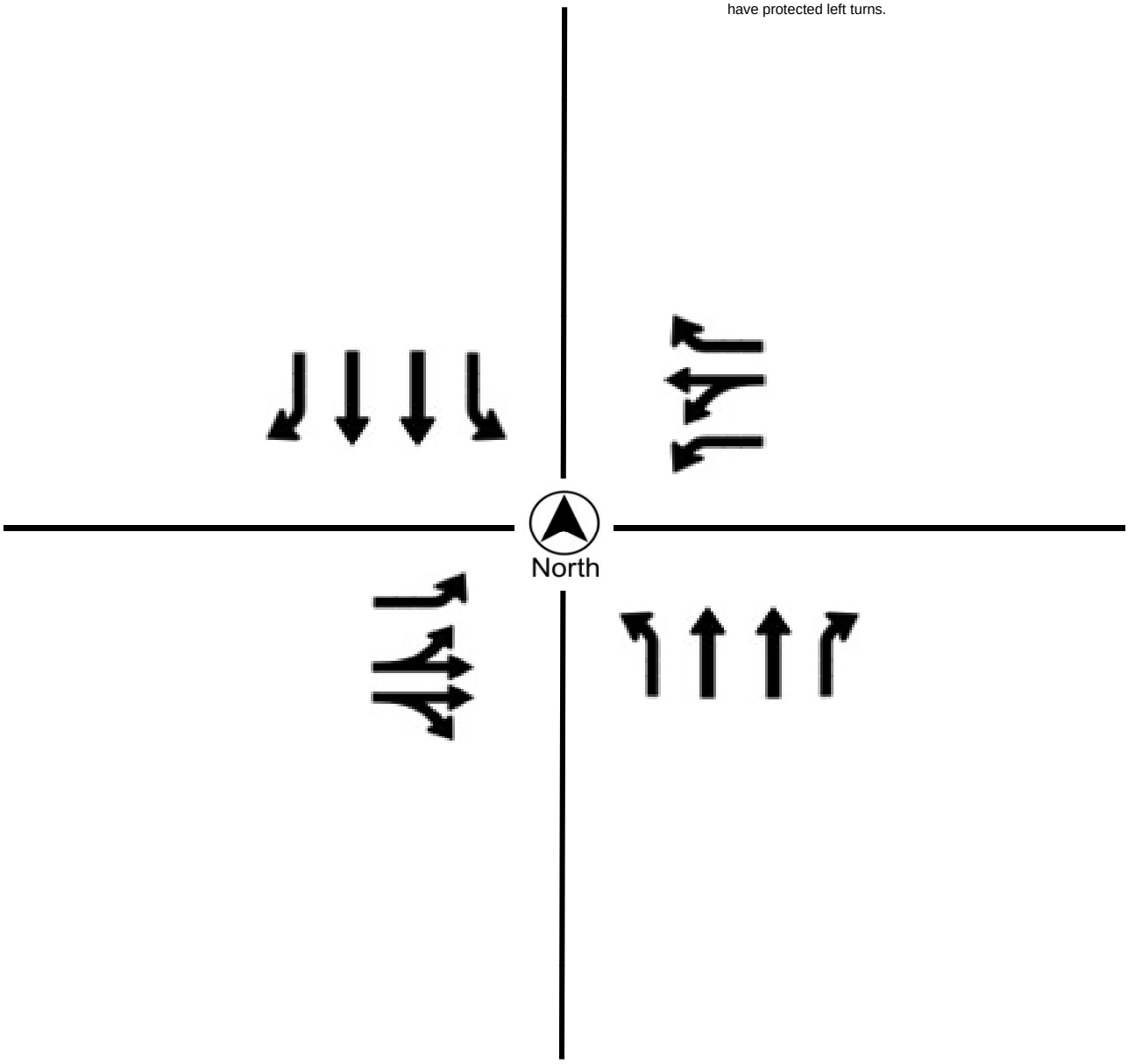
800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For: Robert Paderna
Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place, Suite 410
San Ramon, CA 94583
(925) 242-5342 T

LOCATION	Hwy 1 (N Santa Rosa Street) @ Highland Drive	**N/S STREET**	Hwy 1
COUNTY	San Luis Obispo	**E/W STREET**	Highland Drive
COLLECTION DATE	6/16/2009	**WEATHER**	Sunny and Clear
CYCLE TIME	114 Seconds	**CONTROL TYPE**	Signal

COMMENTS Eastbound and westbound approaches are split phased. Northbound and southbound approaches have protected left turns.



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For: Peter W. Reinhofer
Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place, Suite 410
San Ramon, CA 94583
(925) 242-5331 T

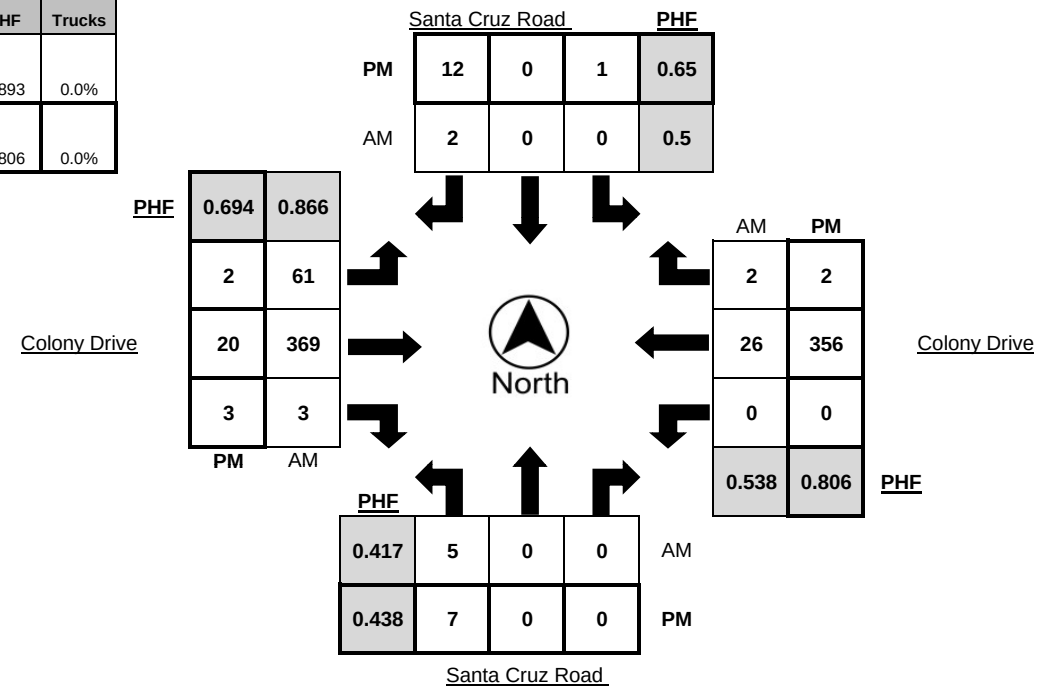
LOCATION Santa Cruz Road @ Colony Drive
LATITUDE 35°19'14.19"N
COUNTY San Luis Obispo
LONGITUDE 120°41'48.23"W
COLLECTION DATE 6/16/2009
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	1	0	10	94	1	0	0	13	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	21	103	1	0	0	4	1	0
7:30 AM - 7:45 AM	3	0	0	0	0	0	1	0	24	99	0	0	0	3	1	0
7:45 AM - 8:00 AM	2	0	0	0	0	0	0	0	6	73	1	0	0	6	0	0
8:00 AM - 8:15 AM	0	0	0	0	1	0	0	0	1	74	0	0	0	6	1	0
8:15 AM - 8:30 AM	1	0	0	0	0	0	1	0	0	40	0	0	0	9	0	0
8:30 AM - 8:45 AM	0	0	0	0	1	0	0	0	1	30	0	0	2	11	1	0
8:45 AM - 9:00 AM	0	0	0	0	2	0	0	0	0	12	0	0	1	4	1	0
TOTAL	**6**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**63**	**525**	**3**	**0**	**3**	**56**	**5**	**0**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	4	0	0	0	0	0	5	0	0	5	1	0	0	85	0	0
4:15 PM - 4:30 PM	1	0	0	0	0	0	5	0	2	5	1	0	0	110	1	0
4:30 PM - 4:45 PM	2	0	0	0	0	0	1	0	0	8	1	0	0	91	1	0
4:45 PM - 5:00 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	70	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	26	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	25	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	23	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	17	0	0
TOTAL	**7**	**0**	**0**	**0**	**1**	**0**	**12**	**0**	**2**	**31**	**5**	**0**	**0**	**447**	**2**	**0**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	5	0	0	0	0	0	2	0	61	369	3	0	0	26	2	0
4:00 PM - 5:00 PM	7	0	0	0	1	0	12	0	2	20	3	0	0	356	2	0

	PHF	Trucks
AM	0.893	0.0%
PM	0.806	0.0%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

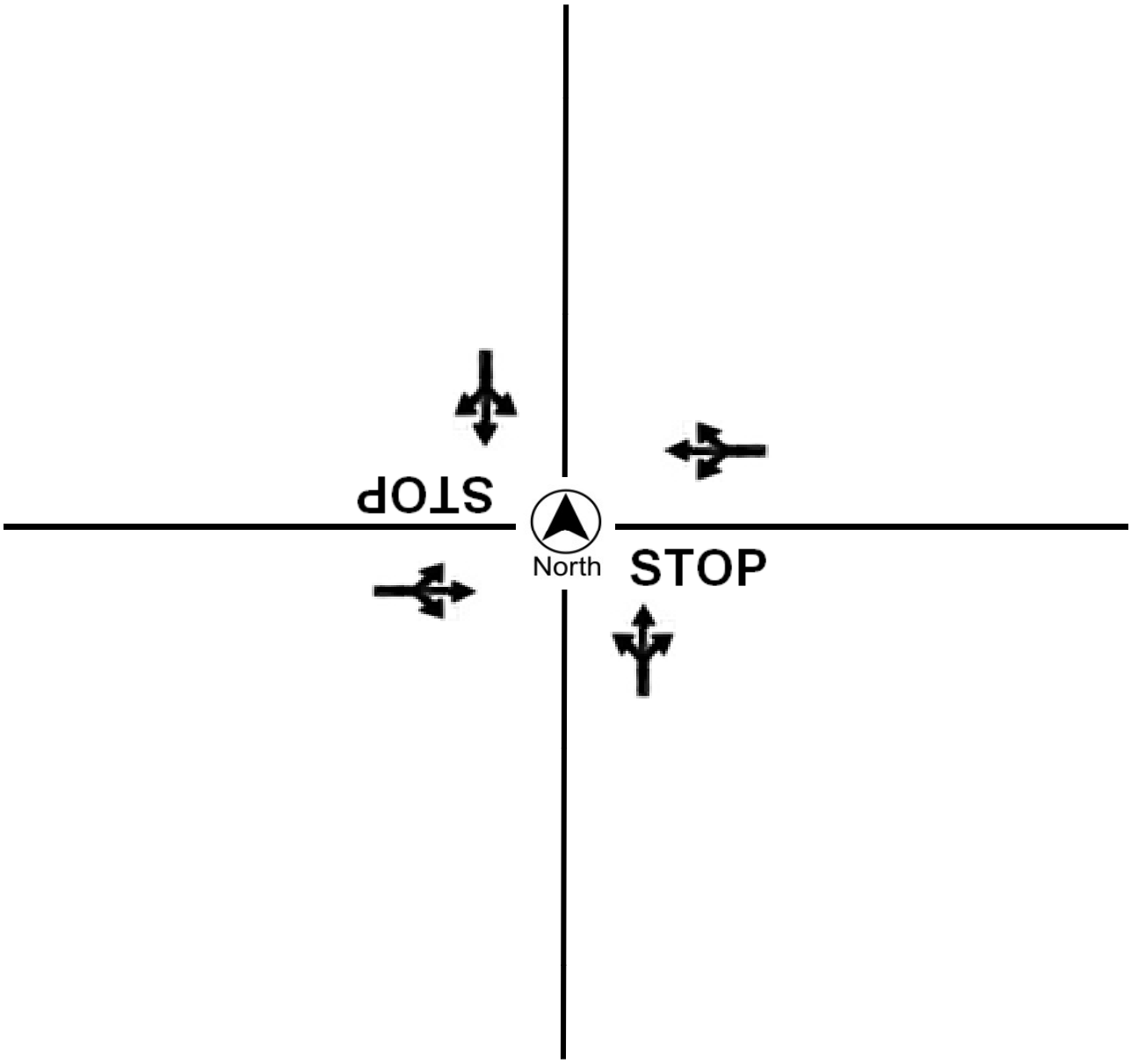
800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For: Robert Paderna
Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place, Suite 410
San Ramon, CA 94583
(925) 242-5342 T

LOCATION	Santa Cruz Road @ Colony Drive	**N/S STREET**	Santa Cruz Road
COUNTY	San Luis Obispo	**E/W STREET**	Colony Drive
COLLECTION DATE	6/16/2009	**WEATHER**	Sunny and Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-way stop control

COMMENTS Gate located at north leg of intersection was closed at 4:50 pm



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For: Peter W. Reinhofer
Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place, Suite 410
San Ramon, CA 94583
(925) 242-5331 T

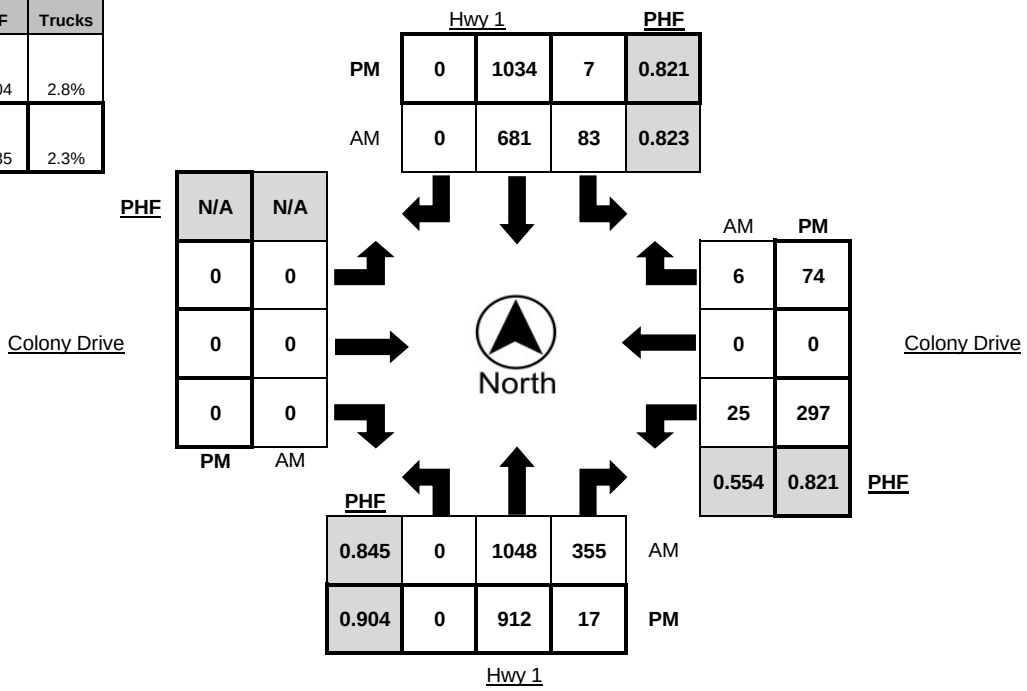
LOCATION Hwy 1 @ Colony Drive
LATITUDE 35°19'10.40"N
COUNTY San Luis Obispo
LONGITUDE 120°41'49.60"W
COLLECTION DATE 6/16/2009
WEATHER Sunny and Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	241	82	7	23	96	0	8	0	0	0	0	12	0	2	0
7:15 AM - 7:30 AM	0	319	96	9	31	159	0	0	0	0	0	0	3	0	0	1
7:30 AM - 7:45 AM	0	207	105	8	20	212	0	7	0	0	0	0	6	0	1	0
7:45 AM - 8:00 AM	0	281	72	11	9	214	0	9	0	0	0	0	4	0	3	1
8:00 AM - 8:15 AM	0	151	60	13	14	175	0	11	0	0	0	0	5	0	3	1
8:15 AM - 8:30 AM	0	181	33	7	6	200	0	8	0	0	0	0	8	0	3	0
8:30 AM - 8:45 AM	0	143	24	11	9	202	0	8	0	0	0	0	8	0	2	0
8:45 AM - 9:00 AM	0	108	8	8	5	177	0	5	0	0	0	0	2	0	1	0
TOTAL	**0**	**1631**	**480**	**74**	**117**	**1435**	**0**	**56**	**0**	**0**	**0**	**0**	**48**	**0**	**15**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	215	4	4	2	315	0	9	0	0	0	0	70	0	20	0
4:15 PM - 4:30 PM	0	230	4	6	3	259	0	8	0	0	0	0	94	0	19	2
4:30 PM - 4:45 PM	0	211	8	5	1	261	0	7	0	0	0	0	76	0	19	0
4:45 PM - 5:00 PM	0	256	1	8	1	199	0	5	0	0	0	0	57	0	16	1
5:00 PM - 5:15 PM	0	281	2	4	1	260	0	4	0	0	0	0	19	0	5	1
5:15 PM - 5:30 PM	0	311	1	4	0	241	0	4	0	0	0	0	17	0	8	0
5:30 PM - 5:45 PM	0	229	4	5	0	194	0	3	0	0	0	0	21	0	2	0
5:45 PM - 6:00 PM	0	140	4	0	0	103	0	4	0	0	0	0	17	0	0	0
TOTAL	**0**	**1873**	**28**	**36**	**8**	**1832**	**0**	**44**	**0**	**0**	**0**	**0**	**371**	**0**	**89**	**4**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	1048	355	35	83	681	0	24	0	0	0	0	25	0	6	2
4:00 PM - 5:00 PM	0	912	17	23	7	1034	0	29	0	0	0	0	297	0	74	3

	PHF	Trucks
AM	0.904	2.8%
PM	0.935	2.3%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

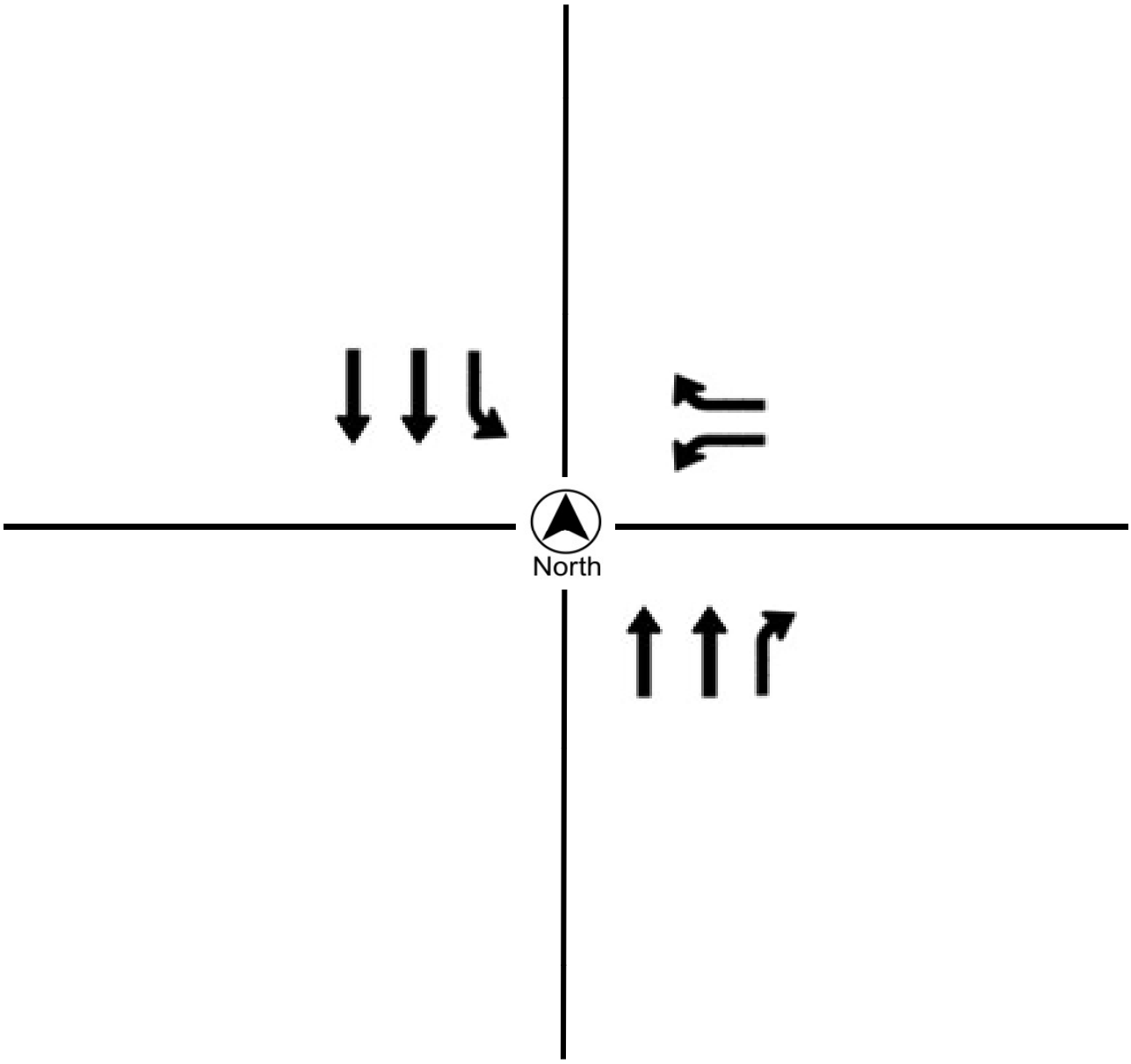
800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For: Robert Paderna
Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place, Suite 410
San Ramon, CA 94583
(925) 242-5342 T

LOCATION	Hwy 1 @ Colony Drive	**N/S STREET**	Hwy 1
COUNTY	San Luis Obispo	**E/W STREET**	Colony Drive
COLLECTION DATE	6/16/2009	**WEATHER**	Sunny and Clear
CYCLE TIME	67 Seconds	**CONTROL TYPE**	Signal

COMMENTS Southbound approach is a protected left turn.



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

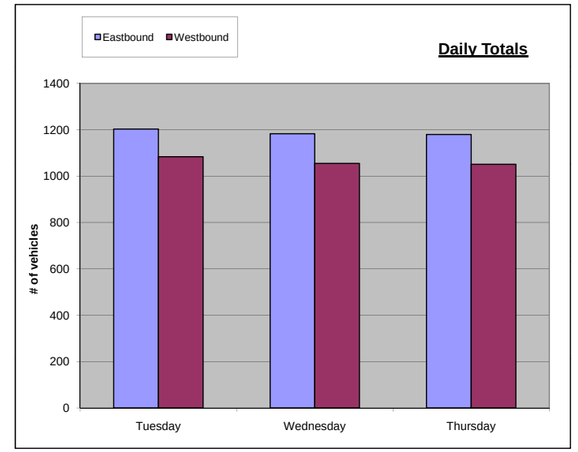
Peter W. Reinhofer
Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place, Suite 410
San Ramon, CA 94583
(925) 242-5331 T

AM PEAK HOUR
Highlighted

PM PEAK HOUR
Highlighted

3 Day Volume Count Report

Location No. 3
Road Name Colony Drive
Nearest Cross St e/o Los Angeles Avenue
Survey Date 6/16/09 thru 6/18/09
Latitude 35°19'18.54"N
Longitude 120°41'45.64"W
Peak Day Tuesday
Number of Lanes 2
Comments

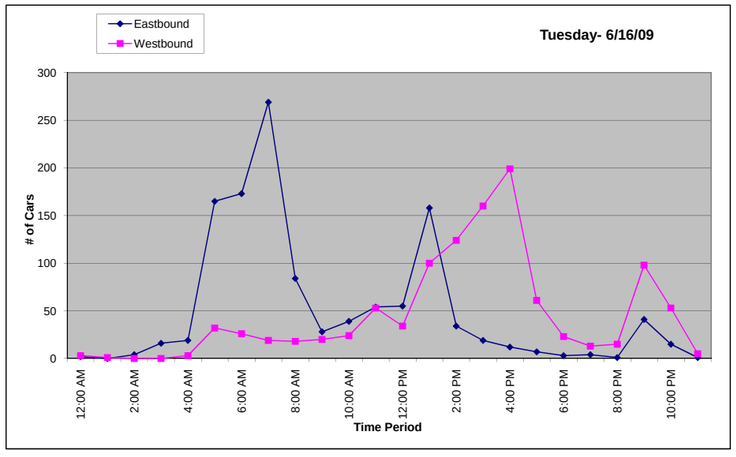


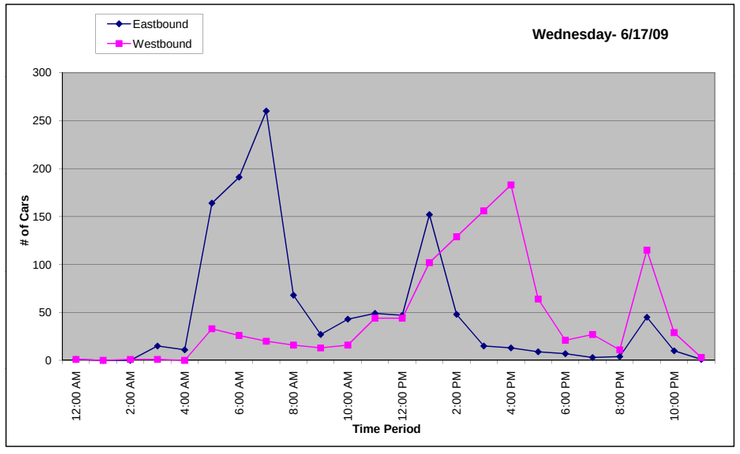
SUMMARY					
Hour	11-Tue	12-Wed	13-Thu	Total	ADT
12:00 AM	5	2	1	8	3
1:00 AM	1	0	2	3	1
2:00 AM	4	1	0	5	2
3:00 AM	16	16	15	47	16
4:00 AM	22	11	13	46	15
5:00 AM	197	197	190	584	195
6:00 AM	199	217	232	648	216
7:00 AM	288	280	279	847	282
8:00 AM	102	84	85	271	90
9:00 AM	48	40	57	145	48
10:00 AM	63	59	55	177	59
11:00 AM	107	93	100	300	100
12:00 PM	89	91	99	279	93
1:00 PM	258	254	237	749	250
2:00 PM	158	177	150	485	162
3:00 PM	179	171	181	531	177
4:00 PM	211	196	195	602	201
5:00 PM	68	73	67	208	69
6:00 PM	26	28	26	80	27
7:00 PM	17	30	22	69	23
8:00 PM	16	15	12	43	14
9:00 PM	139	160	145	444	148
10:00 PM	68	39	64	171	57
11:00 PM	6	4	4	14	5
Total	2287	2238	2231	6756	2252
Percentages	33.85%	33.13%	33.02%	100.00%	33.33%

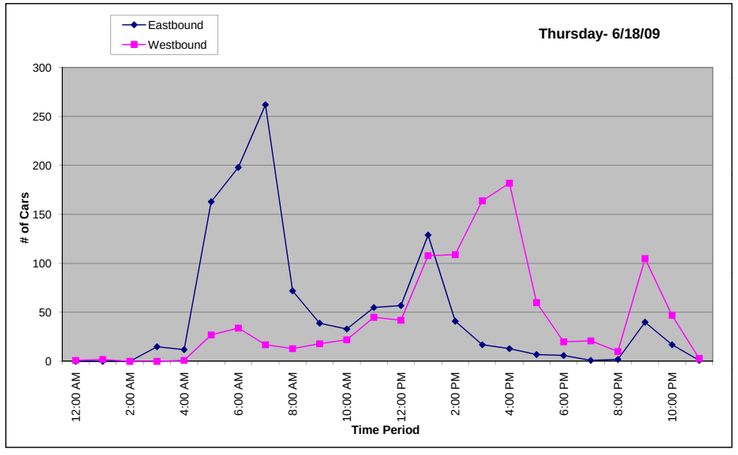
	Tuesday (06-16-09)										
	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	2	0	0	0	2	2	1	0	0	3	5
1:00 AM	0	0	0	0	0	0	0	1	0	1	1
2:00 AM	0	0	2	2	4	0	0	0	0	0	4
3:00 AM	0	0	8	8	16	0	0	0	0	0	16
4:00 AM	6	4	4	5	19	1	0	2	0	3	22
5:00 AM	7	30	85	43	165	1	1	3	27	32	197
6:00 AM	25	40	45	63	173	10	2	2	12	26	199
7:00 AM	78	77	57	57	269	4	6	3	6	19	288
8:00 AM	33	26	15	10	84	6	6	3	3	18	102
9:00 AM	9	5	8	6	28	3	4	5	8	20	48
10:00 AM	12	7	12	8	39	8	4	5	7	24	63
11:00 AM	16	11	18	9	54	10	15	15	13	53	107
12:00 PM	8	22	10	15	55	15	13	4	2	34	89
1:00 PM	27	67	47	17	158	4	7	17	72	100	258
2:00 PM	9	16	5	4	34	53	18	20	33	124	158
3:00 PM	4	5	2	8	19	35	23	32	70	160	179
4:00 PM	3	4	1	4	12	71	62	42	24	199	211
5:00 PM	1	2	2	2	7	21	14	17	9	61	68
6:00 PM	0	1	2	0	3	5	8	3	7	23	26
7:00 PM	2	0	1	1	4	2	1	2	8	13	17
8:00 PM	0	0	0	1	1	5	2	5	3	15	16
9:00 PM	6	22	11	2	41	1	2	8	87	98	139
10:00 PM	8	6	1	0	15	19	11	3	20	53	68
11:00 PM	0	1	0	0	1	1	1	0	3	5	6
Total					1203					1084	
	2287										

	Wednesday (06-17-09)										
	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	1	0	0	1	1	0	0	0	1	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	1	0	0	0	1	1
3:00 AM	1	1	3	10	15	0	1	0	0	1	16
4:00 AM	4	4	2	1	11	0	0	0	0	0	11
5:00 AM	6	30	83	45	164	0	0	2	31	33	197
6:00 AM	30	37	48	76	191	11	1	5	9	26	217
7:00 AM	76	63	63	58	260	6	7	3	4	20	280
8:00 AM	28	17	9	14	68	4	4	3	5	16	84
9:00 AM	9	9	3	6	27	1	6	2	4	13	40
10:00 AM	8	6	14	15	43	2	1	5	8	16	59
11:00 AM	10	14	12	13	49	7	15	11	11	44	93
12:00 PM	15	11	6	15	47	17	15	7	5	44	91
1:00 PM	38	57	45	12	152	11	12	15	64	102	254
2:00 PM	15	19	10	4	48	45	19	25	40	129	177
3:00 PM	6	5	4	0	15	37	37	28	54	156	171
4:00 PM	1	3	4	5	13	62	69	24	28	183	196
5:00 PM	2	3	1	3	9	23	13	16	12	64	73
6:00 PM	4	0	1	2	7	7	7	3	4	21	28
7:00 PM	2	0	0	1	3	7	8	2	10	27	30
8:00 PM	0	1	1	2	4	3	3	1	4	11	15
9:00 PM	4	28	9	4	45	3	1	40	71	115	160
10:00 PM	3	4	3	0	10	3	6	3	17	29	39
11:00 PM	0	1	0	0	1	1	1	1	0	3	4
Total					1183					1055	
	2238										

	Thursday (06-18-09)										
	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	0	0	0	0	0	1	0	0	1	1
1:00 AM	0	0	0	0	0	1	1	0	0	2	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	5	10	15	0	0	0	0	0	15
4:00 AM	3	3	2	4	12	0	0	0	1	1	13
5:00 AM	7	36	75	45	163	0	0	4	23	27	190
6:00 AM	26	55	37	80	198	12	4	4	14	34	232
7:00 AM	70	67	60	65	262	3	7	1	6	17	279
8:00 AM	26	18	21	7	72	3	2	6	2	13	85
9:00 AM	12	7	10	10	39	3	4	7	4	18	57
10:00 AM	9	8	8	8	33	6	6	6	4	22	55
11:00 AM	5	16	19	15	55	7	12	10	16	45	100
12:00 PM	10	15	13	19	57	16	12	10	4	42	99
1:00 PM	25	49	44	11	129	9	7	19	73	108	237
2:00 PM	9	17	5	10	41	33	27	19	30	109	150
3:00 PM	4	5	3	5	17	31	38	26	69	164	181
4:00 PM	8	2	3	0	13	58	53	39	32	182	195
5:00 PM	1	2	1	3	7	22	14	14	10	60	67
6:00 PM	3	2	1	0	6	7	3	4	6	20	26
7:00 PM	0	0	0	1	1	9	0	5	7	21	22
8:00 PM	0	1	0	1	2	6	2	1	1	10	12
9:00 PM	3	20	14	3	40	0	2	6	97	105	145
10:00 PM	7	7	3	0	17	15	5	9	18	47	64
11:00 PM	0	1	0	0	1	2	0	0	1	3	4
Total					1180					1051	
	2231										







Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

Peter W. Reinhofer
Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place, Suite 410
San Ramon, CA 94583
(925) 242-5331 T

AM PEAK HOUR
Highlighted

PM PEAK HOUR
Highlighted

3 Day Volume Count Report

Location No. 2

Road Name Los Angeles Drive

Nearest Cross St n/o Colony Drive

Survey Date 6/16/09 thru 6/18/09

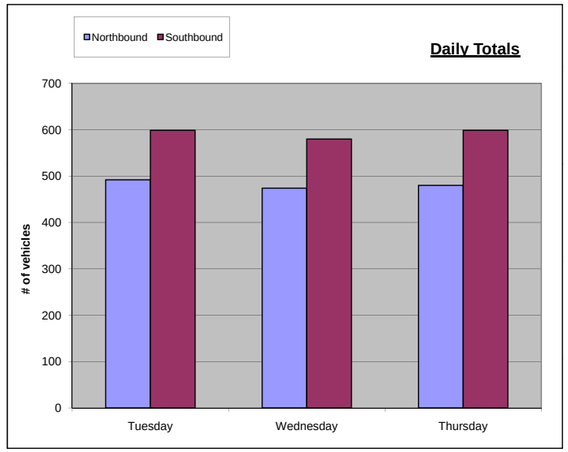
Latitude 35°19'18.74"N

Longitude 120°41'48.88"W

Peak Day Tuesday

Number of Lanes 2

Comments

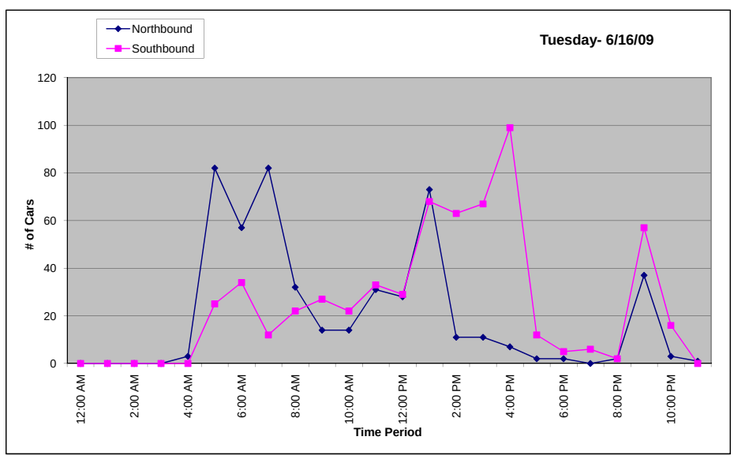


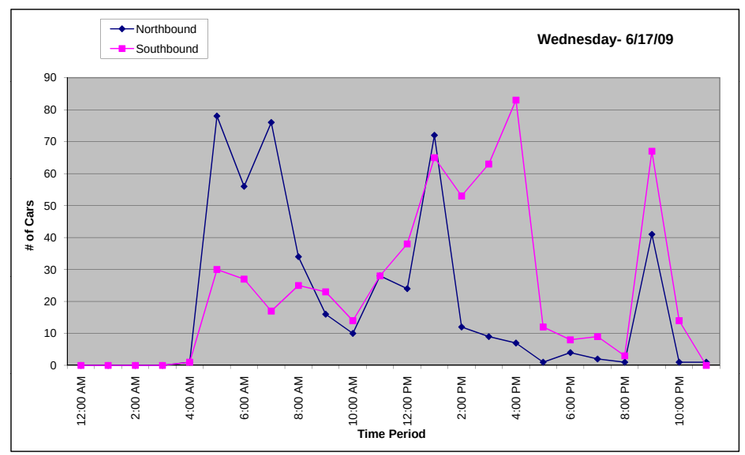
SUMMARY					
Hour	**11-Tue**	**12-Wed**	**13-Thu**	**Total**	**ADT**
12:00 AM	0	0	1	**1**	**0**
1:00 AM	0	0	1	**1**	**0**
2:00 AM	0	0	0	**0**	**0**
3:00 AM	0	0	0	**0**	**0**
4:00 AM	3	2	0	**5**	**2**
5:00 AM	107	108	121	**336**	**112**
6:00 AM	91	83	97	**271**	**90**
7:00 AM	94	93	80	**267**	**89**
8:00 AM	54	59	51	**164**	**55**
9:00 AM	41	39	46	**126**	**42**
10:00 AM	36	24	33	**93**	**31**
11:00 AM	64	56	57	**177**	**59**
12:00 PM	57	62	54	**173**	**58**
1:00 PM	141	137	126	**404**	**135**
2:00 PM	74	65	92	**231**	**77**
3:00 PM	78	72	89	**239**	**80**
4:00 PM	106	90	86	**282**	**94**
5:00 PM	14	13	6	**33**	**11**
6:00 PM	7	12	7	**26**	**9**
7:00 PM	6	11	10	**27**	**9**
8:00 PM	4	4	4	**12**	**4**
9:00 PM	94	108	96	**298**	**99**
10:00 PM	19	15	21	**55**	**18**
11:00 PM	1	1	1	**3**	**1**
Total	**1091**	**1054**	**1079**	**3224**	**1075**
Percentages	**33.84%**	**32.69%**	**33.47%**	**100.00%**	**33.33%**

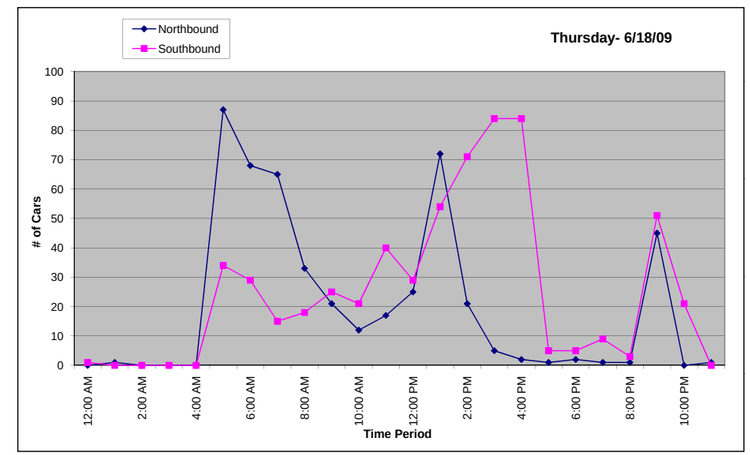
	Tuesday (06-16-09)										
	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	2	1	**3**	0	0	0	0	**0**	**3**
5:00 AM	7	19	36	20	**82**	0	0	3	22	**25**	**107**
6:00 AM	7	12	20	18	**57**	20	7	2	5	**34**	**91**
7:00 AM	18	29	17	18	**82**	4	2	2	4	**12**	**94**
8:00 AM	14	10	7	1	**32**	5	7	7	3	**22**	**54**
9:00 AM	7	3	2	2	**14**	8	12	4	3	**27**	**41**
10:00 AM	9	1	2	2	**14**	5	4	9	4	**22**	**36**
11:00 AM	10	9	5	7	**31**	6	11	7	9	**33**	**64**
12:00 PM	9	7	1	11	**28**	13	7	2	7	**29**	**57**
1:00 PM	12	34	24	3	**73**	9	13	13	33	**68**	**141**
2:00 PM	4	3	3	1	**11**	26	10	11	16	**63**	**74**
3:00 PM	4	3	1	3	**11**	16	16	14	21	**67**	**78**
4:00 PM	1	5	1	0	**7**	39	29	26	5	**99**	**106**
5:00 PM	0	0	1	1	**2**	3	7	2	0	**12**	**14**
6:00 PM	1	0	0	1	**2**	1	2	1	1	**5**	**7**
7:00 PM	0	0	0	0	**0**	3	2	1	0	**6**	**6**
8:00 PM	1	0	0	1	**2**	0	0	1	1	**2**	**4**
9:00 PM	3	19	13	2	**37**	0	1	10	46	**57**	**94**
10:00 PM	0	2	0	1	**3**	11	4	0	1	**16**	**19**
11:00 PM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
Total					**492**					**599**	
	1091										

	Wednesday (06-17-09)										
	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	1	**1**	0	0	1	0	**1**	**2**
5:00 AM	4	20	31	23	**78**	0	1	3	26	**30**	**108**
6:00 AM	7	12	16	21	**56**	15	5	5	2	**27**	**83**
7:00 AM	20	23	12	21	**76**	2	3	4	8	**17**	**93**
8:00 AM	9	12	11	2	**34**	5	6	11	3	**25**	**59**
9:00 AM	8	7	0	1	**16**	16	3	3	1	**23**	**39**
10:00 AM	1	0	3	6	**10**	1	5	4	4	**14**	**24**
11:00 AM	11	7	2	8	**28**	4	6	5	13	**28**	**56**
12:00 PM	6	8	4	6	**24**	19	7	9	3	**38**	**62**
1:00 PM	16	28	25	3	**72**	4	6	13	42	**65**	**137**
2:00 PM	3	5	3	1	**12**	25	8	11	9	**53**	**65**
3:00 PM	2	1	3	3	**9**	11	11	18	23	**63**	**72**
4:00 PM	1	1	4	1	**7**	35	25	17	6	**83**	**90**
5:00 PM	1	0	0	0	**1**	5	2	2	3	**12**	**13**
6:00 PM	2	1	0	1	**4**	1	3	3	1	**8**	**12**
7:00 PM	0	0	1	1	**2**	5	0	3	1	**9**	**11**
8:00 PM	0	0	0	1	**1**	0	1	1	1	**3**	**4**
9:00 PM	6	10	23	2	**41**	0	0	11	56	**67**	**108**
10:00 PM	0	0	0	1	**1**	11	2	0	1	**14**	**15**
11:00 PM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
Total					**474**					**580**	
	1054										

	Thursday (06-18-09)										
	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	0	0	**0**	1	0	0	0	**1**	**1**
1:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	8	20	37	22	**87**	0	1	7	26	**34**	**121**
6:00 AM	11	12	24	21	**68**	11	4	5	9	**29**	**97**
7:00 AM	15	25	13	12	**65**	6	4	1	4	**15**	**80**
8:00 AM	14	4	11	4	**33**	3	7	4	4	**18**	**51**
9:00 AM	16	1	3	1	**21**	11	3	5	6	**25**	**46**
10:00 AM	3	0	5	4	**12**	5	6	8	2	**21**	**33**
11:00 AM	2	5	6	4	**17**	3	12	13	12	**40**	**57**
12:00 PM	5	10	5	5	**25**	10	9	3	7	**29**	**54**
1:00 PM	11	35	24	2	**72**	7	4	8	35	**54**	**126**
2:00 PM	12	3	1	5	**21**	33	16	7	15	**71**	**92**
3:00 PM	0	2	3	0	**5**	25	12	22	25	**84**	**89**
4:00 PM	2	0	0	0	**2**	33	31	20	0	**84**	**86**
5:00 PM	0	0	0	1	**1**	2	1	2	0	**5**	**6**
6:00 PM	1	0	1	0	**2**	0	0	3	2	**5**	**7**
7:00 PM	0	1	0	0	**1**	2	1	3	3	**9**	**10**
8:00 PM	0	0	0	1	**1**	0	0	1	2	**3**	**4**
9:00 PM	4	18	19	4	**45**	1	0	7	43	**51**	**96**
10:00 PM	0	0	0	0	**0**	16	5	0	0	**21**	**21**
11:00 PM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
Total					**480**					**599**	
	1079										







CALTRANS TRAFFIC VOLUMES

REPORT : OTM32444

REPORT TITLE : Monthly Average Daily Traffic and L, R and I Factors

PARAMETERS

YEAR : 2007

09:25:15 MONTHLY AVERAGE DAILY TRAFFIC L R AND I FACTORS

DISTRICT	COUNTY	ROUTE	POSTMILE	-	LEG
05	SLO	001	016.770	-	A

Traffic Station : 520

Location Type : C

Lanes : North 2 South 2

Lane Code : 7

Location Description

SAN LUIS OBISPO, NORTH JCT. RTE. 101

DIR	DAY	FACTORS L	- R	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AADT
N	SUN	0.741	0.055	13172			13558			13665			15123			13880
N	MON	0.966	-0.149	19916			19066			14035			19382			18100
N	TUE	1.051	0.047	19076			19435			19825			20432			19692
N	WED	1.053	0.042	18942			19717			19707			20508			19719
N	THU	1.125	0.055	19997			21115			21032			22130			21069
N	FRI	1.140	-0.006	20718			22118			19962			22642			21360
N	SAT	0.923	-0.015	16416			18427			15896			18394			17283
	Avg	1.000	0.004	18320			19062			17732			19802			18729
S	SUN	0.721	0.013	8601			9161			8346			9728			8959
S	MON	1.027	-0.077	13445			13041			11823			12740			12762
S	TUE	1.047	0.073	12325			12794			13093			13837			13012
S	WED	1.065	0.008	12751			13596			12885			13670			13226
S	THU	1.117	0.012	13335			14262			13526			14367			13873
S	FRI	1.144	-0.067	13806			15457			12550			15059			14218
S	SAT	0.879	-0.069	10637			12050			9435			11536			10915
	Avg	1.000	-0.015	12129			12909			11665			12991			12423
T	SUN	0.733	0.038	21773			22719			22011			24851			22839
T	MON	0.991	-0.120	33361			32107			25858			32122			30862
T	TUE	1.050	0.057	31401			32229			32918			34269			32704
T	WED	1.058	0.028	31693			33313			32592			34178			32944
T	THU	1.122	0.038	33332			35377			34558			36497			34941
T	FRI	1.142	-0.030	34524			37575			32512			37701			35578
T	SAT	0.905	-0.036	27053			30477			25331			29930			28198
	Avg	1.000	-0.004	30448			31971			29397			32793			31152
	I Factors			5.650			-6.573			14.084			-13.169			
	R * I			-0.020			0.023			-0.050			0.047			

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32444

REPORT TITLE : Monthly Average Daily Traffic and L, R and I Factors

PARAMETERS

YEAR : 2008

09:25:39 MONTHLY AVERAGE DAILY TRAFFIC L R AND I FACTORS

DISTRICT	COUNTY	ROUTE	POSTMILE	-	LEG
05	SLO	001	016.770	-	A

Traffic Station : 520

Location Type : C

Lanes : North 2 South 2

Lane Code : 7

Location Description

SAN LUIS OBISPO, NORTH JCT. RTE. 101

FACTORS

DIR	DAY	L - R	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AADT
N	SUN		11209			14027		12586							
N	MON		17778			17635		16372							
N	TUE		17089			18376		16269							
N	WED		17563			18061		16693							
N	THU		18053			20014		18228							
N	FRI		18819			20289		17800							
N	SAT		14928			16577		14161							
	Avg		16491			17854		16016							
S	SUN		7855			8667		11284							
S	MON		12792			10981		12953							
S	TUE		11894			10929		11846							
S	WED		12865			11160		11206							
S	THU		13100			11666		12932							
S	FRI		13122			12631		12559							
S	SAT		9895			9803		11693							
	Avg		11646			10834		12068							
T	SUN		19064			22694		23870							
T	MON		30570			28616		29325							
T	TUE		28983			29305		28115							
T	WED		30428			29221		27899							
T	THU		31153			31680		31160							
T	FRI		31941			32920		30359							
T	SAT		24823			26380		25854							
	Avg		28137			28688		28083							

I Factors
R * I

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520

REPORT TITLE : Detail All Vehicle Hourly Count

PARAMETERS :

FROM DATE : 10/01/2007

TO DATE : 09/30/2008

Stations : Dist. 05

Traffic Stations :

520

Other :

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

Direction of Count: North

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2008	JAN 22	JAN 23	JAN 24	JAN 25	JAN 26	JAN 27	JAN 28	JAN 29
0-1		109 A	129 A	189 A	313 A	253 A	101 A	77 A
1-2		54 A	81 A	154 A	248 A	215 A	47 A	56 A
2-3		39 A	45 A	63 A	140 A	131 A	25 A	47 A
3-4		26 A	31 A	42 A	55 A	78 A	32 A	24 A
4-5		56 A	63 A	68 A	59 A	46 A	56 A	72 A
5-6		194 A	207 A	179 A	105 A	79 A	170 A	203 A
6-7		534 A	565 A	498 A	260 A	201 A	517 A	615 A
7-8		1022 A	1025 A	929 A	377 A	218 A	999 A	1055 A
8-9		1091 A	1140 A	996 A	526 A	284 A	1140 A	1189 A
9-10		957 A	979 A	1022 A	635 A	385 A	984 A	934 A
10-11		933 A	1044 A	1092 A	759 A	579 A	970 A	1068 A
11-12		1190 A	1211 A	1135 A	1023 A	718 A	1136 A	1211 A
12-13		1226 A	1163 A	1388 A	1138 A	1089 A	1316 A	1243 A
13-14	950 A	1273 A	1259 A	1337 A	1247 A	980 A	1314 A	313 A
14-15	1237 A	1281 A	1119 A	1319 A	1222 A	1009 A	1258 A	1237 C
15-16	1469 A	1250 A	1346 A	1376 A	1095 A	886 A	1399 A	1469 C
16-17	1408 A	1396 A	1355 A	1460 A	1067 A	784 A	1409 A	1408 C
17-18	1519 A	1595 A	1577 A	1529 A	944 A	732 A	1593 A	1519 C
18-19	1128 A	1113 A	1114 A	1084 A	859 A	691 A	1078 A	1128 C
19-20	688 A	643 A	705 A	782 A	739 A	542 A	697 A	688 C
20-21	601 A	614 A	645 A	672 A	613 A	452 A	521 A	601 C
21-22	470 A	493 A	570 A	643 A	669 A	399 A	483 A	470 C
22-23	294 A	292 A	423 A	462 A	478 A	303 A	358 A	294 C
23-24	168 A	182 A	257 A	400 A	357 A	155 A	175 A	168 C
Day Total	9932 P	17563 A	18053 A	18819 A	14928 A	11209 A	17778 A	17089 C
AM Peak Hour	-	11-12	11-12	11-12	11-12	11-12	08-09	11-12
AM Peak Traffic		1190	1211	1135	1023	718	1140	1211
PM Peak Hour	17-18	17-18	17-18	17-18	13-14	12-13	17-18	17-18
PM Peak Traffic	1519	1595	1577	1529	1247	1089	1593	1519

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

7-Day Periods

NORTH

	7-Day Total	Daily Average
1st	115439	16491
2nd		
3rd		
4th		

5-Day Periods

NORTH

	5-Day Total	Weekday Average
1st	89302	17860
2nd		
3rd		
4th		

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

Direction of Count: South

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2008	JAN 22	JAN 23	JAN 24	JAN 25	JAN 26	JAN 27	JAN 28	JAN 29
0-1		58 A	68 A	99 A	189 A	165 A	62 A	69 A
1-2		36 A	45 A	71 A	137 A	174 A	38 A	32 A
2-3		24 A	31 A	51 A	82 A	88 A	18 A	17 A
3-4		16 A	12 A	23 A	35 A	44 A	12 A	21 A
4-5		29 A	30 A	39 A	26 A	27 A	34 A	20 A
5-6		79 A	76 A	71 A	54 A	35 A	85 A	82 A
6-7		258 A	273 A	263 A	82 A	93 A	267 A	238 A
7-8		740 A	789 A	715 A	189 A	124 A	721 A	779 A
8-9		877 A	908 A	799 A	345 A	199 A	828 A	877 A
9-10		756 A	773 A	783 A	453 A	390 A	787 A	751 A
10-11		846 A	838 A	851 A	595 A	463 A	863 A	771 A
11-12		862 A	943 A	970 A	740 A	542 A	893 A	775 A
12-13		947 A	1007 A	1080 A	853 A	698 A	961 A	864 A
13-14	789 A	918 A	888 A	1021 A	897 A	703 A	955 A	228 A
14-15	1031 A	1025 A	919 A	1021 A	780 A	656 A	1023 A	1031 C
15-16	1062 A	1034 A	980 A	1044 A	698 A	638 A	1047 A	1062 C
16-17	1040 A	1015 A	980 A	943 A	720 A	591 A	939 A	1040 C
17-18	795 A	909 A	838 A	783 A	627 A	529 A	893 A	795 C
18-19	753 A	720 A	799 A	676 A	637 A	500 A	721 A	753 C
19-20	511 A	511 A	550 A	539 A	535 A	390 A	490 A	511 C
20-21	475 A	509 A	511 A	404 A	344 A	278 A	448 A	475 C
21-22	389 A	347 A	400 A	339 A	329 A	235 A	346 A	389 C
22-23	206 A	238 A	292 A	318 A	318 A	180 A	232 A	206 C
23-24	108 A	111 A	150 A	219 A	230 A	113 A	129 A	108 C
Day Total	7159 P	12865 A	13100 A	13122 A	9895 A	7855 A	12792 A	11894 C
AM Peak Hour	-	08-09	11-12	11-12	11-12	11-12	11-12	08-09
AM Peak Traffic		877	943	970	740	542	893	877
PM Peak Hour	15-16	15-16	12-13	12-13	13-14	13-14	15-16	15-16
PM Peak Traffic	1062	1034	1007	1080	897	703	1047	1062

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

7-Day Periods

SOUTH

	7-Day Total	Daily Average
1st	81523	11646
2nd		
3rd		
4th		

5-Day Periods

SOUTH

	5-Day Total	Weekday Average
1st	63773	12755
2nd		
3rd		
4th		

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

Direction of Count: North

Year	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
2008	APR 14	APR 15	APR 16	APR 17	APR 18	APR 19	APR 20	APR 21
0-1		93 A	138 A	122 A	196 A	295 A	281 A	122 A
1-2		61 A	93 A	126 A	167 A	244 A	262 A	60 A
2-3		35 A	42 A	48 A	72 A	128 A	159 A	34 A
3-4		34 A	29 A	46 A	56 A	73 A	74 A	37 A
4-5		57 A	52 A	54 A	74 A	48 A	65 A	68 A
5-6		229 A	227 A	242 A	256 A	156 A	138 A	245 A
6-7		504 A	536 A	560 A	532 A	265 A	213 A	535 A
7-8		1022 A	979 A	983 A	1000 A	416 A	300 A	881 A
8-9		1092 A	1067 A	1061 A	1160 A	704 A	477 A	1007 A
9-10		955 A	968 A	921 A	1088 A	951 A	684 A	850 A
10-11		1007 A	990 A	1042 A	1120 A	1090 A	964 A	896 A
11-12		1222 A	1162 A	1188 A	1278 A	1264 A	1082 A	1244 A
12-13		1292 A	1261 A	1323 A	1060 A	1378 A	1097 A	1321 A
13-14		1263 A	1318 A	1311 A	1283 A	1057 A	1179 A	1362 A
14-15		1247 A	1237 A	1295 A	1501 A	1102 A	1062 A	1275 A
15-16	1333 A	1330 A	1331 A	1442 A	1501 A	1193 A	1113 A	1333 C
16-17	1363 A	1436 A	1312 A	1400 A	1133 A	1167 A	946 A	1363 C
17-18	1541 A	1650 A	1606 A	1696 A	1697 A	1059 A	853 A	1541 C
18-19	1038 A	1134 A	1126 A	1255 A	1380 A	909 A	817 A	1038 C
19-20	729 A	836 A	762 A	999 A	1034 A	736 A	705 A	729 C
20-21	666 A	763 A	649 A	1081 A	798 A	646 A	564 A	666 C
21-22	556 A	563 A	565 A	1014 A	834 A	741 A	507 A	556 C
22-23	309 A	342 A	392 A	485 A	640 A	559 A	333 A	309 C
23-24	163 A	209 A	219 A	320 A	429 A	396 A	152 A	163 C
Day Total	7698 P	18376 A	18061 A	20014 A	20289 A	16577 A	14027 A	17635 C
AM Peak Hour	-	11-12	11-12	11-12	11-12	11-12	11-12	11-12
AM Peak Traffic		1222	1162	1188	1278	1264	1082	1244
PM Peak Hour	17-18	17-18	17-18	17-18	17-18	12-13	13-14	17-18
PM Peak Traffic	1541	1650	1606	1696	1697	1378	1179	1541

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

7-Day Periods

NORTH

	7-Day Total	Daily Average
1st	124979	17854
2nd		
3rd		
4th		

5-Day Periods

NORTH

	5-Day Total	Weekday Average
1st	94375	18875
2nd		
3rd		
4th		

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

Direction of Count: South

Year	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
2008	APR 14	APR 15	APR 16	APR 17	APR 18	APR 19	APR 20	APR 21
0-1		52 A	84 A	82 A	133 A	171 A	173 A	77 A
1-2		31 A	61 A	47 A	94 A	137 A	187 A	32 A
2-3		31 A	32 A	55 A	52 A	92 A	118 A	17 A
3-4		12 A	12 A	14 A	29 A	37 A	46 A	8 A
4-5		25 A	26 A	26 A	43 A	27 A	36 A	30 A
5-6		104 A	104 A	112 A	118 A	82 A	66 A	137 A
6-7		240 A	277 A	266 A	302 A	138 A	107 A	292 A
7-8		634 A	669 A	654 A	450 A	262 A	150 A	468 A
8-9		663 A	665 A	633 A	676 A	430 A	330 A	690 A
9-10		625 A	593 A	568 A	741 A	493 A	444 A	594 A
10-11		618 A	620 A	740 A	767 A	552 A	473 A	629 A
11-12		805 A	765 A	884 A	815 A	561 A	599 A	775 A
12-13		714 A	747 A	780 A	853 A	818 A	918 A	815 A
13-14		671 A	721 A	702 A	834 A	914 A	718 A	820 A
14-15		791 A	784 A	703 A	898 A	702 A	823 A	850 A
15-16	798 A	763 A	809 A	848 A	960 A	613 A	662 A	798 C
16-17	782 A	887 A	883 A	783 A	954 A	698 A	515 A	782 C
17-18	918 A	930 A	914 A	800 A	974 A	707 A	540 A	918 C
18-19	662 A	603 A	678 A	882 A	745 A	543 A	409 A	662 C
19-20	493 A	511 A	546 A	595 A	588 A	544 A	410 A	493 C
20-21	443 A	454 A	460 A	566 A	519 A	452 A	368 A	443 C
21-22	337 A	396 A	322 A	463 A	454 A	302 A	281 A	337 C
22-23	204 A	227 A	235 A	314 A	367 A	322 A	172 A	204 C
23-24	110 A	142 A	153 A	149 A	265 A	206 A	122 A	110 C
Day Total	4747 P	10929 A	11160 A	11666 A	12631 A	9803 A	8667 A	10981 C
AM Peak Hour	-	11-12	11-12	11-12	11-12	11-12	11-12	11-12
AM Peak Traffic		805	765	884	815	561	599	775
PM Peak Hour	17-18	17-18	17-18	18-19	17-18	13-14	12-13	17-18
PM Peak Traffic	918	930	914	882	974	914	918	918

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

7-Day Periods

SOUTH

	7-Day Total	Daily Average
1st	75837	10834
2nd		
3rd		
4th		

5-Day Periods

SOUTH

	5-Day Total	Weekday Average
1st	57367	11473
2nd		
3rd		
4th		

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

Direction of Count: North

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2008	JUN 17	JUN 18	JUN 19	JUN 20	JUN 21	JUN 22	JUN 23	JUN 24
0-1		120 A	173 A	156 A	233 A	228 A	125 A	109 A
1-2		82 A	110 A	108 A	178 A	129 A	63 A	59 A
2-3		40 A	92 A	68 A	108 A	70 A	41 A	33 A
3-4		31 A	33 A	45 A	50 A	49 A	28 A	37 A
4-5		60 A	72 A	64 A	49 A	51 A	46 A	48 A
5-6		259 A	255 A	254 A	185 A	146 A	253 A	241 A
6-7		465 A	482 A	487 A	302 A	256 A	484 A	563 A
7-8		917 A	897 A	708 A	397 A	295 A	779 A	890 A
8-9		822 A	791 A	841 A	541 A	470 A	762 A	814 A
9-10		874 A	912 A	994 A	718 A	560 A	926 A	990 A
10-11		1046 A	1090 A	977 A	900 A	827 A	708 A	845 A
11-12		1152 A	1125 A	1261 A	1060 A	958 A	970 A	1191 A
12-13		1229 A	1255 A	1297 A	1120 A	1055 A	1279 A	1304 A
13-14		1244 A	1291 A	1369 A	802 A	1055 A	1331 A	1333 A
14-15		1113 A	1180 A	1287 A	1090 A	1010 A	1259 A	1288 A
15-16	997 A	1106 A	1266 A	1394 A	1032 A	867 A	1313 A	291 A
16-17	1418 A	1281 A	1353 A	1098 A	985 A	906 A	1376 A	1418 C
17-18	1499 A	1499 A	1365 A	1366 A	875 A	793 A	1462 A	1499 C
18-19	1056 A	917 A	1081 A	996 A	819 A	777 A	912 A	1056 C
19-20	670 A	680 A	948 A	802 A	665 A	560 A	711 A	670 C
20-21	537 A	606 A	892 A	662 A	613 A	553 A	583 A	537 C
21-22	519 A	580 A	827 A	707 A	647 A	479 A	466 A	519 C
22-23	318 A	359 A	454 A	483 A	470 A	285 A	307 A	318 C
23-24	216 A	211 A	284 A	376 A	322 A	207 A	188 A	216 C
Day Total	7230 P	16693 A	18228 A	17800 A	14161 A	12586 A	16372 A	16269 C
AM Peak Hour	-	11-12	11-12	11-12	11-12	11-12	11-12	11-12
AM Peak Traffic		1152	1125	1261	1060	958	970	1191
PM Peak Hour	17-18	17-18	17-18	15-16	12-13	12-13	17-18	17-18
PM Peak Traffic	1499	1499	1365	1394	1120	1055	1462	1499

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

7-Day Periods

NORTH

	7-Day Total	Daily Average
1st	112109	16016
2nd		
3rd		
4th		

5-Day Periods

NORTH

	5-Day Total	Weekday Average
1st	85362	17072
2nd		
3rd		
4th		

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

Direction of Count: South

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2008	JUN 17	JUN 18	JUN 19	JUN 20	JUN 21	JUN 22	JUN 23	JUN 24
0-1		138 A	157 A	164 A	244 A	221 A	133 A	112 A
1-2		77 A	98 A	112 A	189 A	134 A	76 A	62 A
2-3		47 A	114 A	63 A	123 A	96 A	48 A	35 A
3-4		33 A	28 A	53 A	61 A	45 A	29 A	30 A
4-5		58 A	52 A	70 A	51 A	47 A	40 A	46 A
5-6		226 A	252 A	230 A	119 A	119 A	219 A	223 A
6-7		403 A	394 A	401 A	205 A	199 A	399 A	443 A
7-8		770 A	680 A	783 A	461 A	348 A	733 A	774 A
8-9		662 A	608 A	722 A	418 A	381 A	559 A	618 A
9-10		817 A	639 A	780 A	477 A	504 A	947 A	650 A
10-11		970 A	1035 A	634 A	495 A	627 A	875 A	953 A
11-12		928 A	703 A	789 A	743 A	669 A	1065 A	808 A
12-13		741 A	809 A	618 A	1188 A	1059 A	677 A	824 A
13-14		844 A	763 A	735 A	778 A	994 A	776 A	907 A
14-15		701 A	761 A	711 A	886 A	921 A	834 A	836 A
15-16	619 A	746 A	691 A	711 A	939 A	748 A	767 A	201 A
16-17	770 A	758 A	790 A	810 A	798 A	899 A	1086 A	770 C
17-18	733 A	484 A	705 A	934 A	810 A	678 A	963 A	733 C
18-19	635 A	288 A	740 A	638 A	683 A	452 A	532 A	635 C
19-20	615 A	240 A	860 A	645 A	578 A	575 A	607 A	615 C
20-21	570 A	405 A	712 A	541 A	395 A	481 A	633 A	570 C
21-22	493 A	386 A	630 A	543 A	338 A	511 A	455 A	493 C
22-23	255 A	284 A	371 A	509 A	390 A	352 A	281 A	255 C
23-24	253 A	200 A	340 A	363 A	324 A	224 A	219 A	253 C
Day Total	4943 P	11206 A	12932 A	12559 A	11693 A	11284 A	12953 A	11846 C
AM Peak Hour	-	10-11	10-11	11-12	11-12	11-12	11-12	10-11
AM Peak Traffic		970	1035	789	743	669	1065	953
PM Peak Hour	16-17	13-14	19-20	17-18	12-13	12-13	16-17	13-14
PM Peak Traffic	770	844	860	934	1188	1059	1086	907

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
05	SLO	001		16.770	A

Location Description
SAN LUIS OBISPO, NORTH JCT.

Traffic Station: 520
Location Type: Control Station
Lanes: 2
Lane Code: 7

7-Day Periods

SOUTH

	7-Day Total	Daily Average
1st	84473	12068
2nd		
3rd		
4th		

5-Day Periods

SOUTH

	5-Day Total	Weekday Average
1st	61496	12299
2nd		
3rd		
4th		

Metro Traffic Data Inc.

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Report Prepared For:

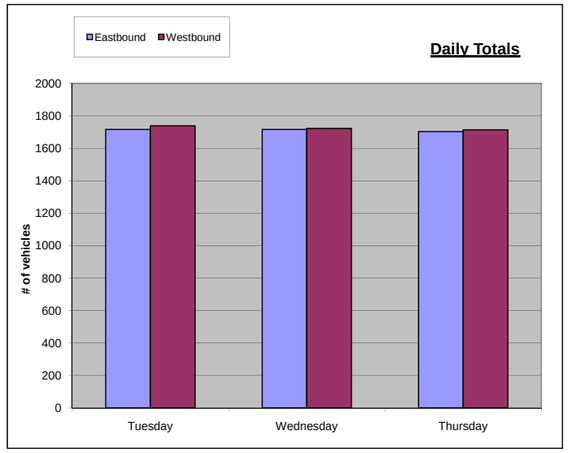
Peter W. Reinhofer
Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place, Suite 410
San Ramon, CA 94583
(925) 242-5331 T

AM PEAK HOUR
Highlighted

PM PEAK HOUR
Highlighted

3 Day Volume Count Report

Location No. 1
Road Name Colony Drive
Nearest Cross St e/o Highway 1
Survey Date 6/16/09 thru 6/18/09
Latitude 35°19'12.68"N
Longitude 120°41'48.76"W
Peak Day Tuesday
Number of Lanes 2
Comments

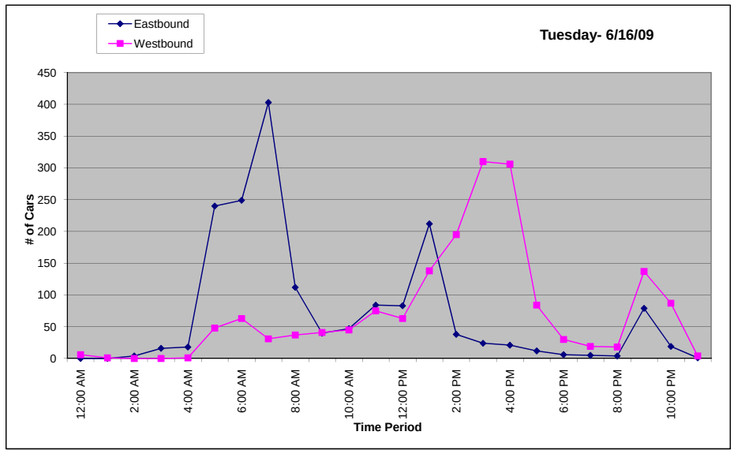


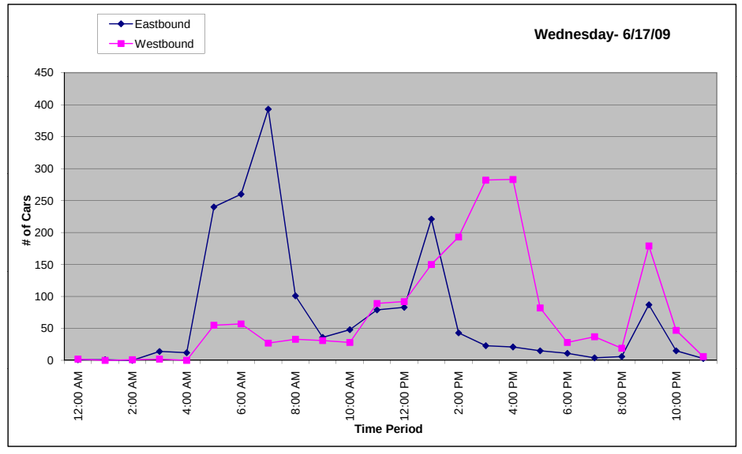
SUMMARY					
Hour	11-Tue	12-Wed	13-Thu	Total	ADT
12:00 AM	6	3	2	11	4
1:00 AM	1	1	1	3	1
2:00 AM	4	1	0	5	2
3:00 AM	16	16	15	47	16
4:00 AM	19	12	13	44	15
5:00 AM	288	295	299	882	294
6:00 AM	312	317	329	958	319
7:00 AM	434	420	426	1280	427
8:00 AM	149	134	131	414	138
9:00 AM	81	67	87	235	78
10:00 AM	92	76	76	244	81
11:00 AM	159	168	166	493	164
12:00 PM	146	175	169	490	163
1:00 PM	350	371	357	1078	359
2:00 PM	233	236	280	749	250
3:00 PM	334	305	263	902	301
4:00 PM	327	304	306	937	312
5:00 PM	96	97	83	276	92
6:00 PM	36	39	32	107	36
7:00 PM	24	41	35	100	33
8:00 PM	22	25	22	69	23
9:00 PM	216	266	232	714	238
10:00 PM	106	62	89	257	86
11:00 PM	5	9	4	18	6
Total	3456	3440	3417	10313	3438
Percentages	33.51%	33.36%	33.13%	100.00%	33.33%

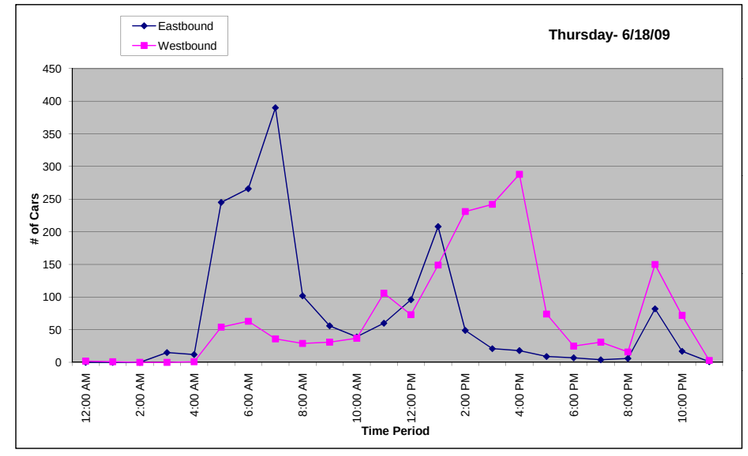
	Tuesday (06-16-09)										
	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	0	0	0	0	4	1	1	0	6	6
1:00 AM	0	0	0	0	0	0	0	1	0	1	1
2:00 AM	0	0	2	2	4	0	0	0	0	0	4
3:00 AM	0	0	7	9	16	0	0	0	0	0	16
4:00 AM	4	6	2	6	18	1	0	0	0	1	19
5:00 AM	11	46	116	67	240	0	0	5	43	48	288
6:00 AM	31	52	70	96	249	32	11	6	14	63	312
7:00 AM	103	138	86	76	403	5	8	10	8	31	434
8:00 AM	49	35	18	10	112	12	10	7	8	37	149
9:00 AM	15	11	8	6	40	5	17	8	11	41	81
10:00 AM	15	10	12	10	47	6	9	10	20	45	92
11:00 AM	18	15	26	25	84	12	16	28	19	75	159
12:00 PM	13	31	15	24	83	26	19	5	13	63	146
1:00 PM	32	90	71	19	212	10	9	26	93	138	350
2:00 PM	8	16	7	7	38	75	31	38	51	195	233
3:00 PM	6	7	5	6	24	55	91	72	92	310	334
4:00 PM	7	9	2	3	21	110	96	75	25	306	327
5:00 PM	1	4	3	4	12	28	27	17	12	84	96
6:00 PM	2	1	1	2	6	7	10	4	9	30	36
7:00 PM	1	2	1	1	5	5	4	2	8	19	24
8:00 PM	0	1	0	3	4	6	2	5	5	18	22
9:00 PM	8	42	24	5	79	1	3	16	117	137	216
10:00 PM	7	9	1	2	19	49	14	2	22	87	106
11:00 PM	0	1	0	0	1	2	1	0	1	4	5
Total					1717					1739	
	3456										

	Wednesday (06-17-09)										
	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	1	0	0	1	1	1	0	0	2	3
1:00 AM	0	0	1	0	1	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	1	0	0	0	1	1
3:00 AM	1	1	1	11	14	0	1	1	0	2	16
4:00 AM	2	6	2	2	12	0	0	0	0	0	12
5:00 AM	10	48	113	69	240	0	1	8	46	55	295
6:00 AM	38	49	72	101	260	31	7	10	9	57	317
7:00 AM	103	136	68	86	393	8	6	2	11	27	420
8:00 AM	34	29	20	18	101	7	10	9	7	33	134
9:00 AM	10	12	3	11	36	14	7	5	5	31	67
10:00 AM	8	9	13	18	48	3	6	9	10	28	76
11:00 AM	20	15	17	27	79	15	35	20	19	89	168
12:00 PM	27	22	18	16	83	39	23	22	8	92	175
1:00 PM	51	77	81	12	221	10	10	22	108	150	371
2:00 PM	15	12	7	9	43	76	34	29	54	193	236
3:00 PM	8	4	8	3	23	81	83	54	64	282	305
4:00 PM	4	6	7	4	21	104	94	54	31	283	304
5:00 PM	6	3	2	4	15	32	17	16	17	82	97
6:00 PM	4	2	0	5	11	9	10	6	3	28	39
7:00 PM	1	1	1	1	4	15	8	7	7	37	41
8:00 PM	0	2	1	3	6	7	3	3	6	19	25
9:00 PM	8	41	31	7	87	3	2	35	139	179	266
10:00 PM	5	6	3	1	15	19	8	4	16	47	62
11:00 PM	0	2	0	1	3	3	2	1	0	6	9
Total					1717					1723	
	3440										

	Thursday (06-18-09)										
	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	0	0	0	0	0	1	1	0	0	2	2
1:00 AM	0	0	0	0	0	0	1	0	0	1	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	3	12	15	0	0	0	0	0	15
4:00 AM	3	3	2	4	12	0	0	0	1	1	13
5:00 AM	13	52	104	76	245	0	1	9	44	54	299
6:00 AM	40	61	64	101	266	26	8	11	18	63	329
7:00 AM	103	133	74	80	390	11	9	5	11	36	426
8:00 AM	44	23	23	12	102	6	6	8	9	29	131
9:00 AM	24	12	7	13	56	6	3	12	10	31	87
10:00 AM	12	5	11	11	39	11	11	9	6	37	76
11:00 AM	9	14	22	15	60	10	21	20	55	106	166
12:00 PM	13	25	26	32	96	22	23	15	13	73	169
1:00 PM	40	86	67	15	208	11	3	20	115	149	357
2:00 PM	18	13	5	13	49	70	44	56	61	231	280
3:00 PM	3	6	8	4	21	53	63	46	80	242	263
4:00 PM	10	3	4	1	18	109	85	63	31	288	306
5:00 PM	1	1	3	4	9	30	18	15	11	74	83
6:00 PM	4	1	2	0	7	6	4	6	9	25	32
7:00 PM	2	1	0	1	4	11	3	8	9	31	35
8:00 PM	0	3	0	3	6	5	4	4	3	16	22
9:00 PM	6	38	34	4	82	1	2	12	135	150	232
10:00 PM	7	7	2	1	17	34	12	6	20	72	89
11:00 PM	0	1	0	0	1	2	0	0	1	3	4
Total					1703					1714	
	3417										

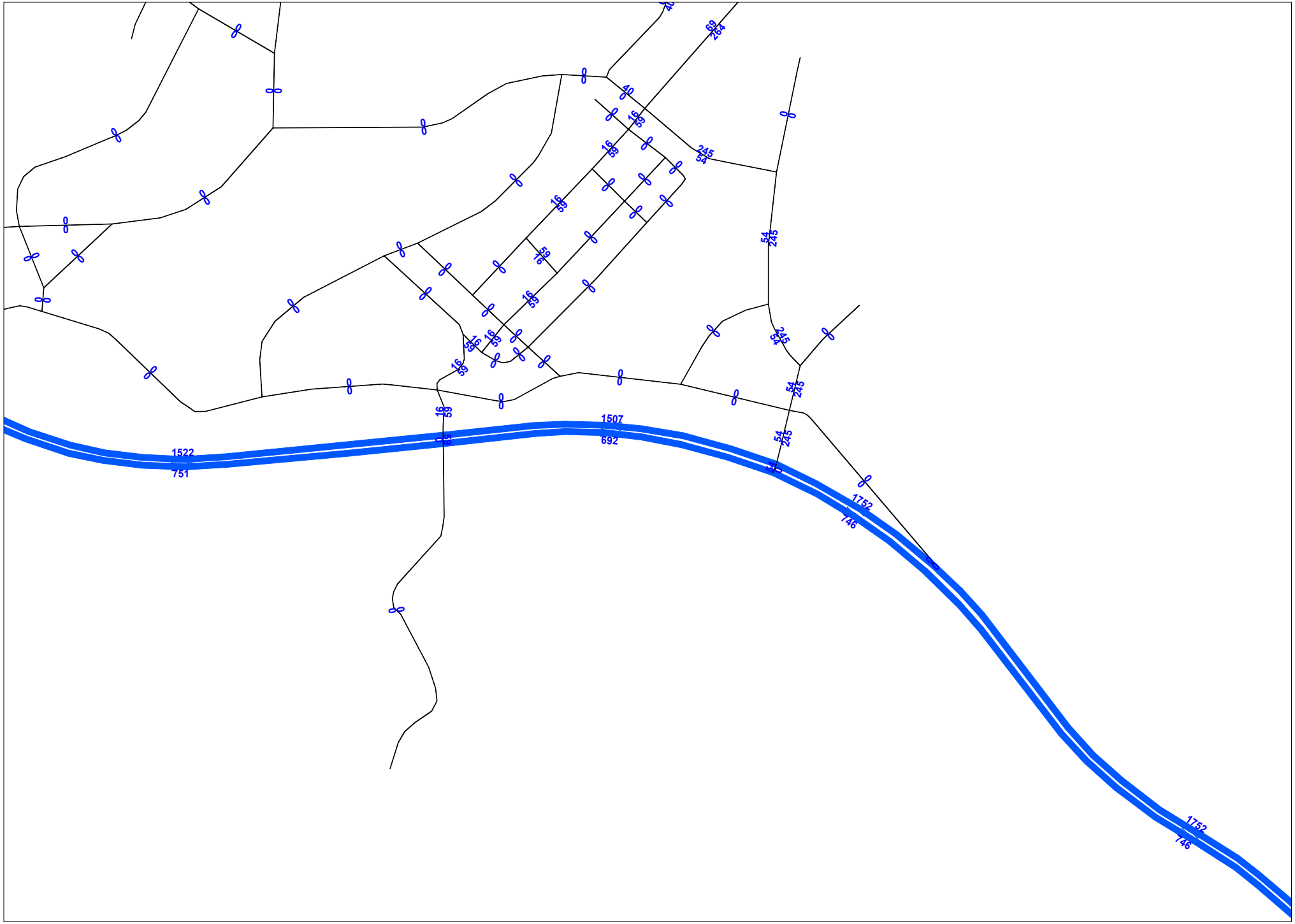




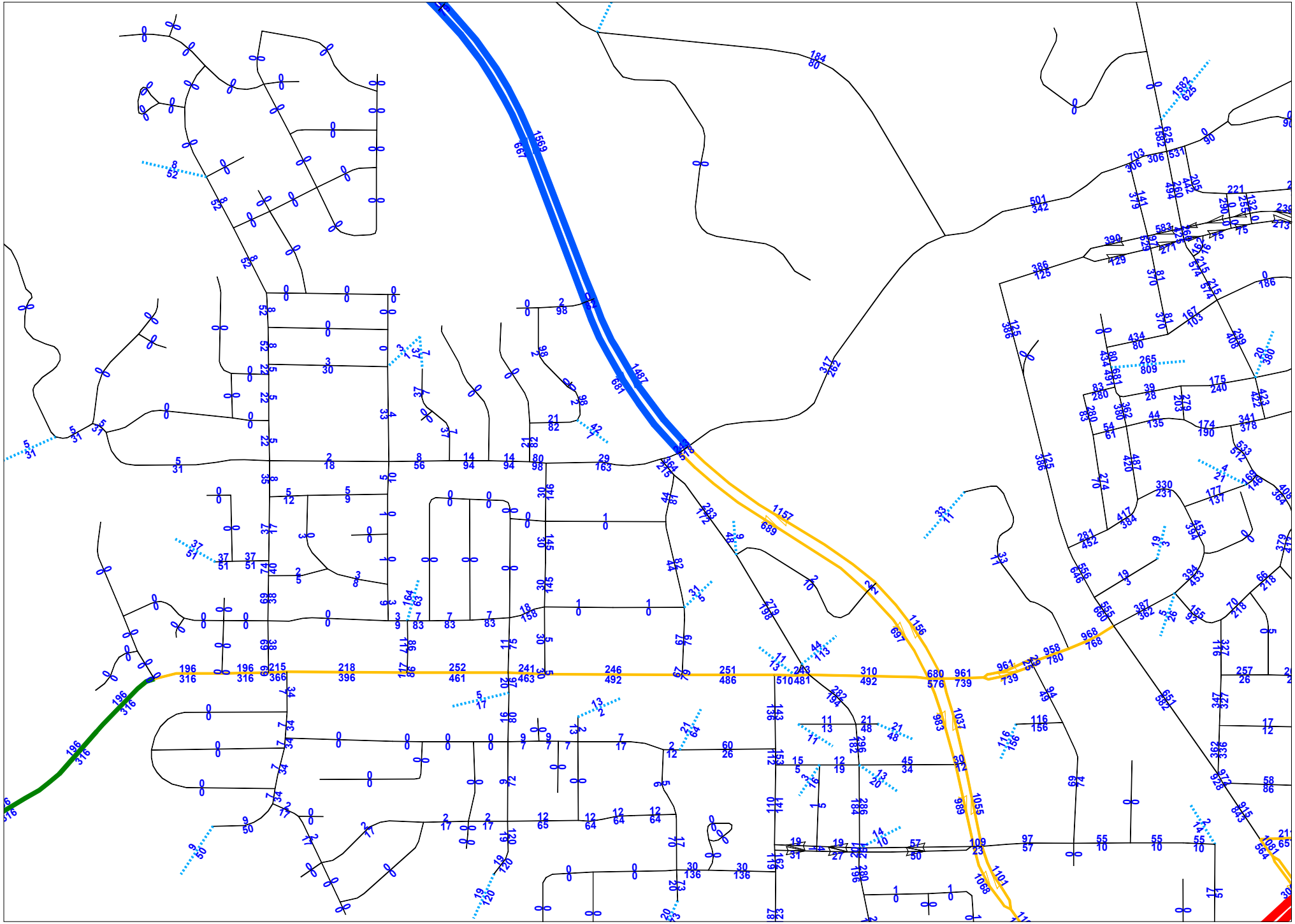


SLOCOG Travel Demand Model Volumes

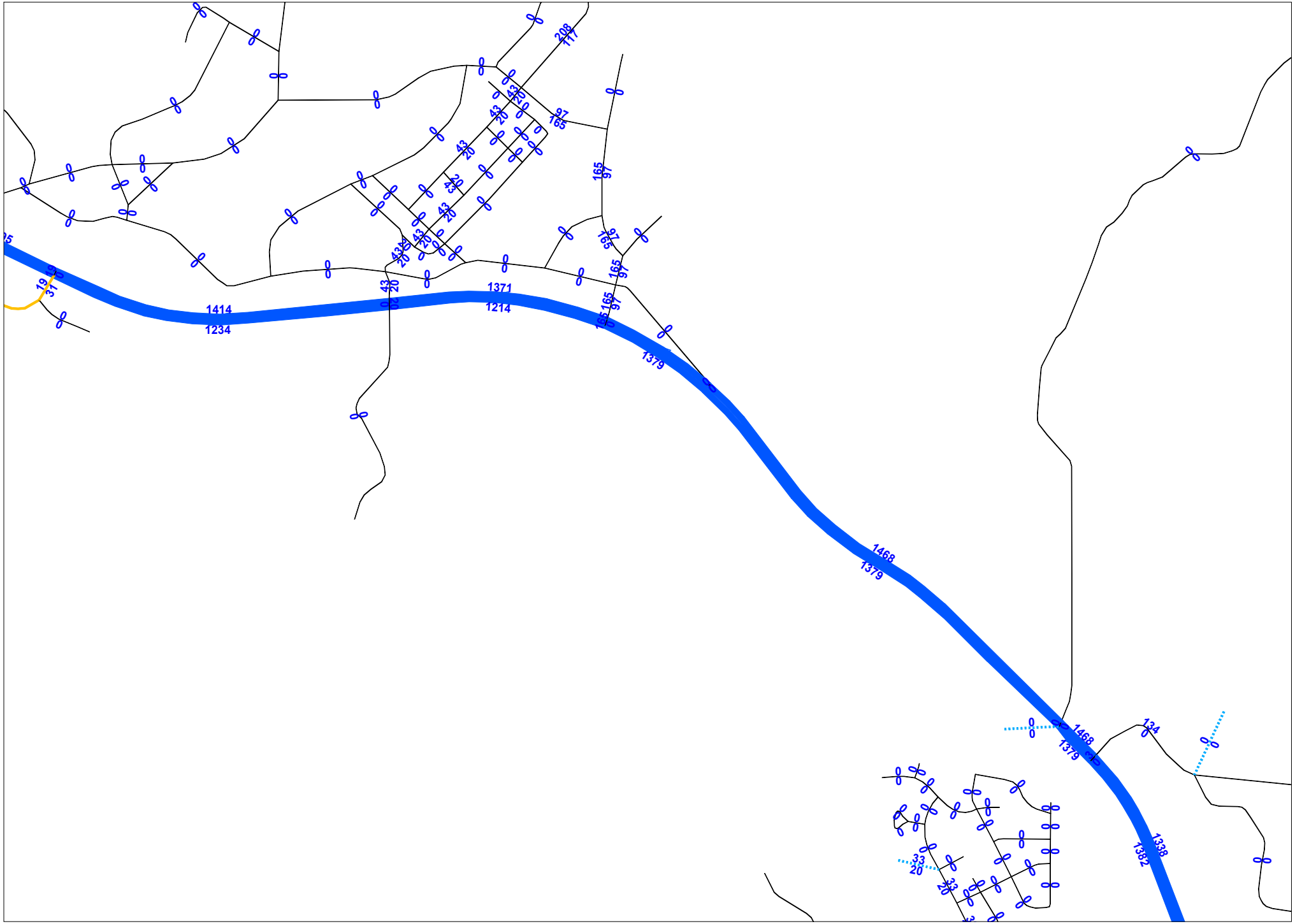
2004 AM Peak Hour Volumes



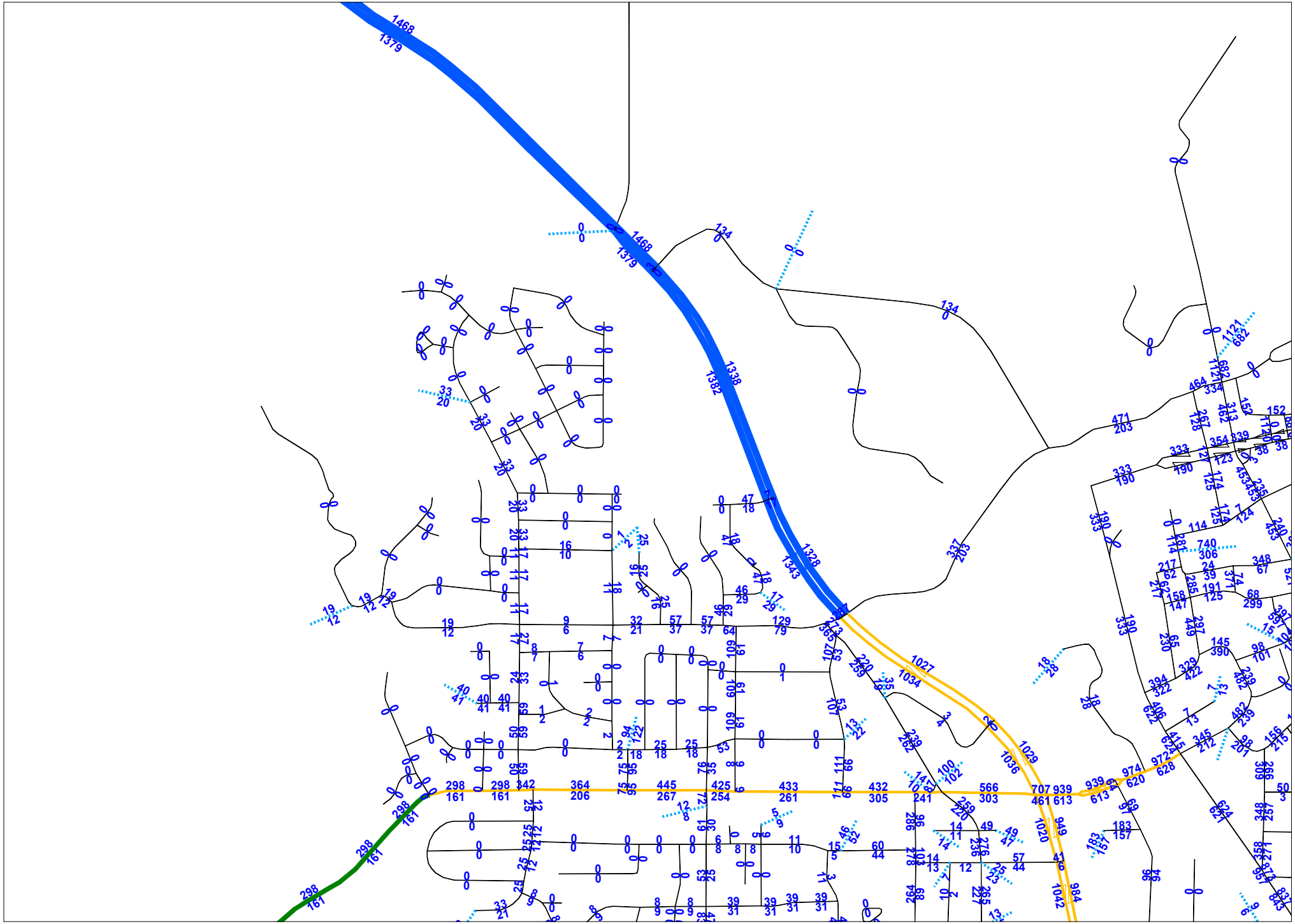
2004 AM Peak Hour Volumes



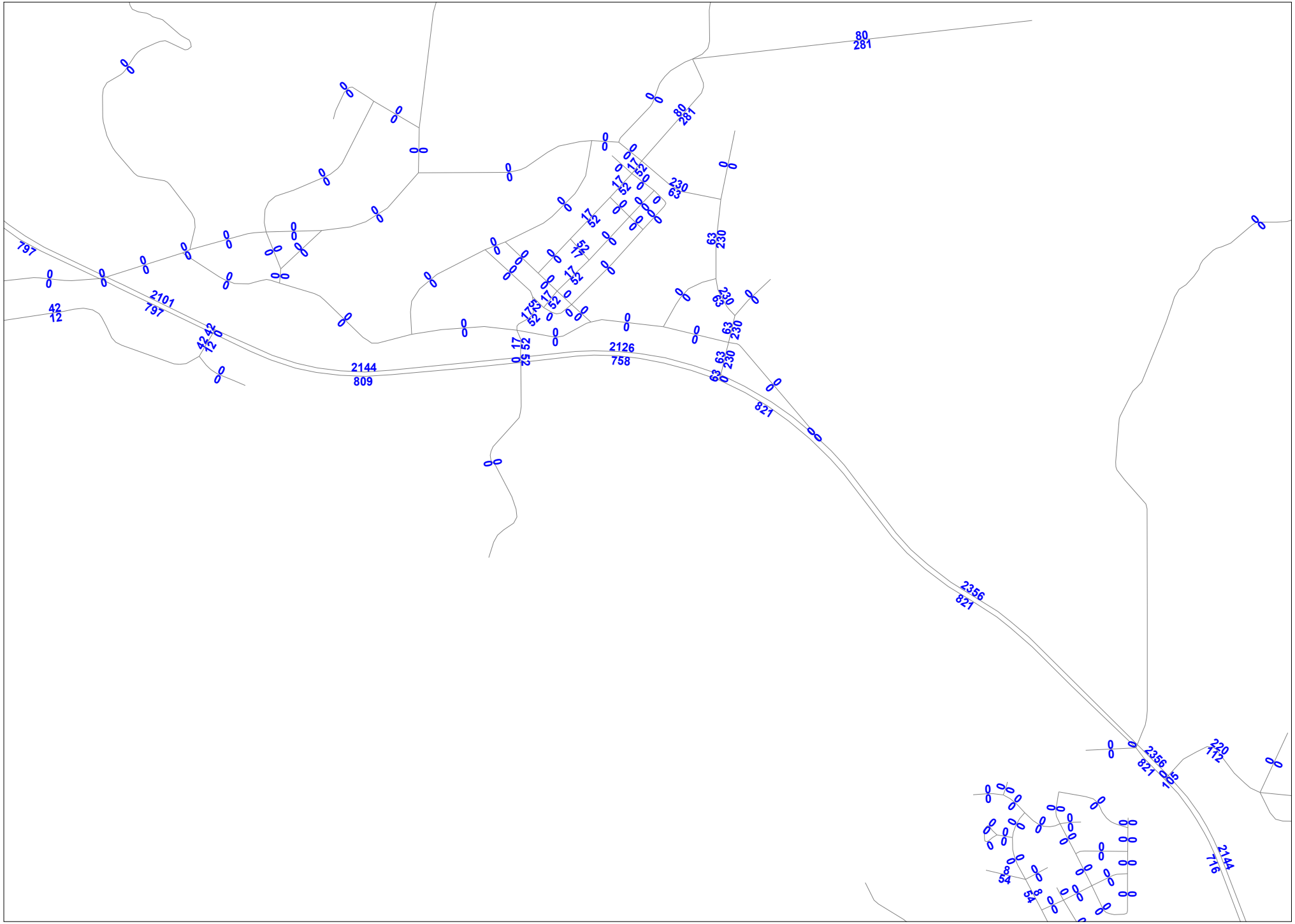
2004 PM Peak Hour Volumes



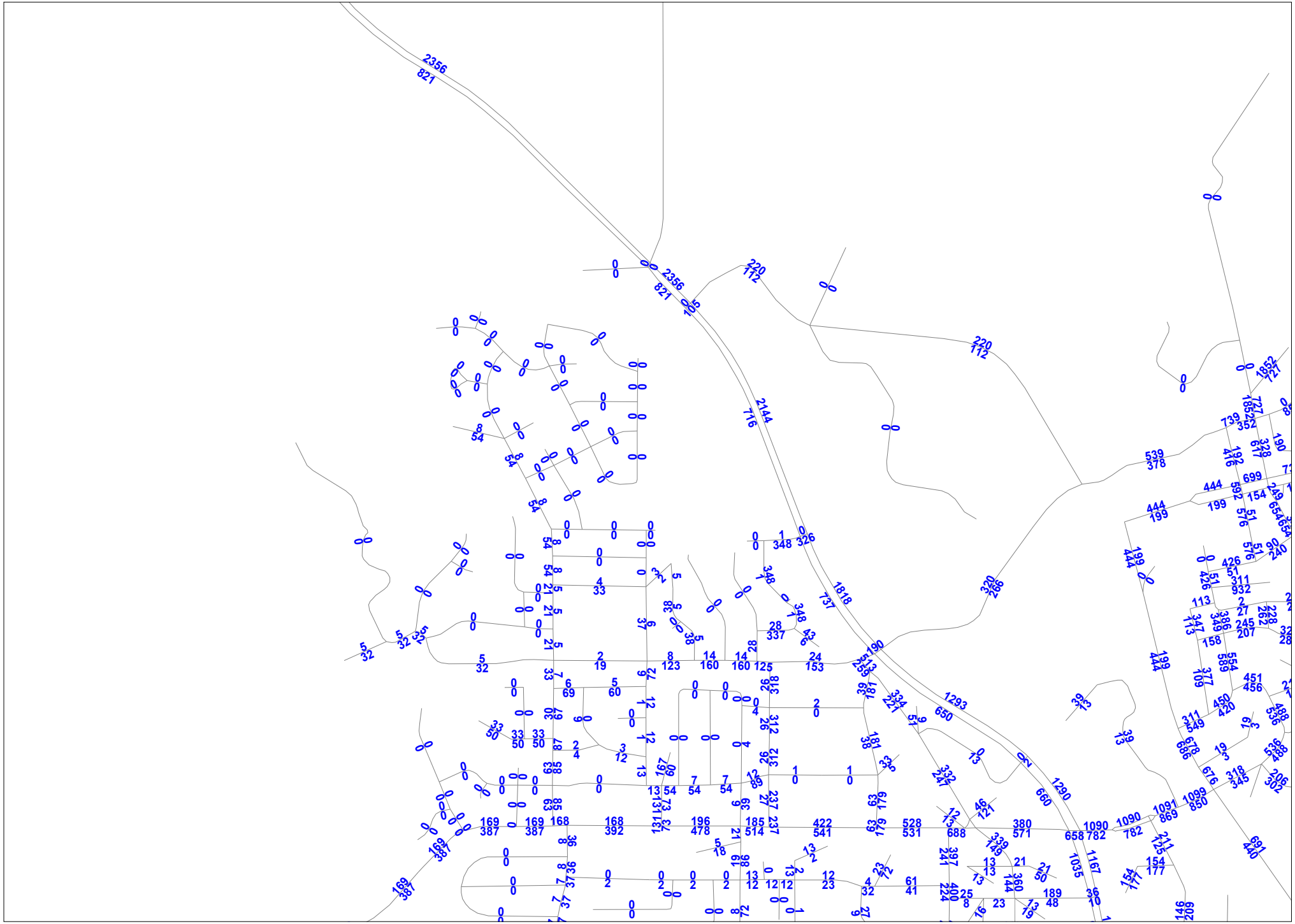
2004 PM Peak Hour Volumes



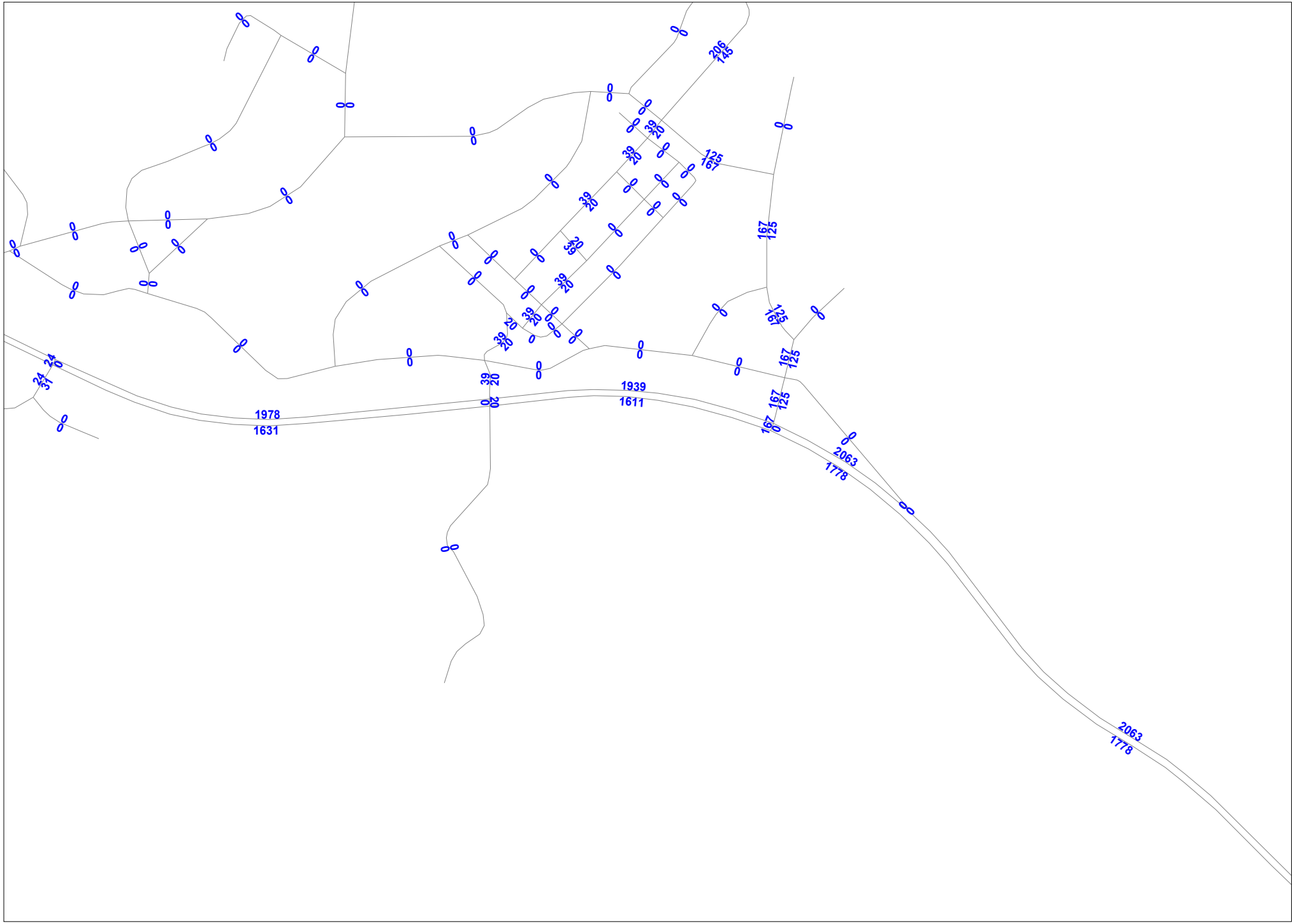
2030 AM Peak Hour Volumes



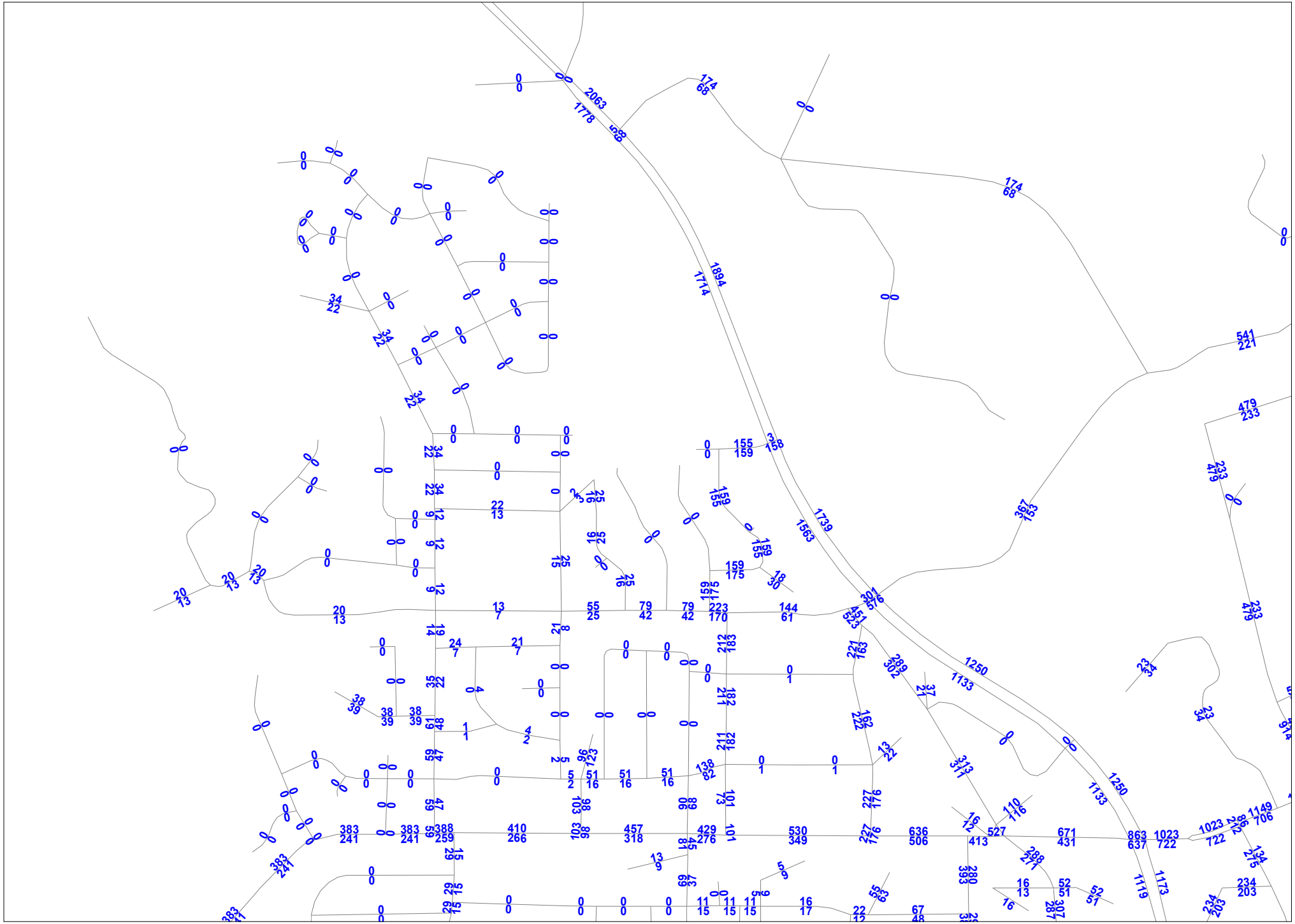
2030 AM Peak Hour Volumes



2030 PM Peak Hour Volumes



2030 PM Peak Hour Volumes



AM Existing Traffic
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Existing AM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec):	90	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	9	Average Delay (sec/veh):	6.1
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Colony Drive								SR-1						
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		4	4	4		2	10	0		0	10	10
Y+R:	0.0	0.0	0.0		4.0	4.0	4.0		3.5	6.8	0.0		0.0	6.8	6.8
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	2 0 1
Volume Module:															
Base Vol:	0	0	0		25	0	6		83	681	0		0	1048	355
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		25	0	6		83	681	0		0	1048	355
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:	0	0	0		25	0	6		83	681	0		0	1048	355
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		0.55	0.55	0.55		0.82	0.82	1.00		1.00	0.85	0.85
PHF Volume:	0	0	0		45	0	11		101	830	0		0	1233	418
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	0	0	0		45	0	11		101	830	0		0	1233	418
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		45	0	11		101	830	0		0	1233	418
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900
Adjustment:	1.00	1.00	1.00		0.93	1.00	0.83		0.93	0.93	1.00		1.00	0.93	0.83
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00
Final Sat.:	0	0	0		1769	0	1583		1769	3538	0		0	3538	1583
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.01		0.06	0.23	0.00		0.00	0.35	0.26
Crit Moves:					****				****					****	
Green/Cycle:	0.00	0.00	0.00		0.05	0.00	0.05		0.12	0.85	0.00		0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00		0.48	0.00	0.13		0.48	0.28	0.00		0.00	0.48	0.36
Delay/Veh:	0.0	0.0	0.0		45.2	0.0	41.3		38.7	1.4	0.0		0.0	5.3	4.8
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:	0.0	0.0	0.0		45.2	0.0	41.3		38.7	1.4	0.0		0.0	5.3	4.8
LOS by Move:	A	A	A		D	A	D		D	A	A		A	A	A
HCM2kAvgQ:	0	0	0		2	0	0		3	3	0		0	8	4

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Existing AM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Existing AM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.6]

Street Name:	Colony Drive						Santa Cruz Road					
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	1! 0	0	0 0	0 1	0	0 0	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	61	369	3	0	26	2	0	0	2	5	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:	61	369	3	0	26	2	0	0	2	5	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	369	3	0	26	2	0	0	2	5	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:	0.87	0.87	0.87	0.54	0.54	0.54	0.50	0.50	0.50	0.42	0.42	0.42
PHF Volume:	70	424	3	0	48	4	0	0	4	12	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	424	3	0	48	4	0	0	4	12	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	52	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	50	618	xxxx	xxxxx
Potent Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1018	401	xxxx	xxxxx
Move Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1018	386	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5	14.6	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	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	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.5			14.6		
ApproachLOS:	*			*			A			B		

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Existing AM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec):	130	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	12	Average Delay (sec/veh):	22.1
Optimal Cycle:	43	Level Of Service:	C

Street Name:	SR-1						Highland 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	8	8	8	8	8	8
Y+R:	3.5	6.0	6.0	3.5	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	43	950	292	138	915	42	132	122	47	44	43	25
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:	43	950	292	138	915	42	132	122	47	44	43	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	950	292	138	915	42	132	122	47	44	43	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	1033	317	150	995	46	143	133	51	48	47	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1033	317	150	995	46	143	133	51	48	47	27
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:	47	1033	317	150	995	46	143	133	51	48	47	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.89	0.89	0.89	0.96	0.96	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.31	1.22	0.47	1.01	0.99	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	2226	2057	793	1836	1795	1583
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.20	0.08	0.28	0.03	0.06	0.06	0.06	0.03	0.03	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.55	0.55	0.16	0.64	0.64	0.12	0.12	0.12	0.07	0.07	0.07
Volume/Cap:	0.35	0.53	0.36	0.53	0.44	0.05	0.53	0.53	0.53	0.39	0.39	0.26
Delay/Veh:	54.3	17.3	15.4	48.1	11.2	8.2	50.3	50.3	50.3	54.7	54.7	54.5
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:	54.3	17.3	15.4	48.1	11.2	8.2	50.3	50.3	50.3	54.7	54.7	54.5
LOS by Move:	D	B	B	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	2	13	7	6	10	1	5	5	5	2	2	1

PM Existing Traffic
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Existing PM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec):	90	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	9	Average Delay (sec/veh):	15.9
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Colony Drive							SR-1							
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			4	4	4			2	10	0			0	10	10		
Y+R:	0.0	0.0	0.0			4.0	4.0	4.0			3.5	6.8	0.0			0.0	6.8	6.8		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0			297	0	74			7	1034	0			0	912	17		
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			297	0	74			7	1034	0			0	912	17		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			297	0	74			7	1034	0			0	912	17		
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			0.82	0.82	0.82			0.82	0.82	1.00			1.00	0.90	0.90		
PHF Volume:	0	0	0			362	0	90			9	1261	0			0	1013	19		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			362	0	90			9	1261	0			0	1013	19		
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			362	0	90			9	1261	0			0	1013	19		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			0.93	1.00	0.83			0.93	0.93	1.00			1.00	0.93	0.83		
Lanes:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	2.00	0.00			0.00	2.00	1.00		
Final Sat.:	0	0	0			1769	0	1583			1769	3538	0			0	3538	1583		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.20	0.00	0.06			0.00	0.36	0.00			0.00	0.29	0.01		
Crit Moves:						****						****				****				
Green/Cycle:	0.00	0.00	0.00			0.33	0.00	0.33			0.04	0.57	0.00			0.00	0.53	0.53		
Volume/Cap:	0.00	0.00	0.00			0.62	0.00	0.17			0.12	0.62	0.00			0.00	0.54	0.02		
Delay/Veh:	0.0	0.0	0.0			27.6	0.0	21.7			42.3	13.4	0.0			0.0	14.2	10.1		
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	0.0	0.0			27.6	0.0	21.7			42.3	13.4	0.0			0.0	14.2	10.1		
LOS by Move:	A	A	A			C	A	C			D	B	A			A	B	B		
HCM2kAvgQ:	0	0	0			9	0	2			0	13	0			0	10	0		

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Existing PM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Existing PM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.8]

Street Name:	Colony Drive												Santa Cruz Road											
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	1!	0	0	0	0	0	1	0	0	0	1!	0	0	1	0	0	0	0				
Volume Module:																								
Base Vol:	2	20		3		0	356		2		1		0		12		7		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:	2	20		3		0	356		2		1		0		12		7		0		0			
Added Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0			
Initial Fut:	2	20		3		0	356		2		1		0		12		7		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:	0.69	0.69		0.69		0.81	0.81		0.81		0.65		0.65		0.65		0.44		0.44		0.44			
PHF Volume:	3	29		4		0	440		2		2		0		18		16		0		0			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
FinalVolume:	3	29		4		0	440		2		2		0		18		16		0		0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.1	6.5		6.2		7.1	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	4.0		3.3		3.5	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	442	xxxx	xxxxx	xxxx	xxxx	xxxxx					478	480		441		487	xxxx	xxxxx						
Potent Cap.:	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx					498	485		617		491	xxxx	xxxxx						
Move Cap.:	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx					497	484		617		475	xxxx	xxxxx						
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.00	0.00		0.03		0.03	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx						
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			12.8	xxxx	xxxxx						
LOS by Move:	A	*		*		*					*	*		*		B	*		*					
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	605	xxxxx			xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	0.1	xxxxx			xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	11.2	xxxxx			xxxxx	xxxx	xxxxx						
Shared LOS:	*	*		*		*	*		*		*	B		*		*	*		*					
ApproachDel:	xxxxxx					xxxxxx						11.2					12.8							
ApproachLOS:	*					*						B					B							

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Existing PM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec): 130 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 50 Level Of Service: C

Street Name:	SR-1									Highland 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	8	8	8	8	8	8
Y+R:	3.5	6.0	6.0	3.5	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	1 0	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	75	1044	86	39	1092	64	94	98	32	275	112	96
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:	75	1044	86	39	1092	64	94	98	32	275	112	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1044	86	39	1092	64	94	98	32	275	112	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	82	1135	93	42	1187	70	102	107	35	299	122	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1135	93	42	1187	70	102	107	35	299	122	104
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:	82	1135	93	42	1187	70	102	107	35	299	122	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.89	0.89	0.89	0.95	0.95	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.26	1.31	0.43	1.42	0.58	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	2134	2225	727	2556	1041	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.06	0.02	0.34	0.04	0.05	0.05	0.05	0.12	0.12	0.07
Crit Moves:	****				****		****			****		
Green/Cycle:	0.08	0.58	0.58	0.06	0.56	0.56	0.08	0.08	0.08	0.19	0.19	0.19
Volume/Cap:	0.60	0.55	0.10	0.43	0.60	0.08	0.60	0.60	0.60	0.60	0.60	0.34
Delay/Veh:	65.5	17.3	12.3	62.4	19.7	13.4	60.4	60.4	60.4	49.3	49.3	45.8
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:	65.5	17.3	12.3	62.4	19.7	13.4	60.4	60.4	60.4	49.3	49.3	45.8
LOS by Move:	E	B	B	E	B	B	E	E	E	D	D	D
HCM2kAvgQ:	4	15	2	2	16	1	4	4	4	8	8	4

AM Near-Term
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term AM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec):	90	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	9	Average Delay (sec/veh):	6.1
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Colony Drive							SR-1					
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	4	4	4	2	10	0	0	10	10	
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	3.5	6.8	0.0	0.0	6.8	6.8	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:													
Base Vol:	0	0	0	25	0	6	83	681	0	0	1048	355	
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	25	0	6	83	681	0	0	1048	355	
Added Vol:	0	0	0	0	0	0	0	2	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	1	0	
Initial Fut:	0	0	0	25	0	6	83	683	0	0	1049	355	
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	0.55	0.55	0.55	0.82	0.82	1.00	1.00	0.85	0.85	
PHF Volume:	0	0	0	45	0	11	101	833	0	0	1234	418	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	45	0	11	101	833	0	0	1234	418	
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	45	0	11	101	833	0	0	1234	418	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3538	1583	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.06	0.24	0.00	0.00	0.35	0.26	
Crit Moves:				****			****				****		
Green/Cycle:	0.00	0.00	0.00	0.05	0.00	0.05	0.12	0.85	0.00	0.00	0.73	0.73	
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.13	0.48	0.28	0.00	0.00	0.48	0.36	
Delay/Veh:	0.0	0.0	0.0	45.2	0.0	41.3	38.7	1.4	0.0	0.0	5.3	4.7	
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	45.2	0.0	41.3	38.7	1.4	0.0	0.0	5.3	4.7	
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A	
HCM2kAvgQ:	0	0	0	2	0	0	3	3	0	0	8	4	

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term AM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term AM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.6]

Street Name:	Colony Drive						Santa Cruz Road					
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	1! 0	0	0 0	0 1	0	0 0	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	61	369	3	0	26	2	0	0	2	5	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:	61	369	3	0	26	2	0	0	2	5	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	369	3	0	26	2	0	0	2	5	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:	0.87	0.87	0.87	0.54	0.54	0.54	0.50	0.50	0.50	0.42	0.42	0.42
PHF Volume:	70	424	3	0	48	4	0	0	4	12	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	424	3	0	48	4	0	0	4	12	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	52	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	50	618	xxxx	xxxxx
Potent Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1018	401	xxxx	xxxxx
Move Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1018	386	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5	14.6	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	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	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.5			14.6		
ApproachLOS:	*			*			A			B		

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term AM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec): 130 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 43 Level Of Service: C

Street Name:	SR-1						Highland 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	8	8	8	8	8	8
Y+R:	3.5	6.0	6.0	3.5	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	43	950	292	138	915	42	132	122	47	44	43	25
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:	43	950	292	138	915	42	132	122	47	44	43	25
Added Vol:	0	0	14	2	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	1	0	7	1	1
Initial Fut:	43	950	306	140	915	42	132	123	47	53	44	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	1033	333	152	995	46	143	134	51	58	48	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1033	333	152	995	46	143	134	51	58	48	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
FinalVolume:	47	1033	333	152	995	46	143	134	51	58	48	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.89	0.89	0.89	0.95	0.95	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.31	1.22	0.47	1.09	0.91	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	2219	2067	790	1980	1644	1583
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.21	0.09	0.28	0.03	0.06	0.06	0.06	0.03	0.03	0.02
Crit Moves:		****		****				****			****	
Green/Cycle:	0.07	0.56	0.56	0.16	0.65	0.65	0.12	0.12	0.12	0.06	0.06	0.06
Volume/Cap:	0.37	0.52	0.38	0.52	0.43	0.04	0.52	0.52	0.52	0.47	0.47	0.29
Delay/Veh:	59.4	18.2	16.3	51.4	11.1	8.2	54.2	54.2	54.2	60.5	60.5	59.9
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:	59.4	18.2	16.3	51.4	11.1	8.2	54.2	54.2	54.2	60.5	60.5	59.9
LOS by Move:	E	B	B	D	B	A	D	D	D	E	E	E
HCM2kAvgQ:	2	13	7	6	10	1	5	5	5	3	3	1

PM Near-Term
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term PM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec):	90	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	9	Average Delay (sec/veh):	15.9
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Colony Drive							SR-1							
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			4	4	4			2	10	0			0	10	10		
Y+R:	0.0	0.0	0.0			4.0	4.0	4.0			3.5	6.8	0.0			0.0	6.8	6.8		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0			297	0	74			7	1034	0			0	912	17		
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			297	0	74			7	1034	0			0	912	17		
Added Vol:	0	0	0			0	0	0			0	0	0			0	2	0		
PasserByVol:	0	0	0			0	0	0			0	1	0			0	3	0		
Initial Fut:	0	0	0			297	0	74			7	1035	0			0	917	17		
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			0.82	0.82	0.82			0.82	0.82	1.00			1.00	0.90	0.90		
PHF Volume:	0	0	0			362	0	90			9	1262	0			0	1019	19		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			362	0	90			9	1262	0			0	1019	19		
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			362	0	90			9	1262	0			0	1019	19		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			0.93	1.00	0.83			0.93	0.93	1.00			1.00	0.93	0.83		
Lanes:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	2.00	0.00			0.00	2.00	1.00		
Final Sat.:	0	0	0			1769	0	1583			1769	3538	0			0	3538	1583		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.20	0.00	0.06			0.00	0.36	0.00			0.00	0.29	0.01		
Crit Moves:						****						****				****				
Green/Cycle:	0.00	0.00	0.00			0.33	0.00	0.33			0.04	0.57	0.00			0.00	0.53	0.53		
Volume/Cap:	0.00	0.00	0.00			0.62	0.00	0.17			0.12	0.62	0.00			0.00	0.54	0.02		
Delay/Veh:	0.0	0.0	0.0			27.7	0.0	21.7			42.3	13.4	0.0			0.0	14.2	10.0		
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			27.7	0.0	21.7			42.3	13.4	0.0			0.0	14.2	10.0		
LOS by Move:	A	A	A			C	A	C			D	B	A			A	B	B		
HCM2kAvgQ:	0	0	0			9	0	2			0	13	0			0	10	0		

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term PM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term PM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.8]

Street Name:	Colony Drive												Santa Cruz Road											
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	1!	0	0	0	0	0	1	0	0	0	1!	0	0	1	0	0	0	0				
Volume Module:																								
Base Vol:	2	20		3		0	356		2		1		0		12	7		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:	2	20		3		0	356		2		1		0		12	7		0		0				
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0				
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0				
Initial Fut:	2	20		3		0	356		2		1		0		12	7		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:	0.69	0.69		0.69		0.81	0.81		0.81		0.65		0.65		0.65	0.44		0.44		0.44				
PHF Volume:	3	29		4		0	440		2		2		0		18	16		0		0				
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0				
FinalVolume:	3	29		4		0	440		2		2		0		18	16		0		0				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.1		6.5		6.2	7.1	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	3.5	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	442	xxxx	xxxxx	xxxx	xxxx	xxxxx					478		480		441	487	xxxx	xxxxx						
Potent Cap.:	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx					498		485		617	491	xxxx	xxxxx						
Move Cap.:	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx					497		484		617	475	xxxx	xxxxx						
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.00		0.00		0.03	0.03	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.1	xxxx	xxxxx						
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							12.8	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*	*	*	*							B	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	605	xxxxx							xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx							xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx							xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	B	*							*	*	*						
ApproachDel:	xxxxxx					xxxxxx					11.2					12.8								
ApproachLOS:	*					*					B					B								

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term PM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec): 130 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 12 Average Delay (sec/veh): 28.3
Optimal Cycle: 51 Level Of Service: C

Street Name:	SR-1									Highland 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					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	10		10		4	10		10		8	8		8		8	8		8	
Y+R:	3.5	6.0		6.0		3.5	6.0		6.0		4.0	4.0		4.0		4.0	4.0		4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	1	0	1	1	0	0	1
Volume Module:																				
Base Vol:	75	1044		86		39	1092		64		94	98		32		275	112		96	
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:	75	1044		86		39	1092		64		94	98		32		275	112		96	
Added Vol:	0	0		3		0	0		0		0	0		0		15	0		2	
PasserByVol:	0	0		11		1	0		0		0	2		0		8	2		3	
Initial Fut:	75	1044		100		40	1092		64		94	100		32		298	114		101	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	82	1135		109		43	1187		70		102	109		35		324	124		110	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	82	1135		109		43	1187		70		102	109		35		324	124		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	
FinalVolume:	82	1135		109		43	1187		70		102	109		35		324	124		110	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.93	0.93		0.83		0.93	0.93		0.83		0.89	0.89		0.89		0.95	0.95		0.83	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.25	1.33		0.42		1.45	0.55		1.00	
Final Sat.:	1769	3538		1583		1769	3538		1583		2118	2253		721		2599	994		1583	
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.32		0.07		0.02	0.34		0.04		0.05	0.05		0.05		0.12	0.12		0.07	
Crit Moves:	****						****				****						****			
Green/Cycle:	0.08	0.57		0.57		0.05	0.55		0.55		0.08	0.08		0.08		0.20	0.20		0.20	
Volume/Cap:	0.61	0.56		0.12		0.45	0.61		0.08		0.61	0.61		0.61		0.61	0.61		0.34	
Delay/Veh:	66.3	18.1		13.0		62.8	20.5		13.9		60.7	60.7		60.7		48.6	48.6		44.9	
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:	66.3	18.1		13.0		62.8	20.5		13.9		60.7	60.7		60.7		48.6	48.6		44.9	
LOS by Move:	E	B		B		E	C		B		E	E		E		D	D		D	
HCM2kAvgQ:	4	15		2		2	17		1		4	4		4		9	9		4	

AM Near-Term Plus Project
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term + Project AM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec):	90	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	9	Average Delay (sec/veh):	6.6
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Colony Drive							SR-1					
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	4	4	4	2	10	0	0	10	10	
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	3.5	6.8	0.0	0.0	6.8	6.8	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:													
Base Vol:	0	0	0	25	0	6	83	681	0	0	1048	355	
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	25	0	6	83	681	0	0	1048	355	
Added Vol:	0	0	0	2	0	1	7	2	0	0	0	30	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	1	0	
Initial Fut:	0	0	0	27	0	7	90	683	0	0	1049	385	
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	0.55	0.55	0.55	0.82	0.82	1.00	1.00	0.85	0.85	
PHF Volume:	0	0	0	49	0	13	110	833	0	0	1234	453	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	49	0	13	110	833	0	0	1234	453	
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	49	0	13	110	833	0	0	1234	453	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.93	0.83	
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3538	1583	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.06	0.24	0.00	0.00	0.35	0.29	
Crit Moves:				****			****				****		
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.13	0.84	0.00	0.00	0.72	0.72	
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.14	0.49	0.28	0.00	0.00	0.49	0.40	
Delay/Veh:	0.0	0.0	0.0	44.8	0.0	41.1	38.2	1.5	0.0	0.0	5.7	5.3	
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:	0.0	0.0	0.0	44.8	0.0	41.1	38.2	1.5	0.0	0.0	5.7	5.3	
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A	
HCM2kAvgQ:	0	0	0	2	0	0	3	3	0	0	8	5	

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term + Project AM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term + Project AM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[15.4]

Street Name:	Colony Drive									Santa Cruz Road							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	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	1!	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0
Volume Module:																				
Base Vol:	61	369		3		0	26		2		0	0		2		5	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:	61	369		3		0	26		2		0	0		2		5	0		0	
Added Vol:	0	37		0		0	3		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	61	406		3		0	29		2		0	0		2		5	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:	0.87	0.87		0.87		0.54	0.54		0.54		0.50	0.50		0.50		0.42	0.42		0.42	
PHF Volume:	70	467		3		0	54		4		0	0		4		12	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	70	467		3		0	54		4		0	0		4		12	0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.2		7.1	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3		3.5	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	57	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		56		666	xxxx	xxxxx						
Potent Cap.:	1547	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1011		373	xxxx	xxxxx						
Move Cap.:	1547	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1011		358	xxxx	xxxxx						
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00		0.03	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0		0.1	xxxx	xxxxx						
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		8.6		15.4	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*	*	*		A		C	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx				8.6				15.4								
ApproachLOS:	*			*				A				C								

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term + Project AM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec): 130 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 44 Level Of Service: C

Street Name:	SR-1									Highland Drive							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	10		10		4	10		10		8	8		8		8	8		8	
Y+R:	3.5	6.0		6.0		3.5	6.0		6.0		4.0	4.0		4.0		4.0	4.0		4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	1	0	1	1	0	0	1
Volume Module:																				
Base Vol:	43	950		292		138	915		42		132	122		47		44	43		25	
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:	43	950		292		138	915		42		132	122		47		44	43		25	
Added Vol:	0	24		14		2	2		0		4	0		0		2	0		2	
PasserByVol:	0	0		0		0	0		0		0	1		0		7	1		1	
Initial Fut:	43	974		306		140	917		42		136	123		47		53	44		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:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	47	1059		333		152	997		46		148	134		51		58	48		30	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	47	1059		333		152	997		46		148	134		51		58	48		30	
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:	47	1059		333		152	997		46		148	134		51		58	48		30	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.93	0.93		0.83		0.93	0.93		0.83		0.89	0.89		0.89		0.95	0.95		0.83	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.33	1.21		0.46		1.09	0.91		1.00	
Final Sat.:	1769	3538		1583		1769	3538		1583		2254	2038		779		1980	1644		1583	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.30		0.21		0.09	0.28		0.03		0.07	0.07		0.07		0.03	0.03		0.02	
Crit Moves:		****				****								****			****			
Green/Cycle:	0.07	0.56		0.56		0.16	0.65		0.65		0.12	0.12		0.12		0.06	0.06		0.06	
Volume/Cap:	0.37	0.53		0.37		0.53	0.43		0.04		0.53	0.53		0.53		0.47	0.47		0.31	
Delay/Veh:	59.4	18.1		16.1		51.9	11.1		8.1		54.4	54.4		54.4		60.5	60.5		60.2	
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:	59.4	18.1		16.1		51.9	11.1		8.1		54.4	54.4		54.4		60.5	60.5		60.2	
LOS by Move:	E	B		B		D	B		A		D	D		D		E	E		E	
HCM2kAvgQ:	2	14		7		6	10		1		5	5		5		3	3		1	

PM Near-Term Plus Project
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term + Project PM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec):	90	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	9	Average Delay (sec/veh):	16.8
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Colony Drive							SR-1							
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			4	4	4			2	10	0			0	10	10		
Y+R:	0.0	0.0	0.0			4.0	4.0	4.0			3.5	6.8	0.0			0.0	6.8	6.8		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0			297	0	74			7	1034	0			0	912	17		
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			297	0	74			7	1034	0			0	912	17		
Added Vol:	0	0	0			22	0	5			0	0	0			0	2	2		
PasserByVol:	0	0	0			0	0	0			0	1	0			0	3	0		
Initial Fut:	0	0	0			319	0	79			7	1035	0			0	917	19		
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			0.82	0.82	0.82			0.82	0.82	1.00			1.00	0.90	0.90		
PHF Volume:	0	0	0			389	0	96			9	1262	0			0	1019	21		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			389	0	96			9	1262	0			0	1019	21		
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			389	0	96			9	1262	0			0	1019	21		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			0.93	1.00	0.83			0.93	0.93	1.00			1.00	0.93	0.83		
Lanes:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	2.00	0.00			0.00	2.00	1.00		
Final Sat.:	0	0	0			1769	0	1583			1769	3538	0			0	3538	1583		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.22	0.00	0.06			0.00	0.36	0.00			0.00	0.29	0.01		
Crit Moves:						****						****				****				
Green/Cycle:	0.00	0.00	0.00			0.34	0.00	0.34			0.04	0.56	0.00			0.00	0.52	0.52		
Volume/Cap:	0.00	0.00	0.00			0.64	0.00	0.18			0.12	0.64	0.00			0.00	0.56	0.03		
Delay/Veh:	0.0	0.0	0.0			27.2	0.0	20.8			42.5	14.5	0.0			0.0	15.1	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			27.2	0.0	20.8			42.5	14.5	0.0			0.0	15.1	10.7		
LOS by Move:	A	A	A			C	A	C			D	B	A			A	B	B		
HCM2kAvgQ:	0	0	0			10	0	2			0	13	0			0	10	0		

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term + Project PM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term + Project PM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[13.3]

Street Name:	Colony Drive												Santa Cruz Road											
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	1!	0	0	0	0	0	1	0	0	0	1!	0	0	1	0	0	0	0				
Volume Module:																								
Base Vol:	2	20	3	0	356	2	1	0	12	7	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:	2	20	3	0	356	2	1	0	12	7	0	0												
Added Vol:	0	2	0	0	27	0	0	0	0	0	0	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	2	22	3	0	383	2	1	0	12	7	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:	0.69	0.69	0.69	0.81	0.81	0.81	0.65	0.65	0.65	0.44	0.44	0.44												
PHF Volume:	3	32	4	0	473	2	2	0	18	16	0	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	3	32	4	0	473	2	2	0	18	16	0	0												
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.1	6.5	6.2	7.1	xxxx	xxxxx										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	3.5	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	475	xxxx	xxxxx	xxxx	xxxx	xxxxx			514	516	474	523	xxxx	xxxxx										
Potent Cap.:	1087	xxxx	xxxxx	xxxx	xxxx	xxxxx			471	463	590	464	xxxx	xxxxx										
Move Cap.:	1087	xxxx	xxxxx	xxxx	xxxx	xxxxx			470	462	590	449	xxxx	xxxxx										
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx			0.00	0.00	0.03	0.04	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx										
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			13.3	xxxx	xxxxx										
LOS by Move:	A	*	*	*	*	*	*	*	*			B	*	*										
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	579	xxxxx			xxxx	xxxx	xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			11.4			13.3														
ApproachLOS:	*			*			B			B														

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
Near-Term + Project PM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec): 130 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 12 Average Delay (sec/veh): 28.2
Optimal Cycle: 52 Level Of Service: C

Street Name:	SR-1									Highland 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	8	8	8	8	8	8
Y+R:	3.5	6.0	6.0	3.5	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	75	1044	86	39	1092	64	94	98	32	275	112	96
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:	75	1044	86	39	1092	64	94	98	32	275	112	96
Added Vol:	0	1	3	2	18	3	0	0	0	15	0	2
PasserByVol:	0	0	11	1	0	0	0	2	0	8	2	3
Initial Fut:	75	1045	100	42	1110	67	94	100	32	298	114	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	82	1136	109	46	1207	73	102	109	35	324	124	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1136	109	46	1207	73	102	109	35	324	124	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
FinalVolume:	82	1136	109	46	1207	73	102	109	35	324	124	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.89	0.89	0.89	0.95	0.95	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.25	1.33	0.42	1.45	0.55	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	2118	2253	721	2599	994	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.07	0.03	0.34	0.05	0.05	0.05	0.05	0.12	0.12	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.57	0.57	0.05	0.55	0.55	0.08	0.08	0.08	0.20	0.20	0.20
Volume/Cap:	0.62	0.56	0.12	0.47	0.62	0.08	0.62	0.62	0.62	0.62	0.62	0.34
Delay/Veh:	66.9	17.8	12.8	63.2	20.3	13.7	60.9	60.9	60.9	48.9	48.9	45.1
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:	66.9	17.8	12.8	63.2	20.3	13.7	60.9	60.9	60.9	48.9	48.9	45.1
LOS by Move:	E	B	B	E	C	B	E	E	E	D	D	D
HCM2kAvgQ:	4	15	2	2	17	1	4	4	4	9	9	4

AM Cumulative (2030) No Project
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative AM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec):	90	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	9	Average Delay (sec/veh):	5.7
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Colony Drive							SR-1							
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected				
Rights:	Include					Include					Include				
Min. Green:	0	0	0			4	4	4			2	10	0		
Y+R:	0.0	0.0	0.0			4.0	4.0	4.0			3.5	6.8	0.0		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0
Volume Module:															
Base Vol:	0	0	0			25	0	6			83	681	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.23	1.00		
Initial Bse:	0	0	0			25	0	6			83	838	0		
Added Vol:	0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			25	0	6			83	838	0		
User Adj:	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			0.55	0.55	0.55			0.82	0.82	1.00		
PHF Volume:	0	0	0			45	0	11			101	1022	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			45	0	11			101	1022	0		
PCE Adj:	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		
FinalVolume:	0	0	0			45	0	11			101	1022	0		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			0.93	1.00	0.83			0.93	0.93	1.00		
Lanes:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	2.00	0.00		
Final Sat.:	0	0	0			1769	0	1583			1769	3538	0		
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00			0.03	0.00	0.01			0.06	0.29	0.00		
Crit Moves:						****					****				
Green/Cycle:	0.00	0.00	0.00			0.05	0.00	0.05			0.10	0.85	0.00		
Volume/Cap:	0.00	0.00	0.00			0.57	0.00	0.15			0.57	0.34	0.00		
Delay/Veh:	0.0	0.0	0.0			51.4	0.0	42.3			42.9	1.4	0.0		
User DelAdj:	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			51.4	0.0	42.3			42.9	1.4	0.0		
LOS by Move:	A	A	A			D	A	D			D	A	A		
HCM2kAvgQ:	0	0	0			2	0	0			4	3	0		

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative AM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative AM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.6]

Street Name:	Colony Drive									Santa Cruz Road							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	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	1!	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0
Volume Module:																				
Base Vol:	61	369		3		0	26		2		0	0		2		5	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:	61	369		3		0	26		2		0	0		2		5	0		0	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	61	369		3		0	26		2		0	0		2		5	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:	0.87	0.87		0.87		0.54	0.54		0.54		0.50	0.50		0.50		0.42	0.42		0.42	
PHF Volume:	70	424		3		0	48		4		0	0		4		12	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	70	424		3		0	48		4		0	0		4		12	0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.2		7.1	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3		3.5	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	52	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		50		618	xxxx	xxxxx						
Potent Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1018		401	xxxx	xxxxx						
Move Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1018		386	xxxx	xxxxx						
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00		0.03	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0		0.1	xxxx	xxxxx						
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		8.5		14.6	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*	*	*		A		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		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx				8.5				14.6								
ApproachLOS:	*			*				A				B								

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative AM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec): 130 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 55 Level Of Service: C

Street Name:	SR-1									Highland Drive							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	10		10		4	10		10		8	8		8		8	8		8	
Y+R:	3.5	6.0		6.0		3.5	6.0		6.0		4.0	4.0		4.0		4.0	4.0		4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	1	0	1	1	0	0	1
Volume Module:																				
Base Vol:	43	950		292		138	915		42		132	122		47		44	43		25	
Growth Adj:	1.25	1.25		1.25		1.25	1.25		1.25		1.25	1.25		1.25		1.25	1.25		1.25	
Initial Bse:	54	1188		365		173	1144		53		165	153		59		55	54		31	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	54	1188		365		173	1144		53		165	153		59		55	54		31	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	58	1291		397		188	1243		57		179	166		64		60	58		34	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	58	1291		397		188	1243		57		179	166		64		60	58		34	
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:	58	1291		397		188	1243		57		179	166		64		60	58		34	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.93	0.93		0.83		0.93	0.93		0.83		0.89	0.89		0.89		0.96	0.96		0.83	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.31	1.22		0.47		1.01	0.99		1.00	
Final Sat.:	1769	3538		1583		1769	3538		1583		2226	2057		793		1836	1795		1583	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.36		0.25		0.11	0.35		0.04		0.08	0.08		0.08		0.03	0.03		0.02	
Crit Moves:		****				****						****					****			
Green/Cycle:	0.06	0.56		0.56		0.16	0.66		0.66		0.12	0.12		0.12		0.06	0.06		0.06	
Volume/Cap:	0.53	0.65		0.45		0.65	0.53		0.05		0.65	0.65		0.65		0.53	0.53		0.35	
Delay/Veh:	64.1	20.6		17.2		56.2	11.8		7.8		56.7	56.7		56.7		61.6	61.6		60.7	
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:	64.1	20.6		17.2		56.2	11.8		7.8		56.7	56.7		56.7		61.6	61.6		60.7	
LOS by Move:	E	C		B		E	B		A		E	E		E		E	E		E	
HCM2kAvgQ:	3	19		9		8	13		1		7	7		7		3	3		2	

PM Cumulative (2030) No Project
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative PM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec): 90 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 9 Average Delay (sec/veh): 15.7
Optimal Cycle: 52 Level Of Service: B

Street Name:	Colony Drive						SR-1					
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	4	4	4	2	10	0	0	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	3.5	6.8	0.0	0.0	6.8	6.8
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	297	0	74	7	1034	0	0	912	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.23	1.00	1.00	1.23	1.00
Initial Bse:	0	0	0	297	0	74	7	1272	0	0	1122	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	297	0	74	7	1272	0	0	1122	17
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	0.82	0.82	0.82	0.82	0.82	1.00	1.00	0.90	0.90
PHF Volume:	0	0	0	362	0	90	9	1551	0	0	1246	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	362	0	90	9	1551	0	0	1246	19
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	362	0	90	9	1551	0	0	1246	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.06	0.00	0.44	0.00	0.00	0.35	0.01
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.04	0.61	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.20	0.13	0.71	0.00	0.00	0.61	0.02
Delay/Veh:	0.0	0.0	0.0	33.6	0.0	24.5	42.9	13.1	0.0	0.0	13.0	8.2
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	0.0	33.6	0.0	24.5	42.9	13.1	0.0	0.0	13.0	8.2
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B	A
HCM2kAvgQ:	0	0	0	10	0	2	0	16	0	0	12	0

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative PM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative PM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.8]

Street Name:	Colony Drive												Santa Cruz Road											
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	1!	0	0	0	0	0	1	0	0	0	1!	0	0	1	0	0	0	0				
Volume Module:																								
Base Vol:	2	20		3		0	356		2		1		0		12	7		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:	2	20		3		0	356		2		1		0		12	7		0		0				
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0				
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0				
Initial Fut:	2	20		3		0	356		2		1		0		12	7		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:	0.69	0.69		0.69		0.81	0.81		0.81		0.65		0.65		0.65	0.44		0.44		0.44				
PHF Volume:	3	29		4		0	440		2		2		0		18	16		0		0				
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0				
FinalVolume:	3	29		4		0	440		2		2		0		18	16		0		0				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.1		6.5		6.2	7.1	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	3.5	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	442	xxxx	xxxxx	xxxx	xxxx	xxxxx					478		480		441	487	xxxx	xxxxx						
Potent Cap.:	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx					498		485		617	491	xxxx	xxxxx						
Move Cap.:	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx					497		484		617	475	xxxx	xxxxx						
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.00		0.00		0.03	0.03	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.1	xxxx	xxxxx						
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							12.8	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*	*	*	*							B	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	605	xxxxx							xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx							xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx							xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	B	*							*	*	*						
ApproachDel:	xxxxxx			xxxxxx				11.2								12.8								
ApproachLOS:	*			*				B								B								

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative PM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec): 130 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 12 Average Delay (sec/veh): 31.3
Optimal Cycle: 72 Level Of Service: C

Street Name:	SR-1									Highland 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					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	10		10		4	10		10		8		8		8	8		8		8
Y+R:	3.5	6.0		6.0		3.5	6.0		6.0		4.0		4.0		4.0	4.0		4.0		4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	1	0	1	1	0	0	1
Volume Module:																				
Base Vol:	75	1044		86		39	1092		64		94		98		32	275		112		96
Growth Adj:	1.25	1.25		1.25		1.25	1.25		1.25		1.25		1.25		1.25	1.25		1.25		1.25
Initial Bse:	94	1305		108		49	1365		80		118		123		40	344		140		120
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	94	1305		108		49	1365		80		118		123		40	344		140		120
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	102	1418		117		53	1484		87		128		133		43	374		152		130
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	102	1418		117		53	1484		87		128		133		43	374		152		130
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:	102	1418		117		53	1484		87		128		133		43	374		152		130
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900	1900		1900		1900
Adjustment:	0.93	0.93		0.83		0.93	0.93		0.83		0.89		0.89		0.89	0.95		0.95		0.83
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.26		1.31		0.43	1.42		0.58		1.00
Final Sat.:	1769	3538		1583		1769	3538		1583		2134		2225		727	2556		1041		1583
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.40		0.07		0.03	0.42		0.05		0.06		0.06		0.06	0.15		0.15		0.08
Crit Moves:	****						****				****							****		
Green/Cycle:	0.08	0.59		0.59		0.05	0.56		0.56		0.08		0.08		0.08	0.19		0.19		0.19
Volume/Cap:	0.75	0.68		0.13		0.66	0.75		0.10		0.75		0.75		0.75	0.75		0.75		0.42
Delay/Veh:	79.7	19.3		11.9		80.0	23.6		13.5		66.3		66.3		66.3	54.0		54.0		46.9
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:	79.7	19.3		11.9		80.0	23.6		13.5		66.3		66.3		66.3	54.0		54.0		46.9
LOS by Move:	E	B		B		F	C		B		E		E		E	D		D		D
HCM2kAvgQ:	6	21		2		3	24		2		6		6		6	11		11		5

AM Cumulative (2030) Plus Project
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative + Project AM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec):	90	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	9	Average Delay (sec/veh):	6.2
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Colony Drive								SR-1						
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	4	4	4	2	10	0	0	10	10			
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	3.5	6.8	0.0	0.0	6.8	6.8			
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:															
Base Vol:	0	0	0	25	0	6	83	681	0	0	1048	355			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.23	1.00	1.00	1.23	1.00			
Initial Bse:	0	0	0	25	0	6	83	838	0	0	1289	355			
Added Vol:	0	0	0	2	0	1	7	0	0	0	0	30			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	27	0	7	90	838	0	0	1289	385			
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	0.55	0.55	0.55	0.82	0.82	1.00	1.00	0.85	0.85			
PHF Volume:	0	0	0	49	0	13	110	1022	0	0	1517	453			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	49	0	13	110	1022	0	0	1517	453			
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	49	0	13	110	1022	0	0	1517	453			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.93	0.83			
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3538	1583			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.06	0.29	0.00	0.00	0.43	0.29			
Crit Moves:				****			****				****				
Green/Cycle:	0.00	0.00	0.00	0.05	0.00	0.05	0.11	0.85	0.00	0.00	0.74	0.74			
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.17	0.58	0.34	0.00	0.00	0.58	0.38			
Delay/Veh:	0.0	0.0	0.0	51.3	0.0	42.1	42.5	1.5	0.0	0.0	5.5	4.3			
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:	0.0	0.0	0.0	51.3	0.0	42.1	42.5	1.5	0.0	0.0	5.5	4.3			
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A			
HCM2kAvgQ:	0	0	0	2	0	1	4	3	0	0	10	5			

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative + Project AM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative + Project AM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[15.4]

Street Name:	Colony Drive									Santa Cruz Road							
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	1!	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0
Volume Module:																				
Base Vol:	61	369		3		0	26		2		0	0		2		5	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:	61	369		3		0	26		2		0	0		2		5	0		0	
Added Vol:	0	37		0		0	3		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	61	406		3		0	29		2		0	0		2		5	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:	0.87	0.87		0.87		0.54	0.54		0.54		0.50	0.50		0.50		0.42	0.42		0.42	
PHF Volume:	70	467		3		0	54		4		0	0		4		12	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	70	467		3		0	54		4		0	0		4		12	0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.2		7.1	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3		3.5	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	57	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		56		666	xxxx	xxxxx						
Potent Cap.:	1547	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1011		373	xxxx	xxxxx						
Move Cap.:	1547	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1011		358	xxxx	xxxxx						
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00		0.03	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0		0.1	xxxx	xxxxx						
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		8.6		15.4	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*	*	*		A		C	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx				8.6				15.4								
ApproachLOS:	*			*				A				C								

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative + Project AM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec): 130 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 56 Level Of Service: C

Street Name:	SR-1									Highland 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					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	10		10		4	10		10		8	8		8		8	8		8	
Y+R:	3.5	6.0		6.0		3.5	6.0		6.0		4.0	4.0		4.0		4.0	4.0		4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	1	0	1	1	0	0	1
Volume Module:																				
Base Vol:	43	950		292		138	915		42		132	122		47		44	43		25	
Growth Adj:	1.25	1.25		1.25		1.25	1.25		1.25		1.25	1.25		1.25		1.25	1.25		1.25	
Initial Bse:	54	1188		365		173	1144		53		165	153		59		55	54		31	
Added Vol:	0	24		0		0	2		0		4	0		0		0	0		2	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	54	1212		365		173	1146		53		169	153		59		55	54		33	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	58	1317		397		188	1245		57		184	166		64		60	58		36	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	58	1317		397		188	1245		57		184	166		64		60	58		36	
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:	58	1317		397		188	1245		57		184	166		64		60	58		36	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.93	0.93		0.83		0.93	0.93		0.83		0.89	0.89		0.89		0.96	0.96		0.83	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.34	1.20		0.46		1.01	0.99		1.00	
Final Sat.:	1769	3538		1583		1769	3538		1583		2254	2034		783		1836	1795		1583	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.37		0.25		0.11	0.35		0.04		0.08	0.08		0.08		0.03	0.03		0.02	
Crit Moves:		****				****								****			****			
Green/Cycle:	0.06	0.56		0.56		0.16	0.66		0.66		0.12	0.12		0.12		0.06	0.06		0.06	
Volume/Cap:	0.53	0.66		0.45		0.66	0.53		0.05		0.66	0.66		0.66		0.53	0.53		0.37	
Delay/Veh:	64.1	20.6		16.9		57.0	11.8		7.8		57.0	57.0		57.0		61.6	61.6		61.0	
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:	64.1	20.6		16.9		57.0	11.8		7.8		57.0	57.0		57.0		61.6	61.6		61.0	
LOS by Move:	E	C		B		E	B		A		E	E		E		E	E		E	
HCM2kAvgQ:	3	19		9		8	14		1		7	7		7		3	3		2	

PM Cumulative (2030) Plus Project
Capacity Analysis

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative + Project PM

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

Intersection #1 Colony Drive / SR-1

Cycle (sec):	90	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	9	Average Delay (sec/veh):	16.6
Optimal Cycle:	54	Level Of Service:	B

Street Name:	Colony Drive							SR-1							
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			4	4	4			2	10	0			0	10	10		
Y+R:	0.0	0.0	0.0			4.0	4.0	4.0			3.5	6.8	0.0			0.0	6.8	6.8		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0			297	0	74			7	1034	0			0	912	17		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.23	1.00			1.00	1.23	1.00		
Initial Bse:	0	0	0			297	0	74			7	1272	0			0	1122	17		
Added Vol:	0	0	0			22	0	5			0	0	0			0	0	2		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			319	0	79			7	1272	0			0	1122	19		
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			0.82	0.82	0.82			0.82	0.82	1.00			1.00	0.90	0.90		
PHF Volume:	0	0	0			389	0	96			9	1551	0			0	1246	21		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			389	0	96			9	1551	0			0	1246	21		
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			389	0	96			9	1551	0			0	1246	21		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			0.93	1.00	0.83			0.93	0.93	1.00			1.00	0.93	0.83		
Lanes:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	2.00	0.00			0.00	2.00	1.00		
Final Sat.:	0	0	0			1769	0	1583			1769	3538	0			0	3538	1583		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.22	0.00	0.06			0.00	0.44	0.00			0.00	0.35	0.01		
Crit Moves:						****						****				****				
Green/Cycle:	0.00	0.00	0.00			0.30	0.00	0.30			0.04	0.60	0.00			0.00	0.56	0.56		
Volume/Cap:	0.00	0.00	0.00			0.73	0.00	0.20			0.14	0.73	0.00			0.00	0.62	0.02		
Delay/Veh:	0.0	0.0	0.0			33.4	0.0	23.6			43.0	14.2	0.0			0.0	13.8	8.7		
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			33.4	0.0	23.6			43.0	14.2	0.0			0.0	13.8	8.7		
LOS by Move:	A	A	A			C	A	C			D	B	A			A	B	A		
HCM2kAvgQ:	0	0	0			11	0	2			0	17	0			0	13	0		

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative + Project PM

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative + Project PM

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

Intersection #2 Colony Drive / Santa Cruz Road

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[13.3]

Street Name:	Colony Drive												Santa Cruz Road											
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	1!	0	0	0	0	0	1	0	0	0	1!	0	0	1	0	0	0	0				
Volume Module:																								
Base Vol:	2	20		3		0	356		2		1		0		12	7		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:	2	20		3		0	356		2		1		0		12	7		0		0				
Added Vol:	0	2		0		0	27		0		0		0		0	0		0		0				
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0				
Initial Fut:	2	22		3		0	383		2		1		0		12	7		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:	0.69	0.69		0.69		0.81	0.81		0.81		0.65		0.65		0.65	0.44		0.44		0.44				
PHF Volume:	3	32		4		0	473		2		2		0		18	16		0		0				
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0				
FinalVolume:	3	32		4		0	473		2		2		0		18	16		0		0				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.1		6.5		6.2	7.1	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	3.5	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	475	xxxx	xxxxx	xxxx	xxxx	xxxxx					514		516		474	523	xxxx	xxxxx						
Potent Cap.:	1087	xxxx	xxxxx	xxxx	xxxx	xxxxx					471		463		590	464	xxxx	xxxxx						
Move Cap.:	1087	xxxx	xxxxx	xxxx	xxxx	xxxxx					470		462		590	449	xxxx	xxxxx						
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.00		0.00		0.03	0.04	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.1	xxxx	xxxxx						
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							13.3	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*	*	*	*							B	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	579	xxxxx							xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx							xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx							xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	B	*							*	*	*						
ApproachDel:	xxxxxx			xxxxxx				11.4								13.3								
ApproachLOS:	*			*				B								B								

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

California Department of Corrections and Rehabilitation
San Luis Obispo - California Men's Colony TIA
2030 Cumulative + Project PM

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

Intersection #3 SR-1 / HIghland Drive

Cycle (sec): 130 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 12 Average Delay (sec/veh): 31.3
Optimal Cycle: 73 Level Of Service: C

Street Name:	SR-1									Highland 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	8	8	8	8	8	8
Y+R:	3.5	6.0	6.0	3.5	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	75	1044	86	39	1092	64	94	98	32	275	112	96
Growth Adj:	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Initial Bse:	94	1305	108	49	1365	80	118	123	40	344	140	120
Added Vol:	0	1	0	1	18	3	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1306	108	50	1383	83	118	123	40	344	140	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	102	1420	117	54	1503	90	128	133	43	374	152	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1420	117	54	1503	90	128	133	43	374	152	130
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:	102	1420	117	54	1503	90	128	133	43	374	152	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.89	0.89	0.89	0.95	0.95	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.26	1.31	0.43	1.42	0.58	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	2134	2225	727	2556	1041	1583
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.07	0.03	0.42	0.06	0.06	0.06	0.06	0.15	0.15	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.59	0.59	0.05	0.56	0.56	0.08	0.08	0.08	0.19	0.19	0.19
Volume/Cap:	0.76	0.68	0.12	0.67	0.76	0.10	0.76	0.76	0.76	0.76	0.76	0.43
Delay/Veh:	80.7	19.1	11.8	81.5	23.6	13.4	66.8	66.8	66.8	54.5	54.5	47.1
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:	80.7	19.1	11.8	81.5	23.6	13.4	66.8	66.8	66.8	54.5	54.5	47.1
LOS by Move:	F	B	B	F	C	B	E	E	E	D	D	D
HCM2kAvgQ:	6	20	2	3	25	2	6	6	6	12	12	5

Traffic Signal Timing Plans

C-7 LOCATION: Men's Colony Dr. & Route 1 CO SLO RTE. 01 P.M. 19.80

DATE 5/20/2008

Rev2.0

CONTROL CODE (F)

INTERVAL		PHASE TIMING								
		1	2	3	4	5	6	7	8	
0	WALK	10	**5**		10		10			0
1	DON'T WK	10	**20**		10		10			1
2	MIN GRN	**2**	**10**		**4**		**10**			2
3	TYPE 3	10	10		10		10			3
4	ADDED	**0.0**	**0.0**		**0.0**		**0.0**			4
5	PASSAGE	**2.0**	**2.0**		**2.5**		**2.0**			5
6	MAX GAP	**3.0**	**3.0**		**3.5**		**3.0**			6
7	MIN GAP	**1.0**	**1.0**		**1.5**		**1.0**			7
8	MAX 1	**25**	**90**		**30**		**90**			8
9	MAX 2	50	50		50		50			9
A	MAX 3	50	50		50		50			A
B										B
C	REDUCE	**0.1**	**0.1**		**0.1**		**0.1**			C
D	EVERY	1.0	**2.0**		1.0		**2.0**			D
E	YELLOW	**3.0**	**5.8**		**3.0**		**5.8**			E
F	RED CLR	**0.5**	**1.0**		**1.0**		**1.0**			F
PED XING (ft)			92'							

PRE-EMPTION (E)			FLAGS	(F)								
				1	2	3	4	5	6	7	8	
0	EV SEL	0	PERMIT	1	2		4		6			0
1	RR1 CLR	10	RED LOCK									1
2	EVA DLY	0	YELLOW LOCK									2
3	EVA CLR	30	VEH RECALL		2				6			3
4	EVB DLY	0	PED RECALL									4
5	EVB CLR	30	PED PHASES		2							5
6	EVC DLY	0	RT OVLA									6
7	EVC CLR	30	RT OVLB									7
8	EVD DLY	0	DBL ENTRY									8
9	EVDCLR	30	MAX 2 PHASES									9
A	MAX EV	0	LAG PHASES	FOR OBSERVATION ONLY								A
B	RR2 CLR	10	RED REST									B
C	EV CLR TMR	*	REST IN WALK									C
D	EV DLY TMR	*	MAX 3 PHASES									D
E	RR CLR TMR	*	YEL START UP		2				6			E
F	RR TIMER	*	FIRST PHASE				4					F

ACT MAX 2 GAP F-C-0 = **3** ACT MAX 2 SET F-C-1 = **3** CONDITIONAL SERVICE MIN F-C-2 = **10**

MAX VARIABLE INT. F-0-E = **30** RED REVERT F-0-F = **2.0** TYPE FLASH C-0-5 = **1**

O/L GRN EXT (A) F-C-A = (B) F-C-B = (C) F-C-C = (D) F-C-D =

MAX MODEL 412 PROGRAN MODULE RTCA SWITCH (OFF), LITHIUM BATTERY (NOT) INSTALLED.

LOCATION: Men's Colony Dr. & Route 1

CONTROL CODE (C)

LAG FZ		(F)								
		1	2	3	4	5	6	7	8	
0	FREE		2		4		6		8	0

CONTROL CODE (E)

FUNCTION		(E)								
		1	2	3	4	5	6	7	8	
A	O/L (A) NOT									A
B	O/L (B) NOT									B
C	O/L (C) NOT									C
D	O/L (D) NOT									D
FUNCTION		(F)								
		1	2	3	4	5	6	7	8	
0	COND CODE 4									0
1	COND CODE 5									1
5	PHASE 2 PED		2							5
6	PHASE 6 PED						6			6
7	PHASE 4 PED				4					7
8	PHASE 8 PED								8	8
A	O/L (A) ON									A
B	O/L (B) ON									B
C	O/L (C) ON									C
D	O/L (D) ON									D

CONTROL CODE (7)

KEY STROKES 7 + # + HR + MN + CODE + (E) + DOW

#	HR	MN	ACT CODE	ON/ OFF 0	DAY OF WEEK							#
					S 1	M 2	T 3	W 4	T 5	F 6	S 7	
0												0
1												1
2												2
3												3
4												4
5												5
6												6
7												7
8												8
9												9
A												A
B												B
C												C
D												D
E												E
F												F

ACTIVITY CODES

1 MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV CODE 4
5 COND SERV CODE 5
6 AUX OUTPUT 6
7 AUX OUTPUT 7
8 AUX OUTPUT 8
9 MAX RECALL 1
A ACT MAX 2
B MAX RECALL 2
C YELLOW COORD C
D YELLOW COORD D
E FREE OPERATION
F FLASH OPERATION

INTERVALS

0 WALK
1 PED CLEARANCE
2 MINIMUM
4 VARIABLE INITIAL
5 PASSAGE
7 REDUCED GAP
8 RED REST
9 PREEMPT
A STOP TIME
B RED REVERT
C GAP TERM YELLOW
D MAX TERM YELLOW
E FORCEOFF YELLOW
F RED CLEARANCE

LOCATION: Men's Colony Dr. & Route 1

INPUT FILE ASSIGNMEINT

I FILE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
U	1	2	2	2	3	4	4	4	1		ADV	2 PED	6 PED	FLH
L		2	2			4	4		3		SP1	4 PED	8 PED	STOP TIME

* SEE NOTES

ENTER (123) AT ADDRESS F-C-F TO ACCESS DETECTOR PAGE

CONTROL CODE (E)

I FILE DETECTORS		PHASE (S) (C)									FUNCTION (S) (D)							
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0	I-1	1								0					5	6		
1	I-2-U		2							1					5	6		
2	I-2-L		2							2					5	6		
3	I-3-U		2							3					5	6		
4	I-3-L		2							4					5	6		
5	I-4		2							5					5	6		
6	I-5			3						6					5	6		
7	I-6-U				4					7					5	6		
8	I-6-L				4					8					5	6		
9	I-7-U				4					9					5	6		
A	I-7-L				4					A					5	6		
B	I-8				4					B					5	6		
C	I-9-U	1								C					5	6		
D	I-9-L			3						D					5	6		

DETECTOR FUNCTIONS

1 – RED LOCK 2 – YELLOW LOCK 5 – EXTENSION
6 – COUNT 7 – CALL 8 – TYPE 3 DISCONNECT

LOCATION: Men's Colony Dr. & Route 1

INPUT FILE ASSIGNMENT

J FILE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
U	5	6	6	6	7	8	8	8	5		SP2	EVA 2&5	EVB 4&7	RR1
L		6	6			8	8		7		SP3	EVC 1&6	EVD 3&8	RR2

* SEE NOTES

ENTER (123) AT ADDRESS F-C-F TO ACCESS DETECTOR PAGE

CONTROL CODE (E)

J FILE DETECTORS		PHASE (S) (E)									FUNCTION (S) (F)							
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0	J-1					5				0					5	6		
1	J-2-U						6			1					5	6		
2	J-2-L						6			2					5	6		
3	J-3-U						6			3					5	6		
4	J-3-L						6			4					5	6		
5	J-4						6			5					5	6		
6	J-5							7		6					5	6		
7	J-6-U								8	7					5	6		
8	J-6-L								8	8					5	6		
9	J-7-U								8	9					5	6		
A	J-7-L								8	A					5	6		
B	J-8								8	B					5	6		
C	J-9-U					5				C					5	6		
D	J-9-L							7		D					5	6		

DETECTOR FUNCTIONS

1 – RED LOCK 2 – YELLOW LOCK 5 – EXTENSION
6 – COUNT 7 – CALL 8 – TYPE 3 DISCONNECT

LOCATION: Men's Colony Dr. & Route 1

CONTROL CODE (D)

DET.	DELAY		CARYOVER		DET.	DELAY		CARRYOVER	
I1	D-1-0	.	D-3-0	.	J1	D-2-0	.	D-4-0	.
	D-7-0	*	D-9-0	*		D-8-0	*	D-A-0	*
2I2U	D-1-1	.	D-3-1	2.0	6J2U	D-2-1	.	D-4-1	2.0
	D-7-1	*	D-9-1	*		D-8-1	*	D-A-1	*
2I2L	D-1-2	.	D-3-2	1.2	6J2L	D-2-2	.	D-4-2	1.2
	D-7-2	*	D-9-2	*		D-8-2	*	D-A-2	*
I3U	D-1-3	.	D-3-3	.	J3U	D-2-3	.	D-4-3	.
	D-7-3	*	D-9-3	*		D-8-3	*	D-A-3	*
I3L	D-1-4	.	D-3-4	.	J3L	D-2-4	.	D-4-4	.
	D-7-4	*	D-9-4	*		D-8-4	*	D-A-4	*
I4	D-1-5	.	D-3-5	.	J4	D-2-5	.	D-4-5	.
	D-7-5	*	D-9-5	*		D-8-5	*	D-A-5	*
I5	D-1-6	.	D-3-6	.	J5	D-2-6	.	D-4-6	.
	D-7-6	*	D-9-6	*		D-8-6	*	D-A-6	*
4I6U	D-1-7	2.0	D-3-7	2.0	J6U	D-2-7	.	D-4-7	.
	D-7-7	*	D-9-7	*		D-8-7	*	D-A-7	*
I6L	D-1-8	.	D-3-8	.	J6L	D-2-8	.	D-4-8	.
	D-7-8	*	D-9-8	*		D-8-8	*	D-A-8	*
I7U	D-1-9	15.0	D-3-9	.	J7U	D-2-9	.	D-4-9	.
	D-7-9	*	D-9-9	*		D-8-9	*	D-A-9	*
I7L	D-1-A	.	D-3-A	.	J7L	D-2-A	.	D-4-A	.
	D-7-A	*	D-9-A	*		D-8-A	*	D-A-A	*
4I8	D-1-B		D-3-B	.	J8	D-2-B	.	D-4-B	.
	D-7-B	*	D-9-B	*		D-8-B	*	D-A-B	*
I9U	D-1-C	.	D-3-C	.	J9U	D-2-C	.	D-4-C	.
	D-7-C	*	D-9-C	*		D-8-C	*	D-A-C	*
I9L	D-1-D	.	D-3-D	.	J9L	D-2-D	.	D-4-D	.
	D-7-D	*	D-9-D	*		D-8-D	*	D-A-D	*

* OBSERVE TIMERS

NUMBER OF POWER FAILURES F-0-C = LONG F-0-D = SHORT

LAST POWER FAILURE D-A-E = HOUR D-B-E = MINUTE D-C-E = DAY

LAST FLASH D-A-F = HOUR D-B-F = MINUTE D-C-F = DAY

LITHIUM BATTERY CONDITION OBSERVED AT D-E-F 84 = BAD 85 = GOOD

D-E-E = C-8 VERSION # F-C-3 = TYPE MAX

LOCATION: _____

MASTER LOCATION: _____

CONTROL CODE (C)

INTERVAL		CONTROL PLANS									
		1	2	3	4	5	6	7	8		
0	CYCLE										0
1	FZ 1 GF										1
2	COORD FZ	----	----	----	----	----	----	----	----	----	2
3	FZ 3 GF										3
4	FZ 4 GF										4
5	FZ 5 GF										5
6	COORD FZ	----	----	----	----	----	----	----	----	----	6
7	FZ 7 GF										7
8	FZ 8 GF										8
9	X CYCLE										9
A	OFFSET A										A
B	OFFSET B										B
C	OFFSETC										C
D	FZ 3 EXT										D
E	FZ 7 EXT										E
F	INTERRUPT										F

LAG FZ GAPOUT (E)			LAG FZ	(F)								
				1	2	3	4	5	6	7	8	
1	PLAN 1		PLAN 1		2		4		6		8	1
2	PLAN 2		PLAN 2		2		4		6		8	2
3	PLAN 3		PLAN 3		2		4		6		8	3
4	PLAN 4		PLAN 4		2		4		6		8	4
5	PLAN 5		PLAN 5		2		4		6		8	5
6	PLAN 6		PLAN 6		2		4		6		8	6
7	PLAN 7		PLAN 7		2		4		6		8	7
8	PLAN 8		PLAN 8		2		4		6		8	8
9	PLAN 9		PLAN 9		2		4		6		8	9
C			COORD FZ		2				6			C

TIME BASE SELECT	F-D-0 = **0**	# OF SLAVES	D-0-0 = **00**
TIME BASE HOUR	F-D-1 = **0**	MANUAL PLAN	C-0-1
TIME BASE MINUTE	F-D-2 = **0**	* MASTER PLAN	C-0-2
PED SELECT	F-D-3 = **0**	* CURRENT PLAN	C-0-3
7-WIRE SELECT	F-D-4 = **0**	* LAST PLAN	C-0-4
PERMISSIVE SELECT	F-D-5 = **0**	* CURRENT OFFSET	C-0-6
OFFSET SEEK	F-D-8 = **1**	TRANSMIT PLAN	C-0-7
LIMITED DOWNLOAD	C-C-2 = **0**	MANUAL OFFSET	C-0-D

* FOR OBSERVATION ONLY

LOCATION: _____

CONTROL CODE (9)

KEY STROKES 9 + # + HR + MN + PLAN + OS + (E) + DOW												
#	HR	MN	PLAN	OFF SET	DAY OF WEEK							#
					S 1	M 2	T 3	W 4	T 5	F 6	S 7	
0												0
1												1
2												2
3												3
4												4
5												5
6												6
7												7
8												8
9												9
A												A
B												B
C												C
D												D
E												E
F												F

LOCATION DIP SWITCH		
	OFF	ON
1	X	
2	X	
3	X	
4	X	
5	X	
6	X	
7	X	
8	X	

FEATURE DIP SWITCH		
	OFF	ON
1	X	
2	X	
3	X	
4	X	
5	X	
6	X	
7	X	
8	X	

CLOCK RESET F-9-0 = **0**

FOR OBSERVATION ONLY

LOCATION	C-0-0 = **00**
LOCAL CYCLE TIMER	C-A-0
MASTER CYCLE TIMER	C-B-0
PRESENT OFFSET	C-A-A
DESIRED OFFSET	C-B-A
HOLD	C-F-D
PHASE NEXT	C-F-E
FORCE OFF PHASE	C-F-F
CALCULATED FORCE OFF	C-A-1 to C-A-8
PERMISSIVE PERIOD	C-B-1 to C-B-8

LOCATION: _____

CONTROL CODE (D)

MAX RECALL		(D)								
		1	2	3	4	5	6	7	8	
1	PLAN 1									1
2	PLAN 2									2
3	PLAN 3									3
4	PLAN 4									4
5	PLAN 5									5
6	PLAN 6									6
7	PLAN 7									7
8	PLAN 8									8
9	PLAN 9									9
A	TOD MAX RECALL 1									A
B	TOD MAX RECALL 2									B

MIN RECALL		(E)								
		1	2	3	4	5	6	7	8	
1	PLAN 1									1
2	PLAN 2									2
3	PLAN 3									3
4	PLAN 4									4
5	PLAN 5									5
6	PLAN 6									6
7	PLAN 7									7
8	PLAN 8									8
9	PLAN 9									9

PED RECALL		(F)								
		1	2	3	4	5	6	7	8	
1	PLAN 1									1
2	PLAN 2									2
3	PLAN 3									3
4	PLAN 4									4
5	PLAN 5									5
6	PLAN 6									6
7	PLAN 7									7
8	PLAN 8									8
9	PLAN 9									9

LOCATION: _____

MASTER LOCATION: _____

CONTROL CODE (C)

LAG FZ		(F)								
		1	2	3	4	5	6	7	8	
A	Y-COORD (C)									A
B	Y-COORD (D)									B

CONTROL CODE (E)

LAG FZ		(F)								
		1	2	3	4	5	6	7	8	
2	Y-COORD RECALL									2
3	Y-COORD RECALL									3

CONTROL CODE (C)

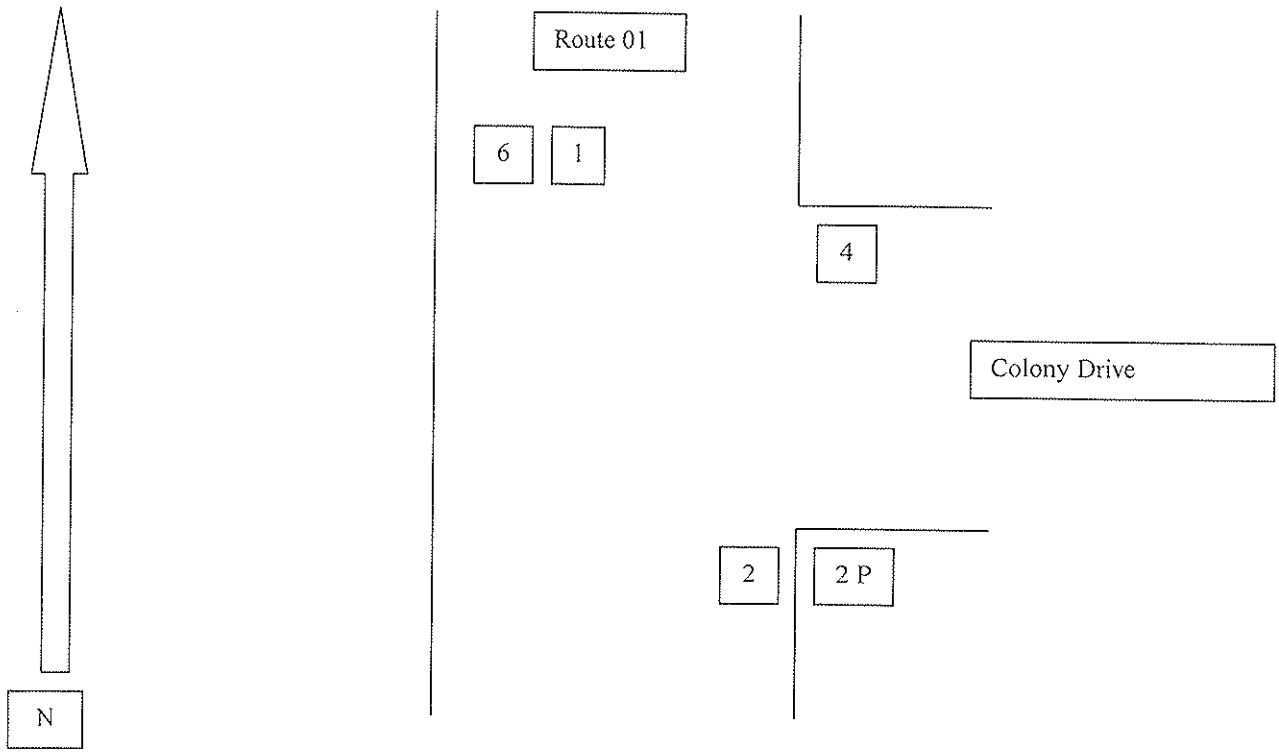
INTERVAL		Y-COORD		
		C	D	
4	PERM TIME			4
5	LAG OFFSET			5
6	FORCE OFF			6
7	LONG GREEN			7
8	NO GREEN			8
A	COORD OFFSET			A

Y-COORD TIMERS
FOR OBSERVATION ONLY

CONTROL CODE (C) + (C or D)

9	PERM.
B	OFFSET
C	LAG GREEN
D	FORCE OFF
E	LONG GREEN
F	NO GREEN

LOCATION: Men's Colony Dr. & Route 1



C-8 LOCATION: Santa Rosa & Highland Drive CO SLO RTE. 01 P.M. 17.81

DATE 3/10/09

Rev2.0

CONTROL CODE (F)

INTERVAL		PHASE TIMING								
		1	2	3	4	5	6	7	8	
0	WALK	10	10	10	**5**	10	**5**			0
1	DON'T WK	10	10	10	**27**	10	**23**			1
2	MIN GRN	**4**	**10**	**8**	**8**	**4**	**10**			2
3	TYPE 3	10	10	10	10	10	10			3
4	ADDED	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**			4
5	PASSAGE	**2.0**	**2.5**	**2.0**	**2.0**	**2.0**	**2.5**			5
6	MAX GAP	**2.0**	**3.5**	**2.5**	**3.0**	**2.0**	**3.5**			6
7	MIN GAP	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**			7
8	MAX 1	**15**	**70**	**23**	**19**	**21**	**70**			8
9	MAX 2	50	50	50	50	50	50			9
A	MAX 3	50	**127**	50	50	50	**127**			A
B										B
C	REDUCE	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**			C
D	EVERY	1.0	**1.2**	1.0	1.0	1.0	**1.2**			D
E	YELLOW	**3.0**	**5.0**	**3.0**	**3.0**	**3.0**	**5.0**			E
F	RED CLR	**0.5**	**1.0**	**1.0**	**1.0**	**0.5**	**1.0**			F
PED XING (ft)					122'		93'			

PRE-EMPTION (E)			FLAGS	(F)								
				1	2	3	4	5	6	7	8	
0	EV SEL	0	PERMIT	1	2	3	4	5	6			0
1	RR1 CLR	10	RED LOCK									1
2	EVA DLY	0	YELLOW LOCK									2
3	EVA CLR	30	VEH RECALL		2				6			3
4	EVB DLY	0	PED RECALL									4
5	EVB CLR	30	PED PHASES				4		6			5
6	EVC DLY	0	RT OVLA									6
7	EVC CLR	30	RT OVLB									7
8	EVD DLY	0	DBL ENTRY									8
9	EVDCLR	30	MAX 2 PHASES									9
A	MAX EV	0	LAG PHASES	FOR OBSERVATION ONLY								A
B	RR2 CLR	10	RED REST									B
C	EV CLR TMR	*	REST IN WALK									C
D	EV DLY TMR	*	MAX 3 PHASES		2				6			D
E	RR CLR TMR	*	YEL START UP		2				6			E
F	RR TIMER	*	FIRST PHASE				4					F

ACT MAX 2 GAP F-C-0 = **3** ACT MAX 2 SET F-C-1 = **3** CONDITIONAL SERVICE MIN F-C-2 = **10**

MAX VARIABLE INT. F-0-E = **30** RED REVERT F-0-F = **2.0** TYPE FLASH C-0-5 = **1**

O/L GRN EXT (A) F-C-A = (B) F-C-B = (C) F-C-C = (D) F-C-D =

MAX MODEL 412 PROGRAN MODULE RTCA SWITCH (OFF), LITHIUM BATTERY (NOT) INSTALLED.

LOCATION: Santa Rosa & Highland Drive

CONTROL CODE (C)

LAG FZ		(F)								
		1	2	3	4	5	6	7	8	
0	FREE		2		4		6		8	0

CONTROL CODE (E)

FUNCTION		(E)								
		1	2	3	4	5	6	7	8	
A	O/L (A) NOT									A
B	O/L (B) NOT									B
C	O/L (C) NOT									C
D	O/L (D) NOT									D
FUNCTION		(F)								
		1	2	3	4	5	6	7	8	
0	COND CODE 4									0
1	COND CODE 5									1
5	PHASE 2 PED		2							5
6	PHASE 6 PED						6			6
7	PHASE 4 PED				4					7
8	PHASE 8 PED								8	8
A	O/L (A) ON									A
B	O/L (B) ON									B
C	O/L (C) ON									C
D	O/L (D) ON									D

CONTROL CODE (7)

KEY STROKES 7 + # + HR + MN + CODE + (E) + DOW												
#	HR	MN	ACT CODE	ON/ OFF 0	DAY OF WEEK							
					S 1	M 2	T 3	W 4	T 5	F 6	S 7	#
0												0
1												1
2												2
3												3
4												4
5												5
6												6
7												7
8												8
9												9
A												A
B												B
C												C
D												D
E												E
F												F

ACTIVITY CODES

1 MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV CODE 4
5 COND SERV CODE 5
6 AUX OUTPUT 6
7 AUX OUTPUT 7
8 AUX OUTPUT 8
9 MAX RECALL 1
A ACT MAX 2
B MAX RECALL 2
C YELLOW COORD C
D YELLOW COORD D
E FREE OPERATION
F FLASH OPERATION

INTERVALS

0 WALK
1 PED CLEARANCE
2 MINIMUM
4 VARIABLE INITIAL
5 PASSAGE
7 REDUCED GAP
8 RED REST
9 PREEMPT
A STOP TIME
B RED REVERT
C GAP TERM YELLOW
D MAX TERM YELLOW
E FORCEOFF YELLOW
F RED CLEARANCE

LOCATION: Santa Rosa & Highland Drive

INPUT FILE ASSIGNMEINT

I FILE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
U	1	2	2	2	3	4	4	4	4 Bike		ADV	2 PED	6 PED	FLH
L		2	2			4	4		3		SP1	4 PED	8 PED	STOP TIME

* SEE NOTES

ENTER (123) AT ADDRESS F-C-F TO ACCESS DETECTOR PAGE

CONTROL CODE (E)

I FILE DETECTORS		PHASE (S) (C)									FUNCTION (S) (D)							
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0	I-1	1								0					5	6		
1	I-2-U		2							1					5	6		
2	I-2-L		2							2					5	6		
3	I-3-U		2							3					5	6		
4	I-3-L		2							4					5	6		
5	I-4		2							5					5	6		
6	I-5			3						6					5	6		
7	I-6-U				4					7					5	6		
8	I-6-L				4					8					5	6		
9	I-7-U				4					9					5	6		
A	I-7-L				4					A					5	6		
B	I-8				4					B					5	6		
C	I-9-U				4					C					5	6		
D	I-9-L			3						D					5	6		

DETECTOR FUNCTIONS

1 – RED LOCK 2 – YELLOW LOCK 5 – EXTENSION
6 – COUNT 7 – CALL 8 – TYPE 3 DISCONNECT

LOCATION: Santa Rosa & Highland Drive

INPUT FILE ASSIGNMENT

J FILE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
U	5	6	6	6	7	8	8	8	5		SP2	EVA 2&5	EVB 4&7	RR1
L		6	6			8	8		7		SP3	EVC 1&6	EVD 3&8	RR2

* SEE NOTES

ENTER (123) AT ADDRESS F-C-F TO ACCESS DETECTOR PAGE

CONTROL CODE (E)

J FILE DETECTORS		PHASE (S) (E)									FUNCTION (S) (F)							
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0	J-1					5				0					5	6		
1	J-2-U						6			1					5	6		
2	J-2-L						6			2					5	6		
3	J-3-U						6			3					5	6		
4	J-3-L						6			4					5	6		
5	J-4						6			5					5	6		
6	J-5							7		6					5	6		
7	J-6-U								8	7					5	6		
8	J-6-L								8	8					5	6		
9	J-7-U								8	9					5	6		
A	J-7-L								8	A					5	6		
B	J-8								8	B					5	6		
C	J-9-U					5				C					5	6		
D	J-9-L							7		D					5	6		

DETECTOR FUNCTIONS

1 – RED LOCK 2 – YELLOW LOCK 5 – EXTENSION
6 – COUNT 7 – CALL 8 – TYPE 3 DISCONNECT

LOCATION: Santa Rosa & Highland Drive

CONTROL CODE (D)

DET.	DELAY		CARYOVER		DET.	DELAY		CARRYOVER	
I1	D-1-0	.	D-3-0	.	J1	D-2-0	.	D-4-0	.
	D-7-0	*	D-9-0	*		D-8-0	*	D-A-0	*
I2U	D-1-1	.	D-3-1	2.0	J2U	D-2-1	.	D-4-1	2.0
	D-7-1	*	D-9-1	*		D-8-1	*	D-A-1	*
I2L	D-1-2	.	D-3-2	2.0	J2L	D-2-2	.	D-4-2	2.0
	D-7-2	*	D-9-2	*		D-8-2	*	D-A-2	*
I3U	D-1-3	.	D-3-3	0.5	J3U	D-2-3	.	D-4-3	1.7
	D-7-3	*	D-9-3	*		D-8-3	*	D-A-3	*
I3L	D-1-4	.	D-3-4	0.5	J3L	D-2-4	.	D-4-4	1.7
	D-7-4	*	D-9-4	*		D-8-4	*	D-A-4	*
I4	D-1-5	.	D-3-5	.	J4	D-2-5	.	D-4-5	
	D-7-5	*	D-9-5	*		D-8-5	*	D-A-5	*
I5	D-1-6	.	D-3-6	.	J5	D-2-6	.	D-4-6	.
	D-7-6	*	D-9-6	*		D-8-6	*	D-A-6	*
I6U	D-1-7	.	D-3-7	.	J6U	D-2-7	.	D-4-7	.
	D-7-7	*	D-9-7	*		D-8-7	*	D-A-7	*
I6L	D-1-8	.	D-3-8	.	J6L	D-2-8	.	D-4-8	.
	D-7-8	*	D-9-8	*		D-8-8	*	D-A-8	*
I7U	D-1-9	25.0	D-3-9	1.0	J7U	D-2-9	.	D-4-9	.
	D-7-9	*	D-9-9	*		D-9-9	*	D-A-9	*
I7L	D-1-A	.	D-3-A	.	J7L	D-2-A	.	D-4-A	.
	D-7-A	*	D-9-A	*		D-8-A	*	D-A-A	*
I8	D-1-B	.	D-3-B	.	J8	D-2-B	.	D-4-B	.
	D-7-B	*	D-9-B	*		D-8-B	*	D-A-B	*
I9U	D-1-C	.	D-3-C	.	J9U	D-2-C	.	D-4-C	.
	D-7-C	*	D-9-C	*		D-8-C	*	D-A-C	*
I9L	D-1-D	10.0	D-3-D	.	J9L	D-2-D	.	D-4-D	.
	D-7-D	*	D-9-D	*		D-8-D	*	D-A-D	*

* OBSERVE TIMERS

NUMBER OF POWER FAILURES F-0-C = LONG F-0-D = SHORT

LAST POWER FAILURE D-A-E = HOUR D-B-E = MINUTE D-C-E = DAY

LAST FLASH D-A-F = HOUR D-B-F = MINUTE D-C-F = DAY

LITHIUM BATTERY CONDITION OBSERVED AT D-E-F 84 = BAD 85 = GOOD

D-E-E = C-8 VERSION # 004 F-C-3 = TYPE MAX
D-E-C = 064, D-E-D = 210

LOCATION: Santa Rosa & Highland Drive

MASTER LOCATION: Upper Controller TRFM

CONTROL CODE (C)

INTERVAL		CONTROL PLANS									
		1	2	3	4	5	6	7	8		
0	CYCLE		120								0
1	FZ 1 GF		15								1
2	COORD FZ	----	----	----	----	----	----	----	----	----	2
3	FZ 3 GF		17								3
4	FZ 4 GF		21								4
5	FZ 5 GF		22								5
6	COORD FZ	----	----	----	----	----	----	----	----	----	6
7	FZ 7 GF										7
8	FZ 8 GF										8
9	X CYCLE										9
A	OFFSET A		36								A
B	OFFSET B										B
C	OFFSETC										C
D	FZ 3 EXT										D
E	FZ 7 EXT										E
F	INTERRUPT										F

LAG FZ GAPOUT (E)			LAG FZ	(F)								
				1	2	3	4	5	6	7	8	
1	PLAN 1		PLAN 1		2		4		6		8	1
2	PLAN 2	1	PLAN 2	1			4		6		8	2
3	PLAN 3		PLAN 3		2		4		6		8	3
4	PLAN 4		PLAN 4		2		4		6		8	4
5	PLAN 5		PLAN 5		2		4		6		8	5
6	PLAN 6		PLAN 6		2		4		6		8	6
7	PLAN 7		PLAN 7		2		4		6		8	7
8	PLAN 8		PLAN 8		2		4		6		8	8
9	PLAN 9		PLAN 9		2		4		6		8	9
C			COORD FZ		2				6			C

TIME BASE SELECT	F-D-0 = **1**	# OF SLAVES	D-0-0 = **00**
TIME BASE HOUR	F-D-1 = **0**	MANUAL PLAN	C-0-1
TIME BASE MINUTE	F-D-2 = **0**	* MASTER PLAN	C-0-2
PED SELECT	F-D-3 = **0**	* CURRENT PLAN	C-0-3
7-WIRE SELECT	F-D-4 = **0**	* LAST PLAN	C-0-4
PERMISSIVE SELECT	F-D-5 = **0**	* CURRENT OFFSET	C-0-6
OFFSET SEEK	F-D-8 = **1**	TRANSMIT PLAN	C-0-7
LIMITED DOWNLOAD	C-C-2 = **0**	MANUAL OFFSET	C-0-D

* FOR OBSERVATION ONLY

LOCATION: Santa Rosa & Highland Drive

CONTROL CODE (9)

KEY STROKES 9 + # + HR + MN + PLAN + OS + (E) + DOW												
#	HR	MN	PLAN	OFF SET	DAY OF WEEK							#
					S 1	M 2	T 3	W 4	T 5	F 6	S 7	
0	15	45	2	A		2	3	4	5	6		0
1	17	30	E			2	3	4	5	6		1
2												2
3												3
4												4
5												5
6												6
7												7
8												8
9												9
A												A
B												B
C												C
D												D
E												E
F												F

LOCATION DIP SWITCH		
	OFF	ON
1		**X**
2	X	
3	X	
4	X	
5	X	
6	X	
7	X	
8	X	

FEATURE DIP SWITCH		
	OFF	ON
1	X	
2	X	
3	X	
4	X	
5	X	
6	X	
7	X	
8	X	

CLOCK RESET F-9-0 = **0**

FOR OBSERVATION ONLY

LOCATION	C-0-0 = **01**
LOCAL CYCLE TIMER	C-A-0
MASTER CYCLE TIMER	C-B-0
PRESENT OFFSET	C-A-A
DESIRED OFFSET	C-B-A
HOLD	C-F-D
PHASE NEXT	C-F-E
FORCE OFF PHASE	C-F-F
CALCULATED FORCE OFF	C-A-1 to C-A-8
PERMISSIVE PERIOD	C-B-1 to C-B-8

LOCATION: Santa Rosa & Highland Drive

CONTROL CODE (D)

MAX RECALL		(D)								
		1	2	3	4	5	6	7	8	
1	PLAN 1									1
2	PLAN 2									2
3	PLAN 3									3
4	PLAN 4									4
5	PLAN 5									5
6	PLAN 6									6
7	PLAN 7									7
8	PLAN 8									8
9	PLAN 9									9

MIN RECALL		(E)								
		1	2	3	4	5	6	7	8	
1	PLAN 1									1
2	PLAN 2									2
3	PLAN 3									3
4	PLAN 4									4
5	PLAN 5									5
6	PLAN 6									6
7	PLAN 7									7
8	PLAN 8									8
9	PLAN 9									9

PED RECALL		(F)								
		1	2	3	4	5	6	7	8	
1	PLAN 1									1
2	PLAN 2									2
3	PLAN 3									3
4	PLAN 4									4
5	PLAN 5									5
6	PLAN 6									6
7	PLAN 7									7
8	PLAN 8									8
9	PLAN 9									9
A	TOD MAX RECALL 1									A
B	TOD MAX RECALL 2									B

Caltrans Accident History

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 2783638

Request Name: CPRA 05 1064 SLO 001 CMC

Ref Date: 06/16/2009

Request-& Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates Rate	Override Rates Inj%	Override Rates Fat%	Override ADT Main	Override ADT Cross	Req. Type	Com-bine?	Excl Ramp?
1 1	H	T	I	05 SLO 001 017.000 - 05 SLO 001 023.000	01-AUG-98	31-JUL-08	N	L						N	N	Y
1 2	I	T	I	05 SLO 001 017.800 - 05 SLO 001 017.801	01-AUG-98	31-JUL-08	N	L						N	N	N
1 3	I	T	I	05 SLO 001 019.800 - 05 SLO 001 019.801	01-AUG-98	31-JUL-08	N	L						N	N	N

Event Log:

Job id is : 413547 Accidents Table B Request CPRA 05 1064 SLO 001 CMC Submitted by T5SCADEN
05 SLO 001 17 - 05 SLO 001 23 08/01/1998 TO 07/31/2008
05 SLO 001 17.8 - 05 SLO 001 17.801 08/01/1998 TO 07/31/2008
05 SLO 001 19.8 - 05 SLO 001 19.801 08/01/1998 TO 07/31/2008

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description				Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Actual Fat	Actual F+I	Accident Rates Tot	Average Fat	Average F+I	Average Tot
05 SLO 001 017.000 - 05 SLO 001 022.999				6.012 MI H	886	9	315	324	722	102	144	12	24.2	531.30	0.017	.61	1.67	0.015	.43	1.18
0001-0001	1998-08-01	2008-07-31	*120 mo.*	NA	H99		H99	H99		H99		482								
05 SLO 001 017.800 HIGHLAND DR - CAL POLY				I 19	71	0	22	22	67	10	7	0	32.8	144.41 +	0.000	.15	.49	0.003	.11	.30
0001-0002	1998-08-01	2008-07-31	*120 mo.*	R	H99		H92	H90		H95		32	6.7							
05 SLO 001 019.800 MENS COLONY EAST				I 19	42	0	18	18	33	7	7	0	22.2	86.69 +	0.000	.21	.48	0.003	.11	.30
0001-0003	1998-08-01	2008-07-31	*120 mo.*	R	H99		H97	H97		H95		21	1.5							

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 2783638

Request Name: CPRA 05 1064 SLO 001 CMC

Ref Date: 06/16/2009

Request-& Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates Rate	Override Rates Inj%	Override Rates Fat%	Override ADT Main	Override ADT Cross	Req. Type	Com-bine?	Excl Ramp?
1 1	H	T	I	05 SLO 001 017.000 - 05 SLO 001 023.000	01-AUG-98	31-JUL-08	N	L						N	N	Y
1 2	I	T	I	05 SLO 001 017.800 - 05 SLO 001 017.801	01-AUG-98	31-JUL-08	N	L						N	N	N
1 3	I	T	I	05 SLO 001 019.800 - 05 SLO 001 019.801	01-AUG-98	31-JUL-08	N	L						N	N	N

Event Log:

Job id is : 413547 Accidents Table B Request CPRA 05 1064 SLO 001 CMC Submitted by T5SCADEN
05 SLO 001 17 - 05 SLO 001 23 08/01/1998 TO 07/31/2008
05 SLO 001 17.8 - 05 SLO 001 17.801 08/01/1998 TO 07/31/2008
05 SLO 001 19.8 - 05 SLO 001 19.801 08/01/1998 TO 07/31/2008

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description				Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Actual Fat	Actual F+I	Accident Rates Tot	Average Fat	Average F+I	Average Tot
05 SLO 001 017.000 - 05 SLO 001 022.999				6.012 MI H	886	9	315	324	722	102	144	12	24.2	531.30	0.017	.61	1.67	0.015	.43	1.18
0001-0001	1998-08-01	2008-07-31	*120 mo.*	NA	H99		H99	H99		H99		482								
05 SLO 001 017.800 HIGHLAND DR - CAL POLY				I 19	71	0	22	22	67	10	7	0	32.8	144.41 +	0.000	.15	.49	0.003	.11	.30
0001-0002	1998-08-01	2008-07-31	*120 mo.*	R	H99		H92	H90		H95		32	6.7							
05 SLO 001 019.800 MENS COLONY EAST				I 19	42	0	18	18	33	7	7	0	22.2	86.69 +	0.000	.21	.48	0.003	.11	.30
0001-0003	1998-08-01	2008-07-31	*120 mo.*	R	H99		H97	H97		H95		21	1.5							

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)